US 6 Phase 2 Corridor Planning Study

Erie County, Ohio

May 8, 2026

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INTRODUCTION

The US 6 Corridor Planning Study Phase 2, located in Erie County, Ohio, is a study aimed at improving transportation infrastructure, safety, and multi-modal connectivity along U.S. Route 6 (US 6) between the City of Huron and the City of Vermilion. The study area includes an approximately 8.76-mile segment along US 6 from Heron Drive in Huron to Decatur Street in Vermilion. The study area is located in Huron Township, Berlin Township, Vermilion Township, and the City of Vermilion. This study was commissioned by the Erie Regional Planning Commission (ERPC), the metropolitan planning organization (MPO) that serves the residents of Erie County, the eastern portion of Ottawa County, and the City of Vermilion within Lorain County. It is part of the larger initiative aimed at enhancing connectivity with future shared use paths (SUPs) on portions of US 6 in the region. This study is the next phase of evaluating transportation improvements along the US 6 corridor in Erie County, following the Phase 1 study of US 6 between the City of Sandusky and the City of Huron, which was also commissioned by ERPC and will be advancing to construction in 2026.

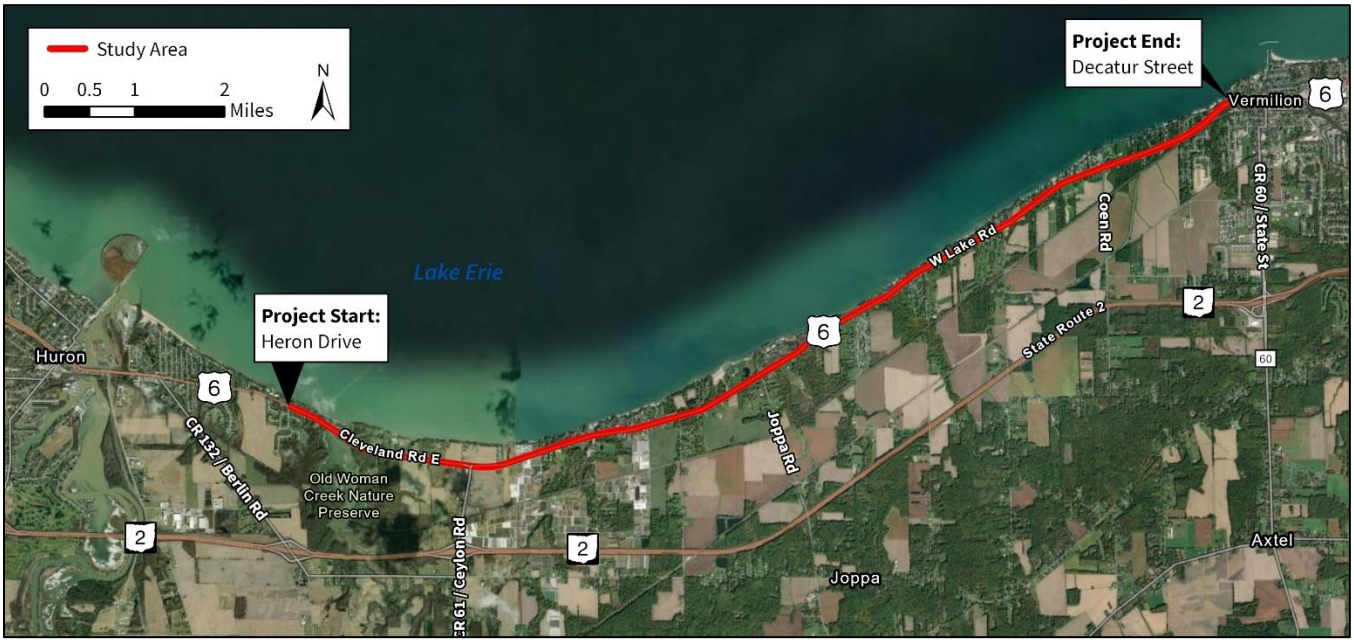

Figure 1: Planning Study Area

PURPOSE & NEED

The purpose of the US 6 Corridor Planning Study Phase 2 is to increase multimodal connectivity and safety along the US 6 corridor between the cities of Huron and Vermilion in Erie County, Ohio.

Need Elements

Increase Multimodal Connectivity

The corridor surrounding US 6 in Erie County suffers from a lack of multimodal transportation connections, which impacts mobility, safety, and accessibility for all users.

The corridor is notably deficient in multimodal infrastructure. Sidewalks, bike lanes, and transit amenities are either limited or entirely absent, severely restricting access for pedestrians and bicyclists to the Lake Erie waterfront, local parks, and other points of interest along the corridor such as Cranberry Creek Marina, Beulah Beach, and Sherod Park. The absence of a comprehensive multimodal network not only limits transportation choices for individuals without access to private vehicles but also reduces the corridor's overall resilience and sustainability.

The lack of multimodal infrastructure in the corridor is also a barrier to the surrounding multimodal network. There are existing State and US Bike Routes across northern Ohio, including US Bike Route (USBR) 230, which connects Sandusky and Lorain. Additionally, USBR 30 connects Toledo to Cleveland. The planned Sandusky Bay Pathway aims to connect Vermilion to the Sandusky Bay area through a 100-mile trail. Multi-modal improvements to this corridor segment would provide connectivity and fill in gaps with the above-mentioned network of bike routes.

Figure 2: Surrounding Multimodal Network

Secondary Needs

Secondary needs, which will result from increased multimodal connectivity in the study area, include improving safety for bicyclists and pedestrians who are both year-round residents and those additional visitors who come to the area seasonally as well as an increased potential for economic development. Currently, sidewalk facilities are either sporadic or entirely absent throughout much of the study area, forcing pedestrians to share roadways with vehicular traffic or navigate unpaved shoulders, which increases the safety risks for pedestrians and discourages walking as a viable mode of transportation. Moreover, the lack of dedicated bicycle facilities further exacerbates safety concerns for bicyclists, who often have to ride alongside fast-moving vehicles on US 6.

Providing increased multimodal connectivity could also lead to more opportunities for economic development along the corridor by making the area more appealing to businesses and developers. Better multimodal connections provide businesses with access to more local workers who may not be able to get there by car and

can also provide increased foot traffic around their establishment. It provides more access options for residents and visitors to get to not only commercial establishments along the corridor but also public destinations and local events in the area.

The Ohio Department of Transportation's (ODOT) Active Transportation Demand and Need Composite Analysis datasets in the Transportation Information Mapping System (TIMS) provided scores for active transportation demand and need at the Census Block Group level. These scores are derived from factors including employment density, retail employment density, population density, park density, presence of existing active transportation, presence of colleges/universities, and poverty levels. Along this planning study corridor, multiple Block Groups have been identified as having a moderate need and/or demand for active transportation.

EXISTING CONDITIONS

US 6 is an east-west corridor across northern Ohio, connecting to Indiana and Pennsylvania and points beyond. The study area begins at the Heron Drive intersection in Huron, Ohio and extends east for approximately 8.76 miles and terminates at the Decatur Street intersection in Vermilion, Ohio. Land uses along this section of US 6 are agricultural, commercial, and residential, with some publicly owned properties. Properties are mostly agricultural to the south of US 6, with more residential uses along the north side of US 6 and in the center of the study area. Commercial uses are found throughout, along with public lands at parks and nature preserves along the corridor. Many of these parks and nature preserves have direct access to Lake Erie.

Within the study area, US 6 is classified as an Urban Minor Arterial, with posted speed limits of 45, 50, and 55 miles per hour. The roadway west of SR 61/Ceylon Road is a two-lane, uncurbed section with paved shoulders and an AADT of 6,385 vehicles per day (VPD) (2023). Between Ceylon Road and Colonial Court, the roadway is a two-lane, uncurbed section with paved shoulders and an AADT of 3,855 VPD (2023). Between Colonial Court and Adams Street, the roadway widens to a four-lane, uncurbed section with a mix of paved and aggregate base shoulders and an AADT of 4,332 VPD (2023). Between Adams Street and Decatur Street, the roadway is a four-lane, curbed section with a mix of paved and aggregate base shoulders, a raised median with drainage inlets, and an AADT of 4,332 VPD (2023). No signalized intersections are present within the study area. The intersection of US 6 and Ceylon Road (SR-61) is currently stop-controlled on Ceylon Road. A flashing yellow signal is in place for the approaches on US 6, with a red flashing signal facing SR-61. There are dedicated eastbound right and westbound left turn lanes from US 6 EB to Ceylon Road. Other than at this intersection, there are no dedicated turn lanes along the corridor until the intersection with Decatur Street at the eastern terminus where the outside eastbound lane terminates as an eastbound right turn only lane. Multiple bridges exist along the study area as well as various fishing and beach destinations and residential areas: Old Woman Creek (SFN 2202115), Cranberry Creek (SFN 2202158), Chappel Creek (SFN 2202174), Sugar Creek (SFN 2202204), Darby Creek (SFN 2202212), and Edson Creek (SFN 2202255). All of these bridges, except for the bridge over Edson Creek, in their current state are designed to carry two-lane, two-way traffic and there are no provisions for sidewalk or other transportation modes.

Exhibits illustrating the existing conditions of the roadway and surrounding land uses are provided as Appendix A. This information was gathered through a combination of desktop research and a site visit by the study team. The exhibits illustrate existing signs, existing lane and shoulder widths, the minimum distances to utility infrastructure from the traveled way, and any locations where objects were observed within the roadway clear zone. In one case,

a privately installed rock wall is located within the clear zone and within public right of way. No instances of horizontal curvature deficiencies were observed or measured throughout the corridor.

Land Use and Transportation Plans

As noted in the Purpose and Need statement, there is a lack of connectivity within the study area to the surrounding multimodal network. The study area is located along a US Bike Route network (Route 230), but no separate facilities are provided through the area. There are few land use or transportation plans for the surrounding area that address pedestrian and bicycle connectivity. The City of Huron's *Vision 2020 City-wide Master Plan* (July 2012) identifies a lack of bicycle facilities on Cleveland Road East (US 6) for communities on the east side of the city and proposes adding bike lanes in the area. The *Huron Waterfront Parks Plan* (2025) also proposes active transportation improvements within the Huron city limits to connect areas within the city to the lakefront.

The most comprehensive pedestrian and bicycle plans for the area are both from ERPC – the *Erie County Bicycle and Pedestrian Plan* (Update 2020) and the *2050 Long-Range Transportation Plan* (July 2025). The *Erie County Bicycle and Pedestrian Plan* highlights the existing and planned pedestrian and bicycle infrastructure in the MPO area at the time the plan was updated. The plan also identifies recommended pedestrian and bicycle infrastructure, including the addition of an off-road path on US 6 roughly between Hahn Road (in Berlin Township, near Cranberry Creek Marina) and the Vermilion city limits. The *2050 Long-Range Transportation Plan* notes the importance of bicycle and pedestrian facilities and multi-use trail systems to the community. It identifies non-motorized policy guidelines and infrastructure projects, including some recommendations from the 2020 *Erie County Bicycle and Pedestrian Plan*. Some of the recommendations included in the *2050 Long-Range Transportation Plan* are: build off of the existing bicycle and pedestrian network in Erie County; support complete streets efforts; continue to work with and gather feedback from locals, the Bicycle and Pedestrian Advisory Committee, and local jurisdictions; and provide safety improvements along US 6, including those identified as part of this study.

Points of Interest

Many trip generators and points of interest exist along the US 6 corridor throughout the study limits. Access to these key places should be designed with all transportation modes in mind. The north side of US 6 provides access to Lake Erie and residential neighborhoods, making it more accessible for local users. However, the distribution of the anticipated highest use locations is approximately equal on the north and south sides of the roadway. Some of these locations are described below:

- **Old Woman Creek National Estuarine Research Reserve and State Nature Preserve** – Near the western terminus of this study, on the south side of US 6, is the Old Woman Creek National Estuarine Research Reserve (NERR) and State Nature Preserve. This location is a field laboratory for scientists studying the diverse habitats and variety of animals and insects here, including migrating birds. Additionally, the reserve provides a visitor center and three miles of path to encourage visitors and provide a learning experience about estuarine ecology.
- **Cranberry Creek Marina** – The Cranberry Creek Marina, located on the north side of US 6, offers a public boat launch for Lake Erie, a docking location, boat repairs, and a tackle shop for fishing nearby.

- **WaterWood Community** – Just west of the intersection of US 6 and Joppa Road is the WaterWood community, a private waterfront community that is still under construction as of early 2026. The development features private residences along with a resort club.
- **Beulah Beach** – Near the midpoint of this study area is Beulah Beach on the north side of US 6, which is a camp and retreat center. The center hosts overnight and day camps for children and families year-round, with water activities on Lake Erie and other activities such as rock climbing and archery.
- **Kingston Residence of Vermilion** – The Kingston Residence of Vermilion is located across the street from Beulah Beach on the south side of US 6 and provides assisted living care for both short- and long-term residents. The facilities feature a pool, soccer fields, and a basketball court.
- **Sherod Park** – Sherod Park, which is located along the waterfront of Lake Erie, provides a lookout over the lake on the north side of US 6. The park also provides a trail, a new playground, a baseball field, and a soccer field.

ALTERNATIVES CONSIDERED

The study primarily considered two potential alignments for the shared use path (SUP) to provide bicycle and pedestrian connectivity between Huron and Vermilion – the north or the south side of US 6 as a separated pathway within the two-lane section. Based on current design standards, the SUP generally would be 11' wide unless physical features along the corridor would necessitate a slight narrowing due to a site constraint. Within these alignment alternatives, the study also looked at how the SUP treatment might vary within the existing four-lane segment at the eastern end of the study area, given the consideration for a road diet in this stretch of US 6 on the west side of Vermilion. Alternatives for the SUP treatment across the US 6 bridges were also preliminarily examined as part of this planning study.

In the two-lane segment, two alternatives for a SUP were studied and evaluated:

- The North Alternative would add a SUP on the north side of the two-lane segment of US 6, separated from the road by a grass median, and with crossings to the south provided at key locations.
- The South Alternative would add a SUP on the south side of US 6, separated from the road by a grass median, and with crossings to the north provided at key locations.

Proposed typical section renderings for the two-lane segment alternatives are shown below, with plan view and typical section drawings available in Appendix B.

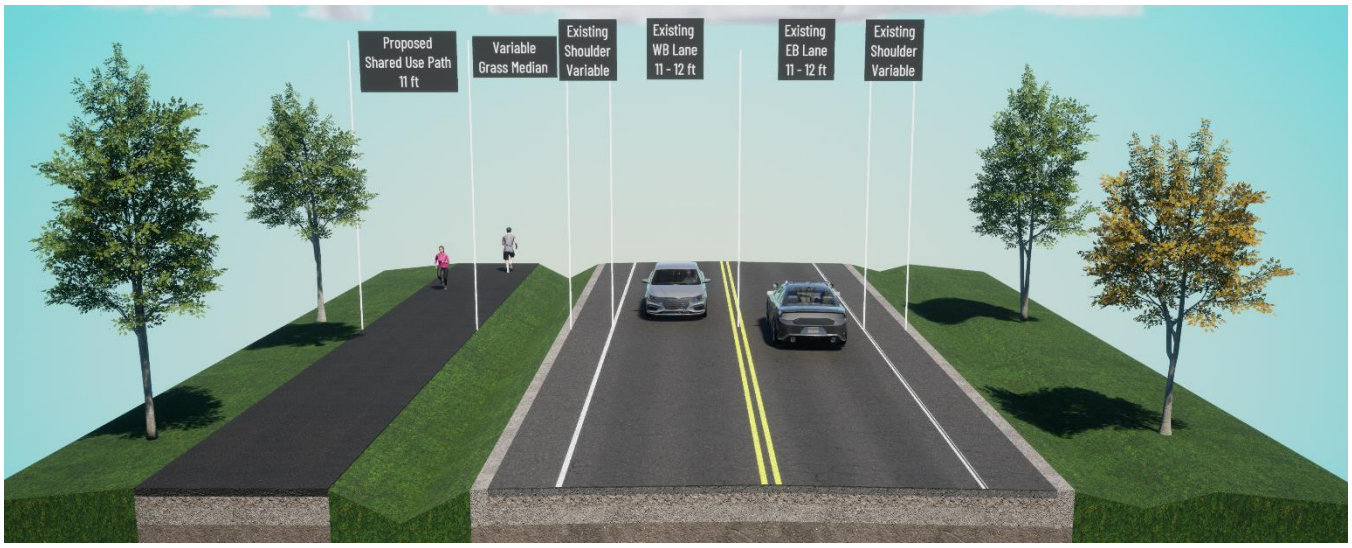

Figure 3: North Alternative for the Two-lane Segment

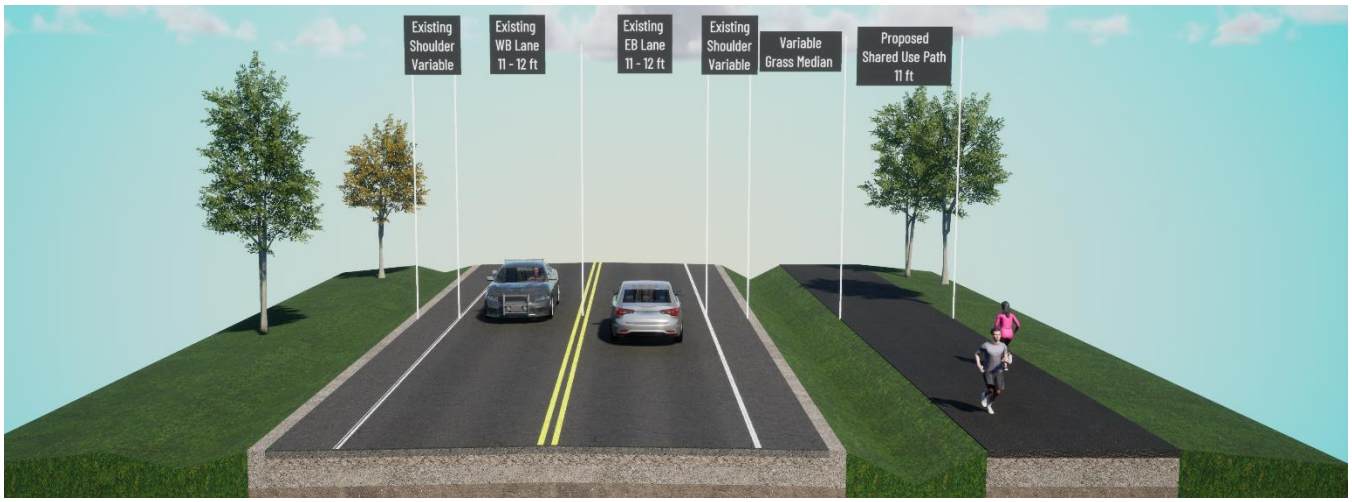

Figure 4: South Alternative for the Two-lane Segment

In the four-lane segment, a road diet was studied that proposes to reduce US 6 from 4 lanes to 3 lanes – 1 through lane in each direction with a center two-way left turn lane. (In addition to the road diet, two other alternatives in the four-lane segment were considered and dismissed; those are explained in the next section.) Along with the road diet, two alternatives for the SUP were studied and evaluated within the four-lane segment. These include a barrier separation or a grass median separation between the SUP and travel lanes. Both alternatives considered a northern and southern SUP alignment to match the two-lane segment alternatives.

- The Barrier Separated Alternative would add a SUP on the north or south side of the road separated from the road by a concrete barrier.
- The Grass Separated Alternative would add a SUP on the north or south side of the road separated from the road by a grass median.

The four-lane segment alternatives are described in more detail in the Key Issues – Four-lane Segment section later in this document. Proposed typical section renderings for the four-lane segment alternatives are shown below, with plan view and typical section drawings available in Appendix B.

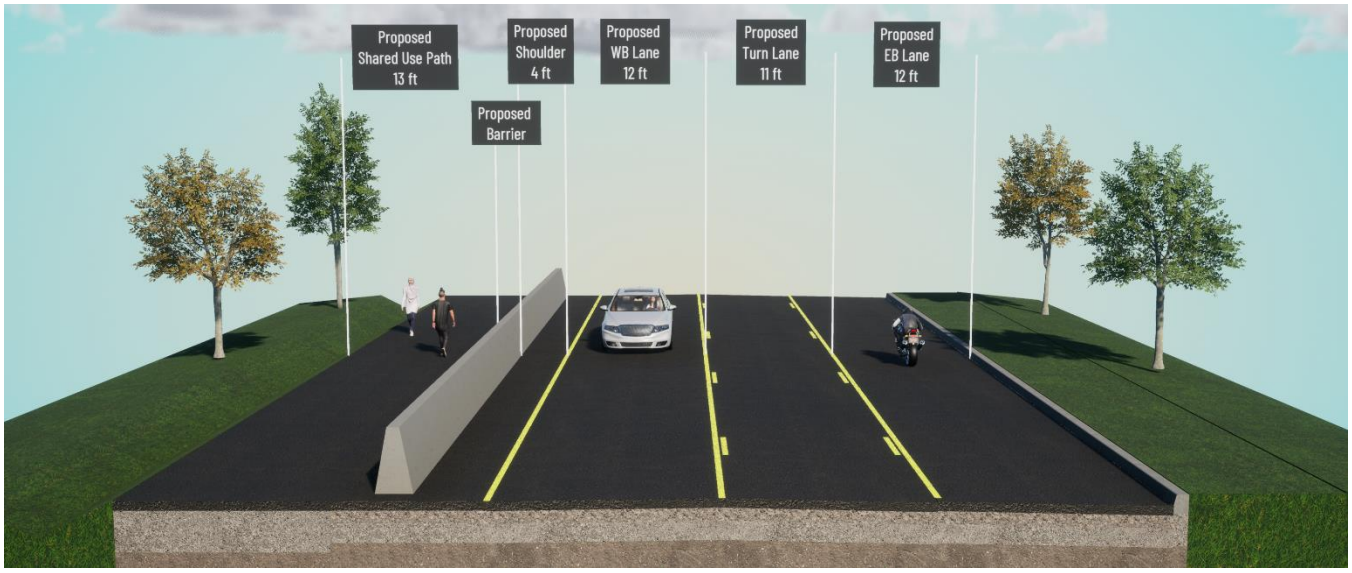

Figure 5: Barrier Separated Alternative (North Alternative) for the Four-lane Segment

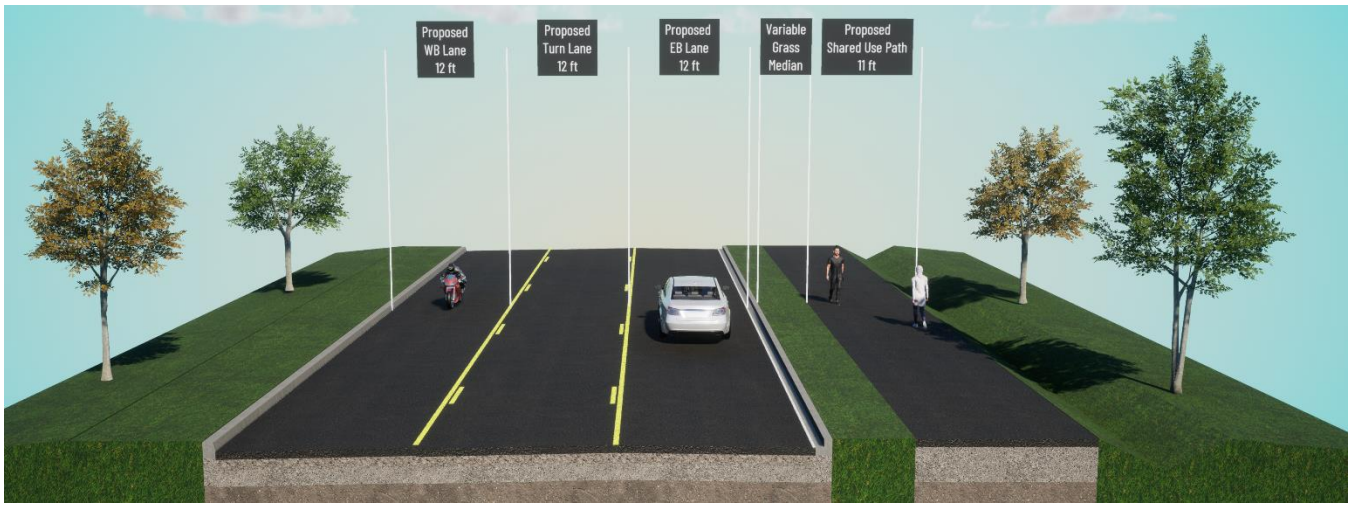

Figure 6: Grass Separated Alternative (South Alternative) for the Four-lane Segment

For the two-lane segment alternatives, special considerations are necessary at existing bridges due to constrained widths, as well as for the existing four-lane segment from approximately Daylon Court to the eastern terminus of the study area at Decatur Street. For the US 6 bridges, three alternatives were conceptually considered to accommodate a protected path for bicyclists and pedestrians. These bridge options will require a more in-depth preliminary engineering analysis as part of a future phase of project development.

- Lane Shift Alternative: Restriping/shifting of travel lanes and adding a concrete barrier within the existing bridge width to create a protected SUP across the bridge.

- New Bridge Alternative: Construction of a new, standalone pedestrian and bicyclist bridge, located parallel and adjacent to the existing roadway bridge, to accommodate the SUP.
- Widened Bridge Alternative: Bridge widening to accommodate the SUP with a widened separation from the travel lanes.

Typical section and plan view drawings are provided in Appendix B for the two-lane and four-lane segment alternatives, detailing the proposed offsets and widths for each alternative. Due to existing physical constraints, the alternatives include locations where the offsets or widths will necessarily be reduced from the planned typical section for the segments, particularly at bridge locations where available widths are most constrained.

Alternatives Considered and Dismissed

Through the alternative development process, one bridge treatment alternative under consideration was determined not to meet the basic purpose and need of the study and was subsequently dismissed without further evaluation. For the bridge over Cranberry Creek (SFN 2202158), staggered guardrails on both sides and the horizontal curve limit the usable space for a SUP on either side of the roadway. A lane shift was considered as an alternative to provide space for the SUP on the south side of the roadway but was determined to be infeasible because the space required for lane tapers was impractical given the existing guardrail configuration. Therefore, lane shifting and tapering in this area has been dismissed from further consideration.

Additionally, two alternatives were considered and dismissed through the four-lane segment of the corridor. Consideration was given to keeping the four-lane segment in place, but physical constraints prohibit the addition of the SUP on either the north or south side of the corridor under this scenario without significant right of way and construction impacts. For this reason, it is not recommended to implement the SUP through this section of the corridor until the road diet can be implemented. An alternative was also considered for this section of the corridor in which the SUP would end and on road bike lanes would begin, utilizing the existing sidewalks on the north and south side of the corridor for pedestrian traffic. This alternative was determined to have significant construction impacts as well, because the existing sidewalks do not extend the full length of the four-lane segment of the corridor. Additionally, it would require SUP users to cross US 6 in at least one direction, creating a necessary conflict point with vehicular traffic on US 6. This alternative was also dismissed.

KEY ISSUES

The key issues used to evaluate the alternatives examined in this study included crashes, traffic, roadway and structural design, right-of-way and utility impacts, environmental impacts, and public input. These factors are summarized in the following sections.

Crash History

Below is a summary of key findings from the crash history analysis. Crash diagrams are provided in Appendix C to visually illustrate the crash patterns for the corridor. Only locations with recorded crashes in the most recent 3-year period (2022-2024) are included in the diagrams.

- There were two fatal crashes in the last 3 years. One crash involved a westbound left turning vehicle which failed to yield to a vehicle traveling eastbound at SR 61/Ceylon Road. Not enough information was provided in the police report to determine contributing factors, but drugs/alcohol did not appear to be a

factor. During the field visit, no sight distance issues were observed at this location. However, the crash occurred after nightfall, so visibility may have been diminished. The other fatality occurred just west of Decatur Street. An eastbound vehicle jumped the concrete median and continued into a pole and a house. The blood toxicology results of that crash indicate a high level of alcohol intoxication.

- Other than the two fatalities, the total number and types of crashes do not appear to be greater or different than expected for a corridor of this type.
- The number of total crashes and the number of serious injury crashes appear to be increasing within the three years analyzed, though a causal relationship for this increase could not be identified based on the available information in the police reports.
- There is a significant percentage of injury crashes (about 50%), likely due to the rural nature of this roadway, as higher speeds are more likely to result in injuries.
- Several fixed object crashes occurred just west of the Darby Creek, but no specific patterns were identified based on the available data in the police reports. The reports indicate that pavement conditions were dry, but the presence of the existing bridge and the existing curve to the east of the bridge are possible contributing factors.
- No horizontal sight distance issues were noted in the field. Sight distance triangles were checked for the intersections with W Old Lake and E Old Lake due to the skew, but no issues were identified. However, attempting to turn from W Old Lake Road does pose a challenge for drivers to look to the left to check for oncoming traffic, particularly for drivers with restricted mobility, due to the angle at which the roadway intersects US 6. Sight distance triangles were also checked for the Cranberry Creek Marina, and the guardrail and railings were found to be outside the sight triangles, which were also confirmed during the field visit.
- Several turning conflict crashes were reported at the Coen Road intersection. It was observed during the field visit that there is a vertical sight distance issue when traveling westbound on US 6 toward Coen Road, and no existing signing was observed to warn of the sight distance issue. The intersection is not visible for a short period, and this may be contributing to the crash pattern at this location. The existing roadway profile for this location was checked using Lidar information against ODOT standards for vertical sight distance and was found not to meet the current standard. The existing vertical curvature of the road is too low and short to provide sufficient sight distance for viewing the Coen Road intersection while traveling westbound on US 6. A proposed profile was preliminarily modeled in order to illustrate the deficiency as well as to provide a potential solution and is provided in Appendix C. The profile changes would adjust the roadway profile over a distance of approximately 300 feet to raise the pavement approximately two feet at the lowest point in the existing sag curve. The installation of an intersection warning sign (W2-1) on US 6 on the westbound approach to Coen Road approximately 360 feet ahead of the intersection could be considered as a short-term countermeasure for this location in lieu of regrading.

Traffic Analysis

Highway Capacity Software (HCS) calculations were performed for four intersections along the study corridor to determine if there were existing issues with travel delay. These locations included the US 6 intersections with SR 61, Barnes Road, Risden Road, and Coen Road, which were identified based on historic traffic and safety data and used as a proxy for the US 6 study corridor. The analyses were performed using traffic count data collected in April of 2025 and in July 2025, grown to opening and design years of 2028/2048 using a growth factor of 0.5% based on input from the ERPC. The results of the capacity analysis indicate that there are no existing delay concerns, nor are delay issues anticipated in the design year based on the estimates of future traffic volumes throughout the

corridor. All approaches and movements are shown to operate at level of service C or better in all periods and in all analysis years. Traffic forecasts and the HCS results are provided in Appendix D. As no changes are proposed as part of this study to any of the four analyzed intersections and operations are shown to be acceptable, traffic impacts were not considered further in the comparison and evaluation of the proposed alternatives.

Four-lane Segment

Another key issue is the approach to the City of Vermilion on US 6 from the west. The existing road widens to 4 lanes, and there are guardrails, trees, light poles, and power lines on both sides, limiting off-road space. The eastbound outside lane on the south side becomes a right-turn only lane on the approach to the intersection of US 6 and Decatur Street. Additionally, there is currently a sidewalk that begins as the lane becomes a right-turn only lane. The off-road space constraint may limit the use of a SUP outside of the existing roadway footprint. This section also contains a raised concrete median in the center with drainage structures. Three alternatives were identified for the four-lane approach to the City of Vermilion and are discussed below. These alternatives apply to both the north and south side of the road, to coincide with the alignment of the SUP on the two-lane segment.

The Barrier Separated Alternative would reallocate the existing lanes, resulting in a single travel lane in each direction with a center two-way left turn lane as depicted below in Figure 7 (south side alternative shown); proposed typical section drawings detailing the overall roadway width can be found in Appendix B. The remaining pavement would be reallocated to the construction of the SUP, eliminating the issue of space limitations discussed above and avoiding utility and light pole relocation. Additionally, this addresses the space limitations on the Edson Creek Bridge (SFN 2202255).

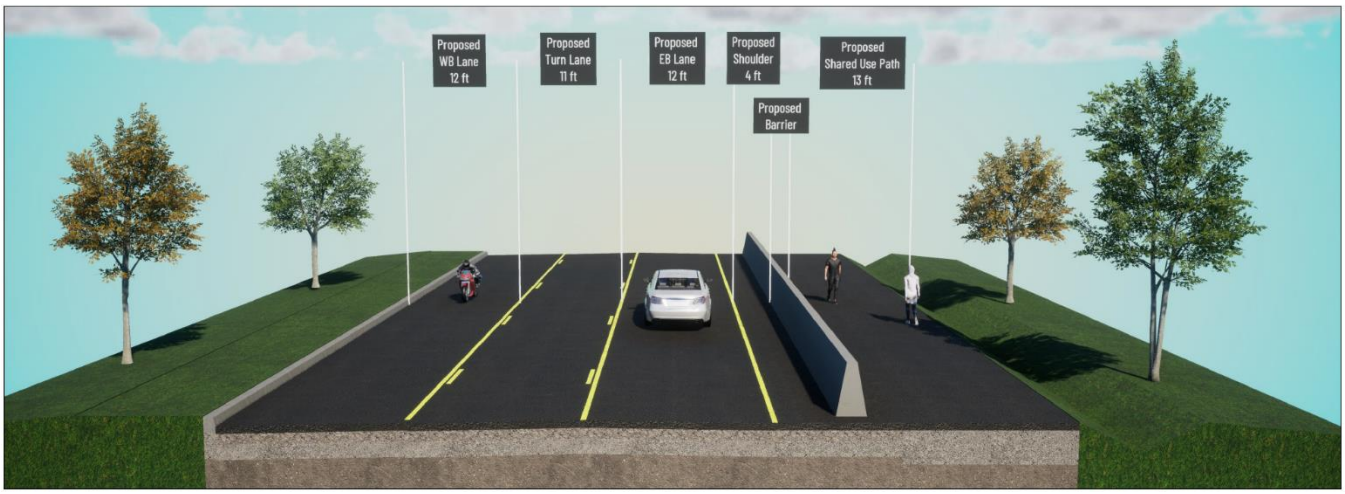

Figure 7: Barrier Separated Alternative (South Alternative) for the Four-lane Segment

The Grass Separated Alternative is similar to the Barrier Separated Alternative described above, but would separate the SUP from the vehicular travel lanes with the use of a grassed buffer rather than concrete barrier, as shown below in Figure 8 (north side alternative shown); proposed typical section drawings detailing the variable roadway width can be found in Appendix B. This would require a shift closer to the roadway and a constrained path width when the space is limited on the bridge over Edson Creek and may require narrowing lane widths on the bridge to accommodate the path, depending on the chosen bridge segments alternative. It also involves utility

relocation, some right-of-way acquisition, and tree removal to maintain the required minimum separation between the path and the roadway.

Figure 8: Grass Separated Alternative (North Alternative) for the Four-lane Segment

Crossings

To facilitate user access to and from the path, marked crossings across US 6 will need to be designed and installed at key locations for pedestrians and bicyclists. Depending on the alternative chosen, differing destinations would require a crossing to access the SUP. These locations will need to be further analyzed to confirm adequate visibility for and of path users and required stopping sight distance for vehicles along US 6. Due to the high speeds on this roadway, high visibility treatments are recommended for all US 6 crossing locations such as Pedestrian Hybrid Beacons (PHBs), Rectangular Rapid-Flashing Beacons (RRFBs), advance warning signage, high-visibility crosswalk markings, and adequate nighttime lighting levels.

In addition to providing crossing locations to connect the path to key destinations, many cross streets intersect and/or cross US 6 throughout the study area. A greater number of private driveways and minor cross streets are present on the northern side of US 6 than are present along the southern side. The South Alternative would therefore require more local residents to cross US 6 to access the SUP. However, the North Alternative would require more east-west crossings at minor side streets and result in path users crossing the highest number of private drives, creating more conflict points along the path itself.

Structural Design Issues

Six bridges exist along the corridor, crossing over various waterways. Traveling west to east, US 6 crosses over Old Woman Creek, Cranberry Creek, Chappel Creek, Sugar Creek, Darby Creek, and Edson Creek within the study limits. The bridges over Old Woman Creek (SFN 2202115), Chappel Creek (SFN 2202174), Sugar Creek (SFN 2202204), and Darby Creek (SFN 2202212) are each ±40′ wide inside to inside with pavement consisting of two ±12′ lanes and two ±8′ shoulders. With the implementation of a SUP on these existing structures, a unique challenge arises to fit the various components of the roadway and SUP within the available width, including full lane widths, shoulders, the SUP width, and a barrier to provide protection to SUP users. Additional considerations for the size and weight of large vehicles traveling through this area, including agricultural equipment and boats on

trailers, also need to be factored into bridge designs. The bridge over Cranberry Creek (SFN 2202158) has a wider deck width due to its crossing angle, but guardrails on both the north and south sides pose space limitations. The bridge over Edson Creek (SFN 2202255) has four ±12′ lanes and a raised median, as well as a ±3′ sidewalk on each side, which prevents a proposed facility from being entirely off-road due to space constraints.

Bridges Over Old Woman Creek, Chappel Creek, Sugar Creek and Darby Creek.

These bridges have usable paved widths of ±40′. Three alternatives were developed and discussed below.

The Lane Shift Alternative proposes reducing lane widths to 11′ per lane and shoulder widths to 2-4′ per side, creating space for a 2′ barrier and 10′ constrained width SUP on the bridge (1′ shy space is required on both sides of the 8′ constrained path). This configuration places the path closer to the roadway but includes a physical barrier to separate users from traffic. This is dependent on confirmation of the width of the bridge and space allocation for the existing guardrails on each side. This alternative would require a design exception to reduce the lane widths, and structural analysis would be necessary to ensure the existing bridges are adequate to accommodate the added weight of the barrier.

The New Bridge Alternative involves the construction of an independent pedestrian bridge that parallels the existing bridge. The freestanding bridge eliminates direct motor vehicle conflicts for users, increasing safety. This alternative would provide the full path width, improving accessibility for side-by-side cyclists and families. These structures would need to be longer than the existing bridge to maintain a code-adherent grade, which increases design complexity. Structural design and analysis are required to ensure the bridges meet safety and performance standards. This alternative may require utility relocations, additional right-of-way acquisitions or easements, and tree removal. It also increases environmental impacts including changes to land cover and disruptions to nearby streams and wildlife.

The Widened Bridge Alternative proposes expanding the existing roadway bridge to accommodate the SUP. This would provide the full width of the path and maintain full roadway lane widths. It increases the separation between the path and traffic, enhancing user safety and comfort. While it is less expensive than building a new pedestrian bridge, this option may take longer to build due to the traffic impacts during construction. Structural design and analysis will be necessary to confirm the existing bridges can support the additional load. Some utility relocations, right-of-way acquisition, tree removal, and environmental impacts are expected, but are limited to the immediate proximity to the roadway and bridges.

Bridge Over Cranberry Creek

Over Cranberry Creek (SFN 2202158), guardrails on both sides of the roadway and a horizontal curve to the east restrict the available space and prohibit lane shifts over the existing bridge. For the North Alternative, the bridge could be expanded over the Cranberry Creek Marina, or a new pedestrian bridge could be constructed to provide space for the path. Another possibility is to change the alignment of the roadway and shift the road and guardrail along the south side further south to make space for the path. This would require the use of long post guardrail as well as the construction of new pavement. It would also require sight distance calculations to ensure a new alignment still meets the requirements. For the South Alternative, the guardrail could be relocated outward, allowing space for an 8′ constrained width path with a 1′ buffer on each side, a 2′ barrier, and an 11′ eastbound lane, with no change to the westbound section. Proposed typical sections for this bridge treatment are provided in Appendix B.

Constructability

Both the North and South Alternatives introduce constructability challenges due to the existing bridge infrastructure, surrounding residential and commercial properties, and environmental elements along the corridor. Several existing features along the corridor may require removal or relocation to accommodate the path depending on whether the North or South Alternative is chosen, including a stone retaining wall near Cranberry Creek, a pond near the western terminus, brick walls, fences, and guardrails protecting steep drop-offs. Tree removal, new retaining walls, and right-of-way easements or acquisitions will be necessary through the corridor. Based on the information available at this preliminary stage of planning, it is anticipated that the South Alternative will have fewer impacts than the North Alternative.

The four-lane segment also introduces constructability challenges. If a road diet is implemented, the existing median and associated drainage are recommended to be removed and redesigned, resulting in additional construction costs than a typical road diet accomplished by pavement restriping only. As an interim solution, it may be possible to reduce the four-lane segment to two lanes (one in each direction eastbound and westbound) through restriping in order to avoid impacts to the existing median and drainage systems. The existing outer lanes could be repurposed or removed for the construction of the SUP.

Right-of-Way

As this is a planning level study, land survey was not conducted. Therefore, certain aspects of design, such as vertical elevation and tie-in limits, could not be fully estimated. Any right-of-way impacts within the study limits are estimated based on the horizontal placement of the proposed SUP in plan view, and do not consider grading or leveling. Approximate temporary and permanent right-of-way lines for the two-lane segment North and South Alternatives are shown in Appendix B; these will be refined in future phases of the project. Existing right-of-way widths vary throughout the corridor, but alternative designs will try to stay within the existing right-of-way as much as possible. While temporary right-of-way takes may be needed during construction, no buildings would be taken with any alternative. Limited right-of-way information is available at this stage, so easements (utility or otherwise) are not known at this stage.

Utilities and Drainage

Existing utility infrastructure also provides potential conflict points. Power lines run along the full length of the study area but are typically located near the outside edge of the road right-of-way. There are light poles on both the north and south sides of the road on the approach to the City of Vermilion. It is known that the Lake Shore Electric Railway (LSE), an interurban trolley line from the early 1900s, ran along US 6 in this corridor; while additional details on the LSE are not known for this study, there may be additional information related to associated utilities for the trolley that emerge in future phases of the project that could influence which side of US-6 the SUP should be placed.

A sewer force main runs parallel to US 6 along the north side of the roadway at the west end of the corridor. Utility infrastructure and drainage facilities including water and gas lines, manholes and catch basins are also present along the length of the corridor and may need to be relocated in either alternative. Both the North and South Alternatives pass through FEMA Zone AE, particularly over the bridges. The South Alternative reduces the need for utility relocation. An ongoing project to extend the local sewer system from the City of Huron to Joppa

Road is currently planned for the study area. The sewer line is planned to be constructed on the south side of the corridor from Huron to approximately Hahn Road and continue along the north side of the corridor from Hahn Road to Joppa Road. The upgraded sewer line may impact future development along this portion of the corridor, especially of agricultural lands, by eliminating a need for developers to take on that cost during construction.

Environmental Analysis

Background research was conducted at the desktop level utilizing several environmental databases to identify known environmental conditions/resources, including Google Earth imagery and ODOT's Transportation Information Mapping System (TIMS). There is the potential for previously undocumented environmental resources within the study corridor, and identification of these resources will result from field studies conducted once the recommended alternative is advanced during later phases of project development. A summary of known resources is presented below.

Regulated Materials

A Regulated Materials Review (RMR) Screening has not been performed for the study corridor, however, the available online data through ODOT's Ohio Regulated Properties Search (ORPS) Tool was used to list potential sites of concern within the corridor. The study area has several underground storage tanks (USTs) located throughout as well as several Resource Conservation and Recovery Act (RCRA) sites and leaking underground storage tanks (LUST). Below is a preliminary list of the sites of concern located within the study area. The map and properties generated by ODOT's ORPS Tool is located in Appendix E.

Sites of Concern:

- RCRA (US EPA): Chemical Pack Services Inc, 13920 W Lake Road, Vermillion, OH
- RCRA (US EPA): Kyle Motors Inc, 13901 W Lake Road, Vermillion, OH
- RCRA (US EPA): Ohio Division of Wildlife OWC NERR, 2514 Cleveland Road, Huron, OH
- LUST Location (BUSTR/OGRIP): Cranberry Creek Marina, 4319 Cleveland Road, East Huron, OH
- LUST Location (BUSTR/OGRIP): Former Naderers Sohio, 3514 Cleveland Road East, Huron, OH
- UST Location (BUSTR/OGRIP): Barnes Nursery & Garden Center, 3511 W Cleveland Road, Huron, OH
- UST Location (BUSTR/OGRIP): Dennis Michelson, 2416 Cleveland Road, Huron, OH
- UST Location (BUSTR/OGRIP): Nick's Tavern, 2812 Cleveland Road, Huron, OH
- UST Location (BUSTR/OGRIP): Rye Beach HY Miller Shell, 2026 Cleveland Road East, Huron, OH

Cultural Resources

An initial desktop review and mapping analysis indicates that a significant portion of the proposed right-of-way has already been subject to previous cultural resource surveys. Based on the available data and mapping tools, including ODOT's cultural resources layers and other relevant databases, there are few historic properties within the proposed ROW or immediate vicinity, with most of those present found in the City of Vermilion. Two existing cemeteries are located adjacent to US 6 in the study are: Berlin Township Oak Bluff Cemetery (on the north side of US 6 near Cranberry Creek Marina) and Cuddeback Cemetery (on the south side of US 6 at Risden Road). A Section 106 Scoping Request Form (SRF) will need to be prepared to evaluate the potential for historic properties within the defined study area at a later stage of project development. The SRF will formally document these findings and allow for coordination with the Ohio State Historic Preservation Office (SHPO) and other consulting parties. The SHPO Resource Map for the study area is shown in Appendix E.

Section 4(f) and 6(f)

Several parks and nature preserves such as Old Woman Creek National Estuarine Research Center and Sherod Park are located adjacent to US 6. Old Woman Creek is protected as a State Nature Preserve and National Estuarine Research Reserve (NERR). The Old Woman Creek Reserve is one of 30 areas in the National Estuarine Research Reserve System. The site is critical for its contributions to long-term research, water-quality monitoring, education, and coastal stewardship. Local management of this reserve is provided by the Ohio Department of Natural Resources, Office of Coastal Management, with assistance from local partners. The 24-acre Sherod Park site is owned and operated by the city of Vermillion Parks and Recreation and is considered a Metropark. These parks will need to be evaluated for the presence of ecological resources, endangered species habitat, and for Section 4(f) impacts. Neither of the properties listed above are 6(f) properties and no 6(f) properties are located within the corridor. The map and grant listing generated by the Land and Water Conservation Fund are located in Appendix E.

Ecological Resources

Given the proximity of Lake Erie, numerous streams and culverts are located throughout the study area. Streams present within the study area that require attention include Old Woman Creek, Cranberry Creek, Chappel, Creek, Sugar Creek, Darby Creek, Japson Ditch, and Edson Creek. Additionally, some of the streams within the study area are considered to be suitable habitat for mussels. In addition to the streams located within the study area, wetlands are present due to the proximity of Lake Erie. Some trees may be considered suitable habitat (roosting or maternity trees) for the Indiana and Northern Long-eared Bat, especially near the parks and preserves listed above. Erie County is home to state and federally listed species. An ecological survey and subsequent site visit will be conducted for the corridor in future phases of project development. Maps generated from a desktop review of the U.S. Fish and Wildlife Service's National Wetlands Inventory are located in Appendix E.

Floodplain and Coastal Management Area

Sections of the study area are located within the boundaries of regulated FEMA Flood Hazard Areas (SFHA) of Lake Erie and associated tributary streams, as well as the Lake Erie Coastal Management Area, with more of this area falling on the north side of US 6. FEMA's National Flood Hazard database was used to make this determination. Maps generated from FEMA's National Flood Hazard database and TIMS are located in Appendix E.

Noise Sensitive Areas

Residences are present along the corridor and are considered to be Noise Sensitive Areas (NSAs). Noise analysis will likely not be required based on the current scope of the study.

Public Involvement

Public involvement was conducted throughout the study area with both stakeholders and members of the public. A summary of those efforts is found below. Materials from the meetings are included in Appendix F.

Stakeholder Meetings

A stakeholder group was identified at the beginning of the planning study to help the study team communicate with a smaller group of local representatives and get their input. Members of this group included representatives from the City of Huron, the City of Vermilion , Huron Township, Berlin Township, Vermilion Township, Erie County,

ODOT, and the Ohio Department of Natural Resources (ODNR), along with local and regional law enforcement and emergency services, economic development agencies, and school districts.

Two stakeholder meetings were held during the course of the study to share progress of the study and gather feedback from the stakeholder group. The first stakeholder meeting was held on February 28, 2025, and served as a kick-off meeting for the study. A total of 11 stakeholders attended the meeting. They received an introduction to the scope of the study, and the roles and expectations of stakeholders were explained. Each stakeholder was encouraged to share any concerns they had regarding the study area, as well as their desired outcomes for the study. A second meeting was held on November 2, 2025, with seven stakeholders in attendance. At this meeting, the initial findings of the study were shared along with the alternatives that were being recommended for the study area. Stakeholders were asked to share their input on the alternatives before information related to the alternatives was shared with the public.

Public Meetings

A public meeting for the study was held on Thursday, December 4, 2025, at the Ritter Public Library (5680 Liberty Avenue, Vermilion, OH 44089) in Meeting Room A. The meeting was an open house format scheduled from 4:00 to 7:00 PM; no formal presentation was given so attendees were able to attend anytime during the open house. Meeting materials included: a project fact sheet and comment form; and display boards showing proposed typical sections for 2-lane and 4-lane segment alternatives and design alternatives for pedestrian crossings and bridge crossings. A computer station was also set up where attendees could look at planning-level linework of the SUP alternatives to see more details of the alignments. Members of the study team were available to discuss study area concerns and answer questions from attendees at the open house.

Attendees were given the opportunity to share their comments on the corridor alternatives. The recommended alternative included a SUP on the south side of US 6 (separated by a grass median) and a road diet from west of Colonial Court to Decatur Street in Vermilion. Comments were accepted at the meeting and throughout the 30-day comment period following the meeting via mail, email, and phone. Materials from the meeting were posted to ERPC's website following the meeting.

The meeting and public comment period resulted in 25 public comments. The majority of respondents were supportive of the SUP following the southern alignment, the road diet on the 4-lane segment near Vermilion, or completing both components of the project. Many of those supportive of the project felt that it will provide safer travel accommodations for all road users, and preferred the South Alternative as it would have fewer property impacts and cross fewer driveways. Feedback received was not supportive of the Barrier Separated Alternative for the SUP. Less than half of respondents did not support one component of the project or the project as a whole, with many of these respondents saying the project was not needed. Concerns that were raised in comments, both supportive and unsupportive, were related to drainage and flooding in the area, maintenance of the roadway and the path (especially when it snows), concerns with vehicle speeds and varying speed limits through the corridor, accommodating agricultural equipment using the roadway, impacts to residential properties as well as businesses in the area, project funding, and general questions about pedestrian visibility. Consideration of a connection and/or crossing to Sherod Park was mentioned by multiple respondents.

Following the meeting, the study team also met with representatives from the Ohio Department of Natural Resources (ODNR), who were unable to attend the public meeting. ODNR was interested in the project and

potential future connections through the study area and to their property; they noted that there are trails on their property that are not currently used by the public, but they could be if there was a safe connection from the surrounding area. ODNR representatives also stated that they would be willing to help with environmental stewardship related to the project and can help with outreach to the local community.

Planning Level Cost Estimates

Planning level cost estimates have been calculated for the SUP alternatives on the north and south alignments on the two-lane segment as well as the road diet alternatives with a tree lawn and with barrier separation. Costs were calculated using 2026 dollars, a 30% construction contingency, and a 25% right-of-way contingency. Right-of-way costs are anticipated to be higher for the North Alternative due to the lakefront nature of many of the properties and the increase in property values that premium location brings.

Alternative	Estimated Construction Cost (2026 Dollars)	Estimated Right-of-Way Cost (2026 Dollars)	Total Cost (2026 Dollars)
SUP on Two-Lane Segment – North Alternative	$9,100,000	$5,900,000	$15,000,000
SUP on Two-Lane Segment – South Alternative	$9,100,000	$2,000,000	$11,100,000
SUP and Road Diet on Four-Lane Segment – Barrier Separated Alternative	$1,600,000	--	$1,600,000
SUP and Road Diet on Four-Lane Segment – Grass Separated Alternative	$1,600,000	--	$1,600,000

Table 1: Planning Level Cost Estimates

COMPARISON OF ALTERNATIVES

Evaluation Criteria

The feasible alternatives were evaluated based on the criteria outlined below. Each alternative must meet the purpose and need of the project to continue through the evaluation process. Both the north and south SUP alignments were evaluated using this scale. However, the road diet and bridge treatments have been evaluated in a more qualitative manner since they represent subsets within the overall SUP alternatives along the US 6 corridor.

Right-of-Way Impacts

This metric evaluates the impacts to right-of-way along the corridor, considering easements and acquisitions. Due to the nature of planning level information, the horizontal and vertical placement of the proposed facility is considered to be an approximation at this stage. Therefore, this metric is a high-level assessment utilizing engineering judgment to determine right-of-way impacts and needs.

Environmental Impacts

This metric examines the degree of environmental impact caused by implementation of the facility, considering tree removal and floodplain effects.

Intersection Safety & Comfort

This metric analyzes the level of safety for the facility user through intersections and the perceived level of comfort. Aspects of this metric include visibility, vehicular speeds, exposure time, number of intersections, and traffic volume.

Segment Safety & Comfort

This metric assesses the level of comfort for the user and the overall safety of the facility, excluding any intersection crossings. Included in this metric are aspects of physical separation from vehicular traffic.

Utility Conflicts

This metric considers the amount and level of impact the proposed facility would have on existing utility infrastructure.

Constructability

This metric explores the ease with which the proposed facility can be implemented considering the physical impacts to the existing infrastructure and surrounding areas including the need for retaining walls, guardrails, and drainage facilities. Factors for this metric also include costs and impacts during construction.

Evaluation Analysis

Scale for Scoring

Beyond the Purpose and Need, each metric in the decision matrix has been given equal weight. The alternatives are rated using the following scale:

1 – Uses all minimums and significant constrained values, undesirable, greater than 50% impacts
2 – Uses mostly minimums and constrained values, 30-50% impacts
3 – Meets standard but may use minimums and constrained values for longer segments, acceptable, 20-30% impacts
4 – Meets standard but may use minimums and constrained values for short segments, acceptable, 10-20% impacts
5 – Meets or exceeds standard, optimal or preferred, less than 10% impacts

These scores will be added up numerically, with the score helping to identify the recommended alternative.

Two-Lane Segment

The North Alternative offers strong connectivity to the key destinations identified above, Lake Erie, and residential neighborhoods, making it attractive for both recreational and local users. It requires fewer major east-west

roadway crossings, as most busy roads originate from the south and do not extend north due to the presence of Lake Erie, which enhances intersection safety and comfort. Fewer local residents would need to cross US 6 to access the proposed path. However, the limited right-of-way along much of the corridor forces the path closer to the roadway, reducing the segment safety and comfort. This alternative would require right-of-way acquisition and possible shoulder width reduction in some areas to provide adequate space for the path. Cemeteries are located on both sides of US 6. The existing cemetery on the north side of the corridor (Berlin Township Oak Bluff Cemetery) is offset further from the roadway than the existing cemetery on the south side (Cuddeback Cemetery). The higher number of driveways on the north side also increases the potential for vehicle-path conflict, also reducing the segment safety and comfort. Construction is more complex due to the need for additional grading and the installation of retaining walls. The presence of existing features such as stone walls, fences, and guardrails further complicates constructability. Due to passing through FEMA Zone AE, this alternative will require coordination with FEMA, ODNR, and the Local Floodplain Coordinator, as well as completion of the ODOT self-compliance documentation. Overall, while the North Alternative provides better access to destinations, it comes with higher construction complexity and safety concerns, though its alignment remains feasible.

The South Alternative improves segment safety and comfort with fewer driveways and increased right-of-way availability to provide an 11' separation from the roadway. However, it requires more major and minor intersection crossings, reducing the intersection safety and comfort for users. While the path provides better access for residents and destinations on the south side, users must cross the roadway to reach lakefront destinations, which may be less convenient and introduce additional safety concerns. This alternative impacts fewer utilities, requires less grading, and involves fewer retaining walls, but also may require guardrail relocation. All of these factors affect the constructability of this alternative. Additionally, Cuddeback Cemetery, on the south side of US 6 at the Risden Road intersection, should be avoided. Due to passing through FEMA Zone A, this alternative requires coordination with the Local Floodplain Coordinator and completion of the ODOT self-compliance documentation. Overall, the South Alternative offers increased segment safety and reduced utility conflicts, but at the cost of increased intersection crossings and reduced access to lakefront destinations. This alignment also remains feasible.

	North Alternative	South Alternative
R/W Impacts	2	3
Environmental Impacts	3	3
Utility Conflicts	3	4
Constructability	2	3
Intersection Safety & Comfort	5	4
Segment Safety & Comfort	2	4
Total Score (out of 30)	**17**	**21**

Table 2: Two-Lane Segment Evaluation

In summary, the comparison matrix shows that scoring is relatively similar between the North and South Alternatives (no more than one point variation), with the exception of the segment safety and comfort metric

where the South Alternative scored two points higher on the scale. Overall, the South Alternative ranked slightly higher as the recommended alternative.

Bridge Segments

The Lane Shift Alternative is the most cost-effective and quickest to implement of the three bridge segment alternatives, as it avoids utility relocation, right-of-way acquisition, and environmental impacts. The use of a protective barrier improves safety despite the path's proximity to traffic. However, the constrained 8' path (versus the standard 11' path width) limits accessibility for cyclists traveling together or families with children. The reduced lane and shoulder widths require a design exception and could affect driver comfort. The path's location closer to traffic may be less appealing to "Interested but Concerned" users, though it remains farther from the bridge edge, which may improve perceived safety. It avoids utility impacts, and the environmental impact remains unchanged from existing.

The New Bridge Alternative offers the highest level of safety and comfort by fully separating the path from traffic. It supports the full path width, making it ideal for all user types. It also avoids lane closures during construction. However, it is potentially the most expensive and environmentally impactful option. Additional right-of-way acquisition and some utility relocation may be necessary. The need for a longer bridge to manage the longitudinal slope adds to the design and construction cost and complexity. Environmental impacts may involve tree removal, land cover changes, and habitat disruption. As part of this project, ODOT District 3 was consulted regarding the current estimated lifespans of the bridges throughout the corridor. Per these discussions, there are no current plans to replace any of the existing bridges along the corridor as they are currently in fair to good condition, eliminating the possibility of updating the existing bridges for inclusion of the SUP as an additional component to planned bridge rehabilitation or replacement projects.

The Widened Bridge Alternative balances safety, comfort, and cost. It provides up to a 12' path while maintaining vehicle lane widths, improving safety for all users. It is less expensive than building a new bridge but more costly and complex than the Lane Shift Alternative. Some right-of-way acquisition may be required. Construction may impact traffic, and some utility relocation and environmental disturbance are expected. Structural modifications to the existing bridges are required and would need to be further evaluated for constructability during the preliminary design phase. The environmental footprint is relatively small compared to the New Bridge Alternative.

In summary, various options are available to provide the SUP connections across the bridges along US 6. While the Lane Shift Alternative may be the most cost-effective, the preferred treatment may vary based on project funding, SUP alignment, bridge type, cost-effectiveness, constructability or other considerations. Therefore, these options are presented herein for planning purposes with the understanding that the bridge treatments will be further analyzed once the project advances into preliminary engineering.

Four-Lane Segment

This planning study recommends the implementation of a road diet within the four-lane section of US 6. The road diet helps to right-size the roadway for its traffic demand, helps control vehicle speeds, and provides space to accommodate the SUP connection through this portion of the study corridor. Options to accommodate the SUP could involve the use of a protective concrete barrier or a grass strip to provide separation from the roadway in conjunction with reducing the number of travel lanes from four to three. The implementation of a road diet is anticipated to provide traffic calming benefits in all potential alternatives. The road diet would have significant

impacts on the drainage in the area due to the removal of the center median where catch basins are located, impacting overall constructability, but impacts would be felt equally between the alternatives.

With the Road Diet Alternative, a SUP would also be included, ideally on the same side of US 6 as recommended in the two-lane segment. The SUP can be separated from the roadway with either a barrier or a grass median. The Barrier Separated Alternative provides a physical barrier between the SUP and roadway and allows for a slightly wider path at 13 feet, but it typically places the path closer to traffic than the Grass Separated Alternative. The Grass Separated Alternative provides an 11-foot path that is separated from the roadway by a variable width grass median, which has the potential to provide much more separation from the roadway than the Barrier Separated Alternative. Additionally, the Grass Separated Alternative has the added benefit of being more aesthetically appealing by providing green space rather than a concrete barrier as a separator. Feedback received at the public meeting was not in favor of having a barrier separating the SUP from the roadway. While the path widths vary between the two alternatives, they do both allow full path width, supporting side-by-side cycling and family use. Underground drainage infrastructure would need to be addressed as part of implementing a road diet regardless of which SUP alternative is advanced.

CONCLUSION

Feedback received at the public meeting was generally supportive of a SUP on the South Alternative due to the feeling that there would be fewer impacts to properties and fewer driveway crossings. Public response was also generally supportive of a road diet in the 4-lane segment; feedback received was not supportive of the barrier separation for the SUP. Based on the above evaluation of the key issues, as well as feedback from the public, the South Alternative is the recommended alternative for the SUP along the corridor. It meets the needs of the project to provide a continuous and comfortable user experience while minimizing adverse impacts from construction. However, both alternatives meet the purpose and need for the project and were evaluated very closely, so the North Alternative could be considered in future phases of project development and/or design as more in-depth information on project impacts is gathered. A combination of north and south alignments, although not desired, could be considered if characteristics along the corridor dictate changes to the SUP alignment. At bridge locations, the Lane Shift Alternative should be explored for constructability and cost-effectiveness, though other feasible options can be considered on a bridge by bridge basis during design. A road diet is recommended to be implemented along the four-lane segment of the corridor at the eastern end of the study limits, and the Grass Separated Alternative is the recommended separation for the SUP. This will best address traffic demands on the roadway while providing an area for a SUP to be added.

Next Steps

The final recommendations from this study will be presented to the MPO Policy Committee, and study information shared with the Erie County Commissioners. Once the planning study is complete, the project will need to advance through project development for preliminary engineering, final design, right of way acquisition and construction.

Potential Funding Scenarios

Funding sources for future projects will need to be identified, with federal, state, and local funding sources all being potential options. ODOT has been an active stakeholder through this planning study and ERPC should continue coordinating with ODOT on future phases of the project, as well as explore potential funding

opportunities for this type of project, including the Transportation Alternatives Program (TAP) and ODOT's Active Transportation Program.

Additionally, the project has the potential to improve a segment on an existing US Bike Route network and connect to larger trail networks planned in the surrounding area, as shown in Figure 9. Funding opportunities with ODNR should be explored further, as ODNR is a project stakeholder and a landowner in the corridor. Potential ODNR funding opportunities include the Clean Ohio Trail Fund and the Recreational Trails Program. This study's focus on enhancing the pedestrian and bicycle network in the area makes it a strong candidate for many of these programs.

Moreover, a number of federal funding opportunities may also be available through the Federal Highway Administration (FHWA). These include programs focused on active transportation and environmental initiatives, as well as programs supporting improvements along the National Highway System (NHS) and Federal-aid designated highways, both of which US 6 is designated as through the study corridor.

Figure 9: Local Bike Route Network

Due to the overall length of the study area (approximately 8.76 miles), breaking the project construction into phases may help with potential barriers to obtaining funding for construction of the entire project at once. While construction could be phased a number of ways, an initial recommendation for phasing is to break the project into four sections – Heron Drive to East Drive (approximately), East Drive to Poorman Road, Poorman Road to Coen Road, and Coen Road to Decatur Street – with the sections closer to Huron and Vermilion occurring first followed by the "inner" sections. This phasing would provide connections to the adjacent cities first, and would

break the phases up based on population centers along the corridor so that each phase of construction would then extend to provide a connection for another population center.