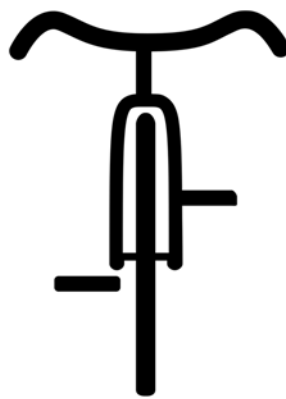


Erie County Bicycle and Pedestrian Plan Update 2020



Prepared by :

Erie County Regional Planning Commission

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Date: 2020

Funding for the development of this plan was provided jointly by the Federal Highway Administration, the Ohio Department of Transportation, and local units of government. The contents of this report do not reflect the official view and/or policies of the Federal Highway Administration nor the Ohio Department of Transportation.



Table of Contents

Chapter One: Introduction	1
Chapter Two: Goals.....	7
Chapter Three: Existing Programs.....	18
Chapter Four: Recommended Programs.....	28
Chapter Five: Existing Infrastructure.....	34
Chapter Six: To be Constructed Infrastructure.....	59
Chapter Seven: Recommended Infrastructure.....	74
Chapter Eight: Implementation.....	125
Chapter Nine: Public Outreach.....	131
Chapter Ten: Conclusion.....	140
Definitions.....	141
Appendix A.....	Public Outreach Documents
Appendix B.....	Steering Committee Documents
Appendix C.....	Safety Study/Cost Estimates

Chapter One- Introduction

Bicycle and Pedestrian Plan History:

The Erie County Regional Planning Commission created the original Erie County Bicycle and Pedestrian Plan in late 1999 in response to a local bicycle fatality which garnered the community's interest in bicycle and pedestrian planning. Since 1999 there have been many changes in the Metropolitan Planning Organization's (MPO) region including changes in infrastructure, social organizations, federal laws and the regional perspectives toward bicycling and walking. In 2014 the plan was again updated and modernized with the assistance of the steering committee. This plan incorporates these elements and brings the plan up to date once again with the current needs and conditions of the area.

Erie County Regional Planning Commission Metropolitan Planning Organization (ERPC MPO):

The ERPC MPO was created in 2003 as a result of a Federal statute that states every urbanized area with a population of more than 50,000 must establish an MPO. The 2000 Census revealed that the Sandusky Urbanized Area had a population of over 50,000 people and as a result the ERPC MPO was created. The Erie County Regional Planning Commission (ERPC) is the handling agency for the MPO and it takes care of the day to day MPO administrative work.

The ERPC MPO's jurisdiction covers all of Erie County and the Lorain County portion of the City of Vermilion. During the 2010 Census, it was revealed that the MPO area's (Sandusky urbanized) population had fallen to less than 50,000. However, due to the continued support on the local, state and federal levels ERPC maintains its designation as an MPO. The ERPC MPO is responsible for transportation planning for highways, public transit and bikeways as defined in the current transportation law (Fixing America's Surface Transportation Act) which was passed in 2015. FAST authorizes all federal transportation funds including those the MPO receives. This plan is supported and approved by these committees.

The MPO is governed by a Technical Advisory Committee (TAC) and a Policy Committee. The Policy Committee administers and develops regional transportation policies, plans and programs and directs the continuing, comprehensive, and cooperative transportation planning process. The MPO Policy Committee's duties are to serve as the main transportation planning organization in the county and to manage all federal transportation dollars that come into the area.

Plan Purpose:

The purpose of the plan update is to include any existing and projected future changes in the bicycle/pedestrian framework. The final plan will be worked into in the 2045 Long Range Transportation Plan (LRTP) Update. The LRTP is a document that forecasts transportation improvements over a 25 year period federally mandated to be updated every five years with the next update scheduled for 2020. The LRTP also provides the blueprint from which the area's short range Transportation Improvement Program (TIP) is developed. The TIP identifies the highway, transit, bikeway and pedestrian projects scheduled to be constructed over a four-year time frame. The LRTP may also be amended according to available federal, state and local funding. The ambition of the LRTP is the development of an intermodal transportation system, one that is efficient, fiscally sound, and environmentally friendly.

The plan may also be used as a planning guide for local jurisdictions and a tool for future studies/projects as applicable. Throughout the planning process local plans were reviewed in order to obtain a unified planning process that reflects the planning area as a whole.

Plans Reviewed:

Plans that were reviewed and considered during the construction of this plan update includes:

City of Huron:

Safe Routes to School Travel Plan Huron, completed 2013

City of Sandusky:

Safe Routes to School Travel Plan Sandusky, completed 2013

City of Sandusky Bay Pathway Plan, completed 2018

Erie County:

2040 Erie County Long Range Transportation Plan, completed 2015

Erie County Bicycle and Pedestrian Plan, completed 2014

Erie County State Route 4 Planning Study, completed 2015 and Safety Study, completed 2017

Erie County State Route 6 Corridor Study, 2019

Perkins Township:

Safe Routes to School Travel Plan Perkins Township, completed 2011

Vermilion:

Safe Routes to School Travel Plan Vermilion, completed 2013

Village of Milan

Safe Routes to School Travel Plan Edison Schools, completed 2017

Ohio Department of Transportation:

Bicycle and Pedestrian Program, 2018

Regional

Lakefront Connectivity Transportation for Livable Communities Initiates Trail, 2017

Planning Process:

While writing this plan staff used and applied recommendations for bicycle and pedestrian planning as suggested by the Federal Highway Administration (FHWA)¹. These recommendations included:

- Establishing a Vision, Goal Statements and Performance Criteria Assessment of the Current Conditions and Needs

¹ Bicycle and Pedestrian Planning, 2010

Erie County, Ohio
Bicycle and Pedestrian Plan Update 2020

- Having an Assessment of the Current Conditions and Needs
- Identifying Activities Required to Meet the Vision
- Implementing the Bicycle/Pedestrian Elements into the MPO Transportation Plans/ Transportation Improvement Program (TIP)
- Evaluating Progress
- Engaging in Public Involvement

In addition to incorporating these suggestions, MPO staff also prepared a plan timeline showing the anticipated planning process as highlighted below.

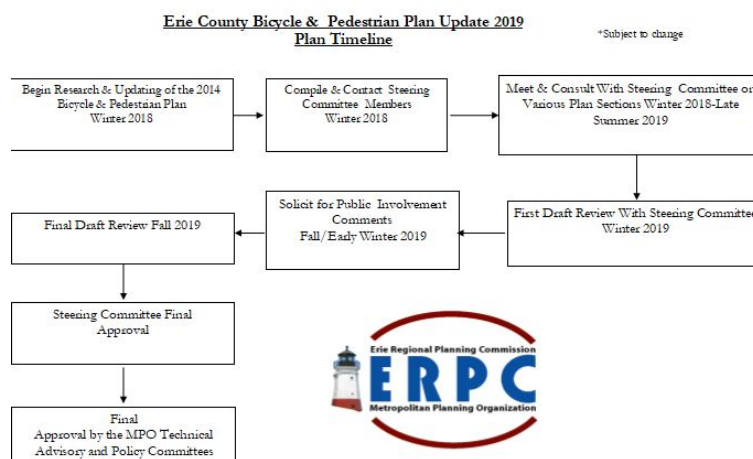


Figure 1A: Erie County Bicycle and Pedestrian Plan Update Planning Process

Plan Goals and Performance Measures:

Staff reviewed goals from the last plan update (2014) as part of the performance measures required by federal legislation. Of the goals and strategies listed approximately 92% were completed.

Within the new plan, seven goals were created with guidance from the steering committee who chose to utilize the same structure as the 2014 plan. The goals were structured in a performance measure

format and were set up as follows: having an objective(s), performance measure(s), strategies and listing an implementation plan. The goals and actions listed for the plan update are as follows:

1. Plan Updates-Continue to maintain the plan:

Objectives (2), Performance Measures (2), Strategies (2) and Implementation (2)

2. Continue and Expand Communication-Continue to work with locals on active transportation issues:

Objectives (2), Performance Measures (4), Strategies (4) and Implementation (6)

3. Support/Promote Bicycle and Pedestrian Safety:

Objectives (4), Performance Measures (6), Strategies (5) and Implementation (8)

4. Promote Tourism/Economic Development-Continue working with local agencies to promote active transportation:

Objectives (1), Performance Measures (2), Strategies (2) and Implementation (4)

5. Increase Multi-Modal Transportation Network Opportunities-Assist with bolstering active transportation when feasible:

Objectives (1), Performance Measures (3), Strategies (4) and Implementation (3)

6. Encourage Pro-Active Planning and Design-continue to support active transportation:

Objectives (1), Performance Measures (2), Strategies (4) and Implementation (4)

7. Plan Implementation-implement items listed in the plan:

Objectives (1), Performance Measures (1), Strategies (3) and Implementation (2)

Existing, To Be Constructed and Recommended Infrastructure and Programs:

The bulk of the plan consists on an analysis of the current programs and infrastructure the planning area contains including those with dedicated funding that are scheduled to occur.

Programs: Programs are discussed first within the plan and then infrastructure was addressed. More of program creation be found under Chapter Nine: Public Outreach under the survey section.

Constructed and to Be Constructed Infrastructure: In total, 30 facilities were identified as being already in place spanning approximately 44.5 miles. Each facility was assigned a description depicting where it is located, how long it is and what infrastructure it contained. In regards to projects that were scheduled to be constructed, 16 projects were identified. Since some components of the projects are still fluid, an exact length is not known, but an estimate of 16.3 miles of future infrastructure was recorded. Excluded from these numbers are approximately 50 miles of bicycle route proposed by the Ohio Department of Transportation. These routes were historically recommended by the MPO Policy

Committee to be designated as state bicycle paths pending local governing body's approval. These routes were utilized in Chapter Seven: Recommendations, as justification for the creation of routes.

Recommended Infrastructure: Following the existing and to be constructed infrastructure recommended routes were discussed. Several factors were considered during the creation of the recommendation process. A scoring sheet was created and utilized in addition to cost estimates. Some of the components of the scoring sheet consisted of public support, steering committee support and pre-existing planning.

Implementation:

In total, there were 18 routes recommended with a combined planning estimate of \$34 million in improvements measuring approximately 190 miles in length with 19 miles in alternative routes. Alternative routes were created by public comments on the plan and noted with the intent of further looking into the alternative areas if work would be done on that route. From the planning cost estimates staff also created timeframes based on the feasibility of completing a project within an allotted amount of time. A chart showing these timeframes is listed within Chapter Eight: Implementation. In total there were four long-term projects approximately totaling \$31.5 million; one mid-long term project totaling \$1.2 million; five mid-term projects totaling \$3 million and eight short-term projects totaling one million.

Public Outreach:

Steering Committee: Staff compiled a list of suggested community members that had various bicycle and pedestrian related backgrounds to serve on the steering committee. In total, 23 members accepted the invitation and the committee began meeting in the winter of 2018. Steering committee members assisted in guiding the MPO staff throughout the planning process. The 2020 Bicycle and Pedestrian Plan Update Steering Committee in total met together six times throughout the creation of the plan. Members were from a mix of backgrounds ranging from the citizens to local non-profits. More on the steering committee can be found in Chapter Nine.

Public Meetings: Two public meetings were held during the planning process. Prior to each of these meetings materials were available online. Meeting flyers were also placed on Erie County's social media sites and posted throughout county owned buildings. A meeting announcement was also placed in the local paper, the Sandusky Register for the second meeting. Comments from both meeting were forwarded to the steering committee for consideration after the comment periods were over.

The first public meeting and comment period started with a meeting on 10/21/19 at the Services Center at 2900 Columbus Avenue in Sandusky, Ohio. At the meeting staff was available to discuss the completed draft chapters and solicit the public's opinion. During comment period a worksheet was available to vote on which proposed infrastructure routes they (the public) felt would be most beneficial to the planning area through 11/11/19. These were listed within the plan as alternatives.

Erie County, Ohio
Bicycle and Pedestrian Plan Update 2020

A final public meeting was held on 12/2/19 to present the final draft plan. The public meeting time comment period for the review of the draft plan spanned from 12/2 to 12/30. Public comments received during the comment period were included in the plan. After considering and reviewing the plan the steering committee recommended it for consideration by the MPO Policy and TAC committees in January 23rd, 2020. Materials from both of these meeting can be found in Appendix A.

Surveys: Other public outreach efforts included conducting a user survey early in the planning process. The purpose of the survey was to gain a better understanding of the needs and current environment of the local bicycle and pedestrian communities. In total, there were two surveys, one for bicyclist and one for pedestrians. In total, 89 walking and 90 bicycling surveys were collected. A copy of the surveys can be found in Appendix A. The data received from the surveys was utilized in the program recommendation section of the plan.

Final Approval and Plan Accessibility:

Upon the plan steering committee's recommendation to the MPO TAC and Policy Committees for the plan's final approval; on January 23rd, 2020 through Resolution 2020-01. A copy of the Resolution can be found in Appendix A. The plan will be housed on the ERPC's website and available as requested at the following location:

Erie County Regional Planning Commission
2900 Columbus Avenue
Sandusky, OH 44870 Ph: 419.627.7792

Planning@ErieCounty.Oh.Gov

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

Contact: Nicole Grohe NGrohe@ErieCounty.OH.Gov or Steve Poggiali SteveP@ErieCounty.OH.Gov

Next Update: 2025 Update

Chapter Two- Committee Goals

This chapter will review the goals that were set in 2013 Bicycle and Pedestrian Plan Update and discuss the new goals set for the 2020 plan.

2013 Goals

Methodology

In 2013 seven goals were created for the Bicycle and Pedestrian Plan Update. Planning staff worked with the Bicycle and Pedestrian Plan Update Steering Committee during the goal creation process. Planning staff followed a model¹ from the Federal Highway Administration (FHWA) in anticipation that the plan would be in compliance with the current transportation act, Moving Ahead for Progress in the 21st Century (MAP-21). Goals were set up as follows:

Goal Format Example	
Objective(s)	Consists of the overall goal.
Performance Measure(s)	Consists of how the objective(s) can be met in the form of a measurable action(s).
Strategy(ies)	Consists of what action(s) will be taken to achieve the goal.
Implementation	Consists of who will perform the action and by when.

Chart 2B: Goal Formation Process

The 2013 plan goals are discussed in this section so that a performance review can be conducted to see how effectively the performance measures were implemented. Performance measures that have been reached since the 2013 Bicycle and Pedestrian Plan Update are listed below. If a measure was considered as being “in process” staff considered it as completed for reporting purposes. Please note that X=not completed and ✓=completed or in process.

2013 Bicycle and Pedestrian Plan Update Goals

Goal 1: Plan Updates:

Performance Measures:

- ✓ Complete the 2020 BPP Update (in process)
- ✓ Complete the 2040 LRTP (completed)

Implementation:

- ✓ Staff begins work on updates in 2019 (in process)

¹ ODOT Central Office

Goal 2: Continue and Expand Communication:

Performance Measures:

- ✓ Establish a stakeholder and public meeting list (completed)
- ✓ Establish a list of contacts of local bicycle and pedestrian groups (completed)

Implementation:

- ✓ Staff makes copies of the BPP upon completion and sends to relevant agencies within a year of approval by the MPO policy committee (completed)
- ✓ Once the BPP is completed, staff asks for recommendations from the MPO committees for bicycle and pedestrian stakeholders to add to the bicycle and pedestrian contact list. Staff will update the list as needed (completed)
- ✓ Staff informs stakeholders of bicycle and pedestrian news quarterly via *The Planning Press* newsletter articles (now run bi-annually, completed)
- ✓ Staff researches and summarizes their findings regarding local contact information for local bicycle and pedestrian groups and post on the web. Staff updates this information as needed (completed)
- ✓ Staff creates a presentation summarizing the most recent BPP. Staff presents the presentation as requested (completed)

Goal 3: Support/Promote Bicycle and Pedestrian Safety:

Performance Measures:

- ✓ Increase public access to safety related classes and materials (completed)
- ✓ Increase staff's knowledge of bicycle and pedestrian safety (completed)
- ✓ Exchange any relevant information with local law officials (completed)
- ✓ Identify a list of applicable state and local agencies (completed)

Implementation:

- ✓ Staff will create a list of local bicyclist and pedestrians needs and safety concerns with the bicycle and pedestrian steering committee and forward this information to law enforcement and other government agencies (completed)
- ✓ Staff will expand bicycle and pedestrian components in the next MPO Annual Safety study (completed)
- ✓ Staff will keep and maintain a library of bicycle and pedestrian related safety materials in the office and will make it available by request (completed)
- ✓ Staff will maintain the ERPC website to house information on bicycle and pedestrian practices (completed)
- ✓ Staff will announce any relevant bicycle or pedestrian related safety training to the Citizen Advisory/Safety Committees (completed)
- ✓ Staff will attend bicycle/pedestrian related classes as staffing levels and time allow (completed)

Goal 4: Promote Tourism/Economic Development:

Performance Measures:

- ✓ Increase bicycle and pedestrian tourism in the MPO region (completed)

Implementation:

- ✓ Staff will create a power point for presentation highlighting the bicycle and pedestrian amenities in the area (completed)
- ✓ Staff will send the power point to economic and tourist related agencies to use (completed)
- ✓ Staff will be available to present information on the BPP as requested (completed)
- ✓ Staff will create a pamphlet and other marketing materials with the economic and tourist related agencies when possible (completed)

Goal 5: Increase Multi-Modal Transportation Network Opportunities:

Performance Measures:

- X Analysis of bicycle and pedestrian conditions including a level of service ratings for all roads in the MPO area²
- ✓ Conduct bicycle and pedestrian counts in high traffic areas as staffing levels allow (completed)

Implementation:

- X Have staff set up a matrix and rating system as staffing levels permit
- ✓ Have staff and the bicycle and pedestrian steering committee conduct bicycle and pedestrian counts in high traffic areas (completed)
- X Send the results of the conditions survey and counts to local jurisdictions and relevant government agencies

Goal 6: Encourage Pro-Active Planning and Design:

Performance Measures:

- ✓ Communicate and assist relevant agencies and jurisdictions regarding design standards (completed)
- ✓ Modify the TIP scoring sheet to support bicycle and pedestrian projects (in process)

Implementation:

- ✓ Staff will gather bicycle and pedestrian related materials and will house them in office. Materials will be available through hard and electronic copies (completed)
- ✓ Staff will maintain an active transportation website that will contain information on bicycling and walking (completed)
- ✓ Staff will relay information to local jurisdictions in discussions regarding the bicycle and pedestrian steering committee as requested (completed)

² This is further explained in the Definitions Chapter

Goal 7: Plan Implementation:**Performance Measures:**

- ✓ Create a standing bicycle and pedestrian committee to assist with implementing the recommended projects from the BPP (completed)

Implementation:

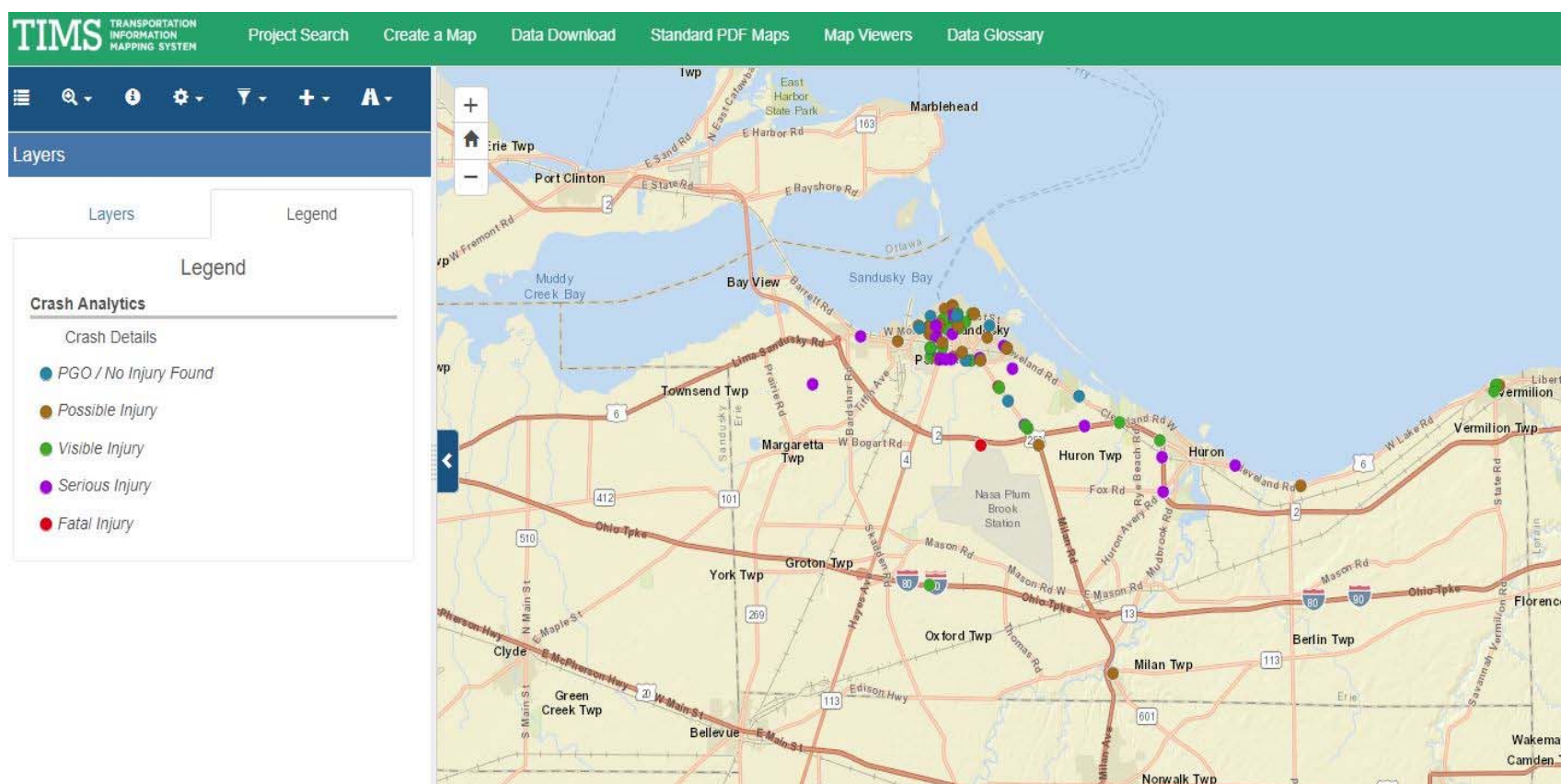
- ✓ Staff will call the recommended people and schedule a meeting for the group (completed)
- ✓ Staff will set-up meetings once the group is established and will set up at least two meetings per year (completed)

ERPC staff and the steering committee reviewed each of the plan goal's performance measures and implementation steps. Below is a summarized report of what was achieved in the last five years from the 2013 plan.

Goal Number	Description	Number of Performance Measures	Completed Measures	% Achieved
1	Plan Updates	1	1	100%
2	Continue and Expand Communication	2	2	100%
3	Support/Promote Bicycle and Pedestrian Safety	4	4	100%
4	Promote Tourism/Economic Development	1	1	100%
5	Increase Multi-modal Transportation Network Opportunities	2	1	50%
6	Encourage Pro-Active Planning and Design	2	2	100%
7	Plan Implementation	1	1	100%
Total		13	12	92%

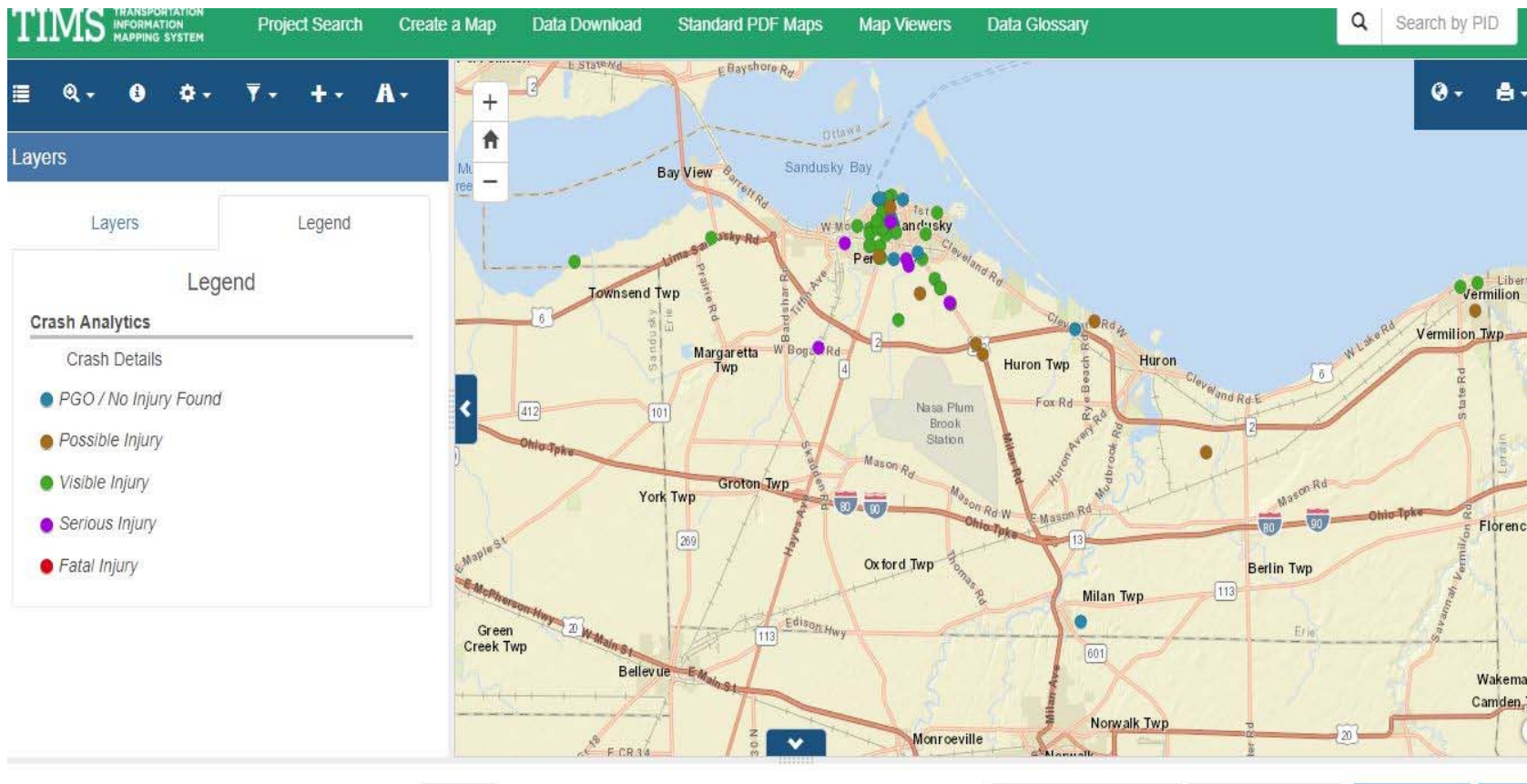
Chart 3B: 2013 Goal Review**Conclusion**

As reviewed, the majority of the performance measures were reached. Supporting this data staff found that crash numbers involving bicycle and pedestrians in the planning area decreased from 85 in 2013-2015 to 68 in 2016-2018 (approximately a 20% reduction). Numerous factors go into what creates a crash and it is unknown exactly what type of impact the efforts from the Bicycle and Pedestrian Plan had on these numbers, but this information does support this report. It is hopeful that the accidents numbers will continue to decline through planning and other safety efforts county-wide. A more detailed look at the current safety figures will be examined in the next chapter.



Map 1B: Bicycle and pedestrian accidents from 2013-2015³

³ ODOT TIMS System, 2019



Map 2B: Bicycle and pedestrian accidents from 2016-2018⁴

⁴ ODOT TIMS System, 2019

2020 Bicycle and Pedestrian Plan Goals

Federal Legislative Changes

In 2015 another federal transportation bill was passed. This bill is called the Fixing America's Surface Transportation System and is also referred to as the FAST Act. The FAST Act also prescribes that performance measures be utilized in planning efforts. As a result of this, the same format that was used in the 2013 plan update will be used in this plan.

Since the passage of the FAST Act performance measures have become more specific about what and how activities should be measured. Under federal legislation MPO's must adopt their own performance measures. The Ohio Department of Transportation must also create performance measures. In regards to this plan Performance Measure one is examined as it directly correlates. ODOT adopted measures which aims for an overall reduction of one percent decrease across all five measures listed in the chart below. Following tradition to date, the MPO Policy Committee chose to support the state's measures in September of 2018 passing a resolution supporting the state's targets as listed below.

Safety	ODOT 2018 Target	Statewide Current	ODOT 2019 Target
Number of Fatalities	1,051	1,083	1,062
Number of Serious Injuries	9,033	9,013	8,834
Rate of Fatalities	0.91	0.93	0.91
Rate of Serious Injuries	8.01	7.76	7.60
Frequency of non-motorized fatalities and non-motorized serious injuries	840	853	836

Chart 2B: Non-motorized performance measures adopted by the ODOT

2020 Goals

Staff and the steering committee underwent a goal review process. The creation of the goals for the 2019 plan followed a similar pattern as the 2013 plan did. The goals were presented to the plan steering committee. The committee elected to maintain the same goal format and staff worked to update them to more accurately reflect current conditions. The goals within the plan lay out the framework of what the committee would like ERPC staff and the Bicycle and Pedestrian Steering Committee to work on in the future. The committee also considered how these goals would support ODOT in reaching the overall 1% reduction in the safety measures listed above. The committee discussed that although the MPO

does not directly have an impact on these measures, it does have an indirect impact with supporting activities. Indirect methods include promoting bicycle and pedestrian safety education, emphasis on funding pro-safety projects etc. Please note that goals are not numbered in order of importance. The goals for the 2020 Bicycle and Pedestrian Plan Update are as follows:

Goal 1: Plan Updates:

Objectives:

- Update the Bicycle and Pedestrian Plan Update (BPPU) every five years
- Ensure the most recent ERPC Long Range Transportation Plan (LRTP) includes information from the most recent BPP and vice-versa

Performance Measures:

- Complete the 2024 Bicycle and Pedestrian Plan Update by 2024
- Complete the 2045 LRTP by 2024

Strategies:

- Work with the Bicycle and Pedestrian Advisory Committee to write the 2024 BPPU
- Check compatibility of the LRTP and BPPU

Implementation:

- Staff begins work on the BPPU in 2023
- Staff verifies that the non-motorized section of the 2045 LRTP is compatible with the most recent BPPU plan

Goal 2: Continue and Expand Communication:

Objectives:

- Correspond with jurisdictions and related agencies on bicycle and pedestrian issues
- Foster and create opportunities to reach out to relevant parties

Performance Measures:

- Maintain the stakeholder and public meeting list (ongoing)
- Maintain a list of contacts of local bicycle and pedestrian groups (ongoing)
- Present bicycle and pedestrian related material as requested (ongoing)
- Maintain the active transportation website (ongoing)

Strategies:

- Forward copies of the updated BPPU to jurisdictions and relevant bicycle and pedestrian agencies once completed
- Continue to stay in contact with local jurisdictions and public officials in an effort to identify stakeholders, local bicycle and pedestrian groups

- Have presentations and materials ready to present upon request
- Solicit for more committee members

Implementation:

- Staff places the BPPU on ERPC's website upon completion and sends it to relevant agencies upon approval by the MPO Policy Committee (hard copies will also be available upon request)
- Staff continues to inform stakeholders of bicycle and pedestrian news via *The Planning Press* newsletter articles and other methods
- Staff creates an updated presentation regarding the BPPU and other related materials and presents it as requested
- Staff ensures that bicycle and pedestrian related resources are accessible and accurate as resources allow including the active transportation website
- A presentation of the plan or other bicycle and pedestrian related materials is available and ready to present
- Staff continues meeting with the Bicycle and Pedestrian Advisory Committee and continues soliciting for new committee members via e-mails, presentations and other methods

Goal 3: Support/Promote Bicycle and Pedestrian Safety:

Objectives:

- Increase bicycle and pedestrian safety awareness
- Support local law enforcement engagement with the bicycle and pedestrian community
- Support activities that increase motorist's awareness of bicyclist and pedestrians and vice versa
- Improve communication with local and state agencies relative to local bicyclist' and pedestrian's needs and safety

Performance Measures:

- Safety related classes and materials are available to the public and local agencies (ongoing)
- The active transportation website is maintained (ongoing)
- Communication is maintained with local law officials or related agencies via meeting or other methods (ongoing)
- Safety presentations are available (ongoing)
- Displays and presentations have occurred within the community supporting safety (ongoing)
- Bicycle and pedestrian grant funding and/or materials have been obtain to utilize locally (ongoing)

Strategies:

- Communicate with local agencies and the public about bicycle and pedestrian materials through the distribution of educational materials, presentation and other methods as applicable
- Assist other agencies to promote safety as resources allow

- Keep presentation and hand out materials up to date
- Continue the bicycle and pedestrian count program and provide data to the Ohio Department of Transportation as resources allow
- Contact media outlets to learn about the public service announcement (PSA) process

Implementation:

- Continue to increase staff's and committee members knowledge of bicycle and pedestrian safety methods by attending training, webinars or other related events/meetings
- Hard copy safety materials is distributed publicly by staff and other related agencies
- Submit or assist other agencies with grant writing for bicycle and pedestrian safety related activities and/or materials
- Update the website and check for outdated materials periodically
- Continue to present bicycle and pedestrian safety presentations as requested
- Announce any relevant bicycle or pedestrian related safety trainings publicly through social media or other methods
- Participate in bicycle and pedestrian counts as resources allow
- Draft a PSA and send it to the local media outlets

Goal 4: Promote Tourism/Economic Development:

Objectives:

- Promote a marketing campaign to increase bicycle and pedestrian activity in the MPO region

Performance Measures:

- Increase tourism generated revenue to the area especially by bicycle and pedestrian related means (ongoing)
- Maintain involvement with economic and tourist related contacts to distribute safety information (ongoing)

Strategies:

- Maintain a list of local tourist and economic related agencies and invite them to participate in the advisory committee
- Continue to communicate with local economic and tourist related agencies about the benefits of bicycling and pedestrian activities

Implementation:

- Keep presentations up to date and send to economic and tourist related agencies to utilize and distribute as seen fit

- Be available to present information on the economic impact of bicycling and walking as requested
- Staff will invite related economic and tourism contacts to participate in the advisory committee
- Staff will continue to communicate with related economic and tourism contacts via e-mail, meetings or other methods

Goal 5: Increase Multi-Modal Transportation Network Opportunities:

Objectives:

- Increase multi-modal transportation use and options available within the MPO and surrounding area

Performance Measures:

- Support educational efforts supporting active transportation methods
- Create an analysis of bicycle and pedestrian conditions including a level of service ratings for all roads in the MPO area and make it publicly available
- Support projects maintaining or creating bicycle and walking infrastructure regionally

Strategies:

- Gather and maintain educational material
- Create a matrix and rating system for the bicycle and pedestrian facilities in the MPO area and share
- Show case projects that create active transportation opportunities in presentations etc.
- Maintain communication with regional partners that are involved with active transportation efforts

Implementation:

- Set-up a matrix and rating system of all MPO roads
- Distribute educational material to the public and other related agencies
- Assist and support local and regional jurisdictions and agencies in obtaining funding for active transportation infrastructure creation and maintenance

Goal 6: Encourage Pro-Active Planning and Design:

Objectives:

- Encourage pro-bicycle and pedestrian design standards

Performance Measures:

- Communicate and assist relevant agencies and jurisdictions with design standards and best practices

- Complete the modification of the Transportation Improvement Program (TIP) scoring sheet to support bicycle and pedestrian projects highlighting complete streets concepts

Strategies:

- Maintain the library of bicycle and pedestrian related materials to allow for review of materials as desired
- Modify the MPO TIP scoring sheet to emphasize pro-bicycle/pedestrian projects
- Continue to invite local jurisdiction's engineers, planners and other government officials to participate in the MPO bicycle and pedestrian steering committee
- Work towards Implementing a complete streets policy through the MPO through the TIP scoring sheet update process

Implementation:

- Staff will continue to gather and maintain bicycle and pedestrian related materials and will house them in office and online. Materials will be available through hard and electronic copies
- Staff will remain involved with the MPO TIP scoring sheet update process and encourage the committee to consider complete street concepts
- Staff will continue to relay best practices in discussions and presentations when feasible
- Staff will offer support other agencies with implementation of best practices as resources allow

Goal 7: Plan Implementation:

Objectives:

- Attempt to implement recommended performance measures as listed above

Performance Measures:

- Continue facilitating meetings with the bicycle and pedestrian committee to assist with implementing the recommended projects from the BPPU

Strategies:

- Continue to maintain a list of names for the bicycle and Pedestrian committee at the Policy Committee after the BPPU has been passed
- Maintain and grow committee membership
- Communicate with relevant agencies and the public about topics listed within these goals

Implementation:

- Staff will continue to facilitating the Bicycle and Pedestrian Advisory Committee and work towards goal completion
- Staff will continue to solicit for new advisory committee members and maintain contact with the public and other relevant agencies

Chapter Three-Existing Programs

Existing Bicycle and Pedestrian Education Programs:

Involvement of the ERPC MPO

As the transportation planning agency for the region ERPC MPO is tasked with supporting and promoting different modes of transportation. As a result, Erie County has been engaged in a number of activities focusing on bicycle and walking to benefit residents within the ERPC MPO planning area. Below is a listing of the activities undertaken in Erie County:

- **Active Transportation Month:** Since 2012 Active Transportation Month (ATM) has been facilitated by ERPC and the Office of Human Resources each year during the month of May. The program was created to encourage and educate the public to engage in more active means of transportation such as walking and bicycling instead of using motorized methods of transportation. The month of May was chosen since it is nationally designated as Bike Month. Each year's activities during the month vary and are announced through the ERPC MPO office. Community involvement supporting alternative transportation has been on the rise since the original establishment of the program and has expanded beyond just the month of May.



Figure 1C: Active Transportation Month participant

- **Bicycle and Pedestrian Advisory Committee:** A Bicycle and Pedestrian Advisory Committee (BPAC) was formed as a recommendation from the 2013 Plan Update. The committee has

been meeting quarterly since its inception. In addition to others who have shown interest, committee members have agreed to serve in a volunteer capacity as the steering committee and have assisted staff in many of the bicycle and pedestrian related programs.

- Presentations:** Since Erie County is a tourist heavy area, many workers come during the tourist season to help keep up with the demand. Typically the spring and summer months have various waves of exchange students. Many of these students need some acclimation to American culture including travel behavior. In an effort to make the area safer, staff works with a local foreign exchange group, Alliance Abroad, to discuss walking and bicycling safety in the United States. Staff has also given various presentations to other groups as requested including preschool, Firelands BGSU Elder College classes, and the Erie County Annual County Wellness Luncheon in May.



Figure 2C: Outreach pictures- staff at an outreach event and during a safety seminar

- Website:** A website has been dedicated to active transportation in Erie County under the ERPC MPO's main website. On the active transportation website there is the ability to locate areas that have bicycle and walking facilities. There also is a compilation of local bicycle and pedestrian related information and safety materials. The website address is <https://www.eriecounty.oh.gov/ErieCountyActiveTransportation.aspx>

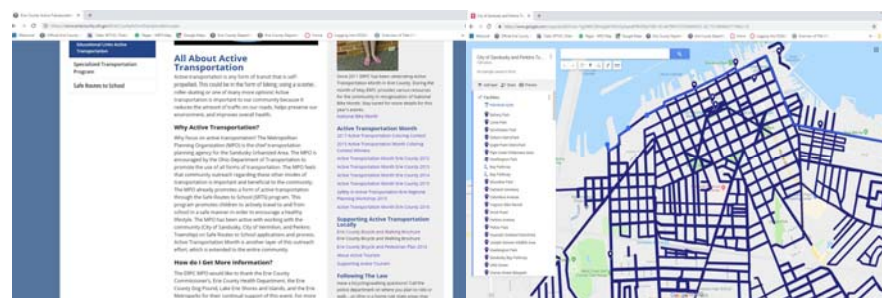


Figure 3C: ERPC MPO's Active Transportation website and interactive map

- **Social Media and Newsletters:** Staff also periodically posts information about bicycling and walking on the department's Facebook page and in the department's bi-annual reports. Social media efforts are used to exchange information and gather public input.



Figure 4C: Snapshot of the ERPC MPO's Facebook Page

- **Educational materials:** Throughout the years staff has also brought in various speakers and workshops to the area. With the help of the bicycle and pedestrian committee, staff has created marketing brochures and presentations that can be utilized at the local level to promote bicycling and walking. This concept ties in with the website and social media efforts. The materials have been distributed county-wide to local agencies and jurisdictions to utilize as a tool. Staff has also compiled an online repository featuring transportation safety related website links and an in-office library which contains bicycling and walking related hard copy reports and documents open to the public during regular business hours.
- **Displays:** Educational display boards about walking and bicycling locally have been created and displayed at various events throughout the county over the years. The boards have been displayed at the Erie County Fair, Erie County Employee Health Fair and the Wightman Wieber Safety Kids Fest. In addition, staff compiles informational bags and handouts that are set out during displays and presentations.

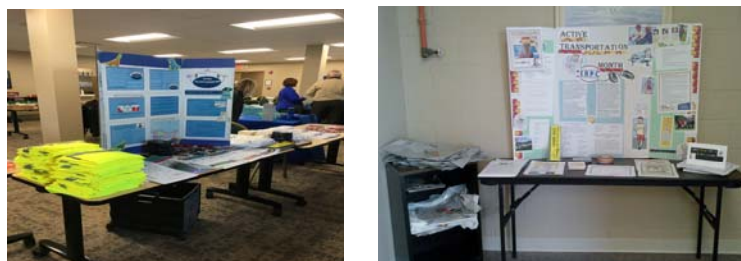


Figure 5C: Display boards at local events

- **Bicycle and Pedestrian Counts:** Periodically, staff and volunteers have participated in taking manual bicycle and pedestrian counts at high traffic areas/crash locations in the county. Counts have been conducted on US 250, near Mall Boulevard, Perkins Avenue, Bogart Road, and in the City of Sandusky at the intersection of Monroe Street and Central Avenue. The locations were determined by ERPC staff who utilized crash data reports from the Ohio Department of Public Safety. The data from these reports included recommendations on improving safety and it has been shared with both the local community and ODOT.



Figure 6C: Bicycle riders on US 250 and an overview of Monroe Street counts location

Events

In addition to general education staff has also been instrumental in organizing local events and activities promoting bicycling and walking.

- **Bicycle Rodeo:** The region came together in 2016 in a joint effort to host a bicycle rodeo with local grant funding. Although it rained the day of the event there still was a large turnout of both participants and sponsors. Mini bicycle safety seminars were presented throughout the day and information was distributed at the Rodeo.
- A **Bicycle Rodeo kit** was created with some of the grant funds and is available to for the community to use free of charge. The kit has a guidebook on how to conduct a bicycle rodeo and contains the tools that would be needed for hosting an event such as cones, chalk and safety vests etc. The kit has been utilized by local jurisdictions (Village of Berlin Heights, Perkins Township) to conduct their own bike rodeos. Staff has assisted with these local bicycle rodeos as requested. Remaining local grant funds were used to purchase educational or bicycle/pedestrian related items for local jurisdiction's bicycle rodeos and for community events



Figure 7C: Collage of pictures from the Bike Rodeo

- Other Grants:** Staff has assisted in writing various grants to obtain bicycle and pedestrian safety materials for the residents of Erie County. Helmets were obtained through a grant awarded by the Ohio Pediatric Association's, "Put a Lid on it" Program. The helmets have been distributed by ERPC and other local agencies (Court Appointed Special Advocates Group, local schools, Perkins Township, Alliance Abroad Group, Erie Metro Parks, Erie County Health Department, and the City of Sandusky). Another local grant was awarded in 2017 to obtain 500 safety vests distributed to the public through local agencies. These grants have truly been regional in success and in effort.



Figure 8C: Safety vests distributed throughout the community

- Bicycle Training:** In 2016 staff teamed up with ODOT and YAY! Bikes, a non-profit based out of Columbus, to offer an interactive hands on approach to local bicycle education. Locals joined staff from YAY! Bikes on a bike ride through the area giving them an in-field experience so local engineers, planners, politicians and others could see how their decisions on infrastructure impact users.



Figure 9C: Pictures from the bicycle training workshop

Other Non-MPO Local Programs

- **Safety Town Programs:** In addition to these programs there also is some regional cooperative education conducted by the schools and safety officers.
 - Perkins Schools provides a Safety Town Program to children entering kindergarten at the elementary school. The program is available every summer and is presented by the school resource officer and the Perkins Police Department. The program is five days long and consists of bicycle and fire safety.
 - Vermilion Schools also provide a Safety Town Program that runs for two weeks in the summer. The program is administered by the Vermilion Police Department and it covers topics similar to the Perkins program. Sandusky Schools sponsor a Safety Program annually for pre-school students during eight days in the summer that lasts 2.5 hours each day. The program addresses travel safety and covers the rules of the road, traffic signs, walking and biking safety.
 - The Village of Berlin Heights Police Department in conjunction with the Berlin Heights Kiwanis also hosts a Safety Town Program for students entering kindergarten in the summer at Edison Middle School. The program covers water, bicycle, playground, fire, bus and household safety. In addition, the children get to meet “safety friends” which includes an introduction to the local police, fire fighters and EMS operators.
 - Margaretta Schools also hosts a Safety Town Program for elementary school children and has an additional bicycle education program for 2nd grade students.
- **Safe Routes to School Program:** Another multiple agency program is the Safe Routes to School (SRTS) program. The SRTS Program is a federal, state and local effort to enable

and encourage children, including those with disabilities, to walk and bicycle to school. The program strives to make bicycling and walking to school safer and more appealing. The program is run through the State of Ohio for students grades K-8. Upon request, the MPO staff assists local jurisdictions with program application and the creation of a School Travel Plan (STP).

Ohio requires communities to develop a STP before applying for program funding through the ODOT. The plan must also be ODOT approved before application for project funding can be submitted. Funding is available for both infrastructure and non-infrastructure activities. Local and regional governments, schools and community non-profit organizations ready, willing and able to implement SRTS initiatives are eligible to apply for funding. Funding is reimbursable and may be awarded at 100%. Successful SRTS programs include an integrated approach that addresses all five E's of the program:

Engineering – Creating operational and physical improvements to the infrastructure within two miles of schools which include children in grades K-8, improvements will reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.

Education – Teaching children and care givers about transportation choices, instructing them in life-long bicycling and walking safety skills, and launching driver safety campaigns.

Enforcement – Partnering with local law enforcement to ensure traffic laws are enforced in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.

Encouragement – Using events and activities to promote walking and bicycling.

Evaluation – Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).



Figure 10C: Bike Rodeo participant, 2016 SRTS infrastructure project in Vermilion



Figure 11C: Perkins Bicycle Rodeo, 2018 and Village of Milan Bike Rodeo, 2017

Below is a list of local funds from the program that have been awarded on the local level:

City of Vermilion-Improvements from the program have included sidewalk installations, flasher installation, crosswalks, signal improvements and pavement marking improvements along SR 60 and the Sailorway Drive (school campus) totaling approximately \$993,000.

Perkins Township-Sidewalks were installed along Strub Road near Furry elementary and middle school in 2017 for a total of approximately \$492,000. The township funded a bicycle rodeo was held in 2018.

City of Sandusky- The City of Sandusky was awarded funding to hire a consultant to assist in the completion of a school travel plan in 2013. Also in 2013/2014 approximately \$28,000 was awarded for non-infrastructure activities including a bicycle rodeo held in 2014.

Village of Milan- The Village of Milan hosted a bicycle rodeo in 2016 for and 2017 for an approximate total of \$2,566.

- Erie Metro Parks Programs:** The Erie Metro Parks also has some walking education programs. The “Walk it Out”, program is dedicated to encouraging healthy physical activity in people of all ages to help reverse the nationwide epidemic of obesity and to improve the health and well-being of our country. Each walk is designed for participants to go on a walk and learn something along the way. Participants can “Walk it Out” with a Naturalist, fitness instructor or Police Officer, “Walk it Out” to a destination such as the Sandusky City Greenhouse or Follett Museum, or “Walk it Out” around a destination such as Oakland Cemetery. In Erie County, the program is run by a joint partnership between Erie County Health Department and Erie Metro Parks. This collaborative effort began to encourage healthier choices within our community and in 2018 there was an average of 40 people in attendance. The program runs from May through August and

consists of scheduled walks at various locations throughout the county.

- Erie Metro Parks and The Friends of Erie Metro Parks also host the “Go Take a Hike Program” which is designed to encourage the use of different hiking trails throughout the Metro Parks. The program runs from September through December. Participants (including dogs) record which trails they completed and then are eligible to receive prizes for participation.

Chapter Four- Recommended Programs:

There are many parts that go into planning. Planning agencies have the role of gathering and presenting information, but cannot tackle community-wide issues alone. Below is a description of areas that were identified as lacking in the community and suggestions on how they can be addressed as a region. Staff utilized a similar approach as the Safe Routes to School Program¹ in emphasizing solutions based on engineering, education, enforcement and encouragement based activities.

As seen in Chapter Three, there are already many programs that are occurring within the planning region, but as with anything there is always room for improvement. Planning staff created the following program recommendations based off the steering committee discussions and public outreach information that was gathered during the planning process. These areas were grouped into overarching issues with suggestions on how programs can be carried out. Issues regarding education and law enforcement came up most frequently in discussions.

Non-Infrastructure Recommended Programs**Overarching Issue: Education****Local Examples/Concerns-**

- Wrong way bicycle riding/walking, confusion of where to ride/walk and not following traffic laws.
- Drivers not sharing the road with other roadway users.
- There is nowhere to bike, our facilities are no good.

Possible Solutions

Community Educational Program: A solution to the perceived lack of education could be to have educational material readily available. Activities that could be undertaken include hosting more bicycle and pedestrian related events. Programs and events should consider being appropriate for all age levels from elementary school to older adults. When conveying information it should also be presented in a way in which it can be easily understood.

Resources:

- *Ohio Bicycling Federation-Digest of Ohio Bicycle and Traffic Laws:*
<http://www.ohiobike.org/index.php/digest-of-ohio-bike-laws>
- *Ohio Department of Transportation-sharing the road with other users:*
http://zerodeaths.ohio.gov/public/pdf/Tools-ShareTheRoad_Tipcard.pdf

¹ <http://www.saferoutesinfo.org/>

- *Erie County Regional Planning MPO- active transportation:*
<https://www.eriecounty.oh.gov/ErieCountyActiveTransportation.aspx>
- *Department of Transportation- encouraging and promoting safe bicycling and walking:*
<https://www.transportation.gov/mission/health/Encourage-and-Promote-Safe-Bicycling-and-Walking>

Existing Local Infrastructure and Communication Program: There are places to walk and bike locally as seen in section two, but many times people are unaware of the location of these facilities. Conveying to the public where they can walk and bicycle and what amenities are available locally is important. Projects that could be undertaken include mapping out routes for use on Global Positioning System (GPS) and/or smart phone devices so the information is portable and easily accessible. Another program that could assist the public would be create an inventory of routes with perceived comfort levels.

Resources:

- *ERPC MPO-Local Bicycle and Pedestrian Facilities:*
<https://www.eriecounty.oh.gov/ErieCountyActiveTransportation.aspx>
- *The Northeast Ohio Areawide Coordinating Agency Bike Maps:* <https://www.noaca.org/regional-planning/transportation-planning/bicycle-pedestrian-planning/bike-maps>
- *Route mapping applications:* <https://www.mapmyride.com/> and <https://ridewithgps.com/>

Who could be involved? ERPC MPO, Local law enforcement, bicycle/walking enthusiast, medical facilities, public media outlets, public educators, recreation departments and public and other safety oriented organizations/agencies.

Overarching Issue: Enforcement

Local Examples/Concerns-

- It is not safe to walk/bike.
- Dogs are not being controlled within the community.
- Illegal behavior from pedestrians/bicyclist/drivers is occurring and not being corrected.

Possible Solutions

Law Enforcement Workshops and Civic Engagement: Although much of this area is controlled by the state, locals can expand their knowledge on the topic by holding workshops and providing educational resources to those in the field. It is suggested that officers are provided guidance to better assist these groups and how to handle common situations. It should be encouraged that if an officer observes behavior that is incorrect they should make an effort to inform the citizen on how they should act. Under this category there was a lot of comments related to handling dogs. This may be a useful topic to address. Working with the local animal shelters related agencies to create an educational brochure may be a worthwhile task.

Resources:

- Video for law enforcement officials: <http://www.cazbike.org/law-enforcement/>
- Brochure on Ohio bicycle and pedestrian related laws: http://www.bikecleveland.org/wp-content/uploads/2015/04/ENFORCEMENT_BROCHURE_BIKE_PED-SAFETY.pdf
- Ohio Dog Control Law: <http://codes.ohio.gov/orc/955.28>

Who could be involved? MPO Citizen Advisory/Safety Community, Partners for Prevention, Local law enforcement, pet owners, the public, the Erie County Dog Warden, the Humane Society and other similar agencies

Overarching Issue: Tourism and Connection Potential:

Local Examples/Concerns-

- Events regarding bicycling should be brought back and/or created.
- More trails should be built to attract tourist.

Possible Solutions:

It is suggested that an action plan to **connect Erie County's infrastructure into neighboring bicycle systems** (including the North Coast Inland Trail and the Firelands Rails to Trails) be created. By connecting to other areas the bicycle and pedestrian network can be extended and incorporated regionally. Areas to examine potential connections include Ottawa County, into Lorain County and the City of Vermilion and into Huron County through both the City of

Bellevue and the Village of Milan. Consideration should also be given to the Lakefront Connectivity Transportation for Livable Communities Initiates Trail recommendation, by the Environmental Design Group, which is to utilize US 6 to connect the Cities of Vermilion and Lorain.

In regards to holding tourism related events, venues could be built or held near these connection points to attract active transportation tourists. Locally, the City of Bellevue has utilized the North Coast Inland Trail to garner more tourist by guiding portions of the trail through their downtown. It is suggested that a coalition or group be formed to spearhead this effort locally. In regards to promoting walking related events, it is suggested that community events such as 5K's be held in urbanized built areas.

ERPC staff has compiled some marketing information on promoting bicycling and walking tourism under their active transportation website. The agency can assist with collaborating with LESI on public outreach to promote recreational type activities. Locally, it is hopeful that tourism and recreational related industries can further this effort.

Resources:

- *Lorain County North Coast Inland Trail:* <http://www.visitloraincounty.com/directory/north-coastinland-trail-lorain-county-metro-parks/>
- *Firelands Rails to Trails:* <https://www.firelandsrailstotrails.org/>
- *Lorain County Back Roads and Beaches:* <http://www.visitloraincounty.com/business/back-roads-andbeaches/>

Who could be involved? Local Chamber of Commerce, Main Street Associations, bicycle and/or walking enthusiast, Lake Erie Shores and Islands Tourist Bureau, the North Coast Inland Trail, Erie Metro Parks, private businesses, non-profit stakeholders and the public

General Infrastructure Based Programs: Within the recommended infrastructure portion of the plan specific projects were mentioned. This portion of the plan cover a more generalized approach to address community concerns and includes possible solutions to these issues. In general engineering terms, separated paths and infrastructure maintenance were brought up and identified by the public as being important to the community.

Overarching Issue: Engineering

Local Examples/Concerns:

- Cars and bicycles should be separated.
- More infrastructure such as air filling stations, signage, benches and dog waste dispensers.
- Sidewalks and other facilities are not being maintained.

Possible Solutions:

Reconfigured Streets and Separated Bicycle Paths: In general most bicycle riders and drivers would agree that they are more comfortable being separated, but unfortunately the resources required to create and maintain those facilities are not always available or an option. Although good in theory, one of the main impediments to making this idea the norm is cost (see the Appendix C for estimates) as well as jurisdiction's being responsible for additional maintenance and possibly more liability.

A lower cost option that could provide some mode separation would be to undergo a road diet, or repurposing the pre-existing infrastructure. This concepts works best in areas where infrastructure was originally built for heavier traffic volumes, but for various reasons now have lower volumes. This could be due to numerous factors such as a highway diverting traffic, a reduction in population etc. In order to undergo this treatment a road should be studied by a roadway engineer to determine if a change is feasible and/or recommended.

The road could be restriped to be "skinner" allowing multi-modal users to utilize the sides of the road, or it

could be completely closed to vehicular traffic and repurposed. If the option above does not work additional infrastructure may be built too. Funding strategies will be discussed the in Implementation section of the plan.

Resources:

- *Federal Highway Administration- Guide on Road Diets:* https://safety.fhwa.dot.gov/road_diets/
- *City of Denver :* <https://www.denverpost.com/2019/09/24/denver-bus-bike-lanes-15th-downtown/>
- *Open Streets movement:* <https://openstreetsproject.org/>

Red Light Cameras: In places where walking and bicycling is common the installation of red light cameras may be beneficial to reduce red light infractions. The lights are typically installed by the “road way owner”. Locally, owners typically include the Ohio Department of Transportation, a local jurisdiction or the Erie County Engineer’s Office. The first step to get these amenities would be to contact the owner of the road. Be mindful, this approach is very controversial and that the road owner may or may not agree that these amenities are needed or applicable. The pricing on these cameras and companies that provide them vary. Some road owners buy the cameras and keep the profits generated by them and others contract them out with a third party. The MPO staff can assist you in finding out who the road owner is if needed.

Resources:

- *Camera installation* <https://www.govtech.com/dc/articles/Toledo-Ohio-Traffic-Camera-Data-Reveals-Offender-Hot-Spots.html>
- *The Ohio Department of Transportation’s Transportation Data Management System:* <https://odot.ms2soft.com/tcds/tsearch.asp?loc=odot>
- *Local grants can also be obtained (see the Implementation Section of this plan)*

Signage and Lighting Installation: As with the installation of red light cameras, signage and lighting installation many times is dictated by whomever owns the road. A similar approach as suggested above with the cameras is recommended. Signage can be useful in alerting driver’s that bicyclist may be on the road. Lighting can also reduce crime and possible crashes by improving visibility. Again, a transportation engineer or other roadway professional should be the one who determines signage installation/lighting placement.

Resources:

- *National Association of City Transportation Officials:* <https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system/>

Sidewalk Maintenance: Sidewalk maintenance came up in almost every walking related discussion based around this plan. Sidewalks are maintained by the homeowner that unless other ordinances have been

passed. Having a dedicated funding stream or having an incentive for the homeowner to repair sidewalk alleviates some of the strain on homeowners. Having a program in place ensures that sidewalks are generally repaired/in good condition and that the jurisdiction is not overly burdened with a failing sidewalk system. In the unincorporated areas sidewalk repair is almost always the home owner's responsibility. Cost estimates for sidewalk installation can be found in Appendix C.

Resources:

- The City of Sandusky's program: http://www.ci.sandusky.oh.us/residents/public_works/index.php
- City of North Olmstead's program: <https://www.north-olmsted.com/engineering-department/sidewalk-program/>
- City of Cleveland's program: <http://www.city.cleveland.oh.us/CityofCleveland/Home/Government/CityAgencies/PublicService/EngineeringConstruction/BureauOfSidewalks>

Chapter Five -Existing Infrastructure

Infrastructure

Since the 2014 plan update there have been changes to the existing bicycle and pedestrian transportation network across the MPO region. This update will discuss each major jurisdiction and their associated bicycle and pedestrian infrastructure. Those areas listed as routes have been officially designated as a route. However; other segments will be referred to as a route and not a designated route but as still serving as a viable multi-modal segment for traversing by bike or foot.

City of Sandusky: The City of Sandusky serves as the county seat and is the most heavily populated urban area in Erie County with approximately 25,000 residents. Its northern border runs along the shoreline of Lake Erie. The area is densely residential with a cluster of commercial operations aggregated near downtown on the lakeshore. The Hayes Avenue/State Route 4 corridor consists of the Firelands Regional Medical Center and Sandusky High School and with the expansion of both facilities has transitioned to a medical/educational corridor.

Name: The Sandusky Bay Pathway

Location: City of Sandusky

Approximate Length: 1.43 miles (completed sections)

Consists of various segments

The City of Sandusky's Port Development Plan, adopted in 1991 and updated in 1996 recommended the creation of a continuous pedestrian route to connect the City's entire waterfront. In 1997, the City adopted the Bayfront Corridor Plan creating the Bayfront Corridor which provided for a conceptual design plan for a continuous route between Battery Park and the Shelby Street Municipal Boat Launch Ramp. The City amended the plan in 2005 to include the entire length of the City waterfront.

Construction of the route has resulted in different segments being completed including Shoreline Drive between Shoreline Park and the Jackson Street Pier and on Water Street from Wayne Street to Shelby Street. Two additional sections completed are located at the northern end of Meigs Street and a route funded by the MPO crossing north at Winnebago Avenue connecting to Lion's Park and continuing along the north side of Monroe Street.

The City of Sandusky Bicentennial Vision, adopted in 2016, made the implementation of the Sandusky Bay Route a priority. The City contracted with Environmental Design Group to prepare an update to the existing plan that would focus on the coastline area from the western municipal limit to the eastern municipal limits of the city. The final alignment recommendations included fourteen segments comprising over twenty-one miles in length as part of the plan. The improvements consisted of facility types ranging from paved asphalt shared-use paths, side paths, widened sidewalks, improved natural experience trails and themed downtown loops.

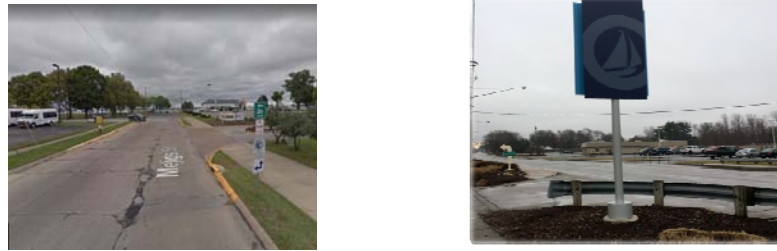


Figure 1E: Part of Bayfront Corridor looking north and signage on Meigs Street on Cleveland Road

Name: Mills Street Route

Location: City of Sandusky

Approximate Length: 1.15 miles

Span: Water Street to Perkins Avenue

The Mills Street Route consists of sidewalks broken into two segments. The first segment goes from Polk Street to the northern end of Mills Street and connects into the Sandusky Bayfront Pathway located off Water Street. The second segment starts just past the railroad tracks going south ending at Perkins Avenue. The route serves as a north-south connector utilized by residents traversing the neighborhoods and students attending Mills Elementary School. The route connects with the Bay Corridor and Perkins Avenue Routes.

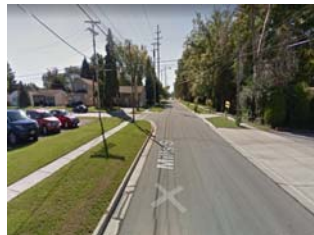


Figure 2E: Mills Street looking south

Name: Perkins Avenue Route

Location: City of Sandusky, Perkins Township

Approximate Length: 1.5 miles

Span: Mills Street to US 250

Perkins Avenue is located on the southern edge of the city limits with the north half located north in the City of Sandusky and the south in Perkins Township. The Perkins Avenue route consists of sidewalks on the northern side of the road that span from US 250 to the Mills Street Route. There is a short segment of sidewalk located on the south side of road at US 250 and Perkins Avenue. The route is used by students heading towards the high school/junior high campus as well as by local residents accessing the commercial businesses located on

Perkins Avenue. This route intersects with the Mills Street, Campbell Street, North and South Columbus Avenue, and North and South US 250 routes.



Figure 3E: Intersection of Perkins Avenue and US 250 looking east

Name: Campbell Street Route

Location: City of Sandusky

Approximate Length: .91 miles

Span: Columbus Avenue to Perkins Avenue

The Campbell Street route consists of sidewalks that span from Columbus to Perkins Avenue and other infrastructure enhancements recently completed by the City of Sandusky through Transportation Alternative (TA) grant funding. The city applied for and received \$125,000 in grant funds through the Ohio Department of Transportation in 2017 to make safety improvements at the intersection of Campbell Street and Columbus Avenue. As of early 2019 the majority of the construction work had been completed with the exception of the installation of mast arm signals anticipated to be completed in the spring. The route is used by local residents and children walking to and from school. The route connects to the North Columbus and Perkins Avenue routes.



Figure 4E: Campbell Street looking north

Name: North Columbus Avenue Route
Location: City of Sandusky
Approximate Length: 1.35 miles
Span: Perkins Avenue to Mylander Plaza

The North Columbus Avenue route extends from the Mylander Plaza in downtown Sandusky to Perkins Avenue. The route consists of sidewalks and provides a connection for those traveling north to south within the City of Sandusky and Perkin's Township. The route also leads directly into downtown Sandusky, to the waterfront and past numerous public service buildings including the Erie County Office Building, Courthouse and the site of the future City of Sandusky City Hall. The route intersects with the Campbell Street, North Columbus Avenue and Perkins Avenue Routes.



Figure 5E: Columbus Avenue and Washington Street looking north

ERPC staff, Perkins Township, the City of Sandusky and the Ohio Department of Transportation have worked together for a number of years on an application for the funding of the US 250 corridor improvements through the Ohio's Transportation Review Advisory Council (TRAC). The TRAC assists in developing a project selection process for ODOT's largest investments. In 2013 funds were awarded and improvements to the corridor began and were finalized in 2018 with funding totaling around 30 million dollars. The improvements were aimed at increasing safety along the corridor and included upgraded signalization, road/intersection reconstruction and re-alignment, implementing access management techniques, improving corridor signage, and completing pedestrian improvements such as installing sidewalks, painted crosswalks, and pedestrian push buttons at all signalized intersections. For purposes of this plan, the corridor is divided into North US 250 (from Perkins Avenue to Sycamore Line) and South US 250 (from Perkins Avenue to Bogart Road).

Name: North US 250 Route
Location: City of Sandusky
Approximate Length: .33 miles
Span: Sycamore Line to Cleveland Road

The North US 250 segment starts after the Butler Street overpass (since the overpass is legally non-accessible to

Bicycle and Pedestrian Plan Update 2020

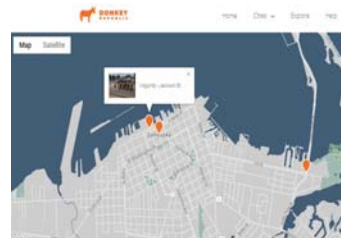
pedestrians) and ends at the intersection of Sycamore Line and Cleveland Road. It includes intersection improvements at both Milan Road and Sycamore Line/West Cleveland Road and Warren Street. The route is utilized by residents and those going to the Sandusky Plaza, a commercial shopping area located along the route's southern perimeter. The route connects with the Perkins Avenue route.



Figure 6E: Sycamore Line looking east

Bicycle Rentals:

Vogontz Bike Share: A bicycle rental program has been established in downtown Sandusky. During most of the year, bicycles can be rented (about \$13/day) using a smart phone application from three locations located near the Erie County Parking Garage on Columbus Avenue, the foot of Jackson Street and Shoreline Drive and at the Cedar Point dormitories on First Street.



Figures 7E: Vogontz Bike Share rentals and rental locations

Bay Cycles Sandusky Cooperative: This cooperative group was recently formed in the area (City of Sandusky). Its website states that it will have a bike shop, educational center, build-a-bike program and eco-friendly transportation options. Currently community bicycle rides have been scheduled for 2019.



Figure 8E: Bay Cycles Logo

Bicycle and Pedestrian Plan Update 2020

Sandusky Transit System: The only transit system in the county, Sandusky Transit, is housed in and run by the City of Sandusky. STS runs the Sandusky Perkins Area Ride Connection (SPARC) system which includes a fixed looped system (four interconnecting loops) that operates in Sandusky and Perkins Township to provide service for commercial and residential areas. The system's website includes an interactive map that allows users to see the bus routes, times and current bus location. Some of the SPARC buses also have the ability to carry bicycles and several locations have racks located at bus stops. It should be noted, STS also uses a demand-response system but the SPARC is responsible for most of their trips. The transit website can be accessed at: http://ci.sandusky.oh.us/residents/sandusky_transit_system/index.php



Figure 9E: Transit stop on Meigs Street (Sandusky)

Perkins Township: Perkins Township is located south of the City of Sandusky. The Township is the largest township in Erie County with a residential population of 12,000 expanding beyond that due to seasonal tourist and workers during the warmer months of the year. One of the most commercialized corridors in the county is located on US 250 which runs through the Perkins Township.

Name: South US 250 Route

Location: Perkins Township

Approximate Length: 3.16 miles

Span: Perkins Avenue to Bogart Road

The South US 250 Route consists of sidewalks and other infrastructure improvements constructed during the US 250 project referred to earlier in the text. It connects too and is surrounded by one of the most commercialized areas in the county. It is utilized by tourist, workers and residents accessing the businesses located on the corridor. The route connects with the Northern US 250, Strub Road and Perkins Avenue routes.



Figure 10E: Intersection of US 250 and Strub Road looking west

Name: South Columbus Avenue Route

Approximate Length: 1.32 miles

Location: Perkins Township

Span: Perkins Avenue to Bogart Road

The South Columbus Avenue Route extends from Strub Road to Perkins Avenue. The adjacent uses of the corridor include residential, commercial, retail and public/government facilities. The sidewalks run directly parallel to the county's office building, jail and fairgrounds. Sidewalks on this corridor are used by residents at the Ohio Veterans Home and nearby neighborhood residents. The route intersects with both the Perkins Avenue, Strub Road and North Columbus Avenue routes.



Figure 11E: Columbus Avenue looking north

Name: Strub Road Route

Location: Perkins Avenue

Approximate Length: .25 miles

Span: Columbus Avenue to the Ohio's Veteran's home entrance

The Strub Road route extend from Columbus Avenue to an access way located on the southern side of the Ohio Veterans Home. The sidewalks are used by residents at the Ohio Veterans Home and local neighborhoods, patrons of businesses on US 250 and students traveling to and from school. This route connects into the Perkins School Campus, South Columbus Avenue and South US 250 Routes.



Figure 12E: Strub Road looking east

Name: Perkins School Campus Route

Location: Perkins Township

Approximate Length: 2.27 miles

Consists of various routes around the school campus and adjacent residential neighborhoods

The Perkins School Campus route consists of numerous paved routes connecting the residential neighborhoods to Briar Middle School and Furry Elementary. The route includes a trail that surrounds the perimeter of Briar Middle School and near Perkins High School which links residential neighborhoods to the campus. It also connects a sidewalk leading to the Furry Elementary School campus. The path can be accessed by Douglas Drive, Strub Road, Briar Drive and Schiller Avenue. The school campuses are connected through Strub Road, Marshall Drive, Didion Drive and Meadow Lane. The route to Furry Elementary can be accessed off of the sidewalks that were constructed on Didion Drive and Douglas Drive. Portions of this path were also funded with Safe Routes to School funding. The route connects into the South Columbus Avenue and Strub Road Routes.



Figure 13E: Sidewalks connecting Meadow Lane and Furry Schools crossing Strub Road

Name: Strickfaden Park Route

Location: Perkins Township

Approximate Length: .89 miles

Consists of numerous interconnected routes throughout the park

Strickfaden Park has a series of paved routes serving as a connector between local residents and the park. The park is owned and managed by Perkins Township. The route can be accessed via Bell Avenue, Ferry Lane and Stonewood Drive.



Figure 14E: Route example at Strickfaden Park

Bicycle and Pedestrian Plan Update 2020

City of Huron: The City of Huron is located between the Cities of Sandusky and Vermilion. The population is approximately 7,000 and it is the third largest city in the county. Commercial and residential properties and schools are clustered along US Route 6 (which leads directly into downtown Huron). Bowling Green State University's Firelands Campus and an industrial park are located just outside of the incorporated area along Rye Beach Road along with a business park which is located to the northeast.

Name: Rye Beach Road Route

Location: City of Huron

Approximate Length: .58 miles

Span: US 6 interchange to the Huron Industrial Park

The Rye Beach Road Route includes sidewalks and starts south of the Rye Beach Road and the US 6 interchange. The route continues past University Drive where it veers east through the Huron Industrial Park. It is utilized by workers of the industrial park and students. The route is located along the western city limits and is transected by railroad tracks where there is a break in the sidewalk.



Figure 15E: Rye Beach Road looking north

Name: Lake Erie Electric Rail Route (LEERP)

Location: City of Huron

Approximate Length: 1.85 miles

Span: Cleveland Road to the Huron High School Campus

The City of Huron maintains the LEERP which is leased from Ohio Edison. There are sidewalks on the western portion of the path that connect to the North Cleveland Road Route. Within the business park there is an asphalt multi-use trail that runs alongside US 6 which was completed in 2013. The route intersects with both the North Cleveland Road and Fabens Park Routes. The LEERP is utilized by students and local residents accessing the school campus and Fabens Park located across US 6. The route connects into West Cleveland Road the Fabens Park routes.



Figure 16E: Lake Erie Electric Rail Trail

Name: Jim Campbell Boulevard Route

Location: City of Huron

Approximate Length: .79 miles

Span: Cleveland Road to Main Street

The Jim Campbell Boulevard Route consists of sidewalks and spans from Main Street to Cleveland Road. Local residents use the route to get to two school campuses and to access downtown. It connects into several other routes including the Fabens Park, West and East Cleveland Road and the LEERP.



Figure 17E: Jim Campbell Boulevard looking west

Name: Fabens Park Route

Location: City of Huron

Approximate Length: 1.01 miles

Span: Adams Street over US 6 to the Huron High School Campus

Fabens Park is located off US 6 and can also be accessed through a residential neighborhood located southeast of the park. The Fabens Park Route consists of a sidewalk path that begins along the park's parking lot perimeter and continues on to the adjoining neighborhood via Adams Street to Main Street. The route also contains a steel pedestrian bridge accessible off of Adams Street. The bridge that crosses US 6 from the school campus to Fabens Park allows students and residents to travel across US 6 without utilizing a vehicle. The route transects with the LEERP and South Main Street routes.



Figure 18E: Bicycle Rack at Fabens Park



Figures 19E: Route at Fabens Park looking east and the pedestrian bridge crossing US 6 looking east

Name: West Cleveland Road Route

Location: City of Huron

Approximate Length: 2.25 miles

Span: US 6, SR 2 interchange to Main Street

The West Cleveland Road Route consists of both sidewalks and an on street bicycle lane. It acts as a connector for the northwest quadrant of the city linking several neighborhoods with the local schools and businesses. The bicycle lane was constructed in 2011 just east of Rye Beach Road and extends to the Huron Plaza. It consists of on road signage and pavement markings. This route connects into the North Main Street and the LEERP routes.



Figure 20E: Cleveland Road looking east

Name: East Cleveland Road Route

Location: City of Huron

Approximate Length: .95 miles

Span: Jim Campbell Boulevard to Berlin Road

The East Cleveland Road route consists of a sidewalk network. On the eastern end it runs from Jim Campbell Boulevard over the US 6 bridge and ends at Berlin Road. The route provides an east-west connection for residents to travel across the Huron River and into downtown. The route runs through a heavy commercial area accessed by residents and tourist. The route connects into several others including both the North/South Main Street, Jim Campbell Boulevard and River Road routes.



Figure 21E: Cleveland Road Bridge looking east

Name: River Road Route

Location: City of Huron

Approximate Length: 1.17 miles

Span: Cleveland Road to Sprowl Road

The River Road Route consists of marked bicycle lanes on both sides of the road from US 6/Cleveland to Sprowl Road. This facility is utilized by residents needing a north to south connection coming into and out of the city on the eastern side of the river. It connects to both the Huron River and East Cleveland Road Routes.



Figure 22E: River Road looking north

Name: Bogart Road Route

Location: City of Huron

Approximate Length: 1.39 miles

Span: Rye Beach Road to Center Street

The Bogart Road route consists of an on street bicycle lane with pavement markings, signage and sidewalks. The bicycle lane begins with a widened shoulder at Rye Beach Road and tapers off near Center Street in downtown Huron. Sidewalks on this path begin at Center Street and end at South Main Street. This route is used by residents who need an east to west connection between the cities of Sandusky and Huron. It intersects with the South Main Street route and runs parallel with SR 6.



Figure 23E: Bogart Road looking east

Name: North Main Street Route

Location: City of Huron

Approximate Length: .96 miles

Span: One Mile Pier to US 6

The North Main Street route goes from the lakeshore (at One Mile Pier) to US 6. It consists of a sidewalk network. Many of the public services and commercial buildings in the city are located along this corridor including City Hall and the library. The route connects into several routes including West Cleveland Road, Jim Campbell Boulevard, the Lake Erie Electric Rail and South Main Street.



Figure 24E: North Main Street looking north

Name: South Main Street Route
Location: City of Huron, Huron Township
Approximate Length: 1.17 miles
 Span: US 6 to Mudbrook Road

The South Main Street route consists of sidewalks on the eastern side. It runs from Main Street and down Mudbrook Road and ends at the Thunderbird Hills golf course. The path connects local residents from the southwestern portion of town to the northern portion. The southern portion of the route crosses into Huron Township. It connects with North Main, Fabens Park and Bogart Road routes.



Figure 25E: Main Street looking south

Name: Huron River Path
Location: Huron Township
Approximate Length: 1.25 miles
 A looped path off of River Road

The Huron River path is managed by the Erie Metro Parks and is a linear rails to trail park. The trail was originally constructed on the inactive Wheeling and Erie Railway corridor, which runs along numerous adjacent properties. This section is located south of the City of Huron, off River Road at the DuPont Marsh State Nature Preserve parking lot. It runs south for approximately a mile where it ends at a gate on Riverview Drive in Franklin Flats. The trail has a compacted stone surface. It provides an off road connection for those traveling north to south off River Road.

City of Vermilion: The City of Vermilion is located at the far eastern side of the county. Portions of the city are located within Lorain County and is the second largest city in MPO area. The population is approximately 11,000. Commercial corridors are located on Liberty Avenue and Main Street. There is a school campus on SR 60 off of Sailorway Drive. The city has legislation in place in which any new subdivisions must include sidewalk infrastructure.

Name: Main Street Route
Location: City of Vermilion
Approximate Length: .22 miles
 Span: Liberty Avenue to South Street

Bicycle and Pedestrian Plan Update 2020

The Main Street Route goes from Main Street Beach to South Street. The route consists of sidewalks, cross walks and improved intersection signal timing and it is utilized by residents and those visiting downtown. The route goes directly through the downtown district and connects to both the West Liberty Avenue and South Street Routes.



Figure 26: Main Street looking north

Name: South Street Route

Location: City of Vermilion

Approximate Length: .78 miles

Span: South Street to West River Road

The South Street Route spans the entire length of South Street starting in a residential neighborhood in the west and ending at West River Road. It consists of sidewalks and is used by residents to traverse the city from east to west. It connects into the Sailorway Drive, the Back Roads and Beaches Trail and Main Street Routes.



Figure 27E: South Street looking north

Name: Back Roads and Beaches Trail

Location: Erie and Lorain Counties (City of Vermilion, Vermilion and Florence Townships)

Approximate Length: 4.23 miles in the city and 3.84 outside the city

Looped trail from Vermilion, OH to Findley State Park near Wellington, Ohio

A portion of the Back Roads and Beaches Trail is located within the City of Vermilion's corporate limits and Vermilion and Florence Townships. The trail was formed to provide a scenic trail with low-traffic roads for bicyclist and athletes and is promoted by Lorain County. The looped trail starts in Vermilion and continues south towards Wellington. Historically the MPO has provided assistance in improving the route. In 2011, the

Bicycle and Pedestrian Plan Update 2020

MPO provided funding to pave a portion of West River Road from Liberty Avenue to Larchmont Drive. The remaining portion of West River Road from Larchmont Drive to the south corporate line was completed in SFY 2014. Portions of the trail are listed in Vermilion's Safe Routes to School Travel Plan which was completed in 2009. The Route connects into both the West and East Liberty Avenue, the South Street and the Sailorway Drive Routes.

There is a segment of the trail that loops back from Lorain County outside the City of Vermilion which includes River, Gore Orphanage, Ridge and Sperry Roads as well as SR 60 and SR 113. The trail's website can be accessed at: <http://www.visitloraincounty.com/back-roads-and-beaches/>



Figure 28E: Signage for the Back Roads and Beaches trail in Vermilion

Name: West Liberty Avenue Route

Location: City of Vermilion

Approximate Length: .6 miles

Span: the Western city limits to River Road

The West Liberty Avenue Route begins at the western city limits and ends at River Road. The MPO also provided assistance for route improvements in this area. In 2008, the MPO assisted with obtaining funding to install sidewalks and perform streetscape improvements on a section of the route. The project was also part of the Revitalization Plan for Historic Downtown Vermilion and included road resurfacing, new curbs, installation of brick sidewalks, lighting/limited utility replacement, trees and street furniture between Grand and Exchange Streets in the downtown area. In the past, staff has also assisted with Community Development Block Grants improvements in the area. The route is used by tourist and local residents seeking access to public services such as city hall, the library and the police station. This route connects into the Main Street and the Back Roads and Beaches Routes.



Figure 29E: North Liberty Avenue looking east

Name: East Liberty Avenue Route

Location: City of Vermilion

Approximate Length: 1.25 miles

Span: Vermilion Road to Berkley Street

The East Liberty Avenue Route begins at Vermilion Road and ends a little after Berkley Street. It is utilized by residents going to and from the commercialized area located adjacent to the route. The route intersects with the Back Roads and Beaches route.



Figure 30E: South Liberty Avenue looking east

Name: Sailorway Drive Route

Location: City of Vermilion

Approximate Length: 4.46 miles

Span: Wine to South Street, the Vermilion school campus and adjoining residential routes

The Sailorway Drive route runs from Wine to South Streets on the west side and includes the school campus and sidewalks connecting into it from adjoining neighborhoods. Parts of the corridor were listed in the Vermilion Safe Routes to School Travel Plan. In 2012 funding was awarded from the program and the sidewalks were installed on State Street (SR 60) on the west side near The path is used by students and residents going to the school campus. The route connects with the South Street and the Back Roads and Beaches routes.



Figures 31E: Sailorway Drive looking west and Sanford Street looking north

Bicycle Rental: Bicycles may be rented at Bicycle Bill's located at 5523 South Street in Vermilion, OH. The website for the store is: <https://www.bicyclebills.com/about/about-bicycle-bills-pg134.htm>

Village of Milan: The village is located in the southern central area of the county with portions of the village crossing into Huron County. The village population is approximately 1,500 and it is located near US 250 on its western border with a small commercial square. There is a school located in the southern portion of the village.

Name: Milan Square Route

Location: Village of Milan

Approximate Length: 1.14 miles

Encompasses the perimeter of the village square

The Milan Square Route consists of sidewalks and encompasses the village square extending to Broad Street. The route is used to access the commercial and governmental services in the village.



Figure32E: Milan Village Square looking southwest

Other Bicycle Rentals:

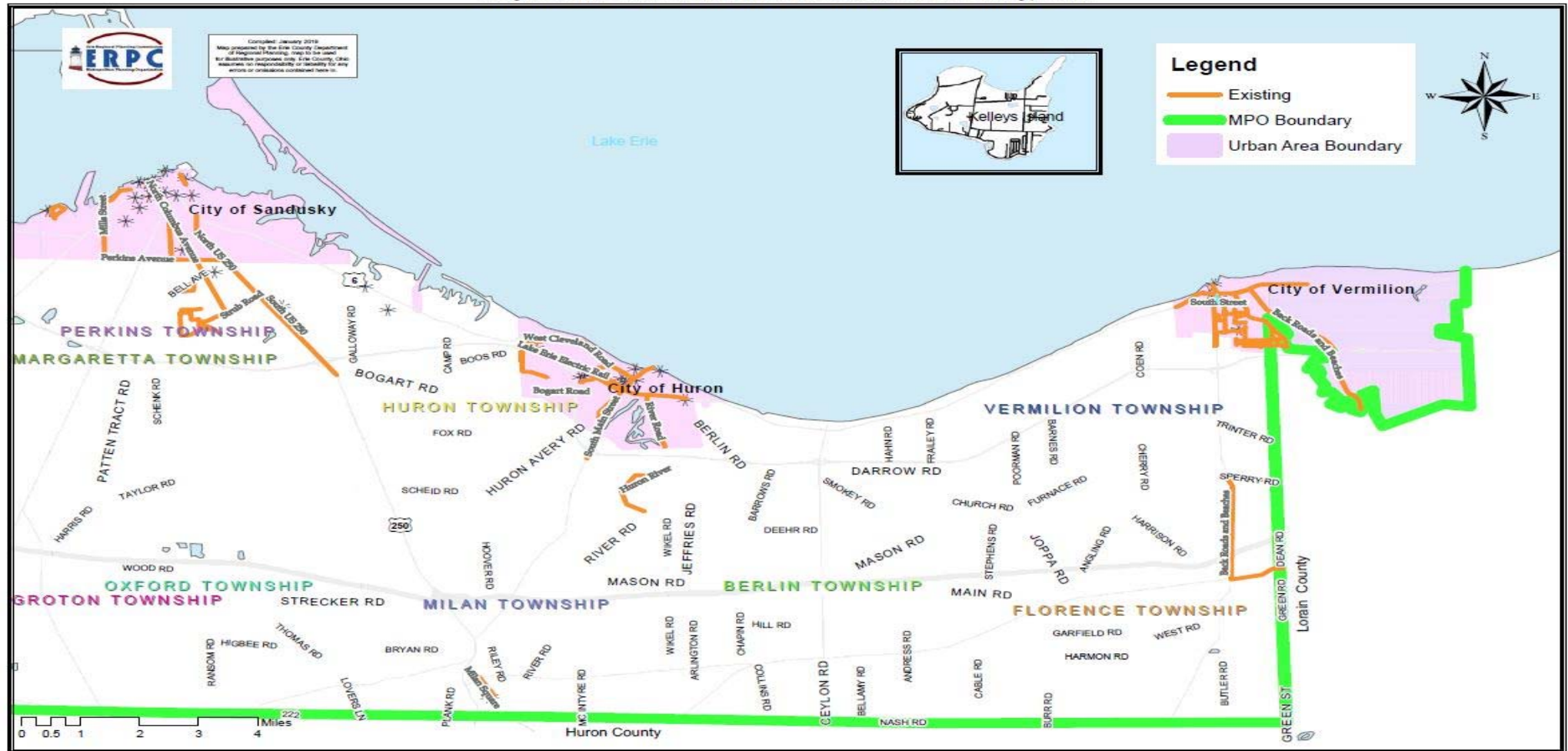
Kelleys Island Caddy Shack Square: Bicycles may also be rented at the Caddy Shack Square. Rental information can be found at: <http://caddyshacksquare.com/price-list/>

County-wide Sidewalk Inventory: A sidewalk inventory database was created by ERPC in the summer of 2013. The inventory assigned each known sidewalk in the MPO area with a Serviceability Rating. The Serviceability Rating rates the "quality" of the sidewalk, or how well the sidewalk is serving its intended purpose. The MPO area has a fairly complete sidewalk system along most major roadways and in the developed areas of the

Bicycle and Pedestrian Plan Update 2020

county, but there remains some significant gaps. When planning or repairing infrastructure, this database could serve as a useful guide for jurisdictions. Staff will continue to house and update this database as staffing resources allow. The report is available on MPO website and also through the Everything ERPC Tool and provide web link.

Bicycle and Pedestrian Infrastructure Erie County, Ohio

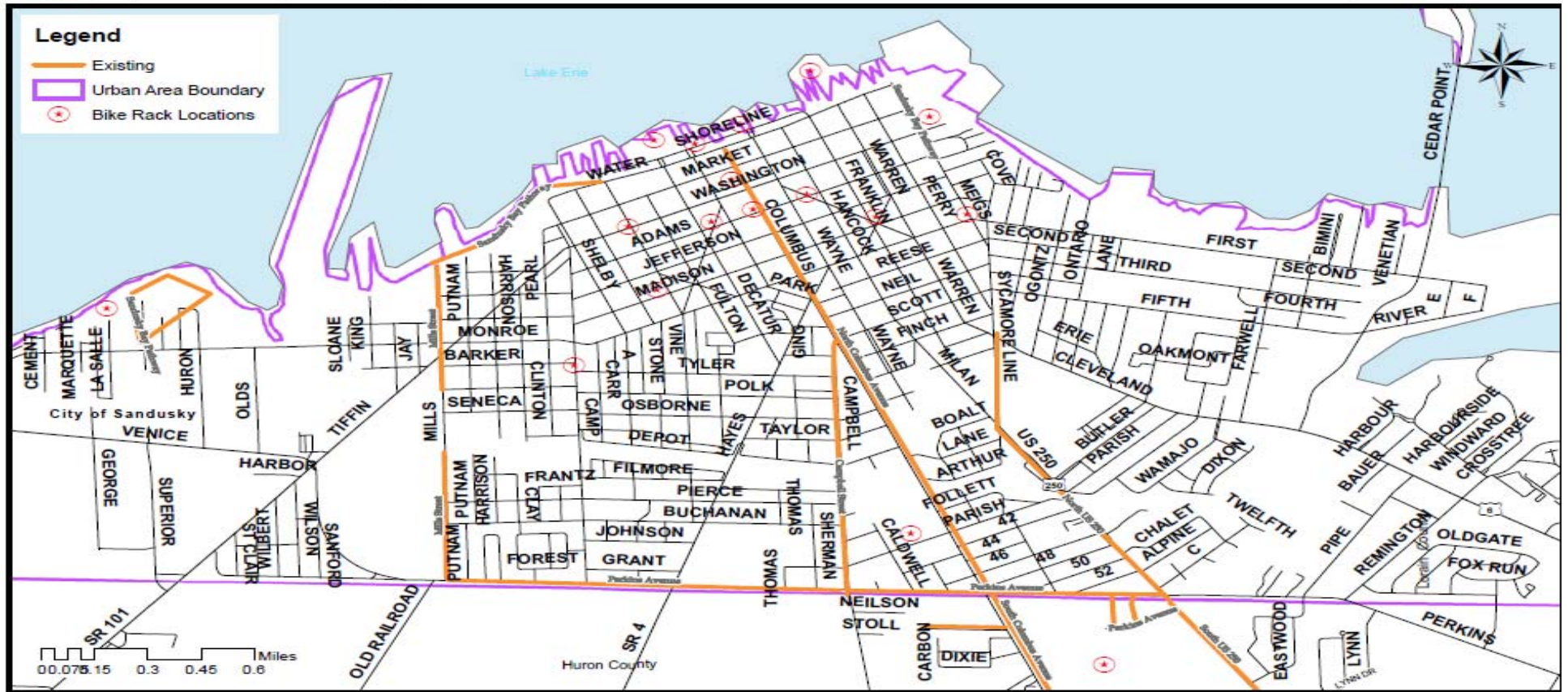


Map 1E: Existing Bicycle and Pedestrian Facilities



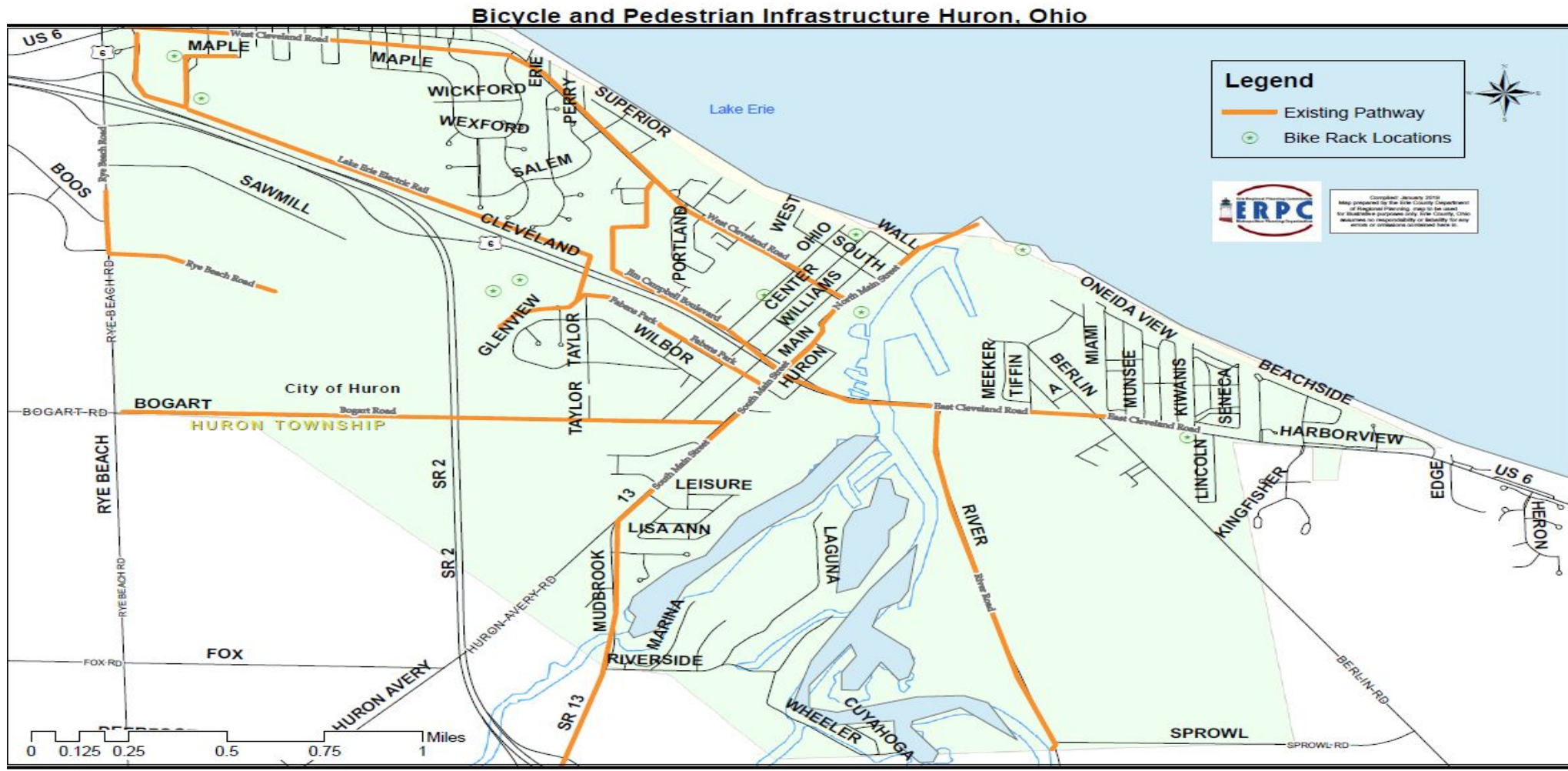
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Bicycle and Pedestrian Infrastructure Sandusky, Ohio



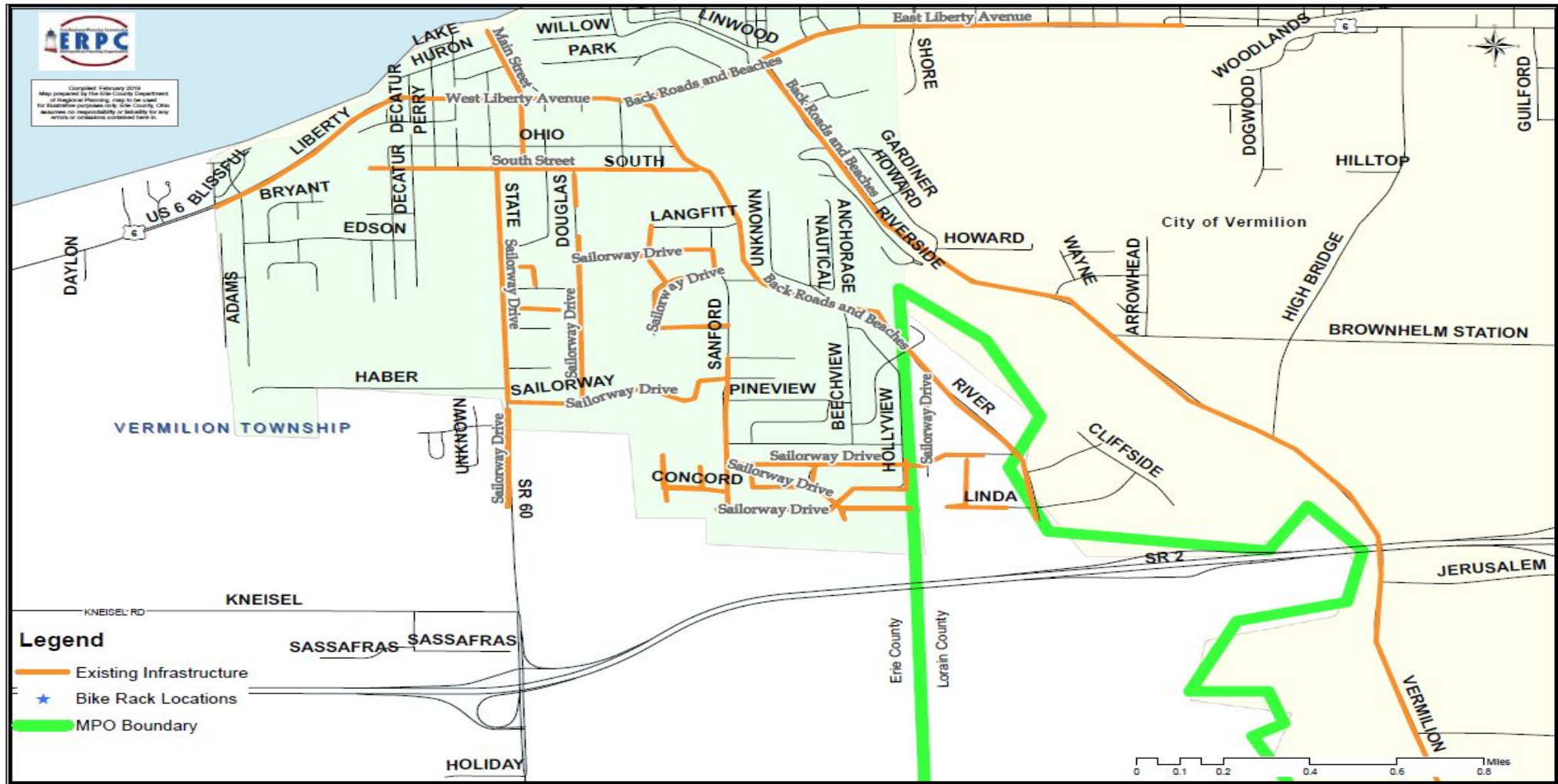
Map 2E: Existing infrastructure



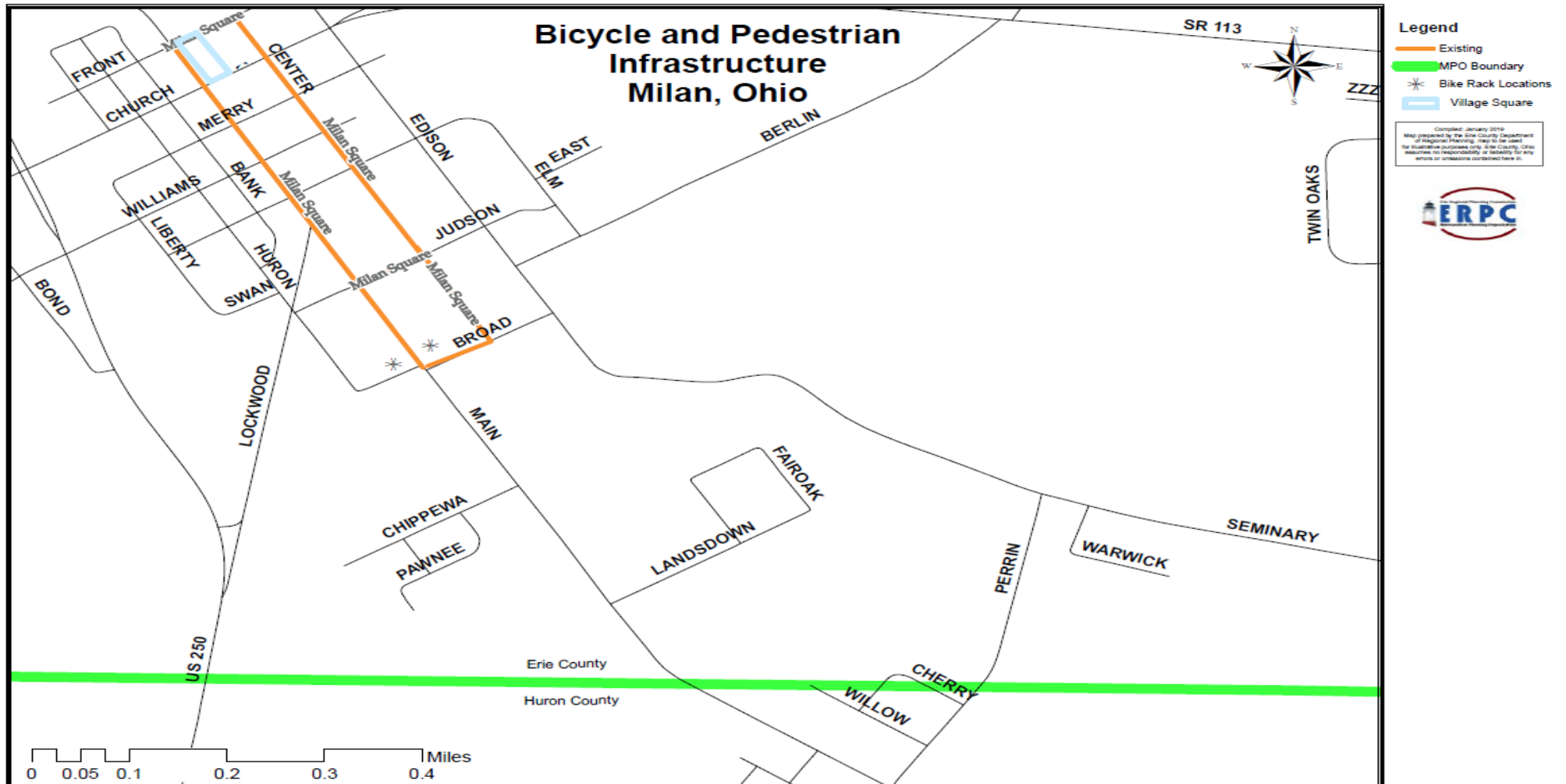


Map 4E: Existing infrastructure

Bicycle and Pedestrian Facilities Vermilion, Ohio



Map 5E: Existing infrastructure



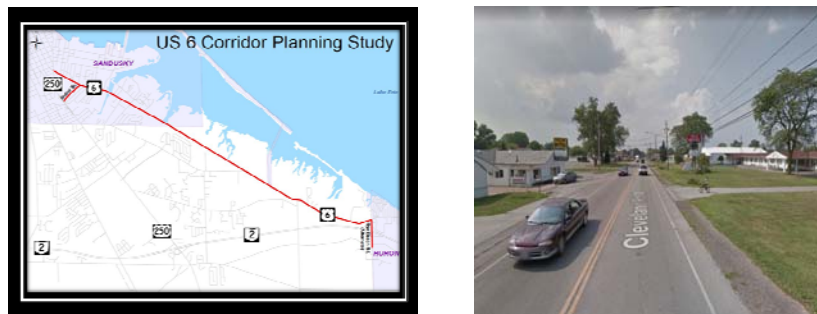
Map 6E: Existing infrastructure

Chapter Six- Future Programming and Infrastructure Improvements

Within this section bicycle and pedestrian infrastructure and programming that have a dedicated source of funding are discussed. To obtain this information, staff consulted with local agencies and jurisdictions about upcoming, or current projects that contain bicycle and/or pedestrian components. These projects and those mentioned in the previous section are important to consider as they provide an overarching framework of where facilities are in place on a county-wide level.

Upcoming Programs and Plans

US Route 6 Corridor Study: Currently, a planning study is being conducted on US 6, Cleveland Road by a consulting firm, TranSystems. The study area includes US Route 6 from Sycamore Line in Sandusky (including the Butler Street ramp) to Rye Beach Road in Huron and Rye Beach Road south to the railroad crossing. The study area includes multiple jurisdictions including the Cities of Sandusky and Huron as well as Perkins and Huron Townships. Funding for the study was awarded through a \$200,000 planning grant from ODOT as well as through local contributions. To date, the existing conditions of the corridor have been studied. It is anticipated that the plan will be finalized in 2019 and will include bicycle and pedestrian recommendations.



Figures 1F: Overview of the study area and Cleveland Road looking north

ERPC MPO Complete Streets Policy Support: A MPO Complete Streets Policy is anticipated to be completed in the near future as a Resolution of Support was passed by the MPO's Policy Board in 2017 recommending that staff create a Complete Streets Policy. A Complete Streets Policy would support pro-active transportation design methods for MPO funded projects. It is anticipated that the policy will be formally written after the MPO's project scoring sheets are updated and approved. The MPO scoring sheets are currently being revised by the Project Selection Committee. Once the scoring sheet revisions are finalized the policy will be drafted and presented for consideration by the MPO Policy Committee.



Figures 2F: Concept drawing with complete streets elements (US 6 and downtown Sandusky)

Ohio Department of Transportation’s Safe Routes to School Program: As discussed in the previous section, many of the local school districts are involved with the State of Ohio’s Safe Routes to School Program (SRTS). The SRTS program offers local communities the chance to obtain funds for infrastructure and non-infrastructure projects that encourage kids to utilize active transportation modes to get to and from school.



Figures 3F: Milan students crossing SR 113 and sidewalks constructed on Didion Drive in Perkins

ERPC staff will continue to assist communities with the preparation of applications and with other activities associated with this program. In the past, Erie County communities have been very fortunate obtaining funding and support from this program. The following projects have been funded by through the Safe Routes to School Program:

City of Vermilion

Type: Infrastructure

The City of Vermilion is utilizing their SRTS funding award to complete sidewalk improvements near the Sailorway Campus. The sidewalks are currently under construction and are anticipated to be completed by 2020.

¹ Drawings done by Jennifer Clawson, ERPC intern



Figure 4F: Intersection of River Road and Larchmont Drive looking west Sidewalks will be installed here.

Perkins Township

Type: Non-Infrastructure

A bicycle rodeo is planned for 2019. Township staff has also stated that a “Walk to School” day and a “Girls in Gear” program will occur with assistance from the Active Transportation Academy. Girls in Gear is a girls-specific, bicycling program designed to empower adolescent girls by building confidence and self-reliance through the integration of Science, Technology, Engineering and Mathematics (STEM) activities, physical exercise, community involvement and nutrition education. The township was awarded \$9,500 to use towards these programs.



Figure 5F: Erie County Bicycle Rodeo 2016 helmet fitting station

City of Huron

Type: Infrastructure

The City of Huron was awarded approximately \$370,000 to install a separated multi-use path along Cleveland Road from First Street to Lake Erie Parkway. In addition, walkways from First to Ohio Street will also be repaired as needed at this time. The project will occur in the fall of 2019.



Figure 6F: Cleveland Road near the high school looking east

City of Sandusky**Type: Infrastructure**

The City of Sandusky was awarded \$285,000 for various infrastructure projects for SFY 2020. The project includes installing bicycle racks, school flashers, ADA compliant curb ramps, stop bars and cross walks at multiple locations near the school along with sidewalk replacements at various locations in the city.



Figure 7F: Hayes Avenue looking south

Village of Milan**Type: Infrastructure**

The Village of Milan was awarded funding of \$420,000 to install sidewalks and flashing beacons near the school campus located off of South Main Street and also near the village square in SFY 2021.



Figure 8F: Intersection of Main and Church Street looking north

Other Infrastructure Projects: Locally, the following projects are occurring or scheduled to soon occur as listed below. These projects are funded by various sources of funding.

Milan Township**Location: SR 113**

ERPC staff, Milan Township and ODOT District Three have worked to obtain funding to implement bicycle lanes on SR 113. A four foot wide paved bicycle lane will be installed on both sides of SR 113 from Edison High School near McIntyre Road to the Township Office/Maintenance Building. Additionally, a multi-use path may be installed to connect the bicycle lanes to Edison Park.



Figure 9F: SR 113 looking west

City of Sandusky

Location: Meigs Street

The City of Sandusky will be expanding the sidewalks located on Meigs Street to include a multi-use path. The ERPC MPO has already committed \$94,000 for engineering costs in SFY 2020 and \$941,000 in Surface Transportation Program (STP) funds for road reconstruction scheduled to occur in 2022.



Figure 10F: Meigs Street and Dutch Lane looking south

Location: Shoreline Drive

The City of Sandusky has also scheduled improvements to occur along Shoreline Drive in 2019. The project will span from Shoreline Park, located off of Shoreline Drive to the Shelby Street Boat Launch. The area will be designated as part of the Bayfront Pathway when completed.



Figure 11F: Shoreline Drive looking west

Location: Hayes Avenue/SR 4

The City of Sandusky has also received \$1.2 million in state funding to conduct corridor improvements along Hayes Avenue from Perkins Avenue to Columbus Avenue in SFY 2023. Improvements will consist of a mix of installation of Rectangular Rapid Flashing Beacons, school zone flashers, upgraded signal clearance intervals and pavement markings, various signal upgrades and two intersection design upgrades.



Figure 12F: Hayes Avenue near Firelands Hospital looking north

Location: Monroe Street

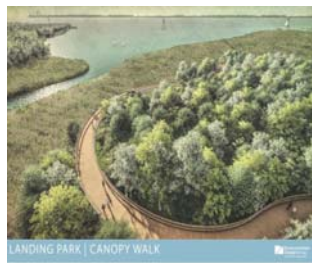
The City of Sandusky will also be repairing parts of Monroe Street in SFY 2023. The ERPC MPO recently awarded funding to reconstruct Monroe Street from Meigs Street to Decatur Street. Along with road improvements, curbs and sidewalks are slated to be repaired and reconstructed.



Figure 13F: Intersection of Columbus Avenue and Monroe Street looking east

Location: Landings Park, City of Sandusky and Perkins Township

The City of Sandusky has been working in conjunction with the Erie Metro Parks, the Sports Force and Cedar Fair to establish a walking path at the soon to be constructed Landings Park. It is anticipated that the path will be established by 2020.



Figures 14F: Concept drawing of the Landings and concept drawing of the Landings at US 6

Perkins Township

Location: Access Trail off Columbus Avenue

Perkins Township will be constructing an off road trail near Columbus Avenue which will run along an access way of Pipe Creek. The trail will end at Bell Avenue near Strickfaden Park. This

project is being led by Perkins Township and is scheduled to be carried out in 2019.



Figure 15F: Pipe Creek access area (along the tree line)

Location: Perkins Avenue and Strub Road

Sidewalks are scheduled to be constructed on Perkins Avenue from Strub Road to Peterson Lane. This project is being led by Perkins Township. The MPO has committed \$91,000 in Transportation Alternative (TA) funds towards the project for SFY 2020 for sidewalks on Strub Road from US 250 to Perkins Avenue and on Perkins Avenue from Strub Road to Peterson Lane and an additional \$339,000 TA funds for SFY 2022.



Figure 16F: Perkins Avenue and Strub Road looking southeast

Location: Strub Road

Sidewalks are scheduled to be constructed on Strub Road near the southern entrance of the Ohio Veterans Home and will extend to US 250. The project is being led by the Erie County Engineer's Office. The ERPC MPO has committed \$1,016,000 STP and \$176,000 TA to the Erie County Engineers for the project in SFY 2020.



Figure 17F: Strub Road near the Ohio Veterans Home looking east

Location: Marshall Avenue

Sidewalks will be extended from Matthes where the sidewalk currently end and extend to Columbus Avenue.



Figure 18F: Marshall Avenue looking north

The City of Vermilion

Location: Liberty Avenue/Sunnyside Road

Sidewalks on Liberty Avenue will be constructed in anticipation of an upcoming subdivision. The sidewalks will occur on Liberty Avenue and Sunnyside Road (up to Roanoke Drive). The project is set to occur in 2019.



Figure 19F: Sunnyside Road looking north

The City of Huron

Location: Berlin Road/US 6 Intersection

The Berlin Road and US 6 intersection has been slated to be reconstructed in SFY 2020. The ERPC MPO has set aside \$500,000 in STP funds. The project will have pedestrian crossings, rapid flashing beacons and a refuge island.



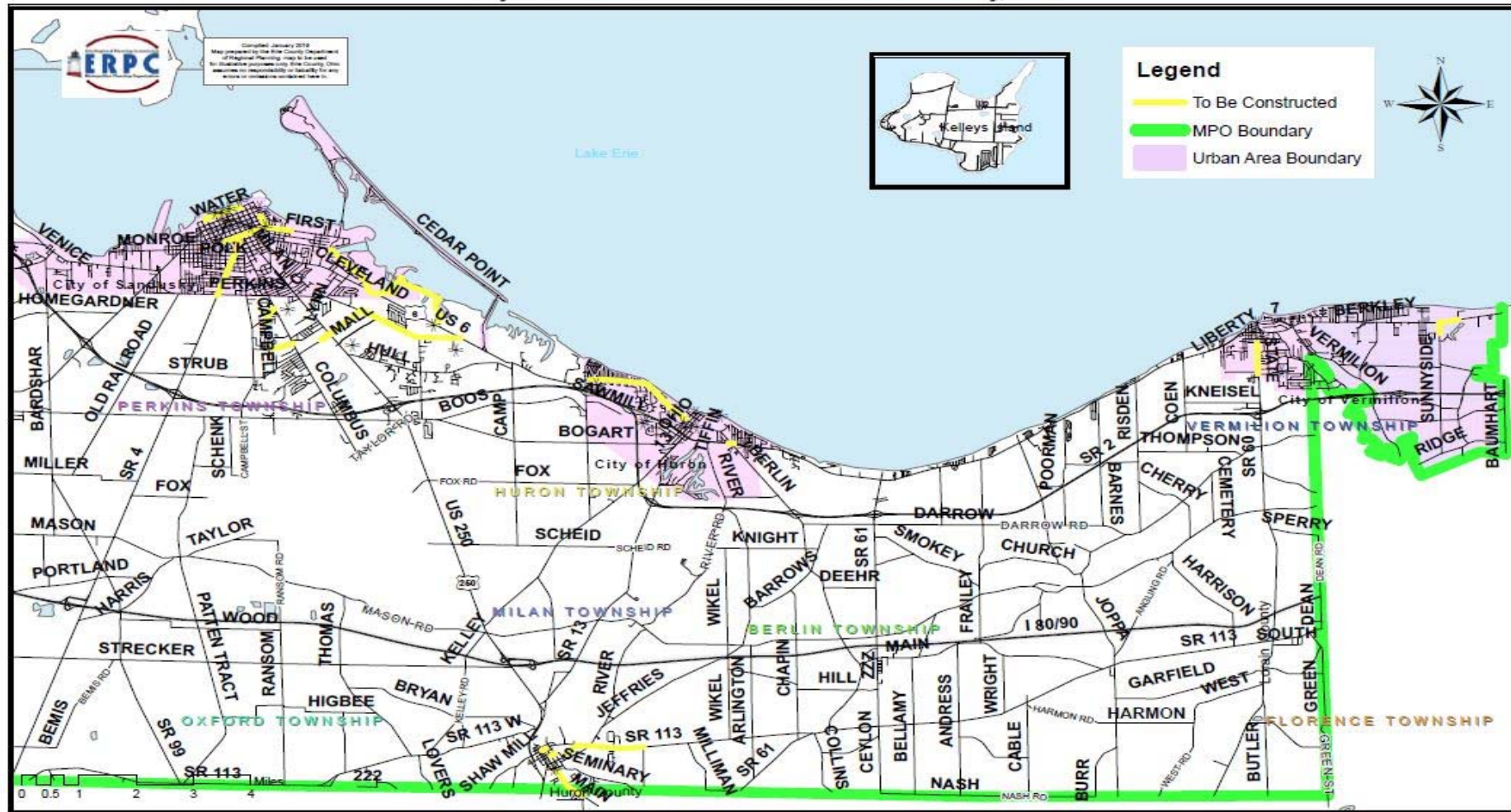
Figure 20F: Intersection of Berlin Road and US 6 looking north

Ohio Department of Transportation Statewide Bicycle Route System:**Location: County-wide**

The Ohio Department of Transportation is actively trying to establish a statewide network of bicycle and pedestrian trails. Ohio is establishing a network of State and US and bicycle routes which will provide bicyclists with safe and convenient connections through and to population centers and destinations in Ohio. It is proposed that Erie County have US 130 and State Bike Route 65 run within its borders. Currently the route is still being developed and it is not finalized at this time. At this time there would only be signage installed by the state, but there could be funding possibilities in the future. The length of trail estimated for Erie County is 50 miles.



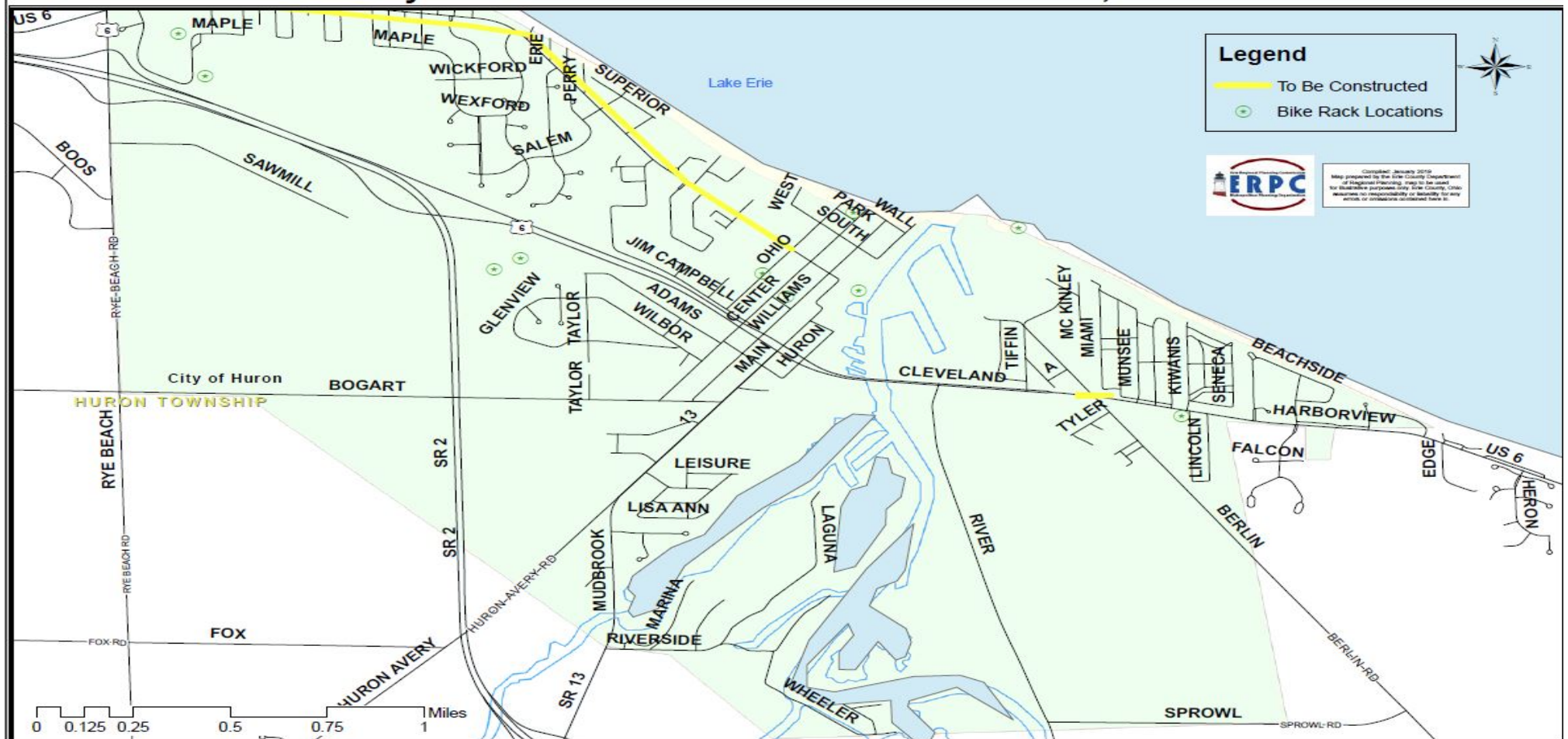
Figure 21F: Proposed signage for the statewide bicycle system





69

Bicycle and Pedestrian Infrastructure Huron, Ohio

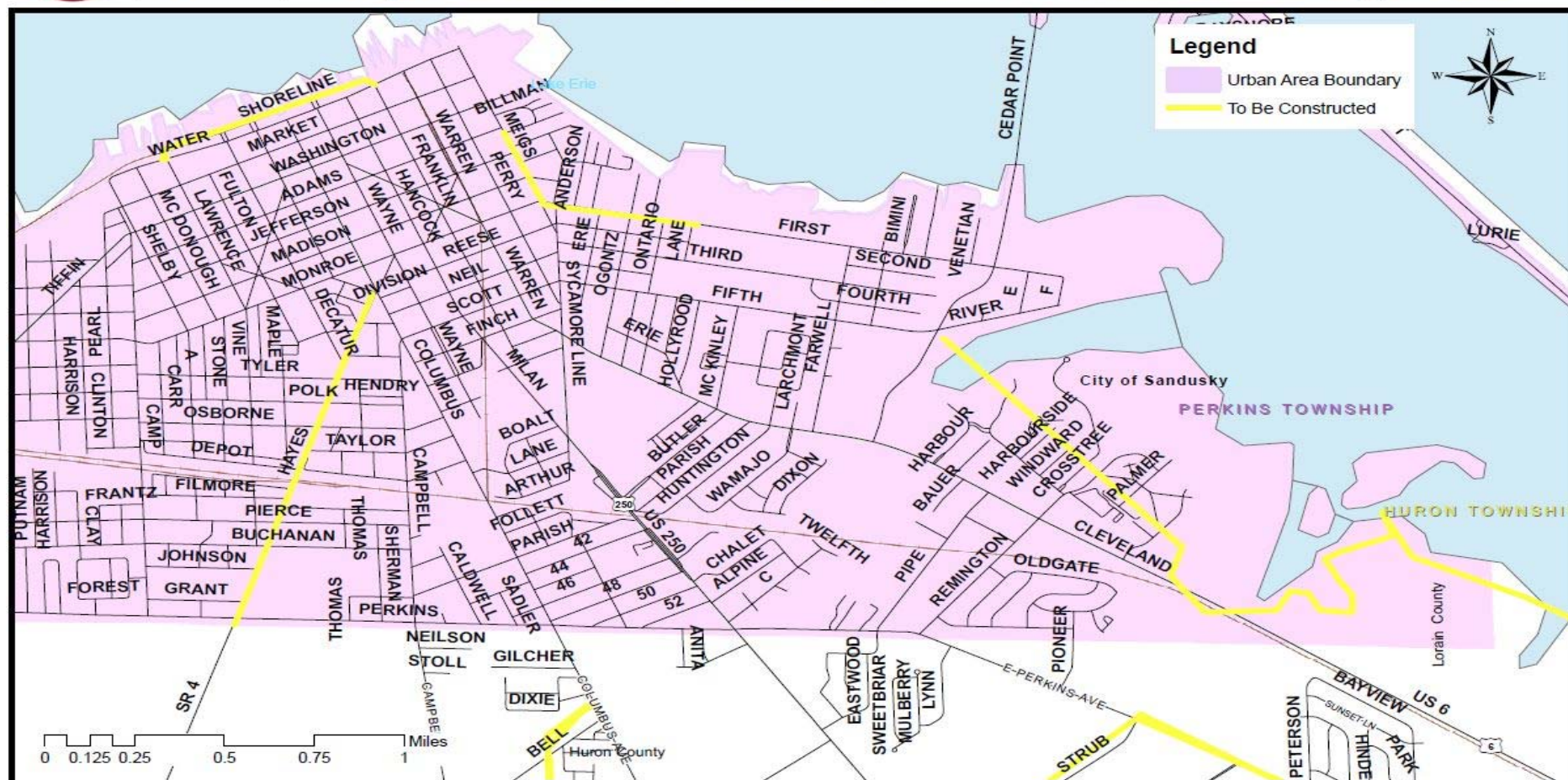


Map 3F: To be constructed infrastructure

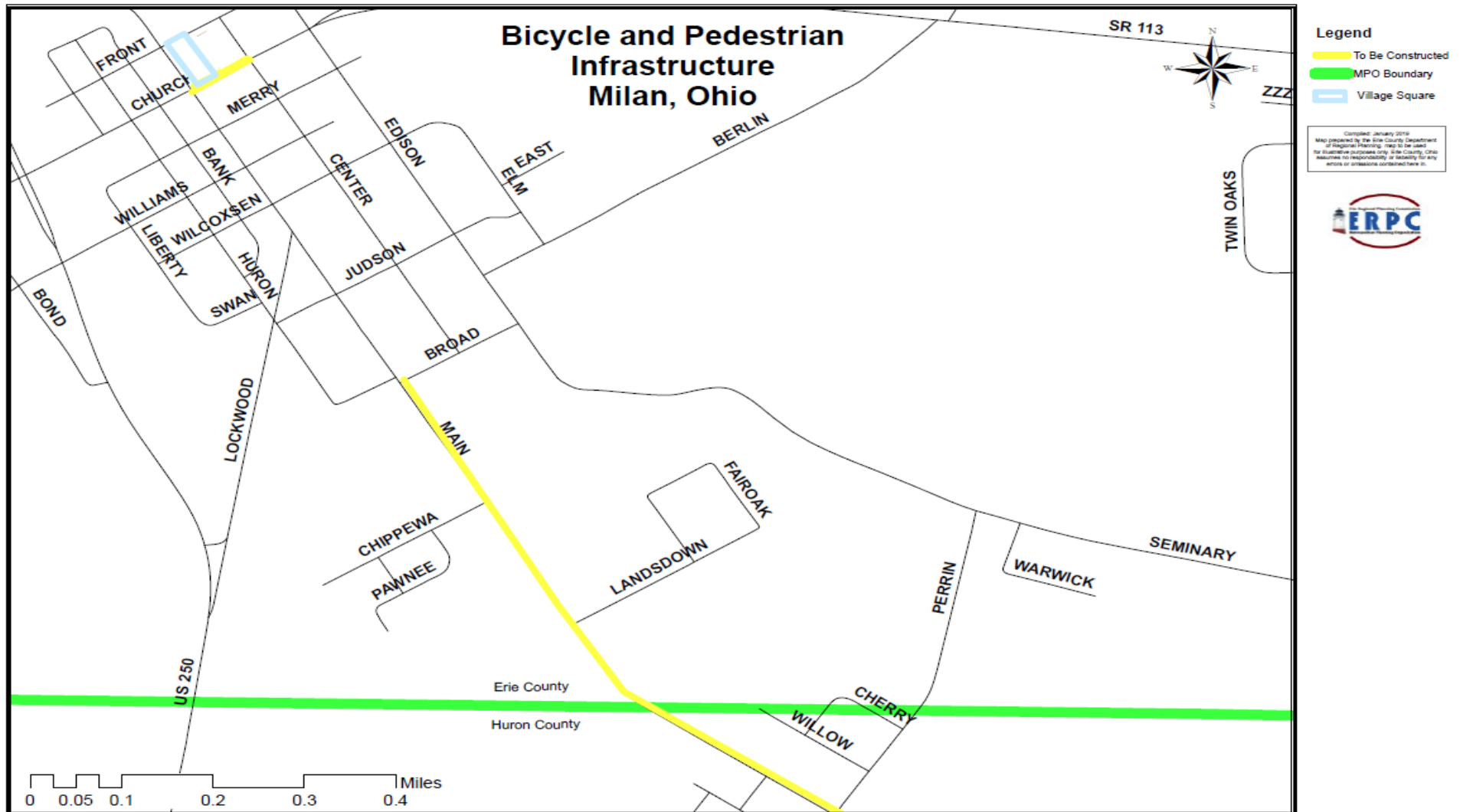


Compiled: January 2019
Map prepared by the Erie County Department of Regional Planning. Map to be used for illustrative purposes only. Erie County, Ohio assumes no responsibility or liability for any errors or omissions contained here in.

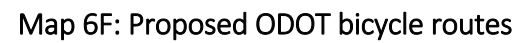
Bicycle and Pedestrian Infrastructure Sandusky, Ohio



Map 4F: To be constructed infrastructure



Map 5F: To be constructed infrastructure



Chapter Seven-Recommended Infrastructure

Introduction:

Within this section recommended improvements will be discussed. Planning staff created “routes” to make the planning area more manageable. Routes consists of loosely “like” areas. Planning staff acknowledges that these groups are fluid and overlapping in many ways.

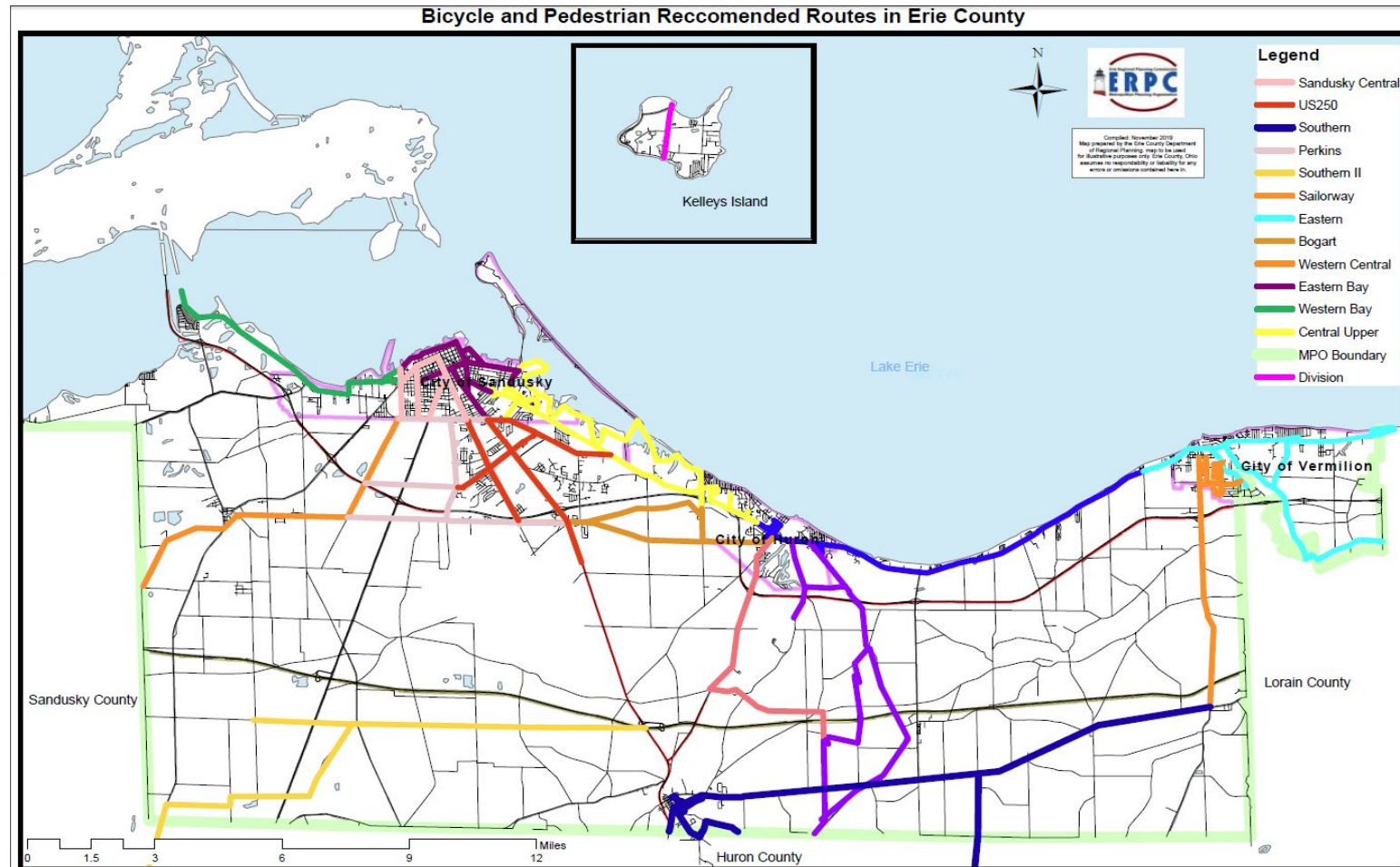
In total, 18 routes were created. They span the planning area and cohesively cover Erie County’s bicycle and pedestrian network. The routes collectively cover approximately 190 miles and range in distance from 1.5 miles up to 19.5 miles. Of the infrastructure projects there were ten signal improvements, 57 crosswalks/curb ramps, 11 flashers, 108 signs and five lighting projects proposed. There were 121,100 linear feet of sidewalk repair/installation, 395,025 linear feet of roadway striping, and 247,400 linear feet of off road/multi-use path installation recommended. Routes that had intersection improvements were not listed in detail or included in these numbers.

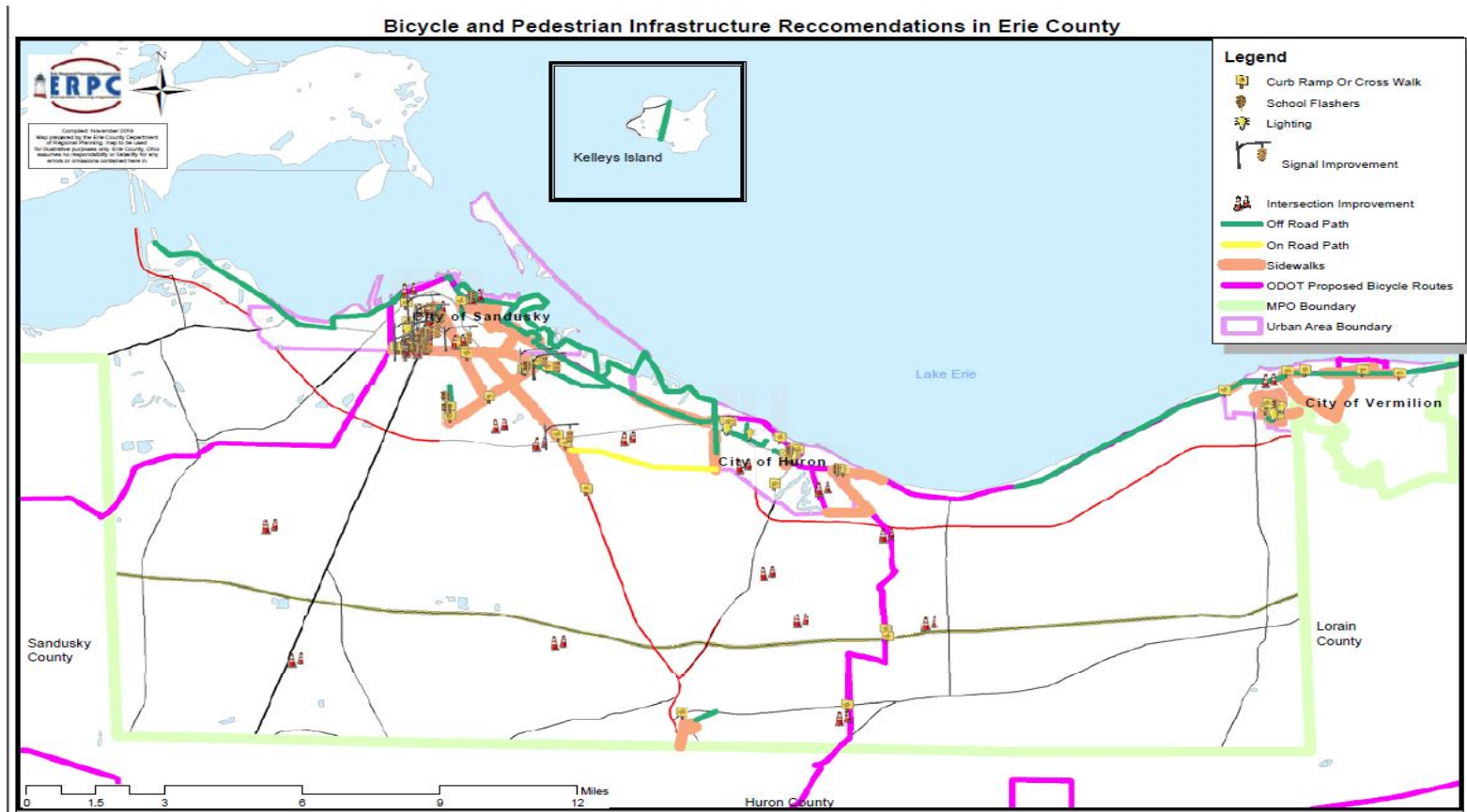
In order to prioritize projects staff created a validity score scale examining public input, project readiness etc. More of the methodology of this scale can be found in the Definition Chapter. The top ten ranked routes are listed below. If there was a tie in score cost estimates were then examined with the less expensive project given the higher ranking.

Route Name	Validity Score	Rank
Western Bay	45	1
US 250	45	2
Central Upper	45	3
Eastern Bay	44	4
Sandusky Central	42	5
Perkins	42	6
Eastern	38	7
Bogart	27	8
Sailorway	25	9
Southern	17	10

Chart 2G: Top ten routes ranked by validity score

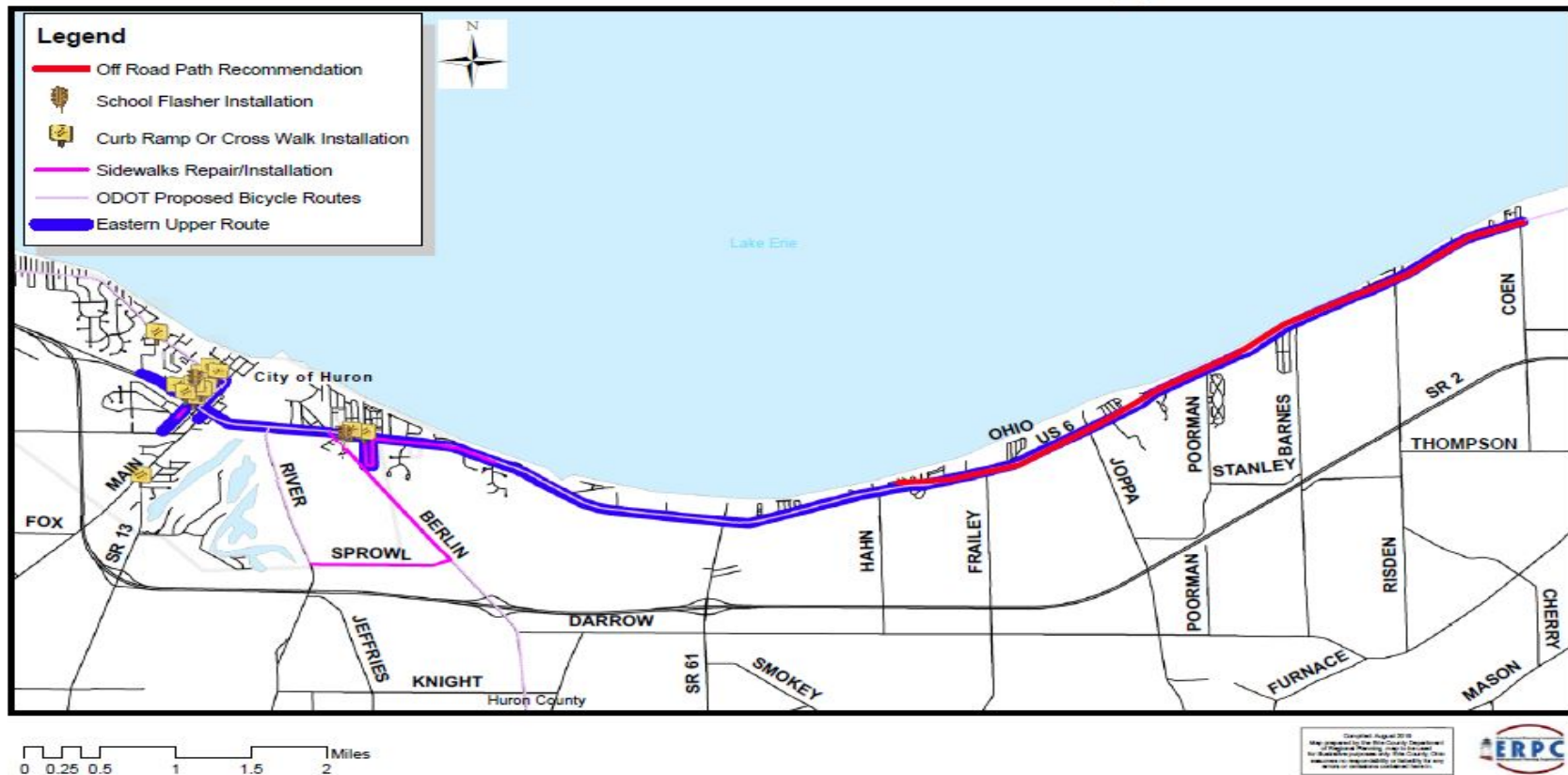
It is noted that there is no guarantee of funding for these projects, they are merely recommendations. Below each of these routes are described in detail. Alternate routes were created and generated by public suggestions. Alternate routes are described separately.





Map 2G: Overview of all the recommended infrastructure

Recommended Infrastructure Eastern Upper Route



Map 3G: Eastern Upper Route

Route Name: Eastern Upper



Figures 1G : US 6 and Main Street and Washington Avenue near US 6

Location: Vermilion, Huron and Berlin Townships; City of Huron

Approximate Length: 61,280 ft., 11.6 miles

Validation: Huron Safe Routes to School (SRTS) Plan, Lakefront Corridor Study, ODOT Proposed Bicycle Route and Documented Bicycle/Pedestrian Injury Accidents

Segments:

- Jim Campbell Boulevard (from Stowe Court to Center Street)
- Pedestrian Bridge to Center Street (along Jim Campbell Boulevard)
- Center Street (from Bogart Road to Cleveland Road West)
- All Stowe Court, Washington Street and Lincoln Street
- Ohio Street, Williams Streets (from Jim Campbell Boulevard to Cleveland Road)
- Main Street (from Cleveland Road to Standard Street)
- Cleveland Road (from Center Street to Coen Street)

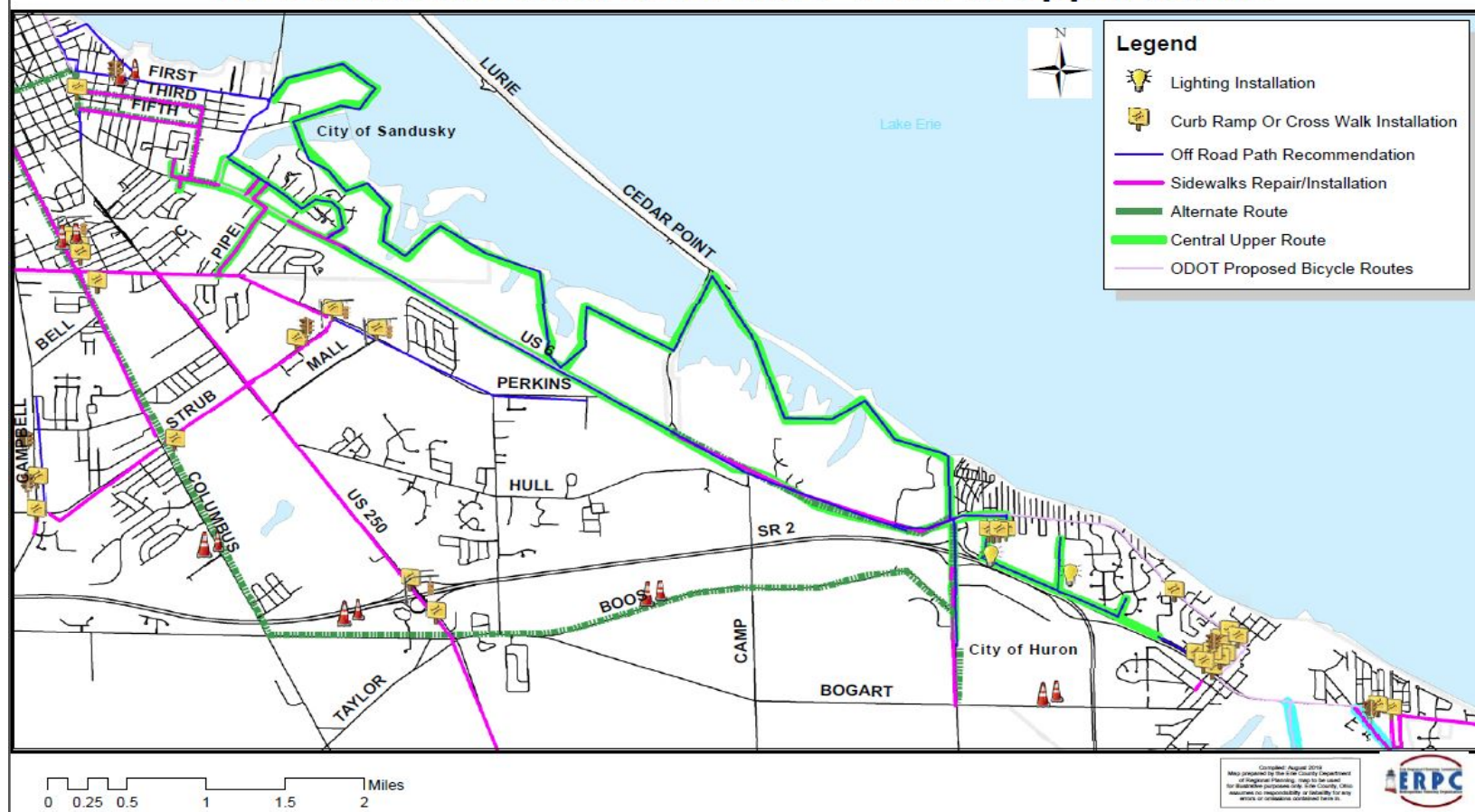
Treatment Summary: Sidewalks (11,300 ft.), Crosswalks (10), Flashers (2), Paved Multi-use path (26,400 ft.) and Signage (24)

- **Sidewalks:** (All of Washington, Lincoln Avenues) (US 6 from Lincoln Avenue to Heron Drive) (Center Street from Standard Street to Wilbur Street)
- **Crosswalk:** (US 6 and Kiwanis Avenue) (Washington Avenue and Lincoln Avenue) (Jim Campbell Boulevard and Ohio Street) (Jim Campbell Boulevard and Cleveland Road West) (Jim Campbell

Boulevard and Center Street) (Ohio Street and Vine Street) (Ohio Street and Shirley Street)
(Cleveland Road West and Ohio Street) (Center Street and Cleveland Road West)

- **Flasher:** (Cleveland Road West and Berlin Road) (Ohio Street near McCormick School)
- **Signage:** Along the proposed bicycle route (covered by ODOT)
- **Multi-use Path:** On Jim Campbell Boulevard (from US 6 to the pedestrian bridge) and on US 6 (from Reynolds Avenue to Coen Road)

Recommended Infrastructure Central Upper Route



Map 4G: Central Upper Route

Route Name: Central Upper



Figures 2G: US 6 near SR 2 and Cleveland Road and Perkins Avenue

Location: Cities of Huron, Sandusky; Huron and Perkins Townships

Approximate Length: 102,000 ft., 19.2 miles

Validation: Huron SRTS Plan, Documented Bicycle/Pedestrian Injury/Property Accidents, Sandusky Bay Pathway Plan, US 6 Corridor Plan and ODOT Proposed Bicycle Route

Segments:

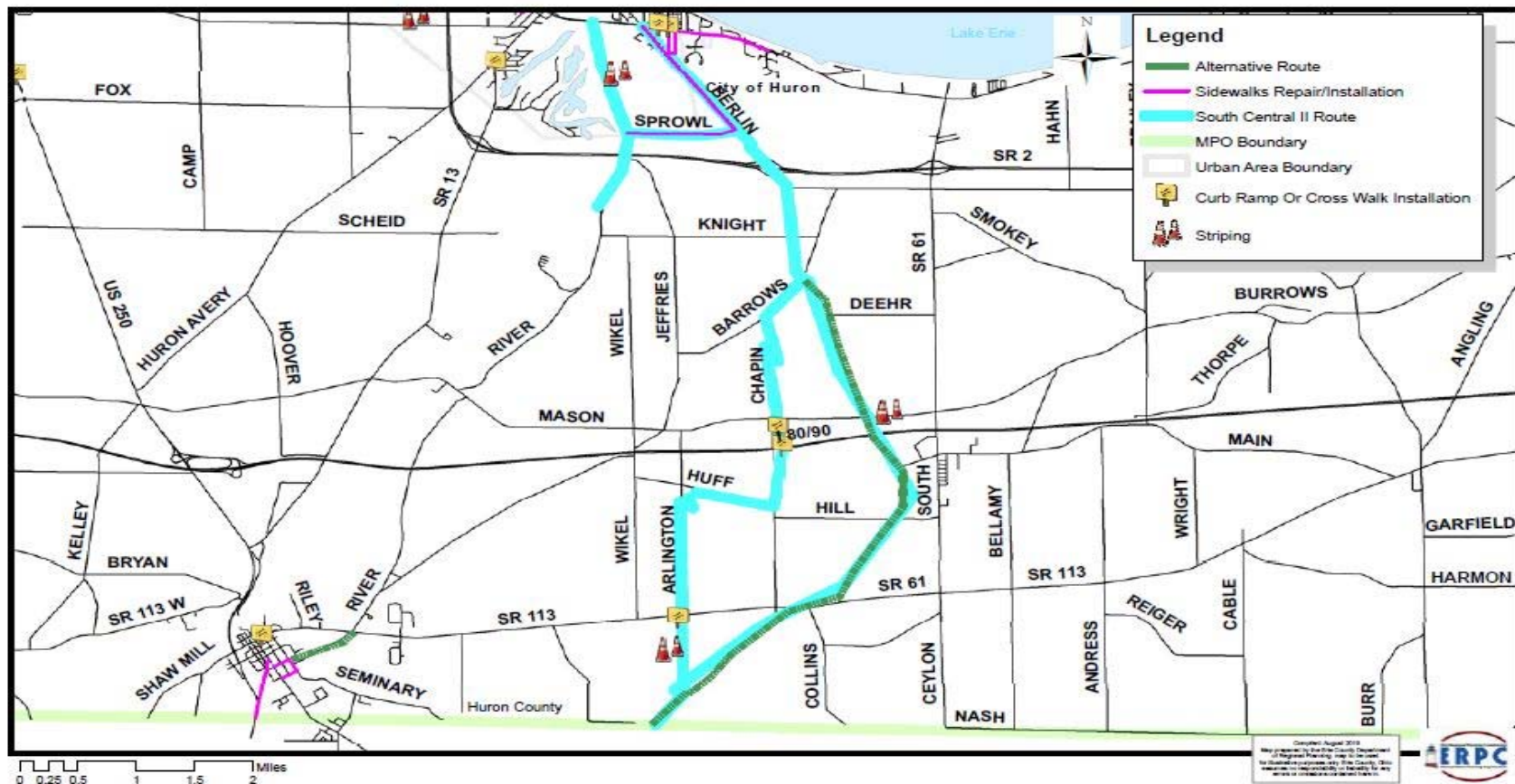
- Off road lake front trail (from Cedar Point Road to Rye Beach Road)
- Jim Campbell Boulevard (from US 6 to Stowe Court)
- Electric Rail Trail (from the Lake Erie Business Park to Jim Campbell Boulevard)
- Off road path (from Deerwood Drive to Maple Drive)
- Maple Drive (from the Lake Erie Parkway to 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 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)

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.)

- Crosswalk Implementation: (Cedar Point Road and US 6) (Lake Erie Parkway at school campus drop off area) (Lake Erie Parkway at Buckeye Road) (Lake Erie Crossing)
- Sidewalk: Rye Beach Road (between Boos Road and Sawmill Drive), Gap portions of US 6 (in the City of Sandusky), Roosevelt Street (Cleveland Road to Larchmont Street), Cowdrey Street (from Cleveland Road to Knupke Street), Dietrick Street and Harbour Drive (both from Cleveland Road to Heron Drive), Shoreway Drive (from Cleveland Road to Sprucewood Drive) and Pipe Street (from US 6 to Perkins Avenue) US 6 (from Sawmill Resort to Rye Beach Road, alternate)
- Lighting Installation: Along the Electric Rail Trail (near Laurel Avenue and the Huron Business Park near the Electric Rail Trail)
- Multi-Use Path: Off Cedar Point Drive (from First Street along the lake front to Rye Beach Road) and along US 6 (from pedestrian bridge to Sprucewood Drive) Sprucewood (from Heron Creek Drive to Shoreway Drive) , Shoreway Drive (from Sprucewood to Cleveland Road)
- Signage: Along the proposed bicycle route (covered by ODOT)

Recommended Infrastructure South Central II Route



Map 5G: South Central II Route

Route Name: South Central II



Figures 3G: Intersection of Sprowl and River Road and Sprowl Road near Berlin Road

Location: Huron and Berlin Townships; City of Huron

Approximate Length: 60,500 ft., 11.5 miles, 27,000 ft. (alternative)

Validation: ODOT Proposed Bicycle Routes, Huron SRTS Plan and Adjoining the Northern Coast Inland Trail

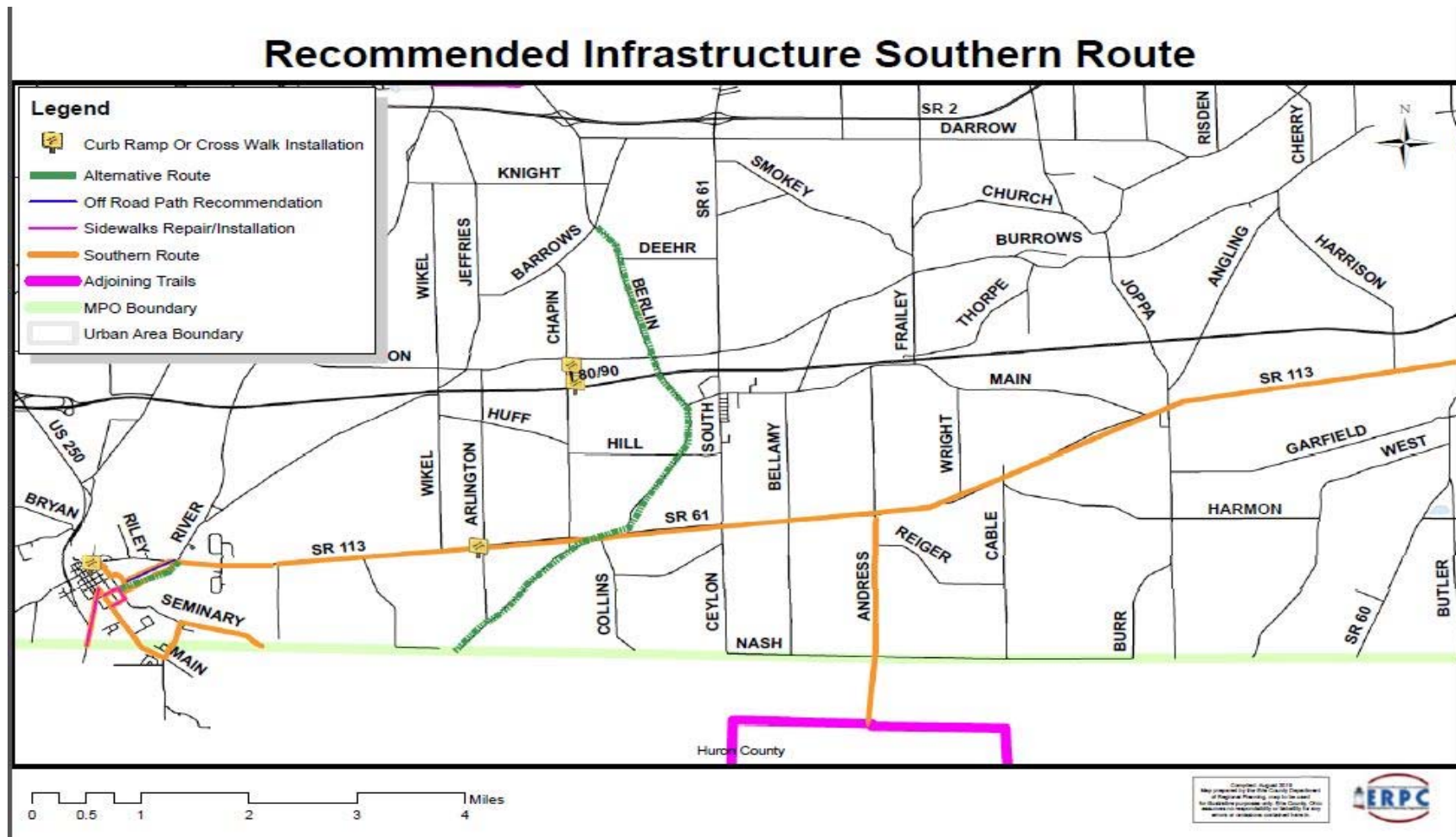
Segments:

- River Road (Huron River Greenway off River Road to US 6)
- Sprowl Road (from River Road to Berlin Road)
- Berlin Road (from US 6 to Barrows Road)
- Berlin Road (from Barrows Road to SR 113 then SR 113 to SR 61) (alternative)
- Barrows Road (from Jeffries Road to Berlin Road)
- Chapin Road (from Barrows Road to Huff Road)
- Huff Road (from Chapin Road to Arlington Road)
- Arlington Road (from Huff Road to the county line)

Treatment Summary: Sidewalk Installation (12,000 ft.), signage (24), striping maintenance (6,500 ft.) and crosswalks (2) and/or striping maintenance (11,000 ft.) (27,000 ft., alternative)

- **Sidewalk:** (Berlin Road from Cleveland Road to Sprowl Road) (Sprowl Road from Berlin Road to River Road)

- **Signage:** Along the proposed bicycle route (covered by ODOT)
- **Striping:** Along River road bicycle trail or on Berlin Road (from Barrows road to Arlington Road) (Berlin Road from Barrows Road to Arlington Road) (alternative)
- **Crossing Improvements:** (Arlington Road and SR 113) (Mason Road and Jeffries Road) (Mason Road and Arlington Road).



Map 6G: Southern Route

Route Name: Southern



Figures 4G: Edison Drive near SR 113 and South Main Street in the Village of Milan

Location: Milan, Berlin and Florence Townships; Village of Milan

Approximate Length: 83,000 ft., 15.7 miles, 3,000 ft. alternative

Validation: Edison Safe Routes to School Plan, Documented Bicycle/Pedestrian Injury Accidents and Adjoining the Firelands North Coast Inland Trail and the Back Roads and Beaches Trail

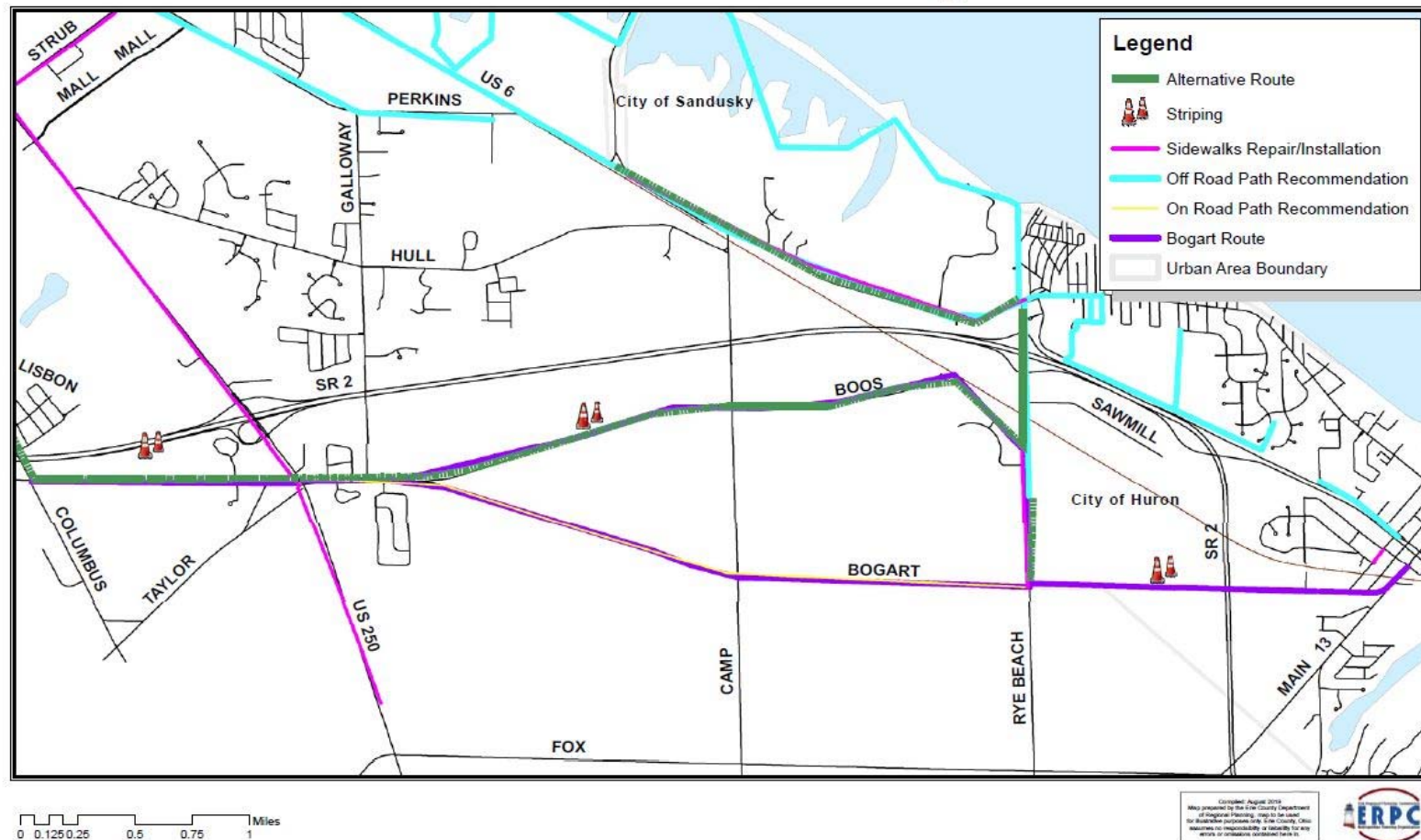
Segments:

- 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 Street (from Elm Street to SR 113) (alternative)
- East Street (from Edison Park to Edison Drive)
- Judson Street (from Main Street to Edison Drive)
- Edison Drive (from Judson Street to South Edison Drive)
- Berlin Road (from SR 113 to Elm Street)
- Church Street (from Center Street to Edison Drive)
- Wilcoxson Street (from Edison Drive to Elm Street)
- Andress Road (from SR 61 to the county line)

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)

- **Sidewalk:** Lockwood Road (from US 250 to Main Street), Judson Street (from Edison Drive to Main Street), Center Street (from Judson Street to Broad Street) and Broad Street (from Edison Drive to Main Street)
- **Crossing:** (Wilcoxson Street and Edison Drive)
- **Bike Path:** Off SR 113 (from Roadway Department Building to Edison Park) (SR 113 from the school campus to the Roadway Department Building) and on Berlin Road (SR 113 to Elm Street) (alternative)

Recommended Infrastructure Bogart Route



Map 7G: Bogart Route

Route Name: Bogart



Figures 5G: Bogart Road and US 250 intersection and Bogart Road near US 250

Location: Perkins and Huron Townships and the City of Huron

Approximate Length: 30,000 ft., 5.5 miles, (24,000 ft. alternative)

Validation: Huron SRTS Plan and Documented Bicycle/Pedestrian Injury Accidents

Segments:

- 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)

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)

Planning Cost Estimate: \$133,780

- **Sidewalk Installation/Repair:** Rye Beach Road (over the railroad tracks to the interchange) (University Drive to Bogart Road, alternative)
- **On Road Bicycle Path Extension:** Bogart Road (Rye Beach Road to US 250)

- **Striping Maintenance:** (Rye Beach Road to Center Street) Bogart Road and Bogart Road (from Boos Road to Columbus Avenue, alternative) and Boos Road (from Rye Beach Road to Bogart Road, alternative)

Legend

- Curb Ramp Or Cross Walk Installation
- School Flasher Installation
- Lighting Installation
- Off Road Path Recommendation
- Sidewalks Repair/Installation
- Sailorway Route
- MPO Boundary
- Urban Area Boundary

Map of Vermilion, MN, showing proposed improvements. The map includes a legend with symbols for Curb Ramp Or Cross Walk Installation, School Flasher Installation, Lighting Installation, Off Road Path Recommendation, Sidewalks Repair/Installation, Sailorway Route, MPO Boundary, and Urban Area Boundary. The map shows various streets including KNEISEL RD, DARROW RD, TRINTER RD, MASON RD, SPERRY RD, DEAN RD, SR 60, SR 113, STATE ST, DOUGLAS ST, DEVON DR, SWEETBRIAR DR, UNKNOWN, ANCHORAGE WAY, BEECHVIEW DR, HOLLYVIEW DR, W RIVER RD, PINEVIEW DR, MAPLEVIEW DR, and SANFORD ST. A scale bar indicates distances from 0 to 2 miles. A north arrow is also present.

Map 8G: Sailorway Route

Route Name: Sailorway



Figures 6G: Sanford Street and Larchmont Drive

Location: Vermilion and Florence Township; City of Vermilion

Approximate Length: 52,000 ft., 9.9 miles

Validation: Vermilion SRTS Plan, Connection to the Back Roads and Beaches Trail

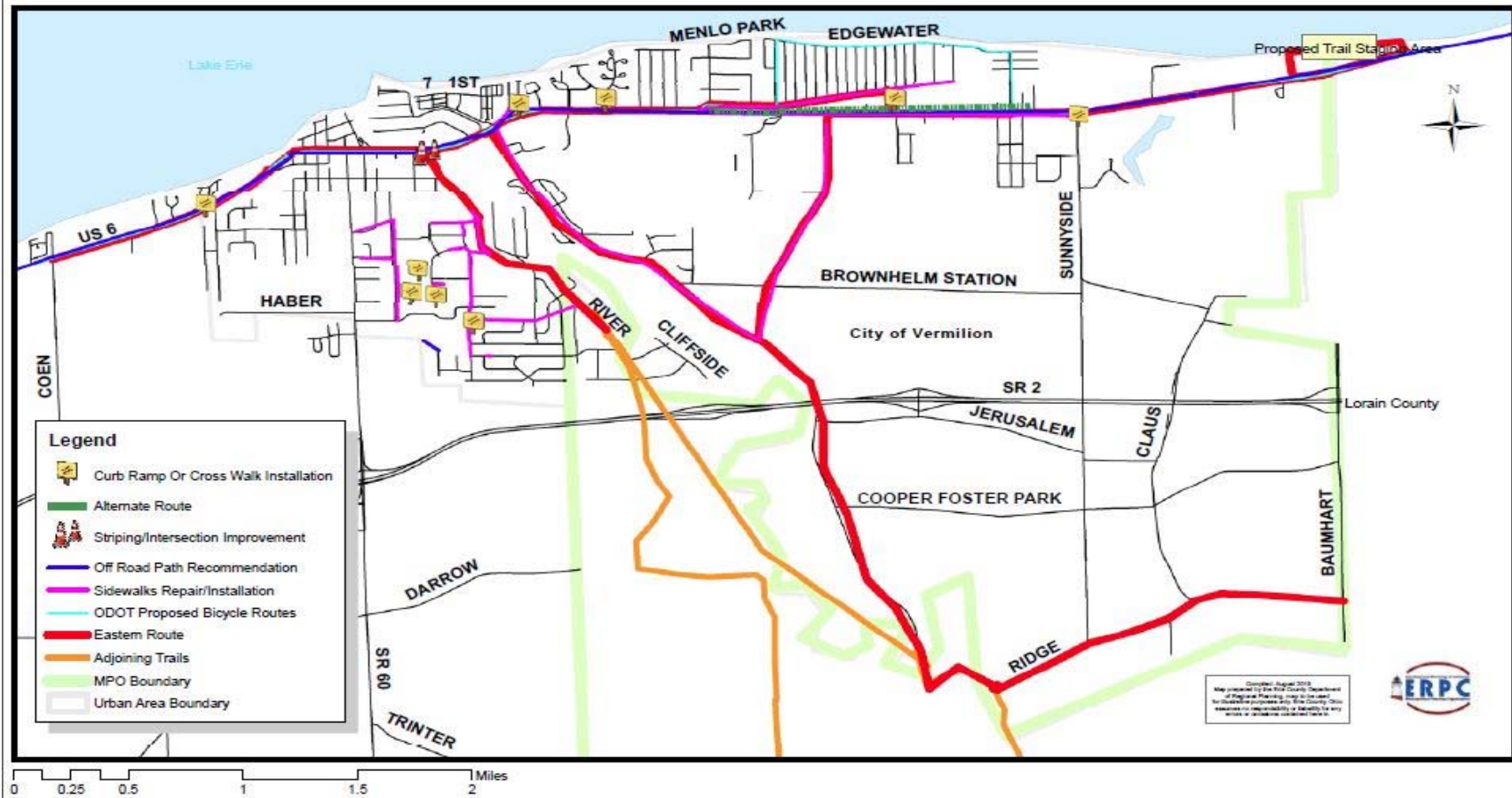
Segments

- 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 (gaps)
- Sweet Briar Drive (gaps)
- All of Driftwood Drive, Haley Street, Larchmont Drive, Pineview Drive, Concord Drive and Langfitt Street
- Lexington Drive (from proposed school trail to Concord Drive)

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

- **Multi-use Path:** Extended path Lexington Drive near school campus
- **Sidewalks:** Lexington Drive , Sanford Street, Langfitt Street, Mills Street gaps, path along railroad from Douglas Street to Mills Street, Pineview Drive, Hayley Street, Douglas Street gaps
- **Lighting:** By the school campus off Sailorway Drive, Near Sanford by the school campus
- **Flasher:** Near the school entrance off Sailorway Drive
- **Crosswalks:** Crosswalks on school campus , end of Sailorway Drive near campus

Recommended Infrastructure Eastern Route



Map 9G: Eastern Route

Route Name: Eastern



Figures 7G: High Bridge Road in Vermilion and Vermilion Road near US 60

Location: City of Vermilion and Vermilion Township

Approximate Length: 66,000 ft., 12.5 miles (13,000 ft. alternative)

Validation: ODOT Proposed Bicycle Routes, Documented Bicycle/Pedestrian Injury Accidents, Lakeshore Plan, Vermilion SRTS Plan and adjoining the Back Roads and Beaches Trail

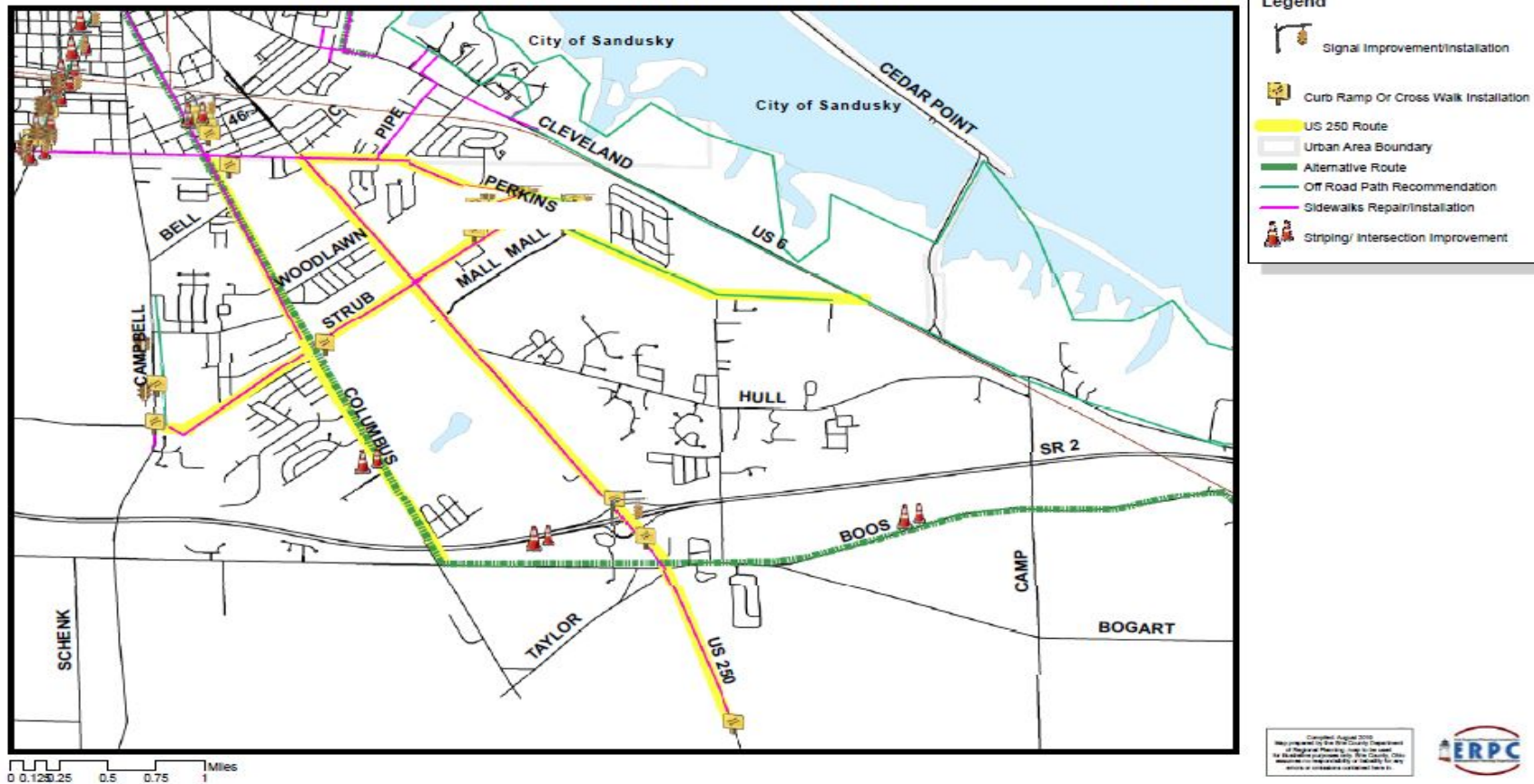
Segments:

- 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)

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)

- **Crosswalks:** Liberty Avenue at: (Adams Street, near Portland Drive, Minnie Wawa Street, Overlook Road and Sunnyside Road)
- **Sidewalks:** Liberty Avenue (between Adams Street and Decatur Street), Liberty Avenue (from South Shore Court to Vermilion Road) (from Berkley Road to High Bridge Road, alternative), Vermilion Road (from Liberty Avenue to High Bridge Road) and Berkley Road (from Liberty Avenue to Showse Park)
- **Striping/Intersection Improvements:** Channelizing island and realignment at Liberty Avenue at West River Road
- **Signage:** Along the proposed bicycle route (covered by ODOT)
- **Multi-use Pathway:** Along Liberty Avenue/US 6 (from Coen to eastern city limits)
- **Proposed Trail Staging Area:** Identified as a possible trailhead (Lakeshore Plan)

Recommended Infrastructure US 250 Route



Map 10G: US 250 Route

Route Name: US 250



Figures 8G: US 250 and Hull Road and US 250 and Strub Road

Location: Perkins and Huron Townships

Length: 58,000 ft., 11 miles, (8,000 ft., alternative)

Validation: Documented Bicycle/Pedestrian Related Injury/Property Crashes, Perkins SRTS plan and the US 6 Corridor Study

Segments:

- 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)

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.)

- **Crosswalk Improvement/Installation:** (Strub Road near Meadowlawn) (Mall Road and Strub Road) (Strub Road and Perkins Avenue), (SR 2 and US 250 interchange each direction x2) (US 250 near Kalahari Resort)
- **Signal Improvement:** (SR 2 and US 250 interchange) (Strub Road and Mall Road) (US 6 and Perkins Avenue) (Strub Road and Perkins Avenue)
- **Flasher Installation:** (Strub Road near Meadowlawn School)

- **Sidewalk Repair/Installation:** Strub Road (from US 250 to Perkins Avenue), Perkins Avenue (from US 250 to Strub Road), US 250 (from Bogart Road to Kalahari Resort) and Columbus Avenue (from Perkins Avenue to Schiller Avenue)
- **Off Road Path:** Strub Road (from Perkins Avenue to Osborn Park)
- **Intersection Reconfiguration:** US 6 and Perkins Avenue (Roundabout)
- **Striping:** Columbus Avenue (from Strub Road to Bogart Road, alternative)

Recommended Infrastructure Sandusky Central Route



Map 11G: Sandusky Central

Route Name: Sandusky Central



Figures 9G: Northern end of Mills Street and the intersection of Perkins Avenue and Camp Street

Location: City of Sandusky

Validation: SRTS Sandusky Plan, ODOT Proposed Bicycle Route, Documented Bicycle/Pedestrian Injury and Property Accidents and the SR 4 Safety Study

Approximate Length: 30,000 ft., 5.7 miles

Segments:

- 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)

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.)

- **Signals Improvement/Installation:** (Columbus Avenue and Parish Street); (Hayes Avenue and Pierce Street), (Perkins Avenue, Johnson Street, and Osborne Street); (Camp Street and Grant Street and Forest Drive)
- **Lighting Installation:** Camp Street (at the Railroad Crossing) and Hayes Avenue (at the Railroad Crossing)
- **Cross walk/Curb Ramp Installation:**

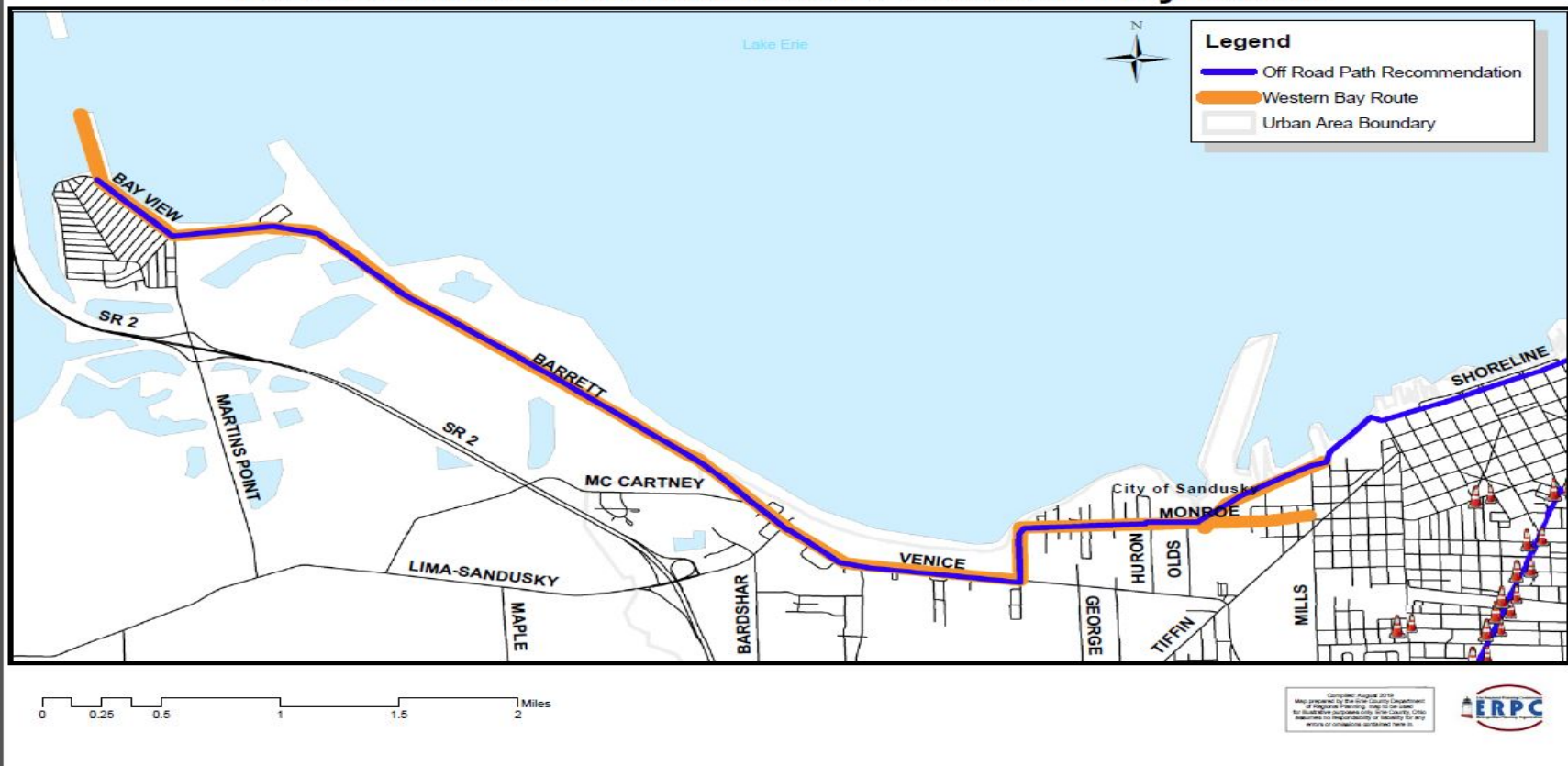
-Columbus Avenue: at 42nd Street, West Cowdery Street, 44th Street and 46th Street;

-Camp Street: at Frantz Street, Filmore Street, Perkins Avenue, Pierce Street, Buchanan Street, Johnson Street, Forest Drive and Grant Street;

-Hayes Avenue: at Grant Street, Rockwell Street, Johnson Street and Buchanan Street

- **Sidewalk Installation:** Camp Street (from Perkins Avenue to Pierce Street)
- **Multi-use path:** Hayes Avenue (from Perkins Avenue to Columbus Avenue)
- **Striping/Intersection Improvements:** Hayes Avenue at Perkins Avenue, Johnson Street, Pierce Street, Filmore Street, Depot Street, Osborne Street, Tyler Street and Park Street; Columbus Avenue at Parish Street; and Camp Street at Perkins Avenue, Pierce Street
- **Flashers:** on Hayes Avenue: at Perkins Avenue, Grant Street, near the high school, Johnson Street, and Rockwell Street
- **Signage:** Along the proposed bicycle route (covered by ODOT)

Recommended Infrastructure Western Bay Route



Map 12G: Western Bay Route

Route Name: Western Bay



Figures 10G: Barrett Road near the fishing pier and Monroe Street near Lions Park

Location: Margaretta Township; Village of Bayview and City of Sandusky

Approximate Length: 37,000 ft., 7 miles

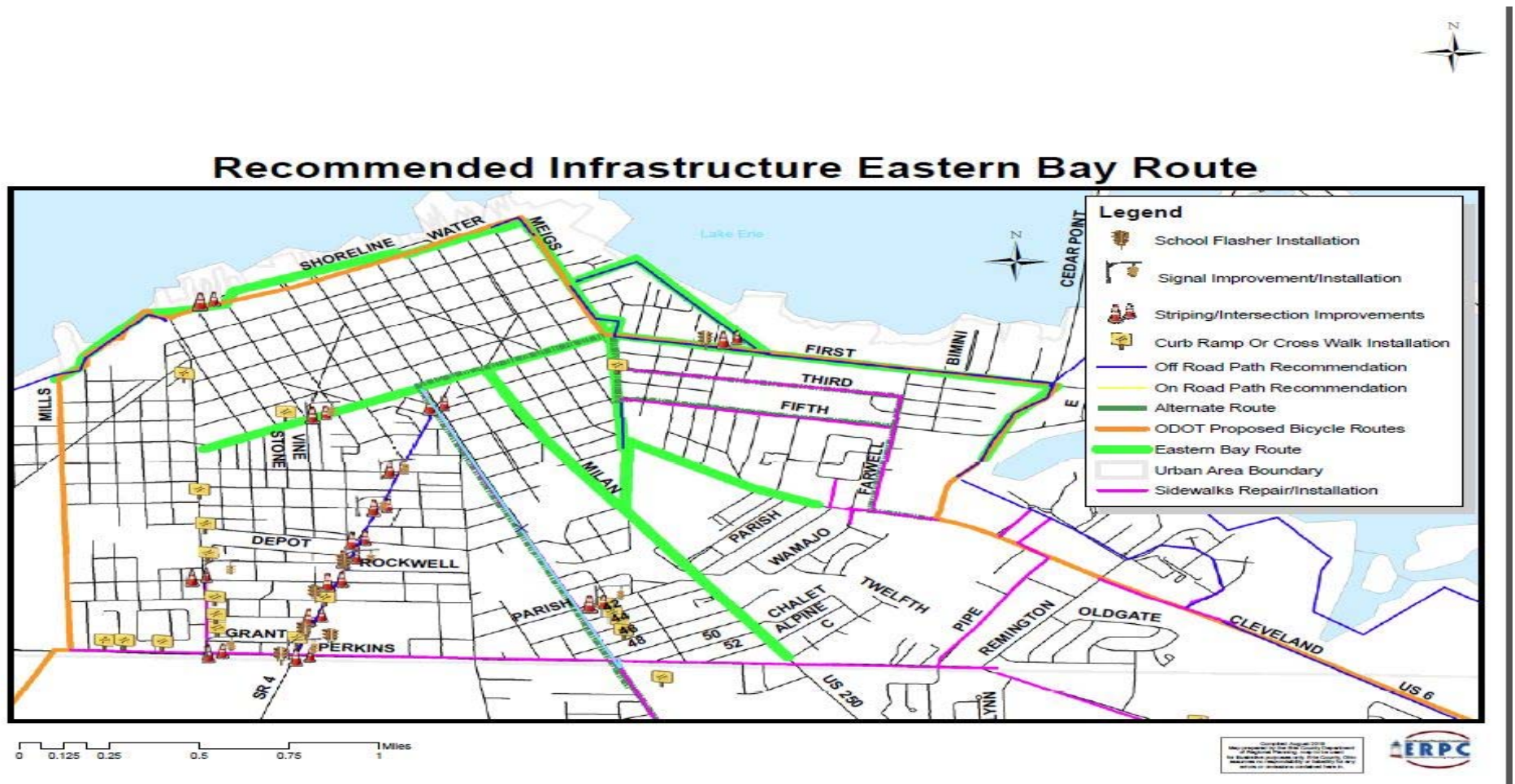
Validation: Sandusky Bay Pathway Plan, Sandusky SRTS Plan, and ODOT Proposed Bicycle Routes

Segments:

- 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)

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

- **Separated asphalt pathway:** Bayview Drive to Mills Street
- **Signage:** Along the proposed bicycle route (covered by ODOT)



Map 13G: Eastern Bay Route

Route Name: Eastern Bay



Figures 11G: Meigs Street near Jefferson Street and Meigs and Monroe Street Intersection

Location: City of Sandusky

Length: 32,000 ft., 6 miles (10,000 ft., alternative)

Validation: Documented Bicycle/Pedestrian Property/Injury Accidents, Sandusky SRTS Plan, Sandusky Bay Pathway Plan and ODOT Proposed Bicycle Routes, and the US 6 Corridor Study

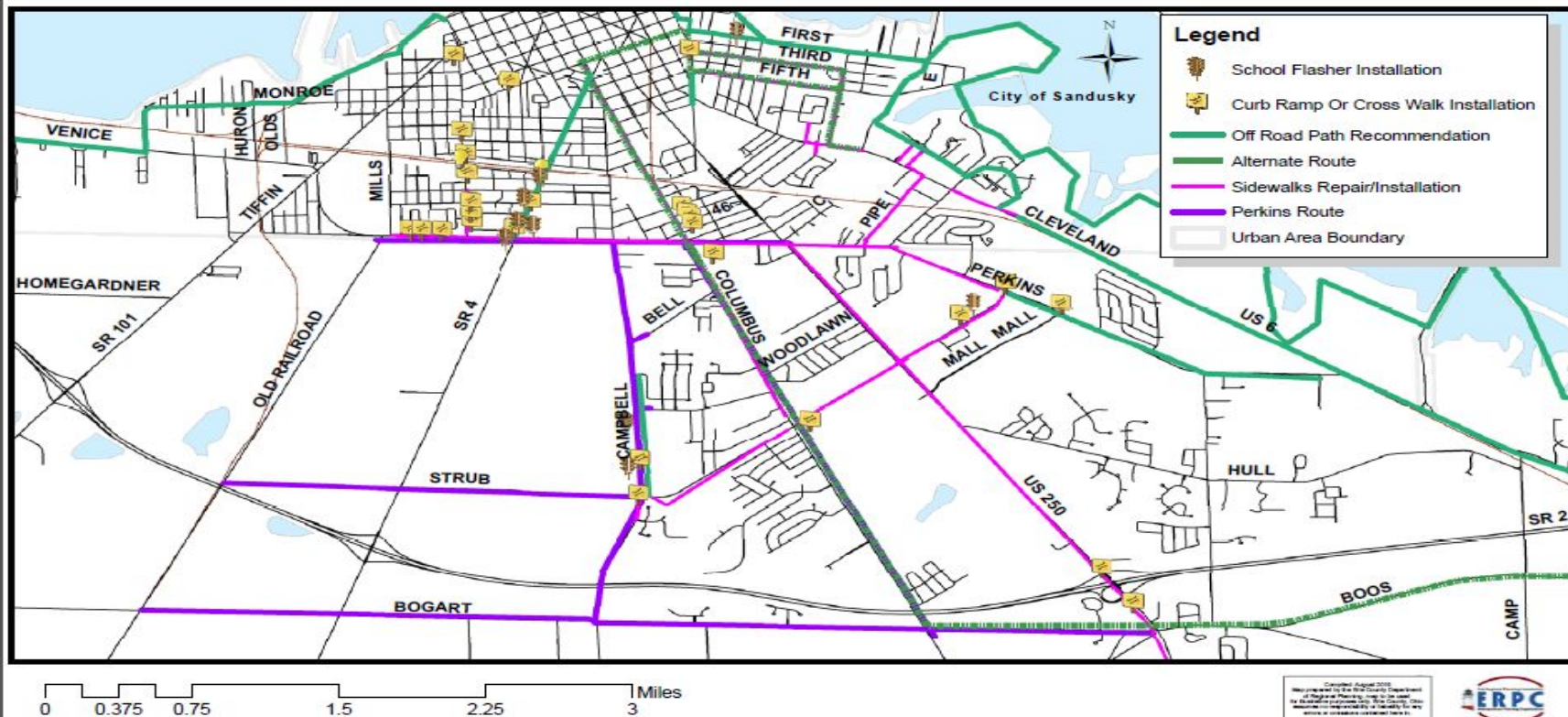
Segments:

- 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)

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)

- **Crosswalks Improvement/Installation:** (Monroe Street at Maple Street), (Vine Street and Fourth Street at Sycamore Line)
- **Intersection Improvements:** (First Street and Ontario Street) , (Vine Street and Monroe Street)
- **Signal Improvement/Installation:** (Monroe Street and Central Avenue/Lawrence Street)
- **Off Road Pathway:** Off road (from JayCee Park to Huron Park Pathway), Water Street (from Shoreline Drive to Washington Street), Meigs Street (from Madison Street to Garfield Street), off road path (from Garfield Street to First Street) and First Street (from Meigs Street to Cedar Point Drive)
- **Flasher Installation:** at First Street
- **Signage:** Along the proposed bicycle route (covered by ODOT)
- **Striping:** Maintenance of existing pathway on Shoreline Drive in downtown Sandusky
- **Sidewalk:** Third Street (Sycamore Line and Farwell Street, alternative) Fifth Street (between Sycamore Line and Farwell Street, alternative) and Columbus Avenue (from Monroe Street to Perkins Avenue)

Recommended Infrastructure Perkins Route



Map 14G: Perkins Route

Route Name: Perkins



Figures 12 G: Strub Road and Hayes Avenue and Columbus Avenue near Perkins Avenue

Location: Margaretta and Perkins Townships

Validation: SRTS Perkins and Sandusky Plans, Documented Bicycle/Pedestrian Injury Accidents

Approximate Length: 60,000 ft., 11.4 miles, (15,000 ft. alternative)

Segments:

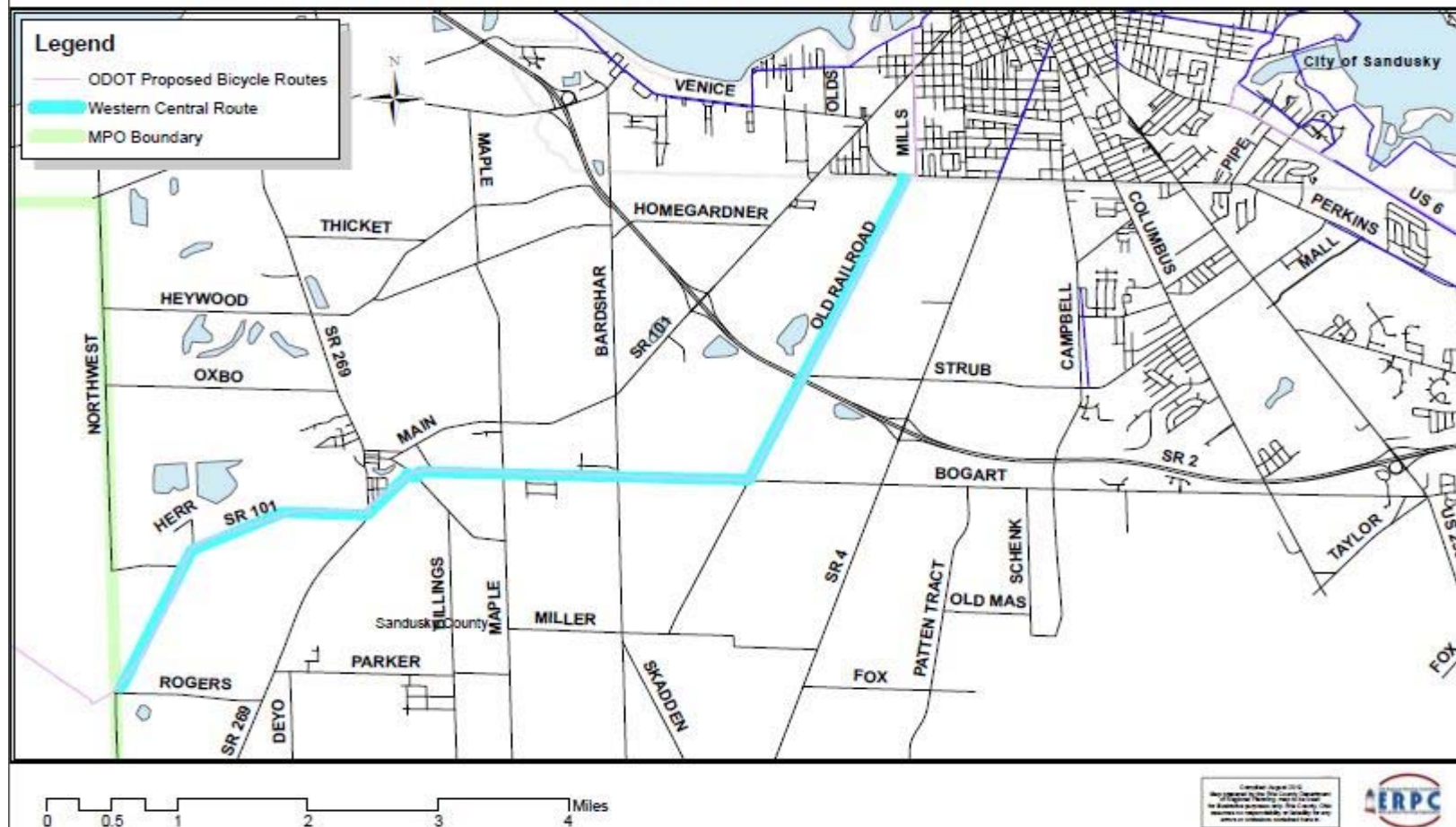
- Perkins Avenue (from US 250 to Old Rail Road)
- Campbell Street (from Perkins Avenue to Bogart Road)
- Bell Avenue (from Campbell Street to Strickfaden Park)
- Strub Road (from Campbell Street to Old Railroad Road)
- Bogart Road (from Old Rail Road to US 250)
- Columbus Avenue (from Perkins Avenue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

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.)

- **Curb Ramps/Cross Walk Installation:** (Campbell Street and Strub Road x2), (Perkins Avenue at Stahlwood Drive) and (Karl-Ann Drive and Forrest Drive)
- **Flashers:** (Perkins Avenue and Hayes) and (Campbell Street near the school campus)
- **Sidewalk Installation/Repair:** Perkins Avenue (from Old Rail Road to US 250) and Campbell Street (from Windamere to Strub Road) Columbus Avenue (from Perkins Avenue to Strub Road, alternative)

- **Off Road Path:** Campbell Street (from Stoneway Drive to Strub Road)

Recommended Infrastructure Western Central Route



Map 15G: Western Central Route

Route Name: Western Central



Figure 13G: Intersection of Billings and Mason Road

Location: Perkins and Margaretta Townships; Village of Castalia

Approximate Length: 44,000 ft., 8.3 miles

Validation: ODOT Proposed Bicycle Path

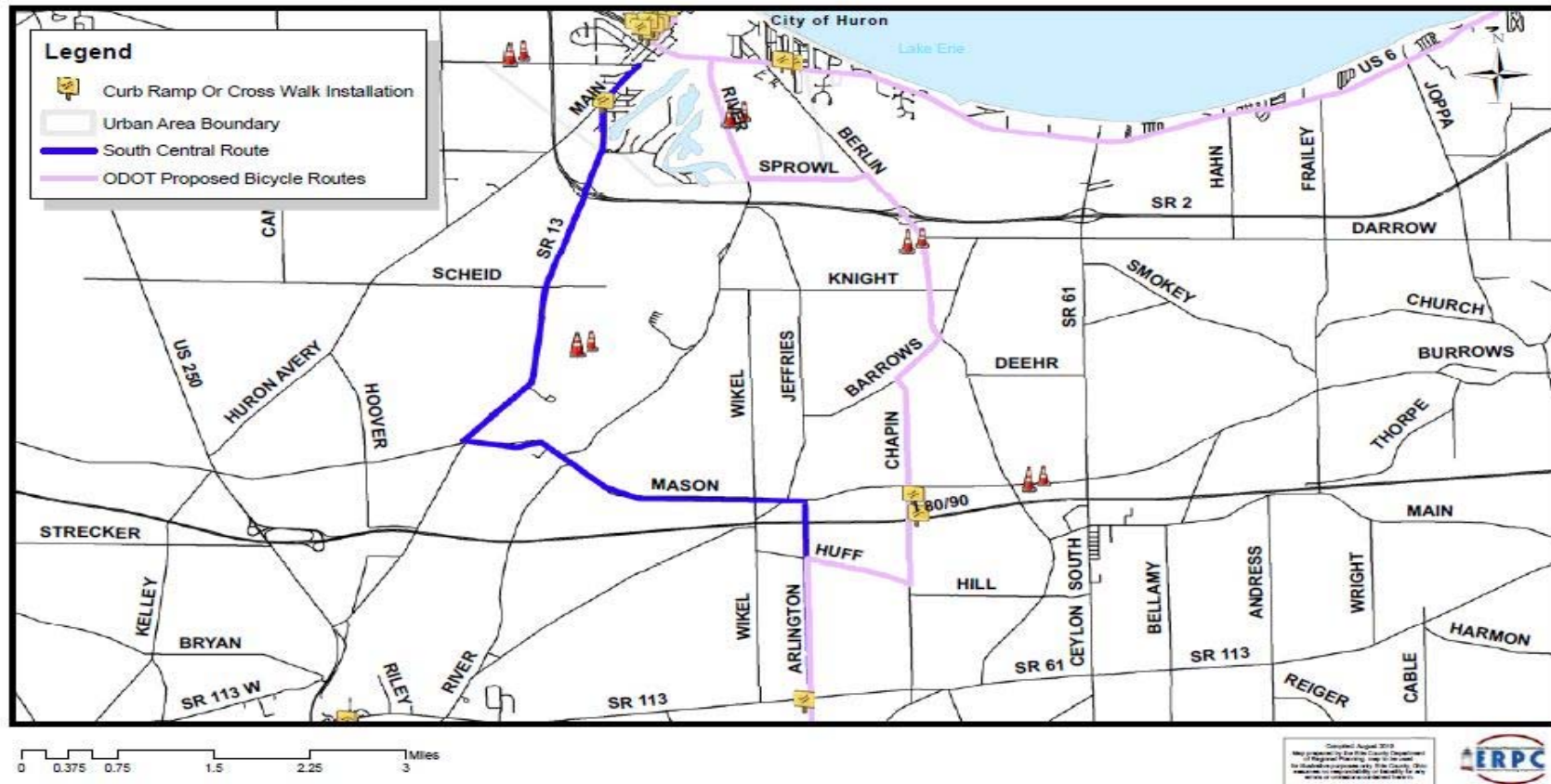
Segments:

- Sandusky-Clyde Road (from Northwest Road to West Lucas Street)
- West Lucas Street (from Sandusky-Clyde Road to Washington Street)
- East Lucas Street (from Washington Street to Bardwell Road)
- Bardwell Road (from East Lucas Street to Billings Road)
- Billings Road (from Bardwell Road to Strecker Road)
- Washington Street (between East and West Lucas Street)

Treatment Summary: Signage (17)

- **Signage:** Along the proposed bicycle route (covered by ODOT)

Recommended Infrastructure South Central Route



Map 16G: South Central Route

Route Name: South Central



Figures 14 G: SR13 and Scheid Road and the intersection of Mudbrook Road and Main Street

Location: Huron, Berlin and Milan Townships; City of Huron

Approximate Length: 45,500 ft., 8.5 miles

Validation: ODOT Proposed Bicycle Path

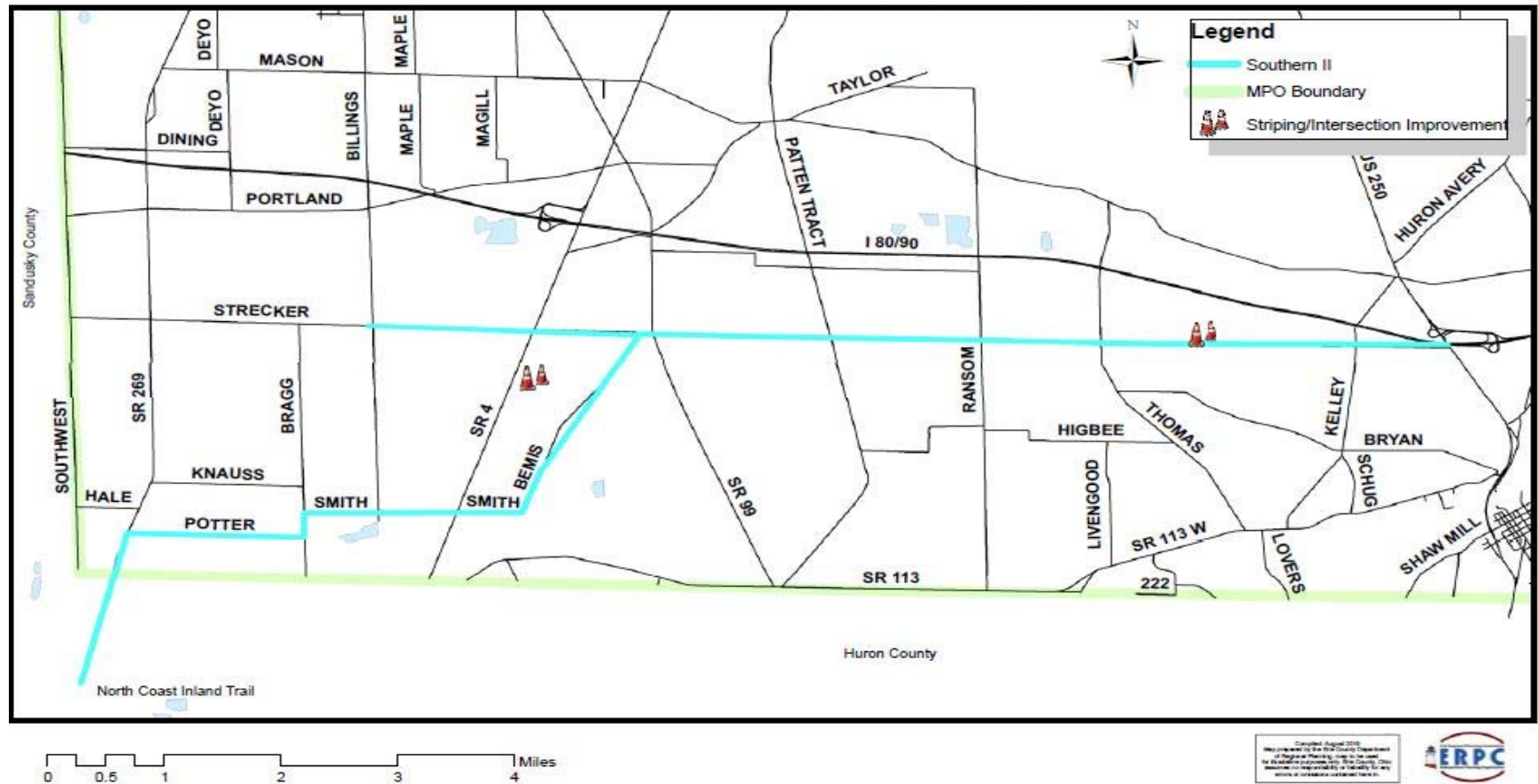
Segments:

- Main Street (from Bogart Road to Mudbrook Road)
- Mudbrook Road (from Huron Avery Road to Mason Road)
- Mason Road (from Mudbrook Road to Arlington Road)
- Arlington Road (from Mason Road to SR 113)

Treatment Summary: Crosswalk (3), Striping entire route (45,500 ft.)

Crosswalk: (Mudbrook Road and Huron Avery Road), (Mason Road and Arlington Road) and (Arlington Road and SR 113)

Recommended Infrastructure Southern II Route



Map 17G: Southern II Route

Route Name: Southern II



Figures 15G: Potter Road near Bragg Road and the intersection of Smith and Bemis Road

Location: Groton, Oxford and Milan Townships

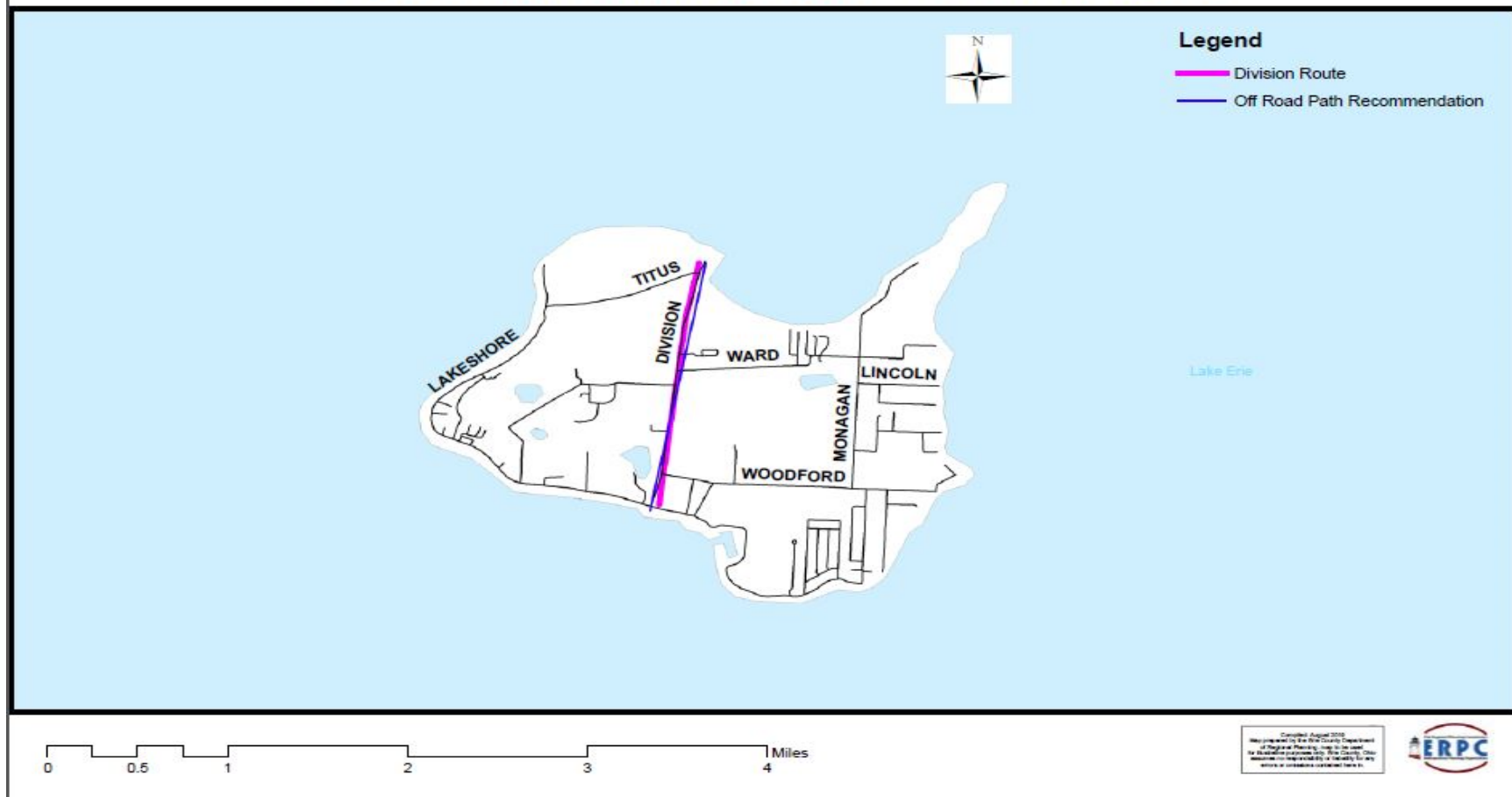
Approximate Length: 82,000 ft., 15.5 miles

Segments:

- SR 269 (from Huron County to Potter Road)
- Potter Road (from SR 269 to Bragg Road)
- Bragg Road (from Potter Road to Smith Road)
- Smith Road (from Bragg Road to Bemis Road)
- Bemis Road (from Smith Road to Strecker Road)
- Strecker Road (from Bemis Road to US 250)

Treatments: Striping entire route (82,000 ft.)

Recommended Infrastructure Division Route



Map 18G: Division Route

Route Name: Division



Figure 16G: Northern end of Division Street

Location: Village of Kelleys Island

Priority Level: Time Range:

Length: 8,000 ft., 1.5 miles

Treatment: Paved pathway entire route (8,000 ft.)

Segments:

- Division Street (from Lakeshore Drive to Kelleys Island State Park walking path)



Route Name: Mason Road East



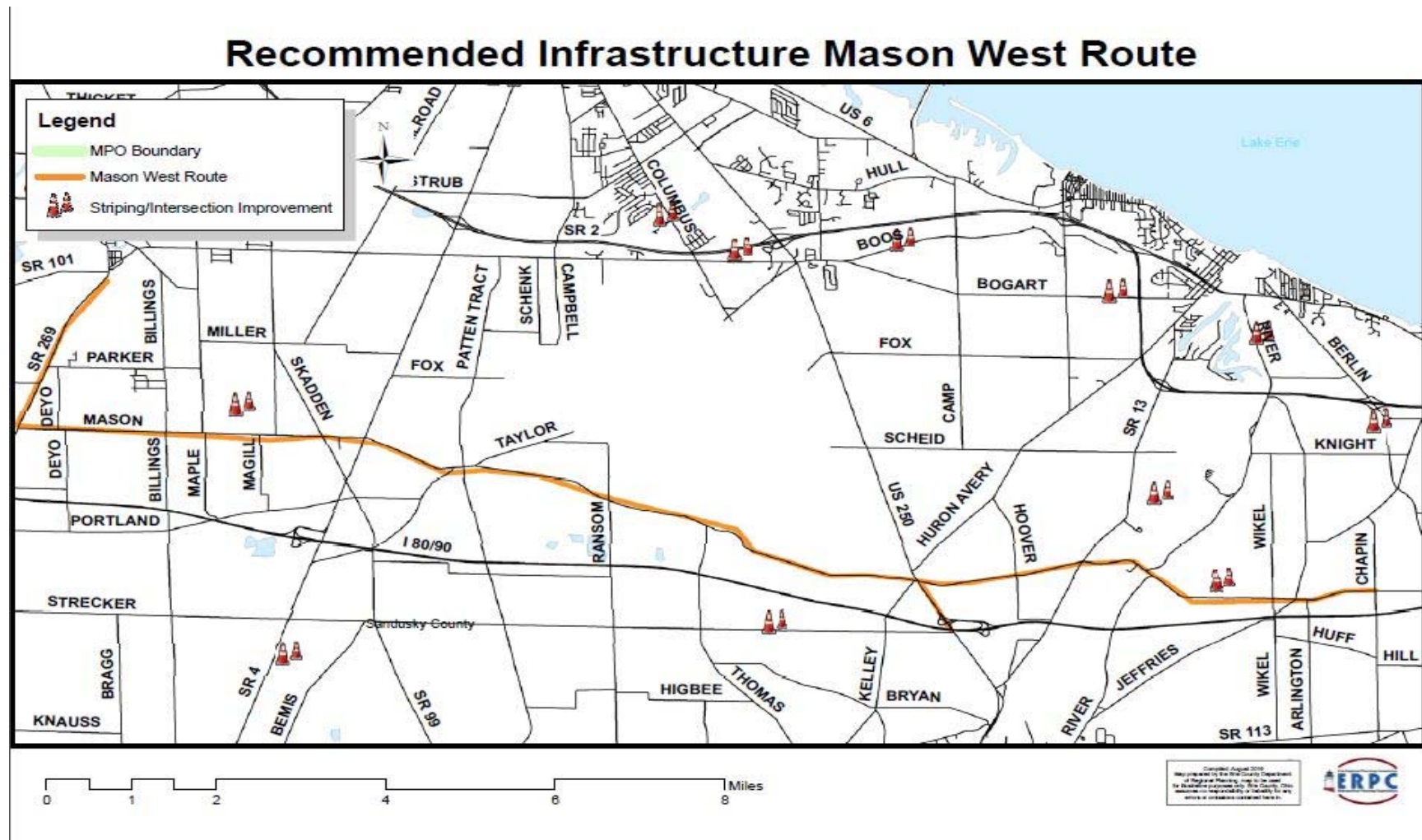
Figure 17G: Intersection of Humm and Mason Roads

Location: Berlin, Florence and Vermilion Townships

Approximate Length: 52,000 ft., 9.8 miles

Treatment: Striping maintenance entire length (52,000 ft.)

Segments: Mason Road (from Chapin Road to county line)



Map 20G: Mason West Route

Route Name: Mason Road West



Figure 18G: Intersection of US 250 and Mason Road

Location: Groton, Margareta, Oxford, Milan and Berlin Townships

Approximate Length: 103,000 ft., 19.5 miles

Treatment: Striping maintenance entire length (103,300 ft.)

Segments

- SR 269 (from SR 101 to Mason Road)
- Mason Road (from SR 269 to Chapin Road)
- US 250 (from Mason Road to Strecker Road)



Chapter Eight-Implementation

Introduction

In addition to identifying routes, staff also conducted planning cost estimates and assigned completion time frames to the recommended infrastructure projects. It is hopeful that this information could be helpful in future planning efforts.

Infrastructure Costs: For planning cost estimates staff utilized infrastructure costs provided by the Pedestrian and Bicycle Information Center infrastructure chart as defined in the definition chapter of this plan. ¹ Average costs were used when applicable. See Appendix C for more cost estimate information and individual estimates.

Estimated Timeframes: Staff recognizes that roadway projects require advanced planning and many times can be very expensive. To stay aligned with the MPO's Long Range Transportation Plan staff assigned timelines to routes which included short-term, mid-term, mid/long-term and long-term estimated implementation dates. The average cost of a route was \$1,898,000 which was used as the marker for mid-long-term implementation, see the chart below:

Implementation Timeline	
Total Cost	Opportunity Period
0-\$474,612	Short-term (within 10 years)
\$474,613-\$949,224	Mid-term (10-15 years)
\$949,225-\$1,898,000	Mid/Long term (15-20 years)
\$1,899,000-\$3,796,000+	Long- term (20+ years)

Chart 1H: Implementation timelines

The total planning cost estimate for all projects came up to approximately \$34 million with an additional \$2 million estimated in alternate routes. In total there were four long-term projects totaling \$31 million; one mid-long term project totaling \$985,000; five mid-term projects totaling \$3 million and eight short-term projects totaling one million. Below is a chart showing all the recommended routes in the plan including the estimated planning level costs, alternatives if applicable and relative timelines.

¹ http://www.pedbikeinfo.org/cms/downloads/Countermeasure_Costs_Summary_Oct2013.pdf

Erie County, Ohio
Bicycle and Pedestrian Plan Update 2020

Route Name	Estimated Planning Cost	Alternative Estimate	Total	Timeline
US 250	\$ 3,680,786.07	\$ 8,345.94	\$ 3,689,132.01	long-term
Western Bay	\$ 388,135.60	NA	\$ 388,135.60	short-term
Central Upper	\$ 5,668,560.25	\$ 704,800.00	\$ 6,373,360.25	long-term
Sandusky Central	\$ 478,864.43	NA	\$ 478,864.43	mid-term
Perkins	\$ 525,713.19	\$ 246,680.00	\$ 772,393.19	mid-term
Eastern	\$ 8,305,475.00	\$ 246,680.00	\$ 8,552,155.00	long-term
Eastern Bay	\$ 401,070.35	\$ 352,400.00	\$ 753,470.35	mid-term
Bogart	\$ 150,480.00	\$ 1,116,514.00	\$ 1,266,994.00	mid-long term
Sailorway	\$ 527,369.60	NA	\$ 527,369.60	mid-term
Southern	\$ 237,754.00	\$ 249,045.74	\$ 486,799.74	mid-term
Eastern Upper	\$ 13,078,690.84	NA	\$ 13,078,690.84	long-term
Western Central	\$ 1,105.00	NA	\$ 1,105.00	short-term
Division	\$ 200,532.14	NA	\$ 200,532.14	short-term
South Central II	\$ 425,061.98	\$ 11,127.92	\$ 436,189.90	short-term
South Central	\$ 19,002.88	NA	\$ 19,002.88	short-term
Southern II	\$ 27,820.80	NA	\$ 27,820.80	short-term
Mason West	\$ 36,165.74	NA	\$ 36,165.74	short-term
Mason East	\$ 19,473.86	NA	\$ 19,473.86	short-term
Total Estimated Planning Cost:	\$ 34,172,061.73	\$ 1,948,873.60	\$ 36,120,935.33	NA

Chart 2H: Route costs

A Validity Score was also analyzed. This score examined a multitude of area including public support, planning and accident history. See the Definitions Chapter for a further explanation of the terms used. This is also discussed in Chapter Seven. Below is a chart showing the top ten ranked projects from the recommended infrastructure chapter according to their Validity Rating.

Erie County, Ohio
Bicycle and Pedestrian Plan Update 2020

The Bogart Road and Southern Routes were the least expensive, but also ranked lower of their validity scores. The most expensive routes topped out at \$8.3-\$8.5 million (the Eastern Route) followed by the Central Upper (\$5.6 million), US 250 (\$3.6 million) Routes which ranked higher. The top three routes were the Western Bay, US 250 and Central Upper routes.

Route Name	Validity Score	Rank	Timeline Score	Estimated Planning Cost	Alternative Estimate	Total
Western Bay	45	1	short-term	\$ 388,135.60	NA	\$ 388,135.60
US 250	45	2	long-term	\$ 3,680,786.07	\$ 8,345.94	\$ 3,689,132.01
Central Upper	45	3	long-term	\$ 5,668,560.25	NA	\$ 5,668,560.25
Eastern Bay	44	4	short-term to mid-term	\$ 401,070.35	\$ 352,400.00	\$ 753,470.35
Sandusky Central	42	5	mid-term	\$ 478,864.43	NA	\$ 478,864.43
Perkins	42	6	mid-term	\$ 525,713.19	\$ 246,680.00	\$ 772,393.19
Eastern	38	7	mid-term	\$ 8,305,475.00	\$ 246,680.00	\$ 8,552,155.00
Bogart	27	8	short-term to mid-long term	\$ 150,480.00	\$ 1,116,514.00	\$ 1,266,994.00
Sailorway	25	9	mid-term	\$ 527,369.60	NA	\$ 527,369.60
Southern	17	10	short-term to mid-term	\$ 237,754.00	\$ 249,045.74	\$ 486,799.74

Chart 3H: Top Ranked Routes

Funding Strategies: As the entities that would implement these routes are all government organizations it is recommended that they incorporated these suggestions into any supplemental plans, so if a time comes when funding is available the routes could be eligible for funding. The routes will be listed in the MPO's twenty year plan, the Long-Range Transportation Plan Update.

One avenue for funding is through the Erie County Regional Planning Metropolitan Planning Organization (MPO); which receives Transportation Alternative (TA) dollars to cover the cost of non-traditional transportation projects such as bicycle lanes. Local jurisdictions are able to apply for these funds through the transportation improvement program, but are cautioned that funding is limited and competitive with other local projects. MPO staff announces when they are soliciting for projects and there is a project selection process.

Title: Transportation Improvement Program

Organization: Erie County Regional Planning MPO

Description: Funds bicycle infrastructure and pedestrian enhancement in the MPO area on federally designated roads.

Funding Range: Approximately one million dollars a year for the entire program

Website: <https://www.eriecounty.oh.gov/FormsandApplications.aspx>

Beyond the TIP, the MPO staff can assist with transportation grant writing and offer letters of support as requested. Below are some other suggestions on how funding for these routes and other non-infrastructure programs listed within the plan can be obtained:

Title: Erie County Foundation Grant

Organization: Erie County Foundation

Description: This is a local grant that is only open to Erie County residents. The grant supports projects that yield substantial community benefits and serve a broad segment of the community, particularly the underserved.

Funding Range: \$1,000-\$20,000

Website: <http://www.eriefoundation.org/#!/community-grants/c1ovc>

Title: Wightman-Wieber Grant

Organization: Wightman-Wieber

Description: This too is a local grant that is only open to Erie County residents based on safety.

Funding Range: \$1,000-\$20,000

Website: <http://www.eriefoundation.org/#!/other-grants--wightman-wieber/cub9>

Title: Mylander Foundation Grant

Organization: Mylander Foundation

Description: Also a local grant that focuses on the underserved in Erie County.

Funding Range: Minimum \$1,000

Website: <https://www.eriefoundation.org/grantseekers--other-grants>

Title: Ohio District Kiwanis Foundation Grant

Organization: Ohio District Kiwanis

Description: Covers service projects that can demonstrate an impact on the needs of children and others in the community.

Funding Range: up to \$5,000

Website: <https://odkf.org/what-we-do/grants.html>

Title: Miscellaneous Grants

Organization: Federal Government

Description: This is a database and contains an ever changing listing on federal grants. It does feature search criteria options to assist in narrowing down results.

Funding Range: Varies

Website: <http://www.grants.gov/web/grants/search-grants.html>

Title: Community Grant

Organization: People for Bikes

Description: This may cover bike paths, lanes, trails, and bridges, end-of-trip facilities and initiatives designed to increase ridership or the investment in bicycle infrastructure and related programs.

Funding Range: up to \$10,000

Website: <http://www.peopleforbikes.org/pages/grant-guidelines>

Title: Clean Ohio Program

Organization: Ohio Public Works

Description: Eligible improvements include trails, pedestrian bridges, observation decks, kiosks/signs, benches, trash receptacles, restoration, and fencing.

Funding Range: up to \$500,000

Website: <https://www.pwc.ohio.gov/Programs/Clean-Ohio-Application#591121-eligible-project-types>

Title: Recreational Trails Program

Organization: Ohio Department of Natural Resources

Description: Supports the development of urban trail linkages, trail head and trailside facilities; maintenance of existing trails; restoration of trail areas damaged by usage; improving access for people with disabilities; acquisition of easements and property; development and construction of new trails; purchase and lease of recreational trail construction and maintenance equipment; environment and safety education programs related to trails.

Funding Range: up to \$150,000

Website: <http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants>

Title: **Land and Water Conservation Fund**

Organization: Ohio Department of Natural Resources

Description: The Land and Water Conservation Fund (LWCF) grant provides up to 50% reimbursement assistance for state and local government subdivisions to acquisition, development, and rehabilitation of recreational areas.

Funding Range: at least \$50,000

Website: <http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants>

Program: **Ohio Safe Routes to School**

Organization: State of Ohio Department of Transportation

Description: To be eligible the organization (schools) must have a School Travel Plan (STP) approved by the Ohio Department of Transportation. Infrastructure projects can be funded as well as non-infrastructure projects.

Funding Range: Statewide funding- \$4 million for infrastructure, \$60,000 non-infrastructure

Website:

<http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/ActiveTransportation/Pages/Funds.aspx>

Title: **State Farm Safety Grant**

Organization: State Farm

Description: Safety grant for auto and roadway safety.

Funding Range: at least \$5,000

Website: <https://www.statefarm.com/about-us/community/education-programs/grants-scholarships/company-grants>

Title: **The Better Utilizing Investments to Leverage Development (BUILD)**

Organization: Department of Transportation

Description: Selection criteria encompass safety, economic competitiveness, quality of life, state of good repair, innovation and partnerships with a broad range of stakeholders

Funding Range: Up to \$25 million

Website: <https://www.transportation.gov/BUILDgrants>

Chapter Nine-Public Outreach and Involvement

Introduction

This chapter discusses the steering committee's role in the plan and public engagement opportunities that occurred throughout the creation of the plan.

Steering Committee

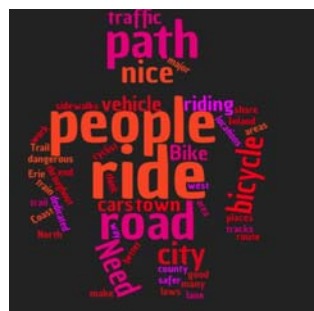
Staff worked closely with a plan steering committee throughout the planning process. The Bicycle and Pedestrian Advisory Committee agreed to serve as the base of the plan committee early in the planning process. Staff also opened up committee membership to anyone interested and actively solicited for members. Recruitment announcements were made through social media, verbal invitations and via e-mail. The steering committee consisted of the following members:

- Nicole DeFreitas-City of Sandusky Transit Administrator
- Tom Horsman-City of Sandusky Planner
- Greg Voltz-City of Sandusky Planner
- Wes Poole-City of Sandusky Commissioner
- Dan Baum-Citizen
- Ann Daniel-Citizen
- John Daniel-Citizen
- Nicole Grohe-Erie County Regional Planning Commission Planner
- Steve Poggiali- Erie County Regional Planning Commission Planner
- Crystal Buntz-Alliance Abroad Group Local Coordinator
- Amy Bowman-Moore-Erie Metro Parks Director
- Doug Green-City of Huron Engineer
- Megan Sherlund/Melanie Murray-Perkins Township Zoning Inspector
- Jim Forthofer- City of Vermilion Mayor
- Steve Schoffner-Erie County Commissioner
- Brian Rospert-Village of Milan Administrator
- Amy Palsa-Erie County Wellness Coordinator
- Matt Rogers- Erie County Engineer
- John Orzech- City of Sandusky Police Chief
- Paul Sigsworth-Erie County Sherriff
- Devin Pollick-Erie County Health Department Safe Communities Coordinator
- Dawn Weinhardt-Lake Erie Shores and Islands Program Manager
- Jennifer Atwell-Citizen Advisory Committee Erie, Huron, and Richland Counties Public Outreach Coordinator
- Steve Siesel, Firelands Rails to Trails Volunteer
- Rich Delombard, Wheelman Captain

Public Outreach Methods

Bicycle and Pedestrian Surveys

Electronically the surveys were hosted on SurveyPlant.com. Besides the Erie County Planning Commission, several agencies posted the survey links on their websites and social media channels including: the Cities of Huron, Sandusky, the Sandusky Police Department, the Erie County Economic Development Corporation, the Erie Metro Parks and the Erie County Health Department. In total, 89 walking and 90 bicycling surveys were collected electronically. Survey templates and a more detailed summary of the results can be found in Appendix A.



131

The general results of the surveys were as follows:

From the Bicyclist Survey:

- 51% of the survey takers were between the ages of 41 to 60
- 78% of respondents indicated that they bicycled less than once a month
- 95% indicated that recreation was the main reason why they rode their bicycles
- 5% indicated that bicycling was their only form of transportation
- The main destination of riders was for recreational purposes, although 10% reported using their bikes as a way to get to work



Figure I2: A group of bicycle riders

- 56% of bicyclist reported that they generally traveled more than two miles or more, followed by 24% stating that they generally travel more than a mile
- 40% of riders reported having a preference for riding on road and off road facilities followed by 35% stating they would rather ride strictly on the road
- The majority of riders reported starting their trips in the City of Sandusky (36%) followed by Perkins Township (23%) and the City of Huron (13%). They ended their trips within the City of Sandusky (38%), Perkins Township (18%) and the City of Huron (14%)
- A community's bicycle amenities seem to play a minor role in vacation and travel decisions of survey takers, but having non-transportation options within the community was rated as being important
- 89% of respondents reported that they did not ride the Sandusky Transit System while 11% reported that they did
- On average 75% of respondents reported spending less than \$5 per trip and around 20% reported spending around \$20 per trip. This averaged to around \$10.50/trip.



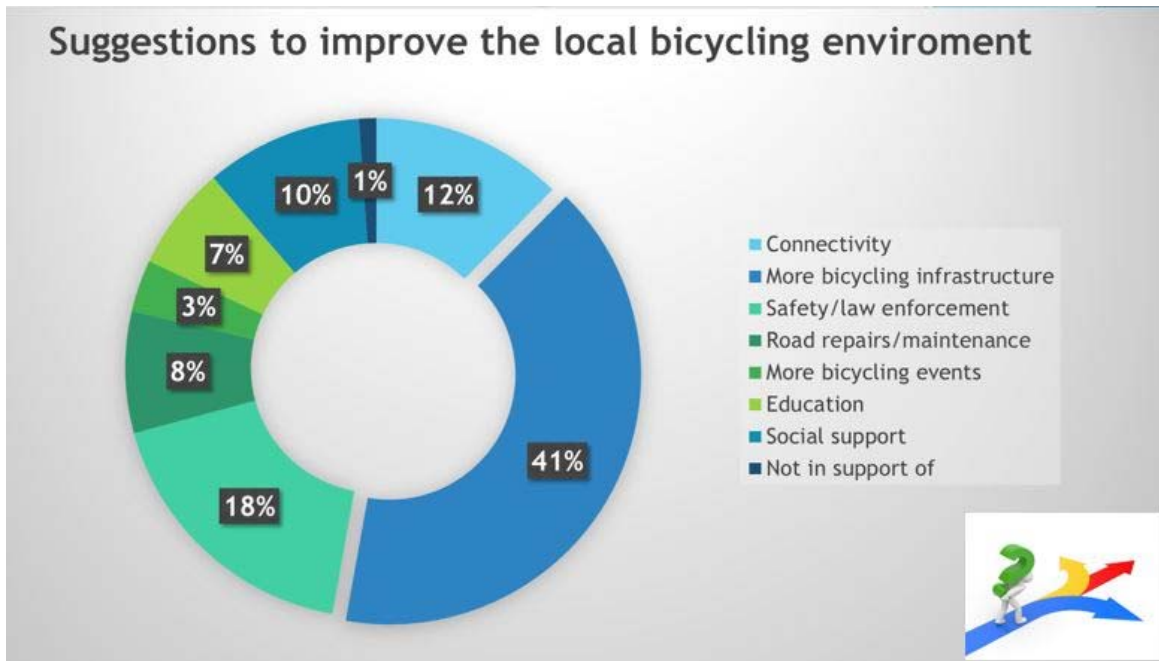
Figure I3: A recreational ride

- 56% of respondents indicated that they wanted more bicycle friendly infrastructure installed and 18% stated that they wanted more bicycle based special event
- 57% also stated that they believed that more should be spent on bicycling amenities.
- Survey takers indicated that they would like to see more multi-use pathways (21%), sidewalks (16%) and pavement markings (15%) locally.



Figure I4: A sketch of Edgewater Avenue in Sandusky with improvements¹

¹ Sandusky Bay Pathway Plan, 2018



Graph I1: Survey results

From the Pedestrian Survey:

- 50% of respondents indicated that they were between the ages of 41 to 60
- Survey takers walked outside their homes the most weekly (49%) followed by daily (41%)
- They indicated that they walked over a mile (34%), followed by more than two miles (29%) and more than .5 a mile (27%)
- In sum, more amenities were desired with 24% wanting sidewalks followed by 19% wanting an increase in lighting
- 94% of respondents indicated that they generally walked for recreation while 6% indicated that they walked to access transportation

- Walkers generally walked to get somewhere “unspecified” followed by going to recreational areas. 11% indicated that they walked to go shopping.
- Walkers walked the most within the City of Sandusky (43%) followed by Perkins Township (19%) and the City of Huron (13%).
- Walkers stated that their walks generally ended within the City of Sandusky (45%) followed by Perkins Township (18%) and the City of Huron (10%).
- Survey takers believed that installing more sidewalks (49%) followed by maintaining the current infrastructure (21%) and having more special events within walking distance (19%) would improve walking locally.

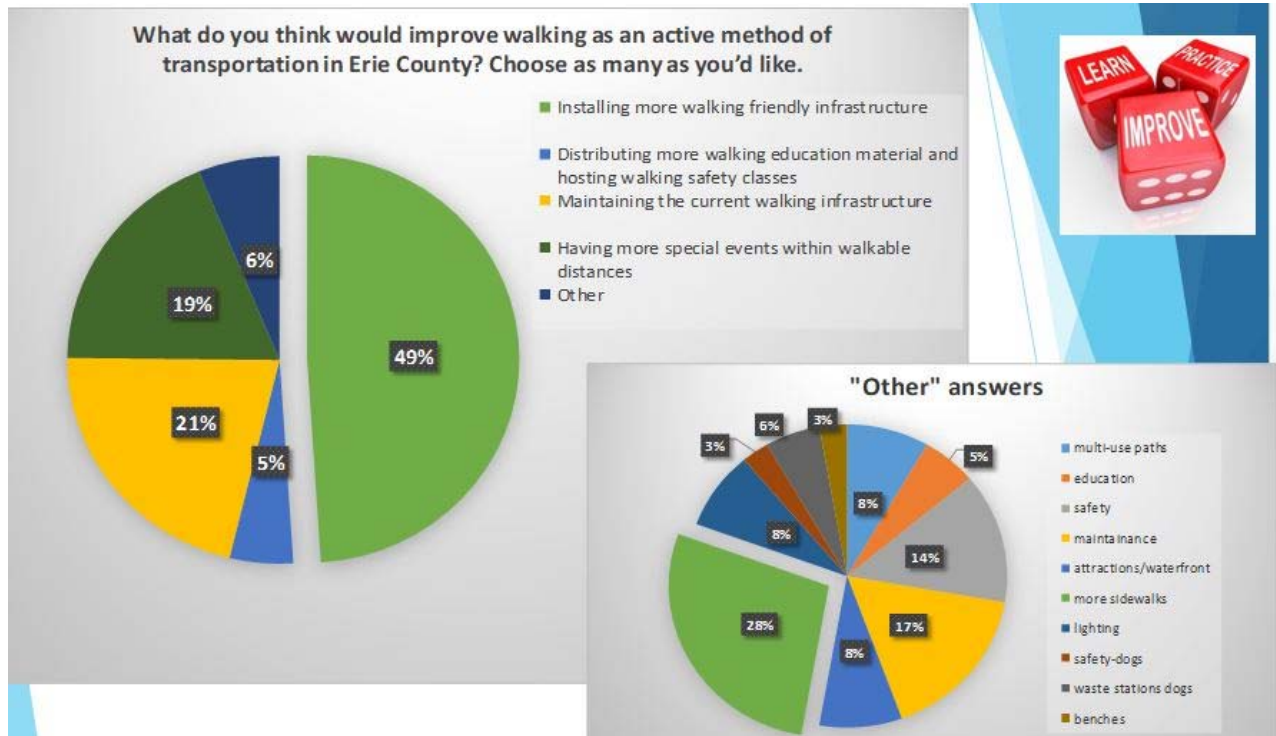


Figure I5: Sketch of Cedar Point Drive in Sandusky with improvements²

- Having non-motorized transportation options within the community was rated as very important to respondents.
- A community’s walking amenities somewhat factored into vacation and travel decisions.
- Of those that walked 67% reported spending less than \$5 per trip and 17% around \$10 per trip. The average was around \$36/per trip. 51% reported that they would like to see more spent on walking amenities.

² Sandusky Bay Pathway Plan, 2018

- Only 7% of respondents reported using the Sandusky Transit System.



Graph 12: Survey results summary



Figure 16: Tourist walking

Public Meetings

Two public meetings were held during the creation of this plan. One occurred during the beginning of the recommendation phase creation of the plan with the other occurring towards the end of the planning process.

Bicycle and Pedestrian Plan Update 2020

Public Meeting and Comment Period One:

A public meeting was conducted on October 28th, 2019 at the Erie County Services Center. The meeting was announced through flyers hung in county buildings, electronically and verbally through MPO committee distribution lists, through social media networks and on the planning department's website. At the meeting staff presented portions of the plan that had been drafted. Staff also had voting sheets available to those present to voice which routes they felt were important to the community. A public comment period was made available from 10/21 through 11/11. Materials presented at the meeting were also available online and by request. Minutes and comments from the public meetings can be found in Appendix A. Below is a summary of the general content and comments received during this period:

- What the purpose of the plan was and how it interconnects with the US 6 Corridor Plan, Regional Safety Plan, MPO Long Range Transportation Plan, Sandusky Bay Pathway and other local plans
- Further exploring ways to connect into the North Coast Inland Trail which is located South of Erie County
- Exploring ways to tap into economic and tourism related benefits that could be obtained through bicyclist for the region and at a local level
- The next steps in the planning process for the plan

Pertaining to the Proposed ODOT Bicycle Routes:

Some of the comments received during the comment period involved the Ohio Department of Transportation State Proposed Bicycle Route System. These routes were utilized in the plan during Chapter Seven as justification for route recommendations. It is noted that the creation of those routes occurred years prior to this plan and that the recommendations within the plan were based off of Metropolitan Planning Organization Committee's historical support and approval. It is also noted that the state bicycle routes recommended in Erie County have not been formally adopted or approved by local roadway owners. It is staff's understanding that the routes, if formally approved, would be eligible for signage only. It is hopeful that further financial opportunities could follow this designation process. A general summary of comments that were received regarding these routes included the following:

- It was suggested to move portions of the route off of US 6 near the City of Sandusky/Perkins and Huron Townships towards roads with lower traffic volumes

Staff ultimately felt that moving the current routes as recommended could prove to be problematic in the immediate future due to the process to get the routes designated initially, but felt that by including the recommended route segments in the plan it could be reevaluated later on if and when funding would become available

- What the purpose of route designation is and what occurs if it comes to fruition

Staff explained that the main purpose of the plan was to obtain future funding opportunities

Public Meeting and Comment Period Two:

Another public meeting was held on December 2nd, 2019 prior to finalizing the plan also at the Erie County Services Center. This meeting was advertised the same way as the first, but with the addition of a newspaper announcement also being run. At the meeting, staff presented an overview of the draft plan. Staff also had maps of key infrastructure recommendations on display boards for discussion. A public comment period was open from 12/2 to 12/30. The following comments were made:

- In regards to Rye Beach Road in Huron-sidewalks need to be added from Bogart Road over the overpass. With the industrial park, campus and Mucci Farms development at Bogart and Rye Beach Roads there has been an influx of pedestrians in the area.
- In regards to Pipe Street in Sandusky, there needs to be sidewalks added to the street and it needs to be converted to a one-way street. Drivers use the street as a cut through and speed.

Following this meeting staff summarized the comments and sent them to the plan steering committee for consideration prior to the final plan recommendation. A copy of the meeting minutes and associated documents from this meeting can be found in Appendix A.

Summary

Overall, throughout the planning process the public had the opportunity to be involved with the creation of this plan. It is hopeful that the plan represents a current picture of how the public perceives local bicycle and pedestrian infrastructure and provides a clear picture of what the public would like to see in the future.

Chapter Ten- Plan Conclusion

This plan is intended to be used as a guide for future planning endeavors and should be treated as a living document. It should have the flexibility of being adjusted and modified accordingly. It is hopeful that upon its completion it will assist the ERPC MPO's region into a more bicycle and pedestrian friendly environment through its inclusion and execution in the 2045 Long Range Plan and through application.

Definitions Chapter

During this section of the plan terminology and methods that we used within the planning are further explained.

Chapter Two

2013 Goals: During the analysis of the 2013 goals it was noted that under Goal 5: Increase Multi-Modal Transportation Network Opportunities: Performance Measure One: the analysis of bicycle and pedestrian conditions including a level of service ratings for all roads in the MPO area was not completed. This goal was not completed because staffing levels and workloads did not allow for this to be completed, but it is hopeful that by the next plan update this goal can be accomplished as it is also listed in the 2020 goals

Chapter Six

Statewide Bicycle and Pedestrian Routes: ODOT has been working on creating a state wide bicycle and pedestrian network. The routes proposed in Erie County were presented for comment to the Erie County Regional Planning Commission in 2015 by ODOT. In order to be formalized the routes would need to be formally supported by the Erie County Engineer's Office which has not occurred.

Chapter Seven

Validity Score Methodology: When creating the routes, staff considered several factors. To begin the process staff considered the current environment and mapped it using ArcGis software to visually depict where gaps in the network were.

Once these gaps were identified staff then created a scoring scale to assist them. This scale assisted staff with merging public interest, safety data and other studies together with the identified gaps. Staff then connected routes into like segments.

Each route was individually examined and scored as follows:

- **Steering Committee Referral:** The steering committee was asked to choose which projects they felt were important to the community. Each time a member voted for a route it received five points (with a maximum of 15 allowed). (A copy of the votes is available in Appendix B)
- **User Survey:** A "user" survey was conducted in the spring of 2019. If a specific area that was included on a route was mentioned it was documented and given a point. There was a maximum of five points in this category. (A copy of the surveys is available in Appendix A)

- **Public Meeting:** A public meeting was held towards the end of the planning process once the staff and steering committee had gathered enough data to present their suggestions. During that meeting the public was given the chance to vote on what routes they thought was important and weigh in on parts of the plan that had been drafted. (A copy of the meeting minutes can be found in Appendix A)
- **Planning Efforts:** If a project was linked to another plan directly or indirectly it was assigned ten points since it was identified already by the local jurisdictions. Many of these routes are linked with ODOT proposed state routes, Safe Routes to School Plans or other corridor studies etc. See Section One for a listing of plans/studies that were utilized. The plans used in this plan are listed in Chapter One.
- **Crash Data:** Planning staff reviewed ODOT's GIS Crash Analysis Tool which is an online database. Staff pulled data regarding bicycle and pedestrian crashes that occurred in the MPO area during the past five years (2013-2018). The crashes were mapped and 15 points were assigned if crashes appeared on the route. (A copy of the data and map is available in Appendix C)

After considered all these items and assigning a score, staff then ranked each project with the following scale. In total, six routes scored within the very important consideration level. This does not mean that the other routes are not important, but rather that communities may want to examine these flagged areas first.

Validity Scale	
Points	Consideration Level
0-16	Not as important
17-33	Moderately important
33-50	Very Important

Chart 1D: Validity scoring scale

Chapter Eight

Implementation Timeframe: Timeframes were assigned to projects in order to maintaining fiscal restraint which is required by Federal transportation legislation.

- **Short-term and Mid-term Opportunities:** The short-term and mid-term opportunities recommendations were designed to be cost-effective and easily implemented by minor changes. These simple solutions will enhance bicycle and pedestrian conditions quickly and easily until the road is expanded or major reconstruction is undertaken. Mid-term improvements may require some construction, such as crossing islands or sidewalk extensions.

- **Mid-Long and Long-term Improvements:** The costs to undertake these non-motorized projects independently of a road reconstruction project would be significant. Thus, in order to maximize the impact of finite resources, the long-term improvements are expected to be implemented as a road is completely reconstructed (not just resurfaced).

Planning Cost Estimates Methodology: Planning cost estimates were created for the recommended routes. Staff utilized costs provided by the Pedestrian and Bicycle Information Center.¹

Since the report was done in 2013, staff adjusted the estimates to 2019 levels using a cost inflation calculator.² Average costs were used when applicable (as seen in Appendix C). These estimates are meant to give jurisdictions a general idea about the costs involved with the project and are considered planning level estimates. It is also noted that these recommendations are general suggestions and that other infrastructure improvements may be better suited for particular areas. It is recommended that an engineer review the route prior to any improvements.

¹ http://www.pedbikeinfo.org/cms/downloads/Countermeasure_Costs_Summary_Oct2013.pdf

² <https://www.usinflationcalculator.com/>