

## **CHAPTER 1. INTRODUCTION**

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

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

Later transportation legislation, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and its successor, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), strengthened the role of the MPOs, required stakeholder involvement, encouraged a multi-modal approach to transportation planning and identified specific “planning factors”. In 2005, the President signed into law the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) with guaranteed funding for highways, highway safety and public transportation representing the largest surface transportation investment in the Nation’s history at the time. SAFETEA-LU featured a strong fundamental core formula program with emphasis on targeted investment.

In 2012, the President signed a new transportation bill replacing SAFETEA-LU with Moving Ahead for Progress in the 21<sup>st</sup> Century, or MAP-21. Seven goals serve as the basis of the bill, these are shown in Figure 1-1 below. A new requirement of MAP-21 regarding MPOs is the creation of performance measures in its short range planning programs. MAP-21 also impacted the funding category of Transportation Enhancement converting it to Transportation Alternative dollars. Items that are covered under TA funding include: bicycle and pedestrian facilities, safe routes projects for non-drivers and the construction of turnouts, overlooks and viewing areas along with projects that fall under a list of community improvement activities.

All MPOs are required to produce a fiscally constrained Long Range Transportation Plan to address projects, programs and policies for a twenty year timeframe; to develop a four-year Transportation Improvement Program (TIP) to identify highway, transit, and non-motorized improvements (bike, pedestrian, historic, etc.) which receive federal funding and to adopt a comprehensive Unified Planning Work Program (UPWP) that determines the MPOs transportation planning activities for a one-year period.

**1.2 What is a Long Range Transportation Plan?** The LRTP was developed cooperatively by the Erie Regional Planning Commission (ERPC) along with local, state, federal and private stakeholders to identify short-, mid-, and long-range transportation goals. This list of projects can be found in Chapter Nine. Some of the identified projects have been designated for federal funding in the future, some projects are illustrative and have no cost or designated funding associated with them, and some projects simply list the type of funding they plan on pursuing to complete the project. The financial capacity analysis, found in Chapter Ten, is a tool used to illustrate jurisdictional ability to finance and comply with the federal LRTP mandate of fiscal constraint. Planning efforts are guided by federal requirements of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the Americans with Disabilities Act

of 1990 (ADA), the 1964 Title VI Civil Rights Act, the 1994 Environmental Justice Executive Order 12898, and the Clean Air Act Amendments of 1990 (CAAA).

The Erie County metropolitan area’s Long Range Transportation Plan (LRTP) provides tools and strategies for the area’s jurisdictions to work cooperatively to provide a well-maintained, integrated and accessible transportation system that efficiently moves people and goods (freight). ERPC’s LRTP covers a 25-year timeframe and addresses all modes of transportation including air, bicycle, pedestrian, rail, road, transit and waterborne. The goal of the LRTP is to offer fiscally constrained planning initiatives and policy directives to preserve the infrastructure and improve the effectiveness of the Erie County metropolitan transportation system through the Year 2040.

**Figure 1-1: MAP-21 Goals <sup>1</sup>**

Goal area	National goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

**1.3 Structure of the MPO:** The Erie Regional Planning Commission is the designated MPO for the Erie County urbanized area. As shown below, the MPO is comprised of all of Erie County as well as the incorporated areas of the City of Vermilion in Lorain County. The MPOs primary role is to provide guidance and leadership on transportation and land use planning issues in the Erie County metropolitan area. A key goal is to focus the area’s limited transportation funding on projects that yield the greatest benefit and integrate with the existing transportation system. In addition, emphasis is placed on a regional approach to ensure all government entities in Erie County have equal access to federal surface transportation funding. To this end, the MPO conducts studies, develops plans/programs and submits projects for funding in the metropolitan area.

The ERPC MPO is comprised of a policy committee consisting of local officials, operators of major modes of transportation, and the Ohio Department of Transportation (ODOT). In addition, the Erie County Office of Regional Planning Development functions as a “handling agency”, providing staff to conduct the area’s urban transportation planning process with the direction and guidance of the policy committee. In 2003, ODOT sent the required correspondence to formally establish the MPO in Erie County. The correspondence designated the Policy Committee of the ERPC as the MPO with ERPC serving as the administrative handling agency by providing staff for the daily MPO operation.

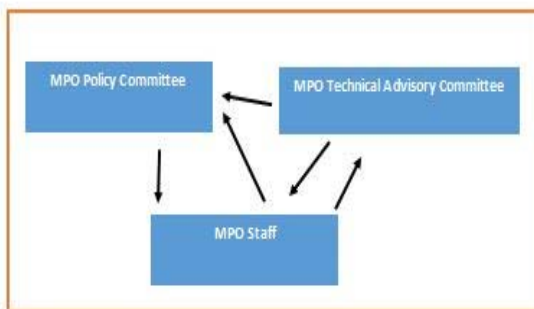
Beginning in early 2003, ERPC reviewed and subsequently approved the agreement between the MPO and ODOT to administer federal transportation funds that flow through the MPO. At the same time, a structure was put in place to allow the MPO to function effectively. The structure of the organization was strengthened by the formation of a Technical Advisory Committee (TAC) to aid in the project review and selection process.

The Policy Committee worked to ensure greater public outreach and comment as a component of future MPO projects. They approved the Public Involvement Policy (PIP) and selected members for the Citizens Advisory

<sup>1</sup> <https://www.fhwa.dot.gov/map21/factsheets/pm.cfm>

Committee (CAC). The PIP, a key piece of the Public Outreach Program (POP), ensures greater public access and comment on future projects. The PIP also serves as a guideline to proactively engage the public in developing and updating major agency plans and studies. The ERPC public involvement program is intended to include all citizens, affected public agencies, transportation agency employees, community organizations and other interested parties. The CAC consists of interested citizens in the Erie County region and it functions by involving the public in the transportation decision-making process. Each Policy Committee member appoints one member with their role being to both encourage and facilitate community involvement and to advise the Policy Committee on transportation planning matters. Let it be noted that projects recommended for inclusion in between LRTP updates, should be amended to the plan through resolution by the MPO Policy Committee. Recently, during the 2010 Census the MPO area revealed a population of nearly 50,000 people in the Sandusky urbanized area. Due to the support on the local, state and federal levels ERPC maintains its designation as an MPO.

**Figure 1-2: MPO Committees**





**1.3 Review of Planning Literature:** Several reports and documents related to the Long Range Transportation Plan have been produced in the past. Below is a comprehensive list of these documents, which provides the year it was produced, the general content or type of study and the author of each study or document.

<b>Title and Year</b>	<b>Type</b>	<b>Prepared By:</b>
US 6 Feasibility Study, 1988	Safety Program	Traff-Pro Consultants, Inc.
Ohio's Traffic Records/Highway Safety Review Team Evaluation Vermilion, Ohio, 1990	Traffic Study	URS Corporation
A Transportation and Land Use Analysis of the Emerging SR 4 Corridor in Erie County, 1994	Corridor Study	The Northwest Company
Erie County Comprehensive Development Plan, 1995	Land Use Plan	ERPC
Erie County Thoroughfare Plan Update, 1995	Transportation Plan	Poggemeyer Design Group, Inc.
Perkins Avenue Corridor Study, 1997	Corridor Study	Poggemeyer Design Group, Inc.
Bogart Road Corridor Study, 1998	Corridor Study	Poggemeyer Design Group, Inc.
Erie County Bicycle and Pedestrian Plan, 1999	Non-motorized Transportation	ERPC
Erie County Ohio Farmland Preservation Study, 1999	Economic Analysis	BBP Associates
Comprehensive Plan City of Sandusky, 1999	Land Use Plan	Karlsberger
City of Vermilion Comprehensive Plan, 2000	Land Use Plan	ERPC
2002 Chemical Emergency Response and Preparedness Plan	Safety Plan	EMHA Inc.
Freight Impacts on Ohio's Roadway System, 2002	Research Study	Cambridge Systematics
Erie County FY2004 – 2008 Community Housing Improvement Strategy, 2004	Economic Analysis	Lines and Associates, Inc.
Access Ohio 2004-2030, 2004	Statewide Transportation Plan	Ohio Department of Transportation
A Transportation and Land Use Analysis of the SR 250 Corridor, 2005	Corridor Study	Mannik and Smith Group, Inc. and Stilson Consulting Group
Comprehensive Plan Five-Year Update, City of Sandusky 2005	Land Use Plan Update	Burns, Bertsch and Rainy
US 250 Corridor Study, 2005	Safety Program	ODOT, Mannik and Smith Group, Inc.
Perkins Township Comprehensive Plan, 2005	Land Use Plan	ERPC
Erie County MPO 2030 Long Range Transportation Plan	Long Range Transportation Plan	URS
Sandusky Bay Pathway, 2006	Sandusky Bay Pathway	URS
Erie County Situational Analysis and Strategic Implications Report	Economic Development	Angelou Economics
Erie County All Natural Hazard Mitigation Plan	Safety Plan 2006	Erie County Emergency Management
Vermilion Township Comprehensive Plan, 2007	Land Use Plan	ERPC
Comprehensive Economic Development Study, 2008	Economic Development	ERPC
Safe Routes to School Vermilion, 2009	School Travel Plan	ERPC
Safe Routes to School Perkins Township, 2011	School Travel Plan	ERPC
Long Range Transportation Plan 2035	Long Range Transportation Plan	ERPC
Sidewalk Inventory Study, 2013	Non-motorized Transportation	ERPC
Erie County Freight Plan, 2013	Transportation Study	ERPC/GPD Group

SR 60 Corridor Study, 2012	Corridor Study	Poggemeyer Design and the EDGE Group
City of Huron Comprehensive Plan 2020, 2012	Land Use Plan	City Architecture
Safe Routes to School Sandusky, 2013	School Travel Plan	ODOT, Parsons Brinckerhoff
Ohio Statewide Freight Plan, 2013	Statewide Transportation Plan	ODOT, Parsons Brinckerhoff
Erie County Bicycle and Pedestrian Plan Update, 2014	Non-motorized Transportation	ERPC
Access Ohio 2040, 2014	Statewide Transportation Plan	ODOT
Erie County 2014 Hazard Mitigation Plan	Safety Plan	Erie County Emergency Management
The Economic Impact of Tourism in Erie County, Ohio 2014	Economic Plan	Tourism Economics

**Table 1:1 Review of Previous Studies**

A brief synopsis of these studies is provided below. It should be noted some of the studies go back a number of years; however, the recommendations are still relevant and should be included in the LRTP 2040 five-year update. Plans are summarized in regards to their relationship to transportation.

**Ohio's Traffic Records/Highway Safety Review Team Evaluation Vermilion, OH, 1990:** The evaluation analyzed enforcement and engineering practices in Vermilion. The goal of the evaluation was to reduce traffic collisions by strengthening the City's traffic engineering and enforcement procedures. The following recommendations were made in regards to the engineering evaluation:

- ✚ The City should consider adopting an ordinance imposing a traffic impact fee on developers.
- ✚ Vermilion should establish strong traffic engineering policies and guidelines for locating side street and driveway intersections.
- ✚ The City of Vermilion should revise Section 305.02 to grant the Service Director the exclusive authority to direct placement, maintenance and/or removal of traffic control devices in accordance with the OMUTCD.
- ✚ City officials currently involved in the decision-making process should attend legal liability seminars regarding the use of traffic control devices.
- ✚ Vermilion should consider temporarily increasing its signing and striping budget.
- ✚ Vermilion should consider creating a computerized inventory and maintenance file for all of its traffic control devices.
- ✚ Before implementing any traffic control modification, the Service Director should conduct a brief comparative analysis of the resulting installation, maintenance, and road user's costs.
- ✚ The City should review its use of all existing regulatory signing, especially multi-way stop signs, for compliance with the OMUTCD.
- ✚ The City should review all stop signs for proper placement and relocate all warranted stop signs to the proper position.
- ✚ The City should survey all signs for damage, fading, loss of reflectivity, bent posts, etc., and replace all warranted signs as needed.
- ✚ Vermilion should review speed limits for conformity to the provisions of the OMUTCD and to allow reasonable traffic flow.
- ✚ The City should install traffic signal coordination along SR 6.
- ✚ Vermilion should install a second signal head for west bound through traffic on SR 6 at Sandusky Street
- ✚ The City should consider obtaining crash summaries from the OOHS.
- ✚ Vermilion should consider instituting a computerized system for organizing crash reports and files.
- ✚ Vermilion should create and keep current an accurate Intersection-based "High Crash Location List" based on crash summaries.
- ✚ The City should include engineering-enforcement discussions relating to high crash locations, OH-1 quality control, remedial

measures, etc., to the existing Safety Committee meetings.

- ✚ The City should apply to OOHS for funding of traffic safety studies at substantiated hazardous locations.

- ✚ The City should submit the completed traffic safety studies to ODOT for approval of HES funding for construction projects.
- ✚ Vermilion should pursue Federal M-Funds for signal upgrade projects in the City to reduce signal-related crash and liability problems.

**A Transportation and Land Use Analysis of the Emerging SR 4 Corridor in Erie County, 1994:** The SR 4 corridor extends to the north from the Ohio Turnpike to Perkins Avenue. The corridor encompasses the townships of Groton, Oxford, Margaretta and Perkins. The analysis states a significant amount of residential, commercial, institutional and industrial growth can be expected to occur along the corridor. The county's comprehensive plan summarized the SR 4 analysis and listed the most applicable recommendations for traffic, land use, and industrial development as follows:

*Traffic Recommendations:*

- ✚ Widening of SR 4 throughout the corridor from Harris Road northward to Perkins Avenue, three lanes are recommended
- ✚ North/southbound turn lane at: Bogart, Portland Roads and SR 2
- ✚ Merge traffic lane at: SR 2 onto SR 4
- ✚ Full traffic signals at: Portland, Skadden, Bogart, Strub Roads and SR 4 at the Ohio Turnpike gate
- ✚ A partial signal at SR 4 and Mason Road
- ✚ Regional traffic coordination of seasonal traffic

*\*It should be noted that ODOT did incorporate a three lane widening from Wade Boulevard north to the Perkins Avenue intersection. Additionally, at SR 4 and Strub Road, the Strub Road portion of the intersection has been widened. It is anticipated that the SR 4 leg of the intersection will be completed with Safety Funding during CY 2016.*

*Land Use Recommendations:*

- ✚ Guide residential, commercial and institutional development towards the east of SR 4
- ✚ Avoid both the environmentally and socially sensitive areas identified
- ✚ Discourage development within the 502-acre interchange impact area

*Industrial Development Recommendations*

- ✚ The entire area west of SR 4, north of Bogart Road, south of Perkins Avenue and east of Perkins Township's western border should be targeted as a prime industrial area
- ✚ Give industrial development preferential treatment over commercial

**Erie County Thoroughfare Plan Update, 1995:** Many of the issues highlighted during the public participation process for the LRTP were also outlined in the Thoroughfare Plan Update. Issues of east-west connectivity and traffic flow, alternative routes to Cedar Point and maintenance of key corridors are documented and analyzed in this update. Alternative Cedar Point access was addressed with various Roadway improvements including: extension of Strub Road from Perkins Avenue to US 6, and widening of Strub Road between SR 4 and US 250. The planned widening of US 250 to five lanes was documented. Access management was recommended concurrent with the widening to improve levels of service if needed.

**Erie County Comprehensive Development Plan, 1995:** Below is a summary of transportation related goals from the Erie County’s Comprehensive Plan:

*Transportation*

- ✚ Adopt the Erie County Thoroughfare Plan and pursue policies established within it.
- ✚ Ensure that existing streets, intersections and traffic signalization meet current and projected needs.
- ✚ Developments which may significantly alter existing traffic patterns should address those concerns in their design.
- ✚ Prepare for regional transportation linkages as ODOT’s “Access Ohio” is implemented over the next twenty years.

*Infrastructure*

- ✚ Future development should be compatible with and reviewed based on the level of existing and proposed services.
- ✚ High density growth and urban type development should be limited to areas having available sanitary sewer capacity and avoided where existing capacities will be exceeded if development proceeds.

*Key Road Segment Recommendations:*

*US 250 (Bogart Road to Ohio Turnpike)*

- ✚ Signalization
- ✚ Site plan review
- ✚ Access Roads to be further studied
- ✚ Require dedication of public right-of-way every 2,000 feet
- ✚ Tighter control of both size and number of signs

*SR 60 (Between SR 2 and the county line)*

- ✚ Study possible traffic safety improvements

*Rye Beach Road*

- ✚ Site plan review
- ✚ Subdivision review
- ✚ Tighter control of both size and number of signs

*SR 4 (Perkins Avenue to Ohio Turnpike)*

- ✚ SR 4 should be designated as a principal arterial
- ✚ Continued use of SR 4 planning committee to monitor the corridor
- ✚ Signalization on all major intersections
- ✚ Site plan review
- ✚ Subdivision review

*Cedar Point Access*

- ✚ Subdivision review
- ✚ Site plan review
- ✚ Signage control
- ✚ Conduct a study for US 6
- ✚ Butler Street improvements
- ✚ Possible extension of Strub Road to US 6
- ✚ Closer communication through all governmental agencies
- ✚ The use of alternate routes should be further studied

*SR 113 (US 250 to SR 60)*

- ✚ Site plan review

*Kelleys Island*

- ✚ Encourage the use of vans for tours
- ✚ Continue to pursue a location for off-street parking in the downtown
- ✚ Coordinate a sign system that directs traffic
- ✚ Widening and improving of SR 575 should have priority

*SR 60 (Between Vermilion and SR 2)*

- ✚ Site plan review
- ✚ Subdivision review
- ✚ Tighter control of both size and number of signs

**Perkins Avenue Corridor Study, 1997:** This study examines the growth along the Perkins Avenue Corridor. It also examined the traffic flow, accident records and possible realignment/widening scenarios.



**Bogart Road Corridor Study, 1998:** The corridor study examines the current conditions of the corridor. It includes a review of the accident history of the corridor and examines the capacity of the road including a warrant analysis. Geometry, signage and bridges of the road were also examined. Major recommendations include:

- ✚ Widening the corridor
- ✚ Adding left hand turn signals
- ✚ Reduce the change of vertical grade in areas that do not meet design standards and inhibit sight

**Erie County Farmland Preservation Study, 1999-** An economic analysis and market evaluation for Erie County as related to Farmland Preservation Planning Grants from the Ohio Department of Development was conducted. Key suggestions are as follows:

- ✚ The SR 4 corridor may experience increased highway-oriented or convenience retail development over the long-term if the market demands changes and infrastructure is put in place to support new development.
- ✚ The function and integrity of County, Township and State Roads will be adversely affected as frontage development continues and excessive curb cuts are made.
- ✚ Undertake policy changes for access management focusing on the transportation implications of land development patterns, including frontage development.
- ✚ Explore mechanisms to restrict curb cuts, maintain speed limits and upgrade roads.
- ✚ Limit frontage lot access along Principal Arterial Streets and major collectors by encouraging public policies that allow for one access point per four lots.
- ✚ Encourage higher quality design and access management by designating highway overlay zones that limit curb cuts on major collectors and arterials and require larger lots.
- ✚ The only site that has been identified for potential retail is at the new SR 4/Turnpike interchange. However, the lack of water and sewer connections makes the location less competitive with other highway locations and will discourage retail users from entering that area.

**Erie County Bicycle and Pedestrian Plan, 1999:** This plan is the original bicycle and pedestrian plan for the county. The following goals were included:

- ✚ Promote safer bicycling and pedestrian practices in Erie County.
- ✚ Reduce the number of bicycle and pedestrian related accidents in Erie County.
- ✚ Increase the awareness of local jurisdictions of the bicycle and walking and promote bicycle and pedestrian facilities planning.
- ✚ Promote bicycle ridership and pedestrian activities.
- ✚ Promote the use of friendly engineering practices/standards.
- ✚ Secure funding for the construction, installation and maintenance of facility projects within Erie County.
- ✚ Develop a safe bicycle and pedestrian system throughout Erie County.

The main priority of this plan was to implement a bicycle trail on Perkins Avenue and Bogart Road.

**Comprehensive Plan City of Sandusky, 1999:** This plan examines the history of Sandusky. The plan covers existing conditions and trends. The plan recommendations include the following:

- ✚ Planning- updating the Thoroughfare Plan
- ✚ Development Regulations-Updating the zoning and subdivision regulations, adopting new zoning districts to implement the Land Use Plan and Downsizing certain key neighborhoods
- ✚ Capital Improvements-Re-locating the public service complex, improving the fire stations, developing a west side ball field complex, constructing a west side grade separation and constructing a new east-west cross-town collector

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

*Vermilion West*

- ✚ Maintain existing residential areas and combine lots where feasible to reduce densities in higher density residential areas
- ✚ Finish developing Edson Street subdivision and connect it to existing streets
- ✚ Include appropriate plans for off-street and on-street parking

*Valleyview*

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

*West Lakefront*

- ✚ Encourage the combination of lots where possible to lower residential densities and provide more amenity space
- ✚ Encourage the improvement of commercial development along Liberty Avenue

- ✚ Improve public streets. Vermilion Road, South Shore Circle, Salem, Newbury, Portland, and Edgewater Roads

*Sunnyside*

- ✚ Rezone a large portion of the planning district to “PUD”/Planned Unit Development District
- ✚ Develop the majority of the lands on the south side of Liberty Avenue between Sunnyside Road and the eastern City limits for commercial uses
- ✚ Develop industrial land uses at the extreme east end of the planning district
- ✚ Attract industrial uses to the Sunnyside Planning District

*North Brownhelm*

- ✚ Develop an industrial park just north of SR 2
- ✚ Develop an access road from SR 2
- ✚ Develop high density residential next to the industrial park and SR 2 to provide housing; a transitional area between surrounding low density residential and to provide more housing options

**Freight Impacts on Ohio’s Roadway System, 2002:** The key findings, conclusions, and recommendations of the study are presented in four sections:

- ✚ Maintaining Ohio’s Macro Corridors
- ✚ Linking Ohio to the Global Economy
- ✚ Improving Ohio’s Freight Corridors
- ✚ Supporting Local Economic Development

**Chemical Emergency Response and Preparedness Plan, 2002:** The main routes for transportation are the Ohio Turnpike, SR 13, SR 4, SR 6, SR 113, and US 250 all of which are commonly used for transportation to and from Erie County.

- ✚ *Sandusky* –SR 6, 4, 101 and US 250 entering the City. All these routes are used to transport hazardous materials. The Norfolk and Southern Railroad east/west line especially hauls hazardous materials.
- ✚ *Vermilion* – SR 6, 2 and 60 enter, or run close to the city, and the Norfolk and Southern Railroad runs through downtown Vermilion. All these routes are used to haul hazardous materials.
- ✚ *Huron* –SR 6, 13 and 2 run in or near the city, and the Norfolk and Southern Railroad runs through the city.
- ✚ *Berlin Heights* – The Village of Berlin Heights has the Ohio Turnpike, as well as SR 61 and 113 running through the village. The intersection of SR 113 and 61 is particularly dangerous, and are all used to haul hazardous materials.
- ✚ *Bay View* –SR 269 dead ends in the village, and the Norfolk and Southern Railroad runs east and west through the village.

- ✚ *Castalia* –SR 101 and 269 meet in the village. east/west line of the Norfolk and Southern Railroad.
- ✚ *Milan* –SR 113, 601 and 13 and US 250 run through or near the village and are known to carry hazardous materials.
- ✚ *High Traffic Areas* –the Ohio Turnpike, SR 2, 4, 6, 13, 60, 61, 113 and US 250 and the

**Access Ohio 2030, 2004:** The plan includes conservative financial forecasts and recommendations which presume incremental changes in transportation systems, technologies and modal choices.

Projects in the ERPC Area:

- ✚ Macro Corridor Identification of I 80/90 SR 2 from Lorain to Toledo
- ✚ US 250 from Sandusky to New Philadelphia

**Community Housing Improvement Strategy FY 2004 Through FY 2008, 2004-** A comprehensive analysis of housing needs. The plan determines the most effective use of Community Housing Improvement Program (CHIP) funds. Various areas, as listed below, were analyzed using 2000 Census data by block group: Minority populations; Disabled concentrations; Low-to-moderate income concentrations; Owner-occupied versus renter-occupied and Elderly populations.

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

*Access Management Drive Revisions (80 Drives)*

*New Service Road*

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

*SR 2 and US 250 Interchange Modification*

- ✚ Northbound right lane at east bound on ramp, southbound right lane at westbound on ramp and west bound left lane on westbound off ramp

*Signal Upgrades with Overhead Signing*

- ✚ Timing, Phasing and Coordination Improvement
- ✚ Fourteen intersections for signal upgrades
- ✚ Mast Arm Signal Poles, back-plated signals and overhead signs

*SR 2 and US 250 Interchange Gateway Aesthetic Treatment*

- ✚ Landscaping and visual improvements

*Intersection Improvements*

- ✚ Bogart Road, Park Place South, Hull Road, Strub Road, Perkins Avenue, Sycamore Lane, US 6, Fun Drive and Crossings Road

*Sidewalk Additions*

- ✚ To compliment “Walk/Don’t Walk” signal additions and ADA ramps at intersections
- ✚ Multi-use path may be considered

*\*It should be noted that the MPO did receive Transportation Review Advisory Council (TRAC) funding to complete the improvements identified in the 2005 US 250 Corridor Study. Construction of the corridor improvements with TRAC funding will be done during SFY 2015 and SFY 2016. It should further be noted currently the Strub Road*

intersection is completed and the Perkins Avenue intersection will be done in SFY 2015. Both intersections will be completed using Safety Funds.

**Perkins Township Comprehensive Plan, 2005:** Recommendations from the plan in regards to transportation are as follows:

- ✚ Partial signal at SR 4 and Mason Road
- ✚ Preserve and expand two lane road from SR 4 to Old Rail Road
- ✚ Preserve and expand Bogart Road to Castalia
- ✚ Perkins Avenue Signalization Project
- ✚ Perkins Avenue/Strub Road Intersection Improvements
- ✚ Widening Perkins Avenue by adding a third lane between Route 250/Mall Boulevard
- ✚ Intersection improvements to Bogart Road
- ✚ East-west connecting road through NASA Plum Brook facility
- ✚ Regional traffic coordination of seasonal traffic

**City of Sandusky Comprehensive Plan, 2005:** The comprehensive plan anticipates community changes and strives to manage those changes in a deliberate manner that reflects the desires and wishes of the residents of the City of Sandusky. The Transportation Element recommends the following major actions:

- ✚ Improve the street network
- ✚ Encourage/expand public transportation
- ✚ Improve transportation safety
- ✚ Support commercial shipping
- ✚ Support recreational boating
- ✚ Increase pedestrian walkways/bicycle paths
- ✚ Encourage appropriate use of existing railways
- ✚ Pursue appropriate financing for transportation projects

**Erie County MPO 2030 Long Range Transportation Plan, 2005:** Recommendations from the Comprehensive Plan are:

*Roadway Preservation Projects*

- ✚ Improve/review access management on US 250
- ✚ Implementation recommendations in the US 250 Corridor Study
- ✚ Preservation of existing roadways on Kelleys Island
- ✚ Preservation/widening of existing 2-lane road on Strub Road to accommodate commercial truck traffic
- ✚ Retiming of traffic signals on SR 4 between Perkins Avenue and Monroe Street
- ✚ Resolve roadway alignment issues on SR 13 and Mason Road
- ✚ Resolve roadway alignment issues on SR 113 and SR 61
- ✚ Preservation/widening of Bogart Road between Castalia and SR 4
- ✚ Preservation/Widening of Bogart Road between US 250 and Huron
- ✚ Realignment of Boos Road and Bogart Road
- ✚ Preservation of US 6 between Rye Beach Road and downtown Huron
- ✚ Complete Access Management Planning Study on SR 61, SR 60 between US 6 and Mudbrook Road through Milan into Huron County
- ✚ Preservation of US 6 between Rye Beach Road and downtown Huron

*Roadway Expansion Projects*

- ✚ West end grade separation near US 6 and SR 101
- ✚ Boulevard widening of Warren Street between Monroe and Water Streets
- ✚ Realignment of Harris Road and Portland Road intersection in Oxford Township
- ✚ Realignment of SR 99 and SR 4 intersection in Groton Township
- ✚ Alternative Roadway alignment parallel to the west side of Pipe Creek
- ✚ Widening of Perkins Avenue between US 250 and Mall Boulevard
- ✚ Addition of middle turn lane on Perkins Avenue between US 250 and Old Railroad Road
- ✚ Add ferry boat service from Sandusky and Vermilion to Cedar Point and the Islands

- ✚ SR 101 Roadway expansion between Castalia and SR 2
- ✚ Strub Road expansion between SR 4 and US 250
- ✚ Strub Road expansion between US 250 and US 6
- ✚ SR 4 expansion between Wade Boulevard and SR 2
- ✚ SR4 expansion between SR 2 and I-80/90
- ✚ SR 4 expansion between I-80/90 and Erie/Huron County Line
- ✚ New east-west connector road across NASA property between US 250 and SR 4
- ✚ New east-west connector road near Quarry between US 250 and Columbus Avenue
- ✚ Grade separation at Bogart Road and railroad crossing in Margareta/Groton Townships
- ✚ Grade separation at SR 99 and railroad crossing in Oxford Township
- ✚ Grade separation at SR 61 and railroad crossing in Berlin Township
- ✚ Grade separation at SR 60 and railroad crossing in Vermilion
- ✚ Roadway extension between Mason Road and Southwest Road with 2-lane road in Margareta/Groton Townships
- ✚ Roadway extension between Northwest Road and Southwest Road in Margareta/Groton Townships
- ✚ Roadway expansion on US 6 between Butler Street and Rye Beach Road
- ✚ Connect Scheid Road to Knight Road in Huron/Milan Townships
- ✚ Connect Scheid Road to SR 61 in Berlin Township
- ✚ New interchange between SR 61 and SR 60
- ✚ Roadway realignment on Darrow Road east of Furnace Road, near Bridge V-324 in Vermilion Township
- ✚ Roadway realignment on Joppa Road near Furnace and Church Roads
- ✚ Roadway realignment on Mason Road near Burrows/Stephens and Joppa Roads
- ✚ Realignment of Dean Road near bridge F-210 with options for the historic preservation/rehabilitation of bridge F-210 and/or the construction of a new bridge structure on a parallel alignment.
- ✚ Roadway realignment of Green Road near Bridge F-101
- ✚ New bridge crossing over river in Vermilion
- ✚ Park and Ride facility in downtown Milan behind the commercial area near the village square for use by commuters or possibly on US 250 near Milan
- ✚ US 6 roadway expansion between SR 2 and Monroe Street in downtown Sandusky

#### *Transit Alternatives*

- ✚ Build on current transit service area with expansion of the transit service by 2010 area offering demand response service to the City of Castalia/City of Vermilion, Townships of Berlin and Vermilion.
- ✚ Build on the expanded transit service area offering demand response service to all of Erie County
- ✚ Develop Intermodal Transfer Point in downtown Vermilion
- ✚ Develop Intermodal Transfer Point at the US 250 and I 80/90 Interchange area
- ✚ Develop a corridor level fixed-route transit service on the SR 4 corridor
- ✚ Develop corridor level fixed-route transit service on the US 250
- ✚ Develop corridor level fixed-route transit service on the US 6
- ✚ Develop corridor level fixed-route transit service in the general vicinity of Bogart Road
- ✚ Develop seasonal transit service to Cedar Point from downtown Sandusky and a newly developed corridor fixed route transit service

#### *Bicycle/Pedestrian Corridor (First Priority)*

- ✚ Safety improvements on Perkins Avenue at Cleveland Road intersection
- ✚ Bayfront Trail Phase II in downtown Sandusky from the existing Bayfront Trail to Dorn Park
- ✚ Columbus Avenue from Perkins Avenue to Bogart Road
- ✚ Perkins Avenue from SR 4 to Remington Avenue and from Remington Avenue to US 6

- ✚ Bogart Road from Columbus Avenue to downtown Huron and from downtown Castalia to Patten Tract Road
- ✚ Galloway Road from Perkins Avenue to Bogart Road
- ✚ Hull Road from US 250 to US 6
- ✚ US 6 from downtown Sandusky to Perkins Avenue and from Perkins Avenue to Rye Beach Road with a connection/stop at Osborn Park
- ✚ Rye Beach Road from US 6 to Huron Avery Road
- ✚ SR 60 from US 6 to SR 2

**Sandusky Bay Pathway Plan, 2006:** The plan covers the history of the city and pathway. It breaks the pathway into four sections and describes each area in more detail. The plan also provides funding options.

**Erie County All Natural Mitigation Plan, 2006:** This plan covers the different natural hazards experienced in the county including flooding, severe storms, tornados, droughts and erosion.

- ✚ Construct elevated or alternative roads that are unaffected by flooding

**Vermilion Township Comprehensive Plan 2007:** Recommendations from the plan are as follows:

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

**Erie County Situational Analysis and Strategic Implications Report, 2008-**The study was conducted with the ultimate goal of creating an economic development plan for the county.

- ✚ I 80/90 is listed as key asset
- ✚ Lack of proximate interstate access near industrial parks
- ✚ Support a new airport at NASA Plumbrook

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

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

**Vermilion Safe Routes to School Travel Plan 2009:** The plan contains recommendation to improve and encourage walking and bicycling to school. Due to the large amount of recommendations only those that affected 100% of students were highlighted in this plan summary:

### *South Street and Vermilion Intermediate School*

- ✚ On site signing and striping to meet OMUTCD code and maintenance
- ✚ Restrict parked vehicles from exiting lot during pick up at Elementary
- ✚ Enforce parking laws and trim vegetation to allow proper sight distance for pedestrians and drives at crosswalks
- ✚ Monitor through Pedestrian/Bicycle Counts, Collect Speed Data
- ✚ Speed limit and School Zone Enforcement
- ✚ Update school zone signing and striping per OMUTCD standards.
- ✚ Install flashing school zone speed limit signs on Edson and South Streets.
- ✚ Enforcement of speed limits and traffic laws within school zone
- ✚ Walk to School Day
- ✚ Electronic sign measuring signage
- ✚ Pedestrian and Bike Safety - Bicycle Rodeo
- ✚ Signing and Striping to meet OMUTCD standards.
- ✚ Remove stop signs from all signalized intersections, and faded signs and striping replaced.
- ✚ Install crosswalks at all existing locations
- ✚ Complete the sidewalk network with a one-mile school walking radius

- ✚ If vehicle speed continues to be a safety concern despite these efforts traffic calming could be installed on residential streets such as Edson Street

### *Sailorway Middle School*

- ✚ Promote the use of the front driveway
- ✚ Bring on site signing and striping up to OMUTCD code and maintain
- ✚ Walk to School Day
- ✚ Walking School Bus
- ✚ General Signing and Striping - update to meet current OMUTCD regulations including but not limited to crosswalks being relocated property at the intersections, stop signs removed from all signalized intersections, and faded signs and striping replaced.
- ✚ Crosswalk signing and striping should be located at all existing locations
- ✚ Enforce parking laws and trim vegetation
- ✚ Monitor Progress through Pedestrian/Bicycle Counts, Collect Speed Data
- ✚ Speed Limit and School Zone Enforcement
- ✚ Electronic Speed Measuring Signal
- ✚ Pedestrian and Bike Safety - Bicycle Rodeo
- ✚ Sailorway Drive - Fill in sidewalk gaps
- ✚ Complete the sidewalk network with the emphasis on the one-mile school walking radius

## **Erie County MPO 2035 Long Range Transportation Plan, 2010:** Recommendations from the Plan are as follows:

### *Roadway Preservation Projects*

- ✚ Improve/review access management on US 250
- ✚ Implementation of the final recommendations of the US 250 Corridor Study
- ✚ Safety improvements on to the Perkins Avenue-Cleveland Road (US 6) intersection in Huron Township
- ✚ Preservation of existing Roadways on Kelleys Island
- ✚ Preservation/widening of existing two lane road on Old Rail Road to accommodate commercial truck traffic
- ✚ Preservation/widening of existing 2-lane road on Strub Road to accommodate commercial truck traffic
- ✚ Resolve Roadway alignment issues on SR 13 and Mason Road
- ✚ Resolve Roadway alignment issues on SR 113 and SR 61

- ✚ Retiming of signals on Monroe Street and SR 4
- ✚ Preservation/widening of Bogart Road between Castalia and SR 4
- ✚ Intersection improvements at Strub Road and SR 4
- ✚ Intersection improvements at Perkins Avenue and Caldwell Street
- ✚ Preservation/Widening of Bogart Road between US 250 and Huron
- ✚ Preservation of existing two lane roads of US 6
- ✚ Preservation of existing two lane road of Water Street
- ✚ Underpass rehabilitation on Camp Street
- ✚ Signal upgrades on Perkins Avenue from Camp Street to 50<sup>th</sup> Street
- ✚ Access management planning study of SR 60, SR 61 and through downtown Milan
- ✚ Guardrail installation along Barrett Road

### *Roadway Expansion Projects*

- ✚ Boulevard widening of Warren Street between Monroe Street and Water Street
- ✚ Realignment of Roadway and intersection at SR 99 and SR 4
- ✚ Alternative Roadway alignment to Cedar Point
- ✚ Three way roadway expansion on Perkins Avenue between US 250 and Mall Boulevard
- ✚ Addition of a middle turn lane on Perkins Avenue between US 250 and Old Rail Road
- ✚ Extension of Bell Avenue with a two lane road between Old Rail Road and Campbell Street
- ✚ Ferry service from Sandusky and Vermilion to Cedar Point and the Islands
- ✚ Three way roadway expansion of Strub Road between Perkins Avenue and Campbell Street
- ✚ Three way roadway expansion of SR 4 between Wade Boulevard and SR 2
- ✚ Three way roadway expansion of SR 4 expansion between SR 2 and I 80/90
- ✚ Three way roadway expansion of SR 4 expansion between I 80/90 and the Erie, Huron County lines
- ✚ New east-west connector road across NASA property between US 250 and SR 4
- ✚ New runway with internal road network between US 250 and SR 4
- ✚ New east-west connector road near Quarry between US 250 and Columbus Avenue
- ✚ Grade separation at SR 60 and railroad crossing in Vermilion
- ✚ Roadway extension between Mason Road and Southwest Road with 2-lane road in Margaretta/Groton Townships
- ✚ Roadway extension between Northwest Road and Southwest Road , US 6 between Butler Street and Rye Beach Road, Scheid Road to Knight Road and Scheid Road to SR 61
- ✚ Three way expansion on Perkins Avenue between US 6 and Mall Road
- ✚ Roadway realignment on Joppa Road near Furnace and Church Roads
- ✚ Roadway realignment on Mason Road near Burrows/Stephens and Joppa Roads
- ✚ Realignment of Dean Road near bridge F-210 with options for the historic preservation/rehabilitation of bridge F-210 and/or the construction of a new bridge structure on a parallel alignment

- ✚ Roadway realignment of Green Road near Bridge F-101
- ✚ Park and Ride facility in downtown Milan

### *Transit Alternatives*

- ✚ Build on to the expanded transit service area
- ✚ Develop inter-county transfer point at US 250 and the I-80/90 Intersection area
- ✚ Develop corridor level fixed-route transit service on the US 6 corridor between downtown Sandusky, the City of Huron and Vermilion
- ✚ Work with local transportation/transit stakeholders to secure funding for a transit mobility manager
- ✚ Complete a second update of the Coordinated Public Transit-Human Services Transportation Plan
- ✚ Continue seasonal transit service (SPARC) to Cedar Point from downtown Sandusky and the newly developed corridor fixed route transit service, add more vehicles to the route

### *Bicycle/Pedestrian Corridor (First Priority)*

- ✚ Safety improvements on Perkins Avenue at Cleveland Road intersection in Huron Township
- ✚ Sandusky Bay Pathway from Decatur Street to downtown Sandusky Boat Launch
- ✚ Monroe Street from Mills Street to Lions Park
- ✚ Washington Street Pier along Meigs Street to First Street to F Street to River Avenue to Fifth Street
- ✚ US 250 from Sycamore Line to the City of Milan
- ✚ Columbus Avenue from Perkins Avenue to Bogart Road
- ✚ Perkins Avenue from SR 4 to Remington Avenue
- ✚ Perkins Avenue from Remington Avenue to US 6
- ✚ Bogart Road from downtown Castalia to Patten Tract Road
- ✚ Strub Road from Perkins to Campbell Street
- ✚ Campbell Street from Perkins to Windamere Lane
- ✚ Bogart Road from Columbus Avenue to downtown Huron
- ✚ Galloway Road from Perkins Avenue to Bogart Road
- ✚ Hull Road from US 250 to US 6



- ✚ US 6 from Perkins Avenue to Rye Beach Road

- ✚ Rye Beach Road from US 6 to Huron Avery Road
- ✚ SR 60 from US 6 to SR 2

**Perkins Township Safe Routes to School Travel Plan, 2011:** The plan contains recommendation to improve and encourage walking and bicycling to school. Due to the large amount of recommendations only those that affected 100% of students were highlighted in this plan summary:

*Furry Elementary:*

- ✚ Add connecting sidewalk from Leisure II Park
- ✚ Add "pedestrian warning" signage where park paths meet Birchwood
- ✚ Solicit staff participation in active transportation for those that live within a mile of school and the two mile buffer zone
- ✚ Widen yellow setback markings on front sidewalk
- ✚ Work with police to provide safety patrol
- ✚ Coordinate the release of walkers and biking students to reduce conflict with auto riders and drop off/pick up flow
- ✚ Consider an earlier release for these students as an incentive to increase participation
- ✚ Participate in national walk/bike to school week

*Meadowlawn Intermediate School:*

- ✚ Participate in national walk/bike to school week
- ✚ Add "advanced school warning" signs along east and westbound Strub Road
- ✚ Notify and educate parents and the public about planned constructed improvements through the school's newsletter and website
- ✚ Identify other elements that can provide a more complete program
- ✚ Work with police to provide safety patrol
- ✚ Solicit staff participation in active transportation for those that live within a mile of school and the two mile buffer zone

*Briar Middle School:*

- ✚ Add a path from Strub Road/Campbell Street intersection crossing to the Windamere neighborhood
- ✚ Install crosswalks on Strub Road at Campbell Street intersection, path to school

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

*Western Communities*

- ✚ Develop sites at potential new road connecting US 6 at Jim Campbell Boulevard
- ✚ Add sidewalks, turn lanes and bicycle lanes to increase the traffic flow at bridge
- ✚ Designate Rye Beach Road as the "Campus Connector" to tie into BGSU Firelands Campus
- ✚ New signage /landscaping/ gateway at highway US 6
- ✚ Add signage /lighting to pedestrian bridge at High School
- ✚ New road and/ or connection to promote residential development, increase access and provide a safe traffic pattern for connections to US 6
- ✚ Create gateways with bio-swales, extensive landscaping and signage at key locations
- ✚ Establish new full service intersection to connect to High School, neighborhoods and increase access to Fabens Park
- ✚ Walking trails that link BGSU to sidewalks
- ✚ Walking trail recreational loop connecting Woodlands Elementary School, Huron High School and Fabens Park

- ✚ Sidewalk on Cleveland Road West to enhance and promote walkability between downtown and the Western Communities

- ✚ Scenic Overlook at Cleveland Road West bridge and at the intersection of Cleveland Road West and Wall Street

#### *Eastern Communities*

- ✚ Acquire land west of Meeker Street could be utilized as an expanded entrance drive into Nickel Plate Beach
- ✚ Expand development opportunities with a reconfigured parking lot
- ✚ Provide bike path /walking trail connecting Nickel Plate Beach to the ConAgra Redevelopment Site
- ✚ Reconfigure roadway to include medians /turn lanes and relocate sidewalks along Cleveland Road East between Berlin Road and Huron Memorial Bridge
- ✚ New intersection to support future development at Commerce Plaza and connection to Nickel Plate Beach
- ✚ Landscape buffer at eastern terminus of Huron Memorial Bridge to mask electrical sub-station
- ✚ Work with property owners at Berlin Road/ Cleveland Road intersection to increase landscaping, reduce pavement and include crosswalks

- ✚ Create historic district/ signage on Cleveland Road between Gateway Boulevard/ Berlin Road
- ✚ Gateways at major intersections, bridges and park entrance
- ✚ Walking trail connecting from Berlin Road and Tiffin Avenue to Nickel Plate Beach.
- ✚ Bike route connecting Nickel Plate Beach, ConAgra redevelopment site and the western end of Huron River
- ✚ Scenic overlook/ bike and pedestrian overlook spots on Huron Memorial Bridge and on River Road
- ✚ Enhanced streetscape and relocate sidewalk on Cleveland Road East
- ✚ Create recreational trail, pathways and facilities along Huron River's eastern shoreline that connects to Boat Basin

- ✚ Acquire Mill Street/ Main Street parcel for future Redevelopment
- ✚ Establish landscaping, signage, curb cut standards along the central median to soften the environment by reducing pavement and simplifying traffic patterns
- ✚ Landscape portions of existing concrete median and buffer at railroad tracks/Huron Cement property
- ✚ Reconfigure Huron Memorial Bridge to open up views, add bike lanes/ walkway
- ✚ Main Street streetscape improvements
- ✚ Create pedestrian promenade connecting Huron Public Library to Main Street

#### *Core Area*

- ✚ Build staircases, ramps, elevator at end of Huron Memorial Bridge abutments
- ✚ Create gateway at Cleveland Road West, Main Street intersection
- ✚ Construct Waterfront Promenade bulkhead to connect Boat Basin to Rotary Park
- ✚ Reconnect North Main Street with multi-modal street that promotes redevelopment
- ✚ Install walking paths / lookouts at the new beach and the Nature Preserve
- ✚ Waterfront public promenade that extends around ConAgra peninsula

**SR 60 Corridor Study, 2012:** The SR 60 Corridor Plan is intended to establish a cohesive vision for this important gateway to Vermilion Township and the City of Vermilion through recommendations for the public right-of-way. There are three districts laid out in the study.

- ✚ Bury overhead utility lines to reduce visual clutter

### *Interchange Zone*

- ✚ Study geometrics of the northbound lane to provide a suitable transition
- ✚ Plant large areas of native grasses and native trees in the loop ramp infield and along entrance and exit ramps to establish a unique identity for the SR 60 interchange
- ✚ Establish a “welcome to” gateway sign at the terminus of the eastbound exit ramp on the east side of SR 60
- ✚ Convert the plain concrete medians along SR 60 to curbed landscaped medians
- ✚ Collaborate with Paper Moon Vineyards on the creation of vineyards along the SR 2 and SR 60 frontage
- ✚ Provide a suitable clear zone distance along any enhancements within or adjacent to high speed roadways
- ✚ Coordinate with ODOT on the possibilities for future overpass enhancements
- ✚ Consider opportunities to collaborate with LESI on similar branding at the SR 60 Interchange
- ✚ Consider ramp to eliminating the westbound to northbound slip ramp to reduce the speed of traffic approaching the Township/Commercial Zone to the north

### *The Township/Commercial Zone*

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

### *The City/Residential Zone*

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

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

### *Sandusky Middle School:*

- ✚ Install bicycle racks on campus
- ✚ Upgrade pedestrian flashers on Hayes Avenue
- ✚ Install school flashers and create school zone on Perkins Avenue
- ✚ Install ADA compliant curb ramps, stop bars and crosswalks as applicable on Johnson Street including Camp Street, Carr Street, Shelby Street, McDonough Street and Hayes Avenue

- ✚ Install countdown pedestrian signals at the existing traffic signals and upgrade striping at the intersection of Hayes Avenue and Pierce Street

- ✚ Replace the existing sidewalk along Camp Street between West Perkins Avenue and Pierce Street

*Mills Elementary School:*

- ✚ Install new school zone flashers and pavement markings on Mills Street, Pierce Street and Buchanan Street
- ✚ Install bicycle racks on campus
- ✚ Install approximately sidewalk on Buchanan Street between Mills and Putnam Streets

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

*Ontario Elementary School:*

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

*Osborne Elementary School*

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

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

*Hancock Elementary School*

- ✚ Install bicycle racks on campus

**Ohio Statewide Freight Study, 2013-**The Ohio Department of Transportation (ODOT) initiated a statewide freight study to understand, in the greatest detail possible, how Ohio's freight infrastructure is being utilized. Two general purposes of the study were 1) to plan and prioritize future strategic investments in Ohio's freight infrastructure; and 2) to guide future economic development activities to make the most efficient use of the existing freight infrastructure. Outputs of the freight study will help inform and guide the state transportation plan.

- ✚ Ohio's Lake Erie ports have excess capacity and inadequate investment in dredging. Ohio transportation officials could initiate discussions with federal officials to concentrate maintenance spending at the state's busiest ports, with a long-term vision to convert low volume ports to other uses.
- ✚ Dredging for Lake Erie ports and lock and dam upgrades on the Ohio River are the main

- requirements on a waterway system that otherwise has adequate capacity.
- ✚ A bottleneck location is located at US 250 and US 6
- ✚ Truck driver shortages-encourage truck driving programs
- ✚ Increasing containerization of metals, bulk scrap, and agricultural staples which are key markets for Ohio ports has renewed interest in container service on the Great Lakes.

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

- ✚ *Kelleys Island*-Addison Street
- ✚ *Village of Castalia*- East Lucas Street

- ✚ *Village of Berlin Heights*-Center Street, West Main Street

- ✚ *City of Huron*-Williams Street, Standard Street
- ✚ *Village of Milan*-Liberty Street, Berlin Street
- ✚ *City of Sandusky*-Church Street, Ward Street, Thorpe Street, Sloane Street, King Street, Broadway Street, Tiffin Avenue, Tyler Street, Vine Street, Poplar Street, Maple Avenue, Prospect Street, Columbus Avenue, Elm Street, Meigs Street, Scott Street, Sycamore Street, Erie Street, 4<sup>th</sup> Street, McEwan Street, Ontario Street, Buckingham Street, Erie Boulevard, E/W/N/S Larchmont Drive, Roosevelt Street, McKelvey Street, Heritage Drive, Knupke Street, Judy Lane, 13<sup>th</sup> Street,

- 50<sup>th</sup> Avenue, Milan Road, Wayne Street, Hancock Street, 48<sup>th</sup> Street, 46<sup>th</sup> Street, 44<sup>th</sup> Street, Sadler Street, West Cowdrey Street, Boalt Street, Sherman Street, Brown Street, Pierce Street, Camp Street, Clay Street, Frantz Street and Sandusky Street
- ✚ *City of Vermilion*-Decatur Street, Jefferson Street, Washington Street, SR 60, 6<sup>th</sup> Street, 1<sup>st</sup> Street, Linden Street, Mills Street, Exchange Street and Memory Lane
- ✚ *Perkins Township*-Gilcher Court
- ✚ *Florence Township*-SR 113, Market Street and 2<sup>nd</sup> Street

**Freight Inventory, 2013-** The purpose of the Freight Inventory was to establish a baseline of information and understanding of existing freight stakeholders, volumes, commodities, flows, and origins/destinations in the metropolitan planning organization (MPO) region. Additionally, it provides the Erie Regional Planning Commission (ERPC) a foundation for showcasing the region’s transportation assets, exploring how to leverage existing transportation resources, and improving assets to accommodate future growth in both freight and non-commercial activity. Major findings included the following:

*Roads*

- ✚ SR 2- continue to maintain this corridor in a state of good repair
- ✚ US 250- ERPC should support and advocate for projects that protect or enhance the capacity of the roadway
- ✚ SR 4- improve SR 4 from SR 2 to downtown Sandusky. Improvements to the right of way allowing for better traffic movement should be considered as well as improved busing services
- ✚ North-South Connection-SR 4 it is recommended that opportunities to widen the existing lane to 12 ft. Lane, improved shoulder widths and passing zones should be explored
- ✚ Support efforts to increase use of the Ohio Turnpike and to gain funding for routes affected by commercial traffic
- ✚ Support infrastructure improvements that connect intermodal locations such as the Triple Crown terminal and the Bellevue Yard facility

*Rail/Intermodal*

- ✚ Re-examine the NHS Facilities and Connectors in the region for potential improvements
- ✚ Encourage grade separation projects
- ✚ Consider improvements like bridge clearance, intersection turning radii, and improved rail crossings when new projects are being proposed
- ✚ Incremental improvements to improve access to trans-loading and intermodal facilities
- ✚ Assist local industries with identifying and securing funding to assist with the necessary rail improvements/additions

*Air*

- ✚ Continue to monitor the impact of the closure of the Griffing-Sandusky Airport on local industry, and reach-out to support businesses when possible to offer assistance with logistical needs

### Ports

- ✚ Support dredging activities and advocate for continued funding
- ✚ Advocate for funding to improve regional port infrastructure that supports economic

activities and industries that utilize regular shipping activities

- ✚ Examine further the modal connections to the water ports to improve connectivity and mode transfer

### NASA Plum Brook

- ✚ Support the development of a route from the Port of Huron to the NASA Plum Brook facility
- ✚ Ensure design considerations are given to accommodate material that could be transported to/from the facility

- ✚ Advocate for the continued development of the Port of Huron to support waterborne freight
- ✚ Encourage the utilization and build-out of the Jobs Ready Site (JRS) outside of the new Scheid Road entrance on US 250

### Workforce Opportunities

- ✚ Support the Erie County Economic Development Corporation's efforts regarding workforce development

- ✚ Encourage the development and funding for freight-related skills and occupations
- ✚ Explore local business opportunities in the light delivery trucking and packing industries

### Compressed Natural Gas (CNG)/ Liquid Natural Gas (LANEG)

- ✚ Explore opportunities to convert Erie County fleets to CNG
- ✚ Re-examine areas around the Turnpike as potential distribution centers

- ✚ Support local business opportunities in the CNG and/or LANEG markets

### Freight Specific Projects

- ✚ Safety Improvements to the Perkins Avenue – Cleveland Road (US 6) Intersection
- ✚ Preservation/widening of existing two-lane Road to accommodate commercial truck traffic on Old Rail Road.
- ✚ Perkins Avenue – Between Camp Street to 50th Street Signal upgrades
- ✚ SR 601/Downtown Milan Access Management Study
- ✚ Ferry Service from Sandusky and Vermillion to Cedar Point and the Islands funded through Ferry Boat Discretionary Program

- ✚ New East-West Rd Connection- Between US 250 and SR 4
- ✚ New runway with internal Roadway network- NASA, Plum Brook Research Station
- ✚ SR 60 – in Downtown Vermillion Grade separation
- ✚ Establish a regional freight working group consisting of both public and private sector freight stakeholders, focused on infrastructure, workforce development, safety, security and technology.

**2014 Erie County Bicycle and Pedestrian Plan Update:** Erie Regional Planning Commission with input from the Erie County Bicycle and Pedestrian Plan Update Steering Committee arrived at seven goals that include the following: Plan Updates; Continue and Expand Communication; Support/Promote Bicycle and Pedestrian Safety; Promote Tourism/Economic Development; Increase Multimodal Transportation Network Opportunities; Encourage Pro-Active Planning and Design and Plan Implementation.

### Priority Projects:

- ✚ Facilities on Cleveland Road spanning the whole length of the county from the Village of Bay View to the City of Vermillion.

Recommendations include adding sidewalks, bicycle lanes, a multi-use path, a boardwalk and bridge improvements

- ✚ US 250-From Sycamore Line to the Village of Milan. Recommendations include bridge improvements, adding sidewalk, bicycle lanes and crosswalks
- ✚ Columbus Avenue-Improvements from Schade-Mylander Plaza to Bogart Road

- ✚ Recommendations include adding bicycle lanes and sidewalks
- ✚ Perkins Avenue from Sanford Street to Remington Avenue Recommendations include adding crosswalks, striping, signals, and bicycle lanes, sidewalks

**Erie County 2014 Hazard Mitigation Plan:** This plan examines different natural hazards that may occur in the county and how they can be resolved. The plan mentioned the following county land use practices should be followed as stated in the 1995 Comprehensive Plan. Mitigation measures include:

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

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

- ✚ *Performance Management:* Expand performance management within ODOT by developing additional modal performance measures and expanding ODOT’s reporting system. The process and format will need to be able to report data to both the USDOT and in-state stakeholders.
- ✚ *Leveraging Resources:* Leverage available resources to maximize transportation investments. Resources include state-owned infrastructure, financial partnerships, higher federal participation rates and limiting carry-forward balances.
- ✚ *Asset Management:* Continue to develop asset management tools within ODOT and integrate them into the project selection and maintenance processes. ODOT should be measuring, tracking and making decisions based on system conditions.
- ✚ *Freight Network:* Conduct more detailed studies of the two-lane corridors on Ohio’s freight network to identify needed operational improvements, including expansion of infrastructure to collect travel time data. In addition, the capabilities of the state’s highway information system (OHGO) should provide live data feeds to business logistic systems.
- ✚ *Future Funding:* Assist the Joint Legislative Task Force in its investigations and remain engaged in the national dialogue on transportation funding. In addition, ODOT should investigate the feasibility of constructing active transportation and demand management (ATDM) solutions in Ohio and continue to monitor economic trends and compare them to the base assumptions made in the AO40 financial analysis.
- ✚ *Transit Needs:* Perform a Statewide Transit Needs Study to capture the transit needs and performance in Ohio. This recommendation will feed into the Performance Management recommendation because a major component of this study will be identifying public transit performance measures.
- ✚ *Climate Variability:* Complete a Statewide Climate Variability Study and evaluate its impact on Ohio’s transportation infrastructure. This recommendation is related to the recommendation that discusses Leveraging Resources, because both feed data and resources into the decision-making process to improve project selection, which is the ultimate goal.
- ✚ *Bicycle and Pedestrian Network:* Coordinate efforts with local jurisdictions to designate Ohio’s US and State Bike Routes (SBRs). In addition, ODOT will develop protocols and a statewide database/warehouse for bicycle count data. Finally, as US and SBRs are officially designated, ODOT will perform bicycle counts on bicycle routes co-located on

state owned highways. This recommendation is connected with the Planning Partnerships recommendation because it is contingent on the relationships ODOT has with local agencies.

- ✚ *Planning Partnerships*: Continue to foster existing partnerships with regional and local transportation planning agencies.
- ✚ *Regional Transportation Needs*: Address the list of regional transportation needs (RTNs) based on condition, demographic, and

economic data along with stakeholder input and additional statewide studies.

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

**Economic Impact Study 2014**: This study contains economic information about the impact of tourism in the Erie County region and in Ohio.