

# **Appendix A**

## **Financial Revenue Methodology**

ERPC Metropolitan Planning Organization



## **Financial Revenue Methodology Appendix**

### **Financial Resources Forecast and Fiscal Constraint Analysis for the Erie Regional Planning Commission 2050 Long Range Transportation Plan Update**

#### **Introduction**

This information provided in this appendix was developed as a planning tool to estimate the availability of funding for future projects in the Erie Regional Planning Commission (ERPC) coverage area. This will allow the *2050 Long Range Transportation Plan Update* to meet compliance with Federal Highway Administration requirements for financial resources forecasting and fiscal constraints analysis. The data provided in this appendix will be utilized to demonstrate that the proposed transportation improvements (motorized and non-motorized) can be provided within the 25-year period of the plan (2025-2050).

#### **Financial Revenue Methodology**

The purpose of this *Financial Resources Forecast* is to determine the availability of resources that will fund transportation improvements in the ERPC area for fiscal years 2025 through 2050. Good financial forecasting requires a look at both past trends and assumptions regarding future funding. As recent events as noted previously have made the process of predicting future funding trends more challenging, the following assumptions will be applied to the forecasts of funding for projects:

- Forecasted revenues are based on actual or projected FY2025 allocations;
- Federal funding through the Highway Trust Fund will remain viable and will continue over the forecast period per the FAST Act that was signed into law in December 2015;
- ODOT will keep allocating funds with the same methodology used previously;
- Allocations based on population utilize 2020 US Census figures;
- Factors such as population, lane miles, vehicle miles traveled, bridge deck area, crash rates, etc. will be assumed to remain consistent over plan period;
- Local funding to meet match requirements will remain consistent.

The transportation systems budget for the county is made up of federal, state, local and private revenue sources. Federal guidelines require that the transportation plan be “fiscally constrained” in that the forecasted revenues over the planning period match the costs of identified transportation system improvements.

#### **Financial Forecasting of Revenue Sources**

This section provides the formulas and data used to base the potential revenue sources from the typical public funding programs that are utilized to fund transportation projects within the ERPC area. As the planning period of the projects is for 25 years, total revenues available were calculated for 25 years of funding based on annual funding available in FY2026 that was projected outward over the next 25 years. The following data was utilized for calculation purposes to assist in determining ERPC’s area for their fair share of funding:

Population Data for the following geographic areas:

- ERPC MPO Population = 100,603
- ERPC Population in D2 District = 18,979
- ERPC Population in D3 District = 81,624
- ODOT District 2 Population = 823,068
- ODOT District 3 Population = 965,536
- Ohio Population (OPOP) = 11,774,683

**ERPC Fair Share Calculations of Typical Funding Sources:**

Following are commonly used calculations for determining the fair share of funding for a MPO area. Some funding sources are based on formula distributions, whereas others are more competitive type sources.

**ERPC Sub-Allocated Forecasted Funds**

(0% annual increase assumed, based on ODOT Financial Summary Report –January, 2025)

Year	Yearly Allocation	\$0	←Carry Over
2025	\$1,122,890	\$1,122,890	
2026	\$1,636,562	\$1,636,562	
2027	\$1,636,562	\$1,636,562	
2028	\$1,636,652	\$1,636,652	
2029	\$1,636,562	\$1,636,562	
2030	\$1,636,562	\$1,636,562	
2031	\$1,636,562	\$1,636,562	
2032	\$1,636,562	\$1,636,562	
2033	\$1,636,562	\$1,636,562	
2034	\$1,636,562	\$1,636,562	
2035	\$1,636,562	\$1,636,562	TOTAL (10 yrs) = \$20,857,270
2036	\$1,636,562	\$1,636,562	
2037	\$1,636,562	\$1,636,562	
2038	\$1,636,562	\$1,636,562	
2039	\$1,636,562	\$1,636,562	
2040	\$1,636,562	\$1,636,562	TOTAL (15 yrs) = \$8,182,810
2041	\$1,636,562	\$1,636,562	
2042	\$1,636,562	\$1,636,562	
2043	\$1,636,562	\$1,636,562	
2044	\$1,636,562	\$1,636,562	
2045	\$1,636,562	\$1,636,562	TOTAL (20 yrs) = \$8,182,810
2046	\$1,636,562	\$1,636,562	
2047	\$1,636,562	\$1,636,562	
2048	\$1,636,562	\$1,636,562	
2049	\$1,636,562	\$1,636,562	
2050	\$1,636,562	\$1,636,562	TOTAL (25 yrs) = \$8,182,810

### ***ODOT District 2 Allocation Funds Summary***

(2% annual increase assumed, based on ODOT projections, as provided by District 2)

	Year	Yearly Allocation	Time Periods	Totals
	2026	\$82,123,000	Annual Growth Rate =	1.02
	2027	\$68,163,000		
	2028	\$70,445,000		
	2029	\$73,657,000		
	2030	\$75,133,000		
	2031	\$76,609,000		
Projected	2032	\$78,141,180		
Projected	2033	\$79,704,004		
Projected	2034	\$81,298,084		
Projected	2035	\$82,924,045		
			<b>TOTAL (10 yrs) =</b>	<b>\$768,197,313</b>
Projected	2036	\$84,582,526		
Projected	2037	\$86,274,177		
Projected	2038	\$87,999,660		
Projected	2039	\$89,759,654		
Projected	2040	\$91,554,847		
			<b>TOTAL (15 yrs) =</b>	<b>\$440,170,863</b>
Projected	2041	\$93,385,944		
Projected	2042	\$95,253,662		
Projected	2043	\$97,158,736		
Projected	2044	\$99,101,910		
Projected	2045	\$101,083,949		
			<b>TOTAL (20 yrs) =</b>	<b>\$485,984,200</b>
Projected	2046	\$103,105,628		
Projected	2047	\$105,167,740		
Projected	2048	\$107,271,095		
Projected	2049	\$109,416,517		
Projected	2050	\$111,604,847		
			<b>TOTAL (25 yrs) =</b>	<b>\$536,565,826</b>

<b>D2 Average Annual Allocation for 2026 - 2035 Period:</b>	<b>X</b>	<b>ERPC Population in D2</b>	<b>=</b>	<b>ERPC Fair Share of D2 Funding</b>
		<b>D2 Population</b>		
\$76,819,731		2.30588%		<b>\$1,771,375</b>

<b>D2 Average Annual Allocation for 2035 - 2040 Period:</b>	<b>X</b>	<b>ERPC Population in D2</b>	<b>=</b>	<b>ERPC Fair Share of D2 Funding</b>
		<b>D2 Population</b>		
\$88,034,173		2.30588%		<b>\$2,029,967</b>

<b>D2 Average Annual Allocation for 2041 - 2045 Period:</b>	<b>X</b>	<b>ERPC Population in D2</b>	<b>=</b>	<b>ERPC Fair Share of D2 Funding</b>
		<b>D2 Population</b>		
\$97,196,840		2.30588%		<b>\$2,241,247</b>

<b>D2 Average Annual Allocation for 2045 - 2050 Period:</b>	<b>X</b>	<b>ERPC Population in D2</b>	<b>=</b>	<b>ERPC Fair Share of D2 Funding</b>
		<b>D2 Population</b>		
\$107,313,165		2.30588%		<b>\$2,474,518</b>



### ***ODOT District 3 Allocation Funds Summary***

(2% annual increase assumed, based on ODOT projections, as provided by District 3)

	Year	Yearly Allocation	Time Periods	Totals
	2026	\$88,615,000	Annual Growth Rate =	1.02
	2027	\$91,401,000		
	2028	\$89,964,000		
	2029	\$93,081,000		
	2030	\$94,945,000		
	2031	\$96,810,000		
Projected	2032	\$98,746,200		
Projected	2033	\$100,721,124		
Projected	2034	\$102,735,546		
Projected	2035	\$104,790,257		
			<b>TOTAL (10 yrs) =</b>	<b>\$961,809,128</b>
Projected	2036	\$106,886,063		
Projected	2037	\$109,023,784		
Projected	2038	\$111,204,259		
Projected	2039	\$113,428,345		
Projected	2040	\$115,696,912		
			<b>TOTAL (15 yrs) =</b>	<b>\$556,239,362</b>
Projected	2041	\$118,010,850		
Projected	2042	\$120,371,067		
Projected	2043	\$122,778,488		
Projected	2044	\$125,234,058		
Projected	2045	\$127,738,739		
			<b>TOTAL (20 yrs) =</b>	<b>\$614,133,202</b>
Projected	2046	\$130,293,514		
Projected	2047	\$132,899,384		
Projected	2048	\$135,557,372		
Projected	2049	\$138,268,519		
Projected	2050	\$141,033,890		
			<b>TOTAL (25 yrs) =</b>	<b>\$678,052,679</b>

<b>D3 Average Annual Allocation for 2026 - 2035 Period:</b>	<b>X</b>	<b>ERPC Population in D3</b>	<b>=</b>	<b>ERPC Fair Share of D3 Funding</b>
		<b>D3 Population</b>		
\$96,180,913		8.45375%		<b>\$8,130,894</b>

<b>D3 Average Annual Allocation for 2035 - 2040 Period:</b>	<b>X</b>	<b>ERPC Population in D3</b>	<b>=</b>	<b>ERPC Fair Share of D3 Funding</b>
		<b>0.0845375</b>		
\$111,247,872		8.45375%		<b>\$9,404,617</b>

<b>D3 Average Annual Allocation for 2041 - 2045 Period:</b>	<b>X</b>	<b>ERPC Population in D3</b>	<b>=</b>	<b>ERPC Fair Share of D3 Funding</b>
		<b>D3 Population</b>		
\$122,826,640		8.45375%		<b>\$10,383,457</b>

<b>D3 Average Annual Allocation for 2045 - 2050 Period:</b>	<b>X</b>	<b>ERPC Population in D3</b>	<b>=</b>	<b>ERPC Fair Share of D3 Funding</b>
		<b>D3 Population</b>		
\$135,610,536		8.45375%		<b>\$11,464,176</b>

The combined District 2 and District 3 Fair Share Funding for the ERPC MPO Population can be found in the table below:

ERPC Fair Share of District Funding Summary		
2026-2035	=	\$9,902,268
2035-2040	=	\$11,434,584
2041-2045	=	\$12,624,704
2046-2050	=	\$13,938,694

### **Surface Transportation Program – County Engineer (STP-C)**

The calculation of an annual fair share for the ERPC area is shown below:

Surface Transportation Program - County Engineer (STP-C)				
An estimated \$14,000,000 per year is available for STP-C funded projects.				
A commonly used formula to estimate the fair share for a MPO area includes the following:				
<b>STP-C Average Annual Allocation</b>	<b>X</b>	<b><u>ERPC Population</u> Ohio Population</b>	<b>=</b>	<b>ERPC Fair Share of STP-C Funding</b>
\$14,000,000	X	0.008544009	=	<b>\$119,616</b>
To be conservative, the annual ERPC fair share of STP-C funding was held constant over the next 25 years, and no growth increases were applied.				

### **Fair Share Calculation for ERPC Area of STP-C Funds**

The forecasts in funding for each time period are shown below:

Available funding for Short-Term (2026-2035)	<b>\$1,196,161</b>
Available funding for Mid-Term (2036-2040)	<b>\$598,081</b>
Available funding for Mid/Long -Term (2041-2045)	<b>\$598,081</b>
Available funding for Long -Term (2045 -2050)	<b>\$598,081</b>

### Transportation Review Advisory Council (TRAC)

The calculation of an annual fair share for the ERPC area is shown below:

As available funding fluctuates each year, an estimate of \$276,825,000 was calculated using the average of the 2020-2023 total Major New Construction Programs list

A commonly used formula to estimate the fair share for a MPO area includes the following:

<b>TRAC Average Annual Allocation</b>	<b>X</b>	<b><u>ERPC Population</u> Ohio Population</b>	<b>=</b>	<b>ERPC Fair Share of TRAC Funding</b>
211,600,000	X	0.008544009	=	<b>\$1,807,912</b>

Given these funds are very competitive, an adjustment of 30% less of the calculated TRAC funding would be more realistic in that it would reflect that these funds would not be awarded or applied to every year.

**\$1,265,539**

To be conservative, the annual ERPC fair share of TRAC funding was held constant over the next 25 years, and no growth increases were applied.

### Fair Share Calculation for ERPC Area of TRAC Funds

The forecasts in funding for each time period are shown below:

Available funding for Short-Term (2026-2035)	<b>\$12,655,386</b>
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Available funding for Mid-Term (2036-2040)	<b>\$6,327,693</b>
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Available funding for Mid/Long -Term (2041- 2045)	<b>\$6,327,693</b>
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Available funding for Long -Term (2045 -2050)	<b>\$6,327,693</b>
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### **Safety Program Funds**

The calculation of an annual fair share for the ERPC area is shown below:

<b>Safety Funding</b>				
An estimated \$185,000,000 per year is available for Safety funded projects.				
A commonly used formula to estimate the fair share for a MPO area includes the following:				
<b>Ohio's Annual Safety Allocation</b>	<b>X</b>	<b><u>ERPC Population</u> Ohio Population</b>	<b>=</b>	<b>ERPC Fair Share of Safety Funding</b>
\$185,000,000	X	0.008544009	=	<b>\$1,580,642</b>
To be conservative, the annual ERPC fair share of HSIP funding was held constant over the next 25 years, and no growth increases were applied.				

### **Fair Share Calculation for ERPC Area of HSIP Funds**

The forecasts in funding for each time period are shown below:

Available funding for Short-Term (2026-2035)	<b>\$15,806,417</b>
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Available funding for Mid-Term (2036-2040)	<b>\$7,903,209</b>
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Available funding for Mid/Long -Term (2041- 2045)	<b>\$7,903,209</b>
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Available funding for Long -Term (2045 -2050)	<b>\$7,903,209</b>
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### **Ohio Safe Routes To School Program Funds**

The calculation of an annual fair share for the ERPC area is shown below:

<b>Safe Routes To Schools Funding (SRTS)</b>				
An estimated \$5,000,000 per year is available for Safety funded projects.				
A commonly used formula to estimate the fair share for a MPO area includes the following:				
<b>Ohio's Annual SRTS Allocation</b>	<b>X</b>	<b><u>ERPC Population</u> <u>Ohio Population</u></b>	<b>=</b>	<b>ERPC Fair Share of SRTS Funding</b>
\$5,000,000	X	0.008544009	=	<b>\$42,720</b>
To be conservative, the annual ERPC fair share of SRTS funding was held constant over the next 25 years, and no growth increases were applied.				

### **Fair Share Calculation for ERPC Area of SRTS Funds**

The forecasts in funding for each time period are shown below:

Available funding for Short-Term (2026-2035)	<b>\$427,200</b>
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Available funding for Mid-Term (2036-2040)	<b>\$213,600</b>
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Available funding for Mid/Long -Term (2041- 2045)	<b>\$213,600</b>
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Available funding for Long - Term (2041 - 2045)	<b>\$213,600</b>
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### **County Highway Safety Program**

The calculation of an annual fair share for the ERPC area is shown below:

#### **County Highway Safety Program**

An estimated \$21,000,000 per year is available for County Highway Safety Program Projects

A commonly used formula to estimate the fair share for a MPO area includes the following:

<b>STP-C Average Annual Allocation</b>	<b>X</b>	<b><u>ERPC Population</u> Ohio Population</b>	<b>=</b>	<b>ERPC Fair Share of County Highway Safety Funding</b>
\$21,000,000	<b>X</b>	0.008544009	<b>=</b>	<b>\$179,424</b>

To be conservative, the annual ERPC fair share of County Highway Safety funding was held constant over the next 25 years, and no growth increases were applied.

#### **Fair Share Calculation for ERPC Area of County Highway Safety Program Funds**

The forecasts in funding for each time period are shown below:

Available funding for Short-Term (2021-2030)	<b>\$1,794,242</b>
Available funding for Mid-Term (2031-2035)	<b>\$897,121</b>
Available funding for Mid/Long -Term (2036 - 2040)	<b>\$897,121</b>
Available funding for Long - Term (2041 - 2045)	<b>\$897,121</b>

### County Local Bridge Funds

The calculation of an annual fair share for the ERPC area is shown below:

<b>County Local Bridge Program</b>				
An estimated \$34,000,000 per year is available for County Local Bridge funded projects.				
A commonly used formula to estimate the fair share for a MPO area includes the following:				
<b>Ohio's Annual CEAO Bridge Allocation</b>	<b>X</b>	<b><u>ERPC Population</u> Ohio Population</b>	<b>=</b>	<b>ERPC Fair Share of County Bridge Funding</b>
\$34,000,000	<b>X</b>	0.008544009	<b>=</b>	<b>\$290,496</b>
To be conservative, the annual ERPC fair share of County Local Bridge funding was held constant over the next 25 years, and no growth increases were applied.				

### Fair Share Calculation for ERPC Area of County Local Bridge Funds

The forecasts in funding for each time period are shown below:

Available funding for Short-Term (2026-2035)	<b>\$2,904,963</b>
Available funding for Mid-Term (2036-2040)	<b>\$1,452,482</b>
Available funding for Mid/Long -Term (2041-2045)	<b>\$1,452,482</b>
Available funding for Long - Term (2041 - 2045)	<b>\$1,452,482</b>

### **Municipal Bridge Program Funds**

The calculation of an annual fair share for the ERPC area is shown below:

#### **Municipal Bridge Program**

An estimated \$11,500,000 per year is available for Municipal Bridge funded projects.

A commonly used formula to estimate the fair share for a MPO area includes the following:

<b>Ohio's Annual Municipal Bridge Allocation</b>	<b>X</b>	<b><u>ERPC Population</u> Ohio Population</b>	<b>=</b>	<b>ERPC Fair Share of Municipal Bridge Funding</b>
\$11,500,000	X	0.008544009	=	<b>\$98,256</b>

To be conservative, the annual ERPC fair share of Municipal Bridge funding was held constant over the next 25 years, and no growth increases were applied.

### Fair Share Calculation for ERPC Area of Municipal Bridge Program Funds

The forecasts in funding for each time period are shown below:

Available funding for Short-Term (2026-2035)	<b>\$982,561</b>
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Available funding for Mid-Term (2036-2040)	<b>\$491,281</b>
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Available funding for Mid/Long -Term (2041-2045)	<b>\$491,281</b>
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Available funding for Long - Term (2041 - 2045)	<b>\$491,281</b>
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ODOT provides an additional \$20 Million in funding for major bridge preventative maintenance through the Local Major Bridge Program. Currently, no bridges in the planning region qualify for the program.



### **Federal Transit Agency Funds**

The calculation of projections of transit funds for the Sandusky Transit System is provided below. A growth rate of 2% of annual funds was utilized to project funds. No Carry Over of funds was assumed.

#### **ERPC MPO / Sandusky Transit System**

(Does not include operating Funds)

Carry Over =      None  
Assumed

Year	Yearly Allocation	
2026	\$414,358	Annual Growth Rate = 1.02
2027	\$426,788	
2028	\$435,324	
2029	\$444,030	
2030	\$452,911	
2031	\$461,969	
2032	\$471,208	
2033	\$480,633	
2034	\$490,245	
2035	\$500,050	
TOTAL (10 yrs) =		\$4,577,516
2036	\$510,051	TOTAL (15 yrs) =
2037	\$520,252	
2038	\$530,657	
2039	\$541,270	
2040	\$552,096	
TOTAL (15 yrs) =		\$2,654,327
2041	\$563,138	TOTAL (20 yrs) =
2042	\$574,400	
2043	\$585,888	
2044	\$597,606	
2045	\$609,558	
TOTAL (20 yrs) =		\$2,930,591
2046	\$621,750	TOTAL (25 yrs) =
2047	\$634,185	
2048	\$646,868	
2049	\$659,806	
2050	\$673,002	
TOTAL (25 yrs) =		\$3,235,610

2.0% funding increase per year assumed

### Summary of Overall Funding Forecasts

The individual funding forecast calculations and assumptions stated previously were combined to establish the estimated funds available to the ERPC for funding transportation projects in the 2050 Long Range Transportation Plan Update so to determine if the plan is fiscally constrained. The table below summarizes all the funding sources combined.

<b>Funding Source</b>	<b>Total Forecasted Amount for ERPC's Fair Share for Short-Term Period (2026-2035)</b>	<b>Total Forecasted Amount for ERPC's Fair Share for Mid-Term Period (2036-2040)</b>	<b>Total Forecasted Amount for ERPC's Fair Share for Mid/Long- Term Period (2041-2045)</b>	<b>Total Forecasted Amount for ERPC's Fair Share for Long-Term Period (2046- 2050)</b>
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
<b>TOTAL</b>	<b>\$160,224,402</b>	<b>\$85,893,521</b>	<b>\$92,120,389</b>	<b>\$98,995,354</b>

Using this information, the funding and time periods were overlaid so as to provide a fiscal analysis to determine if there was adequate funding and that the proposed projects are fiscally constrained. The resulting analysis indicates there is a slight surplus of funding after all of the projects are accounted for in the plan as shown in the table on the following page.

**Table 10-1 Recommended Project Funding Summary**

Implementation	Total Available	Roadway Preservation and Expansion	Non-Motorized	Total Project Costs	Difference
Short Term (10 Years)	<b>\$155,646,886.00</b>	\$158,935,248.40	\$9,867,022.32	<b>\$168,802,270.71</b>	-\$13,155,384.71
Mid Term (10-15 years)	<b>\$83,239,194.00</b>	\$59,476,907.44	\$23,703,591.25	<b>\$83,180,498.69</b>	\$58,695.31
Mid/Long Term (15-20 years)	<b>\$89,189,797.00</b>	\$61,266,647.44	\$18,178,064.56	<b>\$79,444,712.00</b>	\$9,745,085.00
Long Term (20-25 years)	<b>\$95,759,744.00</b>	\$60,013,306.49	\$32,155,059.45	<b>\$92,168,365.95</b>	\$3,591,378.05
<b>Total</b>	<b>\$ 423,835,621.00</b>	<b>\$ 339,692,109.77</b>	<b>\$ 83,903,737.58</b>	<b>\$423,595,847.35</b>	<b>\$ 239,773.65</b>
Total Cost excluding transit					

To note, short term project projections are estimated at a \$13.1 million shortfall. However, PID 116570, US 6 Connectivity Corridor is a programmed project receiving Better Utilizing Investments to Leverage Development (BUILD) Program (FKA RAISE Grant) in the amount of \$24.5 million. The federal award was not presumed a consistent funding source based on the competitive nature of the grant, but is expected to offset fiscal shortcomings for the short term projects.

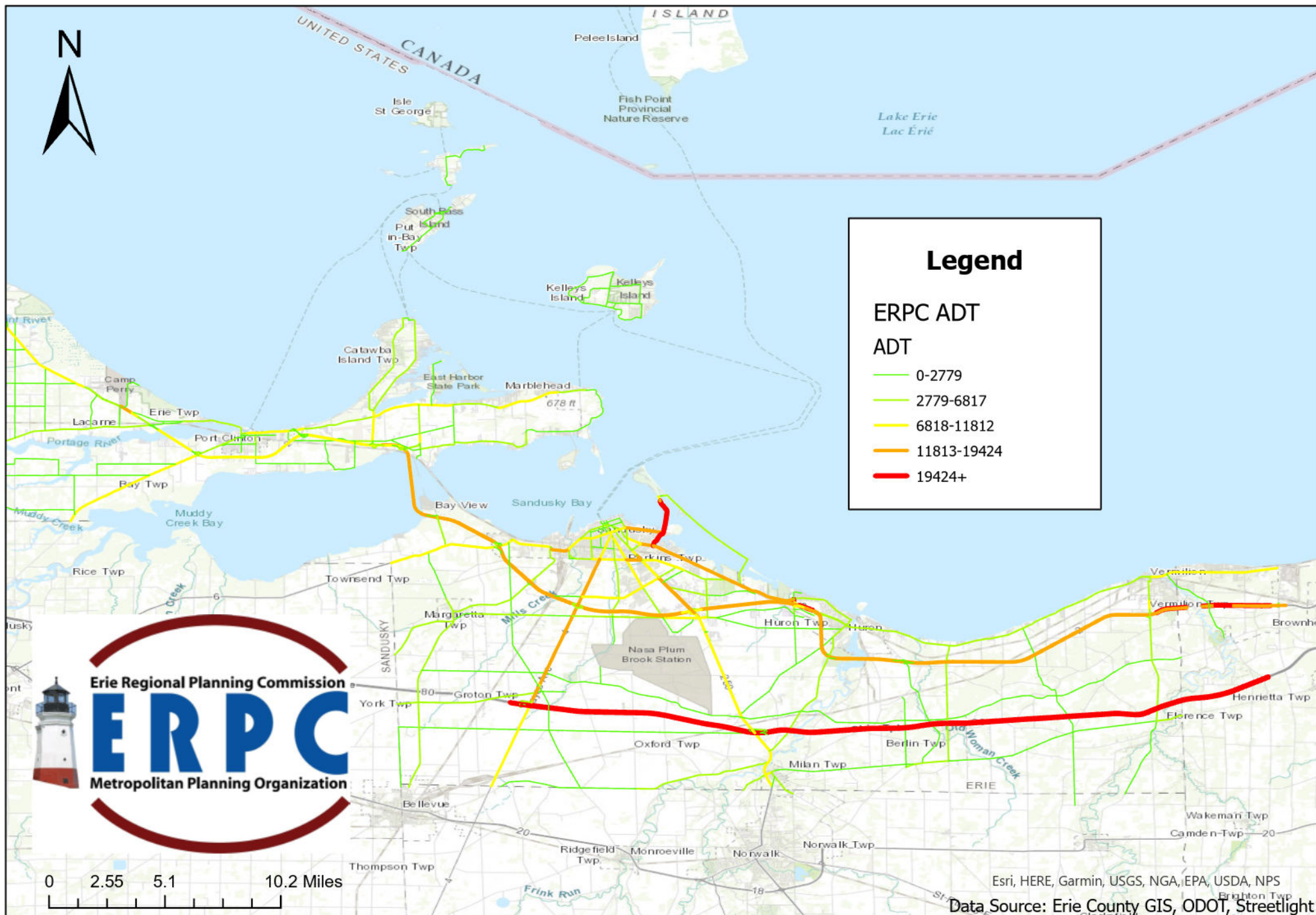
In summary, based on formulas for determining the ERPC's area fair share of formula funds and competitive funds, the total amount of forecasted potential funds is \$473,233,665 for the next 25 years (or about \$17.4 million per year) that could be available for this 25-year plan. The result is an ending difference of +\$239,773 being left over at the end of the 25-year plan period after carry over of funding from each previous time period.

# **Appendix B**

## **Traffic Volumes and Level of Service**

ERPC Metropolitan Planning Organization





# Annual Average Daily Traffic

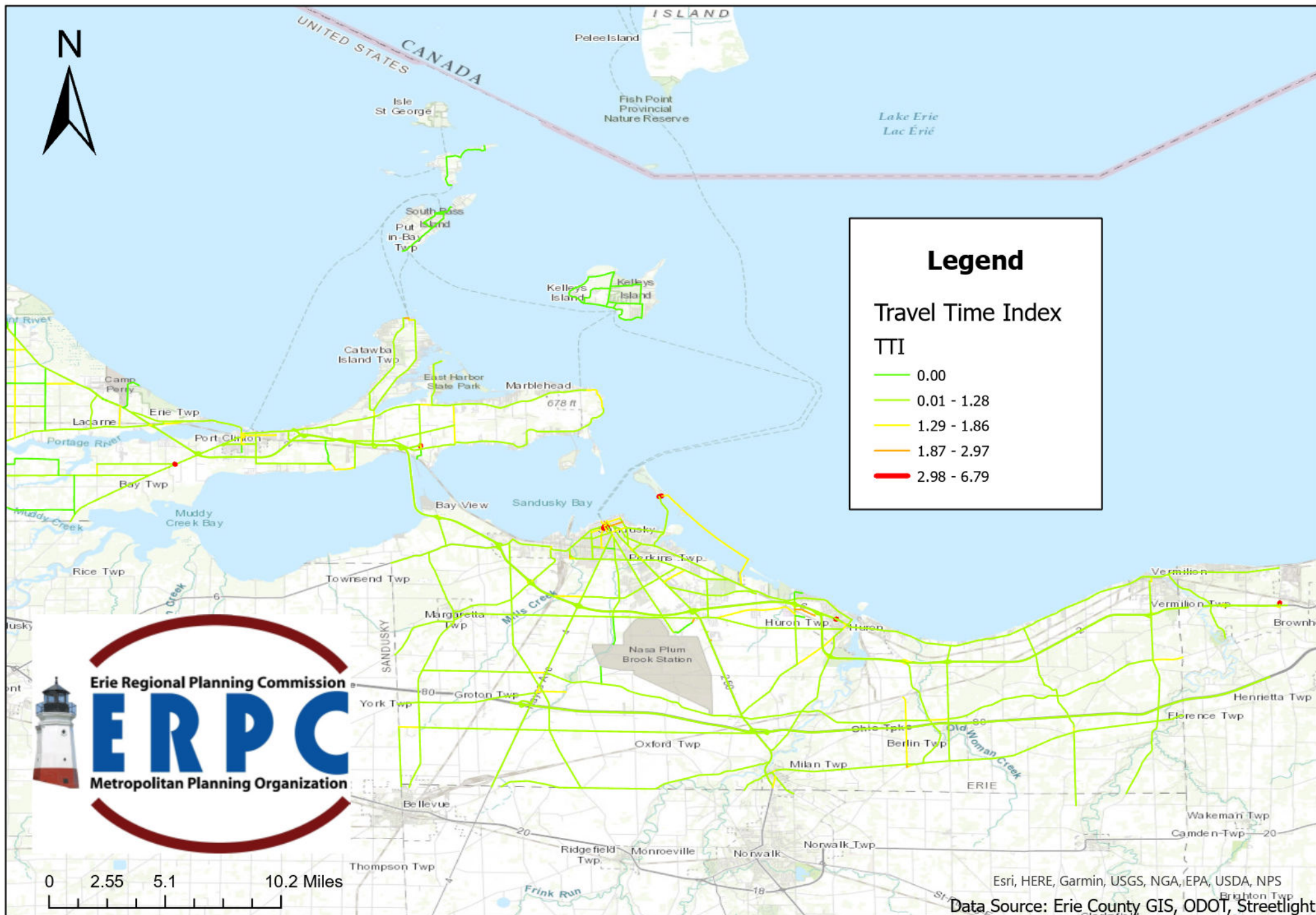
## ERPC MPO 2050 Long Range Transportation Plan

Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS  
Data Source: Erie County GIS, ODOT, Streetlight









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.

## Travel Time Index

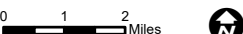
ERPC MPO 2050 Long Range Transportation Plan







Data Sources: Erie County GIS, Ohio Department of Transportation



**Legend**

- ERPC MPO Boundary
- Annual Average Daily Traffic Counts**
- 0 - 1856
- 1857 - 5053
- 5054 - 9554
- 9555 - 17026
- 17027 - 56513
- Municipality

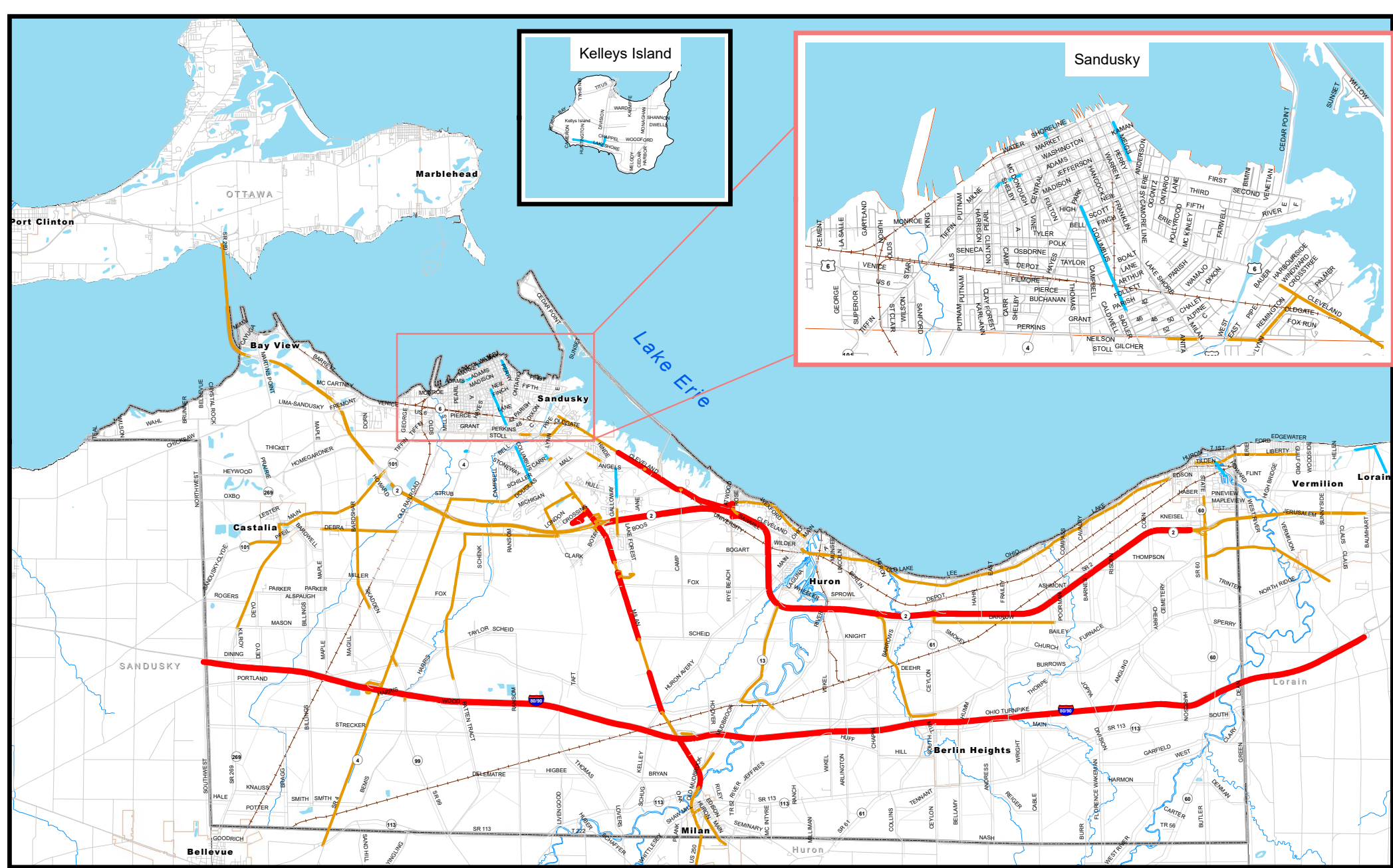
Erie County MPO 2045 Long Range Transportation Plan

Figure 5-3.3 Annual Average Daily Traffic Counts

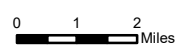


February 2020

Map prepared by the Erie County Department of Regional Planning. map to be used for illustrative purposes only. Erie County, Ohio assumes no responsibility or liabilities for any errors or omissions contained here in.



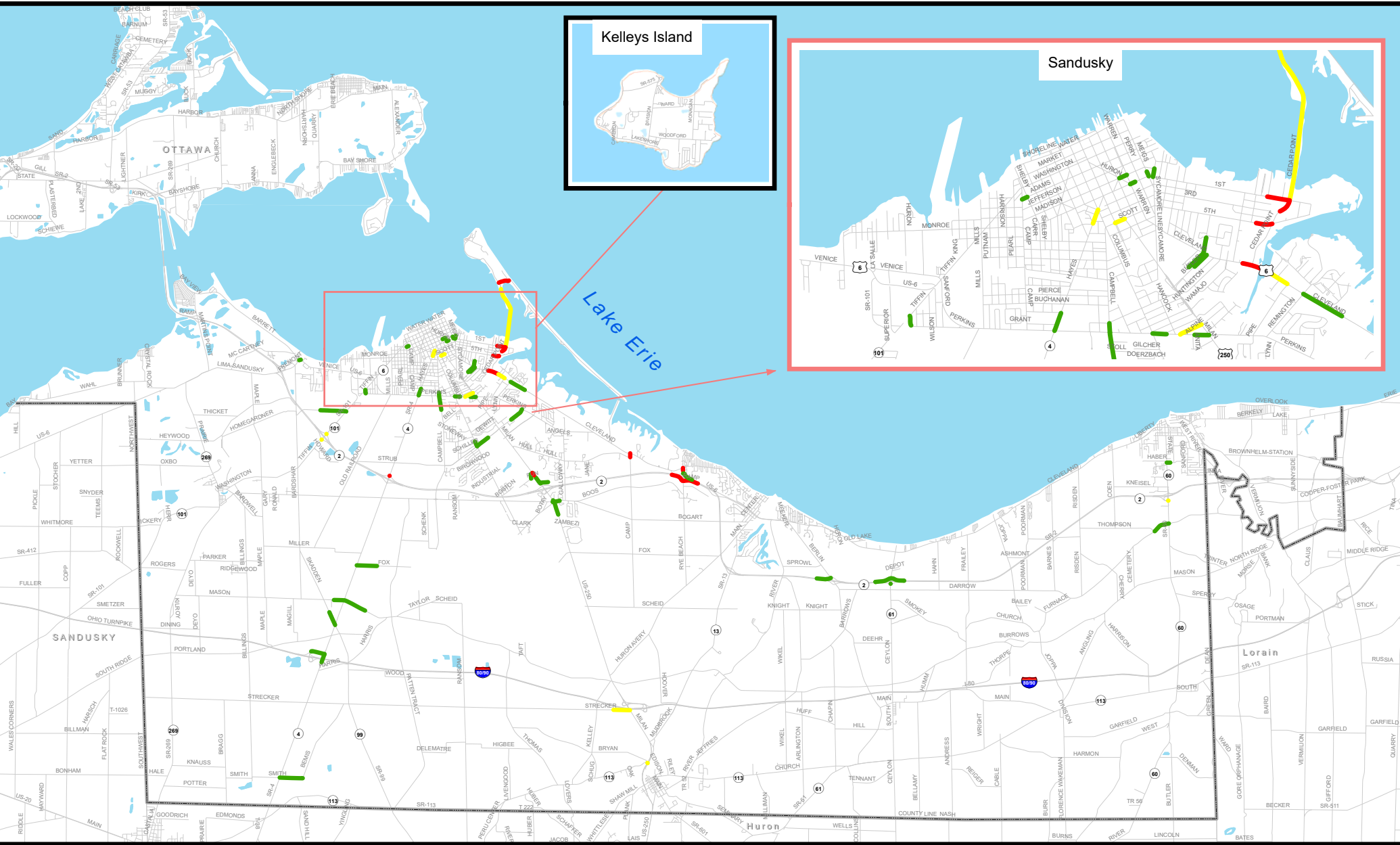
Data Sources: Erie Co, Ohio Department of Transportation



April 2020

## Erie County MPO 2045 Long Range Transportation Plan

Modeled Change in Average Daily Traffic (ADT)  
Summer Weekday



Data Sources: Erie County GIS, Ohio Department of Transportation



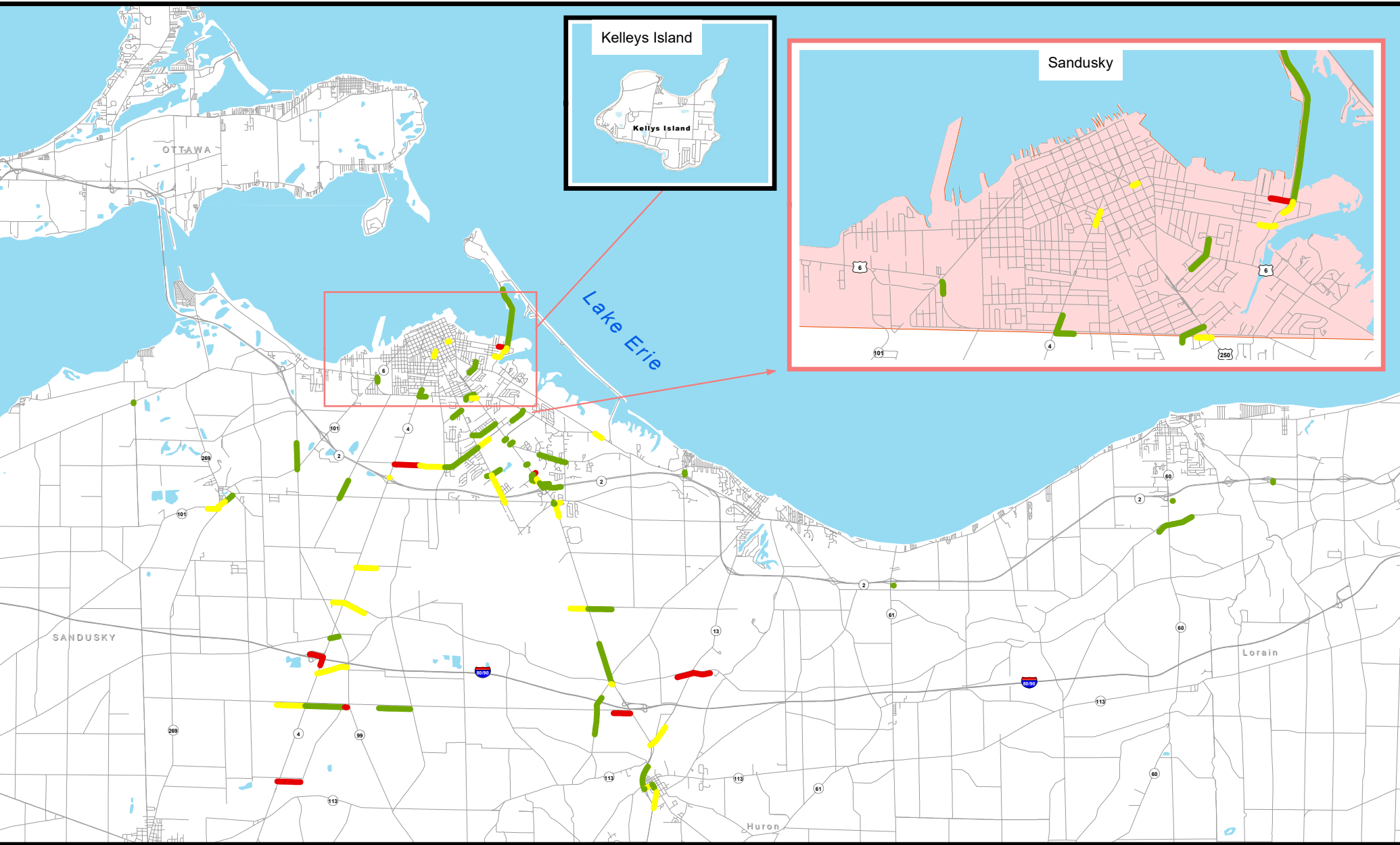
March 2020  
Map prepared by the Erie County Department of Regional Planning. Map to be used for illustrative purposes only. Erie County, Ohio assumes no responsibility or liabilities for any errors or omissions contained here in.

**Legend**  
**Level Of Service**  
D  
E  
F

Erie County MPO 2045 Long Range Transportation Plan

**Figure 5-3.4 Modeled Level of Service (LOS)  
For Intersections Based on Delay  
During Peak Hour  
2015 Summer Weekday**





Data Sources: Erie County GIS, Ohio Department of Transportation

0 1 2 Miles

N

**Erie County MPO 2045 Long Range Transportation Plan**



March 2020

Map prepared by the Erie County Department of Regional Planning. Map to be used for illustrative purposes only. Erie County, Ohio assumes no responsibility or liabilities for any errors or omissions contained here in.

**Legend**

**Level of Service**

- D
- E
- F

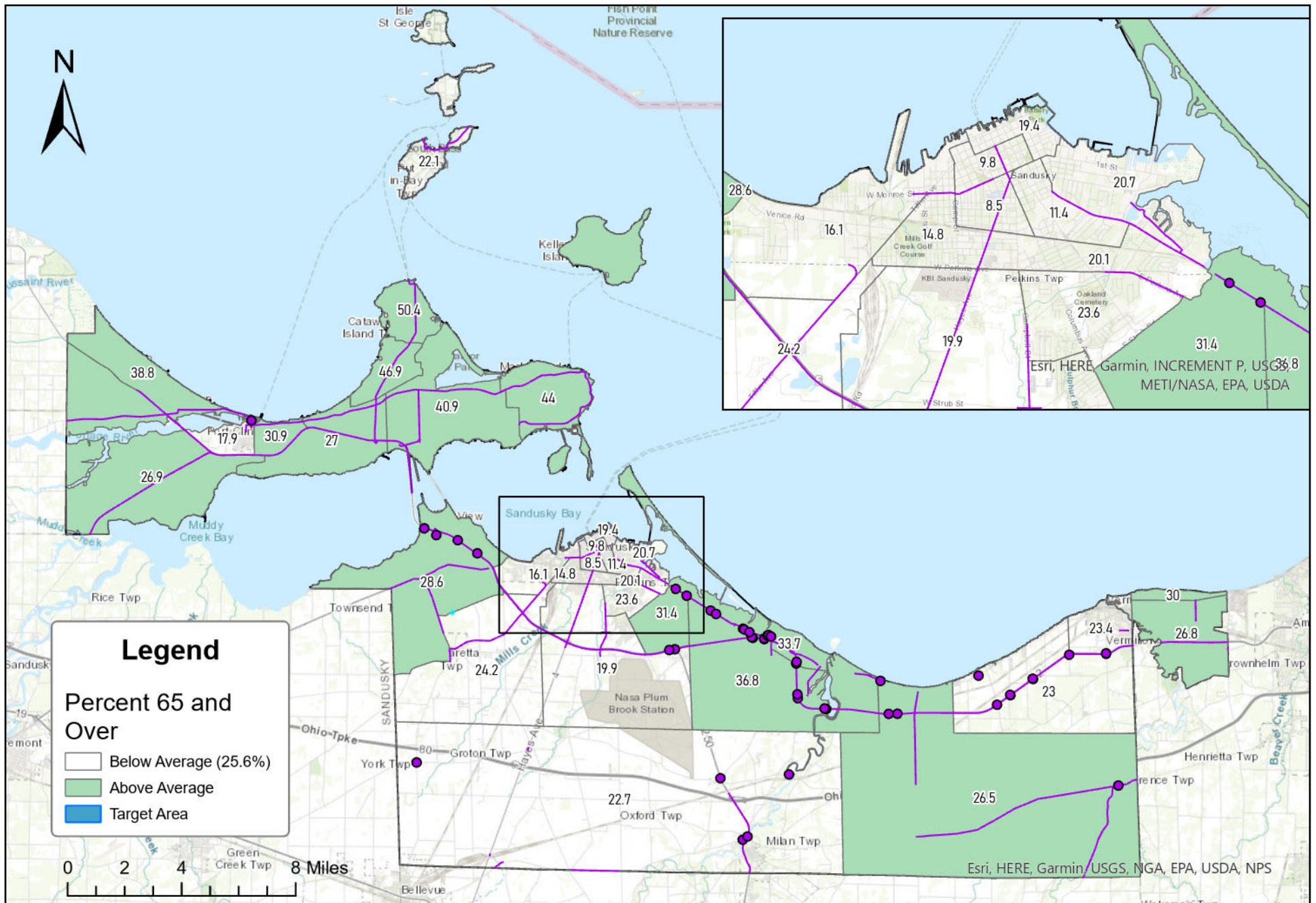
**Modeled Level of Service (LOS)  
For Intersections Based on Delay  
During Peak Hour  
2045 Summer Weekday**

# **Appendix C**

## **Demographics Analysis**

ERPC Metropolitan Planning Organization





Created By:  
 Erie Regional Planning Commission  
 Metropolitan Planning Organization  
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS  
 December, 2024

**Target Area: Population 65 and Over**



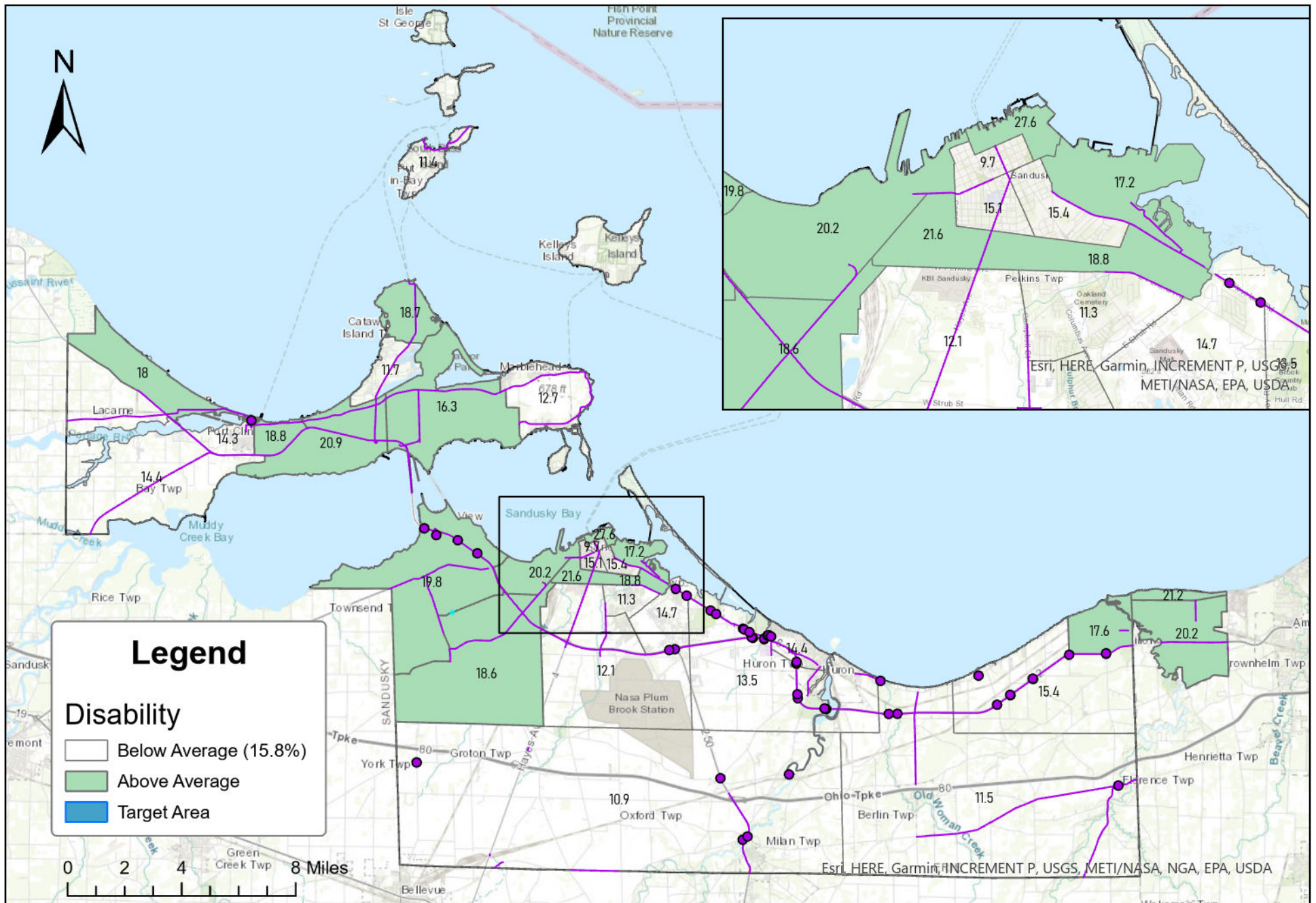








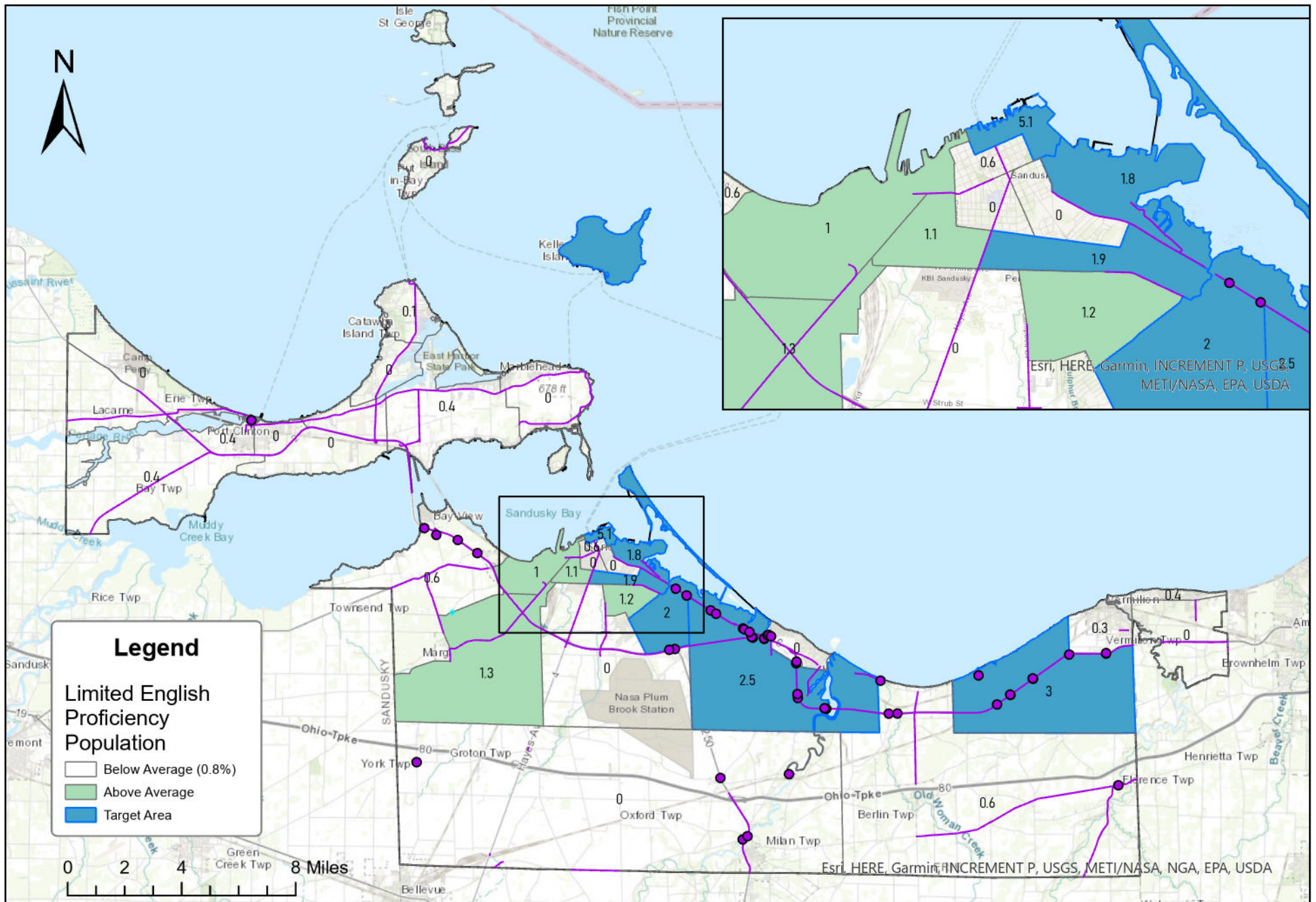




Created By:  
 Erie Regional Planning Commission  
 Metropolitan Planning Organization  
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS  
 December, 2024

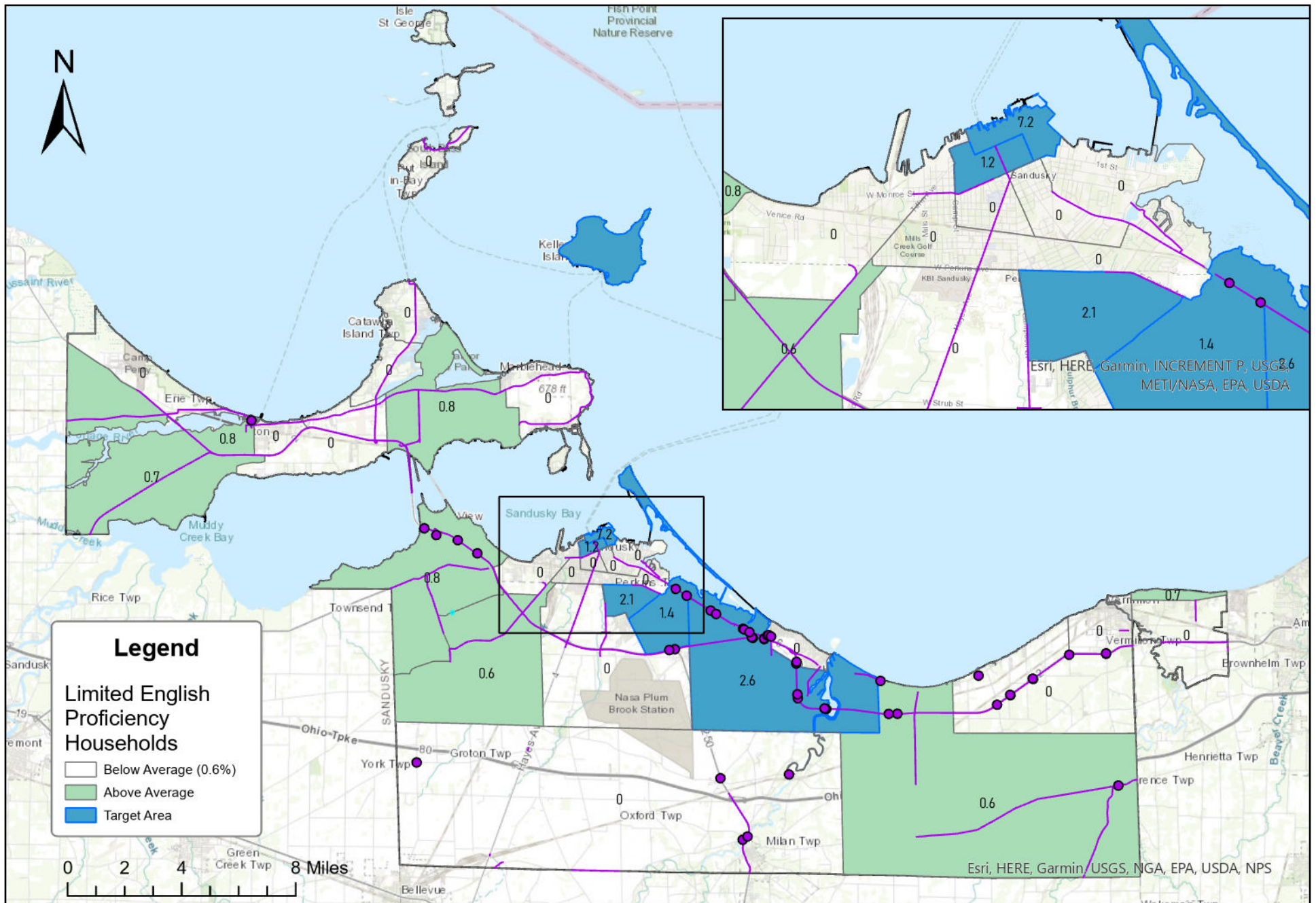
## Target Area: Individuals with Disabilities





Created By:  
 Erie Regional Planning Commission  
 Metropolitan Planning Organization  
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS  
 December, 2024

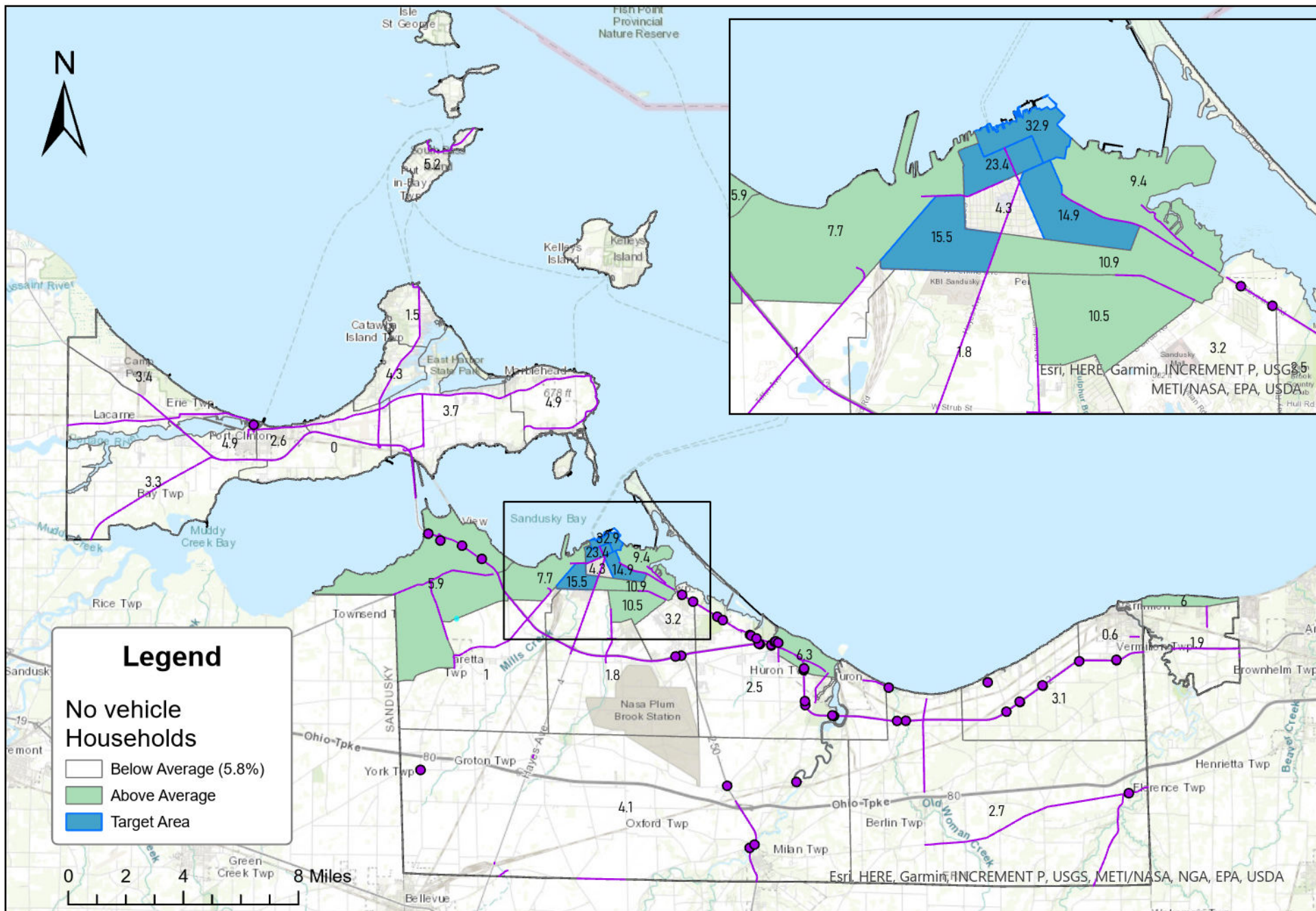
**Target Area: LEP - Population**



Created By:  
 Erie Regional Planning Commission  
 Metropolitan Planning Organization  
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS  
 December, 2024

**Target Area: LEP - Housholds**





Created By:  
 Erie Regional Planning Commission  
 Metropolitan Planning Organization  
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS  
 December, 2024

**Target Area: No Vehicle Households**

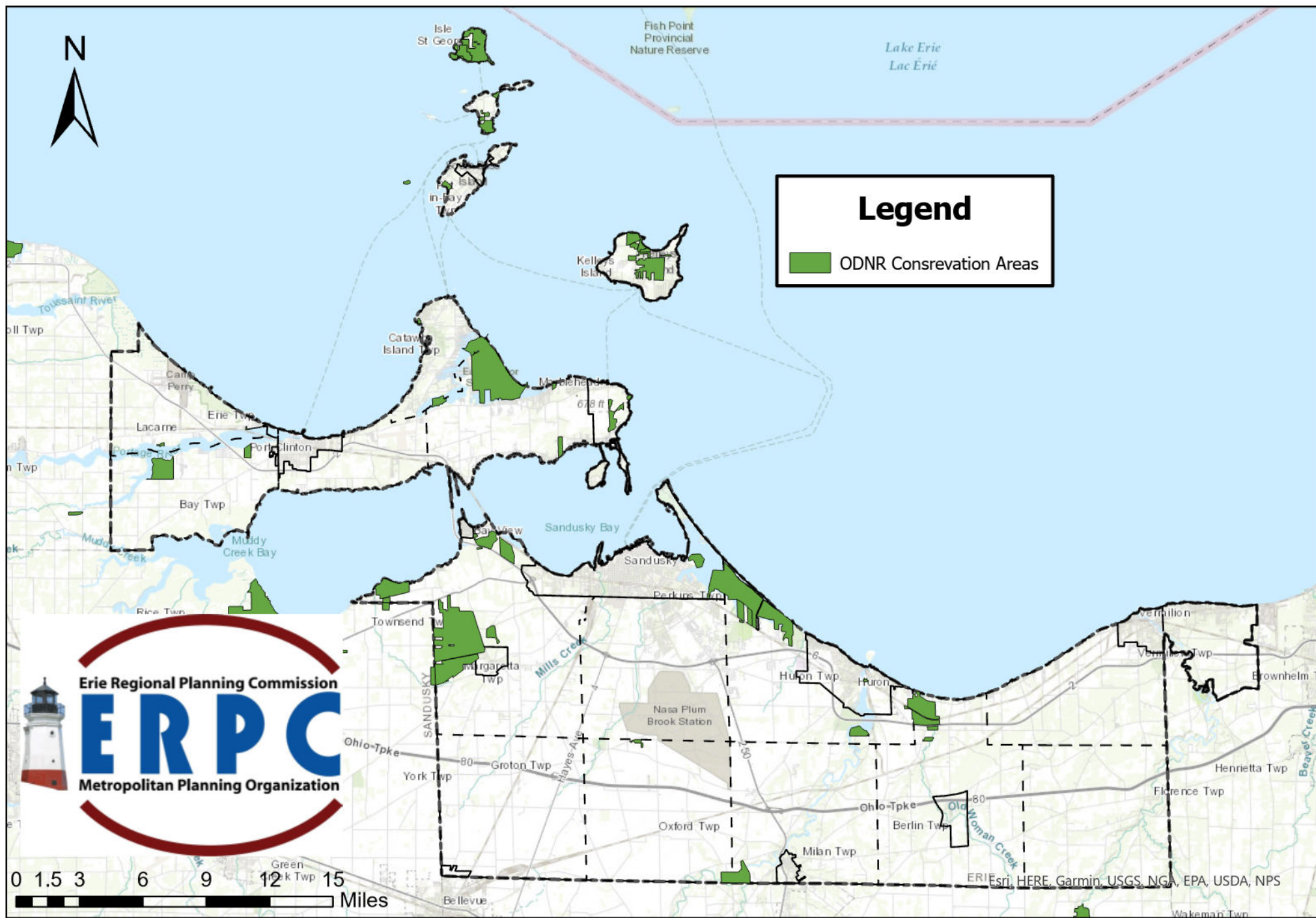
# **Appendix D**

## **Environmental Maps**

ERPC Metropolitan Planning Organization



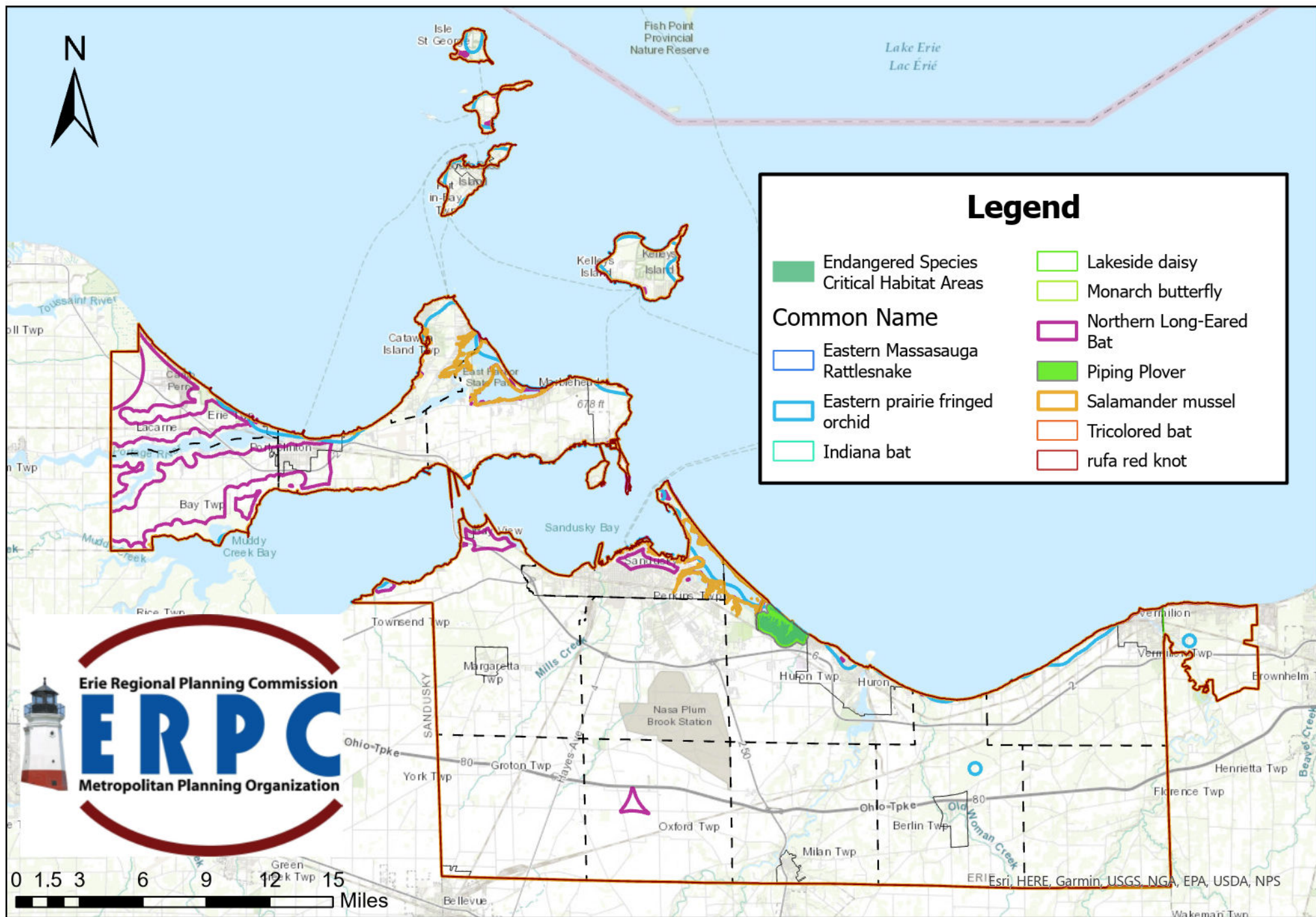




Map prepared by Erie Regional Planning Commission, and is intended for illustrative purposes only. Erie County, Ohio assumes no responsibility or liabilities for any errors or omissions contained here in.

## Appendix D: Conservation Areas

ERPC MPO 2050 Long Range Transportation Plan



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.

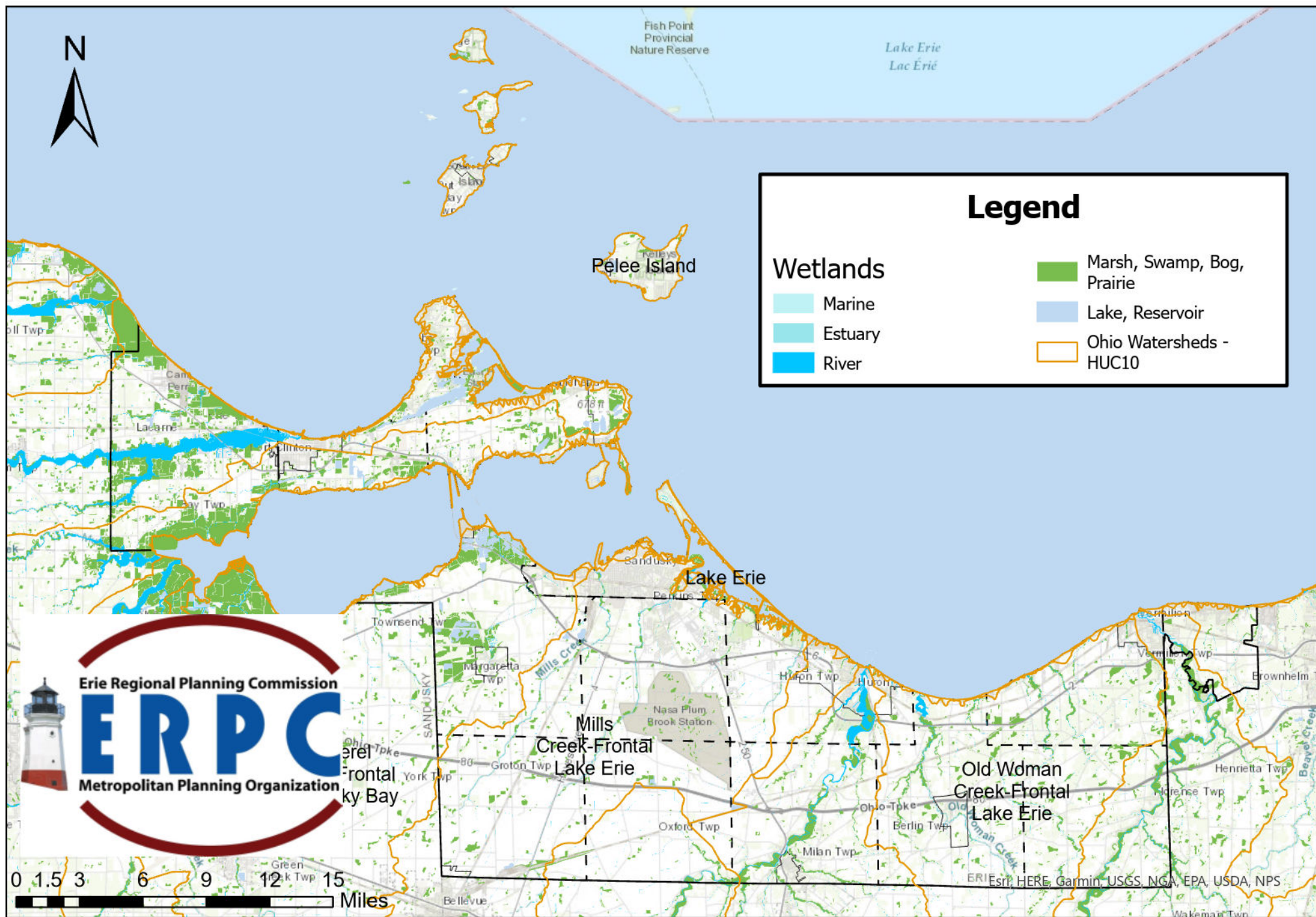
## Appendix D: Threatened/Endangered Species

ERPC MPO 2050 Long Range Transportation Plan









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.

## Appendix D: Wetlands

ERPC MPO 2050 Long Range Transportation Plan

# **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 23<sup>rd</sup> 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. 23<sup>rd</sup> at LESI Conference Room with Brian Shifflet
  - Erie County Meeting (October 24<sup>th</sup> 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 19<sup>th</sup>~~
    - ~~<https://www.sanduskywitcheswalk.com/contact-us>~~
  - ~~Sandusky Farmers Market – October 19<sup>th</sup>~~
    - ~~[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 13<sup>th</sup>
    - <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. 2<sup>nd</sup>
    - 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 12<sup>th</sup>~~
    - ~~<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 13<sup>th</sup>
    - Paper Surveys
  - GLCAP TAC – Ottawa County: November 5<sup>th</sup>
    - Survey Link or Paper Survey?
  - GLCAP TAC – Erie County: November 5<sup>th</sup>
    - 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 24<sup>th</sup>, 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 23<sup>rd</sup>, 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 23<sup>rd</sup>, 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 24<sup>th</sup> from 4-6 p.m. at the Erie County 3<sup>rd</sup> 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](http://www.eriecounty.oh.gov/MPO.aspx), or by emailing [kcannon@eriecounty.oh.gov](mailto: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 15<sup>th</sup>, 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](mailto: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 15<sup>th</sup>. 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](mailto: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>

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# Erie Regional Planning Commission

## MPO Combined Policy & Technical Advisory Committee

2050 LRTP Jurisdiction Interviews

Huron Interview

---

June 20<sup>th</sup>, 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 18<sup>th</sup> 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 16<sup>th</sup> 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

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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.

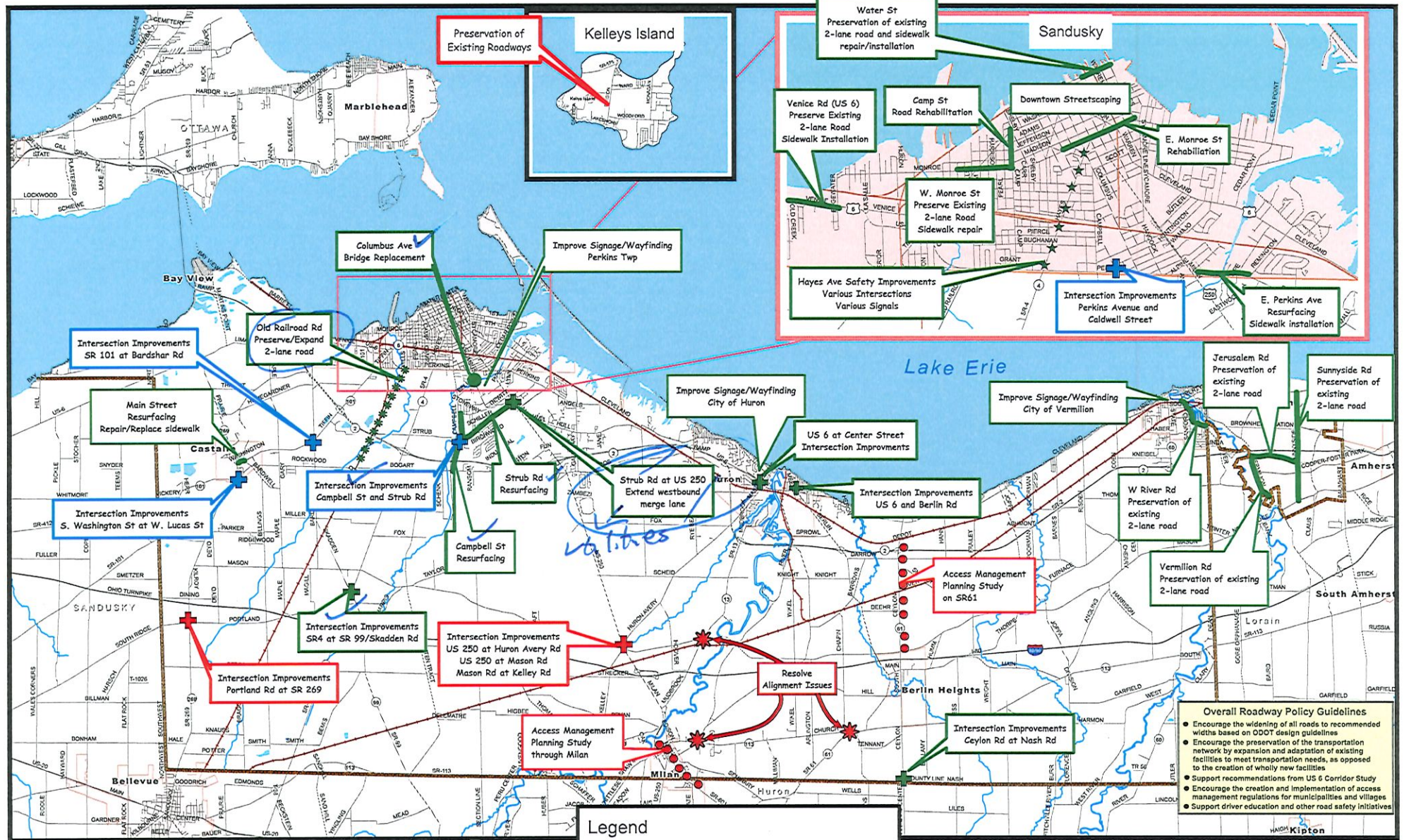
-**Perkins Avenue** east of the SR 4 has a variety of commercial businesses. The **Perkins Plaza** is located on the south side of Perkins Avenue near Columbus Avenue.

## 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  
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or omissions contained herein.

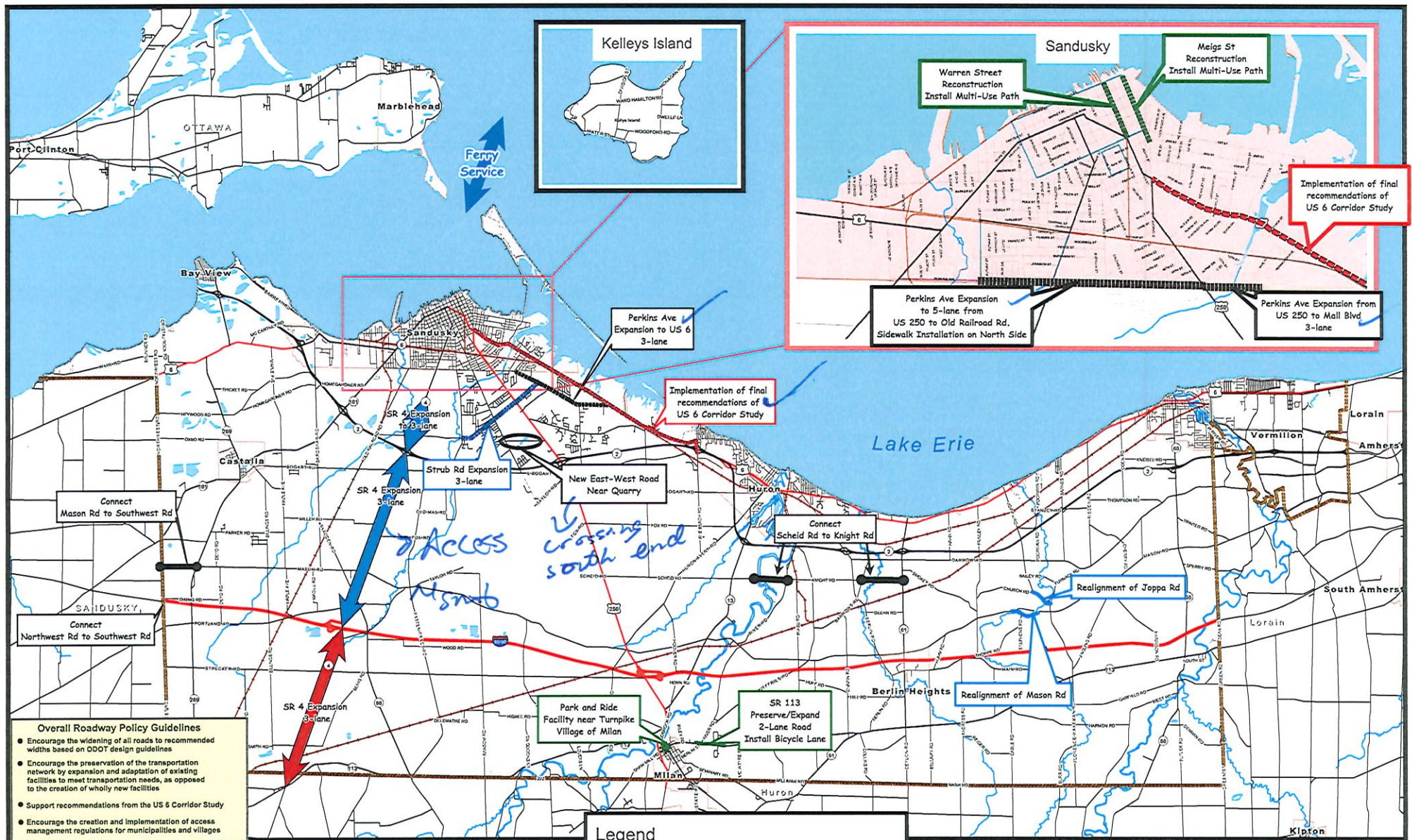
#### Legend

- █ 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



Map created by the Erie County Department Of Regional Planning  
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or omissions contained herein.

## Erie County 2045 Long Range Transportation Plan

Recommended Roadway Expansion Projects  
Implementation Schedule  
Figure 9-4.2

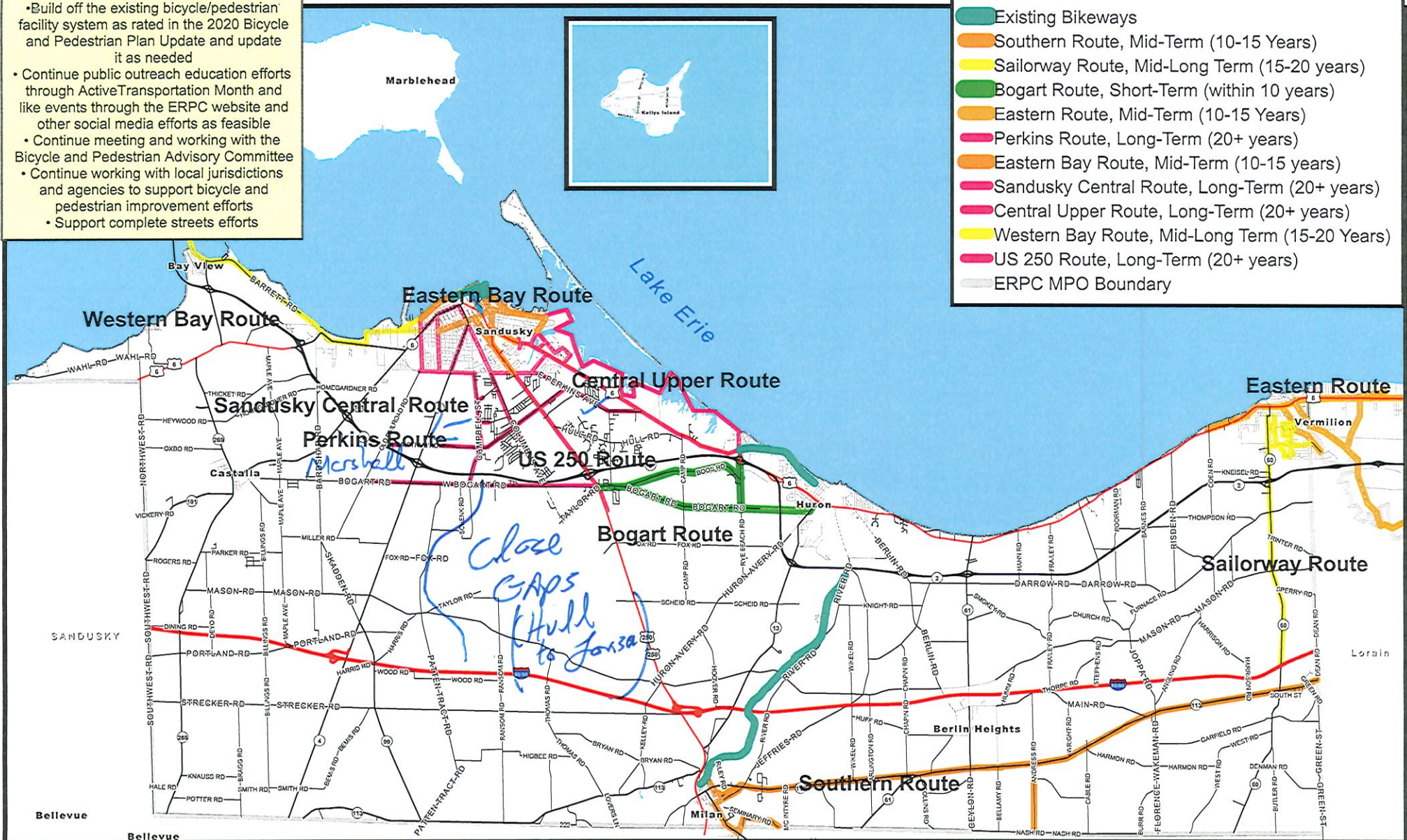


## Overall Non-Motorized Policies

- 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

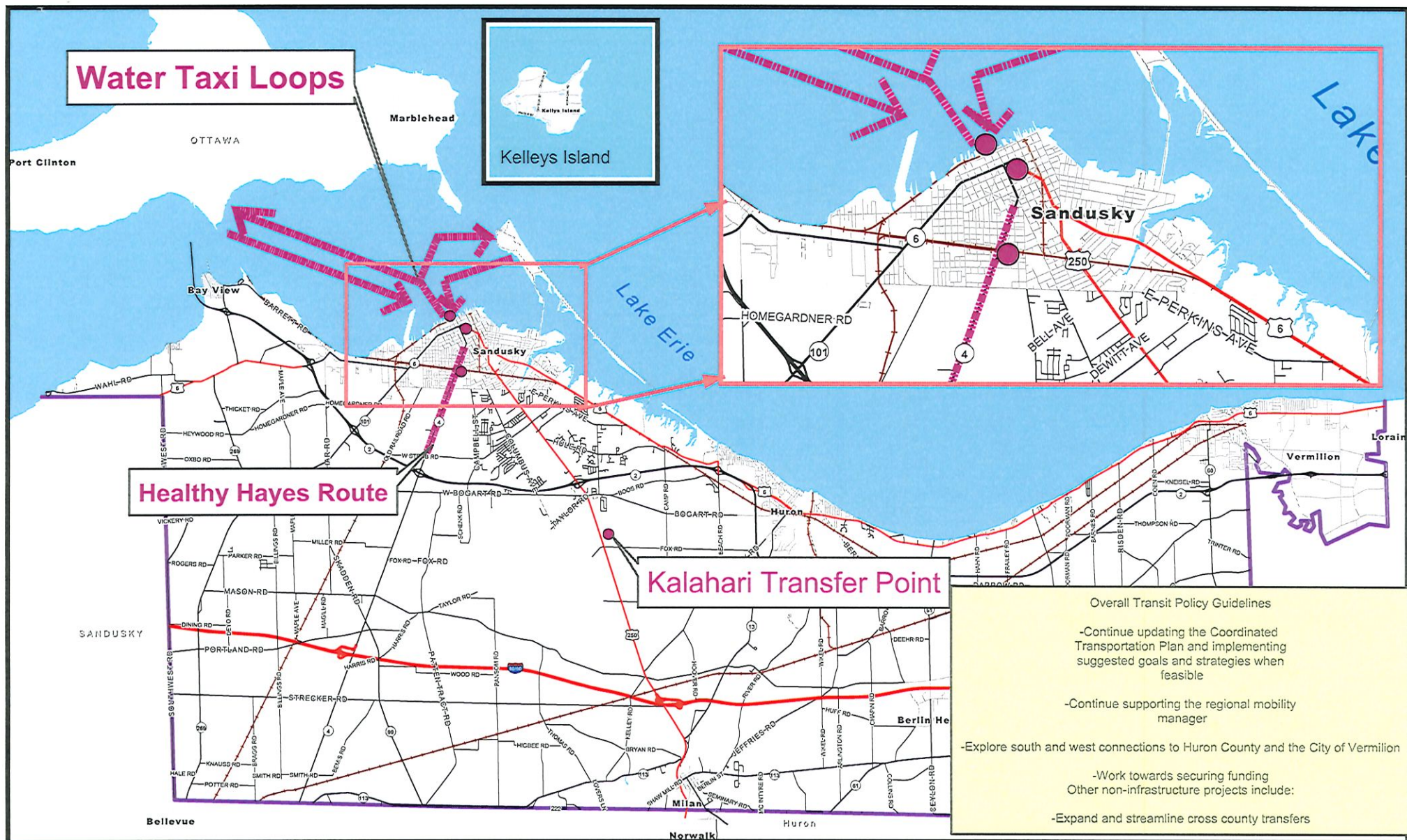
Figure 9-4.3 Recommended Non-Motorized Implementation Schedule Projects



April 2020

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Data Sources: Erie County GIS, Ohio Department of Transportation

0 0.5 1 2 Miles



### Legend

- Transit Transfer Point Short-Term (within 10 years)
- New Transit Routes Short-Term (within 10 years)
- ERCPC MPO Boundary

### Erie County MPO 2045 Long Range Transportation Plan

Figure 9-4.4 Recommended Transit Projects Implementation Schedule



April 2020

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# MAP T

# POTENTIAL FUTURE ROADS

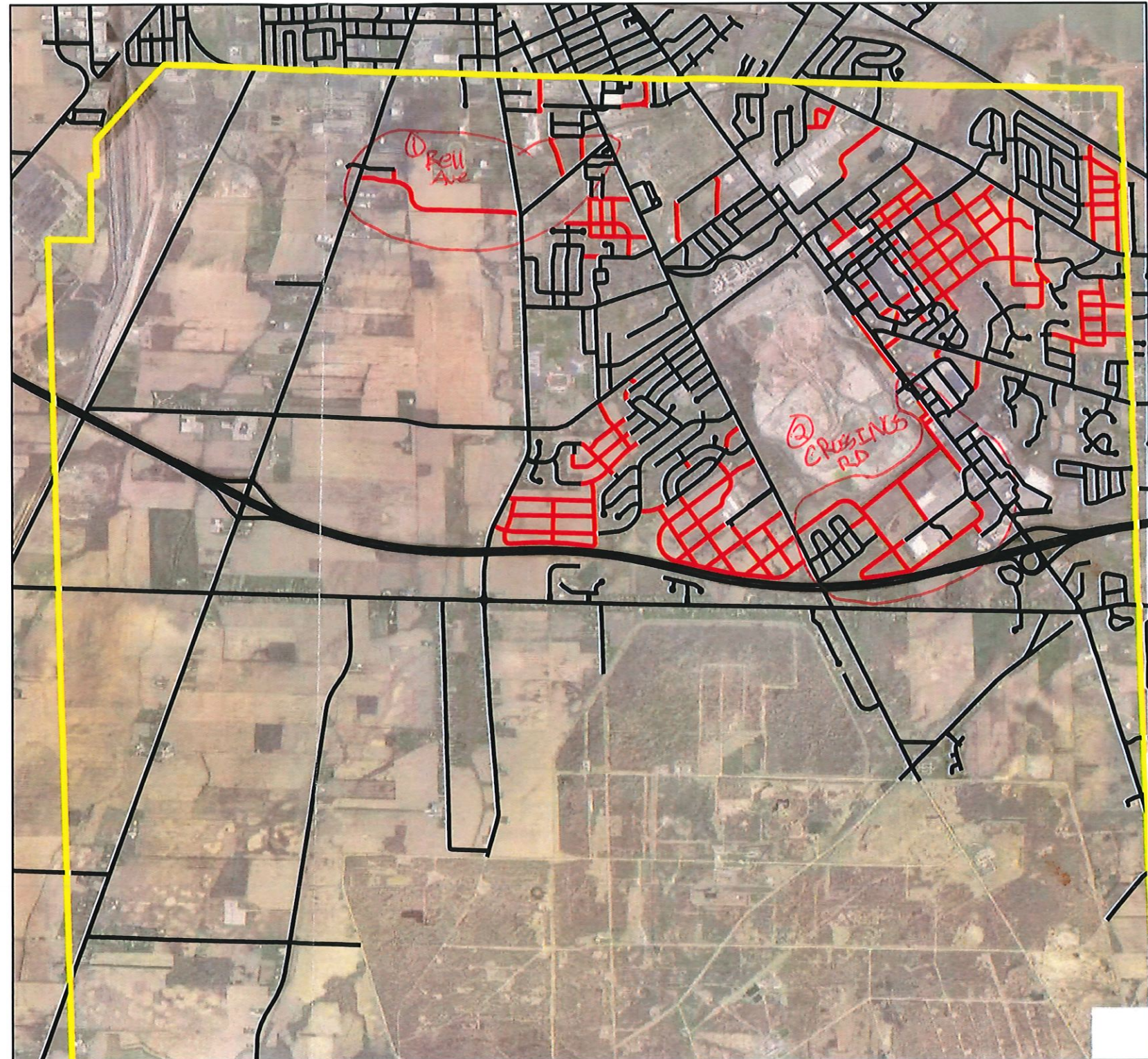
## Legend

- 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

Government	Jurisdiction	E-mail
Matt Lasko	City of Huron	<a href="mailto:matt.lasko@huronohio.us">matt.lasko@huronohio.us</a>
Monty Tapp	City of Huron	<a href="mailto:monty.tapp@huronohio.us">monty.tapp@huronohio.us</a>
Stuart Hamilton	City of Huron	<a href="mailto:stuart.hamilton@huronohio.us">stuart.hamilton@huronohio.us</a>
Aaron Klein	City of Sandusky	<a href="mailto:aklein@ci.sandusky.oh.us">aklein@ci.sandusky.oh.us</a>
Dick Brady	City of Sandusky	<a href="mailto:rbrady@ci.sandusky.oh.us">rbrady@ci.sandusky.oh.us</a>
Eric Wobser	GSP	<a href="mailto:ewobser@greatersandusky.com">ewobser@greatersandusky.com</a>
Steve Poggiali	City of Sandusky	<a href="mailto:s.poggiali@ci.sandusky.oh.us">s.poggiali@ci.sandusky.oh.us</a>
John Orzech	Sandusky City Manager	<a href="mailto:jorzech@cityofsandusky.com">jorzech@cityofsandusky.com</a>
Chris Howard	City of Vermilion	<a href="mailto:choward@bramhall-engineering.com">choward@bramhall-engineering.com</a>
Jim Forthofer	City of Vermilion	<a href="mailto:jforthofer@cityofvermilionohio.gov">jforthofer@cityofvermilionohio.gov</a>
Tony Valerius	City of Vermilion	<a href="mailto:tvalerius@cityofvermilionohio.gov">tvalerius@cityofvermilionohio.gov</a>
Diane Corso	Erie Board of Developmental Disabilities	<a href="mailto:dcorso@eriecbdd.org">dcorso@eriecbdd.org</a>
Pat Sheingo	Erie County	<a href="mailto:PSheingo@eriecounty.oh.gov">PSheingo@eriecounty.oh.gov</a>
Hank Solowiej	Erie County	<a href="mailto:hsolowiej@eriecounty.oh.gov">hsolowiej@eriecounty.oh.gov</a>
Steve Shoffner	Erie County	<a href="mailto:Shoffner@eriecounty.oh.gov">Shoffner@eriecounty.oh.gov</a>
John Rufo	Erie County DOES	<a href="mailto:jrufo@eriecounty.oh.gov">jrufo@eriecounty.oh.gov</a>
Tim Lloyd	Erie County Engineers Office	<a href="mailto:tlloyd@eriecounty.oh.gov">tlloyd@eriecounty.oh.gov</a>
Pete Schade	Erie County Health Department	<a href="mailto:pschade@echdohio.org">pschade@echdohio.org</a>
Nicole Grohe	City of Sandusky	<a href="mailto:ngrohe@cityofsandusky.com">ngrohe@cityofsandusky.com</a>
Paul Sigsworth	Erie County Sheriff's Office	<a href="mailto:PSigsworth@eriecounty.oh.gov">PSigsworth@eriecounty.oh.gov</a>
Eric Dodrill	Erie County Soil/ Water Conservation District	<a href="mailto:EDodrill@eriecounty.oh.gov">EDodrill@eriecounty.oh.gov</a>
Matt Old	Erie County, OH	<a href="mailto:old@eriecounty.oh.gov">old@eriecounty.oh.gov</a>
Debi Eversole	City of Sandusky Land Bank	<a href="mailto:deversole@cityofsandusky.com">deversole@cityofsandusky.com</a>
Nico Samiengo	GSP	<a href="mailto:nsamaniego@greatersandusky.com">nsamaniego@greatersandusky.com</a>
Ralph Chamberlain	Erie Metro Housing/Erie Senior Center	<a href="mailto:rchamberlain@eriemetrohousing.org">rchamberlain@eriemetrohousing.org</a>
David Foster	ERPC	<a href="mailto:dfoster250@aol.com">dfoster250@aol.com</a>
Orville Saylor	Florence Township	<a href="mailto:orvsfarmallrepair@gmail.com">orvsfarmallrepair@gmail.com</a>
Lt. Brett Gockstetter	Highway Patrol	<a href="mailto:bwgockstetter@dps.ohio.gov">bwgockstetter@dps.ohio.gov</a>
Rep. DJ Swearingen	House of Representatives	<a href="mailto:rep89@ohiohouse.gov">rep89@ohiohouse.gov</a>
Gary Pooch	Margaretta Township	<a href="mailto:gpooch@margarettatwp.org">gpooch@margarettatwp.org</a>
Mike Shover	Milan Township	<a href="mailto:shover.milantrustee@gmail.com">shover.milantrustee@gmail.com</a>
Gen. Dave Stringer	NASA Armstrong	<a href="mailto:david.l.stringer@nasa.gov">david.l.stringer@nasa.gov</a>
Dave Murphy	Perkins Township	<a href="mailto:dmurphy@perkinsfire.com">dmurphy@perkinsfire.com</a>
Gary Boyle	Perkins Township	<a href="mailto:gboyle@perkinstownship.com">gboyle@perkinstownship.com</a>
James Lang	Perkins Township	<a href="mailto:ilang@perkinstownship.com">ilang@perkinstownship.com</a>
Jim Ommert	Perkins Township	<a href="mailto:jommert@perkinstownship.com">jommert@perkinstownship.com</a>
Adam Panas	Perkins Township	<a href="mailto:apanas@perkinstownship.com">apanas@perkinstownship.com</a>
Jeffrey Musser	Perkins Township	<a href="mailto:jmusser@perkinstownship.com">jmusser@perkinstownship.com</a>
Tim Coleman	Perkins Township	<a href="mailto:tcoleman@perkinstownship.com">tcoleman@perkinstownship.com</a>
Representative	Postal Offices	
James Stacey	Sandusky Transit System	<a href="mailto:jstacey@cityofsandusky.com">jstacey@cityofsandusky.com</a>
Keith Sexton	Vermilion Township	<a href="mailto:sextonk440@gmail.com">sextonk440@gmail.com</a>
Larry Gwinner	Village of Bay View	<a href="mailto:lgwinner@villageofbayview.com">lgwinner@villageofbayview.com</a>
Jack Farschman	Erie County Engineer	<a href="mailto:jfarschman@eriecounty.oh.gov">jfarschman@eriecounty.oh.gov</a>
Connie Ward	Village of Berlin Heights	<a href="mailto:mayor@villageofberlinheights.com">mayor@villageofberlinheights.com</a>
James Johnson	Village of Castalia	<a href="mailto:jicastaliamayor@gmail.com">jicastaliamayor@gmail.com</a>
Ron Ehrbar	Village of Kelleys Island	<a href="mailto:mayor@kelleysisland.us">mayor@kelleysisland.us</a>
Andy Federle	Village of Kelleys Island	<a href="mailto:villageadministrator@kelleysisland.us">villageadministrator@kelleysisland.us</a>
Brian Rospert	Village of Milan	<a href="mailto:brospert@milanohio.gov">brospert@milanohio.gov</a>
Matt Rogers	Erie County Engineers Office	<a href="mailto:mrogers@eriecounty.oh.gov">mrogers@eriecounty.oh.gov</a>
Arin Blair	City of Sandusky	<a href="mailto:ablair@cityofsandusky.com">ablair@cityofsandusky.com</a>
Julie Cichello	ODOT D3 Safety Engineer	<a href="mailto:julie.cichello@dot.ohio.gov">julie.cichello@dot.ohio.gov</a>
Scott Ockunzzi	ODOT Planning Engineer	<a href="mailto:scott.ockunzzi@dot.ohio.gov">scott.ockunzzi@dot.ohio.gov</a>
Deborah Beck	ODNR/Coastal Management	<a href="mailto:deborah.beck@dnr.ohio.gov">deborah.beck@dnr.ohio.gov</a>
Travis Bonnett	Ohio Turnpike	
Josh Snyder	City of Sandusky	<a href="mailto:jsnyder1@ci.sandusky.oh.us">jsnyder1@ci.sandusky.oh.us</a>

Brian Bixler	JFS	<a href="mailto:Brian.Bixler@jfs.ohio.gov">Brian.Bixler@jfs.ohio.gov</a>
Scott Leber	Oxford Township	<a href="mailto:scottrods62@aol.com">scottrods62@aol.com</a>
Michael Parker	Oxford Township	<a href="mailto:mgparker@buckeye-express.com">mgparker@buckeye-express.com</a>
Tim King	Erie Regional Planning	<a href="mailto:tking@eriecounty.oh.gov">tking@eriecounty.oh.gov</a>
Tracy Colston	City of Port Clinton	<a href="mailto:pcssd@portclinton-oh.gov">pcssd@portclinton-oh.gov</a>
Todd Bickley	City of Port Clinton	<a href="mailto:pczoning@portclinton-oh.gov">pczoning@portclinton-oh.gov</a>
Gabe Below	City of Port Clinton	<a href="mailto:pcauditor@portclinton-oh.gov">pcauditor@portclinton-oh.gov</a>
Michael Snider	City of Port Clinton	<a href="mailto:buckeyesnider@yahoo.com">buckeyesnider@yahoo.com</a>
Mark Messa	Ottawa County Regional Planning	<a href="mailto:mmessa@co.ottawa.oh.us">mmessa@co.ottawa.oh.us</a>
Donald Douglas	Ottawa County Commissioner	<a href="mailto:ddouglas@co.ottawa.oh.us">ddouglas@co.ottawa.oh.us</a>
Mark Coppeler	Ottawa County Commissioner	<a href="mailto:mcoppeler@co.ottawa.oh.us">mcoppeler@co.ottawa.oh.us</a>
Mark Stahl	Ottawa County Commissioner	<a href="mailto:mstahl@co.ottawa.oh.us">mstahl@co.ottawa.oh.us</a>
Ron Lajti	Ottawa County Engineer	<a href="mailto:rlajti@co.ottawa.oh.us">rlajti@co.ottawa.oh.us</a>
Craig Miller	Ottawa County Engineer	<a href="mailto:cmiller@co.ottawa.oh.us">cmiller@co.ottawa.oh.us</a>
Ellen Schirg	Erie County Land Bank	<a href="mailto:ESchirg@eriecounty.oh.gov">ESchirg@eriecounty.oh.gov</a>
John Starcher	Village of Marblehead	<a href="mailto:mayor@marbleheadohio.org">mayor@marbleheadohio.org</a>
<b>Non-profit</b>	<b>Agency</b>	<b>E-mail</b>
Laura LaGodney	Ability Works	<a href="mailto:llagodney@ability-works.com">llagodney@ability-works.com</a>
Henrietta Whalen	Bay Shore Counseling	<a href="mailto:hwhelan@bayshorecs.org">hwhelan@bayshorecs.org</a>
Laurie Blair	OCTA	<a href="mailto:lblair@octapublictransit.org">lblair@octapublictransit.org</a>
Dennis Muratori	City of Huron Schools	<a href="mailto:dmuratori@huron-city.k12.oh.us">dmuratori@huron-city.k12.oh.us</a>
Rita Harpring	Edison Schools	<a href="mailto:rharpning@edisonchargers.org">rharpning@edisonchargers.org</a>
Jennifer Yingling	Erie County Board of DD	<a href="mailto:JYingling@eriecboard.org">JYingling@eriecboard.org</a>
Jennifer Atwell	Erie County CAC	<a href="mailto:jatwell@cacehr.org">jatwell@cacehr.org</a>
Melissa Price	Erie Metro Parks	
James Oliver	GLCAP	<a href="mailto:jaoliver@glcap.org">jaoliver@glcap.org</a>
Chad Carter	Huron Schools	<a href="mailto:ccarter@huronhs.com">ccarter@huronhs.com</a>
Tad Peck	Lucy Idol Center	<a href="mailto:tadpeck@lucyidolcenter.org">tadpeck@lucyidolcenter.org</a>
Courtney Dresser	Margaretta Schools	<a href="mailto:cparr@margarettaschooldistrict.com">cparr@margarettaschooldistrict.com</a>
Amy Stallard	Perkins Schools	<a href="mailto:astallard@perkinschools.org">astallard@perkinschools.org</a>
Jerralina Shafrath	Sandusky Schools	<a href="mailto:JShafrath@scsbluestreaks.net">JShafrath@scsbluestreaks.net</a>
Amber Stolar	Vermilion Schools, Director of Transportation	<a href="mailto:astolar@vermilionschools.org">astolar@vermilionschools.org</a>
Sue Daugherty	Serving Our Seniors	<a href="mailto:SueD@ServingOurSeniors.org">SueD@ServingOurSeniors.org</a>
John Parsons	Vermilion Schools, Director of Operations	<a href="mailto:jparsons@vermilionschools.org">jparsons@vermilionschools.org</a>
Arron Bias	Vermilion Port Authority	<a href="mailto:vdm@vermilion.net">vdm@vermilion.net</a>
Clay Finken	Erie/Ottawa County International Airport	<a href="mailto:stang61056@aol.com">stang61056@aol.com</a>
Melissa Bayer Smith	Family First	<a href="mailto:mbayersmith@eriecounty.oh.gov">mbayersmith@eriecounty.oh.gov</a>
Libby Boros	Goodwill	<a href="mailto:lboros@goodwillsandusky.org">lboros@goodwillsandusky.org</a>
Jason Divoll	Danbury Schools	<a href="mailto:divollj@danburyschools.org">divollj@danburyschools.org</a>
Brenda Janes	Port Clinton City Schools	<a href="mailto:bjanes@pcssd-k12.net">bjanes@pcssd-k12.net</a>
Paul Christman	Magruder Hospital	<a href="mailto:pchristman@portclinton-oh.gov">pchristman@portclinton-oh.gov</a>
Representative	Marblehead Lighthouse Historical Society	<a href="mailto:marbleheadlighthousehs@gmail.com">marbleheadlighthousehs@gmail.com</a>
Jannah Wilson	Ottawa County Metroparks	<a href="mailto:jwilson@ottawacountyparksoh.com">jwilson@ottawacountyparksoh.com</a>
Jeff Kerr	GSP	<a href="mailto:jkerr@greatersandusky.com">jkerr@greatersandusky.com</a>
Melissa Price	Erie County Metroparks	<a href="mailto:mprice@eriemetroparks.org">mprice@eriemetroparks.org</a>
Mindy Birkholz	GLCAP	<a href="mailto:mabirkholz@glcap.org">mabirkholz@glcap.org</a>
Chris Singerling	OCIC	<a href="mailto:csingerling@ocic.biz">csingerling@ocic.biz</a>
Jeremy Normington-Slay	Firelands Hospital	<a href="mailto:NorminJ@Firelands.com">NorminJ@Firelands.com</a>
Dru Meredith	Firelands Hospital	<a href="mailto:MerediD@Firelands.com">MerediD@Firelands.com</a>
<b>Private</b>	<b>Agency</b>	<b>E-mail</b>
Crystal Bunts	Alliance Abroad	<a href="mailto:cbunts@allianceabroad.com">cbunts@allianceabroad.com</a>
Tim McNeil	Bettcher Industries	<a href="mailto:TimMcNeill@bettcher.com">TimMcNeill@bettcher.com</a>
Greg Hill	Business owner	
	Cedar Point	

Tara Buzzelli	Dominion Energy	<a href="mailto:Tara.E.Buzzelli@dominionenergy.com">Tara.E.Buzzelli@dominionenergy.com</a>
Larry Fletcher	Erie Shores and Island Visitors Center	<a href="mailto:larry@shoresandislands.com">larry@shoresandislands.com</a>
Nick Katsaros	First Energy	<a href="mailto:nkatsaros@firstenergycorp.com">nkatsaros@firstenergycorp.com</a>
Representative	Geo Gradel Salt Dock	419.691.7123
Representative	Home Depot	419.626.6493
Kula Lynch	Hoty Enterprises	<a href="mailto:kula@hoty.com">kula@hoty.com</a>
Jeff Riddle	Hull Home Building Supply	440.967.3159
Carol Herzog	Huron Docks	<a href="mailto:1WLH@bex.net">1WLH@bex.net</a>
Christopher Kitts	Huron Limestone	419.433.2141
	Jet Express	
Brian Shanle	Kalahari Resorts	<a href="mailto:bshanle@kalahariresorts.com">bshanle@kalahariresorts.com</a>
Paula (Manager)	Kelleys Island Ferry	<a href="mailto:kifbl798@gmail.com">kifbl798@gmail.com</a>
Representative	Krogers	419.239.2623
Representative	Lowes	419.624.6000
Representative	Meijers	419.627.7900
Representative	Norfolk Southern	419.626.1214
Chris Parthemore	Sandusky State Theater	<a href="mailto:chris@sanduskystate.com">chris@sanduskystate.com</a>
	Sportsforce	<a href="mailto:wsponce@sportsforceparks.com">wsponce@sportsforceparks.com</a>
Representative	Ventra Plastics	419.627.3600
Representative	Walmart	419.627.8778
Dave Loewen	Mucci	440.935.0737
George Dekker	Mucci	<a href="mailto:gdekker@muccifarms.com">gdekker@muccifarms.com</a>
Jeff McCourt	Firelands Scientific	419.334.2054
	Firelands Automotive	419.621.0210
Craig Elevich	Thorworks	<a href="mailto:celevich@thorworks.com">celevich@thorworks.com</a>
Jim Sortino	Sortinos/Thirsty Pony	419.625.0362
Samantha Jeremay	Sandusky Mall	<a href="mailto:marketingdirector@sandusky-mall.com">marketingdirector@sandusky-mall.com</a>
Richard Cook	Sandusky Mall	<a href="mailto:propertymanager@sandusky-mall.com">propertymanager@sandusky-mall.com</a>
Jayne Criscione	Ghostly Manor	<a href="mailto:jayne@ghostlymanor.com">jayne@ghostlymanor.com</a>
Mark Norman	The House on Third Street	<a href="mailto:mark@thehouseonthirdstreet.org">mark@thehouseonthirdstreet.org</a>
Erica Derr	AAA	<a href="mailto:ederr1@aca.aaa.com">ederr1@aca.aaa.com</a>
Brad Corso	Corso's Flower & Garden Center	<a href="mailto:bcorso@corsos.com">bcorso@corsos.com</a>
	Firestone Complete Auto Care	<a href="mailto:Phattroll92@gmail.com">Phattroll92@gmail.com</a>
Rob Routh	Coldwell Banker Routh Realty	<a href="mailto:rrouth48@gmail.com">rrouth48@gmail.com</a>
Billy Criscione	Ghostly Manor	<a href="mailto:billy@ghostlymanor.com">billy@ghostlymanor.com</a>
Michael Sarris	Cafaro Company	<a href="mailto:msarris@cafarocompany.com">msarris@cafarocompany.com</a>
Kim Kincer	First Federal Bank of Ohio	<a href="mailto:kkincer@firstfederalbankofohio.com">kkincer@firstfederalbankofohio.com</a>
Julie Barnes Foster	Barnes Nursery	<a href="mailto:jbfooster@barnesnursery.com">jbfooster@barnesnursery.com</a>
Dawn Weinhardt	LESI	<a href="mailto:dawn@shoresandislands.com">dawn@shoresandislands.com</a>
Steve Siessel	Northcoast Inland Trail	<a href="mailto:ssiesel@buckeye-express.com">ssiesel@buckeye-express.com</a>
Jim Roth	Ability Works	<a href="mailto:jroth@ability-works.com">jroth@ability-works.com</a>
Kate Repola	Vermilion Main Street	<a href="mailto:mainstreetvermilion@gmail.com">mainstreetvermilion@gmail.com</a>
Mike Parker	Business Owner	<a href="mailto:mikeparker@email.com">mikeparker@email.com</a>
Mike Armour	Home Brew Ohio	<a href="mailto:mikearmour@gmail.com">mikearmour@gmail.com</a>
Daniel Rambler	Chief Executive Officer & Suoerintendent	
	Erie County Health Department	<a href="mailto:charmon@echdohio.org">charmon@echdohio.org</a>
Dick Biro	Biro Manufacturing	<a href="mailto:sales@birosaw.com">sales@birosaw.com</a>
Charles Allen	Lakeside Marblehead	<a href="mailto:charles@lakesideohio.com">charles@lakesideohio.com</a>
Representative	US Gypsum	
Jim Stouffer	Catawba Island Club	<a href="mailto:jimstouffer@ccclub.com">jimstouffer@ccclub.com</a>
Chris Redfern	Redfern Inn	<a href="mailto:chris@redferninn.com">chris@redferninn.com</a>
Mike Bassett	Bassetts	
Matt Montowski	Montowski Insurance	<a href="mailto:matt@catawbacoverage.com">matt@catawbacoverage.com</a>



## Kevin Cannon

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**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 15<sup>th</sup>: [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 15<sup>th</sup>, 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](mailto: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>Bottomneck 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 suck and it is not safe to bike as a family). Access to Oshawa 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 &amp; 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 4 and Rt 250</p> <p>Driving down Perkins ave to and from Sandusky. Accessing downtown from Perkins.</p>	<p>Millan Rd, Rt 4 &amp; 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 ave 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>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 carpools.	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 School 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 (Trayes 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 people 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: _____	
	<b>"Cedar Point Drive Congestion"</b>	
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 (LRTP) cooperatively with local, state, federal and private stakeholders. The plan updates our 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

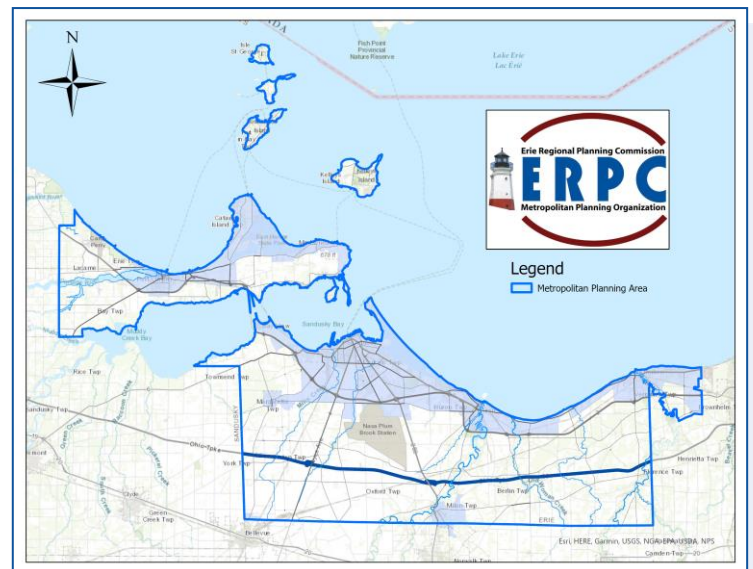
The 2025-2050 ERPC Long Range Transportation Plan will help us organize local and regional infrastructure projects, including safety, multimodal, freight, and transit considerations, into strategic recommendations. The projects will be in the short term, midterm, and long term efforts, and help to identify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



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ERPC METROPOLITAN PLANNING ORGANIZATION

## What is an MPO

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# Metropolitan Planning Organization

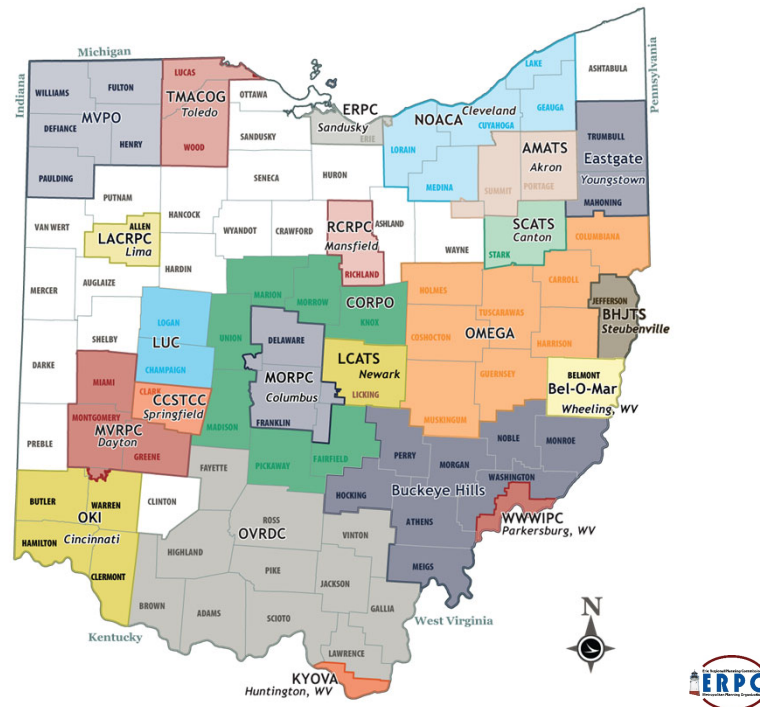
Authority of Federal Law

Representative of local stakeholders

Leads the transportation planning process for the metropolitan area

Region's policymaking organization responsible for prioritizing transportation initiatives

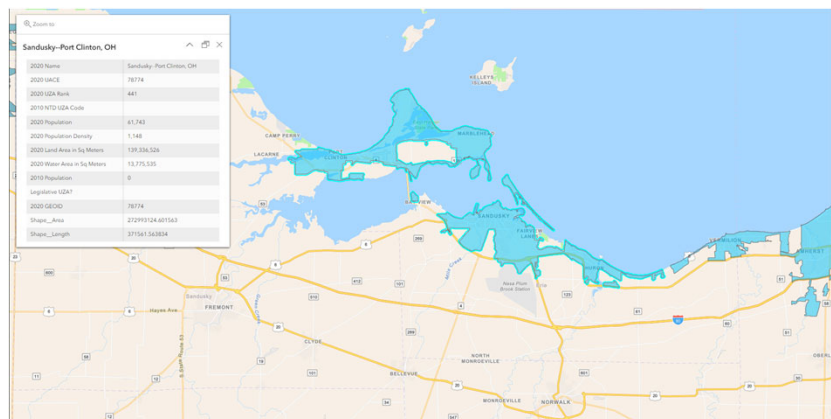
Works in cooperation with State DOT(s) and transit operators



## Sandusky-Port Clinton UZA

Covering 61,743 people

Includes Ottawa, Erie, Lorain County



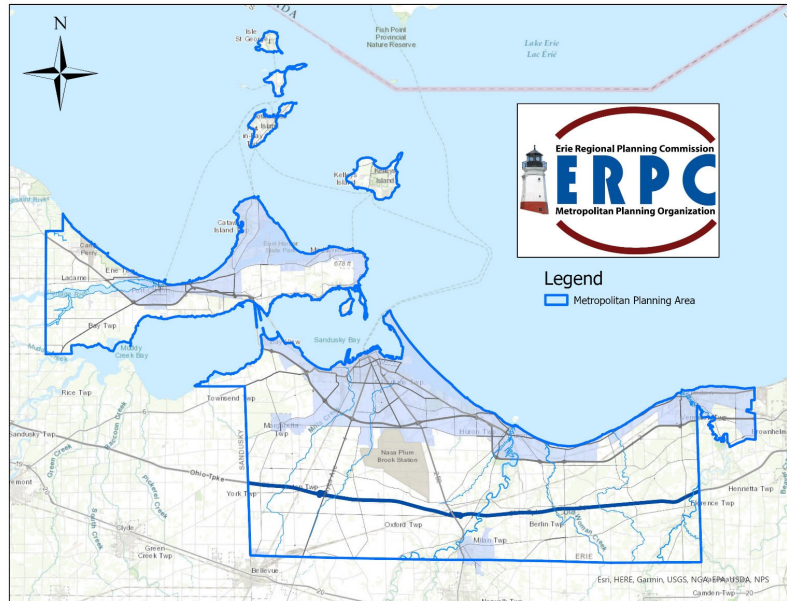
## The New “ERPC MPO”

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...

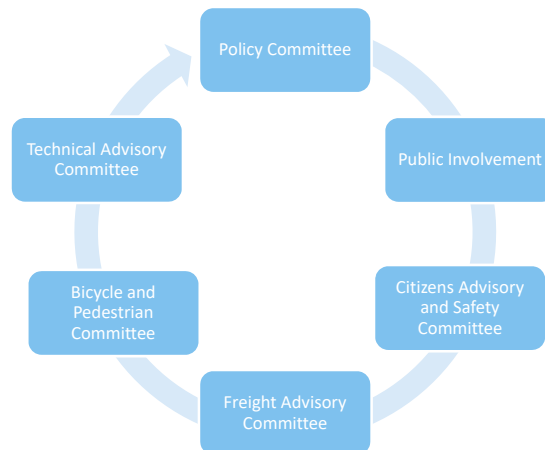
Continuing

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

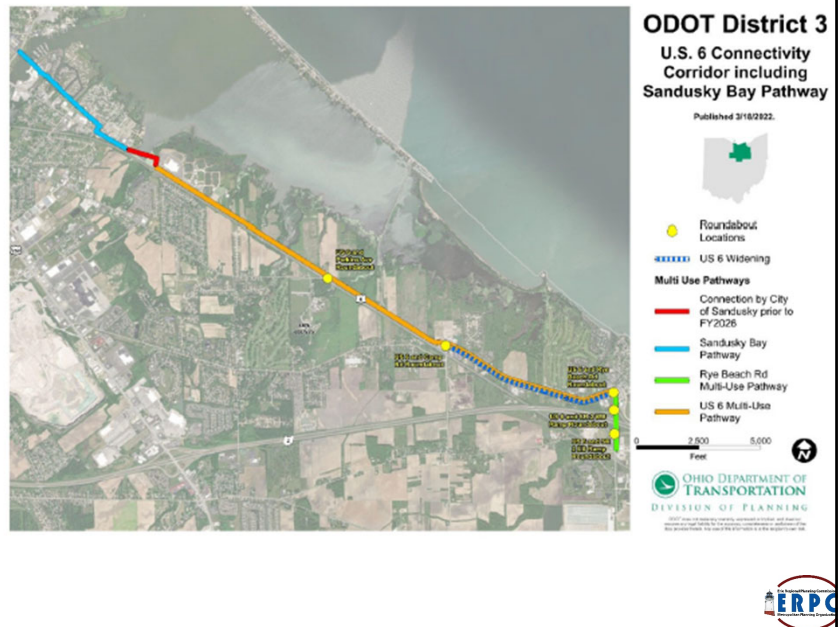


Project Programming Example:

## 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

Instillation 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)

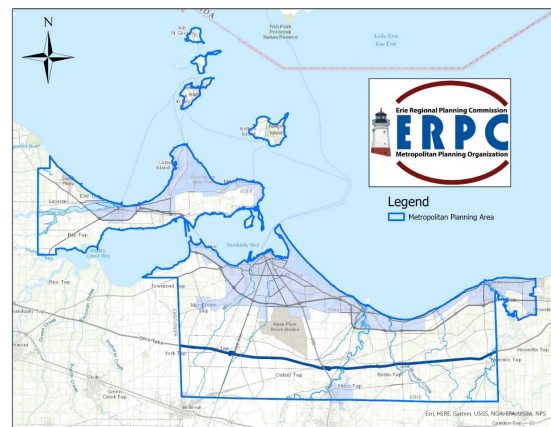
### A ROAD TO OUR FUTURE

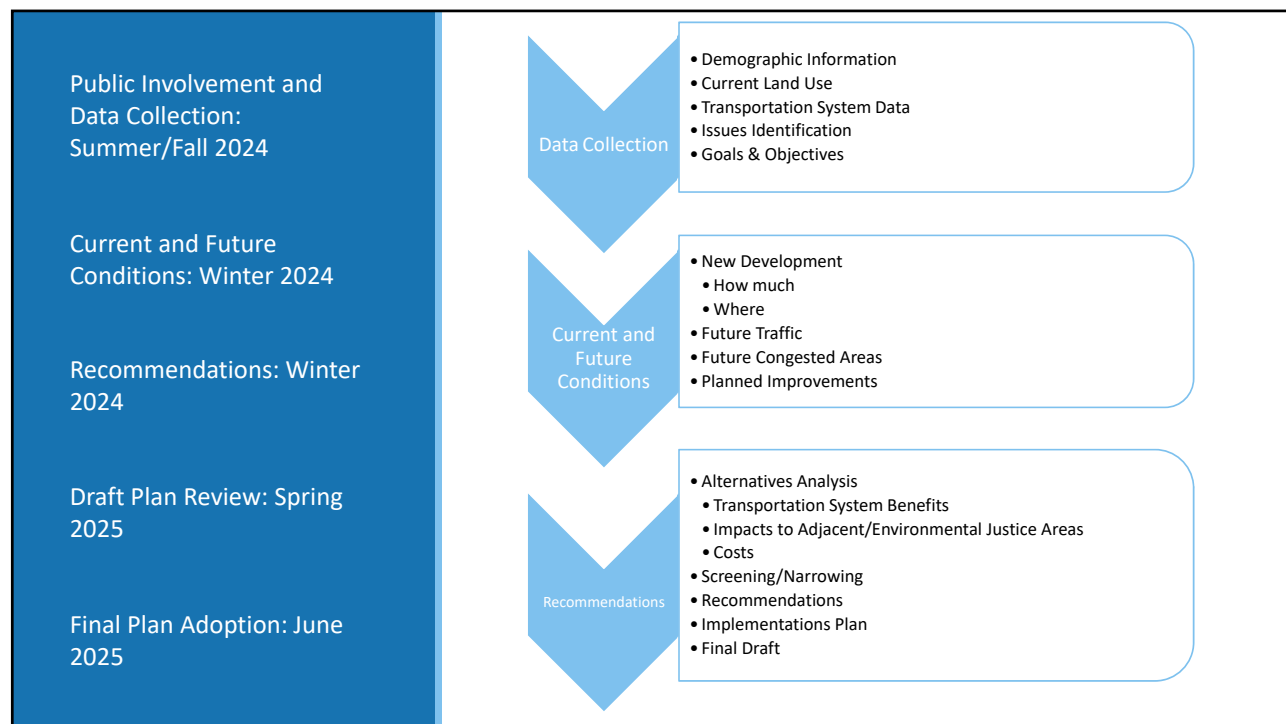
Long Range Transportation Plan updated every 5 years

- 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:

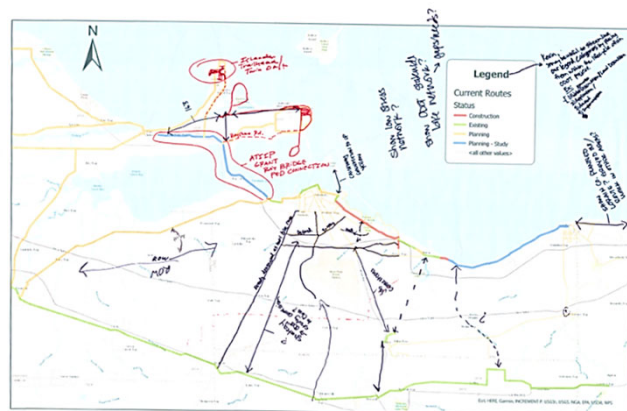
<https://www.eriecounty.oh.gov/MPO.aspx>

# 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!*

---



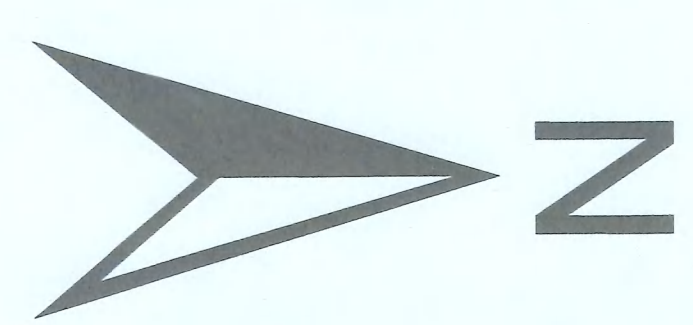
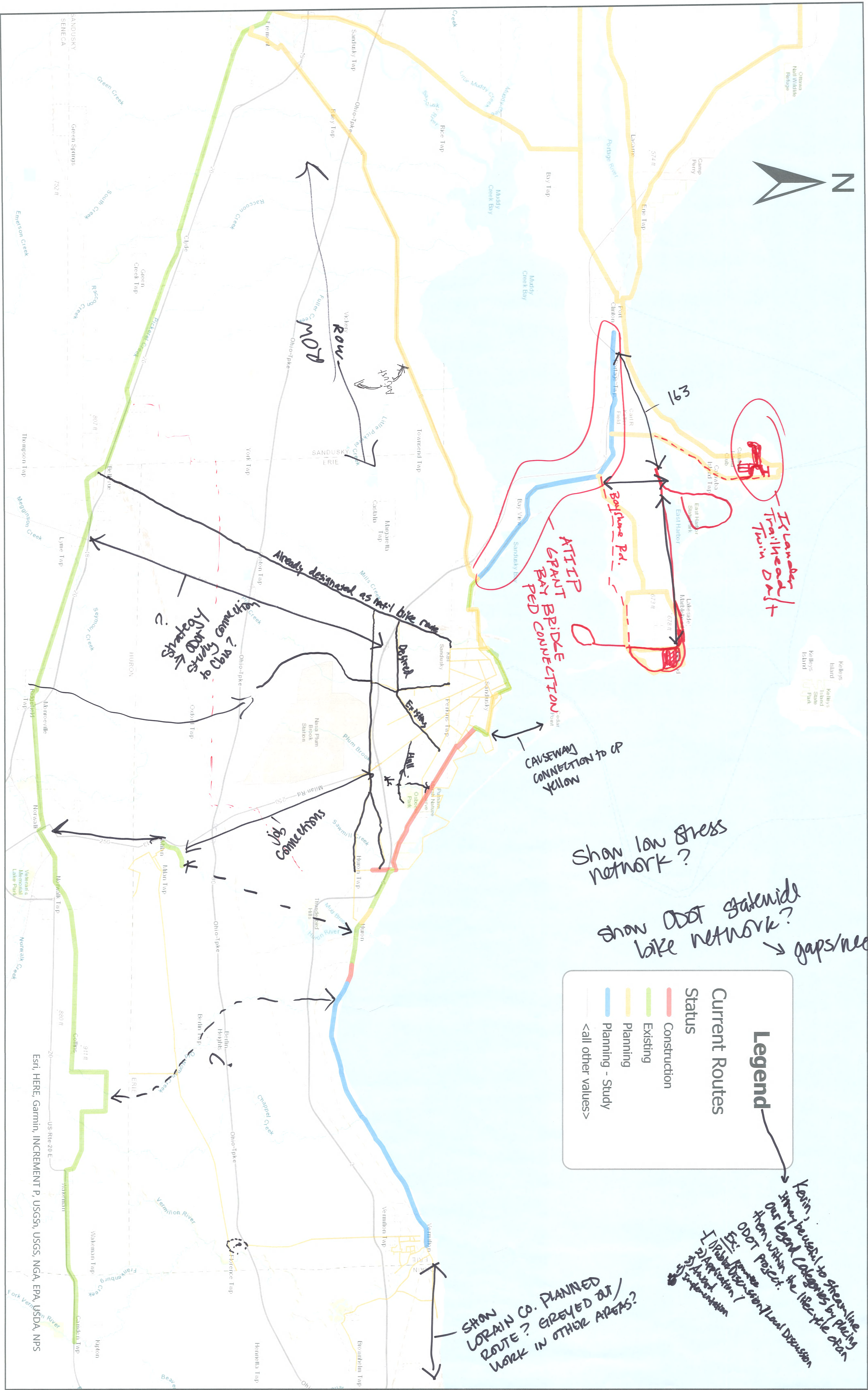
Tim King  
Director  
Erie County Regional Planning  
419-627-7792

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>	

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

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

Show low stress  
network?

Show ODOT statewide  
bike network?  
→ gaps/needs?

CAUSEWAY  
CONNECTION TO CP  
YELLOW

ATIP  
BRIDGE  
PED CONNECTION

Islander  
Trailhead  
Twin D&H

Bayshore Pk.

Already designated as trail bike route

Strategy  
Study connection  
to C&D?

Big  
connections

Esri, HERE, Garmin, INCREMENT P, USGS, NGA, EPA, USDA, NPS



## 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**

**3<sup>rd</sup> 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 11<sup>th</sup>, 2025.

Our next MPO meeting is scheduled for June 26<sup>th</sup> 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](mailto: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,**

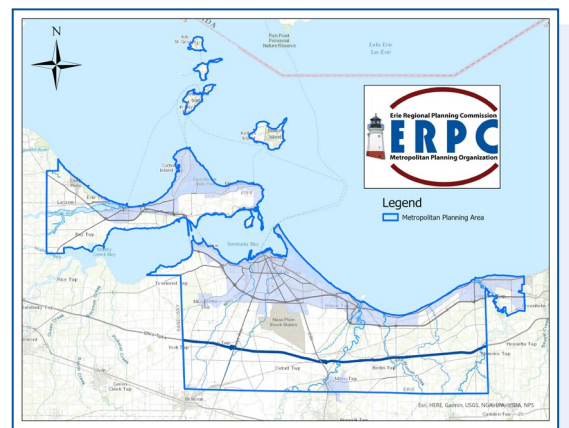
**June 26, 2025**

**3<sup>rd</sup> 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

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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
<b>Total</b>	<b>\$65.23</b>

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](mailto: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

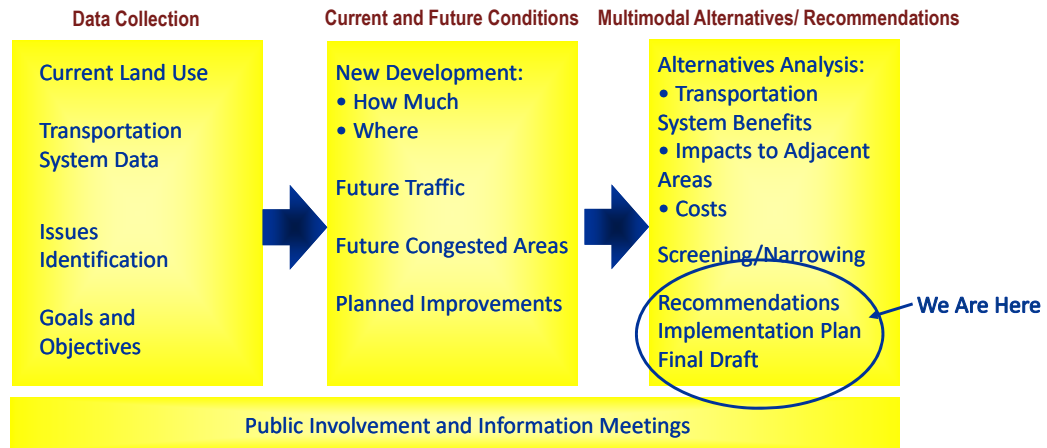
Public Involvement

Recommended Transportation Plan Projects

Project Schedule and Next Steps

Questions

## Long Range Transportation Plan Process



## Plans Goals and Objectives

	Goal	Goal Statement
1	<b>Safety</b>	In the ERPC's transportation network achieve a reduction in fatalities & serious roadway injuries for motorized and non-motorized users
2	<b>Infrastructure Condition</b>	Maintain the existing transportation infrastructure assets in a state of good repair
3	<b>System Reliability</b>	Improve the efficiency of the local surface transportation system
4	<b>Freight Movement &amp; Economic Vitality</b>	Improve the local freight network & support the economic vitality of the MPO area
5	<b>Environmental Sustainability</b>	Protect the environment in the MPO system & enhance the transportation system's performance simultaneously
6	<b>Reduced Project Delivery Times</b>	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	<b>Congestion Reduction</b>	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)

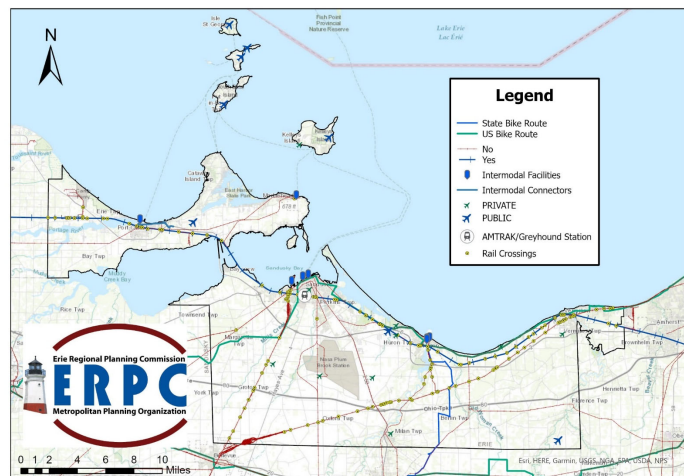
1 AMTRAK Station with 2 national lines

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%
<b>Total</b>	<b>ERPC MPO</b>	<b>104686</b>	<b>102492</b>	<b>100619</b>	<b>100602</b>	<b>-1873</b>	<b>-1.8%</b>

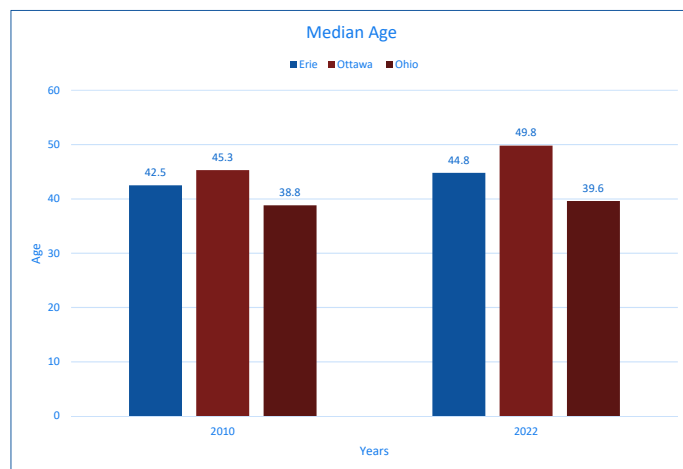
Political Jurisdiction	2030	2040	2050
Erie County	70426	64814	60049
Ottawa County	37724	34548	31371

## 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

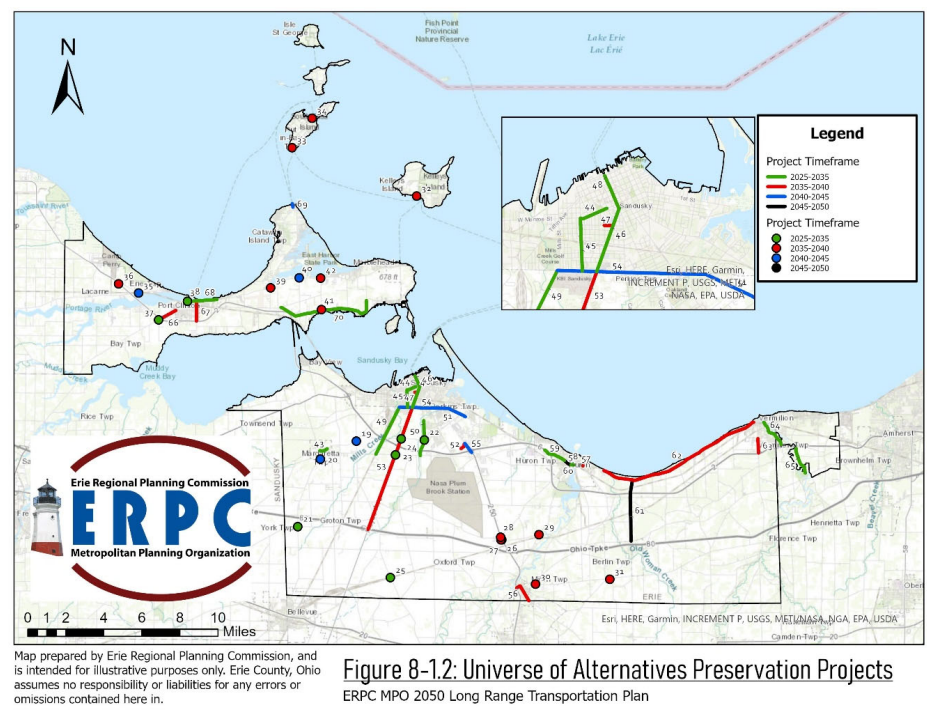
Reducing costs and promoting job growth a challenge:

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

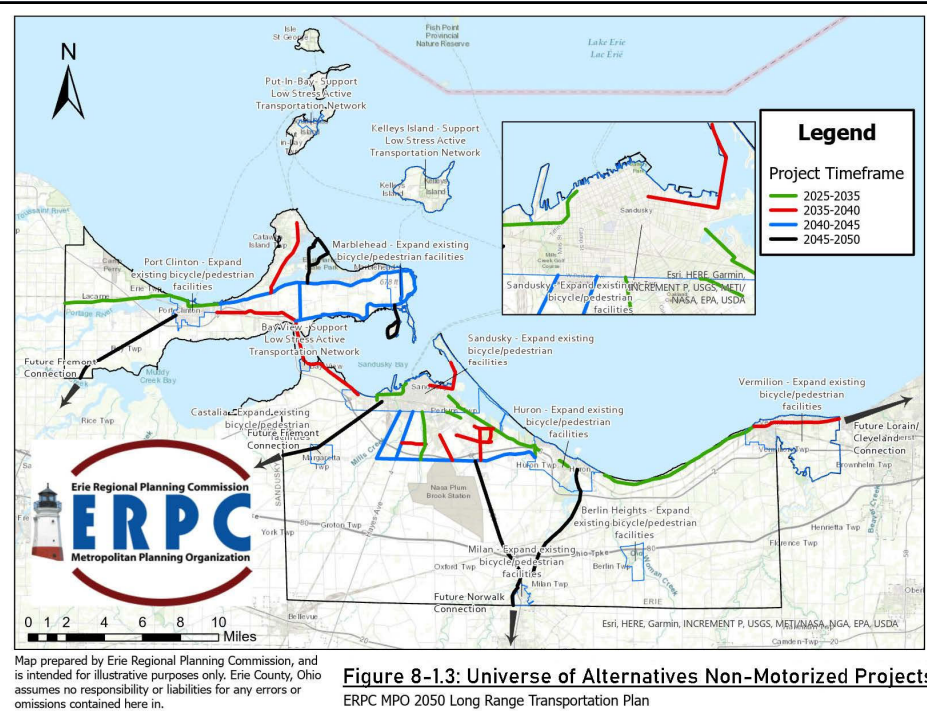




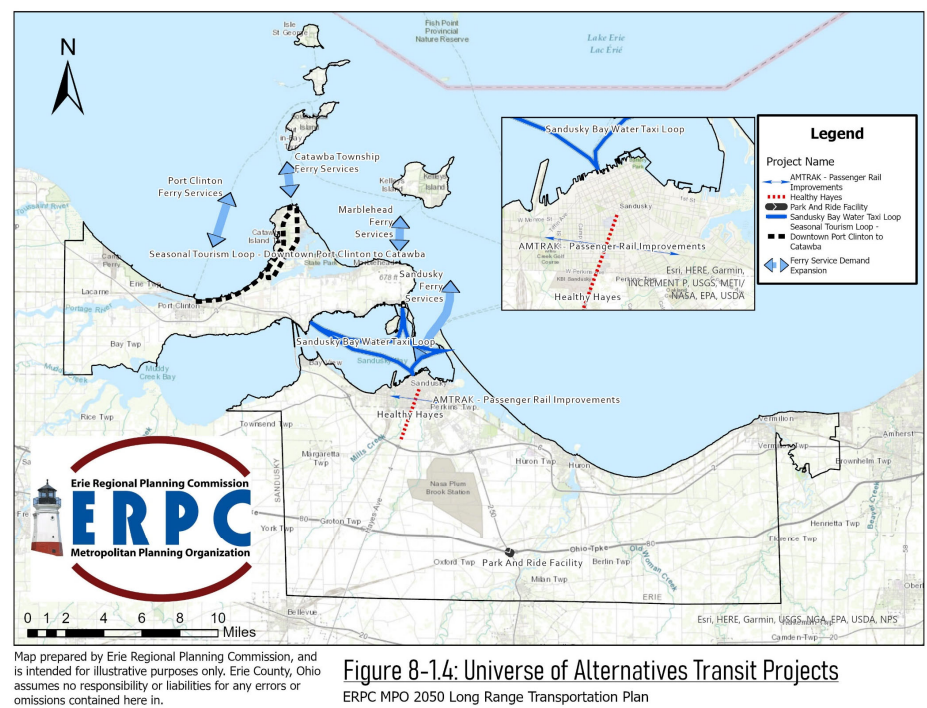
## Universe of Alternatives Preservation



## 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
<b>TOTAL (general transportation funds)</b>	<b>\$160,224,402</b>	<b>\$85,893,521</b>	<b>\$92,120,389</b>	<b>\$98,995,354</b>

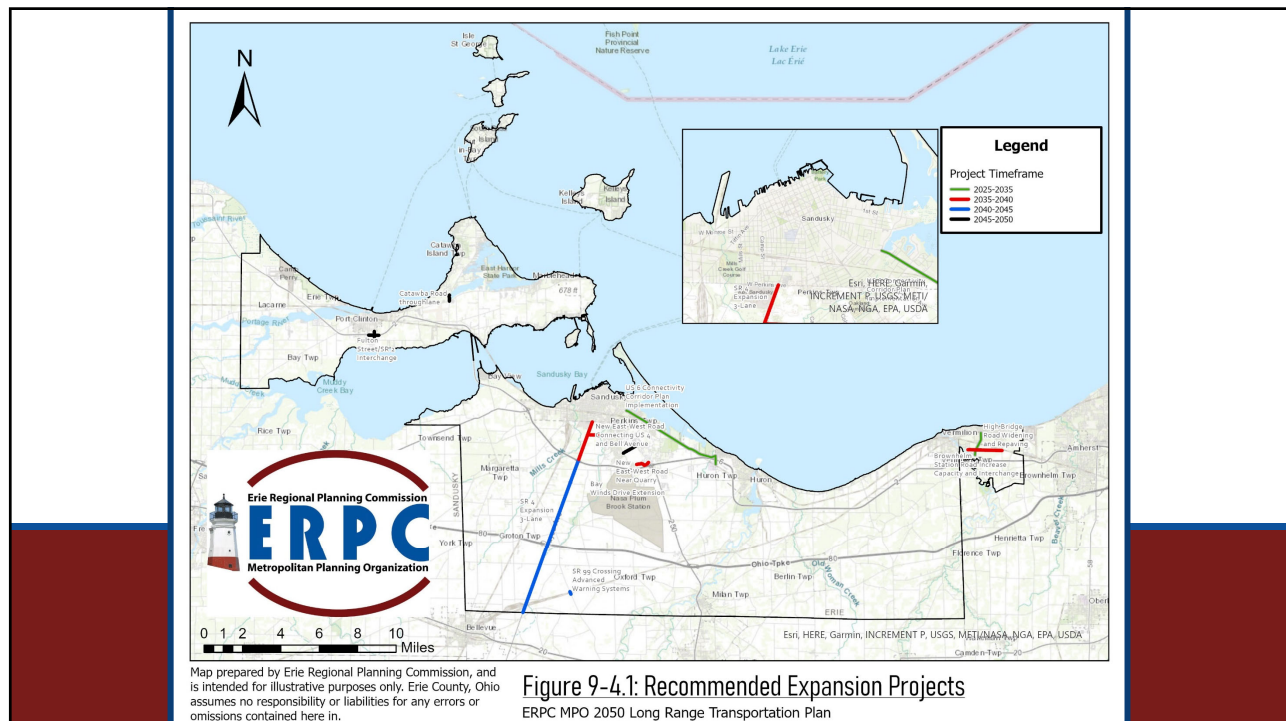
# Recommended Expansion Projects

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



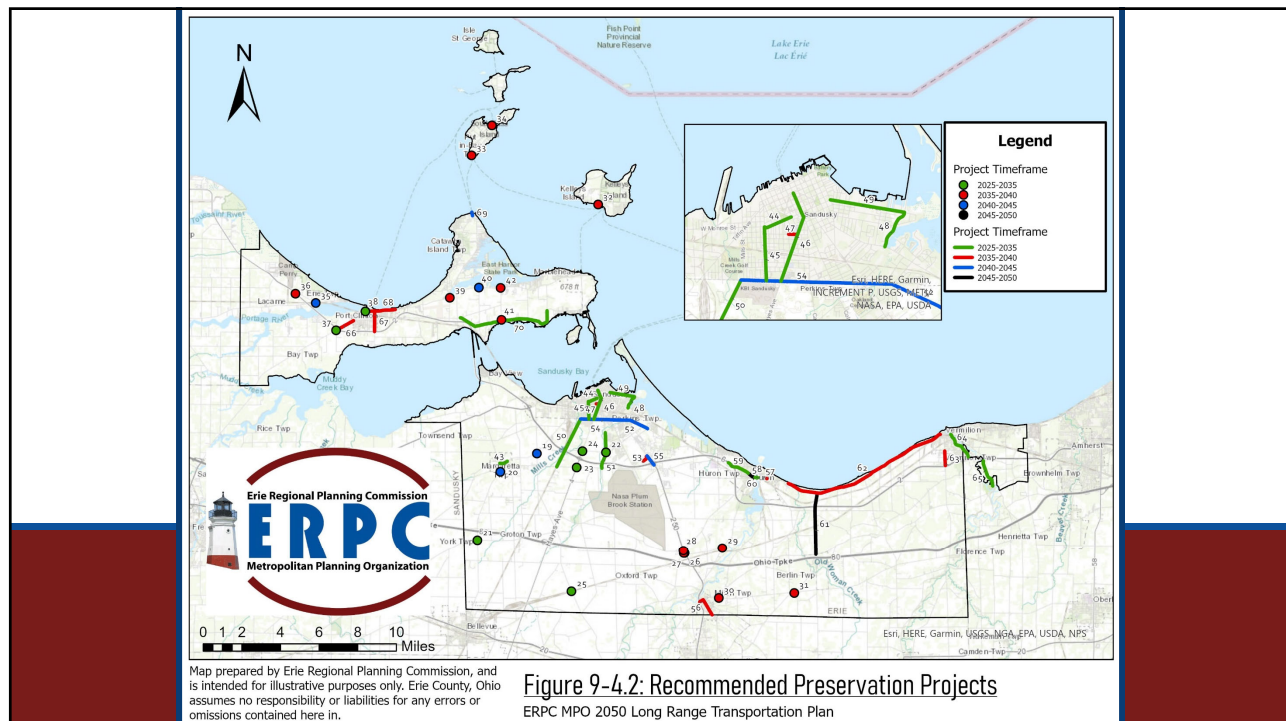
# Recommended Preservation Projects

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

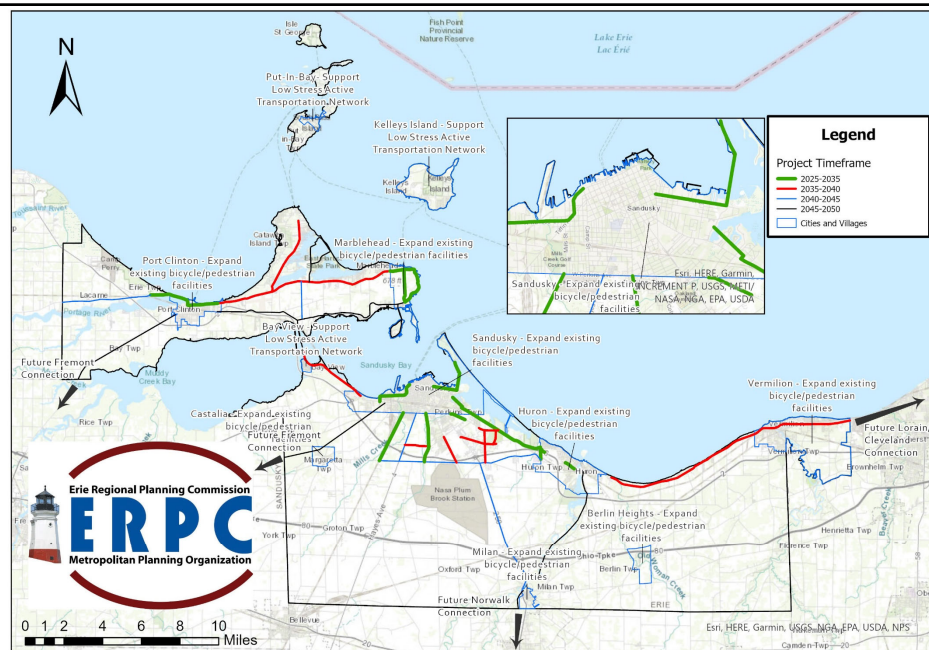
Total of 37 Non-Motorized Projects

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

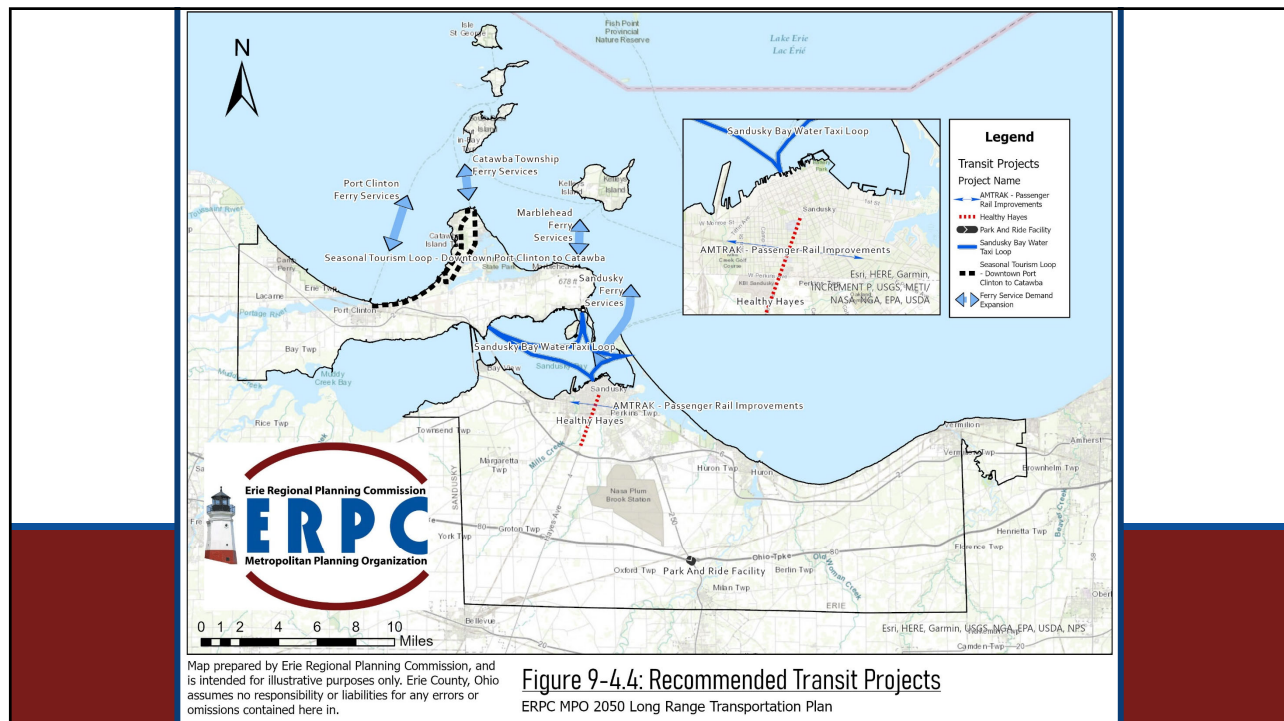
# Recommended Transit Projects

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 11<sup>th</sup>
- Final Open House available tonight for additional comments

Adoption on July 24<sup>th</sup>

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

[Eriecounty.oh.gov/MPO.aspx](http://Eriecounty.oh.gov/MPO.aspx)

*Questions/Comments?*





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Publisher	Sandusky Register
Date of issue	Jun 17, 2025
Date due	Jul 17, 2025
<b>Amount due</b>	<b>\$65.23</b>

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

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Net Subtotal	\$59.30
Tax	0.00
Processing Fee	5.93
<b>Amount due</b>	<b>\$65.23</b>

Pay here: <https://www.column.us/invoices/GoN175iSxMW3lhsUErky/pay>



## **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](mailto: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](#)

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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

**Nathaniel Vogt, P.E.**  
**Transportation Planner**  
**Office of Statewide Planning & Research**  
1980 West Broad Street  
Columbus, Ohio 43223  
614.351.2849  
[Nathaniel.Vogt@dot.ohio.gov](mailto:Nathaniel.Vogt@dot.ohio.gov)



**Department of  
Transportation**



# **Appendix F**

## **System Performance Report**

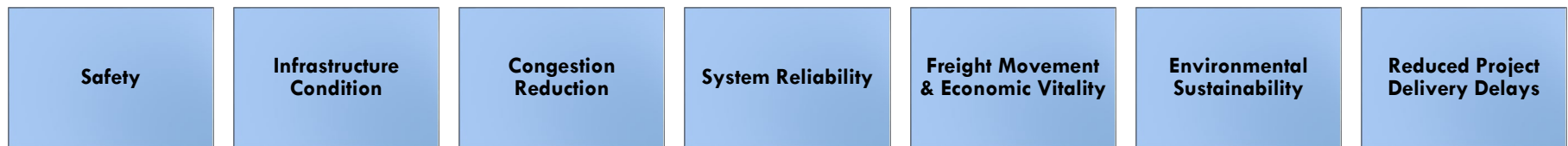
ERPC Metropolitan Planning Organization



# SYSTEM PERFORMANCE REPORT — PERFORMANCE MEASURES

**MAP-21 and the FAST Act have placed emphasis on incorporating performance management into transportation planning and programming processes.**

**Performance Measures (PMs) evaluate system performance and progress toward goals in each of these areas**



**Required to establish “Targets” – Specific level of performance within a given timeframe**

**State establishes their targets first—MPOs can either support state target or establish their own within 180 days after state sets**

# SYSTEM PERFORMANCE REPORT — PM1 SAFETY

State is required to set targets for 5 measures each year  
MPO can either support state target or set their own

CY 2023 Target 2%  
Reduction across all 5  
measures

ERPC supported state  
targets

- State Met 3 of 5 Goals
- ERPC Met 5 of 5 Goals

(Resolution 2022-12)

Safety Performance Metrics	ERPC 2021 Target	ERPC 2017-2021	ODOT 2021 Target	ODOT 2017-2021
Number of Fatalities	10.2	9.8	1,084	1,197.6
Number of Serious Injuries	64.3	57.6	8,101	7,806.2
Rate of Fatalities	0.81	0.76	0.93	1.03
Rate of Serious Injuries	5.12	4.56	6.97	6.71
Frequency of non-motorized fatalities and non-motorized serious injuries	4.3	4.00	811	831.0

# SYSTEM PERFORMANCE REPORT — PM1 SAFETY (CONT.)

State is required to set targets for 5 measures each year  
MPO can either support state target or set their own

CY 2023 Target 2%  
Reduction across all 5  
measures

ERPC supported state  
targets

- State Met 2 of 5 Goals
- ERPC Met 2 of 5 Goals

(Resolution 2023-07)

Safety Performance Metrics	ERPC 2022 Target	ERPC 2018-2022	ODOT 2022 Target	ODOT 2018-2022
Number of Fatalities	9.6	10.0	1,106.0	1,220.0
Number of Serious Injuries	60.4	52.6	7,774.0	7,529.4
Rate of Fatalities	0.76	0.81	0.97	1.09
Rate of Serious Injuries	4.78	4.25	6.78	6.78
Frequency of non-motorized fatalities and non-motorized serious injuries	3.9	4.8	808.0	869.19



# SYSTEM PERFORMANCE REPORT — PM1 SAFETY (CONT.)

State is required to set targets for 5 measures each year  
MPO can either support state target or set their own

CY 2024 Target 2%  
Reduction across all 5  
measures

ERPC supported state  
targets

- State Met 1 of 5 Goals
- ERPC Met 4 of 5 Goals

(Resolution 2024-14)

Planning Boundary  
expansion for CY 2025  
expected to increase  
future targets

Safety Performance Metrics	ERPC 2023 Target - Original Boundary	ERPC 2019-2023 - Original (Expanded Area)	ODOT 2023 Target	ODOT 2019-2023
Number of Fatalities	9.6	<b>9.4</b> (11.6)	<b>1,173.0</b>	<b>1,220.0</b>
Number of Serious Injuries	56.5	<b>49.2</b> (63.4)	<b>7,649.0</b>	<b>7,529.4</b>
Rate of Fatalities	0.76	<b>0.76</b> (0.83)	<b>1.04</b>	<b>1.09</b>
Rate of Serious Injuries	4.47	<b>3.93</b> (4.51)	<b>6.77</b>	<b>6.78</b>
Frequency of non-motorized fatalities and non-motorized serious injuries	3.9	<b>4.2</b> (5.2)	<b>824.0</b>	<b>869.19</b>

# SYSTEM PERFORMANCE REPORT — PM2 BRIDGE AND PAVEMENT

ODOT adopted statewide targets in 2022  
ERPC approved supporting State's targets (Resolution 2022-05)

Pavement	ODOT 2 Year Target	ODOT 4 Year Target	ERPC MPO Current
Percentage of Interstate Pavements in Good Condition	>55%	>55%	69%
Percentage of Interstate Pavements in Poor Condition	<1%	<1%	0%
Percentage of Non-Interstate NHS Pavements in Good Condition	>40%	>40%	70%
Percentage of Non-Interstate NHS in Poor condition	<2%	<2%	0%
Bridge	ODOT 2 Year Target	ODOT 4 Year Target	ERPC MPO Current
Percentage of NHS Bridges by deck area in Good condition	>55%	>55%	69%
Percentage of NHS Bridges by deck area in Poor Condition	<3%	<3%	0%

# SYSTEM PERFORMANCE REPORT — PM3

## TRAVEL TIME RELIABILITY AND FREIGHT MOVEMENT

State is required to set targets for 5 measures each year  
MPO can either support state target or set their own  
(Resolution 2022-06)

Travel Time Reliability	ODOT 2 Year Target	ODOT 4 Year Target	ERPC MPO Current
Interstate Travel Time Reliability	> 85%	> 85%	100%
Non-Interstate NHS Travel Time Reliability	N/A	> 80%	98.2%
Freight Movement	ODOT 2 Year Target	ODOT 4 Year Target	ERPC MPO Current
Interstate Level of Truck Travel Time Reliability (LOTTR)	< 1.50	< 1.50	1.13

# SYSTEM PERFORMANCE REPORT — PM3

## AIR QUALITY

The portion of Vermilion in Lorain County is the only part of the MPO in Air Quality Non-Attainment.

Although ERPC receives no state CMAQ funding allocations, FHWA requires ERPC to support or establish air quality targets. The MPO approved supporting the state's targets for travel time reliability and freight movement, and setting target for Air Quality to current statewide values as MPO receives no CMAQ funding but will support CMAQ funded state projects programmed in the Lorain County portion of Vermilion through it's Transportation Improvement Program and Long Range Plan programming (Resolution 2022-06).

CMAQ On-Road Mobile Source Emissions	2018-2021 (5 yr. average)	2 Year Performance Measure	ODOT 2 Yr. Target (2022-2023)	ODOT 4 Yr. Target (2022-2025)
Volatile Organic Compounds Total Emission Reduction	320.195 kg/day	144.106 kg/day	>60 kg/day	>60 kg/day
Nitrous Oxide Total Emission Reduction	1018.130 kg/day	222.595 kg/day	>250 kg/day	>250 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	246.405 kg/day	18.78 kg/day	>30 kg/day	>18.2 kg/day



# SYSTEM PERFORMANCE REPORT — PM4

## TRANSIT PERFORMANCE MEASURES

- Federal Rule requires all sub-recipients of Federal funding that own, operate, or manage capital assets used for providing public transportation to incorporate Transit Asset Management (TAM) Rule
- Rule requires setting State of Good Repair (SGR) targets and developing a TAM Plan
- In ERPC MPO area the Rule applies to:
  - STS – Urban transit provider, receives FTA 5307
  - Other local agencies – receive FTA 5310
- ODOT created a Group TAM Plan and included the above under that Plan (the Plan also includes ODOT set State of Good Repair targets)
- ERPC needs to establish regional targets
- Can either support the state's or choose to set own

# SYSTEM PERFORMANCE REPORT — PM4 TRANSIT PERFORMANCE MEASURES

- As recommended by MPO TAC & Policy Committee -
  - ERPC staff met with Sandusky Transit System (STS) administrator and 5310 providers
- STS ok with supporting state targets, felt targets would affect smaller providers more/small providers had no issues or comments on topic
- MPO approved supporting the state's targets (Resolution 2019-06)
- ERPC expects to update Transit Performance Measures as STS moves from a Rural 5311 provider to Urban 5307 provider and updates their TAM

# SYSTEM PERFORMANCE REPORT — PM4

## TRANSIT PERFORMANCE MEASURES

### FACILITIES

Asset Class (NTD)	Performance Target	2022 Results
Passenger Facilities	0% below a 3	0%
Maintenance Facilities	22% below a 3	16%
Administrative Facilities	38% below a 3	16%

**Note:** Each year ODOT evaluates at least 25% of the facilities it has capital responsibility for; 23% were evaluated in 2022

### EQUIPMENT

Asset Class (NTD)	Asset Class (ODOT)	Performance Target	2022 Results
Passenger Facilities	Service Vehicle	100% less than 10 years old	36%
Maintenance Facilities	Mobile Vehicle Lift	100% less than 14 years old	100%
Administrative Facilities	Generator	100% less than 10 years old	100%

**Note:** Includes service vehicles and equipment not attached or part of a facility that has replacement value greater than \$50,000

### ROLLING STOCK REVENUE VEHICLES

Asset Class (NTD)	Asset Class (ODOT)	Performance Target	2022 Results
Automobile	Automobile (AO)	50% older than 8 years	43%
Bus	Heavy Duty Bus (B30-HD, B35-HD, B40-HD, B45-HD, B60-HD); Medium Duty Bus (B30-D, B35-MD); Light Duty Bus (B30-LD)	40% older than 14 years	38%
Cutaway Bus	LTL/LTN, LTV, LTV-FS, LTV-HC, LTV-N, LTV-S	20% older than 10 years	18%
Van	Accessible Vans (AV); (BSV); Converted Vans (CV); Modified Mini Van (MMV); (MV-1); Mini Vans (SMV)	35% older than 8 years	34%

# **Appendix G**

## **Previous Plans and Reports**

ERPC Metropolitan Planning Organization





The following plans were reviewed and referred to during the 2050 Long-Range Plan Update:

**Erie County Thoroughfare Plan Update, 1995:** Issues of east-west connectivity and traffic flow, alternative routes to Cedar Point and maintenance of key corridors is documented and analyzed in this update. Alternative Cedar Point access was addressed with various roadway improvements also discussed including:

- The extension of Strub Road (from Perkins Avenue to US 6)
- The widening of Strub Road (between SR 4 and US 250)
- The planned widening of US 250 to five lanes. Access management was also recommended concurrent with the widening to improve levels of service
- Issues of east-west connectivity and traffic flow and maintenance of key corridors are documented and analyzed in this update

**Erie County Comprehensive Development Plan, 1995:** The plan consists of a review of all of Erie County discussing multiple areas of planning. Below is a summary of transportation related goals from the plan:

*US 250 (Bogart Road to Ohio Turnpike)*

- Signalization, site plan review and access roads should be further studied
- Require dedication of public right-of-way every 2,000 feet
- Establish tighter control of both size and number of signs

*SR 4 (Perkins Avenue to Ohio Turnpike)*

- Designate SR 4 as a principal arterial
- Signalization should occur at all major intersections
- Suggested site plan and subdivision review

*SR 113 (US 250 to SR 60)*

- Suggested site plan review

*SR 60 (Between the city of Vermilion and SR 2)*

- Suggested site plan and subdivisions review
- Recommended tighter control of both size and number of signs

*SR 60 (Between SR 2 and the county line)*

- Suggested study on traffic safety improvements

*Rye Beach Road*

- Suggested site plan and subdivision reviews
- Recommended tighter control of both size and number of signs

*Cedar Point Access*

- Suggested site plan and subdivision reviews including signage control

- Further study for US 6, Butler Street improvements
- Possible extension of Strub Road to US 6
- The use of alternate routes should be further studied

- Encourage the use of vans for tours
- Continue to pursue a location for off-street parking in the downtown
- Coordinate a sign system that directs traffic
- Prioritize the widening and improvement of SR 575

#### *Kelleys Island*

**City of Vermilion Comprehensive Plan, 2000:** The plan establishes a framework for making decisions about the future of the City of Vermilion. It addresses issues related to land use, economic development, urban design, housing, parks and recreation, community facilities, transportation and utilities. Below are the different planning districts and their key recommendations as outlined in the plan:

#### *Vermilion West District*

- Maintain existing residential areas and combine lots where feasible to reduce densities in residential areas
- Finish developing the Edson Street subdivision and connect it to existing streets
- Include appropriate plans for off-street and on-street parking
- Encourage the improvement of commercial development along Liberty Avenue
- Improve the following public streets: Vermilion Road, South Shore Circle, Salem, Newbury, Portland, Edgewater and Sunnyside Roads as well as the eastern City limits (for commercial uses)

#### *Valleyview District*

- Down zone the industrial area west of Douglas Street to commercial
- Upgrade road conditions
- Work with Vermilion Township on planning for the future land uses on SR 60

#### *Sunnyside District*

- Rezone a large portion of the district to a Planned Unit Development District
- Develop the majority of the lands on the south side of Liberty Avenue
- Develop industrial land uses at the east end of the district and attract industrial uses

#### *West Lakefront District*

- Encourage the combination of lots when possible to lower residential densities and provide more amenity space

#### *North Brownhelm District*

- Develop an industrial park just north of SR 2
- Develop high density residential next to the industrial park and SR 2 to provide housing

**US 250 Corridor Study, 2005:** A corridor study funded by ODOT's Highway Safety Program was conducted along the 4.5-mile corridor of US 250 from Bogart Road to US 6. Major intersections along this span of US 250 include US 250 at: Bogart Road; SR 2; Hull Road; Strub Road; Perkins Avenue; Butler Street; Sycamore Lane and Cleveland Road. Alternatives analyzed consisted of access management strategies, intersection improvements and corridor widening. Recommendations from the US 250 Corridor Study include the following:

*Access Management Drive Revisions*

- (80 Drives)

*New Service Road*

- Access road parallel to US 250 with north and south boundaries of Fun Drive and SR 2

*Signal Upgrades with Overhead Signing*

- Timing, phasing and coordination improvement
- Northbound right lane at east bound on ramp, southbound right lane at westbound on ramp and west bound left lane on westbound off ramp

*SR 2 and US 250 Interchange Gateway Aesthetic Treatment*

- Landscaping and visual improvements

- Fourteen intersections for signal upgrades
- Mast arm signal poles, back-plated signals and overhead signs
- Crossings, Park Place South, Bogart, Hull, and Strub Roads, Perkins Avenue, Sycamore Lane, US 6 and Fun Drive
- SR 2 and US 250 Interchange Modification and Intersection Improvements

*Sidewalk Additions*

- To compliment "Walk/Don't Walk" signal additions and ADA ramps at intersections
- Multi-use path may be considered

\*It should be noted that the MPO did receive Transportation Review Advisory Council (TRAC) funding to complete the improvements identified in the 2005 US 250 Corridor Study and the project has reached completion.

**City of Huron Comprehensive Plan 2020, 2012:** The plan breaks the city into three communities. The western communities consists of the areas on the west side of the city, the core areas are located within the center of the city and the eastern communities are located on the eastern portion of the city. Below are the major recommendations in regards to transportation.

*Western Communities*

- Develop sites at potential new road connecting US 6 at Jim Campbell Boulevard
- Add sidewalks, turn lanes and bicycle lanes to increase the traffic flow at bridge
- Designate Rye Beach Road as the "Campus Connector" to tie into BGSU's Firelands Campus

- Create new signage /landscaping/ gateway on US 6
- Add signage /lighting to pedestrian bridge at the high school
- Develop a new road and/ or connection to promote residential development, increase access and provide a safe traffic pattern for connections to US 6
- Create gateways with bio-swales, extensive landscaping and signage at key locations
- Establish a new full service intersection to connect to the high school, neighborhoods and access to Fabens Park
- Establish walking trails that link BGSU Firelands campus to sidewalks
- Construct walking trails/recreational loop connecting Woodlands Elementary School, Huron High School and Fabens Park
- Install sidewalks on Cleveland Road W. to enhance and promote walkability between downtown and the Western Communities
- Create a scenic overlook at the Cleveland Road W. bridge and at the intersection of Cleveland Road W. and Wall Street

#### *Eastern Communities*

- Acquire land west of Meeker Street to utilize and expand the entrance into Nickel Plate Beach
- Explore development opportunities with a reconfigured parking lot
- Provide bike path /walking trail connecting to Nickel Plate Beach and to the ConAgra Redevelopment Site
- Reconfigure roadway to include medians /turn lanes and relocate sidewalks (along Cleveland Road East between Berlin Road and the Huron Memorial Bridge)
- Construct a new intersection to support future development at Commerce Plaza and Nickel Plate Beach
- Install landscape buffers at the eastern terminus of the Huron Memorial Bridge to mask the electrical sub-station
- Work with property owners at the Berlin Road/ Cleveland Road intersection to increase landscaping, reduce pavement and include crosswalks
- Create a historic district/ signage on Cleveland Road between the recommended Gateway Boulevard and Berlin Road
- Install gateways at major intersections, bridges and at park entrances
- Develop walking trail connecting Berlin Road and Tiffin Avenue to Nickel Plate Beach
- Build bike route connecting Nickel Plate Beach, the ConAgra redevelopment site and the western end of Huron River
- Create a scenic/ bike and pedestrian overlook spots on the Huron Memorial Bridge and on River Road



### *Core Area*

- Enhanced the streetscape and relocate sidewalks on Cleveland Road East
- Acquire the Mill Street/ Main Street parcel for future redevelopment
- Establish landscaping, signage, curb cut along the central median to simplify traffic patterns
- Landscape portions of the existing concrete median and buffer at the railroad tracks/Huron Cement property
- Reconfigure the Huron Memorial Bridge to open up views and add bike lanes/walkway
- Undergo Main Street streetscape improvements
- Create a pedestrian promenade connecting Huron Public Library to Main Street
- Create recreational trail, pathways and facilities along Huron River's eastern shoreline connecting to the Boat Basin
- Build staircases, ramps, and an elevator at the end of the Huron Memorial Bridge abutments
- Create a gateway at the intersection of Cleveland Road West and Main Street
- Construct a waterfront promenade from bulkheads to connect the Boat Basin and Rotary Park
- Reconnect North Main Street applying features that include multi-modal aspects and promote redevelopment
- Install walking paths / lookouts at the new beach and the Nature Preserve
- Extend the waterfront public promenade around the ConAgra peninsula

**Perkins Township Comprehensive Plan, 2005:** The plan review all of Perkins Township. Transportation recommendations from the plan are as follows:

- Install partial signal at SR 4 and Mason Road
- Preserve and expand Bogart Road from SR 4 to Old Rail Road
- Preserve and expand Bogart Road to the Village of Castalia
- Complete the Perkins Avenue Signalization Project and the Perkins Avenue/Strub Road Intersection Improvements
- Widen Perkins Avenue by adding a third lane between Route 250 and Mall Boulevard
- Undergo intersection improvements on Bogart Road
- Examine reconfiguring the east-west connecting road through NASA Plum Brook facility
- Implement regional traffic coordination of seasonal traffic

\*It should be noted that improvements on Bogart Road, at the Strub Road intersection, and the Perkins Avenue signalization project listed above have been completed.

**Vermilion Township Comprehensive Plan, 2007:** This study involved all of Vermilion Township. Transportation related recommendations from the plan are as follows:

- Implement the construction of an interchange on SR 2 between SR 61 and SR 60
- Conduct an Access Management Plan on the SR 60 Corridor
- Expand transit service throughout Vermilion Township
- Construct sidewalks between Kneisel and Haber Roads on the west side of the SR 60 Corridor
- Construct bike paths along US 6
- Expand bike paths along the SR 60 Corridor between SR 2 and US 6
- Realign of Darrow Road east of Furnace Road near Bridge V-24

\*It should be noted that sidewalks along SR 60 from Haber Road to just south of Wine Street have been completed.

**Comprehensive Economic Feasibility Study, 2008:** The study was completed in order to continue Erie County's status as a "*redevelopment area*" as defined by the US Economic Development Administration (EDA). This enables local governments throughout the county to apply for public works and other grants for the EDA, which can fund up to 50% or more of the costs of public infrastructure and improvements directly by leading to the creation and retention of jobs. Goals from the plan are as follows (note: US 250 sanitary sewer extension and US 250 corridor study improvements have been completed).

- Construct a sanitary sewer extension along the US 250 corridor to support NASA and the NASA Glenn Research Center 20 Year Facilities Master Plan, as well as to service industries located within the corridor area.
- Take steps to make sure that future development is guided in a manner that produces orderly and compatible land uses
- Develop a business park on Huron-Avery Road
- Continue to update local zoning codes and subdivision on an ongoing basis
- Develop an airport at NASA
- Implement the recommendations of the US 250 Safety and Congestion Study
- Attract new business and retain existing and expanding businesses, with the use of financing and other available programs at the disposal of county and local officials
- Support Erie County's growing tourist industry

**Sidewalk Inventory, 2013:** The Sidewalk Inventory Project was completed to provide an overall picture of sidewalks located in the Erie County Regional Planning Commission (ERPC) Metropolitan Planning Organization's (MPO) planning area. The report provides maps of existing sidewalks and serviceability ratings. Low rating were discovered at the following locations:

- *Kelleys Island*  
-Addison Street
- *Village of Castalia*  
-East Lucas Street
- *Village of Berlin Heights*  
-Center Street, West Main Street
- *City of Huron*  
-Williams Street, Standard Street
- *Village of Milan*  
-Liberty Street, Berlin Street
- *City of Sandusky*  
-Church Street, Ward Street, Thorpe Drive, Sloane Street, King Street, Broadway Street, Tyler Street, Vine Street, Poplar Street, Prospect Street, Elm Street, Meigs Street, Scott Street, Sycamore Drive, Erie Avenue, 4<sup>th</sup> Street, McEwen Street, Ontario Street, Buckingham Road, Roosevelt Street, McKelvey Street, Knupke Street, 13<sup>th</sup> Street, Wayne Street, 46<sup>th</sup> Street, 44<sup>th</sup> Street, 48<sup>th</sup> Street, Hancock Street, Sadler Street, West Cowdery Street, Bolt Street, Sherman Street, Brown Road, Pierce Street, Clay Street, Camp Street, Frantz Street, Sandusky Street, Erie Boulevard, Judy Lane, Tiffin, Maple, 50<sup>th</sup>, Columbus Avenues; and E/W/N/S Larchmont Drives, Heritage Drive and Milan Road
- *City of Vermilion*  
-Decatur Street, Jefferson Street, Washington Street, SR 60, 6<sup>th</sup> Street, 1<sup>st</sup> Street, Linden Street, Mills Street, Exchange Street and Memory Lane
- *Perkins Township*  
-Gilcher Court
- *Florence Township*  
-SR 113, Market Street and 2<sup>nd</sup> Street

**Freight Inventory, 2013:** The purpose of the Erie County Freight Inventory was to establish a baseline of information and understanding of existing freight stakeholders, volumes, commodities, flows and origins/destinations in the metropolitan planning organization (MPO) region. Additionally, it provided ERPC a foundation for showcasing the region's transportation assets, explore how to leverage existing transportation resources and improve assets to accommodate future growth in both freight and non-commercial activity. Major findings included the following:

#### *Roads*

- At SR 2 it was recommended to continue maintenance of the corridor
- At US 250, locals should support and advocate for projects that protect or enhance the capacity of the roadway
- At SR 4, improve from SR 2 to downtown Sandusky and busing services are suggested

- To provide a North-South Connection at SR 4, it is recommended to widen the highway to 12 ft. lanes in addition to exploring improved shoulder widths and passing zones
- Continue to support efforts to increase the use of the Ohio Turnpike and to gain funding for routes affected by commercial traffic
- Continue to support infrastructure improvements that connect intermodal locations

#### *Rail/Intermodal*

- Re-examine the NHS Facilities and Connectors in the region for potential improvements

#### *Air*

- Continue to monitor the impact of the closure of the Griffing-Sandusky Airport on local industry, and reach-out to support businesses when possible to offer assistance with logistical needs

#### *Ports*

- Support dredging activities and advocate for continued funding
- Advocate for funding to improve regional port infrastructure that supports economic

#### *NASA Plum Brook*

- Support the development of a route from the Port of Huron to the NASA Plum Brook facility
- Ensure design considerations are given to accommodate material that could be transported to/from the facility

- Encourage grade separation projects
- Consider improvements like bridge clearance, intersection turning radii and improved rail crossings when new projects are being proposed
- Encourage incremental improvements to improve access to trans-loading and intermodal facilities
- Assist local industries with identifying and securing funding to assist with the necessary rail improvements/addition

activities and industries that utilize regular shipping activities

- Examine the modal connections to the water ports to improve connectivity and mode transfer

- Advocate for the continued development of the Port of Huron to support waterborne freight

- Encourage the utilization and build-out of the Jobs Ready Site (JRS) outside of the new Scheid Road entrance on US 250



### *Workforce Opportunities*

- Support the Erie County Economic Development Corporation's efforts regarding workforce development
- Encourage the development and funding for freight-related skills and occupations
- Explore local business opportunities in the light delivery trucking and packing industries

### *Compressed Natural Gas (CNG)/ Liquid Natural Gas (LANEG)*

- Explore opportunities to convert Erie County fleets to CNG
- Re-examine areas around the Turnpike as potential distribution centers
- Support local business opportunities in the CNG and/or LANE market

### *Freight Specific Projects*

- Undergo safety Improvements on Perkins Avenue to the Cleveland Road (US 6) Intersection
- Create a new east-west road connection between US 250 and SR 4
- Preserve/widen Old Railroad Road to accommodate commercial truck traffic
- Support a new runway with internal roadway network at NASA Plum Brook Research Station
- On Perkins Avenue (between Camp Street to 50th Street) upgrade signals
- Undergo a grade separation at SR 60 in downtown Vermillion
- At SR 601/Downtown Milan conduct an Access Management Study
- Establish a regional freight working group consisting of both public and private sector freight stakeholders, focused on infrastructure, workforce development, safety, security and technology
- Continue supporting ferry service funding through the Ferry Boat Discretionary Program from the City of Sandusky and the City of Vermilion to Cedar Point and the Islands

**SR 60 Corridor Study, 2012:** The SR 60 Corridor Plan is intended to establish a cohesive vision for the gateway transition between Vermilion Township and the City of Vermilion. There are three districts laid out in the study.

### *Interchange Zone*

- Bury the overhead utility lines to reduce visual clutter
- Plant a large areas of native grasses and native trees in the loop ramp infield and along entrance and exit ramps to establish a unique identity for the SR 60 interchange
- Study the geometrics of the northbound lane to provide a suitable transition

- Establish a “welcome to” gateway sign at the terminus of the eastbound exit ramp on the east side of SR 60
- Convert the plain concrete medians along SR 60 to curbed landscaped medians
- Collaborate with Paper Moon Vineyards on the creation of vineyards along the SR 2 and SR 60 frontage
- Provide a suitable clear zone distance along any enhancements within or adjacent to high speed roadways

- Coordinate with ODOT on the possibilities for future overpass enhancements
- Consider opportunities to collaborate with LESI on similar branding at the SR 60 Interchange
- Consider a ramp to eliminating the westbound to northbound slip ramp to reduce the speed of traffic approaching the Township/ Commercial Zone to the north

### *The Township/Commercial Zone*

- Increase opportunities for alternative modes of transportation through future public right-of-way enhancements
- Provide consistent street and sidewalk lighting with new standard light fixtures and poles
- Introduce banners to light poles to celebrate the corridor as a community gateway and promote community events
- Consider the realignment of property access points, elimination of redundant access points, maximum driveway widths and cross-access connections for adjacent properties in order to

minimize conflicts and maximize vehicular safety within the corridor

- Traffic signals should be considered only where warranted and where they can be properly spaced to coordinate with adjacent signals in the future at Twp. Hwy. 72 (Kneisel Road), Wine Street and Sailorway Drive
- Provide and maintain ADA compliant crosswalks where sidewalks cross intersecting streets

### *The City/Residential Zone*

- Increase opportunities for multiple modes of transportation through future public right-of-way enhancements
- Provide consistent street and sidewalk lighting with the standard light fixture and pole from downtown Vermilion
- Introduce banners to light poles to further strengthen the visual connection to

downtown and promote community pride and events

- Study installing a combined signalized intersection at South Street with Grand Street
- Evaluate the need for a turn lane at Sailorway Drive
- Provide and maintain ADA compliant crosswalks throughout the corridor

**Sandusky Safe Routes to School Travel Plan (STP), 2013:** The Sandusky STP contains recommendation to improve and encourage walking and bicycling to school. Due to the large amount of recommendations, only those that were rated as “high” priority were highlighted in this plan summary:

*Sandusky Middle School:*

- Install bicycle racks on campus
- Upgrade pedestrian flashers on Hayes Avenue
- Install school flashers and a create school zone on Perkins Avenue
- Install ADA compliant curb ramps, stop bars and crosswalks as applicable on Johnson Street, Camp Street, Carr Street, Shelby Street and McDonough Street along with Hayes Avenue
- Install new school zone flashers and pavement markings on Mills, Pierce and Buchanan Streets
- Install bicycle racks on campus
- Install sidewalks on Buchanan Street between Mills and Putnam Streets
- Install countdown pedestrian signals at the existing traffic signals and upgrade striping at the intersection of Hayes Avenue and Pierce Street
- Replace the existing sidewalk along Camp Street between West Perkins Avenue and Pierce Street

*Mills Elementary School:*

- Install new ADA compliant curb ramps, crosswalks, updated striping, and countdown pedestrian signals at the existing traffic signals at Camp and Pierce Street

*Osborne Elementary School:*

- Install bicycle racks on campus
- Install new school zone flashers and pavement markings on West Osborne and McDonough Streets
- Study the intersection at Central Avenue and West Osborne Street to convert the 2-way stop condition to a 4-way stop condition

*Hancock Elementary School:*

- Install bicycle racks on campus
- Install new ADA compliant curb ramps, stop lines and crosswalks where appropriate on Tyler, West Monroe, North Depot, Central, Ransom, West Osborne and Polk Streets

*Ontario Elementary School:*

- Install a "No Parking" signs with time restrictions along the route on Ontario Street

**Ohio Statewide Freight Study, 2013:** The Ohio Department of Transportation (ODOT) initiated a statewide freight study to understand how Ohio's freight infrastructure is being utilized. Two general purposes of the study were 1.) To plan and prioritize future strategic investments in Ohio's freight infrastructure and 2.) To guide future economic development activities to make the most efficient use of the existing freight infrastructure. Outputs of the freight study will help inform and guide the state transportation plan. Recommendations from the plan that apply to the planning are as follows:

- Ohio's Lake Erie ports have excess capacity and inadequate investment in dredging.
- Dredging for Lake Erie ports and lock and dam upgrades on the Ohio River are the main requirements on a waterway system that otherwise has adequate capacity
- Increasing containerization of metals, bulk scrap and agricultural staples which are key markets for Ohio ports
- Ohio transportation officials could initiate discussions with federal officials to concentrate maintenance spending at the state's busiest ports, with a long-term vision to convert low volume ports to other uses
- There is a bottleneck location at US 250 and US 6
- There are truck driver shortages-encourage truck driving program

**Access Ohio 2040:** Access Ohio 2040 (AO40), 2014: AO40 is the State of Ohio's long-range transportation plan. It includes a comprehensive inventory of transportation services and infrastructure, forecasts of transportation demand, asset condition and performance, and an analysis of the trends affecting transportation in Ohio. The Ohio Department of Transportation developed AO40 to guide, inform and support transportation policies and investment strategies for the coming years. AO40 is focused on eleven recommendations reviewed by ODOT's Working Technical Group and the Access Ohio Steering Committee. The following recommendations were made:

#### *Performance Management*

Expand performance management within ODOT by developing additional modal performance measures and expanding ODOT's reporting system. The process and format will need to be able to report data to both the USDOT and in-state stakeholders.

#### *Leveraging Resources*

Leverage available resources to maximize transportation investments. Resources include state-owned infrastructure, financial partnerships, higher federal participation rates and limiting carry-forward balances.

#### *Asset Management*

Continue to develop asset management tools within ODOT and integrate them into the project selection and maintenance processes.

ODOT should be measuring, tracking and making decisions based on system conditions.

#### *Freight Network*

Conduct more detailed studies of the two-lane corridors on Ohio's freight network to identify needed operational improvements, including expansion of infrastructure to collect travel time data. In addition, the capabilities of the state's highway information system (OHGO) should provide live data feeds to business logistic systems.

#### *Future Funding*

Assist the Joint Legislative Task Force in its investigations and remain engaged in the national dialogue on transportation funding. In addition, ODOT should investigate the feasibility of constructing active transportation and demand management



(ATDM) solutions in Ohio and continue to monitor economic trends and compare them to the base assumptions made in the AO40 financial analysis.

#### *Transit Needs*

Perform a Statewide Transit Needs Study to capture the transit needs and performance in Ohio. This recommendation will feed into the Performance Management recommendation because a major component of this study will be identifying public transit performance measures.

#### *Climate Variability*

Complete a Statewide Climate Variability Study and evaluate its impact on Ohio's transportation infrastructure. This recommendation is related to the recommendation that discusses Leveraging Resources, because both feed data and resources into the decision-making process to improve project selection, which is the ultimate goal.

#### *Bicycle and Pedestrian Network*

Coordinate efforts with local jurisdictions to designate Ohio's US and State Bike Routes (SBRs). In addition, ODOT will develop protocols and a statewide database/warehouse

for bicycle count data. Finally, as US and SBRs are officially designated, ODOT will perform bicycle counts on bicycle routes co-located on state owned highways. This recommendation is connected with the Planning Partnerships recommendation because it is contingent on the relationships ODOT has with local agencies.

#### *Planning Partnerships*

Continue to foster existing partnerships with regional and local transportation planning agencies.

#### *Regional Transportation Needs*

Address the list of regional transportation needs (RTNs) based on condition, demographic, and economic data along with stakeholder input and additional statewide studies.

#### *Strategic Transportation System*

Incorporate the Strategic Transportation System (STS) into ODOT's project selection processes for programs that make transportation investments above and beyond a state of good repair. In addition, consider the STS in the development of performance targets for various types of transportation facilities

**Erie County Hazard Mitigation Plan, 2014:** This plan examines different natural hazards that may occur in the county and how they can be resolved. The plan mentioned the following mitigation practices regarding transportation:

- Assess and inventory problems with roadways susceptible to flooding within Erie County
- Identify high risk areas and evaluate land-use planning techniques to mitigate future events

**Huron Safe Routes to School Travel Plan (STP), 2015:** The Huron STP contains recommendation to improve and encourage walking and bicycling at Huron City schools. Due to the large amount of recommendations, only those that were rated as "high" priority were highlighted in this plan summary:

### *Woodlands Elementary School*

- Sidewalk installation along south side of road on Cleveland Road (from Rye Beach Road to First Street) is recommended
- Installation of a bicycle/ pedestrian pathway to provide an off street facility with pedestrian crossing and signage at Lake Erie Parkway (between Catalpa Road and Lake Erie Parkway)
- Upgrading the pedestrian crosswalks and signage at three locations along Lake Erie Parkway at Lake Erie Parkway
- Installing a new sidewalk along the east side Rye Beach Road just south of Sawmill Parkway
- Installing lighting along existing paved paths located behind Woodlands Elementary connecting to Jim Campbell Boulevard
- Installing new lighted bicycle/pedestrian pathways connecting the existing paved pathway to Laurel Avenue/Maple Avenue intersection
- Paving over the existing path to provide safer connection to the existing paved pathway to the path
- Installing crosswalk with pedestrian crossing signage at Jim Campbell Boulevard and existing paved pathway/pedestrian bridge over US 6

### *McCormick Jr. High School*

- Upgrading the pedestrian crossing signage
- Installing flashing beacons and upgrading pavement markings at crosswalks to improve

visibility and install signage in the crosswalk on Ohio Street

- Installing a crosswalk at the McCormick School driveways facing Ohio Street
- Installing/upgrading the crosswalk pavement markings and signage at various intersections located along Jim Campbell Boulevard, Ohio Street, Cleveland Road and Center Street
- Installing new sidewalk along east and west side of Center Street to connect to existing sidewalks from Standard Street to Wilbor Avenue

### *Shawnee Elementary School*

- Installing/upgrading crosswalk and pavement markings/signage at: Cleveland Road school driveways, Washington Avenue and Lincoln Avenue
- Installing radar feedback speed signs at: Cleveland Road school driveways, Washington Avenue and Kiwanis Avenue
- Installing a new sidewalk along south side of the road and filling in the gaps in the network along north side from Gateway Boulevard to Anchorage Drive on Cleveland Road (from Lincoln Avenue to Heron Drive)
- Installing a new sidewalk along the west side of Berlin Road from Cleveland Road to Sprowl Road
- Installing a new sidewalk along the north side of Berlin Road on Sprowl Road (from Belin Road to River Road)

**Perkins Township Safe Routes to School Travel Plan (STP), 2015:** This plan contains recommendation to improve and encourage walking and bicycling to school in and around the schools located in Perkins Township. It is an updated version of the 2011 plan:

*Furry Elementary:*

- Installing a connecting sidewalk from school parking lot to Leisure Park II at Furry Elementary behind the school
- Installing a “pedestrian warning” signage at Birchwood Drive at Leisure Park II pathway
- Installing a crosswalk at the Furry Elementary School parking lot entrance off of Didion Drive
- Widening the yellow set back markings at Furry Elementary School’s front sidewalk
- Lengthening the sidewalk at Furry Elementary School arrival/dismissal area on the west side of the building
- Installing a sidewalk along Didion Drive from Strub Road to Douglas Drive
- Installing a crosswalk with HAWK system and path from Schiller Avenue and to Meadow Lane on Strub Road and overhead lighting
- Installing a pedestrian/bicycle path along north side of road on Strub Road from Campbell Street to Schiller Park
- Developing a pedestrian/bicycle path along south side of Strub Road from Schiller Park to Columbus Avenue
- Creating new sidewalk in gaps to complete network from Columbus Avenue to Matthes Avenue and install crosswalks/pedestrian signage at Scottley Drive and Matthes Avenue off Schiller Avenue
- Installing a pedestrian/bicycle path from Schiller Avenue to Briar Drive on Matthes Drive
- Extending the planned path between Strub Road and Douglas Drive to provide access to Furry Elementary School. Include path lighting, and install crosswalks/pedestrian signage at cross streets
- Installing lighting along Birchwood Drive

*Meadowlawn Intermediate School:*

- Installing a road behind school connecting Lakecrest Parkway to Meadowlawn’s west parking lot and close off south end of lot
- Designating a “no standing zone” at the entrance
- Installing speed feedback signs on existing school zone signage on Strub Road (east and westbound)
- Installing a crosswalk and pedestrian crossing signage on Strub Road at Meadowlawn Drive
- Adding a crosswalk with pedestrian signal heads at the Perkins Avenue and Strub Road intersection
- Adding a crosswalk with pedestrian signal heads at the Perkins Avenue and Mall Boulevard intersection

- Installing a sidewalk on Strub Road from US

250 to Perkins Avenue

*Briar Middle School:*

- Installing a sidewalk along Didion Drive from Strub Road to Douglas Drive
- Installing speed feedback signs on existing school zone signage on Campbell Street
- Creating a paved pedestrian/bicycle path between the existing exercise path and Marshall Avenue along the old railroad easement
- Installing crosswalks and pedestrian crossing signage on Marshall Avenue at the old railroad easement and South Street
- Installing a sidewalk on the north side of Marshall Avenue from Rods Drive to Stony Ridge Drive
- Installing a sidewalk along South Street
- Installing a crosswalk, pedestrian signals and sidewalk at the intersection at the Strub Road

and Campbell Street intersection south to Windemere Lane

- Installing a crosswalk with a HAWK system and path from Schiller Avenue and to Meadow Lane and add overhead lighting
- Installing a pedestrian/bicycle path along the north side of Strub Road from Campbell Street to Schiller Park
- Installing a pedestrian/bicycle path along the south side of Strub Road from Schiller Park to Columbus Avenue
- Installing new sidewalk in gaps to complete the network from Columbus Avenue to Matthes Avenue and installing crosswalks/pedestrian signage at Scottley Drive and Matthes Avenue
- Installing a pedestrian/bicycle path from Schiller Avenue to Briar Drive on Matthes Avenue

**Erie County MPO 2045 Long-Range Transportation Plan, 2020:** This plan was the predecessor to this plan update. It contains a compilation of transportation projects in the planning area. Recommendations from the Plan are as follows (note-some projects are currently programmed for construction and/or have already been completed):

*Roadway Preservation Projects*

- Implement the final recommendations of the US 250 Corridor Study
- Safety improvements at the Perkins Avenue-Cleveland Road (US 6) intersection
- Modify the US 6 entrance into Fabens Park
- Conduct intersection improvements at US 6/Berlin
- Preserve the existing roadways on Kelleys Island
- Preserve/widen the existing two lane road on Old Rail Road to accommodate commercial truck traffic
- Resolve the roadway alignment on SR 13 at Mason Road and SR 61

- Retime signals at: Monroe Street and SR 4, US 6/Liberty Avenue (from Main Street to Sunnyside Road) and install a turn lane at Vermilion Road
- On SR 13 resolve roadway alignment at Mason Road from each leg of the intersection
- At SR 113 and SR 61 lengthen the intersection legs
- Preserve/widen Bogart Road (between the Village of Castalia and SR 4)
- Conduct intersection improvements at Strub Road and SR 4 and Perkins Avenue and Caldwell Street
- Preserve Sunnyside Road( between the railroad and Ridge Road)
- Preserve Jerusalem Road (between Vermilion and Sunnyside Roads)
- Preserve Vermilion Road between US 6 (Liberty Avenue) to Jerusalem Road
- Preserve Columbus Avenue (between Bogart Road to Perkins Avenue and Strub Road to US 250)
- Preserve Campbell Street between Perkins and Marshall Avenues
- Preserve Water Street
- Preserve and repair the road and sidewalk at Strub Road and Columbus Avenue
- Conduct an underpass rehabilitation on Camp Street
- Undergo lighting replacement on US 6 on the Huron bridge
- Install signal upgrades on Perkins Avenue from Camp Street to 50<sup>th</sup> Street
- Improve wayfinding signage in the Cities of Huron, Sandusky and Vermilion
- Preserve the bridge crossing over I 80/I 90 at Joppa Road, Patten Tract, Chapin and Humm Roads
- Conduct an access management planning study of SR 601 through the Village of Milan into Huron County
- Undergo intersection improvements at Campbell Street and Bogart Road

### *Roadway Expansion Projects*

- Realignment Main Street (from US 6 to the Huron Pier)
- Widen the boulevard at Warren Street (between Monroe Street and Water Street)
- Realign the intersection at SR 99 and SR 4
- Examine alternative roadway alignment into Cedar Point
- Add a middle turn lane on Perkins Avenue (between US 250 and Old Railroad Road)
- Extend Bell Avenue (between Old Railroad Road and Campbell Street)



- Undergo a three way roadway expansion at: Perkins Avenue ( between US 250 and Mall Boulevard) Strub Road (between Perkins Avenue and Campbell Street) and at SR 4 (between Wade Boulevard and SR 2 and SR2 and I 80/90 and the Erie, Huron County lines)
- Create a new east-west connector road across NASA Plumbrook (between US 250 and SR 4)
- Create a new runway with internal road network (between US 250 and SR 4)
- Create a new east-west connector road (near Quarry and across NASA Plumbrook between US 250 and Columbus Avenue)
- Undergo a grade separation at Bogart Road, Mason Road, SR 99, SR 61 and railroad crossings
- Expand the roadway: between Mason Road and Southwest Road , Northwest Road and Southwest Road, US 6 between Butler Street and Rye Beach Road, Scheid Road to Knight Road and Scheid Road to SR 61
- Create a four way lane extension between Sycamore Line and Rye Beach Road on the US 6 Interchange on SR 2 between SR 61 and SR 60
- Undergo a roadway realignment on Joppa Road (near Furnace and Church Roads) and on Mason Road (near Burrows/ Stephens and Joppa Roads)
- Create a Park and Ride facility in downtown Milan
- Work with local transportation/transit stakeholders to secure funding for transit services
- Develop an inter-county transfer point at US 250 and the I-80/90 Intersection area, or at Lake Erie Outlet Mall at US 250 and Mason Road
- Develop a corridor level fixed-route transit service on the US 6 corridor between downtown Sandusky and the Cities of Huron and Vermilion
- Work with local transportation/transit stakeholders to secure funding for a transit mobility manager
- Complete and update the Coordinated Public Transit-Human Services Transportation Plan
- Continue seasonal transit service to Cedar Point from downtown Sandusky and the developed fixed route system

*Bicycle/Pedestrian Corridor (First Priority):*

- Install and improve infrastructure at:
  - The Sandusky Bay Pathway (from Decatur Street to Downtown Sandusky Boat Launch Ramp)
  - Monroe Street (from Edgewater to Tiffin Avenue/US 6)
  - Tiffin Avenue (US 6) (from Monroe Street to Sandusky Bay Pathway)
  - Edgewater Avenue (from Venice Road to Monroe Street)
  - Venice Road (from Barrett Road to Edgewater Avenue)

*Transit Alternatives*

-Barrett Road (from Village of Bayview to Venice Road)

-US 6 (Cleveland Road) (from Cedar Point Drive to the City Limits)

-US 250 (from Perkins Avenue to Bogart Road)

-Columbus Avenue (from Strub Road to Bogart Road)

-Perkins Avenue (from Strub Road to Peterson Lane)

-Bogart Road (from downtown Castalia to Patten Tract Road and from Columbus Avenue to downtown Huron)

-Strub Road (from Perkins to US 250 and US 250 to Campbell Street)

-Campbell Street (from Strub to Windamere Lane)

-Didion Drive (from Douglas Drive to Strub Road)

-US 6 (from Perkins Avenue to Rye Beach Road with a connection/stop at Osborn Park in-between Sandusky and Huron and from Main Street in Huron to Vermilion Corp. Line in Lorain County)

-Rye Beach Road (from US 6 to SR 2)

**US 4 Safety Plan, 2015:** This study examined the SR 4 (Hayes Avenue) corridor from Bogart Road to the railroad tracks in Sandusky. The following recommendations were made:

#### Short-Term Recommendations

- Efforts to identify and record unusual summer peak volumes or evidence of long queues developing at signalized intersections should occur (this effort should extend at least as far south as the Ohio Turnpike)
- Erie County and Perkins Township should begin discussions with ODOT District 3 to agree to cooperate on access management in the corridor, and amend their planning and zoning regulations to coordinate with the design standards ODOT uses for issuing drive permits appropriate to the access categories
- Old Railroad Road is currently load limited from Strub Road south to Bogart Road, which means that trucks using the Triple Crown facility\* travel north to Perkins Avenue, then south on SR-4 to the SR-2 or Turnpike interchanges. (\*This facility is now closed)

#### Mid-Term Recommendations

- In the next two to ten years, identify any opportunities to improve any SR 4 deficiencies in cooperation with other planned projects
- If any improvements are considered at the SR 2 ramp intersections, opportunities for upgrading the SR 4 connections with the Bogart Road and Strub Road intersections
- Upgrading the two lane segment from north Strub Road to the current three lane section north of Wade Boulevard
- Planning efforts at the county, city and township levels should identify the needs and demands for complete streets facilities along SR 4, so future preliminary engineering can

consider the cost and right-of-way impacts of incorporating them in future work

- Within the city (Sandusky), identify any opportunities created by changing ownership of land to accommodate the desired complete streets features
- Strive to undergo any new features that would improve vehicle storage

- Improving the Perkins Avenue intersection should be pursued

#### Long-Term Recommendations

- When warranted, upgrade SR 4 in accordance with ongoing planning that includes complete streets, right-of-way and environmental considerations

**City of Sandusky Strategic Vision Plan 2016-2020, 2016:** This plan serves as the city's strategic vision plan for 2016-2020. Only transportation related components were discussed in this summary. The plan recommendations include the following:

#### ***Strategy Area: Vibrant City***

##### *Areas Discussed:*

Strengthen Regional Partnerships, Support Primary Education Efforts, Life-Long Training, Expand Higher Education Options, Remediate Blighted Land, Repurpose Vacant Buildings, Create Programs for Start-ups and Expanding Businesses and Develop Affordable and Attractive Office Space

-Identify and Build on Regional Assets

- Create "Eds & Meds Corridor" on Hayes Avenue / SR 4 by rebranding the corridor as a district that builds on the presence of Firelands Regional Medical Center, Sandusky City Schools, and NOMS to attract institutional, medical and education investment between the turnpike and Downtown Sandusky

#### ***Strategy Area: Livable City***

##### *Areas Discussed:*

Build Community, Strategically Target Neighborhood Investment, Proactively Protect and Serve the Community, Stabilize Existing Housing Stock via Strong Code and Demolition Programs and Increase Investment in Diverse Housing Types through New Incentive Programs

-Increase Investments in Sidewalks, Trees and Traffic Calming

- Analyze options and reinstitute a sidewalk maintenance program, potentially utilizing a matching assessment program to leverage finite resources and also explore options which seek to create pedestrian infrastructure where needed
- Calm traffic via signage, striping and infrastructure improvements and fine tune these tactics as part of an initial "Walk Wayne" pilot project

-Anchor and Connect Neighborhoods

- Link neighborhoods, the waterfront and commercial centers via a neighborhood trail network that spans all of Sandusky
- Ensure all neighborhoods are meaningfully connected to employment and everyday needs via a comprehensive, sustainable public transportation system

#### ***Strategy Area: Connected City***

##### *Areas Discussed:*

Technology and Capital Planning

#### -Walkable City

- Improve walkability by creating more visible crosswalks, parking bumpouts, traffic signalization, improved street lighting and trees and additional sidewalks starting with pilot projects

#### -Bikeable City

- Build a connected bike network including pedestrian paths, striping, protected bike lanes, bike racks and support private bike rental and bike sharing efforts
- Refresh and implement the Bayfront Corridor Bike Path Plan

#### -Public Transit

- Regionalizing Public Transportation
- Develop a regional taskforce to explore the feasibility of a regional transit system that improves service and financial sustainability
- Explore Seasonal Transit Opportunities

-Reinstituting ferry service from Downtown Sandusky to Cedar Point-Analyze better connections of the seasonal workforce and boaters to Downtown Sandusky and other quality of life amenities

- Hub Creation and Fixed Bus Routes out of Downtown Sandusky

-Develop a hub system that begins and ends all current and future fixed bus route services out of Downtown Sandusky, creating a more consistent and easy to understand routing system for riders and connecting all routes to the growing list of amenities and employment in Downtown Sandusky

#### -Wayfinding

- Involve key institutional partners such as Cedar Fair, Firelands Regional Medical Center, Erie Regional Planning, Sandusky Main Street and Lake Erie Shores and Islands

#### -Corridors

- Healthy Hayes Avenue Corridor

-Partner with Firelands Regional Medical Center, Sandusky City Schools and other stakeholders to rebrand Hayes Avenue as an “Eds and Meds” corridor.

-Projects include supporting anchor institutional investment, blight elimination and a unifying streetscaping project that includes lighting, benches, banners, transit stops and more

- Capitalizing on Cleveland Road Corridor Investments

-Take advantage of the planned recreational investment by Erie County, Cedar Fair, and Sports Force to plan a multi-modal improvement project to Cleveland Road that includes repositioning underutilized property for reinvestment and strengthening this critical regional corridor

#### *Strategy Area: Destination City*

##### *Areas Discussed:*

Partner to Provide Rich Cultural Programs and Events, Utilize Public Art as Lasting Legacy of Bicentennial, Repurposing Under-Utilized Buildings and Land, Preserve Lake Erie, Improve Waterfront Access and Parks Citywide, Position Back Bay as Eco Tourism Hub for Active Recreation and Explore Opportunities for Indoor Recreation

#### -Operations

- Implement projects designed to improve the first impression for downtown visitors, with examples including a wayfinding signage program and beautification of Jackson Street Parking Lot
- Identify small scale beautification efforts to improve visitor experience with potential examples including improvements to the alleys linking downtown parking lots to destinations on Columbus Avenue

#### -Placemaking and Programming

- Implement streetscaping recommendations of the Comprehensive Plan for Columbus Avenue, Shoreline Drive, and Water Street

#### -Anchor Developments

- Expand ferry and boating options including analyzing feasibility of returning ferry service to Cedar Point

#### -Support and Leverage Sports Force Development

- Make targeted investments to better connect the site to neighborhoods and adjacent public greenspace by partnering with the Erie Metroparks and neighboring communities to design, fundraise and implement a trail network that links regional assets and city neighborhoods

#### *Strategy Area: Celebrated City*

##### *Areas Discussed:*

Signature Events, Legacy Projects, Partner with Philanthropy and Private Sector to Market Sandusky and Create Strong Web and Social Media Presence.

**Edison Safe Routes to School Travel Plan (STP), 2015:** The plan contains recommendation to improve and encourage walking and bicycling to school in the Edison School District (Milan). Due to the large amount of recommendations, only those ranked as a high priority were highlighted in this plan summary:

##### *Edison Elementary School*

- On the west side of Main Street (from Old State Road to Oak Street) install a sidewalk along the route to create a dedicated pedestrian path for students
- On the east side of Main Street (from Chippewa Street to Old State Road) install sidewalks to create a dedicated path for students
- At the intersection of Church and Main Streets conduct a detailed engineering study at this intersection to further evaluate and identify feasible signal and crosswalk improvements to increase pedestrian safety
- At the crosswalk on Church Street (near Park Street) repaint cross walk in ladder style and add in-road signage in the crosswalk
- On Main Street install new school zone flashers with radar feedback
- At the crosswalk on Main Street (in front of the elementary school):
  - Repaint crosswalk in ladder style
  - Install overhead mounted crosswalk signage with flashing beacon
  - Add in-road signage in crosswalk at: Main, Judson, Center, Broad and Oak Streets upgrade signage and repaint crosswalks



- At Judson Street and Lockwood Road replace sidewalk that is past its useful life to improve pedestrian route to school
- On Wilcoxson Street replace the handicap curb ramp at the northwest corner of Edison Drive intersection and at the corners of Center Street intersection
- At Perrin Road (from Main to Cherry Streets) install approximately new sidewalk along north side of road to create a dedicated pedestrian path for students
- On Main Street (SR 601):

- Install speed advisory plaque on existing curve ahead warning signage
- Place chevrons at curve
- Consider enhancing conspicuity of advanced warning and speed limit signage by using flags or beacon, keep right of way free of trees/obstructions that could limit sight distances
- Provide sidewalks to separate bicycle and pedestrian traffic from roadway
- Study feasibility for future realignment to improve sight distances

**Vermilion Safe Routes to School Travel Plan (STP), 2016:** The plan contains recommendation to improve and encourage walking and bicycling to school. Due to the large amount of recommendations, only those ranked as a high priority were highlighted in this plan summary:

#### *Sailorway School Campus*

- Complete the sidewalk network on Mill Street (from State Street (SR 60) to Exchange Street)
- On Douglas Street install a sidewalk along the west side of road and provide full pedestrian protection at the railroad crossing with pedestrian gates and fences
- On State Street (SR 60 at Sailorway Drive) install signs on signal arms for all approaches and install delineators/ guardrail along SR 60 southbound shoulder
- Install a sidewalk on the east side of State Street (SR 60) (from Sailorway Drive south the BP Gas Station/ Mickey Mart Driveway)
- Install flashing beacons at school zone speed limit signs at Sailorway Drive, Douglas and Sanford Streets
- Fill in the sidewalk gaps on Sailorway Drive, Sweetbriar Drive and on Lexington Drive
- Obtain an easement to construct sidewalks/a pathway at the end of Lexington Drive to connect to the existing athletic field drive on school grounds
- On the south side of Sailorway Drive (from Douglas Street to Sanford Street) install overhead lighting and sidewalk along south side of Sailorway Drive
- Repaint the crosswalk at High School Driveway in front of main and south school entrances
- Install overhead lighting to increase safety for children walking/biking along route on Sanford Street (from Langfitt Street to Hollyview Drive)

- Install crosswalks across each of the driveways located at the elementary school
- At the Liberty Avenue (US 6) and West River Road intersection construct a channelizing island
- On Liberty Avenue (US 6) east of Vermilion River upgrade all crosswalks east of the river with lines and signing at uncontrolled crossings, pedestrian signals and pushbuttons at signalized crossings
- Install a sidewalk and fill gaps at:
  - Liberty Avenue (US 6 to Adams Street) and (from South Shore Court to Vermilion Road)
  - Vermilion Road (from Liberty Avenue to Highbridge Road)
  - Berkley Road (from Liberty Avenue (US 6) to Showse Park)
  - Highbridge Road (from Liberty Avenue to Vermilion Road)
  - State Street (SR 60) (from Sailorway Drive to the railroad crossing)
- West River Road (from Liberty Avenue (US 6) to Larchmont Street)
- Langfitt Street (from West River Road to Memory Lane)
- Sweetbriar Drive (from Memory Lane to Sanford Street)
- Larchmont Street (from West River Road to Sanford Street)
- Pineview Drive (from Beechview Drive to Sanford Street)
- Mapleview Drive (between Oakview Drive and Sandford Street)
- Install full pedestrian protection at all railroad crossings with pedestrian gates and fences
- Within a two mile radius of schools, install striping upgrades and replacements to meet OMUTCD standards

**US 4 Safety Study, 2017:** The study analyzed the existing conditions and provided potential countermeasures to reduce crash frequency on SR 4 (Hayes Avenue) from West Perkins Avenue to Columbus Avenue in the City of Sandusky.

*Countermeasures:*

- Upgrade clearance intervals
- Full traffic signal reconstruction at the Pierce Street intersection
- Realign Johnson Street and Sandusky School's access drive
- Investigate drainage on the railroad underpass
- Install Rectangular Rapid Flashing Beacons
- Reprogram lighting on the railroad underpass
- Install school zone flashers on SR 4
- Install pavement markings from Pierce to West Osborne Streets

- Update the traffic signal at West Osborne and Tyler Streets
- Reconfigure the intersection geometry and conduct a full traffic signal reconstruction at Columbus Avenue and the East/West Park Street intersection
- Install access management techniques at the Perkins Avenue intersection
- Add a northbound right turn lane at West Perkins Avenue
- Monitor and study pedestrian and vehicle pattern

**Sandusky Bay Pathway Plan, 2018:** The plan covers recommended alignment for the Sandusky Bay Pathway. It breaks the pathway into three sections and describes each area in more detail. The plan also provides funding options. The pathway extends outside of the incorporated limits spanning from the Village of Bay View to Huron Township. The recommended alignment is as follows:

#### *Western Corridor*

- From the Fishing Pier drive, an asphalt sidepath begins at East Bayview Drive and Barret Road
- The sidepath adjusts to a widened asphalt sidewalk with a raised curb buffer for a majority of the length of Barret Road, returning to a sidepath near the beginning of Venice Road
- At the Edgewater Avenue intersection with Venice Road, the asphalt sidepath continues along the east and south side of Edgewater Avenue/Monroe Street
- The sidepath crosses north at Winnebago Avenue with a connection to Lion's Park and continues along the north side of Monroe Street until Sloane Street
- The existing right-of-way on Sloane Street/Madison Street is restricted to a driveway and off-road trail only, with the Pathway returning to a concrete sidepath after the intersection with King Street until meeting the existing widened sidewalk on Mill Street
- The Pathway extends from Meigs Street as an off-road path, ramping up to a 25' destination experience bridge over the cove inlet
- The trail ramps down along the former railroad corridor until intersecting with 1st Street and transitions to a concrete sidepath on the north side of the street until Cedar Point Drive
- The concrete sidepath continues from Washington Street along the east side of Meigs Street, then on the north side of Garfield Avenue, crossing to the east side of Sycamore Line, and continuing on the north side of 1st Street
- The Pathway crosses 1st Street on the west side of Cedar Point Road and follows a switchback ramp up to the existing pedestrian bridge over Cedar Point Road
- It continues along the east side of the road and transitions to a sidepath after the ramp from the existing bridge. It continues until the gateway to the Landing Park Trail
- A connection from the Bay Pathway leads to Pipe Creek Nature Loop, an asphalt off-road trail along the perimeter of the Pipe Creek Wilderness Area

#### *Downtown Corridor*

- The Bay Pathway extends from Shoreline Drive streetscape as a concrete sidepath on the north side of Water Street and east side of Meigs Street until Washington Street

#### *Eastern Corridor*

- The Pathway connects at the eastern terminus of Landing Park Trail, traversing the coast within the Joseph Steinen Wildlife area as an off-road trail. Some

boardwalks and bridges navigate the marshlands

- The off-road trail crosses Cedar Point Road entering into the Wyandot Wetland Metropark area
- The off-road trail branches south towards Route 6, connecting the existing Wyandot Wetland Metropark parking lot and trailhead, and continuing as an asphalt sidepath north of Route 6 towards Sheldon Marsh State Nature Preserve
- The off-road trail continues east near the northern coast until meeting and following an existing service drive to Route 6
- An existing paved path leading from the Sheldon Marsh trailhead to the waterfront would be improved with additional signage and small node adjacent to the former NASA research station
- The pathway continues on a sidepath on the north side of Route 6 meets the off-road trail at the existing service drive, transitioning to an off-road trail around three businesses at the Rye Beach Road intersection. An existing service drive is marked as a branch of the Pathway, extending north to the Lakefront Connection
- The pathway adjusts to a widened sidewalk on the south side of the road after crossing Rye Beach Road, continuing on to the west side of Lake Erie Parkway. The Pathway links to the existing Lakeshore Electric Trail where it ends

**US 6 Corridor Study, 2019:** The study area included the US 6 and spanned from Sycamore Line to Rye Beach Road. It included the Butler Street Ramp and Rye Beach Road (from US 6 to Bogart Road). The following recommendations were made by the consultant from the study:

- Signal modernization, removal of unwarranted signals, pavement restriping, removal of reversible lane and add right turn lane on US 6 at Remington Avenue intersection in the City of Sandusky
- Construction of modern roundabout at: Cedar Point Drive, Perkins Avenue, Rye Beach Road at US 6 intersection and SR 2 interchange and Camp Road
- Widening US 6 between Camp Road and Rye Beach Road, adding a center turn lane and right turn lane at Sawmill Creek Drive
- Creating a multi-use path along the north side of US 6 from E. Shoreway Drive to Rye Beach Road
- Implementing modal connections along the north side of US 6 from Cedar Point Drive to E. Shoreway Drive in the City of Sandusky (bike path or sidewalk to be determined)
- Completing select sidewalk connections along US 6 in the City of Sandusky

- Adding multimodal connection along the east side of Rye Beach Road in the City of Huron (bike path or sidewalk to be determined)

**Regional Road Safety Plan, 2020:** The plan reviewed local crash data in four emphasis areas as identified by regional safety stakeholders. Emphasis areas included 1.) Intersections 2.) Roadway departures 3.) Distracted driving and 4.) Speeding. A listing of priority intersections and segments were created and are as follows:

- US-250 between Huron Avery Road and East Mason Road
- Lima-Sandusky Road (SR 6) between Prairie Road and Martins Point Road
- SR 4 between West Mason Road and Skadden Road
- Milan Road (US 250) between SR 2 and Fun Drive
- Columbus Avenue between Industrial Parkway and London Road
- Main Street/Tiffin Avenue (SR 101) between Barden Street and Maple Avenue
- West Mason Road between Taft Road and Kelley Road
- SR 113 between Main Road and Cable Road
- SR 2 between Old Railroad Road (Overpass) and Hayes Avenue (SR 4)
- Hayes Avenue (SR 4) between Miller Road and West Bogart Road
- SR 60 (6.138-6.414) to Mason Road
- West Bogart Road between Schenk Road and Campbell Street
- US 6 between Wahl Road and Prairie Road
- Barrett Road between Newberry Avenue and McCartney Road
- Bogart Road between Bardshar Road and Old Railroad Road
- SR 2 (29.644-30.299)
- Tiffin Avenue (SR 101) between Maple Avenue and Bardshar Road
- SR 269 between Portland Road and Strecker Road
- West Mason Road between Patten Tract Road and Taylor Road
- Milan Road/US 250 (2.935-3.135)
- I-80 (12.112-12.585)
- SR113 between Ceylon Road and Bellamy Road
- SR 4 between Mason Road and Fox Road
- SR 113 between Joppa Road and Harrison Road
- SR 60 between Sperry Road and I-80



**Ottawa County Active Transportation Plan:** Ottawa County completed its first Active Transportation Plan with the help of Poggemeyer Design Group in 2018, and include active transportation routes across the entirety of the county. Focus areas established nine strategies for parks creation and growth of active transportation infrastructure below:

- Peninsula Corridor
- Bay Bridge Connector
- Marblehead lighthouse trail
- North Coast Inland Trail Connector
- Lake Erie Nature Corridor
- Portage River Corridor
- Elmore-Woodville Western Connector
- Central Connector
- Davis Besse Connector
- North Portage Connector
- Muddy Bay Connector
- Catawba Island
- South Bass Island
- Marblehead Bayshore Loop
- Alexander Pike Connector
- Jonson's Island Connector

**2020 Erie County Bicycle and Pedestrian Plan Update:** This plan is an update to the 2013 Bicycle and Pedestrian Plan. ERPC staff (and the plan steering committee) updated the 2013 plan. Existing conditions (including infrastructure and non-infrastructure items) were examined. Seven goals with strategies were created: 1.) Plan Updates 2.) Continue and Expand Communication 3.) Support/Promote Bicycle and Pedestrian Safety 4.) Promote Tourism/Economic Development 5.) Increase Multimodal Transportation Network Opportunities 6.) Encourage Pro-Active Planning and Design and 7.) Plan Implementation. Within the plan recommended routes were given a score based on multiple factors such as public support, planning and accident history. The following routes (consisting of multiple segments) were ranked the highest within the plan:

*Western Bay Route:*

Treatment Summary: Separated asphalt pathway (34,000 ft.), and signage (14)

- Bayview Drive (from Bay View fishing pier to Barrett Road)
- Barrett Road (from Martins Point to US 6)
- US 6 (from Barrett Road to Venice Road)
- Venice Road (from US 6 to Tiffin Avenue)
- Tiffin Avenue (from Venice Road to Mills Street)
- Mills Street (from the north end of the road to railroad crossing)
- Off road path (from Mills to Lions Park)

*US 250 Route:*

Treatment Summary: Crosswalk Improvement/Installation (8), Signal Improvement (3), Flasher (1), Sidewalk Repair/Installation (24,000 ft.), Intersection reconfiguration/Striping (TBD) (7,500ft. striping, alternative) and Off-road path (9,000 ft.)

- US 250 (from Perkins Avenue to Kalahari Resort)
- Perkins Avenue (from US 250 intersection to US 6)
- Strub Road (from Campbell Street to Perkins Avenue)
- Columbus Avenue (Strub Road to Perkins Avenue) (Strub Road to Bogart Road) (alternative)

*Central Upper Route:*

Treatment Summary: Signage (40), Signal Improvement/Installation (1), Crosswalk Installment/Installation (4), Lighting Installation/Improvements (2), Sidewalks (10,000 ft.) (20,000 ft., alternative), and Off Road Multi-Use Path (90,000 ft.)

- Off road lake front trail (from Cedar Point Road to Rye Beach Road)
- Jim Campbell Boulevard (from US 6 to Stowe Court)
- Electric Rail Trail (from the Lake Erie Business Park to Jim Campbell Boulevard)
- Off road path (from Deerwood Drive to Maple Drive)
- Maple Drive (from the Lake Erie Parkway to off road path)
- Off road path (between the Electric Rail Trail and Gloucester Drive)
- Lake Erie Parkway (from Maple Avenue to the Electric Rail Trail)
- Rye Beach Road (from waterfront trail to US 6)
- Old railroad access way (between Cedar Point Drive and Heron Creek Drive)
- Cowdery Street (from US 6 to Knupke Street)
- Roosevelt Street (from US 6 to Larchmont Drive)
- Heron Creek Drive (from railroad access to Shoreway Drive)
- Shoreway Drive (from Sprucewood Drive to US 6)
- All of Bauer Road, Pipe Street
- Harbor Road (from US 6 to Heron Creek)
- Dietrick Street (from US 6 to Heron Creek)
- Sprucewood Drive (from Heron Creek to Shoreway Drive)

*Eastern Bay Route:*

Treatment Summary: Crosswalks (2), Intersection Improvement (2), Striping ( 7,000 ft.), Signal Installation/Improvement (1), Off Road Path (14,000 ft.), Flasher (1), signage (12) and sidewalk (10,000 ft., alternative)

- Water Street (from Shoreline Drive to Meigs Street)

- Meigs Street (from Water Street to First Street)
- Sycamore Line (from First Street to US 6)
- First Street (from Monroe Street to Cedar Point Drive)
- Third Street (Sycamore Line to Farwell Street) (alternative)
- Fifth Street (Sycamore Line to Farwell Street) (alternative)
- Columbus Avenue (from Monroe Street to Perkins Avenue) (alternative)
- Cedar Point Drive (from First Street to a railroad access trail)
- Monroe Street (from Camp Street to First Street)
- Monroe Street (from Columbus Avenue to Sycamore Line) (alternative)
- Milan Road (from Monroe Street to Perkins Avenue)
- Cleveland Road (from Sycamore Line to Cedar Point Drive)
- Shoreline Drive (from off road path to Water Street)

#### *Sandusky Central Route:*

Treatment Summary: Signage (12), Signal Improvements (7), Flasher (5), Lighting Improvement (2), Curb Ramp/Crossings (16), Striping/intersection improvements (11) (TBD), Off Road Path (6,000 ft.) and Sidewalk Repairs/Installation (1,700 ft.)

- Columbus Avenue (from Perkins Avenue to Monroe Street)
- Monroe Street (from Columbus Avenue to Mills Street)
- Camp Street (from Monroe Street to Perkins Avenue)
- Hayes Avenue (from Perkins Avenue to Columbus Avenue)
- Mills Street (entire length)

#### *Perkins Route:*

Treatment Summary: Curb Ramps/Cross Walk Installation (5), Sidewalk Installation (11,300 ft.) (7,000 ft. sidewalk, alternative), Flashers (2), and Off Road Path (4,000 ft.)

- Perkins Avenue (from US 250 to Old Rail Road)
- Campbell Street (from Perkins Avenue to Bogart Road)
- Bell Avenue (from Campbell Street to Strickfaden Park)
- Strub Road (from Campbell Street to Old Railroad Road)

- Bogart Road (from Old Rail Road to US 250)
- Columbus Avenue (from Perkins Avenue to Strub Road, alternative)

*Eastern Route:*

Treatment Summary: Crosswalks (5), Sidewalks (30,000 ft.) (7,000 ft. alternate), Signage (25), multi-use path (29,040 ft.) and Striping/Intersection Improvements (TBD)

- US 6 (from Coen Rd. to Liberty Avenue)
- Liberty Avenue (from city limits to North Berkley Road and from High Bridge Road to the city limits)
- Liberty Avenue from city limits west to east (alternative)
- River Road (from Liberty Avenue to county line)
- Berkley Road (from Liberty Avenue to Overlook Road)
- Overlook Road (from Berkley Road to Liberty Avenue)
- High Bridge Road (from Liberty Avenue to Vermilion Road)
- Vermilion Road (from Liberty Avenue to Ridge Road)
- Ridge Road (from Vermilion Road to county line)

*Bogart Route:*

Treatment Summary: Sidewalk Repair/Installation (800 ft.) (8,000 ft., alternative), bicycle path extension (17,000 ft.) and striping maintenance (98,725 ft.) (24,000 ft., alternative)

- Bogart Road (from US 250 to Main Street and from Bardwell Road to Old Rail Road)
- Bogart Road (from Boos Road to Columbus Avenue) (alternative)
- Boos Road (from Rye Beach Road to Bogart Road) (alternative)
- Rye Beach Road (from Bogart Road to SR 2)
- Old Rail Road (from Bardwell Road to Perkins Avenue)

*Sailorway Route:*

Treatment Summary: Sidewalks (14,000 ft.), Multi-use Path (500 ft.) Lighting (2), Crosswalks (3) and Flasher (1)

- SR 60 (from SR 113 to Sailorway Drive)
- Sailorway Drive (from SR 60 to Sanford Street)
- Sanford Street (from Langfitt Drive to Concord Drive)

- Concord Drive (from Sanford Street to Lexington Drive)
- Connecting trail (from Lexington Drive to school perimeter walking trail)
- Douglas Drive (from Sailorway Drive to South Street)
- Hailey Street (between State Street and Douglas Drive)
- Mapleview Drive and Sweetbriar Drive
- All of Driftwood Drive, Haley Street, Larchmont Drive, Pineview Drive, Concord Drive and Langfitt Street
- Lexington Drive (from proposed school trail to Concord Drive)

*Southern Route:*

Treatment Summary: Sidewalk Installation/Improvements (6,000 feet), Crossing Installation/Improvements (1) and Off Road Bike Path (2,500 feet) (and 2,500 ft. alternative)

- SR 113 (from off road path near the Roadway Department to SR 60)
- Perrin Road (from the county line to Seminary Road)
- Lockwood Road (from the county line to Main Street)
- Main Street (from Lockwood Street to Perrin Street)
- Elm Street (from Wilcoxson Street to Berlin Street)
- Berlin Road (from Elm Street to SR 113) (alternative)
- East Street (from Edison Park to Edison Drive)
- Judson Street (from Main Street to Edison Drive)
- Edison Drive (from Judson Street to South Edison Drive)
- Berlin Road (from SR 113 to Elm Street)
- Church Street (from Center Street to Edison Drive)
- Wilcoxson Street (from Edison Drive to Elm Street)
- Andress Road (from SR 61 to the county line)

**2024 Regional Crash Summary Report (2024):** The report reviewed high accident intersection across the expanded planning area, serving as a baseline crash data report for the update MPO. Top 25 rankings of intersections were created based on frequency and EPDO.

**NEVI Infrastructure Deployment Plan (2024):** As part of the Infrastructure Investment and Jobs Act (IIJA), the National Electric Vehicle Infrastructure (NEVI) Formula Program was created. To be eligible for NEVI funds, each state was required to develop an EV Infrastructure Deployment Plan. ODOT developed their plan in 2024 to serve as a guiding document for expanded EV implementation. Staff utilized the plan development to identify alternative fuel



corridors, and while no immediate implementation is expected in the planning area, data regarding EV transition was used for analysis in the future transportation system.

**Access Ohio 2050:** Staff acknowledges that the Ohio Department of Transportation is in the process of updating their statewide long-range plan, Access Ohio 2050. Staff has participated in the plan's draft development by attending various ODOT presentations/public meetings and completing draft reviews/comments to the ERPC MPO Long Range Plan is aligned with the ODOT Statewide Long-Range Plan.