

10. Plan Implementation and Conclusions

10.1 Overview

Congestion and Safety concerns along key north south and corridors within the MPO, as well as east-west connectivity issues, prompted the analysis of number of roadway improvement alternatives and four time scenarios. After a comprehensive analysis, the following improvements were identified as the most effective elements to address the MPO's transportation deficiencies, while operating within existing and future funding constraints.

The following types of system improvements categorize the roadway alternatives:

- **Expansion:** This category of improvement includes the construction of new corridors, the addition of through-traffic lanes to existing facilities, and addition of a new interchange or bridge.
- **Preservation:** This category includes resurfacing minor widenings, spot intersection improvements, signal/intersection traffic control modifications and the use of Intelligent Transportation System (ITS) technology.

Traditionally, Erie County has focused on roadway expansion and preservation projects to improve travel conditions for residents in the county, with less attention paid to improving pedestrians, bicyclists, and transit mobility. As the MPO continues to attract tourism, businesses and residents, it becomes essential to plan for a more comprehensive transportation system that serves the needs of travelers using all modes of transportation. An aging population and growing tourist industry intensify the need for expanding current transit services.

It should be noted on March 15, 2010, the USDOT announced a policy statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations to reflect the Department's support for the development of fully integrated active transportation networks. The policy statement indicates that the establishment of well-connected walking and bicycling networks is an important component for livable communities and their design should be part of Federal-aid project developments. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible and convenient bicycling and walking networks.

The following types of system improvements categorize the transit alternatives:

- **Operations Improvement:** This category of improvement includes taking action on the strategies listed in the Coordinated Transportation Plan. Those strategies include hiring a mobility manager to coordinate all sectors of the transportation community, creating a centralized dispatching system and the use of ITS technology.
- **Route Expansion:** This category includes expanding service countywide and offering demand response service; as well as developing a corridor level fixed-route transit service in the US6 corridor between downtown Sandusky, the City of Huron and the City of Vermillion.

As the demand for safe recreational opportunities increases, a larger investment in connecting existing parks and bikeways and adopting policies to provide for non-motorized travel along roadways becomes more important. The following types of system improvements categorize the non-motorized alternatives:

- **Trail Expansion:** This category of improvement includes connecting existing trails within the county as well as to adjacent counties.
- **Roadway Design:** This category includes developing a bicycle/pedestrian system along existing and proposed local/collector roadways and encouraging the “Complete Streets” concepts where feasible.

10.2 Recommended Transportation System Improvements

The purpose of the long-range transportation planning process is to identify a system-wide strategy for addressing regional needs that:

- Meet the local transportation goals and objectives.
- Support the mobility desires of the region.
- Can be funded over the 25-year planning period

Documented in the following sections are summaries of how each of these elements was addressed through the planning process.

1. Meeting the Transportation Plan’s Goals and Objectives

Assessment of the consequences of alternative transportation system options is needed to efficiently administer funding appropriately. At the same time the alternatives must reflect the goals and objectives that have been established for the long-range transportation plan. These goals and objectives are used to develop performance measures that were used to evaluate projects to be included in the plan.

2. Support Local Mobility Need

Parallel with the alternatives review and system plan development, travel patterns within the study area were assessed using the statewide travel demand model results and an examination of existing transportation conditions. If an improvement concept does not support current and forecasted travel needs/desires in the region, it should not be included in the recommended plan. All *recommended* plan elements meet the criteria of complementing existing or future travel patterns.

3. Financial Feasibility

Section 1023 of the Transportation Act for the 21st Century (TEA-12) legislates that MPOs are responsible for preparing a fiscally constraint long range transportation plan.

“...a financial plan that demonstrates how the long-range transportation plan can be implemented, indicates the resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional resources beyond those identified in the

financial plan were available. For the purpose of developing the long-range transportation plan, the MPO and the State shall cooperatively develop estimates of funds that will be available to support plan implementation.”

Roadway, transit and non-motorized improvements were slated for implementation in one of four categories (short-term, mid-term, mid/long-term, and long-term) and assessed for financial constraint.

There are thirty-four roadway preservation projects that are projected to have a total cost that equals \$57,007,071. These are broken out into the following time periods:

- Short-term (within 10 years)= \$48,657,311
- Mid-term (10 to 15 years)= \$8,349,760

There are twenty-one expansion projects with an estimated total cost that equals \$84,751,220.

- Short-term (within 10 years)= \$5,816,000
- Mid-term (10 to 15 years)= \$41,857,850
- Mid/Long-term (15 to 20 years)= \$16,265,270
- Long-term (20+ years-unfunded)= \$20,812,100

Several types of funding are available for the roadway improvement elements of the plan including:

- MPO Funds
- Surface Transportation Planning (STP)
- Congestion Mitigation Air Quality (CMAQ) not available since Erie County is an air quality attainment area
- Transportation Alternative (TA)
- Other funds
- Transportation Review Advisory Council (TRAC), ODOT District 3, County STP, County Bridge, City Bridge, and Safety

The total amount of forecasted potential funds is \$214,820,969 for the next 25 years (or about \$8.6 million that could be available for this 25-year plan).

Funding of the 34 non-motorized projects available through roadway improvement monies, and also projects can compete for various ODNR funds (not figured into available funding in this plan).

The total cost equals \$32,028,800 and are broken out into the following time periods:

- Short-term (within 10 years)= \$3,769,050
- Mid-term (10-15 years)= \$3,509,500
- Mid/Long-term (15 to 20 years)= \$15,703,350
- Long-term (20+ years- unfunded)= \$9,046,900

Approximately \$2.3 million annually is available for funding of transit projects, including the following:

Transit Demand Response Expansion

- Build upon the expanded transit service availability across all of Erie County, within next five years (\$875,000).

Intermodal Transfer Facilities (1 project)

- Develop Inter-County Transfer Point facilities in the Village of Milan and City of Vermilion (\$110,000).

Fixed Route Service Projects (1 project)

- Develop a corridor level fixed-route transit service in the US6 Corridor between Downtown Sandusky, the City of Huron, and the City of Vermilion (\$500,000 annually).

Mobility Coordination (2 items)

- Work with local transportation/transit stakeholders to secure funding for a transit mobility manager. This would assist in finding ways to improve transit coverage and also to improve duplication of services that will reduce transportation costs (\$50,000 annually).
- Conduct 3-year updates of the Coordinated Transportation Plan (\$10,000).

Seasonal Transit (Tourism) Support

- Continue seasonal transit service to Cedar Point from Downtown Sandusky and three fixed route transit service (\$750,000).

New Administrative/Maintenance Facility

- Construct new Administrative/Maintenance Facility in the City of Sandusky (location yet to be determined) (\$845,000).

Expenditures for *recommended* roadway, transit and non-motorized projects satisfy financial constraints as shown in **Table 10-1**. Recommended transit projects are financially constrained with flexing of other available transit and roadway funding sources.

4. Adoption of the Recommended Long Range Plan

The ERPC Policy Committee adopted the Recommended Long Range Plan in July 2015; the implementation of the LRTP is set in motion through a series of three-year Transportation Improvement Program (TIP). The TIP lists the actual projects to be implemented and how they will be financed. The projects that are programmed in the TIP are the result of the objectives and policies identified in the Long Range Transportation Plan. The ERPC MPO Long Range Transportation Plan is required to be updated every five years.

Table-10-2 displays the action items that will take place in the implementation of the Erie County MPO Long Range Transportation Plan. Each action item has a priority in order to insure a logical and reasonable implementation schedule for the transportation plan. These action items will be reviewed annually to ensure that plan goals and objectives are being realized and maintained. Further, the recommended transportation improvement projects listed in Chapter 9 will be moved forward through the planning, design and construction stages as the ERPC MPO implements this adopted Long Range Transportation Plan.

Table 10-2: Implementation Program for the Erie County Long Range Transportation Plan

Priority	Action	Lead and Coordinating Agencies
1	Plan Adoption: ERPC will formally adopt the Erie County MPO 2040 Long Range Transportation Plan as its guiding document for development and improvement of its transportation system.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, Ohio Department of Transportation (ODOT)
1	Land Use Plan: Implement the past, current, and future land use plan recommendations and coordinate land use and transportation decisions within zoning code to include: 1.) Compact mixed and contiguous land use patterns. 2.) New neighborhoods designed with grid pattern with sidewalks and street trees. 3.) Promote infill and reinvestment in underutilized areas. 4.) Activity centers should provide for bicycle, pedestrian and transit access.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, Erie County, Erie County Engineer's Office
1	Access Management: Continue to support implementation of access management plans for principal and minor arterial corridors.	ERPC MPO, Erie County Planning, Cities and Villages within Townships within Erie County, Public Works Department, ODOT, Erie County Engineer's Office
1	Two-Lane to Three-Lane roads and Four-Lane to Five-Lane roads: ERPC MPO should consider converting two-lane undivided roadways to three-lane configurations with one through lane in each direction and a two-way left turning lane or dedicated left turn lanes at intersections. Likewise, the ERPC MPO should consider converting four-lane undivided roadways to a five-lane configuration. The appropriate roads to consider for these lane configurations are detailed in the recommended transportation plan.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, ODOT, Erie County Engineer's Office
1	Intersection Improvements: Implement intersection safety and engineering improvements listed in Chapter 9 under Recommended Transportation Improvements.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, ODOT, Erie County Engineer's Office
1	Parkways and trail system: Adopt and develop a trail system and a parkway guideline	ERPC MPO, Erie County Planning, Erie County Metroparks, Cities, Villages, and Townships within Erie County, Erie County, Erie County Engineer's Office
1	Local Street Design: New local streets should provide for traffic movement while ensuring a safe, attractive, and pedestrian and bicycle friendly neighborhood environments.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, Erie County, Erie County Engineer's Office
1	Sidewalks: Require sidewalks or other pedestrian corridors in all new developments. Require pedestrian connections to greenway trails and other significant open space. Sidewalk connections and crosswalks at major intersections should be completed in coordination with new development. Sidewalks should have a minimum width of five feet in residential areas and wider (e.g. six to 12 feet) in commercial areas.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, Erie County, Erie County Engineer's Office, ODOT

Priority	Action	Lead and Coordinating Agencies
1	Sidewalk System Inventory: Maintain database that and prioritizes sidewalk and pedestrian needs (e.g. pedestrian ramps, crosswalks, etc.).	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, Erie County Engineer's Office, ODOT
1	Erie County Transit Route Restructuring Assessment and Long-Range Service Plan: complete five year updates of existing Coordinated Transit Plan to coordinate the provision of future transit services with the Erie County MPO Long Range Transportation Plan recommendations.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, Federal Transit Administration, ODOT, STS
1	Non-Motorized Plan Implementation: Implement the Erie County MPO Long Range Transportation Plan non-motorized system recommendations.	ERPC MPO, Erie County Planning, Erie County Metroparks, Cities, Villages, and Townships within Erie County, ODOT
1	Parking Management Plan: Develop and implement a parking management plan within Erie County in cities, villages, and townships where parking is an issue and where parking issues worsen congestion on roadways especially in downtown areas.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County
1	Traffic Calming: Utilize appropriate traffic calming strategies on local streets and other streets where deemed appropriate and institute a citizen initiated traffic calming program.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, Erie County Engineer's Office, ODOT
1	Walkway Maintenance and Snow Removal: Pedestrian walkways need to be maintained for year round use. The county should develop and enforce sidewalk snow removal and maintenance ordinances and budget for the maintenance and snow removal of sidewalks under their jurisdiction.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, Erie County Engineer's Office
1	Off Road and On Road Bicycle Facilities: Include appropriate bike facilities as part of major roadway reconstruction. Bike racks and enclosed lockers should be encouraged at schools, major employment areas and commercial destinations.	ERPC MPO, Erie County Planning, Erie County Metroparks, Cities, Villages, and Townships within Erie County, ODOT
2	Waterfront property and ferry system: Support Erie County port and ferry initiatives to relocate or reconfigure operations of companies located on the waterfront that are no longer active users of dock facilities as identified in the land use and economic development plans.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County
2	Intelligent Transportation System (ITS): In conjunction with Erie County, ODOT and the various cities, villages, and townships within Erie County continue to develop and implement an ITS plan.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, Erie County Engineer's Office

Priority	Action	Lead and Coordinating Agencies
3	Maintain Passenger Rail Corridor: Ensure that the rail corridor right-of-way that provides access in Erie County remains intact.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, AMTRAK
3	Intermodal Facilities: Work with trucking, rail, and port interests to investigate opportunities to enhance intermodal freight transportation.	ERPC MPO, Erie County Economic Development Corporation, Erie County Planning, Cities, Villages, and Townships within Erie County, Trucking, Rail, and Port companies
3	Corridor Preservation: Support initiatives to preserve corridors within Erie County for future transportation expansion plans.	ERPC MPO, Erie County Planning, Cities, Villages, and Townships within Erie County, Erie County Engineer's Office, ODOT