
Erie County Metropolitan Planning Organization



2045 LONG-RANGE TRANSPORTATION PLAN

Appendix A Financial Revenue Methodology

Financial Revenue Methodology Appendix

Financial Resources Forecast and Fiscal Constraint Analysis for the Erie Regional Planning Commission 2045 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 *2045 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 (2021-2045).

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 2021 through 2045. 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 FY2021 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 2010 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 FY2021 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:

- Erie Regional Planning Commission (ERPC) Population = 82,982
- ODOT District 3 Population = 946,311
- Ohio Population (OPOP) = 11,536,504

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 – April 2021)

Year	Yearly Allocation	\$690,340	← Carry Over
2021	\$1,007,144	\$1,697,484	
2022	\$1,007,144	\$1,697,484	
2023	\$1,007,144	\$1,697,484	
2024	\$1,007,144	\$1,697,484	
2025	\$1,007,144	\$1,697,484	
2026	\$1,007,144	\$1,697,484	
2027	\$1,007,144	\$1,697,484	
2028	\$1,007,144	\$1,697,484	
2029	\$1,007,144	\$1,697,484	
2030	\$1,007,144	\$1,697,484	TOTAL (10 yrs) \$16,974,840
2031	\$1,007,144	\$1,697,484	
2032	\$1,007,144	\$1,697,484	
2033	\$1,007,144	\$1,697,484	
2034	\$1,007,144	\$1,697,484	
2035	\$1,007,144	\$1,697,484	TOTAL (15 yrs) \$8,487,420
2036	\$1,007,144	\$1,697,484	
2037	\$1,007,144	\$1,697,484	
2038	\$1,007,144	\$1,697,484	
2039	\$1,007,144	\$1,697,484	
2040	\$1,007,144	\$1,697,484	TOTAL (20 yrs) \$8,487,420
2041	\$1,007,144	\$1,697,484	
2042	\$1,007,144	\$1,697,484	
2043	\$1,007,144	\$1,697,484	
2044	\$1,007,144	\$1,697,484	
2045	\$1,007,144	\$1,697,484	TOTAL (25 yrs) \$8,487,420

ODOT District 3 Allocation Funds Summary

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

	Year	Yearly Allocation	Time Periods	Time Period Totals
	2021	\$78,351,095	Annual Growth Rate =	1.02
	2022	\$83,889,603		
	2023	\$76,203,813		
	2024	\$96,936,003		
	2025	\$85,327,620		
Projected	2026	\$87,034,172		
Projected	2027	\$88,774,856		
Projected	2028	\$90,550,353		
Projected	2029	\$92,361,360		
Projected	2030	\$94,208,587		
Projected	2031	\$96,092,759	TOTAL (15 yrs) =	\$500,070,577
Projected	2032	\$98,014,614		
Projected	2033	\$99,974,906		
Projected	2034	\$101,974,405		
Projected	2035	\$104,013,893		
Projected	2036	\$106,094,171	TOTAL (20 yrs) =	\$552,118,324
Projected	2037	\$108,216,054		
Projected	2038	\$110,380,375		
Projected	2039	\$112,587,982		
Projected	2040	\$114,839,742		
Projected	2041	\$117,136,537	TOTAL (25 yrs) =	\$609,583,243
Projected	2042	\$119,479,268		
Projected	2043	\$121,868,853		
Projected	2044	\$124,306,230		
Projected	2045	\$126,792,355		

D3 Average Annual Allocation for 2021 - 2030 Period:	X	ERPC Population	=	ERPC Fair Share of D3 Funding
\$87,363,746		D3 Population		0.087689988

D3 Average Annual Allocation for 2031 - 2035 Period:	X	ERPC Population	=	ERPC Fair Share of D3 Funding
\$100,014,115		D3 Population		0.087689988

D3 Average Annual Allocation for 2036 - 2040 Period:	X	ERPC Population	=	ERPC Fair Share of D3 Funding
\$110,423,665		D3 Population		0.087689988

D3 Average Annual Allocation for 2041 - 2045 Period:	X	ERPC Population	=	ERPC Fair Share of D3 Funding
\$121,916,649		D3 Population		0.087689988

Surface Transportation Program – County Engineer (STP-C)

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

An estimated \$14,000,000 per year is available statewide 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> <u>Ohio Population</u>	=	ERPC Fair Share of STP-C Funding
\$14,000,000	X	0.007192994	=	\$100,702
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 (2021-2030)	\$1,007,019
Available funding for Mid-Term (2031-2035)	\$503,510
Available funding for Mid/Long -Term (2036 -2040)	\$503,510
Available funding for Long -Term (2041 -2045)	\$503,510

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	ERPC Population Ohio Population	=	ERPC Fair Share of TRAC Funding
\$276,825,000	X	0.007192994	=	\$1,991,200
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.				\$1,393,840
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 (2021-2030)	\$13,938,403
Available funding for Mid-Term (2031-2035)	\$6,969,202
Available funding for Mid/Long -Term (2036 -2040)	\$6,969,202
Available funding for Long -Term (2041 -2045)	\$6,969,202

Safety Program Funds

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

Safety Funding				
An estimated \$159,000,000 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
\$159,000,000	X	0.007192994	=	\$1,143,686
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 (2021-2030)	\$11,436,860
Available funding for Mid-Term (2031-2035)	\$5,718,430
Available funding for Mid/Long -Term (2036 -2040)	\$5,718,430
Available funding for Long -Term (2041 -2045)	\$5,718,430

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 \$4,000,000 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
\$4,000,000	X	0.007192994	=	\$28,772
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 (2021-2030)	\$287,720
Available funding for Mid-Term (2031-2035)	\$143,860
Available funding for Mid/Long -Term (2036 -2040)	\$143,860
Available funding for Long - Term (2041 - 2045)	\$143,860

County Highway Safety Program

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

County Highway Safety Program				
An estimated \$14,000,000 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> Ohio Population	=	ERPC Fair Share of SRTS Funding
\$14,000,000	X	0.007192994	=	\$100,702
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)	\$1,007,019
Available funding for Mid-Term (2031-2035)	\$503,510
Available funding for Mid/Long -Term (2036 -2040)	\$503,510
Available funding for Long - Term (2041 - 2045)	\$503,510

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	0.007192994	=	\$244,562
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 (2021-2030)	\$2,445,618
Available funding for Mid-Term (2031-2035)	\$1,222,809
Available funding for Mid/Long -Term (2036 -2040)	\$1,222,809
Available funding for Long - Term (2041 - 2045)	\$1,222,809

Municipal Bridge Program Funds

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

Municipal Bridge Program				
An estimated \$10,000,000 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
\$10,000,000	X	0.007192994	=	\$71,930
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 (2021-2030)	\$719,299
Available funding for Mid-Term (2031-2035)	\$359,650
Available funding for Mid/Long -Term (2036 -2040)	\$359,650
Available funding for Long - Term (2041 - 2045)	\$359,650

Ohio Bridge Partnership Program Funds

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

Ohio Bridge Partnership Program				
An estimated \$5,000,000 per year is available for Ohio's Bridge Partnership Program funded projects.				
A commonly used formula to estimate the fair share for a MPO area includes the following:				
Ohio's Annual Bridge Partnership Allocation	X	<u>ERPC Population</u> Ohio Population	=	ERPC Fair Share of Ohio's Bridge Funding
\$5,000,000	X	0.007192994	=	\$35,965
To be conservative, the annual ERPC fair share of Ohio Bridge Partnership Program funding was held constant over the next 25 years, and no growth increases were applied.				

Fair Share Calculation for ERPC Area of Ohio Bridge Partnership Program Funds

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

Available funding for Short-Term (2021-2030)	\$359,650
Available funding for Mid-Term (2031-2035)	\$179,825
Available funding for Mid/Long -Term (2036 -2040)	\$179,825
Available funding for Long - Term (2041 - 2045)	\$179,825

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 Budget)

Carry Over = None Assumed

Year	Yearly Allocation	
2021	\$350,000	Annual Growth Rate = 1.02
2022	\$357,000	
2023	\$364,140	
2024	\$371,423	
2025	\$378,851	
2026	\$386,428	
2027	\$394,157	
2028	\$402,040	
2029	\$410,081	
2030	\$418,282	
2031	\$426,648	
2032	\$435,181	
2033	\$443,885	
2034	\$452,762	
2035	\$461,818	
2036	\$471,054	
2037	\$480,475	
2038	\$490,084	
2039	\$499,886	
2040	\$509,884	
2041	\$520,082	
2042	\$530,483	
2043	\$541,093	
2044	\$551,915	
2045	\$562,953	

2.0% funding increase per year assumed

Summary of Overall Funding Forecasts

The individual funding forecast calculations and assumptions stated previously were combined to establish the estimated funds available to the ERPC for funding transportation projects in the 2045 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 (2021-2030)	Total Forecasted Amount for ERPC's Fair Share for Mid-Term Period (2031-2035)	Total Forecasted Amount for ERPC's Fair Share for Mid/Long-Term Period (2036-2040)	Total Forecasted Amount for ERPC's Fair Share for Long-Term Period (2041-2045)
ERPC Allocation Funding	\$16,974,840	\$8,487,420	\$8,487,420	\$8,487,420
ODOT D3 Funding	\$7,660,926	\$8,770,237	\$9,683,050	\$10,690,869
STP-C Funding	\$1,007,019	\$503,510	\$503,510	\$503,510
TRAC Funding	\$13,938,403	\$6,969,202	\$6,969,202	\$6,969,202
Safety Funding	\$11,436,860	\$5,718,430	\$5,718,430	\$5,718,430
Safe Routes To Schools Funding	\$287,720	\$143,860	\$143,860	\$143,860
County Highway Safety Funding	\$1,007,019	\$503,510	\$503,510	\$503,510
County Local Bridge Funding	\$2,445,618	\$1,222,809	\$1,222,809	\$1,222,809
Municipal Bridge Funding	\$719,299	\$359,650	\$359,650	\$359,650
Ohio Bridge Partnership	\$359,650	\$179,825	\$179,825	\$179,825
Transit Funding	\$3,832,402	\$2,220,294	\$2,451,384	\$2,706,525
TOTAL (general transportation funds)	\$59,669,756	\$35,078,744	\$36,222,647	\$37,485,609

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 Schedule and Estimated Costs	Project Type		
	Roadway Preservation and Roadway Expansion	Non-Motorized	Total
Short-Term (within 10 years)			
Forecasted Available Funding			\$ 59,669,756
Project Cost	\$ 29,398,248	\$ 1,260,000	\$ 30,658,248
Difference			\$ 29,011,508
Mid-Term (10-15 years)			
Forecasted Available Funding			\$ 35,078,744
Previous Period Carry Over			\$ 29,011,508
Project Cost	\$ 33,725,830	\$ 8,944,299	\$ 42,670,129
Difference			\$ 21,420,123
Mid/Long-Term (15-20 years)			
Forecasted Available Funding			\$ 36,222,647
Previous Period Carry Over			\$ 21,420,123
Project Cost	\$ 36,500,000	\$ 3,915,505	\$ 40,415,505
Difference			\$ 17,227,266
Long-Term (20 - 25 years)			
Forecasted Available Funding			\$ 37,485,609
Previous Period Carry Over			\$ 17,227,266
Project Cost	\$ 41,500,000	\$ 10,353,923	\$ 51,853,923
Difference			\$ 2,858,952

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 \$167,448,937 for the next 25 years (or about \$6.7 million per year) that could be available for this 25-year plan. The result is an ending difference of +\$2,858,952 being left over at the end of the 25-year plan period after carry over of funding from each previous time period.



Erie County Metropolitan Planning Organization



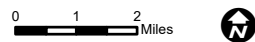
2045 LONG-RANGE TRANSPORTATION PLAN

Appendix B Level Of Service and Average Daily Traffic Maps





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

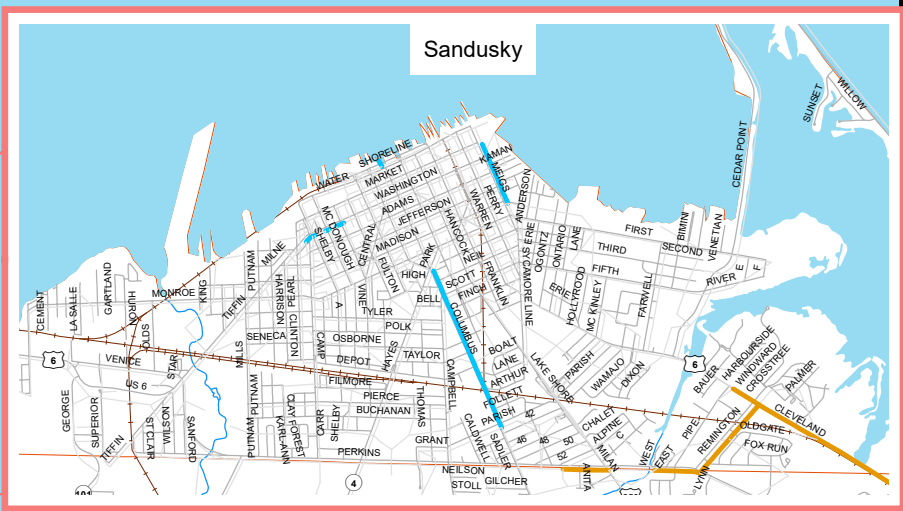
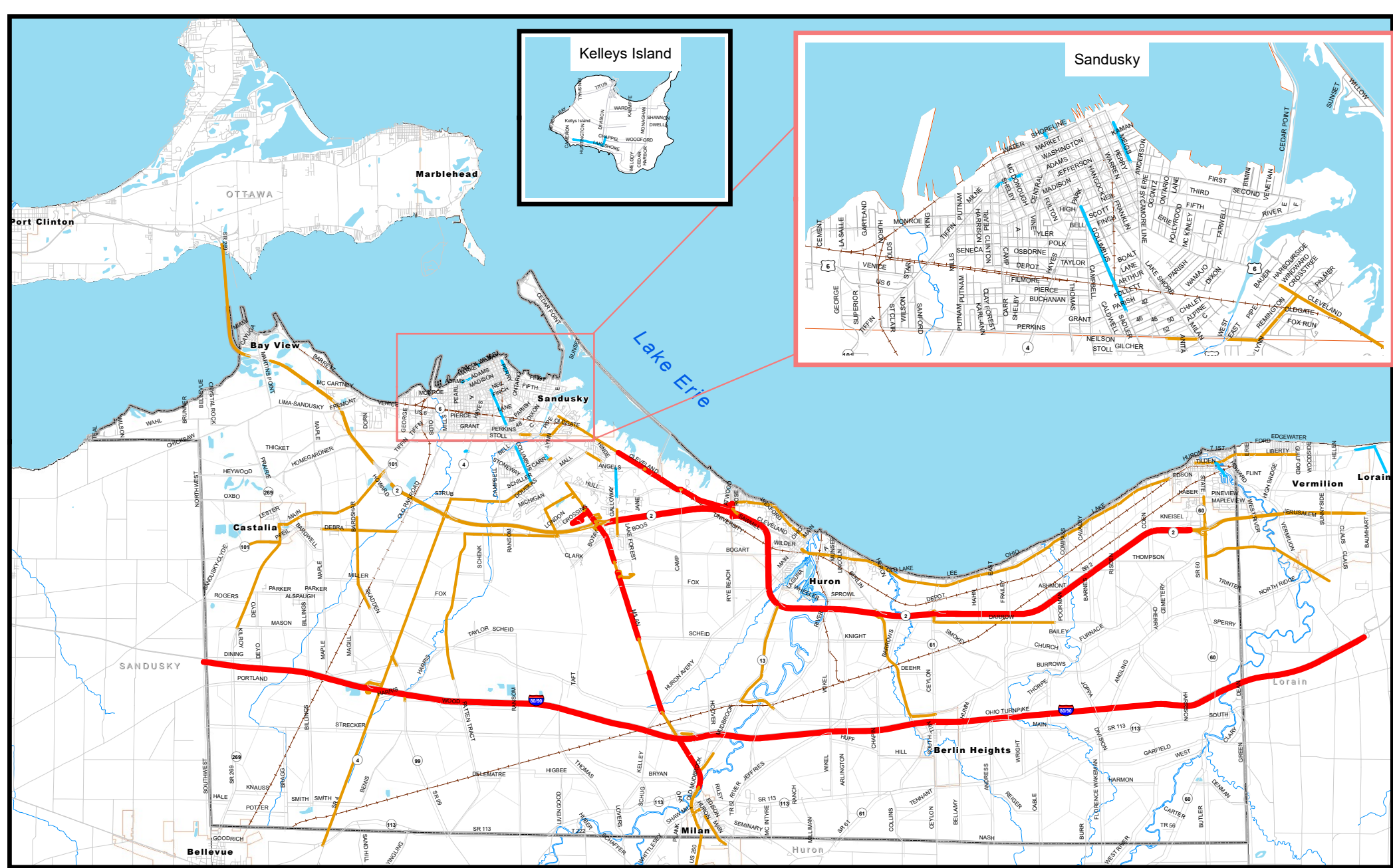
Erie County MPO 2045 Long Range Transportation Plan

Figure 5-3.3 Annual Average Daily Traffic Counts

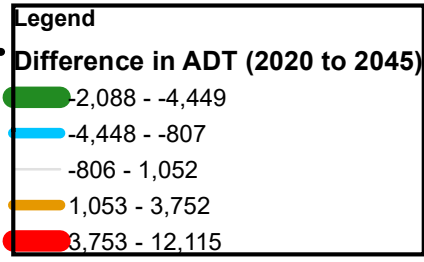


February 2020

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Data Sources: Erie Co, Ohio Department of Transportation

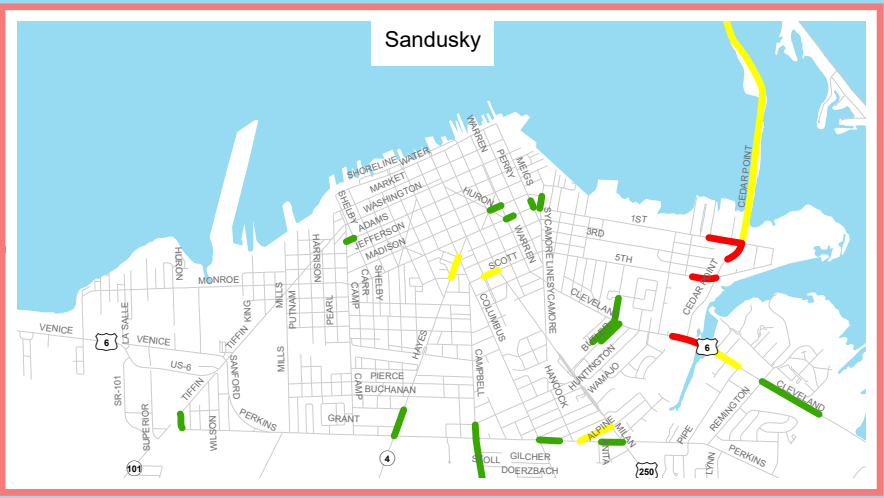
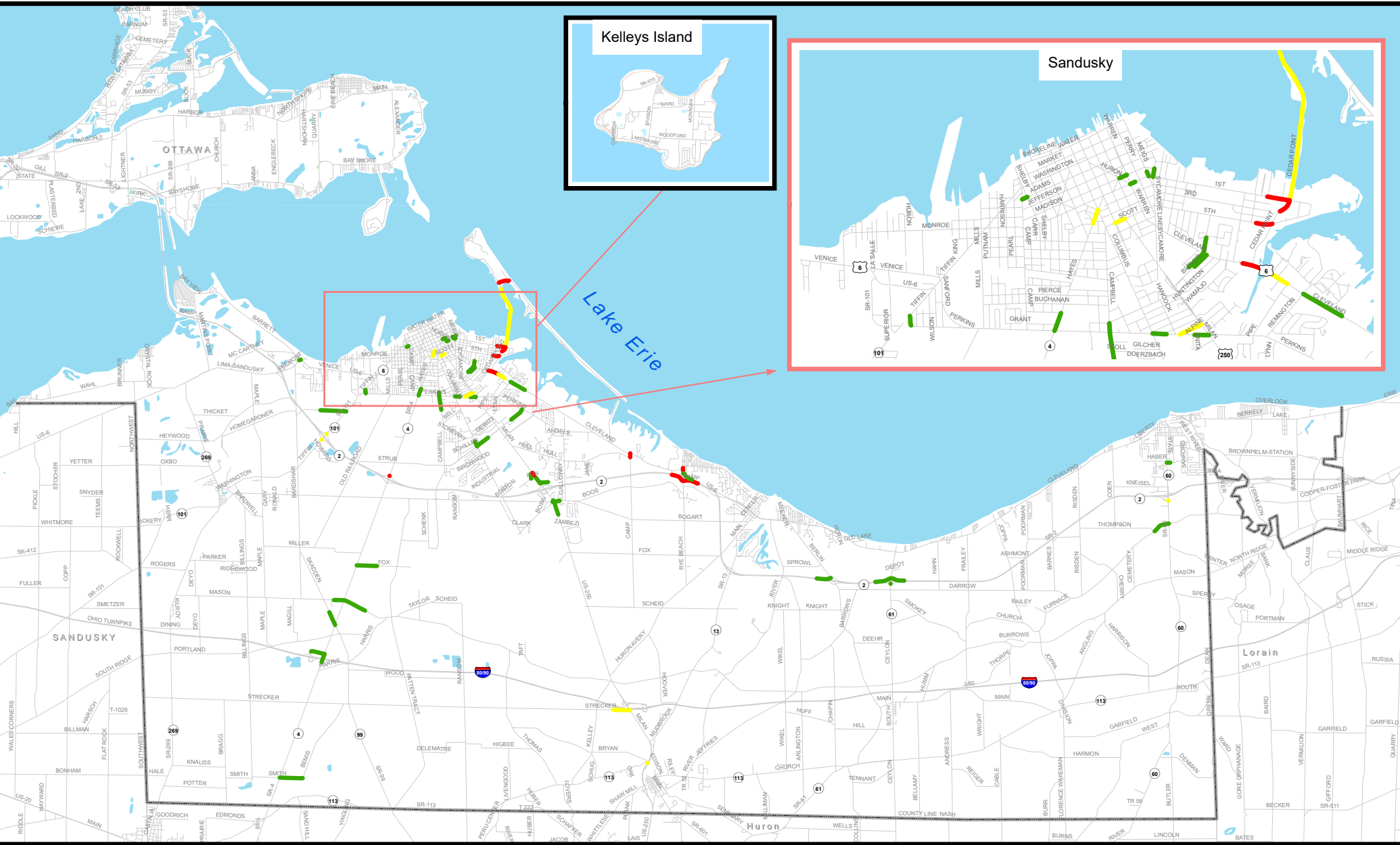


Erie County MPO 2045 Long Range Transportation Plan

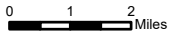
**Modeled Change in Average Daily Traffic (ADT)
Summer Weekday**



April 2020



Data Sources: Erie County GIS, Ohio Department of Transportation



Legend

Level Of Service

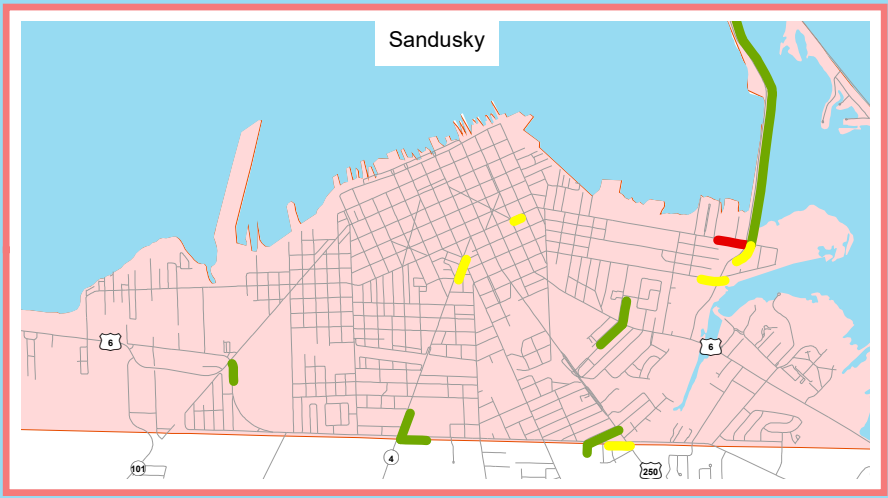
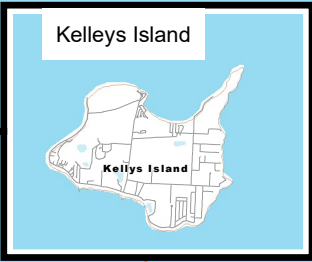
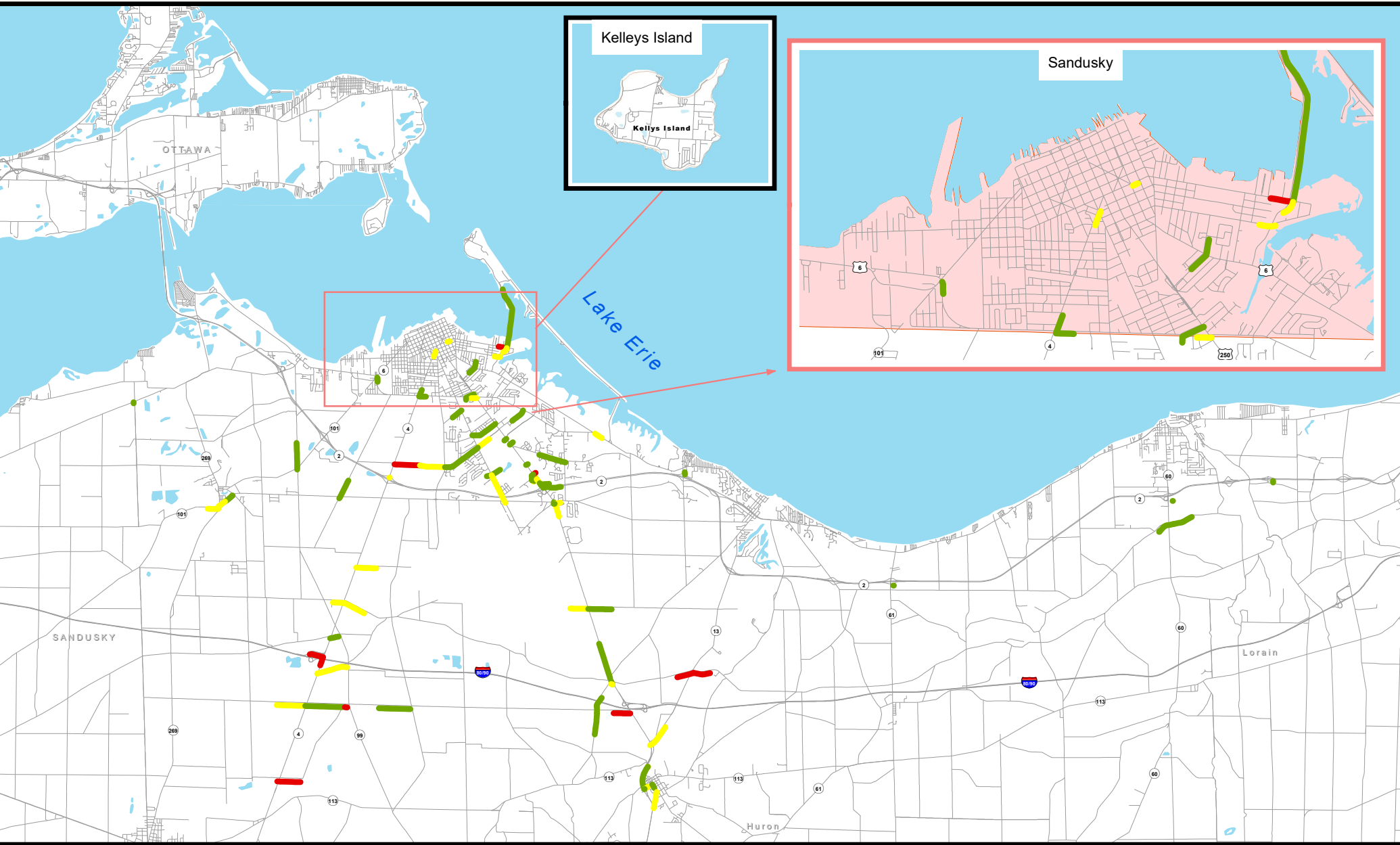
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Erie County MPO 2045 Long Range Transportation Plan

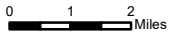
Figure 5-3.4 Modeled Level of Service (LOS) For Intersections Based on Delay During Peak Hour 2015 Summer Weekday



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.



Data Sources: Erie County GIS, Ohio Department of Transportation



Erie County MPO 2045 Long Range Transportation Plan



March 2020
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Legend
Level of Service

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

Erie County Metropolitan Planning Organization



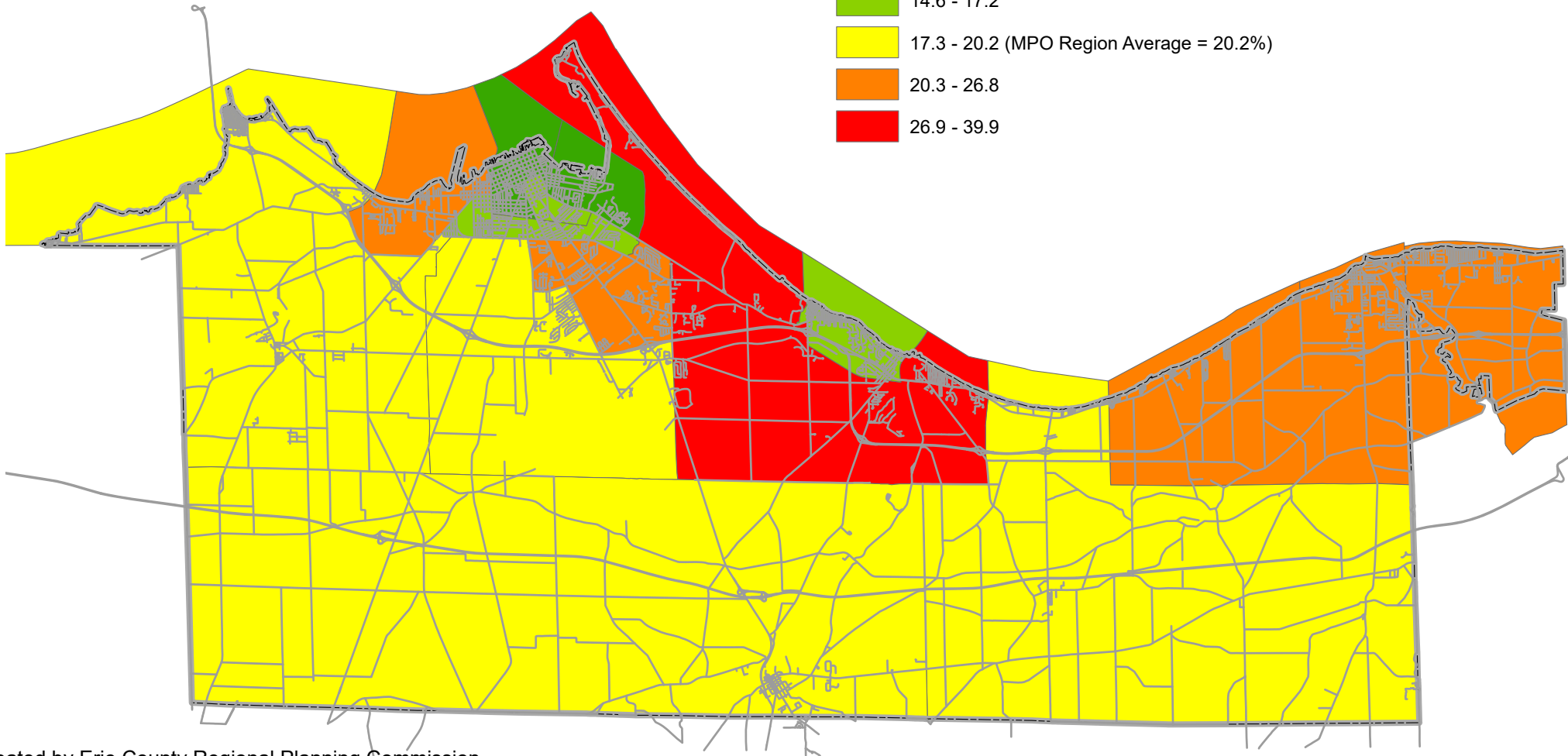
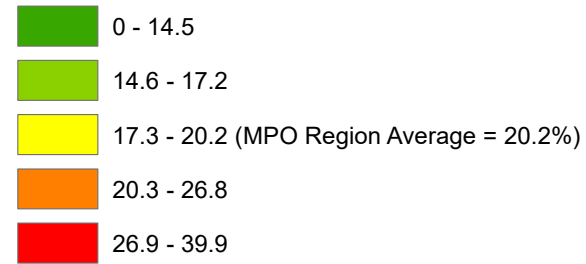
2045 LONG-RANGE TRANSPORTATION PLAN

Appendix C Environmental Justice



Percent of Population 65 years and older

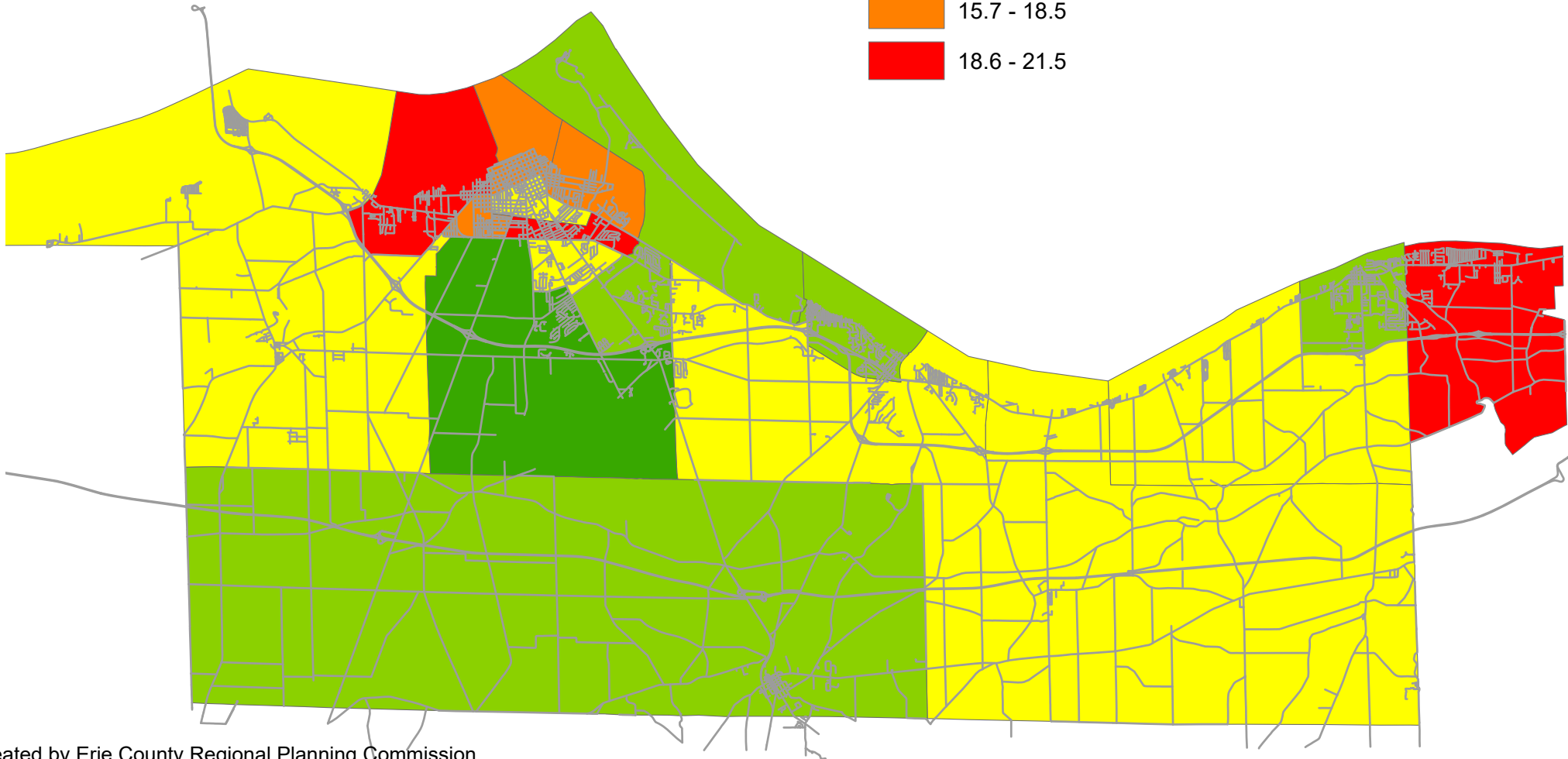
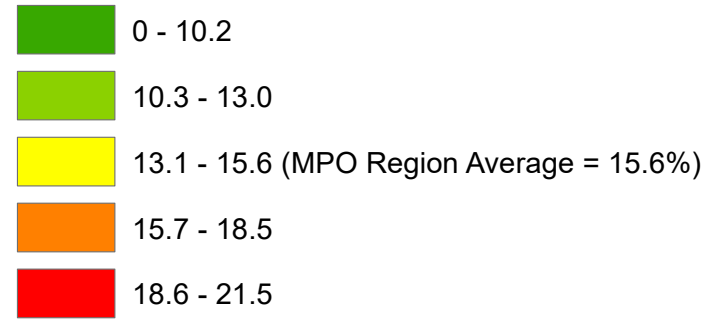
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Percent of Population with Disability

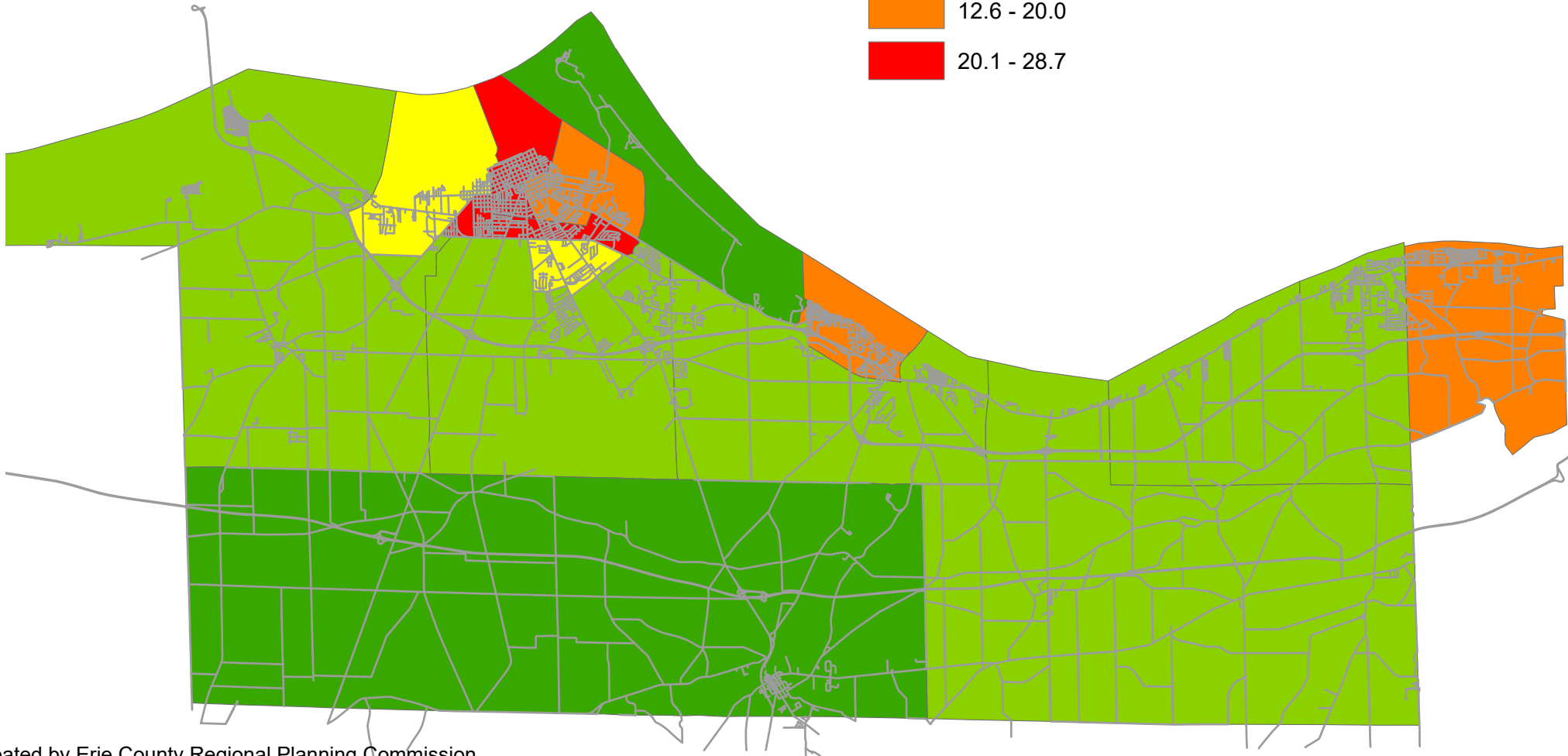
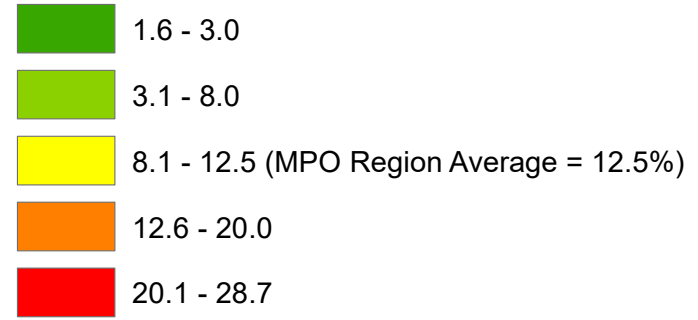
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Percent of Households Below the Poverty Level

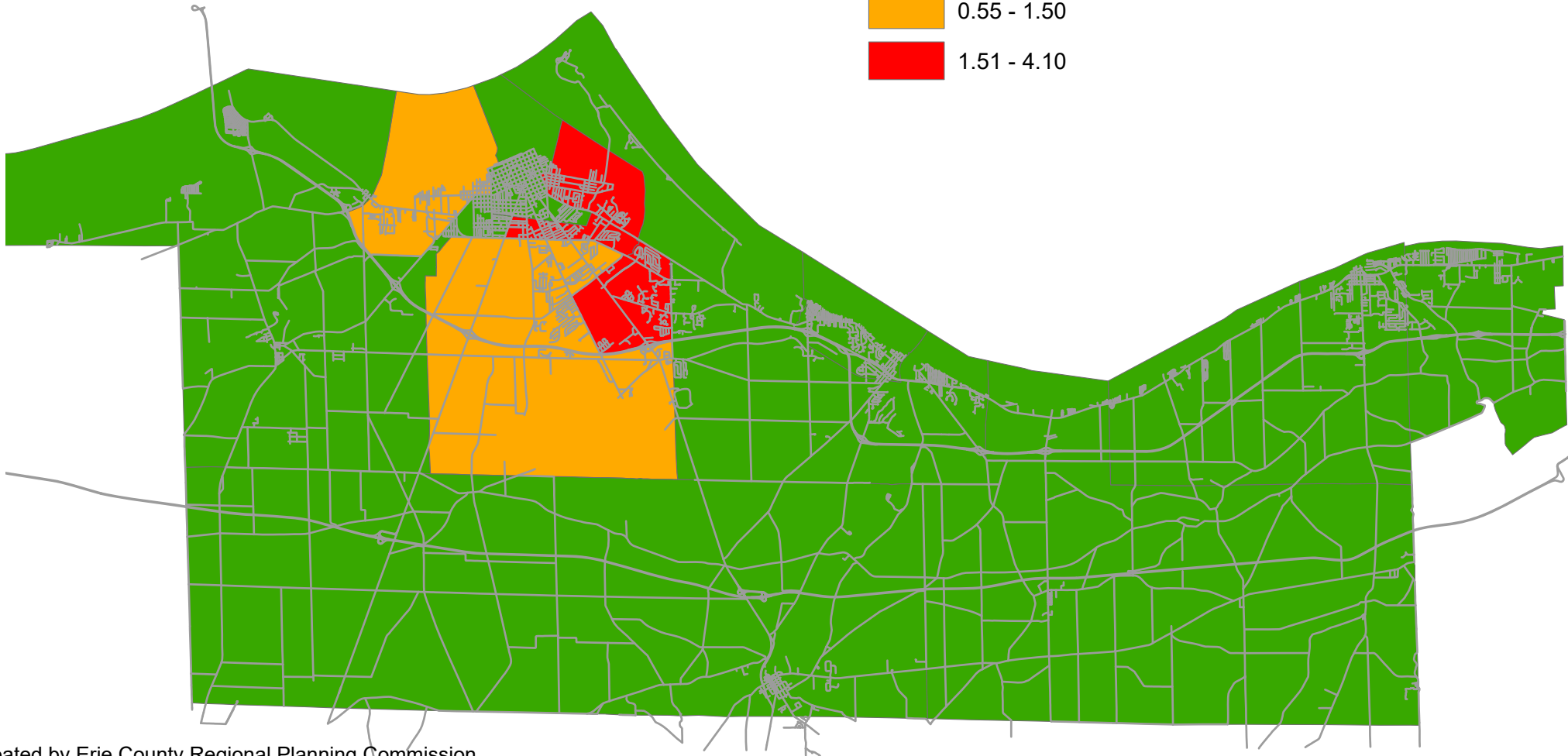
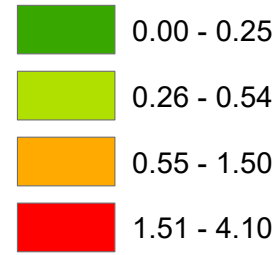
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Percent of Households Limited English Proficiency

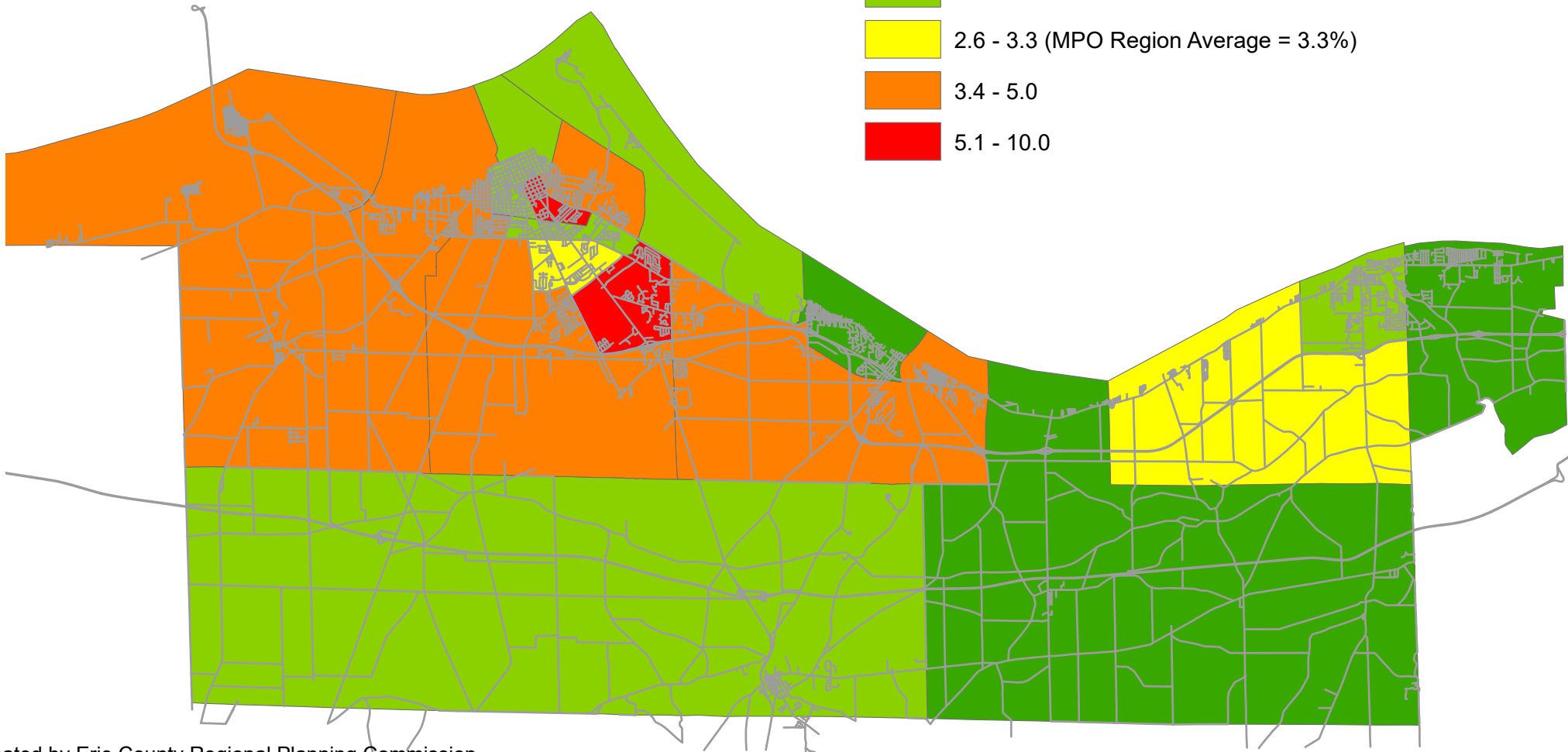
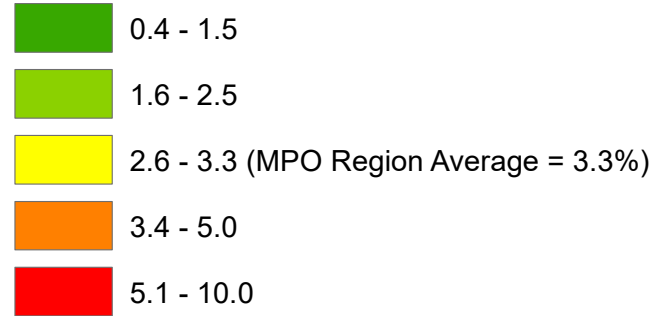
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Percent of Population - Limited English Proficiency

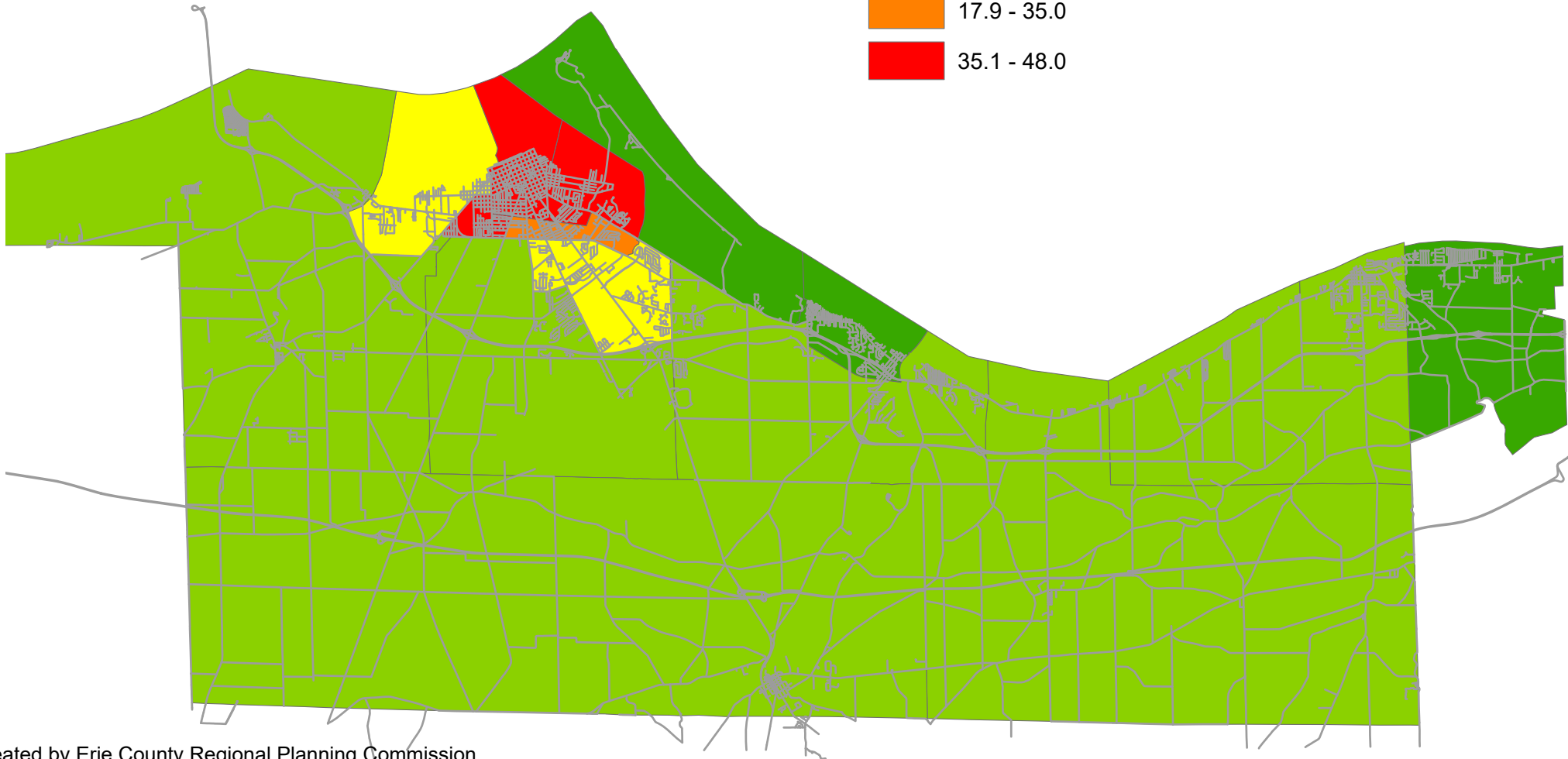
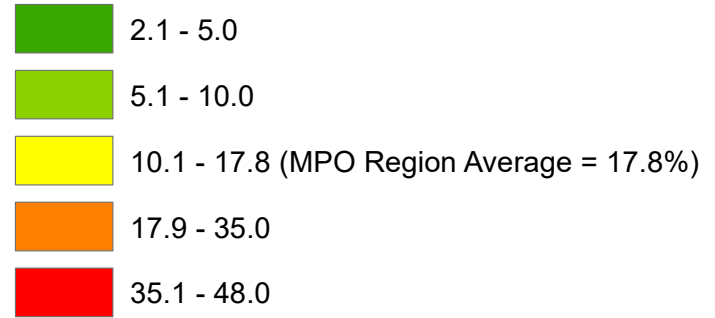
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Percent Minority Population

Legend

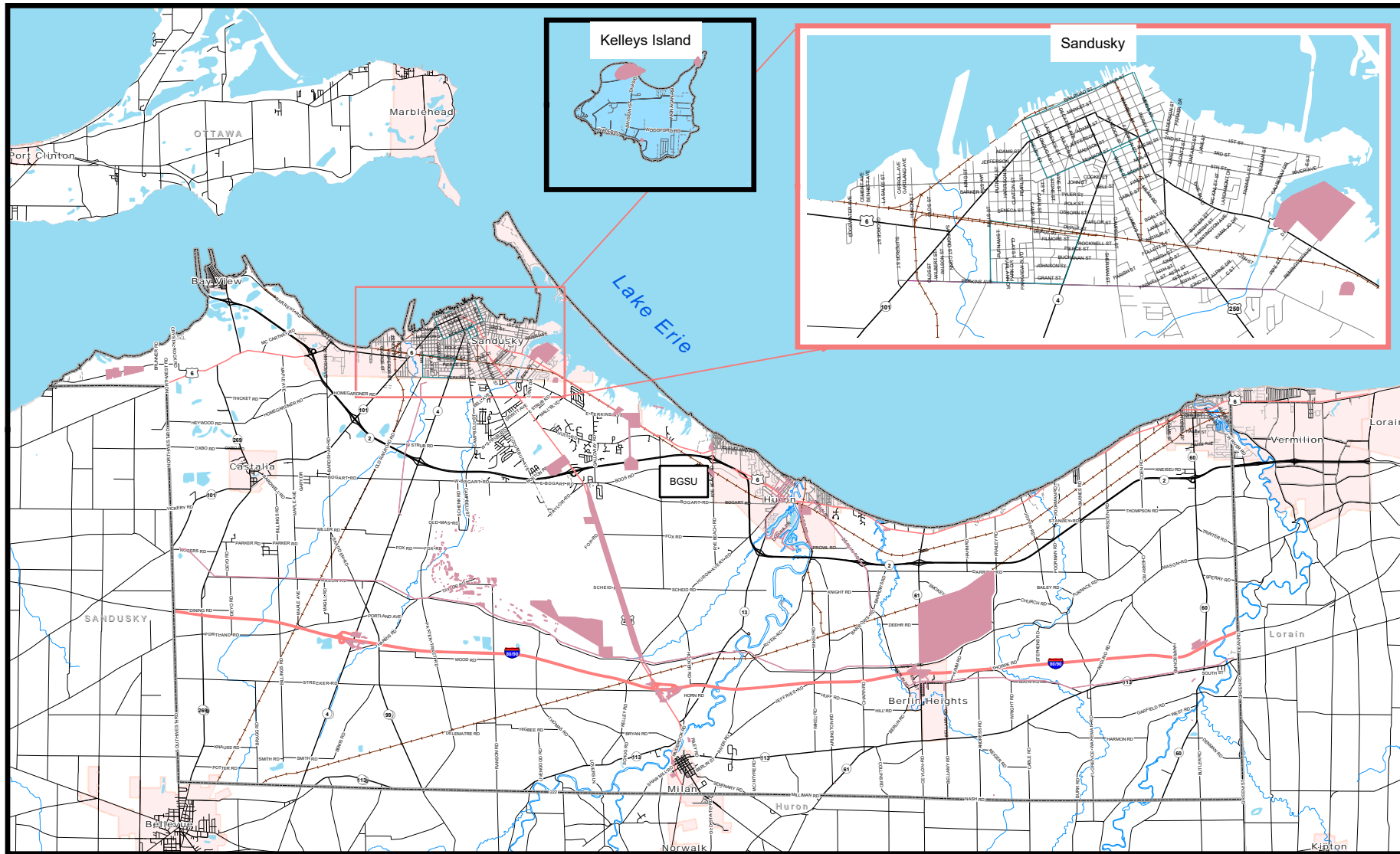


Erie County Metropolitan Planning Organization

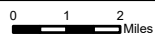


2045 LONG-RANGE TRANSPORTATION PLAN

Appendix D Enviromental Maps



Data Sources: Ohio Department of Transportation, ESRI



Legend

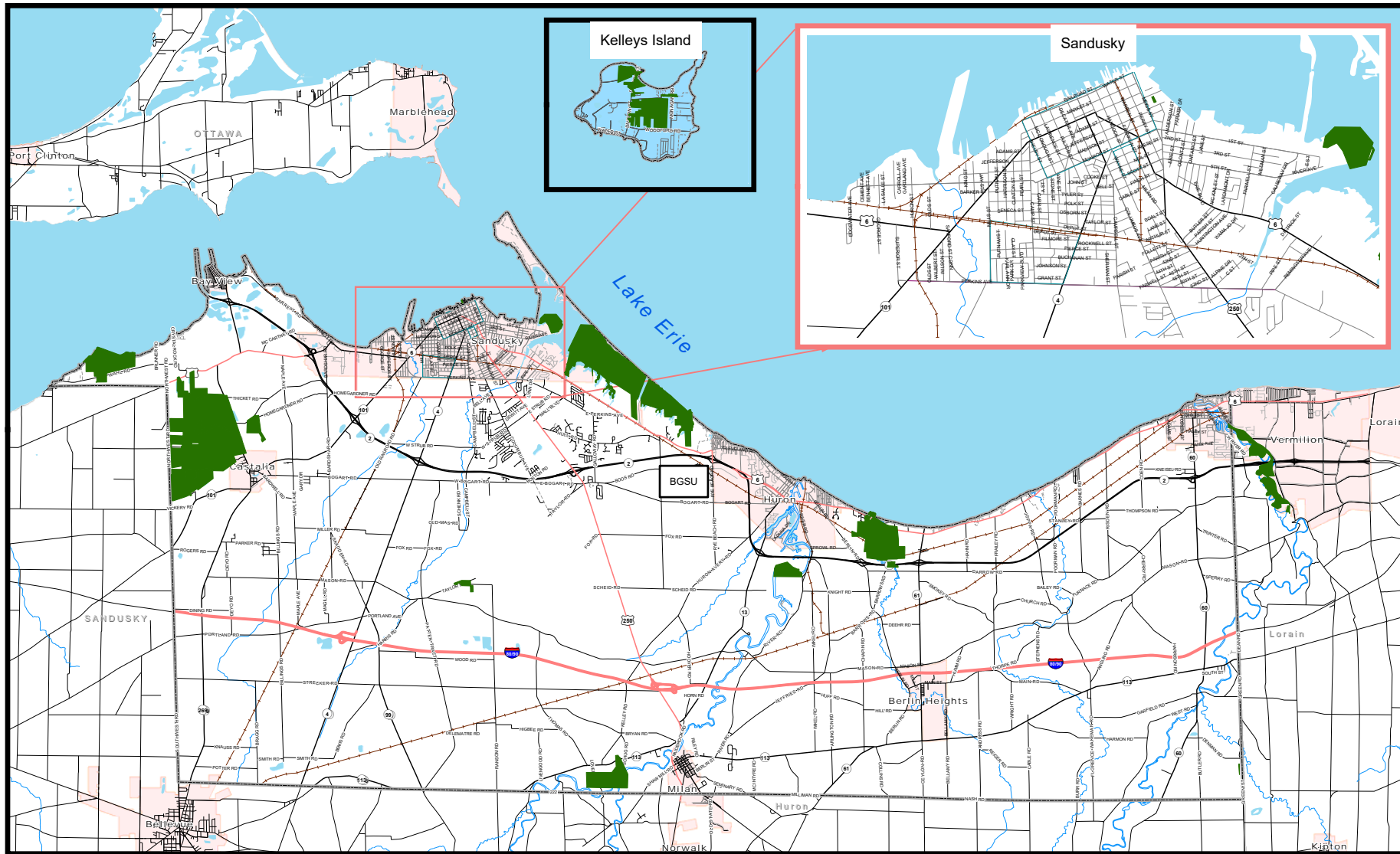
Archeological Inventory Site

Erie County MPO 2045 Long Range Transportation Plan

Archeological Inventory Sites Overlay



May 2020



Data Sources: Ohio Department of Transportation, ESRI, USEPA, US Fish and Wildlife Service

0 1 2 Miles



Legend

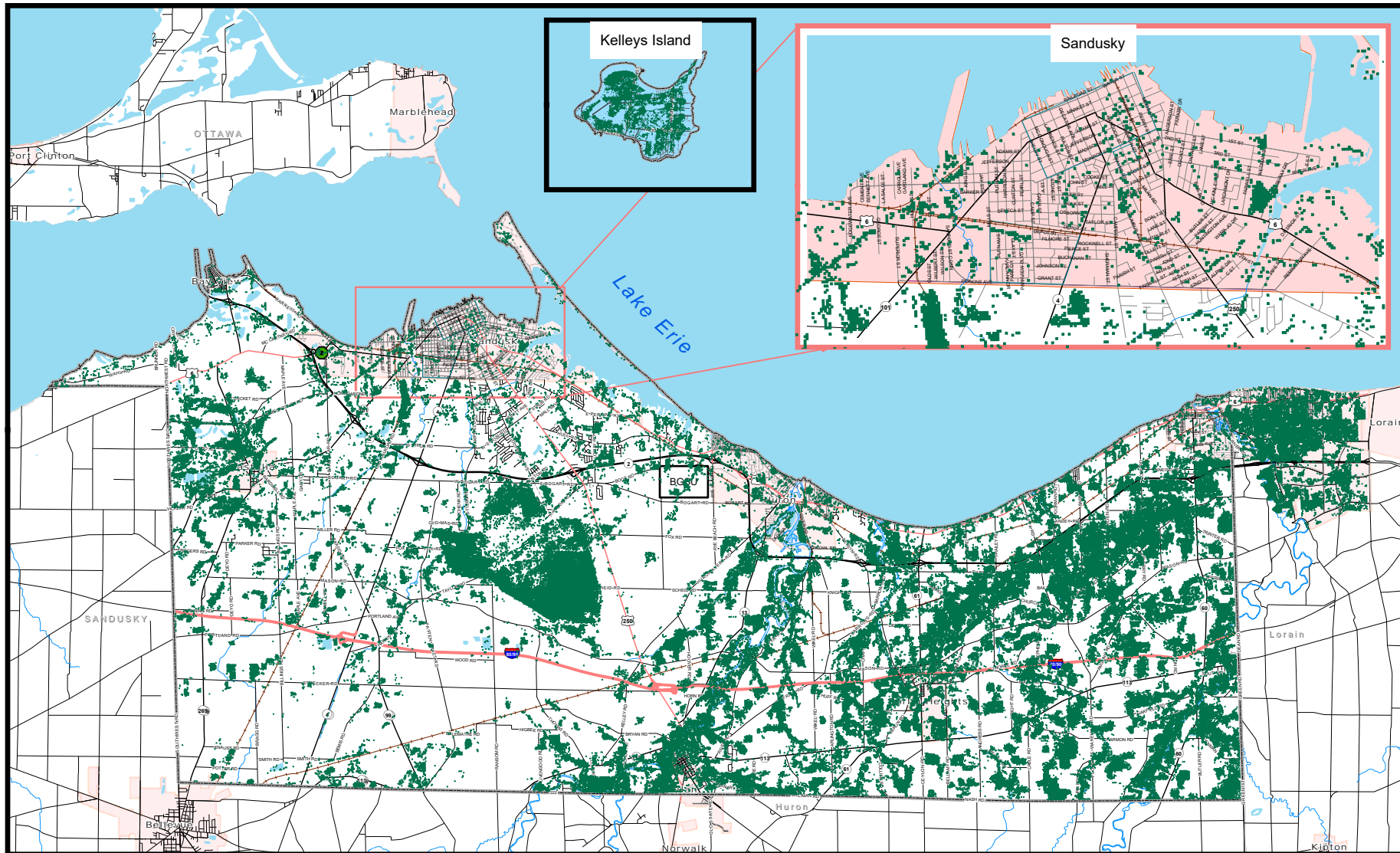
- Conservation Areas

Erie County MPO 2045 Long Range Transportation Plan

Conservation Areas Overlay



May 2020



Data Sources: Ohio Department of Transportation, ESRI,
US EPA NLCD

0 1 2 Miles



Legend

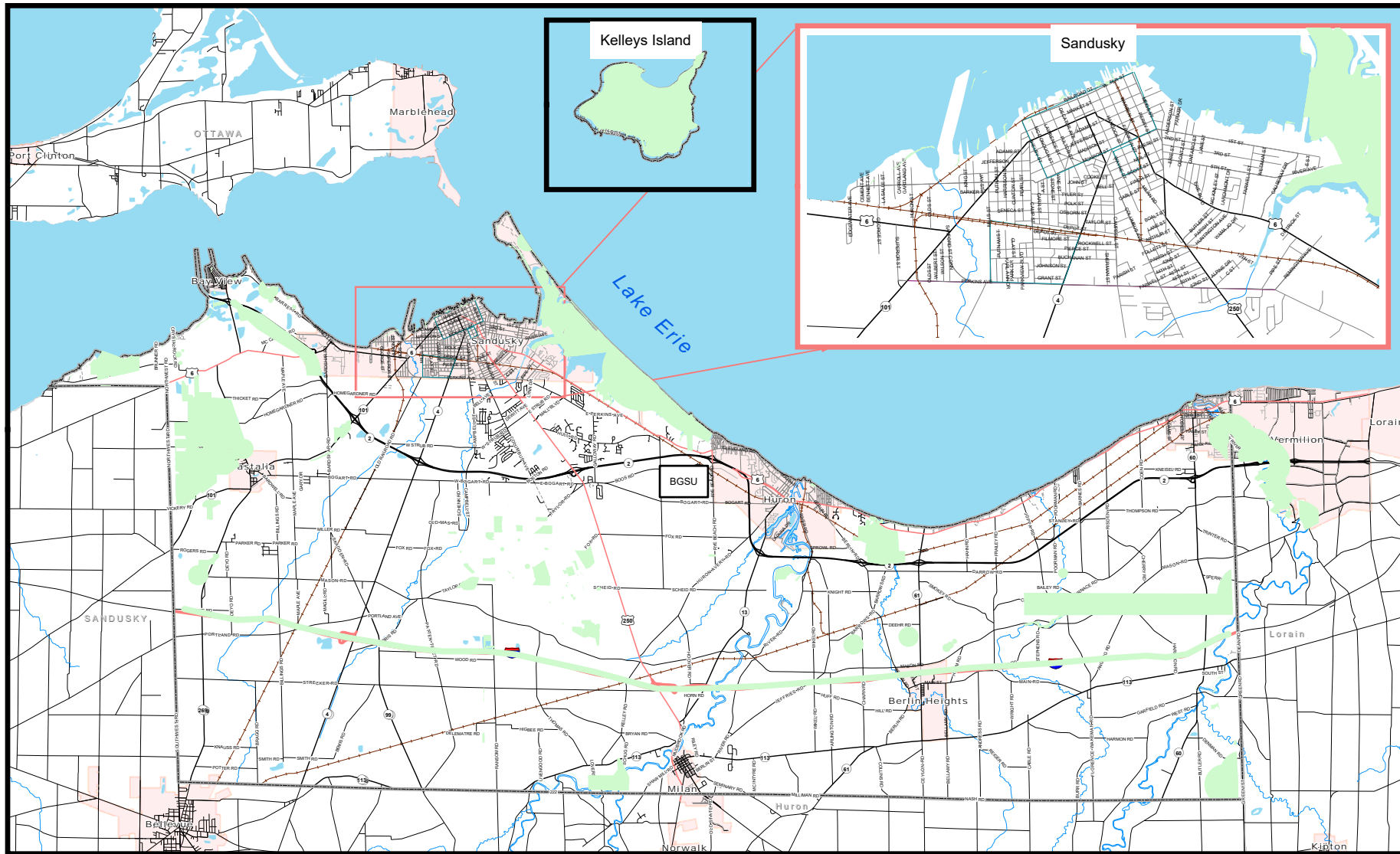
Deciduous Forest

Erie County MPO 2045 Long Range Transportation Plan

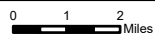
Deciduous Forest Overlay



May 2020



Data Sources: Ohio Department of Transportation, ESRI



Legend

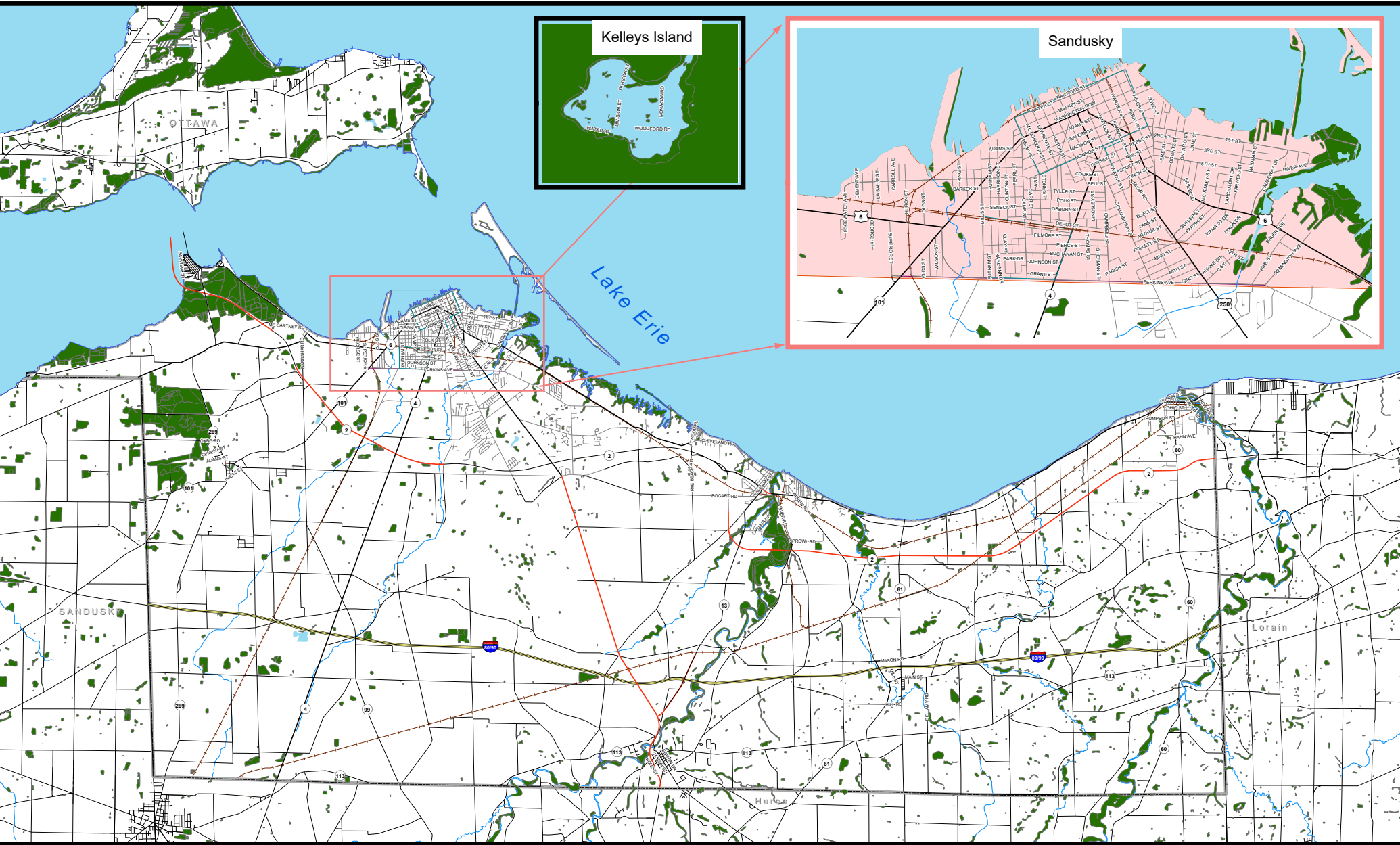
Threatened/Endangered Species

Erie County MPO 2045 Long Range Transportation Plan

Threatened/Endangered Species Overlay



May 2020

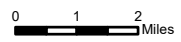


Kelley's Island

Sandusky

Lake Erie

Data Sources: Erie Co, Ohio Department of Transportation,
Ohio Department of Natural Resources



Legend

- Wetland Areas

Erie County MPO 2045 Long Range Transportation Plan

Wetland Areas Overlay

Erie County Metropolitan Planning Organization



2045 LONG-RANGE TRANSPORTATION PLAN

Appendix E Public Involvement

Public Meetings

The Register Print Ad Proof

ADNo: 309168 Customer Number: T30903
 Customer Name: Company: ERIE CO. REGIONAL PL
 Address: 2900 COLUMBUS AVE
 City/St/Zip: SANDUSKY ,OH 44870
 Phone: (419) 627-7524 Solicitor: JV
 Category: 10 Class: 1000 Rate: LE-0 Start: 2-5-2020 Stop: 2-5-2020
 Lines: 62 Inches: 7.75 Words: 266

Credit Card: Expire:
 Order Number:
 Cost: 68.20 Adjustments: .00
 Payments: .00 Discount: .00
 Balance: 68.20

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 Erie County 2040 Long Range Transportation Plan (LRTP) on Wednesday, February 12, 2020.

The meeting is being conducted to gather public input about future transportation projects, needs and issues in Erie County for the 2045 Long Range Transportation Plan (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 Erie County 2040 LRTP. 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 Erie County.

To ensure that Erie County's quality of life, economic viability, and mobility are preserved and protected, the 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.
February 5, 2020



Friends · 249 Find Friends



Nikki Michelle Marcy Manion Paul Biecheler



David Faber Linda Armstrong Cesare Avallone



Jeff Ferrell Ron Parthemore Ron Oliver

English (US) · Español · Português (Brasil) · Français (France) · Deutsch

Erpc Mpo February 11








**PUBLIC MEETING FOR THE
2045 ERIE COUNTY LONG
RANGE TRANSPORTATION PLAN**

Wednesday, February 12th, 2020
4:00 - 6:00 PM

**ERIE COUNTY COMMISSION CHAMBERS
ERIE COUNTY OFFICE BUILDING—3RD FLOOR
247 COLUMBUS AVENUE
SANDUSKY, OHIO 44870**

Come and provide your input on transportation in Erie County!

The Long Range Plan covers 25 years and involves all modes of transportation including transit and non-motorized transportation.

For more information: Ph: (419) 627-7792 , Fax: (419) 627-6670 Or visit us at:
<https://www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx>

Erie County Metropolitan Planning Organization (MPO)



Erie Regional Planning Commission
ERPC
Metropolitan Planning Organization

2045 LONG RANGE TRANSPORTATION PLAN



What is a Metropolitan Planning Organization (MPO)?

- **Federally mandated**
- **Has a representative group of local stakeholders**
- **Leads the local transportation planning process in partnership with Federal Highway and ODOT**
- **Is the region's policymaking organization for transportation initiatives**



THE ANATOMY OF AN MPO

- Executive Board aka the Policy Committee
- Technical Advisory Committee (TAC)
- Citizen Advisory & Safety Committees
- ERPC serves as the Handling Agency (HA)

Handling Agency Tasked with completing 3 Documents:

- *Transportation Improvement Program (TIP)
- *Long Range Transportation Plan
- *Yearly Work Plan

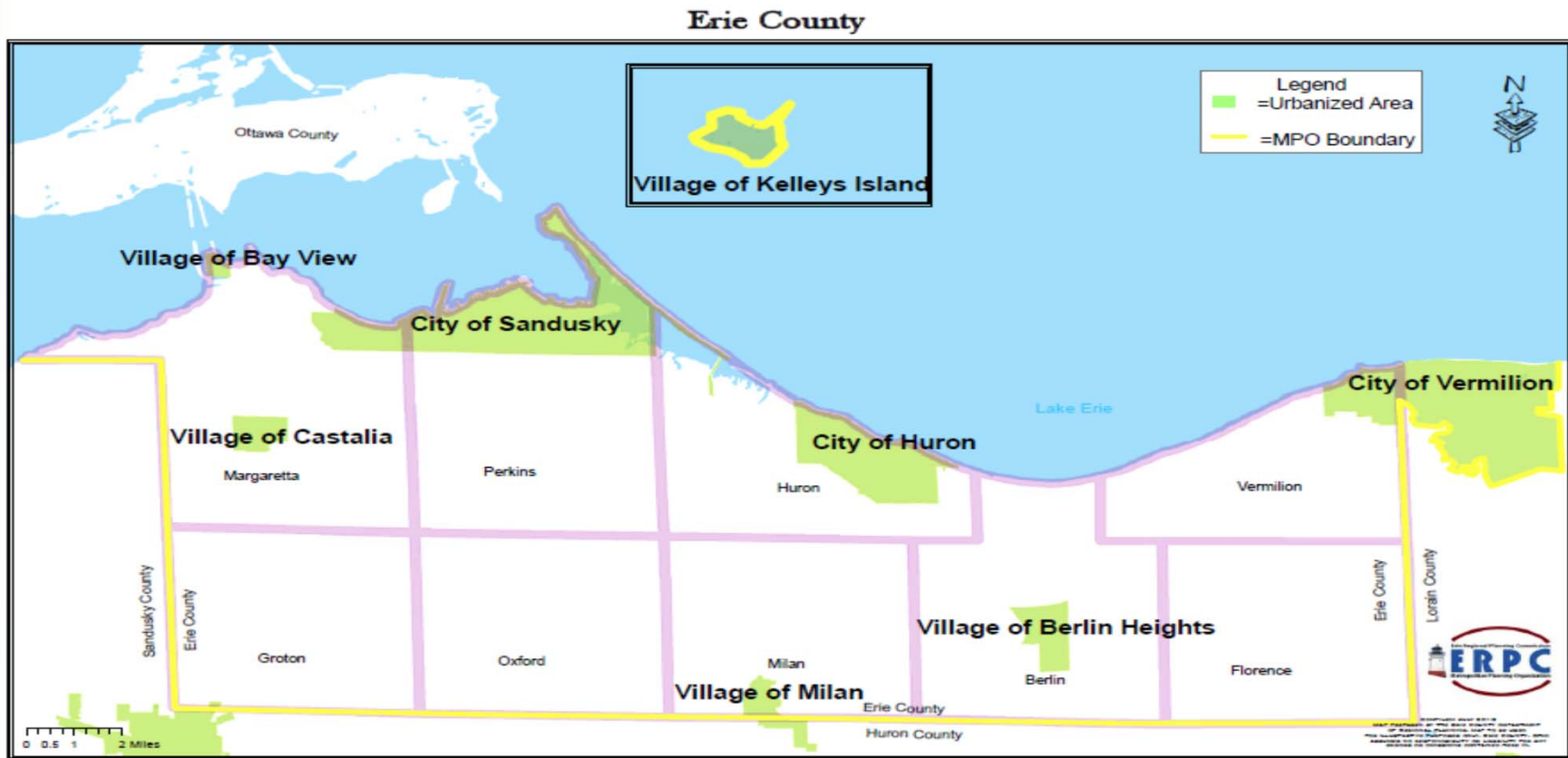


THE FUNDING

- The MPO Receives Just Under \$1 Million Dollars Per Year For Projects
- 90% Of The Funds For Surface Transportation Projects (STP)
- 10% For Transportation Alternative (TA) Projects
- STP Projects Include Highway Expansion And Road Preservation Projects
- TA Projects Include Pedestrian Bicycle Paths, Rehabilitation And Operation Of Historic Transportation Buildings Structures Or Facilities, Scenic Or Historic Highway Programs
- Most Projects Are Funded On A 80%-20% Basis.
- Projects Funded On A State Fiscal Year (SFY) Beginning July 1 And Ending June 30th



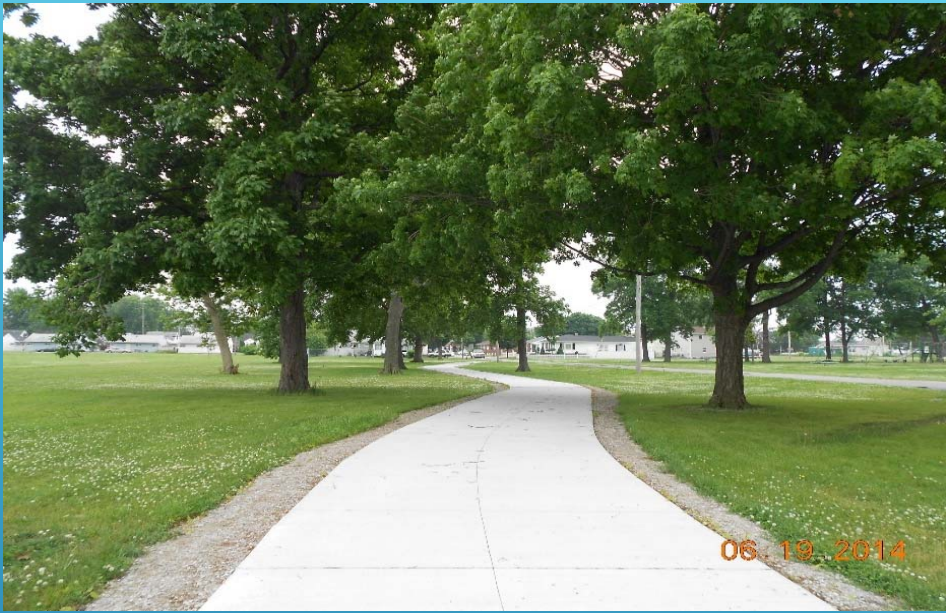
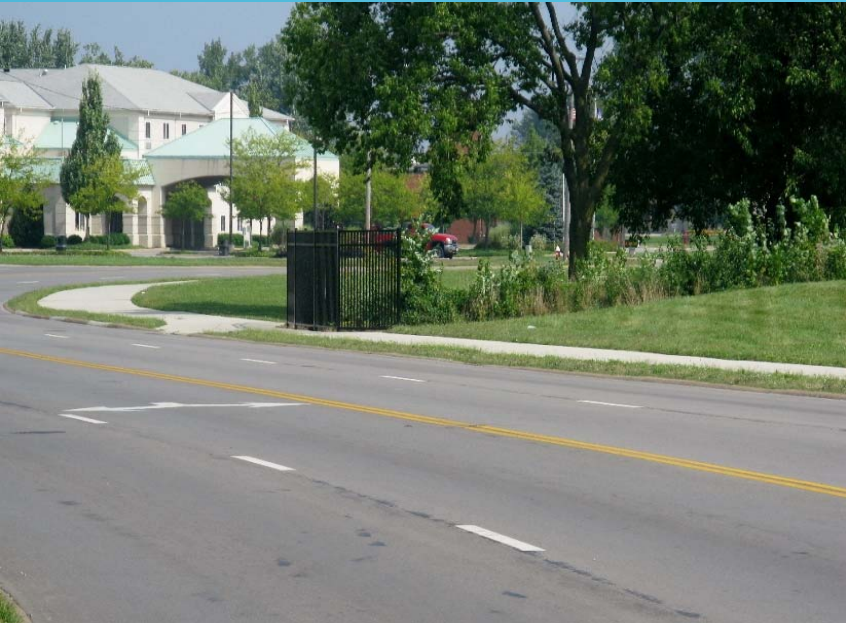
THE ERPC MPO PLANNING AREA



COMPLETED MPO PROJECTS.....



COMPLETED MPO PROJECTS.....



What is a Long Range Transportation Plan?

- The plan provides an assessment of current transportation infrastructure and what improvements will be needed over the next 25 years.
- Required to be updated every five (5) years.
- The first LRTP was the 2030 plan completed in 2005.
- The 2045 LRTP Update must be adopted by July 2020.



Long-Range Transportation Plan Projects Based on.....

1. The public involvement process/stakeholder interviews
2. A review of the existing & future transportation/land use conditions of the MPO region
3. The ability to meet the Goals & Objectives of the plan
4. Fiscal Constraint



Long Range Transportation Plan Process

We are here

Data Collection

Demographic Information

Current Land Use

Transportation System Data

Issues Identification

Goals & Objectives

Current & Future Conditions

New Development:

- How Much
- Where

Future Traffic

Future Congested Areas

Planned Improvements

Multimodal Alternatives/ Recommendations

Alternatives Analysis:

- Transportation System Benefits
- Impacts to Adjacent/ Environmental Justice Areas
- Costs

Screening/Narrowing

Recommendations
Implementation Plan
Final Draft

Public Involvement & Stakeholder Meetings
Draft Plan – May 2020, Final Plan – July 2020

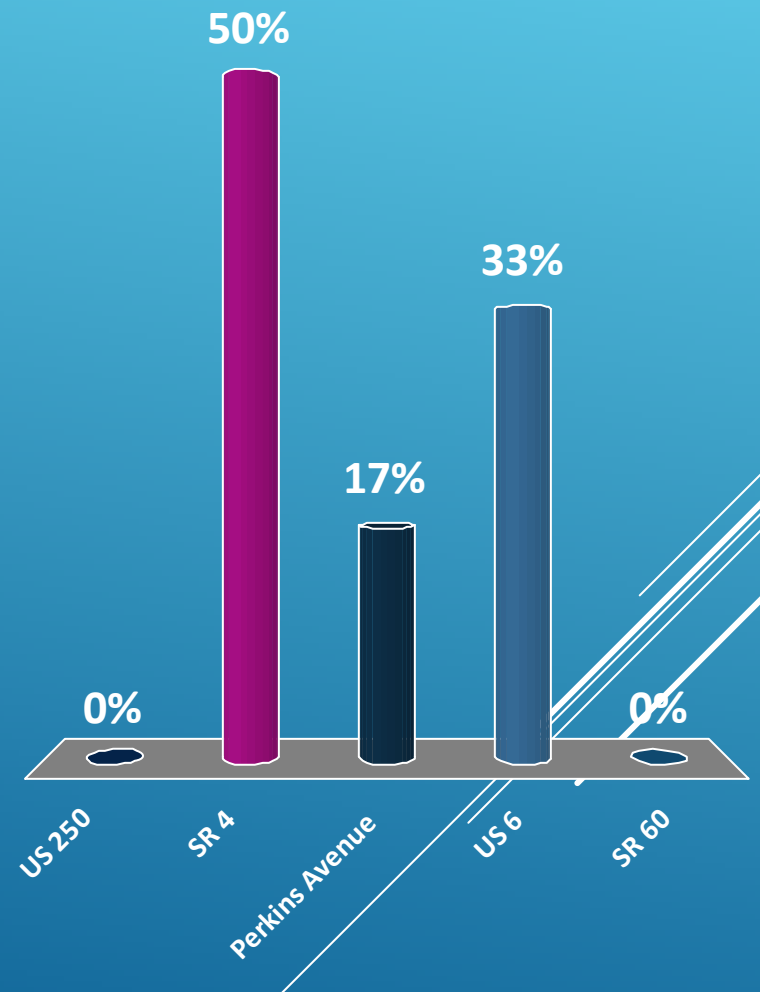
PUBLIC INPUT

- ❑ Is important to the overall success of the Plan.
- ❑ Interactive Survey with Turning Point Software:
 - ❑ The following questions are related to transportation issues.
 - ❑ Please provide answers to questions using your keypads.
 - ❑ All answers are anonymous & will be recorded & included in the Transportation Plan.



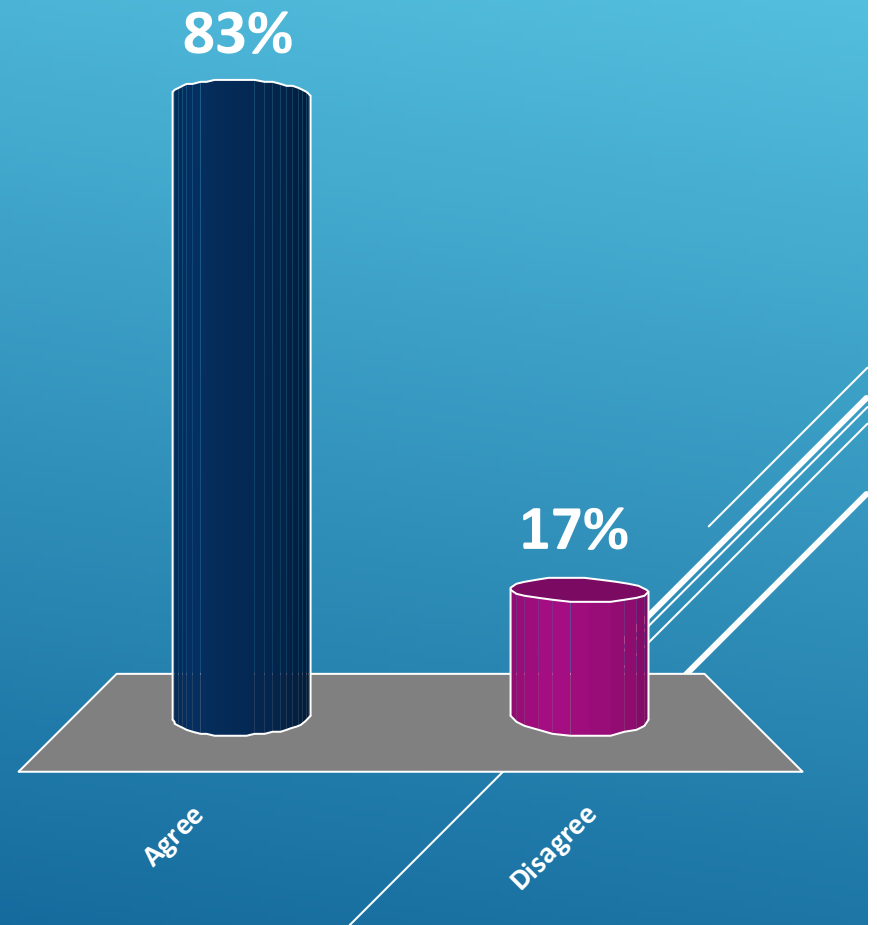
WHICH ONE OF THE FOLLOWING ROUTES IS MOST CONGESTED?

1. US 250
2. SR 4
3. Perkins Avenue
4. US 6
5. SR 60



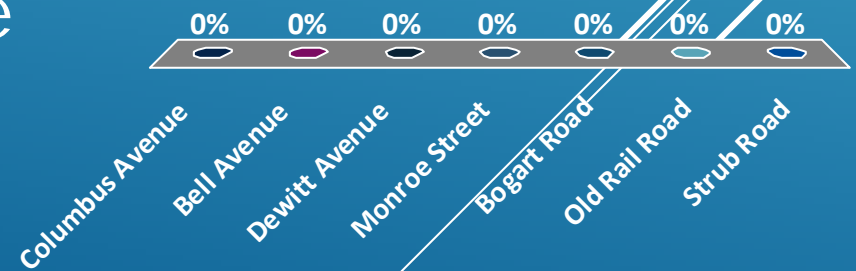
THE OUTLYING AREAS IN ERIE COUNTY ARE DIFFICULT TO ACCESS.

1. Agree
2. Disagree



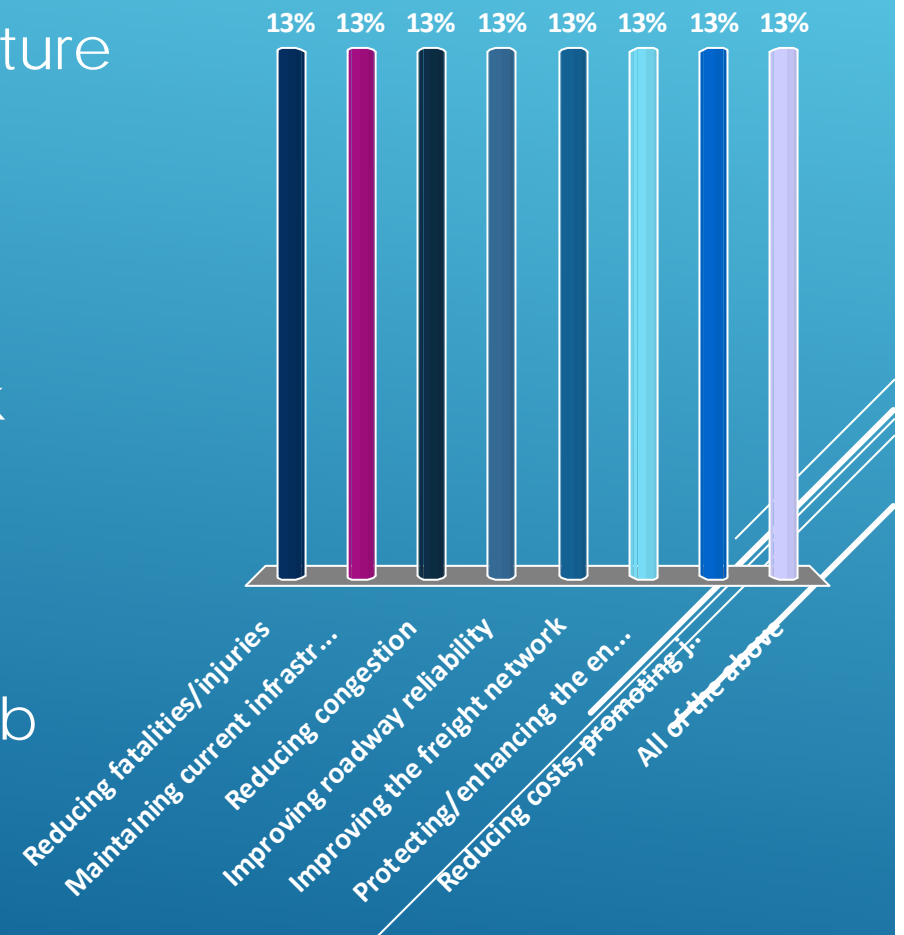
THE SIDE ROAD I TAKE MOST TO AVOID CONGESTION IN SANDUSKY/PERKINS TOWNSHIP INCLUDE:

- A. Columbus Avenue
- B. Bell Avenue
- C. Dewitt Avenue
- D. Monroe Street
- E. Bogart Road
- F. Old Rail Road
- G. Strub Road
- H. Road not listed above
- I. None



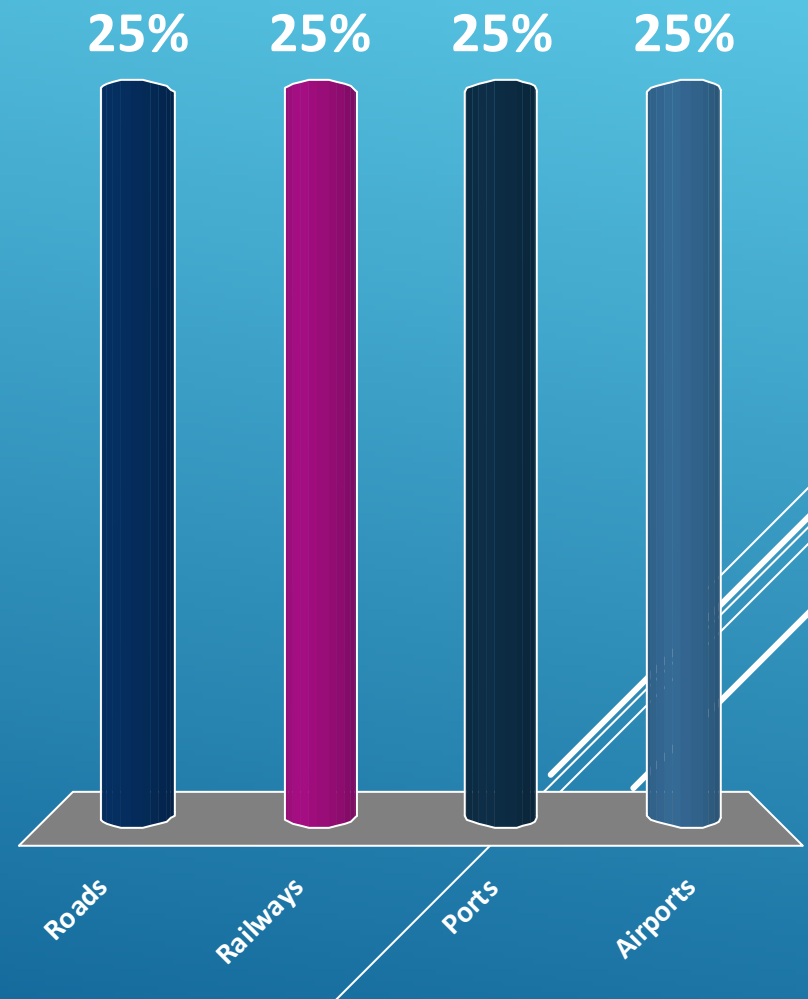
WHICH CONCEPT IS MOST IMPORTANT FOR TRANSPORTATION PLANNERS TO FOCUS ON?

1. Reducing fatalities/injuries
2. Maintaining current infrastructure
3. Reducing congestion
4. Improving roadway reliability
5. Improving the freight network
6. Protecting/enhancing the environment
7. Reducing costs, promoting job growth & the economy



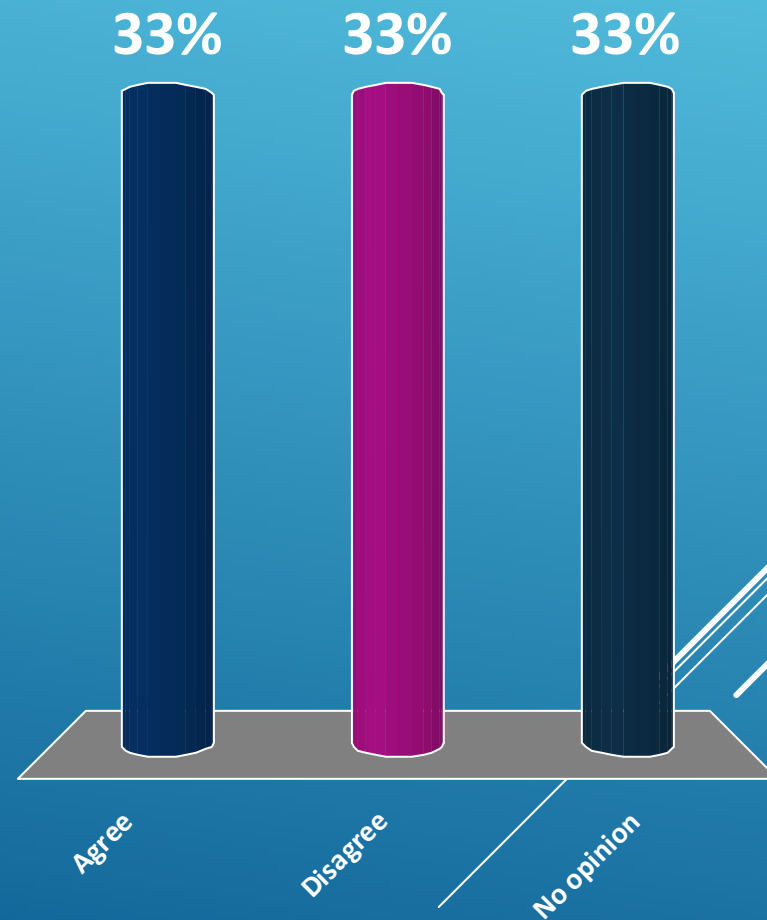
IN REGARDS TO FREIGHT WHICH IS MOST IMPORTANT FOR THIS AREA?

1. Roads
2. Railways
3. Ports
4. Airports



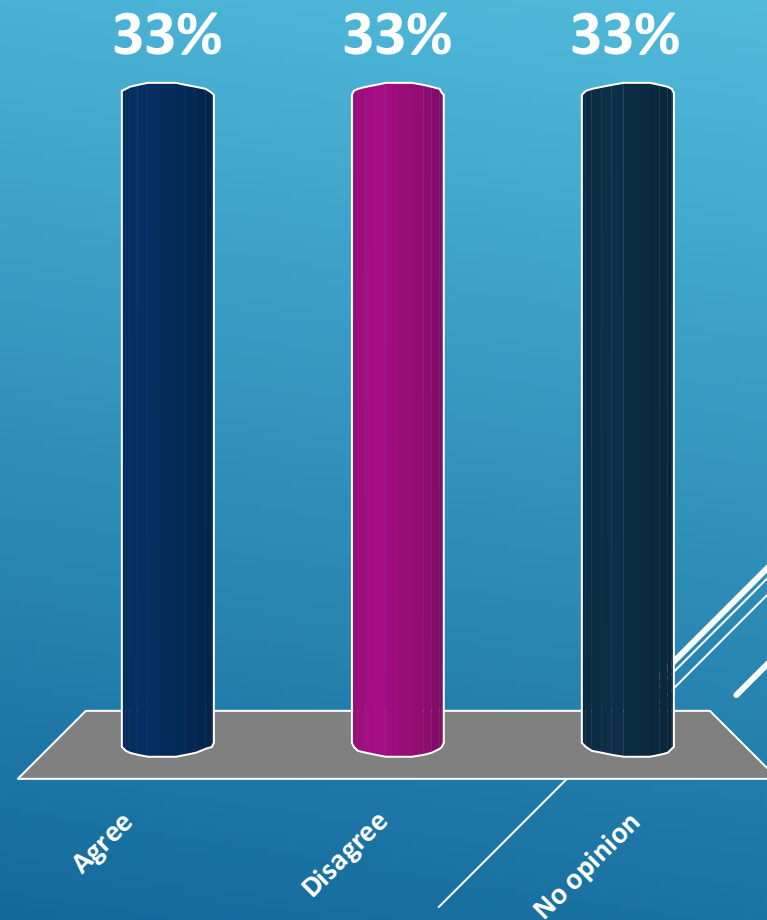
PUBLIC TRANSPORTATION IS MEETING THE NEEDS OF THE CITIZENS OF ERIE COUNTY.

1. Agree
2. Disagree
3. No opinion



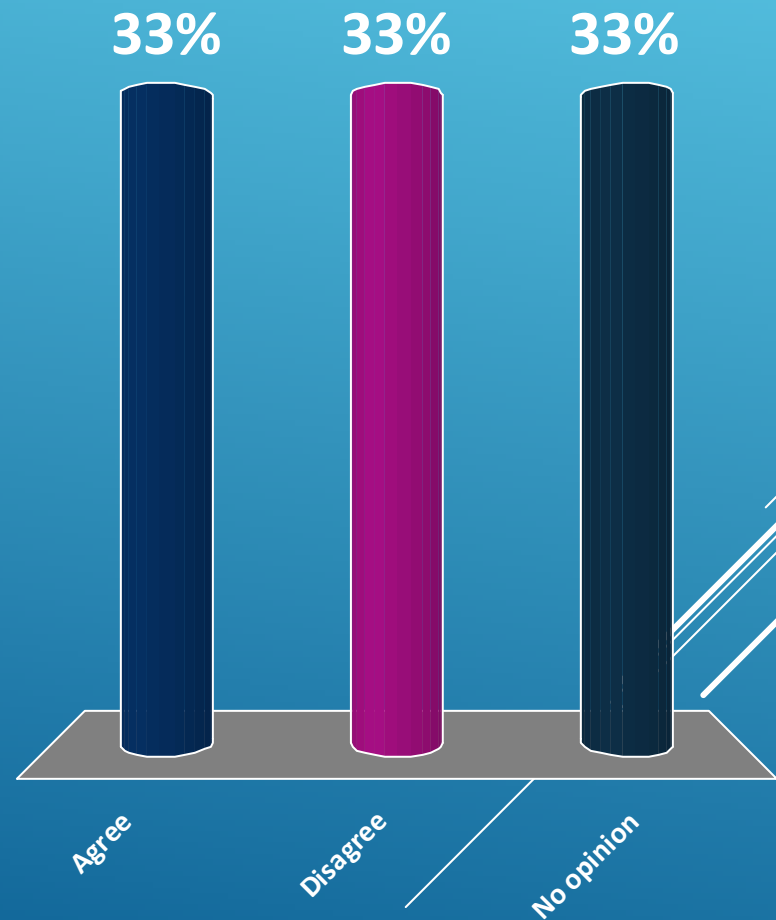
PUBLIC TRANSIT SHOULD BE EXPANDED IN ERIE COUNTY.

1. Agree
2. Disagree
3. No opinion



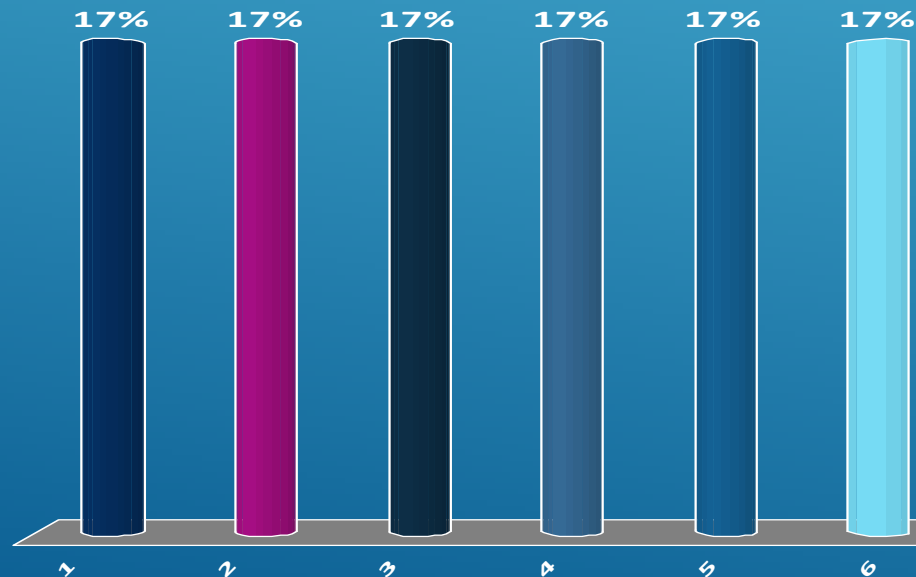
PUBLIC TRANSIT IS AFFORDABLE & STOPS ARE LOCATED AT REASONABLE LOCATIONS.

1. Agree
2. Disagree
3. No opinion



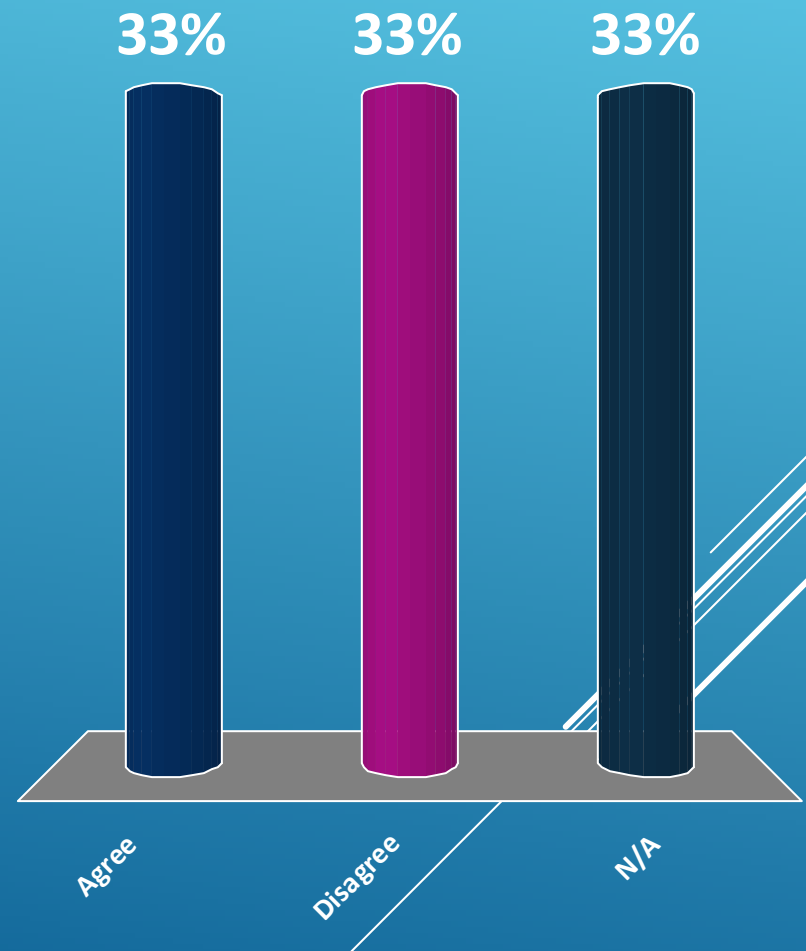
IF YOU COULD PUT MORE WALKING & PEDESTRIAN FACILITIES ANYWHERE IN THE COUNTY WHERE WOULD YOU PLACE THEM?

1. South of the City of Huron to the county line
2. West of the City of Sandusky to the Village of Bay View
3. East of the City of Sandusky towards the City of Huron
4. Throughout the center of the City of Sandusky
5. South Along US 250 past Bogart Road towards Kalahari
6. In and around the northern portions of Perkins Township going into the City of Sandusky



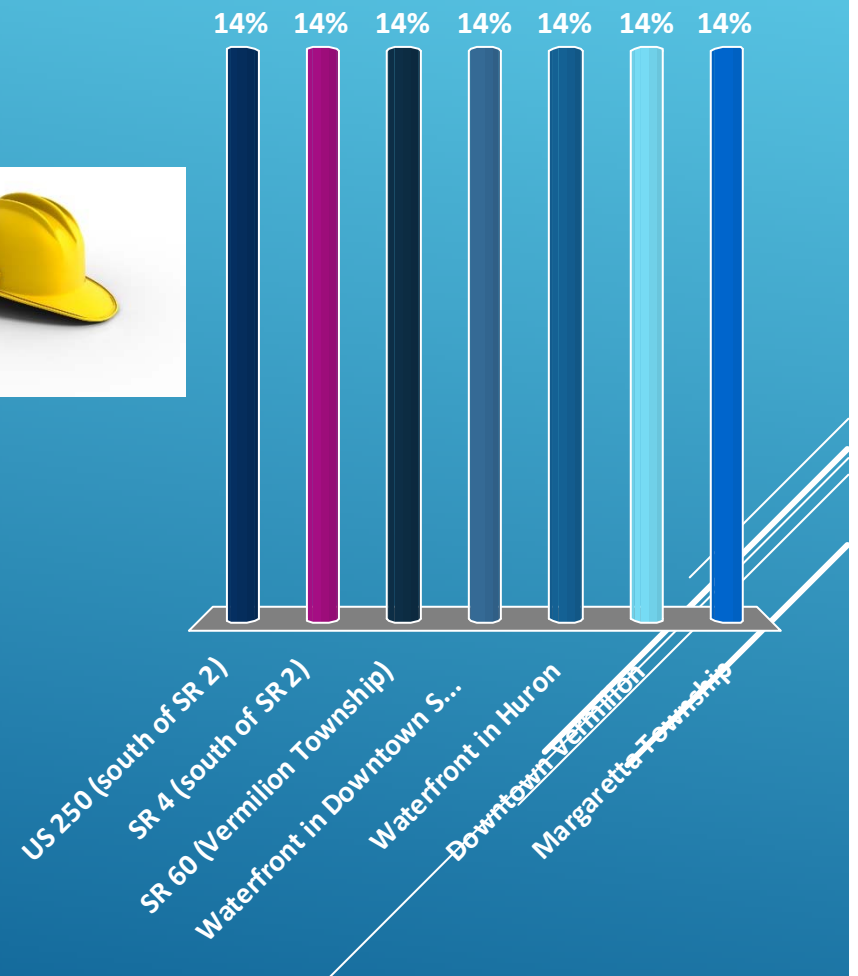
FUTURE PROJECTS SHOULD INCLUDE WIDENED SHOULDERS FOR A BICYCLE TRAVEL LANE.

1. Agree
2. Disagree
3. N/A



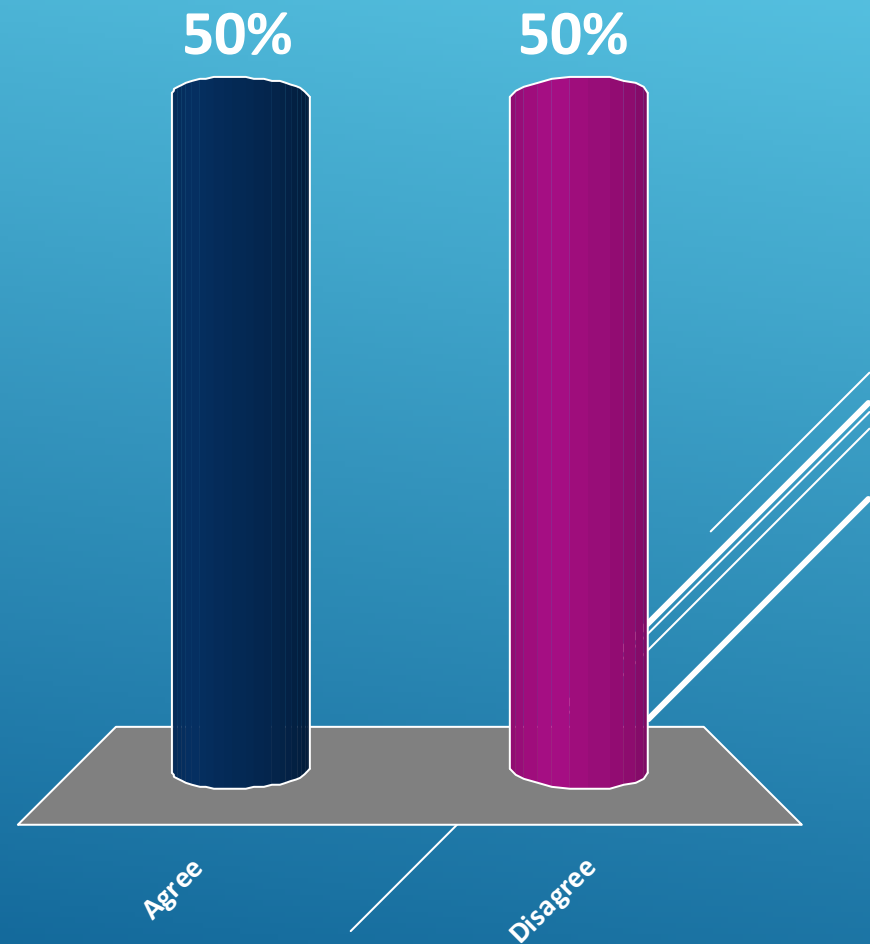
THE AREA I FEEL THAT WILL DEVELOP THE MOST IN THE NEXT 25 YEARS IS:

1. US 250 (south of SR 2)
2. SR 4 (south of SR 2)
3. SR 60 (Vermilion Township)
4. Waterfront in Downtown Sandusky
5. Waterfront in Huron
6. Downtown Vermilion
7. Margaretta Township



I WOULD SUPPORT THE WIDENING OF SR 4 FROM THE COUNTY LINE NORTH TO ...

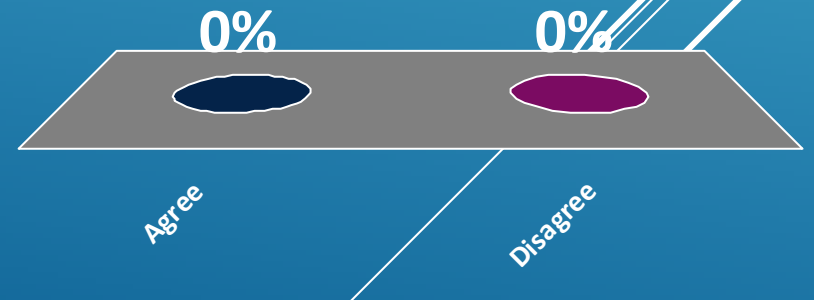
1. Mason Road
2. Bogart Road
3. Strub Road
4. Perkins Avenue
5. I wouldn't widen



WE NEED MORE EAST-WEST CONNECTORS TO PROVIDE BETTER ACCESS.

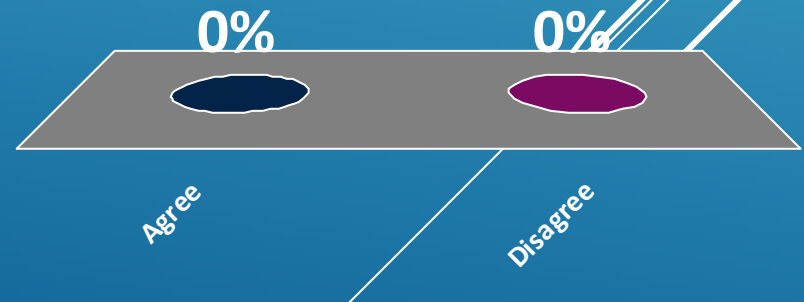


1. Agree
2. Disagree



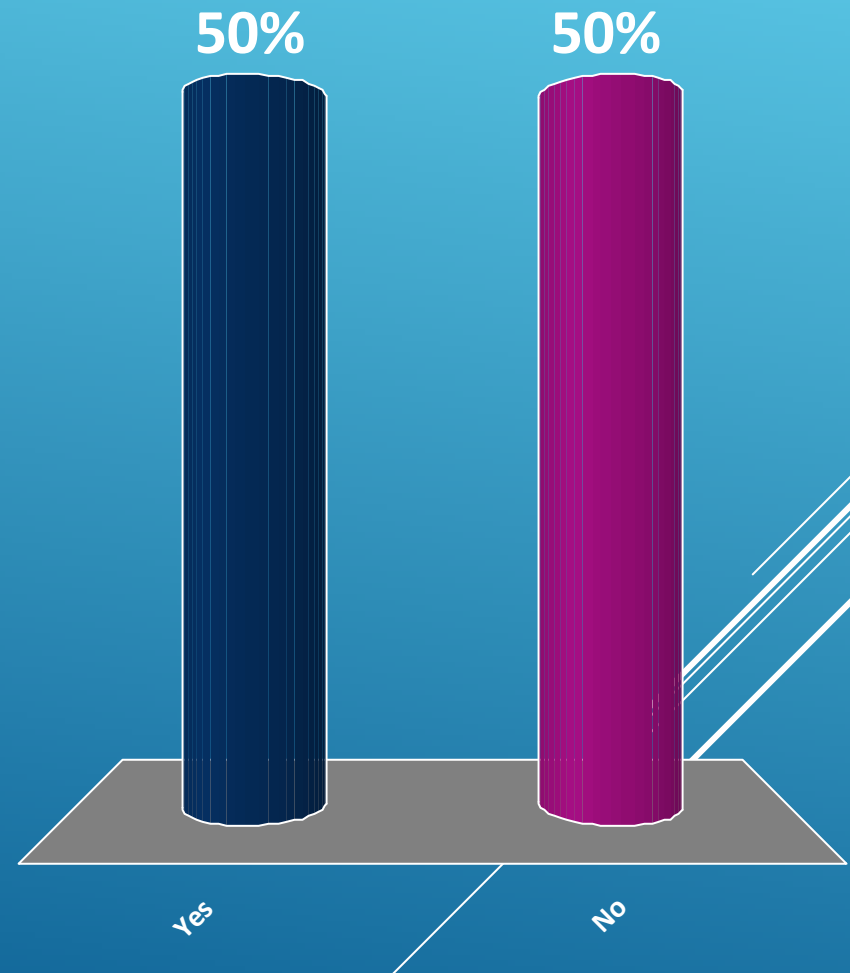
YOU WOULD SUPPORT A BETTER ROUTE TO TRAVEL TO COLUMBUS

1. Agree
2. Disagree



WOULD YOU RIDE HYPER LOOP BETWEEN PITTSBURGH, CLEVELAND AND CHICAGO?

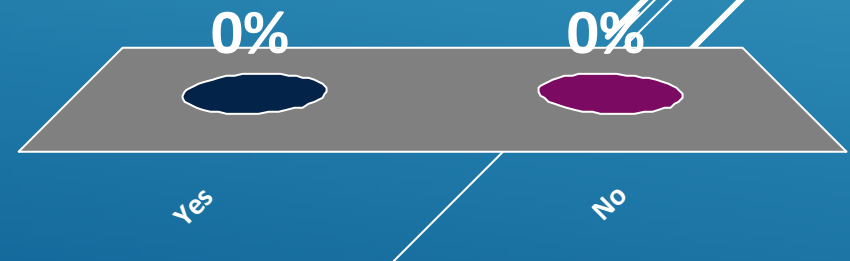
1. Yes
2. No



DO YOU PLAN ON PURCHASING AN ELECTRIC VEHICLE IN THE FUTURE?



1. Yes
2. No



WOULD YOU FEEL COMFORTABLE USING AN AUTONOMOUS VEHICLE?



1. Yes
2. No





QUESTIONS ?



OTHER IDEAS/COMMENTS PLEASE FILL OUT
COMMENT SLIPS. THANK YOU !!

ONLINE SURVEY:
[HTTPS://S.SURVEYPLANET.COM/JIABFYJU](https://s.surveyplanet.com/jiabfyju)

THINK OF SOMETHING LATER?

CONTACT US: 419.627.7792

E-MAIL: PLANNING@ERICOUNTY.OH.GOV



Session Name: New Session 2-12-2020 4-45 PM

Date Created: 2/12/2020 12:56:49 PM

Active Participants: 10 of 10

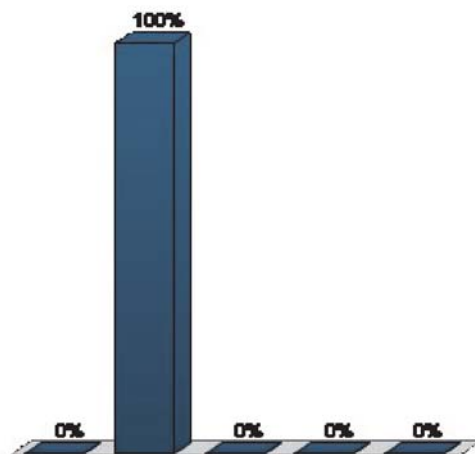
Average Score: 0.00%

Questions: 26

Results by Question

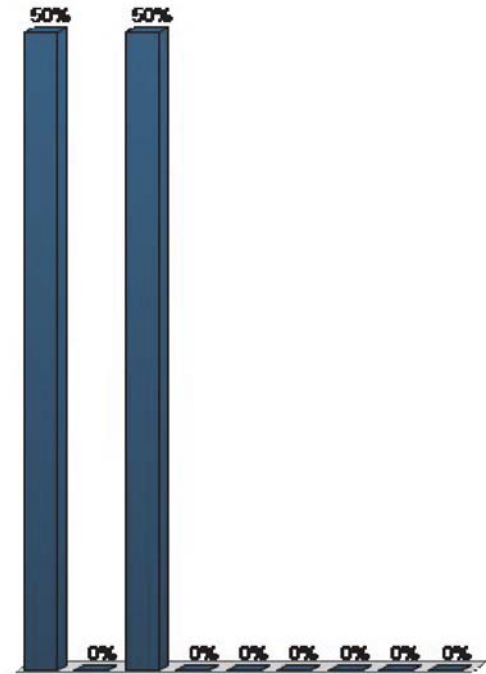
1. Which one of the following routes is most congested? (Multiple Choice)

Responses		
	Percent	Count
US 250	0%	0
SR 4	100%	2
Perkins Avenue	0%	0
US 6	0%	0
SR 60	0%	0
Totals	100%	2



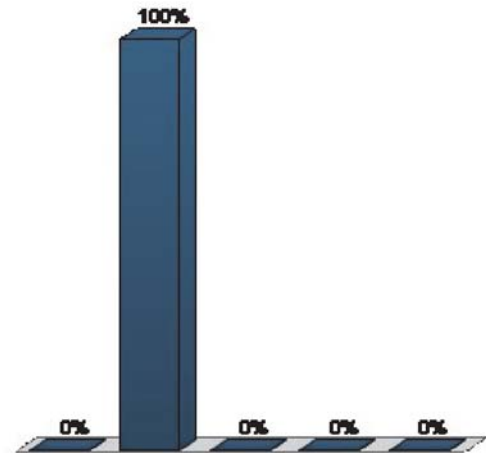
2. The side road I take most to avoid Congestion in Sandusky/Perkins Township include: (Multiple Choice)

Responses		
	Percent	Count
Columbus Avenue	50%	1
Bell Avenue	0%	0
Dewitt Avenue	50%	1
Monroe Street	0%	0
Bogart Road	0%	0
Old Rail Road	0%	0
Strub Road	0%	0
Road not listed above	0%	0
None	0%	0
Totals	100%	2



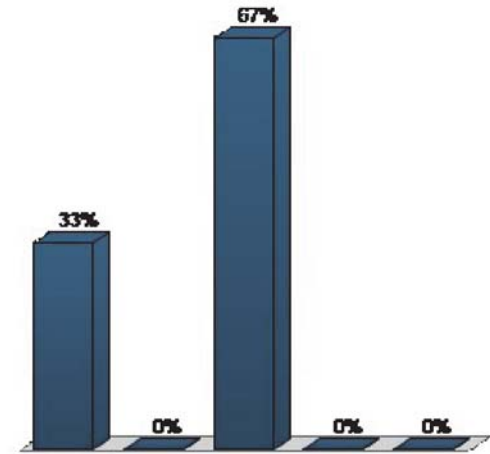
3. Which one of the following routes is most congested? (Multiple Choice)

Responses		
	Percent	Count
US 250	0%	0
SR 4	100%	2
Perkins Avenue	0%	0
US 6	0%	0
SR 60	0%	0
Totals	100%	2



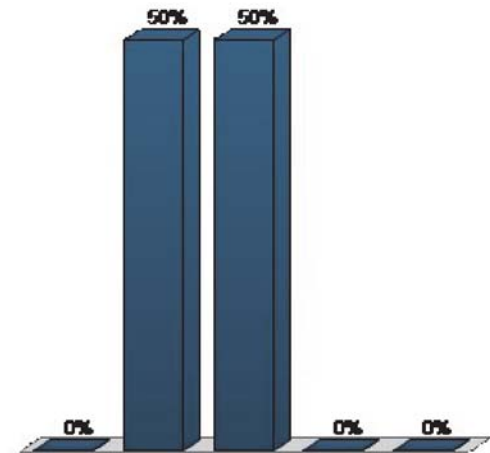
4. Which one of the following routes is most congested? (Multiple Choice)

Responses		
	Percent	Count
US 250	33.33%	1
SR 4	0%	0
Perkins Avenue	66.67%	2
US 6	0%	0
SR 60	0%	0
Totals	100%	3



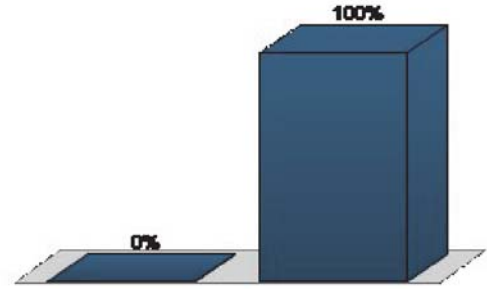
5. Which one of the following routes is most congested? (Multiple Choice)

Responses		
	Percent	Count
US 250	0%	0
SR 4	50%	1
Perkins Avenue	50%	1
US 6	0%	0
SR 60	0%	0
Totals	100%	2



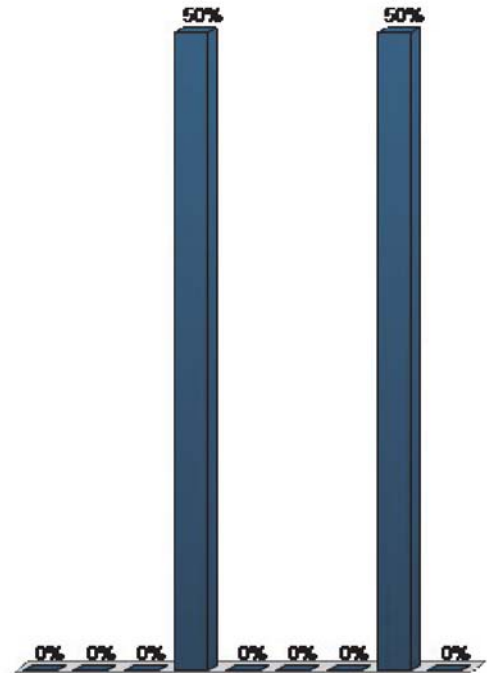
6. The outlying areas in Erie County are difficult to access. (Multiple Choice)

Responses		
	Percent	Count
Agree	0%	0
Disagree	100%	2
Totals	100%	2



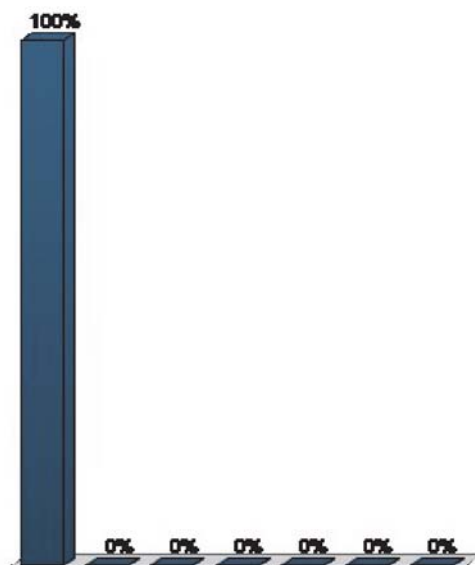
7. The side road I take most to avoid Congestion in Sandusky/Perkins Township include: (Multiple Choice)

Responses		
	Percent	Count
Columbus Avenue	0%	0
Bell Avenue	0%	0
Dewitt Avenue	0%	0
Monroe Street	50%	1
Bogart Road	0%	0
Old Rail Road	0%	0
Strub Road	0%	0
Road not listed above	50%	1
None	0%	0
Totals	100%	2



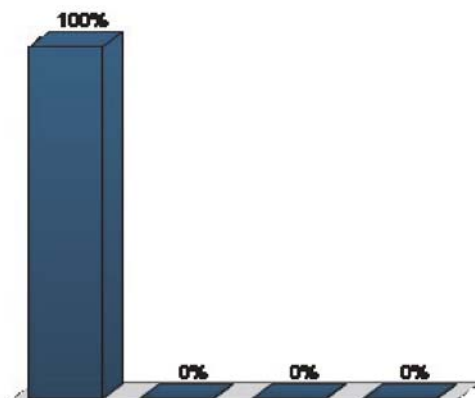
8. Which concept is most important for transportation Planners to focus on? (Multiple Choice)

	Responses	
	Percent	Count
Reducing fatalities/injuries	100%	2
Maintaining current infrastructure	0%	0
Reducing congestion	0%	0
Improving roadway reliability	0%	0
Improving the freight network	0%	0
Protecting/enhancing the environment	0%	0
Reducing costs, promoting job growth & the economy	0%	0
Totals	100%	2



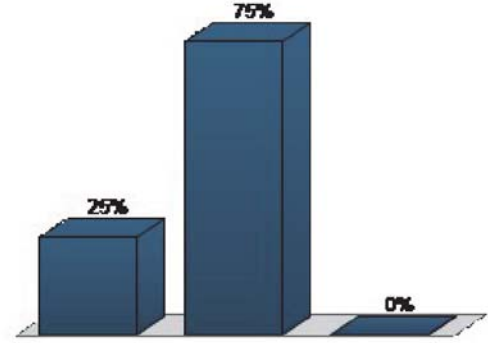
9. In regards to Freight which is most important for this area? (Multiple Choice)

	Responses	
	Percent	Count
Roads	100%	2
Railways	0%	0
Ports	0%	0
Airports	0%	0
Totals	100%	2



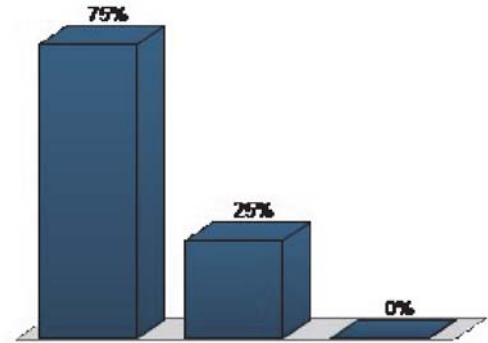
10. public transportation is meeting the needs of the citizens of erie county. (Multiple Choice)

Responses		
	Percent	Count
Agree	25%	1
Disagree	75%	3
No opinion	0%	0
Totals	100%	4



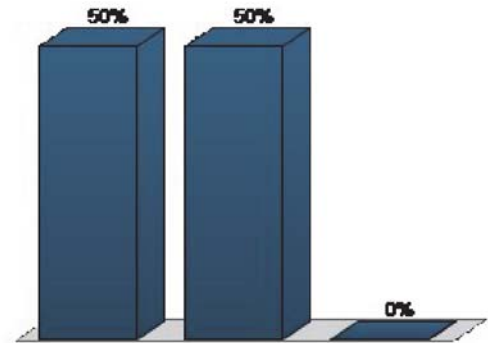
11. Public transit should be expanded in erie county. (Multiple Choice)

Responses		
	Percent	Count
Agree	75%	3
Disagree	25%	1
No opinion	0%	0
Totals	100%	4



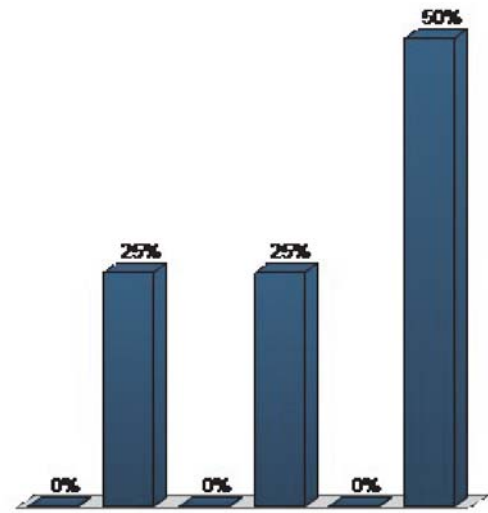
12. Public transit is affordable & stops are located at reasonable locations. (Multiple Choice)

Responses		
	Percent	Count
Agree	50%	2
Disagree	50%	2
No opinion	0%	0
Totals	100%	4



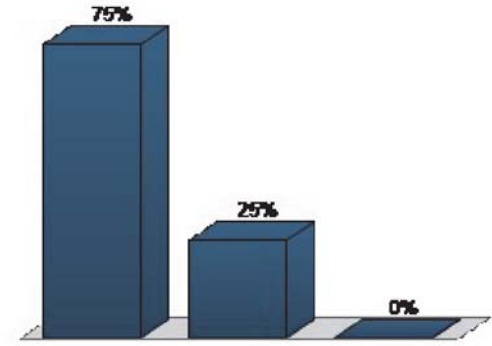
13. If you could put More Walking & Pedestrian Facilities anywhere in the county where would you place them? (Multiple Choice)

	Responses	
	Percent	Count
South of the City of Huron to the county line	0%	0
West of the City of Sandusky to the Village of Bay View	25%	1
East of the City of Sandusky towards the City of Huron	0%	0
Throughout the center of the City of Sandusky	25%	1
South Along US 250 past Bogart Road towards Kalahari	0%	0
In and around the northern portions of Perkins Township going into the City of Sandusky	50%	2
Totals	100%	4



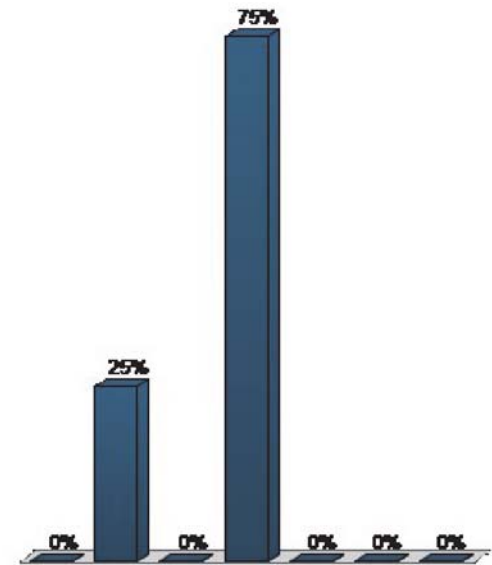
14. Future projects should include widened shoulders for a bicycle travel lane. (Multiple Choice)

Responses		
	Percent	Count
Agree	75%	3
Disagree	25%	1
N/A	0%	0
Totals	100%	4



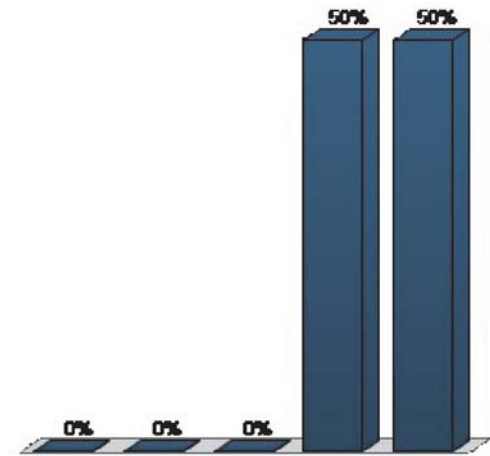
15. The area I feel that will develop the most in the next 25 years is: (Priority Ranking)

Responses		
	Percent	Weighted Count
US 250 (south of SR 2)	0%	0
SR 4 (south of SR 2)	25%	10
SR 60 (Vermilion Township)	0%	0
Waterfront in Downtown Sandusky	75%	30
Waterfront in Huron	0%	0
Downtown Vermilion	0%	0
Margaretta Township	0%	0
Totals	100%	40



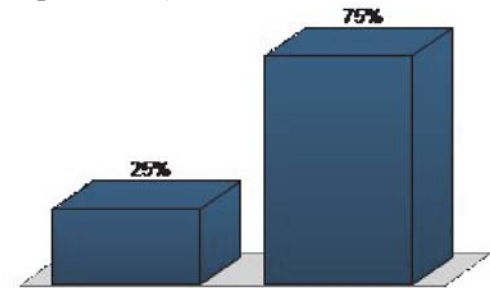
16. I would support the widening of sr 4 from the county line north to ... (Multiple Choice)

	Responses	
	Percent	Count
Mason Road	0%	0
Bogart Road	0%	0
Strub Road	0%	0
Perkins Avenue	50%	2
I wouldn't widen	50%	2
Totals	100%	4



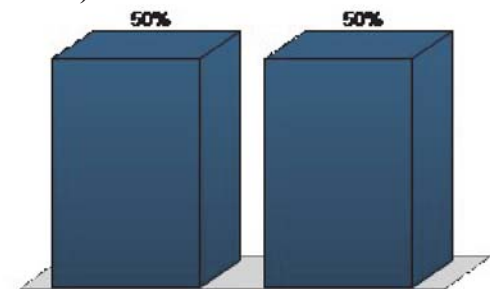
17. We need more east-west Connectors to provide better access. (Multiple Choice)

	Responses	
	Percent	Count
Agree	25%	1
Disagree	75%	3
Totals	100%	4



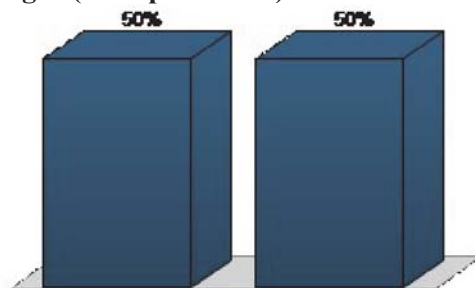
18. You would support a better route to travel to Columbus (Multiple Choice)

	Responses	
	Percent	Count
Agree	50%	2
Disagree	50%	2
Totals	100%	4



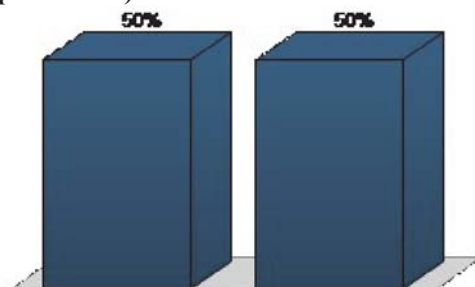
19. Would you ride hyper loop between Pittsburgh, Cleveland and Chicago? (Multiple Choice)

Responses		
	Percent	Count
Yes	50%	2
No	50%	2
Totals	100%	4



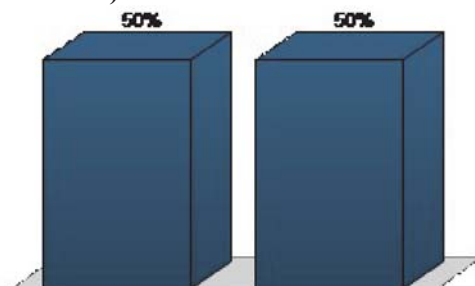
20. Do you plan on purchasing an electric vehicle in the future? (Multiple Choice)

Responses		
	Percent	Count
Yes	50%	2
No	50%	2
Totals	100%	4



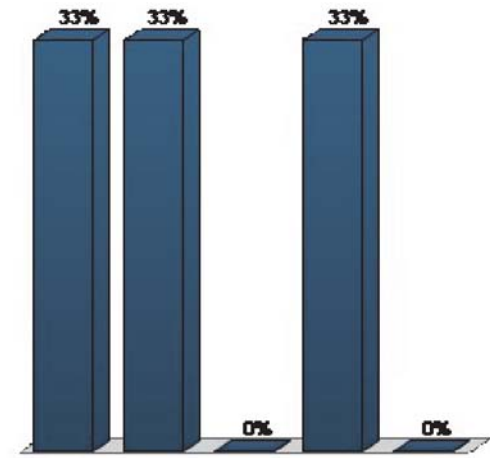
21. Would you feel comfortable using an autonomous vehicle? (Multiple Choice)

Responses		
	Percent	Count
Yes	50%	2
No	50%	2
Totals	100%	4



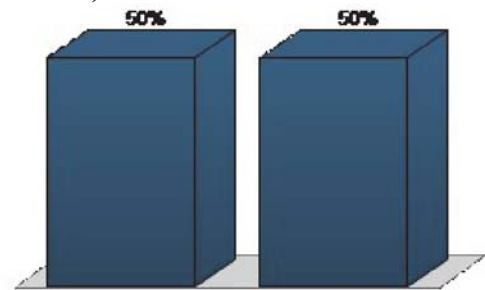
22. Which one of the following routes is most congested? (Multiple Choice)

Responses		
	Percent	Count
US 250	33.33%	1
SR 4	33.33%	1
Perkins Avenue	0%	0
US 6	33.33%	1
SR 60	0%	0
Totals	100%	3



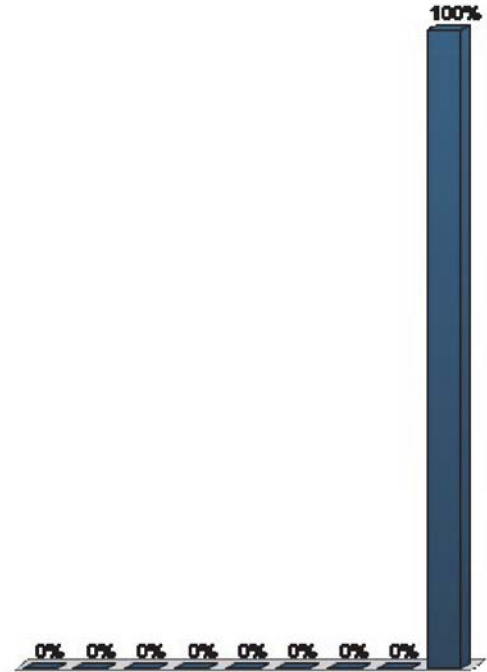
23. The outlying areas in Erie County are difficult to access. (Multiple Choice)

Responses		
	Percent	Count
Agree	50%	1
Disagree	50%	1
Totals	100%	2



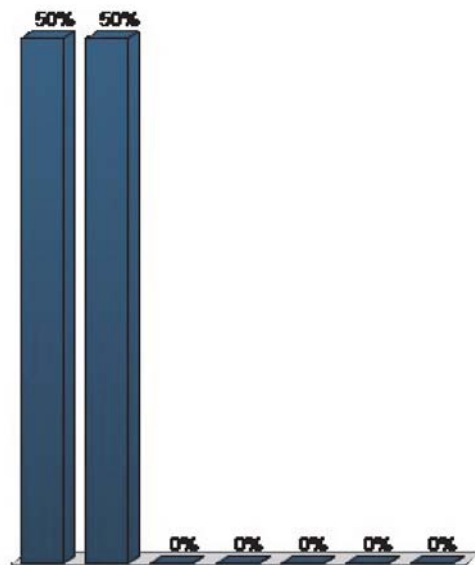
24. The side road I take most to avoid Congestion in Sandusky/Perkins Township include: (Multiple Choice)

	Responses	
	Percent	Count
Columbus Avenue	0%	0
Bell Avenue	0%	0
Dewitt Avenue	0%	0
Monroe Street	0%	0
Bogart Road	0%	0
Old Rail Road	0%	0
Strub Road	0%	0
Road not listed above	0%	0
None	100%	2
Totals	100%	2



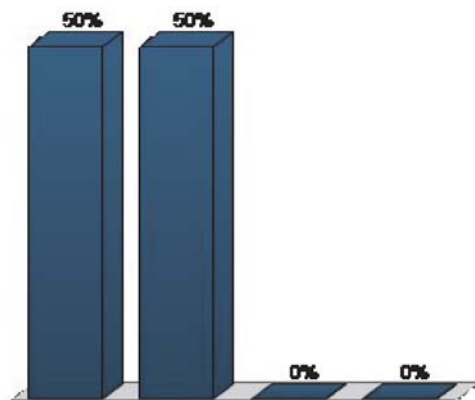
25. Which concept is most important for transportation Planners to focus on? (Multiple Choice)

	Responses	
	Percent	Count
Reducing fatalities/injuries	50%	1
Maintaining current infrastructure	50%	1
Reducing congestion	0%	0
Improving roadway reliability	0%	0
Improving the freight network	0%	0
Protecting/enhancing the environment	0%	0
Reducing costs, promoting job growth & the economy	0%	0
Totals	100%	2



26. In regards to Freight which is most important for this area? (Multiple Choice)

	Responses	
	Percent	Count
Roads	50%	1
Railways	50%	1
Ports	0%	0
Airports	0%	0
Totals	100%	2



**Erie Regional Planning Commission
Long Range Transportation Plan Meeting Minutes
February 13th, 2020**

PRESENT: Maddy Davies, Erie County Health Department; Brittany Staples; Citizen; Greg Voltz, Tom Horsman; City of Sandusky; Nicole Grohe, Carrie Whitaker and Steve Poggiali; ERPC staff.

Mr. Poggiali called the meeting to order at 4:00 P.M. in the Third Floor Commissioner's Chamber in the Erie County Office Building located at 243 Columbus Avenue.

MPO and Long Range Transportation Plan Presentation: Mr. Poggiali presented a presentation which discussed the structure of the MPO and the many steps to completing the required Long Range Transportation Plan. He also focused on the importance of public meetings and the public outreach process as a requirement of the plan.

Interactive Polling Activity: After Mr. Poggiali concluded, Ms. Grohe then moved into conducting an interactive poll using Turning Point clickers and PowerPoint. The poll consisted of a series of questions about Long Range Planning. Staff will analyze the poll results and utilize the data from it when writing the Long Range Plan Update.

Other Business: Ms. Grohe also mentioned that there is a public survey online that is currently active and encouraged those present to fill it out. She concluded the meeting by stating that comment sheets were available to take and could be turned in at a later date. She also stated that there were transportation maps available to write suggestions and project ideas on. Ms. Whitaker encouraged those present to provide a list of transportation projects that they want included in the plan to the MPO staff. She added that if the projects are not listed within the plan they will not be eligible to receive federal funding in the future.

Respectively Submitted,

Nicole Grohe, Associate Planner
Erie County Offices of Regional Planning
Metropolitan Planning Organization

Carrie Whitaker

From: Carrie Whitaker
Sent: Thursday, April 02, 2020 12:10 PM
To: Andrew.Shepler@dot.ohio.gov; Carmen Stemen
Cc: Steve Poggiali; Nicole Grohe; Jordan.Whisler@dot.ohio.gov
Subject: Re: LRTP public involvement

Thank you

From: Andrew.Shepler@dot.ohio.gov <Andrew.Shepler@dot.ohio.gov>
Sent: Thursday, April 2, 2020 11:44:32 AM
To: Carrie Whitaker; Carmen Stemen
Cc: Steve Poggiali; Nicole Grohe; Jordan.Whisler@dot.ohio.gov
Subject: RE: LRTP public involvement

Hi Carrie:

Thanks for passing this along. I don't have any concerns.

Thanks,
Andrew

Andrew Shepler

Transportation Planner

ODOT Office of Statewide Planning & Research
1980 W. Broad Street, Columbus, Ohio 43223
614.466.2348
transportation.ohio.gov



From: Carrie Whitaker <CWhitaker@eriecounty.oh.gov>
Sent: Thursday, April 2, 2020 10:24 AM
To: Shepler, Andrew <Andrew.Shepler@dot.ohio.gov>; Carmen Stemen <carmen.stemen@dot.gov>
Cc: Steve Poggiali <SteveP@eriecounty.oh.gov>; Nicole Grohe <NGrohe@eriecounty.oh.gov>
Subject: LRTP public involvement

Good morning—

To comply with state orders restricting group gatherings, ERPC is adjusting its LRTP public involvement to an online format. I've created a press release to notify the public of that fact; please forward me any concerns/questions you may have.

Thank you,

Carrie Whitaker, P.E.
Erie County Regional Planning Commission

Carrie Whitaker

From: Carrie Whitaker
Sent: Thursday, April 02, 2020 11:03 AM
To: Stemen, Carmen (FHWA)
Subject: Re: LRTP public involvement

Thank you

From: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Sent: Thursday, April 2, 2020 10:31:07 AM
To: Carrie Whitaker; andrew.shepler dot.ohio.gov
Cc: Steve Poggiali; Nicole Grohe
Subject: RE: LRTP public involvement

Hi Carrie,

Thank you for your e-mail with the information on your public involvement and public comment period. As long as everything is in concurrence with ODOT for all other aspects, we acknowledge receipt of the information. Thanks. - Carmen

Carmen M. Stemen

Carmen M. Stemen, MUP
Planning and Environment Specialist
FHWA Ohio Division
200 N. High St., Rm. 328
Columbus, OH 43215
(614) 280-6848

From: Carrie Whitaker <CWhitaker@eriecounty.oh.gov>
Sent: Thursday, April 2, 2020 10:24 AM
To: andrew.shepler dot.ohio.gov <andrew.shepler@dot.ohio.gov>; Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Cc: Steve Poggiali <SteveP@eriecounty.oh.gov>; Nicole Grohe <NGrohe@eriecounty.oh.gov>
Subject: LRTP public involvement

Good morning—

To comply with state orders restricting group gatherings, ERPC is adjusting its LRTP public involvement to an online format. I've created a press release to notify the public of that fact; please forward me any concerns/questions you may have.

Thank you,

Carrie Whitaker, P.E.
Erie County Regional Planning Commission
Metropolitan Planning Organization
2900 Columbus Avenue
Sandusky, OH 44870

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.

The Erie Regional Planning Commission - Metropolitan Planning Organization 2045 Long Range Transportation Plan (LRTP)

Due to the COVID 19 pandemic, ERPC has moved to an online public involvement format for its 2045 LRTP Update.

All public presentations, draft plan chapters, and other related materials will be posted on the ERPC website at

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

Recent Postings Include:

Chapters 1-3 of the Draft Plan

Public Involvement Appendix

Online Public Presentation (includes results from online surveys and possible project alternatives)

Coming Soon:

Chapters 4-8 of the Draft Plan

System Performance Report (Appendix)

Review and provide your input on transportation in Erie County!

Send Questions and/or Comments to ERPC via:

Email: planning@eriecounty.oh.gov

Phone: 419-627-7792, Fax: 419-627-7692

Mail: Erie Regional Planning Commission, 2900 Columbus Avenue, Sandusky, OH 44870

ERPC ensures timely responses to all questions/comments received.



Erie County
2045 Long Range
Transportation Plan
Online Public Presentation

May 2020

NOTE:

In March 2020, the state issued orders restricting public gatherings due to the COVID 19 pandemic. To comply with orders, ERPC has adjusted its public involvement for the 2045 Long Range Transportation Plan (LRTP) to an online format.

All public presentations, draft plan chapters, and other LRTP related materials will be posted on the ERPC website for review at

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

The following public presentation has been formatted to include notes at the bottom of each slide for additional slide explanation/information.

ERPC welcomes your questions/comments relative to the 2045 LRTP. Please forward all comments by one of the following options:

Email: planning@eriecounty.oh.gov

Phone: 419-627-7792

Fax: 419-627-7692

Mail: Erie Regional Planning Commission

2900 Columbus Avenue

Sandusky, OH 44870

ERPC ensures timely responses to all questions/comments received.

Online Public Presentation Briefing Points

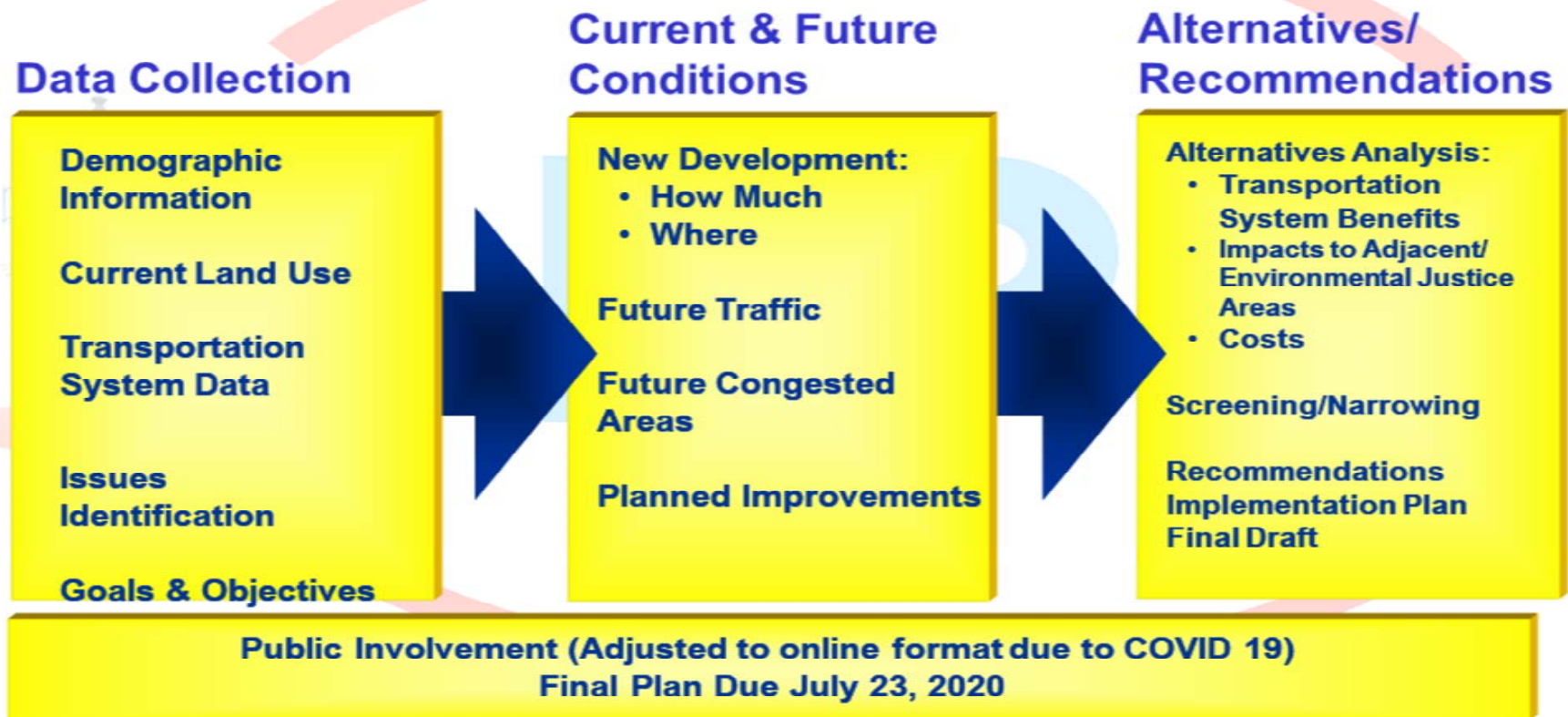
- **Long Range Plan Process**
- **Public Involvement**
 - Forces and Issues
 - Goals and Objectives
- **Development of the Universe of Transportation Alternatives**
- **Project Schedule and Next Steps**
- **Questions/Comments**



ERPCC

Study Process

Long Range Transportation Plan Process



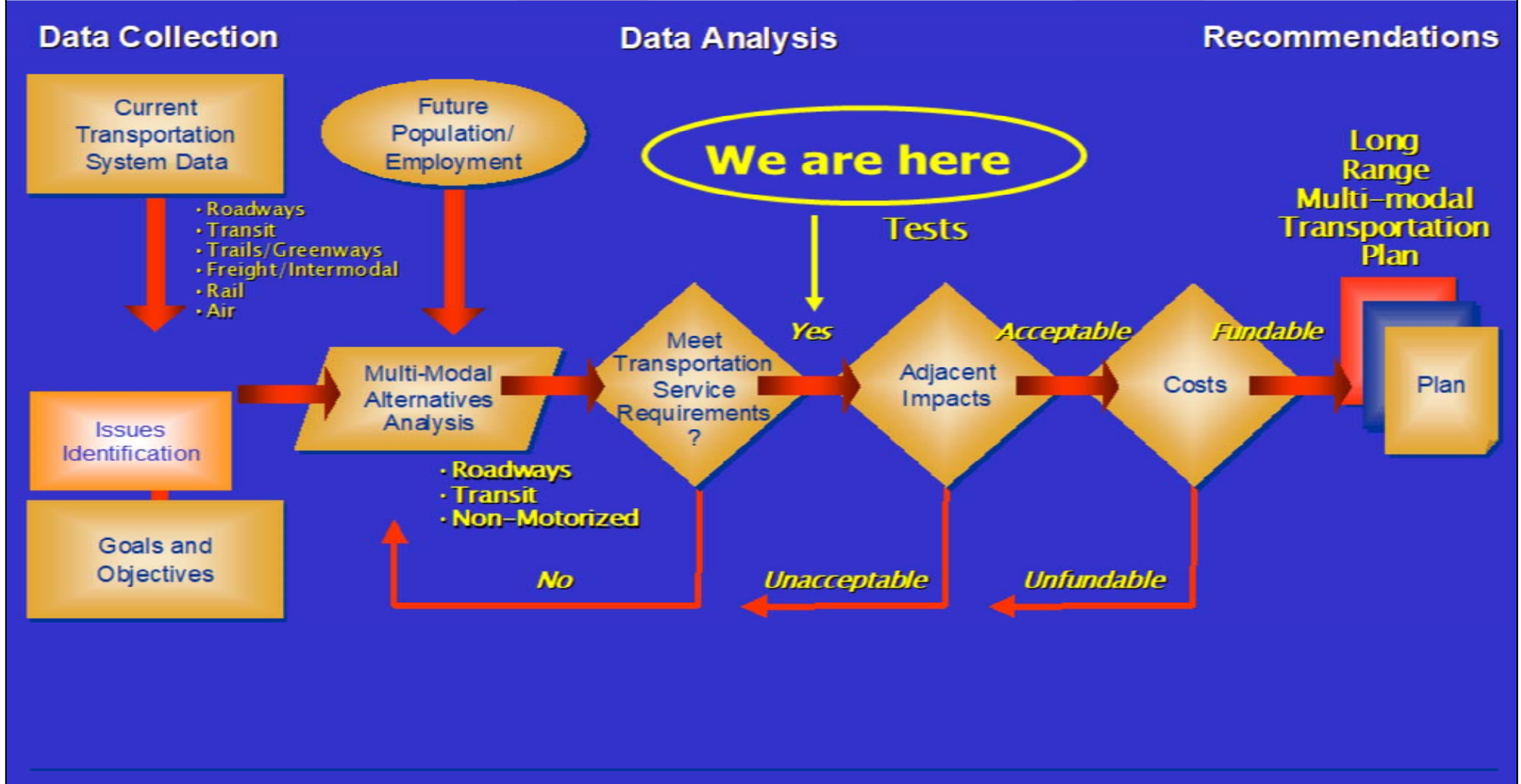
The Long Range Transportation Planning Process begins with data collection. Data collected includes regional demographic information, current land use information, and transportation system data. The review of this data helps to begin to identify issues and form goals and objectives necessary for the plan.

Once data collection is complete the analysis begins of current and future conditions to determine what possible alternatives are needed for plan inclusion.

Those alternatives are then further screened and narrowed down resulting in the final recommendations and implementation plan.

Public involvement is also a key component of plan development and occurs throughout the entire planning process.

Study Process



Above is a flow chart that provides further insight into the plan development process.

Not only must recommended projects meet transportation service requirements but their adjacent impacts and whether they can be funded are also considered through the process.

Plan Goals and Objectives

- 1. Safety**
 - Increase the overall safety of the transportation system for residents, businesses and visitors
- 2. Infrastructure Condition**
 - Maintain the existing infrastructure assets in a state of good repair
- 3. System Reliability**
 - Improve the efficiency of the local surface transportation system
- 4. Freight Movement and Economic Vitality**
 - Improve the local freight network & support economic vitality
- 5. Environmental Sustainability**
 - Protect the environment while enhancing performance within the MPO transportation network
- 6. Reduce Project Delivery Times**
 - Reduce project costs, promote jobs, the economy and expedite movement of people and goods by accelerating local project completion through elimination of project delays
- 7. Congestion reduction**
 - Reduce congestion across the MPO area, support alternative transportation and other congestion relief methods

Above are the Plan's developed goals and objectives. Additionally, as required under the Fixing America's Surface Transportation Act (FAST Act), ERPC must ensure the Long Range Transportation Plan incorporates a system performance report. The system performance 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. This report will be included as an appendix to the Long Range Plan document.

What will the LRTP include?

- **Roadway improvements on major routes and some minor routes**
 - Expansion/Preservation/Access
 - County Transportation Improvement Plan
 - City Transportation/Capital Improvements
- **Transportation improvements over multiple time periods**
 - Short-, mid-, mid-/long-, and long-term
- **Trail and pedestrian plans**
- **Transit changes/improvements**
- **Tourism**
- **Port/Freight**
- **Intelligent Transportation System**



Public Involvement

ERPC

Development of Forces and Issues and Goals and Objectives

- **Public Meeting**
- **Stakeholder Interviews/
Surveys**
- **Online public survey**
- **Review of Past Studies**
- **Review of Current Projects**

Public Meeting-The MPO was able to host one public meeting prior to the COVID-19 pandemic. Further outreach efforts as stated in the beginning of this presentation have all been moved online.

An online survey was utilized to obtain data. More on this is discussed in the following slides. Additionally, a list of past studies and current plans were reviewed to ensure compatibility with local priorities.

Public/Stakeholder Surveys

- **Two online surveys were created**
 - **Stakeholder Survey (140 stakeholders identified, 49 survey responses received)**
 - **Public Survey (28 responses received)**

Stakeholder Survey Results

- **Majority of those stakeholders surveyed indicated the following:**
 - **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.**

Public/Stakeholder Surveys

Stakeholder Survey Results (continued)

- 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.

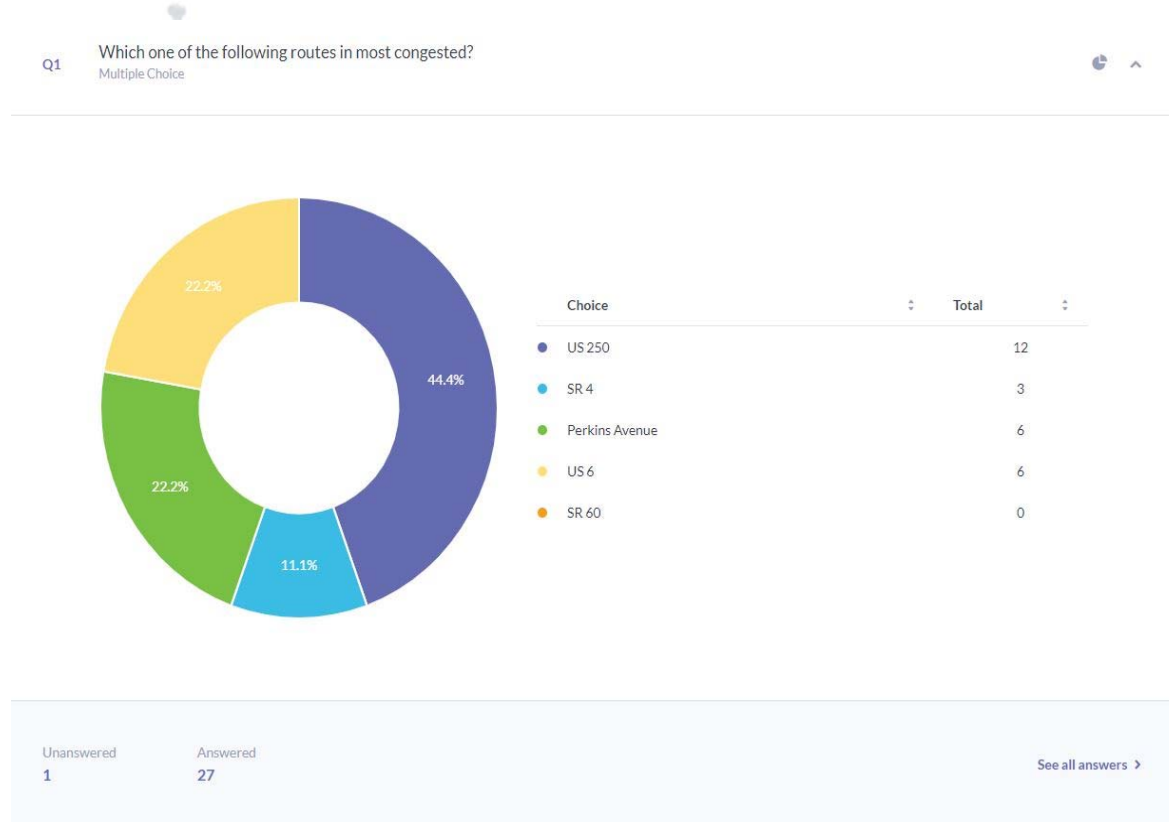
Public/Stakeholder Surveys

Stakeholder Survey Results (continued)

- **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.**
- **Implementing improvements along the US 6 corridor were mentioned by many respondents.**
- **Sidewalks on US 250 (from Bogart Road to Kalahari) were also mentioned by many to be a safety concern, especially for bicyclists and pedestrians.**
- **The biggest concern about the future transportation system was funding.**

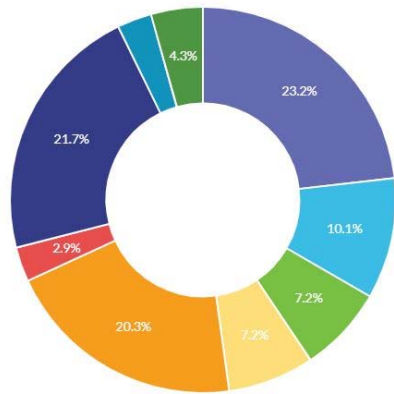
Public/Stakeholder Surveys

Public Survey Results



- Respondents felt that US 250 was the most congested local route.

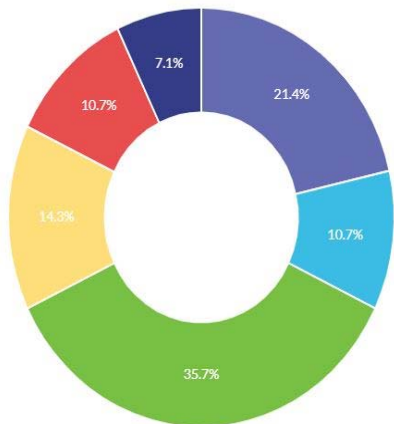
Q3 The side roads I take most to avoid congestion in Sandusky / Perkins township include:
Multiple Choice



Choice	Total
Columbus Avenue	16
Bell Avenue	7
Dewitt Avenue	5
Monroe Street	5
Bogart Road	14
Old Rail Road	2
Strub Road	15
Road not listed above	2
None	3

- **Columbus Avenue, Bogart Road and Strub Road were commonly used to avoid congestion.**

Q4 Which concept is most important for transportation planners to focus on?
Multiple Choice



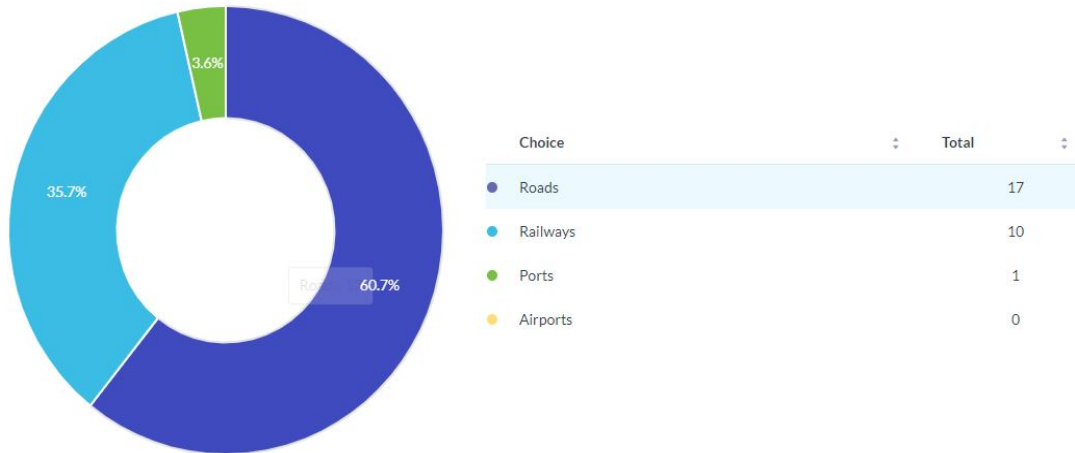
Choice	Total
Reducing fatalities / injuries	6
Maintaining current infrastructure	3
Reducing congestion	10
Improving roadway reliability	4
Improving the freight network	0
Protecting / enhancing the environment	3
Reducing costs, promoting job growth & the economy	2

- **Reducing congestion was seen as the most important concept that transportation planners should focus on.**

Unanswered 0
Answered 28

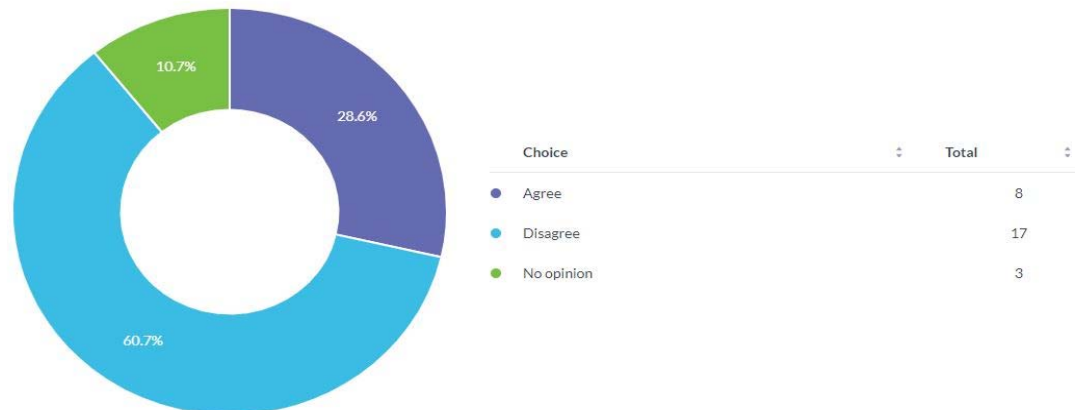
[See all answers >](#)

Q5 In regards to freight which is most important for this area?
Multiple Choice



- In regards to freight, roads were thought to be most important asset to the area

Q6 Public transportation is meeting the needs of the citizens of Erie County.
Multiple Choice

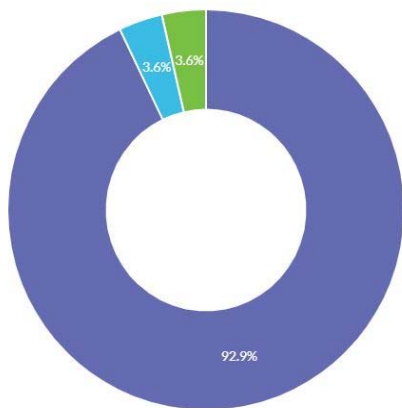


- 61% disagreed that public transportation is meeting the needs of Erie County citizens

Unanswered 0
Answered 28

[See all answers >](#)

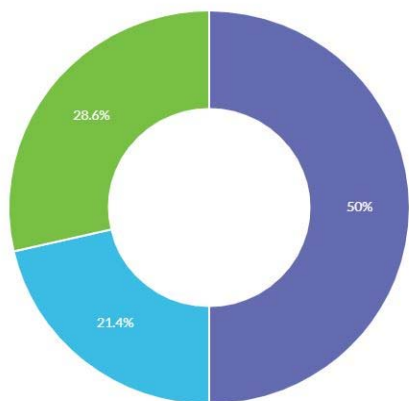
Q7 Public Transportation should be expanded in Erie County.
Multiple Choice



Choice	Total
Agree	26
Disagree	1
No opinion	1

- **Most respondents agreed that public transit should be expanded.**

Q8 Public transit is affordable & stops are located at reasonable locations.
Multiple Choice



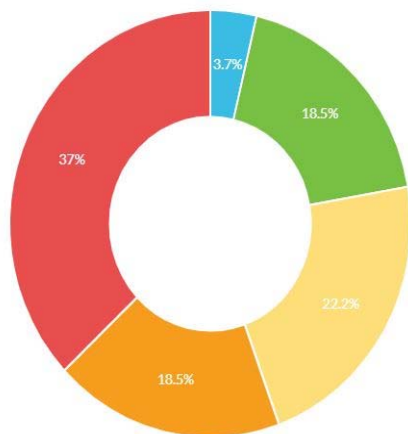
Choice	Total
Agree	14
Disagree	6
No opinion	8

- **50% believed that public transit was affordable and located at reasonable stops. 29% had no opinion.**

Unanswered 0
Answered 28

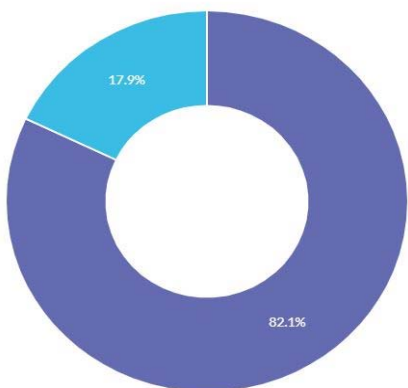
[See all answers >](#)

Q9 If you could put more walking & pedestrian facilities anywhere in the county where would you place them?
Multiple Choice



Choice	Total
South of the City of Huron to the county line	0
West of the City of Sandusky to the Village of Bay View	1
East of the City of Sandusky towards the City of Huron	5
Throughout the center of the City of Sandusky	6
South Along US 250 past Bogart Road towards Kalahari	5
In and around the northern portions of Perkins Township going into the City of Sandusky	10

Q10 Future projects should include widened shoulders for a bicycle travel lane.
Multiple Choice



Choice	Total
Agree	23
Disagree	5
N/A	0

Unanswered
0

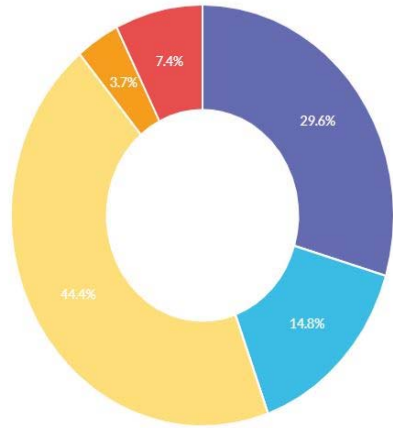
Answered
28

[See all answers >](#)

In regards to bicycle and pedestrian routes, respondents showed a preference for added facilities in and around Perkins Township going into the City of Sandusky

In addition, the widening of future road project shoulders for bicycle lanes was largely supported.

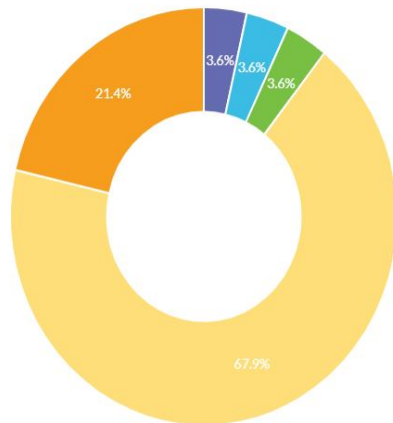
Q11 The area I feel that will develop the most in the next 25 years is:
Multiple Choice



Choice	Total
US 250 (south of SR 2)	8
SR 4 (south of SR 2)	4
SR 60 (Vermilion Township)	0
Waterfront in Downtown Sandusky	12
Waterfront in Huron	1
Downtown Vermillion	2
Margareta Township	0

- Respondents listed that the areas predicted to develop the most in the future were the waterfront in downtown Sandusky and along US 250 (south of SR 2)

Q12 I would support the widening of SR 4 from the county line north to ...
Multiple Choice



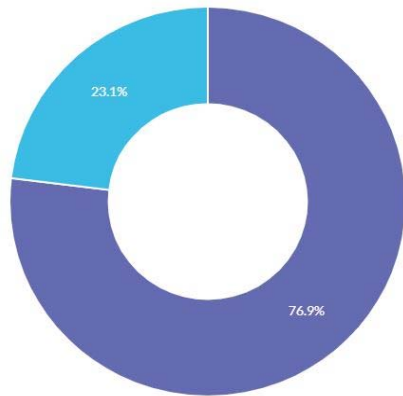
Choice	Total
Mason Road	1
Bogart Road	1
Strub Road	1
Perkins Avenue	19
I wouldn't widen	6

- They also supported the widening of SR 4 from the county line to Perkins Avenue

Unanswered 0
Answered 28

[See all answers >](#)

Q13 We need more east-west connectors to provide better access.
Multiple Choice

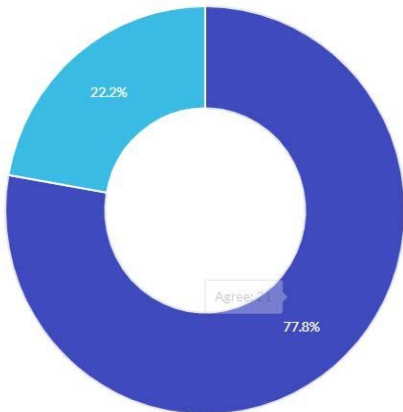


Choice	Total
Agree	20
Disagree	6

- **Survey takers indicated that they wanted more east to west connectors across the planning area.**

PPC

Q14 You would support a better route to travel to Columbus.
Multiple Choice



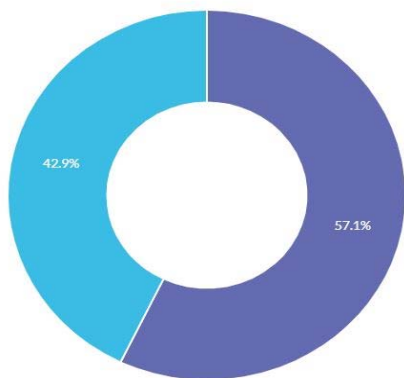
Choice	Total
Agree	21
Disagree	6

- **75% supported a better (direct) route to Columbus.**

Unanswered 1
Answered 27

[See all answers >](#)

Q2 The outlying areas in Erie County are difficult to access.
Multiple Choice

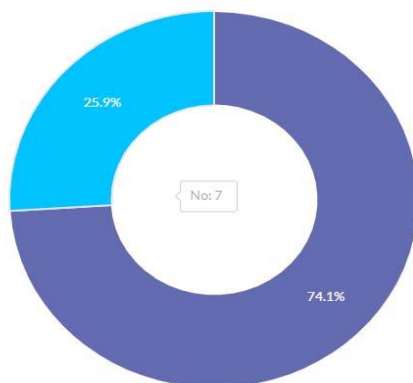


Choice	Total
Agree	16
Disagree	12

Unanswered 0
Answered 28

[See all answers >](#)

Q15 Would you ride hyperloop between Pittsburgh, Cleveland and Chicago.
Multiple Choice



Choice	Total
Yes	20
No	7

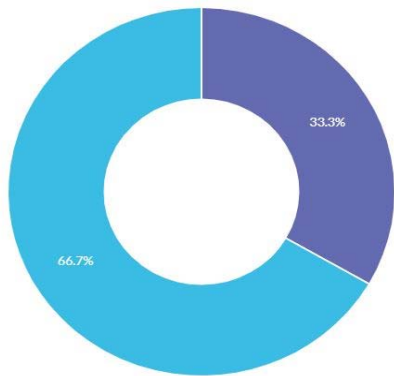
Unanswered 1
Answered 27

[See all answers >](#)

- **57% felt that the outlying areas in the planning area are difficult to access.**

- **70% indicated they would ride hyper loop (similar to bullet trains) for regional travel.**

Q16 Do you plan on purchasing an electric vehicle in the future?
Multiple Choice

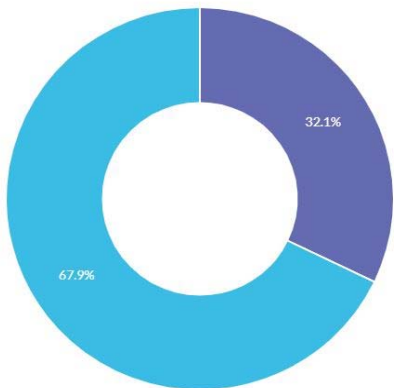


Choice	Total
Yes	9
No	18

Unanswered 1
Answered 27

See all answers >

Q17 Would you feel comfortable using an autonomous vehicle?
Multiple Choice



Choice	Total
Yes	9
No	19

Unanswered 0
Answered 28

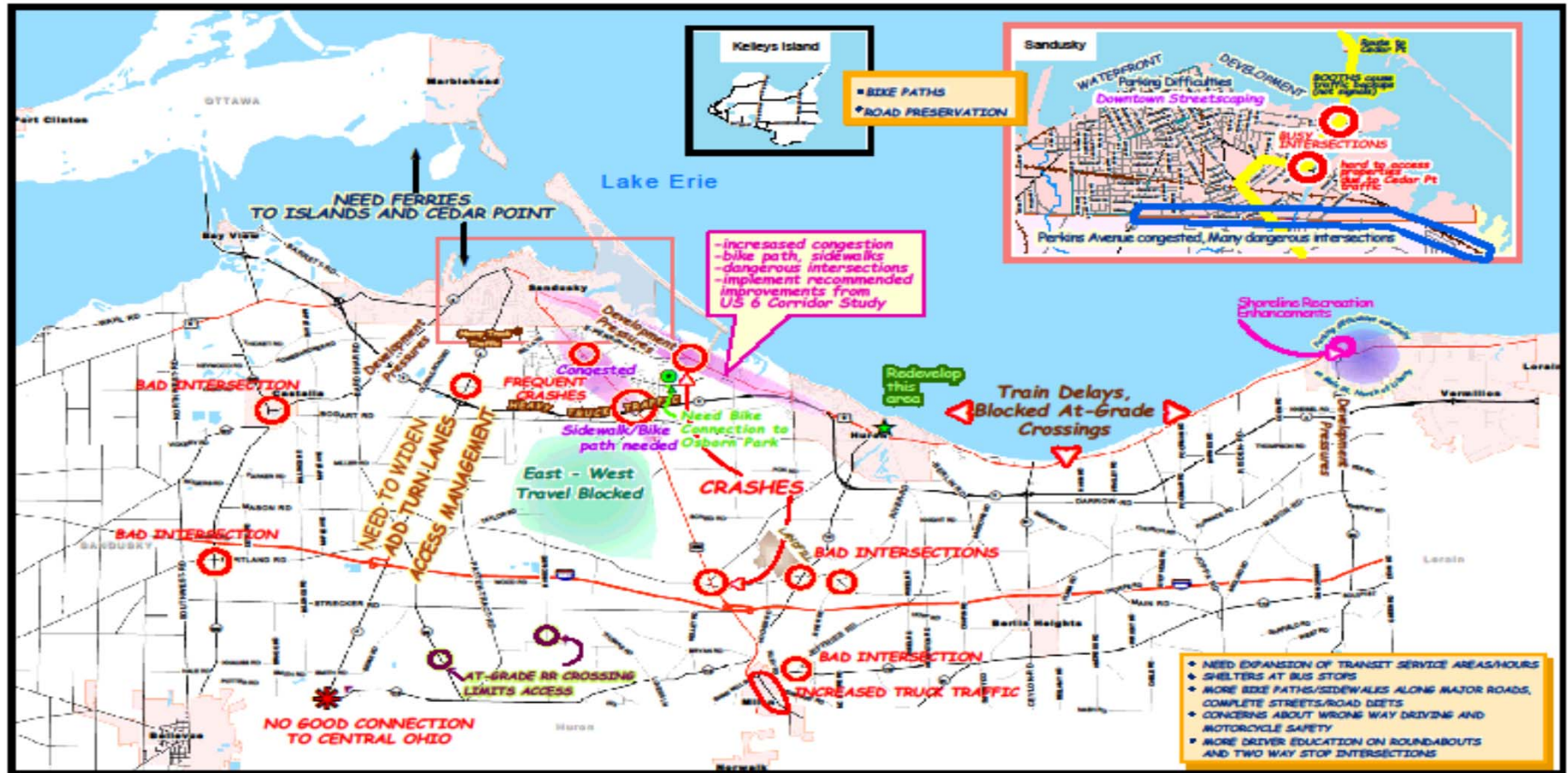
See all answers >

- **65% did not have plans to purchase an electric car in the future.**

- **65% also indicated they would not feel comfortable using an autonomous vehicle (self-driving)**

Forces and Issues Map -

Summary map of issues and concerns collected through survey process



Data Source: Erie Co, Ohio Department of Transportation, ESIS

Erie County MPO 2045 Long Range Transportation Plan



April 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.

Forces and Issues
 Figure 3-3.1



***Universe of
Transportation
Alternatives***

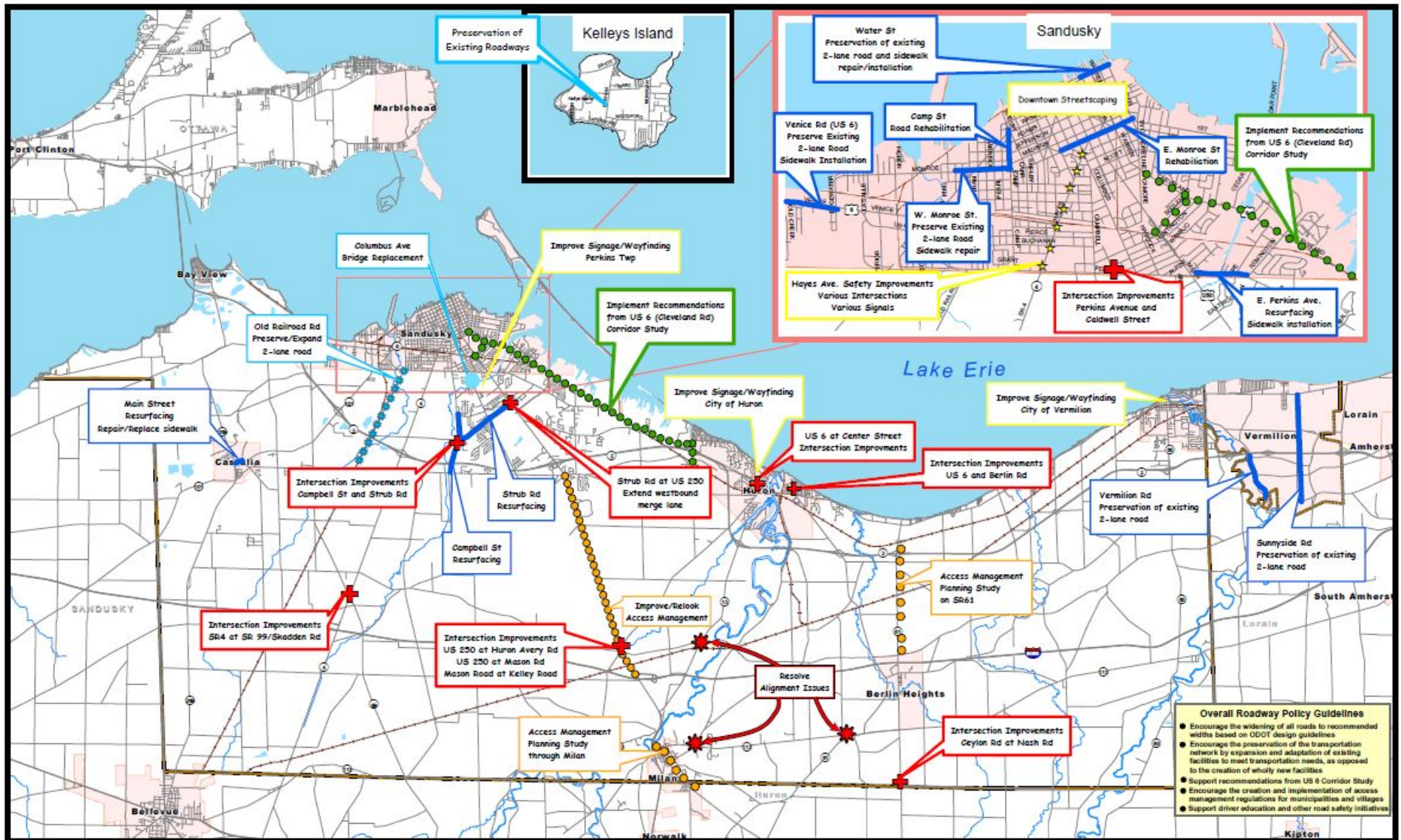
Universe of Transportation Alternatives

- **Based on results of the . . .**
 - **Public involvement process**
 - **Public meeting**
 - **Public survey**
 - **Stakeholder survey**
 - **Review of existing and future transportation and land use conditions throughout Erie County**
- **Three modal alternatives**
 - **Roadway (preservation and expansion)**
 - **Transit**
 - **Non-motorized (bike and pedestrian)**

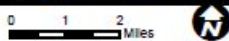


ERPC

Roadway Alternatives – Preservation Projects Map



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



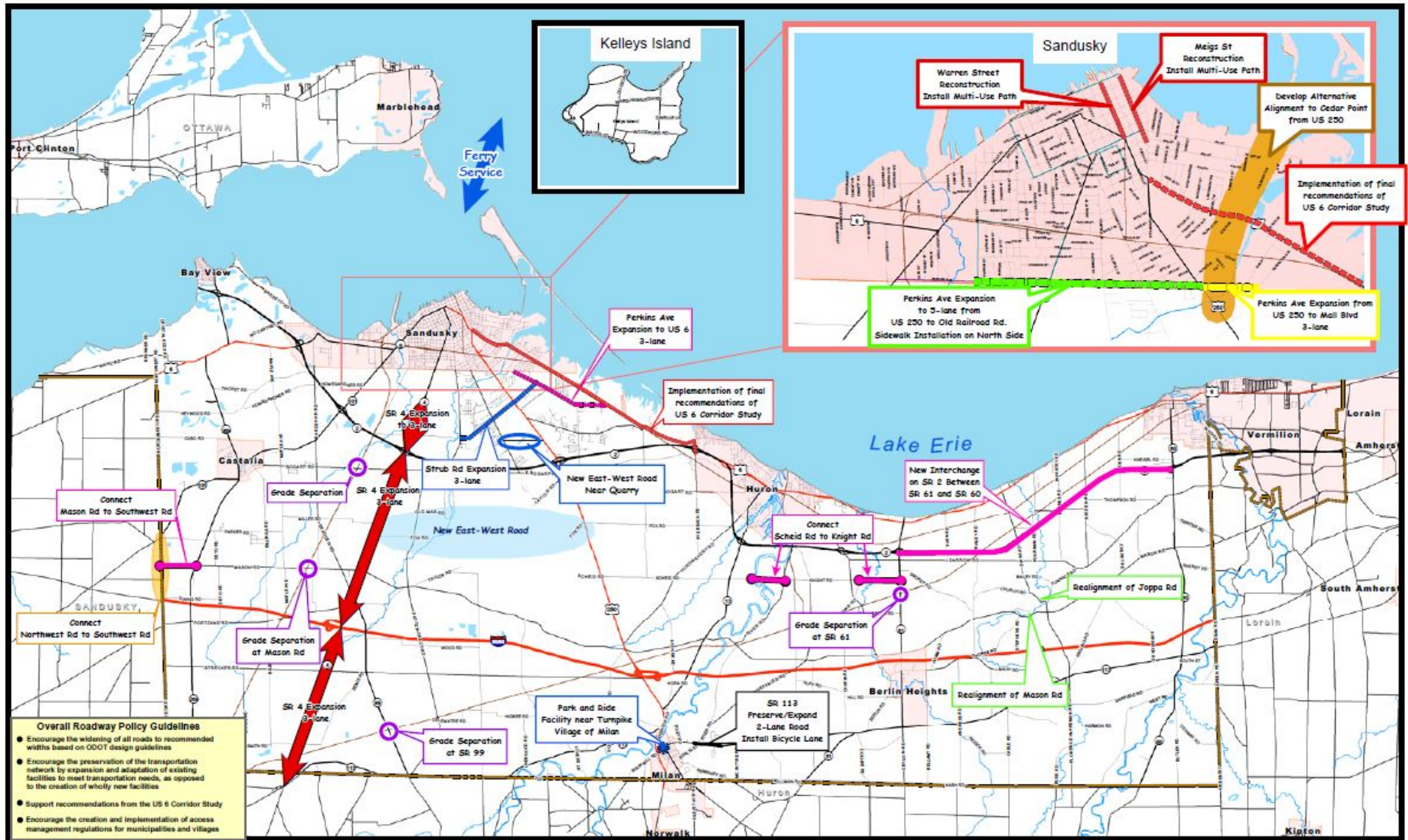
Erie County 2045 Long Range Transportation Plan



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Universe of Alternatives - Roadways
 Preservation Projects

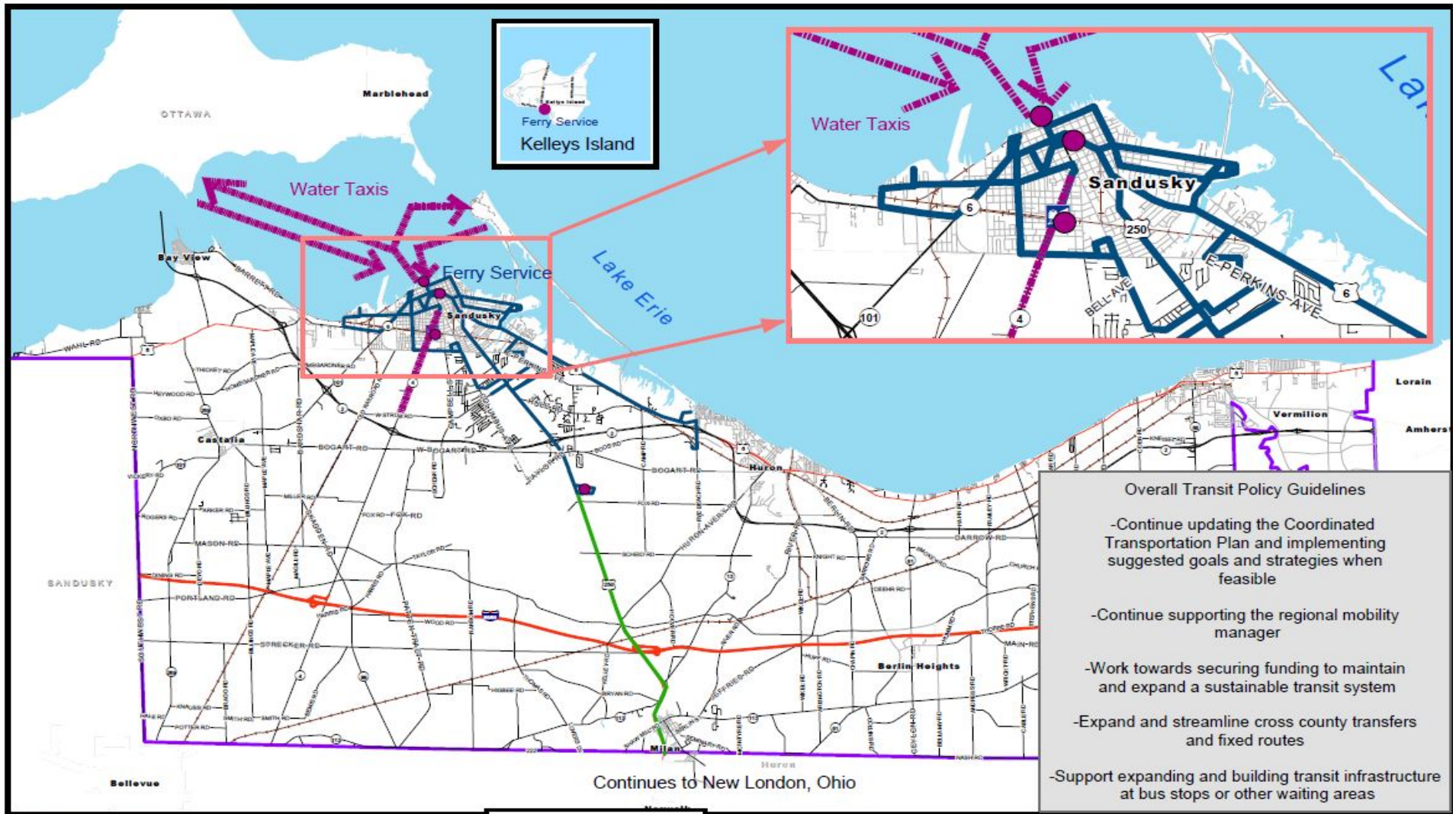
Roadway Alternatives – Expansion Projects Map



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

Erie County 2045 Long Range Transportation Plan

Roadway Alternatives – Transit Projects Map



Data Sources: Erie County GIS, Ohio Department of Transportation, Sandusky Transit System, and Erie County Coordinated Transportation Plan



Legend

- Transit Transfer Point
- Ability Works Transit Route
- Sandusky Transit Route
- Corridor Routes
- ERCPC MPO Boundary
- 🏠 Transit Hub

Erie County MPO 2045 Long Range Transportation Plan

Other Existing Transit Services:

- STS also provides paratransit and demand response throughout the ERCPC MPO planning area
- STS participates in some out of county trips through the use of contracts
- Signage and other infrastructure for bus stops/waiting areas is established in some areas
- Mobility management ride training is available by GLCAP

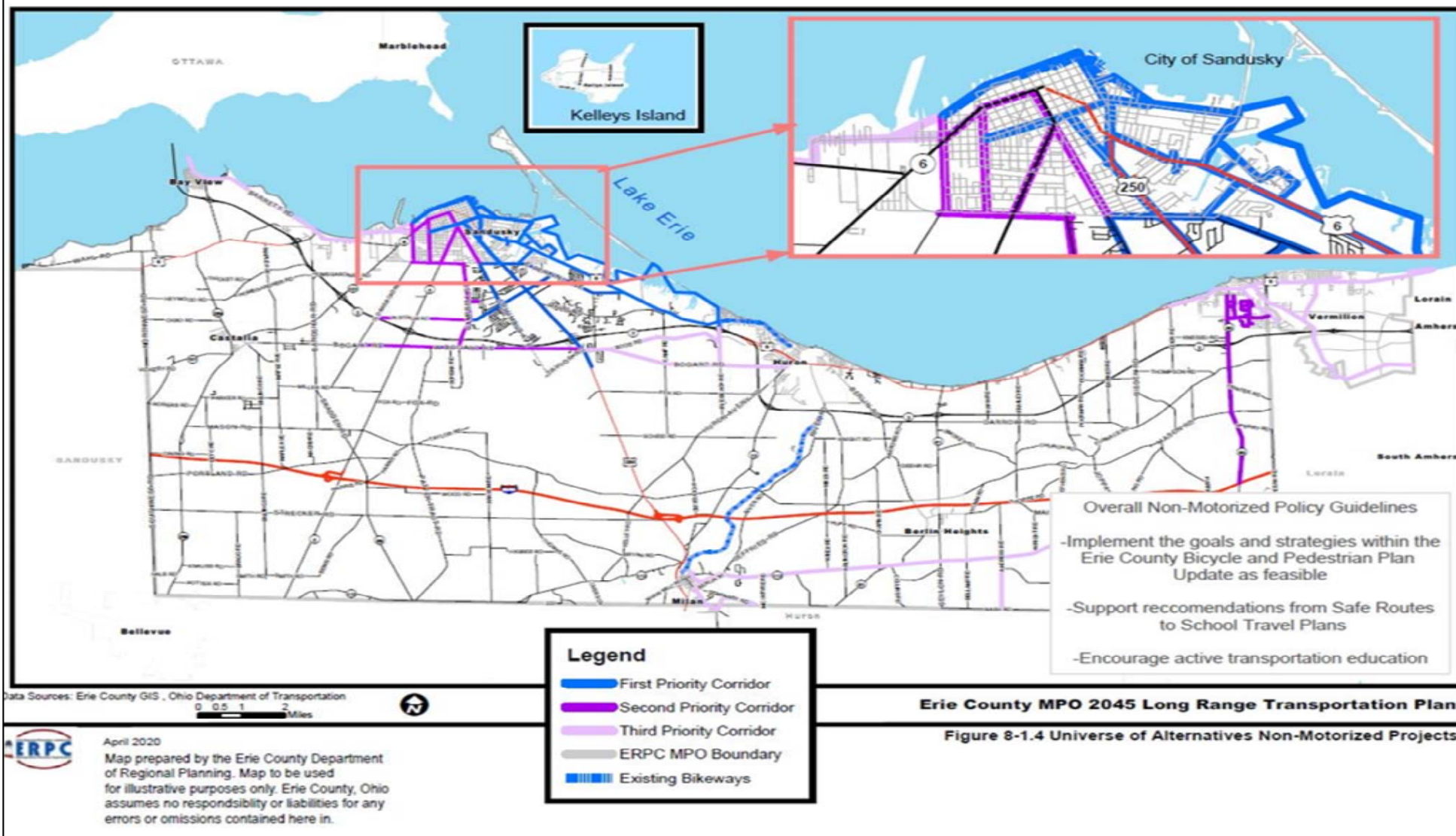


April 2020
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Erie County MPO 2045 Long Range Transportation Plan

Figure 8-1.3 Universe of Alternatives Transit

Roadway Alternatives – Non-Motorized Projects



Corridor priority was based off a ranking process that consisted of two parts:

-the first involved taking the top ten routes as ranked in the Erie County Bicycle and Pedestrian Plan Update (2020). This was a separate plan and scored the routes based on a variety of factors including stakeholder input, public involvement and available funding.

-the second part involved ranking the ten projects and scoring them on a matrix that was made for the long-range plan. The matrix consists of how projects could potentially impact Freight Movement and Economic Vitality, Safety Project Delivery, System Reliability, Congestion Reduction Environmental Sustainability Preservation (Infrastructure Condition) Modal Connectivity Funding



Project Schedule and Next Steps



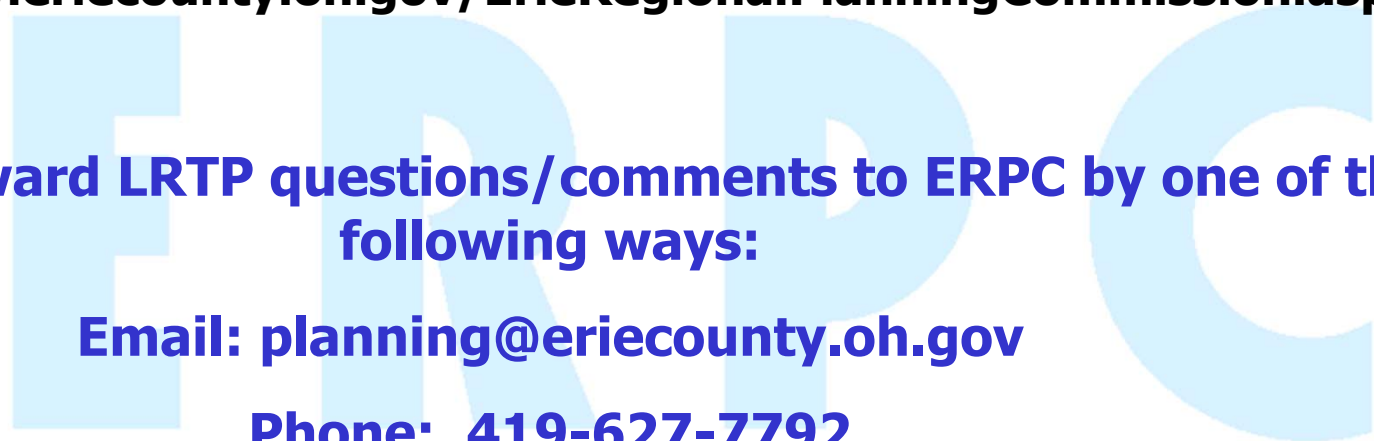
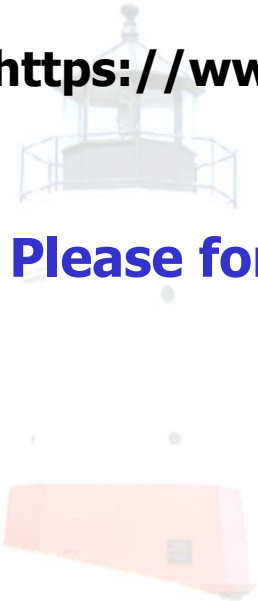
Project Schedule and Next Steps

- **The next steps of plan development are:**
 - **Evaluate universe of alternatives and develop recommended projects**
 - **Perform fiscal analysis to demonstrate constraint**
 - **Develop Implementation Plan**
 - **Online Public Involvement - ongoing**
 - **Final plan online public presentation posted on ERPC website by mid-June**
 - **Adoption of plan by July 23, 2020**

**Thank you for viewing this online public presentation on the 2045
Long Range Transportation Plan.**

**Future presentations, draft plan chapters, and other LRTP materials
will continue to be posted on the ERPC website as they are developed.**

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



**Please forward LRTP questions/comments to ERPC by one of the
following ways:**

Email: planning@eriecounty.oh.gov

Phone: 419-627-7792

Fax: 419-627-7692

Mail: 2900 Columbus Avenue

Sandusky, OH 44870

ERPC ensures timely response to all questions/comments received.

Surveys Public Outreach



Erie County, Ohio

Published by Nikki Michelle [?]

- March 2 · 🌐

The Erpc Mpo is currently updating the Long Range Transportation Plan which locally covers transportation planning for the next 25 years.

There is a public survey online to gather input at: <https://s.surveyplanet.com/jiabfYjU>

Find out more at: <https://www.transit.dot.gov/.../metropolitan-transportation-p...>

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👍 2

1 Share

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Comment as Erie County, ...



Erpc Mpo Timeline Recent [Manage Posts] [List View] [Grid View]



247 COLUMBUS AVENUE SANDUSKY, OHIO 44870
Come and provide your input on transportation in Erie County!
The Long Range Plan covers 25 years and involves all modes of transportation including transit and non-motorized transportation.
For more information: Ph: (419) 627-7792 , Fax: (419) 627-6670 Or visit us at: <https://www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx>

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Erpc Mpo February 11 · [Public]

Right now we are seeking input from the public for our Long Range Transportation Plan update. The survey can be taken at: <https://s.surveypal.com/jiabfyjU>
Find out more at: <https://www.transit.dot.gov/.../metropolitan-transportation-p...>. The plan is a federal requirement.

TRANSIT.DOT.GOV
Metropolitan Transportation Plan (MTP)
Overview Each metropolitan planning organization (MPO) must prepare a Metropolitan Transportation Plan (MTP), in accordance with 49 USC 5303(i), to accomplish the objectives outlined by the MPO, the state, and the public...

Like Comment Share
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- Flood Plain
- Reports And Documents
- Grant Applications and Other Forms
- ERPC FAQs

- Subdivision Regulations Development and Revision/Updates
- Subdivision Review for Unincorporated Areas
- Zoning Code/Resolution Development and Revisions/Updates
- Economic Development
- Community Development Block Grant Economic Development Grant Program Administration
- Community Reinvestment Areas
- Enterprise Zone Program Administration
- Grant Search Assistance and Writing
- Revolving Loan Fund Administration
- Tax Increment Financing

Housing And Community Development Services

- Community Development Block Grant Program Administration
- Community Housing Improvement Program Administration
- Fair Housing Services
- Grant Search Assistance and Writing
- Handicapped Access Improvements to Residential Units

Mapping/GIS/Computer Services

- [Everything ERPC Web Map](#)
- [Erie County Census Information](#)
- [FEMA Map Service Center](#)
- [Ohio Housing Locator](#)
- [Gohio Commute - Rideshare](#)
- [DOT/ERPC MPO Traffic Count Database](#)
- [Kids and Planning](#)
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- [CDBG Public Hearings FY 2020](#)
- [CHIP Public Comment Notice](#)
- [CLICK HERE to complete the Erie County Hazard Mitigation Community Survey!](#)
- [Emergency Shelter Gap Funding Program Enviromental Review](#)
- [CHIP Grant Application](#)
- [CHIP Grant Application Information](#)
- [ERPC MPO Project Application Packet \(STP/SFY 2024 - 2025\)](#)
- [2045 Long Range Transportation Plan Public Survey Annoucement](#)
- [The public survey can be accessed online at: https://s.surveyplanet.com/jiabfyJU](#)



Erie County Regional Planning MPO

Long Range Transportation Plan Update 2045 Public Survey, February 2020

Background: The Erie County Regional Planning Commission Metropolitan Planning Organization (MPO) is currently updating the 2045 Long Range Transportation Plan (LRTP). The planning area covers all of Erie County and the entire City of Vermilion. The plan covers transportation planning for the next 25 years. Any project seeking federal funding must be listed on the plan. The plan is a federal requirement. Find out more about Long Range Plan's at:

https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-transportation-plan-mtp?fbclid=IwAR2_SSegP2Ibk2k2Z03NaWtH1NKgbb3cwZGrkIK0rnQbBHDitgG9ji2NrQI

****Local input in the planning process is essential. Please share with us what you would like to see, or feel is needed in our area. If you need a hard copy please contact our office at:

Planning@ErieCounty.OH.Gov or give us a call at 419.627.7792 ***

The public survey can be accessed online at: <https://s.surveyplanet.com/jiabfYjU>

Stakeholder Survey Results and List

Government	Jurisdiction	Non-profit	Agency
Andy White	City of Huron	Jim Roth	Ability Works
Sam Artino	City of Huron	Henrietta Whalen	Bay Shore Conseuling
A. Schwanger	ECEHD	Dennis Muratori	City of Huron Schools
Aaron Klein	City of Sandusky	Rita Harpring	Edison Schools
Angie Byingotn	City of Sandusky	Jennifer Yingling	Erie Conty Self Advocates
Dick Brady	City of Sandusky	Jennifer Atwell	Erie County CAC
Eric Wobser	City of Sandusky	Pamela Smith-Droll	Erie County Chamber of Commerce
Wes Poole	City of Sandusky	Amy Moore	Erie Metro Parks
John Orzech	City of Sandusky Police	Jim Johnson	Firelands Hospital
C. Hartung	City of Vermilion	Kristen Gerwin	GLCAP
Chris Howard	City of Vermilion	Denise Zielske	Huron Schools
Chris Stempowski	City of Vermilion	Tad Peck	Lucy Idol Center
Jim Forthofer	City of Vermilion	Courtney Dresser	Margaretta Schools
Tony Valerius	City of Vermilion	Randall Conaway	Perkins Schools
Diane Corso	Erie Board of Developmental Disabilities	Ted Peterson	Sandusky Schools
Tim King	Regional Planning	Todd Boggs	Perkins Schools
Pat Sheingo	Erie County	Sue Daugherty	Serving Our Seniors
Hank Soloiwej	Erie County	James Williamson	Vermilion Schools, Director of Operations
Steve Shoffner	Erie County	Stephen Sturgill	Sandusky Schools, Chief of Staff
David Moyer	Erie County DOES	Stan G.	Erie/Ottawa County International Airport
Tim Lloyd	Erie County Engineers Office	Melissa Bayer Smith	Family First
C. Harmon	Erie County Health Department	Libby Boros	Goodwill
Devin Pollick	Erie County Health Department	Private	Agency
Paul Sigsworth	Erie County Sheriff's Office	Crystal Bunts	Alliance Abroad
Eric Dodrill	Erie County Soil/ Water Conservation District	Tim McNeil	Bettcher Industries
Matt Old	Erie County, OH	Greg Hill	Business owner
Scott Schell	Erie County/City of Sandusky Land Bank	Duff Milke	Cedar Point
Abbey Bemis	Erie Economic Development Corp	Tara Buzzelli	Dominion Energy
Ralph Chamberlain	Erie Metro Housing/Erie Senior Center	Larry Fletcher	Erie Shores and Island Visitors Center
David Foster	ERPC	Nick Katsaros	First Energy
Orville Saylor	Florence Township	Representative	Geo Gradel Salt Dock
Lt. Brett Gockstetter	Highway Patrol	Representative	Home Depot
Rep. DJ Swearingen	House of Representatives	Kula Lynch	Hoty Enterprises
Gary Pooch	Margaretta Township	Jeff Riddle	Hull Home Building Supply
Daniel Frederick	Milan Township	Carol Herzog	Huron Docks
David Taylor	NASA Plumbrook	Christopher Kitts	Huron Limestone
Mike Schafrath	ODOT D3	Kelly Freimark	Jett Express
James W. Stewart	Oxford Township	Brian Shanle	Kalahari Resorts
Dave Murphy	Perkins Township	Representative	Kelleys Island Ferry
Gary Boyle	Perkins Township	Representative	Krogers
James Lang	Perkins Township	Representative	Lowes
Jeff Ferrell	Perkins Township	Representative	Meijers
Melanie Murray	Perkins Township	Representative	Norfolk Southern
Robb Parthemore	Perkins Township	Chris Parthemore	Sandusky State Theater
Tim Coleman	Perkins Township	Will Spence	Sportsforce
Representative	Postal Offices	Representative	Ventra Plastics
Nicole Defreitas	Sandusky Transit System	Representative	Walmart
Charles Trinter	Vermilion Township	Dave Loewen	Mucci
Larry Gwinner	Village of Bay View	George Decker	Mucci
Jack Farschman	Erie County Engineer	Dave Olds	OPC/Firelands Scientific
Connie Ward	Village of Berlin Heights	Bryan Kasper	Kasper Automotive
Timothy Riesterer	Village of Castalia	David Thorson	Thorworks
Ron Ehrbar	Village of Kelleys Islaand	Jimmy Sortino	Sortinos/Thirsty Pony
Shawn Craig	Village of Kelleys Island	Lance Warner	Realtor
Brian Rospert	Village of Milan	Mary Sartor	Sandusky Mall
Matt Rogers	Erie County Engineers Office	Scott Ransom	Sandusky Mall
Greg Voltz	City of Sandusky	Jayne Criscione	Ghostly Manor
Julie Cichello	ODOT D3 Safety Engineer	Mark Norman	The House on Third Street
Leslie Farley	ODOT Planning Engineer	Kailegh Koschutnik	Global Technical Recruiters
Deborah Beck	ODNR/Coastal Management	Robin Amezquita	AAA
Travis Bonnett	Ohio Turnpike	Brad Corso	Corso's Flower & Garden Center
Josh Snyder	City of Sandusky	Wylly Yarber	Firestone Complete Auto Care
T. Jonovich	Erie county Emergency Mangement	Rob Routh	Coldwell Banker Routh Realty
Jared Oliver	Erie County Sheriff's Office	Billy Criscione	Ghostly Manor
Brian Bixler	JFS	Michael Sarris	Cafaro Company
scott leber	Oxford Township	Kim Kincer	First Federal Bank of Ohio
Michael Parker	Oxford Township	Julie Barnes Foster	Barnes Nursery
Steve Poggiali	Erie County Regional Planning	Dawn Weinhardt	LESI
Carrie Whitaker	Erie County Regional Planning	Steve Siessel	Northcoast Inland Trail
Nicole Grohe	Erie County Regional Planning	Jim Roth	Ability Works
Shannon Eskridge	SCORE, SBA	Marlilou suszko	Vermilion Main Street
		Mike Parker	Citizen
		Mike Armour	Citizen

Q1

What transportation issues concern you in Erie County (including the Lorain County portion of Vermilion) ?

Essay



Date	↓	Answers
Mar 6		Maintaining current road / rail / navigable water infrastructure Planning for expanded capacities
Mar 6		The timing of when services are available, I'm not sure there are not people who struggle with getting to work or home because of the time services start and stop.
Mar 6		Individuals with disabilities ability to understand and access transportation. Individuals from Vermilion having the ability to get into Sandusky & Huron.
Mar 6		We need to slowly, driven by demand, grow the public transportation system. Start in the city of Sandusky and Perkins township move outward as demand grows Bike lanes especially in the county connecting towns and cities. Selected county roads should be widened to support bicycle/pedestrian traffic.

Mar 5	Concern with transportation incidents involving traffic on rail, road, and water.
Mar 5	For Perkins Township I have a major concern with people walking along the portion of US 250 that doesn't have a sidewalk. AN example would be employees of Kalahari walking south of Bogart road.
Mar 5	Lack of public transportation; no connection to larger cities which could limit employment opportunities for some
Mar 5	Public transportation for LMI families to provide job opportunities. Ensuring that air transportation isn't ignored an important component for island based families. Providing safe bicycling opportunities throughout the county.
Mar 5	none
Mar 5	Cleveland Road corridor needs improved
Jan 27	US 6 corridor issue being addressed. Hayes Ave OH 4 should be improved immediately following US 6
Jan 27	Alternate route accessibility during peak travel periods.
Jan 24	I would like a bike path on Columbus Avenue and bogart rd
Jan 24	road conditions in the city of Sandusky
Jan 23	none
Jan 21	None
Jan 21	The fact that there are many individuals living in areas outside the City of Sandusky and Perkins Township who cannot access rides due to capacity issues with STS. People living south of Kalahari and east of Sandusky have limited options. Additionally the fact that STS will transport people out of county for any reason especially anything non medical related.
Jan 20	Student access to transportation to employment opportunities is limited.
Jan 20	We should have a more train stops. They need shelter for the public transportation system.
Jan 19	Traffic congestion in the summer months
Jan 16	COST & ACCESS. Affordability for those living on 24,000.00 - 36,000.00 year. 5.00 for a one-way trip is not affordable for those with daily needs . The cost of Medicare insurance is growing every year, which is consuming more of the older adults retirement income. Availability of vehicles is a problem. Currently, older adults who call with 1 week to 2 days advanced notice are denied a ride on public transportation. Over the next 10 years the percentage of those 60+ is projected go go from 31% to 35%. The oldest-old age group will be larger than it is now.
Jan 16	Cleveland Road- Cedar Fair not addressing or taking responsibility for the traffic problem they have caused Closing Butler Street instead of doing maintenance on it 250 to Strub Road
Jan 16	lack of weekend and evening transportation

Jan 16	Lack of expansion/widening of already heavily traveled surface roadways.
Jan 15	Availability for senior citizens and low and moderate income families.
Jan 13	Future development and how it will affect traffic on the Turnpike.
Jan 13	Congestion, safety, multi-modal capability
Jan 13	Visitor traffic thru the county/city. St. Rt 101 from Castalia into the City, especially around Quarry Lakes, Erie Blacktop and Rt 2.
Jan 13	Public transportation - county-wide Alternative transportation options - bike paths, light rail where appropriate.
Jan 13	lack of public transport into rural areas
Jan 10	Access to free transportation services, wrong way driving, two-way stop intersections, traffic fatalities and serious injuries, motorcycle safety, roundabout education, roadway repaving, Milan Road/US 250 corridor traffic due to commerce expansion, road curve safety.
Jan 10	provide a safe bike corridor thru the county
Jan 10	We would like to see increased access to active transportation such as bike and pedestrian paths.
Jan 10	volume of traffic through residential areas
Jan 9	safety and pavement/infrastructure preservation
Jan 9	Lack of transportation available in more rural locations
Jan 9	1) Mason Road and US 250 Intersection. There is no left turn signal heading north on US 250 to turn onto Mason Rd. With the EHOVE traffic and the congested intersection has created numerous accidents. 2) Huron Avery Road and US 250 Intersection. I believe enhanced warning signage needs to be placed in this location. 3) Exiting Strecker Road onto US 250. With the Turnpike bridge extending out to the berm it makes exiting Strecker road a struggle with this "blind spot".
Jan 9	Being on time and getting individuals to their work sites on time.
Jan 8	Lack of funding. Lack of intermodal coordination. Inability of the state to translate ideas to practical, positive action.
Jan 8	Our agency serves families who often struggle with transportation to doctor's appointments, mental health appointments, and more. Transportation is more difficult for those in rural areas.
Jan 8	I think our lack of bike network is a major issue for Erie County. We have very few, if any, protected bike lanes. We are building multi-use paths but that doesn't allow cyclist the ability to safely travel on roads. Also, sprawl is a major transportation issue. We have a great transit system but if sprawl continues the transit system can't keep sprawling with it. We should focus on maintaining and investing what we have and investing in transit.

Q2

How have your transportation needs, or the needs of your community changed over the last five to ten years? Have you noticed changes in local transportation patterns, if so where? Have you observed...

Essay

Date	Answers
Mar 6	Workforce development transportation needs - getting to and from jobs / education is a growing trend finding the most efficient traffic patterns to Cedar Point / tourism destinations (route 250 / route 4 / route 6)
Mar 6	Because of the push from the government to include more people with disabilities in the workforce, that has created a greater need for those transportation services.
Mar 6	I am aware there have been changes to transportation patters. I believe there is still an unmet need either in availability or a person's lack of knowledge on transit options.
Mar 6	The public transit busses have significantly increased the last several years. The transit busses are necessary to get people to work and stores outside the city.
Mar 6	Lower paying jobs leave less money for increasingly expensive cars. Affordable public transportation is needed to insure that the cost and ability to reach jobs does not negatively impact the decision to bother going to work. Walking and cycling are becoming primary modes of movement for an increasing number of people.
Mar 5	More use of the public transit system. The main routes are more crowded than in the past. Restricting left turns in congested areas may improve traffic flow and reduce accidents
Mar 5	Changing navigation information routing traffic through roadways that are not meant to support the volume of traffic. It has been so bad that we have had to change roadways to keep safety paramount in neighborhoods.
Mar 5	I have personally noticed an increase in the local population who do not have cars and are limited to walking everywhere for basic needs (banking, grocery, laundry, etc). There has been no response to their transportation needs
Mar 5	I have noticed a renewed interest in bicycling among residents. I have noticed a considerable uptick in pedestrian foot and bicycle traffic all along the 250 corridor and especially from Bogart Rd south to Kalahari.
Mar 5	People are using Township roads to avoid traffic on state highways.This increase traffic on secondary roads leads to speeding and increase in accidents.
Mar 5	Route 250 has become more conjested. Weekend CP traffic seems worse.
Jan 27	Hayes Ave and Patten Tract Rd corridors have seen large increases in traffic
Jan 27	Transportation needs have greatly increased during the last five years. I feel the segment of the community most affected by their need for transportation assistance has been the 21-50 year old working residents of the area.

Mar 5	People are using Township roads to avoid traffic on state highways.This increase traffic on secondary roads leads to speeding and increase in accidents.
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Jan 27	Hayes Ave and Patten Tract Rd corridors have seen large increases in traffic
Jan 27	Transportation needs have greatly increased during the last five years. I feel the segment of the community most affected by their need for transportation assistance has been the 21-50 year old working residents of the area.
Jan 24	The bike path coming downtown is fantastic.
Jan 23	no
Jan 21	No noticeable changes.
Jan 21	People are living in one county and working, continuing their education, and seeking medical services in neighboring counties. People need to be able to get to the adjoining counties in an efficient and cost effective manner. More people with disabilities and senior citizens are working in the public sector. They do not and may never have driver's licenses, they need rides to work.
Jan 20	The cost for students to receive their license to drive has significantly increased causing less students to get their driving license. Also, students have less access to transportation.
Jan 20	The side walks have come in handy on Rt. 250. I think the public transportation needs to be more easily available. (to hotels, restaurants and attractions)
Jan 19	The revitalization of downtown Sandusky with the growth of ferry service and cedar point in Sandusky has led to congestion on older roads that weren't designed to handle the volume we see today.
Jan 16	Yes I have noticed needs change over the last 10 years. The number of "bellybuttons" boarding the bus has been relatively steady approx 350 older adult individual riders, subsidized by Serving Our Seniors, Inc. However, They are taking more 1-way trips. Of the rides Serving Our Seniors is subsidizing, the trips to the ERIE COUNTY SENIOR CENTER, 620 E. Water Street - Sandusky; Trips to health care appointments are the dominant use. The new need is there are more requests for rides than there are openings to accommodate.

Jan 16	Yes I have noticed needs change over the last 10 years. The number of "bellybuttons" boarding the bus has been relatively steady approx 350 older adult individual riders, subsidized by Serving Our Seniors, Inc. However, They are taking more 1-way trips. Of the rides Serving Our Seniors is subsidizing, the trips to the ERIE COUNTY SENIOR CENTER, 620 E. Water Street - Sandusky; Trips to health care appointments are the dominant use. The new need is there are more requests for rides than there are openings to accommodate.
Jan 16	Increased CP traffic has created a problem for most towns in the area. Google Maps has created a problem in its self
Jan 16	again evening and weekends
Jan 16	The needs of the community seems to be just the transportation available to them. People need rides to work, school, or appointments. I have seen more people appearing to use/need transportation as it has become more available and has expanded.
Jan 16	I think the needs have remained the same. There is not much social equity in public transportation. It would be wonderful for this region to get where, not EVERYONE would NEED to own a car.
Jan 16	US6 and SR4 corridors need to be widened. Much more traffic on those corridors in the last 5-10 years.
Jan 15	The expansion of STS services has been dramatic, but pockets of need still exist with specialized populations like elderly and disabled.
Jan 13	N/A
Jan 13	downtown busier with vehicular and pedestrian traffic. More traffic coming into town from the East side. Lesser traffic following 250 all the way into town.
Jan 13	Yes. The need for more public transportation to factories and other places of employment. More bike lanes along county highways.
Jan 13	Public transportation - getting workers to and from their jobs seems to be needed more than ever. Sandusky Transit continues to expand their services, which is good on a local level. I think the need is now more extensive transportation networks to the major cities in Ohio - Cleveland, Toledo, Columbus, Cincinnati - where more jobs are available.
Jan 13	1) N/A 2) roundabouts- on bogart, 4 way stop in berlin heights at 61, 3 way stop in berlin heights at hill and chapin 3) rural transportation system
Jan 10	I believe there is a substantial need for access to free transportation services for those in need. I also believe there has been a drastic change to the already congested Milan Road/US 250 corridor due to increased store/business openings. I also believe there is a need to address wrong way driving and intersections with one to two way stopping with other traffic going through (i.e. - Lucas/Washington intersection in Castalia).
Jan 10	Since retiring I need easy access to businesses for shopping
Jan 10	The city of Sandusky has become a more "walkable" city, so it would be nice to see prioritization of active transportation measures. There also seems to be traffic issue with Cedar Point in the summer with increased attendance at the park, the city becomes gridlocked at times with no ability to travel by car. This is dangerous and inconvenient to residents.
Jan 10	Being on an island, our transportation needs have changed very little

Jan 10	Being on an island, our transportation needs have changed very little
Jan 10	We have added much needed more public transportation routes
Jan 9	rise in construction coupled with flat funding prior to increased fuel tax
Jan 9	There appears to be less availability for 1 to 1 transportation for work, community opportunities from rural locations into the city or outside of the county.
Jan 9	1) We have seen a change within the Village of Milan on State Route 601, our Main Street. It appears that since Greenwich Milan Road to the south was updated to accept truck traffic we have seen an increase of large truck traffic through our Village. This has taken it's toll on the surface of our street and underground utilities. We have been in contact with ODOT to at least repair the road that was scheduled for 2017, but seems to keep getting pushed back.
Jan 9	Transportation needs to go further out to the county lines. Often times individuals live further out and need transportation. Or working together with other counties in the event an individual lives in one county but needs to get to their job in another county.
Jan 8	The needs remain the same. Changes include falling revenues and rising prices.
Jan 8	Transportation available to low-income families has improved in Sandusky area but can be more challenging to schedule outside the regular route areas. Local traffic patterns have changed according to the routes that gps guides tourists to locations like Cedar Point Amusement Park.
Jan 8	People tend to speed throughout the City of Sandusky. We need to focus on slowing them down. I would also love to see Perkins Avenue receive a road diet. Traffic has been reduced on the road and doesn't need four lanes. We could easily restripe to center turn lane, two travel lanes, and then buffered bike lanes on each side.

Date	Answers
Mar 6	Workforce development transportation needs - getting to and from jobs / education is a growing trend finding the most efficient traffic patterns to Cedar Point / tourism destinations (route 250 / route 4 / route 6)
Mar 6	Because of the push from the government to include more people with disabilities in the workforce, that has created a greater need for those transportation services.
Mar 6	I am aware there have been changes to transportation patters. I believe there is still an unmet need either in availability or a person's lack of knowledge on transit options.
Mar 6	The public transit busses have significantly increased the last several years. The transit busses are necessary to get people to work and stores outside the city.
Mar 6	Lower paying jobs leave less money for increasingly expensive cars. Affordable public transportation is needed to insure that the cost and ability to reach jobs does not negatively impact the decision to bother going to work. Walking and cycling are becoming primary modes of movement for an increasing number of people.
Mar 5	More use of the public transit system. The main routes are more crowded than in the past. Restricting left turns in congested areas may improve traffic flow and reduce accidents
Mar 5	Changing navigation information routing traffic through roadways that are not meant to support the volume of traffic. It has been so bad that we have had to change roadways to keep safety paramount in neighborhoods.
Mar 5	I have personally noticed an increase in the local population who do not have cars and are limited to walking everywhere for basic needs (banking, grocery, laundry, etc). There has been no response to their transportation needs
Mar 5	I have noticed a renewed interest in bicycling among residents. I have noticed a considerable uptick in pedestrian foot and bicycle traffic all along the 250 corridor and especially from Bogart Rd south to Kalahari.
Mar 5	People are using Township roads to avoid traffic on state highways.This increase traffic on secondary roads leads to speeding and increase in accidents.
Mar 5	Route 250 has become more conjested. Weekend CP traffic seems worse.
Jan 27	Hayes Ave and Patten Tract Rd corridors have seen large increases in traffic
Jan 27	Transportation needs have greatly increased during the last five years. I feel the segment of the community most affected by their need for transportation assistance has been the 21-50 year old working residents of the area.

Jan 13	Yes. The need for more public transportation to factories and other places of employment. More bike lanes along county highways.
Jan 13	Public transportation - getting workers to and from their jobs seems to be needed more than ever. Sandusky Transit continues to expand their services, which is good on a local level. I think the need is now more extensive transportation networks to the major cities in Ohio - Cleveland, Toledo, Columbus, Cincinnati - where more jobs are available.
Jan 13	1) N/A 2) roundabouts- on bogart, 4 way stop in berlin heights at 61, 3 way stop in berlin heights at hill and chapin 3) rural transportation system
Jan 10	I believe there is a substantial need for access to free transportation services for those in need. I also believe there has been a drastic change to the already congested Milan Road/US 250 corridor due to increased store/business openings. I also believe there is a need to address wrong way driving and intersections with one to two way stopping with other traffic going through (i.e. - Lucas/Washington intersection in Castalia).
Jan 10	Since retiring I need easy access to businesses for shopping
Jan 10	The city of Sandusky has become a more "walkable" city, so it would be nice to see prioritization of active transportation measures. There also seems to be traffic issue with Cedar Point in the summer with increased attendance at the park, the city becomes gridlocked at times with no ability to travel by car. This is dangerous and inconvenient to residents.
Jan 10	Being on an island, our transportation needs have changed very little
Jan 10	We have added much needed more public transportation routes
Jan 9	rise in construction coupled with flat funding prior to increased fuel tax
Jan 9	There appears to be less availability for 1 to 1 transportation for work, community opportunities from rural locations into the city or outside of the county.
Jan 9	1) We have seen a change within the Village of Milan on State Route 601, our Main Street. It appears that since Greenwich Milan Road to the south was updated to accept truck traffic we have seen an increase of large truck traffic through our Village. This has taken it's toll on the surface of our street and underground utilities. We have been in contact with ODOT to at least repair the road that was scheduled for 2017, but seems to keep getting pushed back.
Jan 9	Transportation needs to go further out to the county lines. Often times individuals live further out and need transportation. Or working together with other counties in the event an individual lives in one county but needs to get to their job in another county.
Jan 8	The needs remain the same. Changes include falling revenues and rising prices.
Jan 8	Transportation available to low-income families has improved in Sandusky area but can be more challenging to schedule outside the regular route areas. Local traffic patterns have changed according to the routes that gps guides tourists to locations like Cedar Point Amusement Park.
Jan 8	People tend to speed throughout the City of Sandusky. We need to focus on slowing them down. I would also love to see Perkins Avenue receive a road diet. Traffic has been reduced on the road and doesn't need four lanes. We could easily restripe to center turn lane, two travel lanes, and then buffered bike lanes on each side.

Q3

Where do you believe are the predominant travel corridors within and through Erie County (including the Lorain County portion of Vermilion)? What routes are being used, by who and how?

Essay

Date



Answers

Mar 6

Route 6 - tourists and locals headed to Lorain County for work / toward Fremont for school / work Route 2 / 90 - tourists and local headed to Cleveland area - toledo area Route 250 - tourists and locals headed to Norwalk / Columbus areas for work / school Route 4 - tourists and locals headed to work / school

Mar 6

To me, people from Vermilion travel more east and west than south. Probably more east for medical and west for shopping. I think the majority of it is done with personal vehicles.

Mar 6

Within the city of Sandusky

Mar 6

The main arteries are US 250, SR2, 6, 4, and slightly less is 101. These routes mainly impact the city. It appears that tourists are using the SR 6 and 4 arteries more so than US 250, which has congested the city more so than in the past.

Mar 5	Liberty Avenue is where the most service oriented businesses are located and attractions or destinations for visitors. There is only one main corridor to serve and that's Liberty Avenue. Everyone in Vermilion travels this corridor to connect with grocery stores, library, gas station, all banks, city services, dining, etc.
Mar 5	Obviously the largest traffic carrier is the Turnpike and then 250, Rt 2, Rt 4 and Cleveland Rd (RT6) and to a lesser extent SR 113 from Milan east to SR 60. A vast majority of the turnpike users are transient but it does provide efficient delivery of both the business and vacation travelers to Erie County. 250 travelers generally have two destinations: shopping/dining and Cedar Point. Rt 2 is utilized to travel to/from work and either to the greater Toledo or Cleveland areas.
Mar 5	Route 250, Route 113, Mason Road, Patten Tract Road, Ransom Road, people using these routes to avoid traffic during summer months. Traffic flow to and from Sandusky to Norwalk, Monroeville and Willard.
Mar 5	Rt 250 Rt 2 Rt 6
Jan 27	Patten Tract Rd has large increase during morning and afternoon commutes and especially in summer due to DTP traffic exiting on OH 4 to Cedar Pt and tourism on US 250. Locals (and some tourists) divert to Patten Tract as a result
Jan 27	Routes 2, 250, 20, 163 and 4.
Jan 23	route 2 baumhart route 113 rout 60
Jan 21	Routes 2, 4, 6 and US 250
Jan 21	State Route 250 is a major corridor between Erie and Huron Counties. State Route 2 is also a major corridor for people traveling in Erie County and into Vermilion. If people are traveling to Cleveland and on the Ohio Turnpike they generally have their own cars or are carpooling. This issue needs to be considered when looking at needed travel routes.
Jan 20	Route 6, Route 2 and seem to be the main travel corridors. It seem for access to cedar point or the lake areas.
Jan 20	Route 250.
Jan 19	Route 250 and route 4. Mainly tourists
Jan 16	I have no data to suggest that new routes are needed.
Jan 16	Route 4 Route 6 Us Route 250
Jan 16	to Firelands BGSU and along Lake rd Rt 6 into Sandusky
Jan 16	Route 250 seems to be a main travel area by anyone traveling from downtown or from the south. They may need to get to Route 2 or to get to an appointment or a need for shopping etc.
Jan 16	Cleveland Rd. Rt. 6., St rt 250.

Jan 16	1) US6 2) US250 3) SR4 4) SR60. US6, US250 and SR4 heavily used by tourists and residents. SR60 used primarily by local residents with some tourist traffic.
Jan 15	Route 250 (Milan Road) and the multiple lines getting people around Sandusky to employment and shopping.
Jan 13	Ohio Turnpike for commercial and through traffic
Jan 13	State Route 2, US 250, State Route 4, and US 6 are the top travelled roads in Erie County. These routes are used for daily work commutes as well as tourist routes.
Jan 13	The state routes (2,4,6,13,101,113,250), Bogart, Strub, Perkins Ave.,
Jan 13	Predominant Corridors thru EC - Rte. 2, 80 (Turnpike), Rte. 250, Rte. 4 Rte. 2 & 80 are the corridors to Cleveland & Toledo Rte 4 to Columbus Rte 250 - Norwalk, Ashland
Jan 13	route 2, 6 ,101, 250, turnpike, mason Turnpike- tourists 250 & 2 - tourists and locals all others locals
Jan 10	Milan Rd/US 250, Perkins Avenue - Sandusky to Huron, Cleveland Road - Sandusky to Vermilion, Lake Road - Vermilion, State Route 2 - entire county, State Route 4 - entire county, Hayes Avenue - Sandusky, Columbus Avenue - Sandusky, State Route 60 - Vermilion, Liberty Ave - Vermilion, Monroe St - Sandusky, SR 101, SR 269, US 6 - county lines, Mason Road - Castalia to Vermilion, SR 113, SR 13
Jan 10	RT.6 and RT.250 Rt.2 Mostly cedar point visitors and people trying to go to the lake.
Jan 10	Rt. 2 - Used by people traveling to and through the area. Cleveland Road - Used by residents to get from one side of the county to the other. Also used by visitors attending Cedar Point. Rt. 250 - Used by both residents and visitors to access shopping, food, lodging, and attractions.
Jan 10	US 6 west bound from Eastern communities to Cedar Point; US 250 off SR 2 and I80/90 to Cedar Point; US 6 east bound from western communities to downtown Sandusky and Cedar Point.
Jan 9	naturally they follow road classification hierarchy and ADT. Higher classifications by multiple, local by locals
Jan 9	Route 250 Perkins Ave Route 6 (Cleveland Road)
Jan 9	US 250, State Route 2, State Route 6, State Route 601. These routes have seen increased truck traffic and tourist traffic along with normal traffic.
Jan 9	Travel corridors along Route 4, Route 250, Cedar Point. I have individuals that live all over the county and come to work at 419 West Market Street. They are regular customers on specific days and times. This does not change other than to be off on holidays/vacation. There are at least 2 times a month that they are brought to work late.
Jan 8	Ohio Turnpike. SR 2. US 250. SR 4. Used mainly to access tourism-related destinations.
Jan 8	Route 6, Route 2, and Route 250 all are heavily used as routes to Cedar Point and more.

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

Essay

Date	Answers
Mar 6	Access is available to most places, but increased traffic overall is making it more difficult to get to final destinations that are not included in larger intersections or crossroads.... jumping in an out of traffic flows (entering the flow or exiting the flow) can be difficult
Mar 6	Coordination with Lorain County Transit would be a big part of accessing the eastern parts of Lorain County and also having access for people to go from Lorain County to Erie County. Currently, I think it is a struggle to go further east than Oakpoint Rd and there is nothing for people to go from Lorain County west. Rt #2 is the main route but also Rt #6 I can't really speak about portions of Erie County because I'm not as in touch with those needs.
Mar 6	It is difficult to get access down county roads, into Vermilion and into Huron.
Mar 6	US 6 needs widened, especially along the areas between Rye Beach and Cedar Point Causeway/Rd., with the addition of Sports Force and the Cedar Point Stadium complexes.
Mar 6	None in a car. Waking or cycling is dangerous in Erie County. Widen selected roads to communities to accommodate multi-modal. Lorain County has made strides in providing multi-modal opportunities. I don't spend enough time in Lorain County to discuss needs in specific.
Mar 5	East west corridors through Perkins Township. Creating two complete west bound lanes on Strub road from US250 to Columbus avenue, using the right as a right turn only north bound onto Columbus avenue. Or somehow creating a third/middle lane as a turn only lane, getting rid of the second Strub road entrance from US250.
Mar 5	Not sure. Although not a transportation issue, Vermilion foot traffic could benefit from better sidewalks and walkways. there are some portions that are too narrow or non existent. Bike lanes would be a welcome addition but not sure of their practicality.
Mar 5	During the summer season with heavy congestion on 250 and Rt 4 make travel difficult in Perkins Township which is why additional east/west connectors within Perkins Township would help but would face significant challenges.
Mar 5	Huron Rt 6 & Rt 2 area

Jan 27	US 250 from OH 2 to US 6 / Perkins Ave - parallel access roads continue to be important
Jan 27	Route 20 needs larger signal (attention getting) items at egress and entry points; two and three-way intersections (special attention should be given to the rural area portions).
Jan 23	when route 60 is closed -- tough
Jan 21	Cedar Point / Route 250 traffic continues to be a challenge but is the nature of the area
Jan 21	Currently if you live south of Kalahari Resort including Milan and surrounding areas, you have difficulty in securing a ride into Sandusky. These same residents often use Fisher Titus or go to Norwalk to shop because it is closer. STS does not go to Norwalk, so Huron County Transit has to be able to come into Erie Co. to pick up these people. It becomes a capacity issue for them as well. Traveling from Berlin Hts, Huron and to Vermilion back into Sandusky is also limited in available rides. This is due to the fact that STS operates as a 5311 program with ODOT and has a finite number of vehicles it is allowed to have in their fleet. Each time the fixed routes expand, the number of demand response vehicles decreases. These buses have to come from the limited number of allowable vehicles.
Jan 20	During peak season to cedar point, the routes are congested, causing local traffic to be affected.
Jan 20	Route 6/Cleveland Rd from Perkins Ave. Sports force and Sport Center have caused a bigger problem. Another road needs to put invented from Perkins Ave.
Jan 19	Access to downtown Sandusky could be improved. In many cases, the roads simply can't handle the traffic. Parking is an issue in downtown Sandusky as well.
Jan 16	From Berlin Hts/Berlin Twp to Sandusky From Milan area to Sandusky From Castalia/Margaretta/Oxford/Groton Twp to Sandusky. The population is small and spread out. It makes for a costly trip to pick up one person in a rural area and bring them to a Perkins Twp/Sandusky where services are provided. However, when determining "costliness" the question needs to be ask ... Compared to what? Compared to an older adult living in a nursing home (\$70,000.00 a year) regular transportation is a BARGIN, if it delays or prevents institutionalization.
Jan 16	Lack of West/East routes in Perkins
Jan 16	Probably from Vermilion East to Lorain
Jan 16	The further we get out of town seems to be the harder it is to get transportation. There just are not as many routes that run into the rural areas which is understandable.
Jan 16	No Public transportation
Jan 16	I'm not aware of any that I would define as "difficult" to access.
Jan 15	Remote areas of the county that do not have access points.
Jan 13	not sure

Jan 13	N/A
Jan 13	I don't think any portion of Erie County is particularly difficult to access. You just need to expect using smaller County and/or local roads to get to more places off the major thoroughfares.
Jan 13	sandusky- by the health department because we are completely blocked by trains with no overpasses. old railroad and bogart- again slow moving trains without an overpass
Jan 10	Being able to access areas near Lions Park, Erie County Health Department, and such would be a plus. Finding some way to improve road design for getting around the train tracks? To some degree I believe it's necessary to improve road design of Perkins Ave and Milan Rd/250 for purpose of traffic flowing better through there. Takes entirely too long in some instances to travel from west to east and north to south and vice versa.
Jan 10	Making left turns on Perkind Ave. and Camp Rd. To much traffic on roads to make such a turn ,especially during the summer months. Not sure what measures to take to fix the situation.
Jan 10	Cedar Point is difficult to access at times. First Street becomes very congested and with rising levels of the lake, at times First street is completely underwater. This makes Cleveland Road the only access point to Cedar Point. Cleveland Road also seems very dangerous in some areas.
Jan 10	Downtown Sandusky can be difficult because of construction, but will likely improve as projects complete. Cedar Point Sports Center is difficult because of high volume of cars during activities.
Jan 9	Perkins TWP. Cut off by quarry and NASA
Jan 9	Essentially anything that is outside of downtown Sandusky and the 250 corridor is a challenge for folks that do not drive.
Jan 9	US 250 Corridor from the Ohio Turnpike to the exit for Cedar Point due to Cedar Point traffic and all the stores/motels/restaurants. Develop a bypass going north to Cedar Point.
Jan 9	The following areas are difficult to access: further out in the more country areas; and along Route 250 going further out. I am not sure the reason these areas are difficult. Longer hours for extended service.
Jan 8	No place in Erie County is notably difficult to access.
Jan 8	Going from Perkins Ave to Cleveland Road. People trying to turn left onto Cleveland Road backs traffic up significantly at this intersection. Could be solved with round-a-bout or no left turn allowed.
Jan 8	I don't find any area to be difficult to access.

Q5

Do you think better road signage is needed in Erie County (including the Lorain County portion of Vermilion), if so why and where?

Essay

Date	Answers
Mar 6	Better visibility and or better deisng of the signage - more clear - less clutter - perhaps digital signs with changable / adaptable information
Mar 6	I don't think the road signage is as much a problem as people understanding what transportation services are available and how that works.
Mar 6	I believe sings are needed. Individuals do not know where bus stops are located. They often change routs and locations of the stops. Also, some people are not sure how to read a route map.
Mar 6	I'm not aware of any signage issues.
Mar 6	Better than what? Is there a sign identifying each road? Are the letters large enough to be read by people with less than perfect vision or slowed response time at night. Is there a light at intersections? Lighting and perhaps signage at the intersection of SR101 at the light coming off the South side of the bridge at Venice road. The curve leading into the intersection is too dark.
Mar 5	I believe most rely on cell navigation now.
Mar 5	Not sure as I know the area well and don't often rely on the signage.
Mar 5	As our county residents are older larger print street signs will be necessary in the future.
Mar 5	No
Jan 27	None noted at this time
Jan 27	In areas where large trucks frequent for travel and delivery to growing rural area businesses -- yes.
Jan 24	signage around the new schools in the city of Sandusky
Jan 23	no
Jan 21	Signage appears to be adequate
Jan 21	No. I think the road signage is acceptable.
Jan 20	The signs are good.
Jan 20	I think it would be great to have more signage. I do think we need to stay consistent with the Lake Erie Shores and Islands logos/signage and the downtown Sandusky Signage. Perkins township and any other township should follow suite.
Jan 19	No
Jan 16	Yes. More older drivers means bigger signs larger font.
Jan 16	Yes, I think wayfinding signs would help a lot in the area. Especially because of Cedar Point

Jan 16	Yes, I think wayfinding signs would help a lot in the area. Especially because of Cedar Point
Jan 16	Vermilion has no real bus stops I know of. One at Liberty and Main and Salem and Liberty would be convenient.
Jan 16	I have not noticed a need of additional road signs.
Jan 16	I think the GPS directions need updated periodically.
Jan 16	More signage for specific, designated routes to Cedar Point.
Jan 13	Maybe better ITS for traffic destined for Cedar Point. A system that gives travel times to the toll booths, etc.
Jan 13	The recent upgrades along 250 and Perkins Ave. are good. Bring other routes up to that standard.
Jan 13	For the most part, I think current road signage is adequate.
Jan 13	no
Jan 10	I think more flashing (solar possibly) lights, and chevrons are in order for certain areas to reduce speeds and increase awareness. One of the big concerns right now pertains to wrong way drivers. I would like to see a way to finance and attach flashing lights to wrong way signage.
Jan 10	On rt.6 or Cleveland rd. where Cedar point rd. and Rt. 6 meet GPS takes to many CP visitors down the road to the park. Better signage stating park entrance is at Cedar point DR. not Cedar Point RD..
Jan 10	Not sure.
Jan 10	Yes. There is not much signage leading to Downtown Sandusky and Cedar Point from I80/90 and SR 2 along the US 250 corridor south of Perkins Ave. The signs at Butler St are confusing because there is no clear signage indicating that both lanes exit to the right. There is signage indicating that a driver can use both lanes, but it is not clear that the left lane should be used to go right. Drivers often go straight and then there is not clear signage to follow US 250 around back to Cedar Point.
Jan 9	All seems to follow and conforms to OMUTCD
Jan 9	No, not that I am aware of.
Jan 9	It is of my opinion it doesn't matter how much signage one has since most of the travelers are not looking for signs. I believe if you were to increase any signage it should be black on yellow warning sign.
Jan 9	I think larger signs than those that are posted would be of help. I like the shelters at given areas!
Jan 8	Signage is generally adequate outside of municipalities. Within municipalities, signage is usually too small, too few, and suffers from lack of maintenance.
Jan 8	I haven't noticed a need in this area.

Date	Answers
Mar 6	<p>This is a huge asset that is not utilized nearly enough for areas outside of the city of Sandusky. They are doing a great job expanding their services to areas outside of the city, but his seems to be a perfect fit for a true "regional" approach for public transporation that can help with workforce and tourism at the same time - throughout the county and into neighboring counties as well.</p>
Mar 6	<p>I have not used or been involved with them so I can't make a valid opinion</p>
Mar 6	<p>We are blessed to have a transit system in our community.</p>
Mar 6	<p>It has significantly increased and needs alternate funding sources than what we have to make it sustainable. It is being used by residents throughout Erie County and needs to be determined Stakeholders and a funding source available to sustain.</p>
Mar 6	<p>It is growing and well managed with the resources provided. The system Director has grown the business, significantly, improved the service in Sandusky and the outlying county areas as need and demand permits It is underfunded administratively. An assistant for the director is needed. Past experience indicates that the director know how to effectively run the system. We need to listen to the recommendations and determine what improvements provide the most benefit and fund them accordingly.</p>
Mar 5	<p>it is a good asset to the community</p>
Mar 5	<p>It provides a needed service to citizens of the area.</p>

Mar 5	Necessary. Important. Needed. Valuable.
Mar 5	Never use it, seems to serve more in town local traffic.
Mar 5	I know it loses money every year
Jan 27	No opinion
Jan 27	It helps many people who have jobs get to them. It is more economical for hourly workers to maintain their frequently changing work schedules and thus extend their number of months for successful employment income to help them improve work history needed for promotion to better paying jobs. The transit system is thought of by me as a "bridge to higher-paying jobs" that will afford them personal transportation purchases.
Jan 24	I have never used it but it is a great system.
Jan 24	no opinion
Jan 23	no opinion
Jan 21	Does a nice job
Jan 21	I think they do a fabulous job with operating and expanding the number of fixed bus lines in Erie Co. I think the focus needs to turn to the demand /response services as these are lacking for outlying residents in Erie Co. it is extremely difficult to operate both fixed lines and demand/response transit services well at the same time while being listed as a 5311 transportation service.
Jan 20	Under-utilized by most and not cost affective for students.
Jan 20	I think they need more stops and shelter. The stop in front of Best Buy terrible.
Jan 19	I do not know enough about it to have an opinion one way or the other.
Jan 16	We are very fortunate to have Sandusky Transit System. Serving Our Seniors keeps track of the number of requests are denied. Currently, there is more demand than capacity for individuals who are too frail to use the bus stop system. Negotiations are needed with retail to allow the passengers to wait at the store front to board the bus. It is not helpful for older adults to use the bus stop, if they have to walk a 1/4 mile across a parking lot carrying groceries to board the bus.
Jan 16	Great! I think it could have a few more routes outside of the City of Sandusky. I think contributions from other municipalities would help fund STS and make it much more utilized by the entire County rather than just the City of Sandusky
Jan 16	They seem to be expanding well.
Jan 16	I think STS has continued to improve and looks to serve as many people as possible. They have engaged in talks with us about increasing the clients they can serve.
Jan 16	Wonderful, headed in the right direction. It would be great to have it county wide.

Jan 16	Wonderful, headed in the right direction. It would be great to have it county wide.
Jan 16	Doing a great job.
Jan 15	It is expanding and providing better service.
Jan 13	Didn't know there was one
Jan 13	never used. I understand its an acceptable alternative, unsure of its timeliness.
Jan 13	Needs to be expanded to all villages and major population areas of the county.
Jan 13	It is a much needed service. While I have never used it, I am glad that it is being used more and is expanding its service.
Jan 13	expand it
Jan 10	Good start but would like to see more cross-collaboration with other jurisdictions/townships/cities to improve access.
Jan 10	no need to use it.
Jan 10	I think that the City of Sandusky has done a wonderful of job of expanding the Transit System, routes, days and times of service, bus stops/shelters/benches, etc. I do not take advantage of the service, but I see more and more people using it and I am excited to have it as part of the city and I am able to refer people to the Transit System to be able to travel to receive services.
Jan 10	It has improved over the past few years. It appears to run efficiently. I think later service in the summer should be considered.
Jan 9	No comment
Jan 9	This community has asked the Sandusky Transit to be the answer for ALL of its public transportation needs. Although they provide quality service. You can not ask one entity to provide and resolve all transportation needs within a county it needs to be a collaborative effort.
Jan 9	I am not well versed on their system.
Jan 9	It is ok. Staff are very cordial. They need additional training on how to work with individuals with special needs. When you have regular customers that go to regular sites they should be priority over those that just call in.
Jan 8	n/a
Jan 8	I think that there routes are now easier to understand and more user-friendly. Though I haven't used the system myself, I have heard that riders think it has improved in the last 12 months or so but more sheltered areas for waiting for the buses are needed.
Jan 8	I love it, we need more investment in it.

Q7

Have you used any alternative transportation methods (carpooling, telecommuting) to commute in the last five years? If not, what would encourage you to do so?

Essay

Date	Answers
Mar 6	Working from home via computer connection frequently - but my normal commute is only a ten minute drive. My need to do so is not overwhelming or tied to the time of the commute. It is convenient for me - not essential
Mar 6	I have not
Mar 6	I personally have not. Many individuals I know will use a taxi system. I am a fan of carpooling but I would not know how to encourage this.
Mar 6	No and I wouldn't participate.
Mar 6	N/A
Mar 5	no
Mar 5	no
Mar 5	No. I live close to work and walk.
Mar 5	no
Mar 5	No - not interested
Jan 27	No
Jan 27	No. I have in the past with regularity but advanced aging has caused me to avoid them. I do not use them now because of a strong need to be on time and not at risk of injury. Many drivers, in my opinion, do not know how to drive safely during snow or heavy rain or light rain situations to my satisfaction. The underlying fear in those situations is in their not knowing, their fear of and care for others is lower.
Jan 23	no
Jan 21	No. My job requires that I travel to many locations throughout the day, so carpooling is not possible, although I do work from home some days.
Jan 21	There are a limited number of Uber/Lyft drivers in our area. I do carpool for work when it's appropriate. Telecommuting is not an option in my current job.

Mar 5	No. I live close to work and walk.
Mar 5	no
Mar 5	No - not interested
Jan 27	No
Jan 27	No. I have in the past with regularity but advanced aging has caused me to avoid them. I do not use them now because of a strong need to be on time and not at risk of injury. Many drivers, in my opinion, do not know how to drive safely during snow or heavy rain or light rain situations to my satisfaction. The underlying fear in those situations is in their not knowing, their fear of and care for others is lower.
Jan 23	no
Jan 21	No. My job requires that I travel to many locations throughout the day, so carpooling is not possible, although I do work from home some days.
Jan 21	There are a limited number of Uber/Lyft drivers in our area. I do carpool for work when it's appropriate. Telecommuting is not an option in my current job.
Jan 20	no, but would like to.
Jan 20	Easier access.
Jan 19	I have not. Not enough of these services available.
Jan 16	Serving Our Seniors constituents do use a taxi. I have no data on how frequently. Nor do I know how many individuals use this alternative.
Jan 16	yes, I did when I was in school and do in every city I visit.
Jan 16	not interested
Jan 16	Our JFS agency has considered carpooling when getting clients to appointments if two people are going to the same location. It just presents an additional challenge if the two clients have differences that may deter from the carpooling idea.
Jan 16	We work from home when necessary. If bus routes were known better, and more reliable, meaning the buses were at the stops on time, that would really help the trust of using the transportation.

Jan 16	not interested
Jan 16	Our JFS agency has considered carpooling when getting clients to appointments if two people are going to the same location. It just presents an additional challenge if the two clients have differences that may deter from the carpooling idea.
Jan 16	We work from home when necessary. If bus routes were known better, and more reliable, meaning the buses were at the stops on time, that would really help the trust of using the transportation.
Jan 16	No and I probably wouldn't.
Jan 13	No
Jan 13	0. Nothing
Jan 13	No. Would telecommute occasionally if employer allowed it.
Jan 13	I have not. Routes that covered the areas from home/local to where I shop/do business.
Jan 13	I have not carpoled or telecommuted. I have been fortunate to live within only a few miles of my place of work. I would love to see better transportation options to the major employment hubs in Ohio - Cleveland, Toledo, Columbus.
Jan 13	employer does not offer telecommuting- but would love to do it
Jan 10	Currently, I work in Erie County but do not live in Erie County.
Jan 10	No, have been retired for 8 yrs. ,so no need for this.
Jan 10	Having an employer program which encouraged or promoted such activities would encourage me to take advantage of them.
Jan 10	No. I need to be in my office and I work longer hours than most people, but my distance to travel to work is only 2 miles.
Jan 9	yes
Jan 9	I personally have not because this does not effect me, I live in the Village I work.
Jan 9	It does not work for those I serve.
Jan 8	No, and nothing would.
Jan 8	No. Traffic isn't so bad as to dictate that plus my communte from home to work is never more than 7 minutes.
Jan 8	I bicycle to work frequently.

Q8

What are your impressions of the bicycle and pedestrian facilities in Erie County (including the Lorain County portion of Vermilion) ? Where would you suggest improvements be made? Should more...

Essay

Date	Answers
Mar 6	We still have locations where cars / trucks are sharing road spaces, which can not be completely eliminated, but more planning and better design may help reduce the need to risk accidents - even with designated bike lanes / paths.
Mar 6	I see more and more people using bikes and I think Rt #6 is good between Huron and Vermilion but I think the city of Vermilion could use some help in regards to bike lanes ect
Mar 6	I am not impressed. I would not feel safe using a bicycle as a way to get around town. I would like to see dedicated bike lanes throughout the community. I would like to see bike holders throughout the community. We could also expand bike rental programs for our summer residences and tourists. Personally, as a resident I would love to see the expansion of bike routes and more advertising for current bike routes. Also side walks need to be improved so they are smooth.
Mar 6	They can be improved upon for safety reasons. I notice while traveling that bicycle use is widely used with people from all ages. I think it would be well received and be of more benefit and funding should be used.
Mar 6	We need to work on it. First, make improvements from residential areas to commercial. Then, community to community, Widen selected Erie County roads. Yes divert funding,
Mar 5	Extend sidewalks to Kalahari from SR-2 area
Mar 5	Install crosswalk at Kalahari and the Mobil Station on US 250 (I know its not the county's)
Mar 5	In Vermilion, these facilities do not yet exist. I don't know that a feasibility study has been conducted to include but we do have a steady stream of cyclists on our main thoroughfare, Liberty Avenue. Yes, funding should be available to study on how to incorporate
Mar 5	More funding is needed
Mar 5	Bicycle paths along major roads and highways, anything to get bicycles off roads.
Mar 5	Cleveland Rd corridor

Mar 5	No. I live close to work and walk.
Mar 5	no
Mar 5	No - not interested
Jan 27	No
Jan 27	No. I have in the past with regularity but advanced aging has caused me to avoid them. I do not use them now because of a strong need to be on time and not at risk of injury. Many drivers, in my opinion, do not know how to drive safely during snow or heavy rain or light rain situations to my satisfaction. The underlying fear in those situations is in their not knowing, their fear of and care for others is lower.
Jan 23	no
Jan 21	No. My job requires that I travel to many locations throughout the day, so carpooling is not possible, although I do work from home some days.
Jan 21	There are a limited number of Uber/Lyft drivers in our area. I do carpool for work when it's appropriate. Telecommuting is not an option in my current job.
Jan 20	no, but would like to.
Jan 20	Easier access.
Jan 19	I have not. Not enough of these services available.
Jan 16	Serving Our Seniors constituents do use a taxi. I have no data on how frequently. Nor do I know how many individuals use this alternative.
Jan 16	yes, I did when I was in school and do in every city I visit.
Jan 16	not interested
Jan 16	Our JFS agency has considered carpooling when getting clients to appointments if two people are going to the same location. It just presents an additional challenge if the two clients have differences that may deter from the carpooling idea.
Jan 16	We work from home when necessary. If bus routes were known better, and more reliable, meaning the buses were at the stops on time, that would really help the trust of using the transportation.

Jan 16	yes, I did when I was in school and do in every city I visit.
Jan 16	not interested
Jan 16	Our JFS agency has considered carpooling when getting clients to appointments if two people are going to the same location. It just presents an additional challenge if the two clients have differences that may deter from the carpooling idea.
Jan 16	We work from home when necessary. If bus routes were known better, and more reliable, meaning the buses were at the stops on time, that would really help the trust of using the transportation.
Jan 16	No and I probably wouldn't.
Jan 13	No
Jan 13	0. Nothing
Jan 13	No. Would telecommute occasionally if employer allowed it.
Jan 13	I have not. Routes that covered the areas from home/local to where I shop/do business.
Jan 13	I have not carpoled or telecommuted. I have been fortunate to live within only a few miles of my place of work. I would love to see better transportation options to the major employment hubs in Ohio - Cleveland, Toledo, Columbus.
Jan 13	employer does not offer telecommuting- but would love to do it
Jan 10	Currently, I work in Erie County but do not live in Erie County.
Jan 10	No, have been retired for 8 yrs. ,so no need for this.
Jan 10	Having an employer program which encouraged or promoted such activities would encourage me to take advantage of them.
Jan 10	No. I need to be in my office and I work longer hours than most people, but my distance to travel to work is only 2 miles.
Jan 9	yes
Jan 9	I personally have not because this does not effect me, I live in the Village I work.
Jan 9	It does not work for those I serve.
Jan 8	No, and nothing would.
Jan 8	No. Traffic isn't so bad as to dictate that plus my communte from home to work is never more than 7 minutes.
Jan 8	I bicycle to work frequently.

Q9

Do you believe that new development and / or re-development activities could generate significant traffic congestion and parking problems within Erie County (including the Lorain County portion of...

Essay

Date	Answers
Mar 6	Route 6 corridor from Sandusky to Vermilion - being addressed now through study and future action Route 4 corridor south from Sandusky to county line could increase traffic if development occurs along that corridor - residential or commercial. Route four widening from Route 2 south could ease future issues
Mar 6	I think that Rt #60 is becoming an area of concern with congestion
Mar 6	Continuing to pave parking lots will be very helpful. Congestion is related to cedar point and other seasonal activities. I do believe we need to prepare for these increasing instances of traffic congestion. I would like to see more access to Cleveland Rd via Perkins ave. When Cedar Point is busy it can be very dangerous in terms of traffic. It is also not reasonable for drivers to be waiting hours to get into or out of town. To me this is not acceptable considering tourism is a large industry in our community (and is expanding with new facilities being built)
Mar 6	Not sure.
Mar 6	With proper planning we can accommodate new development and address congestion and parking. Our problems are caused by poor leadership talking points discounting the importance of addressing parking and congestion issues and then being left with few options when the very predictable problems surface after the development. The pursuit of a development plan based on the premise that we have too much parking available let's get rid of it, customers will walk further seems foolish. Consider a plan based on "we have convenient parking let's develop something around it that will fill the space with customers."
Mar 5	Issues in the Sandusky area
Mar 5	St. Rt. 4 in Perkins Township is a future corridor.
Mar 5	Because Liberty Avenue is the main corridor and where most business is located thoughtful redevelopment is necessary. Can't answer to the rest.

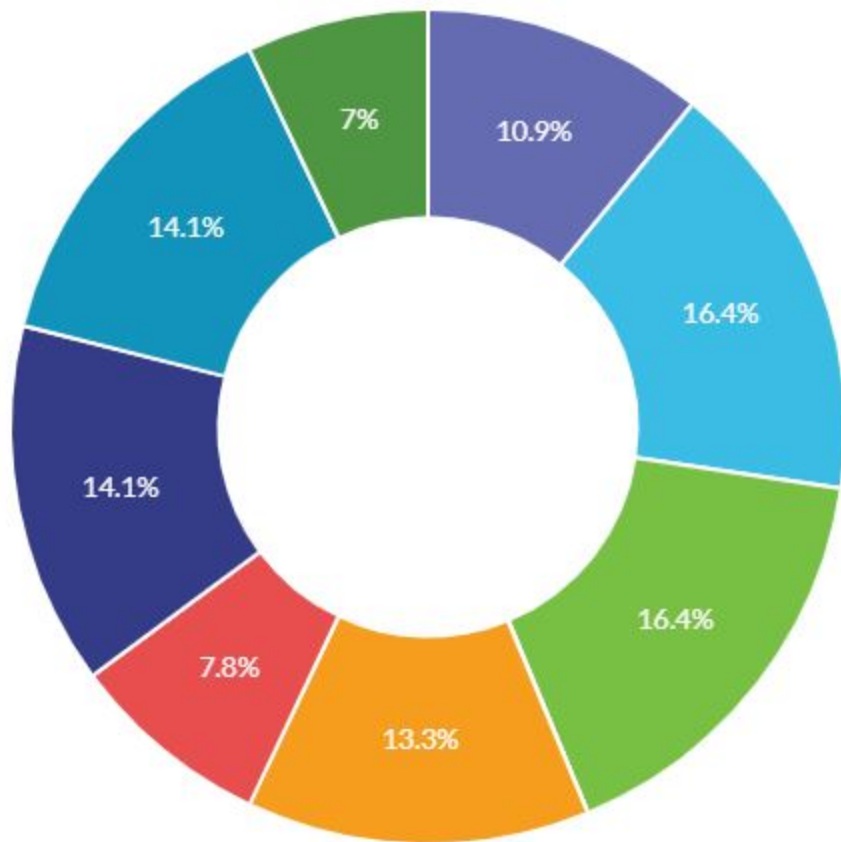
Mar 5	St. Rt. 4 in Perkins Township is a future corridor.
Mar 5	Because Liberty Avenue is the main corridor and where most business is located thoughtful redevelopment is necessary. Can't answer to the rest.
Mar 5	Yes - Cleveland Rd corrdior
Jan 27	OTP - Perkins. Hayes Ave will need to be better planned than the US 250 was. Should consider parallel access roads in long range plan.
Jan 27	I have no opinion on this segment of the survey to offer.
Jan 23	no
Jan 21	It will be interesting as all the new facilities are developed on Route 6 on how that impacts the flow of traffic in addition to all the vehicles that is already flowing through there. Additional lanes may be needed.
Jan 21	With certain congested areas, parking garages or parking lots could be created for public use. With many of these areas being heavily used, there is no place to expand roads for travel so congestion in some places cannot be addressed, unless alternative routes are created and publicized to avoid certain areas at particular times during the day.
Jan 20	The problem would be around Cedar Point Causeway.
Jan 20	A new access off Perkins Ave to Cleveland Rd.
Jan 19	Yes they will, and I think this includes downtown Sandusky to be specific.
Jan 16	I think downtown Sandusky will need -- in the future -- another parking garage.
Jan 16	Yes, Sports Center and Sports Force on Cleveland Road
Jan 16	not sure
Jan 16	Yes I believe it could generate traffic congestion but that will depend on the location and time of year. If they choose to do it during the summer hours and busy time of Cedar Point then the congestion will be bad. Solution would be to choose a time before the busy season.
Jan 16	If the local residence could depend on timely bus routes, they could be used more and singe car use would be less to clog the routes.
Jan 16	Already happening--especially along and near the US250 and US6 corridors due to increased Cedar Point and Sports Force Park attendance.
Jan 15	We have seen the impact on certain weekends in the areas around Cedar Point with congested traffic... better signage and public notice of areas at time of concern may be helpful.
Jan 13	Yes. downtown Sandusky. incentivize developments that account for and include some of their own private parking space or pay residents/businesses that don't drive cars.

Jan 13	Quarry Lakes, if it ever takes off. A third/turn lane from Bardshar to Route 2 with better traffic control devices.
Jan 13	Increased traffic congestion or parking issues stemming from Development activities would be a good thing to have to deal with. That would be a sign that Erie County was successful and growing.
Jan 13	construction on perkins again would be another disaster.
Jan 10	It's already being seen along Milan Road/US 250 with the new businesses that have opened up. Yielding right turn lanes may help to alleviate or widening of number of lanes?
Jan 10	Yes on Cleveland Rd. at the Sport Force complex and with CP traffic in the summer
Jan 10	Yes. Increased CP attendance has already caused major traffic issues within the city of Sandusky and into Perkins Township. I would love to see more Public Transportation options to Cedar Point. Perhaps a ferry line to the park where tourists could park in the garage in downtown Sandusky and ride the ferry over. A rail system would be really nice to transport people to the park. Additional development on Rt. 250 has caused traffic back ups as well, and additional access roads to the businesses there could be utilized to keep traffic moving on the main road.
Jan 10	Yes, specifically at Cedar Point Sports Center.
Jan 9	The main congestion is naturally Cedar Point(US 250 and SR2/US 6). The new Gold Pass has (and will) compound the issue this year. Second is US 250 with the multiple retail/food opportunities.
Jan 9	Downtown Sandusky is already starting to have parking issues due to the decrease in some public parking areas due to development and growth. Route 6 has significant congestion between Rye Beach Road and Cedar Point Causeway.
Jan 9	I believe anytime you develop or re-develop you will see more traffic congestion and parking issues. I cannot think of any areas right now, however with the continuous growth on US 250 we will continue to have traffic congestion problems.
Jan 9	I see the need to get out to Sports Force on Route 6/Cleveland Road becoming more congested. Maybe a route where they can park there and head to Cedar Point.
Jan 8	Redevelopment is of less concern than new development. Naturally both can lead to parking and congestion issues provided the development scope is large enough. The solution is to have policies in place (like access management), but also to incorporate other regulatory approaches to incentivize creative solutions. For example, if a development provides publicly-accessible bicycle/ped facilities, then setbacks or building density requirements are relaxed. If cross access is obtained to adjacent properties, parking requirements are relaxed.
Jan 8	Yes. One problem area will be Cedar Point's Sports Force development on Cleveland Road. Cleveland Road could be widened to four lanes and roundabouts could be used at the intersections.
Jan 8	I think Cleveland Road should be reduced in speed out on by the Cedar Point Sports Center.

Q10

What subset(s) of transportation planning do you think planners should focus on? Please pick up to three choices.

Multiple Choice



Choice	Total
Transit	14
Vehicle Traffic	21
Safety	21
Freight	0
Alternative Transportation	17
Maintaining the Current Transportation System	10
Expanding the Current Transportation System	18
Congestion	18
Electric / Autonomous Vehicles	9

Q11

How do you feel about a route connecting the MPO planning area directly to the City of Columbus? If so, where should it be built and why?

Essay



Date	Answers
Mar 6	It would be much more convenient for us living in Sandusky and who need to head to Columbus on a regular basis - following the Route 4 corridor (roughly) - to route 98 and then 23 could be easier to acquire property, while also spurring potential new development
Mar 6	I'm not sure that a route to Columbus is the best use of resources, I think to try and solve local issues is more important
Mar 6	Connection directly to Columbus would be wonderful! I love this idea. We often travel to Columbus for shopping or fun. I would like to know more about how this would reduce travel time before I would support money being dedicated to this project. I would also like to know if/how this would bring more people from Columbus to Sandusky. How would this benefit our community? I am not sure what you are asking when you say "Where should it be built".

Mar 6	Unknown
Mar 6	It would be of value if we have prepared our own road and transportation system to effectively handle the expected growth.
Mar 5	It would be beneficial possibly from Sandusky following SR-4
Mar 5	no
Mar 5	In favor. Built in Sandusky because they have the infrastructure to support it and it's easily reachable from as far east as Lorain and Elyria
Mar 5	It would be great. Not sure where.
Jan 27	I would think that would help many residents, college students, legal and medical professionals. Community and social work employees of our area hardly ever attended open sessions held by Columbus grant-offerings that dealt with social needs when I use to attend them. Now I would suppose more attend from the workforce segments of our areas that would benefit the most from those. Citizens, however would NOW HAVE TO TAKE A 6-HOUR bus ride from Erie County to Columbus, OH. That dampens interest for many. Few young people will endure that. Bus/train combinations are also long and awkward but I do not know how much time the bus/train option takes. Perhaps 4 hours (leave the area choices are 1AM, 4AM, 5AM - by train). Connecting routes to Columbus I believe by bus are mid-afternoon and late evening from Cleveland or Toledo to Columbus.
Jan 23	good idea and needed
Jan 21	Columbus is certainly growing rapidly, and that route would be robustly used.
Jan 21	Expansion could occur along State Route 4 as it connects to US 23 and goes into Columbus.
Jan 20	That would be great. There is no clear route to Route 71.
Jan 20	I am not sure what is MPO. But Route 4 should be widened.
Jan 19	A 4 lane highway between Sandusky and Columbus would boost the local economy by allowing easier access to a huge market in Columbus. I think this should replace the existing route 4.
Jan 16	IT should be located at a point that the Transit System could drop off and pick up on a regular basis, without having to displace local riders. Would that ideal location be in Perkins Twp? I'm unsure.
Jan 16	They would be so beneficial to everyone including students and residents and safety
Jan 16	High speed rail would be great
Jan 16	I think it would be interesting and it would be utilized a lot.

Jan 16	I think USA should catch up to EVERY OTHER industrialized nation and begin long distance mass transit.
Jan 16	Would be nice but I believe that known local issues should be addressed first.
Jan 15	Columbus is one of the more rapidly growing areas of the State and have to frequent the area often, but we would need to know the cost/benefit. Could it get a person there in time for a morning meeting or appointment without additional overnight costs, etc...
Jan 13	unnecessary
Jan 13	Close to Rte. 4, since Rte 4 is pretty easily accessible
Jan 13	Not really in favor of such a route. I don't feel the current routes are over crowded or unsafe until you get south of Bucyrus.
Jan 13	It is much needed. Expansion/improvement of the Rte. 4 corridor would be a good place to start.
Jan 13	what is MPO?
Jan 10	I think it would be great if possible and would love for it to be more direct from Sandusky (city of).
Jan 10	No response at this time.
Jan 10	I think this is a great idea! I don't know where it should be built, but there is no "good" way to get to Columbus and it would be beneficial to bring regional tourism to our area, and to link our area to additional resources in Columbus.
Jan 10	I do think there should be a more direct route to Columbus. SR 4 to SR 98 with a by-bass around Bucyrus seems to be the most direct route. Since these routes are mostly rural, land is available for expansion.
Jan 9	SR 4/SR 98/US 23 seems to be pretty direct.
Jan 9	I don't see any huge benefits for this idea. If you were to make a connecting route I would suggest keeping the current route and expanding State Route 13 from Norwalk to Mansfield.
Jan 9	I don't see a need for that.
Jan 8	Not necessary. Demand is not high enough. Right now, Google Maps says it's 45 miles/61 minutes from Milan OH to Cesarea, OH, where a presumptive freeway route could tie into IR 71. A freeway-only route from Milan to Cesarea would be 45 miles/40 minutes, a savings of about 20 minutes on the trip. That's not worth the cost.
Jan 8	I think that would be wonderful. I really don't have enough insight to say where it would be built but I know that many residents of Sandusky and Columbus would appreciate a faster route and would probably make the trek more often if a faster route existed.
Jan 8	It is interesting idea, but should also look at rail/hyperloop connectivity, as well. Could do this by making sure enough ROW is acquired to meet both the road width and rail/hyperloop space.

Q12

Do you own or plan to purchase an electric car within the next five years? If so where would you like to see charging stations? Please be specific.

Essay



Date	⌵	Answers
Mar 6		No
Mar 6		I don't have those plans but understand the need for charging stations is increasing
Mar 6		I own a hybrid electric car. I would absolutely purchase on in the future. My vehicle does not use a charging station. If we are installing charging stations my suggest would be to install them in high volume parking areas at a location I would likely be spending several hours already. (Sams Club, Mall, downtown, office buildings, Cedar Point).

Mar 6	No
Mar 6	No
Mar 5	no
Mar 5	no
Mar 5	Yes. I would like to see charging stations within smaller cities.
Mar 5	No
Mar 5	no
Mar 5	No
Jan 27	No.
Jan 24	I own a Tesla model S
Jan 23	no
Jan 21	No plans, my car is provided by my employer.
Jan 21	No, I personally don't . However there are more electric cars on the road, so charging stations are necessary. Gas stations, the mall area, county or city buildings, maybe the STS depot, Krogers, Walmart places with a lot of visitors/consumers would make the most sense.
Jan 20	no
Jan 20	Sandusky Mall, Downtown Sandusky, any where you would have high parking.
Jan 19	I do not.
Jan 16	Yes I plan to buy a used electric car in 2023. I would charge it at my home and/or the only place I know.... Meijer parking lot.
Jan 16	I would love to purchase an electrical car if there was a affordable option. (less then \$40,000). Charging stations would be most useful downtown Sandusky, Huron, Vermillion
Jan 16	yes, Vermilion Lorain Sandusky
Jan 16	I do not plan on purchasing an electric car. Charging stations would be nice to see at shopping centers, grocery stores, or gas stations.

Jan 16	There should be a designed availability grid in downtown. So an electric car owner would know where they can get power. While on vacation, i noticed hotels having designated parking with outlets.
Jan 16	No.
Jan 13	no
Jan 13	No
Jan 13	no.
Jan 13	I do not. My driving habits are not in agreement with a totally electric vehicle currently produced.
Jan 13	Not planning to buy an electric car.
Jan 13	no
Jan 10	I would definitely be interested in safer modes of transportation if and when they come out. Particularly interested in autonomous vehicles.
Jan 10	NO
Jan 10	No. But, charging stations would be beneficial at or near Cedar Point, and along Rt. 2 at the exits at Rt. 250 and Huron/Rye Beach Rd.
Jan 10	I currently own a Hybrid (Electric/Gas) vehicle. My next vehicle (6 years) will likely be electric.
Jan 9	NO
Jan 9	No
Jan 9	I do not. However, I would like see more charging stations be erected within the county and tourist destinations.
Jan 9	No I do not.
Jan 8	No.
Jan 8	We may buy an electric car in the next five years. We would like to see charging stations along the major highways of our county and in store parking lots.
Jan 8	No, but possibly an electric assist bicycle. There should be charging stations in downtown Sandusky.

Date	Answers
Mar 6	Nothing new or not previously discussed
Mar 6	I've been so busy with other work that I have not had time to really look at the plan, so I'm sorry I don't have any recommendations at this time
Mar 6	Continue and expand travel training. Clear way to move traffic into Cedar Point and out of Sandusky at the end of the night. Something to move large amounts of people into Cedar Point (public transit from hotels into the park) so every guest isn't forced to drive into the park. Also those who do not drive have very limited ways to get into Cedar Point. Neighborhood connections to bike routes. Multiple options to access the new sport center, coming waterfront walkway, and sports force park. So improving access to Rt. 6. Shopping and sightseeing trolley for summer visitors. Improving the walk ability of the city. Sidewalks all the way down Perkins ave. Sidewalks on Mall Road. People who do not drive are walking all over town in winter conditions and I do not feel that is safe. Consider pedestrian bridges? Improving and widening sidewalks. Sidewalks are aging in many locations or they are very slim. This is a challenge for those with a disability, those on wheels (bikes etc.) and even moms using a stroller. Improving routes and access to Cedar Point, especially during high traffic times.
Mar 6	NO
Mar 5	No.
Mar 5	No
Jan 27	No I have no "new" ideas to share.
Jan 23	no
Jan 20	no
Jan 19	No.
Jan 16	A local hyper-loop.
Jan 16	Addressing CP traffic Conjestion

Jan 16	Addressing CP traffic Conjestion
Jan 16	I do not at this time.
Jan 16	The bottleneck on St. Rt. 6 is the entrance to Cedar Point. this parking needs evaluated and perhaps spread out, so not all people are going to one small area.
Jan 16	No, other than what I've listed previously.
Jan 15	Erie County Senior Center could use updated vehicles and options for seniors and may be willing to pilot programs for electric/energy efficiency or other options.
Jan 13	Extend Strub Rd. eastward and Northward to Cleveland Rd. for better access to Sports Force Park, Sawmill Resort and the East side of Sandusky.
Jan 13	Better connectivity to major cities/employment hubs. Toledo & the 3 C's. Light rail.
Jan 13	bike path from huron to berlin heights
Jan 10	As previously mentioned I would be interested in studies, projects for two-way stop intersections to improve safety, as well as signage enhancements for safety (wrong way drivers, road curves, line of sight issues). I would also advocate for improving access and bike/ped pathways to connect the larger jurisdictions.
Jan 10	Not at the present time.
Jan 10	I would like to see the development of the walking path along the lake shore through Erie County, bike lanes on Rt. 250, First Street, and Cleveland Road, sidewalks extended on Rt. 250 out to Kalahari, and additional access roads on Rt. 250.
Jan 10	Develop a more direct route to Cedar Point and Cedar Point Sports Center from US 250. Could possibly cut across Strub Rd and then through agricultural land to Cleveland Rd.
Jan 9	we are sending over
Jan 9	At this time I do not other than the ideas to increase safety at the areas I listed in this survey earlier.
Jan 9	Not at this time I do not.
Jan 8	No.
Jan 8	No
Jan 8	Perkins Avenue Road diet through striping is one. Center turn lane, two travel lanes and buffered bike lanes. Connecting Bay View to Sandusky and Sandusky to Huron with the Sandusky Bay Pathway.

Q14

Is there anything else you would like to comment on in regards to Erie County's transportation system that was not discussed?

Essay

Date



Answers

Mar 6

No

Mar 6

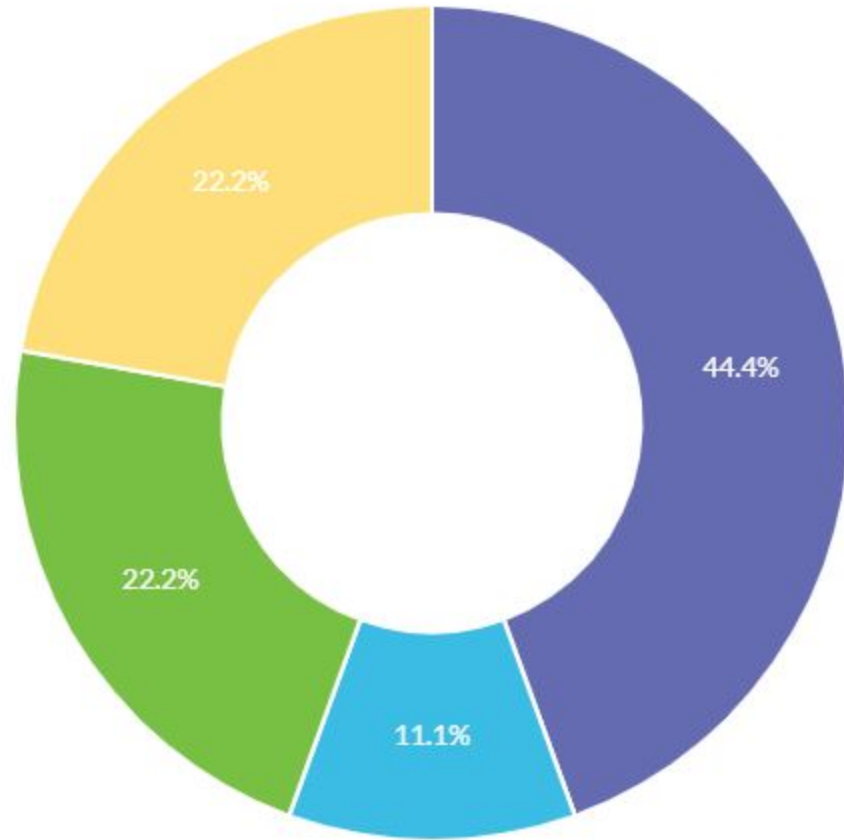
No

Mar 6	No
Mar 5	no
Mar 5	No
Jan 27	Yes, keep working on things. Eventually the turn-around speed will increase and we will all benefit greatly.
Jan 23	no
Jan 20	N/A
Jan 19	No.
Jan 16	More older people means there will be more people driving, who should not be driving, yet are appropriate for living independent and wish to be active in the community.
Jan 16	No there is not.
Jan 16	No
Jan 13	no
Jan 13	Not at this time.
Jan 13	thanks
Jan 10	You all do a fantastic job!
Jan 9	Bike/pedestrian paths outside of where the masses live are rarely used and are therefore a waste of scarce tax payer dollars
Jan 9	No
Jan 9	There is nothing else to comment on at this time.
Jan 8	Sandusky Transit needs to better coordinate stop locations with road owners and accept that road owners may not permit stops at ideal locations. Right now some stops are unilaterally established on major roads and streets with transit vehicles stopping in the middle of traffic. Transit needs to be aware that stops should be located where they will not actively obstruct traffic, for safety reasons. Or transit needs to widen roads at stop location to provide out-of-traffic-stream stopping facilities.
Jan 8	NO
Jan 8	No

Public Survey Results

Which one of the following routes is most congested?

Multiple Choice



Choice	Total
US 250	12
SR 4	3
Perkins Avenue	6
US 6	6
SR 60	0

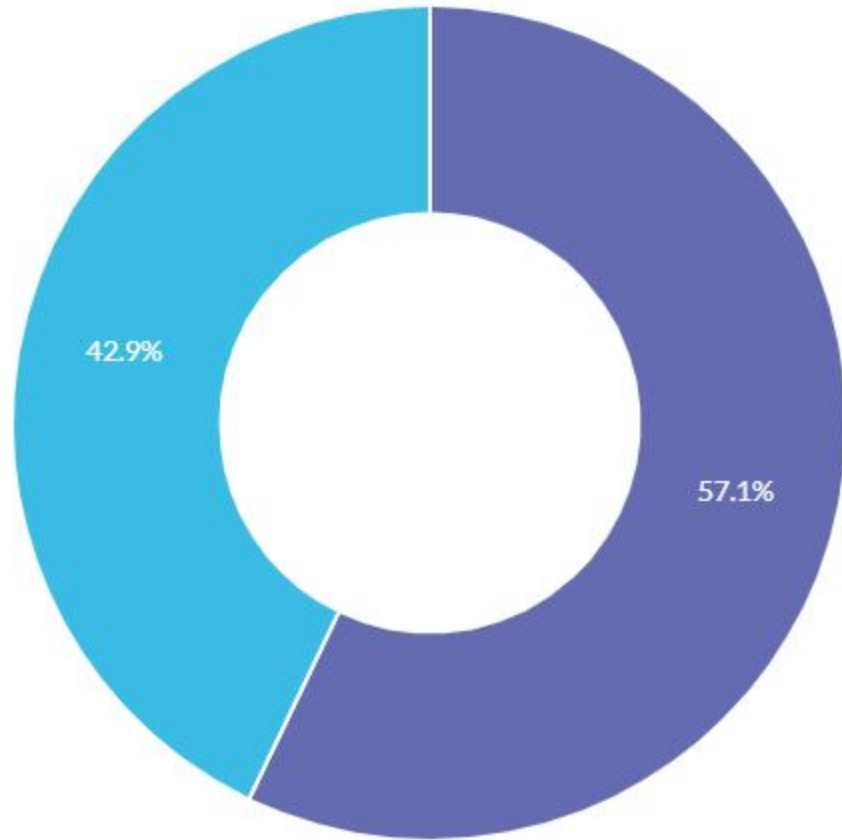
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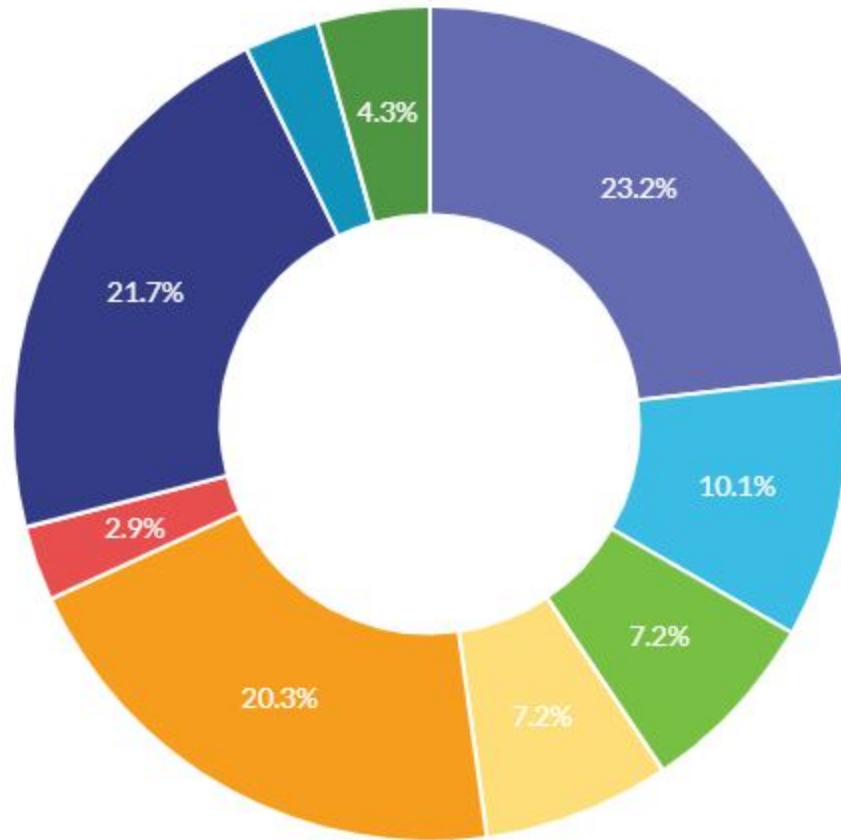
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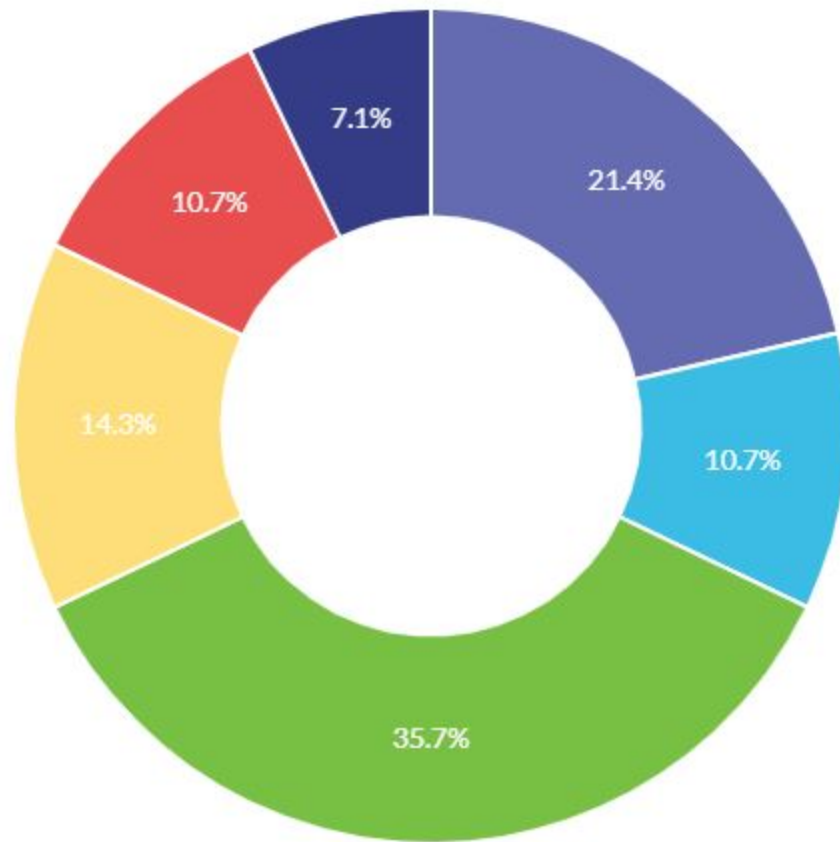
[See all answers >](#)



Choice	Total
● Agree	16
● Disagree	12



Choice	Total
 Columbus Avenue	16
 Bell Avenue	7
 Dewitt Avenue	5
 Monroe Street	5
 Bogart Road	14
 Old Rail Road	2
 Strub Road	15
 Road not listed above	2
 None	3



Choice	Total
● Reducing fatalities / injuries	6
● Maintaining current infrastructure	3
● Reducing congestion	10
● Improving roadway reliability	4
● Improving the freight network	0
● Protecting / enhancing the environment	3
● Reducing costs, promoting job growth & the economy	2

Unanswered

0

Answered

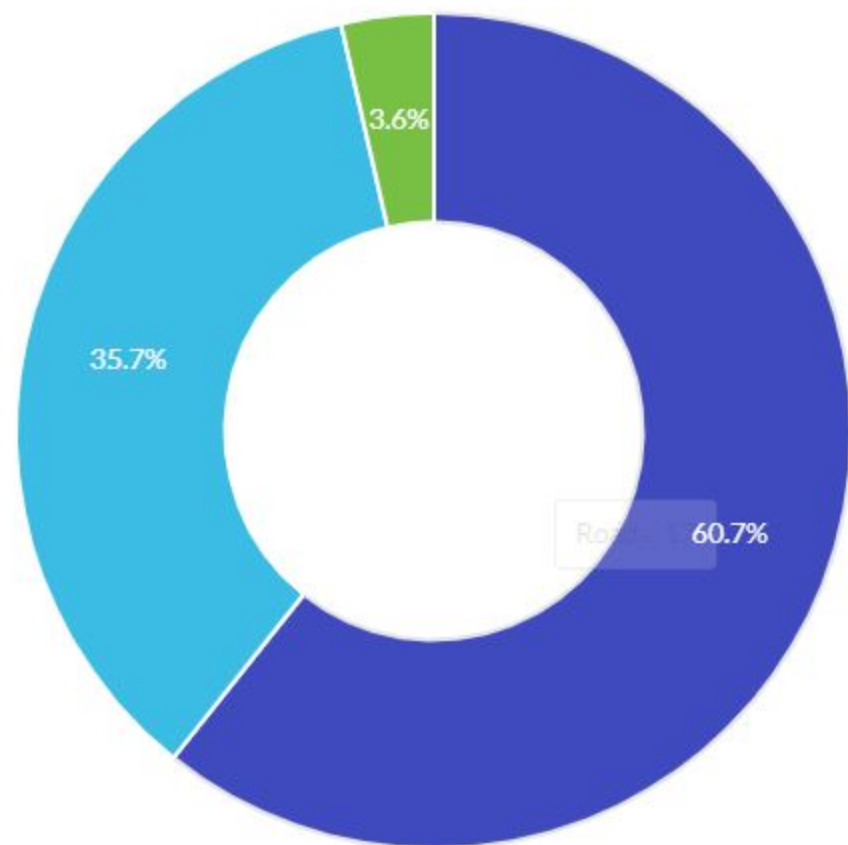
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[See all answers >](#)

Q5

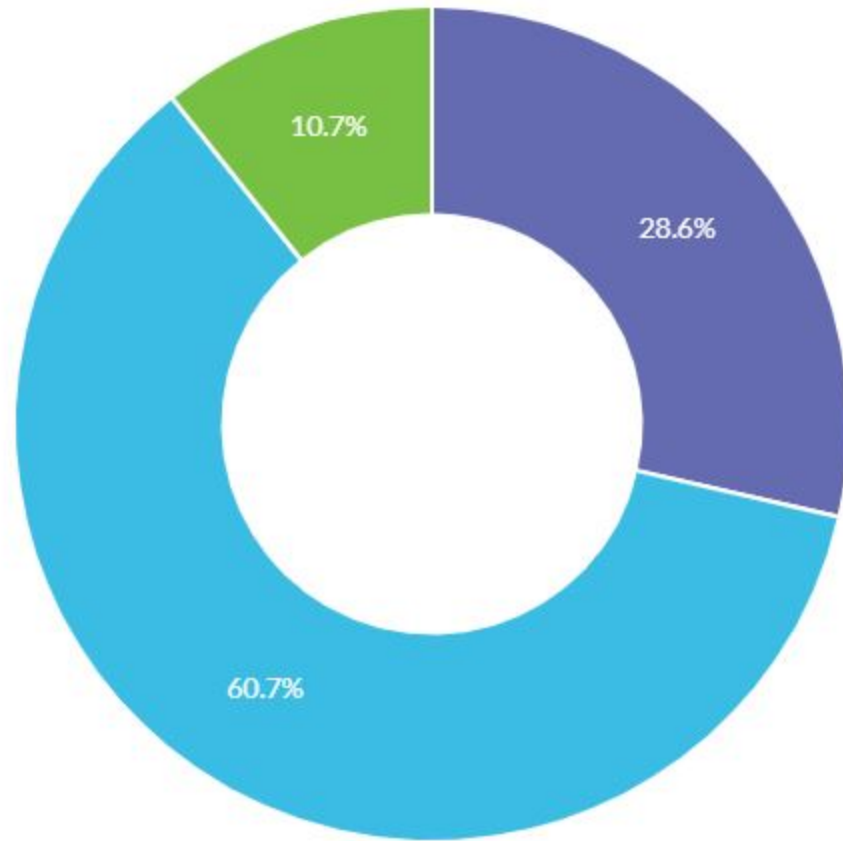
In regards to freight which is most important for this area?

Multiple Choice

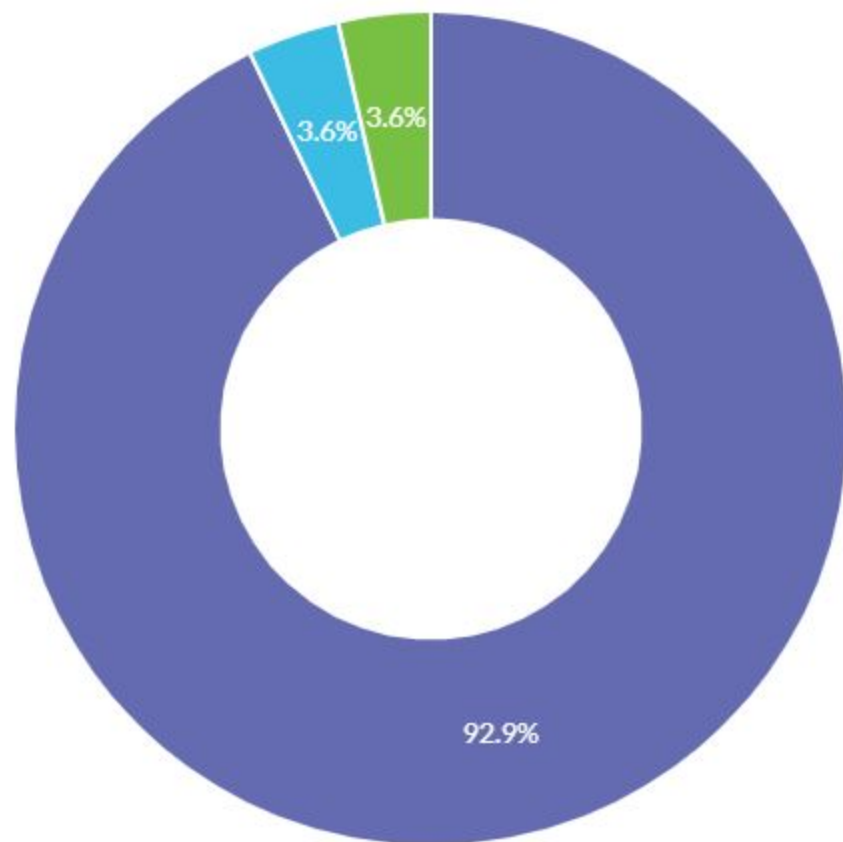


Choice	Total
Roads	17
Railways	10
Ports	1
Airports	0

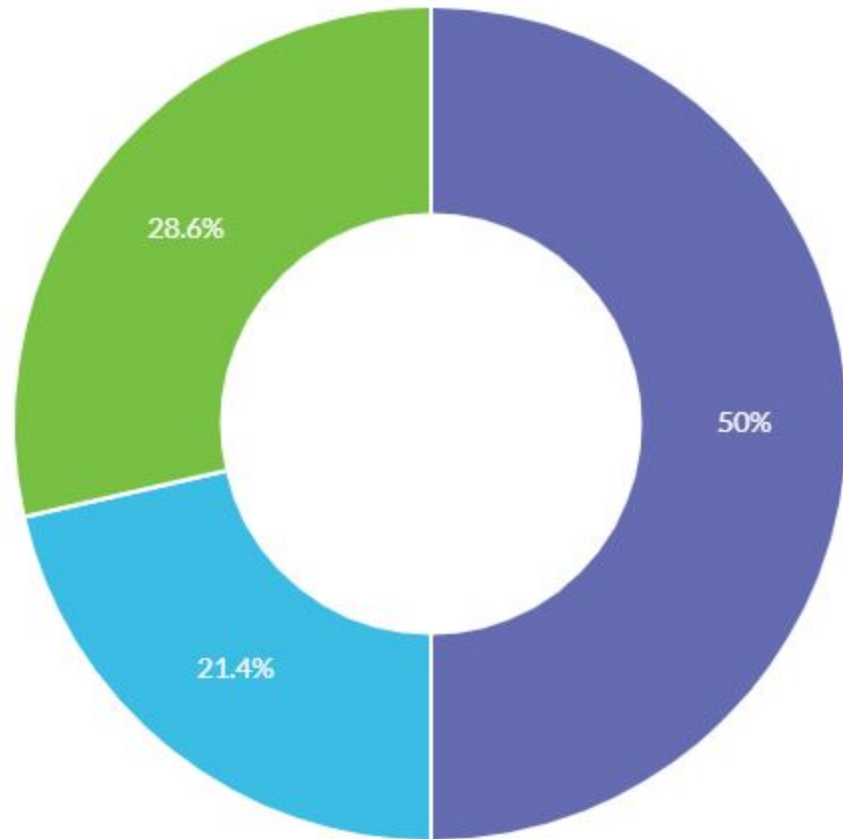
Unanswered
0Answered
28[See all answers >](#)



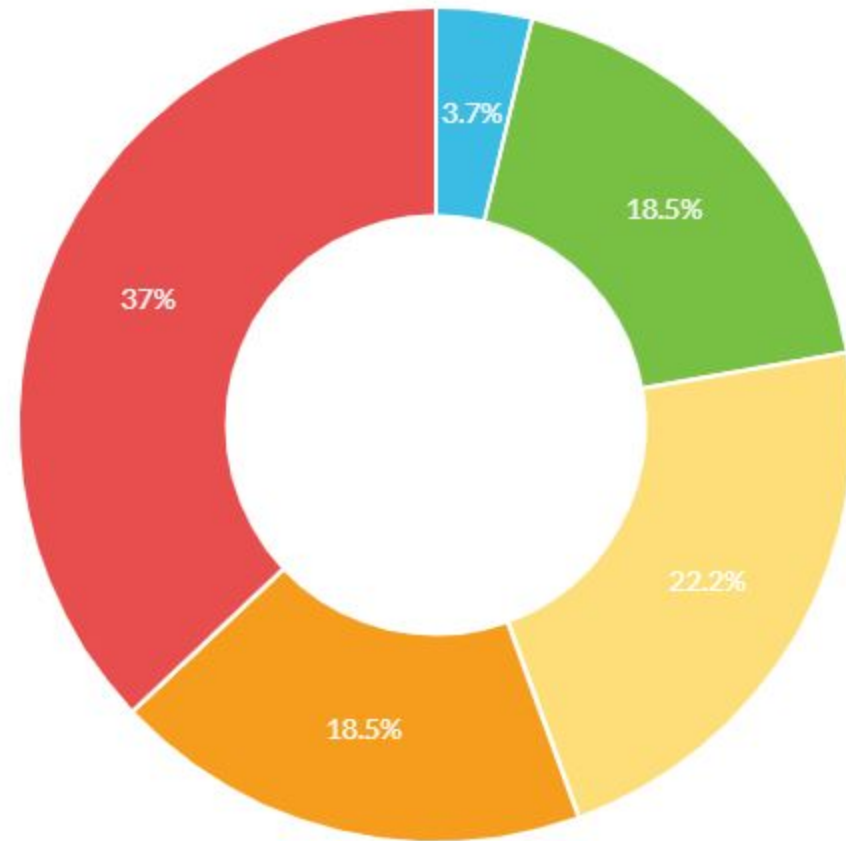
Choice	Total
Agree	8
Disagree	17
No opinion	3



Choice	Total
Agree	26
Disagree	1
No opinion	1



Choice	Total
● Agree	14
● Disagree	6
● No opinion	8

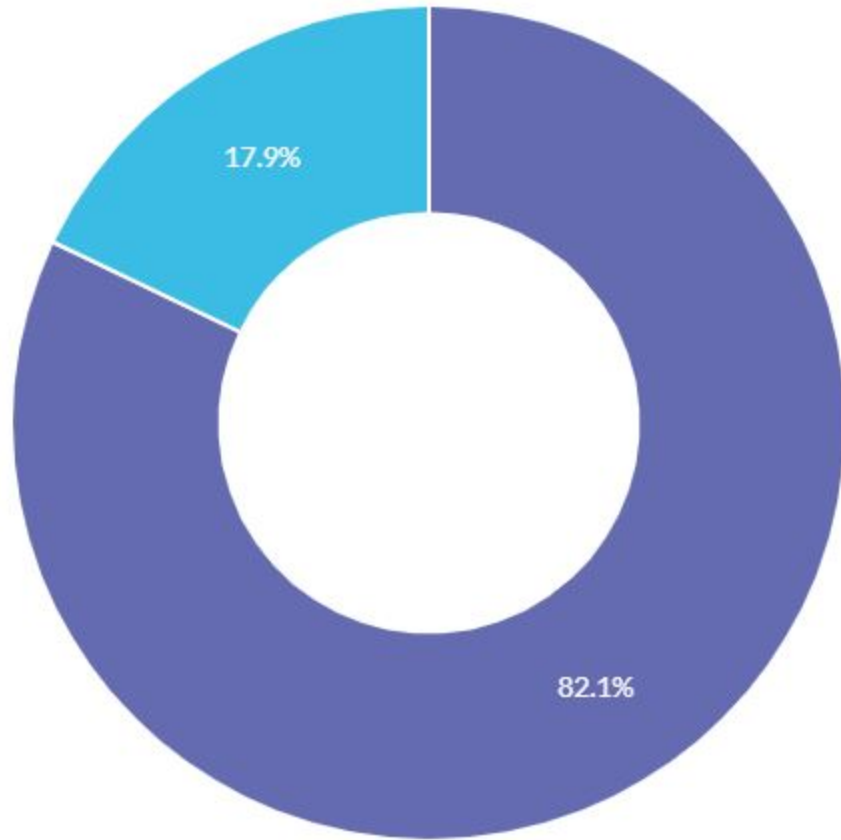


Choice	Total
● South of the City of Huron to the county line	0
● West of the City of Sandusky to the Village of Bay View	1
● East of the City of Sandusky towards the City of Huron	5
● Throughout the center of the City of Sandusky	6
● South Along US 250 past Bogart Road towards Kalahari	5
● In and around the northern portions of Perkins Township going into the City of Sandusky	10

Q10

Future projects should include widened shoulders for a bicycle travel lane.

Multiple Choice



Choice	Total
Agree	23
Disagree	5
N/A	0

Unanswered

0

Answered

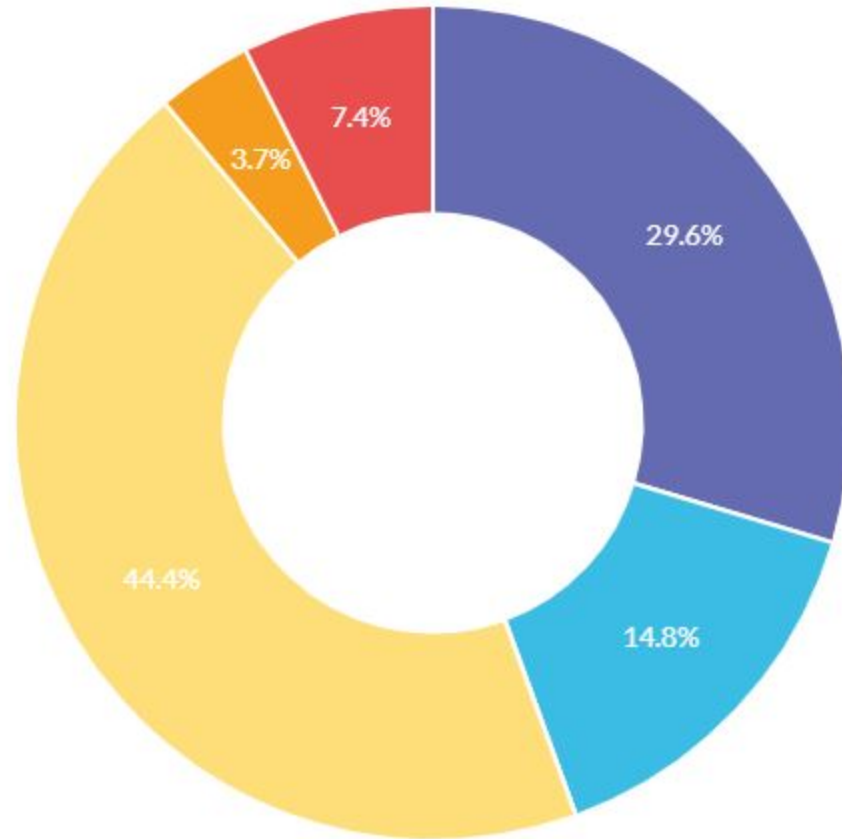
28

[See all answers >](#)

Q11

The area I feel that will develop the most in the next 25 years is:

Multiple Choice



Choice	Total
US 250 (south of SR 2)	8
SR 4 (south of SR 2)	4
SR 60 (Vermilion Township)	0
Waterfront in Downtown Sandusky	12
Waterfront in Huron	1
Downtown Vermilion	2
Margaretta Township	0

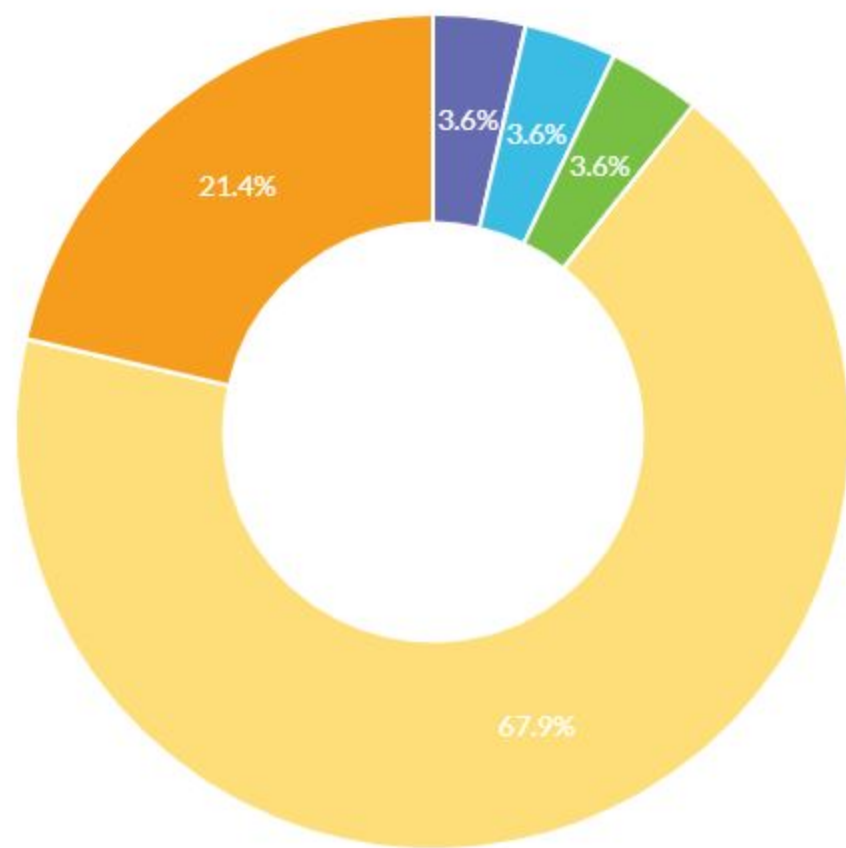
Unanswered

1

Answered

27

[See all answers >](#)

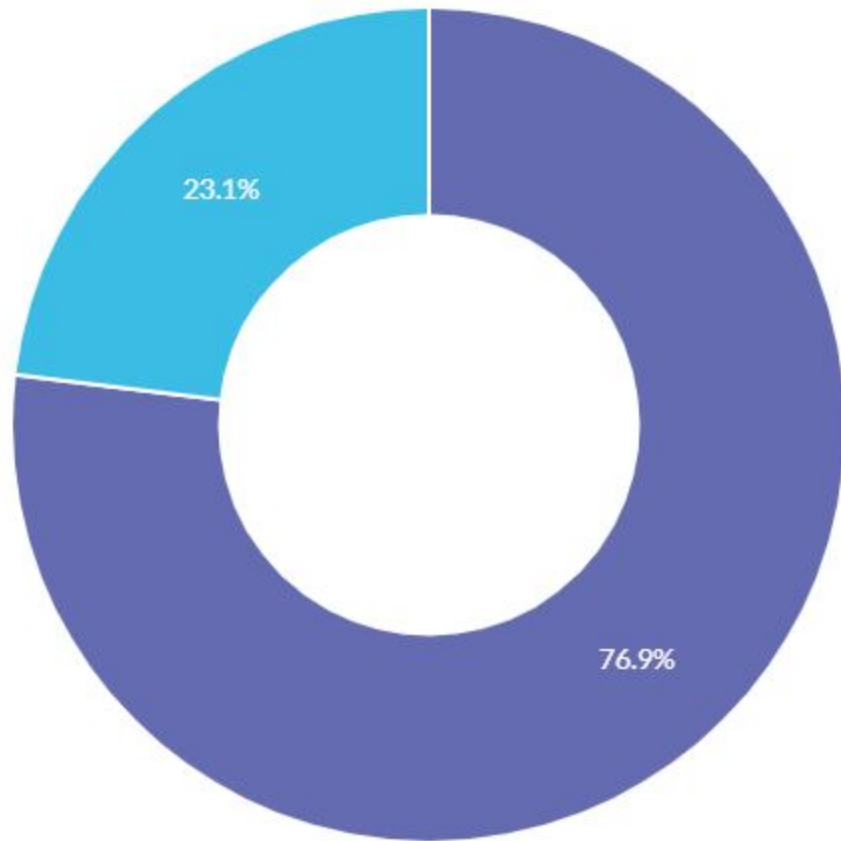


Choice	Total
Mason Road	1
Bogart Road	1
Strub Road	1
Perkins Avenue	19
I wouldn't widen	6

Q13

We need more east-west connectors to provide better access.

Multiple Choice



Choice	Total
● Agree	20
● Disagree	6

Unanswered
2

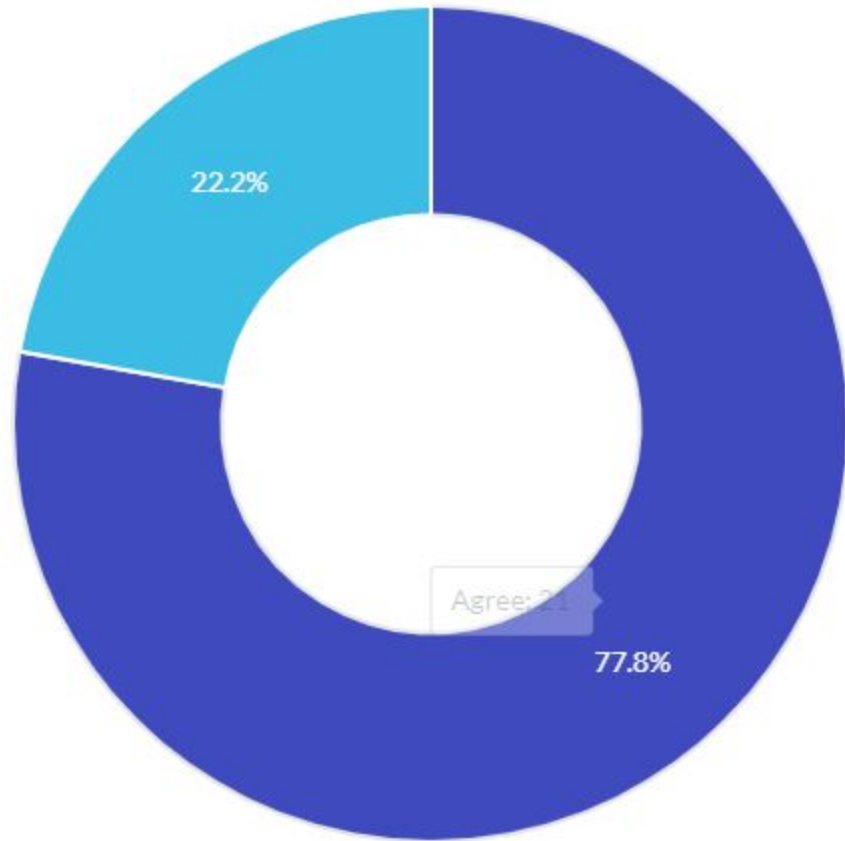
Answered
26

[See all answers >](#)

Q14

You would support a better route to travel to Columbus.

Multiple Choice



Choice	Total
Agree	21
Disagree	6

Unanswered
1

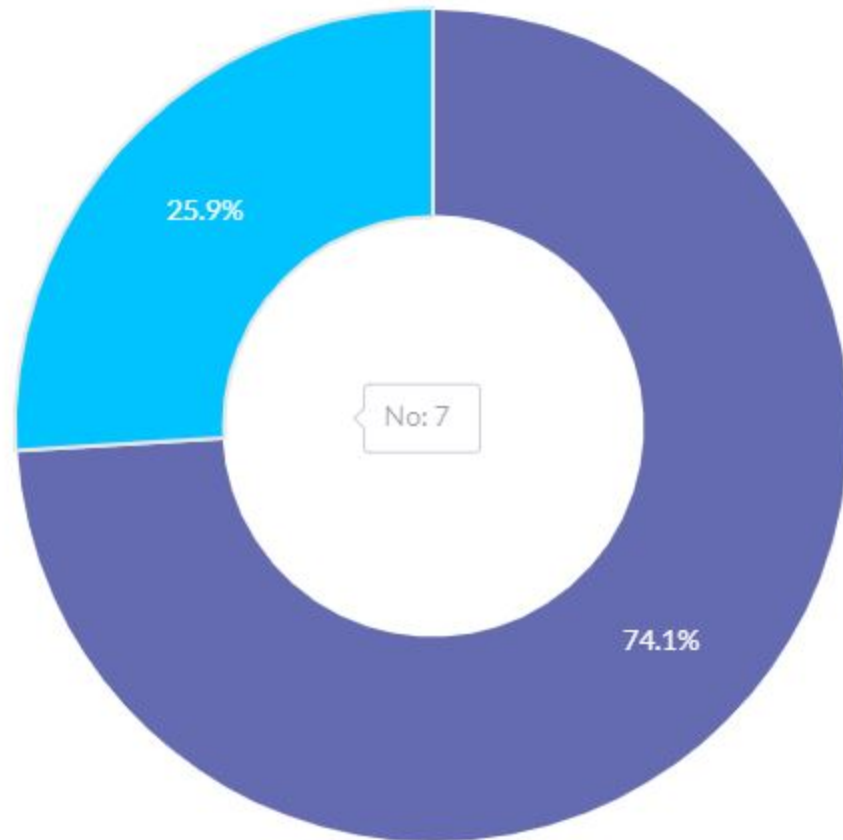
Answered
27

[See all answers >](#)

Q15

Would you ride hyperloop between Pittsburgh, Cleveland and Chicago.

Multiple Choice



Choice	Total
Yes	20
No	7

Unanswered

1

Answered

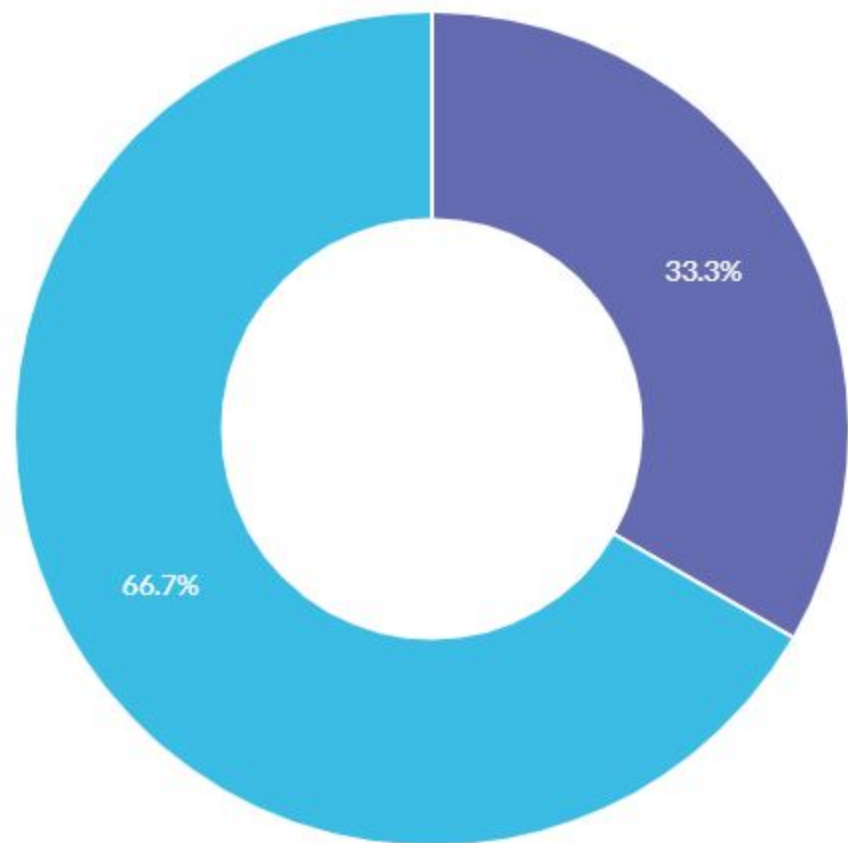
27

[See all answers >](#)

Q16

Do you plan on purchasing an electric vehicle in the future?

Multiple Choice



Choice	Total
Yes	9
No	18

Unanswered
1

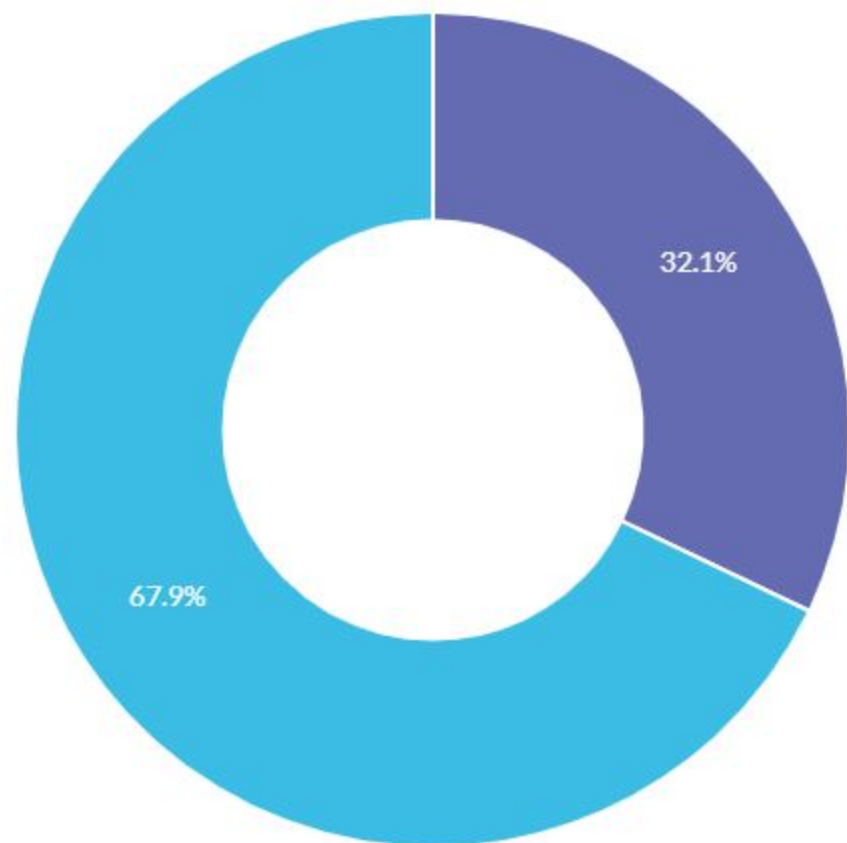
Answered
27

[See all answers >](#)

Q17

Would you feel comfortable using an autonomous vehicle?

Multiple Choice



Choice	Total
Yes	9
No	19

Unanswered
0

Answered
28

[See all answers >](#)



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Erie County, Ohio
Published by Nikki Michelle [?] · Just now ·

The Erie County Reginal Planning Commission Metropolitan Planning Organization's staff has finished the draft of the 2045 Long-Range Transportation Plan Update. The plan outlines transportation funding and projects in the area for the next 25 years and is a federal requirement for MPO's. Please take a look-comments accepted until July 15th. E-Mail: Planning@ErieCounty.OH.Gov, Ph:419.627.7792

Erpc Mpo
<https://www.eriecounty.oh.gov/2040LongRangeTransportationPI...>



ERIECOUNTY.OH.GOV

2040 Long Range Transportation Plan

The Long-Range Transportation Plan (25-year future plan) is a strategy of capital improvement programming developed to guide the investment of public funds in transportation

Boost Post

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Erie County, Ohio
Published by Nikki Michelle [?] · 28 mins ·

<https://sanduskyregister.com/.../sandusky-library-to-begin-c.../>



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(419) 627-7675

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Government Organization

Carrie Whitaker

From: Carrie Whitaker
Sent: Friday, June 05, 2020 3:53 PM
To: (aklein@ci.sandusky.oh.us); (dmurray@ci.sandusky.oh.us); 'Adam Greenslade'; Alicia Stefano; Andrew Shepler; Angela Byington; Carmen Stemen; Carolyn Hauenstein; Cindy Rogers; Doug Green; Eric Wobser (ewobser@ci.sandusky.oh.us); Gary Boyle (gboyle@perkinstownship.com); 'Greg Voltz'; Jane. Cullen (JCullen@ci.sandusky.oh.us); jimforthofer@vermilion.net; juana.hostin@dot.state.oh.us; Leslie Farley (Leslie.Farley@dot.state.oh.us); Matt Old; Matt Rogers; Megan Stookey; Mike Spafford (mike.spafford@huronohio.us); Nicole DeFreitas; Nicole Grohe; Pat Shenigo; Paul Sigsworth; 'rbrady@ci.sandusky.oh.us'; Schafrath, Mike; Stephen Shoffner; Steve Poggiali; Tim Coleman (tcoleman@perkinstownship.com); Tim King; Tom Horsman (thorsman@ci.sandusky.oh.us); Tony Valerius (TonyValerius@vermilion.net); Zachary Rospert; Abbey Bemis; Amy Bowman - Moore; Carrie Whitaker; 'Dave Foster'; Eric Dodrill; 'Kathy Streng'; Nick Katsaros (nkatsaros@firstenergycorp.com); Robert England
Subject: MPO Long-Range Transportation Plan Update

Good afternoon—

The remaining chapters and appendices of the Draft 2045 MPO Long-Range Plan have posted at <https://www.eriecounty.oh.gov/2040LongRangeTransportationPlan.aspx> . Comments will be accepted through July 15th

Thank you,

Carrie Whitaker, P.E.
Erie County Regional Planning Commission
Metropolitan Planning Organization
2900 Columbus Avenue
Sandusky, OH 44870
419-627-7652

Carrie Whitaker

From: Carrie Whitaker
Sent: Thursday, May 28, 2020 5:16 PM
To: (aklein@ci.sandusky.oh.us); (dmurray@ci.sandusky.oh.us); 'Adam Greenslade'; Alicia Stefano; Andrew Shepler; Angela Byington; Carmen Stemen; Carolyn Hauenstein; Cindy Rogers; 'Doug Green'; Eric Wobser (ewobser@ci.sandusky.oh.us); Gary Boyle (gboyle@perkinstownship.com); 'Greg Voltz'; Jane. Cullen (JCullen@ci.sandusky.oh.us); jimforthofer@vermilion.net; juana.hostin@dot.state.oh.us; Leslie Farley (Leslie.Farley@dot.state.oh.us); Matt Old; Matt Rogers; Megan Stookey; Mike Spafford (mike.spafford@huronohio.us); Nicole DeFreitas; Nicole Grohe; Pat Shenigo; Paul Sigsworth; 'rbrady@ci.sandusky.oh.us'; Schafrath, Mike; Stephen Shoffner; Steve Poggiali; Tim Coleman (tcoleman@perkinstownship.com); Tim King; Tom Horsman (thorsman@ci.sandusky.oh.us); Tony Valerius (TonyValerius@vermilion.net); Zachary Rospert; Abbey Bemis; Amy Bowman - Moore; Carrie Whitaker; 'Dave Foster'; 'Doug Green'; Eric Dodrill; 'Kathy Streng'; Nick Katsaros (nkatsaros@firstenergycorp.com); Robert England
Subject: FW: LRTP Update Notice

Good afternoon-

ERPC has posted the draft chapters of 5-8 of the 2045 MPO Long Range Transportation Plan (LRTP) on its website. Appendices A – F have also been posted for review.

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

The final chapters, Ch. 9 and 10 will be posted next week.

Please forward any comments or questions you have on the LRTP to this email address and we will be sure to review and incorporate them into the plan. Comments will be accepted until 430pm on Wednesday, July 15th.

Thank you!

Carrie Whitaker, P.E.
Erie County Regional Planning Commission
Metropolitan Planning Organization
2900 Columbus Avenue
Sandusky, OH 44870
419-627-7652

From: Carrie Whitaker
Sent: Monday, May 11, 2020 5:58 PM
To: (aklein@ci.sandusky.oh.us) <aklein@ci.sandusky.oh.us>; (dmurray@ci.sandusky.oh.us) <dmurray@ci.sandusky.oh.us>; 'Adam Greenslade' <adam.greenslade@ohioturnpike.org>; Alicia Stefano <AStefano@eriecounty.oh.gov>; Andrew Shepler <andrew.shepler@dot.state.oh.us>; Angela Byington <abyington@ci.sandusky.oh.us>; Carmen Stemen <carmen.stemen@dot.gov>; Carolyn Hauenstein <chauenstein@eriecounty.oh.gov>; Cindy Rogers <CRogers@eriecounty.oh.gov>; 'Doug Green' <Doug.Green@ohm-advisors.com>; Eric Wobser (ewobser@ci.sandusky.oh.us) <ewobser@ci.sandusky.oh.us>; Gary Boyle (gboyle@perkinstownship.com) <gboyle@perkinstownship.com>; 'Greg Voltz' <gvoltz@ci.sandusky.oh.us>; Jane. Cullen (JCullen@ci.sandusky.oh.us) <JCullen@ci.sandusky.oh.us>; jimforthofer@vermilion.net; juana.hostin@dot.state.oh.us; Leslie Farley (Leslie.Farley@dot.state.oh.us) <Leslie.Farley@dot.state.oh.us>; Matt Old <Old@eriecounty.oh.gov>; Matt

Rogers <mrogers@eriecounty.oh.gov>; Megan Stookey <MStookey@ci.sandusky.oh.us>; Mike Spafford (mike.spafford@huronohio.us) <mike.spafford@huronohio.us>; Nicole DeFreitas <NDeFreitas@ci.sandusky.oh.us>; Nicole Grohe <NGrohe@eriecounty.oh.gov>; Pat Shenigo <PShenigo@eriecounty.oh.gov>; Paul Sigsworth <PSigsworth@eriecounty.oh.gov>; 'rbrady@ci.sandusky.oh.us' <rbrady@ci.sandusky.oh.us>; Schafrath, Mike <Mike.Schafrath@dot.state.oh.us>; Stephen Shoffner <Shoffner@eriecounty.oh.gov>; Steve Poggiali <SteveP@eriecounty.oh.gov>; Tim Coleman (tcoleman@perkinstownship.com) <tcoleman@perkinstownship.com>; Tim King <TKing@eriecounty.oh.gov>; Tom Horsman (thorsman@ci.sandusky.oh.us) <thorsman@ci.sandusky.oh.us>; Tony Valerius (TonyValerius@vermilion.net) <TonyValerius@vermilion.net>; Zachary Rospert <ZRospert@eriecounty.oh.gov>; Abbey Bemis <abbey@eriecountyedc.org>; Amy Bowman - Moore <amoore@eriemetroparks.org>; Carrie Whitaker <CWhitaker@eriecounty.oh.gov>; 'Dave Foster' <dfoster250@aol.com>; Doug Green <dgreen@hexagoncmc.com>; Eric Dodrill <EDodrill@eriecounty.oh.gov>; 'Kathy Streng' <kstreng@dlz.com>; Nick Katsaros (nkatsaros@firstenergycorp.com) <nkatsaros@firstenergycorp.com>; Robert England <REngland@echdohio.org>
Subject: LRTP Update Notice

Good afternoon-

We have posted the draft chapters 1-3 and public involvement appendix of the 2045 Long Range Transportation Plan to the ERPC website at <https://www.eriecounty.oh.gov/2040LongRangeTransportationPlan.aspx>

A presentation has also been posted that reviews the LRTP process, stakeholder and public survey results, and draft project alternatives.

More chapters will be posted in the near future but in the meantime please review and feel free to forward us any comments/questions you have.

Thank you,

Carrie Whitaker, P.E.
Erie County Regional Planning Commission
Metropolitan Planning Organization
2900 Columbus Avenue
Sandusky, OH 44870
419-627-7652

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Thank you,

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Metropolitan Planning Organization
2900 Columbus Avenue
Sandusky, OH 44870
419-627-7652

The Register Print Ad Proof

ADNo: 309619 Customer Number: T30903
 Customer Name: Company: ERIE CO. REGIONAL PL
 Address: 2900 COLUMBUS AVE
 City/St/Zip: SANDUSKY ,OH 44870
 Phone: (419) 627-7524 Solicitor: JV
 Category: 10 Class: 1000 Rate: LE-0 Start: 6-5-2020 Stop: 6-5-2020
 Lines: 58 Inches: 7.25 Words: 214

 Credit Card: Expire:
 Order Number:
 Cost: 63.80 Adjustments: .00
 Payments: .00 Discount: .00
 Balance: 63.80

LEGAL NOTICE
**FOR IMMEDIATE RELEASE
 REQUEST FOR PUBLIC
 COMMENTS ABOUT LONG
 RANGE TRANSPORTATION
 NEEDS IN ERIE COUNTY,
 OHIO**

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 15, 2020.
June 5, 2020

Carrie Whitaker

From: Eric Dodrill
Sent: Tuesday, May 12, 2020 4:06 PM
To: Carrie Whitaker
Subject: RE: LRTP Update Notice
Attachments: Chapter 3 Public Involvement Summary - EBD Edited.pdf; Chapter I Introduction _EBD comments.pdf

Hi Carrie:

I actually read through these....

I have made minor comments within the pdf documents, so hopefully you can see them. Thanks for all you hard work.

I appreciate the work put into this. Stay safe!

Eric

From: Carrie Whitaker <CWhitaker@eriecounty.oh.gov>
Sent: Monday, May 11, 2020 5:58 PM
To: (aklein@ci.sandusky.oh.us) <aklein@ci.sandusky.oh.us>; (dmurray@ci.sandusky.oh.us) <dmurray@ci.sandusky.oh.us>; 'Adam Greenslade' <adam.greenslade@ohioturnpike.org>; Alicia Stefano <AStefano@eriecounty.oh.gov>; Andrew Shepler <andrew.shepler@dot.state.oh.us>; Angela Byington <abyington@ci.sandusky.oh.us>; Carmen Stemen <carmen.stemen@dot.gov>; Carolyn Hauenstein <CHauenstein@eriecounty.oh.gov>; Cindy Rogers <CRogers@eriecounty.oh.gov>; 'Doug Green' <Doug.Green@ohm-advisors.com>; Eric Wobser (ewobser@ci.sandusky.oh.us) <ewobser@ci.sandusky.oh.us>; Gary Boyle (gboyle@perkinstownship.com) <gboyle@perkinstownship.com>; 'Greg Voltz' <gvoltz@ci.sandusky.oh.us>; Jane Cullen (JCullen@ci.sandusky.oh.us) <JCullen@ci.sandusky.oh.us>; jimforthofer@vermilion.net; juana.hostin@dot.state.oh.us; Leslie Farley (Leslie.Farley@dot.state.oh.us) <Leslie.Farley@dot.state.oh.us>; Matt Old <Old@eriecounty.oh.gov>; Matt Rogers <MRogers@eriecounty.oh.gov>; Megan Stookey <MStookey@ci.sandusky.oh.us>; Mike Spafford (mike.spafford@huronohio.us) <mike.spafford@huronohio.us>; Nicole DeFreitas <NDeFreitas@ci.sandusky.oh.us>; Nicole Grohe <NGrohe@eriecounty.oh.gov>; Pat Shenigo <PShenigo@eriecounty.oh.gov>; Paul Sigsworth <PSigsworth@eriecounty.oh.gov>; 'rbrady@ci.sandusky.oh.us' <rbrady@ci.sandusky.oh.us>; Schafrath, Mike <Mike.Schafrath@dot.state.oh.us>; Stephen Shoffner <Shoffner@eriecounty.oh.gov>; Steve Poggiali <SteveP@eriecounty.oh.gov>; Tim Coleman (tcoleman@perkinstownship.com) <tcoleman@perkinstownship.com>; Tim King <TKing@eriecounty.oh.gov>; Tom Horsman (thorsman@ci.sandusky.oh.us) <thorsman@ci.sandusky.oh.us>; Tony Valerius (TonyValerius@vermilion.net) <TonyValerius@vermilion.net>; Zachary Rospert <ZRospert@eriecounty.oh.gov>; Abbey Bemis <abbey@eriecountyedc.org>; Amy Bowman - Moore <amoore@eriemetroparks.org>; Carrie Whitaker <CWhitaker@eriecounty.oh.gov>; 'Dave Foster' <dfoster250@aol.com>; Doug Green <dgreen@hexagoncmc.com>; Eric Dodrill <EDodrill@eriecounty.oh.gov>; 'Kathy Streng' <kstreng@dlz.com>; Nick Katsaros (nkatsaros@firstenergycorp.com) <nkatsaros@firstenergycorp.com>; Robert England <REngland@echdohio.org>
Subject: LRTP Update Notice

Good afternoon-

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A presentation has also been posted that reviews the LRTP process, stakeholder and public survey results, and draft project alternatives.

More chapters will be posted in the near future but in the meantime please review and feel free to forward us any comments/questions you have.

Thank you,

Carrie Whitaker, P.E.
Erie County Regional Planning Commission
Metropolitan Planning Organization
2900 Columbus Avenue
Sandusky, OH 44870
419-627-7652

Summary of Comments on Chapter I Introduction _EBD comments.pdf

Page: 1

Author: EDodrill Add comma	Subject: Sticky Note	Date: 5/12/2020 11:41:16 AM
Author: EDodrill provisions	Subject: Sticky Note	Date: 5/12/2020 11:42:03 AM
Author: EDodrill shortened	Subject: Sticky Note	Date: 5/12/2020 11:42:16 AM

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 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 signed the latest transportation bill, replacing 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 shorter timeframes for States and MPOs to make progress towards meeting performance measure targets. Accelerated project delivery is emphasized under the act.

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 Fixing American's Surface Transportation (FAST) Act, the Americans with Disabilities Act of 1990 (ADA), the 1964 Title VI Civil Rights Act, the 1994 Environmental Justice Executive Order 12898, 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 Erie County metropolitan transportation system through the year 2045.

***As this plan is being updated the COVID-19 pandemic is still widespread. The Governor of Ohio has issued schools and select businesses to close. There have been social distancing measures and restrictions put on public gatherings. As a result, there has been an extreme decrease to normal levels of operating traffic across the MPO region. As this is an unordinary situation, ERPC determined it would acknowledge the unusual condition but continue to develop the plan based upon fully open operational conditions. ***

1.3 Metropolitan Planning Organization (MPO) Functions

The Erie Regional Planning Commission is the designated MPO for the Sandusky urbanized area (see **Figure 1-3.2**) which is comprised of all of Erie County as well as 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 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

Author: EDodrill abnormal	Subject: Sticky Note	Date: 5/12/2020 11:40:55 AM
Author: EDodrill Add comma	Subject: Sticky Note	Date: 5/12/2020 11:43:50 AM

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 level, ERPC still maintains its designation as an 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 project, a Public Involvement Plan (PIP) was created in addition to a Citizens Advisory Committee (CAC). More on public involvement is discussed in **Chapter Three**.

Author: EDodrill Add comma	Subject: Sticky Note	Date: 5/12/2020 11:45:09 AM
Author: EDodrill an	Subject: Sticky Note	Date: 5/12/2020 11:45:23 AM
Author: EDodrill Add comma	Subject: Sticky Note	Date: 5/12/2020 11:45:57 AM

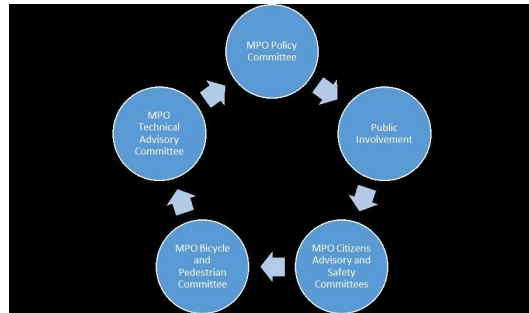


Figure 1-3.1: MPO committees

1.4 Review of Planning Literature

While updating the LRT 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 utilized:

Author: EDodrill Subject: Sticky Note Date: 5/12/2020 11:46:29 AM
 add comma
 Author: EDodrill Subject: Sticky Note Date: 5/12/2020 11:47:29 AM
 add comma

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, 2005	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, 2013	Transportation Study	ERPC/GPD Group
SR 60 Corridor Study, 2012	Corridor Study	Poggemeyer Design and the EDGE Group
Safe Routes to School Sandusky, 2013	School Travel Plan	ODOT, Parsons Brinckerhoff
Ohio Statewide Freight Plan, 2013	Statewide Transportation Plan	ODOT, Parsons Brinckerhoff
Access Ohio 2040, 2014	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 2040, 2015	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

- *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 Cowles 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/M/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

Author: EDodrill Cowdery	Subject: Sticky Note	Date: 5/12/2020 11:53:12 AM
Author: EDodrill McEwen	Subject: Sticky Note	Date: 5/12/2020 11:52:14 AM

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

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 markets

Freight Specific Projects

- Undergo safety improvements on Perkins Avenue to the Cleveland Road (US 6) Intersection
- Preserve/widen Old Farm 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

Author: EDodrill	Subject: Sticky Note	Date: 5/12/2020 11:55:28 AM
Old Railroad Road		
Author: EDodrill	Subject: Sticky Note	Date: 5/12/2020 12:00:15 PM
Vermilion		

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 recommendation only those that were rated as "high" priority were highlighted in this plan summary:

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Author: EDodrill Subject: Sticky Note Date: 5/12/2020 12:02:48 PM

something missing?

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 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 school zone flashers and pavement markings on Mills, Pierce and Buchanan Streets
 - Install bicycle racks on campus
 - Install approximately sidewalk on Buchanan Street between Mills and Putnam Streets
- 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
- appropriate on Tyler, West Monroe, North Depot, Central, Ransom, West Osborne and Polk Streets

Ontario Elementary School:

- Install bicycle racks on campus
 - Install new ADA compliant curb ramps, stop lines and crosswalks where
- Install a "No Parking" signs with time restrictions along the route on Ontario Street

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 recommendation 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
- 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

McCormick Jr. High School

- Upgrading the pedestrian crossing signage

- Add a middle turn lane on Perkins Avenue (between US 250 and Old Rail Road)  and on Mason Road (near Burrows/ Stephens and Joppa Roads)

Author: EDodrill Subject: Sticky Note Date: 5/12/2020 12:10:00 PM
Old Railroad Road

- Extend Bell Avenue (between Old Rail Road and Campbell Street) 

- Create a Park and Ride facility in downtown Milan

Author: EDodrill Subject: Sticky Note Date: 5/12/2020 12:10:18 PM
Old Railroad Road

- 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)

Transit Alternatives

- 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)

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

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

- 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.

- 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 recommendation 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

- 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 Railroad (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)

Summary of Comments on Chapter 3 Public Involvement Summary - EBD Edited.pdf

Page: 2

3.3 Results of the Public Involvement Process

Three 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 Erie County MPO LRTP (and prior to the State's stay at home order), there was one public meeting held to inform the public of the LRTP update, gather public input, keep the public informed of the plan's progress.

The first public meeting was held on February 12th, 2020 at 4:00 PM in the commissioner's chambers at 247 Columbus Avenue Sandusky, OH 44870. The meeting was meant to inform the general public about the long range transportation plan and to act as a conduit to gather public input about transportation needs and issues in Erie County. The public meeting was advertised through ERPC's Facebook page and on the ERPC website. An ad was also run in the local newspaper announcing the meeting. In preparation of the meeting, staff had prepared a presentation to describe the purpose of the meeting and provide an overview of the long-range transportation planning process. The presentation also included a survey of those present to gather input in regards to transportation issues across the MPO study area. Hand held keypads were used by participants to answer questions in hopes to further engage meeting attendees. Large display boards were also available for review and staff made themselves available to speak one-on-one with meeting attendees. Although notices were posted and the meeting was advertised, public turnout was very low during.

Additional public meetings had been scheduled to occur throughout plan development (April 22nd and June 17th 2020); however, as previously mentioned, the state of Ohio restricted public gatherings due to the Coronavirus (COVID 19). As such, ERPC adjusted its public involvement to an online format. Staff posted the draft plan on its website and solicited for public review and comment through use of email, social media postings, newspaper advertisements, flyers, and comment forms. Staff also prepared power point presentations regarding the summary of completed chapters of the Long Range Plan and the results of the stakeholder surveys and public comments that they had received. Staff was also made available by email, phone, or fax to answer any questions that the public may have. All public comments received have been incorporated into the document and included in the public involvement appendix at the end of this document.

Stakeholder Surveys: In lieu of in person stakeholder interviews, ERPC conducted online stakeholder surveys. Stakeholders represented public, private and non-profit interests whose organizations have a major stake in transportation and development in Erie County. Staff identified 70 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 Erie County MPO study area. A questionnaire survey was developed and emailed to all stakeholders to better assess what business and

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Author: EDodrill add comma	Subject: Sticky Note	Date: 5/12/2020 2:17:43 PM
Author: EDodrill add comma	Subject: Sticky Note	Date: 5/12/2020 3:56:58 PM
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- 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. Due to public gathering restrictions staff was unable to conduct in person presentations and flyers with information about the LRTP update and a public survey link were instead provided for neighborhood groups/service organizations among others via email. Organizations that were contacted included the Self-Advocates Group through the Erie County Department of Disabilities as well the Erie County Community Council. The Erie County Community Council consists of a networking group for local non-profits in the area.

Online Public Survey: An online survey was also created to engage the public. The online survey consisted of 17 questions in a multiple choice format. In total, there were 28 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

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also suggested that sidewalks/bicycle paths should be implemented to Kalahari Drive for the safety of pedestrians and bicyclists.

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 intersection up to the existing sidewalk at Kalahari.

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 service area through the creative use of grants, contracts and local contributions (the City of Vermilion). Through these efforts they have managed to keep the system running (with the City of Sandusky covering the majority 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 regards 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. Erie County Regional Planning 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.

Partnerships and Duplication: 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 as well as to seek innovative means for financing projects. In addition, people noted that there is also a lack of coordination between the local governments and private interests and developers.

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Author: EDodrill	Subject: Sticky Note	Date: 5/12/2020 2:30:17 PM
Bogart Road intersection?		
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Author: EDodrill	Subject: Sticky Note	Date: 5/12/2020 3:56:08 PM
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General Actions/Resolutions: Private and public partnerships have been created to develop major projects like the widening of US 250 south of Bogart Road. To make this project 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. This cooperation enabled the ranking of the US 250 widening project to increase to where the project became buildable. The county, cities and Erie County Economic Development Corporation have a number of 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. 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.

Funding Shortage: Several stakeholders and residents noted they are concerned about a lack of funding available to implement and maintain transportation projects in the future.

Government Action/Resolution: Transportation and other funding programs (economic development and formula) are available due to the local the MPO either directly or indirectly through supportive services. The MPO enables the county to receive additional revenue for road projects. Some of these revenue sources include the County Surface Transportation Program (CSTP), Local Bridge Program (LBR), Surface Transportation funding (STP), Transportation Alternative funding (TA), Safety Funding, the Safe Routes to School Program (SRTS) and the Community Development Block Grant (CDBG). In July of 2019 there was an increase in the Ohio gas tax from 10.5 cents per gallon to 19 cents per gallon for diesel. Impacts of increasing the tax resulted in additional revenue that the state and local jurisdictions needed to adequately maintain facilities and/or construct new facilities. ODOT estimated that the increased revenue funds (in Erie County) would be \$1,642,486 in 2020 and \$1,656,665 for 2021. However, as travel has significantly decreased due to the COVID-19 pandemic these amounts are projected to be less. Regardless, current efforts will still be made to continue to ensure that programmed projects are delivered on time, within scope and on budget to ensure maximum benefits are received for the area.

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Long Range Transportation Plan Suggestions – Erie County Health Department/Safe Communities

Active Transportation:

- Bike/Pedestrian Pathway connecting Sandusky, Huron, and Vermilion along US 6
- Bike/Pedestrian Pathway from downtown Sandusky through US 250 to Bogart Road
- Bike/Pedestrian Pathway along Perkins Avenue from Tiffin Ave out to Cleveland Road
- Bike/Pedestrian Pathway from Venice Road through Barrett Road to Bay View
- Bike/Pedestrian Pathway along Mason Road from OH 269 to OH 60 and north into Vermilion
- Bike/Pedestrian Pathway along OH 4 from Huron County line to Sandusky

Roadway Improvements:

- SR 61 and SR 113 – fork in the road section
 - Concern regarding line of sight, speed, and crashes
- SR 4 – from Norfolk Southern overpass (close to county line) to Sandusky (Perkins Avenue) –
 - Concern regarding congestion, flow, and crashes
- SR 269 and Portland Road – 2-way stop intersection –
 - Concern regarding line of sight, speed, crashes, lack of lighting and signage
- SR 101 and SR 269 - intersection in Castalia
 - Concern regarding odd two-way stop intersection
 - Often heavily congested in morning (school hours typically)
 - Concern regarding speed, right of way, and flow
- Olds Street – Sandusky between Monroe Street and Venice Road –
 - Concern about condition of asphalt/aggregate material, potholes, and amount of traffic flow especially during working hours. Many businesses and employees who work off of Monroe, Superior and the like travel this road to get around very active train tracks. Road is in poor shape at best.
- US 6/Venice Road/Tiffin Avenue/Anderson Street (Sanford St.) –
 - Concern regarding congestion and flow particularly during working hours due to active train tracks. Also, question would be about potential roundabout for US 6/Tiffin Ave/Venice Road intersection?
- Mason Road – SR 269 to Axtel –
 - Concern regarding surface condition and road quality in areas
- Rye Beach Road and Cleveland Road
 - Suggestion for a roundabout there
- Bardshar Road and SR 101 –
 - Concern regarding line of sight, speed, road curve danger (left of center), crashes, and lack of signage –
- Perkins Avenue and US 6 – around Osborn Metro Park –
 - Concern about Perkins Avenue, railroad track, elevation, US 6 line of sight issues
 - Potential roundabout location?

- Potential to elevate train tracks? Elevate the road?
- Thru-ways to Cedar Point –
 - Increase tourist and traffic flow to Cedar Point through US 250, city of Sandusky and from the east (Huron)

Carrie Whitaker

From: Val Kilmer <vkilmer@bramhall-engineering.com>
Sent: Tuesday, May 19, 2020 3:42 PM
To: Carrie Whitaker; Tony Valerius (TonyValerius@vermilion.net)
Cc: jimforthofer@vermilion.net; Steve Poggiali; Chris Howard
Subject: RE: MPO Long Range Plan projects

Hi, Carrie,

The City would also like to add West River Road and Jerusalem Road to the Long Range Plan. Can you please let us know what you need from us for this?

Also, if anything is needed for the SRTS project, please let us know and we will send that also.

Thanks!

Val

Respectfully,

Valerie L. Kilmer, P.E.
Bramhall Engineering and Surveying Company
801 Moore Road
Avon, Ohio 44011
Phone: 440.934.7878 ext. 108
Cell: 440.336.3482

From: Carrie Whitaker <CWhitaker@eriecounty.oh.gov>
Sent: Wednesday, May 06, 2020 1:01 PM
To: Val Kilmer <vkilmer@bramhall-engineering.com>; Tony Valerius (TonyValerius@vermilion.net) <TonyValerius@vermilion.net>
Cc: jimforthofer@vermilion.net; Steve Poggiali <SteveP@eriecounty.oh.gov>; Chris Howard <choward@bramhall-engineering.com>
Subject: RE: MPO Long Range Plan projects

Hello-

Right now, I have the entirety of Sunnyside Rd. and Vermilion Rd. (Jerusalem to Corp. Line) on the list.

You can send me the SRTS if you would like. I think we have that included in our bike/ped section but we will double check.

Just looking for any other projects (surface transportation or bike/ped) the City may be applying for funding for in the future.

Thanks, CW

From: Val Kilmer [<mailto:vkilmer@bramhall-engineering.com>]
Sent: Wednesday, May 06, 2020 12:06 PM
To: Carrie Whitaker <CWhitaker@eriecounty.oh.gov>; Tony Valerius (TonyValerius@vermilion.net) <TonyValerius@vermilion.net>
Cc: jimforthofer@vermilion.net; Steve Poggiali <SteveP@eriecounty.oh.gov>; Chris Howard <choward@bramhall-engineering.com>
Subject: RE: MPO Long Range Plan projects

Hi, Carrie,

For the Sunnyside and Vermilion Road resurfacings, are those just the segments that we just sent in applications for funding? If so, then yes, we'll have additional future segments that would need added.

Also, should we also send you other projects, like the future phase of the Safe Routes to Schools project, things like that?

Val

Respectfully,

Valerie L. Kilmer, P.E.
Bramhall Engineering and Surveying Company
801 Moore Road
Avon, Ohio 44011
Phone: 440.934.7878 ext. 108
Cell: 440.336.3482

From: Carrie Whitaker <CWhitaker@eriecounty.oh.gov>
Sent: Wednesday, May 06, 2020 11:58 AM
To: Tony Valerius (TonyValerius@vermilion.net) <TonyValerius@vermilion.net>; Val Kilmer <vkilmer@bramhall-engineering.com>
Cc: jimforthofer@vermilion.net; Steve Poggiali <SteveP@eriecounty.oh.gov>
Subject: MPO Long Range Plan projects

Hi Tony/Val-

I'm working on the recommended projects for the MPO's Long Range Plan and I've added Sunnyside and Vermilion Road resurfacings to the project list.

Were there any other projects Vermilion might like to add?

Thank you,

Carrie Whitaker, P.E.
Erie County Regional Planning Commission
Metropolitan Planning Organization
2900 Columbus Avenue
Sandusky, OH 44870
419-627-7652

Carrie Whitaker

From: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Sent: Tuesday, June 02, 2020 2:30 PM
To: Carrie Whitaker
Cc: McKenzie, Stewart (FTA); Kane, Mark (FTA)
Subject: ERPC Draft LRTP Update USDOT Review Comments
Attachments: Chapter 1Introduction CMS.docx; Chapter 2 Plan Goals and Objectives CMS.docx; Chapter 4 Regional Profile.pdf

Carrie,

Thank you for the opportunity to review the draft document, Chapters 1-4. Attached please find the chapters with track changes for text edits and typos. We will provide comments on chapters 5-8 in the near future. The USDOT combined overall comments for the above mentioned chapters include:

The MPO is to be commended for their approach to the LRTP update and public involvement during the COVID-19 pandemic and acknowledging the situation in the current introduction.

Chapter 1. Introduction – The first sections do a very good job of describing the MPO and the Planning process. It begins to seem lengthy because of the inclusion of other planning literature synopses. We acknowledge that there has been a lot of effort in putting together the synopses and obviously ERPC has focused on incorporating the themes and foci of these other studies into the ERPC LRTP. So, as we do not want to take away from this effort, we suggest including the synopses of the other planning documents in an appendix so people can seek out further detail there.

In addition, as *Access Ohio 2045* is basically completed, ERPC should talk about it as a long-range transportation plan i.e. earlier in the Introduction where a long range plan is defined (i.e. separate from the other planning studies and documents). ERPC should also expand the discussion of AO 2045 and summarize the main themes. As we recommended with the ERPC UPWP and the TIP, text/language should be added describing how the ERPC transportation plan development aligns specifically with the new AO 2045. Discuss how ERPC plans to work with ODOT to incorporate themes strategies and actions identified in *Access Ohio 2045* in the ERPC LRTP in the Introduction and throughout the document.

Chapter 2 - This is one of the topic areas or chapters to incorporate language about AO 2045 and the integration between the plans. Also summarize the relationship/influence of the AO 2045 goals and objectives on ERPC's.

Chapter 3 is a link to Appendix E. There are two links to Appendix E – one has 20 pages more (with sticky notes). Not sure if this was intended or a mistake.

Chapter 4 - p. 57 - Not sure what is trying to be conveyed here, it appears ERPC was trying to present the percentage of homes built before 1939?

p. 58 - Need to indicate in the legend that the figures at the top of the chart are actual numbers of jobs.

p. 63 This is the definition of Title VI. For Environmental Justice, the definition that FHWA has established is below: Environmental Justice (EJ) means 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.

From: Carrie Whitaker <CWhitaker@eriecounty.oh.gov>

Sent: Monday, May 11, 2020 5:58 PM

Subject: LRTP Update Notice

Good afternoon-

We have posted the draft chapters 1-3 and public involvement appendix of the 2045 Long Range Transportation Plan to the ERPC website at <https://www.eriecounty.oh.gov/2040LongRangeTransportationPlan.aspx>

A presentation has also been posted that reviews the LRTP process, stakeholder and public survey results, and draft project alternatives.

More chapters will be posted in the near future but in the meantime please review and feel free to forward us any comments/questions you have.

Thank you,

Carrie Whitaker, P.E.
Erie County Regional Planning Commission
Metropolitan Planning Organization
2900 Columbus Avenue
Sandusky, OH 44870
419-627-7652

Carrie Whitaker

From: Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Sent: Thursday, June 25, 2020 7:55 AM
To: Carrie Whitaker
Subject: RE: ERPC Draft LRTP Update FHWA Review Comments - Chapters 5-10 and Appendices A-F
Attachments: Chapter 5 Existing Transportation System Conditions 2045 no graphics CMS.docx

Carrie,

Hopefully this is the final e-mail to send you my comments on Chapters 5-10 and Appendices A-F. I am sending Chapter 5 edits in a file (attached) without any of the graphics – so hopefully this will send. I went back and looked at Appendix E and I do not have any edits there so I don't need to send you anything. I have revamped my summary comments below to reflect it. I will forward FTA's comments when I receive them. Thanks for your patience. -Carmen

Respectfully,

Carmen M. Stemen

Carmen M. Stemen, MUP
Planning and Environment Specialist
FHWA Ohio Division
200 N. High St., Rm. 328
Columbus, OH 43215
(614) 280-6848 / Cell. (614) 578-6256
[e-mail: Carmen.Stemen@dot.gov](mailto:Carmen.Stemen@dot.gov)

From: Stemen, Carmen (FHWA)
Sent: Tuesday, June 23, 2020 11:18 AM
To: 'Carrie Whitaker' <CWhitaker@eriecounty.oh.gov>
Subject: ERPC Draft LRTP Update FHWA Review Comments - Chapters 5-10 and Appendices A-F

Hi Carrie,

In the interests of time, I am sending you FHWA's comments (general comments below) on Chapters 5-10 and Appendices A-F (also edits in attached files). FTA may need more time to finish their review and so I will send them on when they provide them to me. Thanks and have a great week! -Carmen

Chapter 5 – no comments – great mapping

Chapter 6 – no comments – great mapping

Chapter 7 – no changes – great mapping

Chapter 8 – no changes – great mapping

Chapter 9 – Incorporate language describing the interplay between the Access Ohio 2045 Plan and the ERPC Long Range Plan in this chapter.

Chapter 10 - Incorporate language describing the interplay between the Access Ohio 2045 Plan and the ERPC Long Range Plan in this chapter.

Appendix A – edits attached

Appendix B – no edits needed – great maps

Appendix C – edits attached

Appendix D – no edits needed – great maps

Appendix E – no edits needed

Appendix F – no edits needed – nice presentation on TPM

Erie County Metropolitan Planning Organization

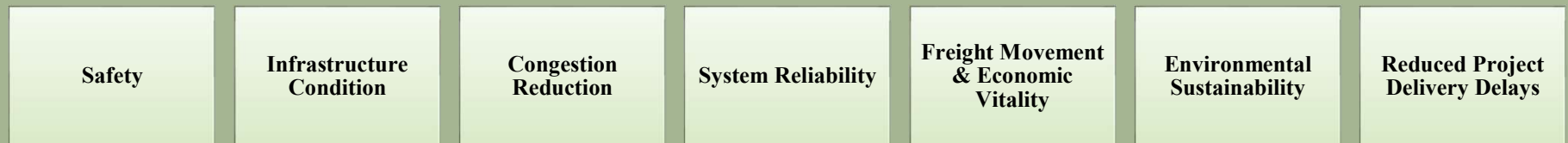


2045 LONG-RANGE TRANSPORTATION PLAN

Appendix F System Performance Report

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

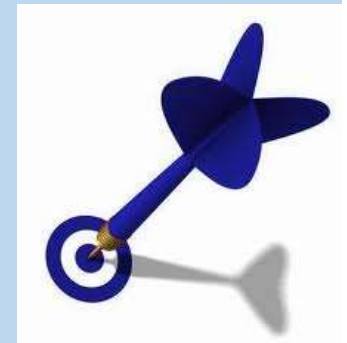
State is required to set targets for 5 measures each year
MPO can either support state target or set their own

* CY 2018 Target– 1% reduction for all 5 measures (ERPC supported state targets)
State met 2 of 5 targets met (number of serious injury and rate of serious injury)
ERPC met all 5

Safety Performance Measures	State 2018 Targets	State 2018 Results	ERPC 2018 Targets (based on ODOT 1% reduction)	ERPC 2018 Results
Number of Fatalities	1,051	1,099	10	9
Number of Serious Injuries	9,033	8,962	96	76
Rate of Fatalities	0.91	0.95	0.73	0.64
Rate of Serious Injuries	8.01	7.51	7.1	5.5
Frequency of non-motorized fatalities and non-motorized serious injuries	840	858	5	5

* CY 2019 Target– 1% reduction for all 5 measures (ERPC supported state targets)
Results: TBD - CY 2019 crash data not yet finalized

Safety Performance Measures	State CY2019 Targets	ERPC CY2019 Targets (based on ODOT 1% reduction)
Number of Fatalities	1,062	9
Number of Serious Injuries	8,834	86
Rate of Fatalities	0.91	0.68
Rate of Serious Injuries	7.6	6.3
Frequency of non-motorized fatalities and non-motorized serious injuries	836	6



System Performance Report – PM1 Safety (cont'd.)

* CY 2020 - State set target as 2% reduction for all 5 measures

Safety	Statewide Baseline Data (2014-2018)	ODOT 2020 Target	ERPC Baseline Data (2014-2018)	ERPC 2% Reduction
Number of Fatalities	1,099	1,055	9	9
Number of Serious Injuries	8,692	8,348	76	73
Rate of Fatalities	0.95	0.91	0.64	0.61
Rate of Serious Injuries	7.51	7.21	5.5	5.3
Frequency of non-motorized fatalities and non-motorized serious injuries	858	824	5	5

The MPO agreed to support the state's safety performance target of 2% reduction across all five measures for CY 2020 (Resolution 2019-11).



System Performance Report - PM2 Bridge and Pavement

Bridge and Pavement Condition-

ERPC approved supporting the State's targets (Resolution 2018-07)

Required Measures:

- % of Interstate Pavements in Good Condition
- % of Interstate Pavements in Poor Condition
- % of Non-Interstate Pavements in Good Condition
- % of Non-Interstate Pavements in Poor Condition
- % of NHS Bridges in Good Condition
- % of NHS Bridges in Poor Condition



Pavement	ODOT 2 Yr. Target	ODOT 4 Yr. Target	ERPC MPO Current
Percentage of Interstate Pavements in Good Condition	N/A	50%	65%
Percentage of Interstate Pavements in Poor Condition	N/A	1%	0%
Percentage of Non-Interstate NHS Pavements in Good Condition	35%	35%	86%
Percentage of Non-Interstate NHS in Poor condition	3%	3%	2%
Bridge	ODOT 2 Yr. Target	ODOT 4 Yr. Target	ERPC MPO Current
Percentage of NHS Bridges by deck area in Good condition	50%	50%	54%
Percentage of NHS Bridges by deck area in Poor Condition	5%	5%	0%

System Performance Report – PM3 System Performance, Freight Movement, Air Quality

*System performance, freight movement, air quality

Required Targets

Interstate Travel Time Reliability

Non-Interstate NHS Travel Time Reliability

Freight Reliability Measure

CMAQ – Emissions reductions

Travel Time Reliability	ODOT 2 Yr. Target	ODOT 4 Yr. Target	ERPC MPO Current
Interstate Travel Time Reliability	85% of system LOTTR <1.50	85% of system LOTTR <1.50	100% of system LOTTR <1.50
Non-Interstate NHS Travel Time Reliability	N/A	80% of system LOTTR <1.50	69.7% of system LOTTR <1.50
Freight Movement	ODOT 2 Yr. Target	ODOT 4 Yr. Target	ERPC MPO Current
Interstate Truck Travel Time Reliability Index	TTTR<1.5	TTTR<1.5	TTTR =1.07

System Performance Report – PM3 System Performance, Freight Movement, Air Quality (cont'd.)

Lorain County portion of Vermilion is only part of 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 2018-08).

CMAQ On-Road Mobile Source Emissions	Current (Statewide)	ODOT 2 Yr. Target	ODOT 4 Yr. Target
Volatile Organic Compounds Total Emission Reduction	5 yr avg - 85.90 kg/day	69 kg/day	69 kg/day
Nitrous Oxide Total Emission Reduction	5 yr avg - 671.31 kg/day	537 kg/day	537 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	5 yr avg - 44.97 kg/day	36 kg/day	36 kg/day

System Performance Report - 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 - Rural transit provider, receives FTA 5311
 - 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 - Transit Performance Measures (cont'd.)

- 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)



System Performance Report - Transit Performance Measures (cont'd.)

FACILITIES		
Asset Class (NTD)	Performance Target	2018 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; 31% were evaluated in 2018

EQUIPMENT			
Asset Class (NTD)	Asset Class (ODOT)	Performance Target	2018 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	2018 Results
Automobile	Automobile (AO)	30% older than 8 years	20%
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)	21% older than 14 years	0%
Cutaway Bus	LTL/LTN, LTV, LTV-FS, LTV-HC, LTV-N, LTV-S	2% older than 10 years	8%
Van	Accessible Vans (AV); (BSV); Converted Vans (CV); Modified Mini Van (MMV); (MV-1); Mini Vans (SMV)	10% older than 8 years	23%

Erie County Metropolitan Planning Organization



2045 LONG-RANGE TRANSPORTATION PLAN

Appendix G Past Plans and Studies

The following plans were reviewed and referred to during the 2045 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 Line 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 consist 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 regard 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
- Expand transit service throughout Vermilion Township
- Construct bike paths along US 6
- Realign of Darrow Road east of Furnace Road near Bridge V-24
- Conduct an Access Management Plan on the SR 60 Corridor
- Construct sidewalks between Kneisel and Haber Roads on the west side of the SR 60 Corridor
- Expand bike paths along the SR 60 Corridor between SR 2 and US 6

*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.
- Develop a business park on Huron-Avery Road
- Develop an airport at NASA
- 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
- Take steps to make sure that future development is guided in a manner that produces orderly and compatible land uses
- Continue to update local zoning codes and subdivision on an ongoing basis
- Implement the recommendations of the US 250 Safety and Congestion Study
- 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
- Create a new east-west road connection between US 250 and SR 4
- Preserve/widen Old Railroad Road to accommodate commercial truck traffic
- Support a new runway with internal roadway network at NASA Plum Brook Research Station
- On Perkins Avenue (between Camp Street to 50th Street) upgrade signals
- Undergo a grade separation at SR 60 in downtown Vermillion
- At SR 601/Downtown Milan conduct an Access Management Study
- Establish a regional freight working group consisting of both public and private sector freight stakeholders, focused on infrastructure, workforce development, safety, security and technology
- Continue supporting ferry service funding through the Ferry Boat Discretionary Program from the City of Sandusky and the City of Vermilion to Cedar Point and the Islands

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

Interchange Zone

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

- Establish a “welcome to” gateway sign at the terminus of the eastbound exit ramp on the east side of SR 60
- Convert the plain concrete medians along SR 60 to curbed landscaped medians
- Collaborate with Paper Moon Vineyards on the creation of vineyards along the SR 2 and SR 60 frontage
- Provide a suitable clear zone distance along any enhancements within or adjacent to high speed roadways
- Coordinate with ODOT on the possibilities for future overpass enhancements
- Consider opportunities to collaborate with LESI on similar branding at the SR 60 Interchange
- Consider a ramp to eliminating the westbound to northbound slip ramp to reduce the speed of traffic approaching the Township/ Commercial Zone to the north

The Township/Commercial Zone

- Increase opportunities for alternative modes of transportation through future public right-of-way enhancements
- Provide consistent street and sidewalk lighting with new standard light fixtures and poles
- Introduce banners to light poles to celebrate the corridor as a community gateway and promote community events
- Consider the realignment of property access points, elimination of redundant access points, maximum driveway widths and cross-access connections for adjacent properties in order to minimize conflicts and maximize vehicular safety within the corridor
- Traffic signals should be considered only where warranted and where they can be properly spaced to coordinate with adjacent signals in the future at Twp. Hwy. 72 (Kneisel Road), Wine Street and Sailorway Drive
- Provide and maintain ADA compliant crosswalks where sidewalks cross intersecting streets

The City/Residential Zone

- Increase opportunities for multiple modes of transportation through future public right-of-way enhancements
- Provide consistent street and sidewalk lighting with the standard light fixture and pole from downtown Vermilion
- Introduce banners to light poles to further strengthen the visual connection to downtown and promote community pride and events
- Study installing a combined signalized intersection at South Street with Grand Street
- Evaluate the need for a turn lane at Sailorway Drive
- Provide and maintain ADA compliant crosswalks throughout the corridor

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

Sandusky Middle School:

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

Mills Elementary School:

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

Osborne Elementary School:

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

Hancock Elementary School:

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

Ontario Elementary School:

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

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

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

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

Performance Management

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

Leveraging Resources

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

Asset Management

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

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

Freight Network

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

Future Funding

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

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

Transit Needs

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

Climate Variability

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

Bicycle and Pedestrian Network

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

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

Planning Partnerships

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

Regional Transportation Needs

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

Strategic Transportation System

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

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

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

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

Woodlands Elementary School

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

McCormick Jr. High School

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

visibility and install signage in the crosswalk on Ohio Street

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

Shawnee Elementary School

- Installing/upgrading crosswalk and pavement markings/signage at: Cleveland Road school driveways, Washington Avenue and Lincoln Avenue
- Installing radar feedback speed signs at: Cleveland Road school driveways, Washington Avenue and Kiwanis Avenue
- Installing a new sidewalk along south side of the road and filling in the gaps in the network along north side from Gateway Boulevard to Anchorage Drive on Cleveland Road (from Lincoln Avenue to Heron Drive)
- Installing a new sidewalk along the west side of Berlin Road from Cleveland Road to Sprowl Road
- Installing a new sidewalk along the north side of Berlin Road on Sprowl Road (from Berlin 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 2040 Long-Range Transportation Plan, 2015: 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
- Realign Johnson Street and Sandusky School's access drive
- Install Rectangular Rapid Flashing Beacons
- Install school zone flashers on SR 4
- Full traffic signal reconstruction at the Pierce Street intersection
- Investigate drainage on the railroad underpass
- Reprogram lighting on the railroad underpass
- 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 side path begins at East Bayview Drive and Barret Road
- The side path adjusts to a widened asphalt sidewalk with a raised curb buffer for a majority of the length of Barret Road, returning to a side path near the beginning of Venice Road
- At the Edgewater Avenue intersection with Venice Road, the asphalt side path continues along the east and south side of Edgewater Avenue/Monroe Street
- The side path 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 side path 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 side path 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 side path 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 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 side path 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 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

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)
- Address Road (from SR 61 to the county line)