

Glad you're here!

While you wait for the presentation to start, please take note of the following:

Zoom Housekeeping

1. Rename yourself to include the community or organization you represent.
Example: *Shannon Fergus (ms consultants)*
2. If you are joining by phone, please unmute and let us know who you are!
3. If you need to take a call or step away from the meeting but intend to rejoin, do not fully exit the meeting - just mute yourself.

Audience Participation

This presentation is interactive - to participate, please do one of the following:

Go to
www.menti.com
Enter the code
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Or use QR code

Thank you!





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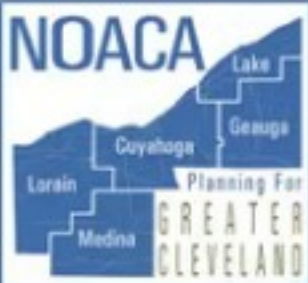


LAKE ERIE CONNECT

NOACA Regional Lakefront Study

LakeErieConnect.com

#makeittothelake



Strategy Committee Meeting #1

March 8, 2022



AGENDA

INTRODUCTION

STRATEGY COMMITTEE

REGIONAL CONDITIONS

ACTIVITY

NEXT STEPS



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Featured Image: Lake Erie Bluffs
Perry Township, Lake County

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INTRODUCTION

About TLCI Studies

NOACA Transportation for Livable Communities Initiative (TLCI)

NOACA's Transportation for Livable Communities Initiative (TLCI) provides assistance to communities and public agencies for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by focusing on the following objectives:

- Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts
- Promote reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems
- Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments
- Ensuring that the benefits of growth and change are available to all members of a community by integrating principles of accessibility and environmental justice into projects
- Enhance regional cohesion by supporting collaboration between regional and community partners
- Provide people with safe and reliable transportation choices that enhance their quality of life



INTRODUCTION

Team & Objectives

Consultant Team



Project Management
Planning
Transportation
Engagement
Document Creation
Funding & Implementation



Placemaking



Equitable Access Plan
Bike & Pedestrian Access



Environmental Conditions
Equitable Access Plan
Bike & Pedestrian Access

Today's Objectives

1

Introduce plan

2

Share existing condition key takeaways

3

Formulate regional vision

4

Discuss and prioritize lakefront connectivity needs



INTRODUCTION

Study Goals

The NOACA Regional Lakefront Connectivity Study is a Transportation for Livable Communities Initiative (TLCI) planning effort focused on improving access to Lake Erie.

Lake Erie Connect aims to close regional access gaps to existing and future lakefront assets. This will be accomplished by enhancing regional connectivity, ensuring access for all users, and considering environmental conditions and impact.

CONNECTED

Making it easy to travel throughout our region benefits us all. The plan will evaluate both North/South and East/West connectivity.

SUSTAINABLE

Lake Erie is a vital natural asset to our region. It is important that we protect and respect it while planning for development and strive to confront existing issues.

EQUITABLE

The lakefront belongs to all of us. We must ensure equitable access for everyone in our region, no matter the starting point or mode of travel.



INTRODUCTION

Current Momentum

2022 CONCURRENT PLANNING

LORAIN

- Lorain Active Transportation Plan Implementation
- Avon Lake NRG Plant Brownfield Redevelopment
- Downtown Lorain Pier Brownfield Redevelopment

CUYAHOGA

- Cuyahoga County Lakefront Public Access Plan
- Downtown Cleveland Lakefront Connector Implementation
- Cleveland Harbor Eastern Embayment Resilience Study (CHEERS) Implementation
- Irishtown Bend Implementation
- Land Bridge Feasibility Study
- Euclid Waterfront Plan Phase 2 Implementation

LAKE

- Chagrin River Connectivity Plan
- Fairport Harbor Transient Marina Implementation
- Diamond Shamrock Trail Implementation
- Osborne Park Redesign Study
- Vine Street Study

Euclid Waterfront Improvements Plan (Phase II)



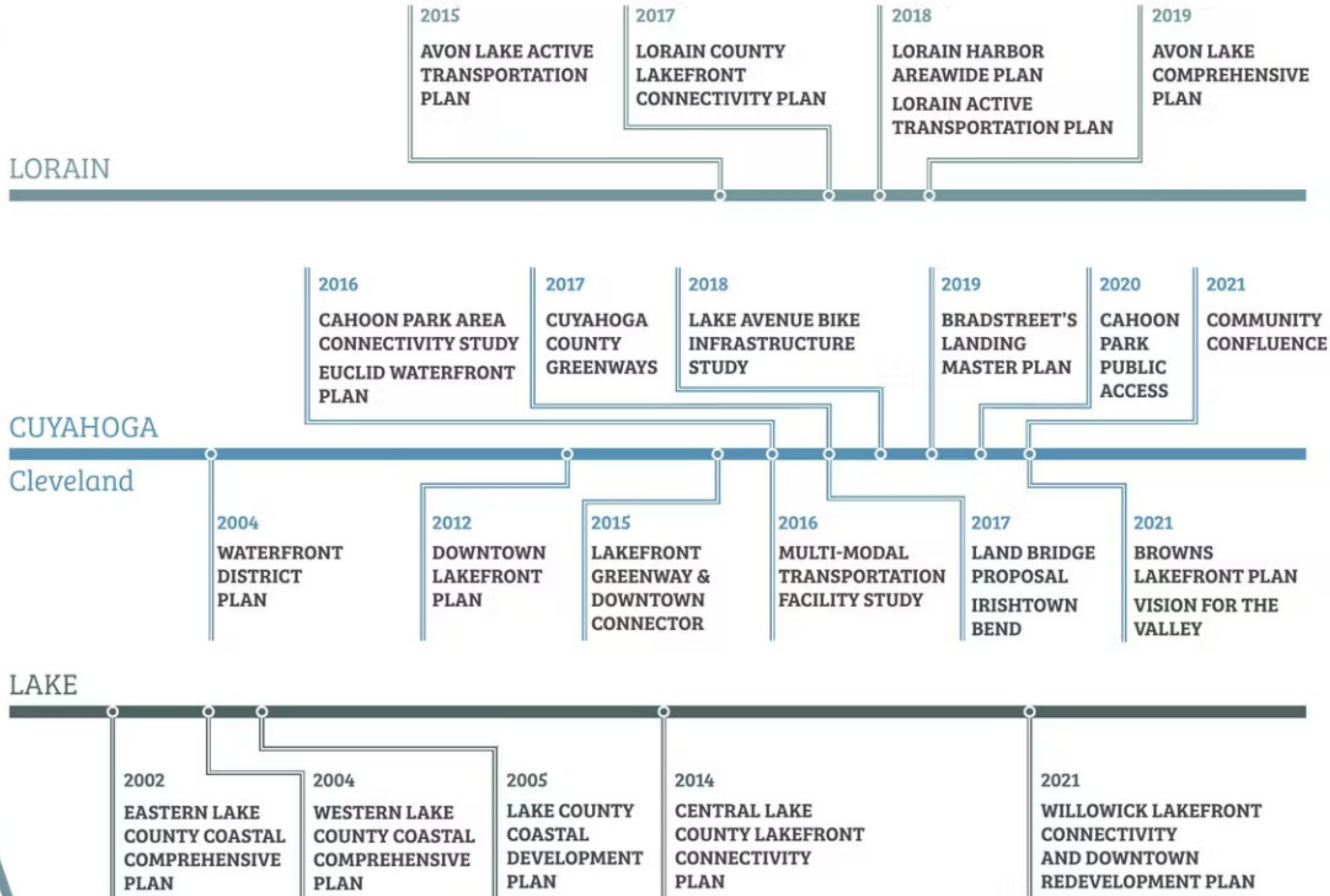
KEY TAKEAWAY

Big ideas from many years of lakefront and connectivity planning are coming to fruition; the region as a whole should capitalize on this momentum.



INTRODUCTION

Lakefront Planning



KEY TAKEAWAY

Each county is at a different point in lakefront planning; the regional plan cannot be one-size-fits-all.



INTRODUCTION

Many Plans, One Lakefront

Where does Lake Erie Connect fit in?

What this study **IS**:

An effort to combine the region's lakefront connectivity plans into one cohesive and competitive vision.

What this study **IS NOT**:

An attempt to overwrite existing plans, initiatives, or progress.

Study Timeline





AGENDA

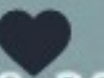
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STRATEGY COMMITTEE

Welcome and Thank You!

YOUR ROLE

- Share your knowledge
- Dream big with us!
- Guide and refine concepts
- Carry the vision forward

Committee

Lorain County:

- Commissioner
- Engineer
- Planning Director

Mayors:

- Vermilion
- Sheffield Lake
- Lorain
- Avon Lake

Cuyahoga County:

- County Executive
- Engineer
- Planning Director

Mayors :

- Bay Village
- Rocky River
- Lakewood
- Cleveland
- Bratenahl
- Euclid

Lake County:

- Commissioner
- Engineer
- Planning Director

Mayors:

- Willowick
- Lakeline
- Timberlake
- Eastlake
- Willoughby
- Mentor
- Mentor on the Lake
- Fairport Harbor
- North Perry

Administrators:

- Painesville Township
- Perry Township
- Madison Township

The Lake Erie Connect Strategy Committee consists of mayors and administrators from every Lakefront municipality in Lorain, Cuyahoga, and Lake Counties, as well as county leadership.

What is one statement you hope to hear from your residents 5 years from now regarding the lakefront?

WOW!

Great access to a great lake.

It is nice to be able to come out and enjoy the lake.

This is better than Chicago!

Our family enjoys easy access to the lake. Lake Erie looks clean to swim in.

Beautiful views

Well connected assets

Your group provided public access to one of the region's most important asset.

This is so much better



What is one statement you hope to hear from your residents 5 years from now regarding the lakefront?

Finally have a view of the lake from our city

What an amazing asset!

Easy to access

I can now enjoy the lake.

Easy access

We don't have to leave Cleveland for resort living!

This is better than driving to the coast for the beach

Equal Access for everyone!

Don't have to drive to Mentor to go to the beach anymore

What is one statement you hope to hear from your residents 5 years from now regarding the lakefront?

This is like being on vacation

connect residents to the water



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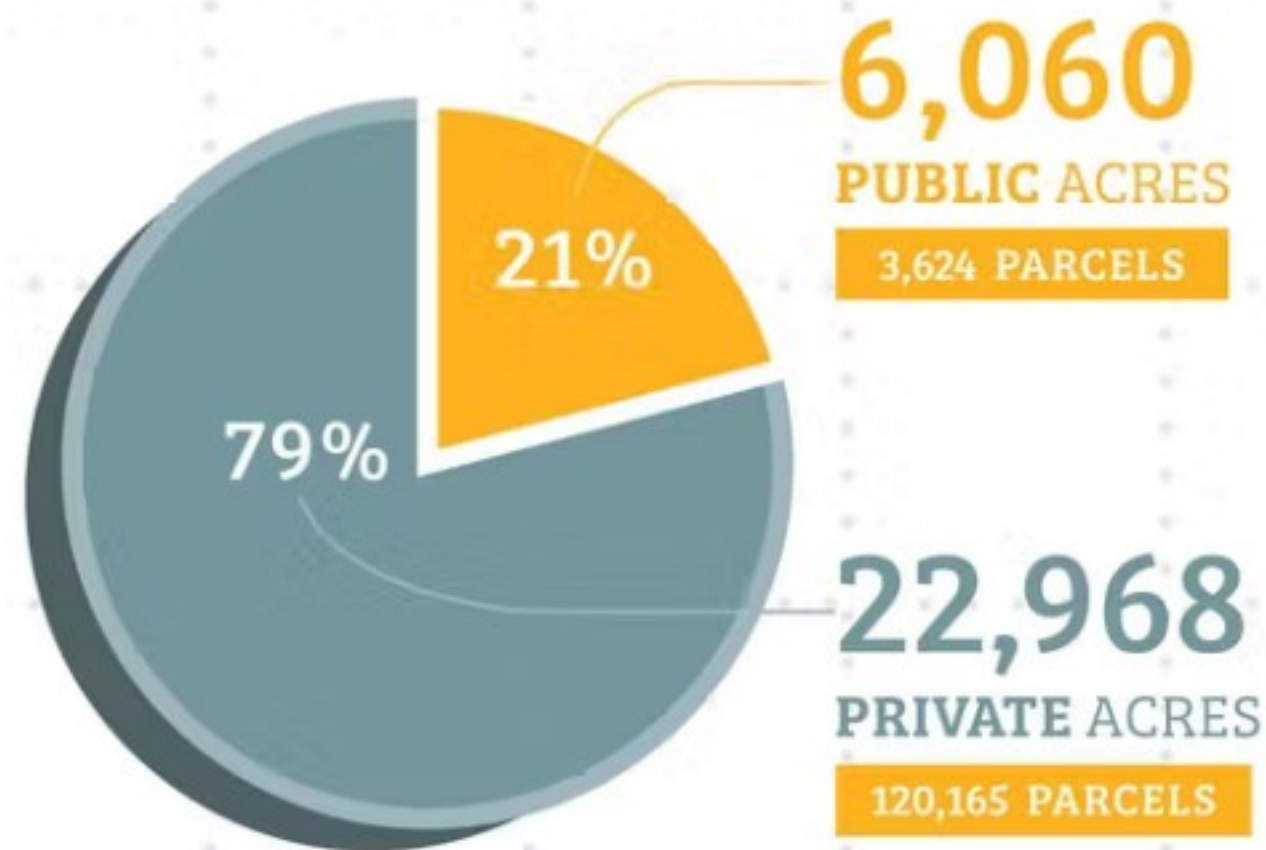
REGIONAL CONDITIONS

Public Access

70.25
MILES OF PRIVATE COASTLINE



14.75
MILES OF PUBLIC COASTLINE



KEY TAKEAWAY

Most land along the shoreline is privately owned, but there are many public access points and connectivity opportunities between them.

33

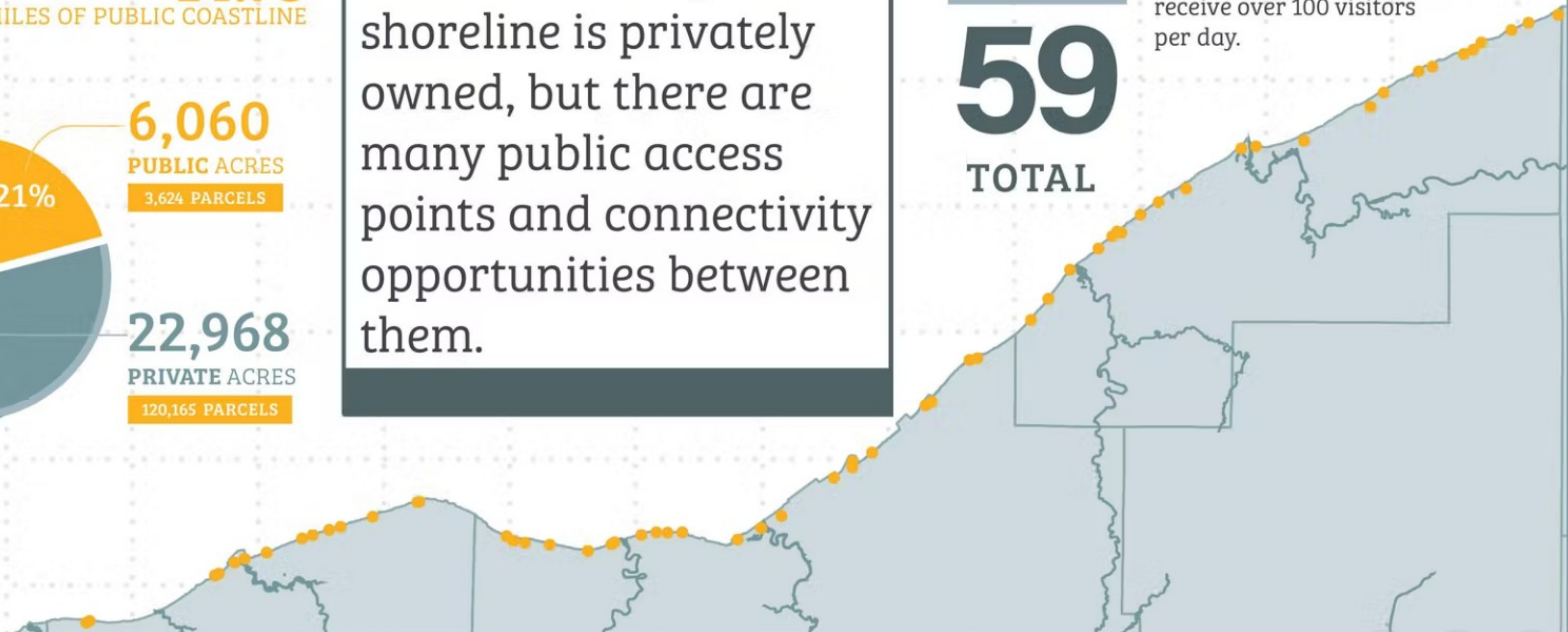
MAJOR*

59

TOTAL

EXISTING LAKEFRONT PUBLIC ACCESS POINTS WITHIN STUDY AREA

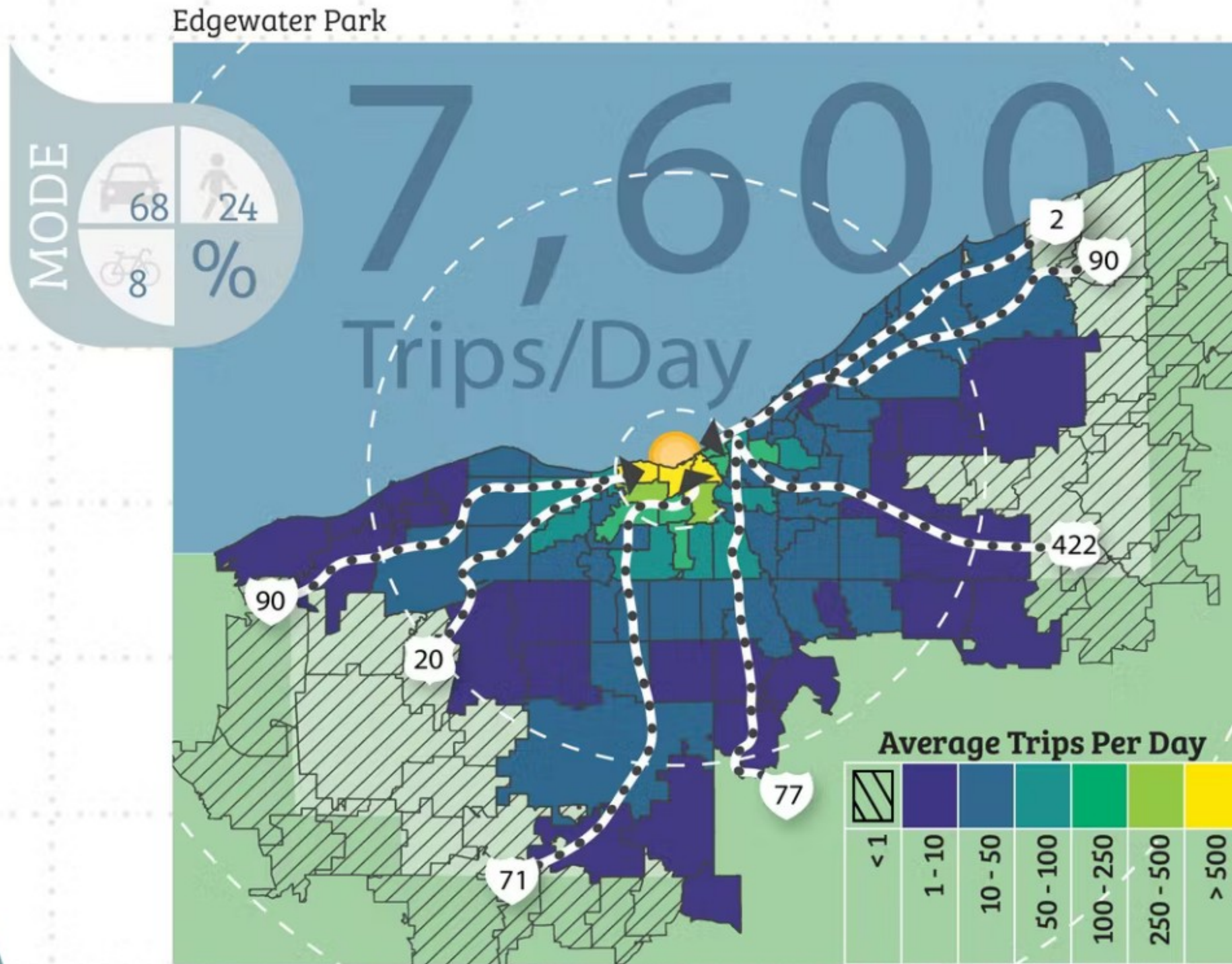
*Major public access points receive over 100 visitors per day.





REGIONAL CONDITIONS

Lakefront Travel



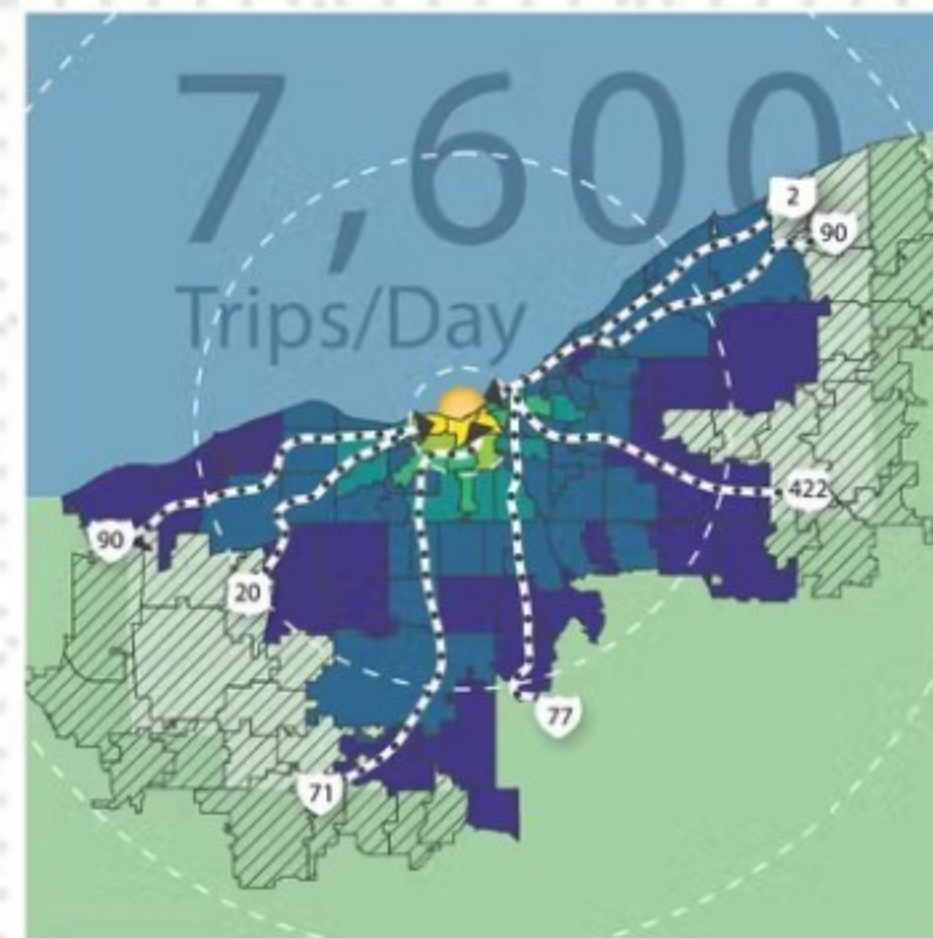
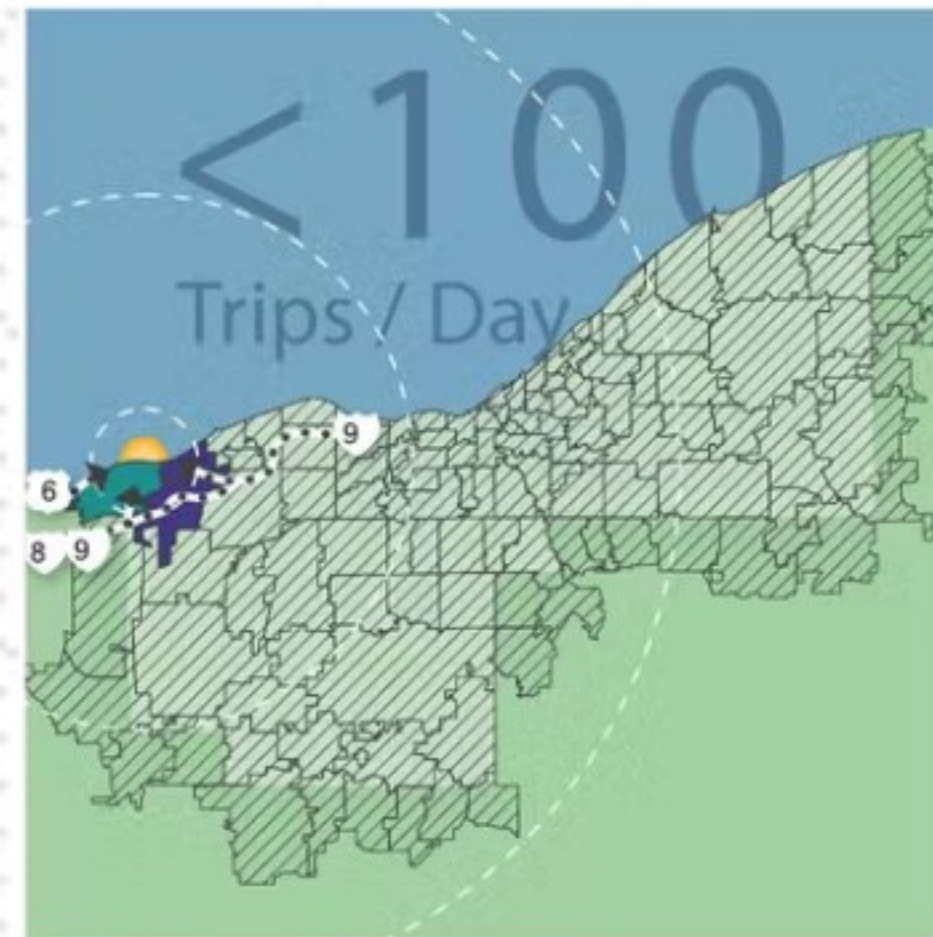
KEY TAKEAWAY

The study has produced significant new information about travel to and around the lakefront. Transportation trends reinforce that we are a coastal region.



REGIONAL CONDITIONS

Varying Needs



KEY TAKEAWAY

Both small and large parks play a vital role in lakefront access. Small parks serve nearby neighborhoods while larger parks produce a regional draw.




REGIONAL CONDITIONS

Mode Share Statistics



ON AVERAGE, **69%** OF LAKEFRONT TRIPS ARE MADE BY CAR, AND **98%** OF ALL TRAVEL IN THE REGION IS BY CAR.



ON AVERAGE, **27%** OF LAKEFRONT TRIPS ARE MADE BY FOOT, AND LESS THAN **0.5%** OF ALL TRAVEL IN THE REGION IS ON FOOT.*



ON AVERAGE, **4%** OF LAKEFRONT TRIPS ARE MADE BY BIKE, AND LESS THAN **0.5%** OF ALL TRAVEL IN THE REGION IS BY BIKE.*

*Biking and walking is a combined mode share of 0.5% of all trips. These daily trip mode shares are from the 2020 NOACA Travel Demand Model, as published in *eneo2050*.

Lakefront travel information comes from a trip generation analysis of 2019 StreetLight data.



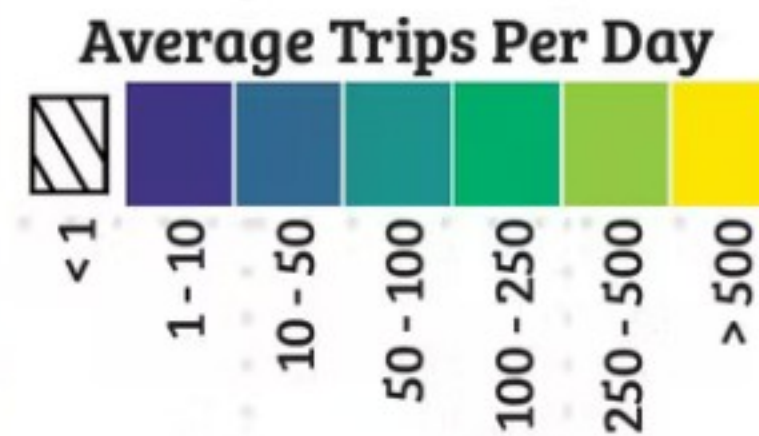
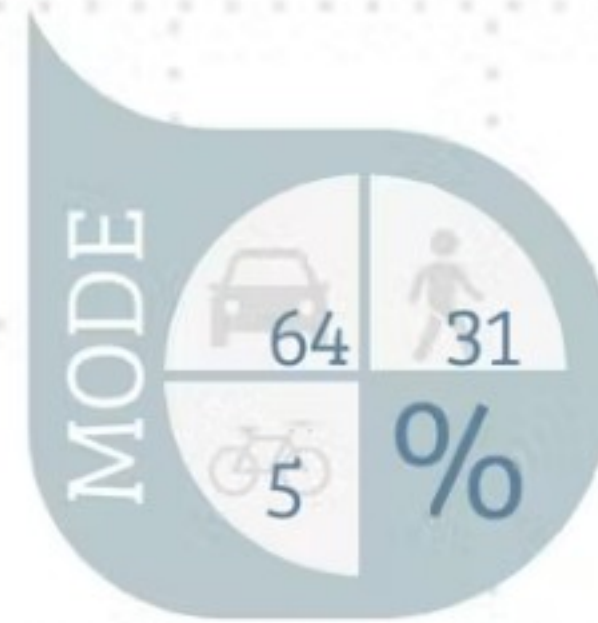
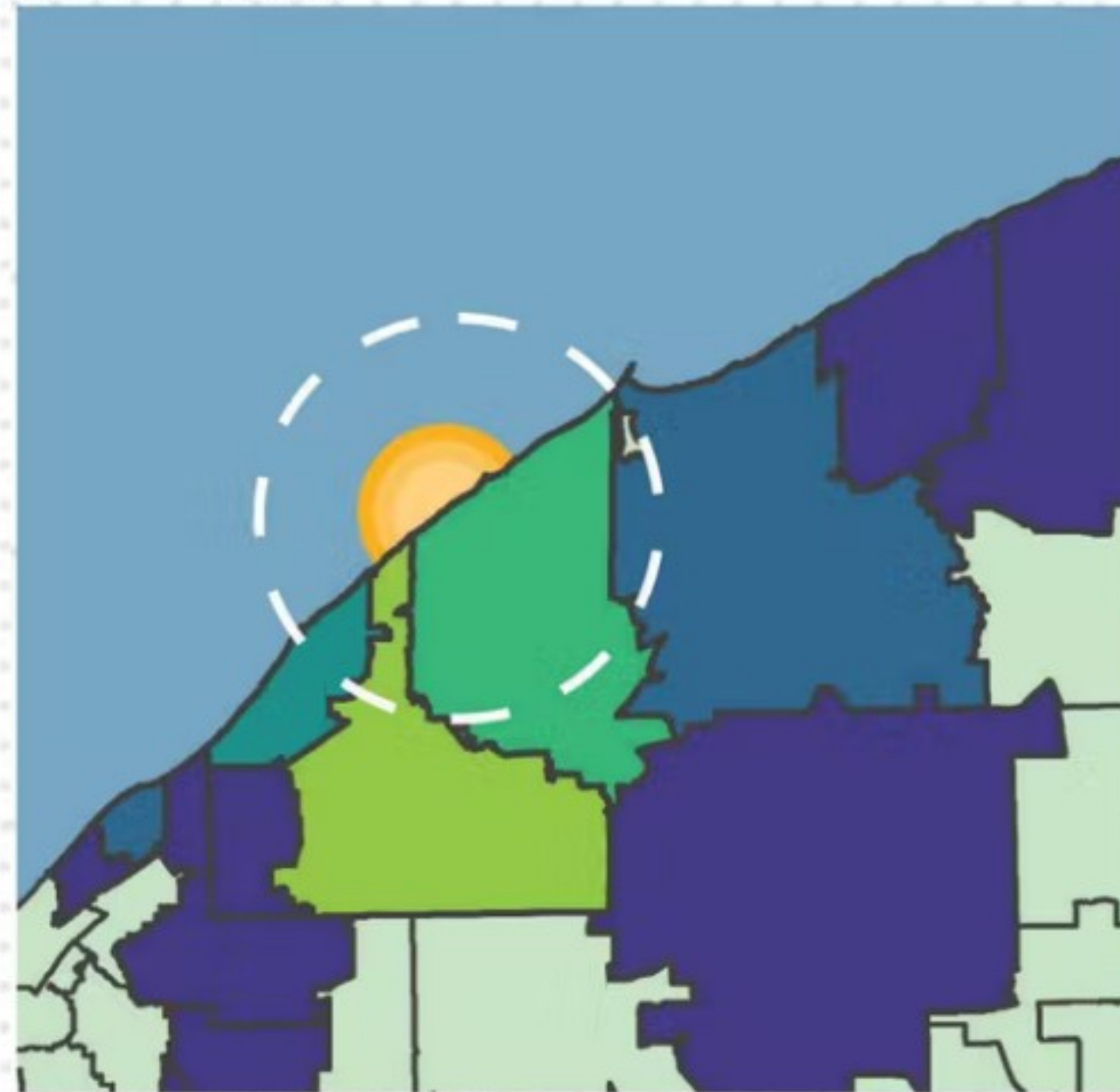
Biking and walking makes up 0.5% of all travel in the NOACA region, but comprises 31% of lakefront trips!




REGIONAL CONDITIONS

Multimodal Infrastructure

Osborne Park



 More people bike or walk to the lake where there is supportive infrastructure.





REGIONAL CONDITIONS

Multimodal Challenges



There are many challenging areas near the lakefront where bike and pedestrian infrastructure is lacking, fragmented or unsafe.



What is the main hindrance to lakefront access in your community right now?

Money

Elevation of the bluff

Access from the cliffs down to the water.

Private property

Not owning the property

railroads

private property along much of it

Lack of access to the water from bluffs

Freeway

What is the main hindrance to lakefront access in your community right now?

Private property dominate the lake shore

Money and the bluff

Private ownership of the land

Private property owners along lake

Visibility of publicly-accessible lakefront spaces

Erosion

freeways

Paths leading to the parks

Airport

What is the main hindrance to lakefront access in your community right now?

Inactive industrial sites as barriers

Private property/undeveloped

Money

Private ownership

funding

CEI

Limited parking if they drive there.

Some private owners block public access to the lakefront, even if deeded.

facilities not up to date



REGIONAL CONDITIONS

County Challenges

Discussions during and after site visits, in addition to review of existing plans and reports, revealed the following challenges particular to each county.

LORAIN

- Brownfield sites
- Large swaths of private shoreline
- Lacking sidewalks in many coastal neighborhoods
- Railroad along shoreline
- Limited public transit

CUYAHOGA

- North / South connectivity
- Highway barrier
- Bike and pedestrian safety
- Recreational and industrial conflicts
- Fewer public access points in relation to population

LAKE

- Urban and rural needs
- Fragile ecosystems
- Coastal erosion areas
- Many lakefront jurisdictions requires more collaboration
- Local trail plans have limited scopes

In one word, what is the largest barrier restricting implementation of a unified regional lakefront connectivity plan?

lack of cooperation betwe
private partnerships
collaboration first energy private ownership
long term vision
my community first
politic differences
topography
partnership
no plan
vision
lack of vision
politics
focus
private property
parochialism
partnerships
no sidewalks
between communities
priorities
access
funding
money



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ACTIVITY

1. Join the Zoom breakout group
2. Click on the link provided in the Zoom chat to join Mural
3. Let us know if there are any issues

M U R A L



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NEXT STEPS

- Issuing Existing Conditions Reports
- Scheduling Focus Groups
- Releasing Public Survey

Any parting thoughts? Put them in the chat!

Thank you!



Comments, ideas, feedback?
Send us a message: sfergus@msconsultants.com