

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 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

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

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

SR 113 (US 250 to SR 60)

- Suggested site plan review

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

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

Kelleys Island

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

Vermilion West District

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

Valleyview District

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

Sunnyside District

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

West Lakefront District

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

North Brownhelm District

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

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

Access Management Drive Revisions

- (80 Drives)

New Service Road

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

Signal Upgrades with Overhead Signing

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

SR 2 and US 250 Interchange Gateway Aesthetic Treatment

- Landscaping and visual improvements

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

Sidewalk Additions

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

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

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

Western Communities

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

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

Eastern Communities

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

Core Area

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

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

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

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

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

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

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

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

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

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

- *Kelleys Island*
-Addison Street
- *Village of Castalia*
-East Lucas Street
- *Village of Berlin Heights*
-Center Street, West Main Street
- *City of Huron*
-Williams Street, Standard Street
- *Village of Milan*
-Liberty Street, Berlin Street
- *City of Sandusky*
-Church Street, Ward Street, Thorpe Drive, Sloane Street, King Street, Broadway Street, Tyler Street, Vine Street, Poplar Street, Prospect Street, Elm Street, Meigs Street, Scott Street, Sycamore Drive, Erie Avenue, 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 LANE 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.