

ERIE COUNTY BICYCLE AND PEDESTRIAN PLAN

1999

Prepared by:

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I. ERIE REGIONAL PLANNING COMMISSION BICYCLE AND PEDESTRIAN SAFETY COMMITTEE MISSION STATEMENT

The mission of the Bicycle and Pedestrian Safety Committee is to explore ways to make the local community more bicycle and pedestrian friendly by reducing risk of harm to all who drive, ride or walk in Erie County.

II. ERIE REGIONAL PLANNING COMMISSION BICYCLE AND PEDESTRIAN SAFETY COMMISSION STATEMENT OF INTENT

The Committee is charged with reviewing current conditions and assessing risk on area public transportation routes and with proposing actions involving planning, design and maintenance on area roadways and other transportation routes. Public education, law enforcement or actions in other areas which may relate to the problem or solution to reducing risks as determined appropriate by the Committee may also be examined. The Committee will identify which units of government are best positioned to take actions necessary to reduce risks to bicyclists and pedestrians on area highways and will research the costs and benefits of such proposals. Suggestions made by the Committee may be broad in scope or finely detailed and upon the approval of the Erie Regional Planning Commission and the Erie County Board of Commissioners shall be incorporated as part of the Erie County Comprehensive Development Plan.

III. EXECUTIVE SUMMARY

In late 1997, the Erie Regional Planning Commission, with input from Erie MetroParks, formed a sub-committee to study bicycle and pedestrian conditions in Erie County. This sub-committee, the Erie County Bicycle and Pedestrian Safety Committee, was comprised of public officials of both County and local governments and members of the community interested in bicycle and pedestrian issues (a list of the Committee members is found on the first page of this document). The Committee formulated the above mission statement and statement of intent and began developing a plan designed to accomplish its mission. The Committee and sub-committees of the Committee met on numerous occasions throughout 1998 to discuss law enforcement, safety, educational, planning, transportation, recreation, engineering and financing issues which eventually led to the creation of this document, the Erie County Bicycle and Pedestrian Plan.

The plan is comprehensive in that it not only focuses on what Erie Regional Planning Commission can do to improve bicycling and pedestrian conditions in Erie County but also what other County agencies, local governments, local recreation groups, developers and private businesses can do. The parties responsible for the implementation of each strategy in the plan are noted immediately after each strategy. Copies of the plan will be distributed to all local jurisdictions, bicycle and pedestrian advocacy groups and other entities as appropriate to provide information and guidance on the implementation of the plan.

The Committee arrived at seven (7) goals which are necessary to improve bicycling and pedestrian conditions within Erie County. These seven goals include the following:

- 1) Promote safer bicycling and pedestrian practices in Erie County.
- 2) Reduce the number of bicycle and pedestrian related accidents in Erie County.
- 3) Increase the awareness of local jurisdictions of the bicycle and walking as transportation modes and promote more bicycle and pedestrian facilities planning.
- 4) Promote bicycle ridership and pedestrian activities in Erie County as recreational activities.
- 5) Promote the use of pedestrian- and bicycle-friendly engineering practices/standards on roads in Erie County.
- 6) Secure funding for the construction, installation and maintenance of pedestrian and bicycle facility projects within Erie County.
- 7) Develop a safe bicycle and pedestrian path and route system throughout Erie County.

Later in this document, sections (Law Enforcement, Education, Safety, Land Use Planning, Transportation, Recreation, and Construction and Operations) of the plan will be devoted to these goals. Strategies will be provided to implement the goals and the parties responsible for the implementation of these strategies will be noted. Section XI, Proposed/Existing Bikeways and Pedestrian Paths, will then outline proposed bicycle and pedestrian routes and will discuss the priority routes/projects for the County. The last section contains a list of resources used to develop the Bicycle and Pedestrian Plan.

IV. STATUS OF BICYCLE AND PEDESTRIAN FACILITIES IN ERIE COUNTY

Introduction

In the summer of 1997, the issue of bicycle and pedestrian safety was brought to the forefront amongst County issues with the death of a cyclist on Bogart Road. It was recognized by the Erie County Commissioners, Erie MetroParks, and other County organizations that the County did not have an organized effort to promote bicycle and pedestrian safety or a bicycle and pedestrian plan. In this regard, the Bicycle and Pedestrian Safety Committee, a sub-committee of the Erie Regional Planning Commission, was created to develop a bicycle and pedestrian plan for Erie County which addressed such issues as bicycle and pedestrian education, safety, and the creation of bicycle and pedestrian routes throughout the County.

With the Committee charged with the creation of a County plan, research was conducted as to the appropriate contents of such a document. According to the American Planning Association, bicycle and pedestrian plans should include the following:

- 1) An analysis of local conditions and needs, including accident patterns and existing facilities.
- 2) A user profile examining local and national information about bicycle and pedestrian use patterns.
- 3) Identification of bicycle and pedestrian trip-making patterns through an examination of probable origins and destinations.
- 4) Identification of corridors and routes that serve destinations and present trail opportunities.
- 5) Recommendations for facility improvements.
- 6) Facility design guidelines.
- 7) Implementation strategies addressing policy, funding, integration with other planning and development initiatives, education, and encouragement.

Pedestrian and Bicycle Accident History in Erie County

The Erie County Sheriff's Office compiled accident statistics for pedestrians and bicycles for the period between 1992 and 1997. A summary of those statistics is found in Table I.

As noted in Table I, the City of Sandusky, Perkins Township and the City of Huron had the most pedestrian accidents over the six (6) year period studied. This is logical as these three (3) areas contain a large percentage of the population of Erie County and a majority of the most congested streets in the County.

It is also noted that the accident rate for pedestrians has remained at a fairly constant level over the study period.

Table II provides statistics on bicycle accidents in Erie County for the period between 1992 and 1997. This table shows that the City of Sandusky, Margaretta Township, and Perkins Township had the highest number of bicycle accidents during the six (6) year study period. It is noted that the number of accidents for bicycles has also remained fairly constant over the study period.

It is important to note that while the above accident data are compiled from accident reports from the Erie County Sheriff's Department, the Highway Patrol and other local police departments, some studies indicate that between 40 and 80 percent of bicycle-motor vehicle crashes are not reported to the police. Other data suggests that most accidents involving injuries to bicyclists do not involve motor vehicles and are not necessarily reported to the police.

Overview of Bicycle Safety-related Research

The National Highway Traffic Safety Administration of the U.S. Department of Transportation publishes a summary of bicycle accident statistics annually, and a summary of the 1995 data is included here to provide background information.

Bicyclists made up two percent (2%) of all people injured in traffic crashes and bicyclist deaths made up two percent (2%) of all traffic fatalities in 1995. Eighty percent (80%) of the bicyclists injured were male and eighty-five percent (85%) of those killed were male. Bicyclists under sixteen (16) years old accounted for forty-seven percent (47%) of injured bicyclists and thirty-four (34%) of those killed. The fatality rate for this group is twice that for all bicyclists, although bicyclists age 25 and older have accounted for an increasing proportion of bicyclist deaths since 1985. Table III summarizes facts related to bicycle crashes.

Table III
Five crash types that result in 80% of all car-bicycle crashes

Motorist unexpected turn: A motorist turns in front of a bicycle without yielding.	15%
Bicyclist off-road ride-out: A bicyclist rides onto the roadway without yielding.	14%
Bicyclist ride-out at stop sign or signal: A bicyclist rides past a stop sign or red light without stopping.	17%
Motorist drive-out: A motorist at a stop sign, signal, or in a driveway pulls out in front of a passing bicyclist.	19%
Bicyclist unexpected turn: A bicyclist turns left in front of an overtaking car without looking back or yielding.	14%

Table IV
Five (5) major factors involved in most car-bicycle crashes

Bicyclist riding without lights: Almost 50% of bicycle-related fatalities involve bicyclists riding without lights at night.

Bicyclist riding against traffic: Riding against traffic accounts for about 20% of all car-bicycle crashes.

Bicyclist ignoring traffic control devices: Running stop signs or yield signs is a major crash cause among young riders.

Motorist drinking and driving: The inebriated motorist is a factor in many night-time cycling deaths.

Motorist failure to yield: Motorists who do not watch for other road users hit many adult bicyclists.

Existing and Proposed Bicycle and/or Pedestrian Routes, Trails, and Paths in Erie County

Huron River Greenway

The Huron River Greenway is a separate, multi-purpose path or trail project of Erie County Metroparks. It is included in this document for public information purposes and because it is planned by a political subdivision of the County and is a bicycle and pedestrian-oriented facility. The Greenway project was not a focus of this bicycle and pedestrian plan.

The Greenway is planned to connect the City of Huron, the Village of Milan, and the City of Norwalk, the North Coast Inland Trail in Norwalk, the DuPont State Nature Preserve, the Edison Birthplace, the Milan Historical Museum, and the Milan Canal area. Most of the Greenway is located within a railroad right-of-way formerly used by the Lake Erie and Wheeling Railroad. A one-mile section of the trail immediately south of the DuPont State Nature Preserve was opened in May of 1999. The remaining sections of the trail are planned for development at a later date by Erie MetroParks. Property acquisition issues are in the forefront of concern for the further development of the trail.

The Huron River Greenway project will be funded and operated by Erie MetroParks except for those small portions that will run on the edges of city streets or county roads.

Please see Map 1 for the location of the Huron River Greenway.

Sandusky Bayfront Corridor

The City of Sandusky has developed the Sandusky Bayfront Corridor Plan which covers the area along Sandusky Bay between the Washington Street Pier and the City's Municipal Boat Launch Ramp near the foot of Shelby Street. The plan is designed to improve pedestrian and bicycle access along the City's central waterfront and connect downtown Sandusky to ferry boat docks, marinas, City parks, City Hall and the City boat launch ramp. Eventually, the City will develop a plan for the City's east waterfront and west waterfront in order to provide a route for bicyclists and pedestrians which will run the entire length of the City.

The construction of the Bayfront Corridor will begin in the fall of 1998 with the development of a pedestrian plaza at the foot of Columbus Avenue on Sandusky Bay.

Please see Map 9, the Erie County Bicycle and Pedestrian Plan Map, for the location of the Sandusky Bayfront Corridor.

Huron Waterfront Walkway Project

The City of Huron was awarded a planning grant from the Ohio Department of Natural Resources, Coastal Management Office, to develop a plan for several bicycle/pedestrian paths and/or routes to connect Huron's waterfront parks (Waterfront Park, Nickelplate Beach, Water Plant Beach), Faban's Park, and River Road/Huron River Greenway.

The plan includes three (3) components/connections. One path/route would connect the Huron Boat Basin, run along North Main Street, down Wall Street to Waterfront Park, go around Waterfront Park on South Street, across Washburn Ditch, and to the beach area to be developed adjacent to the City's Water Distribution Plant. A connection would then be made to the south between the beach area and the existing bicycle lanes on Cleveland Road. Another path/route would run south from the Huron Boat Basin along N. Main Street, turn east on Cleveland Road, cross the Huron River, turn north on Tiffin Avenue, turn west on Nickelplate Drive and end at Nickelplate Beach Park. This path/route would also connect to River Road and the Huron River Greenway. The third proposed path/route would run south from Cleveland Road along Liberty Drive, cross U.S. Route #6 (old State Route #2), turn west on Adams Street and end at Faban's Park, a large City park with playing fields.

The plan is scheduled for completion by January of 1999 with the completion of the three (3) proposed routes set for 2009, in time for the celebration of Huron's centennial.

Please see Map 2 for the location of the Huron Waterfront Walkway Project.

Thomas A. Edison Century Ride Routes

These routes were developed by the Sandusky Bicycle Club and the Huron River Greenway Coalition and consist of annually marked routes (pavement markings only) on existing township, county and state roadways. Although available year-round, these routes are primarily in use once a year during the Thomas Edison Century Ride event held in July. It is noted that these routes have been included in this document as they have been utilized in the past. The safety of these routes has not been determined and Huron County has not been consulted recently as to its endorsement of the routes which traverse into Huron County. It is not the intent of this plan document to utilize these routes in any way with regard to improving bicycle and pedestrian safety. They have been included in this document for informational purposes only.

Please see Maps 3-7 for locations of the Thomas A. Edison Century Ride Routes - the Smokey Road Route, the South Norwalk Route, the Flat Ride Route, the Huron River Route, and the Erie and Huron Counties Sampler Route.

Cleveland Road Bicycle Lanes - City of Huron

The City of Huron has constructed paved bicycle only lanes along the berms of Cleveland Road between the Atwood Place/Michigan Avenue neighborhood and the Liberty Drive/Huron Plaza area. These lanes connect several City neighborhoods with Huron High School, the Huron Elementary School and a shopping plaza.

These lanes connect the northwest quadrant of the City of Huron and they will eventually connect to the bicycle/pedestrian paths planned for the Huron Waterfront and to River Road and the Huron River Greenway.

Please see Map 10, the City of Huron Local Corridor Map, for the location of the existing bicycle only lanes in the City of Huron.

Milan Canal Bikeway - Erie MetroParks

Developed in the early 1970's by Erie MetroParks (then known as the Erie County Metropolitan Park District), the Milan Canal Bikeway consists of a marked route (signs and pavement markings now poorly marked) on existing area roadways. This bicycle route is due for an extensive safety review with the possible result being re-routing, abandonment of the concept and/or integration into the County-wide bicycle and pedestrian safety plan.

Please see Map 8 for the location of the Milan Canal Bikeway.

Perkins Avenue Paved Shoulders

Several years ago at the urging of local bicycle and pedestrian interests, Erie County widened Perkins Avenue between Milan Road and Osborn Recreation Area to include an additional 18 inches to 2 feet of paved shoulders on each side of the road in order to improve bicycle and pedestrian safety on this busy corridor. However, while this may have provided some additional space for bicycles and pedestrians, the 18 inch to 2 ft. paved shoulders do not meet the generally accepted standard of 4 ft. wide paved shoulders.

Please see Map 9, the Erie County Bicycle and Pedestrian Plan Map, for the location of the Perkins Avenue Paved Shoulders Project.

Hiking/Walking Trails - Erie MetroParks

Hiking and walking trails are available at all MetroParks facilities. Most are unimproved with compacted earth and/or wood chip surfaces. Paved walking trails, however, can be found at Osborn Recreation Area and the McBride Arboretum. The Erie MetroParks Office can be contacted at (419) 625-7783 for the latest brochures and information on its hiking/walking trails.

Existing Bicycle and Pedestrian Safety Education Programs

Erie MetroParks Ranger Department/Providence Hospital

The Erie MetroParks Ranger Department and Providence Hospital began a Bicycle Safety Education Program in the spring of 1998. Aimed at first graders, the MetroParks Community Relations Officer, the Community Outreach Coordinator for Providence Hospital and a volunteer provide a one hour safety program in area elementary schools. The educational session emphasizes helmet safety and learning the rules of the road using a safety video, Ohio Department of Transportation coloring sheets, other handouts and interactive games. At least one donated bicycle helmet is given away at each presentation of the program.

Erie MetroParks also provides hands-on bicycle safety training in the form of a short (30 minutes or less) program required of those applying for a mountain bicycle permit for use at the Castalia Quarry Reserve. The route of the trail, avoidance of negative environmental impacts, bicycle safety and proper trail courtesy are emphasized. Bike training is held periodically throughout the year.

City of Huron Public School District

The Huron Junior Women's League provides a safety program to Huron elementary school children in June of every year at Woodland Elementary School. This program runs for seven (7) days and for 2½ hours per day. The program is taught by certified instructors and teen helpers and covers the following topics: gun safety, poisons, pedestrian safety, bicycle safety, fire safety, police, bus safety and strangers.

Perkins Public School District

The Perkins Public Schools provide a safety program to children at Furry Elementary School, also every year in June. This program runs for two (2) weeks and for two (2) hours each day. The program includes the following items: pedestrian and bicycle safety, fire, police, water safety, bus safety, railroad safety, seat belts, and strangers.

City of Vermilion School District

The City of Vermilion School District also provides a safety program similar to the ones mentioned above for Perkins Schools and Huron Schools. Its program is for two (2) weeks in the summer every year and is run by the Vermilion Police Department.

City of Sandusky School District

The Sandusky School District sponsors a safety program for elementary school students which runs for eight (8) days in the summer of every year and for 2½ hours each day. The program's topics include the following: first-aid, boating safety, police, fire, seat belts, bicycle and pedestrian safety, litter, strangers, and bus safety.

The Sandusky School District also provides additional bicycle safety programs to third graders and sixth graders.

Other Safety Town Programs

The Berlin Heights Police Department, the Berlin Heights Kiwanis, and the Margareta School District also have or sponsor safety town programs for elementary school children.

Users of Bicycle and Pedestrian Facilities

During the planning process and the development of the Erie County Bicycle and Pedestrian Plan, the Bicycle and Pedestrian Safety Committee primarily considered the following user groups when selecting routes:

- 1) Children who need safe routes between their neighborhoods or subdivisions to school and recreation facilities;

- 2) Persons who walk or ride bicycles to gain access to employment, community services and shopping opportunities; and
- 3) Persons who walk, jog, run or ride bicycles for recreational purposes or for exercise.

It was also recognized that by planning for these groups noted above, routes would be selected which could also be used in the future by persons wishing to use the bicycle or walking to go to work, school, shopping, etc. and not use a motorized vehicle.

It is noted that, according to the 1990 U.S. Census, there are approximately 1,852 households (6.4% of all households) in Erie County who do not have access to a motor vehicle for transportation. With the average household size for Erie County at 2.61 persons, this means that approximately 4,834 persons in Erie County do not have access to a motor vehicle.

Bicycle and Pedestrian Trip-Making Patterns

Based on the above user groups and observations made by the Bicycle and Pedestrian Safety Committee and local political subdivisions, the Committee developed a list of probable origins and destinations in Erie County for bicyclists and pedestrians which included the following:

- 1) Educational facilities
- 2) Recreational facilities and parks including connections to out-of-County facilities including the Northcoast Inland Trail and the Alex Waite Trail
- 3) Shopping facilities, especially the Sandusky Mall and the commercial areas on Perkins Avenue, Milan Road, Cleveland Road
- 4) Downtown areas of Sandusky, Huron & Vermilion and the Villages of Castalia, Bay View, Milan, and Berlin Heights which provide shopping, cultural, employment, and government service opportunities
- 5) Governmental facilities
- 6) Residential subdivisions & apartment complexes

These facilities were identified by the Committee throughout the County and used to develop bicycle and pedestrian routes. These facilities are noted on the Erie County Bicycle and Pedestrian Plan Map (Map 9).

V. Public Involvement in the Bicycle and Pedestrian Plan

The planning process for the Erie County Bicycle and Pedestrian Plan began at the Erie Regional Planning Commission level in late 1997 with the formation of the Bicycle and Pedestrian Safety Sub-Committee. A wide cross-section of the community was selected to serve on this sub-committee in order to provide as many viewpoints as possible in the creation of the County Bicycle and Pedestrian Plan. Representatives on the sub-committee included elected County and Township officials; County, Township, and City of Sandusky, Huron and Vermilion staff persons; a patrolman from the Ohio State Highway Patrol; officers from the Erie County Sheriff's Department; Erie MetroParks staff; representatives from local bicycle and running clubs; a representative from the Erie County Visitors and Convention Bureau; and interested citizens. The general public and the local press were also invited to attend meetings of the sub-committee.

The Bicycle and Pedestrian Safety Sub-Committee met together six (6) times to discuss the issues and bicycle/pedestrian pathways contained within this document. There were also several sub-committees within the full sub-committee which met on numerous occasions to prepare information for the full sub-committee meetings. Issues that were raised at these meetings included the following:

- 1) There is a lack of planning for bicycle and pedestrian facilities in Erie County - e.g. no sidewalks in subdivisions, berms not wide enough to accommodate bicycle or pedestrian traffic, engineering/road maintenance practices are conducted which make roads unsafe for non-motorized transportation, etc.
- 2) There is a general perception that it is not safe to ride a bicycle or walk on most roads in Erie County.
- 3) There is a general perception that bicyclists and pedestrians do not know the "rules of the road" and therefore make roads unsafe for themselves and for motorists.
- 4) Erie County does have some existing bicycle and pedestrian facilities which could be more heavily utilized by County residents for recreational purposes.

Goals and strategies were then developed by the Committee to address these issues in the Bicycle and Pedestrian Plan.

Two (2) public hearings were also held in the County which provided the opportunity for the public to view the final "draft" of the plan and provide comments to the Erie Regional Planning Commission and the Erie County Board of Commissioners.

VI. Definitions of Bicycle and Pedestrian Plan Terms

The following bicycle and pedestrian pathway terms have been defined within this plan document to clarify what each type of pathway is and its most appropriate application. Often the terms described below are used interchangeably in bicycle and pedestrian facility planning literature and thus can be confusing for readers.

Bikeway

A generic term given to bicycle lanes, bicycle routes, bicycle paths or multi-purpose paths or a combination of the three (3) classes.

Multi-purpose path or trail (often referred to as a bicycle path)

Usually paved, and which is physically separated from motorized vehicular traffic by an open space or barrier, located either within the highway right-of-way or within an independent right-of-way.

Purpose: To serve as significant generators of bicycle use, especially for less-skilled bicyclists.

To provide enjoyable recreational opportunities as well as desirable commuter routes.

To provide system continuity and linkage in areas where no on-street facilities are available.

Appropriate Applications:

Where uninterrupted right-of-way is available to provide long, continuous routes for commuting or recreation trips.

Within an independent right-of-way, such as an abandoned railroad corridor, linear park, or greenway.

As cut-throughs between buildings or connections between cul-de-sacs and breaks in the street network.

Bike paths within roadway rights-of-way are best located where sufficient space or a physical divider enforces the concept that the trail functions as an independent highway for cyclists and where few streets and driveways intersect with the facility.

It is important to note that bike paths located within a street right-of-way should not be a substitute for bicycle access to the street.

Bicycle only lane

A specific portion of a roadway which has been designated by lane stripes and pavement markings for the exclusive use of bicyclists.

- Purpose:
- To improve conditions for cyclists of all abilities within a given corridor.
 - To encourage increased bicycle use on a given roadway by providing a greater degree of comfort and perceived safety for less-skilled cyclists.
 - To provide for more predictable movements by cyclists and motorists.
 - To establish an overall channeling effect and promote an orderly flow of traffic.

Appropriate Applications:

Where significant bicycle demand is desired or expected on arterial streets and roadways, generally defined as having average daily traffic flows that exceed 10,000 or average motor vehicle speeds that exceed 30 mph.

When a community wants a host facility to encourage bicycle use.

On streets where lane designation is not complicated by frequent roadway intersections and commercial driveways.

On streets with heavy bicycle traffic where cyclists must frequently pass each other traveling in the same direction.

When it is desirable to delineate the right-of-way assigned to cyclists and motorists to provide for more predictable movements by each.

When the route is anticipated to serve a high number of less experienced adult, child and recreational cyclists.

Bicycle route

A specific segment of roadway marked with appropriate directional and informational markers.

- Purpose:
- To provide directional assistance to cyclists.
 - To provide continuity to other bicycle facilities.

To indicate to cyclists that there are particular advantages to using a route as compared with alternative routes.

Appropriate Applications:

Where the community desires signage to guide cyclists to their destinations.

Designated routes may follow a combination of facility types: paved shoulders, bicycle lanes, multi-use trails, and general shared roadway conditions that have compatible motor vehicle volumes and speeds.

For reasons of safety and liability, designated bicycle routes should meet national minimum standards and have all hazards to bicycle travel removed before they are signed.

Bicycle route signage is not recommended for routine use on major arterials or rural roadways with high traffic volumes and speeds. The implementation of bicycle lanes, paved shoulders, or designation of less-travelled alternative routes, are preferred treatments. If no alternatives exist, "share the road" caution signs may be used as an interim measure until bicycling conditions can be improved.

Paved Shoulders

The portion of the roadway contiguous with the travel way for accommodation of stopped vehicles, for emergency use and for lateral support of the subbase, base and surface courses. Shoulders are designed to provide structural support for a roadway and offer a breakdown and recovery area for motor vehicles. Paved and maintained roadway shoulders also improve conditions for bicycle travel on roads without curb and gutter. As warranted, shoulders may be designated as host bicycle facilities by signing and marking for preferential use similar to bike lanes.

Purpose: To better accommodate both bicycles and motor vehicles in rural and developing areas.

Appropriate Applications:

On roads without curb and gutter.

On high-speed, rural arterials that serve a high number of experienced cyclists when wide curb lanes are not practical.

Special Considerations:

Shoulders must be paved and maintained to an equivalent surface standard as regular travel lanes.

Paved shoulders that are intended for bicycle use should continue through intersections and should not be routinely used as right-turn lanes for vehicular traffic.

Rumble strips should not be used on shoulders designated for bicycle travel. If used, additional paved width for cyclists should be provided on the right side of a narrow rumble strip.

Shoulders may be designated as lanes for preferential bicycle use through appropriate signage and pavement markings if they meet the recommended AASHTO width of four (4) feet or greater.

Wide Curb Lane

A right-hand lane of a shared roadway that is typically fourteen (14) feet wide to better accommodate both bicycles and motor vehicles in the same lane. Wide curb lanes are most often implemented where designating facilities may not be advisable but where cyclists travel due to the directness of the route or the lack of an alternative.

Purpose: To better accommodate both bicycles and motor vehicles on arterial streets and roadways by providing additional operating room.

To maintain the motor vehicle capacity of a right-hand lane when it is also used by cyclists.

To increase the roadway capacity by the number of cyclists capable of being accommodated.

To allow motor vehicles to pass bicycles without having to change lanes.

To minimize both real and perceived operating conflicts between bicycles and motor vehicles.

Appropriate Applications:

Most appropriate for experienced cyclists on high-speed rural highways and high-volume urban arterials.

Where there is insufficient room for a separate bike lane.

Where there are frequent intersecting commercial driveways or cross streets that complicate bicycle lane treatment.

Special Considerations:

Wide curb lanes on arterial roadways improve the cycling environment but are not designated bicycle facilities.

A wide curb lane integrates bicycle and vehicle traffic and forces recognition and awareness on the part of motorists, particularly at intersections.

Wide curb lanes on urban arterials **accommodate** bicycle use, but striped and signed bike lanes may **encourage** increased bicycle use.

VII. LAW ENFORCEMENT, EDUCATION AND SAFETY GOALS & STRATEGIES

1) GOAL

Promote safer bicycling and pedestrian practices in Erie County.

A) **Strategy**

Identify routes on existing streets and trails which are recommended by bicyclists and distribute this information.

Publish a bicycle route map for Erie County and distribute throughout the County.

Publish a "walking" map which shows County facilities for hiking and which identifies the location of sidewalks and important crossings on major routes.

Implementation

Erie Regional Planning Commission, Erie MetroParks and local recreation clubs are responsible for the implementation of this strategy.

B) **Strategy**

Distribute literature on bicycle and pedestrian safety at bicycle shops and sporting goods stores which sell such items as roller skates, skateboards, walking and running shoes, etc.

Implementation

Local recreation clubs and organizations such as the Huron River Greenway Coalition are responsible for the implementation of this strategy.

C) **Strategy**

Work with local law enforcement agencies, Erie MetroParks, 4-H Extension Office, and schools to conduct bicycle rodeos or other type of training annually for elementary school children.

Implementation

Local law enforcement agencies, especially those with patrol officers on bicycles, Erie MetroParks, and others are responsible for the implementation of this strategy.

D) Strategy

Include substantial information in driver education classes about the bicyclist's and pedestrian's right to the road and proper road sharing techniques.

Implementation

The Ohio State Highway Patrol and local driving schools are responsible for implementing this strategy.

E) Strategy

Promote and provide adult safe bicycling classes.

Implementation

Local recreation departments, bicycle clubs, retail sporting goods stores, and public entities such as schools with adult education programs are responsible for the implementation of this strategy.

E) Strategy

Encourage annual training for law enforcement officials about the bicyclist's right to the road and establish positive reinforcement programs (i.e. incentives for being good cyclists or pedestrians) for both bicyclists and motorists.

Implementation

Local law enforcement agencies, local F.O.P. organizations in partnership with area businesses are responsible for this strategy.

G) Strategy

Develop a "Share the Road" sign program for routes designated for bicyclists and pedestrians to remind drivers to pay attention to them.

Implementation

The Perkins Township Engineer and local political jurisdictions are responsible for the implementation of this strategy.

H) Strategy

Bicycle and running clubs should conduct short and easy rides/jogs/walks specifically aimed at "novices". These could be purely recreational or charitable events, but a major purpose would be to encourage

novices, or those whose only experience has been on park multi-purpose paths, to get some experience riding/jogging/walking on the roads.

Implementation

Local bicycle and running clubs are responsible for the implementation of this strategy.

1) Strategy

Set up a booth at the Erie County Fair and other local fairs and festivals to distribute information on bicycle and pedestrian safety.

Implementation

The Erie County Commissioners, the Bicycle and Pedestrian Safety Committee, and groups like the Huron River Greenway Coalition are responsible for this strategy.

2) GOAL

Reduce the number of bicycle and pedestrian related accidents in Erie County.

A) Strategy

Encourage local jurisdictions to consider bicycle and pedestrian facilities and safety in their road construction projects. Use design practices which will not create safety problems in the future, especially for bicyclists.

Implementation

The Perkins Township Engineer and local political subdivisions are responsible for the implementation of this strategy.

B) Strategy

Identify any problem/high accident areas or intersections for bicycles and pedestrians and work with the appropriate political subdivision to improve safety and road conditions.

Implementation

The Perkins Township Engineer, working in conjunction with local law enforcement including the Ohio State Highway Patrol, is responsible for the implementation of this strategy.

VIII. LAND USE PLANNING AND TRANSPORTATION GOALS & STRATEGIES

1) GOAL

Increase the awareness of local jurisdictions of the bicycle and walking as transportation modes and promote more bicycle and pedestrian facilities planning.

A) **Strategy**

Assist local jurisdictions in developing bicycle and pedestrian plans specifically for their city, village or township and in preparing grant applications for bicycle or pedestrian planning funds.

Implementation

The Erie Regional Planning Commission is responsible for the implementation of this strategy.

B) **Strategy**

Require developers to show how bicycle and pedestrian traffic will be accommodated for new developments and subdivisions.

Implementation

The Erie Regional Planning Commission and local political subdivisions are responsible for the implementation of this strategy.

C) **Strategy**

Require residential subdivision developers to install sidewalks for pedestrians and small children on bicycles in new subdivisions.

Implementation

The Erie County Board of Commissioners and the Erie Regional Planning Commission are responsible for the implementation of this strategy.

D) **Strategy**

Require developers to connect new developments with any existing bicycle and pedestrian facilities whenever feasible.

Implementation

The Erie County Board of Commissioners, the Erie Regional Planning Commission and local political subdivisions are designated to implement this strategy.

E) Strategy

Conduct local workshops for officials and staff people on bicycle and pedestrian planning including such topics as engineering, costs, liabilities, safety and promotional programs.

Implementation

The Erie Regional Planning Commission is responsible for the implementation of this strategy.

E) Strategy

Create a "how to" bicycle planning manual which includes model ordinances to be distributed to all local jurisdictions. Model ordinances would cover such topics as access to main arterials from cul-de-sacs and bicycle parking requirements for commercial areas. It would also incorporate information which recognizes the differing planning needs (i.e. rural/urban) found in Erie County.

Implementation

The Erie Regional Planning Commission, with the assistance of the Perkins Township Engineer and other local engineers, is responsible for the implementation of this strategy.

IX. RECREATION GOALS & STRATEGIES

1) GOAL

Promote bicycle ridership and pedestrian activities in Erie County as recreational activities.

A) **Strategy**

Distribute information through bicycle clubs, schools, bicycle shops, etc. on recreational activities in the County involving bicycling/hiking/walking. This would include locations of parks with trails, the waterfront pathways being developed in Sandusky and Huron, roads which have sufficient berms for safe cycling/walking.

Implementation

Erie MetroParks, local recreation departments and local groups are responsible for the implementation of this strategy.

B) **Strategy**

Promote existing hiking/walking programs provided by Erie MetroParks and other local parks and recreation offices.

Implementation

Erie MetroParks and local recreation departments are responsible for the implementation of this strategy.

X. CONSTRUCTION AND OPERATIONS GOALS & STRATEGIES

1) GOAL

Promote the use of pedestrian- and bicycle-friendly engineering practices/standards on roads in Erie County.

A) **Strategy**

Develop a construction standards/safe practices manual for local engineers/officials to use when designing road/sidewalk improvements.

Implementation

The Erie Regional Planning Commission, with engineering assistance from the Perkins Township Engineer, is responsible for the implementation of this strategy.

B) **Strategy**

Provide technical assistance to local jurisdictions on design issues.

Implementation

The Erie Regional Planning Commission and the Perkins Township Engineer are responsible for providing technical assistance to local jurisdictions on design concerns.

C) **Strategy**

Review County subdivision regulations and modify them if necessary to include considerations for bicycle and pedestrian facilities such as lanes, paths, sidewalks, etc.

Implementation

The Erie Regional Planning Commission and the Erie County Board of Commissioners are responsible for reviewing the County's subdivision regulations and are therefore responsible for the implementation of this strategy.

D) **Strategy**

Coordinate bicycle and pedestrian facilities improvements with road improvements.

XI. PROPOSED/EXISTING BIKEWAYS AND PEDESTRIAN CORRIDOR SYSTEM

With input from Erie Regional Planning Commission and local political jurisdictions, the Erie County Bicycle and Pedestrian Safety Committee selected routes to connect all of Erie County and county facilities, to connect origins and destinations within political subdivisions, and to resolve areas of safety concern for bicyclists and pedestrians.

When selecting corridors for future bicycle and pedestrian pathways, the following items were considered by the Bicycle and Pedestrian Safety Committee:

- 1) Direct and convenient alignment to serve origins and destinations.
- 2) Access to and from existing bicycle and pedestrian facilities.
- 3) Continuity - avoiding abrupt facility/route/path discontinuity at the end of a political jurisdiction. With a County-wide plan, this will be much less likely to occur.
- 4) Grade - avoiding steep grades, if possible on selected routes.
- 5) Adequate lighting and sight lines.
- 6) Convenient bicycle parking at destinations.
- 7) Adequate maintenance commitment.

1) GOAL

Develop a safe bicycle and pedestrian path system throughout Erie County.

A) Strategy

Develop a safe bicycle and pedestrian pathway system across Erie County which connects the political subdivisions within the County, connects major County traffic generators, and which connects to bikeways and/or pedestrian paths/routes in adjacent counties.

The corridors to develop this system have been identified in this plan and can be found on the Bicycle and Pedestrian Plan Map, Map 9 of this document. It is noted that as each individual corridor comes up in the priority list of projects in this Plan, it will be determined whether multi-purpose paths, bicycle only lanes, bicycle routes, paved shoulders or wide curb lanes are appropriate. The main corridors selected to provide a cross-County network include the following:

East-West Corridors

- 1) U.S. Route #6 to Sanford Street/Perkins Avenue to Cleveland Road/U.S. #6
(This corridor stretches the entire east-west width of Erie County and connects the three (3) cities in the County - Sandusky, Huron and Vermilion.)
- 2) Bogart Road to City of Huron to U.S. #6
(This corridor connects the Village of Castalia, Perkins Township and Huron Township and the City of Huron.)
- 3) Strecker Road to Mason Road
(This corridor connects the southern tier of townships in the County - Groton Township, Oxford Township, Milan Township, Berlin Township, and Florence Township)
- 4) Barrett Road
(This corridor connects the Village of Bay View to the City of Sandusky and Margareta Township.)
- 5) Garfield Road
(This corridor connects Erie County to the Lorain County MetroParks's section of the Northcoast Inland Trail.)
- 6) Hull Road
(This corridor connects the commercial area on U.S. #250, and the Sandusky Mall with a significant number of residential subdivisions and Osborn Recreation Area.)

North-South Corridors

- 1) Bardshar Road
(This corridor connects two (2) of the main east-west routes in the County and provides access to a large community park with ballfields and a smaller neighborhood park. It also links Margareta Township and the City of Sandusky.)
- 2) Patten Tract Road
(This corridor connects two (2) of the main east-west routes in the County and connects the most southern tier of townships with Perkins Township where a large portion of the County's large scale commercial development (Sandusky Mall, Park Place Shopping Plaza, Meijer, etc.) is located.
- 3) Columbus Avenue
(This corridor links the City of Sandusky with Perkins Township and provides access to the Bogart Road and Perkins Avenue corridors. Columbus Avenue has a significant number of residential subdivisions and thus would generate a significant number of bicyclists and pedestrians.)
- 4) U.S. Route #250
(This corridor, along with Columbus Avenue and Taylor Road, provides a north-south route

running the entire length of the County and links the Village of Milan, Milan Township, Huron Township, Perkins Township and the City of Sandusky. U.S. Route #250 is the location of much of the commercial development in the County and thus would be a destination for bicyclists and pedestrians.)

- 5) Rye Beach Road
(This corridor connects Huron Township and the City of Huron and provides access to Firelands College, a Bowling Green State University facility used by a wide range of County residents.)
- 6) River Road
(This corridor connects the U.S. Route #6 corridor and the City of Huron to the Huron River Greenway, a separate trail which runs from Huron Township to the Village of Milan.)
- 7) Berlin Road
(This corridor links the City of Huron with the Village of Berlin Heights and Berlin Township.)
- 8) Joppa Road/Florence-Wakeman Road
(This corridor provides a north-south connection across the entire length of the County in the eastern half of the County and links Florence and Vermilion Townships with the U.S. Route #6 corridor and thus the Cities of Vermilion and Huron and the waterfront.)
- 9) State Route #60
(This corridor connects the developing areas in Vermilion Township with the City of Vermilion and the Mason Road corridor which provides cross-County access.)

Implementation

The Erie County Board of Commissioners and local political subdivisions will be responsible for the implementation of this County-wide network of bicycle and pedestrian facilities.

Priority projects for the development of bicycle and pedestrian routes have been selected and are noted below in Table V. All of these projects will have paved shoulders to accommodate bicycle and pedestrian traffic.

Table V PRIORITY PROJECTS (CORRIDORS DESIGNATED FOR PAVED SHOULDERS)

LARGE PROJECT

BOGART ROAD (between Village of Castalia and City of Huron)

Approximate Length of Project: 10.5 miles
Political Subdivision Having Jurisdiction: Erie County

This corridor would provide an east-west connection across half of Erie County and would pass through areas with high residential growth rates. The corridor would connect the Village of Castalia, Perkins Township, and the City of Huron. The link to the City of Huron would give a bicyclist or pedestrian access to Huron's planned bicycle and pedestrian ways and the proposed Huron River Greenway. The link to the Village of Castalia would give a bicyclist or pedestrian access to the Village's planned bicycle/pedestrian routes and to the Castalia Quarry Reserve and village parks.

SMALLER PROJECTS

FIRST PRIORITY

PERKINS AVENUE (between Milan Road and Osborn Recreation Area)

Approximate Length of Project: 2.7 miles

Political Subdivision Having Jurisdiction: Erie County

This project would connect Sandusky's main commercial areas on Perkins Avenue and Milan Road and the Sandusky Mall with several major residential subdivisions and apartment complexes (Foxborough Commons Area, Ranchview Gardens, Ranchwood Subdivision, Westchester Estates, Fairview Lanes Subdivision, Meadow Wood Subdivision, Country Club Acres Subdivision) and Osborn Recreation Area.

It is noted that the Perkins Avenue project was selected by the Committee as the first priority project due to the concentration of residential development and population and the major traffic generators (Sandusky Mall, The Pharm Plaza, and Osborn Recreation Area) located on this major County collector street.

SECOND PRIORITY
RYE BEACH ROAD (between U.S. Rte. #6 and Huron-Avery Road)

Approximate Length of Project: 2.8 miles

Political Subdivision Having Jurisdiction: State of Ohio, Erie County and Huron Township and the City of Huron

This project would link the City of Huron and parts of Huron Township with the Firelands Campus of Bowling Green State University and the McBride Arboretum. It would also link Huron Township to the City of Huron's paved bicycle route on U.S. Route #6 and thus providing access to Huron's waterfront, commercial and residential areas for more area residents.

THIRD PRIORITY
U.S. ROUTE #6 (between Downtown Vermilion and Sherod Park)

Approximate Length of Project: 1.4 miles

Political Subdivision Having Jurisdiction: State of Ohio and City of Vermilion

This project would connect the City of Vermilion with a large waterfront park, Sherod Park, which is located to the west of the City. The project would also serve to begin completing sections of U.S. Route #6 which do not have wider, paved shoulders. U.S. Route #6 runs east-west across the entire width of Erie County and connects the three (3) cities in Erie County - Sandusky, Huron, and Vermilion.

FOURTH PRIORITY
HULL ROAD (between Milan Road and Camp Road)

Approximate Length of Project: 2.8 miles

Political Subdivision Having Jurisdiction: Erie County

This project would link the commercial area on Milan Road, the Sandusky Mall, Pelton Park, and Osborn Recreation Area with several major residential areas (Parkvue Place, Timber Lake Subdivision, Heimlich's Subdivision, Atlantic Avenue Subdivision, The Meadows Subdivision, Galloway Corners Subdivision, Greenskeepers Subdivision, Fitzgerald Subdivision, Turfside Estates Subdivision, Autumn Drive Subdivision, and Willow Creek Subdivision).

The above priority projects are scheduled for implementation in the next one to five (5) years. This plan document will be revisited by the Erie Regional Planning Commission and the Board of Commissioners periodically to update and revise the schedule for implementation and the prioritization of projects.

B) Strategy

Develop safe corridors **within** local political subdivisions in Erie County which will improve bicycle and pedestrian safety, connect centers of population to traffic generators, and connect to the County-wide route system.

Local corridors have been included in the Erie County Bicycle and Pedestrian Plan as they provide important links to the communities throughout the County and are important locally for safety and traffic flow improvement. They also will give access to the waterfront of Erie County through Sandusky, Huron and Vermilion and access to local parks and facilities. All proposed corridors within each city and village in Erie County are described below.

City of Sandusky

The proposed local corridors through the City of Sandusky include the following:

- 1) U.S. Route #6 from the west city limits to the intersection of Venice Road and Tiffin Avenue, down Perkins Avenue to Cleveland Road (U.S. Route #6 again).

This corridor will provide an east-west connection throughout the entire City and links the City with the rest of the County as U.S. #6 runs the entire length of Erie County. It will also provide a connection to Bardshar Road which will be the access to the site of a large community-wide park/ball field complex to be developed by the City in 1999.

- 2) Barrett Road from Venice Road to the west city limits.

This corridor will link the City of Sandusky to the Village of Bayview and connect to the east-west cross-County route along U.S. Route #6 and Perkins Avenue.

- 3) Columbus Avenue from Perkins Avenue north to the proposed Bayfront Corridor along Shoreline Drive.

This corridor will connect to the Columbus Avenue corridor in Perkins Township, along which are located several major residential subdivisions and traffic generators. It will also provide a route to Sandusky's waterfront and downtown for City and County residents.

- 4) Cedar Point Chausee.

This corridor is proposed in order to provide some type of pedestrian and bicycle access to the residences along the Cedar Point Chausee and the Cedar Point Amusement Park, although it is recognized that it will be difficult to provide any type of wider shoulder for bicycles and pedestrians along the Chausee Road as the right-of-way in this location is fairly narrow. Presently, bicycle and pedestrian traffic is not permitted on the Cedar Point Causeway, the only other means of access for Cedar Point. Both the Causeway and the Chausee Road are privately maintained, thus making

it more difficult to secure public grant funding for developing bicycle and pedestrian pathways on either road.

5) Bardshar Road from Venice Road to the south City limits

This corridor will connect with the U.S. Route #6 route (Number #1 above) and with the Bardshar Road route in Margareta Township, thus linking the City and the Township. As noted above, it will also provide access from the U.S. Route #6 route to the large community park being developed by the City on Bardshar Road.

Please see the Erie County Bicycle and Pedestrian Plan Map (Map 9) for the location of these proposed corridors.

City of Huron

The proposed local corridors through the City of Huron include the following:

1) Waterfront Walkway Project

This project includes three (3) components/connections. One path/route would connect the Huron Boat Basin, run along North Main Street, down Wall Street to Waterfront Park, go around Waterfront Park on South Street, across Washburn Ditch, and to the beach area to be developed adjacent to the City's Water Distribution Plant. A connection would then be made to the south between the beach area and the existing bicycle lanes on Cleveland Road. Another path/route would run south from the Huron Boat Basin along N. Main Street, turn east on Cleveland Road, cross the Huron River, turn north on Tiffin Avenue, turn west on Nickelplate Drive and end at Nickelplate Beach Park. This path/route would also connect to River Road and the proposed Huron River Greenway. The third proposed path/route would run south from Cleveland Road along Liberty Drive, cross U.S. Route #6 (old State Route #2), turn west on Adams Street and end at Faban's Park, a large City park with playing fields.

2) U.S. Route #6 Bicycle Only Lanes

This project would extend the existing bicycle only lanes on U.S. Route #6 throughout the entire City of Huron. This would further the Route #6 corridor which links the entire County from east to west; would provide access to River Road and the proposed Huron River Greenway, and would link with the proposed Rye Beach Road, Huron-Avery Road and Berlin Road corridors which provide access to Firelands College and Berlin Heights.

3) Berlin Road from U.S. Route #6 to City Municipal Boundary

The Berlin Road corridor extends beyond the City of Huron to connect with the Village of Berlin Heights. This corridor also provides a connection to Mason Road and the Edison Woods Reserve. It is also a route which provides waterfront access and links to the proposed Huron Waterfront Walkway Project.

4) River Road from U.S. Route #6 to proposed Huron River Greenway

This corridor links the City of Huron and the County-wide U.S. Route #6 route to the Huron River Greenway, a separate multi-purpose recreational path or trail located along a former railroad right-of-way. The River Road corridor and the proposed Huron River Greenway provide a north-south County linkage and connect the City of Huron, Huron Township, Milan Township and the Village of Milan.

5) Huron-Avery Road from downtown Huron to Rye Beach Road and Rye Beach Road from Huron-Avery Road to U.S. Route #6

These two roads complete a loop system for recreational bicyclists and pedestrians from the City of Huron and Huron Township, provide access to Firelands College on Rye Beach Road, provide access to U.S. Route #6 and Bogart Road, two cross-County connectors, and provide access to downtown Huron and the waterfront for Huron Township and southern City of Huron residents.

Please see the City of Huron Local Corridor Map (Map 10) for the location of these corridors.

City of Vermilion

The proposed local corridors through the City of Vermilion include the following:

1) State Route #60 from south City Municipal Boundary to downtown Vermilion

This corridor extends to the south beyond the City to connect the City with Vermilion Township and Mason Road, a cross-County connector. It provides access to the City waterfront, the Inland Seas Museum, and downtown parks and connects with U.S. Route #6, another cross-County link. The City of Vermilion Middle School and High School and West Breeze Park are also located on Route #60.

2) U.S. Route #6 from Erie County line to west City limits

This corridor extends to the west to connect the City of Vermilion with Sherod Park, a large waterfront park in Vermilion Township. It is also a section of the cross-County U.S. Route #6 route.

Please see the Erie County Bicycle and Pedestrian Plan Map (Map 9) for the location of these corridors.

Village of Milan

The proposed local corridors through the Village of Milan include the following:

- 1) Church Street to State Route #113 to Edison High School

This corridor is designed to provide a linkage with the Village of Milan and Edison High School.

- 2) State Route #601 from Broad Street to Old State Road and south on Old State Road to Village limits.

This corridor provides a connection between the Village of Milan and Norwalk and to the Alex Waite Trail and the Norwalk Reservoir Park facility.

- 3) Broad Street from State Route #601 to Edison Drive, Edison Drive between Broad Street and the Village limits, Front Street between Edison Drive and Main Street and Main Street between the proposed Huron River Greenway and State Route #113.

These village streets connect the three (3) routes which extend beyond the Village of Milan to Edison High School, Norwalk, and the proposed Huron River Greenway. They also provide connections to the Milan Historical Museum, the Thomas A. Edison Birthplace and Milan Elementary School.

- 4) Edison Drive to Seminary Road to Galpin Wildlife Sanctuary

This corridor connects the Village with the Galpin Wildlife Sanctuary, a wooded area with pedestrian/hiking trails just east of the Village limits.

Please see Map 11 for the location of the above-noted corridors in the Village of Milan.

Village of Berlin Heights

The proposed local corridor for the Village of Berlin Heights is noted below:

- 1) Berlin Road to Main Street to the access road for Berlin Heights Community Park

This corridor links the Village of Berlin Heights to the cross-County routes of Mason Road and Berlin Road. It also provides a path through the Village, connecting most of the Village's residential streets, to the Village's community park and to Berlin-Milan School.

Please see Map 12 for the location of this pathway in the Village of Berlin Heights.

Village of Castalia

The proposed local corridors for the Village of Castalia are noted below:

- 1) Bogart Road to Lucas Street to Washington Street (S.R. #269) to State Route #101

This corridor connects the Village with Bogart Road, a cross-County route, and with State Route #101 and the Castalia Quarry Reserve, an Erie MetroParks facility with pedestrian and bicycle trails.

- 2) Bogart Road to Lucas Street to Lowell Street to Main Street to Washington Street (S.R. #269) to Ried Court and an abandoned railroad right-of-way

This corridor connects the Village to Margaretta High School and Stadium, the Recreation Field at Ried Court, and the Cement Avenue Park.

Please see Map 13 for the location of these corridors in the Village of Castalia.

Village of Bay View

The proposed local corridors for the Village of Bay View include the following:

- 1) East Bay View Drive from Village limits to Bay View Fishing Pier
This corridor completes the connection between the City of Sandusky (Barrett Road) and the Village of Bay View and provides access to the Fishing Pier.

- 2) East Oneida Trail between East Bay View Drive and Sunset Plaza

This corridor provides access to the Village's community park which has a ball field, picnic shelter, basketball court and play equipment.

Please see Map 14 for the location of the Village of Bay View's proposed local corridors.

XII. RESOURCES

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- Vermilion Township. Janet Knittle, Trustee. 1998.