

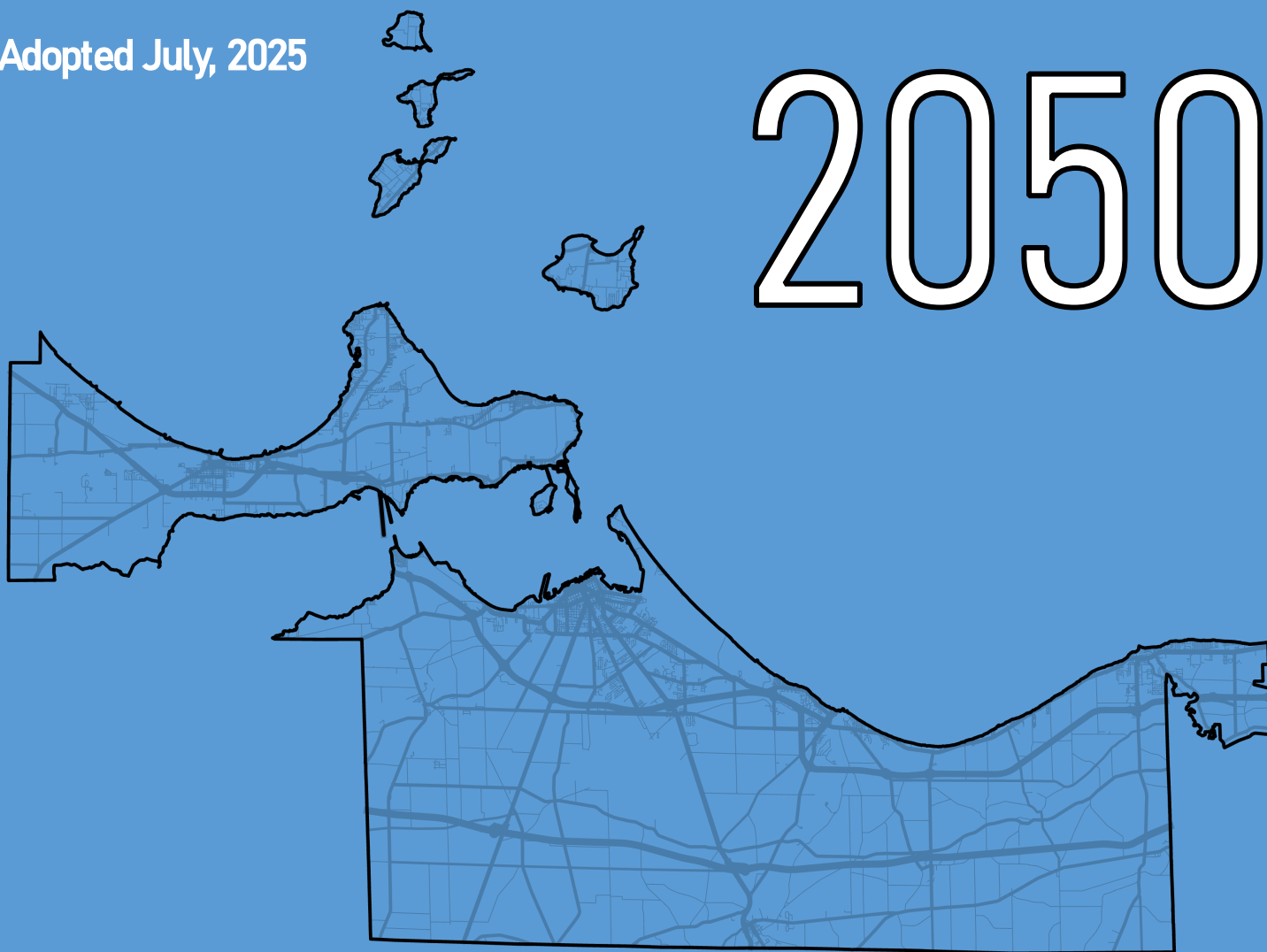
Erie Regional Planning Commission
Metropolitan Planning Organization



2025-2050 Long Range Transportation Plan

Adopted July, 2025

2050



**RESOLUTION NUMBER 2025-09 OF THE METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

APPROVING THE 2050 LONG RANGE TRANSPORTATION PLAN

WHEREAS, Fixing America's Surface Transportation Act (FAST Act) required that all transportation programs in urban areas of more than 50,000 population be prepared by the metropolitan planning organization (MPO) based on a continuing, comprehensive, transportation planning process carried on cooperatively between state and local communities; and

WHEREAS, the MPO refers to a forum for cooperative transportation decision making for the metropolitan planning area; and

WHEREAS, Erie Regional Planning in conjunction with the local and state representation has prepared a 2050 Long Range Transportation Plan Update as part of the transportation planning process; and

WHEREAS, Erie Regional Planning has performed a public involvement process consistent with the MPO Public Involvement Policy; and

WHEREAS, the public involvement included public meetings, online material, stakeholder surveys, public surveys, website postings, newspaper advertisements, and presentations of the transportation plan in various regular MPO committee meetings; and

WHEREAS, Erie Regional Planning has seriously considered the many comments received from individuals, organizations and committee membership in developing the recommendations of this plan; and

WHEREAS, the projects and programs in the 2050 Long Range Transportation Plan Update are fiscally constrained; and

WHEREAS, This Committee is the Metropolitan Planning Organization (MPO) for Erie County, the eastern portion of Ottawa County, and the City of Vermillion portion of Lorain County; and

WHEREAS, Lorain County is part of nonattainment areas for ozone and fine particulates; and

WHEREAS, the ERPC 2050 Long Range Transportation Plan Update must address transportation conformity for the Lorain County portion of the City of Vermilion; and

WHEREAS, the requisite Transportation Plan and TIP conformity analyses for this geography are conducted by the Northeast Ohio Areawide Coordinating Agency (NOACA) and the most recent US DOT conformity determination for the Cleveland-Akron air quality area for 2008 and 2015 ozone and 2006 and 2012 PM 2.5 with federal

approval on June 30th, 2025 as determined by inter-agency consultation first initiated on November 13, 2024; and

WHEREAS, the ERPC 2050 Transportation Plan Update recommendations do not include new capacity additions within the Lorain County portion of the City of Vermilion and, therefore, the update remains consistent with the previous conformity determination; and

WHEREAS, the 2050 Long Range Transportation Plan has been submitted to and reviewed by the Technical Advisory Committee and the Policy Committee:

NOW THEREFORE BE IT RESOLVED:

1. That this Policy Committee hereby approves the 2050 Long Range Transportation Plan and submittal of the plan to the appropriate agencies; and
2. That this Policy Committee hereby determines that the ERPC 2050 Transportation Plan Update recommendations for the Lorain County portion of the City of Vermillion conform to the Ohio State Implementation Plan.
3. That this Committee authorizes the Erie Regional Planning Commission Director and staff to take any and all actions that in their judgment is necessary to carry out the purposes of this Resolution and to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.



Eric Dodrill, 2025 Chairperson
Erie Metropolitan Planning Organization Policy Committee
Erie Regional Planning Commission

July 24, 2025
Date

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Chapter 1. Introduction

1.1 Transportation Planning History

The Federal-Aid Highway Act of 1962 created the requirement for urban transportation planning, largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas. This was the first legislative mandate requiring planning as a condition to receiving federal transportation funds. The Act required that transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive transportation planning process undertaken cooperatively by the states and local governments also known as the “3C” (continuing, comprehensive and cooperative) planning process.

Two features of the act were significant with respect to the development of Metropolitan Planning Organizations (MPOs). First, it called for a planning process in urban areas on a regional rather than a city level, and second it called for the process to be carried out cooperatively by the states and local communities. At the time, qualified planning agencies were lacking in many urban areas. Therefore, the Bureau of Public Roads (predecessor to the Federal Highway Administration) required the creation of entities that would be capable of carrying out the required transportation planning process. Hence MPOs quickly came into being due to the rapid growth of the highway system and the federal financing of the planning process.

Later transportation legislation, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and its successor, the Transportation Equity Act for the 21st Century (TEA-21), strengthened the role of the MPOs, required stakeholder involvement, encouraged a multi-modal approach to transportation planning and identified specific “planning factors”. In 2005, the President signed into law the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) with guaranteed funding for highways, highway safety and public transportation representing the largest surface transportation investment in the Nation’s history at the time. SAFETEA-LU featured a strong fundamental core formula program with emphasis on targeted investment. In 2012, the President signed a new transportation bill replacing SAFETEA-LU with Moving Ahead for Progress in the 21st Century, or MAP-21. A new requirement of MAP-21 was that it mandated MPO’s and state transportation departments to create performance measures in its planning programs. MAP-21 also impacted the funding category of Transportation Enhancement converting it to Transportation Alternative dollars.

In 2015, President Obama replaced MAP-21 with Fixing America’s Surface Transportation Act (FAST Act). Under this act, performance measures are still followed as in MAP-21 but includes two new provisions including penalties for state’s freight performance measures as well as providing shorten timeframes for States and MPOs to make progress towards meeting performance measure targets. Shortened project delivery is emphasized under the act.

In 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. IIJA makes a once-in-a-generation investment in infrastructure and transportation, and includes \$550 Billion in federal infrastructure investment. The provisions include new formula and discretionary highway programs, the largest federal investment in public transit, and largest federal investment in passenger rail since the creation of Amtrak.

All MPOs are required to produce three documents: 1.) A fiscally constrained Long-Range Transportation Plan to address projects, programs and policies for at least a twenty-year timeframe, 2.) A four-year Transportation Improvement Program (TIP) to identify highway, transit and non-motorized improvements (bike, pedestrian etc.) which receive federal funding and 3.) An annual comprehensive Unified Planning Work Program (UPWP) that determines the MPO's transportation planning activities annually.

1.2 What is a Long-Range Transportation Plan?

The LRTP was developed cooperatively by the Erie Regional Planning Commission (ERPC) along with local, state, federal and private stakeholders to identify short-, mid-, and long-range transportation goals (see Chapter Nine) for the planning area. Some of the identified projects have been designated for federal funding, some are illustrative and have no cost or designated funding associated with them and some simply list the type of funding they (the municipality) plans to pursue to complete a desired project. The financial capacity analysis (see Chapter Ten) is a tool used to illustrate jurisdictional ability to finance and comply with the federal LRTP mandate of fiscal constraint. Planning efforts are guided by federal requirements of the Infrastructure Investment and Jobs Act (IIJA), the Americans with Disabilities Act of 1990 (ADA), the 1964 Title VI Civil Rights Act, and the Clean Air Act Amendments of 1990 (CAAA).

The ERPC Long-Range Transportation Plan (LRTP) also provides tools and strategies for the area's jurisdictions to work cooperatively enabling them to provide a well-maintained, integrated and accessible transportation system that efficiently moves people and goods (freight). It covers a 25-year timeframe and addresses all modes of transportation including air, bicycle, pedestrian, rail, road, transit and waterborne. The goal of the plan is to offer fiscally constrained planning initiatives and policy directives to preserve the infrastructure and improve the effectiveness of the area's metropolitan transportation system through the year 2050.

Running concurrent with the development of the ERPC long-range plan update, the Ohio Department of Transportation (ODOT) has been updating of their statewide long-range multi-modal transportation plan, Access Ohio 2050 (AO 2050). Similar to ERPC's long-range plan, the purpose of the document is to guide, inform, and support transportation policies and investments. While ERPC's long-range plan identifies the most critical transportation investments that expand and improve its regional transportation system, AO 2050 does the same but for the entire statewide transportation system. Even though regional needs could vary some from statewide needs (due to differing regional profiles and constituent needs) there are many transportation priorities shared by both the state and ERPC. Aligned priorities identified as the same between AO 2050 and ERPC's long-range plan include improving safety, efficiency and reliability, improving modal linking, and preservation of the existing system. These aligned priorities demonstrate the compatibility between the statewide long-range plan and ERPC long-range plan and are utilized in the development of this plan's goals and objectives (see Chapter 2).

1.3 Metropolitan Planning Organization (MPO) Functions

The Erie Regional Planning Commission is the designated MPO for the Sandusky-Port Clinton urbanized area (see Figure 1-3.2) which is comprised of all of Erie County, the eastern half of Ottawa County beginning at Bay and Erie Township, and the incorporated areas of the City of Vermilion in Lorain County. The MPO's primary role is to provide guidance and leadership on transportation and land use planning issues in the Sandusky-Port Clinton metropolitan area. A key goal is to focus the area's limited

transportation funding on projects that yield the greatest benefit and integrate with the existing transportation system. In addition, emphasis is placed on a regional approach to ensure that all government entities in the planning area have equal access to federal surface transportation funding. The MPO also conducts studies, develops plans/programs and submits projects for funding in the metropolitan area.

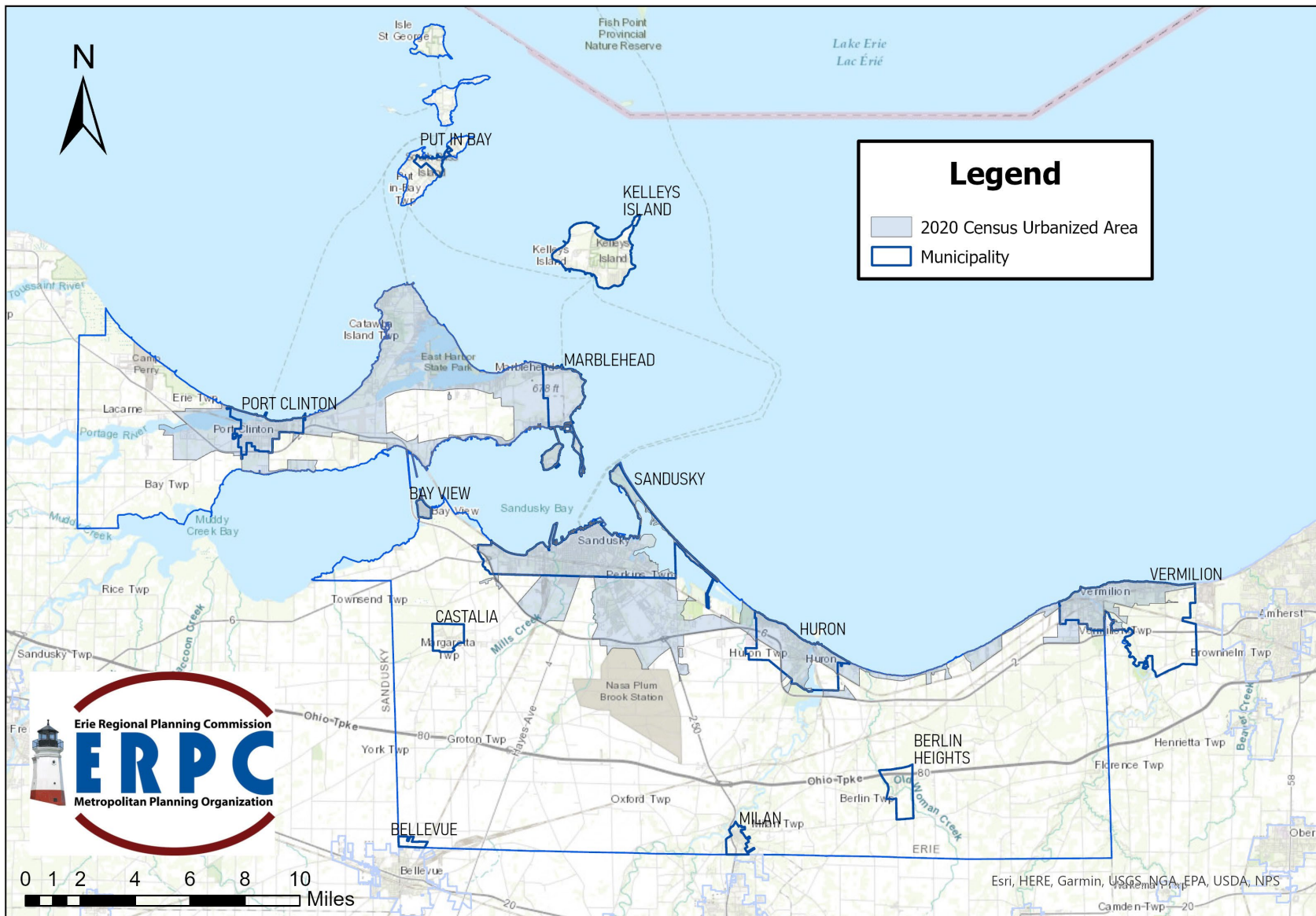
Role and Structure: In 2003, ODOT sent the required correspondence to formally establish the MPO in Erie County. The letter stated that the MPO would handle all federal transportation funds flowing through the MPO's planning area. A Policy Committee (more on this below) was established and designated to serve as the MPO while ERPC was designated to serve as administrative agents. In other words, ERPC would provide staff for the daily MPO operation and conduct the area's urban transportation planning process with the direction and guidance of the Policy Committee. During the 2010 Census, the MPO area was revealed to have a population of just under 50,000 people in the Sandusky urbanized area. Due to the support on the local, state and federal levels ERPC still maintains its designation as a MPO. Following the 2020 Census, the Sandusky urbanized area was expanded to include the City of Port Clinton in Ottawa County, and became the Sandusky-Port Clinton urbanized area. The MPO worked with Ottawa County officials to expand the metropolitan planning area, and in 2024 adopted an updated Prospectus detailing the new planning area and Policy Committee of the ERPC MPO.

The ERPC MPO Policy Committee is made up of local officials, operators of major modes of transportation and the Ohio Department of Transportation (ODOT). The committee was strengthened by the formation of a Technical Advisory Committee (TAC) to aid in the project review and the selection process. The TAC consists of members who work locally within the transportation system (such as engineers and planners) and can provide technical guidance to the Policy Committee members upon request.

To ensure greater public outreach and comments as a component of MPO projects a Public Involvement Plan (PIP) was created in addition to a Citizens Advisory Committee (CAC). Additional subcommittees help engage and inform the TAC through public stakeholders, including the Bicycle & Pedestrian Advisory Committee and Freight Advisory Committee. More on public involvement is discussed in Chapter Three.



Figure 1-3.1: MPO Committees



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 1-3.2: ERPC MPO Planning Area
ERPC MPO 2050 Long Range Transportation Plan

1.4 Review of Planning Literature

While updating the LRTP, projects from the entire planning area were reviewed and considered. To obtain this information staff reviewed numerous planning studies when feasible to complement public outreach efforts. Below is a comprehensive list of documents that were reviewed. Synopses of these studies are provided in Appendix G. The plans have been summarized in regard to their relationship to transportation. It should be noted that although some of the studies go back a number of years, the recommendations are still relevant and have been incorporated into the LRTP 2050 five-year update.

Table 1:4.1 Review of Previous Studies

| Title and Year | Type | Prepared By |
|---|-------------------------------|---|
| Erie County Comprehensive Development Plan, 1995 | Land Use Plan | ERPC |
| Erie County Thoroughfare Plan Update, 1995 | Transportation Plan | Poggemeyer Design Group, Inc. |
| City of Vermilion Comprehensive Plan, 2000 | Land Use Plan | ERPC |
| A Transportation and Land Use Analysis of the SR 250 Corridor, 2005 | Corridor Study | Mannik and Smith Group, Inc. and Stilson Consulting Group |
| City of Huron Comprehensive Plan 2020, 2012 | Land Use Plan | City Architecture |
| Perkins Township Comprehensive Plan, 2020 | Land Use Plan | ERPC |
| Vermilion Township Comprehensive Plan, 2007 | Land Use Plan | ERPC |
| Comprehensive Economic Development Study, 2008 | Economic Development | ERPC |
| Sidewalk Inventory Study, 2013 | Non-motorized Transportation | ERPC |
| Erie County Freight Plan, 2023, 2013 | Transportation Study | ERPC/TranSystems/GDP Group |
| SR 60 Corridor Study, 2012 | Corridor Study | Poggemeyer Design and the EDGE Group |
| Safe Routes to School Sandusky, 2023 | School Travel Plan | Sandusky, ECHD, ODOT |
| Ohio Statewide Freight Plan, 2022 | Statewide Transportation Plan | ODOT |
| Access Ohio 2045, Access Ohio 2050 (Draft) | Statewide Transportation Plan | ODOT |
| Walk.Bike.Ohio, 2021 | Statewide Transportation Plan | ODOT |
| Ohio Maritime Plan (Draft, 2024) | Statewide Transportation Plan | ODOT |
| Erie County Hazard Mitigation Plan, 2014 | Safety Plan | Erie County Emergency Management, URS |
| The Economic Impact of Tourism in Erie County, Ohio 2017 | Economic Plan | Tourism Economics |
| Safe Routes to School Huron, 2015 | School Travel Plan | ERPC |

| | | |
|---|--------------------------------|----------------------------|
| Safe Routes to School Perkins Township, 2015 | School Travel Plan | ERPC |
| Long-Range Transportation Plan 2045 | Long-Range Transportation Plan | ERPC |
| US 4 Safety Plan, 2015 | Corridor Study | Poggemeyer Design Group |
| Strategic Plan City of Sandusky, 2016 | Strategic Plan | City Architecture |
| Safe Routes to School Edison Schools, 2015 | School Travel Plan | ERPC |
| Safe Routes to School Vermilion, 2016 | School Travel Plan | ERPC |
| SR 4 Safety Study, 2017 | Corridor Study | ODOT |
| Sandusky Bay Pathway, 2018 | Pathway Plan | Environmental Design Group |
| US 6 Corridor Plan, 2019 | Corridor Study | ODOT, TranSystems |
| Regional Road Safety Plan, 2020 | Safety Study | ODOT, WSP Consultants |
| Erie County Bicycle and Pedestrian Plan, 2020 | Non-motorized Transportation | ERPC |
| NEVI Infrastructure Deployment Plan | Statewide Transportation Plan | DriveOhio, ODOT |
| Sandusky 2018 Bicentennial Vision | Land Use Plan | City Architecture |
| Downtown Sandusky Master Plan | Land Use Plan | MKSK |
| Ottawa County Active Transportation Plan | Non-motorized Transportation | Poggemeyer Design Group |

Chapter 2. Plan Goals and Objectives

2.1 Overview

The following plan goals and objectives will help shape transportation development in the ERPC MPO region through the Year 2050 and will aid decision makers by providing policy direction. Goals are defined as the desired end condition reflecting the concerns and needs in better managing the transportation system. These goals will strengthen interrelationships between transportation modes and will achieve a more integrated network. Objectives are broad action statements that will aid in accomplishing targeted goals. Together these goals and objectives provide a policy platform for the 2050 Long-Range Plan.

The general goals for the Long-Range Plan Update are set forth in the federal legislation for funding transportation improvements. This legislation governs the planning, funding and implementation of transportation improvements throughout the County. The latest version is titled Infrastructure Investments and Jobs Act (IIJA) and was signed into law November 15, 2021. It builds on previous federal transportation legislation and is designed to deal with the transportation challenges in today's environment. It places a strengthens the emphasis on areas related to safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery times. The IIJA also has incorporated program evaluation requirements through the use of national performance-based planning. Performance-based planning utilizes performance measures and targets where a performance measure is a metric used to assess progress toward meeting an objective and a target is a specific level of performance that is desired to be achieved within a certain timeframe. The goals and objectives for this update of the 2050 Transportation Plan were developed with addressing FAST Act requirements in mind.

2.2 Goals and Objectives

ERPC's first Long-Range Transportation Plan was adopted in 2005 with five year updates conducted in 2010, 2015, and 2020. The 2005 and the 2010 approved plans were passed under previous transportation bills. Planning factors for the 2015 and 2020 plan updates were developed under MAP-21. For the 2025 plan update, current federal regulation requires ten planning factors be considered:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;

- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- (10) Enhance travel and tourism.

Also, ODOT's Access Ohio 2045 (AO 45) long-range transportation plan was considered to ensure compatibility of transportation priorities. As many MPO planning efforts coincide with statewide system level considerations, ERPC collaborated with ODOT to ensure that its long-range transportation plan aligned with transportation priorities identified in AO 2045. Critical topics identified between both plans included system preservation, safety, freight, non-motorized, transit, and system efficiency and were also used to guide the development of plan goals and objectives. During ODOT's plan development, ERPC acted as a conduit for local government and public/stakeholder involvement. ERPC attended various ODOT presentations/public meetings, completed plan update draft reviews and prepared comments for inclusion into AO 2045. Additionally, implementation of performance measure based planning and the importance of establishing good working relationships contributed to shared regional and statewide transportation goals.

As a component of performance measure based planning, under the FAST Act, ERPC must also ensure the Long-Range Transportation Plan incorporates a system performance report. The system performance report is included as an appendix in this document. The report strives to provide an overview of the impact of transportation investment funding upon the region's transportation network. Key performance measures, as prescribed in the FAST Act, are listed and reported out in the system performance report.

All of the above factors were utilized in the 2050 plan as a base, the goals and objectives were developed through an internal process involving public input, MPO Policy and Technical Committee oversight, a review of existing conditions data, an identification of transportation system deficiencies and a review of state and regional goals and objectives. The following Goals and Objectives will also assist with the evaluation of potential transportation improvements throughout the ERPC MPO region.

| Goal | Goal Statement | Objectives |
|---------------------------------|---|---|
| Safety | In the ERPC's transportation network achieve a reduction in fatalities & serious roadway injuries for motorized and non-motorized users | <p>Encourage clear signage on roadways throughout the MPO area</p> <p>Improve hazardous intersections</p> <p>Support projects that increase safety</p> <p>Use transportation project selection criteria to accentuate projects that encourage safety</p> <p>Promote educational safety programs</p> |
| Goal | Goal Statement | Objectives |
| Infrastructure Condition | Maintain the existing transportation infrastructure assets in a state of good repair | <p>Use transportation project selection criteria to accentuate system preservation projects</p> <p>Support efforts for the proper maintenance of the existing transportation system & the use of non-motorized methods of transportation to reduce stress on the current system</p> |
| Goal | Goal Statement | Objectives |
| System Reliability | Improve the efficiency of the local surface transportation system | <p>Use transportation project selection criteria to accentuate projects that improve the efficiency of the local transportation system</p> <p>Reduce travel time & delays when feasible</p> <p>Implement measures to mitigate traffic congestion during peak tourism season</p> <p>Support improved east-west travel through the MPO, and interregional north-south connections to Erie and Ottawa County</p> <p>Identify developing & expanding corridors & implement appropriate regulations prior to development occurring</p> <p>Encourage alternative modes for transport for persons and goods.</p> |

| Goal | Goal Statement | Objectives |
|---|--|--|
| Freight Movement & Economic Vitality | Improve the local freight network & support the economic vitality of the MPO area | <p>Integrate land use and freight transportation planning processes</p> <p>Invest in and promote region's multimodal and intermodal capabilities</p> <p>Improve freight mobility, safety, and operations</p> <p>Expand regional freight planning capabilities</p> <p>Increase freight awareness among all stakeholders, including the public</p> <p>Foster strategic partnerships and alliances for enhanced freight movement</p> |
| Goal | Goal Statement | Objectives |
| Environmental Sustainability | Protect the environment in the MPO system & enhance the transportation system's performance simultaneously | <p>Use transportation project selection criteria to promote alternative transportation methods &/or projects that protect & enhance the environment</p> <p>Maintain a planning process that integrates & coordinates transportation planning with land use, water & natural resource conservation</p> <p>Minimize, avoid &/or mitigate environmental impacts of transportation improvements by preservation of the existing transportation network</p> <p>Provide equitable & environmentally just transportation facilities & services</p> <p>Promote consistency between transportation improvements, local planned growth & economic development patterns</p> <p>Support energy conservation initiatives with special emphasis on those being undertaken in the MPO region related to wind energy, biofuels & other alternative fuels</p> |

| Goal | Goal Statement | Objectives |
|---------------------------------------|---|---|
| Reduced Project Delivery Times | Reduce project costs, promote jobs & the economy, & expedite the movement of people & goods by accelerating local project completion through the elimination of delays in the process | <p>Support efforts that coordinate local policies & projects with those at regional & state levels</p> <p>Encourage expedited project delivery</p> <p>Use transportation project selection criteria to promote reduced project delivery times that expedite the movement of people & goods</p> |
| Goal | Goal Statement | Objectives |
| Congestion Reduction | Reduce congestion in the MPO area | <p>Use transportation project selection criteria to promote alternative transportation & other congestion relief methods</p> <p>Enhance transit services to promote service to major employment centers, educational facilities, medical offices, commercial developments & tourist destinations</p> <p>Maximize bicycle & pedestrian connections to roadways, transit services & area amenities such as the waterfront & regional parks</p> <p>Encourage communities to incorporate bicycle & pedestrian facilities within major new residential & commercial developments</p> |

Chapter 3. Public Involvement Summary

3.1 Development of the Public Involvement Process

The key component of any long-range planning process is public outreach and citizen participation through a variety of methods to gather citizen data. As a result, the ERPC has committed itself to pursuing a pro-active public outreach effort throughout the development of the Erie County MPO 2050 Long-Range Transportation Plan. Public outreach efforts focused on soliciting community involvement in order to maximize awareness and provide a forum for public participation in order to build support and gain public input for the plan. The principles of the Public Involvement Plan (PIP) were to:

- Establish/maintain a partnership between residents, the business community and the core area stakeholders
- Involve the communities, local units of government early and at key junctures throughout the project
- Conduct a fair and equitable process
- Ensure that the plan reflects the goals of the expanded planning area

The Public Involvement Plan (PIP) details the techniques that were used in the LRTP to identify, notify and gain input from all those potentially affected within the study area. The techniques outlined in the plan ensured that the principles of the plan were met. The approach to public involvement for the ERPC LRTP will utilize the PIP's strategies to encourage early and on-going involvement in the project by:

- Providing helpful information
- Providing timely notice
- Providing public access to key decisions
- Ensuring consideration of significant comments

3.2 Implementation of the Public Involvement Process

Development of the Erie County MPO LRTP began in the fall of 2023, as ERPC Staff began working with Ottawa County stakeholders on the expanded MPO and defining the Metropolitan Planning Area for our MPO. In that same winter, ERPC staff began collecting a wide variety of background information and planning literature regarding existing transportation conditions in the county. The collection and analysis included current land use, transportation system data, issues identification and goals and objectives. Throughout the data collection process, staff carried out the project's public involvement process. Following the Coronavirus pandemic in 2020, ERPC incorporated online elements into their public participation process as part of necessary adjustments. Today, ERPC's public involvement process is a two pronged approach that includes online activities to remain accessible to residents in the planning area, and public engagement that will incorporate meetings and stakeholder surveys to stay engaged with our regions residents for our plan development process.

3.3 Results of the Public Involvement Process

Numerous major public involvement techniques were planned to be utilized during the public involvement process. These activities included:

- Public Meeting
- Emails
- Flyers/Handouts
- Online Public Survey
- Online Stakeholder Surveys
- Newspaper advertisements
- Social media postings
- Online postings of draft plan, maps, survey results, and other related materials
- Comment forms

Public Meeting: During the course of the development of the ERPC MPO LRTP development, there were three public meetings held to inform the public of the LRTP update, gather public input, and keep the public informed on the plan's progress.

The first public meeting was held on October 23, 2024 at the Shores and Islands Visitor Center conference room in Danbury Township, Ottawa County. A second open house was held the following day on October 24th at the Erie County office building in downtown Sandusky. Newspaper ads were ran in advance of the meeting, and notices were included on the ERPC MPO website. Materials included a presentation with an overview of the MPO and plan purpose, print outs of the previous 2045 Long Range Transportation Plan maps, interactive table top exercises, and the public survey gauging local interests and priorities for planning in our region. Both formal open houses were sparsely attended, resulting in one survey over the two meetings. As part of a proactive public involvement process, ERPC staff continued to schedule at other public events to try and meet people where they are for better engagement.

A plan update public meeting was held on June 26th to review the draft plan and solicit additional comments or feedback from stakeholders and the public. The meeting was held at 3rd Floor Chambers at the Erie County Office Building in downtown Sandusky. Drafts of the plan chapters and project maps and data were printed. A presentation was prepared detailing highlights of the long range plan and its development process. Two attendees were on hand to provide feedback, and inquire on future planned projects. The comments received at the final open house were incorporated into the draft plan before final approval.

Stakeholder Surveys: ERPC Staff conducted one-on-one in person stakeholder interviews with local public officials in the summer of 2024. This included representatives from local cities, villages, and larger townships to assess the current state of project plans and developments that impact the MPO planning region. In addition to the in-person stakeholder interviews, ERPC conducted an online stakeholder surveys. Stakeholders represented public, private and non-profit interests whose organizations have a major stake in transportation and development within the planning region. Staff identified over 160 stakeholders (see public involvement appendix for full stakeholder list) to provide insight into what they considered critical in understanding the development and transportation issues impacting the MPO study area. An online survey was developed and emailed to stakeholders to better assess what business and

community leaders of the county perceive to be the key transportation issues in for the next twenty-five years; and how best to solve current or anticipated transportation problems in the future.

Staff received nine survey responses to the email survey request. The project team followed up via telephone and email with those stakeholders that did not complete the online survey in an attempt to gather additional stakeholder input. Below are the survey questions that were asked to stakeholders:

1. What transportation issues concern you with respect to your community or organization?
2. How have the needs of your community or organization changed as a result of changes in the transportation system over the last five to ten years? What have you done as an organization to combat these changes?
3. What do you see as the predominant travel patterns within and through Erie County?
4. What portion(s) of the Erie County area are difficult to access by automobile? Please be specific as possible.
5. What areas of the County do you think are most likely to develop in the next 20 years?
6. Do you think better road signage is needed? If so, where?
7. How would you characterize the Erie County area's transit opportunities? What would you want to do to improve these services?
8. Have you had experience with any alternative transportation programs (carpooling, telecommuting) in your community or within your organization?
9. Do you believe that both new development and redevelopment activities will generate significant traffic congestion and parking problems within Erie County? If so, where do you think these problem areas will be and what do you believe are potential solutions?
10. What are your impressions of the bicycle and pedestrian facilities in the Erie County area?
11. Please rank where transportation, redevelopment activities, environmental protections, and preserving the character of the community fall in the hierarchy of issues affecting the Erie County area.
12. "With respect to transportation in the Erie County area, the thing I am most concerned about is ____."
13. "While this stakeholder interview session did not address _____, I hope the Erie County 2050 Long Range Transportation Plan tackles this issue anyway."
14. What do you see as the Goals and Objectives of the Erie County 2050 Long Range Transportation Plan?

Responses: The compiled summary of responses from the online surveys and interviews are included in the public involvement appendix at the end of this document. A summary map of the issues and concerns that were collected through stakeholder interviews is shown in **Figure 3-3.1**. A majority of those surveyed indicated the following:

- Interviewees indicated that they were most concerned about multi-modal access, safety and congestion on the region's transportation network.
- The needs of the community/organization that have changed as a result the transportation system include infrastructure and regulations/policy. Many also mentioned travel patterns changing due to navigation devices/GPS routing.
- Many believed that more signage is needed along main routes (especially those leading to Cedar Point). Also, many mentioned the need for larger signs that motorists can read easier.
- Respondents felt that public transit has become more accessible and that it can be improved by expanding service, access and undergoing a fare reduction. Many also mentioned the need for bus shelters at stops and having bus pull-offs in an attempt to not to impede traffic flow on the main roads.
- A majority believed that new development and redevelopment activities have increased congestion and have created parking problems. Within the City of Sandusky (congestion) and the City of Vermilion (parking) were identified. The top solutions suggested were increasing capacity and adding parking.
- Bicycle and pedestrian facilities in the area were perceived as needing improvement. They are viewed as being disconnected and in poor condition. Overall, improvement of facilities was recommended.
- The biggest concern about the future transportation system was funding.
- Sidewalks on US 250 (from Bogart Road to Kalahari) were also mentioned by many to be a safety concern, especially for bicyclists and pedestrians.
- Additional improvements along the US 6 corridor were mentioned by many respondents.

Special Presentations: In addition to public meetings, substantial outreach efforts were planned to occur throughout the LRTP process in order to solicit community input. ERPC presented on the survey at the October Creating Healthy Communities committee, that includes various organizations focused on creating healthy living environments within Erie County. ERPC Staff presented the plan and survey separately to both the Erie and Ottawa County Mobility Management Technical Advisory Committee (TAC), hosted by Great Lakes Community Action Partnership (GLCAP) and includes a cross section of non-profits and businesses with transportation needs. In addition, ERPC staff presented at the Kiwanis organization, made up of local volunteers and business owners.

Along with the scheduled meeting presentations, ERPC staff worked to meet people where they are, and attended two local community events. The first event was Pumpkins in the Park on October 13th in Port Clinton, where staff were on hand to engage with locals new to the MPO planning area. The booth distributed Halloween candy for children, and encourage the public survey from locals. Staff also attended the Osborn MetroPark parkrun on November 2nd, a weekly 5K series at the Osborn MetroPark. Staff volunteered, distributed candy, and answered questions on local projects occurring in the MPO area.

Online Public Survey: An online survey was also created to engage the public and was launched in October of 2024. The online survey included mapping and 20 questions in a multiple-choice format. In total, there were 42 citizens that participated in the survey. Staff analyzed these survey results and utilized them throughout the planning process (see Public Involvement Appendix). In order to obtain a more condensed compilation of answers, only limited options were available for a response. Below is a summary of the analyzed results:

- Survey takers felt that US 250 (Milan Road) was the most congested route in the area
- There was support for the following: more east-west connectors to provide better access, widening road shoulders for bike lanes when applicable and widening SR 4
- 67% said they have no plans to buy an electric vehicle in the near future and 68% indicated they would not feel comfortable using an autonomous vehicle
- 57% reported access to the outlying areas of Erie County was difficult
- The most popular side road taken to avoid congestion in Sandusky and Perkins Township is Columbus Avenue
- Regarding good accessibility to Columbus, OH and east-west connections throughout the area almost 75% of respondents stated that new routes are needed
- It was reported that the area most likely to develop in the next twenty years was Sandusky's downtown waterfront and the US 250 corridor south of State Route 2
- There was a majority of positive feedback received on the improvements implemented on US 250
- In regards to bicycle and pedestrian routes, survey takers showed a preference for added facilities in and around the northern portions of Perkins Township going into the City of Sandusky
- In regard to freight, survey takers indicated that roads were the most important asset to the area

Overall Results and Issue Resolution: As documented above and below in this chapter, project planners received a wide range of comments regarding the region's transportation needs. All the comments are important for documenting existing conditions in the county and for defining goals and objectives for the plan. However, in some instances, county residents and stakeholders identified issues for which action has been, or will be, taken by state and local entities. The most frequently cited issues are provided below along with an explanation of how the issue has been addressed or will be addressed soon. It should be noted, many of the issues expressed in the original 2005 LRTP still remain relevant today. Therefore, they continue to be listed with updates on the progress to resolve those issues in the Government Action/Resolution portion of the narrative.

- ***Congestion and Safety:*** Residents and stakeholders indicated that transportation planners should be focused on roadway reliability and congestion. The top two corridors respondents felt that we

most traveled and congested in the MPO area were the US 250 and US 4 Corridors. Numerous mentions were made relative to that increased congestion is also starting to occur on local roads due to navigation/GPS routing of traffic. Also expressed was the need to increase safety for all modes of transportation.

Government Action/Resolution: ODOT financed a safety and congestion control study for US 250 north of Bogart Road that was completed in 2005. The study, evaluated a number of improvement scenarios including (but not limited to) intersection improvements such as signal timing phases and turn lane additions; signal system improvements; roadway geometry improvements; interchange improvements (US 250 and SR 2); and access management strategies including driveway consolidation, shared driveways, frontage roads and turn restrictions. MPO staff worked to obtain financing to complete the recommended improvements listed in the study. Safety funding was also obtained to complete the reconstruction of intersections located at Strub Road/US 250 and Perkins Avenue/US 250. MPO staff assisted ODOT D3 with acquiring funding to complete the remaining corridor improvements. The Transportation Review Advisory Council (TRAC) did award funding and the project was completed in 2017. Adjustments have been made to the roadway to address ongoing safety and congestion concerns, and has seen steady improvement since the recommendations in 2005.

In 2019, a study of the US 6 Corridor (from Rye Beach Road to Sycamore Line Road including analysis of Butler Street in the City of Sandusky and Rye Beach Road to the railroad crossing in Huron) was finalized. The study's purpose was to review existing conditions and recommend improvements related to traffic flow and safety for both motorized and non-motorized users. Development along the corridor, including two large sport park facilities, along with future development and tourists utilizing the route for Cedar Point all created increased traffic volumes along the corridor. As a result of these events there has been increased congestion along the corridor during summer and fall peak times. Recommendations from the US 6 Corridor study included specific intersection, mainline and multi-modal improvements. MPO Staff and ODOT utilized the study to secure TRAC funding and Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding for the project, and improvements are expected to begin construction in 2026.

ODOT Districts 2 and District 3 have utilized state funding to reduce congestion and improve safety at regional bottlenecks. Beginning in 2020, ODOT District 2 began work on implementation of two new roundabouts at the intersection of SR 2 and SR 53 in order to help alleviate peak summer time traffic volumes. The interchange had been challenged by vehicular congestion of recreational vehicles and trucks hauling boats to the tourist destinations in Danbury and Catawba Township. Construction of the roundabouts and area lane widening was completed in 2024. ODOT District 3 continues to address local safety concerns in Erie County, including the implementation of a roundabout at SR 4 and SR 99/Skadden Road. The safety improvements maintain traffic flows and improve safety on a key north/south corridor in the MPO planning area.

- ***Bicycle and Pedestrian Planning:*** Several comments were received regarding the lack of bicycle and pedestrian amenities in the county. Individuals stated that it is difficult to walk or bicycle in the planning region and commented on increased foot traffic in the region.

Government Action/Resolution: Since 2015, planning staff has been actively involved with the formation and facilitation of the bicycle and pedestrian committee. The committee's purpose is to work collaboratively on implementing the Bicycle and Pedestrian plan's goals. The committee consists of local jurisdictions and stakeholders. In addition to meeting with the committee throughout the year, ERPC also completed the 2020 Bicycle and Pedestrian Plan Update. Ottawa County established an Active Transportation Plan in 2018 and is dedicated to increasing access to safe multimodal facilities, and Greater Sandusky Partnership has actively developed a Sandusky Bay Pathway plan to help create a regional trail network. Current facilities in the region are fragmented, and impact workforce mobility and quality of life characteristics of the region. The continuation of the Bicycle & Pedestrian Advisory Committee, and coordination of three planning efforts are working to connect the isolated facilities and improve active transportation across the planning area.

- ***Impact of Future Development:*** Survey respondents largely expect future development to continue to occur along the lakefronts, including east of the city of Port Clinton with increased residential and retail development. Some residents noted development concerns along US 250 and SR 4 between the Ohio Turnpike and the city of Sandusky, as increased development would cause increased congestion. It was suggested that planning efforts should be undertaken to manage access and traffic volumes.

Government Action/Resolution: Prior to the widening of US 250 south of Bogart Road, the highway was designated as a limited access highway and the ERPC developed an Access Management Plan. Therefore, access will be controlled as development occurs south of Bogart Road on US 250. It should be further noted, the Erie County Engineer's Office completed access management regulations in April of 2006 that will guide access management throughout Erie County as a whole. In the spring of 2020, ERPC, the Ohio Department of Transportation (ODOT) District 3, Huron Township, Perkins Township, the Erie County Engineers and Sheriff Offices met to discuss pedestrian safety at the US 250 and Kalahari Drive intersection. ODOT D3 has requested and received safety funding to make improvements across US 250 which include pedestrian crossing push buttons and pavement markings. In addition, ERPC is working with Perkins Township to apply for safety funding for the installation of a sidewalk from the Bogart Road intersection to the existing sidewalk at Kalahari.

State Route 4 has come under increased attention statewide. The corridor has been studied numerous times as a crucial north-south connection dating back to the 1990's, with limited development occurring since that time. Recently, ODOT has completed the Strategic Transportation Development Analysis, identifying both the US 250 and SR 4 corridors as focus corridors as part of the Sandusky-Columbus corridor analysis. Limited access strategies and safety improvements are expected to be considered along SR 4 in future years to help manage development expectations in the region.

- ***Transit Service:*** Project planners heard that the public transit services have improved, but there is still a great need for expansion of the system, availability and for a reduction of fare costs.

Government Action/Resolution: In the last few years, the City of Sandusky has been able to increase the fixed route efficiency through the creative use of grants, contracts and local

contributions. Through these efforts, they have managed to keep the system running with the City of Sandusky covering most of the costs. It is noted that the concerns brought up span multiple government agencies since transit is something that impacts all of the local municipalities within the planning area. In regard to Erie County, planning staff has worked with the transit system in obtaining federal funds since 2003, although financial support ended in 2003 as a result of a failed levy.

Since its inception, planning staff has been working towards improving the transit system through Coordinated Planning efforts. It is noted that since the last long-range plan update the Ohio Department of Transportation has greatly changed its requirements for the Coordinated Transportation Plan Program. New procedures include the creation of a stakeholder committee consisting of all local transit providers and users. The purpose of the committee is to work towards the goals and strategies outlined in the Coordinated Transportation Plan which were derived from transit stakeholders. ERPC staff assists the local mobility manager (provided through GLCAP) in these coordination meeting efforts. It is anticipated that once planning strategies and goals are put into action, they will alleviate some of the concerns mentioned above.

- ***Reducing costs and promoting job growths:*** Several stakeholders and local citizens indicated that there is a lack of coordination and cooperation between local governments and the state to implement economic development and transportation projects. In addition, people noted that there is also a lack of coordination between the local governments and private interests and developers.

General Actions/Resolutions: Private and public partnerships have been created to develop major projects like the widening of US 250 south of Bogart Road and the US 6 Connectivity Corridor. To make these projects a reality, funding was provided not only by ODOT but also by Erie County, the City of Sandusky, the Ohio Turnpike, Lake Erie Shores and Islands and Cedar Point. These collaborations were critical to the success of both projects as part of unified plan for the region. Both counties, cities and Greater Sandusky Partnership (Formerly Erie County Economic Development Corporation) have several economic tools to help in project development such as: Tax Increment Financing (TIF), Community Reinvestment Areas (CRA), Revolving Loan Funds (RLF), Enterprise Zone tax abatements and various other state programs. Both Erie County and Ottawa County have Transportation Improvement Districts (TID) to help support infrastructure projects supporting economic development. In addition, the MPO has assisted organizations in applying for Transportation Funding (5310). Through this program agencies have been awarded transit buses and funds to conduct a feasibility study, regarding hiring a mobility manager for the area.

Chapter 4. Regional Profile

Introduction: The US Census Bureau completed their 2020 Census that provided much of the data that informs this report. Additionally, the American Community Survey is a nationwide survey completed by the Census Bureau that provides the most recent data for sections of this report. It is also important to note, the Ohio Department of Development (ODOD) county-level population control totals will be reflected in the final adopted Transportation Plan and air quality conformity determination and associated travel demand modeling procedures. Any variation from the ODOD county-level population control totals, for the Transportation Plan and Conformity Determination, will require substantial documentation, including interagency consultation. ODOD population control totals are not required for transportation and land use alternatives scenario planning. For ease of data reporting, although portions of Ottawa County are not included in the planning area, whole county numbers may be reported based on depth of data collection.

4.1 Historic Conditions, Comprehensive Plans, and Land Use

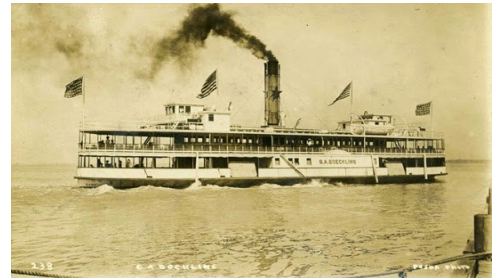


Regional History: Erie County and portions of Ottawa County were originally part of the Firelands, a land tract tracing its heritage back to the Revolutionary War. During the war, numerous Connecticut residents were burned out of their homes by British soldiers and as compensation, the Connecticut Assembly awarded the citizens 500,000 acres in the westernmost portion of the Western Reserve, which became known as the Firelands. Erie County was established in 1838 when it was split from Huron County by the state legislature and included the Marblehead Peninsula. Two years later, portions of Erie, Lucas and Sandusky County

were further subdivided to create Ottawa County in 1840. The region developed into a center for transportation and trade through the creation of the Mad River and Lake Erie Railroad in 1835 and the Milan Canal in 1839. The City of Sandusky, the Erie County seat, was uniquely platted in the shape of the Masonic symbol in 1818. Because of its location on Lake Erie and the number of railroad lines that went through the city, Sandusky and Huron became a major terminal on the Underground Railroad. The City of Vermilion established itself as a major shipbuilding port due to its location on at the mouth of the Vermilion River on Lake Erie. With the opening of the man-made Milan Canal, the inland Village of Milan became a canal town with a link to the Huron River and Great Lakes. For a time, Milan was a leading Great Lakes port, however, with the advent of the railroad, Milan's canal and warehouses were eventually abandoned. The City of Port Clinton, the county seat of Ottawa County, was plotted and established in 1828 in an effort to encourage canal development along the portage river. The canal was never established, but trade in the region grew with the discovery of accessible limestone and gypsum that began to be quarried from the area peninsula. Today, the Lake Erie Ports of Huron and Sandusky provide access to Great Lakes shipping and world ports through the St. Lawrence Seaway, with railyards playing an important role in the east coasts rail system.

Relationship between Transportation and Land Use: The organization of daily life has created a demand for travel. The demand for publicly accessible transportation connections between geographic locations grew into a desire for faster and more comfortable travel. The result of this demand has been the development of extensive transportation networks and technological advances in the means of transportation. These transportation improvements in turn have impacted daily activities, where geographic distances are less of an impediment than in the past. Not long ago, walking distances defined the geographic relationship between daily activities. The destination of one's work, shopping, social and religious institutions needed to be within a reasonable walking distance of one's home. These distances were a function of time and the location of one's home and one's daily destinations were tied to how much time people were willing to take to travel between destinations. These "time budgets," were defined by the transportation system and the transportation modes available. Households still make travel decisions based on on-time budgets. However, the development of automobiles and the corresponding roadway infrastructure has made it possible to travel much greater distances within an allotted time, allowing daily activities to be located much farther from one's home.

Just as the transportation system impacts location and destination decisions the mix and design of destinations greatly impact the demand for the transportation system. Improved transportation systems allow greater accessibility between dispersed land uses. In turn, dispersed land uses require more travel and thus more demand for transportation infrastructure. The importance of land use and transportation should not be underestimated. Land use patterns and development decisions are often seen as controlled solely by market forces, leaving public agencies to respond to the transportation demand created in their wake. However, public land-use policies directly affect private land-use decisions such as zoning regulations and minimum parking requirements. Therefore, land-use policies need to be considered with the impact of transportation just as transportation policies need to be considered with land use. Transportation systems and land use patterns have a well-documented reciprocal relationship. As communities have grown, the demands for transportation system improvements have also grown. However, these transportation improvements have also provided more convenient access to land farther out, thus spurring further growth. The automobile has impacted land use patterns more than any other transportation system over the past half-century.



GA Boeckling¹



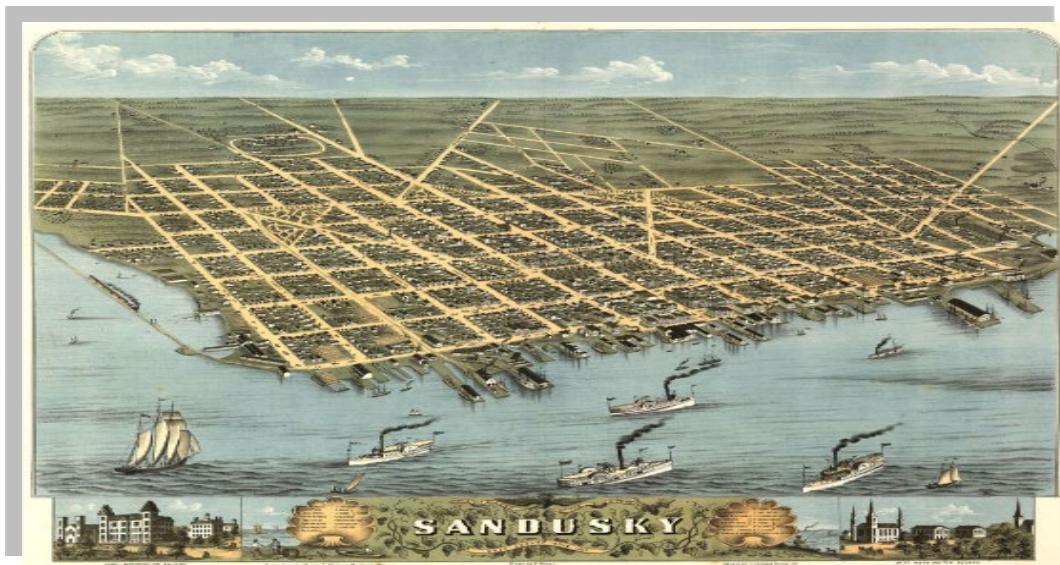
Columbus Avenue in Sandusky¹



Ferry Boat Service¹

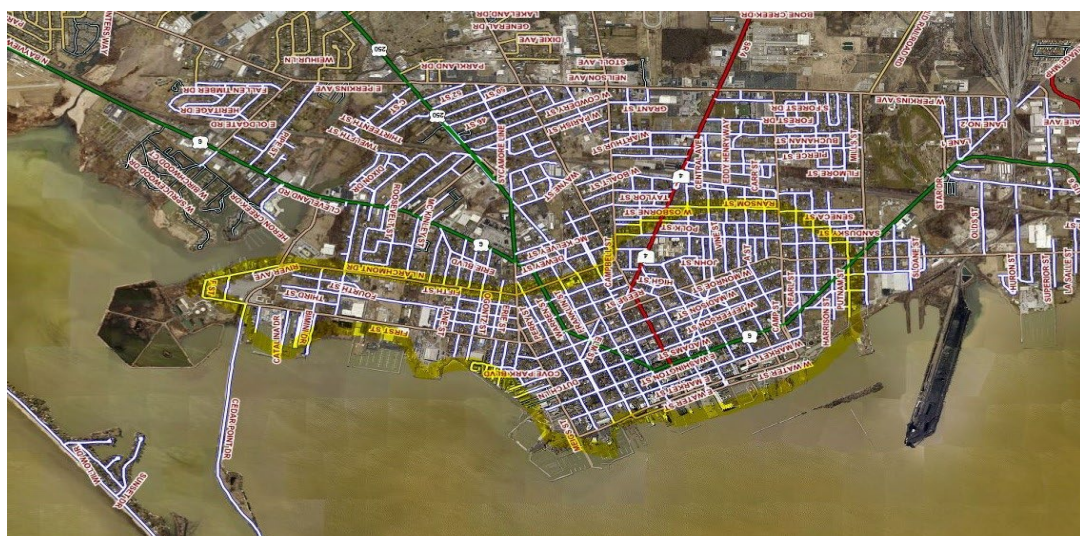


Lake Erie Railroad in Vermilion



Lithograph of Sandusky in 1870:
Urban area end near Scott, Fifth
and Mills Streets¹

Same Area Present Day-
Yellow Lines show the
Approximate 1870 Urban
Boundaries



Figures 4-1.2: Land Use Changes

4.2 Existing Conditions

Geography: Following the 2020 Census, the Sandusky urbanized area was expanded to include the city of Port Clinton in Ottawa County. With the change, the ERPC MPO expanded to include the eastern portion of Ottawa County, and became a multi-county planning agency. Together, Ottawa and Erie County are two of the eight coastal counties in Ohio, with a combined land area 495 square miles, 149 miles of coastline, and the Sandusky Bay connecting the counties geographies.

Erie County has a land area of 255 square miles, water area of 371 square miles, and a population density of 292 people per square mile.¹ Erie County consists of approximately 55 miles of shoreline along Lake Erie. Erie County is bounded by Lorain County to the East, Huron County to the South, Sandusky and Ottawa Counties to the West and Lake Erie to the North. The majority of the county land use consists of cropland (51%) and forests (18%), with developed areas accounting for an additional 19%.² The transportation network in Erie County consists of 26 interstate highway miles, 42 US highway miles, and 114 state highway miles. There are 623 county, township, and municipal road miles, three small public-use airports, two shipping ports, and 78 miles of rail line.³ The City of Sandusky, incorporated in 1824, is the largest city in Erie County and serves as the county seat.

Ottawa County has a land area of 255 square miles, water area of 330 square miles, and a population density of 158 people per square mile.⁴ Ottawa County consists of approximately 94 miles of shoreline along Lake Erie and Sandusky Bay shore, and is bounded by Erie County to the east, Sandusky County to the south, and Wood and Lucas County to the West. Lake Erie borders the county to the north. The majority of the county consists of cropland (59%) and wetlands (13%), with developed areas making up 15% of the land use. The transportation network across the county includes 4 interstate highway miles, 140 state highway miles and 546 miles of county, township and municipal road miles. There are 5 commercial airports, and includes the Ottawa-Erie International Airport, a shipping port, over 115 miles of rail lines, and ferry services providing access to the Lake Erie Islands. The county seat is located within the MPO planning area in the City of Port Clinton, which was incorporated in 1828.

Population: Across the region, there has been a consistent decrease in population within the MPO planning area of 1.8%. The current population count in the metropolitan planning area is 100,623, with 75,622 individuals in Erie County, 18,979 individuals in Ottawa County, and 6,022 individuals in the City of Vermilion within Lorain County. Cities and villages in particular have seen a trend down in total population between the 2010 and 2020 census. Of the identified political jurisdictions in the urban areas, the City of Vermilion, and townships of Huron, Perkins, and Catawba showed minor growth, while the rest lost population. It is noted that population loss was minor with an estimated loss of fewer than one hundred residents in the following political jurisdictions: the City of Port Clinton, villages of Bay View, Marblehead, Kelley's Island, Berlin Heights, Castalia, Milan, and townships of Vermilion, Erie, Portage, Oxford, Groton and Milan. (see Figure 4-1.1).

¹ http://www.city-data.com/county/Erie_County-OH.html accessed 5/2024

² Ohio Department of Development, Erie County Profile, 2023

³ ODOT, Erie County Regional Freight Plan, 2023

⁴ https://www.city-data.com/county/Ottawa_County-OH.html accessed 5/2024

| | | | | | | | | Change | |
|---|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|
| Political Jurisdiction | County | 1980 | 1990 | 2000 | 2010 | 2020 | ACS (2022) | 2010-2020 | Percent |
| Erie County* | ERIE | 85033 | 82423 | 85468 | 82929 | 81640 | 81624 | -1289 | -1.6% |
| Ottawa County | Ottawa | 40076 | 40029 | 40985 | 41428 | 40364 | 40367 | -1064 | -2.6% |
| Ottawa County within MPO | Ottawa | 19621 | 19550 | 19218 | 19563 | 18979 | 18978 | -584 | -3.0% |
| City of Sandusky | ERIE | 31360 | 29764 | 27844 | 25793 | 25095 | 24964 | -698 | -2.7% |
| City of Huron | ERIE | 7123 | 7030 | 7958 | 7149 | 6922 | 6882 | -227 | -3.2% |
| City of Vermilion** | ERIE | 11012 | 11127 | 10868 | 10594 | 10659 | 10459 | 65 | 0.6% |
| City of Port Clinton | Ottawa | 7223 | 7106 | 6346 | 6056 | 6025 | 6024 | -31 | -0.5% |
| Perkins Township | ERIE | 10989 | 10793 | 12578 | 12202 | 12390 | 12348 | 188 | 1.5% |
| Catawba Township | Ottawa | 3402 | 3148 | 3157 | 3599 | 3711 | 3703 | 112 | 3.1% |
| Danbury Township | Ottawa | 3735 | 3665 | 3872 | 4264 | 4059 | 3969 | -205 | -4.8% |
| Vermilion Township | ERIE | 4393 | 4051 | 4638 | 4945 | 4857 | 4628 | -88 | -1.8% |
| Huron Township | ERIE | 2156 | 2267 | 2572 | 3548 | 3802 | 3778 | 254 | 7.2% |
| Margaretta Township | ERIE | 4759 | 4601 | 4662 | 4497 | 4258 | 4156 | -239 | -5.3% |
| Bay View Village | ERIE | 804 | 739 | 692 | 632 | 608 | 710 | -24 | -3.8% |
| Marblehead Village | Ottawa | 679 | 745 | 759 | 903 | 865 | 962 | -38 | -4.2% |
| Kellys Island Village | ERIE | 121 | 172 | 347 | 312 | 256 | 221 | -56 | -17.9% |
| Bay Township | Ottawa | 940 | 1276 | 1365 | 1458 | 1142 | 1226 | -316 | -21.7% |
| Erie Township | Ottawa | 1518 | 1454 | 1382 | 1221 | 1147 | 1113 | -74 | -6.1% |
| Portage Township | Ottawa | 1568 | 1600 | 1553 | 1291 | 1217 | 1284 | -74 | -5.7% |
| Put In Bay Village | Ottawa | 146 | 141 | 149 | 138 | 154 | 89 | 16 | 11.6% |
| Put in Bay Township | Ottawa | 410 | 415 | 635 | 633 | 659 | 608 | 26 | 4.1% |
| Oxford Township | ERIE | 1198 | 1150 | 1079 | 1201 | 1140 | 1129 | -61 | -5.1% |
| Groton Township | ERIE | 1235 | 1245 | 1360 | 1427 | 1379 | 1461 | -48 | -3.4% |
| Florence Township | ERIE | 2119 | 2101 | 2500 | 2448 | 2470 | 2382 | 22 | 0.9% |
| Berlin Heights Village | ERIE | 756 | 691 | 685 | 714 | 651 | 731 | -63 | -8.8% |
| Castalia Village | ERIE | 973 | 915 | 982 | 852 | 774 | 757 | -78 | -9.2% |
| Berlin Township | ERIE | 2725 | 2628 | 3017 | 3009 | 2799 | 3434 | -210 | -7.0% |
| Milan Village*** | ERIE | 1181 | 1056 | 1025 | 1004 | 997 | 1001 | -7 | -0.7% |
| Milan Township | ERIE | 2129 | 2093 | 2661 | 2602 | 2583 | 2583 | -19 | -0.7% |
| Total | ERPC MPO | 104654 | 101973 | 104686 | 102492 | 100619 | 100602 | -1873 | -1.8% |
| *Includes Vermilion in Lorain County | | | | | | | | | |
| **Includes Lorain and Erie County | | | | | | | | | |
| ***Only includes Erie County portion of Milan | | | | | | | | | |

Figure 4-2.1: Largest Places Population Changes

Sex and Age: Overall the largest population cohorts in the planning area tend to be aged older, and consists of those aged 55-59, 60-64, and 65-70. It was noted that the approximately 25% of the population is aged 65 years and older, and 19% is under 18 years. The median age in Erie County is approximately 44.8 years, and in Ottawa County it is 49.8 years.⁵ This is discussed further in **Section 4.4**. It is assumed that the typical 65 year old today will to age 85, and one out of every three 65-year-olds today will live at least to age 90. About one out of seven will live at least to age 95.⁶ As noted in **Figure 4-1.2**, there are larger numbers of older population cohorts than younger across the planning area. Although this is true for the state of Ohio also, the region's pattern starts decreasing at a steeper level showing a decrease from those 50 and younger; which means that there will be a disproportionately older population in the coming years compared to the younger population.

Another important demographic characteristic of the population is gender structure. Gender can be used as an indicator of population and as a future planning tool as females typically live longer than males. According to data compiled by the Social Security Administration, A man reaching age 65 today can expect to live, on average, until the age of 84. A woman turning age 65 today can expect to live, on average, until the age of 86.⁷

⁵ Ohio Office of Policy, Research and Strategic Planning, 2018

⁶ <https://www.ssa.gov/planners/lifeexpectancy.html> accessed 5/2024

⁷ <https://www.ssa.gov/planners/lifeexpectancy.html> accessed 5/2024

Across the planning area at the time of 2020 census, the female population was 51,251 (50.9%), while the male population was 49,372 (49.1%)

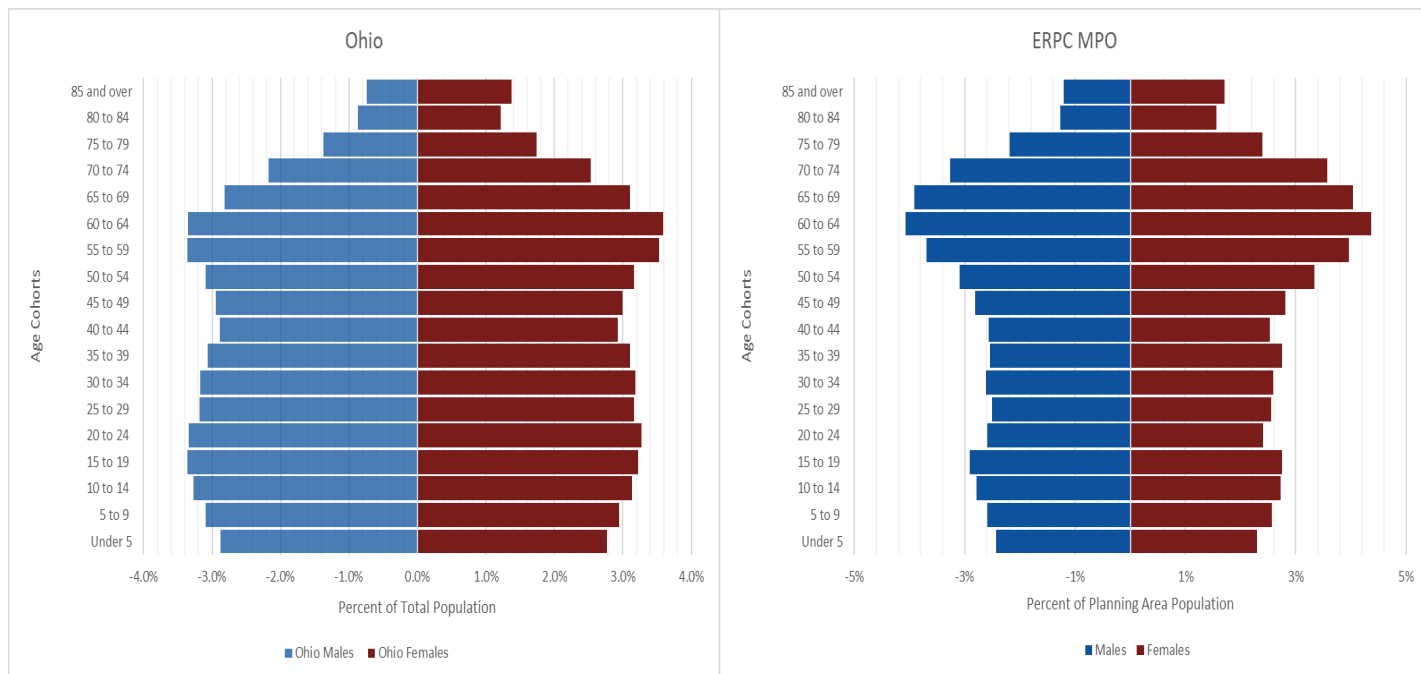
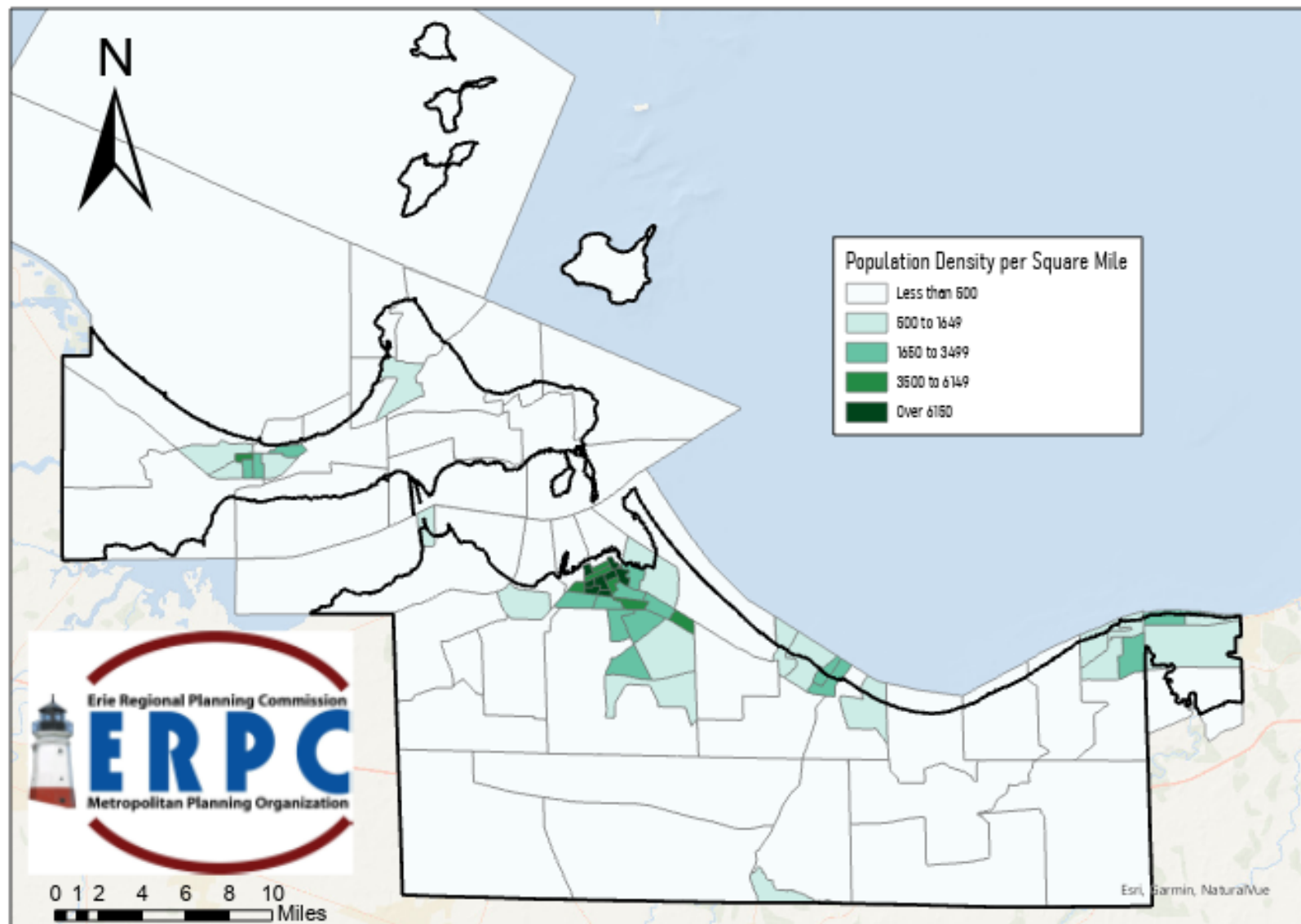


Figure 4-2.2: Population Pyramids

Density: The majority of the region’s population is located within the urban areas as identified in the map below. The population by census block groups is shown below in **Figure 4-2.3**. Nearly three-fourths of the population lives within urbanized areas or in urban clusters, focused primarily in Port Clinton, Sandusky, Huron and Vermilion. Outside the urbanized areas, census block groups are quite large. Therefore, the population map may be mistakenly interpreted suggesting a greater concentration of people in rural areas. Housing density information is a useful consideration in the evaluation of various transportation facilities. Transportation improvements that serve more households per unit of improvement will generally produce greater utility, all else being equal. For example, public transit service in a higher density residential area can serve more households per vehicle mile of service than transit service in a lower density residential area. Similarly, a mile of sidewalk or trails in a high-density area can serve more people than in a low-density area.



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 4-2.3 Population Density by Block Group
ERPC MPO 2050 Long Range Transportation Plan

Education: The population within the planning area consists of 92% of residents having at least graduated high school and approximately 27% having a Bachelor’s degree or higher (see **Figure 4-1.4**). Within the planning area, there are several colleges including Bowling Green State University’s Firelands Campus and Resort and Attraction Management Campus, and Ohio Business College. There also is a vocational school, EHOVE.

Education

| | Erie County, OH | Ottawa County, OH |
|---|-----------------|-------------------|
| Total Population 25 yrs or older, 2022* | 54,257 | 30,571 |
| No high school degree | 4,419 | 2,109 |
| High school graduate | 49,838 | 28,462 |
| Associates degree | 5,151 | 2,959 |
| Bachelor's degree or higher | 14,360 | 8,221 |
| Graduate or professional | 4,931 | 2,964 |
| Percent of Total | | |
| No high school degree | 8.1% | 6.9% |
| High school graduate | 91.9% | 93.1% |
| Associates degree | 9.5% | 9.7% |
| Bachelor's degree or higher | 26.5% | 26.9% |
| Graduate or professional | 9.1% | 9.7% |

Figure 4-2.4: Education⁸

Household Types: The majority of households within the planning area consists of married couple families followed by non-family households. Of these households, 23% have children at home under the age of 18, while households with individuals age 65 and over account for 39% of residences. The average household size is 2.23 persons per households in 2022 across the planning area., ⁹

Homeownership: Owner-occupied housing units consist of 74% of housing units across both counties, while the remaining 26% are rental units. Approximately 27% of housing units were surveyed as vacant. The regions lake access paired with the area’s tourist attractions has resulted in increased seasonal homes, at 20% of the units, and 75% of the total vacant housing stock. The median housing value is \$203,400. The median costs of a monthly mortgage payment is \$1,412 and the median gross rental cost per unit is \$934.

Employment: Erie and Ottawa County enjoys a diverse economic base. Staff found that as of May 2022 the total population age 16 to 64 was 44,977 in Erie County, with 35,755 civilian employees, and 23,661 in Ottawa County with 19,043 civilian employee’s active in the labor force.

Job Types: Between Erie County and Ottawa County, Education, Health Care, and Social Assistance has the largest share of the job sector of civilian employees at 23%. Manufacturing makes up 18% of the job sectors, followed by retail trade at 11%. Worker classes are shown below in **Figure 4-1.5**, with job sector break downs in **Figure 4-1.6**.

⁸ Headwater Economics, 5/2020

⁹ Ohio Office of Research accessed 5/2020

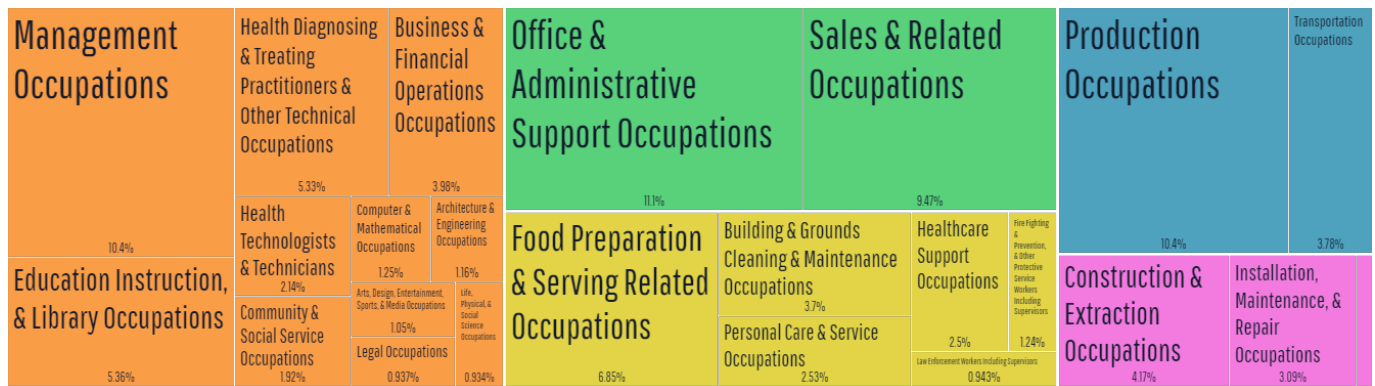


Figure 4-2.5: Worker Class¹⁰
(Image from DataUS.IO, data from ACS 5-year estimate, Accessed 6/2024)

| | Erie County, OH | Ottawa County, OH |
|--|-----------------|-------------------|
| Civilian employees > 16 years, 2022* | 35,755 | 19,043 |
| Ag, forestry, fishing & hunting, mining | 541 | 182 |
| Construction | 1,885 | 1,511 |
| Manufacturing | 6,310 | 3,336 |
| Wholesale trade | 716 | 404 |
| Retail trade | 3,907 | 1,887 |
| Transport, warehousing, and utilities | 2,186 | 1,203 |
| Information | 660 | 155 |
| Finance and ins, and real estate | 1,610 | 1,108 |
| Prof, mgmt, admin, & waste mgmt | 2,156 | 1,337 |
| Edu, health care, & social assistance | 8,355 | 4,361 |
| Arts, entertain, rec, accomod, & food | 4,351 | 1,887 |
| Other services, except public admin | 1,800 | 1,015 |
| Public administration | 1,278 | 657 |
| Percent of Total | | |
| Ag, forestry, fishing & hunting, mining | 1.5% | 1.0% |
| Construction | 5.3% | 7.9% |
| Manufacturing | 17.6% | 17.5% |
| Wholesale trade | 2.0% | 2.1% |
| Retail trade | 10.9% | 9.9% |
| Transport, warehousing, and utilities | 6.1% | 6.3% |
| Information | 1.8% | 0.8% |
| Finance and ins, and real estate | 4.5% | 5.8% |
| Prof, mgmt, admin, & waste mgmt | 6.0% | 7.0% |
| Edu, health care, & social assistance | 23.4% | 22.9% |
| Arts, entertain, rec, accomod, & food | 12.2% | 9.9% |
| Other services, except public admin | 5.0% | 5.3% |
| Public administration | 3.6% | 3.5% |

High Reliability: Data with coefficients of variation (CVs) < 12% are in black to indicate that the sampling error is relatively small.
Medium Reliability: Data with CVs between 12 & 40% are in orange to indicate that the values should be interpreted with caution.
Low Reliability: Data with CVs > 40% are displayed in red to indicate that the estimate is considered very unreliable.

Figure 4-2.6: Job Sectors of Civilian Employees¹¹

¹⁰ ACS Five Year Class Of Worker By Sex For The Full-Time, Year-Round Civilian Employed Population 16 Years And Over, 2018

¹¹ Headwater Economics, 5/2020

| Largest 15 Employers | | | | |
|----------------------|-----------------------------------|-----------|-----------------------------------|-----------|
| # | Erie County | | Ottawa County | |
| | Name | Employees | Name | Employees |
| 1 | Cedar Point* | 6500 | Materion Corporation | 672 |
| 2 | Firelands Regional Medical Center | 2000 | Davis-Besse Nuclear Power Station | 548 |
| 3 | Kalahari Resort | 1228 | Luther Home of Mercy | 402 |
| 4 | Erie County | 700 | LogistiQ | 379 |
| 5 | Sandusky City School | 650 | Magruder Hospital | 343 |
| 6 | Meijer Department Store | 475 | United States Gypsum | 280 |
| 7 | Great Wolf Lodge | 350 | Northern Manufacturing | 151 |
| 8 | Ohio Veterans Home | 350 | Avery Dennison | 145 |
| 9 | Walmart Department Store | 350 | Bassett's Market | 138 |
| 10 | Perkins School System | 320 | Genoa Retirement Village | 119 |
| 11 | Providence Care Centers | 250 | Riverview Industries | 104 |
| 12 | City of Sandusky | 236 | Fenner Dunlop | 96 |
| 13 | Corso's Flower and Garden Center | 200 | Genoa Banking Company | 82 |
| 14 | Mucci Farms | 200 | Otterbein Marblehead | 65 |
| 15 | News-2-You | 178 | Signature Label | 63 |

Erie County 2024 AFIS Report, Accessed 5/2024

*Seasonal Peak Employment, 400 Year round

Ottawa County Improvement Corporation, Accessed 5/2024

Figure 4-2.7: Top Regional Employers and Employee Numbers¹²

¹² Erie County Economic Development Corporation, 2020

Wages by Industry

| Employment and Wages in 2022 | Ottawa County | | | | Erie County | | | |
|--|--------------------------|-----------------------|------------------------------|-----------------------|--------------------------|-----------------------|------------------------------|-----------------------|
| | Wage & Salary Employment | % of Total Employment | Avg. Annual Wages (2023 \$s) | % Above or Below Avg. | Wage & Salary Employment | % of Total Employment | Avg. Annual Wages (2023 \$s) | % Above or Below Avg. |
| Total | 13,671 | | \$52,130 | | 36,050 | | \$48,636 | |
| Private | 11,395 | 83.4% | \$51,366 | -1.5% | 31,219 | 86.6% | \$47,205 | -2.9% |
| Non-Services Related | 2,974 | 21.8% | \$66,780 | 28.1% | 7,326 | 20.3% | \$60,481 | 24.4% |
| Natural Resources and Mining | 195 | 1.4% | \$61,312 | 17.6% | 757 | 2.1% | \$52,363 | 7.7% |
| Agriculture, forestry, fishing & hunting | 82 | 0.6% | \$39,261 | -24.7% | 710 | 2.0% | \$50,126 | 3.1% |
| Mining (incl. fossil fuels) | 113 | 0.8% | \$77,313 | 48.3% | 47 | 0.1% | \$86,159 | 77.2% |
| Construction | 714 | 5.2% | \$66,599 | 27.8% | 1,016 | 2.8% | \$60,295 | 24.0% |
| Manufacturing (Incl. forest products) | 2,065 | 15.1% | \$67,358 | 29.2% | 5,553 | 15.4% | \$61,621 | 26.7% |
| Services Related | 8,404 | 61.5% | \$46,015 | -11.7% | 23,915 | 66.3% | \$43,095 | -11.4% |
| Trade, Transportation, and Utilities | 2,400 | 17.6% | \$68,422 | 31.3% | 6,387 | 17.7% | \$44,028 | -9.5% |
| Information | 33 | 0.2% | \$54,537 | 4.6% | 393 | 1.1% | \$55,646 | 14.4% |
| Financial Activities | 430 | 3.1% | \$59,642 | 14.4% | 973 | 2.7% | \$73,609 | 51.3% |
| Professional and Business Services | 459 | 3.4% | \$48,449 | -7.1% | 1,691 | 4.7% | \$58,456 | 20.2% |
| Education and Health Services | 1,832 | 13.4% | \$42,887 | -17.7% | 4,644 | 12.9% | \$55,949 | 15.0% |
| Leisure and Hospitality | 2,845 | 20.8% | \$28,230 | -45.8% | 9,019 | 25.0% | \$29,822 | -38.7% |
| Other Services | 404 | 3.0% | \$34,286 | -34.2% | 798 | 2.2% | \$35,207 | -27.6% |
| Unclassified | 1 | 0.0% | \$83,936 | 61.0% | 10 | 0.0% | \$18,513 | -61.9% |
| Government | 2,276 | 16.6% | \$55,954 | 7.3% | 4,831 | 13.4% | \$57,880 | 19.0% |
| Federal Government | 255 | 1.9% | \$88,472 | 69.7% | 240 | 0.7% | \$82,990 | 70.6% |
| State Government | 172 | 1.3% | \$65,055 | 24.8% | 790 | 2.2% | \$64,353 | 32.3% |
| Local Government | 1,849 | 13.5% | \$50,623 | -2.9% | 3,801 | 10.5% | \$54,949 | 13.0% |

Figure 4-2.8: Erie County Local Job Sectors and Average Wage¹³

Unemployment: Erie County has an unemployment rate of 4.4%, for 17th highest county in the state according to the Ohio Department of Jobs and Family Services annual average. Ottawa County has an unemployment rate of 4.8%, the 6th highest in the state. ¹⁴ Unemployment rates were severely impacted during and immediately after the COVID pandemic beginning in 2020. The region's tourism sectors were heavily impacted by nationwide lockdowns and resulted in higher than average unemployment rates for not only the planning area, but all of Ohio as well. In standard years, the counties see unemployment rates vary between the slower winter seasons and busier tourist seasons during the summer months, and have largely began to return to pre-pandemic levels. Additionally, unreliable transportation can be a huge barrier to employment. For example, historically, low-income residents across the country live near urban centers, while the majority of the jobs they qualify for are in the suburbs. Public transit is often designed to take suburban residents from a central point outside the city into various areas within the city- but more often than not, city residents aren't able to take public transit to jobs in the suburbs.¹⁵ Erie County is fortunate to have the Sandusky Transit System, which may be assisting with keeping the unemployment rate low since it covers the entirety of the county.

¹³ ACS Wages and Employment ACS Five Year, 2018

¹⁴ <https://ohiolmi.com/Home/Lausbycounty?page85851=1&size85851=48&sort85851=Rate&sortdir85851=desc> accessed 5/2020

¹⁵ <http://www.vehiclesforchange.org/unemployment-problem-complicated-by-public-transit/> accessed 5/2020

| Year | Erie County | Ottawa County |
|--------------|----------------------------------|---------------------------------|
| As of 4/2025 | 6.3% (11 th in state) | 7.4% (1 st in state) |
| 2024 | 4.8% (30 th) | 6.0% (6 th) |
| 2023 | 4.4% (17 th) | 4.8% (6 th) |
| 2022 | 4.9% (16 th) | 5.2% (7 th) |

Figure 4-2.9: Unemployment Rates¹⁶

Income: According to the ACS 2022 the median household income in Erie County was \$65,171, while Ottawa County was \$69,515. Additionally, 37% of households in Erie County and 41% of households in Ottawa County received Social Security. The average income from Social Security across both counties was \$22,255. 73% of households received labor earnings as listed in **Figure 4-1.9** across both counties. These income sources are not mutually exclusive; that is, some households received income from more than one source. With the relationship to transportation, something to consider is that transportation is the second-largest expense for most households after housing. Living closer to a workplace allows for greater disposable income which can improve the quality of life. In places with fewer transportation choices, savings on housing costs can be more than offset by increased transportation expenses. When applying this concept to transportation and land use planning more compact development could be explored. Compact, connected communities also allow residents to use less energy and spend less money to get around by making fewer or shorter car trips, or using other less expensive modes of transportation like bicycling, walking, or transit.¹⁷ As reported in 2024, Ohio households spend \$13,781 per year on transportation costs, or approximately 27% of income. This is higher than the national average (22%).

Household Earnings

| | Erie County, OH | Ottawa County, OH |
|-------------------------------------|-----------------|-------------------|
| Total households, 2022* | 32,103 | 17,995 |
| Labor earnings | 23,953 | 12,570 |
| Social Security (SS) | 11,885 | 7,400 |
| Retirement income | 9,796 | 6,171 |
| Supplemental Security Income (SSI) | 1,624 | 632 |
| Cash public assistance income | 1,149 | 276 |
| SNAP (previously Food Stamps) | 3,716 | 1,182 |
| Percent of Total[^] | | |
| Labor earnings | 74.6% | 69.9% |
| Social Security (SS) | 37.0% | 41.1% |
| Retirement income | 30.5% | 34.3% |
| Supplemental Security Income (SSI) | 5.1% | 3.5% |
| Cash public assistance income | 3.6% | 1.5% |
| SNAP (previously Food Stamps) | 11.6% | 6.6% |

[^] Total may add to more than 100% due to households receiving more than 1 source of income.

Figure 4-2.10: Household Earnings¹⁸
(orange denotes a possible inaccurate estimate)

¹⁶ <https://ohiolmi.com/Home/RateMapArchive> accessed 5/2020

¹⁷ http://www.fhwa.dot.gov/livability/fact_sheets/transandhousing.pdf accessed 5/2020

¹⁸ Headwater Economics, 5/2020

Low-Income Populations: Low-income populations are defined as a person whose household income is at or below the US Department of Health and Human Services poverty guidelines. The guidelines for 2024 are \$15,060 for an individual; \$20,440 for a 2 person household; \$25,820 for a 3 person household; and continues to \$52,720 for an eight person household. More information can be found at:

aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines

The highest concentration of those in poverty in the MPO area are located in in the City of Sandusky (see **Figure 4-1.11**).

No Vehicle Households: For some, not owning a vehicle represents a lifestyle choice. Such individuals may live in locations where car ownership is particularly expensive or impractical, and there are plentiful transportation alternatives for accessing jobs and meeting other household needs. Census data has shown that the majority of these zero-vehicle households face economic constraints to automobile ownership. Not only are cars themselves expensive, but households with lower incomes may also face higher costs for financing a car. Used cars offer a cheaper sticker price but tend to incur higher annual operating costs. Not owning a car may impart further economic disadvantage as well, as workers with cars work more hours per week than those without cars, enabling them to earn higher incomes.¹⁹ Within the planning area, 3.9% of households do not have a vehicle available. This percentage is lower than the State of Ohio's rate of no vehicle households at 7.4%. The majority of households who do not have a vehicle available are located within the City of Sandusky, near the urban core or housing for seasonal employment at Cedar Point. (see **Figure 4-1.12**)

Minority Population: According to the 2022 ACS, 13% of the total population in the MPO area consists of minorities. The largest group is identified as black, or African American at 7%. The majority of minorities are located within the City of Sandusky. Annually, a demographics analysis examines this area for any possible negative environmental impacts when undergoing any transportation projects, and includes seeking out and considering the needs of low-income and minority households per 23 CFR 450.316 (see **Figure 4-1.13**).

Elderly Populations: The elderly population is defined as individuals aged 65 years and older. According to the 2022 ACS, the 65 and overpopulation consist of 24% of the population (see **Figure 4-1.14**) The majority of those aged 65 or over are located on Kelleys Island, Huron Township, and the Cedar Point peninsula on the eastern edge of the City of Sandusky.

Disabled Population: The US Census defines a disability as a long-lasting physical, mental or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business. There is a concentration of disabled populations within the Cities of Sandusky and Vermilion (see **Figure 4-1.15**). Across the planning area, approximately 15,499 people have disabilities, or 15% of the population.²⁰ Of those who are disabled, 50% of respondents reported ambulatory difficulties; 38% reported cognitive difficulties; and 34% noted disability related to independent living difficulty.

¹⁹ https://www.brookings.edu/wp-content/uploads/2016/06/0818_transportation_tomer.pdf accessed 5/2020

²⁰ ACS Five Year Disability Characteristics, 2018

Limited English Speaking Ability: Within Erie County, 2,278 people, or 3.2% reported speaking another language other than English.²¹ In Ottawa County, 1,132 people, or 2.9% speak another language other than English. A person with Limited English Proficiency (LEP) is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. ERPC strives to reach out to all sectors of the population including those who cannot speak English very well. It is noted the eastern side of the City of Sandusky, Perkins Township, and Portage Township have a higher concentration of populations with limited English speaking ability (see **Figure 4-1.16**). This may be attributed to the various tourism-related industries located in these areas that frequently employ J1 students and workers from abroad. Depending on the time of year there are many different populations (Filipinos, Jamaicans, Ukrainians, Argentina, Peruvians, etc.) from all over the world that temporarily call the region home during the tourist season. The majority of the housing units established for these visitors are located within these areas.

- 461, or 50% of people that reported English as their second language felt that they spoke English “less than well”
- 1,268 people reported speaking Spanish as their primary language. 36% of those speakers reported speaking English “less than well”
- 908 reported speaking an Other Indo-European derived language as their primary language. 22% of those speakers felt they spoke English “less than well”
- 522 reported speaking Asian and Pacific Islander derived language as their primary language. 39% of these speakers reported speaking English “less than well”.²²

Demographics Analysis: Annually, ERPC staff conducts a demographics analysis of the projects occurring within the planning region, including identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens. ERPC intends to not adversely affect any specific population of our community. To assure this, all the Transportation Improvement Program (TIP) projects that the MPO helps fund are evaluated. The identification of targeted population areas was completed by assessing averages for poverty (11.5%), minority (13.2%), 65 years and older (24.0%), disability status (15.6%), limited English proficiency (3.1%) and zero vehicle household (3.9%) levels in the county based on regional averages. Demographic information was compiled from the 2022 Five Year American Community Survey data. To calculate poverty levels with the available data, demographic data on a census tract level was utilized. The data was reviewed to identify areas where the targeted populations were double the regional average. These target areas have been mapped along with capacity expansion projects, maintenance projects, and transportation enhancement projects to aid in the impact analysis. Subjective analysis for each project includes completing an environmental justice analysis matrix considering potential impacts that a project could have on an identified environmental justice area.

To analyze impacts for the projects in the ERPC MPO region, staff reviewed the projects using the long-range travel demand model for the Sandusky-Port Clinton Urbanized Area that was developed by the

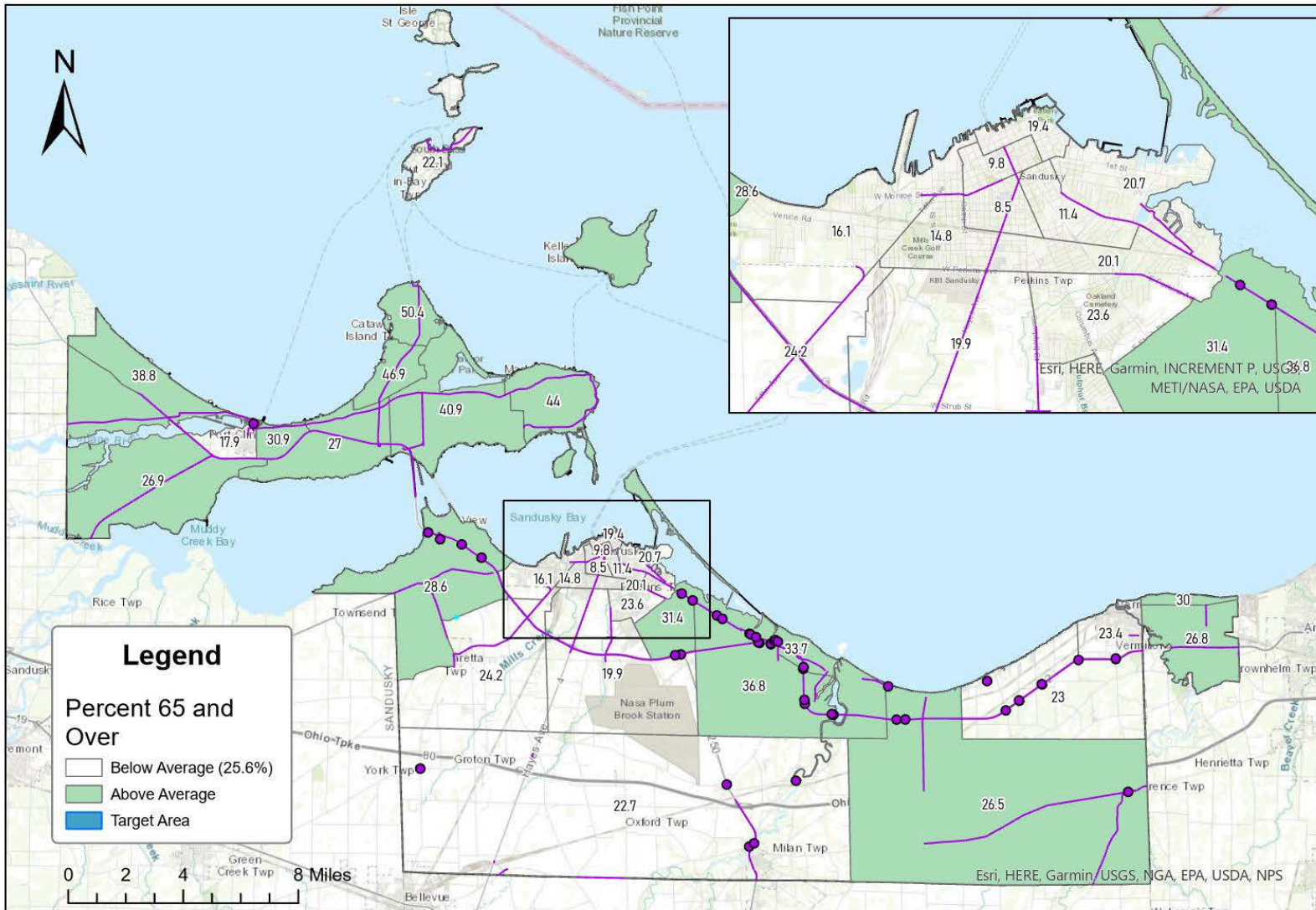
²¹ ACS Five Year Language Spoken At Home, 2018

²² ACS Five Year Language Spoken At Home, 2018

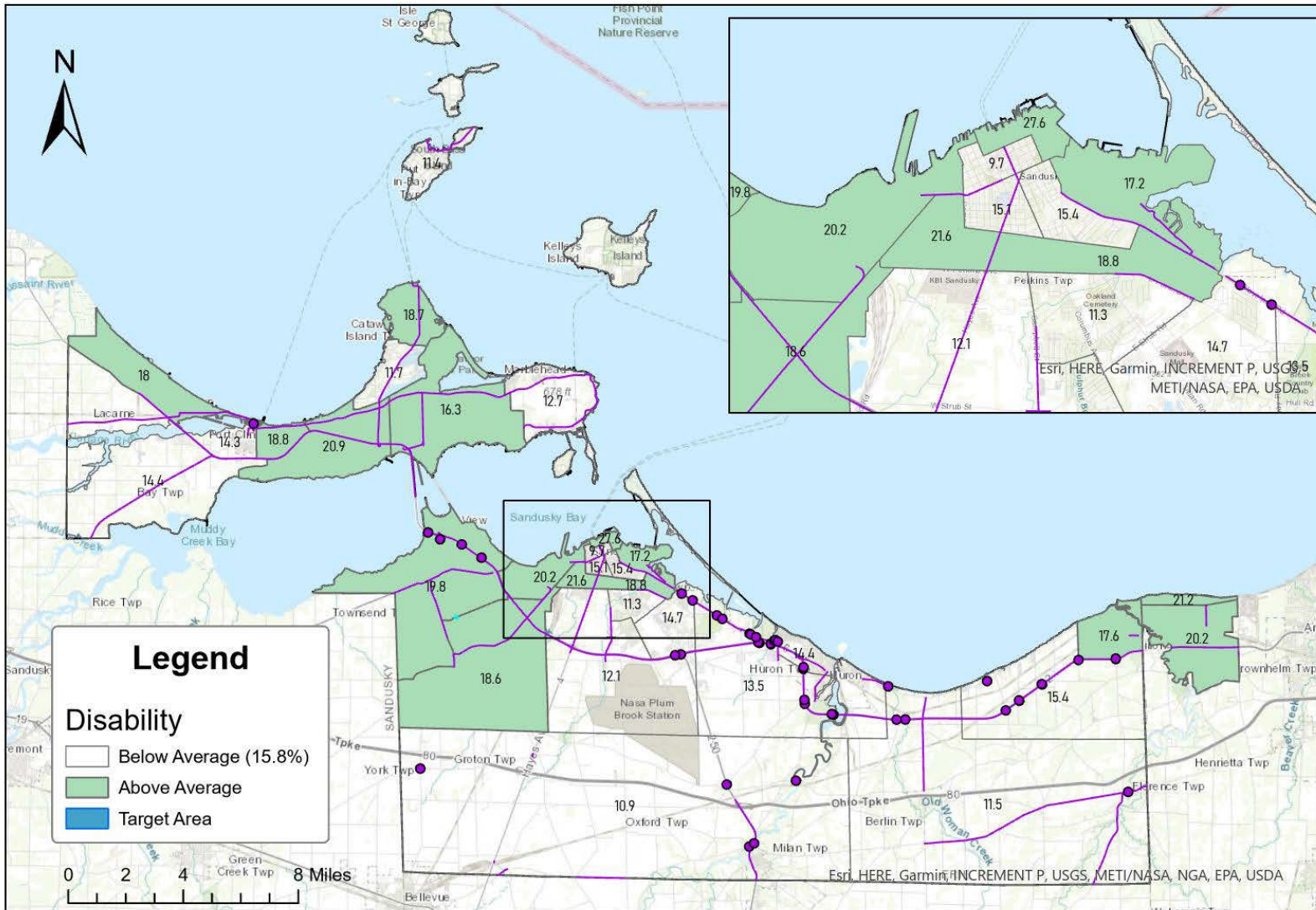
Modeling and Forecasting Section of ODOT’s Office of Statewide Planning and Research. The model aided in quantitatively evaluating the effectiveness of the projects and their impact potential to the targeted populations. The MPO region was divided into over 400 traffic analysis zones (TAZs) based on the review of census data, residential patterns, employment, education, recreational locations, and travel characteristics. Travel times were used to analyze the results of project implementation to assess accessibility to the generator zones for both targeted and non-targeted populations. Travel times to identified destinations for eleven traffic analysis zones where poverty, minority, 65 years and older, limited English proficiency, disability, and households with no vehicles available were two times above the county averages were compared against five TAZs within the county averages. Results show an average decrease in travel times (-0.3 minute) for target zones as compared to average travel times for those non-high rate zones. Programmed projects improved travel times for those identified target areas and did not negatively affect the target groups. The total average travel time difference for identified higher rate TAZs and non-identified TAZ areas show an overall decrease of 18 seconds. 82% of projects in the TIP for FY 2024-2027 for the ERPC MPO region can be considered system preservation projects while the other 18% are all projects that include sidewalk installations. Preservation type projects include resurfacing, culvert replacement, signal projects, and overall general maintenance of the transportation system. These types of projects have little or no adverse impact on the population. The factors listed above were considered upon review of the projects to measure the impact upon the targeted areas:

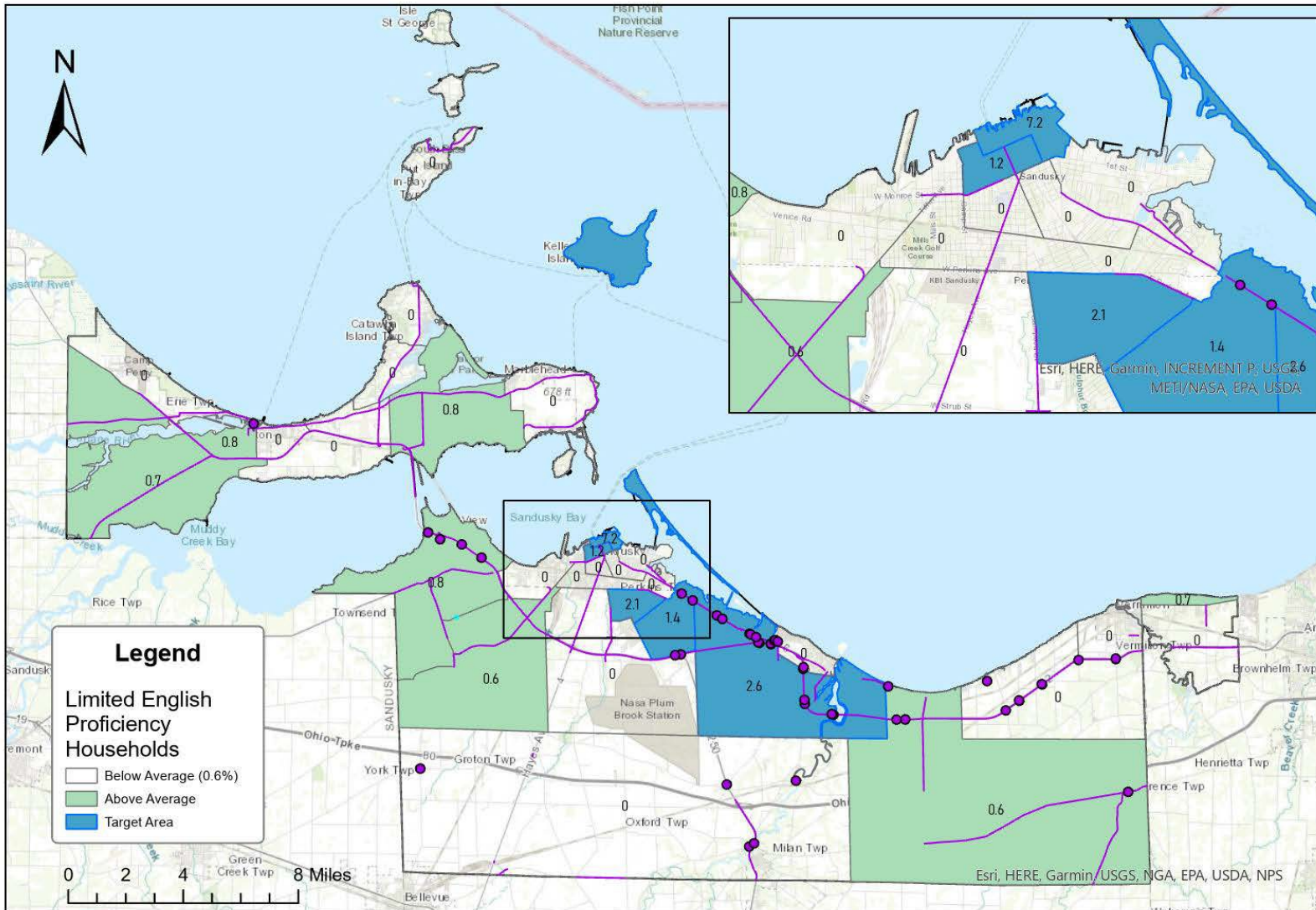
- Bodily impairment, infirmity, illness or death
- Air, noise, and water pollution and soil contamination
- Destruction or disruption of man-made or natural resources
- Destruction or diminution of aesthetic values
- Destruction or disruption of community cohesion
- Destruction or disruption of a community’s economic vitality
- Destruction or disruption of the availability of public and private facilities and services
- Vibration
- Adverse employment effects
- Displacement of persons, businesses, farms or nonprofit organizations
- Increased traffic congestion
- Isolation
- Exclusion or separation of minority or low-income individuals within a given community or from the broader community
- The denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.

In summary, the MPO is dedicated to identifying any adverse or negative impacts on a population as a result of a project and will consider possible alternatives should a disproportionately high and/or adverse human health or environmental effect be of concern.



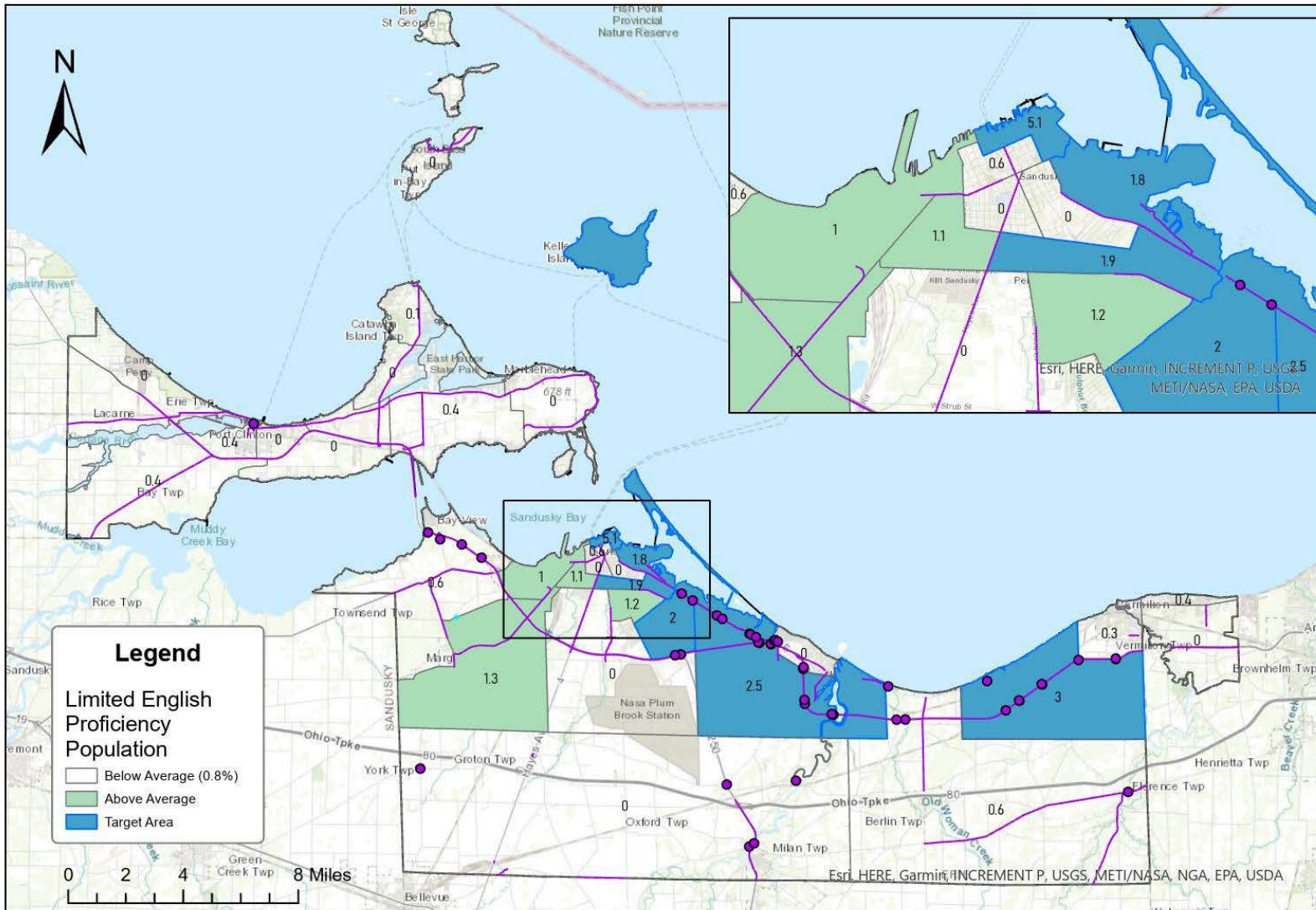
Target Area: Population 65 and Over

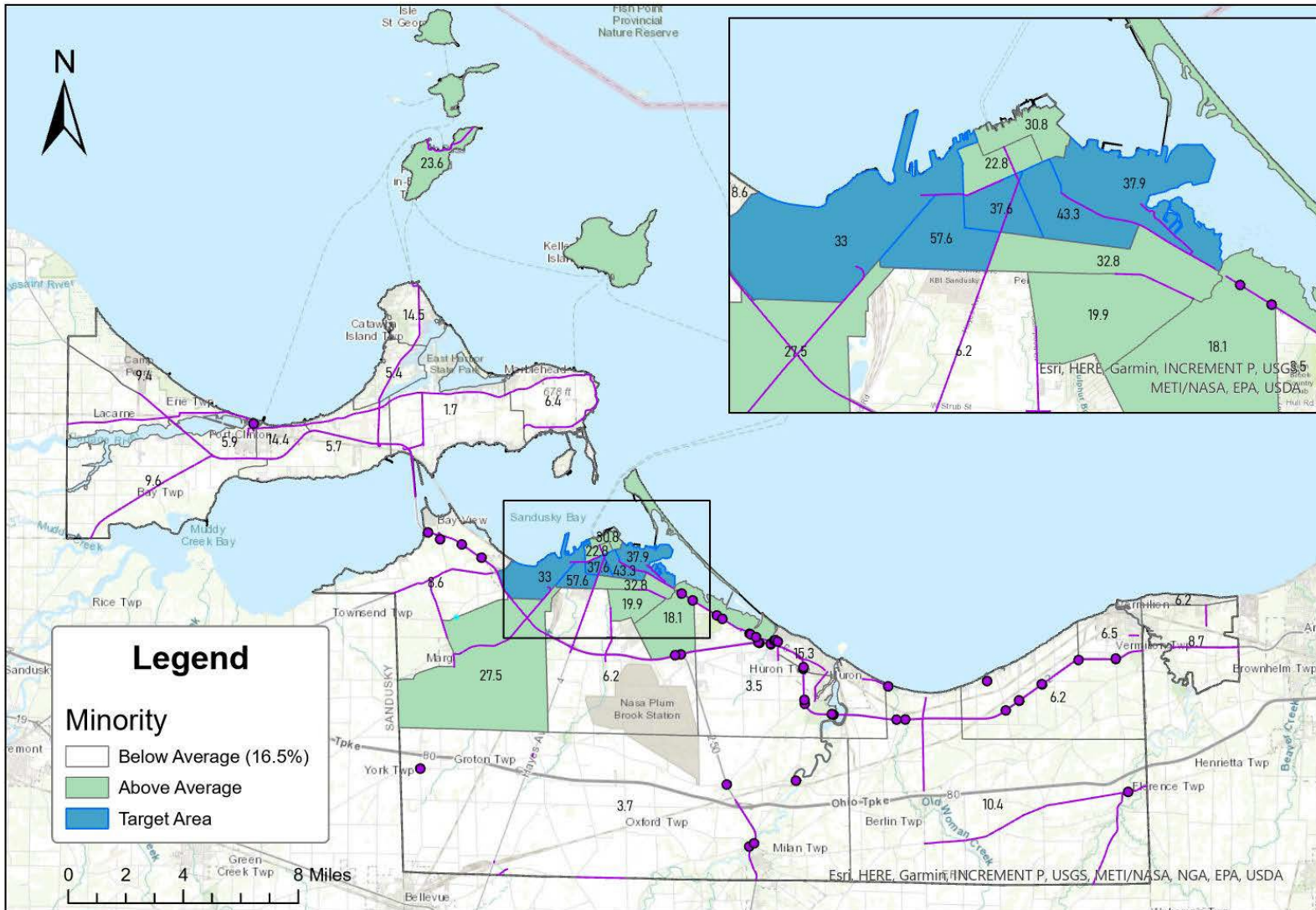




Created By:
 Erie Regional Planning Commission
 Metropolitan Planning Organization
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS
 December, 2024

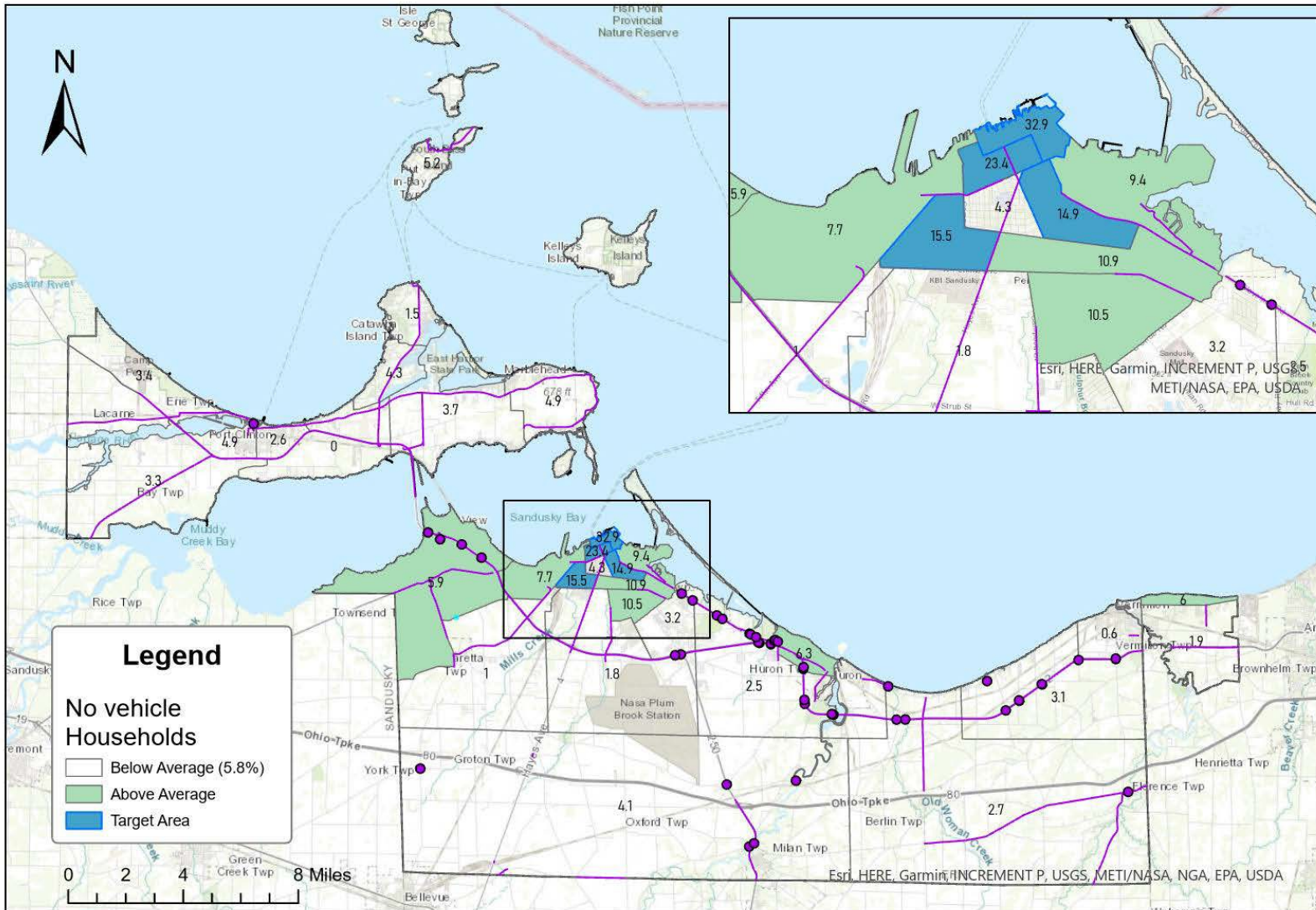
Target Area: LEP - Housholds





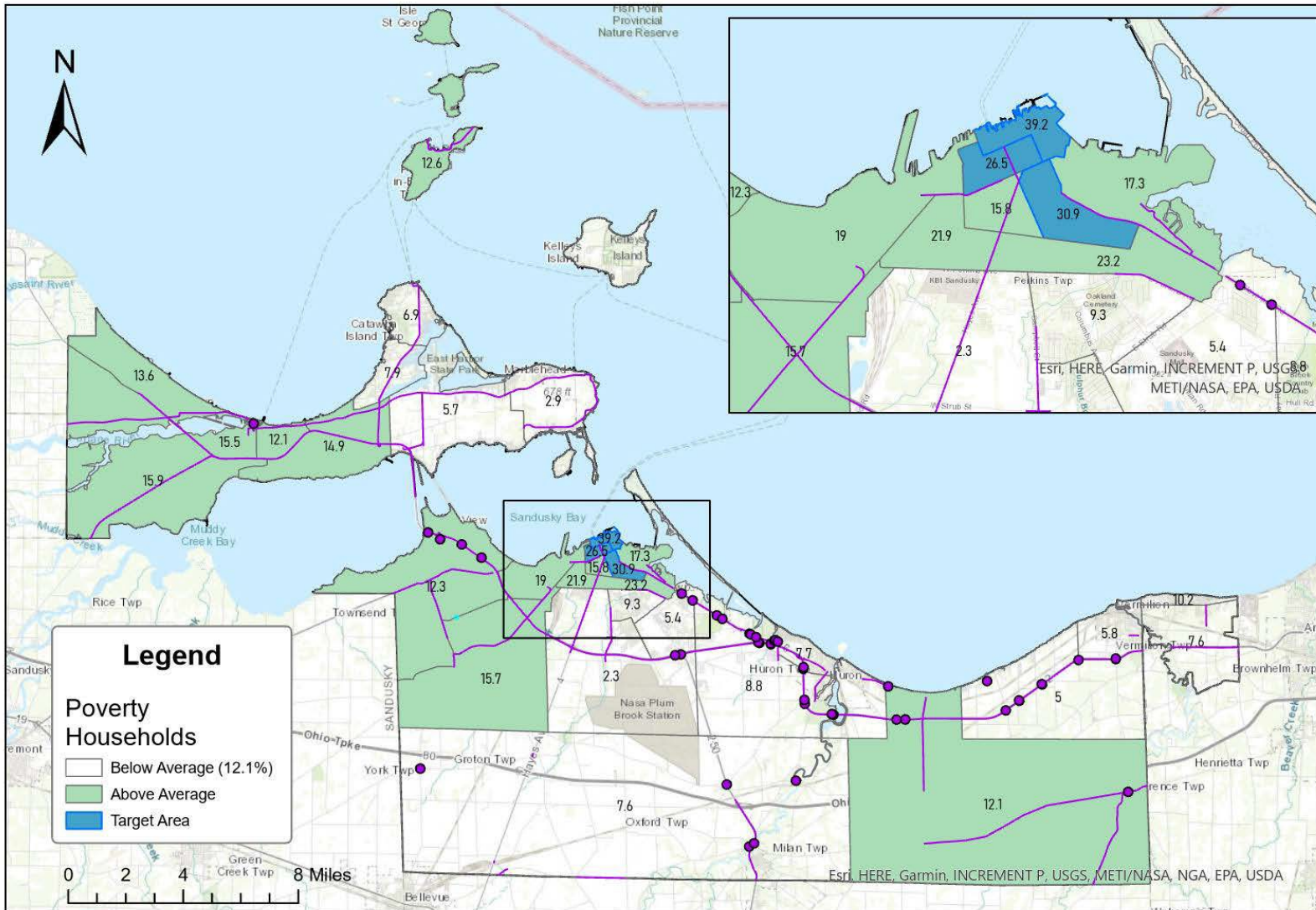
Created By:
 Erie Regional Planning Commission
 Metropolitan Planning Organization
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TMS
 December, 2024

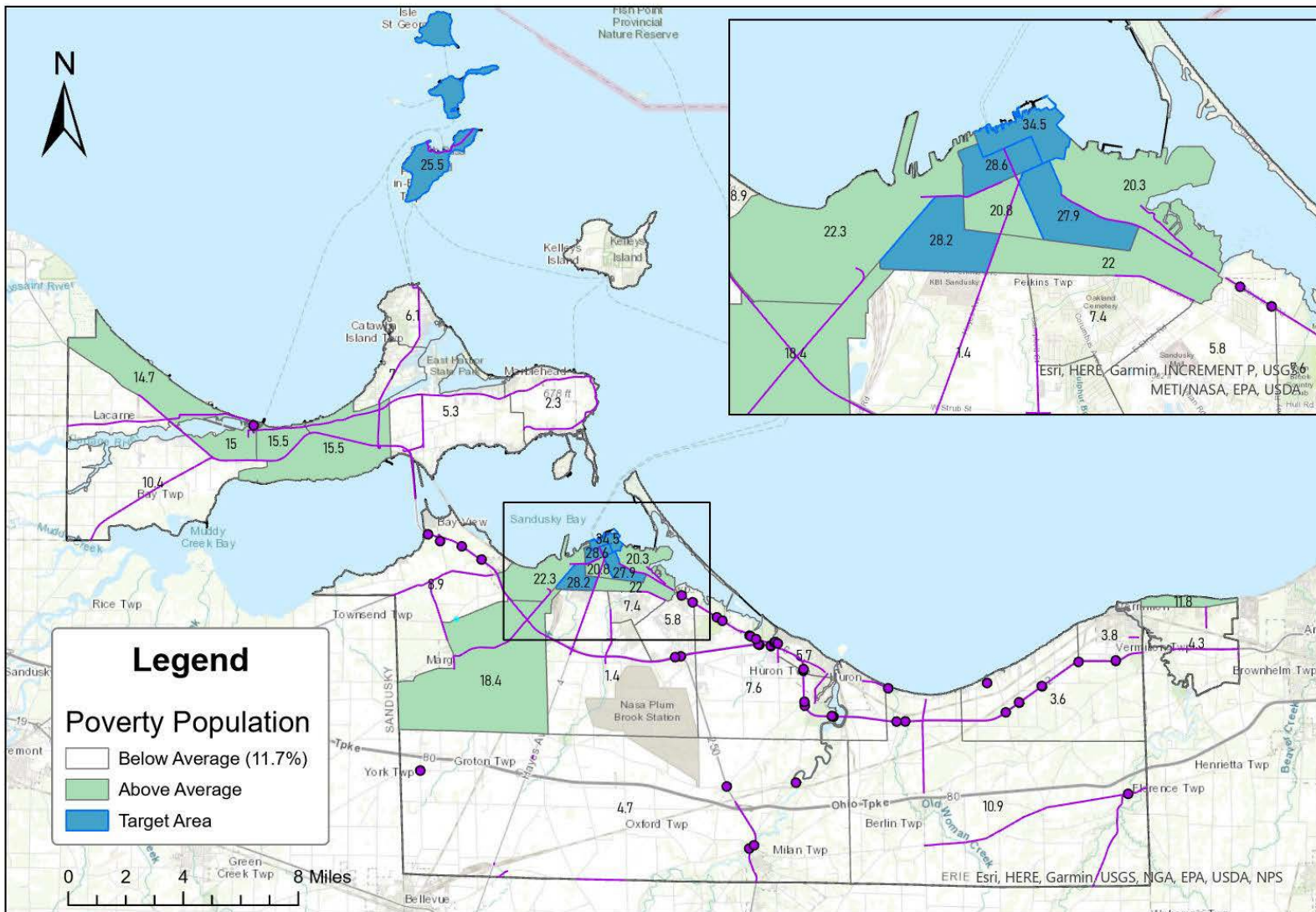
Target Area: Minority Populations



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

Target Area: No Vehicle Households





4.3 Economic Conditions

| | Millions in Current Dollars | | |
|------|-----------------------------|--------|---------|
| | Erie | Ottawa | Ohio |
| 2011 | 4,987 | 1,792 | 541,315 |
| 2012 | 5,216 | 1,921 | 548,291 |
| 2013 | 5,457 | 1,950 | 577,890 |
| 2014 | 5,529 | 1,872 | 606,729 |
| 2015 | 4,953 | 2,042 | 616,279 |
| 2016 | 5,002 | 1,992 | 631,606 |
| 2017 | 5,018 | 2,101 | 648,574 |
| 2018 | 5,089 | 2,114 | 676,721 |
| 2019 | 4,601 | 2,221 | 702,055 |
| 2020 | 4,133 | 2,137 | 697,868 |
| 2021 | 4,593 | 2,394 | 759,626 |
| 2022 | 5,310 | 2,483 | 825,990 |
| 2023 | 5,627 | 2,723 | 884,834 |

Figure 4-3.2: Gross Domestic Product, All Industry Sectors²³

Tourism: Erie and Ottawa County’s location on the southern shores of Lake Erie makes it an attractive destination for both tourists and residents. Lake Erie Shores and Islands is the visitor’s bureau in the area and consists of data from multi-communities including Berlin Heights, Castalia, Elmore, Genoa, Huron, Kelley’s Island, Marblehead, Middle Bass, Milan, Oak Harbor, Port Clinton/Catawba, Put-In-Bay, Sandusky and Vermilion which collaboratively make up the Lake Erie Shores and Islands. Annually, more than 11 million trips are made to Lake Erie Shores and Islands.²⁴ In addition, one-third of the total tourism sales in Northwest Ohio (\$8.3 billion in 22 counties) are generated in the Lake Erie Shores and Islands region’s two counties, Erie and Ottawa.²⁵

The region is home to many attractions and recreational opportunities from the city offerings to lakes and rivers. The Lake Erie Islands, via boat, plane or ferry, offer a variety of attractions, including state parks, boutique shops and nightlife, and historic sites such as Perry’s Monument on Put-In-Bay and Glacier Grooves on Kelly’s Island. Lake Erie’s coastline and the park facilities offer natural areas and historic resources for tourists and residents to enjoy. Lake Erie is known for its excellent walleye fishing, and has seen consistent growth in out of state anglers and an increase in licensed carter boat captains. Cedar Point is a premiere amusement park, featuring 17 roller coasters and consistently one of the most visited parks in North America. Kalahari Resort in Sandusky is home to Ohio’s largest indoor water park. The 174,000 square foot Kalahari Resort includes a 215,000 square feet convention space as well as 890 rooms. Other attractions in the area include the Great Wolf Lodge, Castaway Bay, Merry-Go-Round Museum, Marblehead Lighthouse, and Sawmill Creek Resort.

SportsForce Park was completed in 2017 and continues to grow. In 2020, the Cedar Point Indoor Sports Complex opened, and features ten full-size basketball courts, which can convert to 20 full-size volleyball courts, a championship arena with retractable seating, sports medicine facility, fitness area, and family activities center, and as of 2023, an E-Sports center that features tournaments and summer camps.²⁶

²³ Bureau of Economic Analysis, US Department of Commerce, 6/2024

²⁴ State of Tourism, 2018 LESI

²⁵ Economic Impact of Tourism research, 2017

²⁶ <https://www.shoresandislands.com/download/travel-guide> accessed 5/2020

Tourists destined for Erie County primarily arrive by automobile as indicated by a survey conducted by Lake Erie Shores and Islands. Other available modes of transportation include rail service to Sandusky provided by Amtrak and bus service provided by Greyhound. According to the Lake Erie Shores and Islands, the top five reasons for visiting Erie County were: the Lake Erie Islands, beaches, lighthouses, historic sites, and Cedar Point. The survey stated that the majority of tourists are between the ages of 35 to 54.²⁷

Economic Impact of Tourism in Erie County: Tourism is an integral and driving component for the Erie County economy. There is a diverse composite of economic activities, including transportation, recreation, retail, lodging, and the food and beverage sectors. LESI reported that in 2021 tourists support over 14,008 employees creating \$394 million in wages and generates over \$353 million in state and local taxes. Tourism is an integral and driving component of the both counties economies. Tourism-generated local taxes save Erie County households \$4,749 and Ottawa County households \$1,629 on average annually..²⁸ Historically, manufacturing was a major employer in the area. In the 1980s the Services sector started to dominate the economy (see **Figure 4-2.2**). Currently, the travel and tourism make up 27% of local employment with accommodations and food consisting of almost 15% (see **Figure 4-2.1**).

Travel & Tourism Sectors

| | Erie County, OH | Ottawa County, OH |
|------------------------------------|-----------------|-------------------|
| Total Employment, 2022 | 36,050 | 13,671 |
| Travel & Tourism Related | ~10,278 | ~3,205 |
| Retail Trade | 1,198 | ~337 |
| Gasoline Stations | 482 | 171 |
| Clothing & Accessory Stores | 226 | ~39 |
| Misc. Store Retailers | 490 | 127 |
| Passenger Transportation | ~3 | ~7 |
| Air Transportation | 0 | ~2 |
| Scenic & Sightseeing Transport | ~3 | 5 |
| Arts, Entertainment, & Recreation | 3,776 | ~677 |
| Performing Arts & Spectator Sports | 88 | ~8 |
| Museums, Parks, & Historic Sites | 80 | ~89 |
| Amusement, Gambling, & Rec. | 3,608 | 580 |
| Accommodation & Food | 5,301 | 2,184 |
| Accommodation | 1,623 | 333 |
| Food Services & Drinking Places | 3,678 | 1,851 |
| Non-Travel & Tourism | 25,772 | 10,466 |
| Percent of Total | | |
| Travel & Tourism Related | ~28.5% | ~23.4% |
| Retail Trade | 3.3% | ~2.5% |
| Gasoline Stations | 1.3% | 1.3% |
| Clothing & Accessory Stores | 0.6% | ~0.3% |
| Misc. Store Retailers | 1.4% | 0.9% |
| Passenger Transportation | ~0.0% | ~0.1% |
| Air Transportation | 0.0% | ~0.0% |
| Scenic & Sightseeing Transport | ~0.0% | 0.0% |
| Arts, Entertainment, & Recreation | 10.5% | ~5.0% |
| Performing Arts & Spectator Sports | 0.2% | ~0.1% |
| Museums, Parks, & Historic Sites | 0.2% | ~0.7% |
| Amusement, Gambling, & Rec. | 10.0% | 4.2% |
| Accommodation & Food | 14.7% | 16.0% |
| Accommodation | 4.5% | 2.4% |
| Food Services & Drinking Places | 10.2% | 13.5% |
| Non-Travel & Tourism | 71.5% | 76.6% |

The major industry categories (retail trade; passenger transportation; arts, entertainment, and recreation; and accommodation and food) in the table above are the sum of the sub-categories underneath them and as shown here do not represent NAICS codes. These data are from the Quarterly Census of Employment and Wages which does not include the self-employed. Estimates for data that were not disclosed are indicated with tildes (~).

Figure 4-3.1: Employment²⁹

²⁷ LESI, 2013 Visitor Survey

²⁸ State of Tourism, 2018 LESI

²⁹ Headwater Economics , 5/2020

Change in Erie/Ottawa County Employment: 2001-2024

| Description | 2001 Jobs - Erie County | 2024 Jobs - Erie County | 2001 Jobs - Ottawa County | 2024 Jobs - Ottawa County | 2021 Total Jobs | 2024 Total Jobs | 2001-2024 % Change |
|--|----------------------------|----------------------------|---------------------------------|---------------------------------|--------------------|--------------------|-----------------------|
| Manufacturing | 9,157 | 5,302 | 2,837 | 2,195 | 11,994 | 7,497 | -37% |
| Government | 5,939 | 5,155 | 2,461 | 2,466 | 8,400 | 7,621 | -9% |
| Retail Trade | 4,939 | 5,080 | 2,297 | 1,656 | 7,236 | 6,736 | -7% |
| Health Care and Social Assistance | 4,579 | 4,653 | 1,297 | 1,699 | 5,876 | 6,352 | 8% |
| Accommodation and Food Services | 4,476 | 5,487 | 2,030 | 2,336 | 6,506 | 7,823 | 20% |
| Arts, Entertainment, and Recreation | 2,922 | 4,157 | 632 | 780 | 3,554 | 4,937 | 39% |
| Other Services (except Public Administration) | 2,436 | 1,447 | 1,095 | 862 | 3,531 | 2,309 | -35% |
| Construction | 1,786 | 1,396 | 830 | 994 | 2,616 | 2,390 | -9% |
| Wholesale Trade | 1,439 | 1,082 | 239 | 193 | 1,678 | 1,275 | -24% |
| Administrative and Support and Waste Management and Remediation Services | 981 | 878 | 365 | 365 | 1,346 | 1,243 | -8% |
| Transportation and Warehousing | 893 | 847 | 633 | 524 | 1,526 | 1,371 | -10% |
| Finance and Insurance | 775 | 851 | 392 | 337 | 1,167 | 1,188 | 2% |
| Professional, Scientific, and Technical Services | 702 | 824 | 271 | 307 | 973 | 1,131 | 16% |
| Agriculture, Forestry, Fishing and Hunting | 564 | 1,268 | 455 | 190 | 1,019 | 1,458 | 43% |
| Information | 542 | 339 | 145 | 50 | 687 | 389 | -43% |
| Real Estate and Rental and Leasing | 414 | 400 | 244 | 218 | 658 | 618 | -6% |
| Educational Services | 337 | 333 | 85 | 141 | 422 | 474 | 12% |
| Utilities | 209 | 80 | 869 | 581 | 1,078 | 661 | -39% |
| Mining, Quarrying, and Oil and Gas Extraction | 165 | 85 | 116 | 108 | 281 | 193 | -31% |
| Management of Companies and Enterprises | 35 | 272 | 46 | 21 | 81 | 293 | 264% |
| Unclassified Industry | 16 | <10 | <10 | <10 | 16 | <10 | Insf. Data |
| Total | 43,305 | 39,946 | 39,946 | 39,946 | 83,251 | 79,892 | -4% |

Figure 4-3.3: Changes in Employment: 2001-2024³⁰

³⁰ Erie County Economic Development Corporation

Change in Erie/Ottawa County Employment: 2024-2034

| Description | 2024 Jobs - Erie County | 2034 Jobs - Erie County | 2024 Jobs - Ottawa County | 2034 Jobs - Ottawa County | 2024 Total Jobs | 2034 Total Jobs | 2024-2034 % Change |
|--|-------------------------|-------------------------|---------------------------|---------------------------|-----------------|-----------------|--------------------|
| Accommodation and Food Services | 5,487 | 5,233 | 2,336 | 2,348 | 7,822 | 7,581 | -3.1% |
| Manufacturing | 5,302 | 4,818 | 2,195 | 2,314 | 7,497 | 7,132 | -4.9% |
| Government | 5,155 | 4,998 | 2,466 | 2,511 | 7,621 | 7,508 | -1.5% |
| Retail Trade | 5,080 | 5,229 | 1,656 | 1,702 | 6,735 | 6,931 | 2.9% |
| Health Care and Social Assistance | 4,653 | 4,525 | 1,699 | 1,758 | 6,352 | 6,283 | -1.1% |
| Arts, Entertainment, and Recreation | 4,157 | 4,384 | 780 | 821 | 4,938 | 5,206 | 5.4% |
| Other Services (except Public Administration) | 1,447 | 1,431 | 862 | 958 | 2,308 | 2,388 | 3.5% |
| Construction | 1,396 | 1,318 | 994 | 1,050 | 2,390 | 2,368 | -0.9% |
| Agriculture, Forestry, Fishing and Hunting | 1,268 | 1,478 | 190 | 136 | 1,458 | 1,615 | 10.8% |
| Wholesale Trade | 1,082 | 1,061 | 193 | 184 | 1,275 | 1,244 | -2.4% |
| Administrative and Support and Waste Management | 878 | 730 | 365 | 381 | 1,244 | 1,111 | -10.7% |
| Finance and Insurance | 851 | 984 | 337 | 351 | 1,187 | 1,335 | 12.4% |
| Transportation and Warehousing | 847 | 820 | 524 | 511 | 1,371 | 1,331 | -2.9% |
| Professional, Scientific, and Technical Services | 824 | 874 | 307 | 319 | 1,132 | 1,193 | 5.5% |
| Real Estate and Rental and Leasing | 400 | 413 | 218 | 217 | 618 | 630 | 2.0% |
| Information | 339 | 363 | 50 | 69 | 389 | 432 | 11.1% |
| Educational Services | 333 | 311 | 141 | 212 | 474 | 523 | 10.2% |
| Management of Companies and Enterprises | 272 | 307 | 21 | 24 | 293 | 331 | 13.0% |
| Mining, Quarrying, and Oil and Gas Extraction | 85 | 88 | 108 | 109 | 193 | 197 | 2.0% |
| Utilities | 80 | 79 | 581 | 574 | 661 | 653 | -1.1% |
| Unclassified Industry | <10 | 17 | <10 | <10 | <10 | 17 | Insf. Data |
| Totals | 39937 | 39460 | 16021 | 16550 | 55958 | 56009 | 0.1% |

Figure 4-3.3: Changes in Employment: 2024-2034³¹

³¹ Erie County Economic Development Corporation

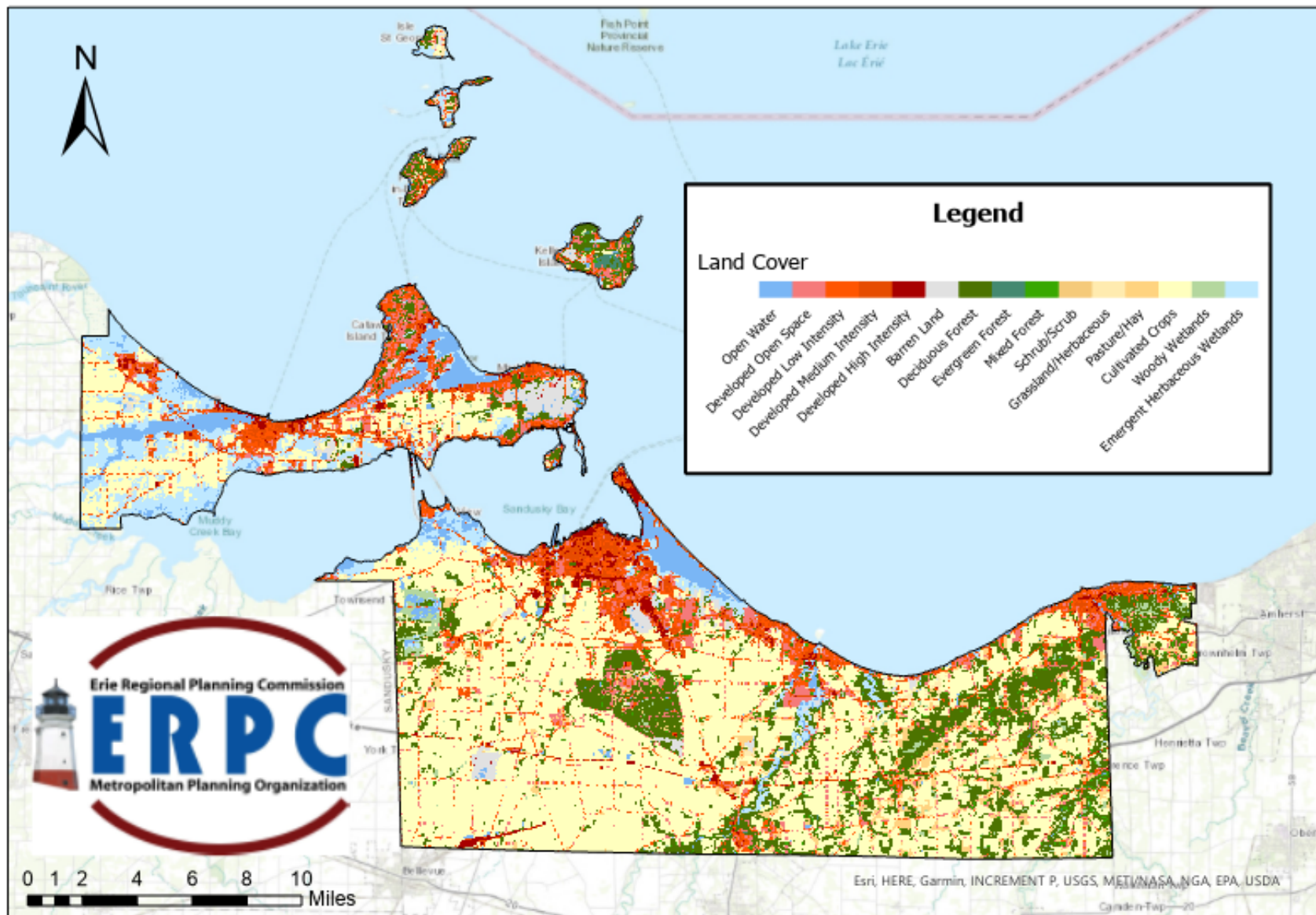
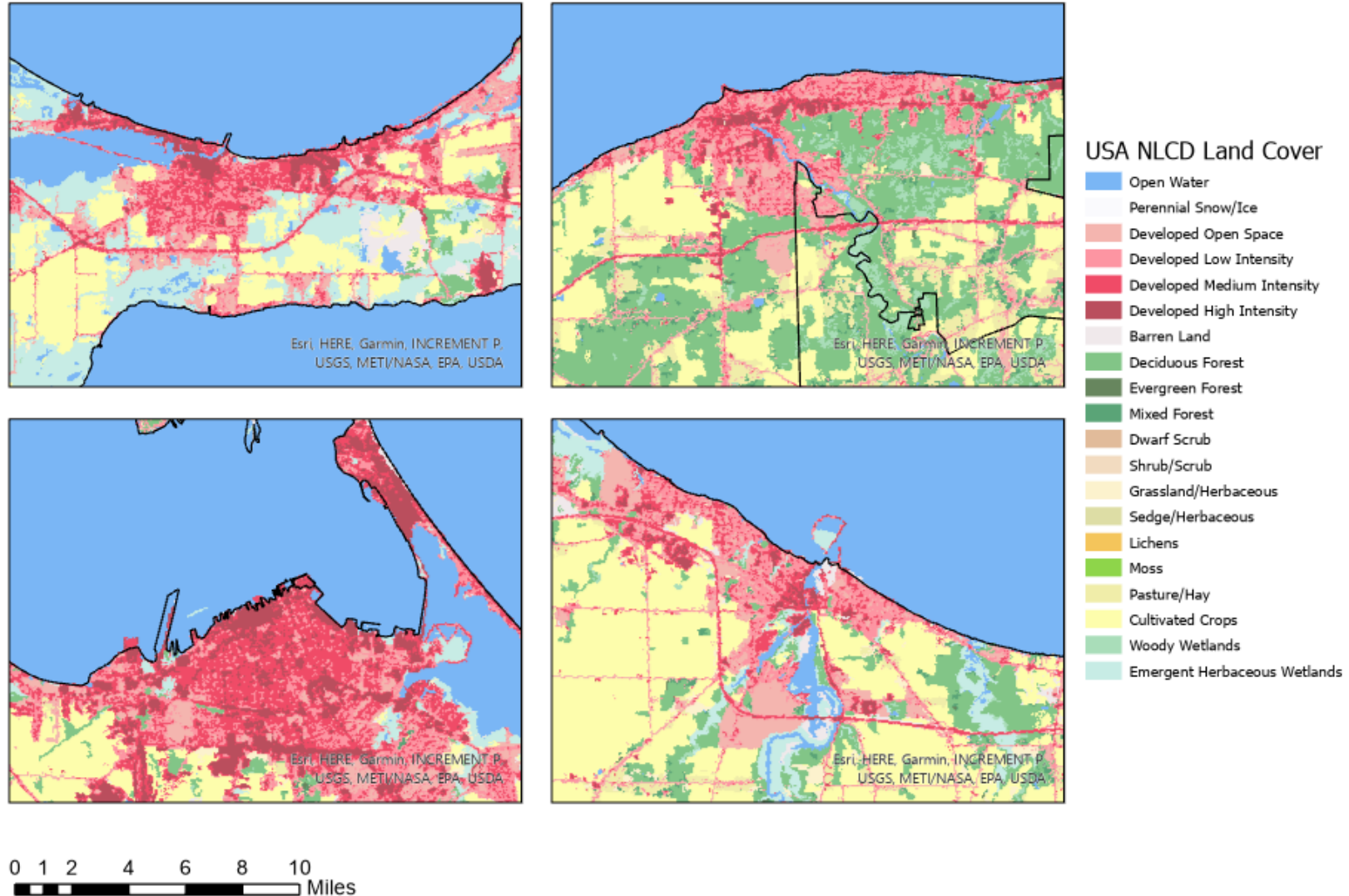


Figure 4-3.3 Existing Land Cover
 ERPC MPO 2050 Long Range Transportation Plan



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.

Figure 4-3.3 Existing Land Cover
ERPC MPO 2050 Long Range Transportation Plan

Land Use, Ownership, and Agriculture: The majority of the planning area consists of privately held land (95%) with the state owning a small portion (approximately 2.4%) (see **Figures 4-3.5**). The majority of the land is made up of mixed cropland (57%) and urban areas (17%). (4%) (see **Figure 4-3.7**). The region has seen a consistent growth in urban, suburban and exurban residential development acres since 2000.³² Farming is prevalent in the region with oilseed and grain being the most common crops followed by aquaculture and numerous fruit farmers (see **Figures 4-3.8 and .9**).

Land Ownership

| | Erie County, OH | Ottawa County, OH |
|-------------------------|-----------------|-------------------|
| Total Acres* | 160,559 | 160,503 |
| Private Lands | 154,106 | 151,984 |
| Conservation Easement | 959 | 1,290 |
| Federal Lands | 0 | 4,618 |
| Forest Service | 0 | 0 |
| BLM | 0 | 0 |
| National Park Service | 0 | 23 |
| USFWS | 0 | 4,028 |
| Military | 0 | 567 |
| Other Federal | 0 | 0 |
| State Lands | 3,993 | 3,632 |
| State Trust Lands* | 0 | 0 |
| Other State | 3,993 | 3,632 |
| Tribal Lands | 0 | 0 |
| City, County, Other | 2,460 | 269 |
| Percent of Total | | |
| Private Lands | 96.0% | 94.7% |
| Conservation Easement | 0.6% | 0.8% |
| Federal Lands | 0.0% | 2.9% |
| Forest Service | 0.0% | 0.0% |
| BLM | 0.0% | 0.0% |
| National Park Service | 0.0% | 0.0% |
| USFWS | 0.0% | 2.5% |
| Military | 0.0% | 0.4% |
| Other Federal | 0.0% | 0.0% |
| State Lands | 2.5% | 2.3% |
| State Trust Lands** | 0.0% | 0.0% |
| Other State | 2.5% | 2.3% |
| Tribal Lands | 0.0% | 0.0% |
| City, County, Other | 1.5% | 0.2% |

* Does not include most water.

** Most state trust lands are held in trust for designated beneficiaries, principally public schools. Managers may lease and sell these lands for a diverse range of uses to generate revenues for the beneficiaries.

Figure 4-3.5: Land Types³³

Number and Size of Farms

| | Erie County, OH | Ottawa County, OH |
|--|-----------------|-------------------|
| Number of Farms, 2022 | 317 | 590 |
| Land in Farms (Acres), 2022 | 77,157 | 119,544 |
| Average Farm Size (Acres) | 243 | 203 |
| Approximate Land Area (Acres) | 160,954 | 163,112 |
| Approximate Percent of Land Area in Farms | 47.9% | 73.3% |

Figure 4-3.7: Farms³⁴

³² Headwater Economics, 5/2020

³³ Headwater Economics, 5/2020

Forest, Grassland, and Other Land Cover

| | Erie County, OH | Ottawa County, OH |
|----------------------------|-----------------|-------------------|
| Total Acres (2019*) | 160,559 | 160,503 |
| Forest | 28,549 | 5,479 |
| Grassland | 1,731 | 2,539 |
| Shrubland | 188 | 53 |
| Mixed Cropland | 89,140 | 95,648 |
| Water | 4,080 | 8,617 |
| Urban | 29,835 | 24,814 |
| Other | 7,036 | 23,354 |
| Percent of Total | | |
| Forest | 17.8% | 3.4% |
| Grassland | 1.1% | 1.6% |
| Shrubland | 0.1% | 0.0% |
| Mixed Cropland | 55.5% | 59.6% |
| Water | 2.5% | 5.4% |
| Urban | 18.6% | 15.5% |
| Other | 4.4% | 14.6% |

Figure 4-3.6: Land Types³⁵

Types of Farms

| | Erie County, OH | Ottawa County, OH |
|---|-----------------|-------------------|
| All Farms, 2022 | 317 | 590 |
| Oilseed & Grain Farming | 151 | 318 |
| Vegetable & Melon Farming | 10 | 7 |
| Fruit & Nut Tree Farming | 25 | 20 |
| Greenhouse, Nursery, etc. | 19 | 7 |
| Other Crop Farming | 33 | 171 |
| Beef Cattle Ranch. & Farm. | 15 | 14 |
| Cattle Feedlots | 3 | 3 |
| Dairy Cattle & Milk Prod. | 0 | 0 |
| Hog & Pig Farming | 1 | 0 |
| Poultry & Egg Production | 13 | 9 |
| Sheep & Goat Farming | 12 | 9 |
| Animal Aquaculture & Other Animal Prod. | 35 | 32 |
| Percent of Total | | |
| Oilseed & Grain Farming | 47.6% | 53.9% |
| Vegetable & Melon Farming | 3.2% | 1.2% |
| Fruit & Nut Tree Farming | 7.9% | 3.4% |
| Greenhouse, Nursery, etc. | 6.0% | 1.2% |
| Other Crop Farming | 10.4% | 29.0% |
| Beef Cattle Ranch. & Farm. | 4.7% | 2.4% |
| Cattle Feedlots | 0.9% | 0.5% |
| Dairy Cattle & Milk Prod. | 0.0% | 0.0% |
| Hog & Pig Farming | 0.3% | 0.0% |
| Poultry & Egg Production | 4.1% | 1.5% |
| Sheep & Goat Farming | 3.8% | 1.5% |
| Aquaculture & Other Prod. | 11.0% | 5.4% |

Figure 4-3.8: Farms Types³⁶

³⁴ Headwater Economics, 5/2020

³⁵ Headwater Economics, 5/2020

³⁶ Headwater Economics, 5/2020

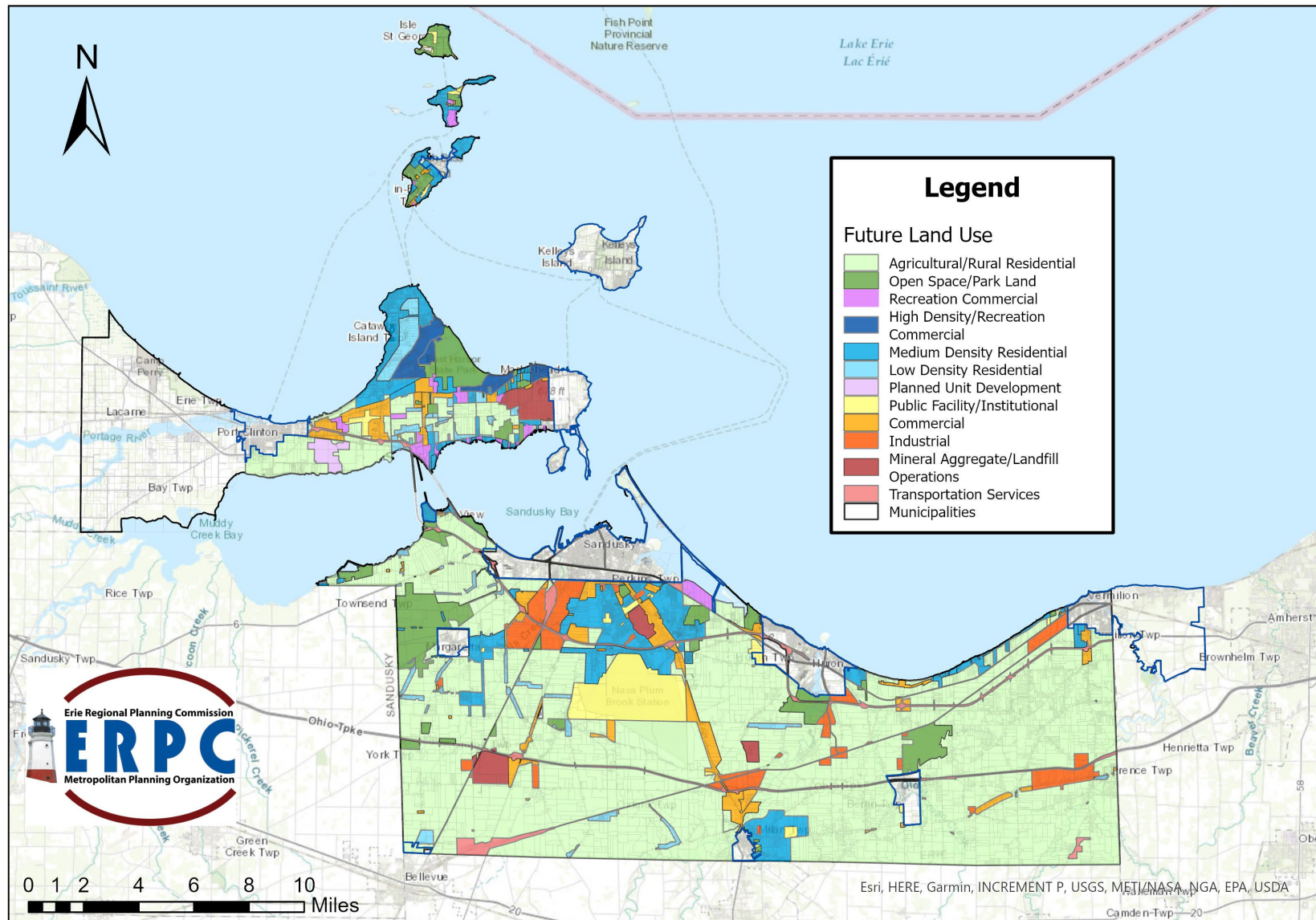


Figure 4-3.9 Future Land Use Map

ERPC MPO 2050 Long Range Transportation Plan

Local Land Use: Land use descriptions from the major urban areas in the planning area are described below.



City of Huron: Major land use clusters consists of residential, commercial, industrial, and open space.

- **Residential land** use primarily **extends east and west along the coast, north of US 6, and along Main Street.**
- **Commercial** areas are located along **Cleveland Road**, including the Commercial Plaza Shopping Center located at the intersection with **Berlin Road**, and along **Rye Beach Road** from Bogart Road to Cleveland Road.
- **Industrial areas** are located west of the **central business district** in the city and the southeast portion of the city east of **River Road** and north of **Sprowl Road** extending to the lakefront. The **Sawmill Industrial park** and **Huron Corporate Park** are located west of the city on the north side and south side of the railroad tracks, respectively.
- **Major open spaces** include the **Huron Boat Basin, Nickel Plate and Lake Front Beach, and Fabens Park.** **Sheldon's Marsh** is located west of the city and **Old Woman's Creek National Estuarine Preserve** to the east. **Thunderbird Golf Course** is in the township adjacent the city.
- **Major approaches** include **Cleveland Road (US 6), SR 2, Berlin Road, SR 13, and Huron-Avery Road.** In addition, two railways run east-west and north-south through Huron.
- **Major activity centers** include the **waterfront** and the shops and restaurants along **Main Street** beginning at US 6 and continuing north along the Huron River.



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).**
- **Commercial 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.**
- Central Perkins Township primarily features a large number **Institutional land uses.** The eastern half of the **Columbus Avenue** corridor is home to township and county offices, the Erie County Fairgrounds and Sandusky Cemetery, as well as the Ohio Army National Guard Recruiting Center and Ohio Veterans Home bordering **Strub Road** and **Columbus Avenue.**

- South of **Strub Road** is the **industrial** Wagner Quarry, separating the township from residential land uses on its west end and US 250 commercial corridor to the east..
- 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 the 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.



City of Port Clinton: Major land use clusters consists of residential, commercial, industrial, and open space.

- **Residential land** use primarily occurs south of the railroad tracks that bisect the city from east to west, and east along **Perry, Second and Third Street**.
- **Commercial** areas are located east along **Perry Street**, including the Port Clinton Plaza Shopping Center. The **Central Business District** is along **Madison and Jefferson Street** in the city center north of the railroad tracks. The city north of the **Portage River** is primarily marinas with commercial businesses catering to Lake Erie services.
- **Industrial areas** are located on the east end of the city along **Buckeye Boulevard**. Additional heavy manufacturing is along the south side of the Portage River on the cities west end. The **Lake Erie Business Park** is 6 miles northwest of the city and provides major manufacturing.
- The cities position along the **Portage River** and **Lake Erie** includes increased access to **Major Open Space**, including at the **Waterworks Park in Perry Street** and numerous marinas along the Portage River.
- **State Route 2 and State Route 53** bypasses the city along the south, providing major access points at the cities east and west ends. **State Route 163** runs along the coast east to west along the front of the city.
- **Major activity centers** include **the waterfront** and the shops and restaurants along **Madison Street** beginning at State Route 163.



City of Sandusky: Major land use clusters in the city consist of residential, commercial, industrial, and open space. Residential land uses to encompass the largest percentage of the city's area.

- A majority of the **residential land use** is concentrated within a mile of the **Sandusky's central business district**, on the **west side** of the city and **north of Perkins Avenue** on the eastern half.
- **Major open space** is located through the western area of the city at **Mills Creek Golf Course** and along **Sandusky Bay**. There are numerous parks located throughout the city with the largest being **Shoreline Park, Battery, and Lions Park** in addition to **the Boat Marina and Jackson Street Pier**.
- **Commercial development** is concentrated around three areas: the downtown **central business district**; along **US 250** starting at the overpass; and along **Perkins Avenue** from Mills Street to US 250. Additional commercial corridors are on both the east and west ends of the city on **Cleveland Road/US 6**.
- **Industrial clusters** are concentrated along the **western waterfront** and along the western portion of US 6 including **Venice Road** and along the railroad that traverses the city. There is

also an industrial park located south of Venice Road. **First Street** on the east side also has a cluster.

- **Major activity centers** include **Cedar Point Amusement park, waterfront, and central business district**, Firelands Community Hospital, **Jackson Street Pier**, and the Sandusky Plaza.
- **Major approaches** include **Cleveland Road/Venice Road (US 6), Columbus Avenue, Hayes Avenue (SR 4), and Milan Road (US 250)**. Two railways run east-west and north-south through Sandusky.
- **Key entry points** are located at the intersections of **Cleveland Road (US 6)** at the City Limits, **Columbus Avenue and Perkins Avenue, Fremont Avenue (US 6) and SR 2, Hayes Avenue (SR 4) and Perkins Avenue, Venice Road (US 6) and Tiffin Avenue (SR 101) and Tiffin Avenue (SR 101)** at the City Limits.



City of Vermilion: Major land use clusters consist of residential, commercial, industrial, and open space.

- **Residential land use** primarily extends **east and west along the coast** and on the **western side** of the city west of the river. Future residential development has been discussed in the southeastern portion of the City and on the southwest end in Vermilion Township north of State Route 2.
- **Major approaches** include **US 6, SR 2, and SR 60**. In addition, two railways run east-west through the city.
- **Commercial** areas are primarily located along **US 6/Liberty Avenue and SR 60**.
- **SR 60** has developed with a **mixed-use of residential/commercial** north of SR 2 and **farmland/residential south** of SR 2. **Sailorway Campus** is also located off SR 60. A large portion of this development is located in **Vermilion Township**.
- **Industrial** areas are clustered towards the **east end of the city**. There is an industrial park located off **Sunnyside Road** on the east end of the city.
- **Open spaces** include **Sherod Park, Main Street Beach, Showse Park** located along the lakefront, **Exchange Park and Victory Park (located off Main Street), a pocket park (located off Liberty Avenue), and agricultural land** in the southeastern portion of the city.

4.4 A Glimpse Into the Year 2050

Population and Households: By the year 2050, the Ohio Department of Development projects that both Erie County and Ottawa County will see declining populations. This assumption is based on the loss of manufacturing jobs in the region, which will minimize in-migration while maximizing out-

migration to areas with job growth. The planning area currently has a large population reaching retirement age with a smaller younger population beneath it. By 2050 this difference will be even more evident. From 2010 to 2022, the median age of Erie County residents has already increased by 2.3 years to 44.8 years, and Ottawa County has seen a larger increase at 4.5 years to 49.8 years. Statewide, since 2010 the median age has increased to 39.6 years (see **Figure 4-4.1**). Ohio is projected to continue experiencing a decline in population, with a composition of residents that is shifting older, and the ERPC MPO planning area outpaces the statewide projections for aging population. Projections range for 65 and over populations between 24-26% in 2050, versus an 18% estimated population statewide,^{insert Miami citation,} with Ottawa County home to the highest percentage of people over the age of 60 in the state of Ohio. The age of both counties is in part due to large out-migration due to slowed job growth in the manufacturing sector, along with the regions prominence as a retirement destination due to desirable amenities and communities along Lake Erie. In the future, the transportation system will have many of its users coming from an older demographic and will require a different approach then what has traditionally been done in the past. (see **Figure 4-4.2**).

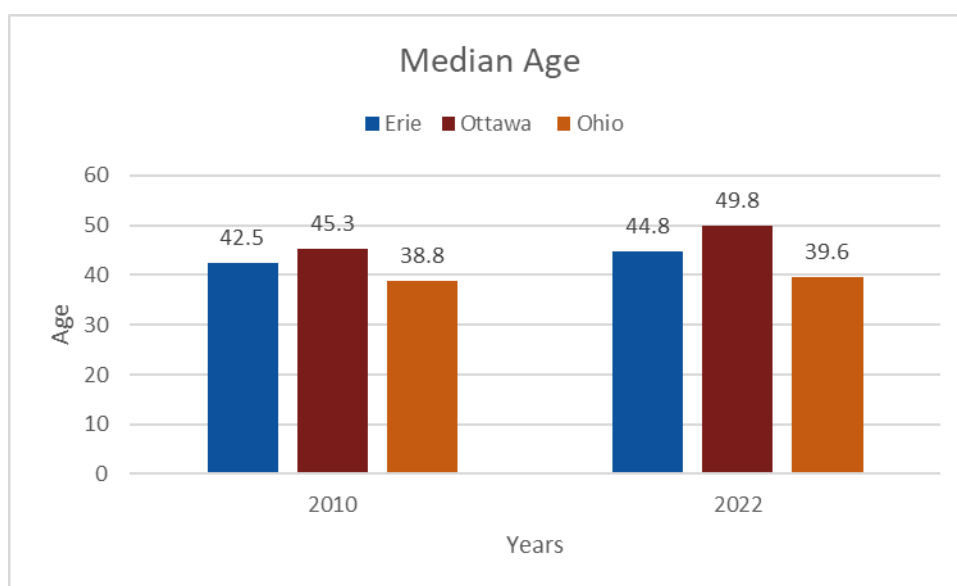


Figure 4-4.1: Median Ages³⁷

³⁷ Headwater Economics, 5/2020

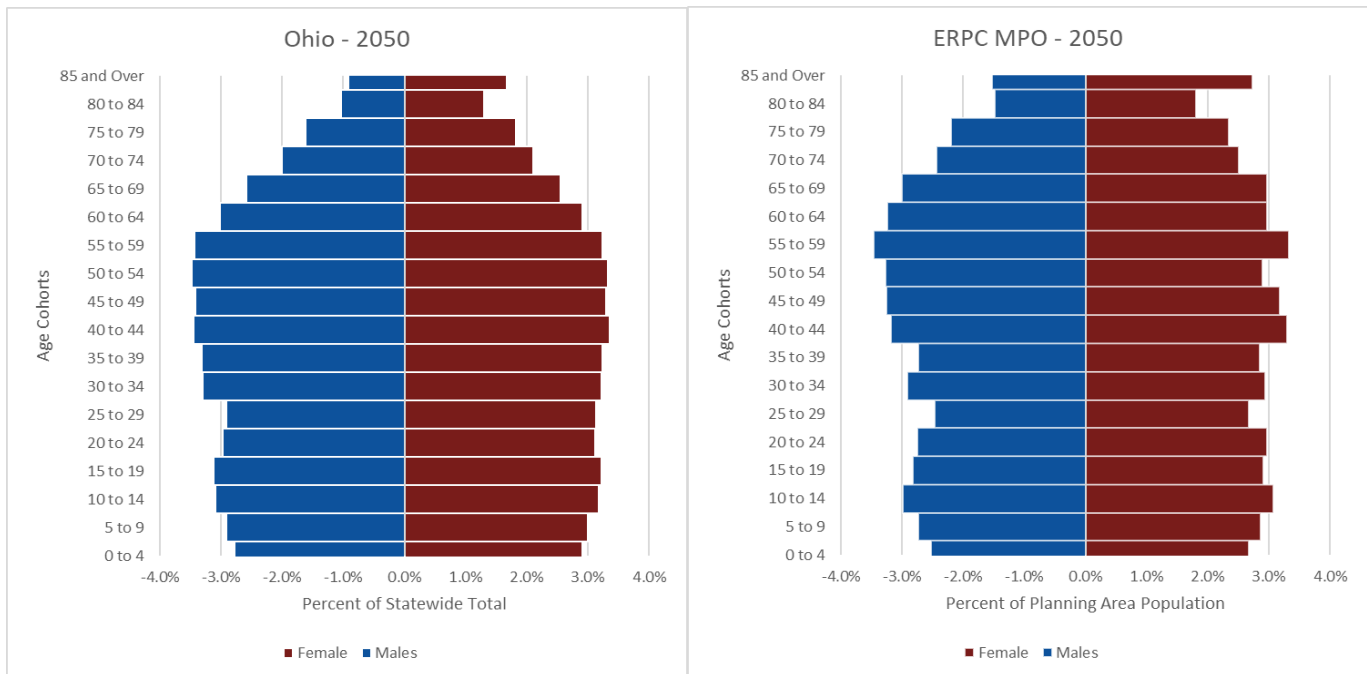


Figure 4-4.2: 2050 Population Pyramids Projection Erie County (left) and Ohio (right)

Elderly Population: While limited population growth is projected for Erie County, several different services will emerge as a result of an aging population. It is important to remember that many older adults live active lives, are safe drivers, and can use public transit. There is no universally accepted age at which people are no longer safe drivers, even though chronic conditions and disability, which occur more frequently in old age, certainly impact that skill. Accessible transportation services are critical for enabling older adults to live independently. The vast majority of older adults, nearly 90%, according to AARP – choose to age in place in their homes and communities. Successful community living requires access to medical and other essential services. While the health impact of reduced access to needed medical services is obvious (missed appointments, emergency hospital visits, lack of continual care), social isolation due to lack of transportation can also have an equally negative effect on health and mental health. Without accessible, reliable, and affordable transportation, many older adults could face the possibility of placement in a long-term care facility.³⁸

Erie County is fortunate to have the **Sandusky Transit System** which provides many of the needed services for a reduced rate for applicable seniors.³⁹ Besides **Serving Ours Seniors**, a private, non-profit, geriatric social service agency funded through the Erie County Senior Services tax levy, volunteers and donations assist local seniors with staying healthy, obtaining food, and medicine, paying utility costs and obtaining transportation.⁴⁰ The **Ottawa County Transit Authority (OCTA)** provides curb-to-curb service on a reservation basis to help cover county transportation needs, including reduced fares for seniors in the county. Across the planning area, it is anticipated that ridership numbers, and those seeking Serving Our Seniors services, will continue to climb as the population ages. In addition, best practices in planning and design is changing versus historic patterns of development, where policies encouraging complete streets and protections for vulnerable road

³⁸ <https://www.nadtc.org/about/transportation-aging-disability/unique-issues-related-to-older-adults-and-transportation/> accessed 5/20

³⁹ http://www.ci.sandusky.oh.us/residents/sandusky_transit_system/index.php accessed 5/20

⁴⁰ <http://www.servingourseniors.org/about/history/> accessed 5/20

users are increasing transportation options, improving health outcomes and lowering financial burdens that seniors can be adversely affected by.

Some options to assist seniors with staying mobile and having the ability to age in place locally include:

Sandusky Transit System's Fixed Routes: Six different routes run seven days a week in the City of Sandusky and Perkins Township.

Ottawa County Transportation Authority Dial-A-Ride: A curb-to-curb service at an agreed-upon time.

Sandusky Transit System's Dial-a-ride: A curb-to-curb service at an agreed-upon time.

Volunteer transportation programs: Through Serving Our Seniors and through GoOhio ride share⁴¹ which is not active in the planning area, but in the adjoining counties.

Assisted transportation: A service used by older adults who need more than a ride, assisting the door to the car or an “escort” to stay with them throughout the trip.⁴² The Sandusky Transit System provides paratransit services to qualified individuals for those who live near a fixed route, but cannot physically access it. Drivers also assist riders onto the bus when needed and attendants ride free.

⁴¹ <https://gohiocommute.com/#/> accessed 5/20

⁴² <http://trimet.org/pdfs/publications/elderly-and-disabled-plan.pdf>, 2012 accessed 5/20

Chapter 5. Existing Transportation System Conditions

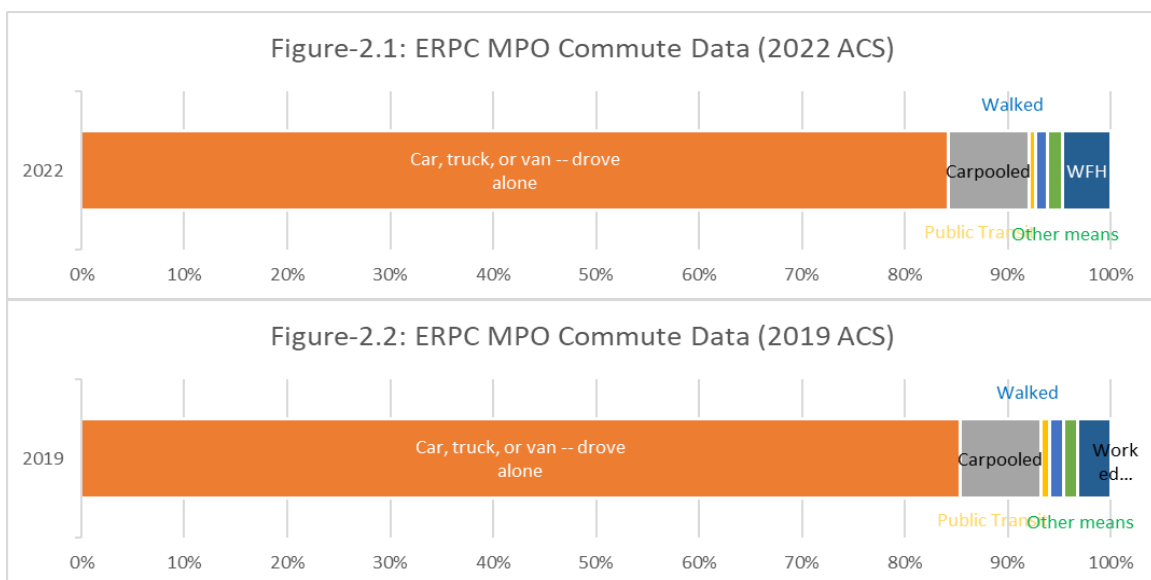
5.1 Overview

This chapter summarizes the existing transportation conditions within the MPO area. It includes an evaluation of individual transportation modes and explores their interaction and connectivity with the surrounding land uses and environment. The analysis of existing conditions is a “snapshot” of a place and time that is continually changing due to new policies and/or development. This “snapshot” of the current system is important to planning efforts as it is used to forecast future conditions (explored in **Chapter 7**).

5.2 Travel Behavior Summary

Travel Behavior: An analysis of people’s travel patterns and behaviors are essential to understanding how the transportation system is used. Across the MPO, traffic patterns differ depending on the time of year as the tourism industry is heavily rooted in the area. The region’s traffic flows and travel patterns fluctuate substantially between peak (summer) and non-peak (winter) tourist seasons. With the introduction of new year- round tourist attractions, the area may experience a transition to a more stable transportation system.

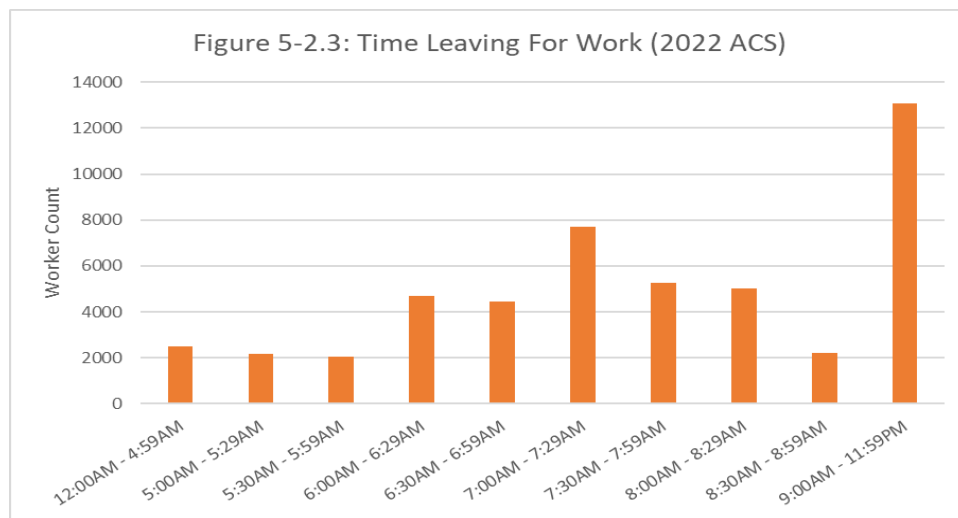
Commuter Mode Choice: As of the 2018-2022 American Community Survey (ACS), 84.2% of respondents in planning area drove alone in a private vehicle for their work commute, while 7.8% reported carpooling. Less than 1% (0.6%) reported using public transportation for their commute, while 1.2% reported walking to work and 1.5% reported other means that would include bicycling. The remaining 4.7% of people reported working from home. (**Figure 5-2.1**). Commuter mode choices is compared below against commute data from the 2015-2019 ACS.



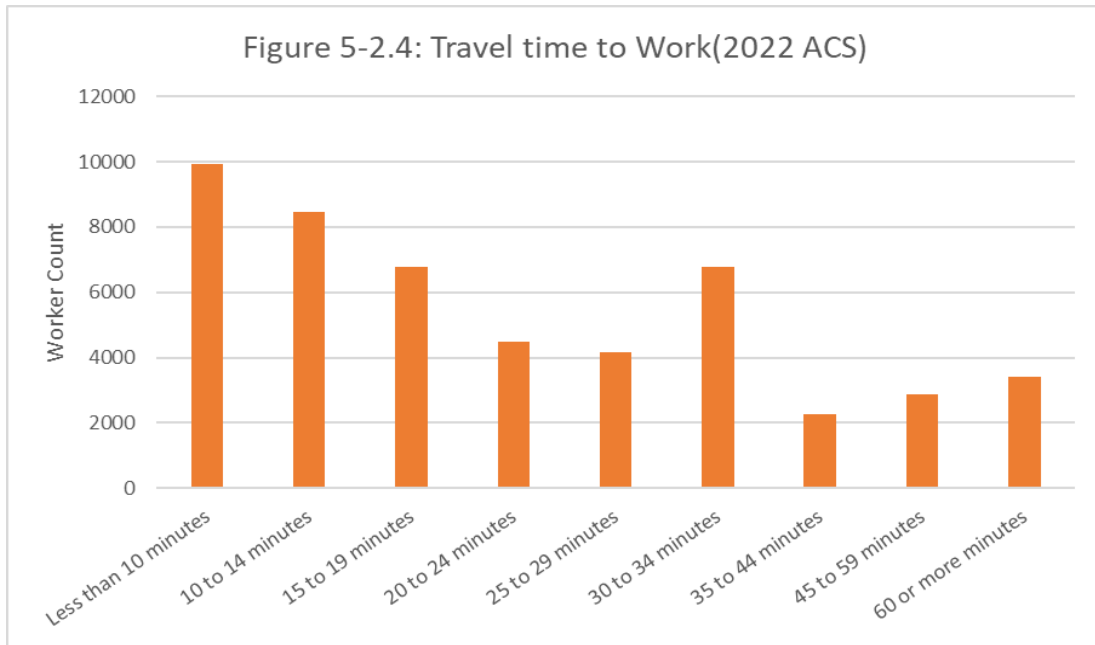
When comparing the two figures, the largest change was largely in estimates for individuals working from home. This in large part due to changes in COVID workplace procedures that are still impacting commutes four years following the pandemic. All other commuter patterns saw slight decreases, aside from a small increase in Other Means commuting up to 1.5%. The largest increase being 4.7% of individuals reporting that they are working from home, up from 3.2% in 2019. **(Figure 5-2.2)**. The increase shows minor evidence to suggest that telecommuting has had a significant impact on commuting behaviors. Residents in rural areas of both counties will be less likely to utilize walking and cycling commuter patterns, and the limited fixed-routes transit provided in Ottawa County will reduce the number of residents utilizing public transit for work. Telecommuting seems to have risen in the region, and may have had a higher impact on residents already utilizing active transportation.

Additionally, when comparing the US 2010 census data to the current 2022 ACS data, there was a slight decrease of residents that reported bicycling/walking, and increase of residents taking transit as their mode choices to commuting to work. The growth in telecommuting may be part of the decline in multimodal choices, as access to high speed internet can be found in cities where multimodal choices are more readily available. Rural areas may lack internet access adequate for full time telecommuting, and may continue to rely on personal vehicles for work commutes.

Time Leaving for Work: According to the 2022 ACS, nearly 27 percent of workers across the planning area reported leaving for work between 7:00 and 8:00 AM. **(Figure 5-2.3)**. Another 19 percent reported leaving for work between 6:00 and 7:00 AM. A total of 74% of workers reported leaving for work between the midnight and 9AM, with the remaining 26% leaving between 9AM and Midnight.



Travel Time to Work: Travel times are an important factor in measuring the effectiveness of the transportation system. **(Figure 5-2.4)**. Across the planning area, 20% of residents are less than 10 minutes from work, with 51% being within 19 minutes from work. 17% of residents reported commute times between 30 and 29 minutes, with 14% reporting commutes of 30 to 34 minutes. 32% of residents have a commute longer than 30 minutes in the planning area. The mean travel time to work was reported as 23.8 minutes for the planning area.



The travel time information indicates that people tend to make decisions based on a “travel time budget.” In other words they tend to live within a particular distance from where they work with respect to the travel time between the two rather than the distance. As such, time saving transportation improvements often impact land use decisions.

Most people living in Erie County also work here. In 2022, an estimated 31,717 (64.5%) people both lived and worked within their respective county of Ottawa, Erie, or Lorain. Of the 49,161 total workers living in the planning area, 35.1% worked outside their county. According to the 2022 US Census Longitudinal Origin-Destination Employment Statistics (LODES), 17,007 people commute into Erie County for work, while 16,663 are employed outside of Erie County but reside here. For all of Ottawa County, including outside of the planning area, 6,272 workers commute in for work, with 12,036 commuting out of county and 5,898 living and working within the county.

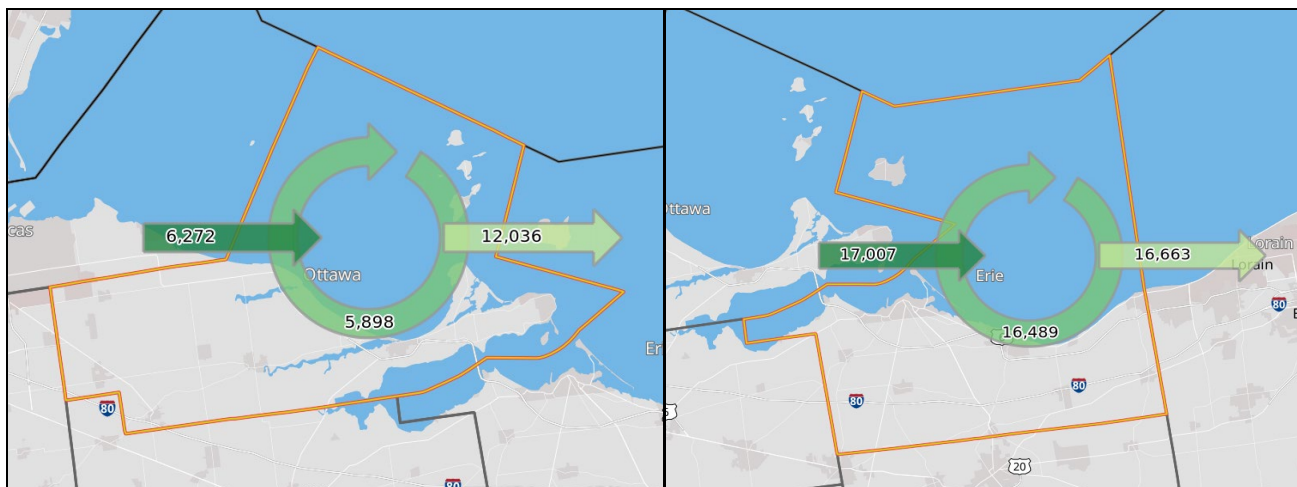


Figure 5-2.5: LODES Inflow/Outflow Analysis

5.3 Transportation Network

Roads: The urbanized area of the MPO is connected to the surrounding communities and rural areas by a system of Federal, State and County highways. The MPO's transportation system includes 1480 miles of roadway. Major routes include: US 6, US 250, State Routes 2, 4, 13, 53, 60, 61, 99, 101, 113 163, and 269. The Ohio Turnpike, I-80/90, is accessible at two locations within the Erie County, and is one of the primary east-west connections. The western portion of Ottawa County has one turnpike interchange outside of the planning area, but locals in Port Clinton are likely to use the interchange north of Fremont in Sandusky County.

Functional Classification System: Functional Classification is the grouping of roads, streets and highways in a hierarchy based on the type of highway service they provide. Streets and highways do not operate independently. They are part of an interconnected network, and each one performs a service in moving traffic throughout the system. Generally, streets and highways perform two types of service. They provide either traffic mobility or land access and can be ranked in terms of the proportion of each service they perform.

Roadways are also divided into urban and rural functional classification systems. The urban system covers all streets, roads and highways located within urban boundaries designated by the US Census Bureau including small urban areas (population 5,000 or more separate from any urbanized area) and urbanized areas (population 50,000 or more.)

The rural functional classification system covers all streets, roads and highways outside small urban and urbanized areas. While urban and rural areas differ, for example, in terms of the density of the land use and intensity of traffic and travel, the same general functional concepts apply to highways in both systems. The principal difference between the two systems is the length of trips both in time and distance.

There are four classes of highways in the Functional Classification System; 1.) Principal arterials, 2.) Minor arterials, 3.) Collector streets, and 4.) Local streets.

The Urban Principal Arterial system is divided into three subclasses: a) Interstates; b) Other Freeways/Expressways- non-Interstate principal arterials with limited access; and c) Other, principal arterials without limited access.

Rural Principal Arterials have two subclasses: a) Interstates, those routes specifically designated as Interstate highways; and Other Principal Arterials.

Because of greater population concentrations, more intense land use, and high traffic volumes in urban areas, some characteristics of urban classes differ slightly from their rural counterparts, for example, in the density and spacing of the urban network and the traffic volume and length of trips. **Figure 5-3.1** below was taken from the 2023 FHWA Highway Functional Classification, Concepts, Criteria, and Procedures manual. The table shows the relationship between classification and travel characteristics.

- Interstates and freeways offer no access to land, only to other roadways in the highway system and carry large amounts of traffic longer distances. The Ohio Turnpike and SR 2 in the MPO area are examples. Principal arterials are usually expressways or major highways such as US 250 and US6

between SR 2 west of Sandusky and SR 2 to the east. They still carry large amounts of traffic longer distances but also offer access to land. Problems arise when in developing areas, developers and community leaders allow the access to land function become more important than the mobility function. Numerous driveways and cross streets create conflicts which can result in congestion and delay with large volumes of traffic.

- Minor arterials support the principal arterial system. Generally they move smaller volumes of traffic moderate to longer distances. In rural areas they connect large towns to each other and larger urbanized areas. SR 53 (Port Clinton to Fremont) and SR 4 (Sandusky to Bellevue and Bucyrus) are examples in the MPO area. In Urban areas, minor arterials are generally major streets such as Perkins Avenue and Columbus Avenue in Sandusky and Perkins Township or US 6 on the east side of the City of Huron or on the west side of the City of Vermilion.
- Collectors collect traffic from local streets (usually residential streets in urban areas and township roads in rural) and deliver it to the arterial street system. Collectors provide access to land but also have a through traffic component. Strub Road in Perkins Township, 6th Street in Port Clinton, River Road in the City of Huron, and West River Road in the City of Vermilion are typical urban collectors. Rural major collectors are the principal connections between townships, provide longer distance intra county travel and deliver traffic to arterials. At an urban-rural boundary, rural major collectors connect directly to urban minor arterials. Rural minor collectors are secondary connectors for townships and small communities. Rural collector roads often link to State Routes (major collectors) or County Routes (minor collectors). E. Bayshore Road and E. Harbor Road are typical rural collectors.
- Local streets provide access to land-residences and businesses in urban areas: farms, residences and occasional business in rural areas. In urban areas most city streets are local roadways in rural areas they are township roads. The traffic on local roads is usually the traveler who intends to access a residence or business along the street.

| Functional Classification | Distance Served (and Length of Route) | Access Points | Speed Limit | Distance between Routes | Usage (AADT and DVMT) | Significance | Number of Travel Lanes |
|---------------------------|---------------------------------------|---------------|-------------|-------------------------|-----------------------|--------------|------------------------|
| Arterial | Longest | Few | Highest | Longest | Highest | Statewide | More |
| Collector | Medium | Medium | Medium | Medium | Medium | Medium | Medium |
| Local | Shortest | Many | Lowest | Shortest | Lowest | Local | Fewer |

Table 5-3.1 Relationship Between Functional Classification and Travel Characteristics

Maps 5-3.1 and 5-3.3 show the functional classification and Average Daily Traffic (ADT) of roadways in the MPO area. In looking at the map and reading the descriptions of each class it becomes clear that functional criteria and characteristics are more qualitative rather than quantitative. Geography, population density and land use, the size of road network, and travel patterns vary too greatly from state to state, county to county, or city to city, to develop exact criteria for trip lengths, traffic volumes, spacing of routes, or size of population centers. However classification studies by various states show the relative

size of their systems are similar when expressed as a percentage of their total mileage. **Table 5-3.2** below summarizes data taken from the 2023 FHWA Highway Functional Classification Concepts, Criteria and Procedures manual. The table presents a range of percentages to be used in establishing the relative size of the rural and urban systems. In establishing the functional classification of roadways in the MPO area, these guidelines are considered. **Table 5-3.2** also shows the final distribution of the Rural and Urban functional classes in the ERPC MPO area.

| Roadway Functional Classification Group | Range Guideline for Class Group Based On: | | | | IN ERPC MPO Area: | |
|---|---|--------------------|---|--------------------|-------------------|------------------|
| | Rural | | Urban | | Rural % of Miles | Urban % of Miles |
| | VMT (Vehicles Mile Traveled) [% of total] | Miles (% Of Total) | VMT (Vehicles Mile Traveled) [% of total] | Miles (% Of Total) | | |
| Principal Arterial | 14 to 30 | 2 to 6 | 16 to 31 | 4 to 5 | 3.1 | 9.1 |
| Minor Arterial | 11 to 20 | 3 to 7 | 14 to 25 | 7 to 14 | 2.9 | 7.4 |
| Major Collector | 12 to 23 | 9 to 19 | 5 to 13 | 7 to 15 | 21.9 | 10.4 |
| Minor Collector | 2 to 9 | 4 to 15 | 5 to 13 | 7 to 15 | 8.3 | 1.2 |
| Local | 8 to 23 | 64 to 75 | 6 to 25 | 63 to 75 | 51.6 | 60.6 |

Table 5-3.2: Proportion of Roadway Classes in a Regional Network

The Functional classification system has traditionally been used as a method for allocating transportation improvement funds particularly those considered Federal Aid or received through ODOT from the Federal Highway Trust Fund. Prior to 1991 all roads classified as collectors (other than rural minor collectors) and arterials were eligible for Federal Aid. In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) created the National Highway System (NHS). The NHS would include the Interstate System plus selected other major roadways serving high volumes of traffic and those providing connections ports and to military facilities. The Interstates and other NHS routes then became the “Federal” system, which Congress and the Federal Highway Administration would focus on. The states (and metropolitan areas) would also receive a block of Federal Aide identified as the Surface Transportation Program, which would cover non-NHS routes except local roads. (Initially Rural Minor Collectors were also excluded.)

The selection of routes eligible for NHS funding was also based on functional criteria although the connectivity to ports and other selected facilities requirement has resulted in lower class roadways such as collectors and local roads are part of the NHS system¹ while principal arterials are not. **Figure 5.3-1** highlight the NHS system in the MPO area. There are approximately 160 miles of NHS highways in the MPO, including 26 miles of Interstate on the Ohio Turnpike. State Route 2 accounts for 72 of the total miles, and US 6 and US 250 has approximately 17 miles and 8 miles respectively. State Route 53 and State Route 163 in Ottawa County have over 7 of the miles, with the remaining 28 miles on the system servicing the area as intermodal connectors. Regarding the National Truck System (shown in **Map 5-3.2**), the MPO area contains approximately 131 miles. SR 2, SR 4 and the Turnpike (80/90) make up most of this route (approximately 108 miles). The remainder of the route is located on SR 53 (5 miles) US 6 (5 miles) and SR 250 (12 miles).

¹ Updated January 2020, FHWA

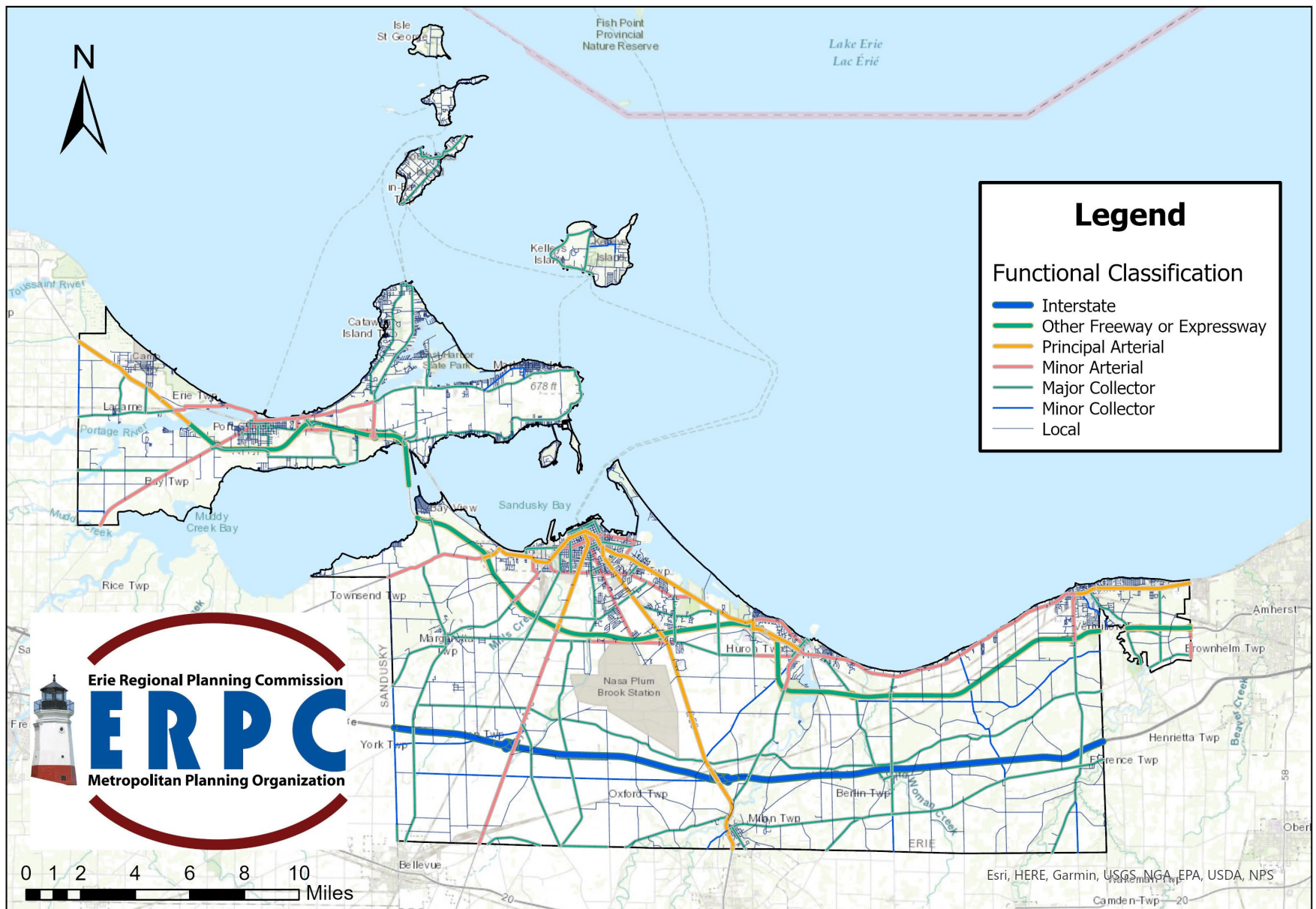
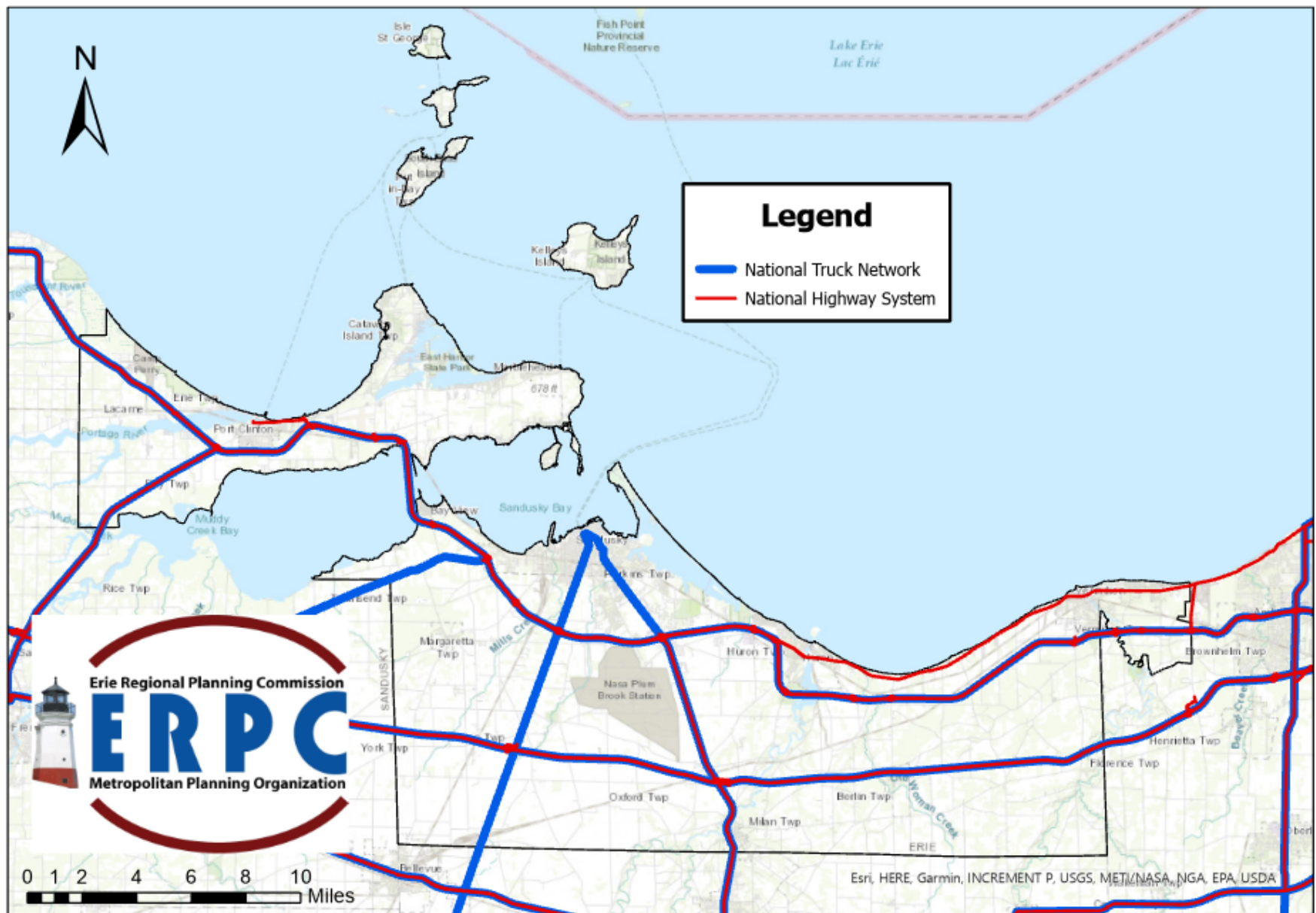
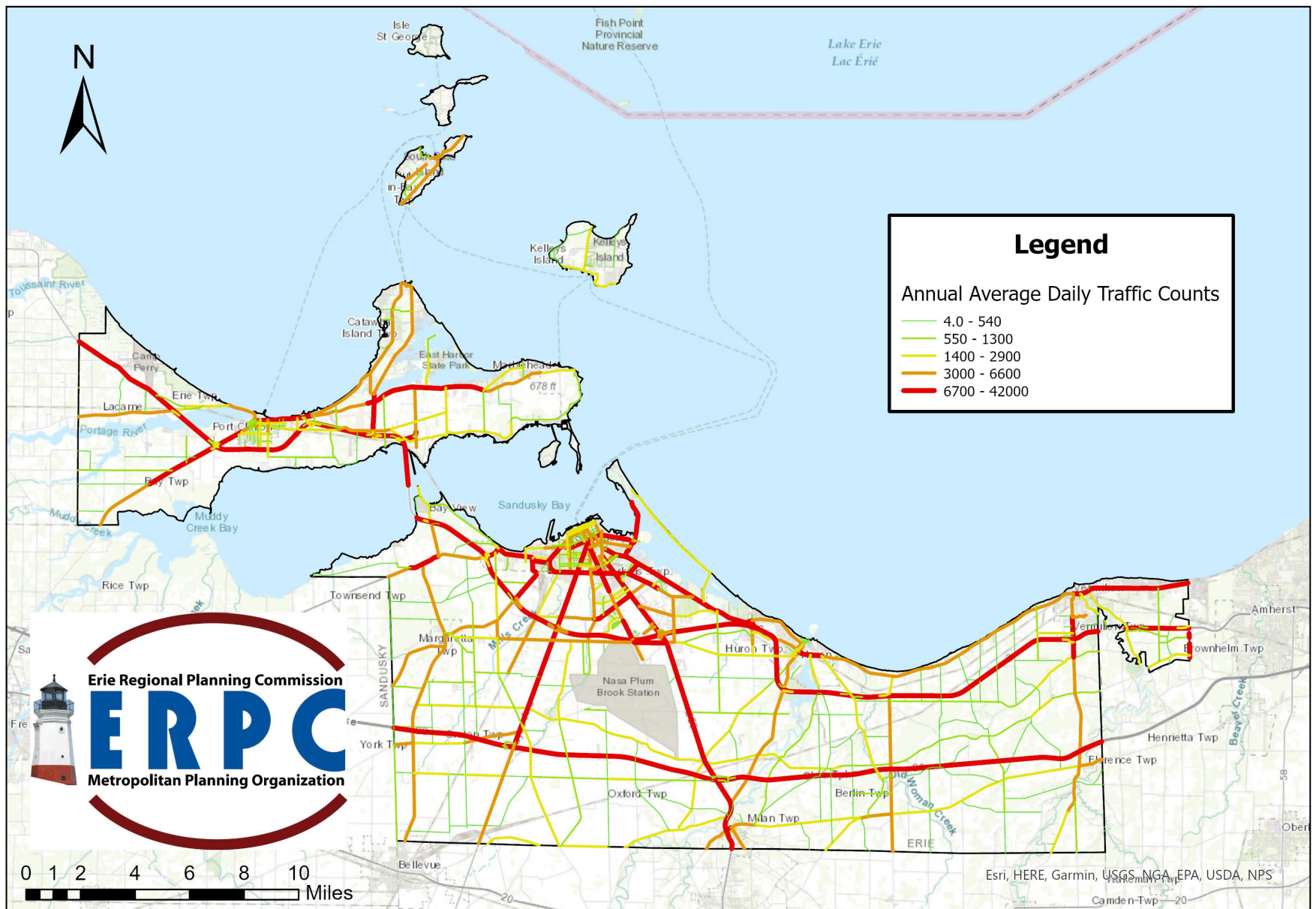


Figure 5-3.1: Functional Classification
 ERPC MPO 2050 Long Range Transportation Plan



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.

Figure 5-3.2 National Highway System
 ERPCC 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.

Figure 5-3.3: Annual Average Daily Traffic Counts
ERPC MPO 2050 Long Range Transportation Plan

Level of Service Analysis: An analysis was completed to evaluate the existing roadway systems Level of Service (LOS). LOS is a qualitative measure describing operation conditions within a traffic stream under a given demand. The system uses levels to represent a range of operating conditions defined by measures of effectiveness. The transportation LOS system uses the letters A through F, with A being best and F being worst. The Transportation Research Board's Highway Capacity Manual and **American Association of State Highway and Transportation Officials (AASHTO)** Geometric Design of Highways and Streets ("Green Book") list the following levels of service:

- **LOS A** is the best, described as conditions where traffic flows at or above the posted speed limit and all motorists have complete mobility between lanes. LOS A occurs late at night in urban areas, frequently in rural areas, and often seen generally in car advertisements.

| Level of Service | General Operating Conditions |
|------------------|------------------------------|
| A | Free flow |
| B | Reasonably free flow |
| C | Stable flow |
| D | Approaching unstable flow |
| E | Unstable flow |
| F | Forced or breakdown flow |

- **LOS B** is slightly more congested, with some hindrance of maneuverability; two motorists might be forced to drive side by side, limiting lane changes. LOS B does not reduce speed from LOS A.
- **LOS C** has more congestion than B, where ability to pass or change lanes is not always assured. LOS C is the target for urban highways in some places, and for rural highways in many places. At LOS C most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained.
- **LOS D** is perhaps the level of service of a busy shopping corridor in the middle of a weekday, or a functional urban highway during commuting hours: speeds are somewhat reduced, motorists are hemmed in by other cars and trucks. LOS D is a common goal for urban streets during peak hours, as attaining LOS C would require a prohibitive cost and societal impact in bypass roads and lane additions.
- **LOS E** is a marginal service state. Flow becomes irregular and speed varies rapidly, but rarely reaches the posted limit. On highways this is consistent with a road at or approaching its designed capacity. LOS E is a common standard in larger urban areas, where some roadway congestion is inevitable.
- **LOS F** is the lowest measurement of efficiency for a road's performance. Flow is forced; every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Technically, a road in a constant traffic jam would be at LOS F. This is because LOS does not describe an instant state, but rather an average or typical service.

Figure 5-3.4: LOS from AASHTO "The Green Book"

Figure 5-3.4 shows LOS under summer weekday condition; which was determined overall to have more traffic than spring or summer weekends. Most low ranking LOS facilities on the map are located along major routes entering the City of Sandusky. As tourism levels hit their height during summer weekdays,

traffic increases along main routes particularly those leading to the Cedar Point Amusement Park. Also, it is important to note that the level of service maps generated from the travel demand model may not totally reflect site specific conditions and as such, forecasts of future congestion patterns are typically followed up with site-specific studies before specific improvements are proposed by the MPO's member jurisdictions. **Figure 5-3.4** displays the results of the LOS analysis based on referenced free-flow conditions to average travel time. All facilities classified as a local road were excluded in this analysis due to low volumes and the fact that as they are not included in the federal aid highway system, they are not eligible for MPO funding.

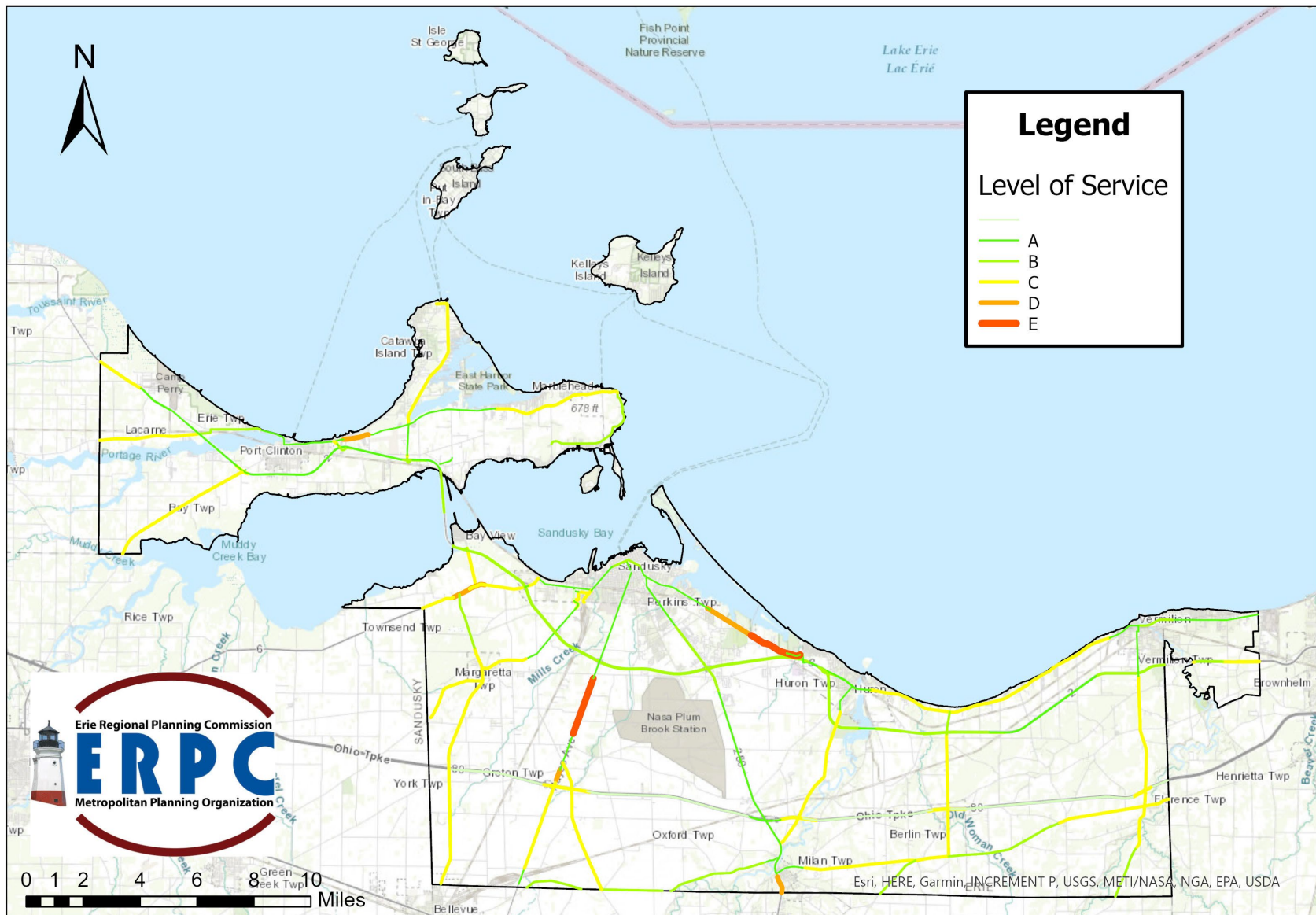


Figure 5-3.4: Existing Level of Service
 ERPC MPO 2050 Long Range Transportation Plan

Safety Analysis: Crashes are a measure of highway safety. One way to identify high crash locations is the absolute number of crashes occurring at a location in a specified time period, which is usually three years. Another way is to use the crash rate, or the absolute number of crashes in the time period divided by the number of vehicles passing through the location in that time period. The location with the highest number of accidents is ranked first, followed by the location with the second highest number of accidents, and so on. This method does not consider the differing amounts of traffic at each location. Therefore, the frequency method tends to rank high volume locations as high crash locations, even if those locations have a relatively low number of accidents for the traffic volume.

Another way to identify high crash locations is by the crash rate, the absolute number of crashes in the time period divided by the number of vehicles passing through the location in that time period. ERPC uses the frequency method to select a group of high-accident locations and then uses the crash rate method (where traffic counts are available) to calculate the crash rate. ERPC will continue to make concerted efforts in the upcoming traffic counting seasons to capture traffic counts for those locations on the crash frequency list in order to calculate crash rates.

Table 5-3.3 lists the highest-ranking crash intersections by number and severity of crashes (within 0.10 mile from the intersection) during the three-year period 2021, 2022 and 2023. Calculated crash rates are also listed where traffic volume data were available; however, crash rank order is based on equivalent property damage only (EPDO), considering both the frequency of the accidents and the severity to vehicle occupants as a weighted with respect to the severity level. The following two charts (**Table 5-3.3 and 5-3.4**) rank the top 25 accident intersections based on EPDO and on cumulative number of accident, respectively.

The highest number of crashes at any location was 68 in the three-year period, which occurred at US 250 and Strub Road. This is 23 accidents less than the highest crashes as listed in the 2045 LRTP update. Where traffic information was available for all streets at the intersection, the crash rate ranged from 0.56 crashes per million vehicles to 4.55 crashes per million vehicles across the top 25 EPDO intersections. Crash information as presented here is an initial step in determining whether a location has an important and correctable safety problem. Both absolute numbers and the crash rate are important guides. However, the crash rate often carries more weight because the number reflects the potential for a crash at a location. The crash rate is expressed as “crashes per million vehicles entering the intersection”. The crash rate provides a basis for identifying "high crash" sites. Typically, optimal levels for crash rates is 1.0 or below. The crash rate takes into account the traffic volume at the intersection, which is one of the greatest predictors of the quantitative risk of a crash. For example, the intersection at SR 4 and Perkins Avenue had 62 crashes with a crash rate of 1.75. In comparison, SR 269 at Portland Road shows fewer crashes at 17, but the crash rate is higher at 4.55.

Also, it is noted that many crashes are not considered by definition accidents. An accident is defined as no reasonable amount of driver car, caution or roadway improvements could prevented it from occurring while crashes are the result of driver carelessness-speeding, following too closely, driving too fast for conditions, or DWI etc. In some cases, correctable roadway conditions have a direct or contributing effect on the number and severity of crashes at a location. A traffic safety study is usually conducted to determine the seriousness of the crash problem at a location and to identify potential remedies to identified deficiencies. Those remedies can include physical improvements such as new roadway geometry, signals to conveying information about roadway conditions to drivers, or enforcing driving related laws.

ODOT and the MPO regularly review the highest (based on absolute numbers and the crash rate) crash locations to identify those with the most serious conditions. That evaluation includes summary statistics on the severity (fatalities, injuries or property damage), weather conditions, time of day, etc. The most serious crash locations are placed on ODOT's Highway Safety Improvement Program (HSIP) list for further evaluation and recommendations for potential improvements (**Figure 5-3.5 and Figure 5-3.6**).

Table 5-3.3: EPDO Crash Intersection Locations²

| Intersection Rank (EPDO) | Jurisdiction | Intersection Name | Number of Crashes | Crash Rate |
|--------------------------|------------------|--|-------------------|------------|
| 1 | Perkins Township | E Strub Rd & US-250 (Milan Rd) | 68 | 2.42 |
| 2 | Groton Township | Portland Rd & SR 269 | 32 | 4.55 |
| 3 | Perkins Township | Perkins Ave & SR 4 (Hayes Ave) | 62 | 1.75 |
| 4 | Perkins Township | W Strub Rd & SR 4 | 38 | 1.82 |
| 5 | Perkins Township | Fun Dr & US-250 (Milan Rd) | 36 | 0.97 |
| 6 | Danbury Township | SR 163 & NE Catawba Rd | 41 | 2.09 |
| 7 | Sandusky | Perkins Ave & US-250 (Milan Rd) | 48 | 1.34 |
| 8 | Perkins Township | Mall Blvd & US-250 (Milan Rd) | 35 | - |
| 9 | Huron Township | Perkins Ave & US-6 | 39 | 2.51 |
| 10 | Perkins Township | Perkins Ave & Columbus Ave | 35 | 0.95 |
| 11 | Perkins Township | On/Off Ramp - SR 2 & SR 4 (Hayes Ave) | 27 | 1.48 |
| 12 | Perkins Township | E Strub Rd & Columbus Ave | 40 | 2.33 |
| 13 | Perkins Township | On/Off Ramp - SR 2 (E) & US-250 (Milan Rd) | 28 | 0.88 |
| 14 | Milan Township | Mason Rd & Mudbrook Rd (SR 13) | 17 | 2.25 |
| 15 | Huron Township | US-6 & Rye Beach Rd | 28 | 1.37 |
| 16 | Perkins Township | W Strub Rd & Campbell St | 23 | 1.79 |
| 17 | Perkins Township | W Bogart Rd & SR 4 (Hayes Ave) | 30 | 1.70 |
| 18 | Perkins Township | On/Off Ramp - SR 2 (W) & US-250 (Milan Rd) | 28 | 0.65 |
| 19 | Sandusky | W Monroe St & Clinton St | 5 | - |
| 20 | Perkins Township | Crossings Rd & US-250 (Milan Rd) | 23 | 0.62 |
| 21 | Perkins Township | W Perkins Ave & Campbell St | 18 | 0.56 |
| 22 | Milan Township | Mason Rd & US-250 (Milan Rd) | 22 | 1.06 |
| 23 | Perkins Township | DeWitt Ave & US-250 (Milan Rd) | 17 | 0.80 |
| 24 | Erie Township | W Lakeshore Dr & SR 2 | 9 | 0.91 |
| 25 | Sandusky | Scott St & Milan Rd | 16 | 1.58 |

² ERPC 2025 Draft Crash Summary Report - Ranked by EPDO

Table 5-3.4: Crash Intersection Locations³

| Frequency Rank | Jurisdiction | Intersection Name | Number of Crashes | Crash Rate |
|----------------|------------------|--|-------------------|------------|
| 1 | Perkins Township | E Strub Rd & US-250 (Milan Rd) | 68 | 2.42 |
| 2 | Perkins Township | Perkins Ave & SR 4 (Hayes Ave) | 62 | 1.75 |
| 3 | Sandusky | Perkins Ave & US-250 (Milan Rd) | 48 | 1.34 |
| 4 | Danbury Township | SR 163 & NE Catawba Rd | 41 | 2.09 |
| 5 | Perkins Township | E Strub Rd & Columbus Ave | 40 | 2.33 |
| 6 | Huron Township | Perkins Ave & US-6 | 39 | 2.51 |
| 7 | Perkins Township | W Strub Rd & SR 4 | 38 | 1.82 |
| 8 | Perkins Township | Fun Dr & US-250 (Milan Rd) | 36 | 0.97 |
| 9 | Perkins Township | Perkins Ave & Columbus Ave | 35 | 0.95 |
| 9 | Perkins Township | Mall Blvd & US-250 (Milan Rd) | 35 | - |
| 11 | Groton Township | Portland Rd & SR 269 | 32 | 4.55 |
| 12 | Perkins Township | W Bogart Rd & SR 4 (Hayes Ave) | 30 | 1.70 |
| 13 | Perkins Township | On/Off Ramp - SR 2 (W) & US-250 (Milan Rd) | 28 | 0.65 |
| 13 | Perkins Township | On/Off Ramp - SR 2 (E) & US-250 (Milan Rd) | 28 | 0.88 |
| 13 | Huron Township | US-6 & Rye Beach Rd | 28 | 1.37 |
| 16 | Perkins Township | On/Off Ramp - SR 2 & SR 4 (Hayes Ave) | 27 | 1.48 |
| 17 | Perkins Township | Hull Rd & US-250 (Milan Rd) | 23 | 0.58 |
| 17 | Perkins Township | Crossings Rd & US-250 (Milan Rd) | 23 | 0.62 |
| 17 | Perkins Township | W Strub Rd & Campbell St | 23 | 1.79 |
| 20 | Perkins Township | On/Off Ramp - SR 2 & Rye Beach Rd | 22 | 0.94 |
| 20 | Milan Township | Mason Rd & US-250 (Milan Rd) | 22 | 1.06 |
| 22 | Sandusky | Cedar Point Dr & US-6 | 20 | 1.17 |
| 23 | Sandusky | Remington Ave & US-6 | 19 | 0.81 |
| 23 | Groton Township | Portland Rd & SR 4 | 19 | 1.54 |
| 25 | Perkins Township | W Perkins Ave & Campbell St | 18 | 0.56 |
| 25 | Perkins Township | W Perkins Ave & Caldwell St | 18 | 0.65 |

³ ERPC 2025 Draft Crash Summary Report - Ranked by EPDO

2024 Highway Safety Improvement Program (HSIP) Priority Locations - OTTAWA

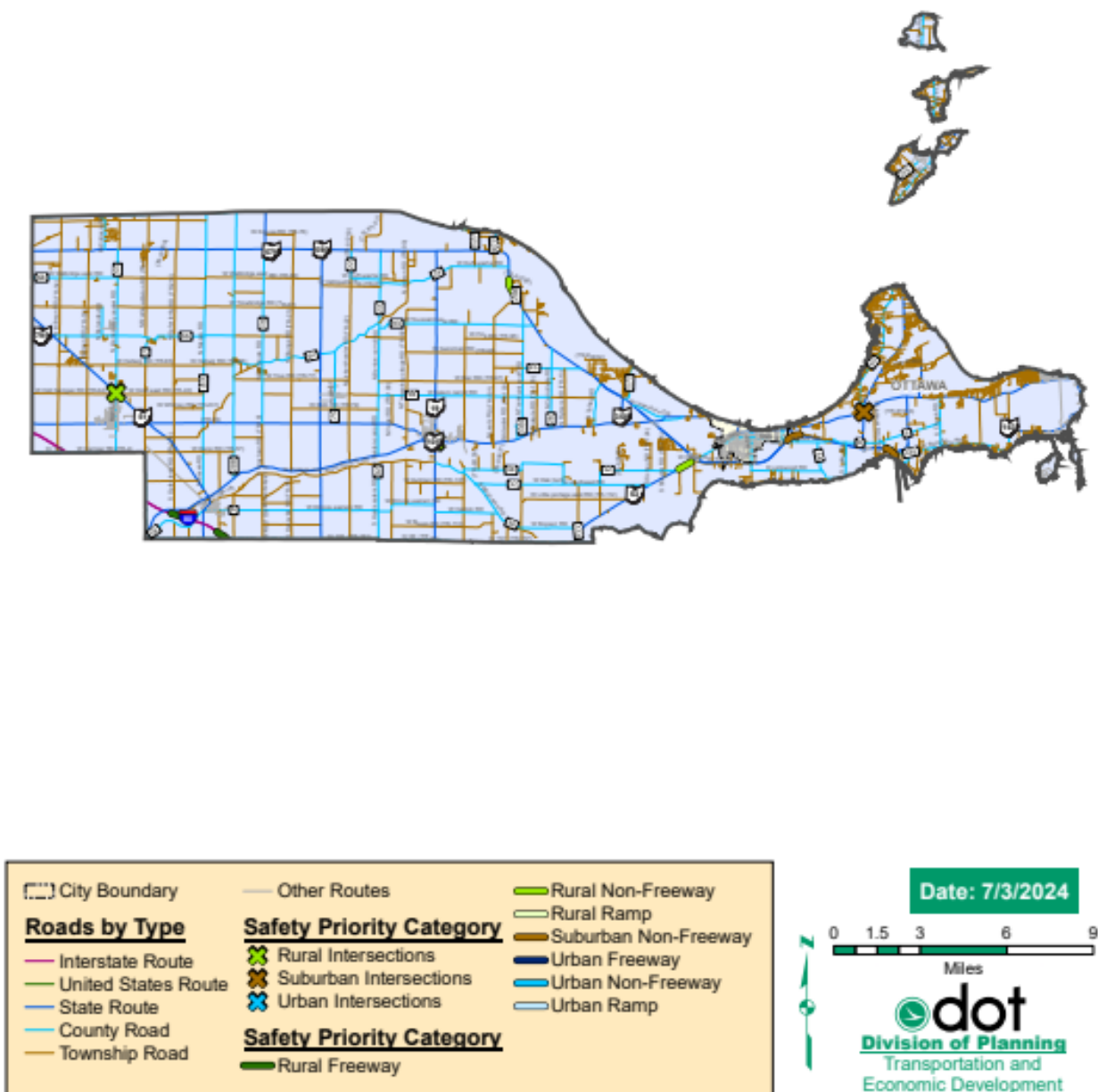


Figure 5-3.5 HSIP Map - Ottawa County

2024 Highway Safety Improvement Program (HSIP) Priority Locations - ERIE

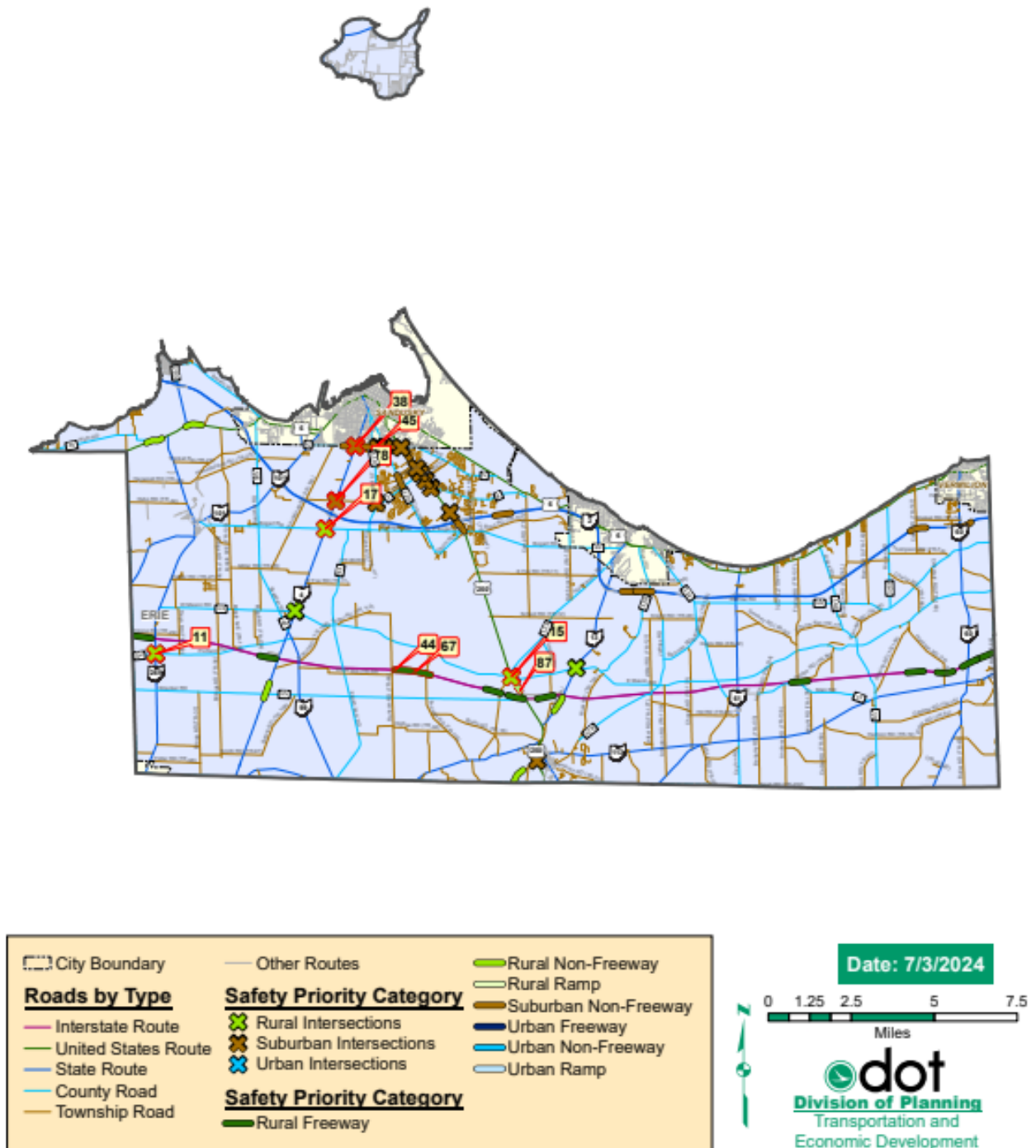


Figure 5-3.5 HSIP Map - Erie County

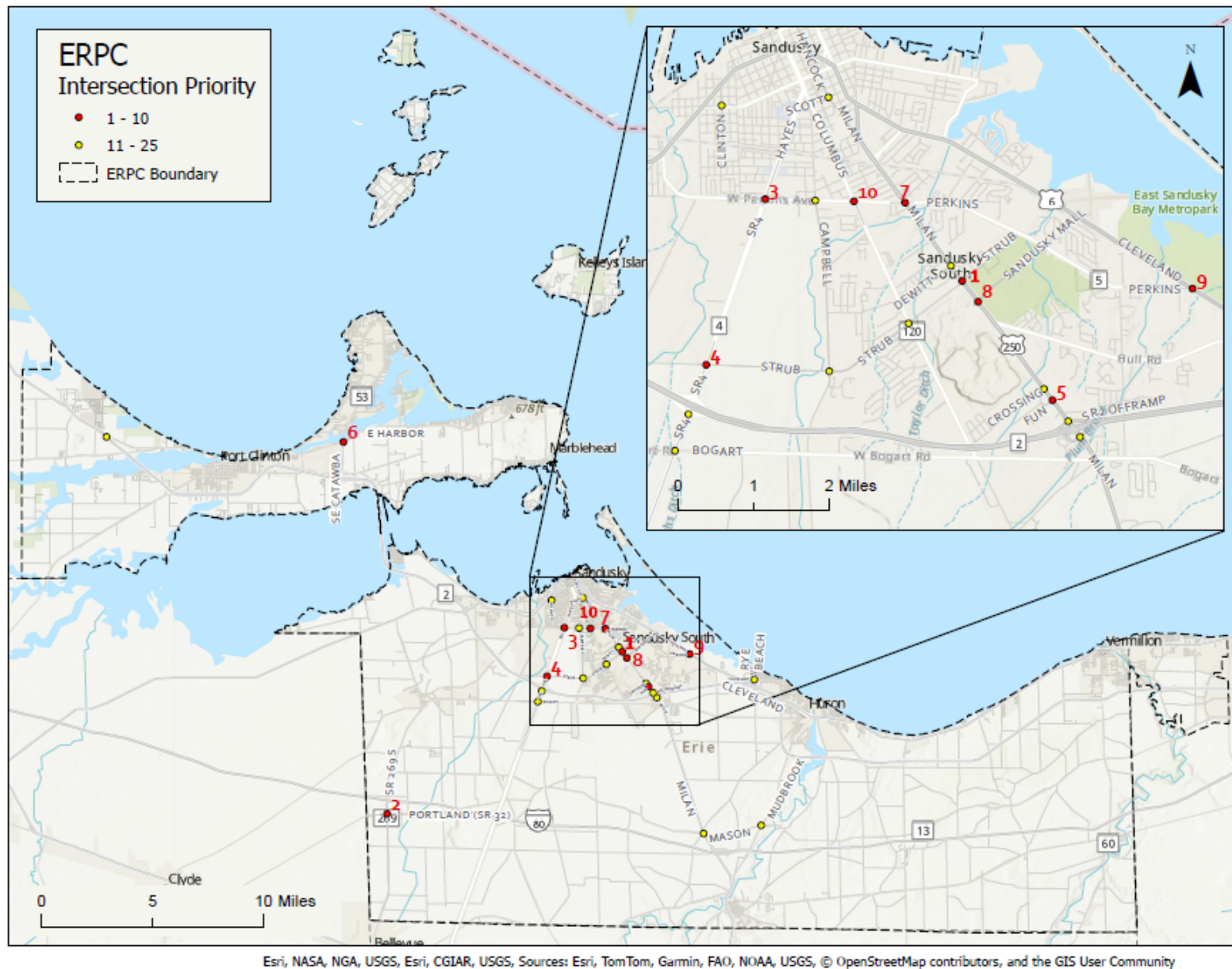


Figure 5-3.5: High Crash Frequency Intersection Locations

Pavement Conditions: A major element of a transportation plan is to maintain the system. Pavements deteriorate for a variety of reasons. In northern Ohio, weather, road deicing salts, lack of maintenance, and traffic are the principal causes. Heavy trucks, both by size and numbers, also have a significant effect on road deterioration. In addition to fixing rough pavements (cracks, patches and disjointed pavement slabs) for comfort, safety, and to prevent future problems, it is also important to eliminate wheel ruts, which hold water and result in hydroplaning or slippery conditions when the water freezes.

There is no formula for estimating the need for pavement maintenance as pavement conditions reflect how the pavement was constructed, the amount and kind of traffic, and weather conditions. Therefore, larger agencies responsible for roadway maintenance have a pavement management system and regularly rate pavement conditions on the streets and roads under their jurisdiction. The general practice is to rate pavement on a scale of 1 to 100 based on observed conditions and some testing. Lower values mean poorer pavement conditions. ODOT classifies roads into one of three policy systems: the priority system, general system or urban system.

Priority Systems: There are three priority systems including: 1.) All interstate routes, excluding the Turnpike 2.) All divided National Highway System routes (NHS) routes inside incorporated areas with populations of 5,000 or more that have a functional class of 12 (other urban freeways and expressways) and 3.) All divided NHS routes outside of incorporated areas with populations of 5,000 or more. ODOT considers priority system pavements to be in or approaching poor condition if the pavement condition rating (PCR) is less than 65.

General System: Includes all non-priority routes outside of municipalities with populations of 5,000 or more. ODOT considers general system pavements to be in or approaching poor condition if the PCR is less than 60.

Urban System: Includes all non-priority routes within municipalities with populations of 5,000 or more. ODOT considers urban system pavements to be in or approaching poor condition if the PCR is less than 55.

ODOT's pavement condition rating records were utilized in the evaluation of roads for the ERPC MPO region for this plan. ERPC MPO identified 9 segments across Erie, Ottawa and Lorain County that failed the criteria for general system and urban system PCR. The segments total 7.8 miles of roadway across the network. Out of 9 segments, 4 projects are part of various projects for roadway preservation over the next four years.

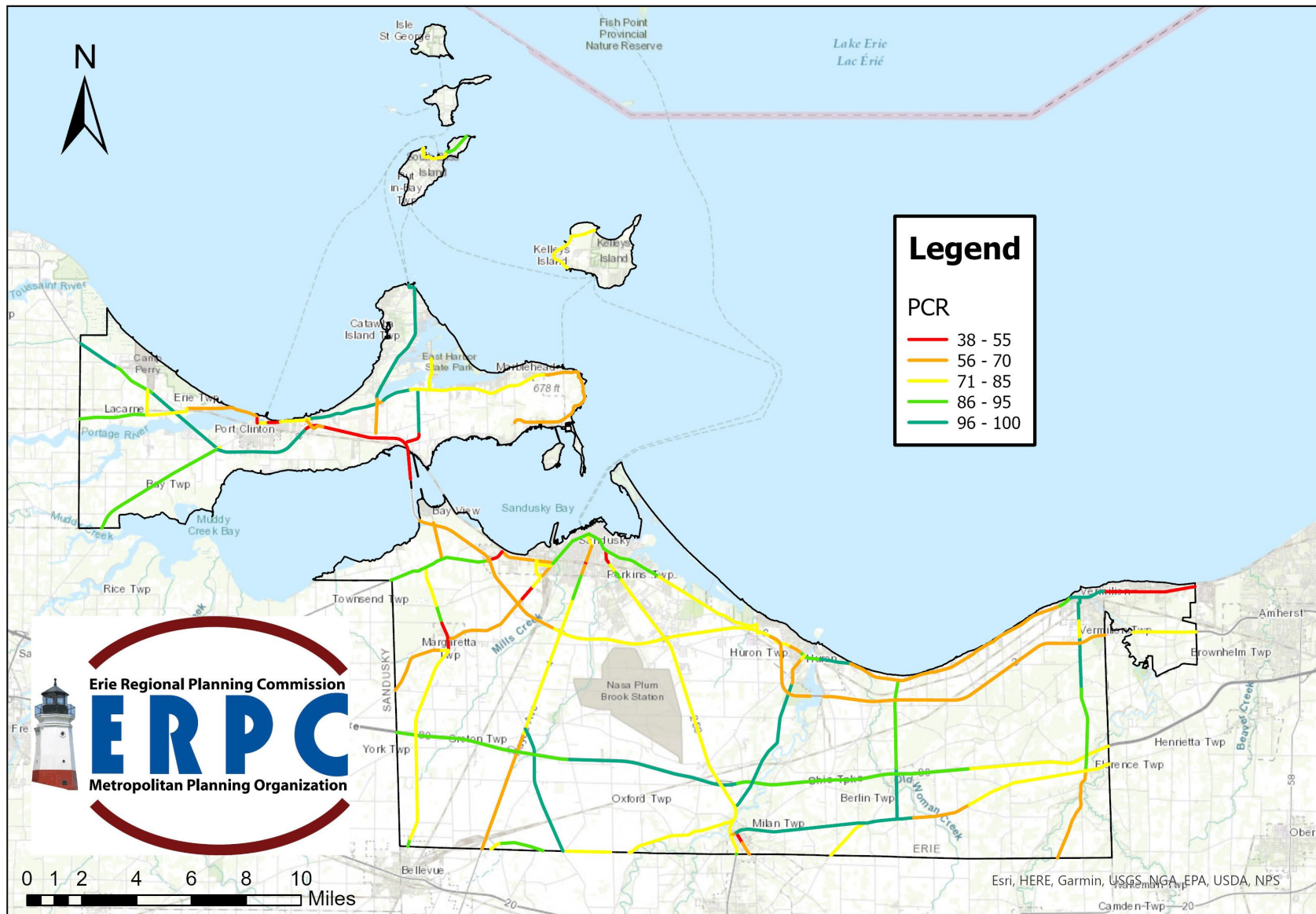


Figure 5-3.6: Pavement Condition Rating (2024)
ERPC MPO 2050 Long Range Transportation Plan

Bridges: Bridges are structures over ten feet long, which carry a road way over an obstruction such as a river, railroad or another roadway. Bridges have different, usually longer, maintenance and functional lives than the roadways on either end. Therefore, bridge maintenance is often carried out at a different time than the adjoining roadway. When maintenance is required, however, the maintenance cost can be considerably higher than adjoining road repairs. The closure of bridges can greatly impact the traffic flow in an area and can limit access. The combination of the disruption to the transportation system the high cost for repairs/ maintenance have resulted in bridges have special funding categories.

There are 376 bridges in the MPO area. ODOT is responsible for 148 bridges; the Ohio Turnpike Commission, 30; Erie, Ottawa and Lorain (in the City of Vermilion) Counties (for county, township and village bridges), 178; larger municipalities, 18; and 2 by Ohio Division of Natural Resources (ODNR). These bridges are inspected annually, and the structures rated. The bridge is then appraised, based on the bridge rating, traffic, and other factors to determine a priority for maintenance. The bridge appraisals are on a ten-point scale with lower numbers indicating more serious structural deficiencies and high impacts to the traveling public should the bridge be closed, while larger numbers indicate bridges in good condition. **Table 5.3-4** lists the general appraisals for bridges in the MPO as of October 2025:

| Table 5.3-4: Bridge Conditions | | |
|---------------------------------------|-------------------------|-----------------------------|
| Bridge Condition | Appraisal Rating | Number of Structures |
| Critical | 0 through 2 | 0 |
| Poor | 3 and 4 | 6 |
| Fair | 5 and 6 | 114 |
| Good | 7 through 9 | 256 |

The Federal Highway Administration (FHWA) Bridge Inventory manual provides ranking criteria on all bridges. There are three criteria by which bridge conditions are measured: 1.) The deck, 2.) The superstructure and 3.) The substructures. Below these criteria are shown as applicable to the planning area:

- The bridge deck condition describes the overall condition rating of the surface. Five in service bridges in the MPO area have a ranking of poor while the remaining are fair or better.
- The superstructure ranking criteria evaluates the condition of all structural components of the bridge. Six bridges in the region are listed as having poor superstructures.
- The substructure criterion describes the physical condition of the abutments, piles, piers and other base structural components. Three bridges in the area are listed as having poor substructures.

Each of the bridges with poor ratings on deck, substructure, or superstructure also have overall general appraisal ratings of poor. The six structures are located at the following: Harborview Drive in Huron; Vermilion Road and Jerusalem Road within the City of Vermilion; and the railroad underpasses at Tiffin Avenue (2) and Hayes Avenue in the City of Sandusky.⁴

⁴ TIMS

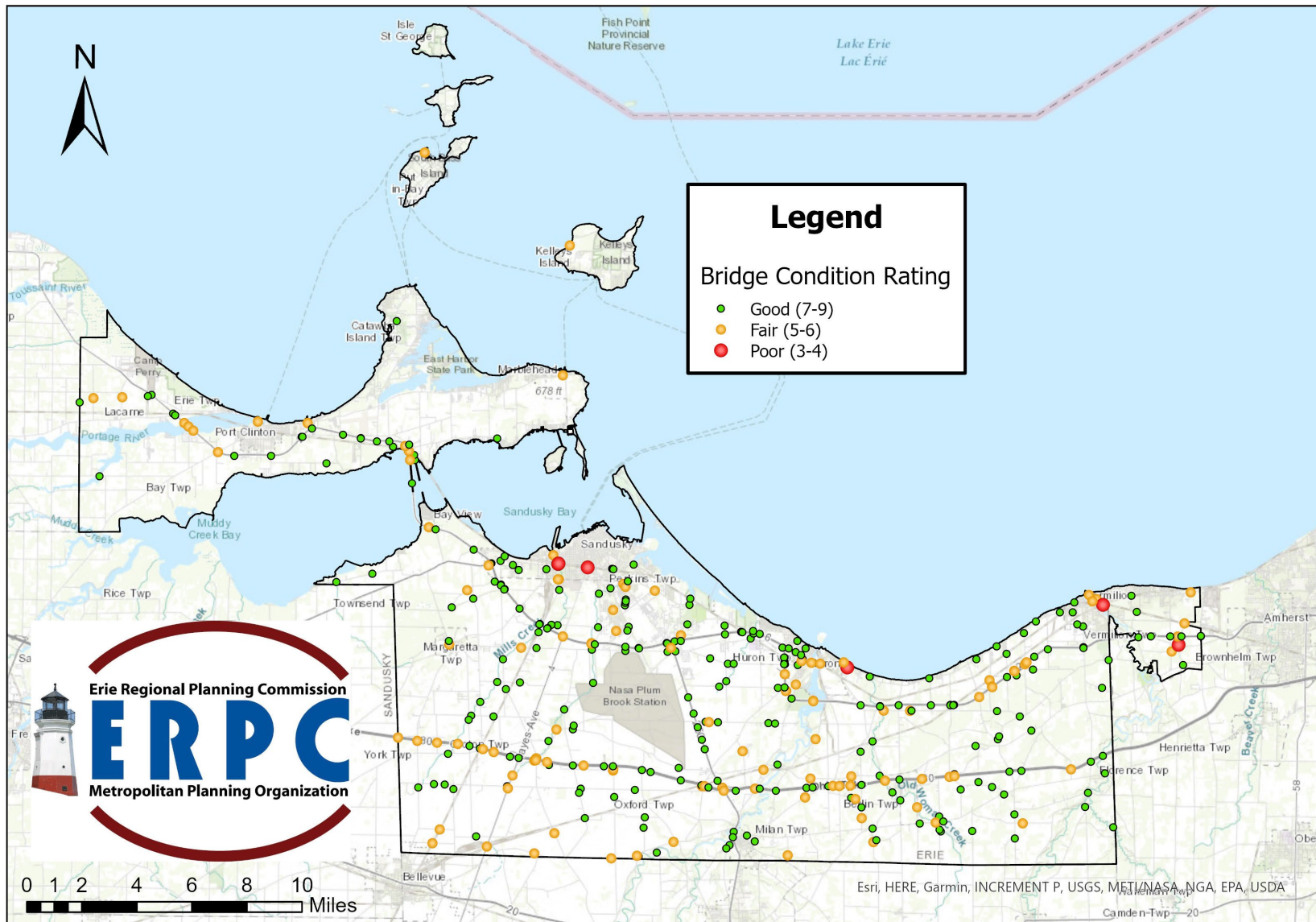


Figure 5-3.7 Bridge Condition Rating (2025)

ERPC MPO 2050 Long Range Transportation Plan

Connectivity: Connectivity can be considered the global concept of access. It is the ability to move relatively directly and easily between one area and another. For the MPO, this includes external trips to the rest of the state and beyond, and internal trips, that begin and end within the MPO. There are as many connectivity issues as there are travelers with an origin (often home) and a destination (work, shopping and recreation). Some of the more important internal connectivity issues raised by stakeholders and the public include the following:

- **East-West Connectivity:** East-west connectivity through the MPO Region has typically been adequate thanks to State Route 2 and Interstate 80. The Sandusky Bay and Edison Bridge bottle neck, and certain land uses including the NASA Neil A. Armstrong Test Facility and quarries in Perkins and Danbury Township can cause internal connectivity issues for east-west travel in the region.
- **North-South Connectivity:** The main north-south routes into and out of the region have primarily been State Route 53, State Route 4, and US Route 250. The primarily two lane roadways provide adequate north-south connectivity to the surrounding area, but has been noted as lacking adequate access for connections through the rest of the state, that can impact freight movement and tourist flows during peak summer hours.
- **The Islands:** Although not completely a roadway issue, public access to the Lake Erie Islands, including Put-In-Bay and Kelley's Island, can pose connectivity issues within the MPO. Inclement weather, limited access points, and peak tourist travel congestion can all be possible issues for travel to and from the island. Ferry services are available in Port Clinton, Catawba Township, Danbury Township, and the City of Sandusky, with only Catawba and Danbury township ferries able to bring personal vehicles over. The Erie-Ottawa International Airport provides access to the islands, and are also accessible by personal boats. Current ferry services are important to maintain as a vital connection to the islands. However, the islands are known for their low stress network and recreational facilities for tourists, and reduced traffic patterns helps maintain this network for current residents.
- **Cedar Point:** This major traffic destination is difficult to reach because the route designated for visitors is highly congested both with visitors and local residents going to shopping facilities as well as traffic signal proliferation and spacing and lack of access management. Alternative routes and improvements to GPS mapping has increased traffic on alternative routes and neighborhoods not currently designed for the increased through traffic.
- **Waterfronts:** The Cities of Sandusky, Port Clinton, Vermilion, and Huron have marinas lake front access that encouraged the development of associated business including boat sales/repair and waterfront restaurants/motels developing in the old port areas. Reaching these destinations from neighborhoods, rural areas and SR 2 for longer distance users cross older urban streets which can be difficult. However; most users are engaged in recreational activities and therefore willing to accept longer and more difficult commuting patterns.
- **Downtown Sandusky:** The Sandusky Downtown business district can be difficult to reach although the principal arterial network functions to service this area. In addition, most of the roadways are narrow and are angled in way that makes them difficult to navigate.

- In addition to the connectivity issues listed above there were also more localized connectivity/access issues that were raised in the Public Involvement Summary. It is noted that many of these issues that were mentioned were identified as being unique to a specific area and therefor will need to be addressed locally. As specific improvements for these issues are developed the MPO is then able to include them in the LRTP update.

Another issue that emerged through the public involvement phase was external connectivity. Unfortunately, these connectivity issues cannot be solved solely by the MPO Area, but with the assistance of other agencies such as ODOT, other MPOs or Small Urban Areas some of these issues may be collaboratively remediated and addressed. The more significant regional issues include:

- **Travel to the City of Cleveland:** Some residents in the eastern part of the MPO, particularly the City of Vermilion, work in the City of Cleveland. Improving travel, possibly with commuter rail, to Cleveland is a desirable undertaking as voiced through public input.
- **Travel to Central Ohio:** Currently east-west routes in the MPO area include I-80/90, SR 2 and to portions of US 20. These routes provide good east-west connectivity with roads constructed to interstate/freeway standards. US 20 for example utilizes a four-lane expressway with urban by-passes standards. When travelling south into Central Ohio from both Erie and Ottawa County, there are two lane rural arterials with at grade intersections that pass through small villages and towns. Improved routes would include avoiding travel through larger towns, reducing signalized intersections for north/south priority, and road widening when feasible.
- **Connections to I-71 and I-75:** This issue is a companion of the Central Ohio corridor addressed above. To reach one of these two north-south Interstate routes travelers must go east or west from the MPO area, or navigate rural roads to connections further south. Upgraded connections could save considerable time for travelers taking the Interstate System to destinations outside the state to the south.

Access Management: Access management is a means of organizing and designing access points along roadways to balance the movement function while still providing access to lower classes of roadway or to property. Access management also includes the consideration of access to high- and low-class roadways. Access points are an important part of access management. Access points are “points of conflict” where vehicle movements are across or against each other. Remedies include drivers slowing down or traffic engineers installing stop signs, signal or other design elements to minimize the potential conflicts and crashes. These restrictions on traffic movement also reduce the carrying capacity of a roadway.

Currently there are three agencies with access management policies in the MPO area. The first agency is ODOT. ODOT has an access management policy for all roadways under its jurisdiction including all US and State Routes in unincorporated areas. The second agency is the Ohio Turnpike Commission. The Turnpike Commission manages access to the Interstate Routes in the MPO as the only designated Interstate Highways are under OTC jurisdiction. OTC access policies generally follow ODOT’s policies for Interstate routes with the additional consideration the access points also must meet a revenue test. The

third agency is Erie County; which has prepared an access manual as authorized by the Ohio Revised Code for county and township roads. The manual, as adopted in by the County Commissioners and effective as of August of 2018; defines the general requirements for access such as the spacing of access points and access point dimensions. The regulation works in conjunction with County and township master plans and associated zoning regulations. It also includes the need for traffic impact studies for new developments generating high volumes of traffic. The cities in the MPO area do not have access management plans but have some control of access with zoning and building codes.

5.4 Transit Systems

Coordinated Transportation Plan Update: Since its inception the MPO staff has assisted STS and other transit providers in obtaining funds through the Erie County Coordinated Transportation Plan. In order to receive many of these supplemental state funds the planning area of the recipient must have a state approved plan. The plan contains information, analyses and findings compiled from an evaluation of community characteristics, a stakeholder assessment and an inventory of existing transportation services. It also provides a description of the unmet transportation needs in the Erie County Area determined by using various methods such as agency surveys, demographic research and ongoing stakeholder input.

Originally, ERPC staff had played a main role in writing the plan and keeping it up to date over the years. The first coordinated plan was completed in 2007, and representatives from the Sandusky Transit System (STS) and Serving Our Seniors (SOS) were key partners in its development. Since then the plan has been updated several times including 2010, 2013 and 2018. An official statewide plan template and annual review requirement was created by ODOT in 2018. Erie County completed their state approved plan using the new template in 2018 and their first annual review in 2019. Beginning in 2021, ERPC staff began working with Great Lakes Community Action Partnership (GLCAP) for plan updates and development utilizing the state template.

Mobility Management: The *Yes Express*, a feasibility plan, was conducted in 2013 with Local Government Innovation Funding. The study recommended the hiring a transportation coordinator. In 2018 that recommendation became a reality. A mobility manager was assigned to Erie County and the City of Vermilion through a transit grant from ODOT. The mobility manager is housed and employed by the GLCAP. Staff works with the mobility manager to implement strategies listed in the Coordinated Plan.

Small Scale Transit Providers: ERPC staff has assisted other local agencies (Lucy Idol Foundation, Serving Our Seniors, The Meadows etc.) in obtaining 5310 and other funds for supplemental transit services. Ability Works worked with ODOT on an experimental small scale transit option that was tried for a year in 2020 to provide service between New London and US 250 in Sandusky. .

Background of the Sandusky Transit System: The Sandusky Transit System (STS) is the main transit provider in the planning area. Services include demand response service county-wide including the entire City of Vermilion. STS shares their facility (dispatch center and vehicle parking/maintenance facility) with other local transit providers including both Greyhound and AMTRAK. The transit hub is located on Depot Street in the City of Sandusky.

The system was created in late 1992 and began providing demand response service in the city limits (Sandusky) and to 32 locations in the county. The next year, STS began operating a contract service with

the Erie County Board of Development Disabilities (ECBDD). In 1997, Erie County (as well as ODOT) began providing financial support to STS in order to expand the service area of STS beyond the Sandusky city limits. The expansion was incremental and by 1999 service was available to the entire county. In 1999, STS also began providing Saturday service, a US 250 corridor service and a summer weekend service.

Funding cuts at both the state and local levels beginning in 2001 led to a reduction in the size of the system's service area and hours of service. In 2002, the City of Sandusky and Erie County capped their contributions to the transit system. The result was that the system reduced its hours and raised its fares for the first time. In 2003, Erie County withdrew its financial support from the transit system after a sales tax levy with funding for transit failed to pass. The system further reduced its service area to the Sandusky City limits and a small area surrounding the city that became known as "Zone Two". "Zone Two" trips were required to start or end in Sandusky. Several bus shelters were added to the system from 2013-2019. In 2018 the system was rebranded, and the name SPARC was discontinued and renamed the Sandusky Transit System's fixed route. Also, during this time routes and stops were reorganized and expanded as well as private contracts with local agencies and organizations. STS continues to internally review operations and expenditures in order to maintain a state of good repair for the transit service, including route changes, fare increases and service hour changes. A 2023 study by HDR and STS was completed examining services and full SWOT analysis. Study outcomes are being used by local leadership to help bolster local transit as a sustained mobility option for the region.

Rural and Urban Transit Designations: The 2000 Census revealed that the densely populated area around the cities of Sandusky and Huron meets the definition of an "urbanized area." With the urbanized area designation, STS transitioned from being a rural transit grantee to a Federal Transit Administration Section 5307 Urban System. To assist with the transition and to help meet the needs of the service area, STS undertook a Transportation Development Plan (TDP) in 2003. Since February 2004, STS began working to implement the recommendations of the TDP. STS expanded the service area to include the entire urbanized area and lifted the requirements that trips in "Zone Two" must begin or end in Zone One. In 2005, STS re-structured its contract with MR/DD which created additional revenue that would be used as a local match for Federal grants. The local match allowed the system to receive more Federal funding and increase its hours of service. In 2005, STS extended its weekday hours and provides service on Saturdays. The 2010 Census revealed that there was a population decline within the urbanized area and that it no longer had enough population to be considered an urban system. The system was re-designated as a rural transit system around 2012. Following the 2020 Census, the region was redesignated as an urban transit system, and reverted back to the 5307 funding program. The transit system formally made the switch in July of 2024. STS in turn moved from an FTA Tier II agency to a Tier I agency. As part of the transition, STS has begun developing a Transit Asset Management (TAM) Plan to help assess the current condition of its capital assets. The plan is expected to be completed in 2025 during the development of the MPO long range plan.

| NEW SCHEDULES EFFECTIVE JANUARY 1, 2025 | | | |
|---|-----------|-------------------|--------------------|
| OFF-SEASON SCHEDULE (NOVEMBER 1 - APRIL 30) | | | |
| Line | Frequency | Days of Operation | Hours of Operation |
| Blue | 30 Mins | 7 Days/Week | 6am-10:30pm |
| Red | 60 Mins | 7 Days/Week | 6am-10pm |
| Yellow | 60 Mins | Mon-Sat | 6:30am-8:30pm |
| Purple | 60 Mins | Mon-Sat | 6am-8pm |
| Green | 60 Mins | Mon-Sat | 6am-8pm |
| Peak Season Schedule (May 1 - October 31) | | | |
| Line | Frequency | Days of Operation | Hours of Operation |
| Blue | 30 Mins | 7 Days/Week | 6am-10:30pm |
| Red | 60 Mins | 7 Days/Week | 6am-10pm |
| Yellow | 60 Mins | 7 Days/Week | 6:30am-10:30pm |
| Purple | 60 Mins | Mon-Sat | 6am-8pm |
| Green | 60 Mins | Mon-Sat | 6am-8pm |

Figure 5-4.2: Sandusky Transit System Schedule

STS Fixed Route: By 2020, the fixed route system of STS expanded, and it now consists of five different intersecting routes. The fixed route system was previously called SPARC. Schedules for the routes are located online (see **Figure 5-4.2**). Other changes include additional signage at bus stops, shelters at some locations and online tracking capabilities for passengers. Fixed routes costs \$2.00 per trip (or \$1.00 for elderly/disabled). Time and service vary per route. Fare passes are available for up to 31 days, and available via EZfare app for mobile ticketing or at Sandusky City Hall or transit offices.

Paratransit: Paratransit is another service available through STS. It is available seven days a week from 5 AM to 12:30 AM. The service is available only to qualified individuals who apply. Applications are available online or by request. Eligibility for the program requires an assessment from both STS staff and a healthcare professional. Paratransit service allows eligible riders to be picked up to $\frac{3}{4}$ a mile in distance from an existing fixed STS route.

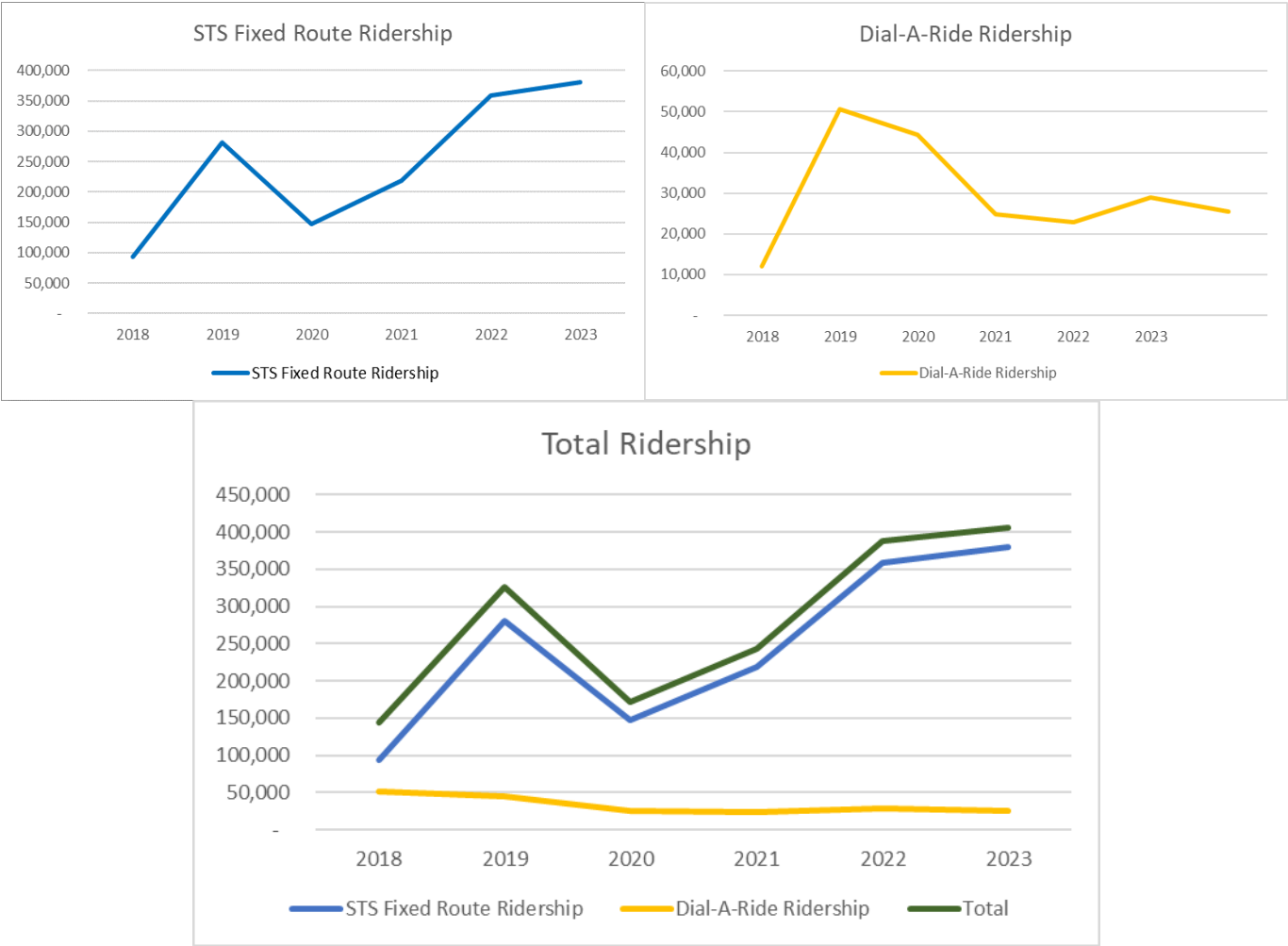
Contract Services: STS has entered into several contracts with local organizations such as Serving Our Seniors, the ECBDD, Erie County Job and Family Services, Cancer Services, Veteran Services, Cedar Point, and Sandusky City Schools.

Dial-A-Ride: STS currently provides a demand response service via reservations only. The service runs Monday through Saturday from 6:00 AM to 10:00 PM. It is open to the general public and there are no restrictions on trip purpose. Trips can be reserved up to two weeks in advance or reserved two days in advance if there is availability. The one-way fare for a trip within the county is \$5.00.

Ottawa County Transit Agency (OCTA) provides additional curb-to-curb transportation service in Ottawa County as a 5311 Rural Transit program. OCTA services the area with advanced scheduling for rides and operates daily from 6:00 AM to 9:00 PM. Fares are \$4.00 for trips within the county, and rates from \$6.00 to \$12.00 based on out of county trip distance.

Ridership Numbers: Ridership had been increasing prior to the Covid-19 Pandemic, but had seen a significant decrease in 2020. Ridership has since rebounded and grown past ridership numbers prior to the pandemic, growing from 325,559 rides in 2019 to 405,506 in 2023, primarily in the fixed route ridership. Fixed route ridership was 147,340 riders in 2020, and grown to 380,088 in 2023. Dial-A-Ride had actually decreased from a peak of 50,735 in 2018 to 25,418 in 2023.

Rolling Stock: As of 2023, STS vehicle inventory fleet consisted of 36 vehicles. The buses are mainly used for general public service and service contract service. The general public service is provided using a mixture of sedans and vans. The STS operator, First Transit also owns some of the vehicles that are utilized for transit service.



Figures 5-4.3: STS Fixed Route and Dial-A-Ride Ridership

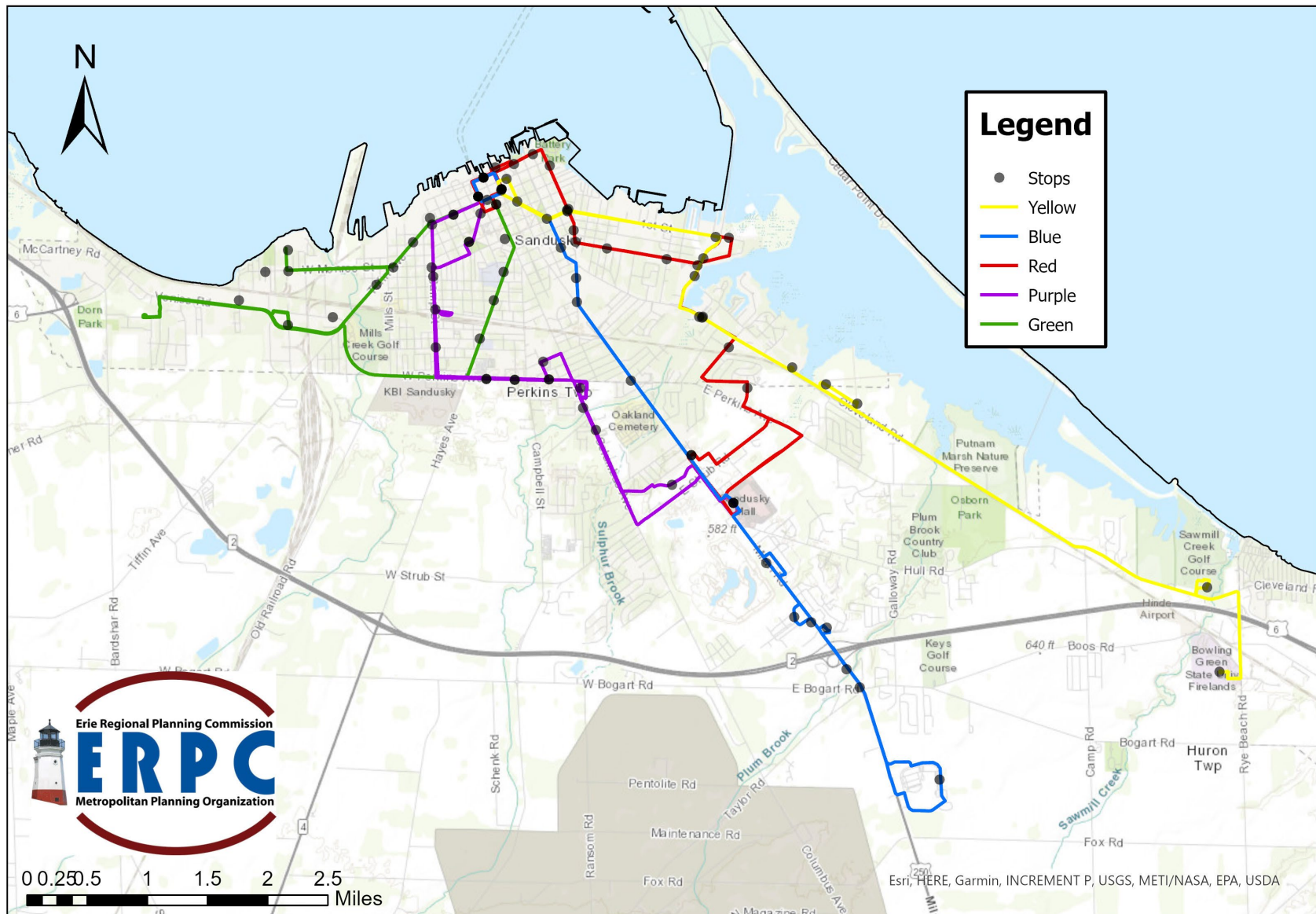


Figure 5-4.4: STS Fixed Routes
 ERPC MPO 2050 Long Range Transportation Plan

5.5 Bicycle/Pedestrian Facilities and Activities

Bicycle and Pedestrian Plan: Bicycle and pedestrian facilities and multi-use use trail systems are valuable community assets, which serve utilitarian transportation and recreational purposes. Over the last couple of decades, many communities around the country have been promoting the use of bicycles and walking as an important transportation component that also serves recreational purposes and encourages healthy living. Similarly, in 1999 ERPC developed a Bicycle and Pedestrian Plan that addressed bicycle and pedestrian education, safety and the creation of bicycle and pedestrian routes throughout the county. The plan has gone through several updates in 2010, 2014 and in 2020. The 2020 plan identifies seven consolidated goals in addition to the recommendation to establish a standing bicycle and pedestrian committee (2015). The committee has been involved in plan updates and other related activities since its inception and meets quarterly. With the addition of Ottawa County into the MPO, ERPC staff have been working with the Ottawa County MetroPark on adding their 2022 Ottawa County Active Transportation Plan into local planning efforts. This includes coordination on projects and funding opportunities to help implement their adopted plan. **Figure 5-5.3** details existing bicycle facilities in the MPO and any ongoing regional planning studies, along with a composite Active Transportation Needs analysis completed by ODOT's Walk.Bike.Ohio Active Transportation Plan in 2020.

Programs: ERPC also promotes active transportation through a variety of activities held throughout the year. ERPC staff has actively been growing its alternative transportation planning activities with events such as Active Transportation Month and active transportation website resources. Staff has also participated in educational outreach activities, and are always looking for new opportunities to promote active transportation locally.

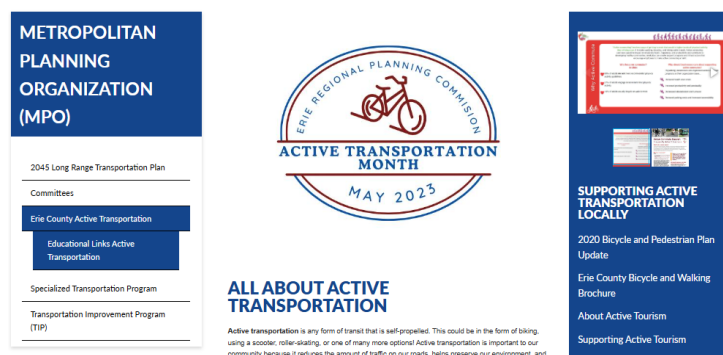


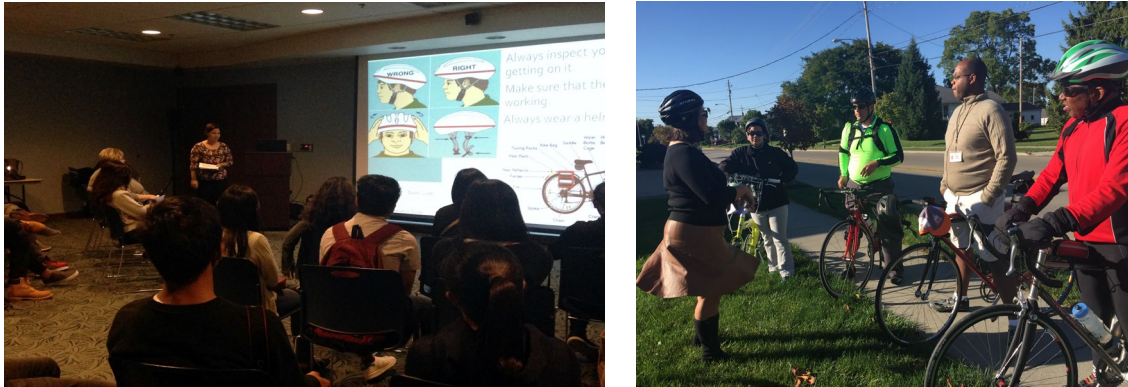
Figure 5-5.1: Active Transportation Website

Safe Routes to School Program: Under the transportation bill SAFETEA-LU the Safe Routes to School (SRTS) program was established. This program has continued under Moving Ahead for Progress in the 21st Century, or MAP-21 which was passed in 2012. The SRTS program is designed to enable community leaders, schools and parents across the nation to improve safety and encourage more children to safely walk and bicycle to school. Locally, the jurisdictions of the Village of Milan, City of Sandusky, City of Huron, City of Vermilion and Perkins Township have developed school travel plans and have all applied for funding through the program.

State and National Bicycle Routes: The Ohio Department of Transportation has also been actively working on designating bicycle routes on both state and national levels. Locally two routes have been identified, including US Bike Route 230 (USBR) that is an alternative route to USBR 30 in Huron County, and the north/south State Bike Route 65.

Sandusky Bay Pathway: The regional trail network continues to grow through coordinated planning efforts between local partners. Beginning in 2018, Sandusky officials worked with Environmental Design Group on the Sandusky Bay Pathway vision that would span across the city of Sandusky. Since the plans

inception, Greater Sandusky Partnership (GSP) has grown the plan to a regional view for the shores and island regions. The updated plan includes connections from Vermilion to Port Clinton and Fremont, and ties in many of the coastal communities in the area. The regional routes are continuing to expand through current construction efforts and planning studies examining future connections.



Figures 5-5.2: ERPC staff conducting a safety training, 2016

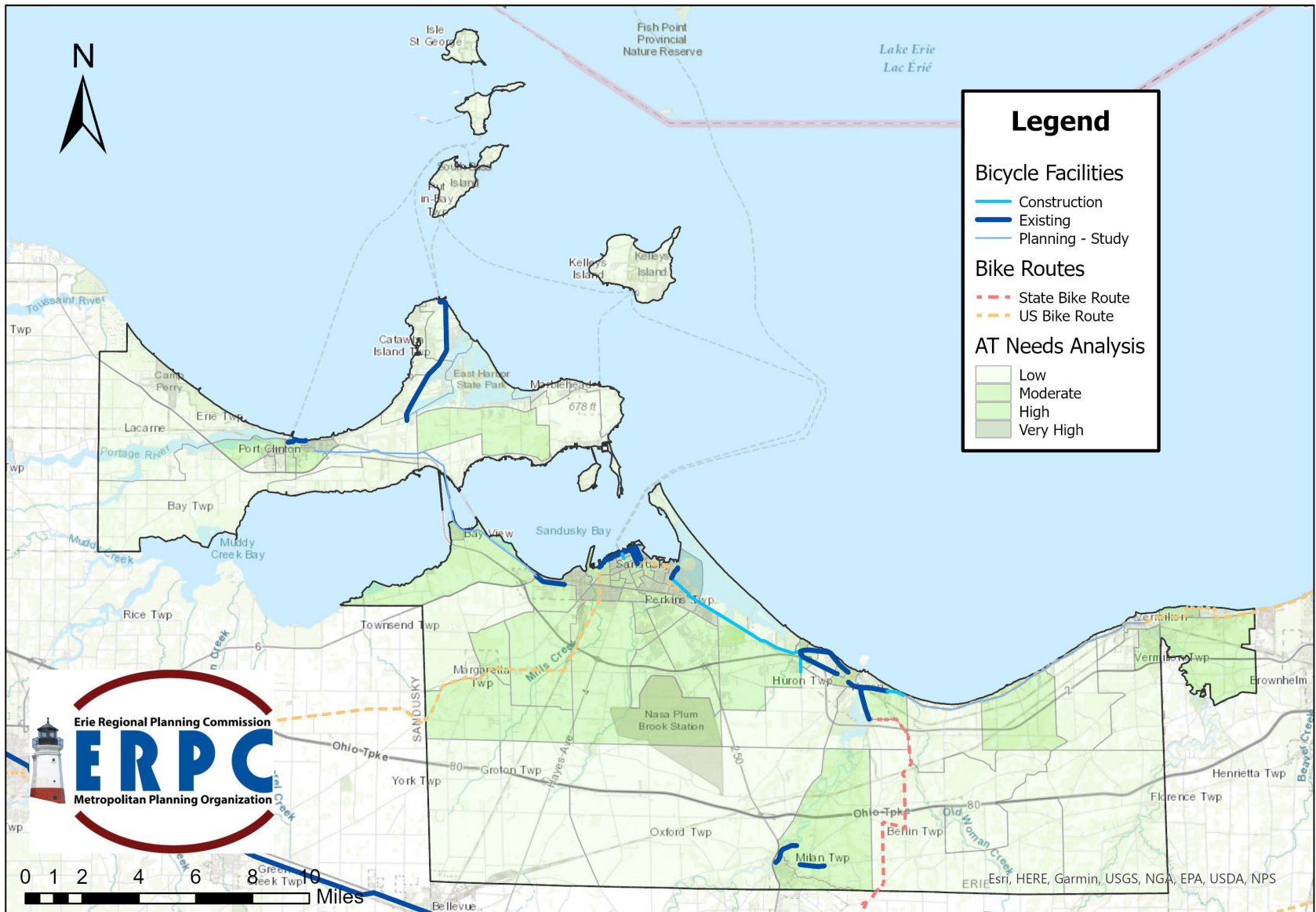


Figure 5-5.3: Bicycle and Pedestrian Facilities

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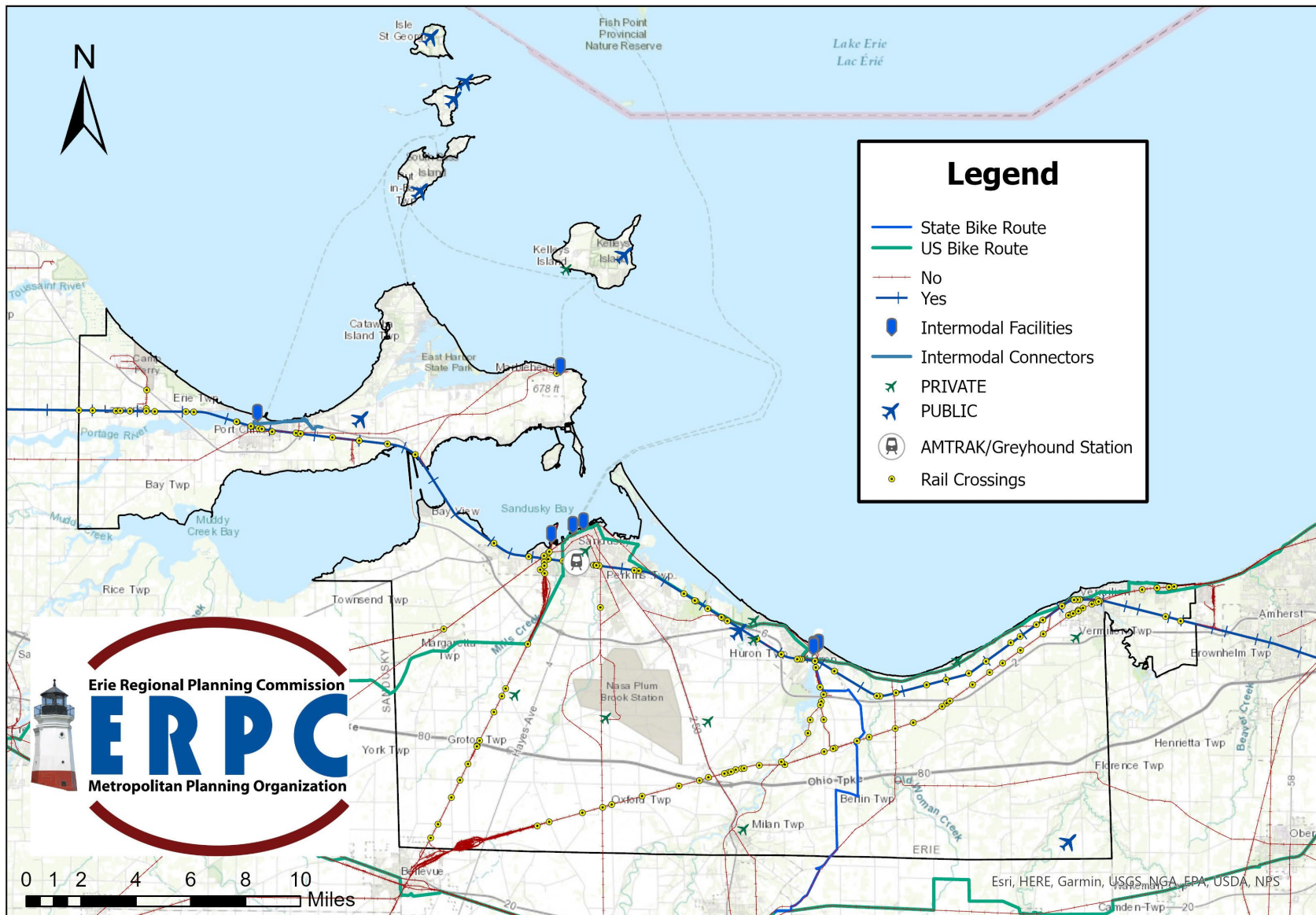


Figure 5-5.6: Multi-Modal Facilities
 ERPC MPO 2050 Long Range Transportation Plan

5.6 Freight and Regional Transportation

Freight: The MPO's freight system is made up of a variety of components including:

- Nearly 190 miles of strategic roads as part of Ohio's Strategic Freight System
- Three commercial ports linked to the world market via the Great Lakes and Norfolk Southern rail
- Three available truck parking facility with Interstate Access, with an additional facility under construction
- Over 552 miles of active rail line run through the planning region owned by Norfolk Southern or Wheeling & Lake Erie, and
- An international general aviation facility east of Port Clinton.

Freight Plan: In 2023, ERPC staff worked alongside with consultants from the Gannet Fleming to update the 2013 ERPC Freight Study. The study provided an assessment of existing conditions for elements of freight transportation and also provided recommendations for freight related improvements specific to Erie County. Group sessions and stakeholder interviews were conducted during the process, which provided additional insight into issues or concerns the freight community might have in regard to the current transportation system.

A survey was conducted during the 2023 study. Many of the surveyed companies not only found the roadway network critical to operations, but also their ability to access and utilize other modes such as rail, water, and air. Responses highlighted a need for improved land use and freight transportation planning, and to promote the region's unique multimodal and intermodal capabilities. Transport Ohio, Ohio's State Freight Plan identified 1,500 freight-reliant businesses, employing over 19,000 individuals in Erie and Ottawa County. Industry data has revealed that the freight industry composition is such that over 35% of the region's total output is generated by freight-oriented industries.

Table 5-6.1: Freight-Oriented Percentages of Total Output

| Location | Percentage of Total Output From Freight-Oriented Industries ⁶ |
|-------------------------------|--|
| Erie County, Ohio | 42.1% |
| Ottawa County, Ohio | 23.1% |
| Combined Erie/Ottawa Counties | 35.9% |

Freight travels in and out of the MPO region by road, rail, air, and water. Though the 2023 freight study did not directly include the updated planning boundaries, similarities in GDP growth and a smaller overall share of the freight reliant industries were used to assume the findings of freight's role in the regional economy would be relatively consistent across the expanded planning area. From the 2023 freight plan, advanced manufacturing, agriculture, construction materials and energy are leading freight commodities in the MPO region. The region is largely a net importer primarily by rail, and trucking is the primary export mode. Below is an overview of the existing transportation facilities that serve the freight industry.

Ohio's Strategic Freight System

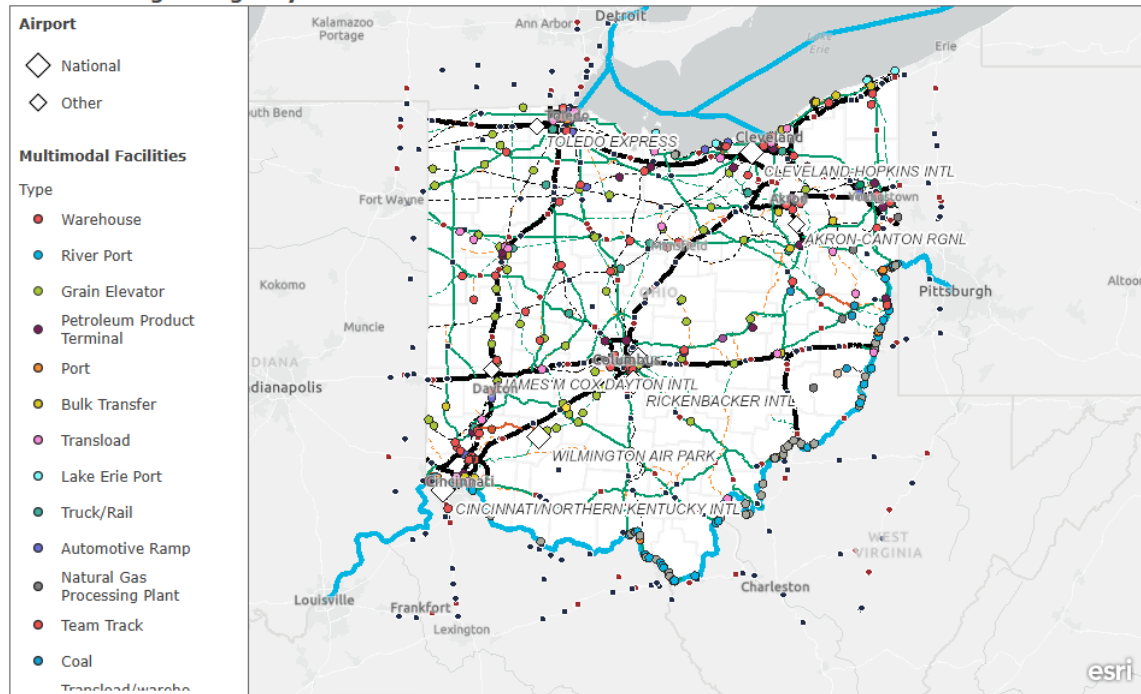


FIGURE 15: FREIGHT MARKET PROXIMITY TO OHIO



Source: CPCs adapted JobsOhio, *Logistics and Distribution for a Real-Time Economy* (Logistics and Distribution Brochure), 2020

Figure 5-6.1: Ohio's Freight Network⁷

Rail Freight: All active rail lines in the region are owned by Norfolk Southern Corporation (NS)⁵ and provide service to major employers in the MPO including the ports of Sandusky and Huron. As of the 2023 Freight Plan, 83% of Erie County rail lines are capable of double-stack clearance. Multiple lines provide support for Amtrak passenger rail service. On average, there are 80 trains per day on the NS rail lines through the study region.

At-grade Rail Crossing: Within the planning area, there are 89 public at-grade rail crossings, with 75 in Erie County, 9 in Ottawa County, and 5 in Lorain County. Rail crossings can be a significant source of traffic delay depending on the number of trains that operate per day across a particular intersection.

Table 5-6.2: Highest Train Traffic at Public At-Grade Rail⁶

| Maintaining Agency | Location | Total Daily Through Trains | Annual Average Daily Traffic (AADT) |
|--------------------|-------------------------|----------------------------|-------------------------------------|
| BAY VIEW | S. Danbury Station Road | 96 | 103 |
| SANDUSKY | Old Street | 55 | 921 |
| VERMILION | Main Street | 48 | 3140 |
| VERMILION | Vermilion Road | 48 | 2558 |
| VERMILION | Adams Street | 48 | 870 |
| VERMILION | Grand Street | 48 | 560 |
| VERMILION | Sunnyside Road | 47 | 725 |
| GYPSUM | Gypsum Road | 45 | 1727 |
| PORT CLINTON | Lightner Road | 45 | 155 |
| SANDUSKY | Edgewater Avenue | 44 | 3054 |
| GYPSUM | Plasterbed Road | 43 | 583 |
| PORT CLINTON | Harbor Road | 42 | 1850 |
| OAK HARBOR | Tettau Road | 42 | 401 |
| OAK HARBOR | Camp Perry Road | 42 | 276 |
| OAK HARBOR | Carroll-Erie Road | 42 | 200 |

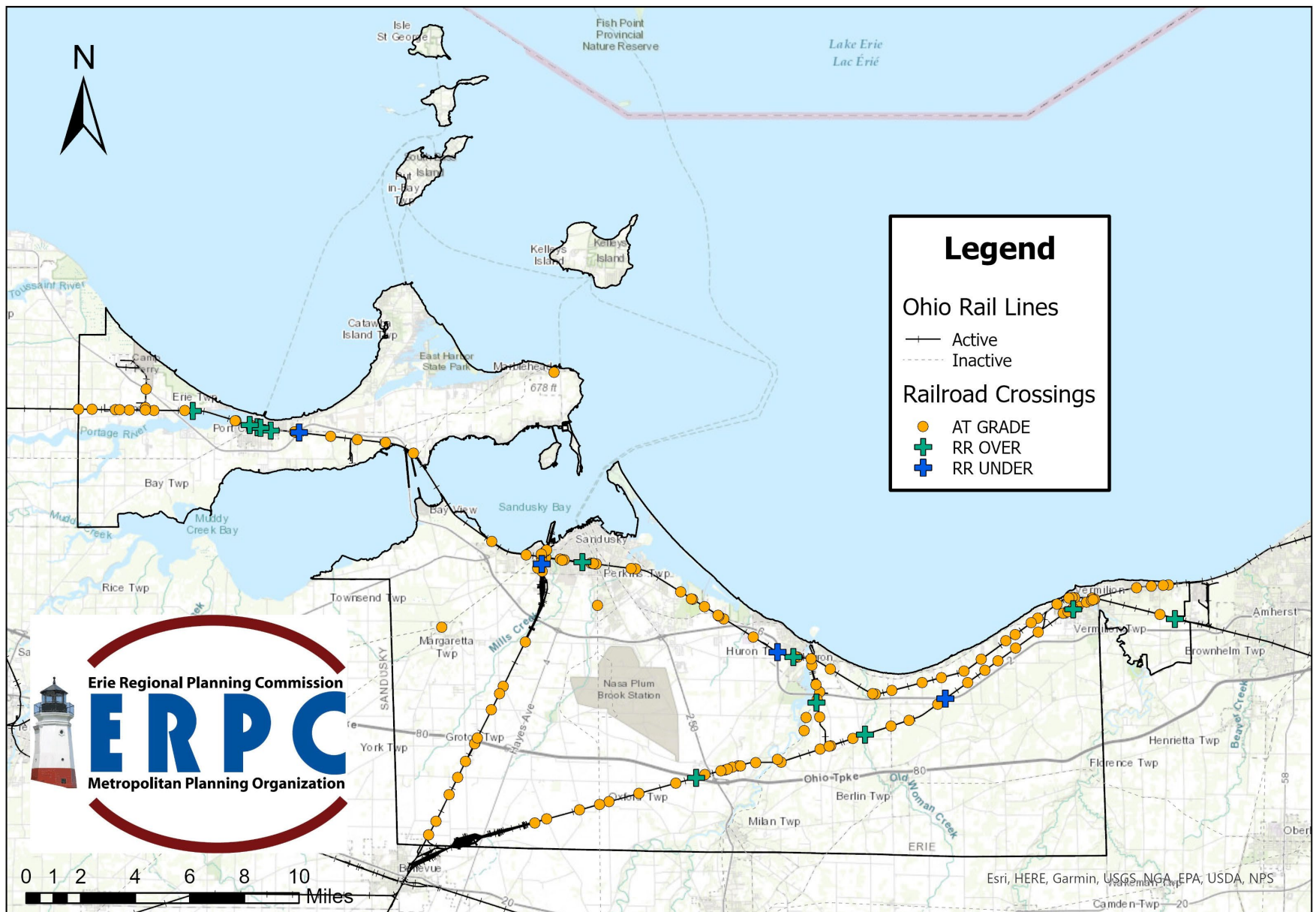
Highway-Rail Grade Crossing Safety Summary: The Public Utilities Commission (PUCO) is responsible for the Rail Grade Crossing Safety Program and allocating the federal funds for rail crossing improvements in Ohio. The level of safety for an individual railroad/roadway crossing is calculated using a Hazard Index. The Hazard index uses data such as at-grade rail accident information, vehicle traffic at the crossing, and number of trains crossing daily and crossing sight distance. Crossings are compared against each other based on the index and assessed for accident risk by PUCO to determine the need for additional rail grade crossing protection.⁷

⁸ TIMS, PUCO

⁹ TIMS, PUCO

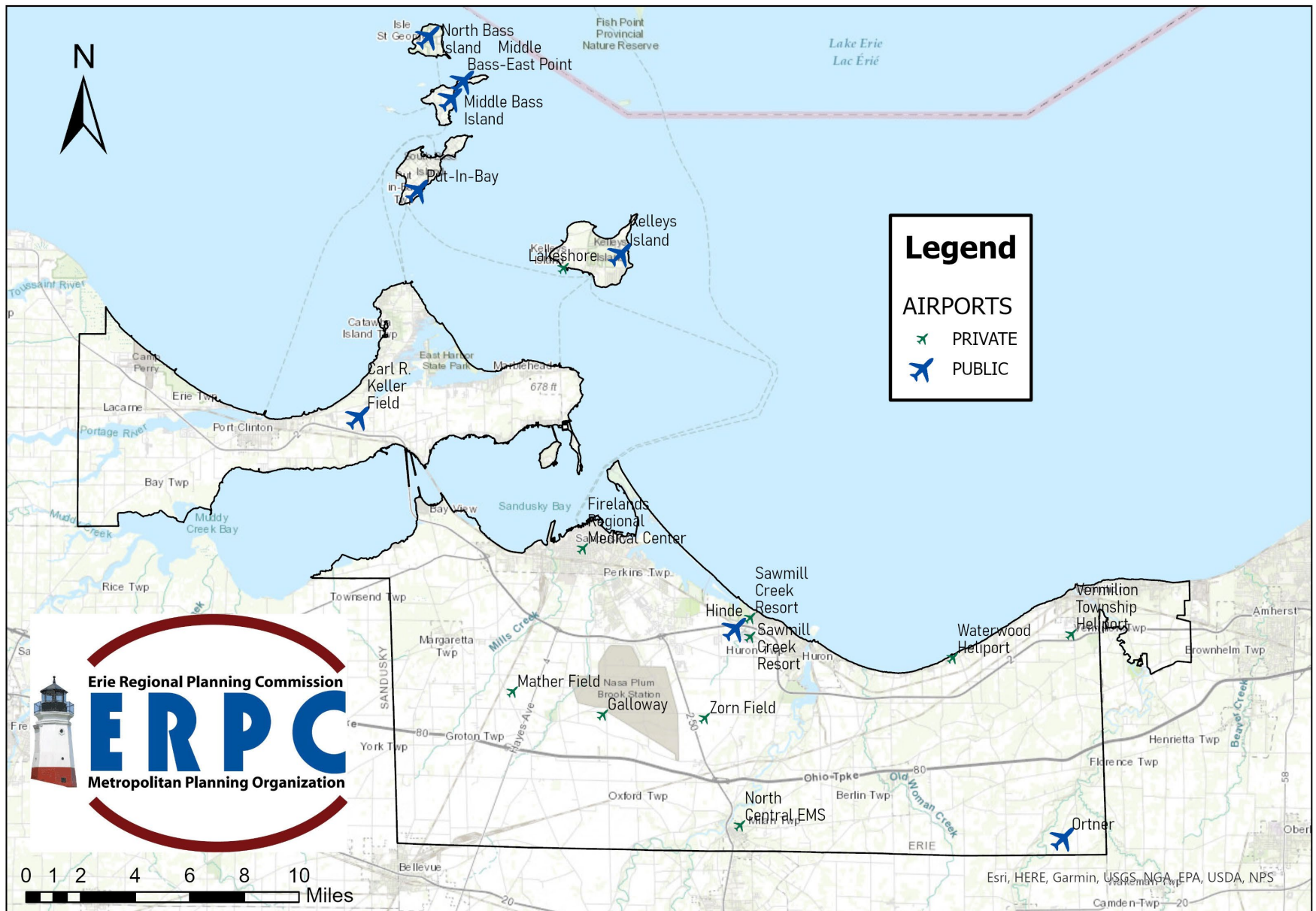
⁷ TIMS, PUCO

Airports: ERPC is home to numerous private airfields and eight public airfields. Of the public airfields, five are on the Lake Erie Islands including North, Middle and South Bass, and Kelleys Island. Hinde Airport in Huron and Ortner Airport in Wakeman both are public airports in Erie County. The largest airport in the planning region is the Erie-Ottawa International Airport in Port Clinton, with an asphalt runway at 5,646 feet that can accommodate up to large business jets. A total of 98 aircraft are based at the airport, including 80 single engine, 11 multi engine, and 7 jets. **Figure 5-6.3** details the airport locations below.



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 5-6.2: Rail Crossings
 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.

Figure 5-6.3: Airports

ERPC MPO 2050 Long Range Transportation Plan

Accident History and Prediction: Accident prediction is based on the findings from the Grade Crossing Accident Prediction Report (GXAPS) for Public at-grade highway rail crossings as provided by the Federal Railroad Administration (FRA) Office of Safety Analysis. The accident prediction formula is based on two independent factors: (1. the crossing’s physical and operating characteristics and (2. five years of accident history at the crossing. The prediction report highlights potential hazards and indicates conditions that might be dangerous. The results of the accident prediction formula are not extensive enough to use it as a standalone measure of whether a crossing needs additional equipment. Other data is needed for a full evaluation on the safety of a crossing include sight distance, traffic operations, and topography and passenger exposure levels. The top 10 at grade predicted rail accident locations in the ERPC MPO region are listed below according to their rank based on accident prediction values across the state.

Table 5-6.3: Top Ten Predicted Rail Accidents Locations⁸

| Predicted Accident Rank, MPO Planning Area | Average Predicted Accidents | City | Street | Total Trains | AADT |
|--|-----------------------------|----------------|-----------------|--------------|------|
| 1 | 0.331972 | SANDUSKY | PERKINS AVENUE | 40 | 4867 |
| 2 | 0.319651 | PORT CLINTON | HARBOR ROAD | 42 | 1850 |
| 3 | 0.120238 | SANDUSKY | CAMPBELL STREET | 40 | 5548 |
| 4 | 0.116252 | VERMILION | VERMILION ROAD | 48 | 3412 |
| 5 | 0.112614 | HURON | WILLIAMS STREET | 40 | 1497 |
| 6 | 0.109727 | SHINROCK | CEYLON ROAD | 40 | 2220 |
| 7 | 0.10631 | PORT CLINTON | CAMP PERRY ROAD | 42 | 276 |
| 8 | 0.103371 | BERLIN HEIGHTS | JOPPA ROAD | 16 | 285 |
| 9 | 0.011118 | HURON | MAIN STREET | 40 | 7529 |
| 10 | 0.010448 | VERMILION | MAIN STREET | 48 | 3140 |

Table 5-6.4: 2021-2023 ERPC MPO Grade Crossing Crashes⁹

| Crossing Number | RR | City | Highway | Date | Fatalities | Injuries |
|-----------------|----|----------------|-----------------|------------|------------|----------|
| 509271S | NS | Port Clinton | Harbor Road | 12/23/2023 | 0 | 0 |
| 509271S | NS | Port Clinton | Harbor Road | 11/4/2022 | 0 | 0 |
| 524067F | NS | Sandusky | Campbell Street | 8/26/2022 | 1 | 0 |
| 509274M | NS | Port Clinton | Camp Perry Road | 6/14/2022 | 0 | 0 |
| 524037N | NS | Vermilion | Vermilion Road | 11/9/2021 | 0 | 0 |
| 472318B | NS | Berlin Heights | Joppa Road | 10/8/2021 | 0 | 0 |
| 524057A | NS | Huron | Williams Street | 10/5/2021 | 1 | 0 |
| 524062W | NS | Sandusky | Perkins Avenue | 6/25/2021 | 0 | 0 |

⁸ Grade Crossing Accident Prediction System (GXAPS), Federal Railroad Administration, Accessed 2024

⁹ Grade Crossing Accident Prediction System (GXAPS), Federal Railroad Administration, Accessed 2024

Table 5-6.5: 2014-2024 Grade Crossing Crashes Railroad Accident History¹⁰

| Year | Total Crashes | Fatal Crashes | Injury Crashes | Total Fatalities | Total Injured | Crossing Number(s) | Location of Fatal Crashes |
|---------------|---------------|---------------|----------------|------------------|---------------|------------------------------------|--|
| 2014 | 3 | - | 2 | - | 2 | 524037N | |
| 2015 | 4 | 2 | - | 2 | - | 524059N, 524063D, 524051J, 524054E | Rye Beach Road (Huron Township), Berlin Road (Huron) |
| 2016 | 0 | - | - | - | - | - | - |
| 2017 | 0 | - | - | - | - | | |
| 2018 | 2 | 1 | - | 1 | - | 481665W, 524070N | Bogart Road, (Perkins Township) |
| 2019 | 2 | 1 | - | 1 | - | 524053X, 509271S | Ceylon Road (Shinrock) |
| 2020 | 2 | - | - | - | - | 524062W | - |
| 2021 | 4 | 1 | - | 1 | - | 524057A, 524037N, 472318B, 524062W | Williams Street (Huron) |
| 2022 | 3 | 1 | - | 1 | - | 509274M, 524067F, 509271S | Campbell Street (Sandusky) |
| 2023 | 1 | - | - | - | - | 509271S | |
| 2024 | 1 | 1 | - | 1 | - | 524070N | Mills Street (Sandusky) |
| Totals | 22 | 7 | 2 | 7 | 2 | | |

Regional Passenger: The regional passenger transportation system consists of Greyhound and Amtrak rail services.

Passenger Rail: AMTRAK provides daily passenger rail service to the MPO area. The AMTRAK station is located at the transit hub on Depot Street. This hub also houses STS and Greyhound. AMTRAK station services in Sandusky include access to restrooms and payphones during station hours. Two routes run through Sandusky, including the Capitol Limited Route from Washington D.C. to Chicago, and the Lake Shore Limited Route between New York City, Boston, and Chicago.



¹⁰ Grade Crossing Accident Prediction System (GXAPS), Federal Railroad Administration, Accessed 2024

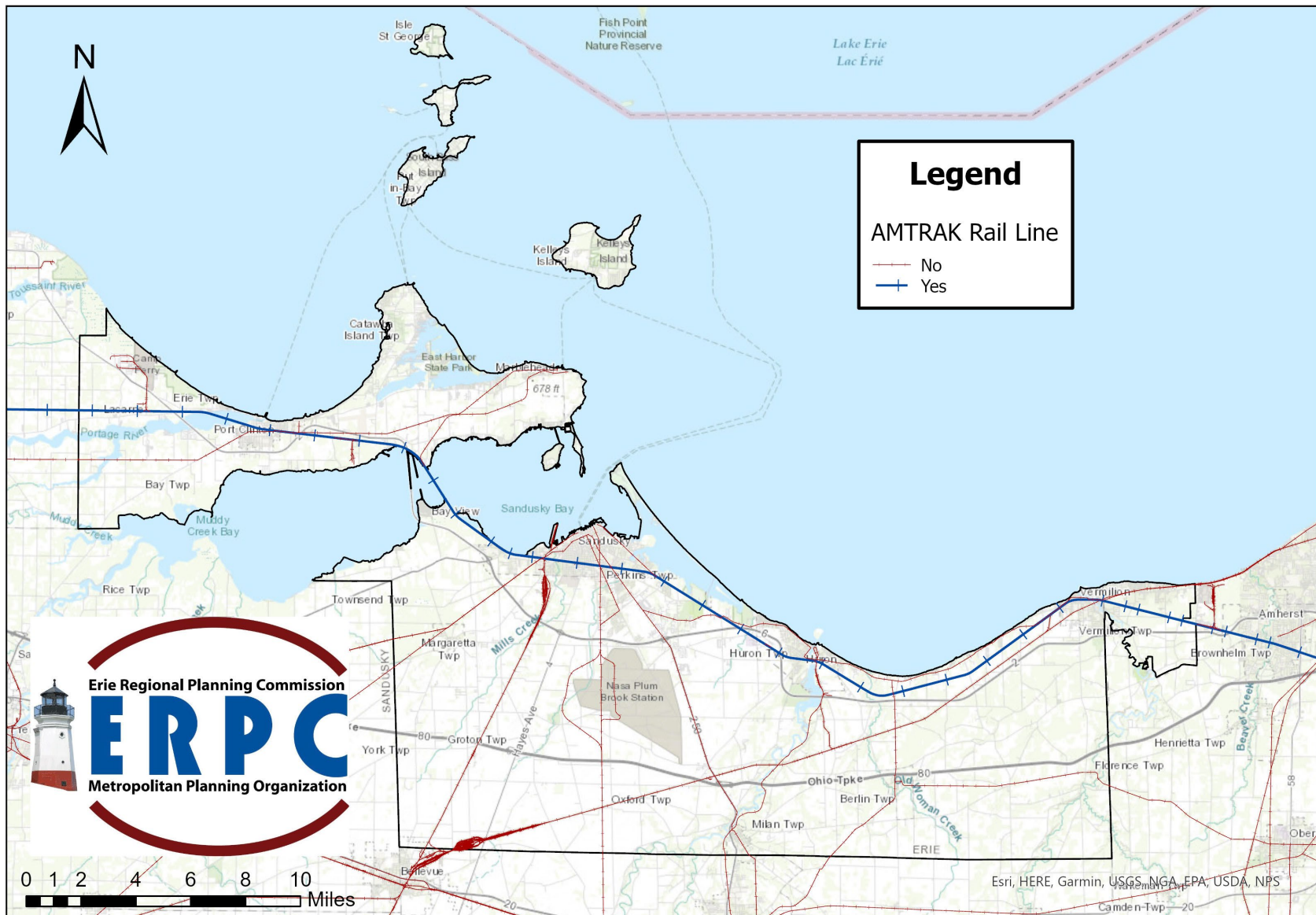


Figure 5-6.2: AMTRAK RAIL
ERPC MPO 2050 Long Range Transportation Plan

Bus Service: The Greyhound Bus Corporation provides regional bus service to the MPO area. The Sandusky Greyhound bus terminal provides full-service ticketing and package express service. Two lines operate through Sandusky daily, including from Detroit to New York, and Chicago to Washington D.C. The intercity bus terminal is located at the transit hub on Depot Street with STS and AMTRAK.

Sandusky
1230 N Depot St, OH 44870

CURRENT SCHEDULES

Filter by schedule number or location

DEPARTING (selected) ARRIVING

FRIDAY, FEBRUARY 7

Showing 3 schedules

| SCHEDULE | ORIGIN & DESTINATION | STOPS | SCHEDULED | STATUS |
|----------|-------------------------------------|---|-----------|-----------|
| 4447 | Washington, DC ▶ Chicago Amtrak, IL | Washington, Baltimore Downtown, Rs Midway Plaza, Pittsburgh, Youngstown, Akron, Cleveland, Elyria (e), Sandusky, Toledo, Rs Howe Porter Trvl Plz, South Bend, Gary, Chicago, Chicago Amtrak | 01:55 pm | 02:05 pm |
| 4446 | Detroit, MI ▶ Cleveland, OH | Detroit, Toledo, Sandusky, Elyria (e), Cleveland | 02:40 pm | 02:40 pm |
| 1632 | Chicago Amtrak, IL ▶ Washington, DC | Chicago Amtrak, Chicago, Gary, South Bend, Rs Howe Porter Trvl Plz, Toledo, Sandusky, Elyria (e), Cleveland, Pittsburgh, Rs Somerset Plz, Frederick, Baltimore Downtown, New Carrollton, Washington | 07:50 pm | 07:50 pm* |

Figure 5-6.3: Greyhound local bus schedule¹¹

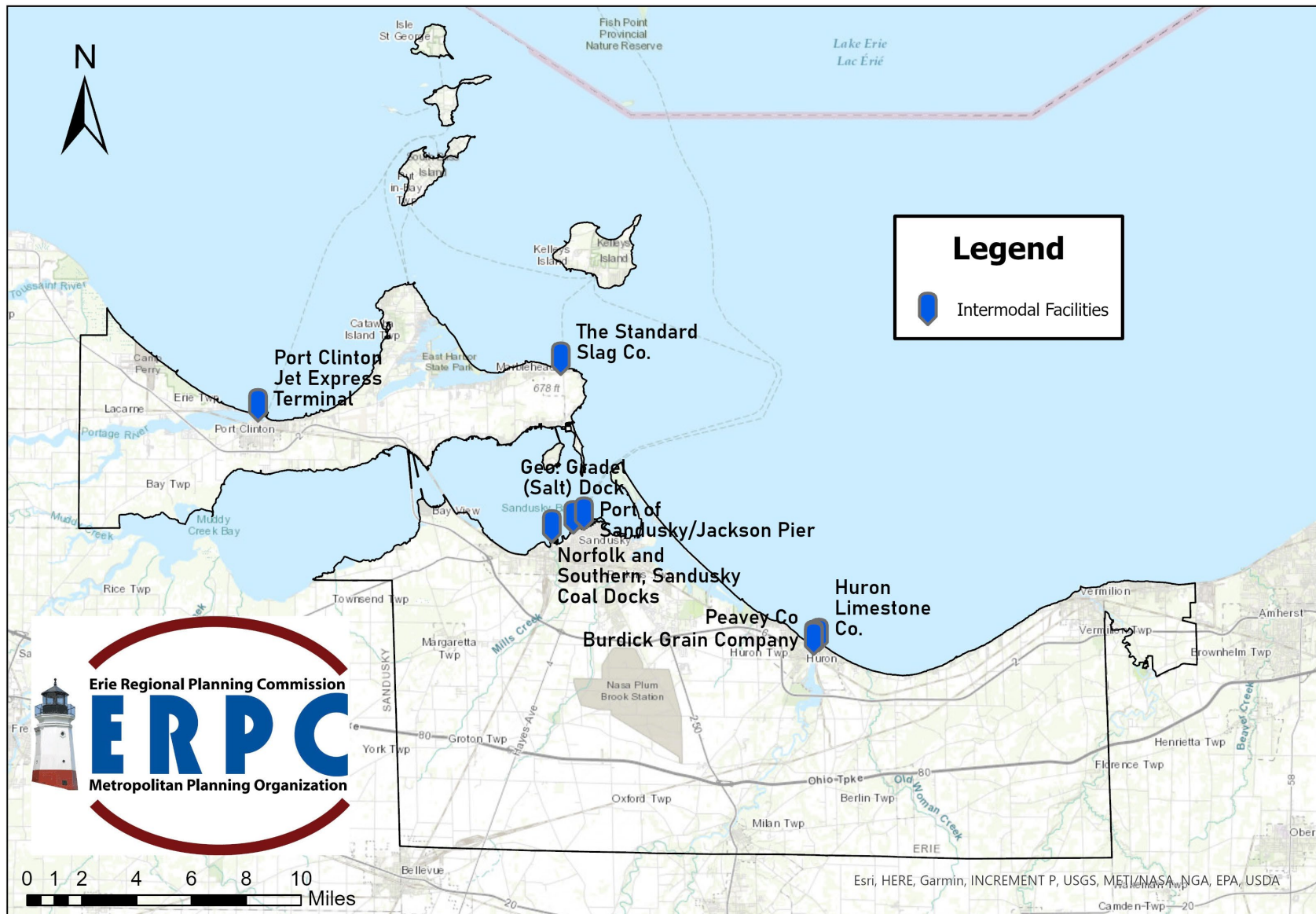
Intermodal Facilities and Connectors: The US Department of Transportation permits the designation of intermodal connectors, or roads, leading to intermodal terminal facilities, where freight is transferred between modes. These intermodal connectors are critical components to the National Highway System (NHS), and provide for the efficient mobility of goods and products vital to the national, state, regional and local economies. The planning region has eight multimodal facilities, including Standard Slag Co. in Marblehead and Triple Crown facility in Sandusky. Five facilities have been identified by FHWA as active Intermodal Facilities, which are listed below:¹²

| FHWA Name | Facility | Type | Address | City |
|-----------|---|----------------|------------------------|--------------|
| OH 12P | Norfolk and Southern, Sandusky Coal Docks | Port Terminal | 2705 W. Monroe Street | Sandusky |
| OH 13P | Geo Gradel Salt Dock | Port Terminal | 931 W Walter Street | Sandusky |
| OH14F | Port of Sandusky/Jackson Pier | Ferry Terminal | 101 W. Shoreline Drive | Sandusky |
| OH15P | Huron Limestone Co. | Port Terminal | 105 E. Cleveland Road | Huron |
| OH9F | Port Clinton Jet Express Terminal | Ferry Terminal | 3 N. Monroe Street | Port Clinton |

Figures 5-6.4: Intermodal Facilities

¹¹ http://bustracker.greyhound.com/stops/250954/Sandusky_OH/departing

¹² Transport Ohio, Strategic Freight System Dashboard, Accessed 10/24



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 5-6.4: Intermodal Facilities
ERPC MPO 2050 Long Range Transportation Plan

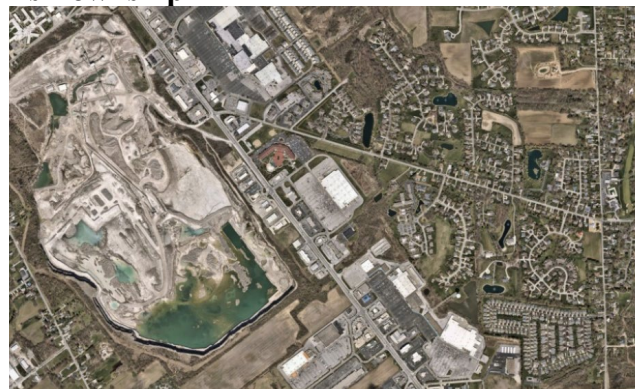
5.7 Land Use

Land Use Changes: Existing and future land uses of each community within ERPC MPO are an important consideration in determining transportation needs. Transportation systems and land use patterns have a well-documented reciprocal relationship. As communities have grown, the demands for transportation system improvements have also grown. However, these transportation improvements have also provided more convenient access to land farther out, thus spurring further growth. More than any other transportation system, it has been the road network and the prevalence of the automobile that has impacted land use patterns over the past half-century. For example, the transportation demands of US 250 have changed tremendously since 1958. The corridor has undergone a dramatic change from a rural route to an urban hub as seen in the photos below. This has occurred in many different portions of the planning area (see **Figure 5-7.1**).

US 250 in Perkins Township



1958



2025¹³

US 6 in Sandusky and Perkins Township



2001



2025¹⁴

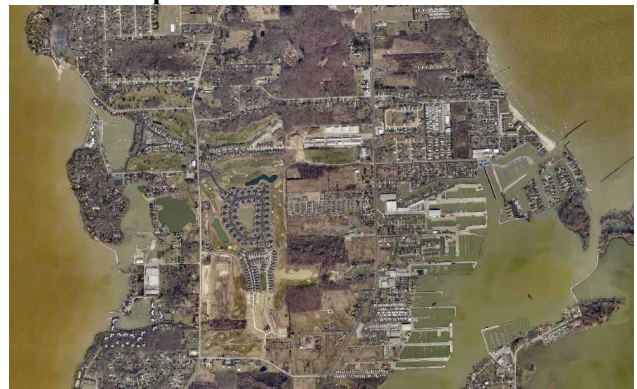
¹³ Erie County Auditor's Office

¹⁴ Erie County Auditor's Office

SR 53 in Catawba Township



2002

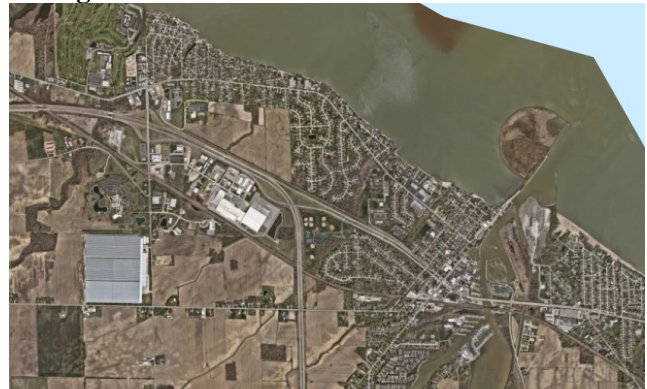


2023¹⁵

US 6 and SR 2 Interchange in Huron



2001



2019¹⁶

Figure 5-7.1: Land Use Changes Over Time

5.8 Port Facilities

Local Ports: Of the 13 ports along Lake Erie in Ohio, 7 ports exist within the ERPC planning region. Each port provides different level services including freight capacity and passenger service. Of the 7 ports in the region, 6 are designated by legislation, and therefore categorized by the United States Army Core of Engineers as principal ports.²⁰

Figure ES- 1: At-A-Glance: Lake Erie



Figure 5-8.1: Port tonnages (2022)¹⁷

¹⁵ Ottawa County Auditor's Office

¹⁶ Erie County Auditor's Office

²⁰ Ohio Maritime Plan, 2024

The following ports are all categorized as primary passenger ports, providing ferry services and cargo handling to the various islands in Lake Erie's western end. The Put-In-Bay Harbor offers cargo handling and passenger service, and provides a crucial connection to the largely tourist populations on the Lake Erie Islands. The Port Clinton Harbor offers passenger service to and from the Lake Erie Islands as well. The Port of Kelley's Island had previously handled freight for the Kellstone Quarry located on the island, but after the quarry ceased operations in the early 2000's, the port now only provides passenger service. The Port at Lakeside is a legislatively designated port, but provides no services for passengers, freight or cargo.

The following three ports, Huron Harbor, Marblehead, and Sandusky, are all freight ports on Lake Erie that have legislative designations, currently or have previously handled freight, and continue to have active freight docks. The US Army Corps of Engineers (USACE) maintains these harbors to a depth of typically 28 feet. Bulk cargoes such as **coal**, iron ore and stone make up more than 90% of Ohio's Lake Erie port traffic.

- The **Port of Huron** is a deep draft commercial harbor that has largely reduced its operations, and has been reduced in Port Category to a Secondary Freight Port. Although the harbor still has one active freight dock, cargo handling has diminished over the years, with no commercial tonnage recorded beginning in 2021. USACE has reduced the dredge depth of the harbor to 14 feet, and continues to support the harbor as the city of Huron continues to reshape its waterfront away from commercial freight handling.
- The **Marblehead Port** is primarily limestone shipping port with one active freight dock that will occasionally hand other types of cargo from nearby Lake Erie ports. The port and its docks are operated by Holcim. The facility is largely shipping outbound materials to the St. Lawrence Seaway and other regional ports, with limited imports ever occurring at the port. The USACE waterborne commerce statistics center reports 2.3 million tons of freight handled in 2022, with 2.6 million tons averaged over the last 10 years due to domestic market fluctuations in limestone pricing.
- The **Sandusky Port** is one of Ohio's key ports for movement of Appalachian coal and minerals. The primary freight dock is the Sandusky coal dock, owned and operated by the Norfolk Southern Corporation. Two additional freight docks The port handles large volumes of bulk commodities. Sandusky's major commodity is coal, representing over 95% of the volume handled at the port. In 2015, Norfolk Southern scaled back its operations in the City of Ashtabula and consolidated them with Sandusky's. The domestic-international split, by volume, for 2022 was 52% domestic and 48% international. The port primarily serves as an exporting port; in that approximately 88% of the volumes of goods handled are exported.¹⁸ The facility has an average loading capacity of 2,600 tons per hour and accommodates vessels with a maximum length of 1,000 feet. The channel depths range from 21 to 26 feet. The facility is in operation April through December, 24 hours a day, seven days a week. The harbor ships upwards of 1.5 million tons of coal outbound annually, and

¹⁷ Ohio Maritime Plan,

¹⁸ USACE Waterborne Commerce Statistics Center: Tonnage for selected U.S. ports in 2022

totals 1.8 million of short tons handled in 2022. Over the last ten years, the port has handled 2.4 million tons on average.¹⁹

In 2023, ERPC worked with Gannet Fleming to update the regional freight plan for the Erie County planning area. The following were potential freight priority investments identified in the planning process.

P-1: Improve private shipping and intermodal connectivity at the Port in Sandusky Bay

P-2: Designate land uses clearly along the waterfront areas. Incorporate environmentally sensitive standards as well as aesthetic and design standards.

P-3: Create clear and safe wayfinding signage for freight traffic. Identify the port areas that would benefit from good signage.

P-4: Upgrade the two unused docks in the City of Sandusky to safely accommodate active freight services.

5.9 Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems: As a thriving tourist area, visitors to Port Clinton across to Vermilion may be unfamiliar with the layout of the cities. For example, the largest numbers of visitors are trying to find their way to the Cedar Point amusement park on the north end of the city of Sandusky, but revitalization efforts in the downtown region is starting to create the need for an overall system to help provide visitors with accurate directions and information about events taking place within the city. Addressing these needs can be accomplished through careful planning and placement of Intelligent Transportation System (ITS) technology throughout the region's transportation infrastructure.

The region is continuing to expand its deployment of ITS technology. This provides a great opportunity to ensure that all future deployments fall under an overall system plan. Through planning, each piece of hardware or software can be utilized to its fullest potential because careful thought was put into the purpose and placement of the technology. The needs of traveler information and way-finding directions to drivers while en-route suggests the use of permanently mounted Variable Message Signs (VMS) as the main piece of ITS technology deployed. For example, in the past, the City of Sandusky had completed a study investigating the overall signage used to direct visitors throughout the Sandusky area. The study examined the signage that existed and also investigated what deficiencies existed in the current system. The three types of signs highlighted by this report (gateway, directional, and seasonal festive banners) can be replaced or supplemented by VMS at strategic locations.

Gateway signs are signs that welcome people into the region. Previously, it was typical for a municipality to only use green highway signs that define jurisdictional boundaries. Larger gateway signs that make the entrance to an area continue to supplement these signs to aid in wayfinding. These structures are distinguished from other types of signs through aesthetic materials, colors, and design that establishes a brand for the area. While static signage exists,



Figure 5-9.1 US 250 at SR 2 Gateway Sign
106

¹⁹ Ohio Maritime Plan, Accessed October 2024

larger signs can display more seasonally appropriate messages about current events or festivals. Area townships, including Perkins and Huron, have electronic billboards with contextually local aesthetics to help define the municipality for tourist traffic. Gateway signage has been utilized at the interchange between US 250 and SR 2, a heavily trafficked area for tourists, welcoming them to the “Shores & Islands” region.

Directional signs help travelers get to a particular destination. Static, retro-reflective signs can easily blend into the background of all other street and business signs along the roadside. Instead, mounting smaller VMS on light poles or traffic lights would stand out much more while performing multiple functions. These signs could display words and arrow directions to assist drivers towards multiple destinations. The same sign could be used to show the direction of the amusement park and the downtown district by simply alternating between the messages displayed. Visitors would recognize these directions more easily than small static signs. A select number of VMS could be added at strategic locations to inform visitors to the amusement park of additional destinations within the region. At stoplights or other key locations, the messages could be alternated to provide more information than could be displayed on a static banner.

In addition to their main purpose, all these VMS signs can be used to provide additional traveler information beyond the route guidance function. These signs can be used to announce closures or delays due to incidents, detours because of construction, or Amber Alerts to the community. Controlling these signs does not require a significant investment in technology. Advances in technology over the last few months now allow signs to be controlled via a webpage. All that is required to update the messages displayed on the sign is the username and password to a secure webpage. The convenience and multiple uses of VMS make them a great ITS technology to begin building an overall traffic management system.

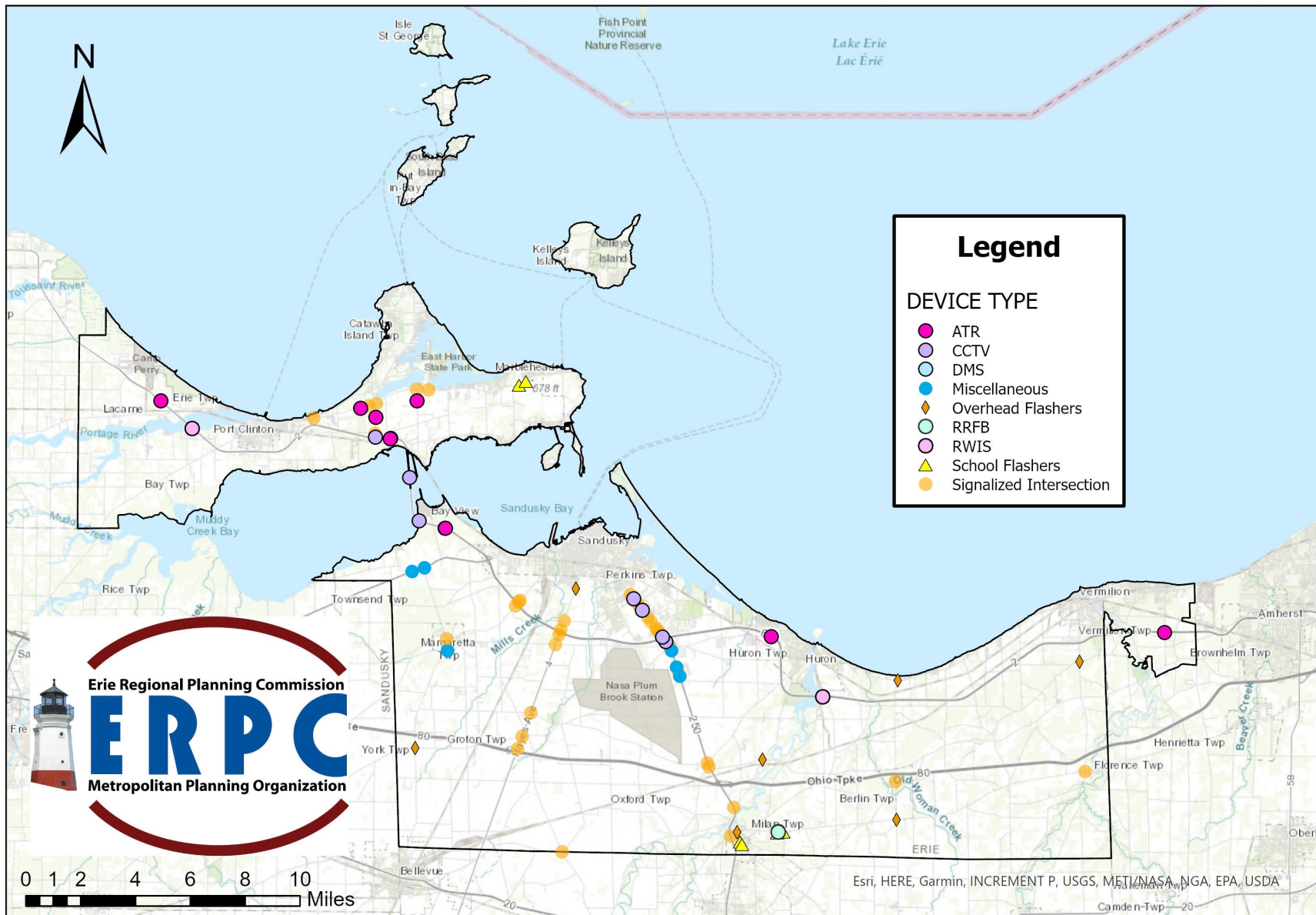


Figure 5-9.2: ODOT Intelligent Transportation System Inventory
 ERPC MPO 2050 Long Range Transportation Plan

Autonomous Vehicles: Although there are currently no autonomous vehicle structures in place yet in the planning region, it is expected that there will be in the future. Previous testing included truck platooning on the Ohio Turnpike, resulting in a nearly \$1.5 million infrastructure investment. Ohio Turnpike for truck platooning with over \$1.46 million already being invested in infrastructure.²⁰ Platooning involves creating pairs of semi-autonomous commercial trucks. Vehicle-to-vehicle communication allows the vehicles to travel close together, which reduces fuel burn and cuts wind resistance. In 2024, DriveOhio's Rural Automated Driving System (ADS) utilized USDOT grant funds to study automated vehicles in rural settings in 32 Ohio counties. The study was crucial in recording and analyzing data and transportation systems analysis to help inform future development and improvement of ADS technologies.²⁵ Extensive and ongoing research is being conducted by ODOT, The Ohio State University, and at the Transportation research Center 4,500 acre research complex in East Liberty, Ohio.



Figure 5-9.3: DriveOhio Rural Automated Driving Systems, Accessed October 2024

Volkswagen Emissions Settlement and Alternative Energy: In 2016 the United States sued Volkswagen and associated companies for installing defeat devices on some diesel vehicles (2009-2016). It was estimated that 350 tons of excess nitrogen oxide which was emitted in Ohio as a result. The State of Ohio received \$75 million over 15 years to install electric vehicle charging stations and diesel fleet replacements through select counties. Eligible applicants include public and private fleet owners of school and transit buses, medium and heavy-duty trucks, switcher locomotives, tugboats, ferries, and cargo handling equipment in airports and ports. The ERPC planning area was listed as a secondary priority for funding through the Diesel Mitigation Trust Fund. As of early 2020, several organizations were listed as having received funding through the program. The Erie County's Engineer's Office received funds to replace a diesel truck. The Ohio Turnpike has also received funds to replace truck that run within Erie County as well as the Ottawa County Transit Agency.



Figure 5-9.4: Dedicated Short-Range

²⁰ <https://www.govtech.com/fs/infrastructure/Ohio-Turnpike-OKs-Smart-Car-Network-Buildout.html>

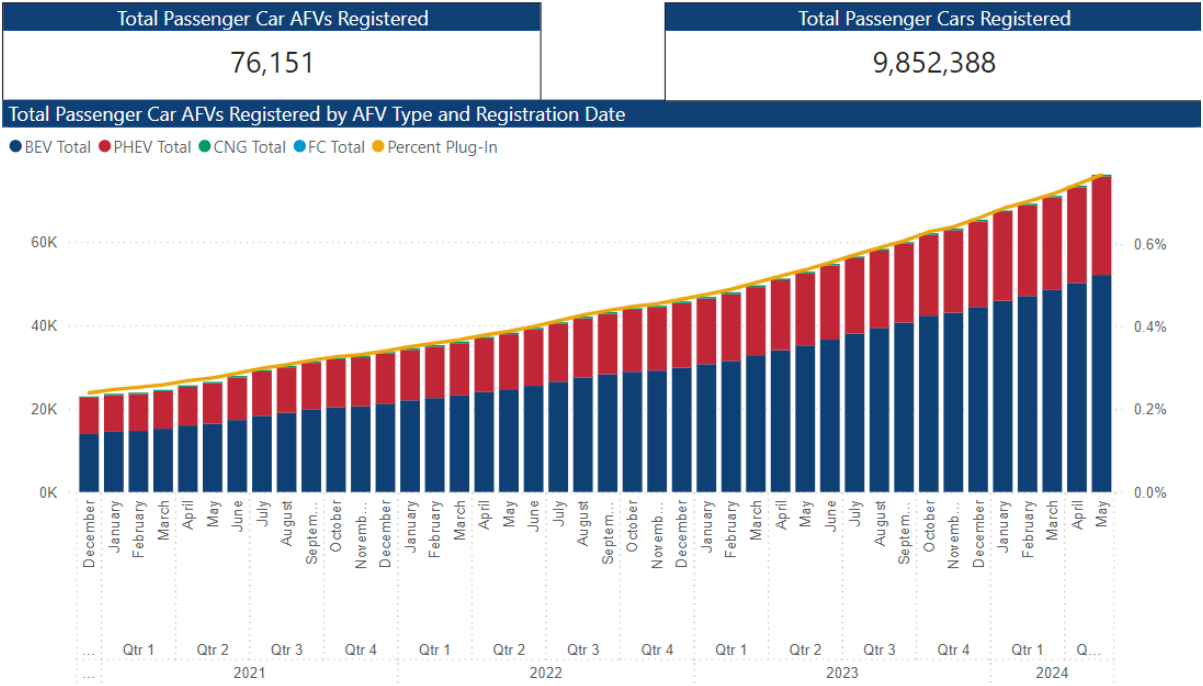
²⁵ <https://drive.ohio.gov/about-driveohio/news/ruralads>

Electric Vehicle Infrastructure: Ohio has been seeing an increased adoption rate and growth in alternative fuel vehicles (AFVs). With the growing number of electric vehicles (EV), the state of Ohio and ERPC has been working to expand its electric vehicle charging capacity. In 2019 the Ohio EPA opened up funding for electric charging stations, followed by ODOT staff speaking with ERPC planning area members about funding opportunities. Following its adoption in 2021, part of the Bipartisan Infrastructure Law was the National Electric Vehicle Infrastructure (NEVI) Formula Program. The goal of NEVI is to expand charging station access to 500,000 EV charges by 2030. The formula program allocated \$140,000,000 to Ohio over the course of the 5-year program, and is being administered by DriveOhio and their Ohio Electric Vehicle Infrastructure Deployment Plan. With the MPO's access to I-80/I-90, an alternative fuel corridor, paired with the region's tourist destinations, access to electric vehicle charging stations are expected to grow over the next decade.

As of early 2020 there are currently fourteen EV charging stations in the planning region with Level 2 and Level 3 (DC Fast) charging.

| Station Name | Street Address | City | Level 2 Charger | Level 3 (DC Fast) | EV Network |
|---------------------------------------|-------------------------|--------------|-----------------|-------------------|---------------------|
| McDonald's | 18 NE Catawba Rd | Port Clinton | 1 | | Non-Networked |
| Meijer | 4702 Milan Road | Sandusky | | 10 | Tesla |
| Motel 6 | 601 Rye Beach Rd | Huron | 2 | | Tesla Destination |
| Motel 6 | 11406 U.S. 250 N | Milan | 4 | | Tesla Destination |
| Holiday Inn Express & Suites Sandusky | 1515 Cedar Point Dr | Sandusky | 2 | | Tesla Destination |
| Catawba Island Club | 4235 Beach Club Road | Port Clinton | 2 | | Tesla Destination |
| Milan Village - Village Charger | 1 W Front St | Milan | 2 | | ChargePoint Network |
| Valley Ford of Huron | 55 Cleveland Rd E | Huron | 1 | | Non-Networked |
| Port Clinton Ford | 2155 Gill Road | Port Clinton | 1 | | Blink Network |
| Friendship Kitchen 83 | 4024 Hayes Ave. | Sandusky | | 4 | EV Connect |
| Friendship Kitchen 70 | 3800 E. State Rd. | Port Clinton | | 4 | EV Connect |
| Foster Cadillac | 2504 HAYES AVE. | Sandusky | | 1 | EV Connect |
| Mathews Ford S7 | 610 East Perkins Avenue | Sandusky | 2 | | Blink Network |
| Mathews Ford Sandusky DCFC's | 610 East Perkins Avenue | Sandusky | | 1 | Blink Network |

According to DriveOhio, adoption rates for AFV continues to grow. Adoption rate is the percent of vehicles being sold that EVs. While the overall adoption rate remains low at less than 1%, the overall rate of growth is expected to continue as future electric vehicle infrastructure, including availability in models and charging facilities, continues to grow.



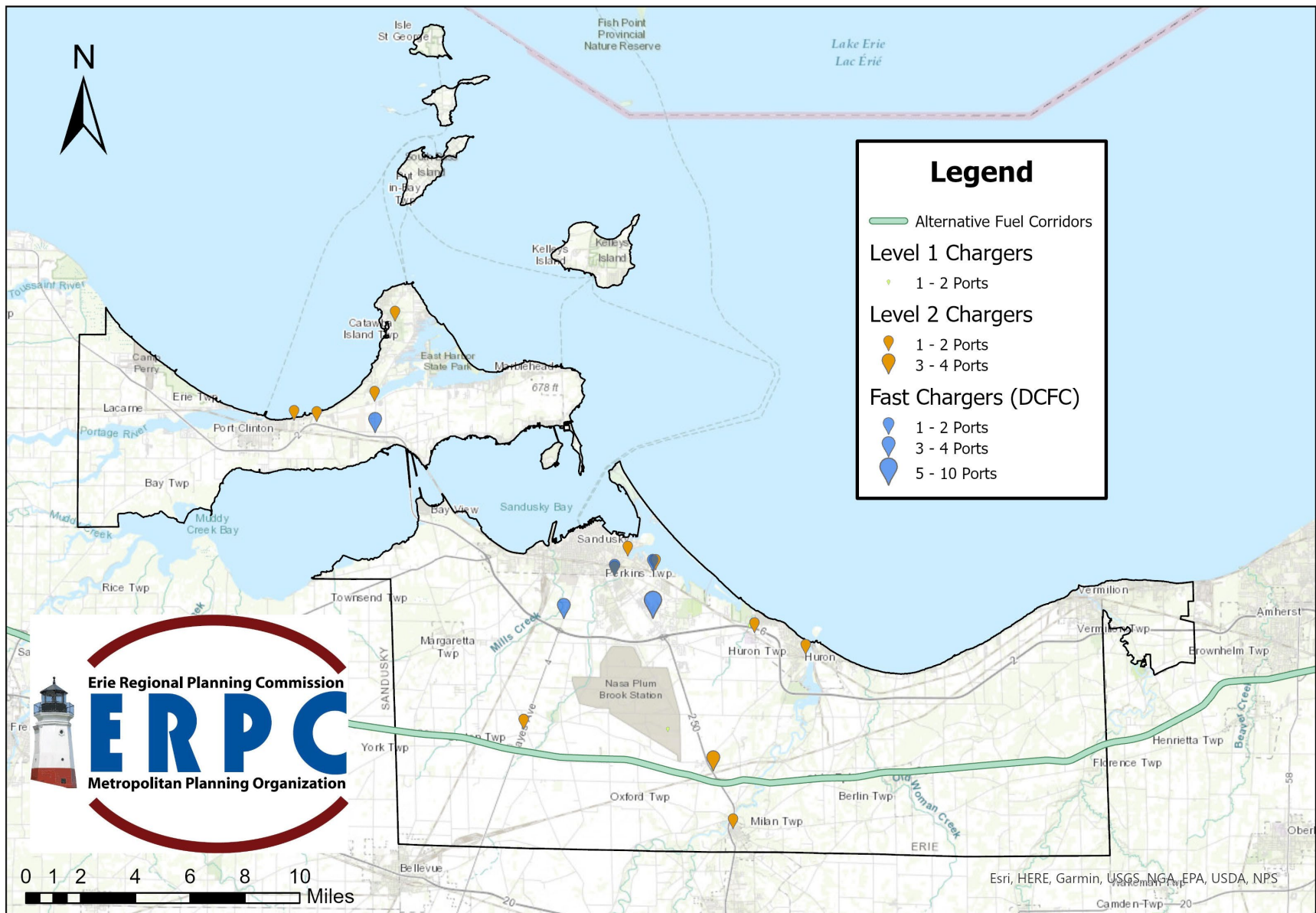


Figure 5-9.4: Alternative Fuel Stations & Corridor
 ERPC MPO 2050 Long Range Transportation Plan

Alternative Energy Sources: Alternative energy sources such as biofuels, solar and wind power and natural gas have advanced in the market with changes in technology and government regulations. There is increased attention to liquefied natural gas (LNG) and compressed natural gas (CNG) as power sources for freight transportation. This change has been slow because few fueling stations are available around the US. It may be years before a shift to alternative fuels is widespread. Locally, transit options for alternative energy sources have begun to appear in the transit system. OCTA in Ottawa County currently has a vehicle operating on LNG, with both STS and OCTA considering long term options for future alternative energy adoptions. However, with more energy efficient vehicles potentially fueled by energy sources other than diesel, less revenue may be collected via the motor fuel tax. This could result in less funding for transportation system infrastructure.²¹ As of early 2020 the nearest alternative fuel stations have E85, NPG and Biodiesel stations are located in Huron County in Norwalk, just south of the Village of Milan.²²

5.10 Environmental

Environmental Impact and Mitigation Practices: Although the ERPC MPO is not directly involved with projects, it does support pro-environmental practices through the use of its project scoring sheets. Points are awarded favorably towards projects that demonstrate pro-environmental practices. Topics such as environmental justice, preservation and impacts are all considered during this process.

All ERPC MPO funded projects are required to follow the Ohio Department of Transportation's environmental review process. Once a project is funded through the MPO project selection committee, the project sponsors can choose to administer their project themselves or have ODOT administer it. If the project sponsor is conducting administering the project they would hire a pre-approved environmental consultant to complete the various environmental task and prepare a NEPA document for district review and approval. If ODOT is administering the program the district would complete the environmental studies or task them thru OES-Task Order Consultant and then the district would still review and approve the NEPA document. Regardless of who administers the project the same environmental items are required to be considered and reported. The following sections will describe ODOT's general mitigation process and any locally relevant MPO related processes. Due to the technical nature of environmental laws and regulations, it is noted that the specific processes differ depending on a project's scope and location and are not always applicable.

The ODOT environmental program (EP) staff ensures that any transportation project that affects publicly owned parks, recreational areas, wildlife/waterfowl refuges, or public and private sites using federal funds are formally investigated and documented according to the National Environmental Policy Act (NEPA). The EP staff also provides guidance and technical assistance, undertakes site investigations and directly communicates with the USEPA and Ohio EPA.

²¹http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Documents/ODOT_FreightPlan_Updated%203.7.19.pdf

²² http://www.altfuelprices.com/station_map.php

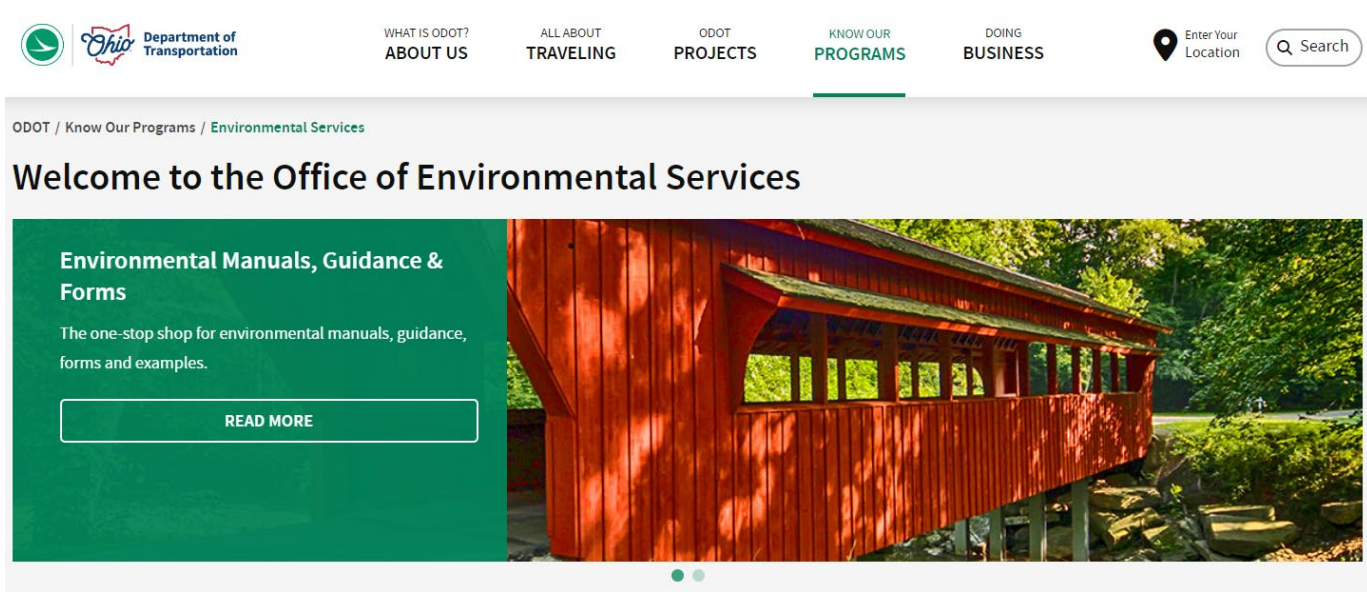


Figure 5-9.6: ODOT's Environmental Program Website²³

The EP staff also ensures that land liabilities as listed in the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the Superfund Amendment and Reauthorization Act (SARA) are considered. If a property is found to be contaminated, the staff works to have those materials removed, properly identified and managed under the Resources Conservations and Recovery Act (RCRA) and the Hazardous and Solid Waste Amendments (HSWA). For sites requiring remediation, the EP staff conducts the necessary coordination with the US Environmental Protection Agency (USEPA), Ohio EPA and/or the Bureau of Underground Storage Tank Regulations (BUSTR) for the project. The EP staff also assists in keeping regulatory compliance of manmade and hazardous waste. The EP staff addresses ODOT's regulatory issues and is the points of contact for federal regulatory agencies.

Local notes: ERPC staff is aware of these requirements.

The EP staff ensures that all projects listed on the STIP and/or TIP contain the correct documentation required to have Mobile Source Air Toxics (MSAT), Particulate Matter (PM2.5) and Ozone (O3) as addressed under NEPA. The EP staff provides guidance that is necessary to ensure that transportation projects are in compliance with the Clean Air Act, Transportation Conformity, and NEPA relative to air quality issues. They also are responsible for coordinating air quality analyses with the FHWA, OEPA, and USEPA, as necessary and to advise local transportation project sponsors of the air quality analysis requirements of their projects. Local project sponsors are then required to conduct the required air quality analyses prior to NEPA approval.

Local Notes: Locally, the ERPC MPO is not within an Ohio EPA non-attainment area and, therefore, is not required to have any air quality testing done. The planning region does share a border with NOACA, which is within an Ohio EPA non-attainment area, so any work done in

²³ http://www.dot.state.oh.us/Divisions/Planning/Environment/NEPA_policy_issues/Pages/default.aspx

overlapping jurisdictions does require an assessment. Typically, NOACA's MPO sends over their conformity analysis for ERPC to consider and approve.

The ERPC staff is responsible for reviewing and providing oversight for projects with impacts to drinking water resources. Drinking water resources refer to ground water and surface water, drinking water source protection areas and sole source aquifers.

Local Notes: The ERPC planning area has one federally-designated Sole Source Aquifer: the Bass Islands Aquifer located in Catawba Township. The designation limits certain land uses such as landfill facilities from being installed within the Sole-Source Aquifer area. The remainder of the region utilizes water from Lake Erie, which is designated as an exceptional warm water habitat, superior high-quality water, public water supply, agricultural water supply, industrial water supply and bathing waters, that exists along its northern border.

Staff works towards ensuring Title VI initiatives are being carried out through the department's public involvement process. The process typically includes those that are potentially affected public in developing transportation projects. The goals are to have transportation projects fit harmoniously within their local communities without sacrificing safety or mobility of others.

Local Notes: ERPC conducts an annually demographics analysis report that examined how local projects impact traditionally underserved groups. ERPC also has a Title VI Plan and sends an environmental questionnaire (in coordination with the work plan) annually to ODOT. The Title VI and Public Involvement Plans were both updated in 2019.

Several laws and rules (including NEPA, Endangered Species Act, Fish and Wildlife Coordination Act, and the Clean Water Act) state that some federally funded projects may undergo studies to determine the degree and effect impacts resulting from projects have on the natural environment. For ODOT, these studies focus on the impacts resulting from transportation projects, whether it is new construction projects or maintenance activities.

Permits may also be required for projects involved in stream work, wetlands or significant amounts of new right-of-way. Ecological surveys are performed to inventory water quality, aquatic ecosystems, endangered species, wetlands and terrestrial ecosystem resources in the vicinity of the proposed project. This information is recorded in an Ecological Survey Report (ESR) and this report is coordinated with staff. Some projects may require separate reports for specific ecological resources such as mussels and endangered species. Special areas that ODOT is directly involved with are areas designated as Section 4 (f) and 6 (f).

Local notes: In Erie, Ottawa and Lorain County, there are several endangered species and wetlands. There are no wild and scenic rivers listed in Erie, Ottawa and Lorain Counties, but are home to environmentally sensitive areas, including Magee Marsh Wildlife Area, the Lakeside Daisy Nature Preserve, and Old Woman Creek State Nature Preserve. Lake Erie does have a coastal management boundary zone and portions are listed in the coastal barrier system which is managed by the Ohio Department of Natural Resources, Office of Coastal Management. Staff will coordinate this office when projects are located within the coastal management boundaries. There are also numerous floodplains within the planning area. ERPC is the floodplain administrator for

the unincorporated areas of Erie County, and the Ottawa County Building Department is the floodplain administrator for the unincorporated portions of Ottawa County.

5.11 Security

Security: Since the 9/11 terrorist attacks, the Federal Highway Administration and many other organizations have been looking closely at homeland security and institutional strategies for providing metropolitan level coordination of transportation system operations. “A comprehensive national approach to incident management, applicable at all jurisdictional levels and across functional disciplines, would further improve the effectiveness of emergency response providers and incident management organizations, across a full spectrum of potential incidents and hazard scenarios”.⁴ Such an approach would also improve coordination and cooperation between public and private entities in a variety of domestic incident management activities.⁵ In order to satisfy this planning regulation, ERPC staff continues to coordinate locally with the Erie County Emergency Management Agency (EMA) and Ottawa County Emergency Management Agency.

The Erie County EMA and Ottawa County EMA are responsible for planning, mitigation, response, and recovery for both natural and man-made disasters in their respective counties. This includes nuclear attack, terrorism, weather phenomena, nuclear power plant accidents, hazardous materials accidents, and any other occurrence deemed a disaster or emergency. With mutual aid agreements, both county EMA’s have also responded to situations in surrounding counties when requested.



Figure 5-9.7: Local disasters²⁴

⁴ Homeland Security Act of 2002, Section 2(6)

⁵ Homeland Security – National Incident Management System

²⁴ <https://sanduskyregister.com/news/412060/train-derailment-cleanup-continues/>

911 Call Center: Both the Ottawa County and Erie County agencies insure their Emergency Operations Center (EOC) center which is operational 24 hours a day, seven days a week. The center provides emergency communications, radio and telephone, along with other features designed to allow EOC members to help manage any disaster that may befall our country. The County's Emergency Response Vehicle is also outfitted with communications, and other response type equipment, allowing for the capability of a mobile EOC.

Both agencies are tasked with maintaining the 9-1-1 service, although in Ottawa County the City of Port Clinton and Village of Oak Harbor have their own dispatch centers. The first 9-1-1 systems were called Basic 9-1-1 systems. All 9-1-1 calls were directed to one Public Safety Answering Point (PSAP) per telephone office. 9-1-1 dispatchers only received the caller's telephone and had to ask the caller for name, address and county location. Advances in computer systems and telephone company technology combined to create ENHANCED 9-1-1 systems. Today, 86 of 88 Ohio counties have Enhanced 9-1-1 systems on line, including Erie and Ottawa County. Enhanced systems allow 9-1-1 calls to be routed to the proper Public Safety Answering Point (PSAP) within each county. Also, each 9-1-1 call displays the caller's telephone number, name, and address, as well as the correct police, fire, and emergency medical response agency for each citizen within the county. In March of 2011, Erie County also completed the installation of Phase II Wireless 9-1-1, which will help locate where cellular 9-1-1 callers are calling from utilizing a mapping system.

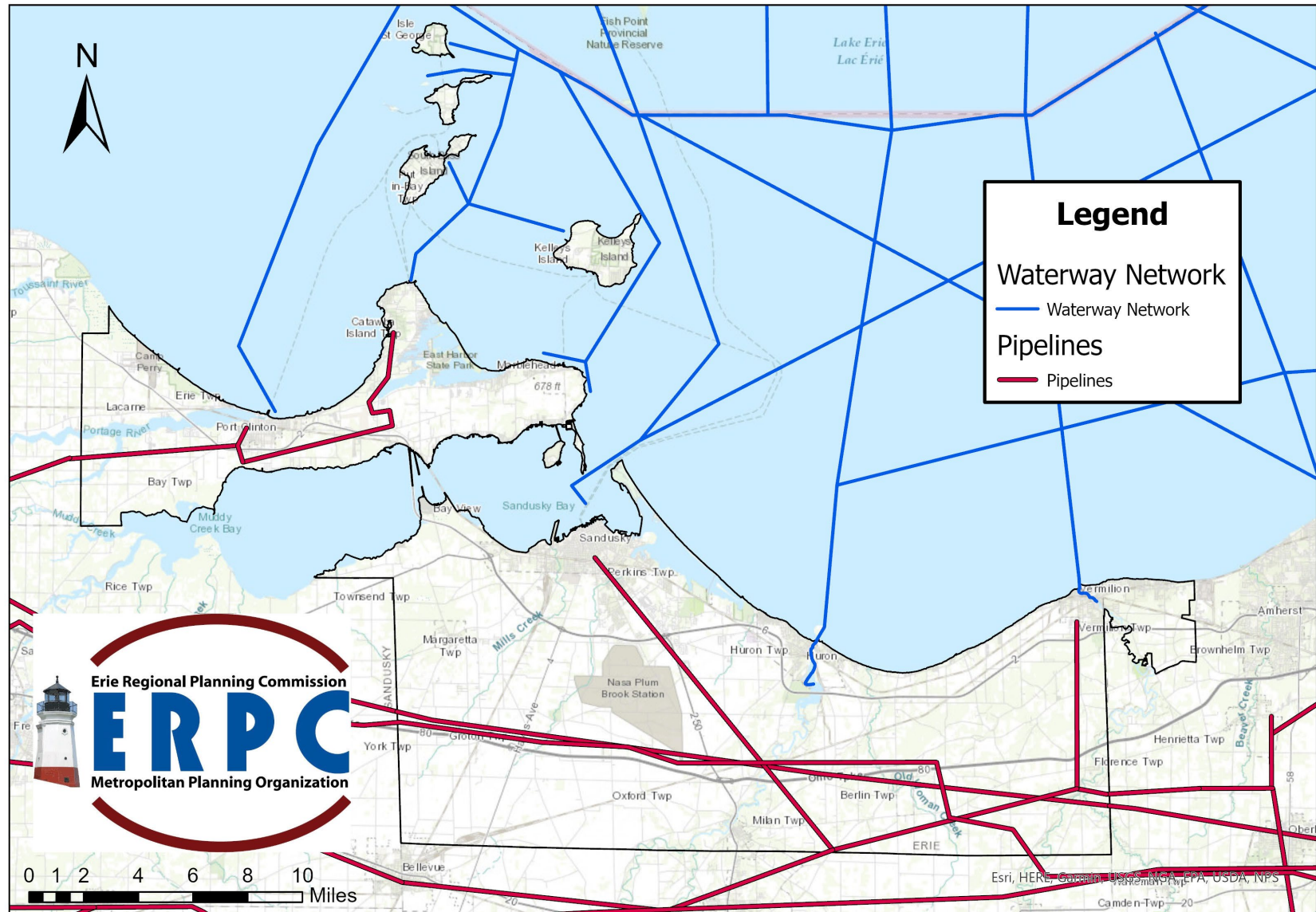
The agencies have responded to calls covering hazardous materials spills, flooding, disposal of household hazardous materials, and mercury recovery/recycling. The Ottawa County EMA responded to less than 6 calls asking for assistance in 2024, while Erie County responded to 30. Erie County updated their Chemical Emergency Response and Preparedness Plan in October of 2024. Erie County does have Emergency Response Plans in place that provides procedures of incident management as developed by the Erie County Local Emergency Planning Committee (LEPC), and Ottawa County also maintains an Emergency Operations Plan as maintained by the Ottawa County LEPC. Ottawa County also regularly shares Emergency Preparedness Information for residents in Ottawa and Lucas County for emergency actions at the Davis-Besse Nuclear Power Station in Ottawa County. From the Chemical Emergency Response and Preparedness Plan, ERPC was able to identify possible areas of vulnerability across the region's transportation network.

Transportation Risks: The main routes for transportation are the Ohio Turnpike, State Routes 4, 6, 13, 53, 113, 250, and 269, all of which are commonly used for transportation to and from the planning area. Also, three rail routes exist in the county. Transportation incidents have the potential for posing the highest risk to both citizens and property within in the planning area. In addition, seasonal variations exist that will affect accidental releases and subsequent hazards. During the recreation months, the populations across lakefront communities, including Catawba and Danbury Township, tend to spike due to regional tourism. This population increase may have a large effect on response operations.

Pipeline Risks: ERPC MPO has (4) pipelines traversing, starting, or stopping within its borders. This includes 1 interstate pipeline in Ottawa County operated by Columbia Gas. Erie County has three pipelines, including the intrastate East Ohio Gas Co., pipeline, and two interstate pipelines, operated by Columbia Gas and the NEXUS Gas transmission line that was installed in 2018. These pipelines carry natural gas on a regular basis.

Navigable Waterway Risks: The planning area has numerous navigable waterways upon which hazardous materials may travel. These waterways are primarily on Lake Erie, although they may impact the Sandusky Bay and Huron River.

Nuclear Risks: The Davis-Besse Nuclear Power Station is in Carroll Township in Ottawa County. Although the station is technically outside of the MPO Planning Area, relevant emergency planning impacts the MPO portion of Ottawa County as part of its 10-mile emergency planning zone. Ottawa County Emergency Management Agency's staff hosts a State Resident Radiological Analyst and power station utility liaison to ensure emergency monitoring and preparedness, and makes potassium iodide (KI) available to residents within the emergency planning zone to help reduce the risk of thyroid disease.



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 5-9.8: Pipelines and Navigable Waterways
 ERPC MPO 2050 Long Range Transportation Plan

Geographic Specific Risks

Specific areas in the region considered vulnerable per the LEPC Hazard Analysis Committee:

City of Sandusky: The City of Sandusky is the County Seat of Erie County and was incorporated in 1824 and is in northwest portion of the County bordering Lake Erie. The city is comprised of 10.0 square miles of land area. As of the Census of 2020, there are 25,095 people, 11,191 households and 6,626 families residing in the city. The population density is 2,509.5 people per square mile. There are 13,351 housing units at an average density of 1,335.1 units per square mile. The City of Sandusky is the largest municipality in Erie County. The city is unique in that it has a summer time population that more than doubles due to the influx of tourists. Main State Routes include 250, 6, 4, and 101. All of these routes are used to transport hazardous materials. The Norfolk & Southern Railroad operates north and south, as well east and west through the city. It has also had derailments within the city, including a derailment and spill in 2022 that closed the Columbus Avenue underpass, a major access point for the city. The east/west line especially hauls hazardous materials. The city also has numerous marinas and has forty-one (41) facilities reporting hazardous materials to the LEPC.

City of Vermilion: The City of Vermilion is located in both Lorain County and Erie County. It is located on the western border of Lorain County and the eastern border of Erie County. The City has a total land area of 10.8 square miles. According to the Census of 2020, the population of the City is 10,659. There are 4,473 households and 2,845 families residing in the city. The population density is 986 people per square mile. There are 5,134 housing units at an average density of 475.4 units per square mile. The City of Vermilion is the second largest municipality in Erie County. The Vermilion River runs through the city, empties into Lake Erie, and is used primarily for recreational boating. Marinas on the river hold over 7,000 boats each summer. There have been numerous fuel spills on the river. State Routes 6, 2, and 60 enter, or run close to the city, and the Norfolk and Southern Railroad runs through downtown Vermilion. All these routes are used to haul hazardous materials. Vermilion has thirteen (13) facilities reporting hazardous materials to the LEPC. The City of Vermilion participates in Lorain County's Hazard Mitigation Plan.

City of Huron: The City of Huron is also located in the north center portion of the county, on the south shore of Lake Erie. The population of the city is 6,922 and can double in the summer due to tourists. The city has a total land area of 7.7 square miles. According to the 2020 Census, there are 3,112 households and 1,796 families residing in the City. The population density is 899.0 people per square mile. There are 3,847 housing units at an average density of 499.6 units per square mile. State Routes 6, 13, and 2 run in or near the city, and the Norfolk and Southern Railroad runs through the city. The Huron River also runs through the city, emptying into Lake Erie, and has numerous marinas. Although the Huron River is used primarily for recreational boating, there have been fuel spills on the river, as well as on the state routes and railroad. Huron has fourteen (14) facilities reporting hazardous materials to the LEPC.

City of Port Clinton: The City of Port Clinton is located in the eastern portion of the county at the start of the county peninsula, and is the county seat of Ottawa County. The population of the city is 6,025 and can double in the summer due to tourists. The city has a total land area of 2.1 square miles. According to the 2020 Census, there are 2,942 households and 1,493 families residing in the City. The population density is 2,827 people per square mile. There are 3,670 housing units at an average density of 1,747 units per square mile. State Routes 2 and 53 bypass the city to the south, State Route 163 runs through the city, along with the Norfolk and Southern Railroad line. The Portage River also runs through the city,

emptying into Lake Erie, and has numerous marinas primarily utilized by recreational boaters. The presence of recreational boating does lead to fuel spills on the river, as well as on the state routes and railroad. Huron has fourteen (14) facilities reporting hazardous materials to the LEPC.

Village of Berlin Heights: The Village of Berlin Heights is 18 miles southeast of Sandusky and comprises a total land area of 1.6 square miles. As of the Census of 2020, there are 651 people, 247 households and 181 families residing in the village. The population density is 406.9 people per square mile. There are 290 housing units at an average density of 181.3 units per square mile. The village has the Ohio Turnpike, as well as State routes 61 and 113 running through the village; all of which are used to haul hazardous materials. The village also has two nature preserves in close proximity, with creeks draining into them.

Village of Kelleys Island: Kelleys Island, which is the largest freshwater American island, is located in Lake Erie, 11 miles northwest of Sandusky, and has a land area comprising 4.6 square miles. As of the Census of 2020, there are 256 people, 117 households and 74 families residing in the village. The population density is 55.6 people per square mile. There are 913 housing units at an average density of 198.5 units per square mile. During the summer months the population increases significantly. The island has one facility reporting hazardous materials to the LEPC. There are also numerous marinas and transient dockages available, all of which could produce hazardous materials spill. Of particular concern is the fact that during the winter, the only way on and off the island is by aircraft.

Village of Put-In-Bay: The village is located on South Bass Island in Lake Erie, 15 miles northwest of Sandusky, and has a land area comprising 0.6 square miles. As of the Census of 2020, there are 154 people, 32 households and 14 families residing in the village. The population density is 256.7 people per square mile. There are 327 housing units at an average density of 545 units per square mile. Similar to Kelley's Island to the west, the population increases significantly during summer months. Marinas and transient dockages can produce hazardous materials spill, and during harsh winters, the island is only accessible by aircraft.

Village of Marblehead: The village of Marblehead is located at the eastern end of the Danbury peninsula in Ottawa County, and is 5.0 miles north of Sandusky. The village comprises 3.2 square miles of total land area. As of the Census of 2020, there are 865 people, 421 households and 298 families residing in the village. The population density is 270.3 people per square mile. There are 1129 housing units at an average density of 352.8 units per square mile. The village is home to the Lakeside Daisy State Nature Preserve, protecting the federally threatened plant species for which it was named after. The village is surrounded by water along its peninsula, and bordered to the west by the LaFarge Quarry.

Village of Bay View: The Village of Bay View is in northern part of Margaretta Township, 8 miles west of Sandusky, and comprises 0.3 square miles of land area. As of the Census of 2020, there are 608 people, 299 households and 155 families residing in the village. The population density is 2,026 people per square mile. There are 351 housing units at an average density of 1,170 units per square mile. State Route 269 dead ends in the village, and the Norfolk and Southern Railroad runs east and west through the village. There have been train derailments in the past near the village due to a bridge over Sandusky Bay and high winds associated in that area. There is one marina in the village with numerous private docks. The village has no facilities reporting to the LEPC.

Village of Castalia: The Village of Castalia is in central Margaretta Township, 7.5 miles southwest of Sandusky, and comprised of 1.0 square mile of total land area. As of the Census of 2020, there are 774 people, 373 households, and 250 families residing in the village. The population density is 774 people per square mile. There are 362 housing units at an average density of 362 units per square mile. State Routes 101 and 269 meet in the village. Castalia has one reporting facility within the village. Of particular concern in this area is a State Wildlife Area, and a state managed trout farm within a mile of the village. Cold Creek, runs through the village, empties into Sandusky Bay.

Village of Milan: The Village of Milan is located in the south-central part of the county and straddles both Erie and Huron County. It has a land area of 1.2 square miles. Milan is 13 miles south of Sandusky. According to the Census of 2020, there are 1,371 people, 590 households and 463 families residing in the village. The population density is 1,141.7 people per square mile. There are 556 housing units at an average density of 463.3 units per square mile. The village has five facilities reporting hazardous materials to the LEPC. Two of these facilities are near a creek that runs into the Huron River. State routes 250, 113, 601 and 13 runs through or near the village and are known to carry hazardous materials. The Huron River also runs through Milan but is too shallow for any kind of boat traffic.

High Traffic Areas: Transportation routes within Erie County that are considered vulnerable to a hazardous material accident include the Ohio Turnpike, State Routes 2, 4, 6, 13, 53, 60, 61, 113, 250 and 269, and the east/west line of the Norfolk and Southern Railroad. These routes transect areas of differing populations, which present a risk for transportation related hazardous materials incidents. US 250 in Perkins Township can see congestion during peak hours during the summer months due to an influx of tourists visiting Cedar Point. Additionally, weekend to traffic to the shores and islands region can experience bottlenecks at interchanges in Ottawa County along SR 53 and Catawba and Danbury Township.

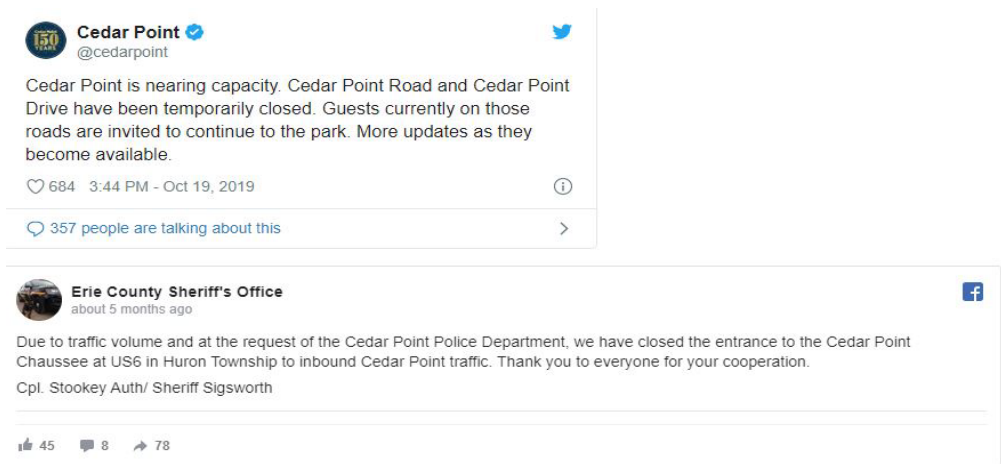


Figure 5-9.9: Social media postings from Cedar Point in 2019

In conclusion, the plan provides for a coordinated response between state/federal agencies and local response forces. ERPC MPO staff has worked with the Erie County EMA to aid in security initiatives through completing various mapping activities and served on the steering committee for the recent update to the Erie County Hazard Mitigation Plan. MPO staff will look to assist coordinated responses in Ottawa and Lorain County as requested as well.

Land Use and Travel Demand Model Forecasts

6.1 Land Use Forecasting

The forecasting of land use consists of two parts: A regional economic and demographic forecast, and then allocation of the county totals into small zones for the purpose of forecasting future traffic volumes and travel times. For the purpose of this plan, the model evaluated all of Ottawa and Erie County. Within the planning area there is a small portion of Lorain County (in and near the city of Vermilion) that is included. This last area has forecasts developed that are not based on countywide totals but estimated to “mirror” adjacent portions of Erie County.

Traffic forecasts are used for guidance in designing transportation systems. Typically, a 20-year forecast is required beyond the date that the project is anticipated to be completed and opened to traffic to cover a “design period.” Therefore, transportation planning horizons that include traffic forecasting should ideally extend at least 30 years, to provide forecasts for projects that may have design work currently in progress, but for which the final year of construction may still be five to ten years into the future. The base year for traffic forecasting for this plan was set to the year 2020 due to the most recent data availability. As a result of this plus demographic forecast availability, the plan horizon year was established as 2050.

****Since there was very little growth between the year 2015 and 2020 in both Erie County and Ottawa County, levels of growth forecast for years 2020-2050 from the sources discussed below are applied as levels of growth from 2020-2050 for this transportation plan.****

The Ohio Department of Development (ODOD) has an ongoing program to develop population forecasts statewide broken down by county for 30 years beyond the date of the most recent decennial Census (which in this case was 2020). Details of this program which provides forecasts of population for Ottawa and Erie County at five-year intervals out to Year 2050 by five-year age and gender cohorts can be found online¹. This detail is valuable for addition forecasting of such things as school kids and local workforce (via age and gender-specific workforce participation rates from the US Bureau of Labor Statistics). The population totals, historical trend lines, and persons and vehicles per household allows for the forecast of dwelling units and private vehicle ownership. In turn this information can be used to determine future rates of travel.

As shown in the ODOD data, the forecasted 30-year decline in population for Erie County is about 20% (from 75,622 in the 2020 Census to 60,049 for the Year 2050), driven in large part by the aging of the “baby boom” generation. Ottawa County has a forecasted 30-year decline of 22% (from 40,364 in 2020 to 31,371 in Year 2050). In the absence of any previously developed and adopted employment forecasts for the county locally, a variety of other forecasts are available. Forecasts available from public-sector employment agencies, however, are typically short-term (eight to ten years) and not sufficient for the needs of transportation planning.

A nationally based interregional economic model called Impact Analysis for Planning (IMPLAN), has been used for the Ohio statewide traffic forecasting model and was utilized here. While the IMPLAN forecasts are statewide and not county-specific, forecasted growth rates by 20 general industrial categories

¹ https://development.ohio.gov/reports/reports_pop_proj_map.htm

can be applied to current county-wide employment levels by industry to develop forecasts of employment by industry for the future. These 20 industrial categories were then collapsed down into four categories (retail, two service groups, and industry/warehouse/other) for local traffic analysis.

Due to “inter-county” commuting patterns where workers cross county lines to travel to work, there can be and are gaps between the number of jobs in a county and the workforce living within the county, both now and in the future. However, to ensure that this gap is not forecast to grow excessively large in the future, a check of inter-county commuting gaps for other small metro areas in northern Ohio was reviewed to provide a reasonability check of the initially generated forecasts of employment versus workforce as a function of local population.

To allocate county-level population and employment growth (or decline) figures by zone, first priority goes to known land development plans. Land development changes since the last plan update include the following:

- Aligned Data Center at State Route 4 and Perkins Avenue in Perkins Township
- Redwood Apartments Development along Perkins Avenue in Perkins Township
- Villas of Sandy Creek apartment complex in Perkins Township
- Mucci Farms Expansion on Rye Beach Road in Huron
- Sandusky Intermediate and Primary School Campus
- Lake Erie Arms sports complex on US 250 in Milan Township
- Waterview at Bay Point Development in Marblehead along E. Bayshore Road

Translating these figures to employment by category by zone (as well as population, school kids, vehicles, workers as well as housing units) takes available information from development plans and combines with current data, with adjustments as necessary to ensure that overall county-level forecasts are met.

6.2 Travel Demand Model (TDM)

The traffic forecasting process consists of taking land use data in the form of population and employment figures by zone, breaking it down into different categories, estimating vehicle trip generation rates for each category by different vehicle types (cars versus trucks) and purpose of travel (such as work-related vs. non-work), and then “assigning” the traffic to and from all origins and destinations onto a digital roadway network, which was developed from the Location Based Response System (LBRS) road centerline file that local agencies have developed in collaboration with the state of Ohio (with data added to it from other local state and federal sources, including Roadway Inventory files from the Ohio Department of Transportation (ODOT)). The traffic forecasting process for any given year, summer or off-season, is then conducted as shown in the flowchart (see **Figure 6-2.1**).

Several items in **Figure 6-2.1** (the traffic model flow chart) require some elaboration: OD means origin/destination, or zone-to-zone trip tables, MSA means Method of Successive Averages (where the results of the latest iteration of a traffic assignment to the road network are averaged with past iterations in a way that provides equal weight to each iteration) and the “dynamic loop” refers to traffic being broken into and assigned in one hour intervals to the road network (to better estimate times of day as well as locations of forecasted traffic volumes and congestion). Finally, “path building” refers to estimating the shortest-time travel path thru the road network for every zone-to-zone travel combination, which after the

first time through the flow chart process than incorporates the congestion effects and intersection delays that were estimated after the previous iteration of traffic assignment.

The boxes on the lower left summarize how trip tables for truck traffic are developed and difficult-to-locate employment (such as construction, utilities, and temp services) can get re-allocated to different zone locations, using an "OD table re-estimation" method that is done before the main model process is finalized. This method uses the traffic count figures to track and adjust the zone-to-zone traffic movements thru each of these count stations. The resulting trip table for trucks along with other travel thru the area made in cars on such major routes as the Ohio Turnpike (I-80/90) and State Route 2 represents the "supplemental OD tables" in the chart on the left, which is retained for later modeling steps while the two boxes on the bottom row of the chart are then discontinued and traffic assignment - after looping "dynamically" thru each hour of the day - then goes to the "equilibrium loop" several times. Such multiple iterations are needed due to the feedback needed between selection of an individual's travel path to a destination and the modeled travel time - which depends in part on the choices that other travelers are making.

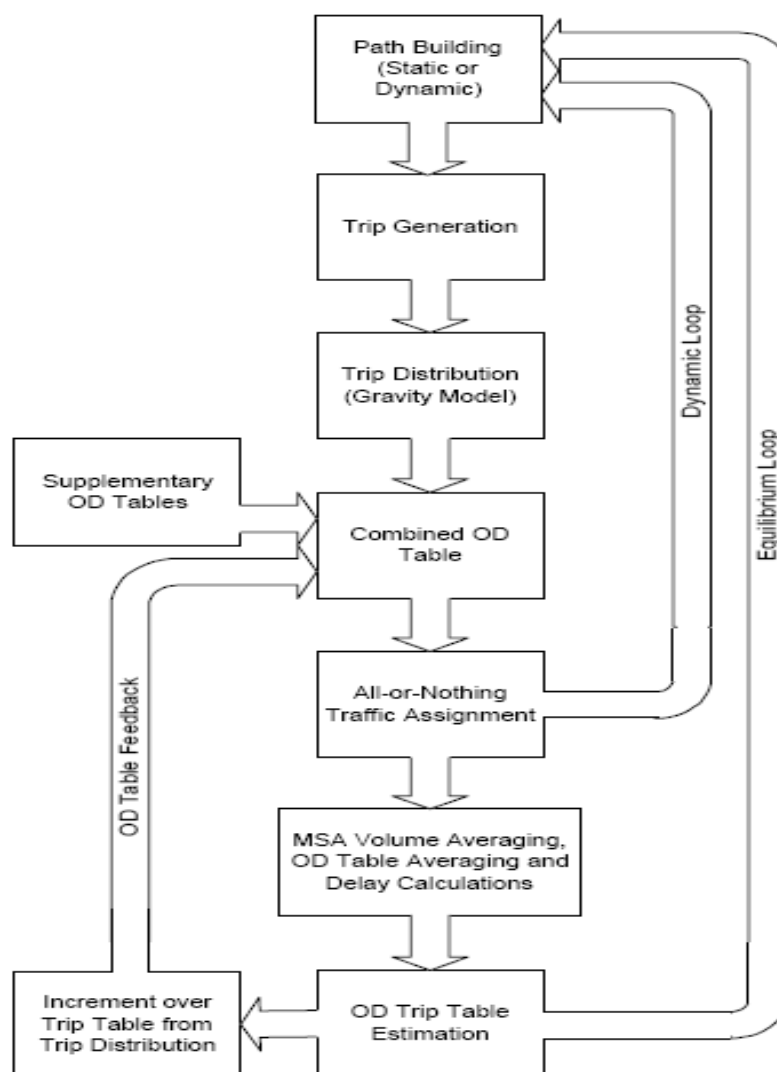


Figure 6-2.1: Traffic model flow chart

The rationale for this type of process, rather than the more traditional use of historical trendlines in traffic along a particular road, is that the latter cannot be used for new or extended segments of roads, and often not adequate in areas where buildup of congestion begins to tempt motorists to change their travel path to save time. The output of the forecasting process is a database that can be used to derive congested roadways, total vehicle miles traveled (VMT), and vehicle hours traveled (VHT).

6.3 Calibrated Model Base Year

For a base year (2015), extensive testing of the modeling process is done to ensure that it produces traffic flows reasonably in accord with traffic counts conducted by both local agencies and ODOT. As shown in **Figures 6-3.1 and 6-3.2**, the overall pattern is found to be quite close to such counts (given the expected level of sampling error inherent in such counts) for both summer and off-season conditions.

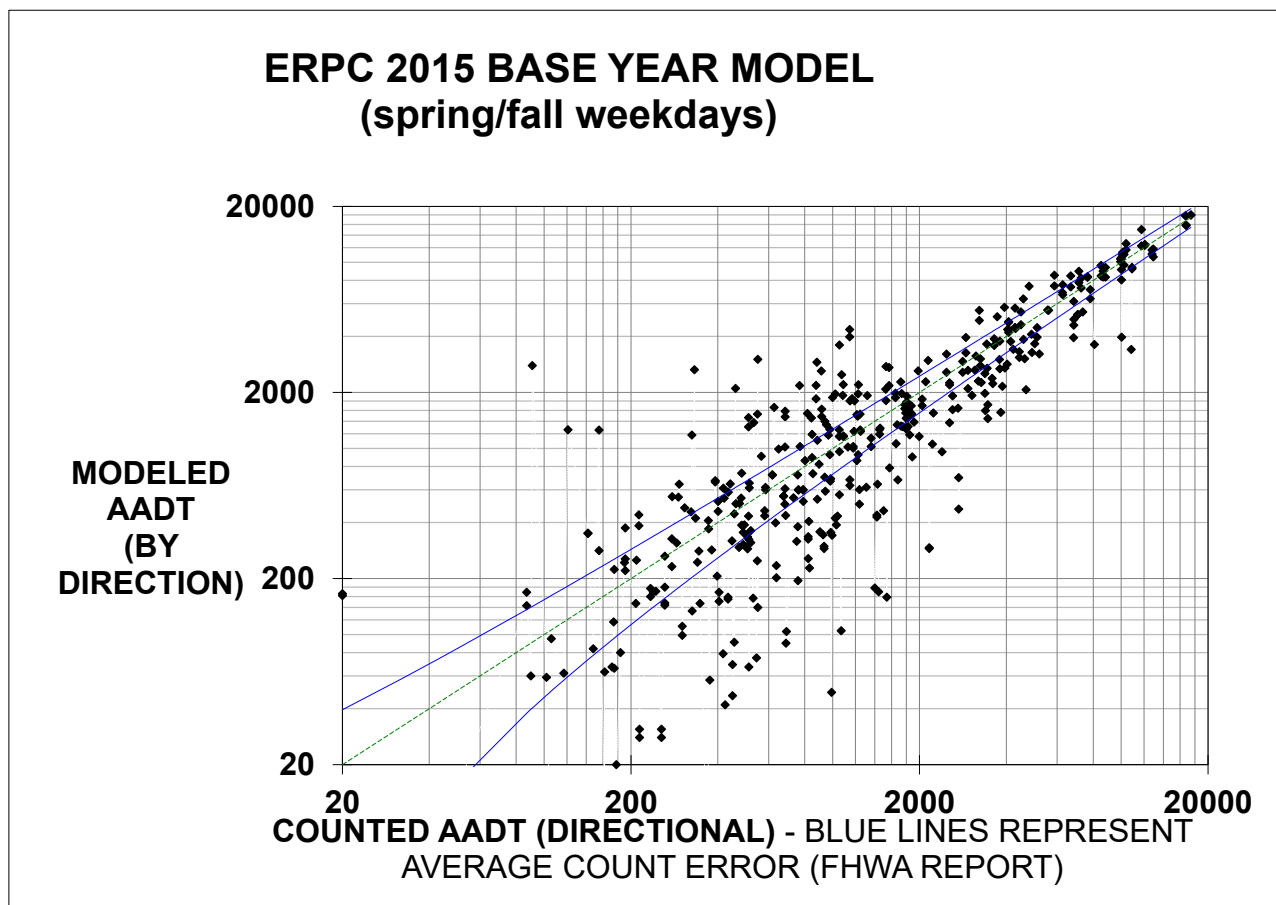


Figure 6-3.1: ERPC 2015 Base Year Model, Spring/Fall

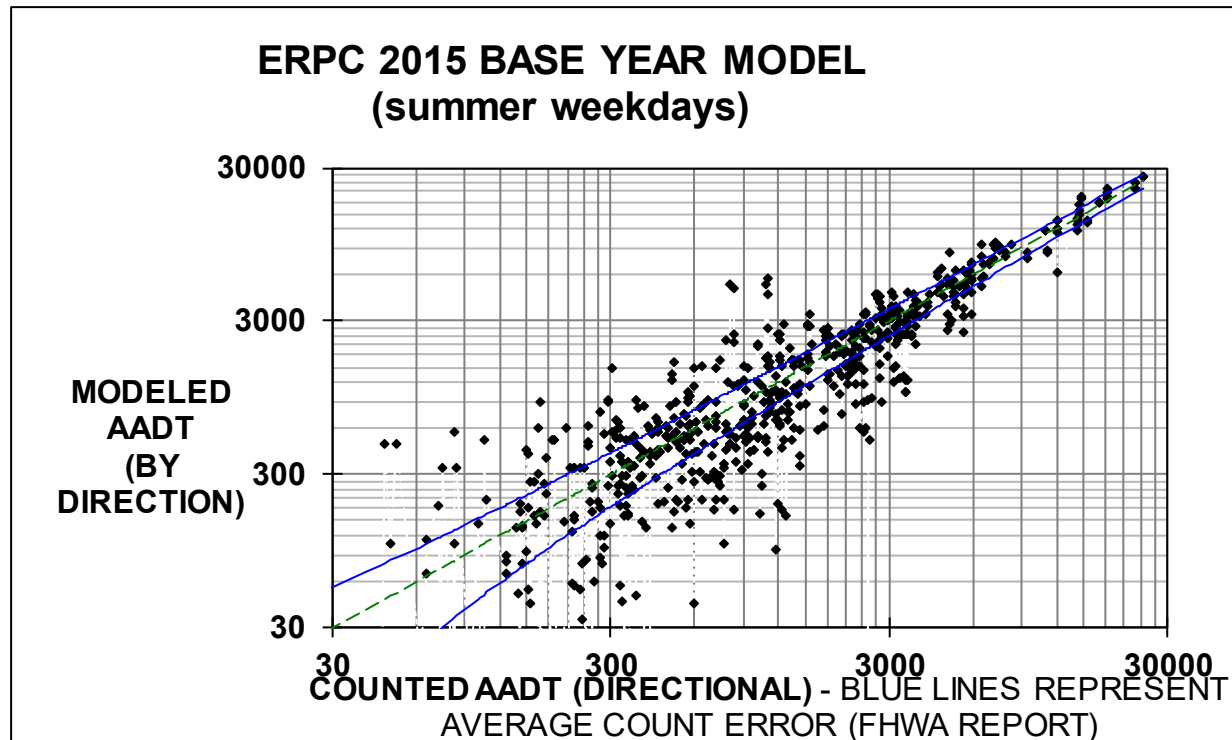


Figure 6-3.2: ERPC 2015 Base Year Model, Summer

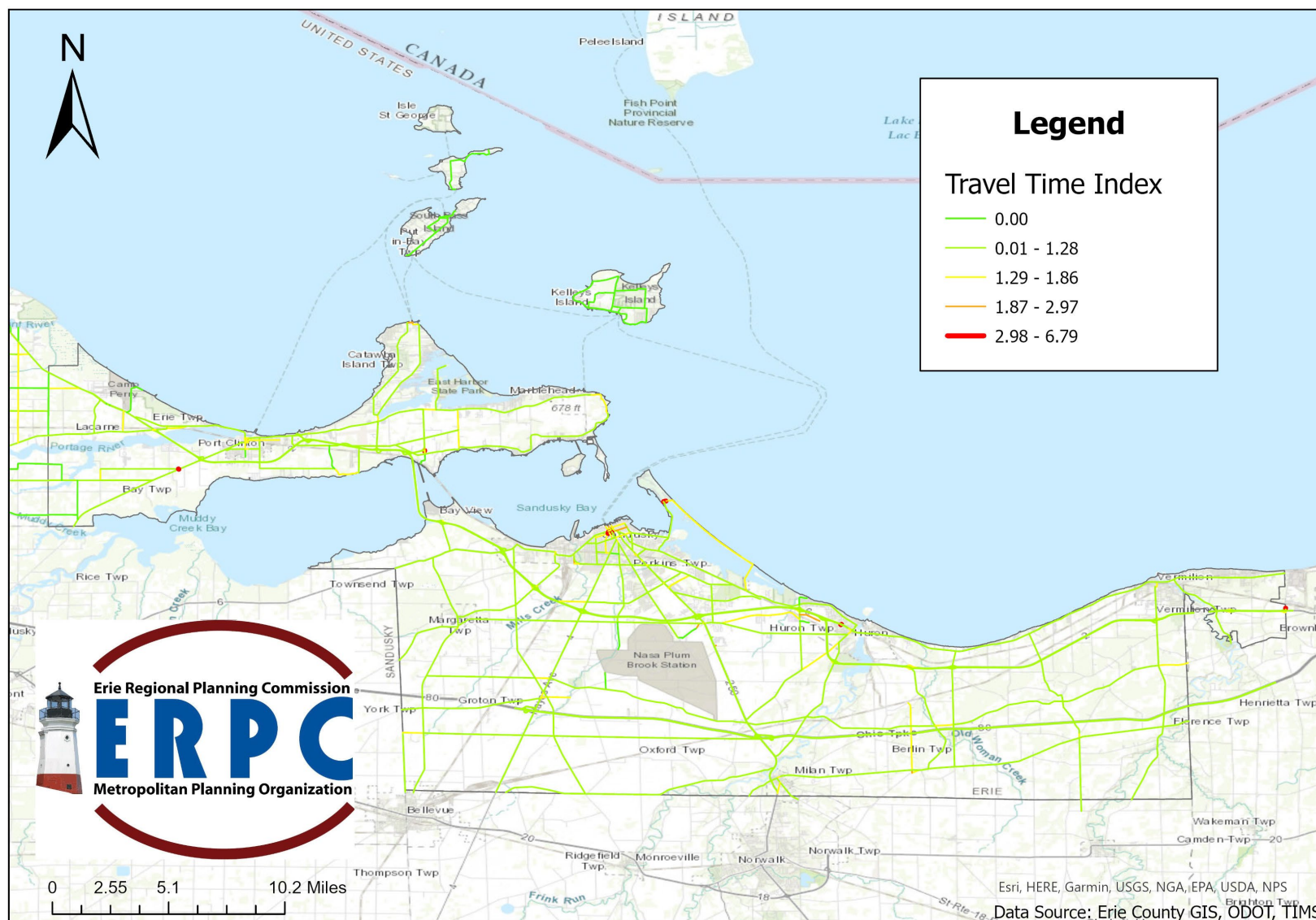
(The dashed line indicates where modeled daily traffic volume (by direction) is exactly equal to counted traffic; with the blue lines indicating expected sampling error for a one-day count.)

There are about 454 traffic analysis zones (TAZ) within the MPO region, including all of the City of Vermilion in Lorain County and the eastern portion of Ottawa County, which represent the origin and destination for trips assigned to the network and have boundaries that reflect access to that network. The network contains all the “collector-and-above” major streets and some local streets that make up the MPO’s transportation system.

The separate model for the summer season reflects the local importance of tourist-based travel. Tourism forecast assumptions and parking needs for individual sites may be used as input in the future.

6.4 Existing Plus Committed Work

Existing and committed projects were identified through the MPO’s Transportation Improvement Program list. The person trips generated through the trip generation module were run through similar trip distribution and assignment modules as the 2020 base condition. The resulting assignments from the equilibrium assignment were adjusted based on assignment-to-count deviation observed in the 2020 base year to be used as a measure against future improvements.



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 6-4.1 Travel Time Index
ERPC MPO 2050 Long Range Transportation Plan

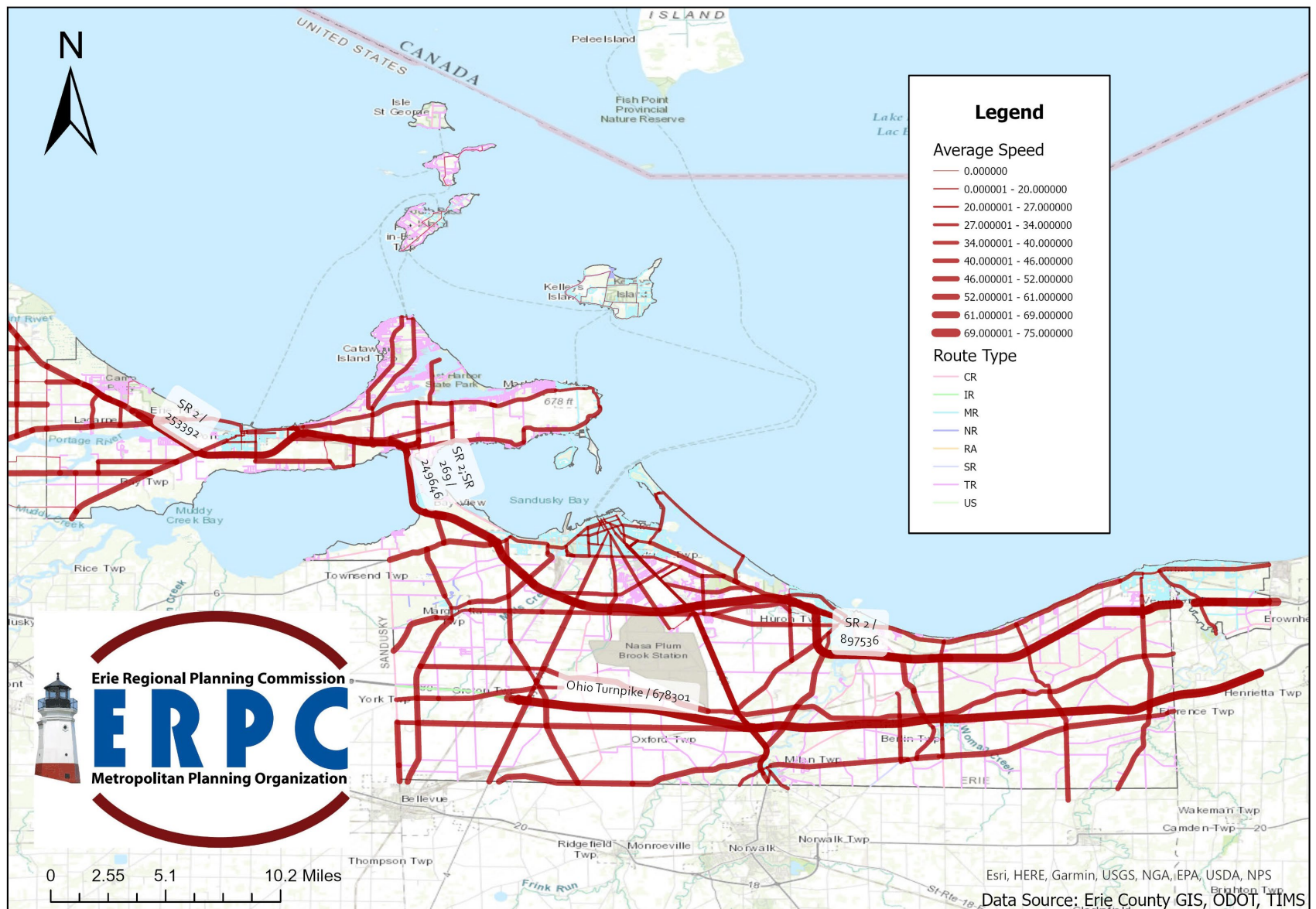


Figure 6-4.2 Summer Weekday Average Travel Speeds
ERPC MPO 2050 Long Range Transportation Plan

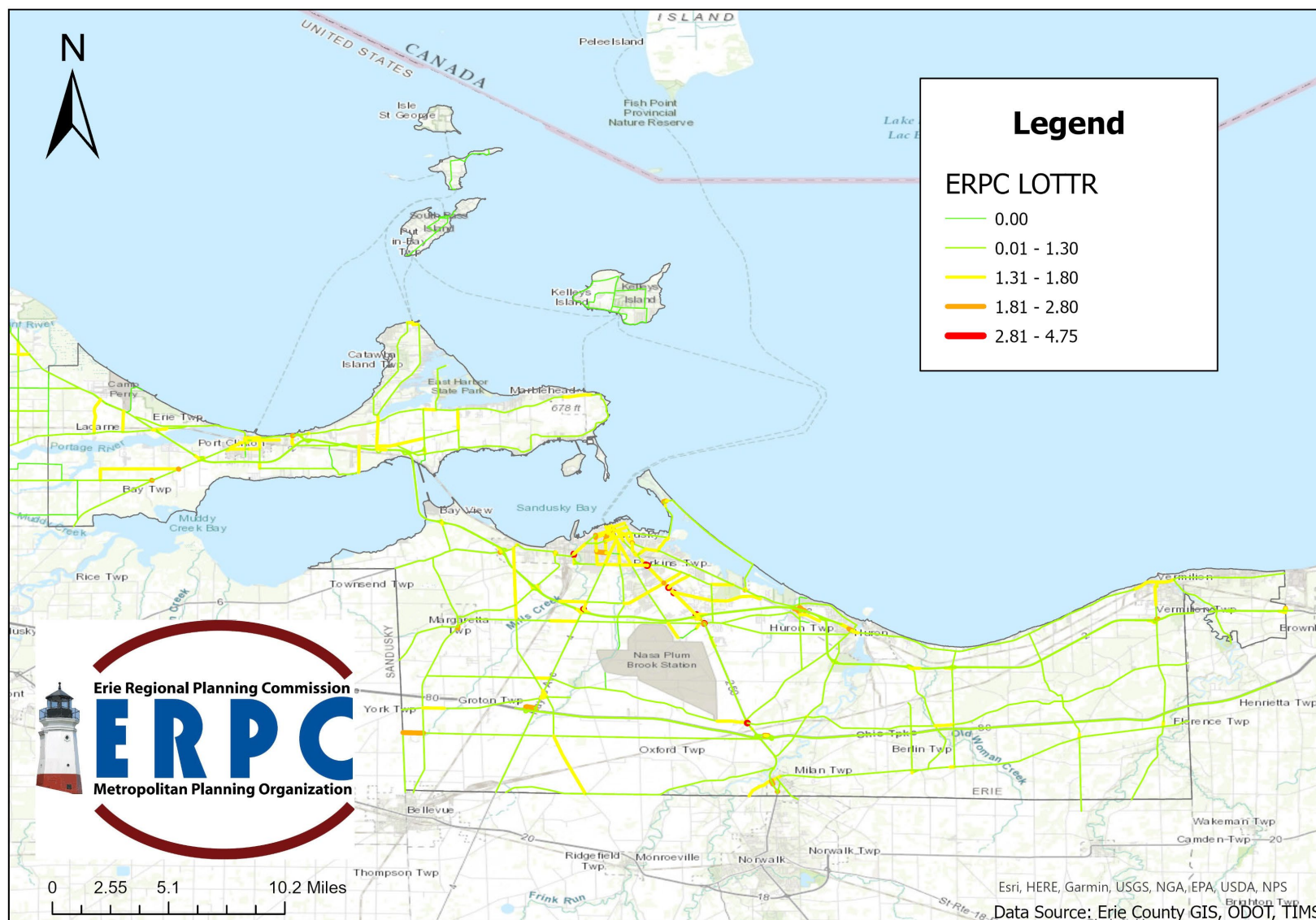


Figure 6-4.3 Level of Travel Time Reliability
ERPC MPO 2050 Long Range Transportation Plan

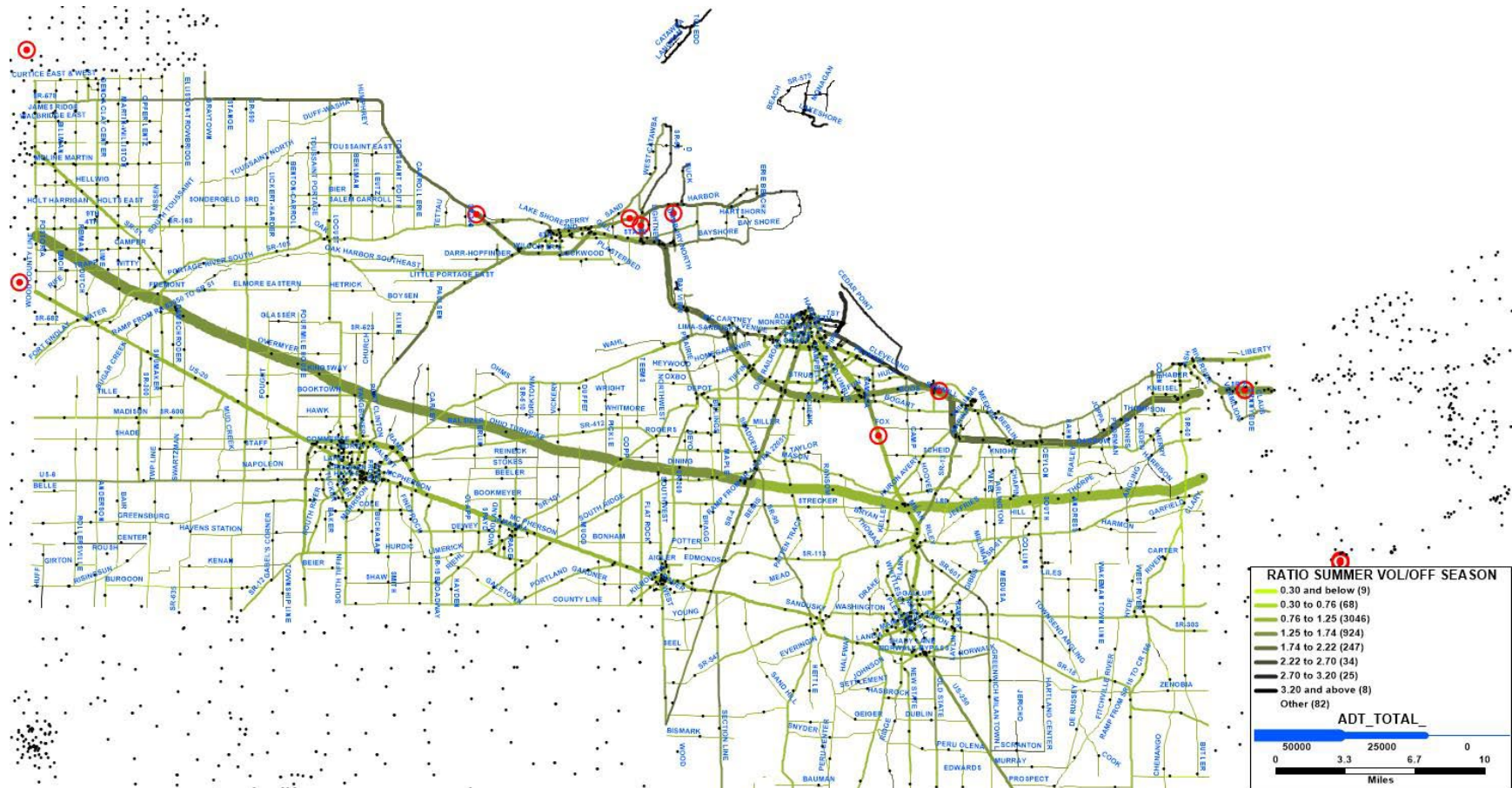


Figure 6-4.4: Ratio of Summer and Off-Season Volumes

6.5 Existing Plus, Committed Plus Planned

The planned and future projects represent studies and improvements that should be undertaken to help satisfy the long-term arterial street system needs across the MPO region. Many of these projects are new projects related to the forecasted growth of the region, its growing impacts of tourism travel, and to the region's related transportation needs. Planned/ future projects are intended to span a period of approximately 30 years and are based upon current deficiencies and the best estimates of anticipated needs, past trends, projections, input and comments received over the last several years from elected officials, business representatives and individuals.

Base year model data (2020) has been reviewed against existing Streetlight Data, a data resource for transportation analysis and planning. Future modeling for the plan horizon year (2050) is still a work in progress based on the new planning area, ODOT projections, and the current pipeline of land use changes. Future updates to the travel demand model will be updated here and Appendix B when available, and modeling from the 2045 Long Range Transportation Plan has been included in Appendix B to serve as a reference for the planning area.

All of the above modeling information was compiled by ERPC staff and Sam Granato, Ohio DOT, Office of Statewide Planning and Research

Chapter 7. Future Transportation System

7.1 Overview

This chapter summarizes the analysis of the year 2050 conditions and identifies future year issues within the MPO.

7.2 Changes in Vehicle Travel (2020–2050)

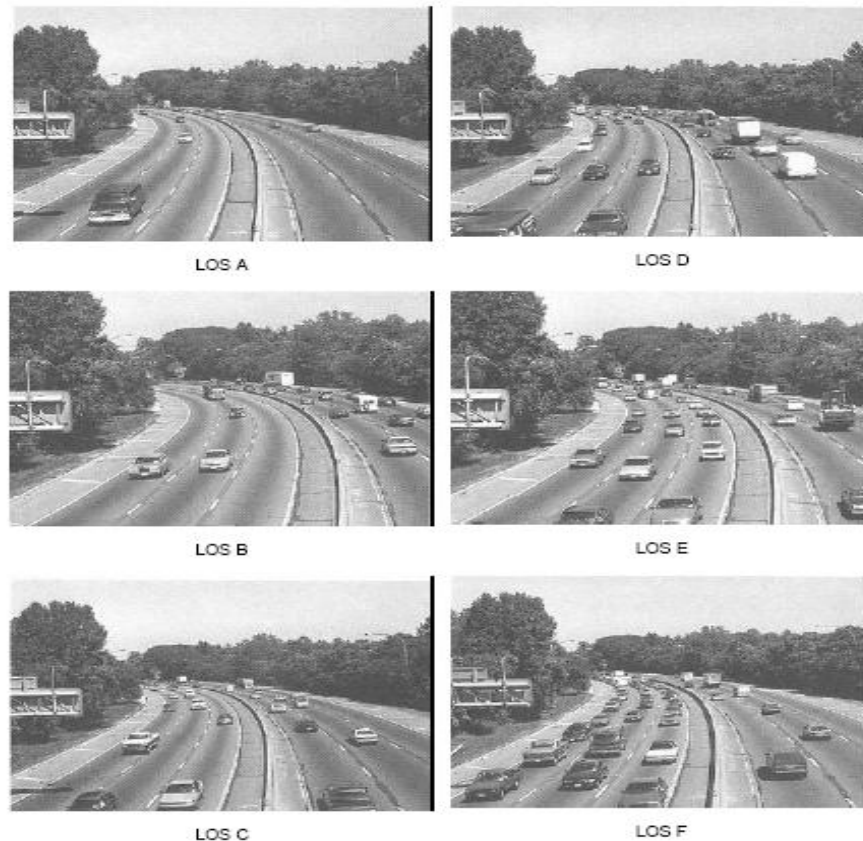
The traffic flow relationships developed in the travel demand model using base year (2020) data are applied with forecasted future land uses and additional roadway projects identified in this Plan to estimate future levels of traffic volume and congestion for identifying locations of concern for the planning process. The process incorporates vehicle saturation flow rates for roadways and their “free-flow” operating speeds (as a function of roadway classification, lanes, width, and posted speed limits), intersection delays based on traffic control using the methods of the national Highway Capacity Manual (HCM), roadway curvature that reduces travel speed, and at-grade rail crossings, so that projects that have an impact on any of these features can be gauged for their impact on traffic flows and delays.

Congestion can be measured in two quantitatively different ways. The first, as briefly described in Chapter Five, is in terms of the absolute amount of delay, speed or vehicle density, which are then assigned Level of Service (LOS) grades (A thru F) as outlined in the HCM and illustrated on the next page. (Roadway design guides typically suggest a target LOS threshold depending on the type of roadway and surrounding area.) The second way of measuring congestion is in relative terms- how much is it forecast to increase or decrease from what it is at the present time? The series of figures located in the “LOS and Traffic Volume Maps” appendix, indicate forecasted levels of traffic volumes and congestion by location, based on the growth in population and employment discussed in the previous chapter and the impact of the projects proposed in this Plan.

Roadway capacity is the maximum number of vehicles that can pass a given point during a specified period under prevailing roadway, traffic and control conditions. The congestion can be defined as the delay experienced due to slow moving or stopped vehicles on the roadway. The congestion can be quantitatively estimated using the Level of Service (LOS) concept. Level of Service takes into consideration speed, density, travel time, and the ratio of traffic volume to roadway capacity. There are six levels of service ranging from A to F. LOS on a freeway is shown in the Figure on the next page. Each level is associated with a specific traffic flow condition. LOS A represents free flow conditions with low volumes and high speeds. LOS F on the other hand characterizes stop and go conditions with high volumes, low speeds and very little maneuverability. LOS C is generally accepted because at this level acceptable operating speeds can be achieved, and reasonable freedom of maneuverability exists. LOS E often characterizes conditions at capacity and extended delays are inevitable. LOS D, E, and F are associated with congested conditions. Congestion can be categorized as recurring or non-recurring. Recurring congestion will occur on the facilities that handle near capacity or over capacity traffic volumes repeatedly. Non-recurring congestion can be unpredictable and can occur due to an obstruction to the normal traffic flow. A traffic accident, a disabled vehicle or roadway maintenance can cause non-recurring congestion. Potential future recurring congestion spots can be identified by analysis using typical or “design hour” traffic conditions. Traffic control devices (e.g. signals) can contribute to

congestion. The dividing line between LOS C and D has been set in the HCM as 35 seconds at signalized intersections, 25 seconds for unsignalized (stop control) intersections, 50% of free-flow speed for urban arterial streets, and roughly 70% of carrying capacity for freeways and rural multi-lane highways.

ILLUSTRATIVE LEVEL OF SERVICE (LOS) BASED ON FREEWAYS



Source: Transportation Research Board. Highway Capacity Manual, 2000 edition.

Figure 7-2.1: Level of Service

Most travel time represents a cost. The cost of travel is higher when travel is congested or unreliable. Changes in Vehicle Miles and Hours Traveled are frequently used as a measure of benefit or time cost savings due to a transportation improvement. Primary results from the alternative analysis are net changes in vehicle-miles of travel and vehicle-hours of travel. **Table 7-2.1** summarizes the vehicle miles traveled as related to the LRTP recommended roadway improvements for the year 2050. Car and truck trip growth rates for the year 2050 were derived from the model trip matrices based on growth between the base year and 2050 population and employment.

Table 7-2.1: Daily Vehicle Miles Traveled (Pending Modeling)

| Roadway Classification | No Build 2050 | Improve 2050 |
|------------------------|---------------|--------------|
| Freeway | 3,950,774 | 3,905,326 |
| Arterial | 1,066,436 | 1,072,675 |
| Collector | 651,340 | 686,620 |
| Local | 375,986 | 377,005 |

7.3 Forecasted 2050 Average Daily Traffic on the Existing Plus Committed Network

The TDM is used to forecast traffic volumes on roads within the MPO region. Year 2050 congestion levels were determined using the year 2050 projected traffic volumes with no roadway improvements assumed. Estimates of future delays were compared to standards from roadway design guides and the Highway Capacity Manual to identify potential areas of congestion. The projected Average Daily Traffic and Level of Service Maps are in the appendix and display the results of the analysis for future conditions within the MPO if no improvements are made to the existing roadway system. Also, note that the level of service maps generated from the travel demand model may not totally reflect site specific field conditions, as such, forecasts of future congestion patterns should typically be followed up with site-specific studies before specific improvements are proposed by the MPO's member jurisdictions.

7.4 Transit

The Sandusky Transit System (STS) is the most developed transit system in the MPO region and serves the urbanized area of Erie County. Over the years the Sandusky Transit System has grown. There are now five routes that cover the City of Sandusky and portions of Perkins and Huron Townships. In the Sandusky Strategic Vision Plan, several short-to mid-term strategies are identified for transit. These include:

- 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
- Hub Creation and Fixed Bus Routes out of Downtown Sandusky (implemented)

Future growth in the city and the increase in destination points in the Downtown and Bayfront areas will support the expansion of these services.

Ottawa County is serviced by Ottawa County Transit Agency (OCTA) and provides dial-a-ride services. Conversation on the peninsula of the county has centered on seasonal transit opportunities, connecting downtown Port Clinton to businesses along SR 53 in Catawba Township and Village of Marblehead.

Additionally, recommendations from the 2022 Erie County Coordinated Public Transit-Human Services Transportation should continue to be implemented.

7.5 Bicycle/Pedestrian Facilities

In future years, the ERPC MPO and its political subdivisions will continue to face the challenge of providing a comprehensive and thorough bicycling and pedestrian network as an alternative means of transportation. Although the region has made progress in this endeavor, a deficiency of the current trail system is there are segments that have not been linked into the existing system and do not provide continuity. This compromises the effectiveness of the system. Plans were developed by both Erie and

Ottawa County on how to implement a regional trail network. The Ottawa County Active Transportation Plan was adopted in 2018, and the Erie County Bicycle and Pedestrian Plan was updated in 2020. Both plans contain recommendations for future, current and to be constructed infrastructure projects in the MPO planning area. In addition to the county plans, the Greater Sandusky Partnership (GSP) has launched a plan to continue building out the Sandusky Bay Pathway through the MPO region, creating a 100-mile regional trail network spanning from Vermilion through Port Clinton and South to Fremont in Seneca County. The cumulative routes from these plans are depicted on the following page and excludes current sidewalk inventories. **(Fig. 7-1.1)**. Since the expansion of the MPO, partners in Erie County, Ottawa County and GSP have begun to review the regional planning of the trail network considering how these plans overlap and what changes have occurred since the plans original development, presented in Chapter 8. ERPC does not have a formal Complete Streets Policy, but encourages local project considerations based on context sensitive design. Each project looks to incorporate elements for safe access for all road users, and prioritize projects expanding bicycle and pedestrian facilities and increasing local access.



Figure 7-1.1 Existing and Planned Bicycle & Pedestrian Facilities
ERPC MPO 2050 Long Range Transportation Plan

The key to accommodating any new bicycle and pedestrian facilities, especially those that interface with other modes of transportation, is safety. This includes managing the number of conflict points for bicyclists, such as driveways and intersections, and accommodating a consistent typical section throughout the connecting bicycle facilities. All new bicycle and pedestrian facilities should follow the recommendations offered in the US DOT Policy Statement on Bicycle and Pedestrians.

7.6 Regional Passenger Services

Aviation: Griffing Sandusky Airport in Sandusky had relocated to the Erie Ottawa International Airport that is in Port Clinton in Ottawa County. The airport is located in Danbury Township and is a crucial connection to the Lake Erie Islands. The flying service does provide charter flight services to anywhere in the United States, including Pelee Island which is in Canadian waters. 74% of flights are general aviation, with the remaining 26% of flights being air taxi.

Important to note are efforts that Erie County had put forth to secure funding for engineering and construction of an intermodal loading dock that would include a 9,000-foot runway and associated infrastructure improvements. The project location is at the National Aeronautics and Space Administration's (NASA) Plum Brook Station in Erie County, Ohio. The existing facility is well positioned with nearby access to local railroad connections and interstate and highway access. The engineering and construction did not move forward from the original effort, but conversation continues on securing connections to the facility through intermodal means.

Railroads: Norfolk Southern Corporation has had several expansion and improvement projects in Ohio in recent years; however, no projects are proposed for the Sandusky area at this time. The Bellevue Yard Expansion is the closest project to the MPO area, located south in Huron County. The project was designed to transform the facility into one of North America's largest rail-car classification and switching yards. The \$160 million expansion doubled the yard's size to accommodate more traffic, and add about 38.5 miles of track and 145 miles of underground cable for communications and signaling systems.¹ With the improvements, the classification yard has been able to double their current traffic and transit times of commodities to customers will improve by one to nearly 2 days. It should be noted that in the past there has been various derailments on the west end rail network in Sandusky. Since the 2035 LRTP a grade separation project has occurred on the west end of Sandusky.

In 2008, Triple Crown Services a division of Norfolk Southern railroad announced an environmental initiative to promote and improve fuel conservation and emissions reduction. The company's initiatives focus on the environmental advantages of its hybrid RoadRailer® trailer technology. With the RoadRailer® system, each trailer is a unique combination of an on-the-road trailer and an over-the-rail car. Truckload freight is picked up from shippers and driven to Triple Crown terminals where the trailers are set on railroad wheels, called bogies. The assembled trains then travel to destination terminals where the trailers are reconnected to tractors and delivered. Unfortunately, Triple Crown announced in 2015 it was scaling back and would only be operating one line to carry automotive parts from Kansas City to Detroit. As a result, operations at the Sandusky Triple Crown facility were idled. However, Norfolk Southern was able to leverage the facility and in 2016 worked with Watco Transloading LLC to begin

¹ http://www.progressiverailroading.com/norfolk_southern/article/Construction-advances-on-NS-Ohio-yard-expansion-project--40115

origin and destination transload operations of commodities such as chemical, plastic, steel, and agricultural products.

Amtrak ridership numbers in Ohio have decreased from 163,000 passengers in 2012 to 124,000 in 2022. Two Amtrak routes service the ERPC MPO area, with boardings at the Sandusky station growing from 2,340 in 2005 to 8,400 in 2022, peaking near 10,000 in 2017. The Capitol Limited runs daily between Washington DC and Chicago and the Lake Shore Limited travels daily between Chicago and New York City. No additional service is planned to include the Sandusky Station. Almost 61% of passengers traveling to or from the Sandusky station are completing trips that are within 200 to 300 miles. The top city pair by ridership in 2008 was Sandusky – Chicago, Illinois followed by Sandusky – New York, NY.

The Sandusky rail station was built in 1892 and was renovated in 1996 by the City. AMTRAK completed an ADA compliance report that showed \$956,000 worth of ADA compliance and state of good repairs were needed at the station, and at the time of the development of the 2050 LRTP, the station is undergoing renovations for drainage and ADA compliance updates. The City of Sandusky has identified a project involving the Amtrak station in its comprehensive plan. The city wishes to develop a multimodal transit facility using the existing Amtrak station. Although there are no funds dedicated at this time, the City has identified this as a short-term goal.

In 2014, the ERPC MPO, Toledo Metropolitan Area Council of Governments (TMACOG), and the Northeast Ohio Areawide Coordinating Agency (NOACA) entered into a Memorandum of Understanding to create the Northern Ohio Rail Alliance (NORA). The Alliance aggregates Ohio's four busiest passenger AMTRAK rail stations (Toledo, Sandusky, Elyria, and Cleveland) into a single rail corridor, the Toledo-Cleveland Rail Corridor. The alliance creates a unity of purpose and shared responsibility in the visioning of a transportation mode and job generator in Northern Ohio. The group has identified that improvements along the line and its stations are needed to ensure better trip times and ADA compliance for passengers. Beginning in 2022, FRA began studying four proposed routes in Ohio, including a new route from Cleveland to Detroit, servicing Sandusky and Toledo. Study and future development is ongoing at the time of this plan.

Ferry: The ERPC MPO region is home to numerous ferry services providing transit options to the Lake Erie Islands. Following the closure of the Island Rocket in 2004, the Jet Express began offering regularly scheduled ferry services. The Ferry provides passenger service to Cedar Point, Kelley's Island, and Put-In-Bay, with larger harbors in Sandusky and Port Clinton, both with available parking lots for tourists. The Kelleys Island Ferry Boat Line offers auto/passenger service daily to Kelley's Island out of Marblehead village. Miller Ferries provides daily auto/passenger ferry services to Put-In-Bay and Middle Bass Islands out of Catawba Township. Future improvements may occur at the ferry, as the roadway network crosses vehicle loading stations and heavy pedestrian traffic during peak summertime hours, and port facility upgrades would improve congestion and safety at the ferry terminal. The ferry service providers would increase service as demand rises, but has no current intentions for expansion.

Also there is passenger ferry service to and from Downtown Sandusky to Pelee Island, Ontario, Canada. The ferry service is operated by the Canadian company; Owen Sound Transportation Company. The Sandusky dock is located at the foot of Jackson Street. The ferry, MV Jiimaan, can transport 400 passengers and 40 vehicles. Sandusky has noted interest in expansion of water taxi service in Sandusky Bay to help connect communities Danbury Township and Marblehead to downtown Sandusky and Cedar

Point. The growing residential communities along the bay front includes condominium communities that would provide close access to the port in downtown Sandusky.

7.7 Freight

Ohio's business and industry depend on effective freight transportation to reach state, regional, national and global markets. Trucks move 65.7% of the total tonnage of Ohio freight, accounting for 70% of the total value. Erie County has one of the busiest through routes (I-80/I-90) in the State of Ohio for truck travel, and includes two interchanges in the MPO region along SR 4 and SR 250. SR 2 is a limited access highway that moving east-west through Erie and Ottawa County that is on the statewide strategic freight system. ERPC continues to encourage improved north-south connections to the MPO region by improving freight routes along SR 4 and SR 250. The 2025 Strategic Transportation & Development Analysis (STDA) identified these two corridors from Sandusky to Columbus as crucial connections to to reduce congestion and improve access regionally.

7.8 Land Use

Overall, residential development is the greatest growth segment across the MPO region. According to the Erie County Farmland Preservation Plan (2001), a relatively small amount of farmland was expected to be consumed on an annual basis due to stagnant population growth, limited vacancy residential development density occurring largely along municipal peripheries. Since that Plan, rural development in Erie County has largely been frontage development, lacking a significant number of subdivision developments. Ottawa County, particular the peninsula, has seen increased residential development in rural areas. Numerous subdivisions have occurred in Catawba and Danbury Township, and former residences of smaller cottages have upgraded to larger homes based on the proximity to lakefront development. Inland from the waterfront is still largely agricultural land, but Catawba Township and available land along the lake and bay front continue to see residential development of single-family homes and condominiums.

Although there is not a large degree of land consumption expected from residential uses, there are larger implications of the existing development patterns. Vermilion has seen increased interest in growth in development patterns from a sprawling Cleveland, and Ottawa Counties peninsula continues to develop with vacation and senior retirement homes. Both areas expect future suburban and exurban growth to continue, with sporadic commercial development leapfrogging agricultural areas based on the region's car centric design and high vehicle ownership. There may be additional issues associated with the urban/rural transects.

Specific areas of growth in Erie County include Route 250 near the Turnpike, and the Route 4 corridor. Limited retail development may occur and existing commercial structures may be replaced or retrofitted near the Turnpike. The Route 4 corridor may experience increased highway-oriented development over the long-term if the market demands change and infrastructure is put in place to support new development, including impacts from the STDA implementation.

Specific areas of growth in Ottawa County include SR 53 in Danbury and Catawba Township, where commercial development continues to fill in formerly agricultural land. The growing residential homes and peak tourism season to the Shores and Islands region will drive future commercial and retail demand

on the peninsulas. Development of improved infrastructure is expected as the county ensures roadway facilities can handle increased volumes, including for vehicles hauling boats and weekends with peak congestion.

Goals of the Sandusky Comprehensive Plan continue to focus around the revitalization of the downtown and Bayfront areas, as well as encouraging and managing new growth in the western part of the city. The city wishes to strengthen commercial, residential, and recreational uses in the downtown area, including adding destination points to the downtown and Bayfront areas. The western growth is to include new residential and industrial uses. These plans will increase the demand for transportation services.

7.9 Port Facilities

The MPO region is home to seven legislative ports on Lake Erie. Marblehead, Sandusky, and Huron are primarily freight ports, with Put-In-Bay, Port Clinton, Lakeside, and Kelleys Island being passenger service. In 2024, it was announced Put-In-Bay Harbor would receive \$10.4 million for port upgrades that include a second dock and stone breakwater to bolster safety and resiliency at the terminal, and improve long term access to South Bass Island. Huron Harbor has largely become inactive in cargo handling and is expected to redevelop surrounding land uses for residential and commercial accommodations, primarily serving recreational boaters.

The Sandusky Harbor has three separate docks, but primarily uses its main dock for coal and salt export, with limited inbound goods and the other two docks. Current trends are for heavy coal exports to continue from the docks, but future expanded port operations are available at the other docks. No projects are planned at this time.

An additional challenge Lake Erie port facilities face includes handling dredged materials from the US Army Core of Engineers (USACE). State law prevents the USACE from returning dredged materials to Lake Erie, forcing ports to develop new options for storing the dredged sediment. Sandusky, in partnership with OEPA, ODNR, and USACE developed the Cedar Point Causeway Wetland Restoration Project in 2022, utilizing dredged material from Sandusky Bay to develop and restore a wetlands that creates new habitats and improves water quality while also repurposing dredged material. Additional in-water wetlands are planned as part of the Sandusky Bay Initiative. Huron Harbor has also begun dredging less material for a depth of 14 feet as it no longer needs to accommodate large freighters as port services continue to change.

7.10 Environmental

In order to complete the environmental analysis, ERPC prepared a series of maps of the region with environmental layers, these maps are located in the Environmental Maps Appendix. Five categories environmental categories were looked at:

- Streams and Wetlands (includes wetlands and 10 Digit Hydrologic Unit Code Number (HUC) maps)
- Threatened and Endangered Species (includes threatened/endangered species map)

- Mitigation (includes conservation/park areas map, deciduous forest map, and national register sites map)
- Cultural Resources (includes conservation/park areas map, deciduous forest map, and national register sites map)
- Other Mitigation (includes superfund, however no sites currently exist in ERPC region)

The universe of alternatives includes a total of 106 projects in this transportation plan. From the compiled maps, as outlined above, an analysis was completed to identify the projects that could have potential impacts on the environmental issue locations. This part of the analysis was completed to illustrate how often a project may have environmental implications and the need for assessment and mitigation measures to be employed as projects move from the LRTP to the Transportation Improvement Program (TIP).

To complete the summary of the number of recommended projects near the environmental issue location, maps were created for each environmental issue layer. If projects were located in or near (within ½ mile) of an identified environmental area it was counted as a project with potential impacts specific to that environmental issue. A summary is provided below showing the total number of projects near each environmental issue location.

| Environmental Issue | Number of Projects Near Environmental Issue Location |
|-----------------------------------|--|
| Potential Wetland | 104 |
| Conservation Areas | 29 |
| Cultural Resources | 34 |
| Deciduous Forest | 93 |
| Threatened or Endangered Species* | 106 |

This analysis provides a beginning step in ensuring projects in this plan are environmentally responsible. All projects are required to minimize, avoid and/or mitigate environmental impacts as outlined in the existing conditions section of this plan. This plan also supports energy conservation initiative with special emphasis on those being taken in the MPO region related to wind energy, biofuels, and other alternative fuels.

*The entire MPO Planning Area is within numerous endangered species ranges, including the Salamander Mussel and Northern Long-Eared Bat.

7.11 Security

ERPC has no direct role in responding to emergencies. In the event of an incident, Evacuation Policies and Procedures provided by local county agencies including Erie County Emergency Management Services (EMA) and Ottawa County EMA provide a mechanism for assessing the problem and determining resources available to address those problems. Local plans have outlined such policies and procedures. Activities associated with the evacuation focus not only on residential areas but provides procedures for evacuation of those facilities that may require special consideration (schools, nursing homes, day care centers, shopping and energy facilities). Additionally, procedures are outlined for those

special population sub-groups that may require special consideration in evacuation planning. Those individuals who are elderly have a tendency to resist evacuation, and it will be important to stress that degree of perceived risk to this group. Individuals who are physically handicapped, as well as those individuals who are blind, may require additional assistance during evacuation. Individuals who are deaf or non-English speaking may require interpreters or other arrangements for the delivery of warning messages. General procedures for evacuation as follows:

1. The incident Commander determines if, and when, an evacuation will take place.
2. Law enforcement will have the responsibility of executing the evacuation.
3. Emergency Management Agency (EMA) and the Firelands Chapter of the American Red Cross will assist with special evacuation needs.
4. The American Red Cross will provide shelter for evacuees.
5. Local Health Departments will work with the Ohio Environmental Protection Agency and the Incident Commander to determine when the evacuees will be permitted to return.²

Guidance is also provided on the process for dissemination of warning information from response agencies to the general public in the event of an incident. “Public notification is accomplished by either the Emergency Alert System, cable television break in, regular media broadcasts, and/or door-to-door notification. The information will be disseminated in a timely manner, dependent upon the circumstance and size of the incident.

- a. Personal Notification – In the event of an incident that requires an evacuation, a means of notification is to go door-to-door with a personal message. The law enforcement will not be utilized if they must work in a plume and/or hot zone.
- b. Cable Television Break-In – The EMA or County Sheriff is capable of activating this system.
- c. Emergency Alert System (EAS) – The EMA or County Sheriff is capable of activating the EAS. The EAS can be activated to broadcast warnings over local radio and cable stations.
- d. Media Broadcast – The Public Information Office on scene will follow Annex D procedures.”³

In conclusion, efforts regarding security are sensitive in nature. However, this plan supports efforts that coordinate local efforts with those at regional and state levels. ERPC Staff will continue to assist with the Local Emergency Planning Committee (LEPC). Additionally, the MPO will continue its support of training initiatives to insure efficient emergency response by the transportation interests. Lastly, the MPO will continue to network with emergency management authorities and transportation agencies in developing security implementation initiatives for the transportation system.

² 2002 Chemical Emergency Response and Preparedness Plan, p. O-24

³ 2002 Chemical Emergency Response and Preparedness Plan, p. O-14

Chapter 8: Transportation Alternatives

8.1 Overview

A universal set of alternatives was drafted based on the results of the following:

- Public Involvement Process
- Public Meetings
- Stakeholder interviews
- Special Meetings
- Review of existing and future transportation and land use conditions throughout Erie County and Vermillion.
- Ability to meet Goals and Objectives of the plan
- Ability of the county, state and federal governments to fund the transportation improvement projects.

The universe of alternatives is shown in **Figures 8-1.1, 8-1.2, 8-3 and 8-1.4**. In order to measure the effectiveness of any alternative drafted for the LRTP, it is important to evaluate each alternative against a set of criteria to ensure it meets the goals and objectives of the study. As shown in **Table 8-1.1** performance measures were established reflecting the overall Goals and Objectives of the LRTP. The evaluation table has nine category headings based on the goals and objectives developed for the Long Range Transportation Plan. The transportation options were evaluated based on a five-point system as follows:

- Very Good = 5 points
- Good = 4 points
- Fair = 3 points
- Poor = 2 points
- Very Poor = 1 point

The Technical Advisory Committee reviewed all projects, and staff ranked any alternative drafted. Each category has five potential weights- representing how well the alternative meets that goal/objective- ranging from ‘very good’, ‘good’, ‘fair’, ‘poor’, and ‘very poor’. To get a weighted sum, each ranking was given a numerical value ranging from one through five. The difficulty in using a weighted system of alternatives is that the connectivity between different projects is not highlighted. Each project is ranked based on its own merits. These rankings were used to help with the decision-making process of where to place projects into the timeline for implementation, along with other factors including project dependencies and costs. The costs of the various transportation improvement projects were assessed relative to the ability to fund them within the 25-year planning horizon and the level of relief of an identified transportation issue. This methodology balances the potential for improvement of the transportation system. The system plan included as the Recommended Plan was the concept that established the most reasonable balance between cost and system effectiveness.

8.2 Table 8-1.1: Criteria and Performance Measures

| Goal | Goal Statement | Objectives | Performance Measures |
|---|---|--|--|
| Freight Movement & Economic Vitality | Improve the local freight network & support the economic vitality of the MPO area | <ul style="list-style-type: none"> • Integrate land use and freight transportation planning processes • Invest in and promote region's multimodal and intermodal capabilities • Improve freight mobility, safety, and operations • Expand regional freight planning capabilities • Increase freight awareness among all stakeholders, including the public • Foster strategic partnerships and alliances for enhanced freight movement | <ul style="list-style-type: none"> • Minimize congestion on major corridors when feasible • Support projects that increase levels of private sector investment in transportation improvements • Aid mobility by showing an increase in freight traffic volumes • Encourage partnerships with the freight community stakeholders • Increased availability & use of intermodal facilities including maritime, rail & air facilities • Strive for project selection that measures freight traffic volume • Expand availability & participation in Freight Advisory Committee |
| Safety | In the ERPC's transportation network achieve a reduction in fatalities & serious roadway injuries for motorized and non-motorized users | <ul style="list-style-type: none"> • Encourage clear signage on roadways throughout the MPO area • Improve hazardous intersections • Support projects that increase safety • Use transportation project selection criteria to accentuate projects that encourage safety • Promote educational safety programs | <ul style="list-style-type: none"> • Reduce the number of fatalities & serious injuries in the ERPC area • Reduce the number of fatalities & serious injury per VMT in the ERPC area • Expand availability & participation of community members in the citizen/safety committee meetings |

| Goal | Goal Statement | Objectives | Performance Measures |
|--|--|--|---|
| Congestion Reduction | Reduce congestion in the MPO area | <ul style="list-style-type: none"> • Use transportation project selection criteria to promote alternative transportation & other congestion relief methods • Enhance transit services to promote service to major employment centers, educational facilities, medical offices, commercial developments & tourist destinations • Maximize bicycle & pedestrian connections to roadways, transit services & area amenities such as the waterfront & regional parks • Encourage communities to incorporate bicycle & pedestrian facilities within major new residential & commercial developments | <ul style="list-style-type: none"> • Demonstrate an increase in transit ridership • Increase the percentage of persons using alternate modes, especially during peak hours • Support projects that show a decrease in travel time between regional/major activity centers • Incorporate multi-modal components in project planning when feasible • Encourage an increase in miles for bicycle & pedestrian facilities • Reduce travel time on major corridors • Decrease congestion on major corridors • Support access management techniques |
| Infrastructure Condition (Preservation) | Maintain the existing transportation infrastructure assets in a state of good repair | <ul style="list-style-type: none"> • Use transportation project selection criteria to accentuate system preservation projects • Support efforts for the proper maintenance of the existing transportation system & the use of the non-motorized methods of transportation to reduce stress on the current system | <ul style="list-style-type: none"> • Improve the conditions of roads/bridges by functional classification • Support MPO sponsored projects that encourage maintenance or preservation aspects • Promote efficient land use patterns when feasible |

| Goal | Goal Statement | Objectives | Performance Measures |
|---------------------------------------|---|--|---|
| System Reliability | Improve the efficiency of the local surface transportation system | <ul style="list-style-type: none"> • Use transportation project selection criteria to accentuate projects that improve the efficiency of the local transportation system • Reduce travel time & delays when feasible • Implement measures to mitigate traffic congestion during peak tourism season • Support improved east-west travel through the MPO, and interregional north-south connections to Erie and Ottawa County • Identify developing & expanding corridors & implement appropriate regulations prior to development occurring • Encourage alternative modes for transport for persons and goods. | <ul style="list-style-type: none"> • Maintain the conditions of roads/bridges by functional classification • Prioritize project selection for projects that improve system efficiency for peak hourly volumes • Encourage implementation of complete streets policy based on local context for all people and goods • Improve access to transportation system for traditionally underserved or disadvantaged populations. |
| Reduced Project Delivery Times | Reduce project costs, promote jobs & the economy, & expedite the movement of people & goods by accelerating local project completion through the elimination of delays in the process | <ul style="list-style-type: none"> • Support efforts that coordinate local policies & projects with those at regional & state levels • Encourage expedited project delivery. • Use transportation project selection criteria to promote reduced project delivery times that expedite the movement of people & goods | <ul style="list-style-type: none"> • Monitor project delivery and encourage projects to move up when eligible • Prioritize project sponsors for limited project delays • Coordinate projects components with various entities to limit construction impacts |

| Goal | Goal Statement | Objectives | Performance Measures |
|-------------------------------------|--|--|---|
| Environmental Sustainability | Protect the environment in the MPO system & enhance the transportation system's performance simultaneously | <ul style="list-style-type: none"> • Use transportation project selection criteria to promote alternative transportation methods &/or projects that protect & enhance the environment • Maintain a planning process that integrates & coordinates transportation planning with land use, water & natural resource conservation • Minimize, avoid &/or mitigate environmental impacts of transportation improvements • Provide equitable & environmentally friendly just transportation facilities & services • Promote consistency between transportation improvements, local planned growth & economic development patterns • Support energy conservation initiatives with special emphasis on those being undertaken in the MPO region related to wind energy, biofuels, & other alternative fuels | <ul style="list-style-type: none"> • Show the preservation of neighborhoods and cultural/historic resources & or sites • Document mitigation steps when (if) adversely impacting the environment • Improve interagency communication • Maintain a relative distribution of positive & negative impacts by socio-economic groups with consideration of existing communities • Improve efforts supporting energy conservation initiatives • Minimize impacts to established neighborhoods |

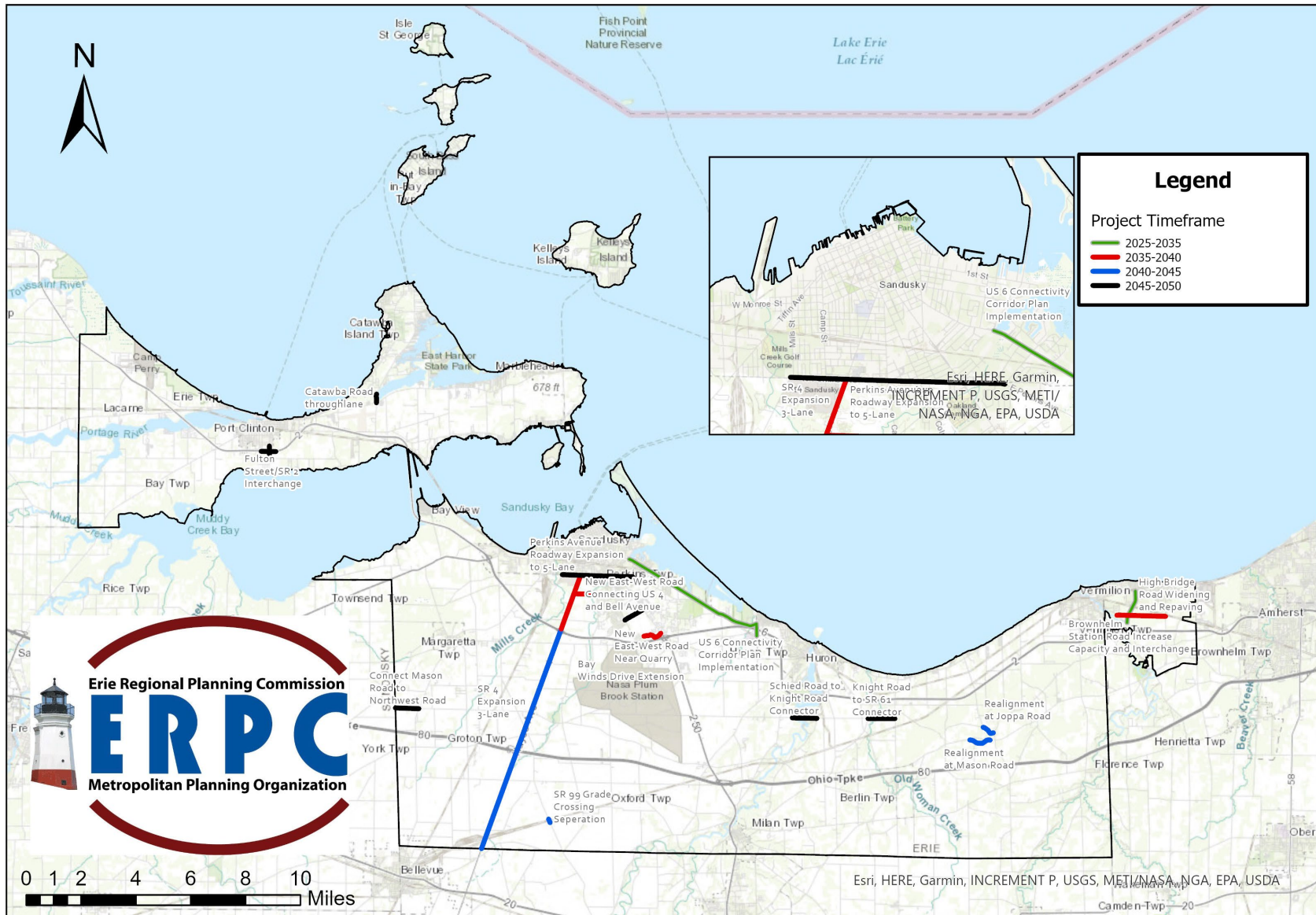


Figure 8-1.1: Universe of Alternatives Expansion Projects
ERPC MPO 2050 Long Range Transportation Plan

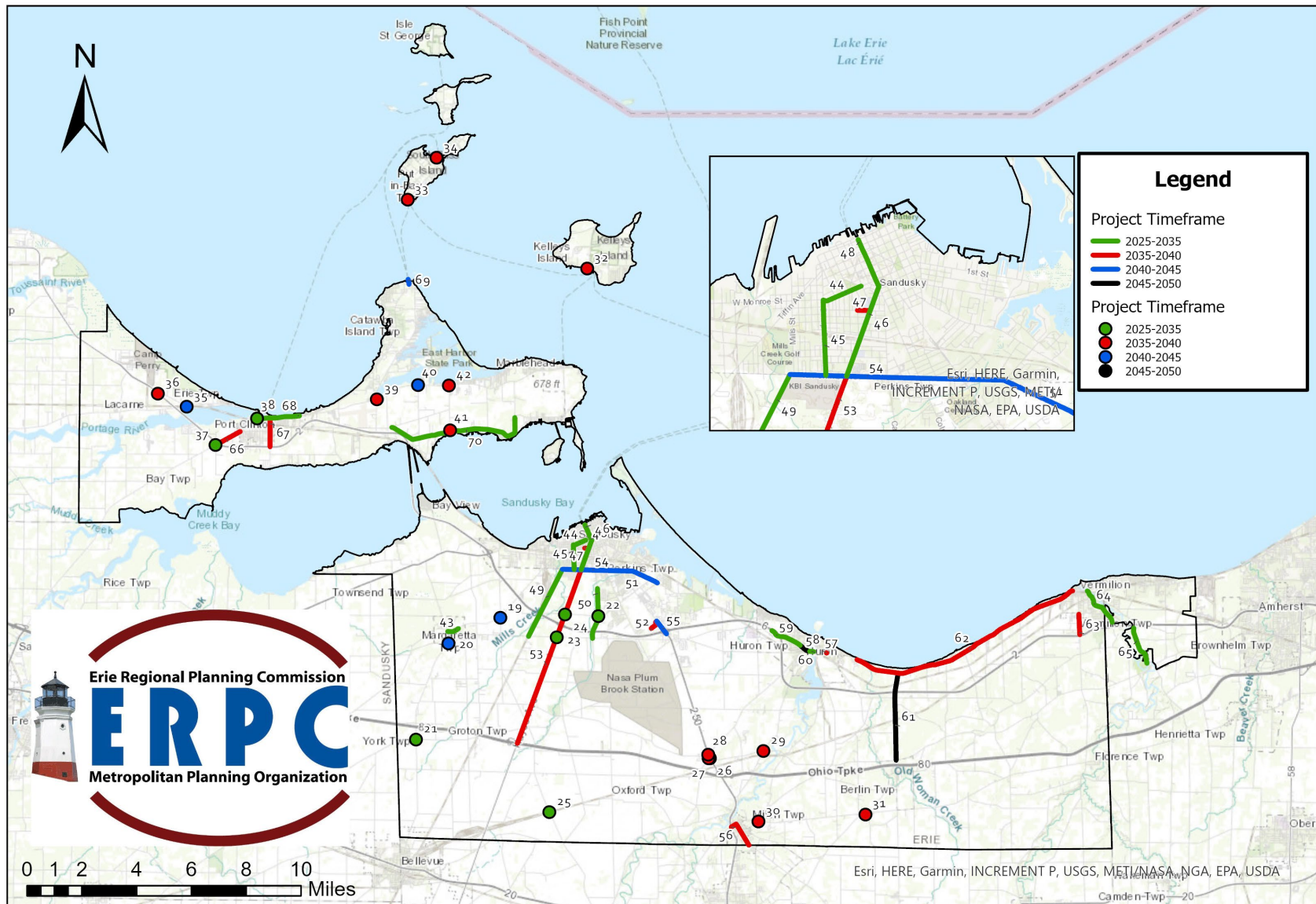


Figure 8-1.2: Universe of Alternatives Preservation Projects
ERPC MPO 2050 Long Range Transportation Plan

Chapter 9: Recommended Transportation Plan

This chapter summarizes the LRTP recommended transportation plan. The LRTP addresses all modes of transportation and is fiscally constrained. For the purpose of the LRTP analysis, projects were grouped into one of the following four categories:

Table 9-1.1: Project Length

| Project Categories | Length Of Construction Period | Time Period |
|---------------------------|-------------------------------|---------------------|
| 1) Short-Term Projects | Within 10 years | Between 2025 & 2035 |
| 2) Mid-Term Projects | 10-15 Years | Between 2035 & 2040 |
| 3) Mid-Long Term Projects | 15-20 Years | Between 2040 & 2045 |
| 4) Long-Term Projects | 20 Years or Greater | 2045 & Beyond |

It should be noted that the categories were used merely for analyzing the various transportation improvements and does not guarantee that a specific roadway improvement will be constructed or that it will be constructed during the identified timeframe. It should be further noted the design, engineering, and construction of the specific roadway improvements identified in this LRTP depend heavily on the availability of transportation funds. The improvements and policies are described in the following sections and strive to meet the plan's stated goals and objectives (Chapter 2). This plan's goals and objectives were aligned with ODOT's long-range plan priorities as identified in the Access Ohio 2050 planning document to ensure that ERPC's regional future potential projects and policies are compatible with those of the state.

9.1 Roadway Improvements

The **overall roadway policy guidelines** consist of the following:

- Encourage the adjusting of all roads to recommended widths based on ODOT design guidelines.
- Encourage the preservation of the transportation network by expansion and adaptation of existing facilities to meet transportation needs, as opposed to the creation of wholly new facilities
- Support the recommendations from the US 6 Corridor Improvement Study – Phase 2
- Encourage the creation and implementation of access management regulations for municipalities and villages.

Improvements to Roadways include preservation and expansion projects. Typical expansion projects include the addition of a center lane. **Figure 9-1** and **Figure 9-2** depict the recommended roadway preservation and expansion projects.

One significant roadway project included in the expansion projects is the consideration of a new interchange in Port Clinton at Fulton Street and SR 2. The project was introduced by the City of Port Clinton based on local challenges with the existing system. This included emergency vehicle access to the hospital along Fulton Street, freight traffic impacted by the railroad overhead bridge on Fulton, and vehicular congestion issues during peak hours caused by the school and hospital campuses. Regionally,

improved access to SR 2 from Fulton Street would create an additional entrance and exit into the city, that are all currently bottlenecked on routes at the east and west end of the city. The proposal is in early stages of consideration, and would require a significant level of analysis and considerations of alternatives before moving forward with the project.

9.2 Operational/Congestion Management Strategies

The **overall operation congestion management strategies** consist of the following:

- Encourage the adjustment of all roads to recommended widths based on ODOT design guidelines
- Encourage the preservation of the transportation network by expansion and adaptation of existing facilities to meet transportation needs, as opposed to the creation of wholly new facilities
- Support the recommendations from the US 6 Corridor Improvement Study – Phase 2
- Encourage the implementation of access management regulations for municipalities and villages
- Deployment of ITS technology and implementation of access management techniques along major corridors in the MPO, including US 250, US 6, and SR 4
- Promoting transit use to tourist attractions and offering employee incentives to use transit for everyday travel

Also, important to note is that project sponsors are responsible for obtaining any environmental type permits as required for proposed projects. For example, an USACE permit according to Section 401 of the Clean Water Act if applicable to the project (as outlined in Section 5.10 of this document).

9.3 Transit Improvements

Public transportation provides mobility to older adults, disabled persons, and disadvantaged persons as well as basic access to employment opportunities, health care facilities, shopping activities, and community services for the population as a whole.

Overall transit policy guidelines consist of the following:

- Work with local transportation/transit stakeholders to secure funding for transit services
- Support the Sandusky Transit System's initiatives to update, collaborate, improve, and expand services
- Participate in the update of the Coordinated Public Transit-Human Services Transportation Plan every three years or as requested by ODOT
- Support maintaining the transit mobility manager and communication between transit providers
- Explore, expand, and streamline cross county transfers

Key transit projects under the expansion of service include the following project improvements:

Service Expansion: Service expansion involves the curb-to-curb service as it currently exists in the City of Sandusky and portions of Perkins Township, the City of Huron, and the City of Vermilion as provided by the **Sandusky Transit System (STS)**. As a means of focusing on the overall transit policy guidelines, it is assumed that as new services are implemented; the level of service associated with these newer services will be improved as funding permits. This would include expanding the hours of service that transit is available and also improving the flexibility of scheduling demand response trips.

It would also allow a minimum level of service to more areas of the entire County while continually striving to improve the existing services. Additionally, transit waiting area improvements should be made as funding permits.

Intermodal Connections: A key to facilitating transportation in the region is the development of intermodal transfer points in and around the Village of Milan. A possible location for a facility would be in **Downtown Milan** is at Church Street and Main Street or near the Interstate 80 and US 250 Interchange. These intermodal facilities could also serve as a stop for the **MegaBus** service and could include other amenities such as a **park-and-ride lot** that could serve commuters traveling to regional destinations like Toledo, Akron, or Cleveland via carpools or vanpools. They could also serve as transfer points for coordinated human service agency transportation. Additionally, if a MegaBus stop were to locate in the county this could help facilitate a link between the region and the existing MegaBus stops in Cleveland and Toledo.

Since the 2040 Long Range Plan update, the Sandusky Transit System has built a **transit hub** that is housed with **AMTRAK** and **Greyhound**. These intermodal connections have expanded transit options in the area. AMTRAK is currently in the middle of station upgrades, including ADA compliance and drainage repairs. ERPC MPO has long supported AMTRAK and **regional passenger rail** for increased connections to Toledo, Cleveland, and states beyond in a more efficient manner. Additionally, Sandusky Transit System has expressed an interest in expanding its services to **water taxis**. This service would be located downtown along the waterfront. This service would assist in facilitating travel between areas such as Port Clinton, Catawba Island, Kelleys Island, and Put-In-Bay.

Fixed Route Corridors: The Sandusky Transit System (STS) has been operating multiple (currently five interloping) **fixed routes** since the 2045 Long Range Plan Update. Lines are now color-coded and have designated pick up schedules. These routes offer transportation to work as well as a shopping and medical circulator service for those in the Sandusky and Perkins areas. In addition to the current fixed route in place, the 2050 LRTP Update calls for the development of a corridor fixed-route transit service along **SR 4 creating a medical corridor** from Firelands Hospital to NOMS.

Alternative Fuels: STS continues to research alternative fuel options for fleet to help reduce overall costs and possible roadway emissions. STS had previously made consideration for moving the fleet towards compressed natural gas (CNG) and propane vehicle. As funding is made available and fleet turnover continues, the 2050 LRTP calls for support of considerations for alternative fuel vehicles for the STS fleet as funding is made available.

Transportation Coordination: In 2018 Erie County was notified that they were assigned a **mobility manager** from the **Great Lakes Community Action Partnership**. A mobility manager had been supported and recommended in the 2040 Long Range Plan Update. Continued support of the mobility manager is important in the region as they provide travel training, updates from ODOT transit, and assists in coordination efforts. Support of the Mobility Manager is consistent across Erie and Ottawa County.

It is also recommended that the **Erie County Coordinated Transportation Plan** and **Ottawa County Coordinated Transportation Plan** to be maintained. The plan is important for local organizations to be eligible for certain FTA funding programs (5310). In 2018, ODOT created a standardized template for the Coordinated Transportation Plan and implemented new requirements for participants. Prior to the

standardized template each organization created their own which created a lot of variability. Along with the format changes ODOT also requested the reboot of the transit advisory committee so that further transit collaboration and coordination could occur. Another requirement is that the plan is reviewed annually and updated every three years with committee members' involvement. The mobility manager has assisted ERPC staff with these efforts.

Seasonal Transit (Tourism) Support: It is important to continue seasonal transit service to Cedar Point from downtown Sandusky and the fixed-route transit service to add more vehicles to the route for improved service frequency. Tourism is very important to the MPO region's economy, including in the Catawba Peninsula, downtown Sandusky and Cedar Point Causeway. The continued support of this service provides a key connection between hotels and Cedar Point for tourists, but also as a means of getting seasonal Cedar Point employees to work from outlying areas. The Sandusky Transit Systems has added various fixed-line services that travel to the **major tourist destinations** on major corridors including **US 250, Perkins Avenue, downtown Sandusky** and **SR 6**. Additionally, ERPC MPO will look to support efforts to support tourism transit in Ottawa County from **downtown Port Clinton** to various restaurants and wineries in Catawba and Danbury Township.

9.4 Pedestrian and Bicycle Improvements

Existing bicycle travel within the MPO consists of primarily on on-road bikeway, but also consists of some off-road bikeway. The recommended plan for pedestrian and bicycle (non-motorized) improvements are shown in **Figure 9-4.1**. The MPO's recommended plans for the non-motorized network comes from the **2018 Ottawa County Active Transportation Plan, 2020 Erie County Bicycle and Pedestrian Plan**, and review by stakeholders on the ERPC MPO Bicycle and Pedestrian Subcommittee. Some alternative routes were also listed within the plan by veteran bicyclists. These routes were not listed in the cost estimates chart.

Overall Non-Motorized Policy Guidelines:

- Build off the existing bicycle/pedestrian facility system as rated in the Erie County **2020 Bicycle and Pedestrian Plan Update** and **2018 Ottawa County Active Transportation Plan**
- Continue **public outreach education** efforts through Active Transportation Month and the ERPC website
- Continue meeting and working with the **Bicycle and Pedestrian Advisory Committee** (established in 2015)
- Continue **working with local jurisdictions and agencies** to support bicycle and pedestrian improvement efforts
- Support local **complete streets** efforts

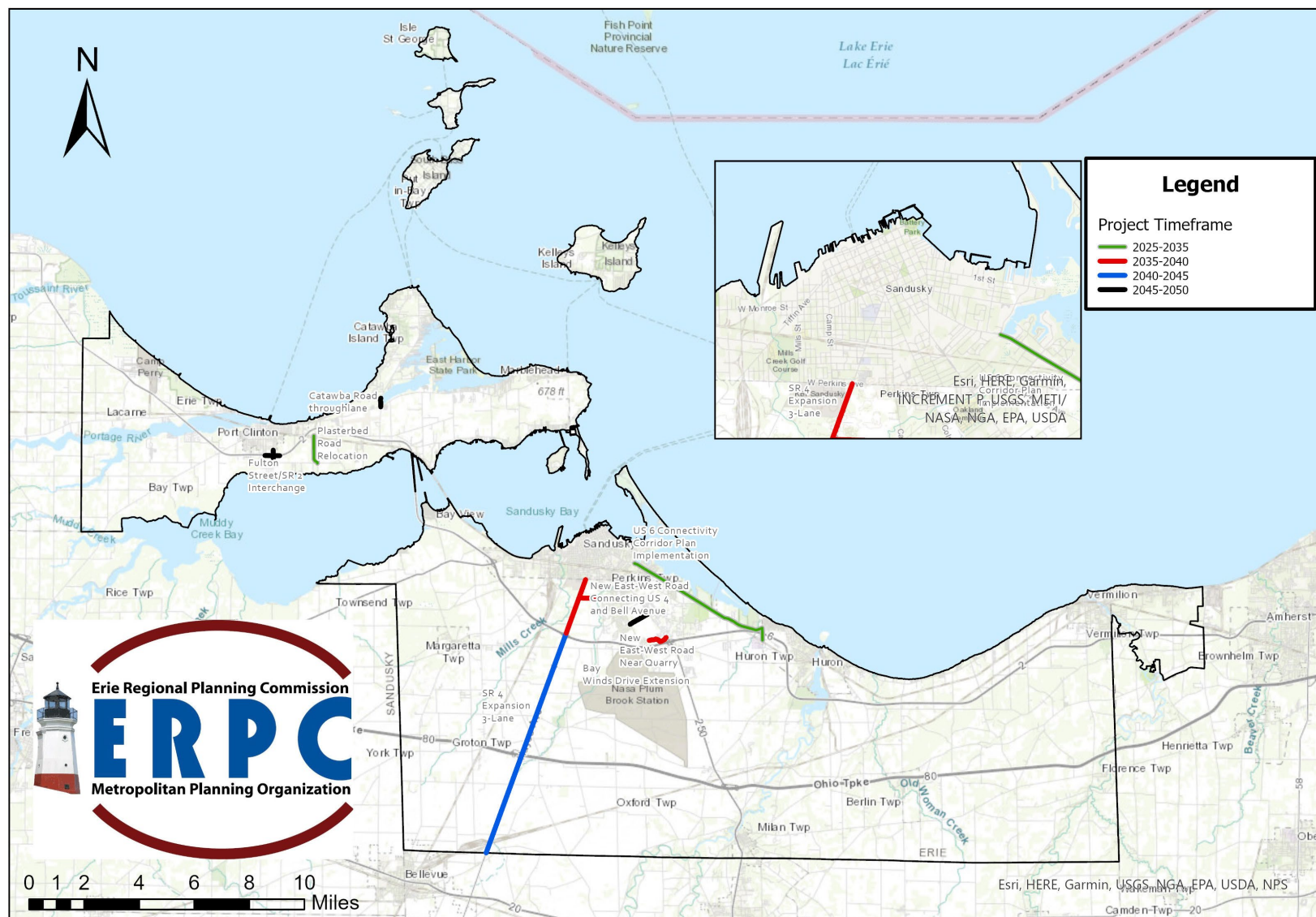


Figure 9-4.1: Recommended Expansion Projects

ERPC MPO 2050 Long Range Transportation Plan

Table 9-4.1 Expansion Projects

| Project Number | Location | Project Name | Project Description | Project Timeframe | Planning Level Cost* |
|----------------|------------------|--|---|-------------------|--|
| 1 | Groton Township | SR 4 Expansion 3-Lane | Expansion of SR 4 and prioritized access management to improve north-south freight and peak summer travel | 2040-2045 | \$ 14,617,356.00 |
| 2 | Perkins Township | SR 4 Expansion 3-Lane | Expansion of SR 4 and prioritized access management to improve north-south freight and peak summer travel | 2035-2040 | \$ 10,920,079.30 |
| 3 | Perkins Township | SR 4 Expansion 3-Lane | Expansion of SR 4 and prioritized access management to improve north-south freight and peak summer travel | 2040-2045 | \$ 17,299,469.42 |
| 4 | Perkins Township | New East-West Road Near Quarry | Future connection from Milan Road/US 250 to Columbus Avenue following the useful life of the quarry | 2045-2050 | \$ 2,667,672.73 |
| 5 | Perkins Township | US 6 Connectivity Corridor Plan Implementation | Installation of 6-roundabouts and lane widening and turn lanes to improve roadway safety and congestion | 2025-2035 | \$ 53,809,199 Includes \$24.5 Million BUILD Grant |
| 6 | Perkins Township | New East-West Road Connecting US 4 and Bell Avenue | East-West Connection extending Bell Avenue to Hayes Avenue/US 4 in Perkins Township | 2035-2040 | \$ 2,924,510.36 |
| 7 | Perkins Township | Bay Winds Drive Extension | Extending the Bay Winds Drive Roadway to Columbus Avenue to improve east-west connections | 2035-2040 | \$ 2,544,683.28 |

| Project Number | Location | Project Name | Project Description | Project Timeframe | Planning Level Cost* |
|---|------------------|--------------------------------|---|-------------------|----------------------|
| 8 | Port Clinton | Fulton Street/SR 2 Interchange | New Interchange at SR 2 and Fulton Street on Port Clinton's South End | 2045-2050 | \$ 45,000,000.00 |
| 9 | Catawba Township | Catawba Road throughlane | Addition of throughlane/turn lanes to address congestion created by the West Harbor bottleneck | 2045-2050 | \$ 3,394,725.55 |
| 10 | Portage Township | Plasterbed Road Relocation | Relocation of Plasterbed Road to the west and closure of old roadway due to abandoned gypsum mines in area. | 2025-2035 | \$ 15,250,000.00 |
| *Cost estimates were identified through ERPC MPO TIP when available | | | | | |

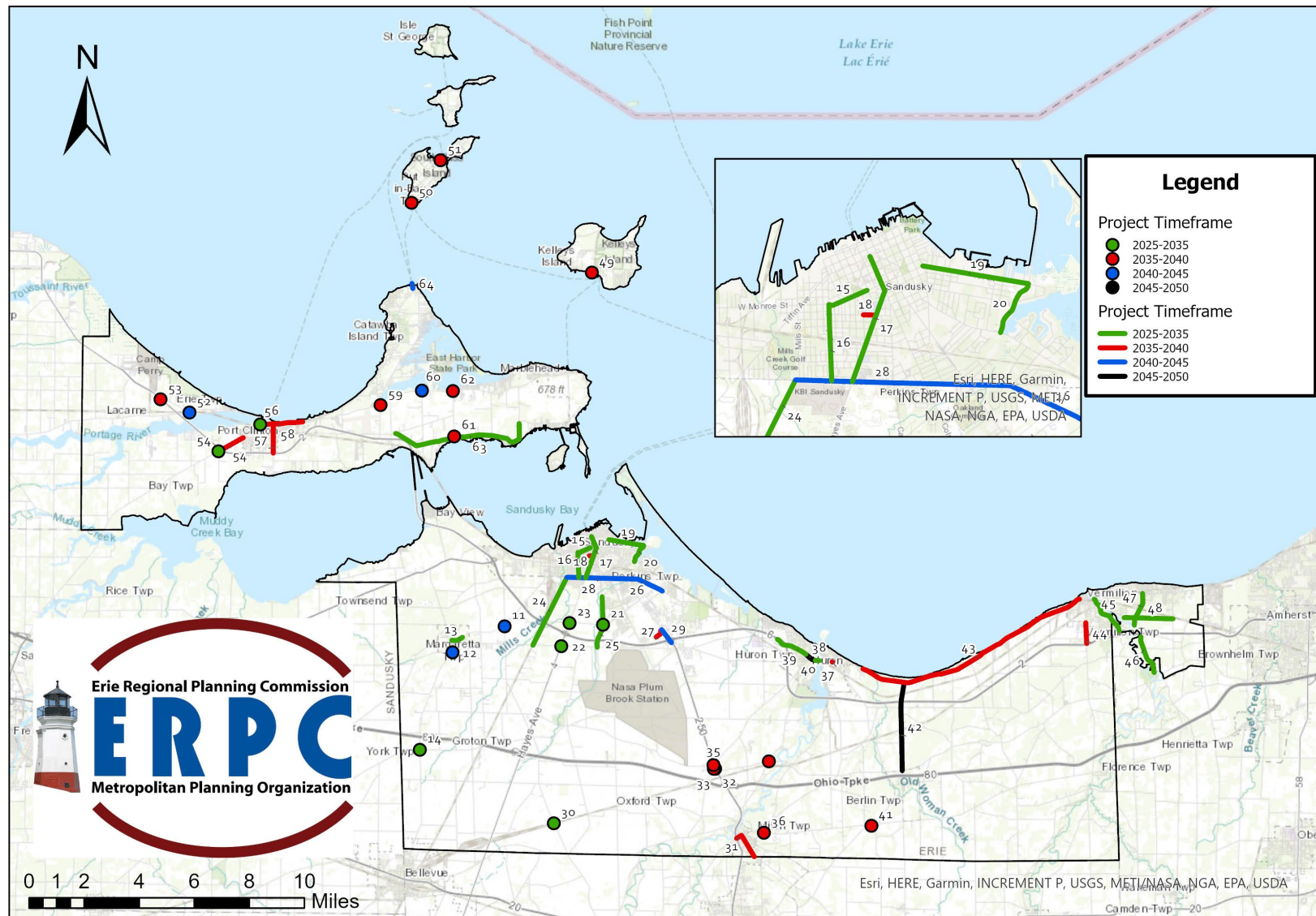


Figure 9-4.2: Recommended Preservation Projects

ERPC MPO 2050 Long Range Transportation Plan

Table 9-4.2 Preservation Projects

| Project Number | Location | Project Name | Project Description | Project Timeframe | Planning Level Cost* |
|----------------|---------------------|--|---|-------------------|----------------------|
| 11 | Margaretta Township | Intersection Improvements - SR 101 at Bardshar Road | Safety improvements at signalized intersection along SR 101 | 2040-2045 | \$ 750,000.00 |
| 12 | Village of Castalia | Intersection Improvement S. Washington Street at W. Lucas Street | Safety improvements at signalized intersection along SR 269 | 2040-2045 | \$ 1,050,000.00 |
| 13 | Village of Castalia | Main Street Resurfacing | Resurfacing in downtown Castalia from Barden Street to S. Washington Street/SR 269 | 2025-2035 | \$ 169,201.05 |
| 14 | Groton Township | Intersection Improvement - SR 269 and Portland | Convert Two-Way stop-controlled intersection into single-lane roundabout | 2025-2035 | \$ 4,312,720.00 |
| 15 | City of Sandusky | W. Monroe Preservation | Resurfacing and improvements along W. Monroe Street from Camp Street to Poplar Street | 2025-2035 | \$ 1,697,793.00 |
| 16 | City of Sandusky | Camp Street Road Rehabilitation | Phased repaving of Camp Street from Monroe Street to Perkins Avenue | 2025-2035 | \$ 407,039.39 |
| 17 | City of Sandusky | Hayes Ave/Columbus Ave Roadway Preservation | Urban Paving along SR 4 in City of Sandusky From Perkins Ave to Washington Row | 2025-2035 | \$ 1,791,720.00 |
| 18 | City of Sandusky | Tyler Street Safety Improvements | Pedestrian Countermeasures along Tyler Street at the Firelands Regional Medical Center Campus | 2035-2040 | \$ 61,885.16 |

| | | | | | | |
|----|------------------|---|--|-----------|----|--------------|
| 19 | City of Sandusky | First Street Paving and Bikepath | Repaving First St and adding extending multimodal facilities as part of the Sandusky Bay Pathway | 2025-2035 | \$ | 1,603,235.64 |
| 20 | City of Sandusky | Cedar Point Drive Resurfacing | Repaving Cedar Point Drive from First Street to Cleveland Road | 2025-2035 | \$ | 1,361,107.08 |
| 21 | Perkins Township | Intersection Improvements - Campbell St and Strub Rd | Replacing signalized intersection with single-lane roundabout | 2025-2035 | \$ | 2,322,000.00 |
| 22 | Perkins Township | Intersection Safety Improvements - Strub Road and SR 4 | Replacing signalized intersection with single-lane roundabout | 2025-2035 | \$ | 4,000,000.00 |
| 23 | Perkins Township | Intersection Safety Improvements - Bogart Road and SR 4 | Replacing signalized intersection with single-lane roundabout | 2025-2035 | \$ | 4,625,000.00 |
| 24 | Perkins Township | Old Railroad Road Preservation | Old Railroad Resurfacing and Bike path accommodations | 2025-2035 | \$ | 1,106,840.70 |
| 25 | Perkins Township | Campbell Street Preservation | Resurfacing and installation of new sidewalks from Bogart Road to Bell Avenue | 2025-2035 | \$ | 1,179,682.00 |
| 26 | Perkins Township | Perkins Avenue Preservation | Perkins Avenue Resurfacing and Access Management to help manage roadway safety and congestion | 2040-2045 | \$ | 7,888,846.12 |
| 27 | Perkins Township | Crossings Road Resurfacing | Repaving and preservation of Crossings Road west of US 250 | 2035-2040 | \$ | 296,502.71 |
| 28 | Perkins Township | Perkins Avenue South Side Walkways and Preservation | Perkins Avenue Resurfacing and installation of sidewalks and crosswalks | 2040-2045 | \$ | 3,305,096.46 |

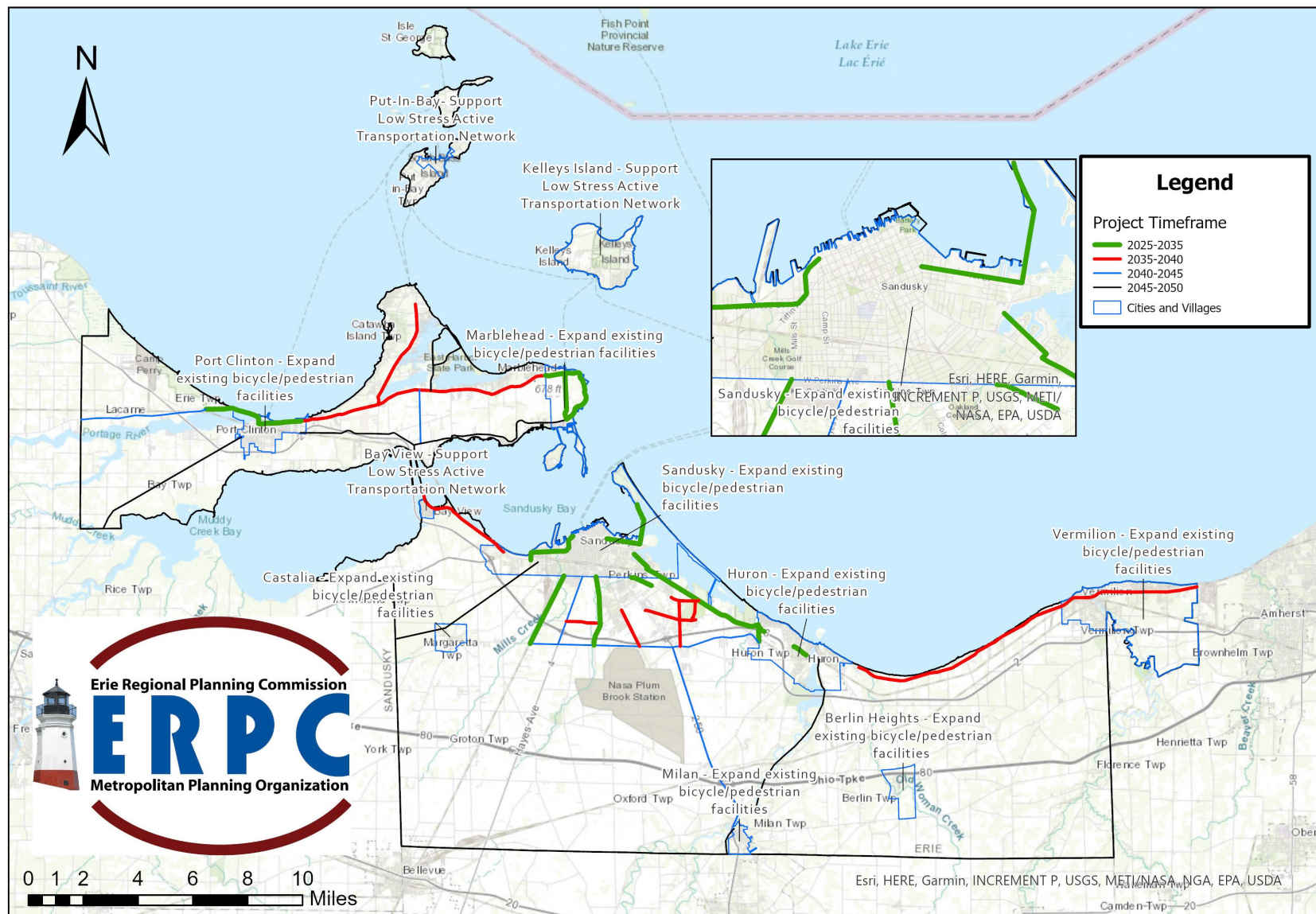
| Project Number | Location | Project Name | Project Description | Project Timeframe | Planning Level Cost* |
|----------------|------------------|---|---|-------------------|----------------------|
| 29 | Perkins Township | US 250 Safety Improvements | Convert three leg stop-controlled intersection into single-lane roundabout | 2040-2045 | \$ 5,600,000.00 |
| 30 | Oxford Township | SR 99 - Grade Crossing Improvements | ITS Systems for advanced warning of blocked rail crossings along SR 99 | 2025-2035 | \$ 250,000.00 |
| 31 | Village of Milan | Access Management Study through Milan | Review of major State Routes in Milan for improved freight and pedestrian traffic through the village | 2035-2040 | \$ 100,000.00 |
| 32 | Milan Township | Intersection Improvements - 250 at Huron Avery Road | Safety Improvements at US 250 and Huron Avery Road | 2045-2050 | \$ 750,000.00 |
| 33 | Milan Township | Intersection Improvements - US 250 at Mason Road | Safety Improvements at US 250 and Mason Road | 2035-2040 | \$ 750,000.00 |
| 34 | Milan Township | Intersection Improvements - Mason Road at Kelley Road | Roadway realignment and intersection improvements at Mason Road and Kelley Road | 2035-2040 | \$ 750,000.00 |
| 35 | Milan Township | Resolve Alignment Issue - SR 13 and Mason Road | Replacing signalized intersection with single-lane roundabout | 2025-2035 | \$ 4,000,000.00 |
| 36 | Milan Township | Resolve Alignment Issue: River Road, Berlin St., and SR 113 | Roadway Realignment for improved intersection conditions at Berlin Street and River Road | 2035-2040 | \$ 750,000.00 |
| 37 | City of Huron | Berlin Road and US 6 Safety Improvements | Safety and congestion improvements at the Cleveland Road/US 6 and Berlin Road intersection | 2035-2040 | \$ 92,194.62 |

| Project Number | Location | Project Name | Project Description | Project Timeframe | Planning Level Cost* |
|----------------|--------------------|---|--|-------------------|----------------------|
| 38 | City of Huron | Route 6 Preservation and Rehabilitation | Roadway reconfiguration for safety, efficiency and livability improvements along US 6 through central Huron | 2045-2050 | \$ 2,956,787.64 |
| 39 | City of Huron | ERI US 0006 16.27 Phase 2 | Pavement resurfacing and intersection improvements with revised intersection geometry and ADA improvements for walk/curb ramps | 2025-2035 | \$ 1,798,585.05 |
| 40 | City of Huron | US 6 Major Bridge Rehab | Major Bridge Rehabilitation over the Huron River | 2025-2035 | \$ 44,907,000.00 |
| 41 | Berlin Township | Resolve Alignment Issue: SR 61, SR 113 and Collins Road | Roadway Realignment for improved intersection conditions at W. Collins Road, SR 61 and SR 113 | 2035-2040 | \$ 750,000.00 |
| 42 | Berlin Township | Access Management Planning Study SR 61 | Safety improvements and access management planning for SR 61 Corridor | 2045-2050 | \$ 750,000.00 |
| 43 | Vermilion Township | US 6 Phase 2 Study - Safety Improvement Implementations | Safety Improvements along the corridor and extension of multimodal facilities between Huron and Vermilion | 2035-2040 | \$ 3,507,526.76 |
| 44 | Vermilion Township | SR 60 Road Preservation and Gateway Treatments | Speed Management and safety countermeasures as gateway treatments entering into Vermilion Township along SR 60 | 2035-2040 | \$ 1,330,111.95 |
| 45 | Vermilion | W. River Road Preservation | Resurfacing of W. River Road from Linda Drive to Libery Ave/US 6 | 2025-2035 | \$ 1,250,915.49 |

| Project Number | Location | Project Name | Project Description | Project Timeframe | Planning Level Cost* |
|----------------|-----------------------|--|--|-------------------|----------------------|
| 46 | Vermilion | Vermilion Road Preservation | Resurfacing of Vermilion Road from Jerusalem Road to North Ridge Road | 2025-2035 | \$ 1,145,912.36 |
| 47 | Vermilion | High Bridge Road Widening and Repaving | Major Roadway Rehab to accommodate larger traffic flows from Liberty Avenue to Vermilion Road | 2025-2035 | \$ 2,142,467.63 |
| 48 | Vermilion | Brownhelm Station Road Repaving and Interchange | Lane widening to ODOT standards and Interchange improvements from Brownhelm Station Road to Sunnyside Road | 2035-2040 | \$ 3,111,156.77 |
| 49 | Kelley's Island | Preservation of Kelley's Island Existing Network | Resurfacing of roadways and maintenance of existing pedestrian facilities | 2035-2040 | \$ 3,000,000.00 |
| 50 | Put-In-Bay Township | Preservation of Bass Island Existing Network | Resurfacing of roadways and maintenance of existing pedestrian facilities | 2035-2040 | \$ 3,000,000.00 |
| 51 | Village of Put-In-Bay | Preservation of Put-In-Bay Village Existing Network | Resurfacing of roadways and maintenance of existing pedestrian facilities | 2035-2040 | \$ 3,000,000.00 |
| 52 | Erie Township | Resolve Alignment Issue - W. Harbor Road and W. Three Mile Crossing Road | Safety Countermeasures and roadway realignment for at grade crossing and stop-controlled intersection | 2040-2045 | \$ 750,000.00 |
| 53 | Erie Township | Intersection Improvements - SR 2 and W. Lakeshore Drive | Safety Improvements at the terminus of W. Lakeshore Drive at SR 2 | 2035-2040 | \$ 3,000,000.00 |
| 54 | Bay Township | Intersection Improvement - Dual Roundabouts at US 2 and SR 53 | Safe Street 4 All Implementation of dual roundabouts at SR 2 and SR 53 Interchange | 2025-2035 | \$ 4,500,000.00 |

| Project Number | Location | Project Name | Project Description | Project Timeframe | Planning Level Cost* |
|----------------|------------------|--|--|-------------------|----------------------|
| 55 | Bay Township | W. Fremont Road Preservation and Gateway Treatments | Speed management and safety countermeasures along W. Fremont Road/SR 53 between US 2 and McKinley Drive | 2035-2040 | \$ 1,463,596.04 |
| 56 | Port Clinton | Intersection Improvement - Perry St and Monroe St | Roadway reconstruction and improved pedestrian safety crossings at W. Lakeshore Drive and W. Perry Street 5 way intersection | 2025-2035 | \$ 2,817,800.00 |
| 57 | Port Clinton | Fulton Street Preservation and Safety Improvements | Resurfacing and pedesitran improvements along Fulton Street from US 2 to Perry Street | 2035-2040 | \$ 1,863,735.07 |
| 58 | Port Clinton | Perry Street Widening and Rehabilitation | Resurfacing Perry Street with multimodal facilities and recommended lane widths | 2035-2040 | \$ 4,760,925.42 |
| 59 | Danbury Township | Intersection Improvements - E. Harbor Road and SE Catawba Road | Safety Improvements and congestion management | 2035-2040 | \$ 4,500,000.00 |
| 60 | Danbury Township | Intersection Improvements - E. Harbor Road and S Bridge Road | Safety Improvements and congestion management | 2040-2045 | \$ 4,500,000.00 |
| 61 | Danbury Township | Church Road and E. Bayshore Road Resolve Alignment Issues | Convert three leg stop-controlled intersection into single-lane roundabout | 2035-2040 | \$ 3,000,000.00 |
| 62 | Danbury Township | Intersection Improvements - Church Road and E. Harbor Road | Convert three leg stop-controlled intersection into single-lane roundabout | 2035-2040 | \$ 4,000,000.00 |
| 63 | Danbury Township | E. Bayshore Road Resurfacing | Repaving of E. Bayshore Road from E. Port Clinton Road to S. Hartshorn Drive | 2025-2035 | \$ 2,487,030.00 |

| Project Number | Location | Project Name | Project Description | Project Timeframe | Planning Level Cost* |
|---|------------------|---|--|-------------------|----------------------|
| 64 | Catawba Township | Miller Ferry - Ferry Loading, Roadway, and Pedestrian Safety Improvements | Redesign of Miller's Landing Ferry site to accommodate intermodal travel and support local island services | 2040-2045 | \$ 10,000,000.00 |
| *Cost estimates were identified through ERPC MPO TIP when available | | | | | |



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 9-4.3: Recommended Non-Motorized Projects

ERPC MPO 2050 Long Range Transportation Plan

Table 9-4.3 Non-Motorized Projects

| Project Number | Location | Project Description | Project Timeframe | Planning Level Cost |
|----------------|------------------|--|-------------------|---------------------|
| 65 | Perkins Township | SR 4 Sidepath | 2040-2045 | \$ 1,741,005 |
| 66 | Perkins Township | Campbell Street Sidewalks | 2025-2035 | \$ 1,682,528 |
| 67 | Huron Township | Galloway Road Multimodal | 2035-2040 | \$ 305,507 |
| 68 | Huron Township | Perkins Avenue Multimodal | 2035-2040 | \$ 596,905 |
| 69 | Perkins Township | Perkins Avnue Sidewalks | 2025-2035 | \$ 522,005 |
| 70 | Perkins Township | Bogart Road Sidepath | 2040-2045 | \$ 3,606,054 |
| 71 | Huron Township | Bogart Road Sidepath | 2040-2045 | \$ 2,022,473 |
| 72 | Milan Township | US 250 Sidepath | 2040-2045 | \$ 4,671,301 |
| 73 | Perkins Township | Strub Road Multimodal | 2035-2040 | \$ 848,835 |
| 74 | Perkins Township | Hull Road Multimodal | 2035-2040 | \$ 1,248,185 |
| 75 | Huron Township | Osborn Metropark Connector | 2035-2040 | \$ 573,927 |
| 76 | Perkins Township | Old Railroad Multimodal | 2040-2045 | \$ 1,822,825 |
| 77 | Perkins Township | Columbus Avenue Multimodal | 2035-2040 | \$ 977,085 |
| 78 | Danbury Township | Peninsula Trail | 2025-2035 | \$ 2,203,883 |
| 79 | Danbury Township | S. Bridge Road Connector | 2040-2045 | \$ 1,286,843 |
| 80 | Danbury Township | East Harbor Loop | 2045-2050 | \$ 3,135,988 |
| 81 | Catawba Township | Islander Trail | 2035-2040 | \$ 2,693,312 |
| 82 | Marblehead | S. Alexander Pike Connector | 2025-2035 | \$ 1,125,927 |
| 83 | Danbury Township | Peninsula Trail | 2045-2050 | \$ 4,217,703 |
| 84 | Danbury Township | Peninsula Trail | 2035-2040 | \$ 6,126,726 |
| 85 | Milan Township | Huron River Towpath - Norwalk to Milan | 2045-2050 | \$ 171,049 |
| 86 | Huron Township | Huron River Towpath - Milan to Huron | 2045-2050 | \$ 1,082,592 |
| 87 | Port Clinton | W. Lakeshore Drive Shoring and Sidepath | 2025-2035 | \$ 1,581,011 |
| 88 | Port Clinton | E. Perry Street Waterworks Route | 2025-2035 | \$ 896,421 |
| 89 | Erie Township | Portage River Trail - Oak Harbor to Port Clinton | 2040-2045 | \$ 3,027,563 |
| 90 | Berlin Township | Sandusky Bay Pathway - Huron to Vermilion | 2025-2035 | \$ 5,765,488 |
| 91 | Sandusky | Cedar Point Causeway | 2025-2035 | \$ 992,112 |

| Project Number | Location | Project Description | Project Timeframe | Planning Level Cost |
|----------------|---------------------|---|-------------------|---------------------------------------|
| 92 | Sandusky | Sandusky Bay Pathway - 1st Street Extension | 2025-2035 | *Cost Covered in Preservation Project |
| 93 | Bay Township | Sandusky Bay Pathway - Port Clinton to Fremont | 2045-2050 | \$ 4,034,032 |
| 94 | Huron | Sandusky Bay Pathway - Huron | 2025-2035 | \$ 368,605 |
| 95 | Huron | Sandusky Bay Pathway - Huron Connection | 2025-2035 | \$ 178,383 |
| 96 | Vermilion | Sandusky Bay Pathway - Vermilion | 2035-2040 | \$ 825,896 |
| 97 | Huron Township | Sandusky Bay Pathway - US 6 Connectivity Corridor | 2025-2035 | *Cost Covered in Expansion Project |
| 98 | Bay View | Sandusky Bay Pathway - Bay View to Sandusky | 2035-2040 | \$ 2,615,798 |
| 99 | Port Clinton | Sandusky Bay Pathway - Port Clinton to Bay View | 2045-2050 | \$ 20,739,408 |
| 100 | Sandusky | Sandusky Bay Pathway - Venice Road to downtown | 2025-2035 | \$ 1,442,074 |
| 101 | Margaretta Township | Sandusky Bay Pathway - Sandusky to Fremont | 2045-2050 | \$ 999,276 |

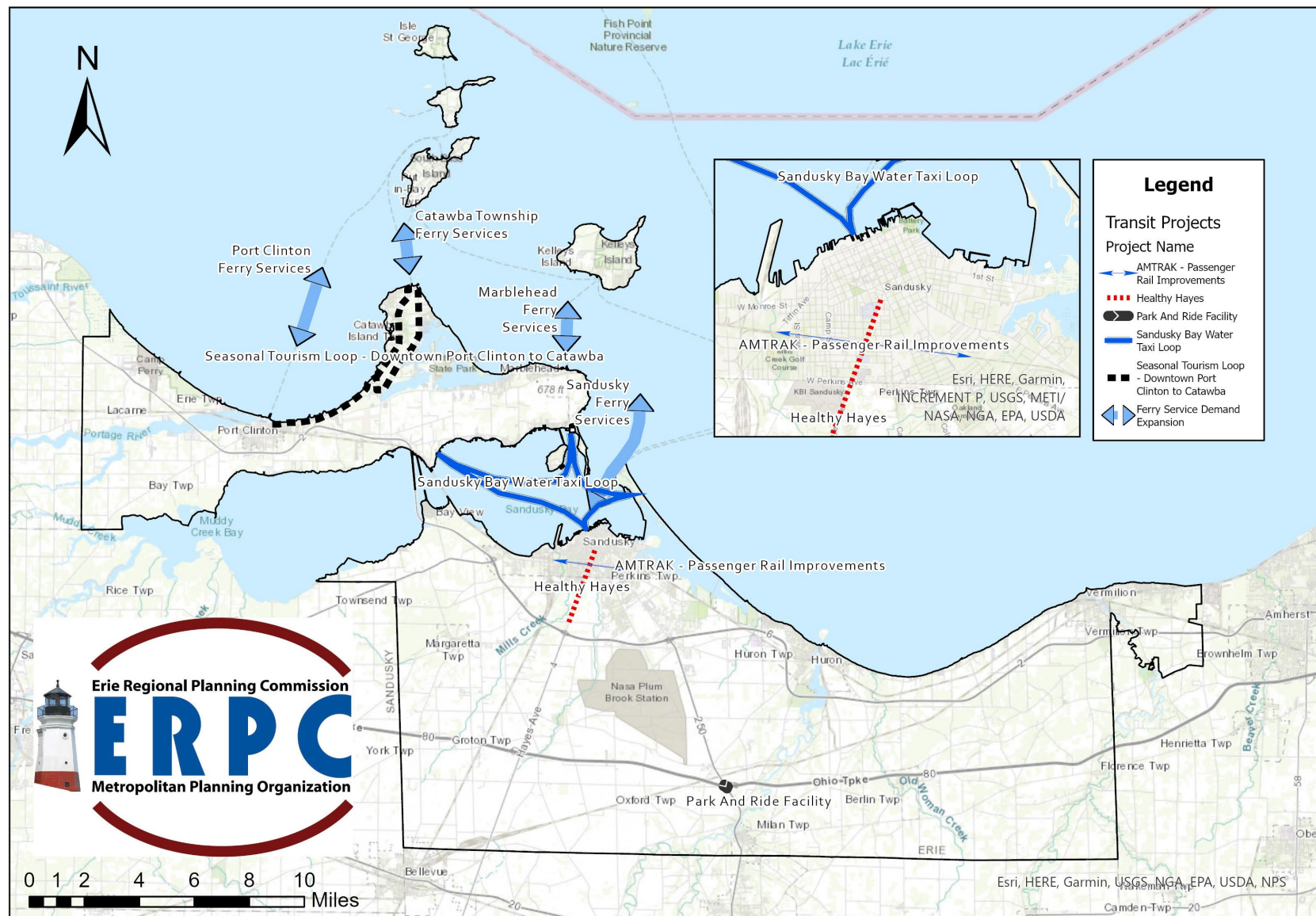


Figure 9-4.4: Recommended Transit Projects

ERPC MPO 2050 Long Range Transportation Plan

Table 9-4.4 Transit Projects

| Project Number | Location | Project Description | Project Timeframe | Planning Level Cost* |
|----------------|----------------------------------|--|-------------------|----------------------|
| 102 | Sandusky | Healthy Hayes | 2035-2040 | \$ 200,000.00 |
| 103 | Sandusky/Danbury Township | Sandusky Bay Water Taxi Loop | 2045-2050 | \$ 800,000.00 |
| 104 | Sandusky | AMTRAK - Passenger Rail Improvements | 2035-2040 | \$ 100,000.00 |
| 105 | Milan | Park And Ride Facility | 2045-2050 | \$ 50,000.00 |
| 106 | Port Clinton to Catawba Township | Seasonal Tourism Loop - Downtown Port Clinton to Catawba | 2045-2050 | \$ 800,000.00 |

9.5 Freight & Regional Transportation Modes

Continued investment in the rail and airport facilities is necessary to maintain and enhance the region's position as a hub for freight and passengers. Intermodal facilities benefit the MPO area by supporting economic development throughout the MPO area across all modes of transportation.

Overall policies include:

- Integrate land use and freight transportation planning process
- Foster strategic partnerships and alliance for public-private regional freight collaboration
- Invest in and promote region's multimodal and intermodal capabilities
- Improve freight mobility, safety and operations
- Expand regional freight planning capabilities
- Increase freight awareness among all stakeholders

The railroads that serve the MPO are owned and operated by private freight entities; therefore, no designated funding is available for government or improvement of these facilities, beyond adopting policies to ensure the safety and maintenance of the network, especially the smaller class lines. In addition, these facilities and their operations are typically regulated through the Federal Railroad Administration.

Railroad freight services are directly correlated with the economic vitality of the businesses and the communities that they serve. Therefore, ODOT has implemented the following statewide objectives for its management of the railroad network in the Statewide Long-Range Transportation Plan: ODOT will coordinate with the major carriers, such as Norfolk Southern on all track abandonment to preserve the right-of-way for future work and to minimize any adverse impacts on the communities affected by abandonment. ODOT will work with the small railroad companies to support their efforts to maintain appropriate conditions of their infrastructure, including enhancement of their access to the major carrier lines. ODOT will continue its railroad grade-crossing improvement program to minimize the conflicts between railroad operations and people and property and ensure a safe and efficient railroad system.

Because of the expense of roadway freight shipping, private companies continue to seek new ways to haul more raw goods and materials via rail service. This expansion of rail service does not necessarily equate to infrastructure expansion but improving the operations by either "double-stacking" the cargo containers or other efficiencies. While there are some significant projects taking place statewide, no railroad infrastructure expansions in the operations are expected in the ERPC MPO region in the near future.

9.6 Funding and Costs

This section summarizes the financial analysis of potential transportation investments. Estimated revenue from existing and proposed funding sources is compared with estimated project costs of constructing and maintains the transportation system to the year 2050. Prior to ISTEA and TEA-21, LRTP's often contained "wish lists" of projects that had very little chance of being constructed. The planning

regulations of ISTEA and TEA-21 brought about a change that required MPOs to consider the financial implications of their planning efforts. To this end, the federal planning regulations put in place the requirement for financial constraint of these documents. In 23 CFR 322 (b)(11), it is stated that transportation plans shall: *“Include a financial plan that demonstrates the consistence of proposed transportation investments with already available and projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan. The estimated revenue by existing revenue source (local, State Federal, or private) available for transportation projects shall be determined and any shortfalls identified. Proposed new revenues and/or revenue sources to cover shortfalls shall be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends.”*

Funding for the ERPC MPO’s transportation maintenance and improvement projects comes from a variety of Federal, State, local and private sources. The federal government is the primary source of funding for transportation systems in the United States. These funds come from federally assessed user fees, fuel taxes, and landing fees. They are apportioned back to the states on a formula basis. The primary source of revenue at the Federal and State levels includes motor fuel taxes, vehicle registration fees, special motor carrier fees, parking fees and toll fees. Finance at the county and municipal levels are primarily based on property taxes, sales taxes, and special assessments. The private sector, such as developers and business associations, often support transportation projects through impact fees, right-of-way donations, and cost sharing.

Federal, State, local agencies and private developers have invested hundreds of millions of dollars in the region’s transportation system over the past several decades. In the late 1990’s, programs such as TEA-21 significantly increased Federal and State funding authorizations above previous levels. However, the cost of maintaining the existing transportation infrastructure is continually increasing as the facilities age. The challenge that the MPO faces in the future is to balance the maintenance of the existing transportation infrastructure while at the same time identifying adequate funding for the construction of new transportation facilities.

Roadway improvement costs were identified using the current Transportation Improvement Plan (TIP) (**Fiscal Year 2026 to Fiscal Year 2029**) and programmed project funding. For those projects not included in the TIP, general planning level construction costs were developed using general cost estimates provided by local and state agencies. It is important to consider the following when reviewing the project cost estimates. First, because it is difficult to identify a specific year that each project might be constructed, all estimated costs are presented in 2025 dollars. Second, since specific details regarding design, engineering, and construction are often not available, the estimated costs represent a very general planning level cost estimate. As projects proceed to the detailed planning and engineering phases, resulting in more accurate estimates, the project cost estimates contained in this LRTP should be updated. Based on the identified projects and estimated costs, it is projected that the roadway improvement projects would total approximately **\$339.7 million in year 2025 dollars**.

Projected Revenues: The projected funding levels provide a general comparison between the estimated roadway improvement costs and estimated funding levels. It should be noted that the estimated maintenance costs and funding sourced are **tabulated in year 2025 dollars** to provide a consistent comparison to the estimated roadway improvements, which are also presented in year 2025 dollars. A significant percentage of funding over the next twenty-five years will be dedicated to the preservation of the existing transportation infrastructure. This includes the routine maintenance and repair of bridges, pavement, traffic signals and traffic signs, and overall funding will go to projects outside of long range plan. Based upon the assumptions, the estimated preservation costs for the next twenty-five years total approximately **\$171.3 million in year 2025 dollars** as shown in **Table 9-4.2**. The estimated funding sources over the next twenty-five years are approximately **\$461.7 million in year 2025 dollars**, including transit and active transportation improvements. Under this funding scenario, there would be approximately **\$290.4 million** available for the implementation/construction of the transportation improvement projects identified in **Table 9-4.1**, which total just under **\$168.4 million**.

Federal Funding Sources: While the percent of federal funding for a project varies by category, the Federal government typically provides 80 percent of the funding, with 20 percent of the funding matched by ODOT or a local agency. Of the federal funding programs identified in the Infrastructure Investment and Jobs Act (IIJA), the MPO has direct access to three. Although congress assigns Surface Transportation Block Grant Program (STBG) funding to each MPO, ODOT sub-allocates a portion of the STBG, TA and CRP funding assigned to Ohio. Funding for all other categories is determined by ODOT (through a statewide ranking process), by the Federal government, or is not applicable to the MPO. The categories that the ERPC MPO has direct input and/or selection responsibility include the following.

Surface Transportation Block Grant Program (STBG): This category is for transportation needs with urbanized areas with populations less than 200,000 and greater than 50,000. Funding is 80 percent Federal and 20 percent State and Local. Census population allocates funds and projects are selected by the MPO and ODOT.

Transportation Alternative (TA) Program: Ten percent of STBG funding is available for this category. Enhancements include bike and pedestrian facilities, preservation of historic site, scenic beautification and other transportation related projects. The MPO must submit a letter stating their support of the project, identifying funding, and attesting that the project is consistent with long-range transportation plans.

Carbon Reduction Program (CRP): New from IIJA in 2022, CRP funds are made available to the MPO's for the purpose of providing funds on projects that reduce transportation emissions. Enhancements can include traffic monitoring and management, public transportation projects, and transportation alternative projects. Typically, ERPC MPO rolls CRP funds into the TA funds solicitation in order to grow the overall funding available for the projects.

Additional Funding: Additional funding is available through the U.S. Department of Transportation (USDOT) discretionary funding categories where USDOT solicits for applicants and selects projects based on a set of selection criteria. Within the short term expansion projects is the US 6 Connectivity Corridor,

receiving a Better Utilizing Investments to Leverage Development (BUILD) Grant in the amount of \$24.5 million.

State Funding Sources: State funding is administered by ODOT. Among the most common forms of funding are the following:

- **Motor Vehicle and Gas Tax (MVGT):** This tax is collected on each gallon of gas that is purchased. The State of Ohio levies a tax of 38.5 cents per gallon of gasoline. The tax is included in the selling price, so the user of the motor fuel ultimately pays the tax. The tax is collected by the Department of Taxation and distributed to local governments. To qualify for funding, municipalities must be incorporated. Municipalities receive their funding based on population. Counties receive their allotment based on total license fees in the county.
- **Surface Transportation Block Grant Program (STBG):** The STBG is administered by the State of Ohio for the MPO. STBG money is sub-allotted to each MPO for use on many transportation projects. Ten percent of all STBG funds must be used for safety projects. These funds can be used for rail crossing improvements, signals, and other accident-reducing methods of transportation improvement.
- **Economic Development Funds:** Economic Development funds may be used for transportation projects if the new or improved facility will attract or create jobs. This program can be used for industrial, commercial and recreational projects if the project is necessary.
- **Highway Bridge Replacement and Rehabilitation Program (HBRRP):** HBRRP Funds are provided to replace or rehabilitate structurally deficient bridges on or off the system for the safe and expeditious transportation of the general public. The funds are allotted to districts based on a formula involving square footage of eligible bridges. Ohio distributes BR funds through the Municipal Bridge, Major Bridge, County Bridge, and Ohio Bridge Partnership programs.
- **Ferry Boat Program (FBP):** FHWA makes available formula funding to ODOT for the Ferry Boat Program for designing and constructing ferry boats and for designing, acquiring right-of-way, constructing ferry terminal facilities and other eligible activities. Currently, Put-in-Bay Boatline Company (AKA Jet express) is the only eligible entity in Ohio and have previously used the funds.

Local Funding Sources: The basis of local funding of transportation projects in the local municipalities and counties is primarily through Federal and State allocations and block grants. Additional revenues come from property taxes, sales taxes, special assessments, and special tax districts. General funds for the roadway maintenance may be obligated from the general property tax proceeds for transportation purposes. While this represents a funding source, the trend in local government is to use general fund

property tax proceeds for operation and maintenance of general government. Additional funding includes:

- **Bonds:** Transportation projects may be financed utilizing bonded indebtedness. This method allows a unit of government to raise capital through the sale of public bonds to be repaid with interest by either general property tax receipts, motor fuel tax, or revenue from the project upon completion.
- **Tax Increment Financing (TIF):** The TIF technique captures all increases in property tax resulting from improvements to a property until such time as allowable project expenses have been paid. Proposed improvements and planned expenditures are defined in a plan and must meet eligibility requirements under the enabling legislation. City government defines district and program in consultation with unites of local government impacted by the proposed district.
- **Capital Improvement Program (CIP):** Funding for near-term (one to five years) transportation projects are identified in the State's multi-year program also known as Issue 2, municipalities' Capital Improvement Program (CIP) and both Erie County and Ottawa County's CIP. Estimates of near-term transportation funding are based on appropriated levels of federal funding, cash flows of state funding sources, and city and county bonding programs and general revenue sources.

Private Sector Funding Sources: As a community grows, vacant land or farmland is often converted to urban uses. As part of that growth, land developers may pay the cost of infrastructure development including streets. Particularly as it relates to commercial development and industrial development, developers may potentially pay a large share of arterial and collector street widening, enhancement, or rehabilitation. The continued enforcement and management of growth through subdivision code administration minimizes the cost to the community. When developing major roadways, units of local government may negotiate with private interests to share in the development costs of arterial or collector streets that provide direct benefit to private interests. The amount of money available using this technique is limited only by the degree of commitment from the private sector and the willingness of the private sector to share in those costs. Impact or entertainment fees are costs assigned to new development of the maintenance of existing facilities. Developers pay these fees with costs generally passed on to the eventual owners of the property.

Funding/Implementation: As part of metropolitan planning organization regulations, the recommended long range transportation plan must be financially constrained. The capital cost estimate in dollars for each transportation improvement and the schedule for implementation of those projects are summarized in **Tables 9-4.1 through 9-4.4**, with additional analysis in the appendix. Overall, the amount of dollars that will be available to fund the planning, design, and construction of the recommended transportation plan projects can be divided into two types of funds: Roadway/Non-Motorized project improvement funds and Transit project improvement funds.

Roadway/Non-Motorized project Improvement Funding: Several types of funding are available including:

- **MPO funds:** Surface Transportation Block Grant (STBG), Transportation Alternative (TA), and Carbon Reduction Program (CRP) are available
- **Other Funds:** Transportation Review Advisory Council (TRAC), ODOT District 2 and District 3, County CSTP, County Bridge, City Bridge, and Safety

Based on the available information for existing and future funding of transportation projects the following dollars will be available:

- In the **Year 2026, \$18,014,689** is potentially available for roadway/non-motorized improvements
- In the **Year 2050, \$19,151,949** is potentially available for roadway/non-motorized improvements

Transit Project Improvement Funding: Funding for transit project improvements are available through the Federal Transit Agency and are distributed by the Ohio Department of Transportation (operating costs excluded):

- In the **Year 2026, \$414,358** is available for transit maintenance costs.
- In the **Year 2050**, the current amount is forecasted to increase by 2% per year to **\$673,002**.

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 54 roadway preservation projects that are projected to have a total cost that equals \$171,264,414. These are broken out into the following time periods:

- Short-term (within 10 years) = \$89,876,049
- Mid-term (10 to 15 years) = \$43,087,634
- Mid/Long-term (15 to 20 Years) = \$25,955,096
- Long-term (25+ years) = \$12,345,633

There are 10 expansion projects with an estimated total cost that equals \$168,427,695.

- Short-term (within 10 years) = \$69,059,199
- Mid-term (10 to 15 years) = \$16,389,272
- 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** located in Appendix A.

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 |

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 | | |
| | | | TOTAL (10 yrs) = | \$768,197,313 |
| 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 | | |
| | | | TOTAL (15 yrs) = | \$440,170,863 |
| 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 | | |
| | | | TOTAL (20 yrs) = | \$485,984,200 |
| 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 | | |
| | | | TOTAL (25 yrs) = | \$536,565,826 |

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

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

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

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

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 | TOTAL (10 yrs) = | \$961,809,128 |
| 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 | TOTAL (15 yrs) = | \$556,239,362 |
| 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 | TOTAL (20 yrs) = | \$614,133,202 |
| 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 | TOTAL (25 yrs) = | \$678,052,679 |

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

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

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

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

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: | | | | |
| STP-C Average Annual Allocation | X | <u>ERPC Population</u> Ohio Population | = | ERPC Fair Share of STP-C Funding |
| \$14,000,000 | X | 0.008544009 | = | \$119,616 |
| 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) | \$1,196,161 |
| Available funding for Mid-Term (2036-2040) | \$598,081 |
| Available funding for Mid/Long -Term (2041-2045) | \$598,081 |
| Available funding for Long -Term (2045 -2050) | \$598,081 |

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:

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

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) | \$12,655,386 |
|---|---------------------|

| | |
|---|--------------------|
| Available funding for Mid-Term (2036-2040) | \$6,327,693 |
|---|--------------------|

| | |
|---|--------------------|
| Available funding for Mid/Long -Term (2041- 2045) | \$6,327,693 |
|---|--------------------|

| | |
|--|--------------------|
| Available funding for Long -Term (2045 -2050) | \$6,327,693 |
|--|--------------------|

Safety Program Funds

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

| | | | | |
|--|----------|---|----------|--|
| Safety Funding | | | | |
| 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: | | | | |
| Ohio's Annual Safety Allocation | X | <u>ERPC Population</u> Ohio Population | = | ERPC Fair Share of Safety Funding |
| \$185,000,000 | X | 0.008544009 | = | \$1,580,642 |
| 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) | \$15,806,417 |
|---|---------------------|

| | |
|---|--------------------|
| Available funding for Mid-Term (2036-2040) | \$7,903,209 |
|---|--------------------|

| | |
|---|--------------------|
| Available funding for Mid/Long -Term (2041- 2045) | \$7,903,209 |
|---|--------------------|

| | |
|--|--------------------|
| Available funding for Long -Term (2045 -2050) | \$7,903,209 |
|--|--------------------|

Ohio Safe Routes To School Program Funds

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

| Safe Routes To Schools Funding (SRTS) | | | | |
|--|----------|--|----------|--|
| 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: | | | | |
| Ohio's Annual SRTS Allocation | X | <u>ERPC Population</u> <u>Ohio Population</u> | = | ERPC Fair Share of SRTS Funding |
| \$5,000,000 | X | 0.008544009 | = | \$42,720 |
| 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) | \$427,200 |
|---|------------------|

| | |
|---|------------------|
| Available funding for Mid-Term (2036-2040) | \$213,600 |
|---|------------------|

| | |
|---|------------------|
| Available funding for Mid/Long -Term (2041- 2045) | \$213,600 |
|---|------------------|

| | |
|--|------------------|
| Available funding for Long - Term (2041 - 2045) | \$213,600 |
|--|------------------|

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:

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

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) | \$1,794,242 |
| Available funding for Mid-Term (2031-2035) | \$897,121 |
| Available funding for Mid/Long -Term (2036 - 2040) | \$897,121 |
| Available funding for Long - Term (2041 - 2045) | \$897,121 |

County Local Bridge Funds

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

County Local Bridge Program

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:

| Ohio's Annual CEAO Bridge Allocation | X | <u>ERPC Population</u> Ohio Population | = | ERPC Fair Share of County Bridge Funding |
|---|----------|---|----------|---|
| \$34,000,000 | X | 0.008544009 | = | \$290,496 |

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) | \$2,904,963 |
| Available funding for Mid-Term (2036-2040) | \$1,452,482 |
| Available funding for Mid/Long -Term (2041-2045) | \$1,452,482 |
| Available funding for Long - Term (2041 - 2045) | \$1,452,482 |

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:

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

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) | \$982,561 |
|---|------------------|

| | |
|---|------------------|
| Available funding for Mid-Term (2036-2040) | \$491,281 |
|---|------------------|

| | |
|---|------------------|
| Available funding for Mid/Long -Term (2041-2045) | \$491,281 |
|---|------------------|

| | |
|--|------------------|
| Available funding for Long - Term (2041 - 2045) | \$491,281 |
|--|------------------|

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

Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant

The BUILD program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant, was established under the American Recovery and Reinvestment Act of 2009 and operated under annual appropriations acts until authorized in November 2021.

In 2022, USDOT awarded \$24,450,000 in grant funds to Erie County for the U.S. 6 Connectivity Corridor from Sandusky to Huron. The grant award is currently programmed for SFY 2026 and is a short-term expansion project.

Fair Share Calculation for ERPC Area of BUILD Funds

Due to the highly competitive nature of these grants, future funds were not considered as forecasted expectations and includes only those funds that have been programmed on existing projects.

| | |
|---|---------------------|
| Available funding for Short-Term (2026-2035) | \$24,450,000 |
| Available funding for Mid-Term (2036-2040) | \$ - |
| Available funding for Mid/Long -Term (2041-2045) | \$ - |
| Available funding for Long - Term (2041 - 2045) | \$ - |

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.

| 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 |
| Federal BUILD Funding | \$24,500,000 | | | |
| TOTAL (general transportation funds) | \$184,724,402 | \$85,893,521 | \$92,120,389 | \$98,995,354 |

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) | \$180,146,886.00 | \$158,935,248.40 | \$9,867,022.32 | \$168,802,270.71 | \$11,344,615.29 |
| Mid Term (10-15 years) | \$83,239,194.00 | \$59,476,907.44 | \$23,703,591.25 | \$83,180,498.69 | \$58,695.31 |
| Mid/Long Term (15-20 years) | \$89,189,797.00 | \$61,266,647.44 | \$18,178,064.56 | \$79,444,712.00 | \$9,745,085.00 |
| Long Term (20-25 years) | \$95,759,744.00 | \$60,013,306.49 | \$32,155,059.45 | \$92,168,365.95 | \$3,591,378.05 |
| Total | \$448,335,621.00 | \$339,692,109.77 | \$83,903,737.58 | \$423,595,847.35 | \$24,739,773.65 |
| Total Cost excluding transit | | | | | |

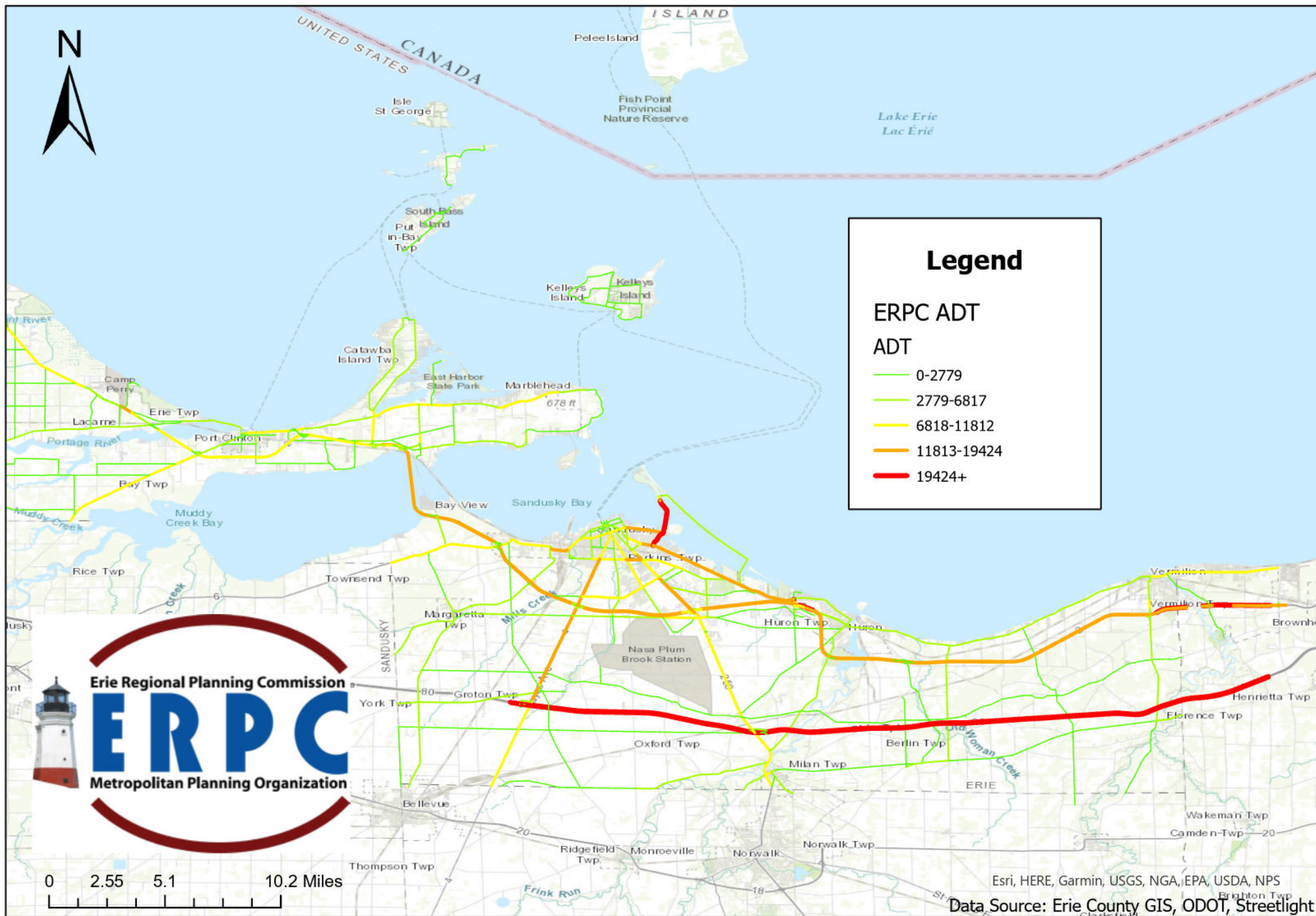
In summary, based on formulas for determining the ERPC's area fair share of formula funds and competitive funds, the total amount of forecasted potential funds is \$461,733,665 for the next 25 years (or about \$18.4 million per year) that could be available for this 25-year plan. The result is an ending difference of +\$24,739,773 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

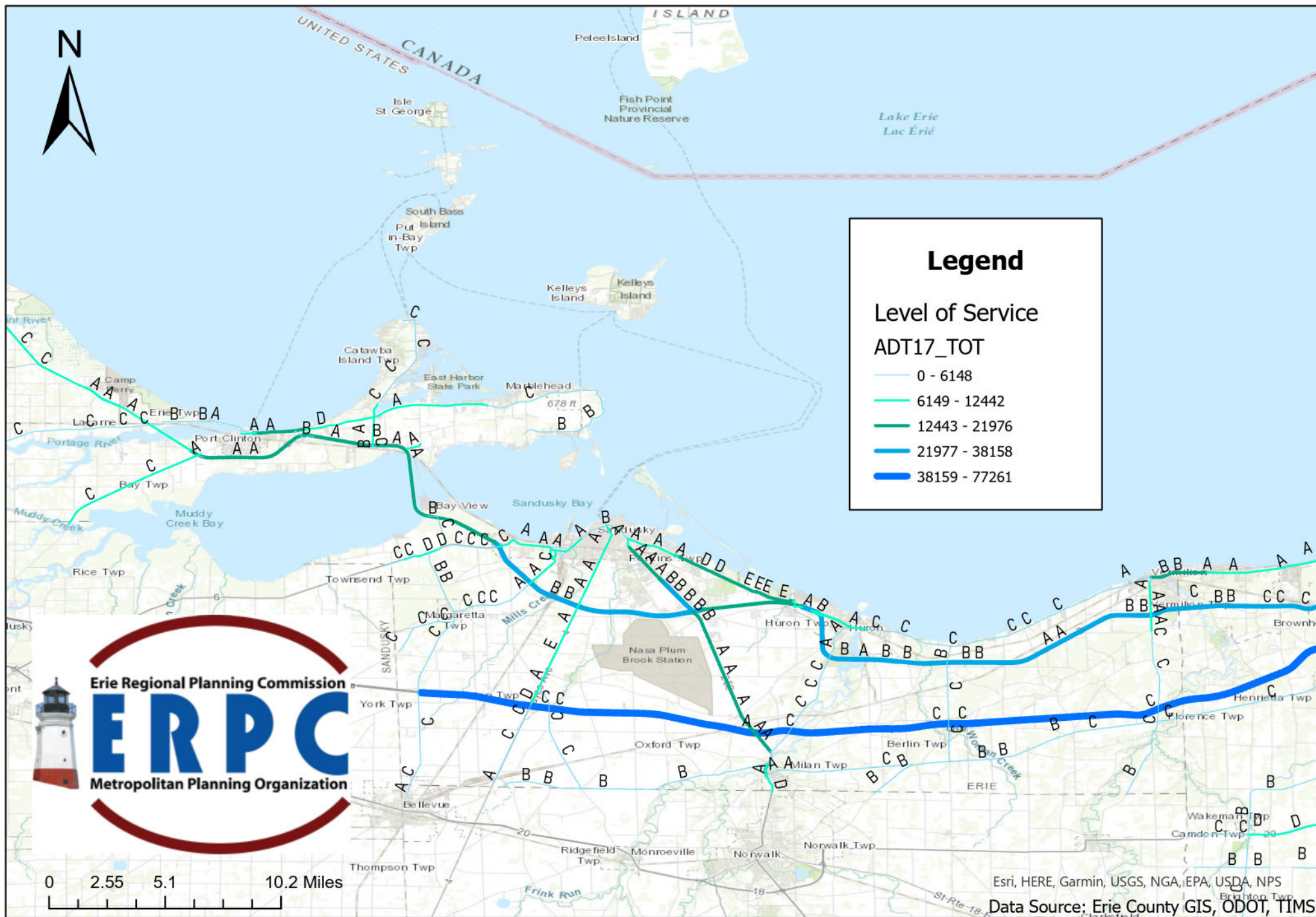




Map prepared by Erie Regional Planning Commission, and is intended for illustrative purposes only. Erie County, Ohio assumes no responsibility or liabilities for any errors or omissions contained here in.

Annual Average Daily Traffic

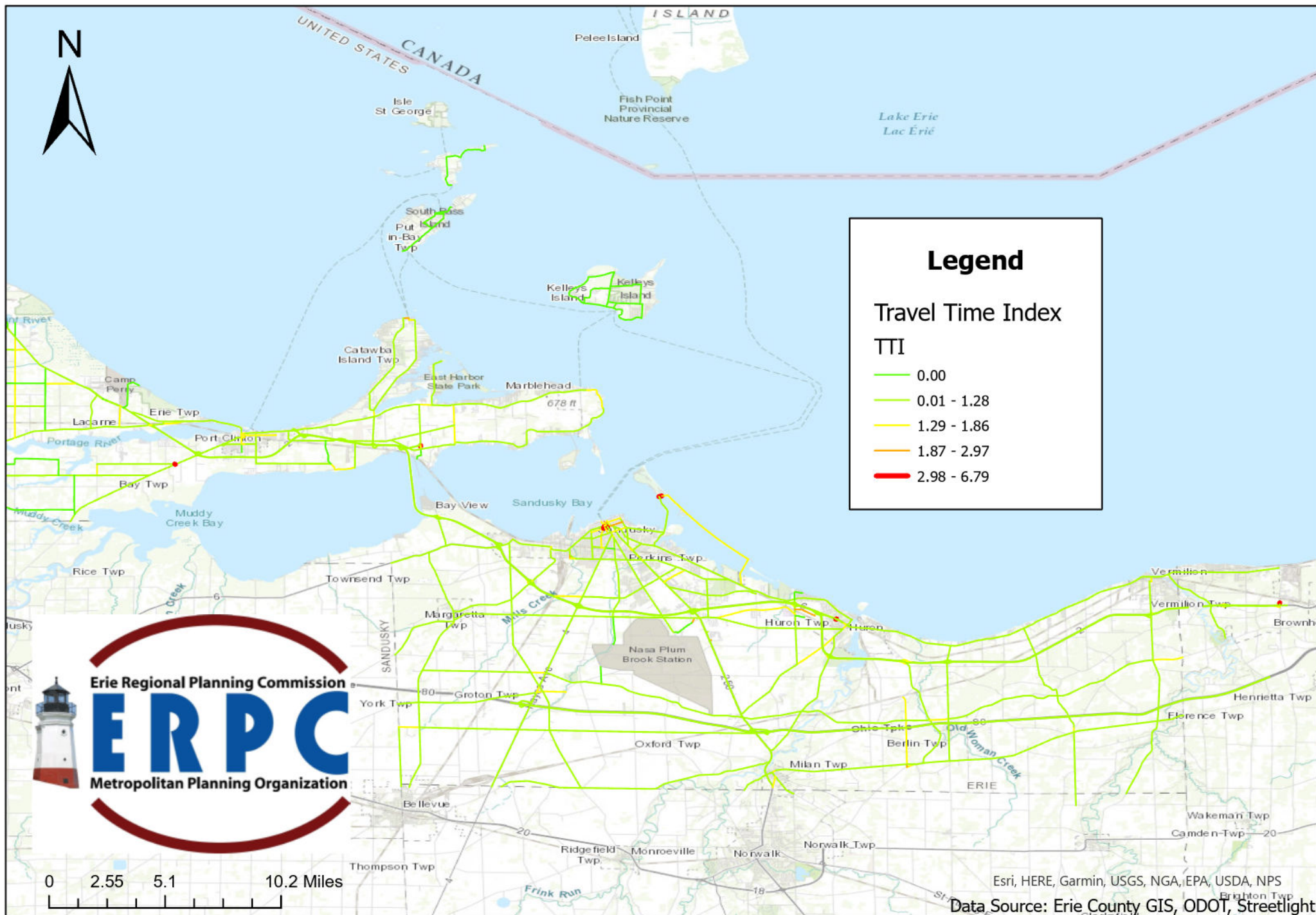
ERPC MPO 2050 Long Range Transportation Plan



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.

Level of Service

ERPC MPO 2050 Long Range Transportation Plan



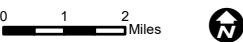
Map prepared by Erie Regional Planning Commission, and is intended for illustrative purposes only. Erie County, Ohio assumes no responsibility or liabilities for any errors or omissions contained here in.

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

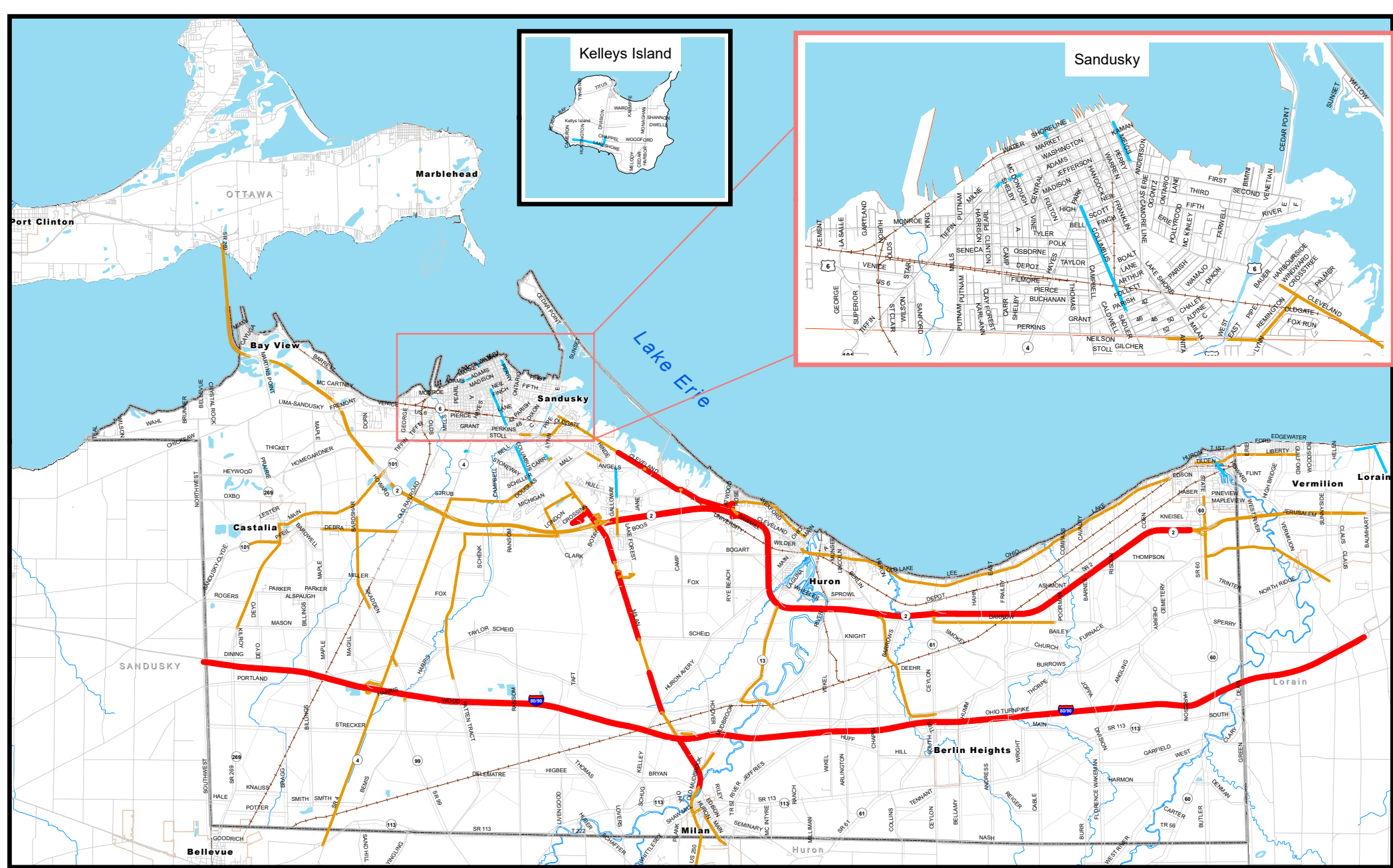
Erie County MPO 2045 Long Range Transportation Plan

Figure 5-3.3 Annual Average Daily Traffic Counts

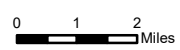


February 2020

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

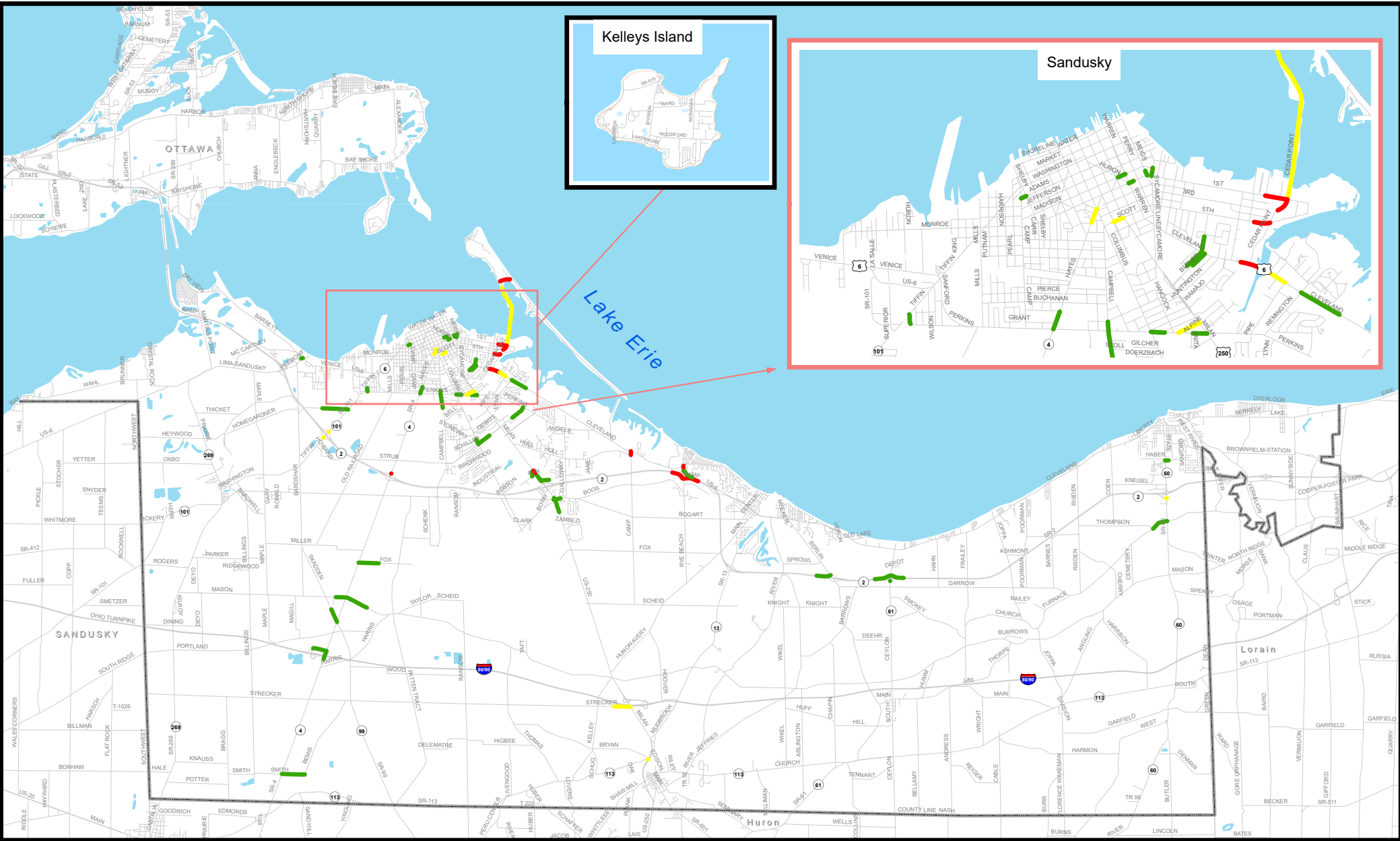


Erie County MPO 2045 Long Range Transportation Plan

Modeled Change in Average Daily Traffic (ADT)
Summer Weekday



April 2020



Data Sources: Erie County GIS, Ohio Department of Transportation



March 2020

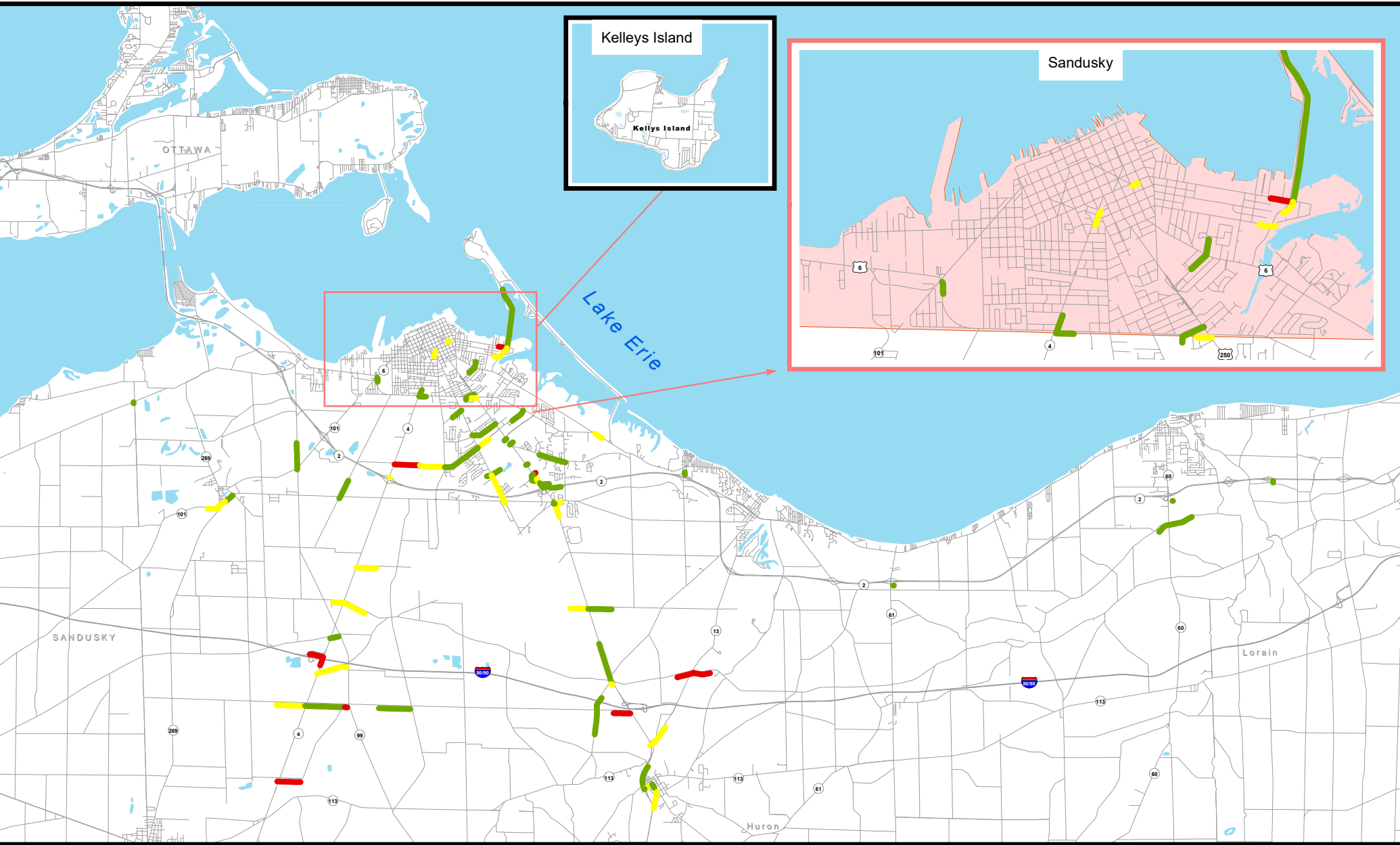
Map prepared by the Erie County Department of Regional Planning. Map to be used for illustrative purposes only. Erie County, Ohio assumes no responsibility or liabilities for any errors or omissions contained here in.

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

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

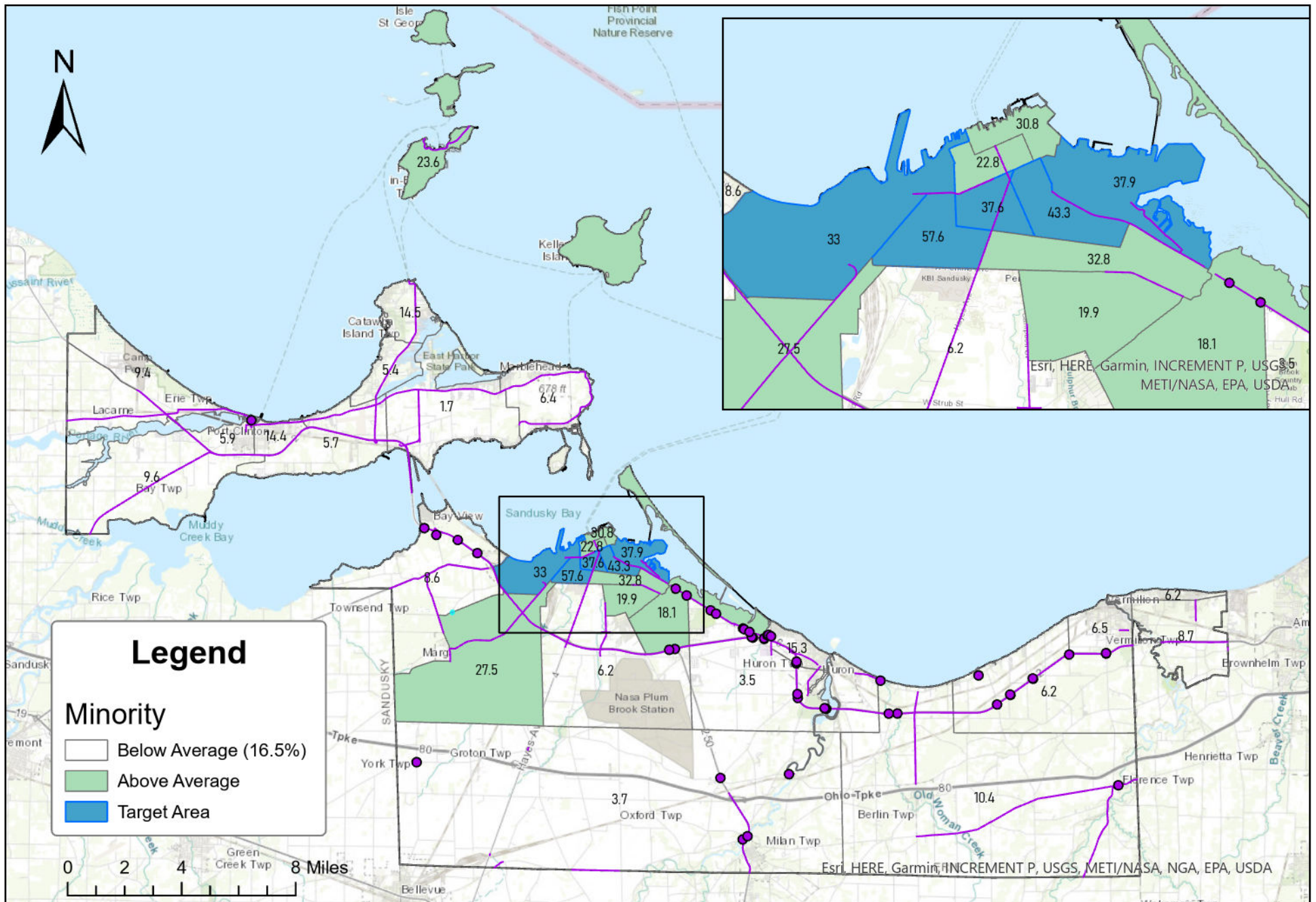
Modeled Level of Service (LOS)
For Intersections Based on Delay
During Peak Hour
2045 Summer Weekday

Appendix C

Demographics Analysis

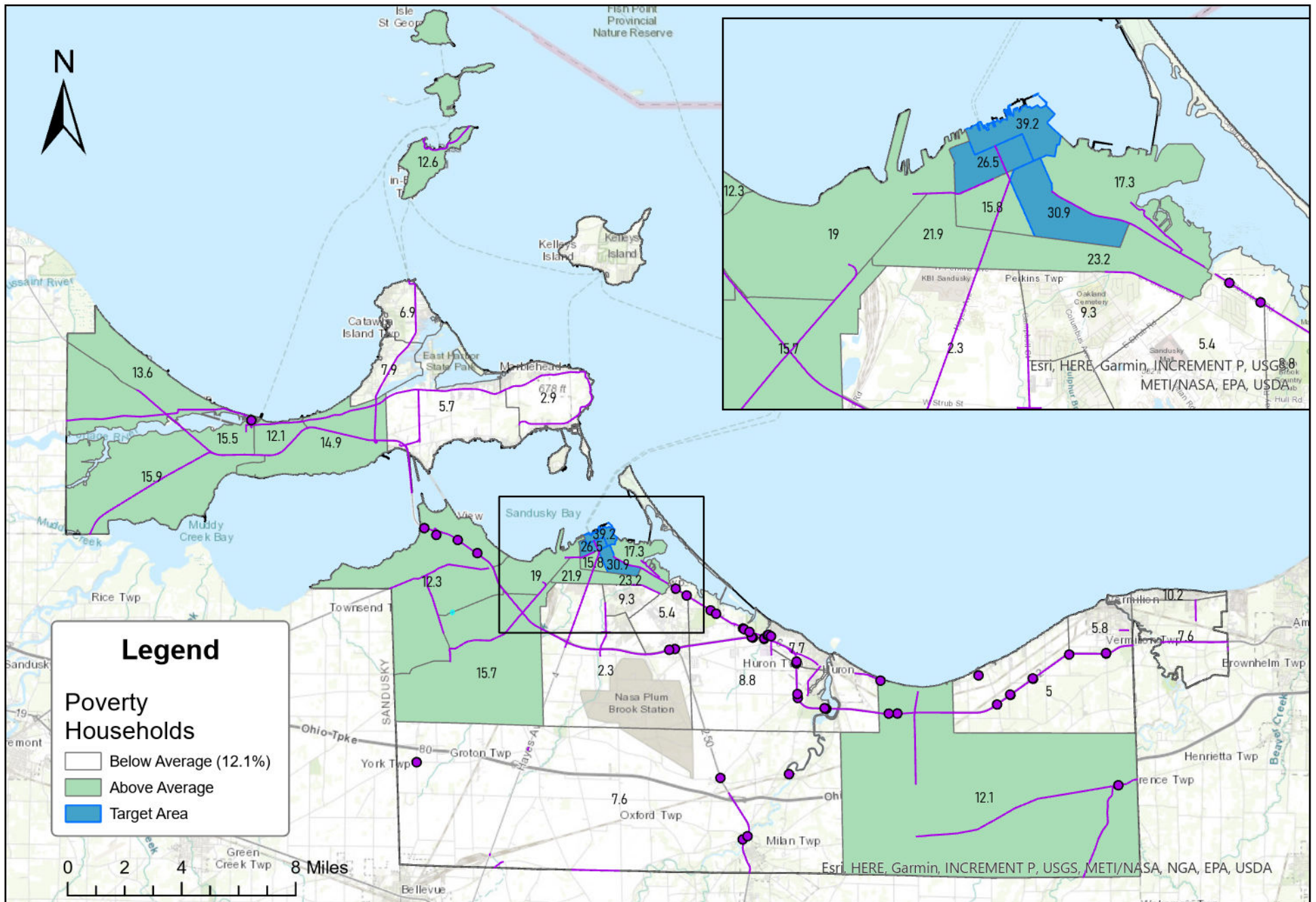
ERPC Metropolitan Planning Organization





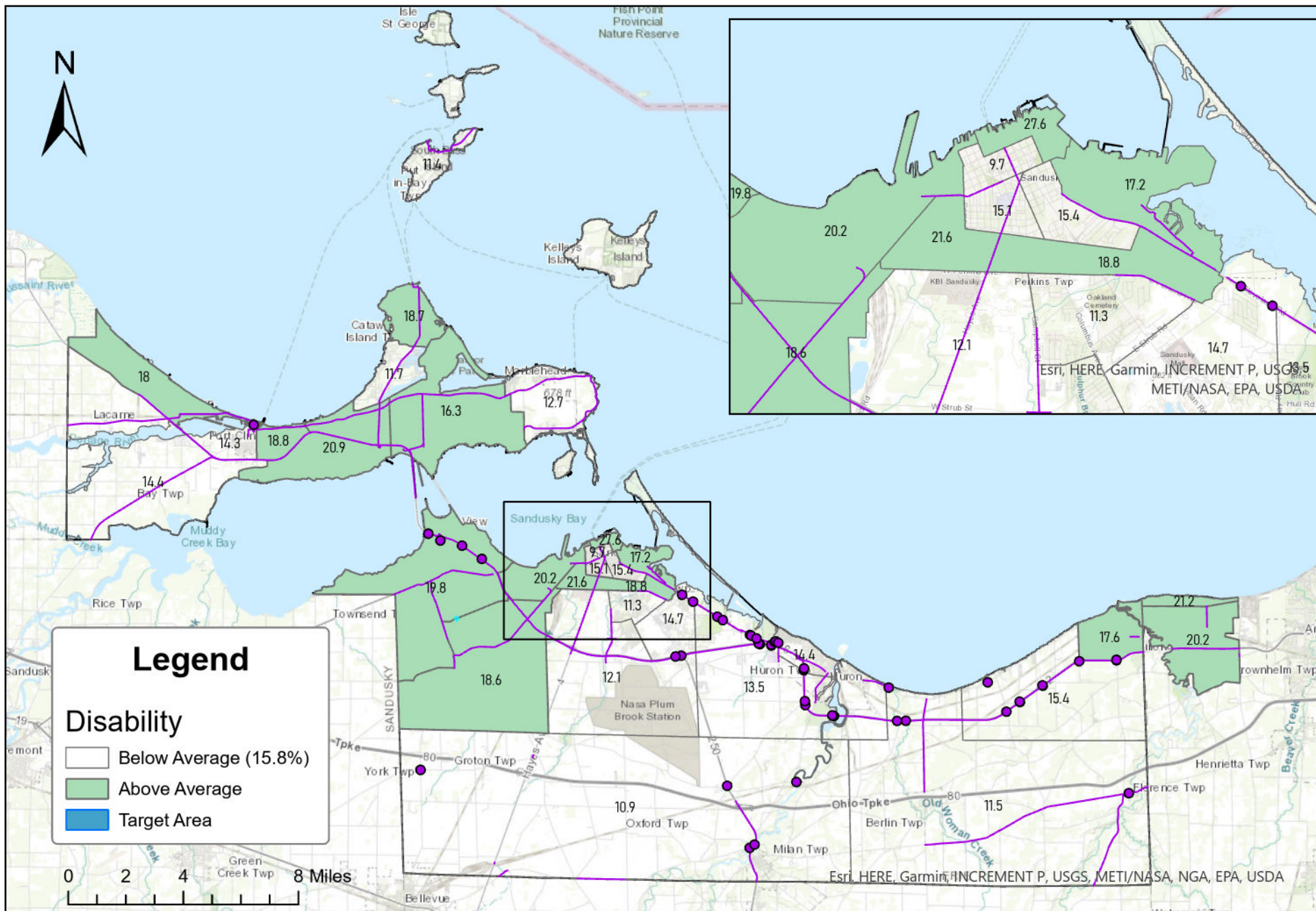
Created By:
 Erie Regional Planning Commission
 Metropolitan Planning Organization
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS
 December, 2024

Target Area: Minority Populations



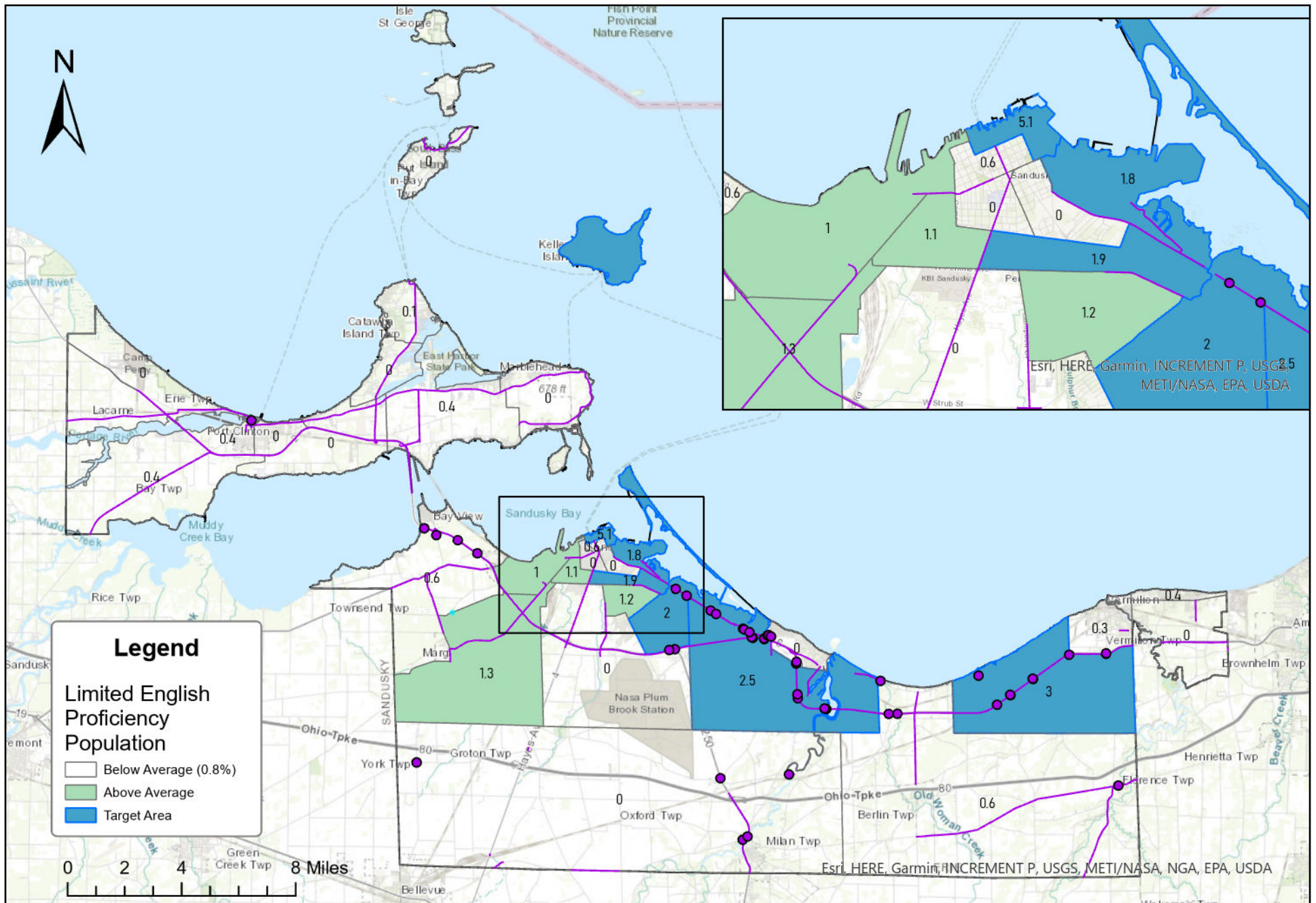
Created By:
 Erie Regional Planning Commission
 Metropolitan Planning Organization
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS
 December, 2024

Target Area: Poverty Households



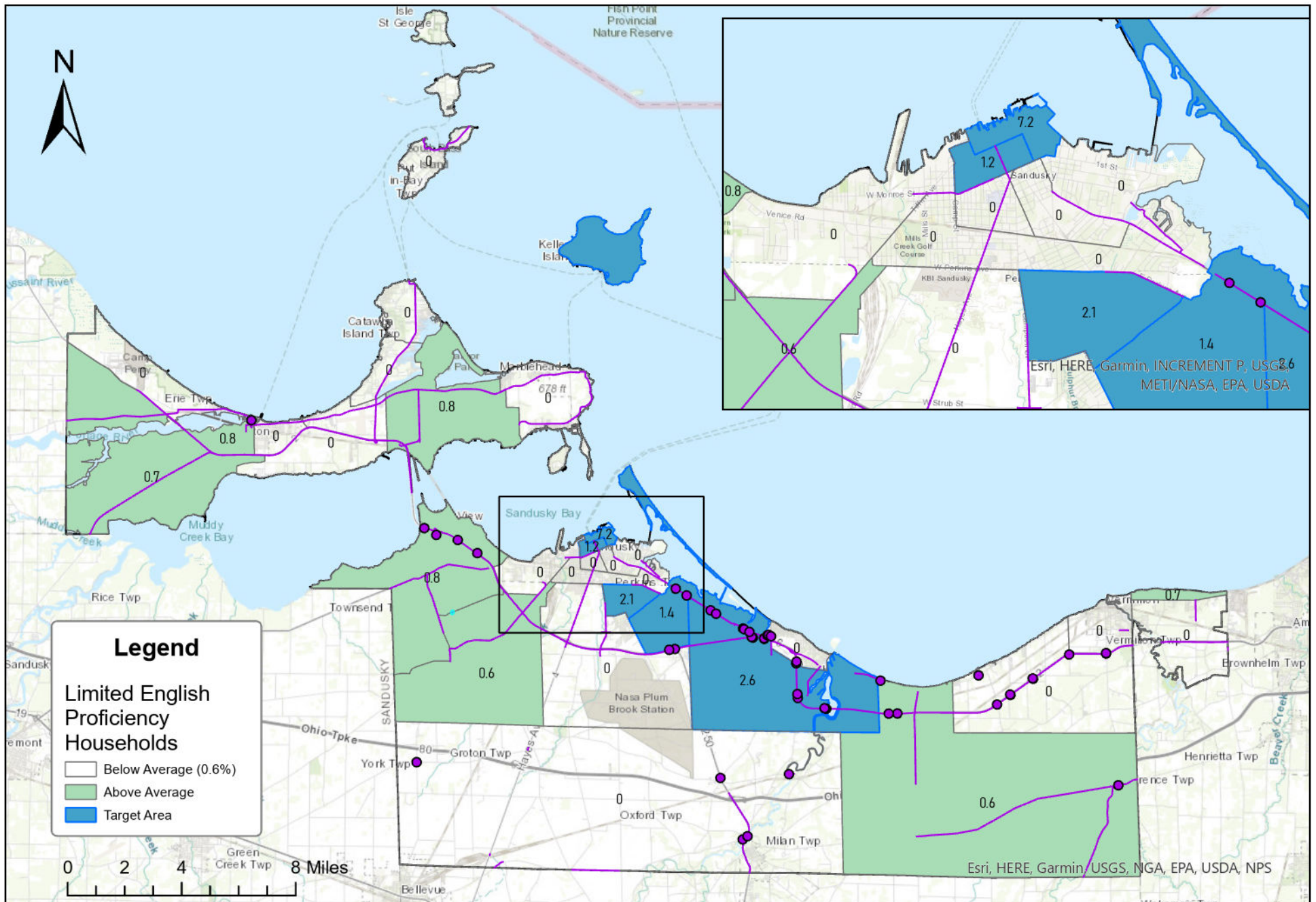
Created By:
 Erie Regional Planning Commission
 Metropolitan Planning Organization
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS
 December, 2024

Target Area: Individuals with Disabilities



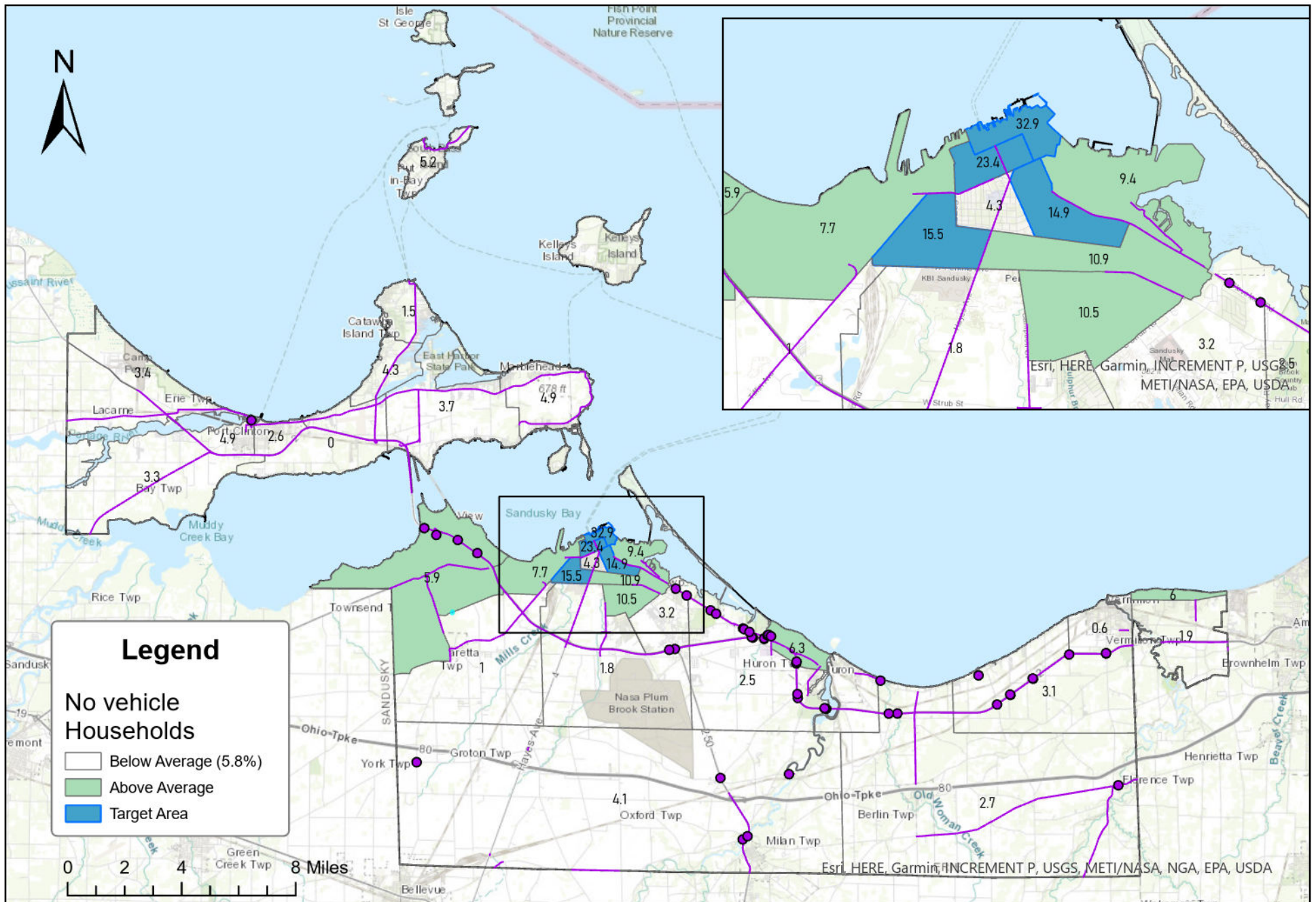
Created By:
 Erie Regional Planning Commission
 Metropolitan Planning Organization
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS
 December, 2024

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 - Households



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

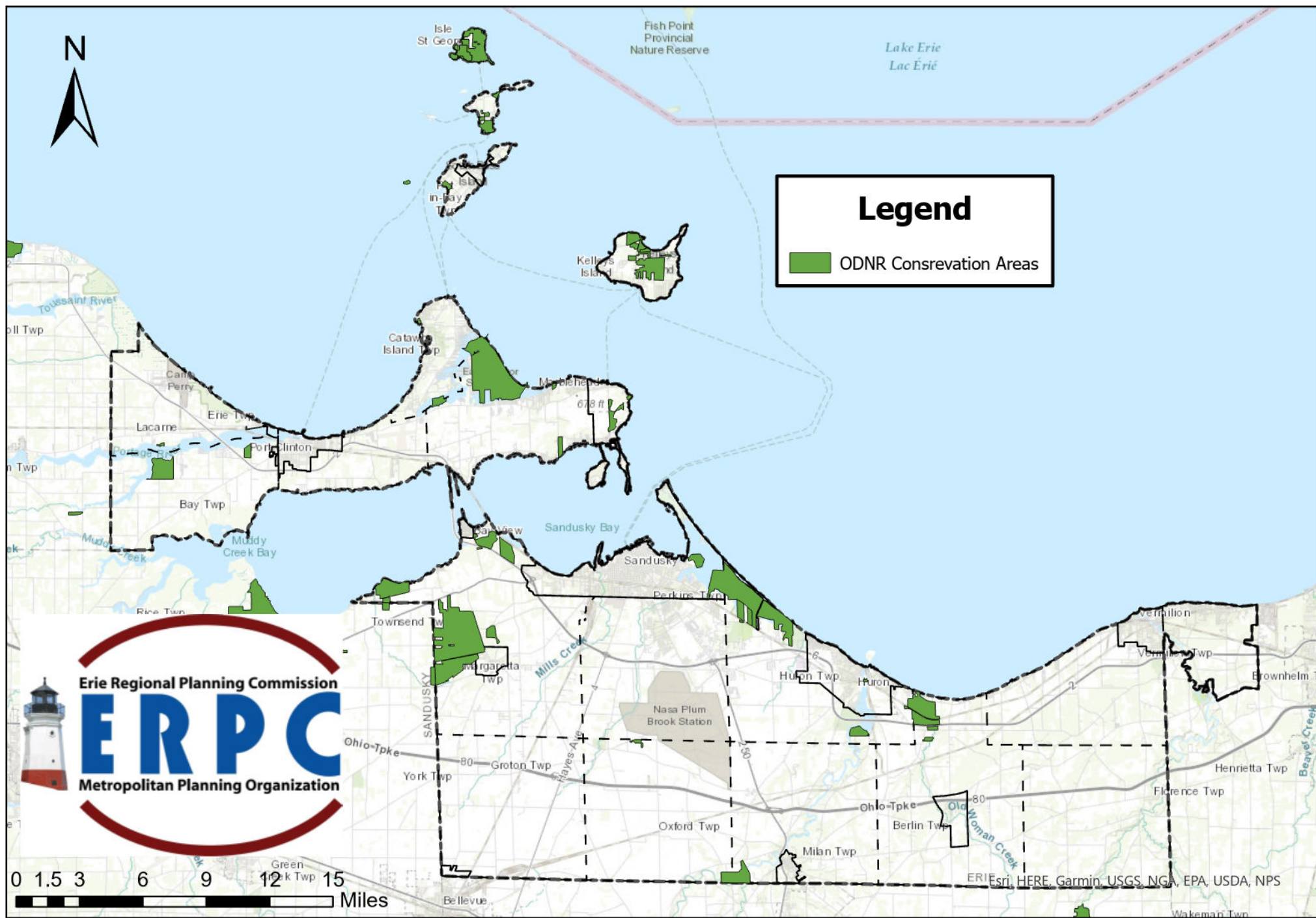
Target Area: No Vehicle Households

Appendix D

Environmental Maps

ERPC Metropolitan Planning Organization

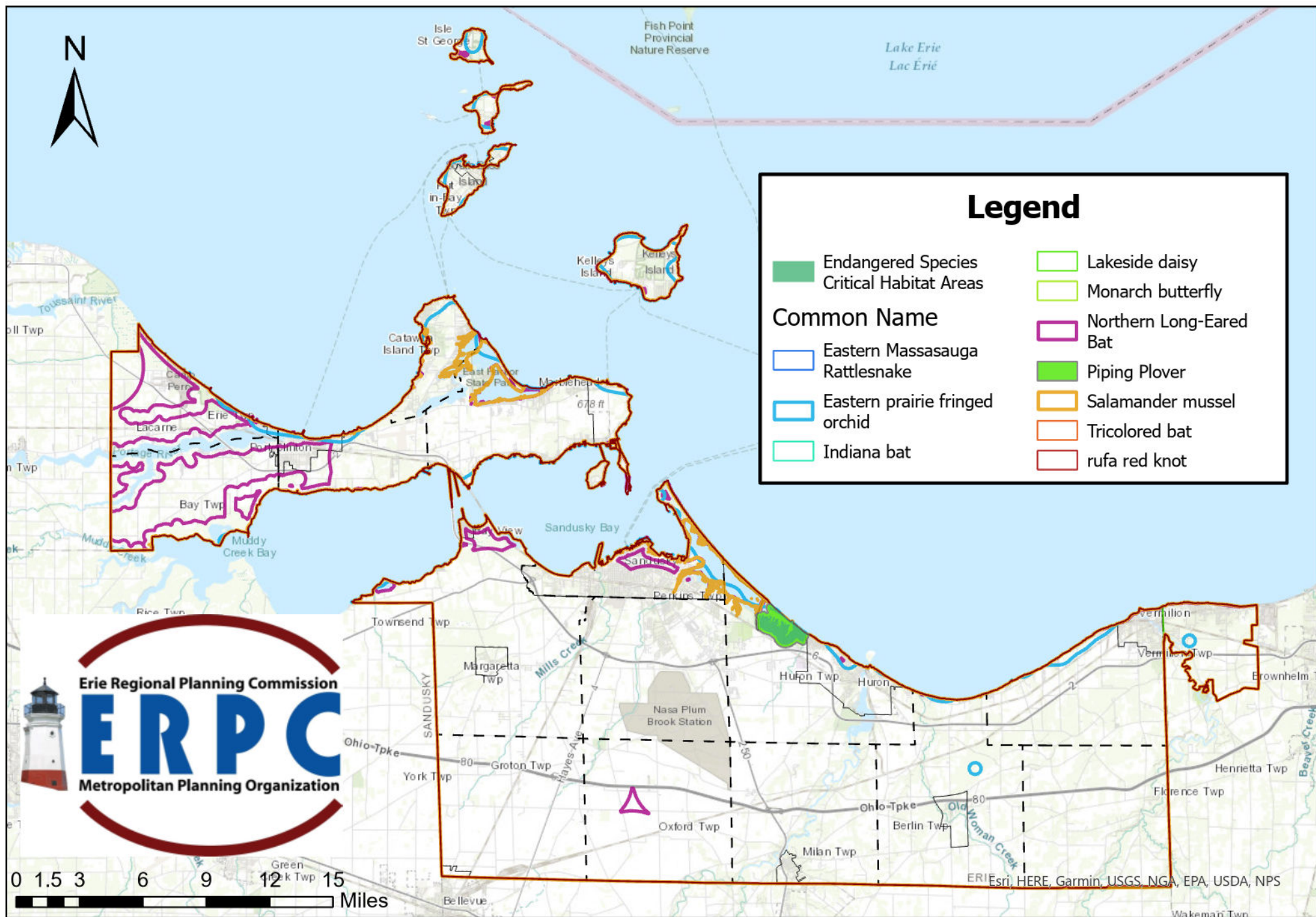




Map prepared by Erie Regional Planning Commission, and is intended for illustrative purposes only. Erie County, Ohio assumes no responsibility or liabilities for any errors or omissions contained here in.

Appendix D: Conservation Areas

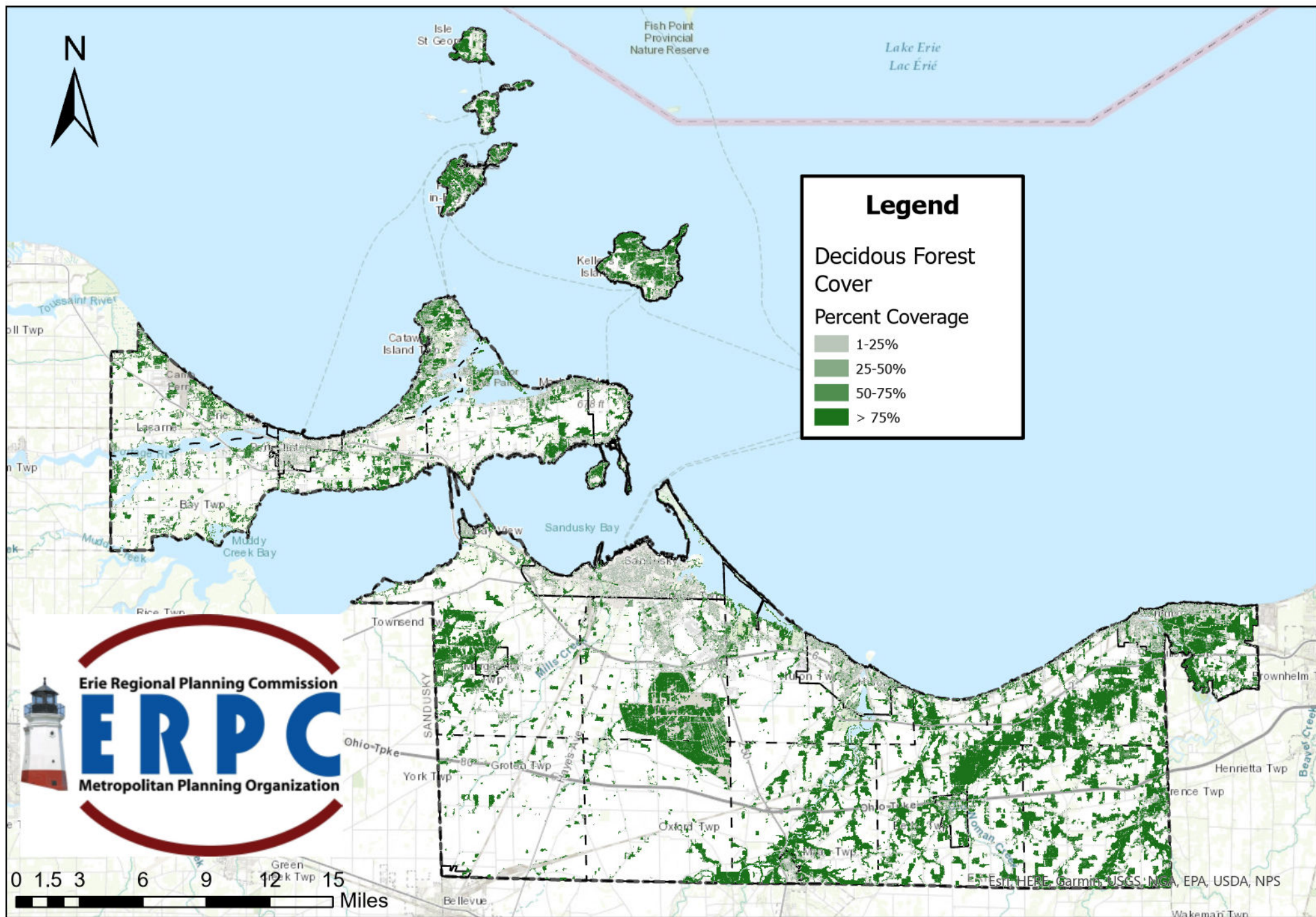
ERPC MPO 2050 Long Range Transportation Plan



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.

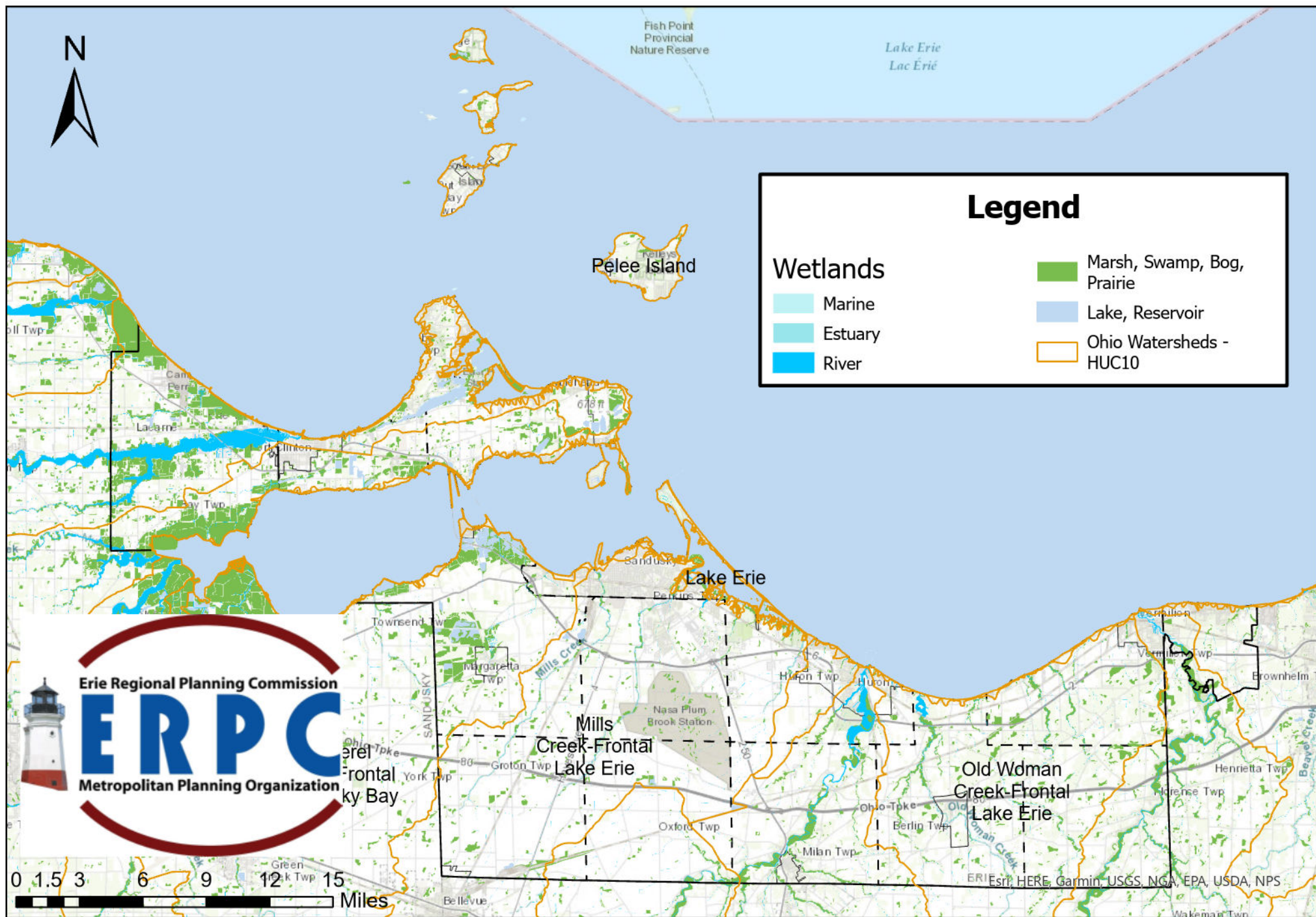
Appendix D: Threatened/Endangered Species²²³

ERPC MPO 2050 Long Range Transportation Plan



Appendix D: Forest Coverage

ERPC MPO 2050 Long Range Transportation Plan



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

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

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

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

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

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

Press Release: ERPC 2050 LRTP

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

The public is encouraged to come and comment on:

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

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

FUTURE PI Following Draft Completion

FOR IMMEDIATE RELEASE

REQUEST FOR PUBLIC COMMENTS ABOUT

LONG RANGE TRANSPORTATION NEEDS IN

ERIE COUNTY, OH

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

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

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

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

- Other Long Range Transportation Plan issues.

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

Transportation Stakeholders,

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

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

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

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

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

We look forward to your participation in this planning process.

Thank you,

(TIM Signature)



ERPC MPO 2050 Long Range Transportation Plan Survey



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



Erie Regional Planning Commission

MPO Combined Policy & Technical Advisory Committee

2050 LRTP Jurisdiction Interviews

Huron Interview

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

No significant roadway expansion or transit projects.

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

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

Policy: Roadways

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

Policy: Non-Motorized Policies

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

Policy: Transit

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

Policy: Freight

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

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

10. Additional Considerations

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

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

Major Takeaways

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

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



Erie Regional Planning Commission

MPO Combined Policy & Technical Advisory Committee

2050 LRTP Jurisdiction Interviews

Vermilion Interview

July 18th at 10AM

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Edits scanned in

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

Policy: Roadways

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

Policy: Non-Motorized Policies

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

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

Policy: Transit

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

Policy: Freight

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

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

N/A

10. Additional Considerations



Erie Regional Planning Commission

MPO Combined Policy & Technical Advisory Committee

2050 LRTP Jurisdiction Interviews

Port Clinton Interview

Tuesday, July 16th at 10AM.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy: Roadways

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

- Support drive education and other road safety initiatives

Policy: Non-Motorized Policies

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

Policy: Transit

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

Policy: Freight

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

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

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

N/A

10. Major Takeaways

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



Erie Regional Planning Commission

MPO Combined Policy & Technical Advisory Committee

2050 LRTP Jurisdiction Interviews

Sandusky Interview

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy: Roadways

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

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

Policy: Non-Motorized Policies

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

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

Policy: Transit

Transit systems will continue to need long term sustainable support.

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

Policy: **Freight**

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

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

10. Additional Considerations

3 Major Takeaways

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

From Chapter 4 LRTP:

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

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

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

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

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

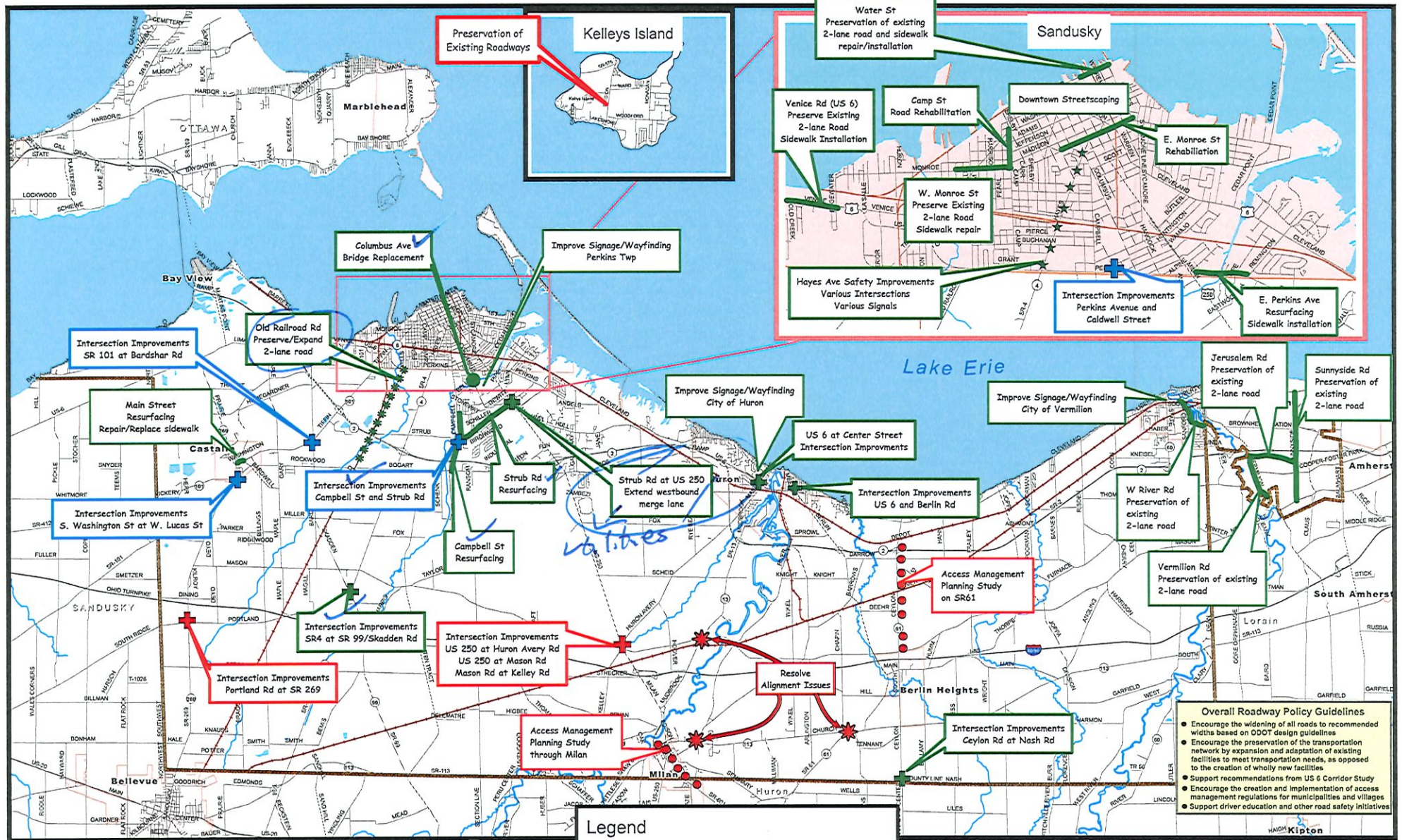
-**Campbell Street** includes government, school, and commercial facilities. **Thorworks** is located off the northern portion of Campbell Street.

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

2045 (2050) Long Range Transportation Plan

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

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



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

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

Erie County 2045 Long Range Transportation Plan

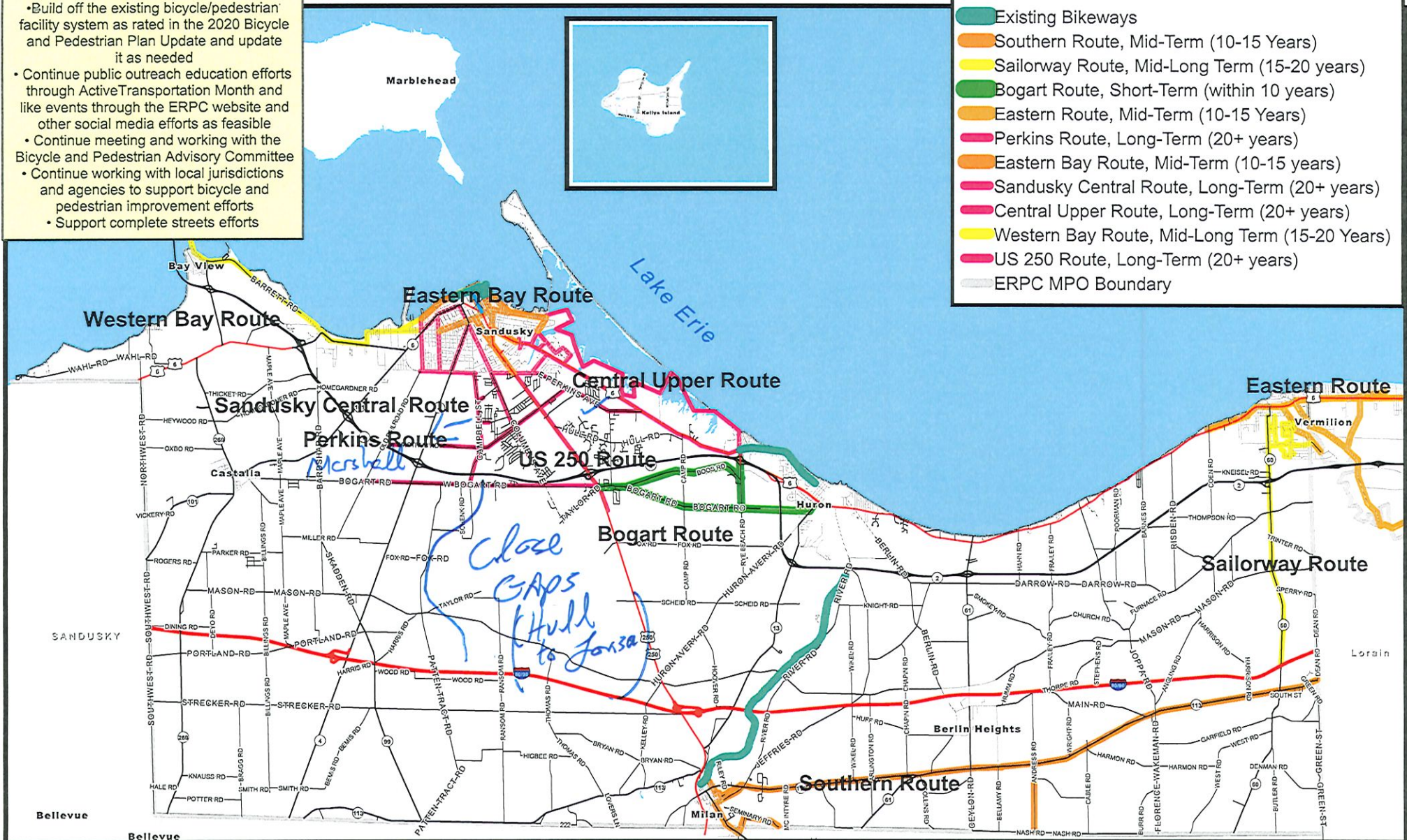
Recommended Roadway Preservation Projects Implementation Schedule Figure 9-4.1

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

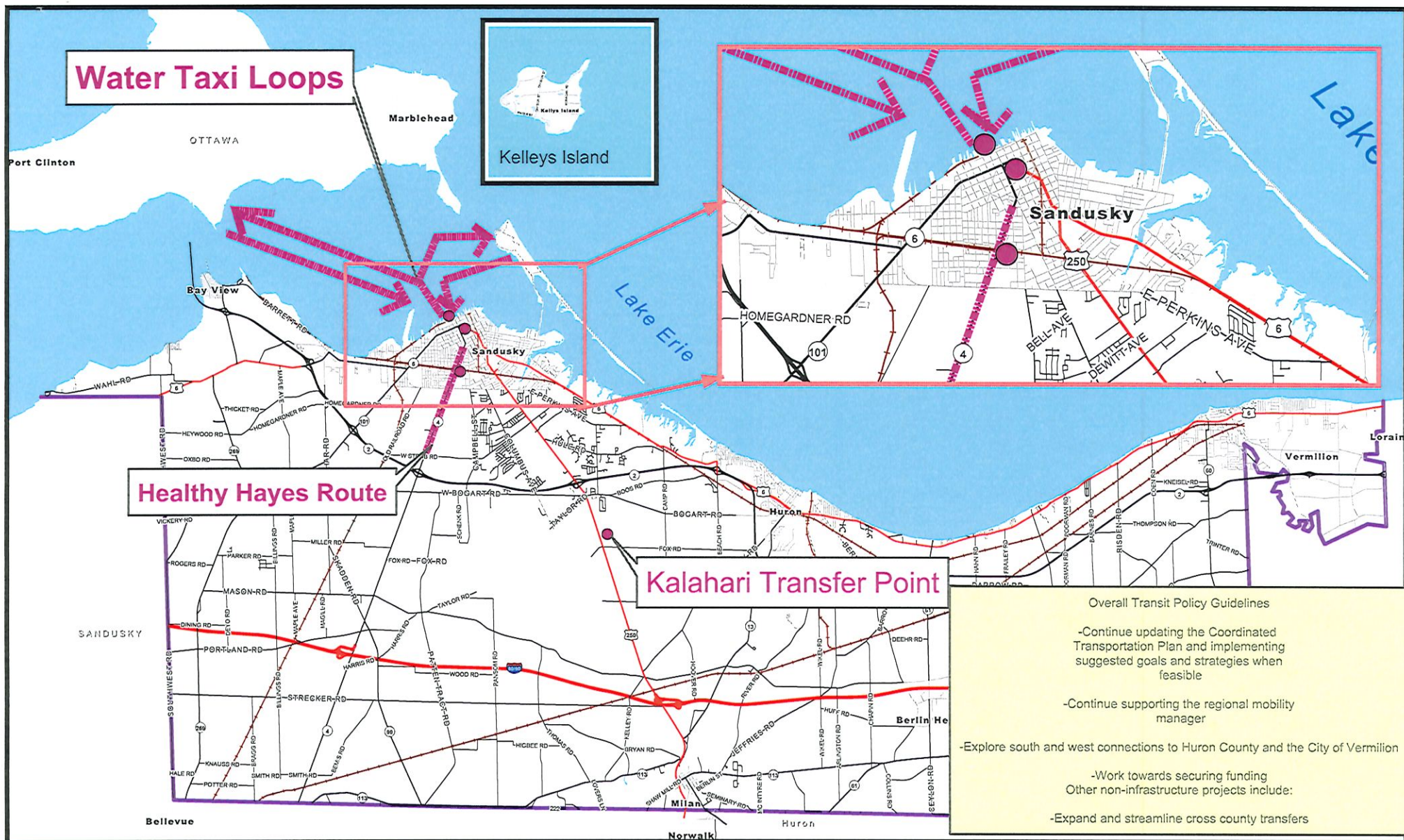
Erie County MPO 2045 Long Range Transportation Plan

Figure 9-4.3 Recommended Non-Motorized Implementation Schedule



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)
- ERPC 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

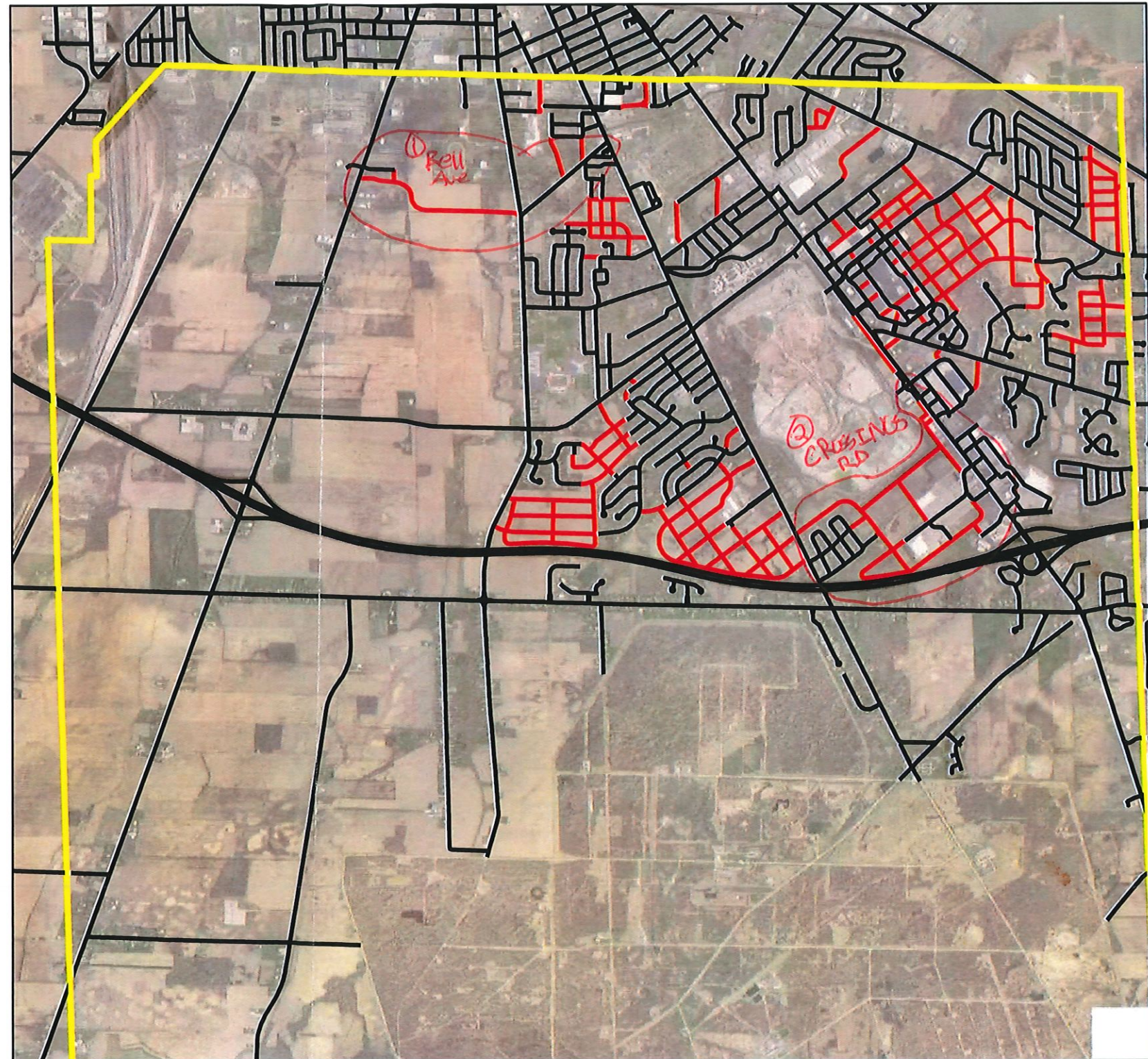
Legend

- 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

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Kevin Cannon

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

Transportation Stakeholders,

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

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

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

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

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

We look forward to your participation in this planning process.

Thank you,

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



| Name and/or Organisation | Greater Sandusky Partnership | Millan Township | Arin 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? | The Greater Sandusky Partnership's primary concern is the development of the 10-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. 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. The MPO can help create a transformative transportation asset that enhances regional connectivity, promotes tourism, and strengthens our communities. | Bottomneck on Rt. 250 S. approaching/entering Huron County. | City bearing cost of county public transportation, desire to continue and expand ferry access to Island, Cedar Point, continued dedication to safe bicycle connectivity and walkability | Increased seasonal vehicular and pedestrian traffic, primarily on SR #93, CR #90, TR #31 and larger feeder roads into these three routes. The increased traffic flow is directly due to seasonal tourist and seasonal residential traffic. | 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. | Access to transportation for clients needing assistance to community resources and for those seeking to be employed or actively employed. | 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. | 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 (bikes to lock and secure bikes around town and businesses). | Congestion, flow, and traffic on main roads 250, route 4, route 6. Accidents on route 4 & 6 |
| What do you see as the predominant travel patterns/journeys within and through the Planning Region? | 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. 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. | 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. | 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 | Similar to the above responses, the seasonal and extra weekend traffic patterns related to tourism are a predominant concern. | 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. | Route 2, Route 250, Route 6, 101, Turnpike, Millan Road, Perkins Avenue, Venice Road/Tiffin Ave/Monroe St/First St, Columbus Ave, Hayes Ave. | For Erie County specifically, 4, 250, 6, Rt 2, turnpike access corridors. 101, 112, 169 and other smaller routes to a lesser extent. | RT 2 and Rt 250 | Millan Rd, Rt 4 & 6, and route 2 |
| 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? | 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. 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. | | 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. | Our public safety forces have an increased workload due to increasing tourist and seasonal residential increase in responses of all types. | 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. | 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. | Transportation access issues for more community residents, especially with regard to more vulnerable populations/neighborhoods. Ireland's 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. | 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 vehicle/etc. Joining community bike rides. Very sad when drivers put this event down. Not everyone drives and people need to have opportunity for safe biking. | 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. |
| 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? | 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. | | Connectivity to Columbus Cleveland Rd congestion but Rose Grant project will fix Other than that, so easy to get around with automobile in the region | N/A to our jurisdiction | 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? | Lake Erie Islands and portions of the region connected by Edison Bridge which can be hazardous during inclement weather. | All fairly accessible by auto. Rt 6 corridor and 250 becoming increasingly difficult due to volume of traffic during peak season. | Human society I got lost trying to leave that area, it's like a huge industrial circle. Cedar point. Traffic can be unsafe at times. Perkins are down to Rt 6. Traffic flow is fast and then need to immediately slow down to enter sports complex. Safe access to Metroparks along Rt 6. Getting from Erie County to a quick route to Columbus. Why not a highspeed rail option to Toledo or Cleveland. Why not an option for those coming into Erie County from Cleveland Airport. | |
| Do you think better road signage is needed? If so, where? | 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. | | | No | 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. | No, but continue to improve traffic patterns with use of improved technologies with traffic light monitoring and round-about intersections. | None noted. | Continue to expand road signage. Appreciate the updates that have been made. | In the higher accident areas Route 4, Route 6. |

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| 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. | | 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. | | 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. Firelands 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. Now 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 built 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. No connection to Huron and Milan. No safe access to MetroPark unless by car. No safe connection to Strickland. Riding in roads on bike seems to only be a safe option for able bodied adults. Cars do not look when turning, do not yield right of way, and do not slowdown / look when approaching a parking lot interaction. Safety is solely on the bike rider / pedestrian. No / complete lack of safe pedestrian bridges for busy intersections. | Have come a long way in the last few years and has made it easier in the downtown area of Sandusky, as well as making it safer to access the west side of Sandusky and having plans in place to take that out to Huron and Vermilion. Milan Rd has added sidewalks but still seems unsafe to walk or bike. With Milan Rd being a main roadway, I believe action could be taken to make it safer for pedestrians, and bikers. |
| What areas of the planning area do you think are most likely to develop in the next 20 years? | Over the next 20 years, we anticipate significant development in areas investing in our growing destination economy. As tourism remains a driving force, communities with strong ties to Lake Erie, recreational attractions, and cultural sites will see expanded residential and commercial development. Waterfront areas like Sandusky, Vermilion, and Port Clinton are well-positioned for growth, especially in hospitality, retail, and service industries, benefiting from the region's rising popularity as a tourist destination. Housing demand will continue to increase, particularly near recreational and tourism amenities. As more visitors arrive, demand for vacation rentals and permanent residences will grow, making these areas prime for housing projects. This trend will drive investment in infrastructure and services, ensuring the region remains competitive for visitors and residents alike. | Milan Township commercial corridor - Rt. 250 from Scheld Road to Rt.113 N | The islands, Sandusky downtown/infill development, subdivisions in the township/former farm fields. With high demand for new residential units in the region, we should ensure policy and planning documents are aligned that development occurs with a lot of connectivity of local streets, otherwise we'll create real congestion problems along the four arterials we have in the region. | Unknown | I am not familiar with Ottawa County's potential, so my answer will be focused on Erie County. Within Erie County, I think that State Route 4 (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 families to ride to events rather than driving and parking. Cedar Point generates a lot of traffic. One way in and One way out 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 |

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| 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> | | 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 | Wayfinding!!! | | 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. | |
|--|---|--|--|---------------|--|--|--|

| Question | Answers | Summary Results |
|---|--|--|
| | Outside Ottawa | 3 |
| Where is your current place of residence? | <div> <div>42</div> <div> <div>___ Bay Township, Ottawa County</div> <div>___ Bay View, Erie County</div> <div>___ Berlin Heights, Erie County</div> <div>___ Berlin Township, Erie County</div> <div>___ Castalia, Erie County</div> <div>___ Catawba Township, Ottawa County</div> <div>___ Danbury Township, Ottawa County</div> <div>___ Erie Township, Ottawa County</div> <div>___ Florence Township, Erie County</div> <div>___ Groton Township, Erie County</div> <div>___ Huron, Erie County</div> <div>___ Huron Township, Erie County</div> <div>___ Kelley's Island, Erie County</div> <div>___ Marblehead, Ottawa County</div> <div>___ Margaretta Township, Erie County</div> <div>___ Milan Township, Erie County</div> <div>___ Milan Village, Erie County</div> <div>___ Oxford Township, Erie County</div> <div>___ Perkins Township, Erie County</div> <div>___ Port Clinton, Ottawa County</div> <div>___ Portage Township, Ottawa County</div> <div>___ Put-In-Bay Township, Ottawa County</div> <div>___ Put-In-Bay Village, Ottawa County</div> <div>___ Sandusky, Erie County</div> <div>___ Vermilion, Erie County</div> <div>___ Vermilion Township, Erie County</div> </div> </div> | <div>2</div> <div>0</div> <div>0</div> <div>0</div> <div>1</div> <div>1</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>1</div> <div>4</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>3</div> <div>8</div> <div>3</div> <div>0</div> <div>0</div> <div>16</div> <div>0</div> <div>0</div> |
| What is/are your main forms of transportation? | <div>___ Personal Vehicle</div> <div>___ Public Transit</div> <div>___ Walking</div> <div>___ Bicycling</div> <div>___ Rideshare (Taxi, Uber, Etc.)</div> <div>Other: _____</div> | <div>41</div> <div>1</div> <div>8</div> <div>3</div> <div>1</div> |
| 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 | <div>___ Preservation of current infrastructure</div> <div>___ Improving the movement of freight</div> <div>___ Protecting/enhancing the natural environment</div> <div>___ Improving roadway reliability</div> <div>___ Reducing Congestion</div> <div>___ Reducing costs, promoting job growth and economy</div> <div>___ Reducing Fatalities/Injuries</div> | <div>116</div> <div>77</div> <div>131</div> <div>133</div> <div>127</div> <div>130</div> <div>126</div> |
| "Outlying areas of Erie and Ottawa County can be difficult to access." | <div>___ Agree</div> <div>___ Disagree</div> <div>___ No Opinion</div> | <div>18</div> <div>11</div> <div>10</div> |
| "North/South routes and travel into and out of our region is adequate." | | |

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

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| "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

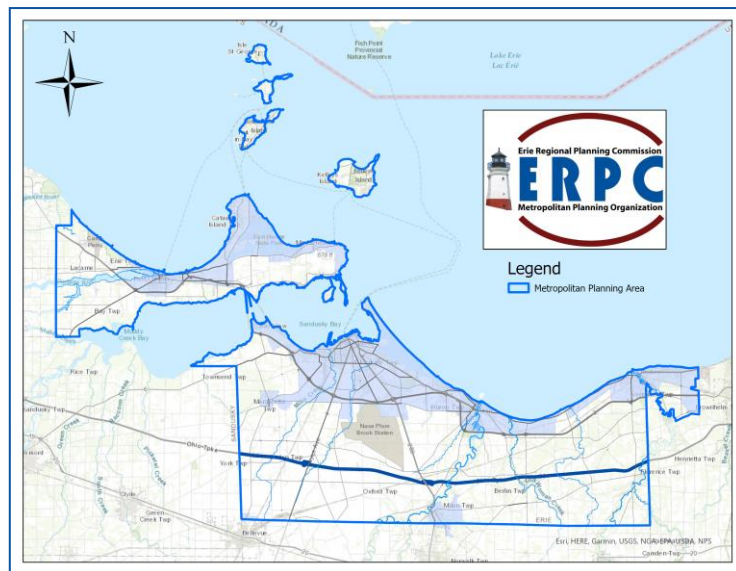
The 2025-2050 ERPC Long Range Transportation Plan will help us organize local and regional infrastructure projects, including safety, multimodal, freight, and transit considerations, into strategic recommendations. The projects will be in the short term, midterm, and long term efforts, and help to identify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



ERPC METROPOLITAN PLANNING ORGANIZATION

What is an MPO



The figure is a map of the Sandusky-Port Clinton Urbanized Area (UZA) in Ohio. The map shows the UZA boundary in blue, with a population density overlay. The density is highest in the central urban core, particularly around Sandusky and Port Clinton, and decreases as it moves towards the surrounding rural areas. The map includes major roads, water bodies like Lake Michigan, and labels for nearby towns and cities. A legend in the bottom left corner identifies the UZA boundary and the population density scale.

| 2020 Name | Sandusky-Port Clinton, OH |
|------------------------------|---------------------------|
| 2020 LACS | 78774 |
| 2020 UZA Rank | 441 |
| 2010-2020 UZA Code | 45743 |
| 2020 Population | 45,743 |
| 2020 Population Density | 5.148 |
| 2020 Land Area in Sq. Miles | 139,336,529 |
| 2020 Water Area in Sq. Miles | 13,775,535 |
| 2010 Population | 8 |
| Legislative District | 12 |
| 2020 GEOID | 78774 |
| Shape_Area | 272919124.007163 |
| Shape_Length | 971961.34384 |

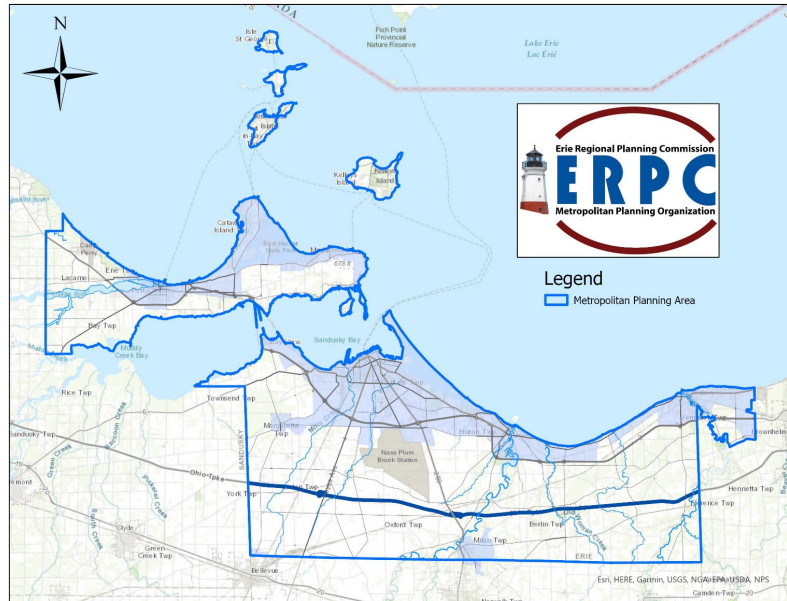
The New “ERPC MPO”

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...

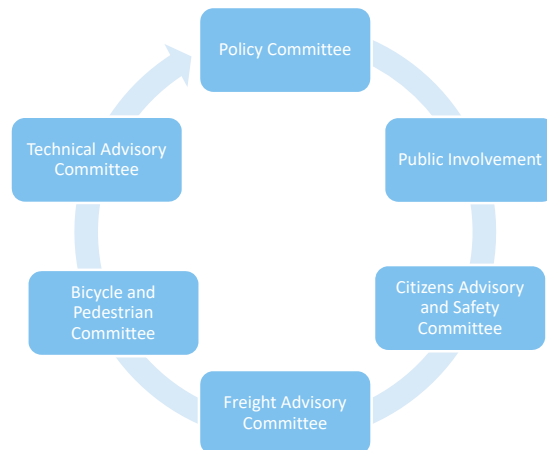
Continuing

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

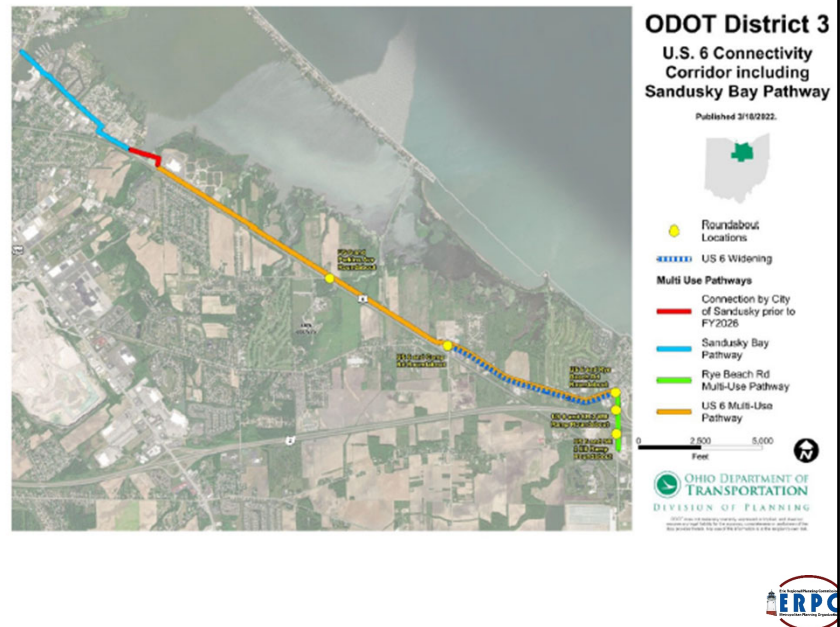


Project Programming Example:

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)

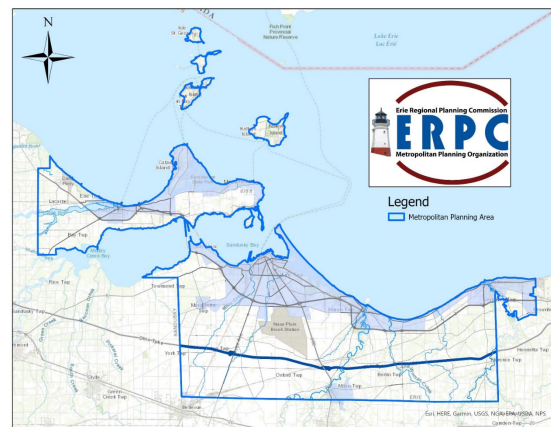
A ROAD TO OUR FUTURE

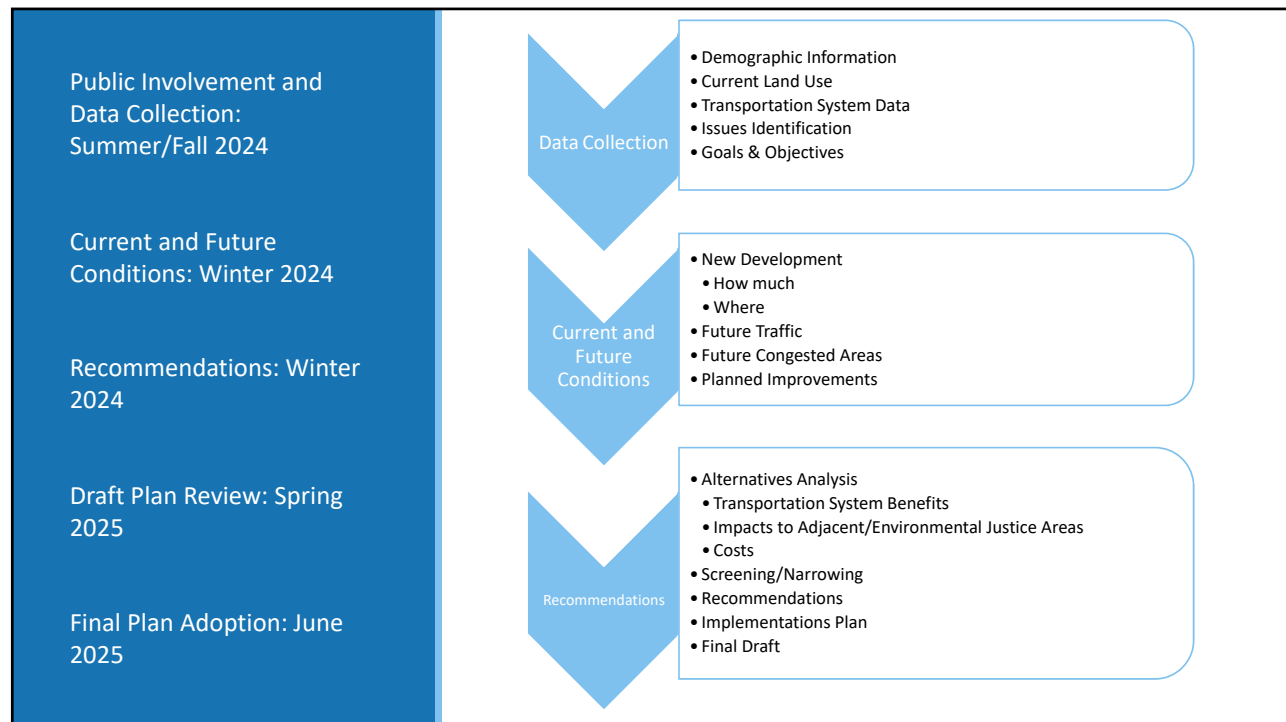
Long Range Transportation Plan updated every 5 years

- 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:

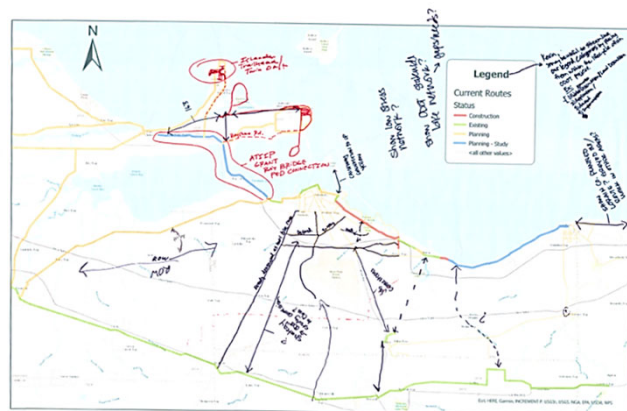
<https://www.eriecounty.oh.gov/MPO.aspx>

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!

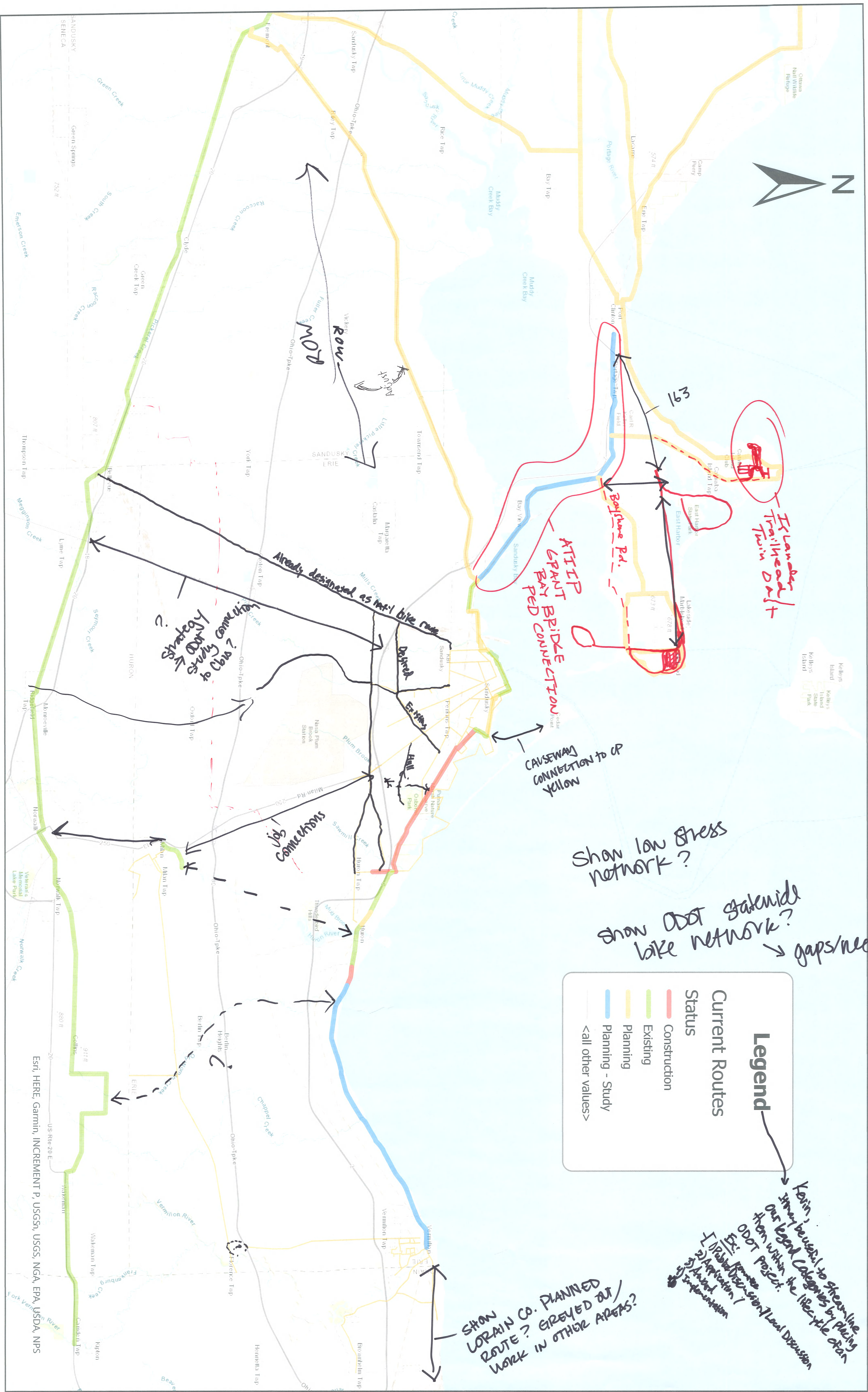


Tim King
Director
Erie County Regional Planning
419-627-7792

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

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





Kevin Cannon

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

Good Afternoon,

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

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

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

4PM – 6PM

June 26, 2025

3rd Floor Chambers

Erie County Office Building

247 Columbus Avenue

Sandusky, OH 44870

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

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

Thank you,

Kevin Cannon

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

ERPC 2050 – A ROAD TO OUR FUTURE

2025-2050 Long Range Transportation Plan



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

Purpose of Long Range Plan

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

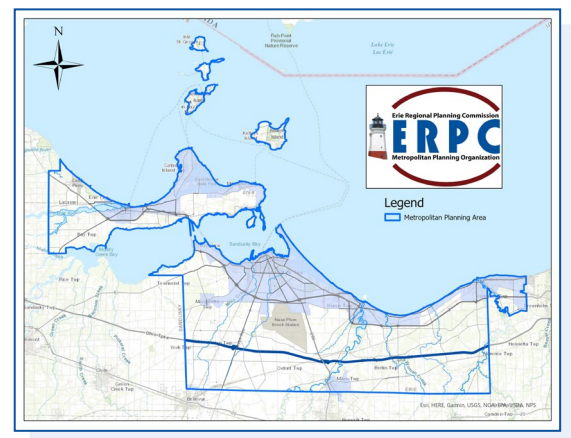
Open House

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

**4PM-6PM,
June 26, 2025
3rd Floor Chambers, Erie County Office Building
247 Columbus Avenue, Sandusky, OH 44870**

About the ERPC MPO

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





INTERIM AD DRAFT

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

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

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

FILER

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

FILING FOR

Sandusky Register

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

Total Column Inches: 5.35

Number of Lines: 43

| | |
|-------------------|-------|
| 06/18/2025: Other | 47.30 |
| Affidavit Fee | 12.00 |

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

See Proof on Next Page

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

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

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

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

2025-2050 Long Range Transportation Plan

ERIE REGIONAL PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION

KEVIN CANNON – TRANSPORTATION PLANNER



Overview

Long Range Planning Process

Existing System

Population Overlook

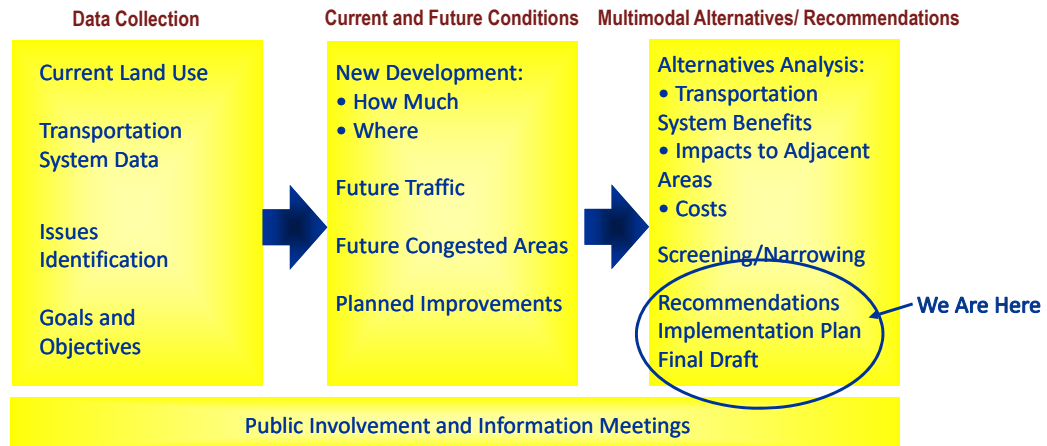
Public Involvement

Recommended Transportation Plan Projects

Project Schedule and Next Steps

Questions

Long Range Transportation Plan Process



Plans Goals and Objectives

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

L RTP – What's Included

Transportation Improvements over multiple time periods

Roadway Improvements

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

Bicycle and Pedestrian Plans

Transit Changes and Improvements

Tourism

Port/Freight

Intelligent Transportation System (ITS) & EV

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

Existing System

1480 Miles of Roadway across both counties

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

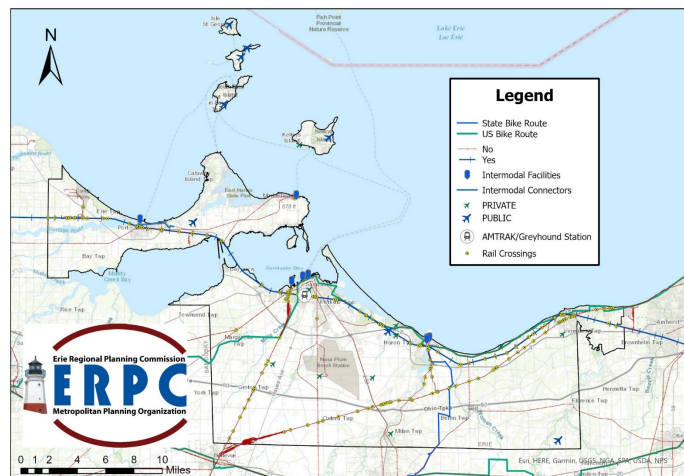
1 AMTRAK Station with 2 national lines

Erie-Ottawa International Airport along with 8 public airfields

5 Active Intermodal Facilities

7 Ports (6 Legislatively Approved)

14 EV Charging Stations Locations



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

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

Population Overview

DOD sees continued trends down for both counties currently

Challenge to reflect true population compared to summertime residences

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

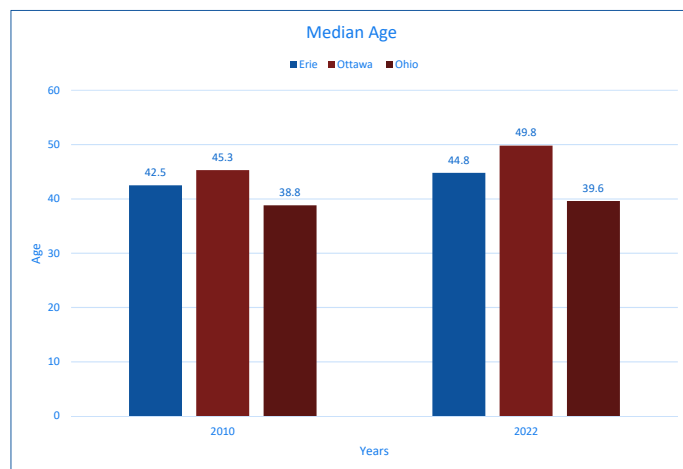
| Political Jurisdiction | 2030 | 2040 | 2050 |
|------------------------|-------|-------|-------|
| Erie County | 70426 | 64814 | 60049 |
| Ottawa County | 37724 | 34548 | 31371 |

Population Shift

Continues to trend older

Limited new housing stock

Increased impact of retirees moving to area



Public Involvement



Development of Forces and Issues and Goals and Objectives

Public Meetings

- MPO Subcommittees
- Targeted public outreach

Stakeholder Interview/Surveys

Online Public Surveys

Review of Past Studies

Review of Current Projects

Public/Stakeholder Surveys

Stakeholder Surveys with public officials beginning in 2024

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

Hosted two Open Houses – 3 total respondents

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

Targeted e-mail of 160 stakeholders with 9 survey responses

Attended two local community events

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

Launched an online survey with 42 respondents

Public Involvement Feedback (2024)

Transportation planners should focus on:

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

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

Respondents largely feel US 250 experiences most congestion

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

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

- Numerous respondents highlighting waterfront growth in Port Clinton and Marblehead

Public Involvement Feedback (2024)

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

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

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

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

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

Public/Stakeholder Surveys

Congestion and Safety remain a top priority of respondents

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

Bicycle/Pedestrian Improvements:

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

Concern on future developments:

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

Transit was highlighted as improving:

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

Reducing costs and promoting job growth a challenge:

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

Universe of Transportation Alternatives

Based on results of Public Involvement Process

- Public Meetings
- Public Surveys
- Stakeholder Surveys
- Existing Plans

Review of existing and future transportation and land use conditions across planning region

Reviewed possible projects with TAC in February/March

Three Modal Alternatives:

1. Roadway Projects (Preservation and Expansion)
2. Non-Motorized (Bike and Pedestrian)
3. Transit Projects

Listing of TIP Projects and all projects considered from past plans and conversation

Universe of Alternatives Expansion

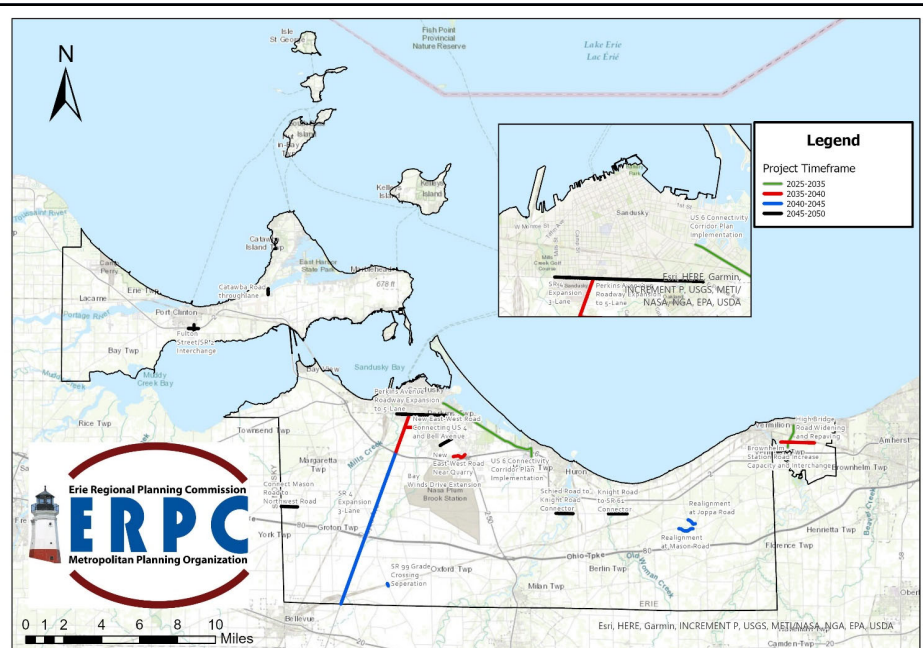
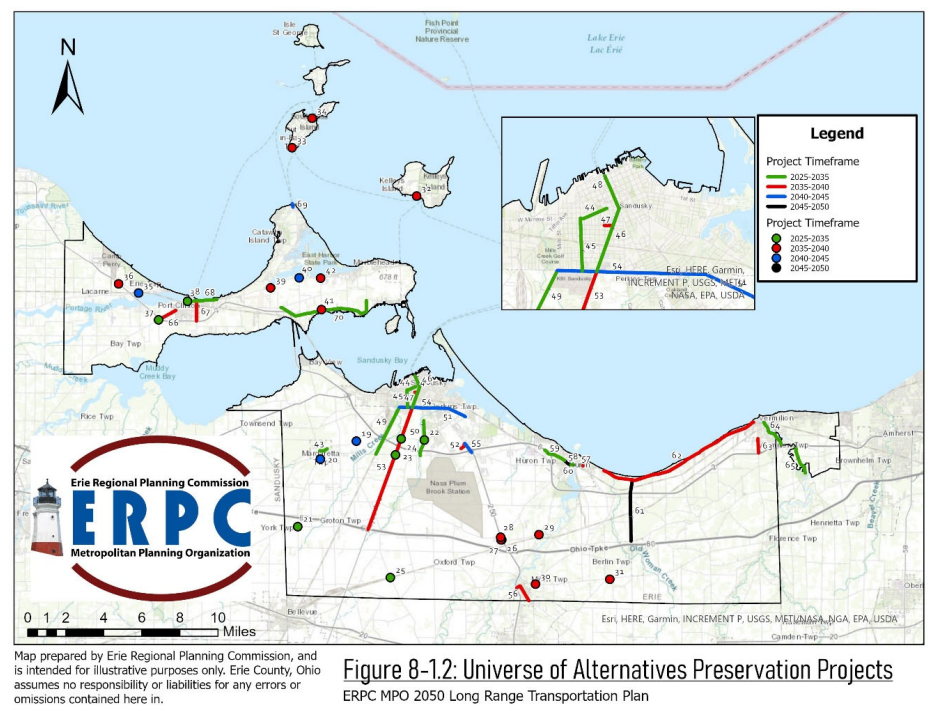
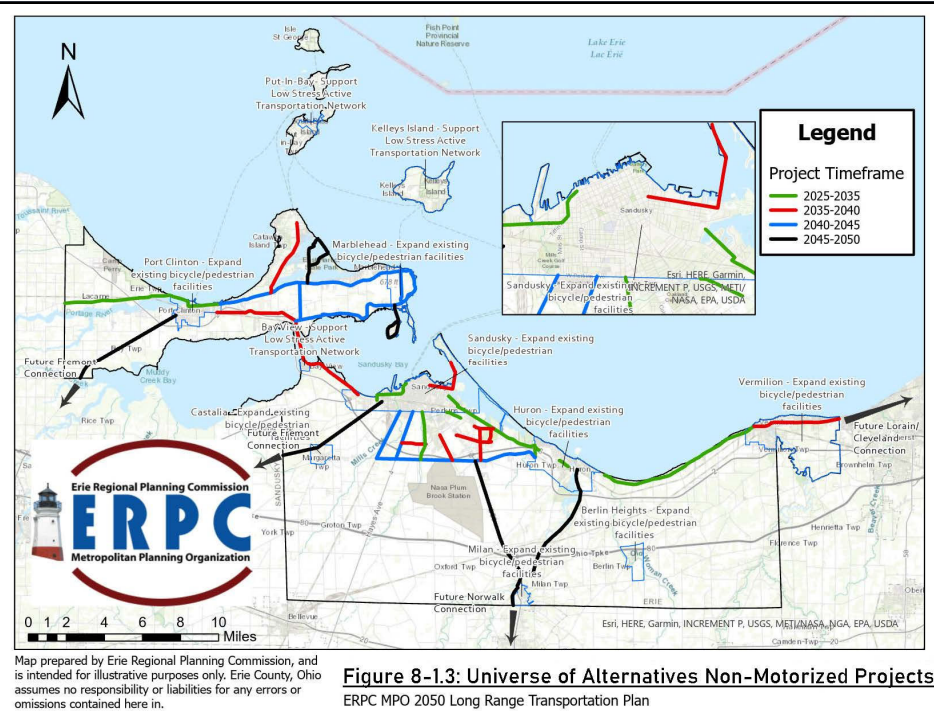


Figure 8-11: Universe of Alternatives Expansion Projects
ERPC MPO 2050 Long Range Transportation Plan

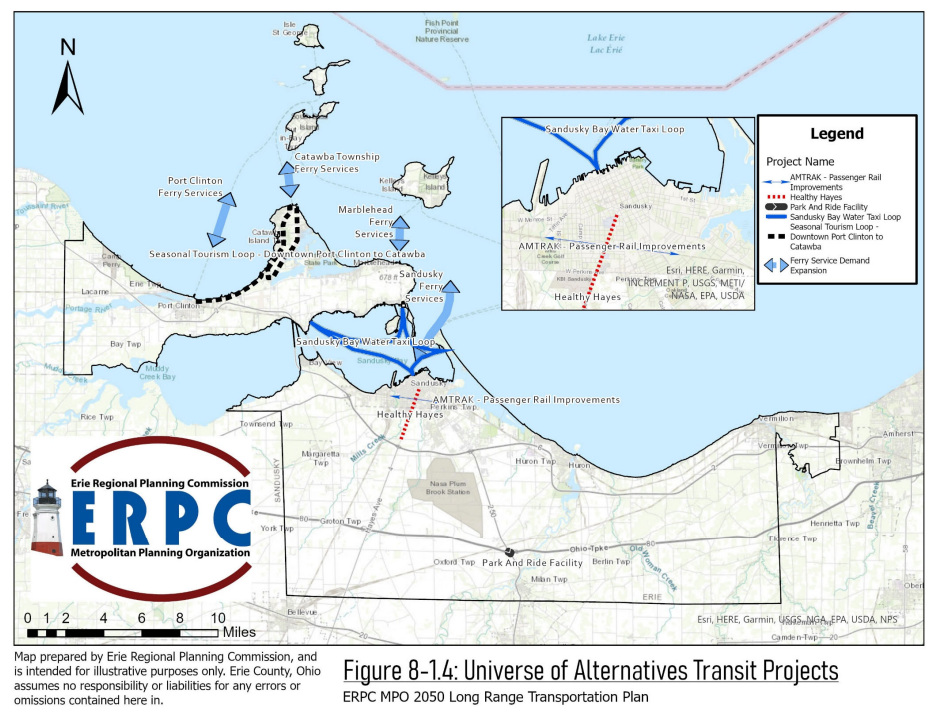
Universe of Alternatives Preservation



Universe of Alternatives Non-Motorized



Universe of Alternatives Transit



Recommended Transportation Plan Projects

Funding/Implementation

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

Improvement funding through the MPO:

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

Additional funds:

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

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

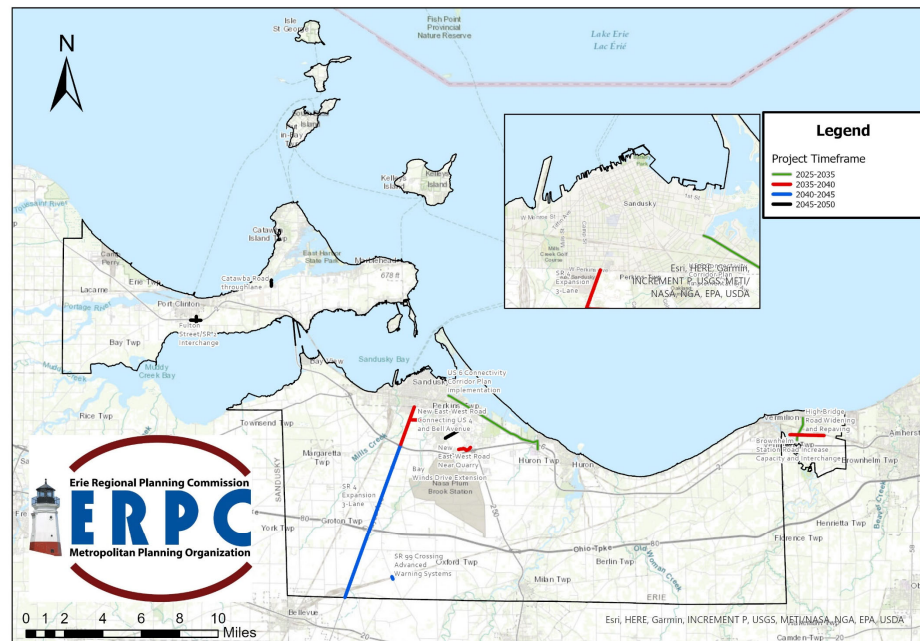
Recommended Expansion Projects

Total of 11 Roadway Expansion Projects

Cost estimate of \$158,431,320

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

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



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

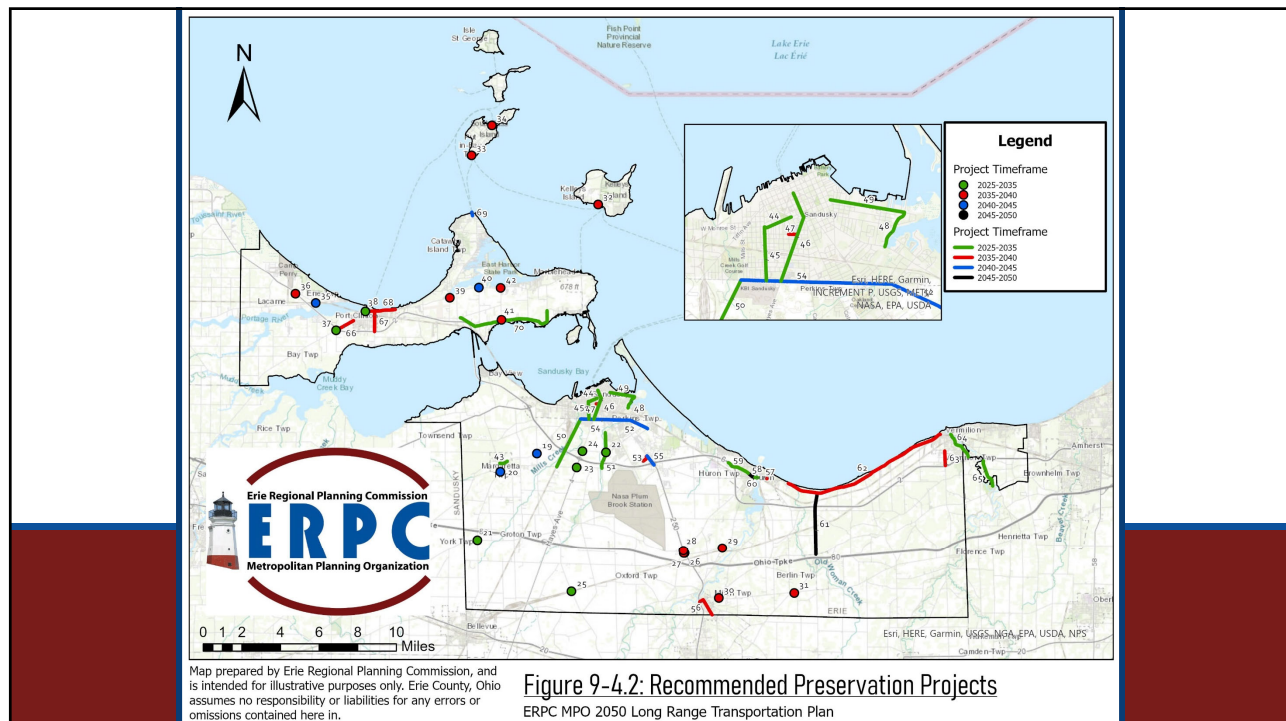
Recommended Preservation Projects

Total of 52 Roadway Preservation Projects

Cost estimate of \$166,010,789

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

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



Recommended Non-Motorized Projects

Total of 37 Non-Motorized Projects

Cost estimate of \$87,726,627

Includes overlap in costs on existing roadway preservations

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

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

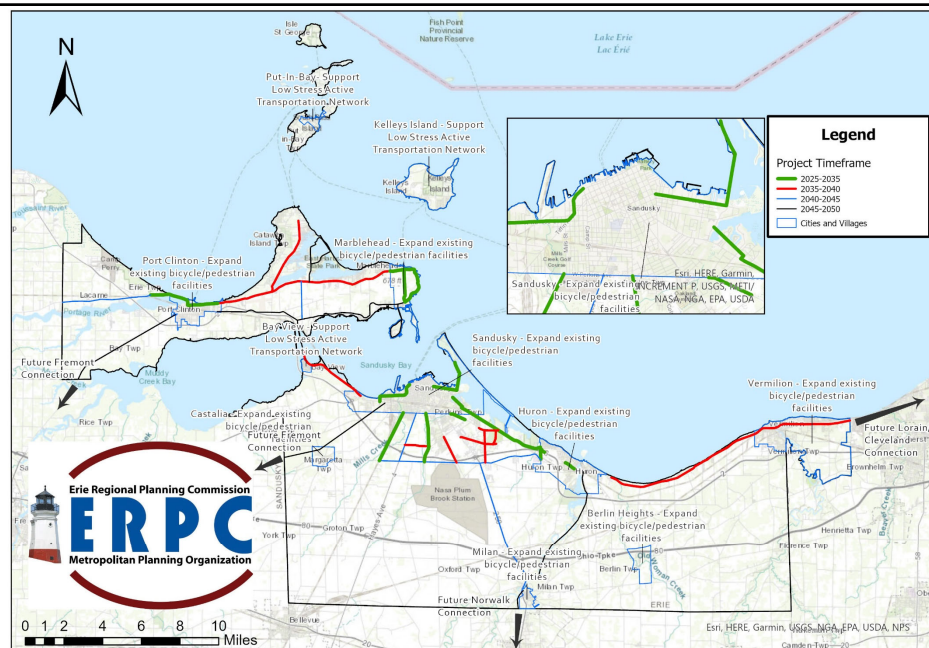


Figure 9-4.3: Recommended Non-Motorized Projects
ERPC MPO 2050 Long Range Transportation Plan

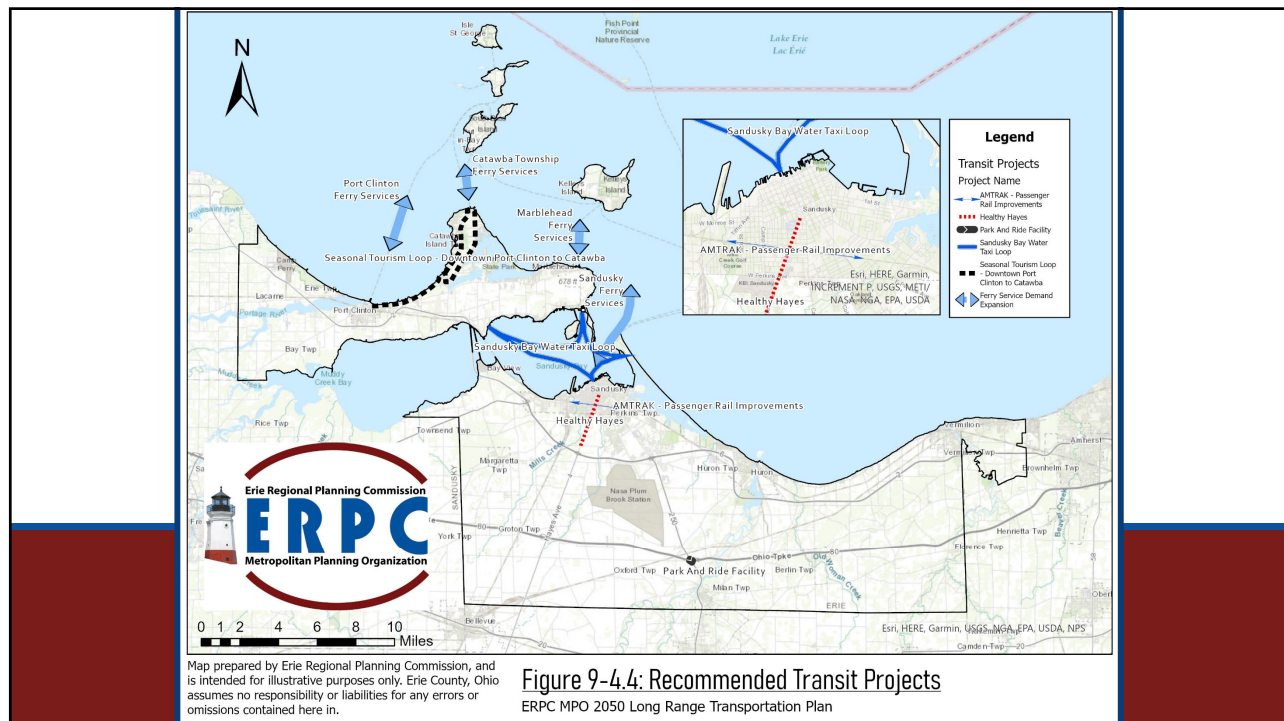
Recommended Transit Projects

Total of 7 Transit Related Projects

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

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

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



Next Steps

Transportation Alternatives analysis completed in April

Evaluation of alternatives and recommended transportation improvements in May

Finalizing plan and appendices with ongoing public involvement

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

Adoption on July 24th

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

Eriecounty.oh.gov/MPO.aspx

Questions/Comments?



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Bill to
 Erie County

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

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

=== Notes ===

Notice Name: MPO Long Range Plan
 Order Number: LC9194

=== How to pay this invoice ===

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| Net Subtotal | \$59.30 |
| Tax | 0.00 |
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ERPC MTP Update – USDOT Comments

FHWA Planner: Lawrence Hall

FTA Planner: Mark Kane

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

Specific Comments

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

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

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

Caution! This message was sent from outside your organization.

Hi Kevin,

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

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

A few minor things I noticed:

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

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

Kind regards,
Nate

Nathaniel Vogt, P.E.
Transportation Planner
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Columbus, Ohio 43223
614.351.2849
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**Department of
Transportation**

Appendix F

System Performance Report

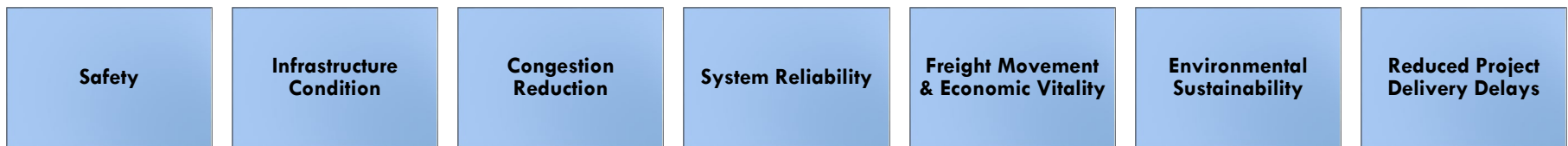
ERPC Metropolitan Planning Organization



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 | 9.4 (11.6) | 1,173.0 | 1,220.0 |
| Number of Serious Injuries | 56.5 | 49.2 (63.4) | 7,649.0 | 7,529.4 |
| Rate of Fatalities | 0.76 | 0.76 (0.83) | 1.04 | 1.09 |
| Rate of Serious Injuries | 4.47 | 3.93 (4.51) | 6.77 | 6.78 |
| Frequency of non-motorized fatalities and non-motorized serious injuries | 3.9 | 4.2 (5.2) | 824.0 | 869.19 307 |

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 310 |

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

Kelleys Island

- 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

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, 4th Street, McEwen Street, Ontario Street, Buckingham Road, Roosevelt Street, McKelvey Street, Knupke Street, 13th Street, Wayne Street, 46th Street, 44th Street, 48th 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, 50th, 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, 6th Street, 1st Street, Linden Street, Mills Street, Exchange Street and Memory Lane
- *Perkins Township*
-Gilcher Court
- *Florence Township*
-SR 113, Market Street and 2nd 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 LANEG market

Freight Specific Projects

- Undergo safety Improvements on Perkins Avenue to the Cleveland Road (US 6) Intersection
- Preserve/widen Old Railroad Road to accommodate commercial truck traffic
- On Perkins Avenue (between Camp Street to 50th Street) upgrade signals
- At SR 601/Downtown Milan conduct an Access Management Study
- 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

- Create a new east-west road connection between US 250 and SR 4
- Support a new runway with internal roadway network at NASA Plum Brook Research Station
- Undergo a grade separation at SR 60 in downtown Vermillion
- Establish a regional freight working group consisting of both public and private sector freight stakeholders, focused on infrastructure, workforce development, safety, security and technology

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
- Study the geometrics of the northbound lane to provide a suitable transition
- 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

- 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 50th 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.