

A. Summary

1. Overview

The transportation systems are vital to the movement of people and products throughout the city. Adequate streets are a key to the area's growing tourist industry. Seasonal attractions bring between 3.5 and 4.0 million visitors to the area annually. Ease of travel for residents and visitors is important, yet is made awkward by natural restrictions and street patterns. Lake Erie to the north and the geometric problems of "angled streets" conspire to somewhat impede the community desire for a reliable, safe and efficient transportation system. Also, free traffic flow in the city is compromised by a lack of east-west street capacity and an insufficient number of grade separated railroad crossings.

2. Standards

Standards such as the Federal Highway Road Classification standards and Thoroughfare Plans will be adhered to. Standards for pedestrian, bikeways, safety, right-of-way widths, sidewalks, pedestrian crossings, lights, and handicap accessibility will be defined.

3. Financial Considerations

With a limited supply of funding, the City will need to be cost-effective with project selection. Cost sharing on streets shared with other political subdivisions will need to be addressed. It would also be doubly important to revise subdivision regulations and codify ordinances to require developers to "pay their own way" for new developments. The City has historically used special assessments to complete neighborhood street reconstruction projects.

4. Major Recommendations

The Transportation Element recommends the following major actions:

- A. Improve the street network.
- B. Encourage and expand public transportation.
- C. Improve transportation safety.
- D. Support commercial shipping.
- E. Support recreational boating.
- F. Increase pedestrian walkways and bicycle paths.
- G. Encourage appropriate use of existing railways.
- H. Pursue appropriate financing for transportation projects.
- I. Continue use of special assessments.

B. Goal

Maintain and improve the existing transportation network as well as the transportation services in order to meet the needs of residents, businesses, and tourists.

C. Objectives and Strategies

1. Improve the Street Network

Strategies

- A. Prioritize the improvement of key intersections, street segments, and railroad crossings and improve when funding is available.**

Implementation: Traffic Engineer and Services Bureau
Timeframe: Short Term and Ongoing

- B. Developing street maintenance and improvement programs to effectively and efficiently provide for the safe and dependable flow of traffic.**

Implementation: City Engineer, Traffic Engineer, Public Works Superintendent
Timeframe: Short Term and Ongoing

- C. Identifying sources of funding revenue.**

Implementation: City Engineer, Community Development Director and Finance Director
Timeframe: Ongoing

- D. Undertaking the construction of improvements in a timely manner based on available funding.**

Implementation: City Engineer
Timeframe: Ongoing

- E. Requiring traffic impact studies for major developments.**

Implementation: City Engineer and Community Development Director
Timeframe: Short Term and Ongoing

- F. Providing for improvement in east-west cross-town travel through capacity improvements and utilization of multiple streets.**

Implementation: City Engineer, Services Bureau and Community Development Director
Timeframe: Mid Term and Long Term

- G. Improving access to Cedar Point through Butler Street Ramp improvements and working with Cedar Point to improve traffic flow to and at the amusement complex.**

Implementation: City Engineer, Services Bureau, Cedar Point, ODOT and Erie County Highway Engineer
Timeframe: Ongoing

- H. Improving Warren Street north of Monroe Street as “the gateway to the waterfront” to improve traffic flow and aesthetics.**

Implementation: City Engineer
Timeframe: Long Term

- I. Improving directional street signage.**

Implementation: City Engineer and Visitors and Convention Bureau
Timeframe: Short Term

- J. Coordinating transportation network with the surrounding townships and Erie County.**

Implementation: City Engineer and County Highway Engineer

Timeframe: Ongoing

K. Updating thoroughfare plan and classification map to remain compatible with State and Federal functional classifications, and to preserve the functional characteristics of the city street system.

The City should continue to maintain the classification plan in order to qualify for "STP" funds. These funds – about \$300,000 annually – would be jeopardized by joining a metropolitan planning organization (MPO). The City should continually analyze the benefits and drawbacks to joining an MPO. MPO involvement may introduce air quality attainment standards to the City.

Implementation: City Engineer and Traffic Engineer

Timeframe: Ongoing

L. Addressing the issue of vehicle/rail conflicts at U.S. 6 and the Norfolk & Southern Railroad (Huron Street) and examine the possibility of creating overpasses or underpasses for vehicle/rail conflicts throughout the City especially on Remington and Pipe Streets .

Implementation: City Engineer, Community Development Director and Finance Director

Timeframe: Mid Term and Long Term

M. Repairing underpasses to improve structural safety and appearance as gateways into the City of Sandusky.

Implementation: City Engineer, Community Development Director, and Finance Director

Timeframe: Long Term and Ongoing

2. Encourage and Expand Public Transportation

Strategies

A. Developing a plan for future expansion and operation of the Sandusky Transit System.

STS is a state supported system serving Sandusky and adjacent townships. The system provides services to the general public and those with special transportation needs.

Implementation: Community Development Director and Transit Administrator

Timeframe: Mid Term – Ongoing

B. Supporting the establishment of commuter or light rail passenger service to Toledo and Cleveland.

Supporting light rail service would take some pressure off the surface streets and state highways.

Implementation: City Engineer, Community Development Director, ODOT and ORC

Timeframe: Ongoing

C. Developing a multimodal facility using the Amtrak Station for rail, bus, and taxi service.

Implementation: City Engineer, Community Development Director, Sandusky Transit System and Amtrak

Timeframe: Short Term

3. Maintain Transportation Safety

Strategies

A. Improving intersections having high accident rates.

Implementation: City Engineer and Police Traffic Bureau

Timeframe: Ongoing

B. Adopting access control standards to maintain traffic capacity and reduce conflicts.

Implementation: City Engineer, Community Development Director, and Traffic Engineer

Timeframe: Mid Term

C. Maintaining as a top priority traffic safety inclusive of vehicles, bicycles, and pedestrians.

Implementation: City Engineer, Community Development Director

Timeframe: Ongoing

4. Enhance Shipping's Economic Impact

Strategies

A. Continuing to analyze economic impact of commercial shipping.

Implementation: City Engineer and Community Development Director

Timeframe: Ongoing

B. Continuing to be sensitive to the U.S. Customs and Immigration port so as not to jeopardize this operation.

Implementation: Community Development Director

Timeframe: Ongoing

C. Promoting a balance between recreational boating and commercial shipping on the bay and lake, by clustering similar ongoing marine uses and locations along the waterfront.

Implementation: Community Development Director and City Engineer

Timeframe: Ongoing

D. Advocating maintaining shipping channels both within the harbor line and in open waters of the lake and bay.

Implementation: City Manager

Timeframe: Ongoing

E. Encouraging reuse of Coal Docks 1 and 2 as industrial use/shipping facility.

Implementation: City Manager and Community Development Director

Timeframe: Ongoing

5. Support Recreational Boating

Strategies

A. Promoting balance with commercial shipping by coordinating with U.S. Coast Guard to not allow "rafting out" of recreational boats and blocking shipping lanes.

Implementation: Police Marine Patrol and U.S. Coast Guard

Timeframe: Ongoing

B. Developing transient dockage in the Downtown to encourage recreational boat visits.

Implementation: City Engineer, Community Development Director, Public Service Director, and Visitors and Convention Bureau

Timeframe: Short Term

C. Encouraging expansion of water taxi/cruise ship/ferry services.

Implementation: City Engineer, City Manager and Convention and Visitors Bureau
Timeframe: Ongoing

6. Expand Pedestrian Walkways and Bicycle Paths

Strategies

A. Follow acceptable standards for pedestrian walkways and bicycle paths.

For instance, sidewalks should be a minimum five feet in width along local streets and seven feet in width along arterials. Where a sidewalk doubles as a bicycle path, the width should be a minimum of seven feet. Between a sidewalk and the adjacent curb, a tree lawn should be provided with a minimum width of three feet or wider depending on the species of street tree to be planted (the recommended tree lawn should be established by a master street tree plan). Bike paths should be eight to ten feet in width.

Implementation: City Engineer, Community Development Director and Recreation Director
Timeframe: Ongoing

B. Designating and developing bicycle routes through residential neighborhoods, providing more safety on arterials and providing bicycle racks at destination points.

Implementation: City Engineer, Community Development Director, Recreation Director and Services Bureau
Timeframe: Ongoing

C. Implementing and developing Bayfront Corridor Plan for streets, intersection improvements, traffic flow, pedestrians, and bicycles.

Implementation: City Engineer and Community Development Director
Timeframe: Ongoing

7. Encourage Appropriate Use of Existing Rail Lines

Strategies

A. Advocating for the retention of rail passenger service.

Policy Direction: City Commission
Implementation: City Manager
Timeframe: Ongoing

B. Analyzing rail/shipping linkage with the Norfolk and Southern Dock.

Policy Direction: City Commission
Implementation: City Manager
Timeframe: Ongoing

C. Addressing safety concerns at rail crossings and grade crossing maintenance.

Implementation: City Engineer
Timeframe: Ongoing

D. Addressing rail-related noise and hazardous material shipments.

The City should ensure planning is adequate to manage hazardous material shipments and to protect the community. The current plan should be updated and the City should coordinate with the County.

Implementation: Fire Chief, Norfolk & Southern or CSX

Timeframe: Ongoing

E. Discouraging residential land use adjacent to rail lines.

Policy Direction: Planning Commission and City Commission

Implementation: Community Development Director

Timeframe: Ongoing