10. Plan Implementation and Conclusions

10.1 Overview

Congestion and Safety concerns along key north south and corridors within the MPO, as well as east-west connectivity issues, prompted the analysis of number of roadway improvement alternatives and four-time scenarios. After a comprehensive analysis, the following improvements were identified as the most effective elements to address the MPO's transportation deficiencies, while operating within existing and future funding constraints.

The following types of system improvements categorize the roadway alternatives:

- **Expansion**: This category of improvement includes the construction of new corridors, the addition of through-traffic lanes to existing facilities, and addition of a new interchange or bridge.

- **Preservation:** This category includes resurfacing minor widenings, spot intersection improvements, signal/intersection traffic control modifications and the use of Intelligent Transportation System (ITS) technology.

Traditionally, the region has focused on roadway expansion and preservation projects to improve travel conditions for local residents, with less attention paid to improving pedestrians, bicyclists, and transit mobility. As the MPO continues to attract tourism, businesses and residents, it becomes essential to plan for a more comprehensive transportation system that serves the needs of travelers using all modes of transportation. An aging population and growing tourist industry intensify the need for expanding current transit services.

It should be noted on March 15, 2010, the USDOT announced a policy statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations to reflect the Department's support for the development of fully integrated active transportation networks. The policy statement indicates that the establishment of well-connected walking and bicycling networks is an important component for livable communities and their design should be part of Federal-aid project developments. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible and convenient bicycling and walking networks.

The following types of system improvements categorize the transit alternatives:

- **Operations Improvement:** This category of improvement includes taking action on the strategies and goals listed in the Coordinated Transportation Plan Update. Examples include supporting coordination between transit providers and local entities as well as encouraging improvements to the current system when feasible.

- **Route Expansion:** This category includes expanding service countywide and offering demand response service; as well as developing a corridor level fixed-route transit service along the Hayes Avenue corridor in Sandusky.

As the demand for safe recreational opportunities increases, a larger investment in connecting existing parks and bikeways and adopting policies to provide for non-motorized travel along roadways becomes more important. The following types of system improvements categorize the non-motorized alternatives:

- **Trail Expansion:** This category of improvement includes connecting existing trails within the county as well as to adjacent counties.

- **Roadway Design:** This category includes developing a bicycle/pedestrian system along existing and proposed local/collector roadways and encouraging the "Complete Streets" concepts where feasible.

10.2 Recommended Transportation System Improvements

The purpose of the long-range transportation planning process is to identify a system-wide strategy for addressing regional needs that:

- Meet the local transportation goals and objectives.
- Support the mobility desires of the region.
- Can be funded over the 25-year planning period

Documented in the following sections are summaries of how each of these elements was addressed through the planning process.

1. Meeting the Transportation Plan's Goals and Objectives

Assessment of the consequences of alternative transportation system options is needed to efficiently administer funding appropriately. At the same time the alternatives must reflect the goals and objectives that have been established for the long-range transportation plan which were developed in alignment with the transportation priorities of ODOT's long-range plan, Access Ohio 2050. These goals and objectives are used to develop performance measures that were used to evaluate projects to be included in the plan.

2. Support Local Mobility Need

Parallel with the alternatives review and system plan development, travel patterns within the study area were assessed using the statewide travel demand model results and an examination of existing transportation conditions. If an improvement concept does not support current and forecasted travel needs/desires in the region, it should not be included in the recommended plan. All *recommended* plan elements meet the criteria of complementing existing or future travel patterns.

3. Financial Feasibility

Federal legislation (23 CFR 450.324) requires that MPOs are responsible for preparing a fiscally constraint long-range transportation plan.

"…a financial plan that demonstrates how the long-range transportation plan can be implemented, indicates the resources from public and private sources that are reasonably expected to be made available

to carry out the plan, and recommends additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional resources beyond those identified in the financial plan were to become available. For the purpose of developing the long-range transportation plan, the MPO, the State, and public transit operators shall cooperatively develop estimates of funds that will be available to support plan implementation."

Roadway, transit and non-motorized improvements were slated for implementation in one of four categories (short-term, mid-term, mid/long-term, and long-term) and assessed for financial constraint.

There are 52 roadway preservation projects that are projected to have a total cost that equals $181,260,789. These are broken out into the following time periods:

- Short-term (within 10 years) = $102,983,581
- Mid-term (10 to 15 years) = $39,976,477
- Mid/Long-term (15 to 20 Years) = $25,955,096
- Long-term (25+ years) = 12,345,633

There are 12 expansion projects with an estimated total cost that equals $173,681,320.

- Short-term (within 10 years) = $71,201,666
- Mid-term (10 to 15 years) = $19,500,429
- Mid/Long-term (15 to 20 years) = $35,311,550
- Long-term (25+ years) = $47,667,672

Several types of funding are available for the roadway improvement elements of the plan including:

- MPO Funds
- Surface Transportation Block Grant (STBG)
- Congestion Mitigation Air Quality (CMAQ)*
- Transportation Alternative Program (TAP)
- Carbon Reduction Program
- Transportation Review Advisory Council (TRAC), ODOT District 3, County STP, County Bridge, City Bridge, and Safety
- Other funds

*Currently not available in MPO is an air quality attainment area

The total amount of forecasted potential funds is $437,233,665 for the next 25 years (or about $17.4 million per year that could be available for this 25-year plan.) While there are minor fiscal shortfalls in the short term of $13.1 million, it should be noted ERPC received a Federal RAISE Grant for $24.5 million for the programmed US 6 Connectivity Corridor project that was not included in the future financial forecast based on being a competitive grant. Future projects maintain fiscal constraint and the total project costs remain under the $437 million for the next 25 years.

There are 36 non-motorized projects identified in this plan as regional connections that may be funded through available roadway improvement monies. These projects can also compete for various ODNR and federal funds (not figured into available funding in this plan). Additionally, these projects would be paired with relevant roadway improvement projects to help lower overall project costs.

The total cost equals $83,903,737 and are broken out into the following time periods:

- Short-term (0-10 years) = $9,867,022
- Mid-term (10-15 years) = $23,703,591
- Mid/Long-term (15 -20 years) = $18,178,064
- Long-term (25+ years) = $32,155,059

Approximately $13.4 million is available for funding of transit projects, including the following:

- Support the long term operations and maintenance of Sandusky Transit Systems and help establish long term funding sources
- Support the long term operations and maintenance of existing ferry routes provide connections to the Lake Erie Islands

Intermodal Transfer Facilities (2 projects)

- Development of an Milan to Cleveland Park and Ride Facility to help coordinate I-80 travel ($50,000)
- AMTRAK Passenger Rail Improvements at the Sandusky Station to accommodate increased passenger rail lines to Toledo, Cleveland, Detroit, Buffalo and beyond. ($100,000)

Fixed Route Service Projects (3 project)

- Develop a corridor level fixed-route transit service along Hayes Avenue (workforce healthcare line - $200,000).
- Develop a Water Taxi Fleet Program through Sandusky Bay ($800,000).
- Develop a seasonal Tourism Loop from Downtown Port Clinton to Catawba Township connecting jobs and restaurants ($800,000)

Mobility Coordination (2 items)

- Work with local transportation/transit stakeholders to continue to secure funding for a transit mobility manager. This would assist in finding ways to improve transit coverage and also to improve duplication of services that will reduce transportation costs.
- Participate in 3-year updates of the Coordinated Transportation Plan.

Expenditures for *recommended* roadway, transit and non-motorized projects satisfy financial constraints as shown in **Table 10-1**.

4. Adoption of the Recommended Long-Range Plan

The ERPC Policy Committee adopted the Recommended Long-Range Plan in July 2025; the implementation of the LRTP is set in motion through a series of three-year Transportation Improvement Program (TIP). The TIP lists the actual projects to be implemented and how they will be financed. The projects that are programmed in the TIP are the result of the objectives and policies identified in the Long-Range Transportation Plan and align with the transportation priorities outlined in ODOT's Access Ohio 2050 long-range plan. The ERPC MPO Long-Range Transportation Plan is required to be updated every five years.

Table 10-2 displays the action items that will take place in the implementation of the ERPC MPO Long-Range Transportation Plan. Each action item has a priority in order to insure a logical and reasonable implementation schedule for the transportation plan. These action items will be reviewed annually to ensure that plan goals and objectives are being realized and maintained. Further, the recommended transportation improvement projects listed in Chapter 9 will be moved forward through the planning, design and construction stages as the ERPC MPO implements this adopted Long-Range Transportation Plan.

Table 10-2: Implementation Program for the Erie County Long Range Transportation Plan

Priority	Action	Lead and Coordinating Agencies
1	Plan Adoption: ERPC will formally adopt the ERPC MPO 2050 Long Range Transportation Plan as its guiding document for development and improvement of its transportation system.	Ottawa County Planning, Erie County Planning, Cities, Villages, and Townships within Erie County and Ottawa County, Ohio Department of Transportation (ODOT)
1	Land Use Plan: Implement the past, current, and future land use plan recommendations and coordinate land use and transportation decisions within zoning code to include: 1.) Compact mixed and contiguous land use patterns. 2.) New neighborhoods designed with grid pattern with sidewalks and street trees. 3.) Promote infill and reinvestment in underutilized areas. 4.) Activity centers should provide for bicycle, pedestrian and transit access.	ERPC MPO, Ottawa County Planning, Erie County Planning, Cities, Villages, and Townships within the MPO, Ottawa County Engineer's Office, Erie County Engineer's Office
1	Access Management: Continue to support implementation of access management plans for principal and minor arterial corridors.	ERPC MPO, Erie County Planning, Cities and Villages within the MPO, ODOT, Erie County Engineer's Office, Ottawa County Engineer's Office
1	Encourage recommended road widths based on ODOT Design Guidelines: ERPC MPO should ensure area roadways are meeting recommended widths based on functional class and location of area roadways according to ODOT recommended widths. Likewise, the ERPC MPO should consider converting undivided roadways to divided highway configurations as detailed in the recommended transportation plan.	ERPC MPO, Erie County Planning, Ottawa County Planning, Cities, Villages, and Townships within ERPC MPO, ODOT, Erie County Engineer's Office, Ottawa County Engineer's Office
1	Intersection Improvements: Implement intersection safety and engineering improvements listed in Chapter 9 under Recommended Transportation Improvements.	ERPC MPO, Ottawa County, Erie County Planning, Cities, Villages, and Townships within the MPO, ODOT, Ottawa County Engineer's Office, Erie County Engineer's Office
1	Parkways and trail system: Adopt and develop a trail system and a parkway guideline	ERPC MPO, Ottawa County Planning, Erie County Planning, Ottawa County Parks District, Erie County MetroParks, Cities, Villages, and Townships within the MPO, Ottawa County Engineer's Office, Erie County Engineer's Office
1	Local Street Design: New local streets should provide for traffic movement while ensuring a safe, attractive, and pedestrian and bicycle friendly neighborhood environments.	ERPC MPO, Ottawa County Planning, Erie County Planning, Cities, Villages, and Townships within the MPO, Erie County Engineer's Office, Ottawa County Engineer's Office
1	Sidewalks: Require sidewalks or other pedestrian corridors in all new developments. Require pedestrian connections to greenway trails and other significant open space. Sidewalk connections and crosswalks at major intersections should be completed in coordination with new development. Sidewalks should have a minimum width of five feet in residential areas and wider (e.g. six to 12 feet) in commercial areas.	ERPC MPO, Ottawa County Planning, Erie County Planning, Cities, Villages, and Townships within the MPO, Ottawa County Engineer's Office, Erie County Engineer's Office, ODOT

Priority	Action	Lead and Coordinating Agencies
1	Sidewalk System Inventory: Maintain database that and prioritizes sidewalk and pedestrian needs (e.g. pedestrian ramps, crosswalks, etc.).	ERPC MPO, Erie County Planning, Ottawa County Planning Cities, Villages, and Townships within ERPC MPO, Erie County Engineer's Office, Ottawa County Engineer's Office, ODOT
1	Erie and Ottawa County Transit Coordinated Transit Plans: participate in three-year updates of existing Coordinated Transit Plan to coordinate the provision of future transit services with the ERPC MPO Long Range Transportation Plan recommendations.	ERPC MPO, Erie County Planning, Ottawa County Planning Cities, Villages, and Townships within Erie County, Federal Transit Administration, ODOT, STS, OCTA, GLCAP
1	Non-Motorized Plan Implementation: Implement the ERPC MPO Long-Range Transportation Plan non-motorized system recommendations.	ERPC MPO, Erie County Planning, Ottawa county Planning, Erie County Metroparks, Ottawa County Parks District, Cities, Villages, and Townships within ERPC MPO, ODOT
1	Traffic Calming: Utilize appropriate traffic calming strategies on local streets and other streets where deemed appropriate and institute a citizen-initiated traffic calming program.	ERPC MPO, Erie County Planning, Ottawa County Planning, Cities, Villages, and Townships within ERPC MPO, Erie County Engineer's Office, Ottawa County Engineer's Office, ODOT
1	Walkway Maintenance and Snow Removal: Pedestrian walkways need to be maintained for year-round use. Erie County and Ottawa County should develop and enforce sidewalk snow removal and maintenance ordinances and budget for the maintenance and snow removal of sidewalks under their jurisdiction.	ERPC MPO, Erie County Planning, Ottawa County Planning, Cities, Villages, and Townships within ERPC MPO, Erie County Engineer's Office, Ottawa County Engineer's Office
1	Off Road and On Road Bicycle Facilities: Include appropriate bike facilities as part of major roadway reconstruction. Bike racks and enclosed lockers should be encourages at schools, major employment areas and commercial destinations.	ERPC MPO, Erie County Planning, Ottawa County Planning, Erie County Metroparks, Ottawa County Parks District, Cities, Villages, and Townships within ERPC MPO, ODOT
2	Parking Management Plan: Develop and implement a parking management plan within ERPC MPO in cities, villages, and townships where parking is an issue and where parking issues worsen congestion on roadways especially in downtown areas.	ERPC MPO, Erie County Planning, Ottawa County Planning, Cities, Villages, and Townships within ERPC MPO
2	Waterfront property and ferry system: Support local port and ferry initiatives to relocate or reconfigure operations of companies located on the waterfront that are no longer active users of dock facilities as identified in the land use and economic development plans.	ERPC MPO, Erie County Planning, Ottawa County Planning Cities, Villages, and Townships within ERPC MPO, Greater Sandusky Partnership
2	Intelligent Transportation System (ITS): In conjunction with ERPC MPO, ODOT and the various cities, villages, and townships within the planning area continue to develop and implement an ITS plan.	ERPC MPO, Erie County Planning, Ottawa County Planning, Cities, Villages, and Townships within ERPC MPO, Erie County Engineer's Office, Ottawa County Engineer's Office, ODOT

Priority	Action	Lead and Coordinating Agencies
3	Maintain Passenger Rail Corridor: Ensure that the rail corridor right-of-way that provides access into the region remains intact.	ERPC MPO, Erie County Planning, Ottawa County Planning Cities, Villages, and Townships within ERPC MPO, AMTRAK
3	Intermodal Facilities: Work with trucking, rail, and port interests to investigate opportunities to enhance intermodal freight transportation.	ERPC MPO, Greater Sandusky Partnership, Erie County Planning, Ottawa County Planning, Cities, Villages, and Townships within ERPC MPO, Freight Stakeholders
3	Corridor Preservation: Support initiatives to preserve corridors within ERPC MPO for future transportation expansion plans.	ERPC MPO, Erie County Planning, Ottawa County Planning, Cities, Villages, and Townships within Erie County, Erie County Engineer's Office, Ottawa County Engineer’s Office, ODOT