

# LAKE COUNTY EXISTING CONDITIONS REPORT

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Prepared for  
Northeast Ohio Areawide  
Coordinating Agency



Consultant Team



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# INTRODUCTION



# LAKE ERIE CONNECT

## About

Lake Erie Connect is a comprehensive and collaborative effort to enhance Northeast Ohio's transportation network so that it is easy, safe, and comfortable to access Lake Erie. The project is currently in its early stages, and this Existing Conditions report is the first installment of a larger plan. Ultimately, the plan will bring the public, stakeholders, and community leaders together to develop a vision for connected, sustainable, and equitable transportation to the Lake. The plan will guide future decision-making about policies, projects, and programs related to coastal land use and transportation. Lake Erie Connect is a Northeast Ohio Areawide Coordinating Agency (NOACA) Regional Transportation for Livable Communities Initiative (TLCI) plan.

## NOACA

The Northeast Ohio Areawide Coordinating Agency (NOACA) is the transportation and environmental planning agency that represents state, county, city, village, and township officials in Greater Cleveland. NOACA addresses the transportation, air quality, and water quality needs of Cuyahoga, Geauga, Lake, Lorain and Medina counties. The agency and its partners cooperatively develop and implement plans to ensure that travel throughout the region is safe, cost-effective and environmentally sound.

## Transportation for Livable Communities Initiative

NOACA's 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
- Ensure 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



Photo Source: ODNR

# LAKE COUNTY'S PLAN

## About

NOACA's proactive planning approach through the TLCI program leverages limited public dollars to support the region's overall prosperity and reinvestment to encourage greater equity and resiliency. Though the region's identity is inseparable from that of a lakefront region, the primary study area of Lake Erie Connect extends one mile inland from the coastline.

## Lake County

Lake Erie Connect is creating two plans: the Regional Lakefront Connectivity Plan covering the NOACA region and the Lake County Lakefront Connectivity Plan focusing on Lake County's needs in particular. Cuyahoga and Lorain counties each have coastal transportation plans, while Lake County's planning initiatives have been focused on individual communities or a subset of the county. So, Lake Erie Connect will produce the County's first coastal transportation plan. This Lake County Existing Conditions Report is the first installment of the Lake County Lakefront Connectivity Plan.

Lake County, shown in Figure 1.1, is known for its historic downtowns, museums, parks, and diverse communities. Bordered on the east by Ashtabula County, the west by Cuyahoga County, and the south by Geauga County, Lake County has a mixture of urban, suburban, and rural communities. The County boasts over 30 miles of Lake Erie coastline. Over half of the County's population live in communities with direct access to Lake Erie. Table 1.1 shows the cities, villages, and townships that comprise the lakefront in Lake County. From west to east along the coastline, the communities vary in terms of population and miles of coastline. Painesville and Madison townships contain the longest coastline (6.38 and 6.00 miles, respectively), while the smaller villages of Lakeline and Timberlake contain the shortest (0.72 and 0.24 mile, respectively).

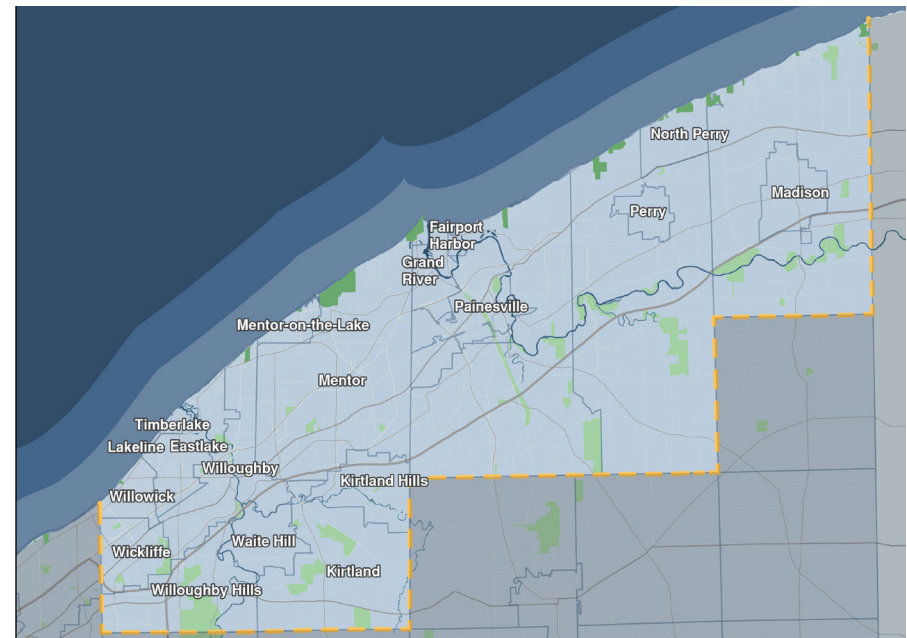


Figure 1.1 | Lake County, Ohio

MUNICIPALITY	TYPE	POPULATION	COASTLINE*
Willowick	City	14,204	2.12
Lakeline	Village	216	0.72
Timberlake	Village	629	0.24
Eastlake	City	17,511	3.54
Willoughby	City	24,118	1.52
Mentor-on-the-Lake	City	7,131	2.78
Mentor	City	47,148	4.00
Fairport Harbor	Village	3,108	1.58
Painesville	Township	16,820	6.38
Perry	Township	6,276	2.74
North Perry	Village	887	2.67
Madison	Township	14,801	6.00
<b>Total</b>		152,849	34.28

Table 1.1 | Lakefront Municipalities in Lake County

\*The coastline in miles was calculated based on jurisdictional boundaries  
Source: US Census Bureau (Population, 2020)

# ENGAGEMENT

## Commitment

The future of the lakefront impacts all Northeast Ohioans: local business owners, residents, recreational enthusiasts, and civic leaders. NOACA's commitment to inclusive stakeholder and public engagement will ensure that Lake Erie Connect addresses current challenges and plans for a bold, desired future.

Public input will shape each phase of the planning process, outlined in Figure 1.2. To ensure diverse input on a consistent basis, a Strategy Committee of representatives from the region was formed to guide the project and ensure the planning team captures the needs and spirit of the community with authenticity. Figure 1.3 shows the expected timeline of engagement activities for Lake Erie Connect.

**Note: This Existing Conditions report is the first installment of the Lake County Lakefront Connectivity Plan. Significant public and stakeholder engagement will follow this report, in the form of public workshops, survey, and focus groups. Stay tuned for opportunities to connect at [LakeErieConnect.com](https://LakeErieConnect.com).**

### Phase 1 | Existing Conditions

Where are there challenges accessing the lakefront? What are the current initiatives and plans along the lakefront? This first phase of the process answers these and other questions, so that the plan has a firm basis in how people use the lakefront today.

### Phase 2 | Analysis

The analysis phase includes the exploration of both quantitative and qualitative data related to the lakefront's transportation network. The results of the public's input about how people access the lake, and what they do once they get there, will be foundational to the plan's analysis of possible future improvements.

### Phase 3 | Recommendations

The recommendations of this study will be two-fold: short-term, immediate projects that can improve safety and accessibility today and long-term, visionary projects that will set Northeast Ohio apart as a premier lakefront destination for the benefit of all people.

Figure 1.2 | Planning Process Overview

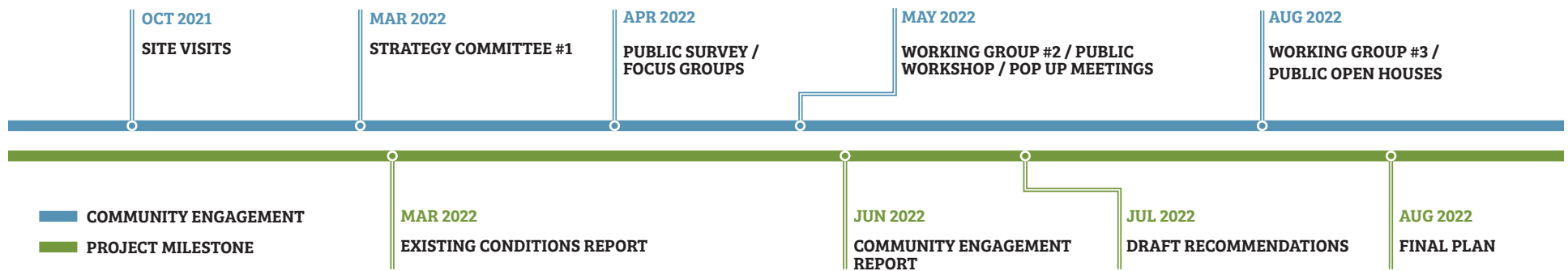


Figure 1.3 | Planning Process Timeline

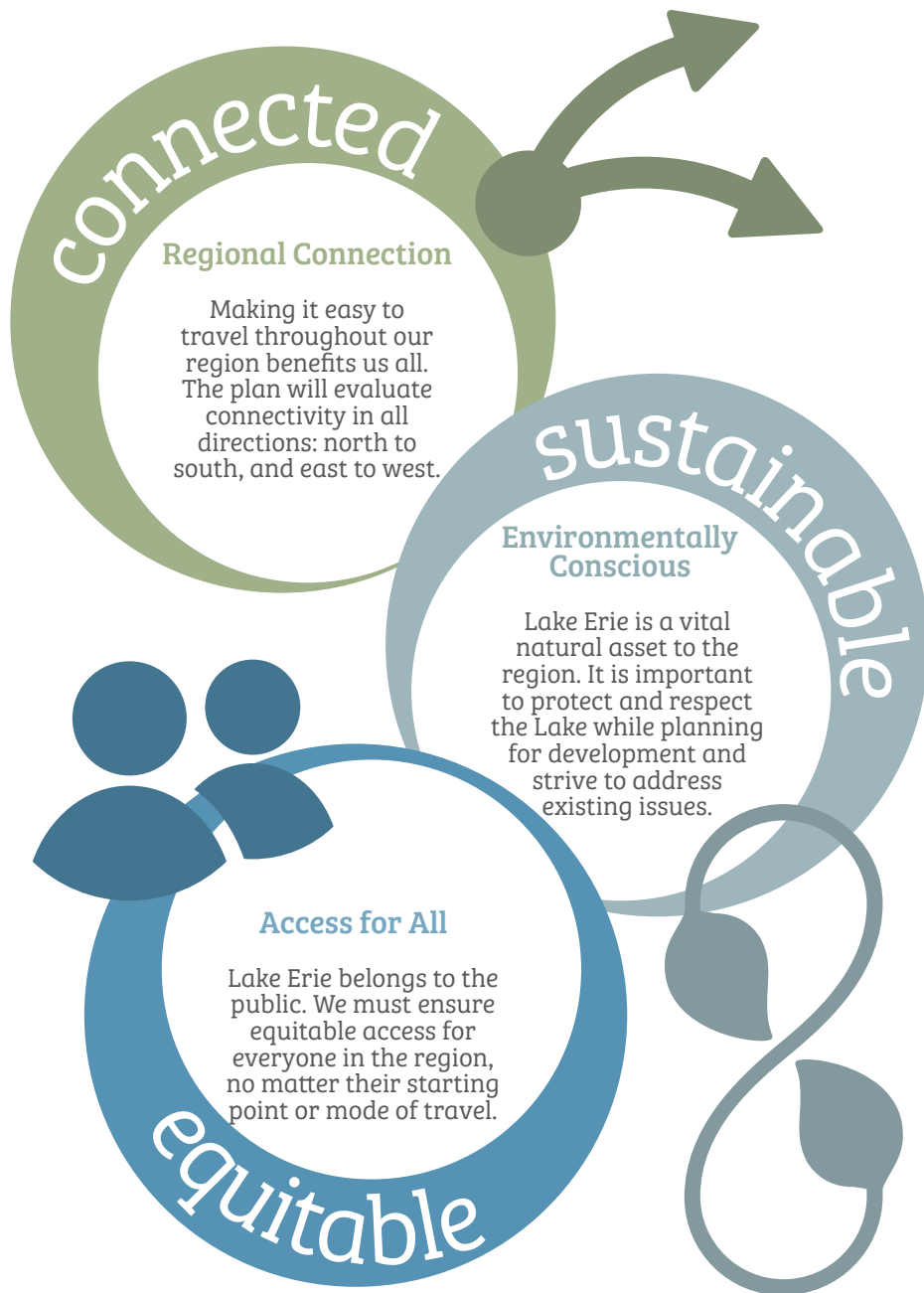


Figure 1.4 | Lake Erie Connect Goals

## PLANNING GOALS AND APPROACH

With 30 miles of shoreline and twelve lakefront communities, Lake Erie Connect requires a strong and inclusive approach in Lake County. The goals in Figure 1.4 and the approach listed below are centered in three overarching principles: transportation connections, sustainability, and equity. These principles guide the planning process but can also be used to guide implementation efforts.

### Planning by the People

- Residents and business owners, who call the region home, know Lake Erie best.
- Intentional engagement in environmental justice communities is vital in addressing regional lakefront access gaps.
- By engaging the public early and often, we will build a complete understanding of the lakefront's needs, priorities, and challenges.

### User-Centered Transportation

- Understanding the experiences of people who bike, walk, drive, and take transit will lead to solutions that are authentic and grounded in local realities.
- The study will focus on users' needs, creating connections to the lake that are comfortable, safe, and interesting.
- Multimodal access is a key focus area for the plan, and will open up the lakefront to people of all transportation needs.

### Many Plans, One Lakefront

- The Lake Erie shoreline is an asset for all communities in Northeast Ohio, and the Lake Erie Connect study will keep this regional truth at the forefront of its approach.
- The study will align existing and in-progress plans from each community with regional goals, resulting in a unified vision for our lakefront.



# LAKE COUNTY PLANS

Table 1.2 shows existing plans in and near Lake County’s coast. Between 2000 and 2005, Lake County created an extensive coastal plan focused on environmental protection. Many of the recommendations from this effort have been or are being implemented today.

NOACA TLCI studies have recommended new multimodal connections in communities across Lake County. The recommendations from all of these efforts will be reaffirmed by this effort and included as appropriate.

NAME	YEAR	COMMUNITY	DESCRIPTION
Vine Street Study	2022*	Eastlake, Willowick, Willoughby	This NOACA TLCI is exploring reconfiguration options on Vine Street to improve transit and multimodal connectivity.
Willowick Lakefront Connectivity and Downtown Redevelopment Plan	2021	Willowick	This NOACA TLCI recommends a separated bike lane on Lakeshore Boulevard and reimagines the lakefront at Willowick’s current City Hall as a mixed-use development with a park and trail near the water’s edge.
Grand River Waterfront Entertainment District Plan	2021	Grand River	This NOACA TLCI explores land use changes in downtown Grand River, supported by transportation investments in streetscape, parking, and pedestrian safety improvements.
Osborne Park Redesign	2021	Willoughby	The coastal Osborne Park is facing severe erosion. With grants from ODNR, it is being redesigned as a premiere public destination that protects the natural environment and improves public access.
Central Lake County Lakefront Connectivity Plan	2014	Mentor, Surrounding Areas	This NOACA TLCI develops a visionary trail network complete with boardwalks, new pedestrian bridges, and various alignment options linking key destinations, including the lakefront, in Central Lake County.
Laketrans 10-Year Plan	2013	Countywide	This strategic plan explores the need for more transit service as the county grows. The plan recommends route changes and system improvements to increase ridership and improve service.
Lake County Coastal Development Plan	2005	Countywide	The Lake County Coastal Development Plan marries the earlier Western and Eastern plans into an overall vision that proposes specific improvements at sites along the lakefront. Many of these proposed improvements are completed or underway.
Western Lake County Coastal Plan	2004	Countywide	These two plans work in tandem to create a countywide, coastal vision. The plans identify ten priority projects, like boating facilities, a regional bike network, and a cooperative regional approach to secure funding, development, conservation, and tourism.
Eastern Lake County Coastal Plan	2002	Countywide	

Table 1.2 | Plan Inventory  
\*Plan in progress as of this writing

# LAKE COUNTY PLANS

## Chagrin Connect

Chagrin Connect is a concurrent planning effort focused on the Chagrin River in Lake County. The Chagrin River crosses through ten Lake County communities before it reaches Lake Erie, and currently has eight public parks with access to fishing, kayaking, and hiking. Chagrin Connect is exploring ways to enhance these existing public parks, help increase public access, and connect them with trail and pedestrian infrastructure. Figure 1.5 highlights this need with a quote from the Lake County General Health District, a key stakeholder.

Lake Erie Connect and Chagrin Connect overlap in Lake County where institutions, community leaders, and the public benefit from both lakefront and river access. As these plans unfold, the project team will consider ways to leverage these similar efforts. Figure 1.6 is an image from the project webpage, clearly showing the link between these two efforts in public messaging.



Figure 1.5 | Community Needs for the Chagrin River



Figure 1.6 | Chagrin Connect Messaging

# LAKE COUNTY CONDITIONS



# SUMMARY

This Chapter provides an overview of today's conditions and available data. This information is a helpful starting point, but not a replacement for public and stakeholder engagement.

## Public Access Overview

There are **23** publicly-owned and accessible sites along Lake Erie in Lake County as shown in Figure 2.1 and Table 2.1 on the next page. These public access sites form the backbone of this study, and Chapter 3 focuses on the sites in detail. Though not all are parks, most sites conserve environmental resources, and all currently provide recreational opportunities to all people, free of charge. Not every site that the public can enjoy is included as there are a number of private businesses like restaurants that provide services to the public near the coastline. This study focuses on publicly-owned sites, as improvements to these sites are achievable for public agencies and are likely to draw new visitors to the lakefront, enhancing both the local economy and the quality of existing public assets.



Figure 2.1 | Public Access Sites

# SUMMARY

## 23 PUBLIC ACCESS LAKEFRONT SITES

### Identifying Public Land

The sites shown in Figure 2.1 and Table 2.1 were gathered from a number of sources including the Ohio Department of Natural Resources, input from community leaders, and public parcel data. In some cases, small sites were combined to streamline the regional planning process and acknowledge the relationship between sites. Ownership and operation of each site is discussed in Chapter 3.

NAME	COMMUNITY	OPERATOR	AREA*	COAST**	SITE
Willowick City Hall/Lakefront Lodge	Willowick	City	7.9	0.13	A
Quentin Road Park	Eastlake	City	1.1	0.03	B
Eastlake Fishing Pier	Eastlake	Private	0.9	0.09	C
Willowbeach Park	Eastlake	City	1.1	0.04	D
Sunset Park	Willoughby	City	1.9	0.12	E
Beachview Road Scenic Access	Willoughby	City	2.0	0.28	F
Osborne Park	Willoughby	City	43.3	0.21	G
Overlook Beach Park	Mentor-on-the-Lake	City	2.9	0.07	H
Mentor Beach Park	Mentor-on-the-Lake	City	9.1	0.14	I
Mentor Lagoons Nature Preserve	Mentor	City	436.7	1.39	J
Headlands Beach State Park	Painesville Township	ODNR	142.5	0.82	K
Fairport Harbor Lakefront Park	Painesville Township	Metropark	23.5	0.92	L
Painesville Township Park	Painesville Township	Metropark	66.2	0.22	M
Lake Erie Bluffs	Perry Township	Metropark	138.0	0.26	N
Perry Township Park	Perry Township	Township	70.4	0.58	O
North Perry Village Park	North Perry	Village	5.8	0.05	P
Lakeshore Reservation	North Perry	Metropark	81.3	0.51	Q
Bill Stanton Community Park	Madison Township	Township	32.8	0.24	R
Tuttle Park	Madison Township	Township	7.8	0.08	S
Green Road Access	Madison Township	Township	0.1	0.01	T
Madison Township Park	Madison Township	Township	11.9	0.13	U
Bennett Road Access	Madison Township	County	0.1	0.02	V
Arcola Creek Park	Madison Township	Township	64.4	0.14	W

Table 2.1 | Public Access Sites  
\*Area in acres, \*\*Coastline in miles

# ENVIRONMENTAL CONDITIONS

Figure 2.2 shows Lake County's coastal landscape, brimming with coastal wetlands, forests, and floodplains. There are large patches of forest in the Mentor Lagoons Nature Preserve and Marina, the Mentor Marsh, and the County's less developed eastern townships. There are 535 acres of mostly forested or shrub wetlands; the largest being Mentor Marsh. There are no coastal brownfields within the county. Flooding and erosion remain a concern, especially in recent years as water levels fluctuate.

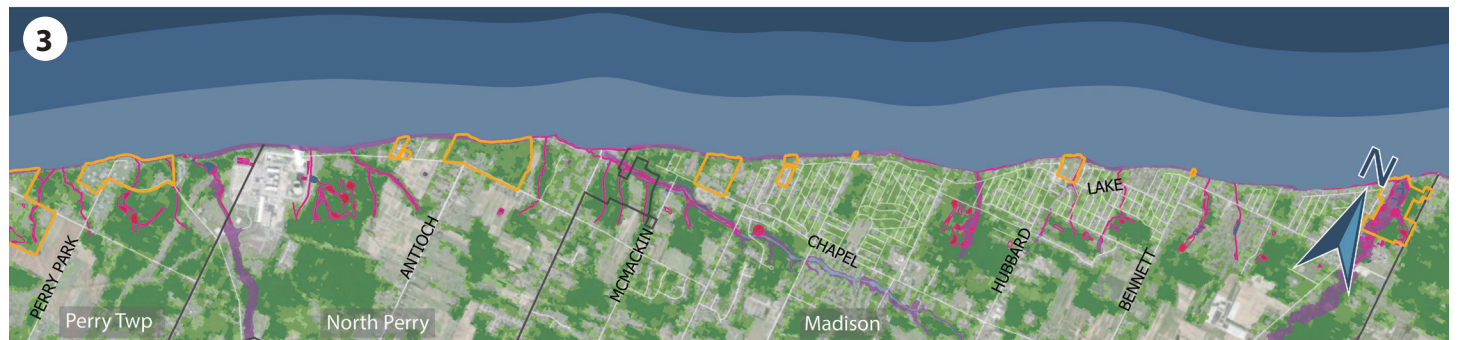
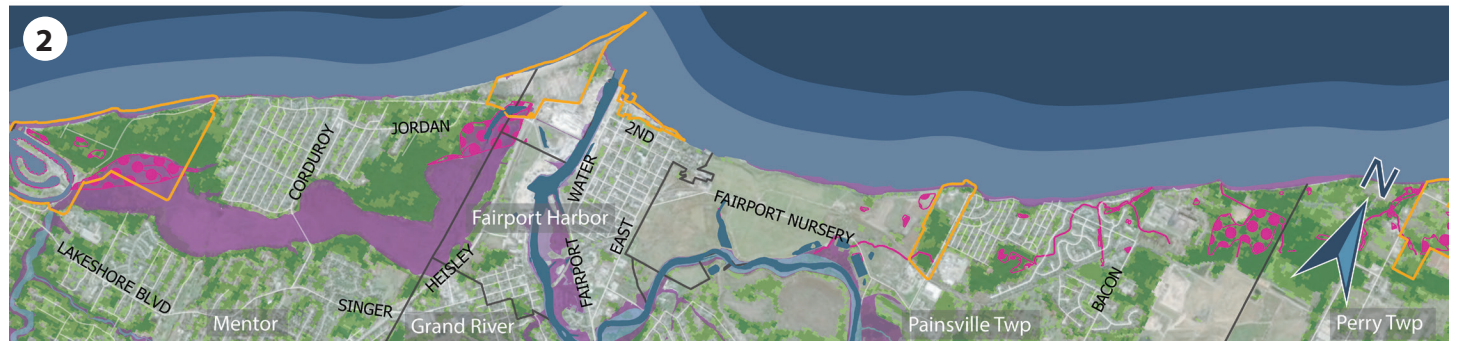
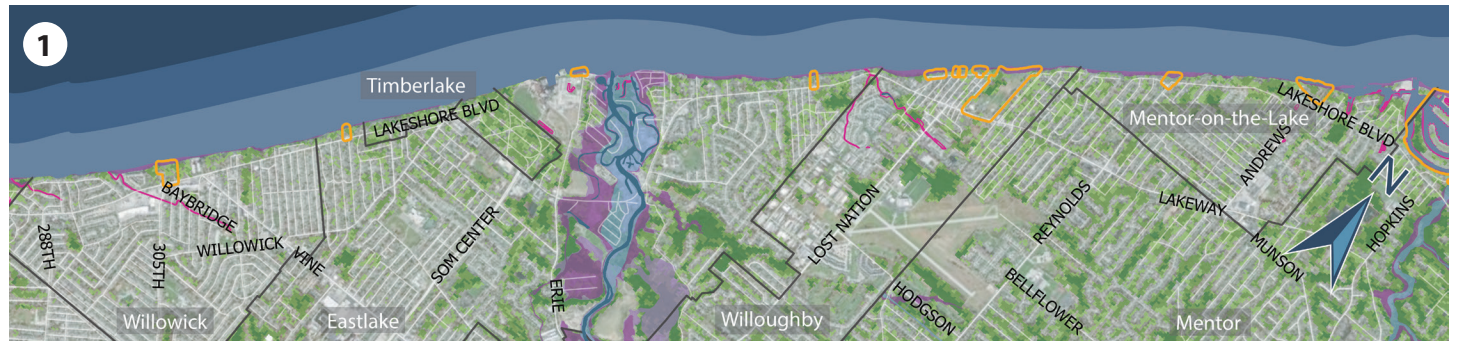
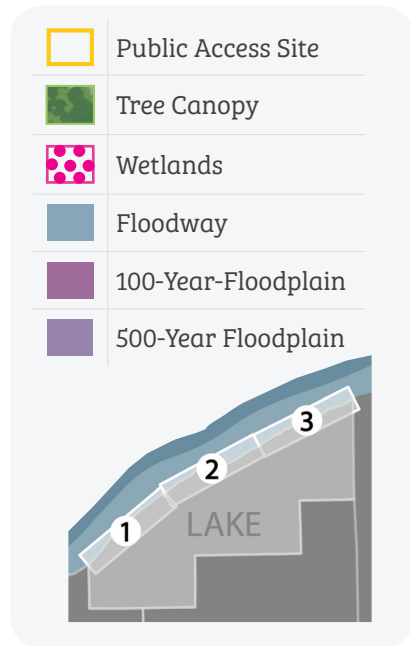


Figure 2.2 | Lake County Environmental Conditions

Sources: USA National Land Cover Database (Tree Canopy), US Fish and Wildlife Service National Wetland Inventory (Wetlands), Federal Emergency Management Agency (Floodzones), US Geological Survey National Hydrology Dataset (Rivers and Streams), NOACA (Road Network), ESRI (Satellite)

# TRANSPORTATION

## Vehicular Network

The corridors identified in Figure 2.3 will be used in this plan's analysis to represent the major vehicular network used to access the coast. Roads running north-to-south ("North-South") and east-to-west were included. The North-South Corridors were selected in part because they carry more traffic than on parallel routes. These corridors generally connect to a public access site and are the most direct route from the highway network to the coast. Major routes for motorists arriving from the east or west include Interstate 90, Route 2, Euclid Avenue, and Lakeshore Boulevard. The latter comprises a majority of the Lake Erie Coastal Ohio Trail, which is a Scenic Byway that meanders along the coast. NOACA is part of a coalition of transportation, tourism, and economic development organizations that support the Byway and maintain its designation.

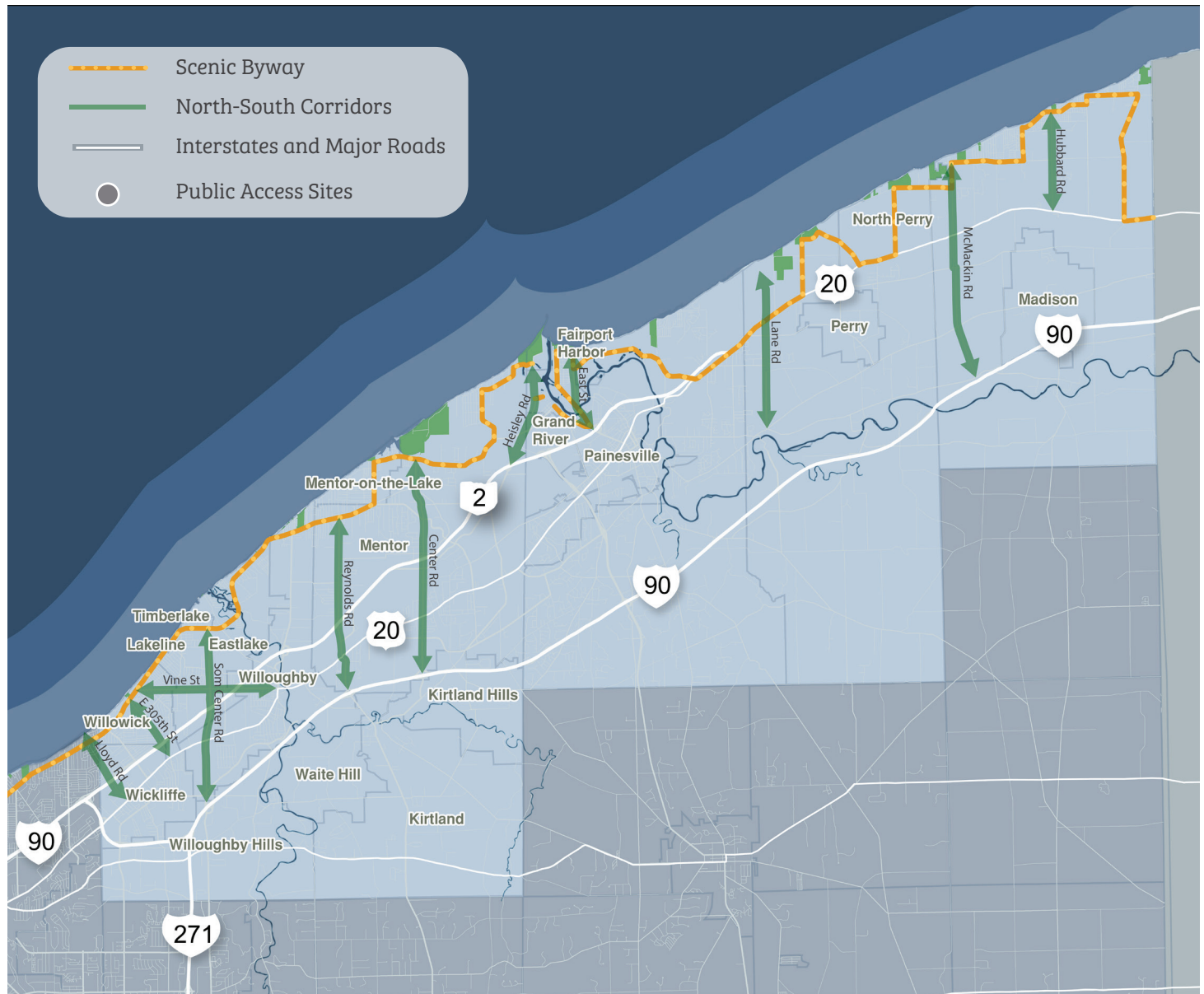


Figure 2.3 | Major Access Corridors near the Lakefront  
Sources: NOACA (Road Network), ODOT TIMS (Scenic Byway)

# TRANSPORTATION

## Safety

Transportation safety is a concern near the lakefront, especially for people who bike and walk. Crashes that involve a pedestrian or bicyclist are particularly severe, and result in a higher rate of injury and death compared to vehicle crashes. In total, between 2010 and 2020, over 600 crashes involving bicyclists and pedestrians were reported in Lake County. Figure 2.4 shows the results of a hotspot analysis, which divides the area into thousands of individual cells and measures the number of crashes in and adjacent to each cell. A hotspot, shown by a white area on the map, indicates that the intensity of crashes in that location are much greater than region's average. This mapping technique visualizes crashes at a regional scale while still preserving local trends, such as crashes along a corridor or clustered at a particular intersection.

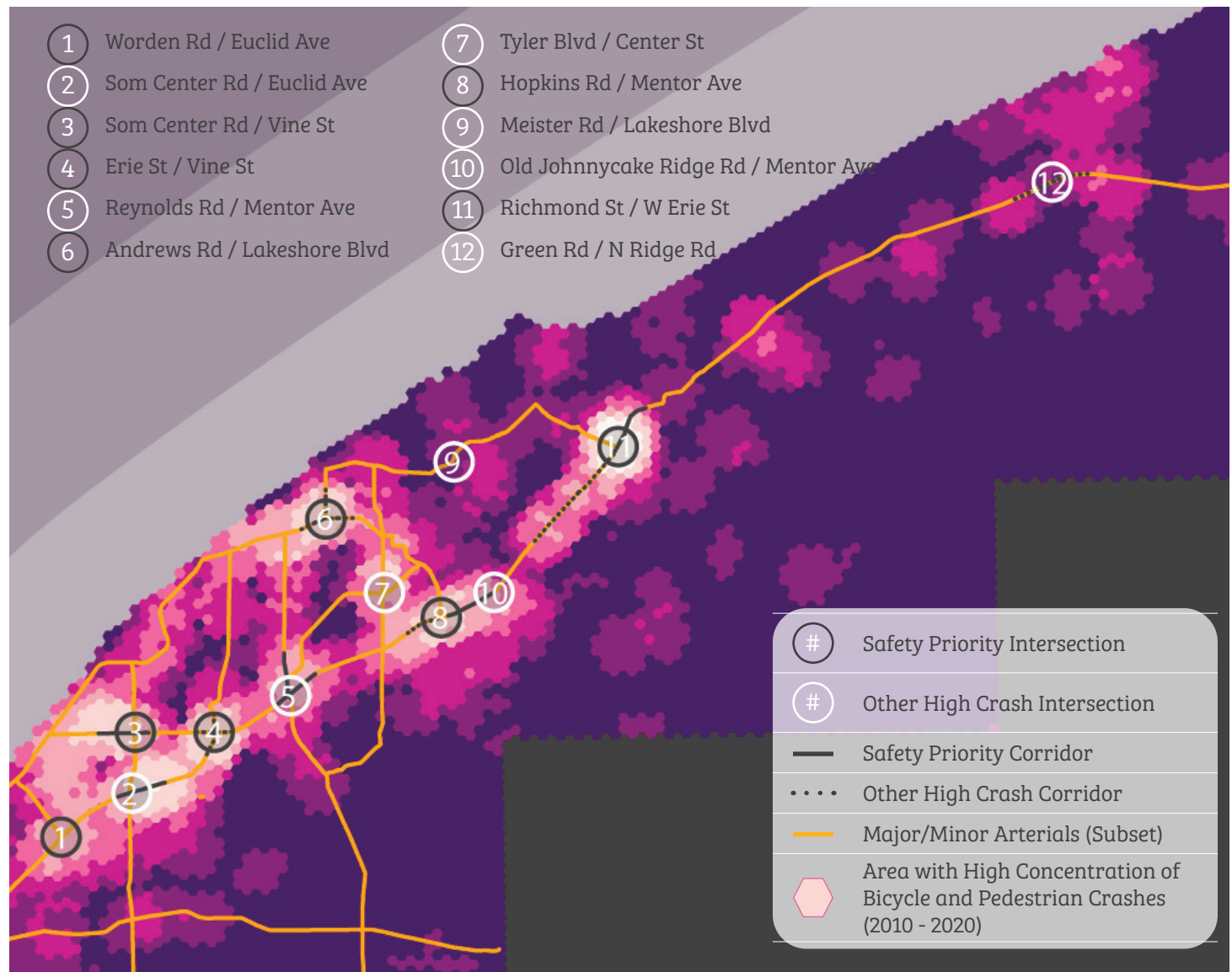


Figure 2.4 | Safety Priorities and Hotspots  
Sources: NOACA (Safety Priority Lists 2015 to 2019, ODOT GCATS (Crashes 2010 to 2020)



# TRANSPORTATION

The Safety Priority Intersections and Corridors in Figure 2.4 are from NOACA's Safety Priority Lists and align with the goals in the NOACA [SAVE Plan](#) published in 2019. When added to the hotspot analysis, regional patterns emerge: there is a higher prevalence of bicycle and pedestrian crashes in urbanized areas, clusters of crashes near the coastal areas and a relative lack of pedestrian and bicycle crashes in rural areas.

Reviewing crash data is a vital first step to understanding where problematic infrastructure may be restricting safe and convenient access. Additional sources of information, such as public surveys, stakeholder input, and data on pedestrian infrastructure will be reviewed and added to this analysis as the plan progresses.

## Walking and Biking

Many of the County's coastal parks are well-connected to neighborhoods with sidewalks and are near traffic lights with painted crosswalks and safe pedestrian infrastructure. Other parks are more isolated or are in areas where such infrastructure is lacking. Existing sidewalks, crosswalks, and pedestrian infrastructure will be mapped in future phases of Lake Erie Connect, so that gaps can be identified and prioritized for investment.

Example photos of pedestrian and bicycle infrastructure are shown in Figure 2.5. Lake County's existing bike routes, lanes, and trails are shown in Figure 2.6 on the next page.

The County currently has several long corridors with bike lanes,



Figure 2.5 | Examples of Bike Infrastructure

# TRANSPORTATION

which dedicate a lane for bicycles only, like Lakeshore Boulevard, pictured in Figure 2.5. The County has a number of trail networks which are separated from road traffic. Many of these are isolated in v-parks or along corridors south of the lakefront. Some lakefront sites connect to residential, low stress roads which generally have little traffic and low speeds. These tend to be calm places to bike for most people. Confident cyclists are typically comfortable on moderate stress roads that have less traffic than most major roads and connect to residential areas. Lake Erie Connect will explore possible ways to connect fragmented trail systems to improve access to the County's lakefront parks.

Figure 2.6 is a starting point for discussions on bike connectivity, but does not yet reflect the many planned trail projects or new possible connections.

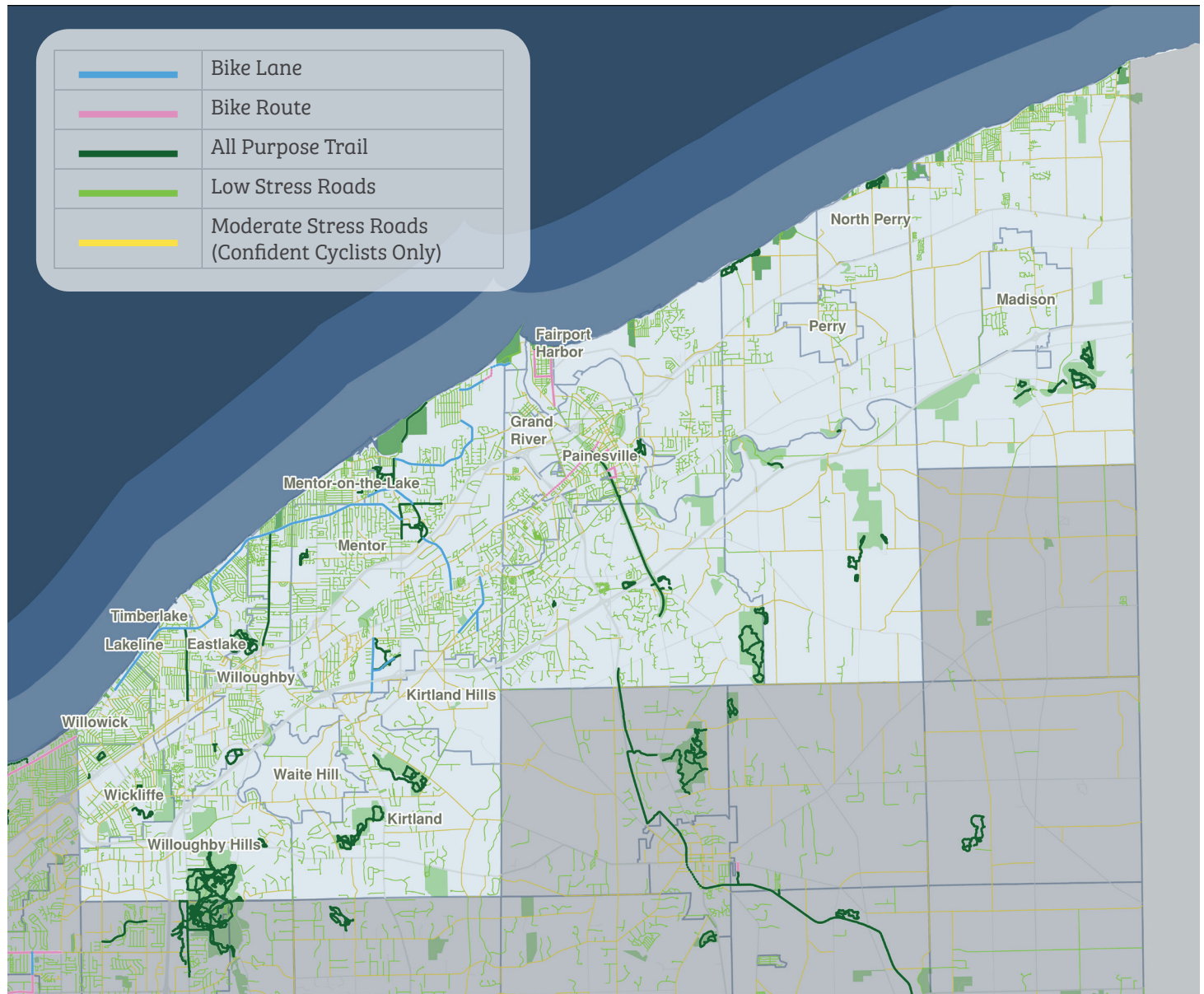


Figure 2.6 | Existing Bike Network  
Sources: NOACA (Level of Traffic Stress, Regional Bike Network 2020)

# TRANSPORTATION

## Gaps and Barriers

In contrast to Figure 2.6, Figure 2.7 highlights known barriers and impediments to biking and walking near the coast. The red lines indicate high stress roads where bike infrastructure is lacking and traffic may be fast or heavy. These roads are generally unsuitable for biking. Figure 2.7 also shows NOACA's Safety Priorities and known physical barriers to lakefront access like blockades, power plants, and utility infrastructure. Vine Street in the western part of the County is a particular safety concern, as ten crashes involving bicyclists or pedestrians have occurred there between 2015 and 2019. This same corridor is currently being studied for improvements through the TLCI program. Other barriers include the Perry Nuclear Power Plant; 180 acres of private, industrial, and vacant land in Painesville Township; and Lake County's two rivers.

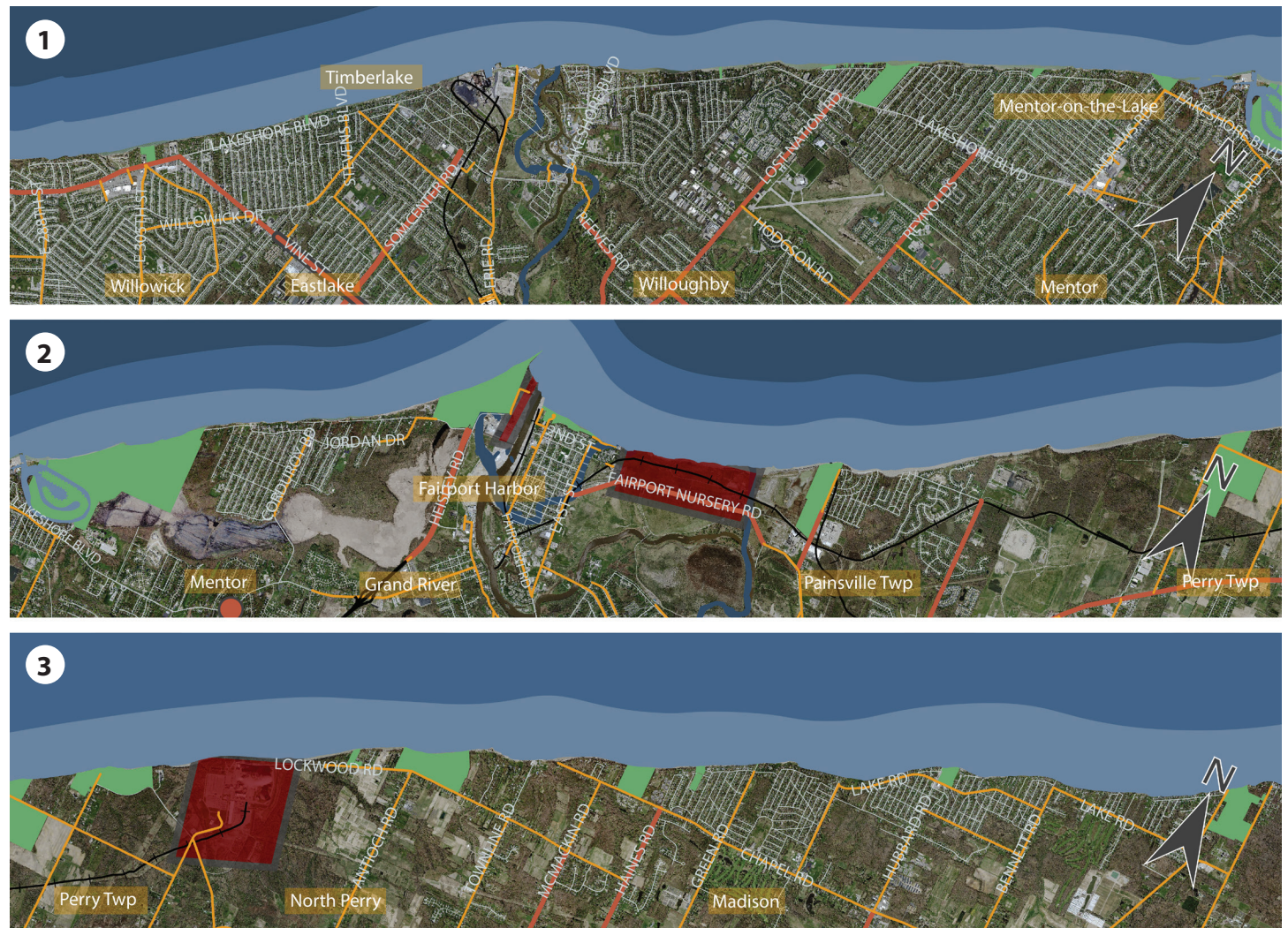
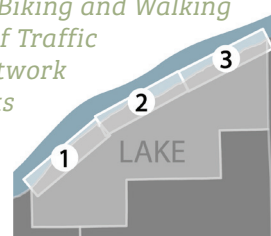


Figure 2.7 | Obstacles to Biking and Walking  
Sources: NOACA (Level of Traffic Stress, Regional Bike Network 2020, Safety Priority Lists 2015 to 2019)



- Public Access Site
- Moderate Stress Road
- High Stress Road
- Highway
- Railroad
- Safety Priority Intersection
- Safety Priority Corridor
- Physical Barrier to Lakefront Access

# TRANSPORTATION

## Transit Network

Lake County's transit authority, Laketrans, served 750,000 riders in the year before the COVID-19 pandemic and continues to provide essential transit services with new improvements and enhanced routes. Laketrans currently operates twelve routes: nine circulating locally in the County and three that travel to Cuyahoga County with weekday service as shown in Figure 2.8.

Laketrans's routes provide good coverage, especially on the western side of the County where population is densest. The rural and less developed areas to the east and south have less transit access, but there is one line that runs the extent of the county. Overall, seven of Laketrans's twelve transit lines reach the lakefront at some point as shown in Figure 2.8. Five of the public access sites in the County have a bus stop within 300 feet of the nearest park, and ten are within a quarter-mile of a bus stop.

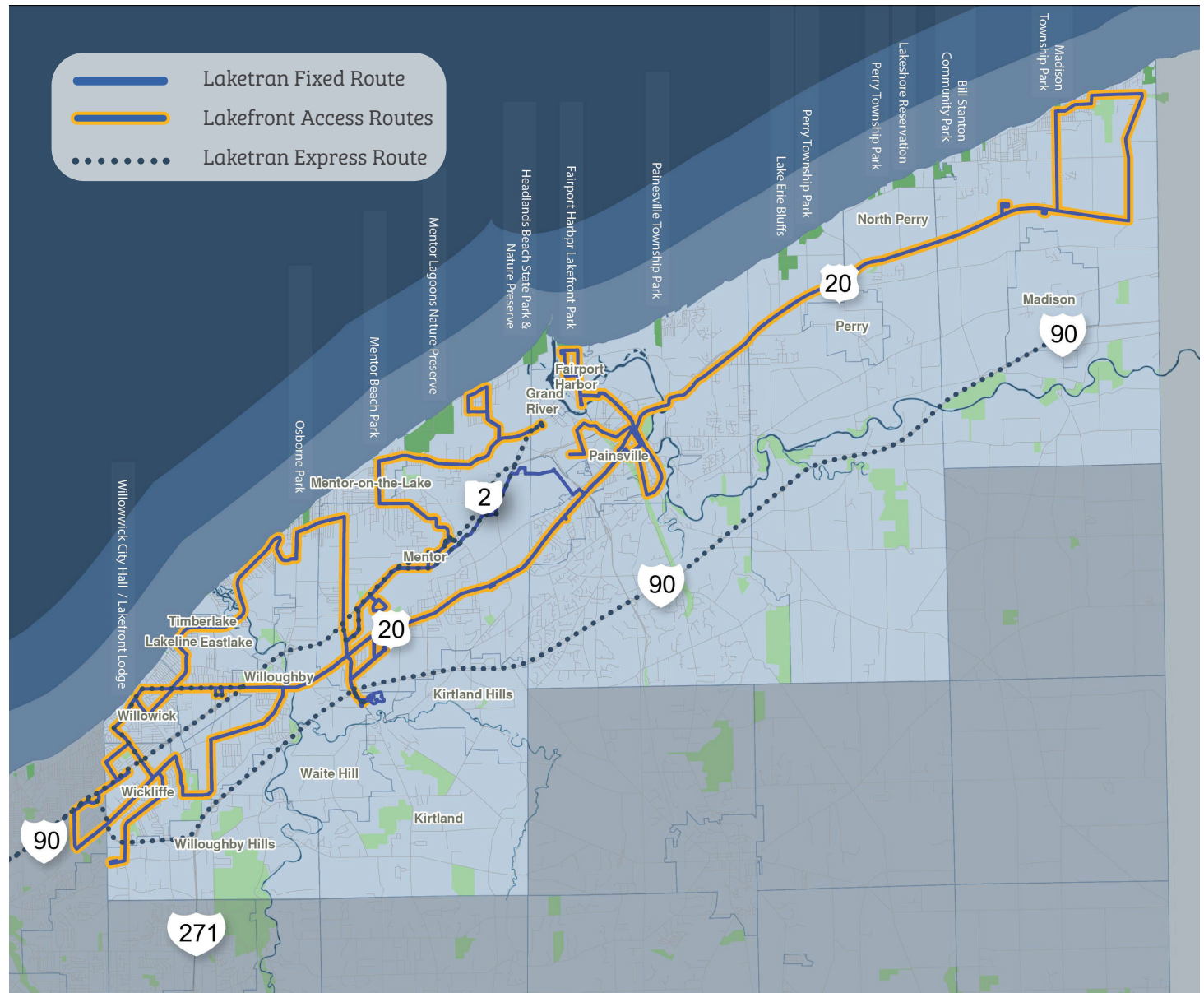


Figure 2.8 | Fixed Route Transit  
Sources: NOACA (Transit Network, Road Network), Laketrans

# TRANSPORTATION

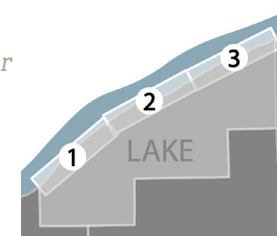
## Waterway Network

Access to water recreation and boating is a hallmark of coastal living, and Northeast Ohio has grown this sector of tourism and recreation in recent years.

There are a number of boat launching locations in the County including public marinas, boat ramps, and transient docks as shown in Figure 2.9. There are a number of stream and riverine access points that can allow boaters and paddlers to access Lake Erie.



Figure 2.9 | Waterway Access Network  
 Sources: ODNR (Marinas, Stream Access, Boat Ramps, Water Trails), Lake County Navigator 3.0 (Lake County GIS)  
 \*Includes Public marinas, boat ramps, and transient docks



- Lakefront Access Point
- Public Boat Access\*
- Public Stream Access

# ENVIRONMENTAL JUSTICE

## Equitable Access Plan

The Equitable Access Plan is a future component of Lake Erie Connect which will examine ways to make it more convenient and safe for people to walk, bike, or take transit to the lakefront, especially in communities where many households do not own personal vehicles. Figure 2.10 shows that the region's population is clustered near Willowick, Mentor, Fairport Harbor, and Painesville. Along with public engagement, data like population density and the boundaries of Environmental Justice Areas, shown in Figure 2.11, will be crucial to the development of the Equitable Access Plan. Figure 2.10 is sample of a new product for the region developed through this study: 2020 demographic data at the Traffic Analysis Zone (TAZ) level. A TAZ is an area, typically bound by major roads with homogeneous land use and population. The NOACA travel demand model consists of nearly 6,000 TAZs spanning across seven counties.

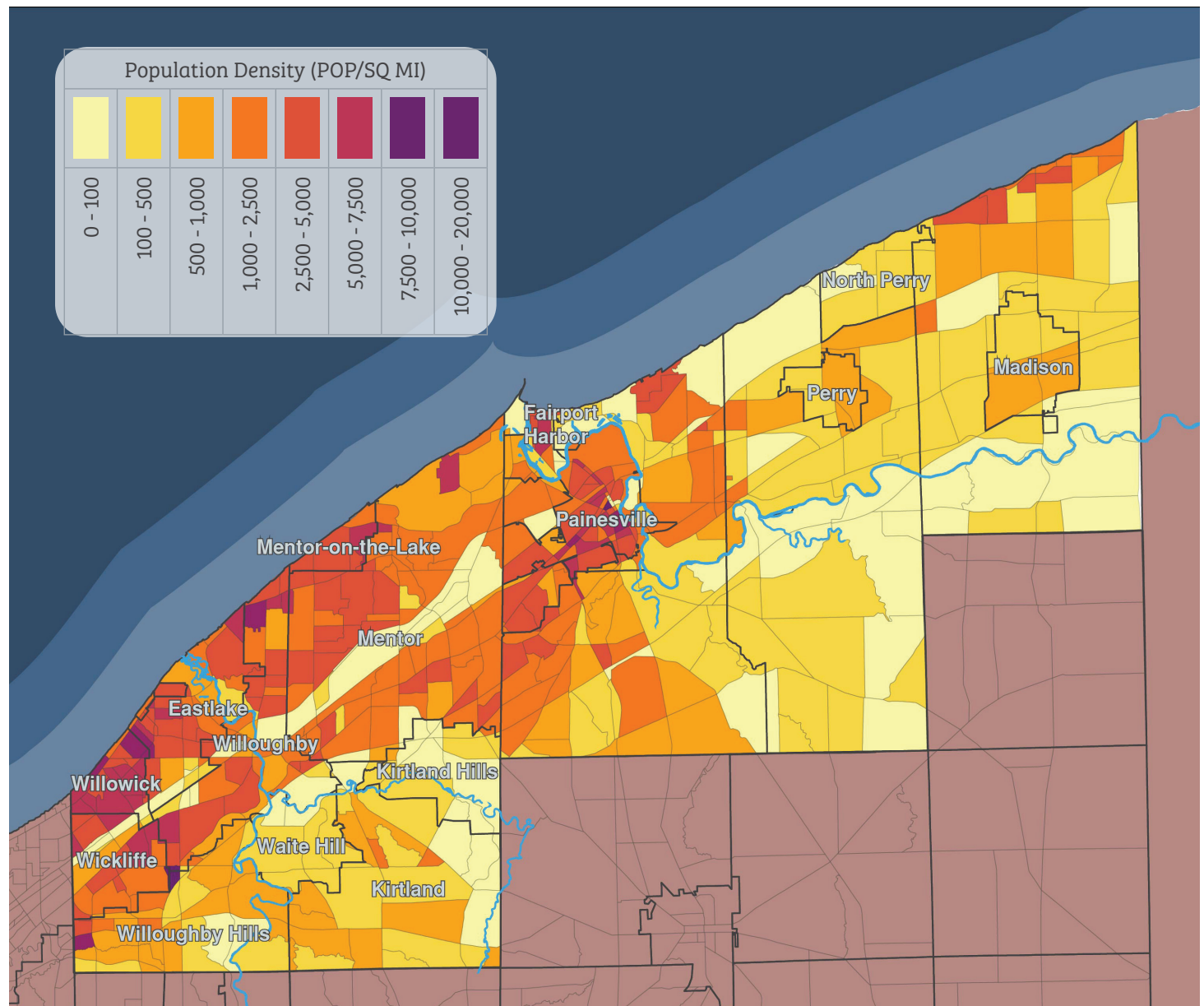


Figure 2.10 | Traffic Analysis Zones in Lake County  
Source: NOACA, 2020 Census Redistricting Data

# ENVIRONMENTAL JUSTICE

## Summary

Environmental Justice refers to the requirement for federally-funded entities to meaningfully engage people who have been historically marginalized in decision-making. It also requires that planners evaluate the negative consequences of public policies or projects on areas with disproportionately high low-income or non-white residents.

As part of ongoing Environmental Justice and equity initiatives, NOACA provides maps of Environmental Justice areas, shown in Figure 2.11. The Figure also shows the percent of the population that are minorities or in poverty in each area. Population density is significant because the Environmental Justice areas align with the most densely populated TAZs in many places. These and other Environmental Justice Areas will receive special consideration and intentional community engagement as this study progress.

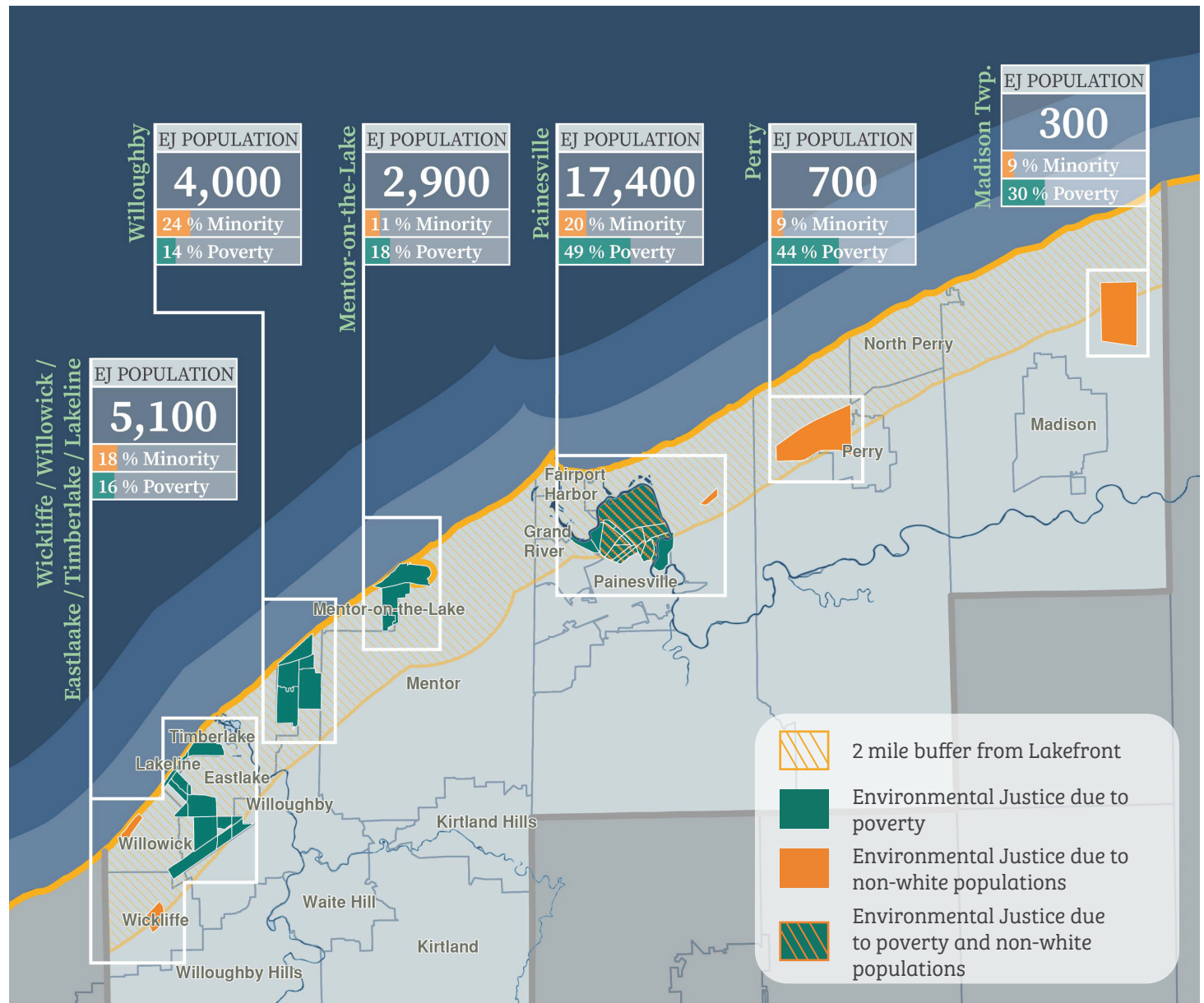


Figure 2.11 | Environmental Justice Areas  
Sources: NOACA (TAZ, Environmental Justice Areas)

**PUBLIC ACCESS**

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# HOW TO READ

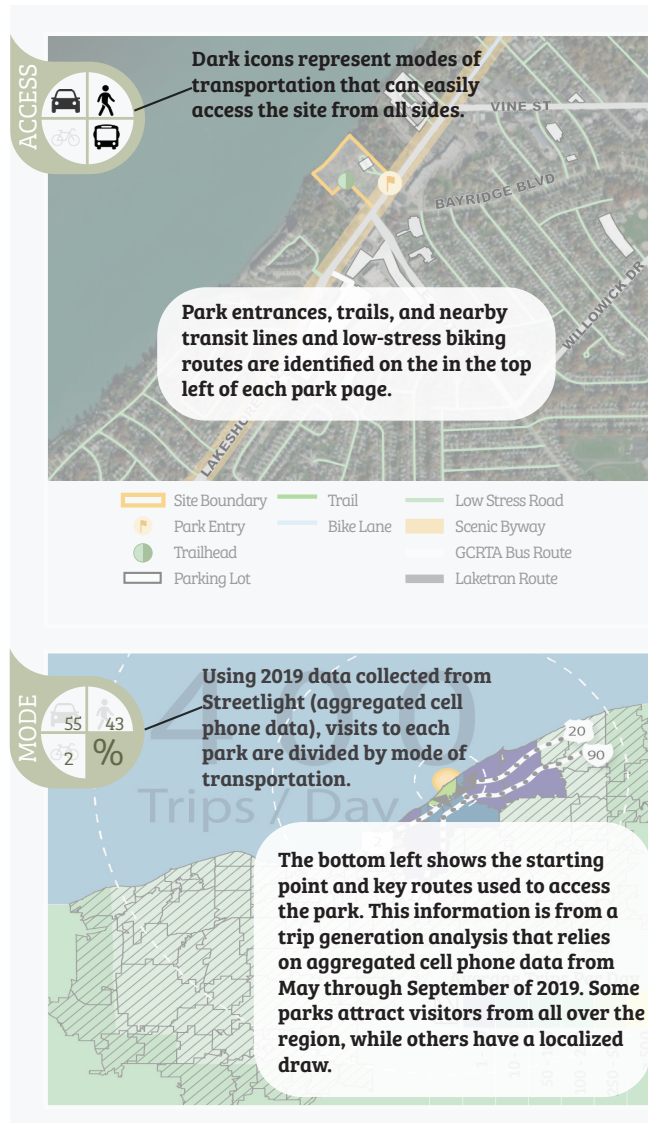
There are 23 places where the public can access Lake Erie in Lake County today, ranging from large regional attractions to small local parks. In an effort to honor the use of each particular site, this chapter provides a summary page for each park that attracts on average at least 100 trips per day or has major improvements

planned for the future. The key below provides details on the information provided on each summary page. This chapter is intended to be a useful resource that summarizes each park's transportation trends and amenities. It will be added to as the plan progresses.

## Understanding the Analysis:

Streetlight is a transportation data service that aggregates and processes cell phone location data with a transportation focus. Streetlight estimates trip characteristics using information about a trip's travel speed, travel path, origin, and destination. This data is a new way to understand how people move throughout the state and region.

In this analysis, Streetlight data was gathered for all trips starting in the region's 121 ZIP codes that ended at a lakefront site. This approach resulted in key takeaways about the average number of trips each park gets per day, the areas of the region where those trips come from, and the mode the visitors use to get there.



Park amenities (key below) are indicated by dark icons on the right

- Pet Friendly
- Playground
- Restrooms
- Sports Facility
- Drinking Water
- Birding
- Bath House
- Wildlife
- Swimming
- Fishing
- Picnic Area
- Marina

**STANDARD**

**ADDITIONAL**

Vending Machines, Historical Marker, Educational Signage

**AMENITIES**

**OPERATOR**

**AREA**

Basic information including the park's owner and/or operating entity, acreage of park parcels, miles of coastline, and coast type are listed here.

**KEY CHALLENGES & OPPORTUNITIES**

TBD- Will be completed after public survey

# LAKE COUNTY'S LAKEFRONT SITES

Accurately-named Lake County has the most public access points of the three counties in the region (23) as shown in Table 3.1. Twelve of these parks are highlighted in this chapter, although each site offers a unique mix of amenities that make it a valuable culture resource.

NAME	SITE	MUNICIPALITY	OPERATOR	AREA*	COASTLINE**	DAILY VISITORS	PARKING LOT
Willowick City Hall / Lakefront Lodge	A	City of Willowick	City	7.94	0.13	400	Yes
Quentin Road Park	B	City of Eastlake	City	1.10	0.03	less than 100	No
Eastlake Fishing Pier	C	City of Eastlake	Private	0.88	0.09	less than 100	No
Willowbeach Park	D	City of Eastlake	City	1.07	0.04	less than 100	No
Sunset Park	E	City of Willoughby	City	1.91	0.12	less than 100	No
Beachview Road Scenic Access (A/B/C)	F	City of Willoughby	City	1.97	0.28	less than 100	No
Osborne Park	G	City of Willoughby	City	43.27	0.21	600	Yes
Overlook Beach Park	H	City of Mentor-on-the-Lake	City	2.93	0.07	less than 100	Yes
Mentor Beach Park	I	City of Mentor-on-the-Lake	City	9.14	0.14	300	Yes
Mentor Lagoons Nature Preserve	J	City of Mentor	City	436.70	1.39	1,000	Yes
Headlands Beach State Park / Nature Preserve	K	Painesville Township	ODNR	142.47	0.82	800	Yes
Fairport Harbor Lakefront Park / Boat Access / Pier	L	Village of Fairport Harbor	Metropark	23.51	0.92	1,200	Yes
Painesville Township Park	M	Painesville Township	Metropark	66.24	0.22	400	Yes
Lake Erie Bluffs	N	Perry Township	Metropark	138.01	0.26	200	Yes
Perry Township Park	O	Perry Township	Township	70.40	0.58	300	Yes
North Perry Village Park	P	Village of North Perry	Village	5.81	0.05	less than 100	No
Lakeshore Reservation	Q	Village of North Perry	Metropark	81.31	0.51	200	No
Bill Stanton Community Park	R	Madison Township	Township	32.80	0.24	200	No
Tuttle Park	S	Madison Township	Township	7.78	0.08	less than 100	Yes
Green Road Access	T	Madison Township	Township	0.00	0.00	less than 100	No
Madison Township Park	U	Madison Township	Township	11.92	0.13	400	Yes
Bennett Road Access	V	Madison Township	County	0.00	0.00	less than 100	No
Arcola Creek Park	W	Madison Township	Township	64.35	0.14	less than 100	Yes

Table 3.1 | Lake County Public Access Points

\*Area in Acres, \*\*Coastline in Miles

# LAKE COUNTY'S LAKEFRONT SITES

The locations of Lake County's public access sites are shown in Figure 3.1. The numbering of the sites match Table 3.1 on the previous page and the site summary pages that follow.

Spacing between the public access sites will be explored as the plan progresses, although it is clear that many parks are located near dense road networks in communities like Willowick, Eastlake, and Mentor, and that there are also a number of parks in more rural area of the county.

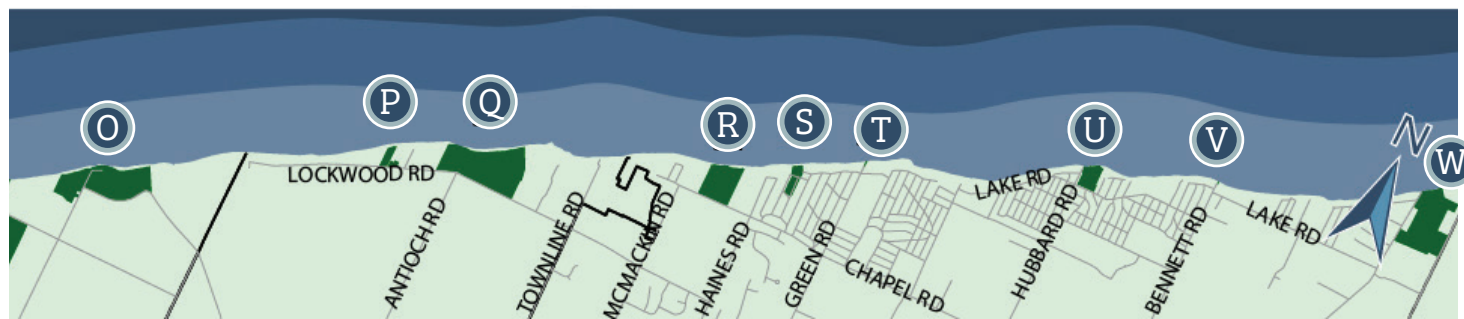
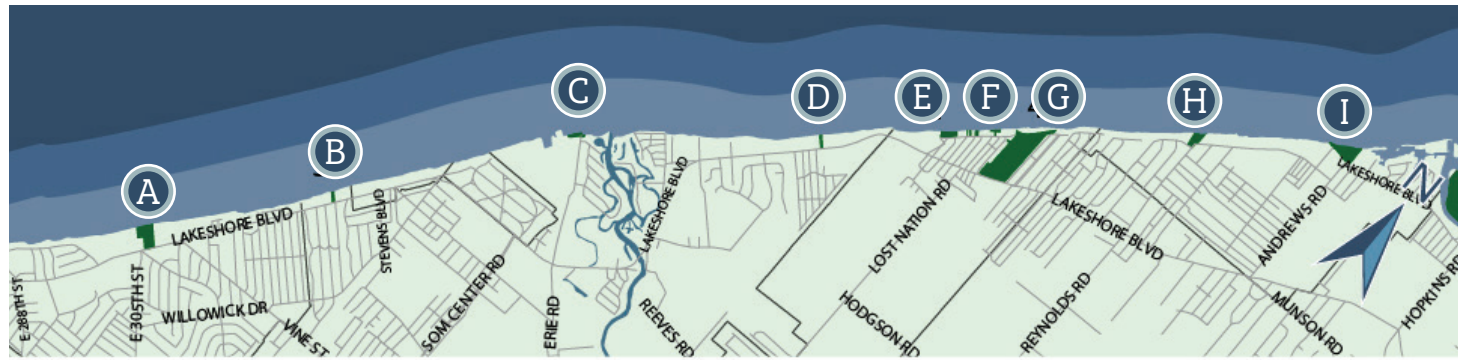
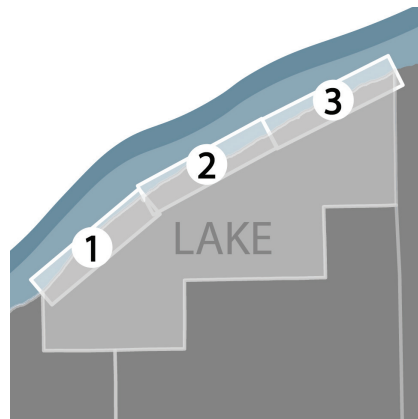
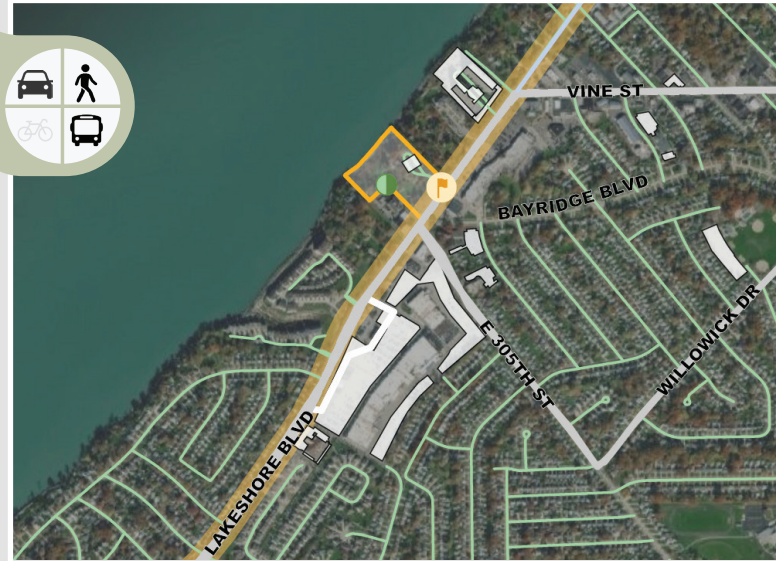


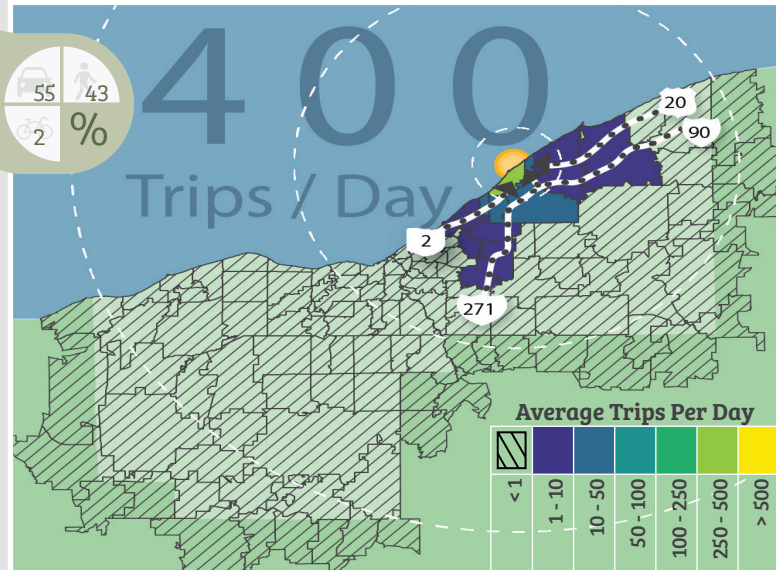
Figure 3.1 | Lake County Lakefront Sites

ACCESS



- Site Boundary
- Trail
- Low Stress Road
- Park Entry
- Bike Lane
- Scenic Byway
- Trailhead
- GCRTA Bus Route
- Parking Lot
- Laketrans Route

MODE



Willowick City Hall / Lakefront Lodge A



WILLOWICK

The current site of Willowick's City Hall and Lakefront Lodge is a popular place for sunset viewing and dog walking, attracting 400 trips per day. The site can be accessed by bus from both Lakeshore Boulevard and East 305th Street, and 43% of visitors arrive on foot, possibly from Southgate Shopping Center or from nearby neighborhoods. This site was studied through a NOACA TLCI project in 2019, and the City plans to relocate City Hall in the future to accommodate a new mixed-use development and public park.

STANDARD



ADDITIONAL

Vending Machines, Historical Marker, Educational Signage

AMENITIES

OPERATOR

city

AREA

7.9

COASTLINE

0.13

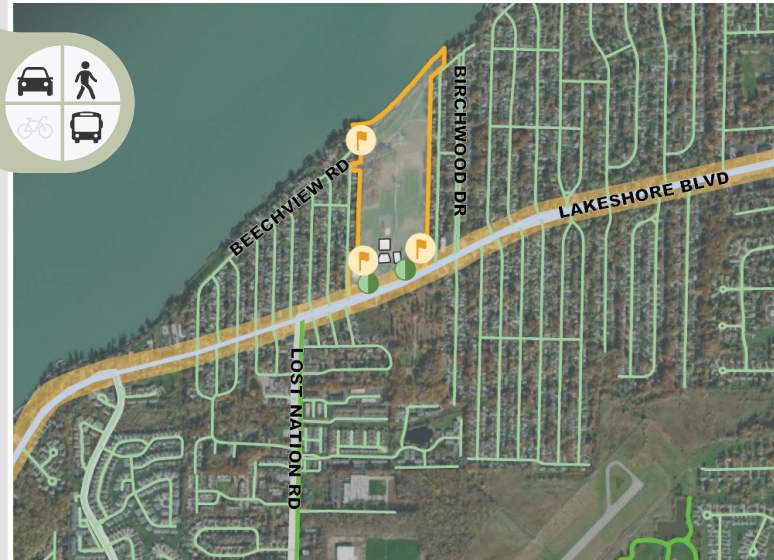
COAST TYPE

bluff

KEY CHALLENGES & OPPORTUNITIES

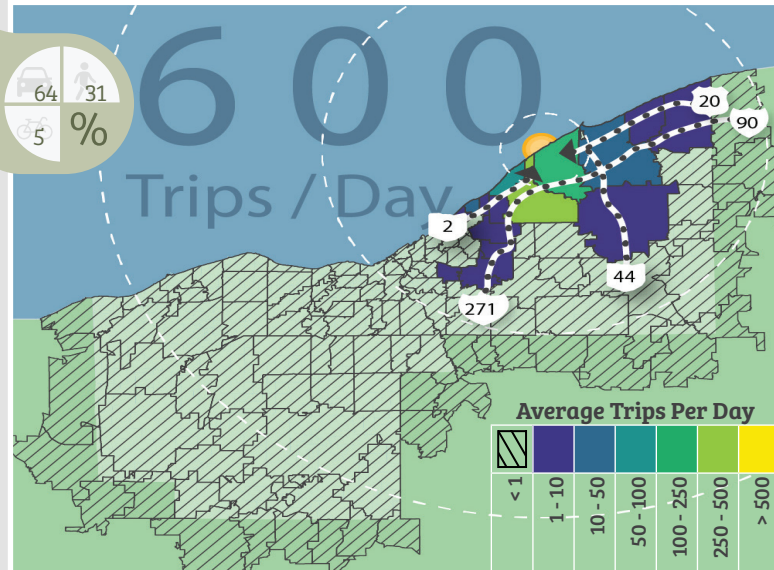
TBD- Will be completed after public survey

ACCESS



- Site Boundary
- Low Stress Road
- Park Entry
- Scenic Byway
- Parking Lot
- Laketransit Route
- Trail

MODE



Osborne Park **G**



WILLOUGHBY

Osborne Park in the City of Willoughby offers a waterpark area and pool, sport facilities, trails, and picnic area. The park is easily accessible by car and transit, and over half (64%) of visitors arrive by car. The park attracts 600 trips a day from throughout Lake County, and over one-third of visitors walk or bike to the park. The park has internal trails, and is currently the subject of a new design study to address erosion issues and enhance this community gathering space.

STANDARD



ADDITIONAL  
Food Stand

AMENITIES

OPERATOR  
**city**

AREA  
**43.3**

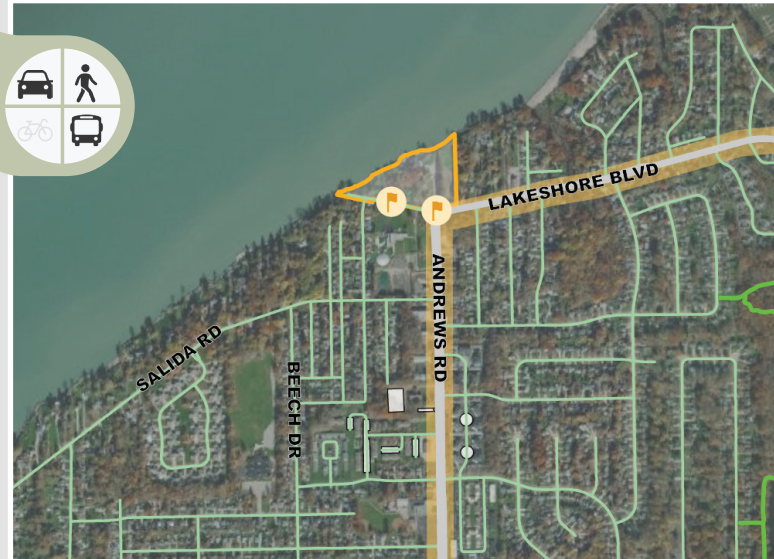
COASTLINE  
**0.21**

COAST TYPE  
**bluff**

KEY CHALLENGES & OPPORTUNITIES

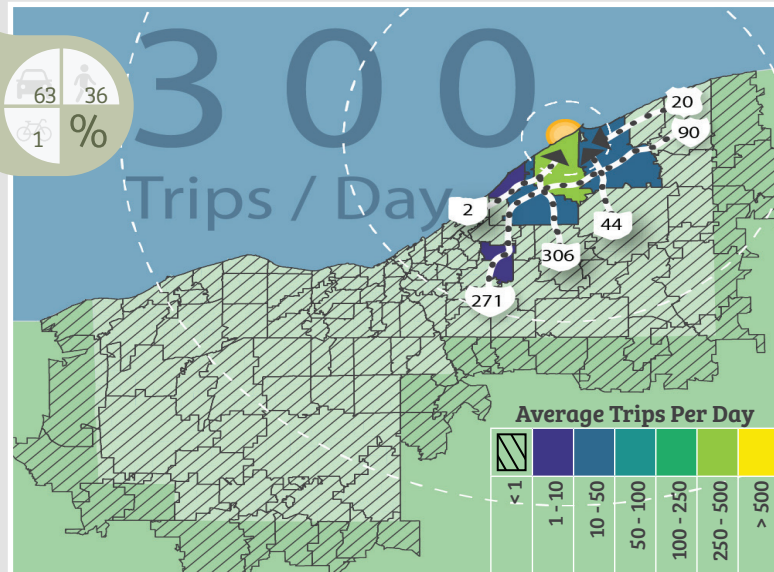
TBD- Will be completed after public survey

ACCESS



- Site Boundary
- Low Stress Road
- Park Entry
- Scenic Byway
- Parking Lot
- Laketrans Route
- Trail

MODE



Mentor Beach Park I



MENTOR-ON-THE-LAKE

Mentor Beach park in the City of Mentor-on-the-Lake is owned and operated by the City of Mentor. The park offers a pavillion, playground, and swings that face the lake. The park attracts 300 trips per day from northern Lake County and has two entrances. The park is easily accessed by transit and car, and connects to several neighborhood streets that are low volume and ideal for biking and walking. Over one-third of visitors arrive on foot, and 63% of visitors arrive by car. Community leaders plan for the site to host a restaurant in the future.

STANDARD



ADDITIONAL

N/A

AMENITIES

OPERATOR

city

AREA

9.1

COASTLINE

0.14

COAST TYPE

low bank

KEY CHALLENGES & OPPORTUNITIES

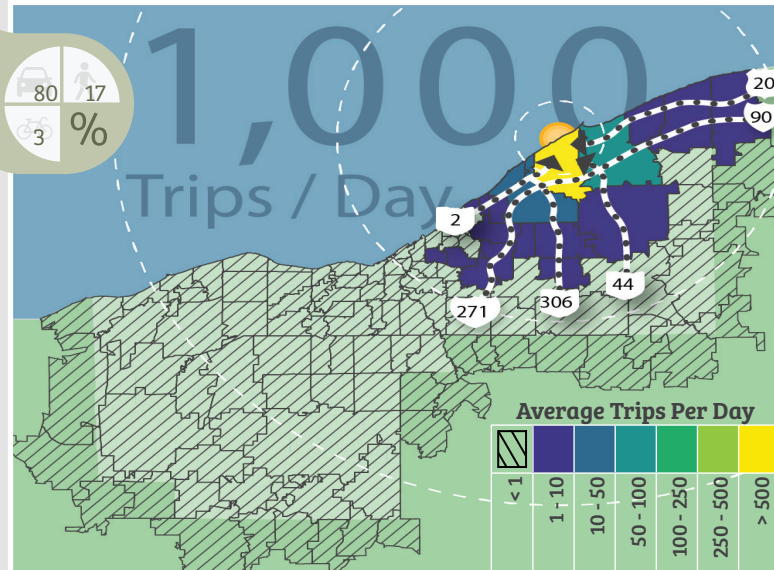
TBD- Will be completed after public survey

ACCESS



- Site Boundary
- Trail
- Park Entry
- Low Stress Road
- Trailhead
- Scenic Byway
- Boating
- Laketransit Route
- Parking Lot

MODE



Mentor Lagoons Nature Preserve J



Photo by City of Mentor

MENTOR

Mentor Lagoons Nature Preserve is a popular park that provides marina access, restrooms, picnic areas, and abundant natural areas. Around 80% of visitors arrive by car, while 20% walk or bike to the park. The park features internal trails that connect to the neighborhood east of the preserve. The main entrance to the preserve is a short walk from transit. The Preserve attracts 1,000 trips from throughout Lake County, with over half of visitors coming from the nearby neighborhoods in the cities of Mentor and Mentor-on-the-Lake.

STANDARD



ADDITIONAL

Historical Marker, Educational Signage

AMENITIES

OPERATOR

city

AREA

436.7

COASTLINE

1.39

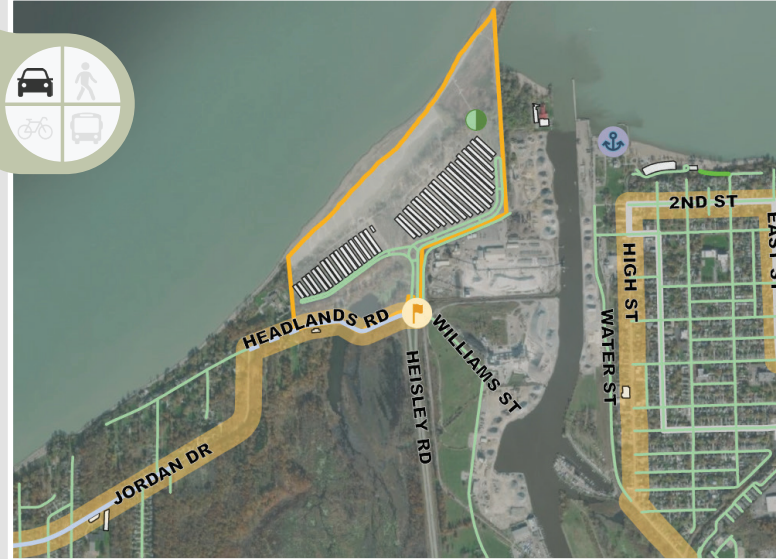
COAST TYPE

low bank

KEY CHALLENGES & OPPORTUNITIES

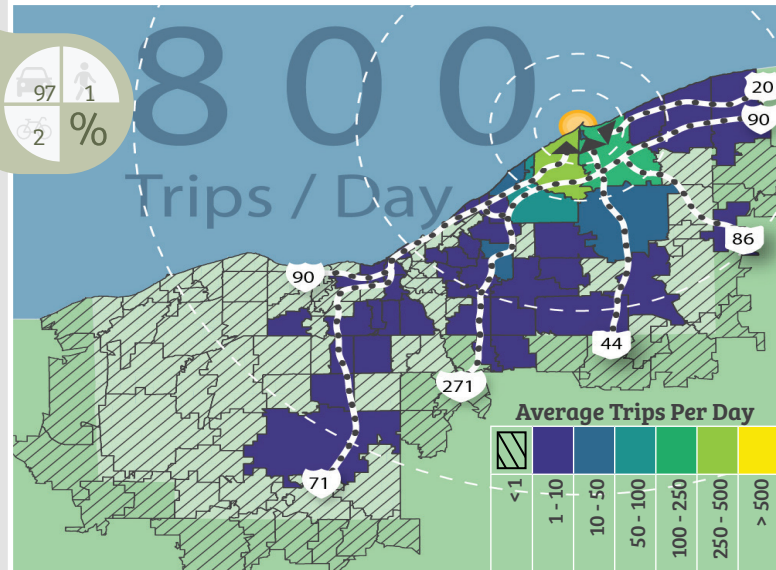
TBD- Will be completed after public survey

ACCESS



- Site Boundary
- Trail
- Low Stress Road
- Park Entry
- Bike Lane
- Scenic Byway
- Trailhead
- Boating
- Laketrans Route
- Parking Lot

MODE



## HEADLANDS BEACH STATE PARK & NATURE PRESERVE K



PAINESVILLE TOWNSHIP AND MENTOR

Headlands Beach State Park and Nature Preserve is a large park with a regional draw throughout Northeast Ohio. The park features a large beach, play areas, and many opportunities for birding, fishing, and viewing wildlife. The park draws around 800 trips per day, and the vast majority (97%) of visits arrive by car. The park is on the west side of the Grand River opposite Fairport Harbor. The park is a key destination in a number of connectivity initiatives, including the Central Lake County Lakefront Connectivity TLCI Study.

### STANDARD



### ADDITIONAL

Food Stand, Vending Machines, Lighthouse, Pier, Educational Signage

AMENITIES

### OPERATOR

state

### AREA

143.5

### COASTLINE

0.82

### COAST TYPE

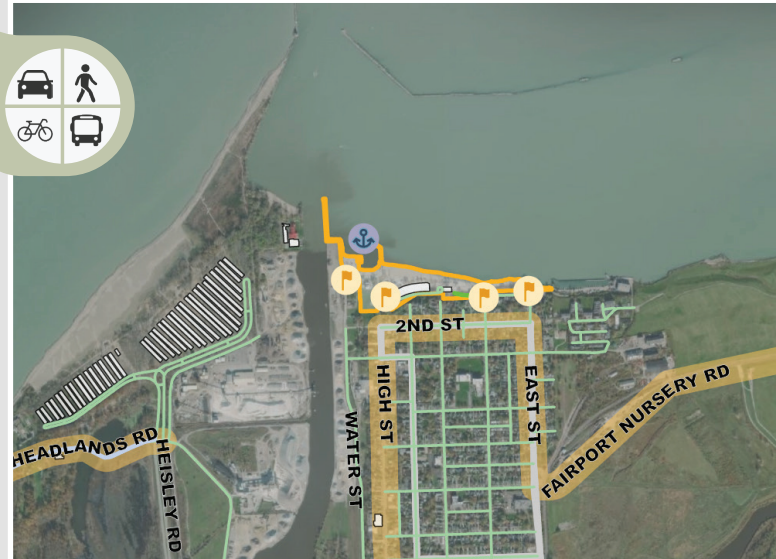
beach

### KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

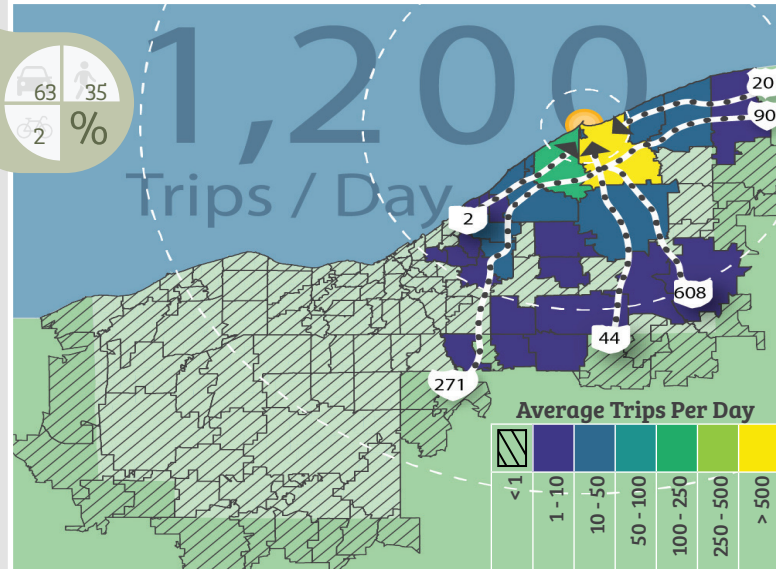


ACCESS



- Site Boundary
- Trail
- Low Stress Road
- Park Entry
- Bike Lane
- Scenic Byway
- Trailhead
- Laketran Route
- Boating
- Parking Lot

MODE



Fairport Harbor Lakefront Park / Boat Access / Pier **L**



FAIRPORT HARBOR

Fairport Harbor's Lakefront Park is adjacent to downtown Fairport Harbor and draws a large number of people (1,200 trips per day) from downtown, the rest of Lake County, and even into Geauga County. The park is amenity-rich, offering a wide range of activities and services including a pier, lighthouse, concessions, and picnic areas. The park has a number of entrances, many of which are a short walk from transit. Over one-third of visitors arrive on foot, and 2% arrive by bicycle.

STANDARD



ADDITIONAL

Food Stand, Vending Machines, Pier, Lighthouse, Historical Marker, Educational Signage

AMENITIES

OPERATOR

met.

AREA

23.5

COASTLINE

0.92

COAST TYPE

beach

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

ACCESS

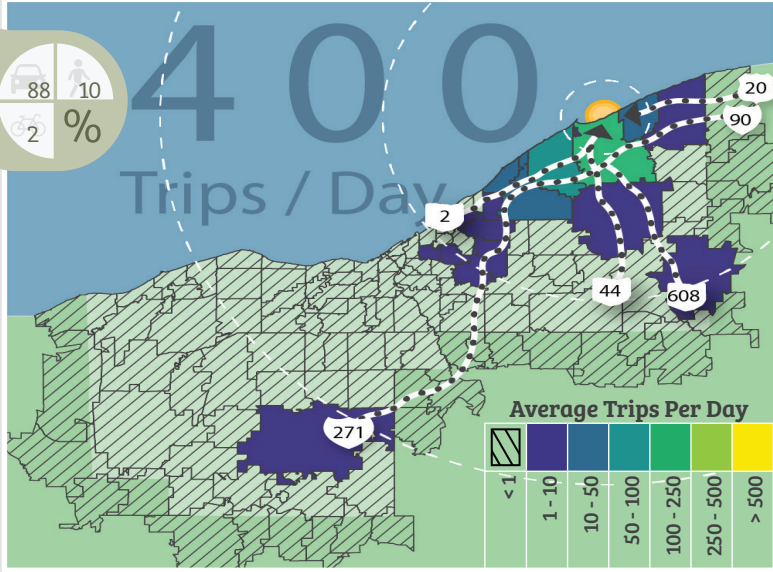


- Site Boundary
- Park Entry
- Trailhead
- Low Stress Road
- Scenic Byway

MODE

400 Trips / Day

88% Car  
10% Walking  
2% Bicycling



Painesville Township Park **M**



Photo by Painesville Township

PAINESVILLE TOWNSHIP

Painesville Township park includes ball fields, play areas, restrooms, and switchback steps leading down to the pier. This park has been providing services to the community since the 1920s and offers a rental facility often used for weddings and other events. The park has two main entrances nestled behind a neighborhood of low-volume, calm streets which are ideal for biking and walking. Still, 88% of visitors arrive by car. The park attracts 400 trips per day from throughout Lake and Geauga Counties, and even Medina County.

AMENITIES

STANDARD



ADDITIONAL

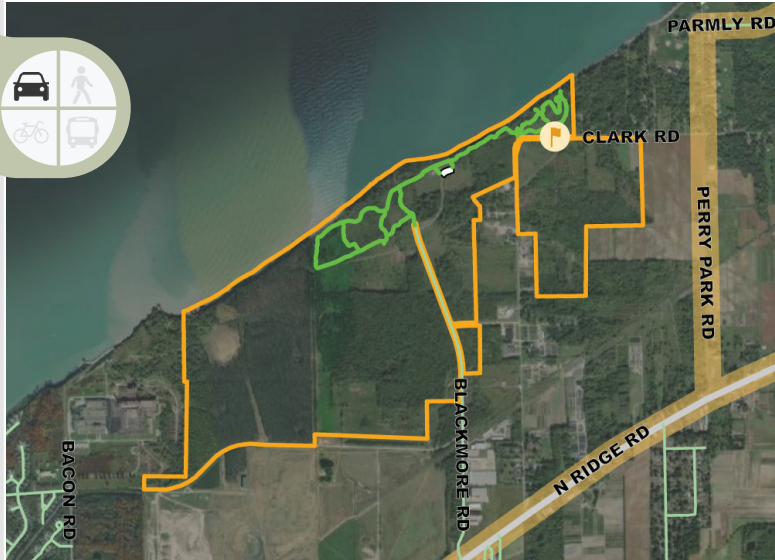
Food Stand, Vending Machines

OPERATOR	AREA
met.	66.2
COASTLINE	COAST TYPE
0.22	low bank

KEY CHALLENGES & OPPORTUNITIES

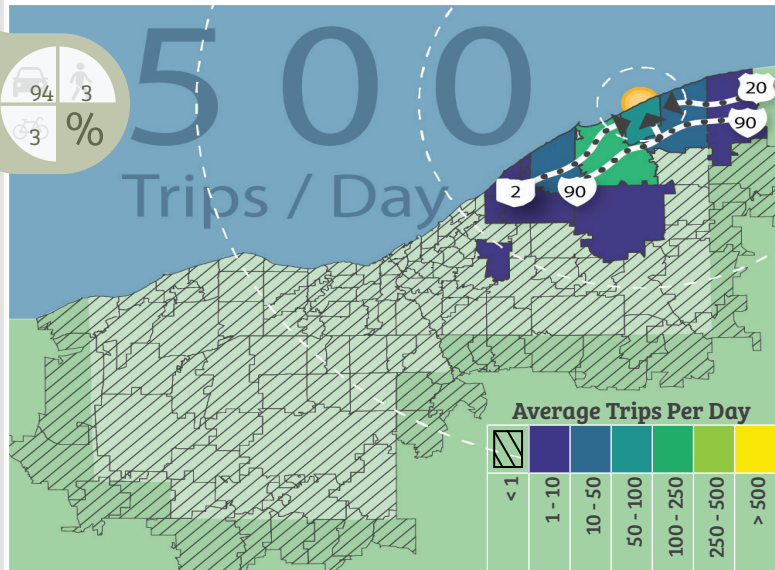
TBD- Will be completed after public survey

ACCESS



- Site Boundary
- Low Stress Road
- Park Entry
- Scenic Byway
- Trail
- Laketrans Route
- Parking Lot

MODE



Lake Erie Bluffs **N**



PERRY TOWNSHIP

Lake Erie Bluffs was established in 2012 and is a key conservation area that protects a rare coastal habitat for plants, birds, and other wildlife. In 2016, the park opened a 50-foot observational tower. The park also features connected trails, scenic overlooks, and a reservable shelter for special events. The park attracts 500 trips per day throughout northern Lake County, and most visitors arrive by car. The park is within a short distance of the Lake Erie Coastal Ohio Trail Scenic Byway.

STANDARD



ADDITIONAL

Observation Deck, Educational Signage

AMENITIES

OPERATOR

met.

AREA

138.0

COASTLINE

0.26

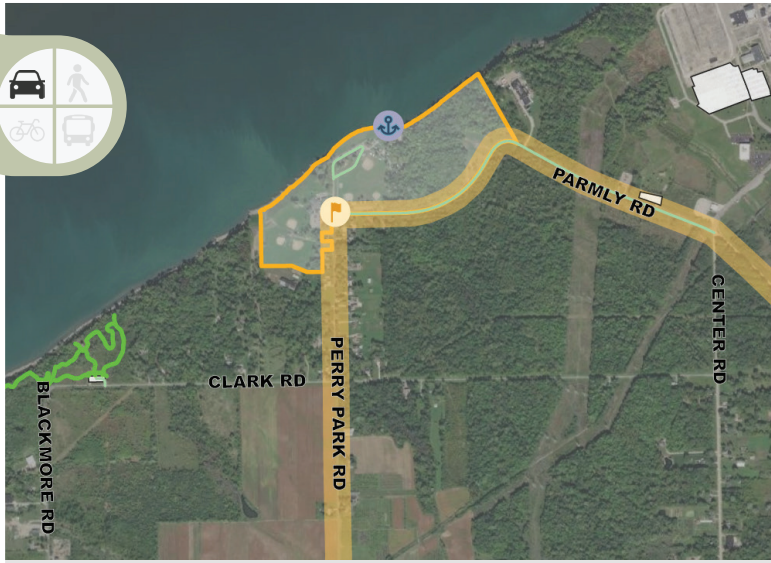
COAST TYPE

bluff

KEY CHALLENGES & OPPORTUNITIES

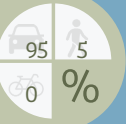
TBD- Will be completed after public survey

**ACCESS**

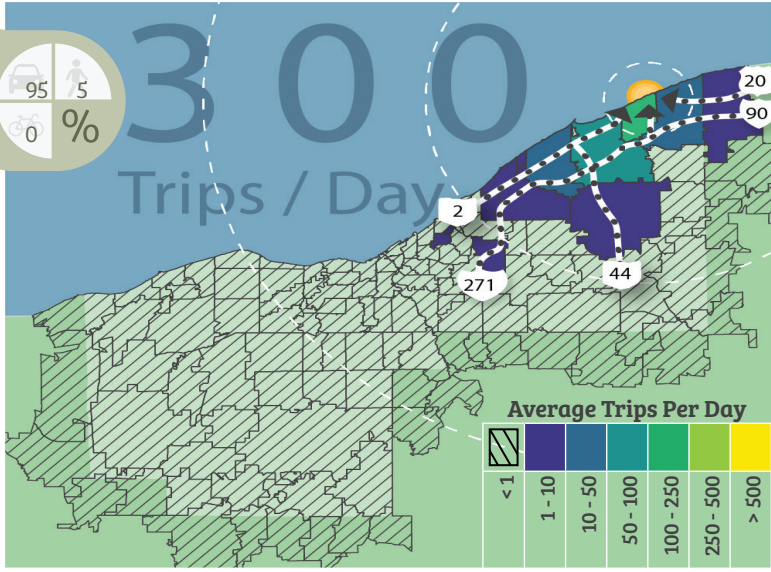


- Site Boundary
- Trail
- Park Entry
- Low Stress Road
- Boating
- Scenic Byway
- Parking Lot

**MODE**



**300**  
Trips / Day



**Perry Township Park** 0



Photo by Perry Township

**PERRY TOWNSHIP**

Perry Township Park is in rural Perry Township and is one of the few parks in coastal Northeast Ohio to offer campsites. The park provides a boat ramp for Perry Township residents, and attracts an average of 300 trips per day. The park is located along the Lake Erie Coastal Ohio Trail Scenic Byway, and the vast majority (95%) of visits arrive by car to the park. The park has one main entrance and a number of interior paths, and also features a pavilion, ball diamonds, and tennis courts.

**AMENITIES**

**STANDARD**



**ADDITIONAL**

Full Campsite, Primitive Campsite, Food Stand, Vending Machines, Education Signage

**OPERATOR**  
twp.

**AREA**  
70.4

**COASTLINE**  
0.58

**COAST TYPE**  
bluff

**KEY CHALLENGES & OPPORTUNITIES**

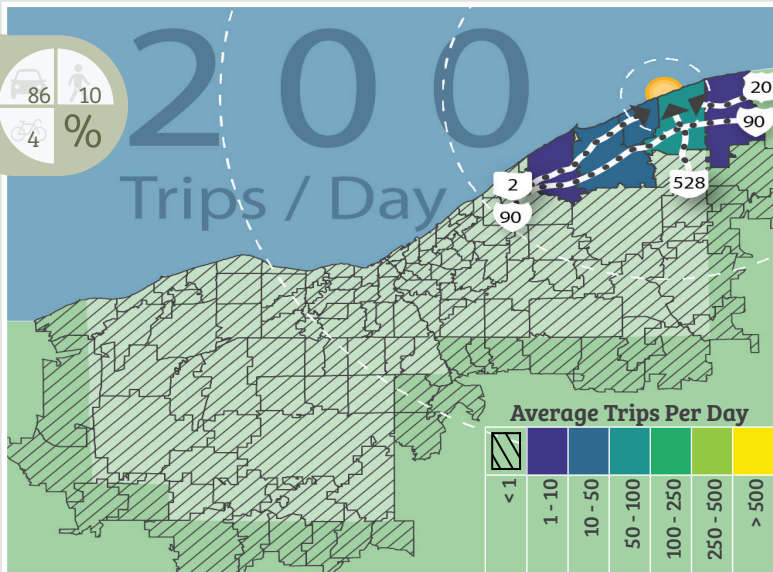
TBD- Will be completed after public survey

ACCESS



- Site Boundary
- Trail
- Park Entry
- Low Stress Road
- Trailhead
- Scenic Byway
- Parking Lot

MODE



Lakeshore Reservation **Q**

**NORTH PERRY**

Photo by Lake Metroparks

Lakeshore Reservation is operated by Lake Metroparks and was formed in the 1970s from a neighborhood of lakefront homes. The park features a mature stand of trees along the coastline, a large trail system, observational deck, and picnic areas. The park attracts 200 trips per day from northern Lake County and is accessible primarily by vehicle. Around 10% of visitors access the park on foot, likely from the nearby neighborhoods and relying on the sidewalk on Lockwood Road.

- STANDARD**
- - 
  - 
  - 
  - 
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  - 
  - 
  - 
  - 
  -

**ADDITIONAL**  
Observation Deck, Educational Signage

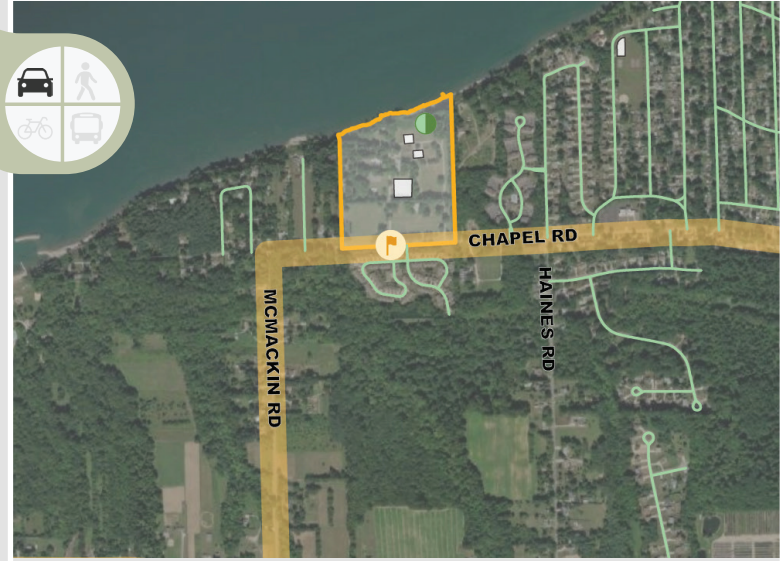
OPERATOR	AREA
met.	81.3
COASTLINE	COAST TYPE
0.51	bluff

AMENITIES

**KEY CHALLENGES & OPPORTUNITIES**

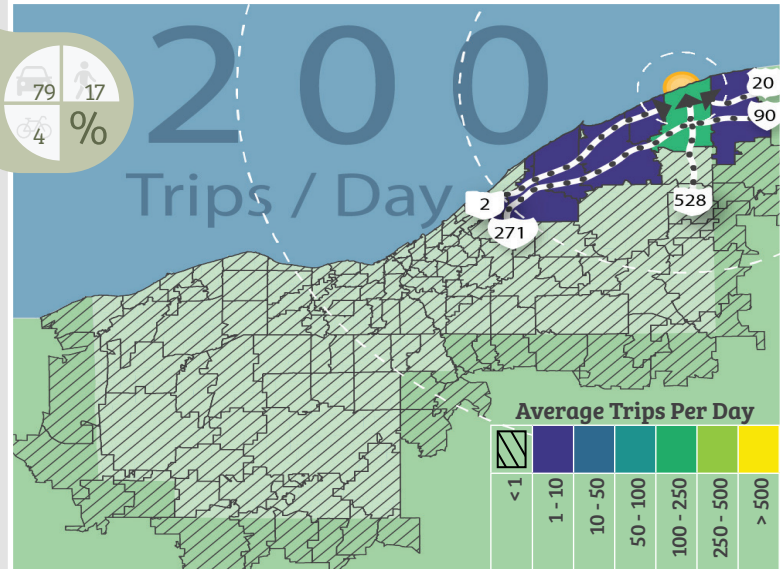
TBD- Will be completed after public survey

ACCESS



- Site Boundary
- Park Entry
- Trailhead
- Parking Lot
- Low Stress Road
- Scenic Byway

MODE



Bill Stanton Community Park R



Photo by Madison Township

MADISON TOWNSHIP

Bill Stanton Community Park in Madison Township offers sports facilities, playgrounds, rental facilities, and restrooms. The park's main entrance is on the Lake Erie Coastal Ohio Trail Scenic Byway, and the park attracts 200 trips per day primarily from northern Lake County. Nearly one-quarter of visitors arrive either on foot or by bike. In 2021, the Township began a project to protect the coastline in the park from erosion and stabilize the bluff, which is home to a stand of deciduous and evergreen trees.

STANDARD



ADDITIONAL

Food Stand, Vending Machines

AMENITIES

OPERATOR

twp.

AREA

32.8

COASTLINE

0.24

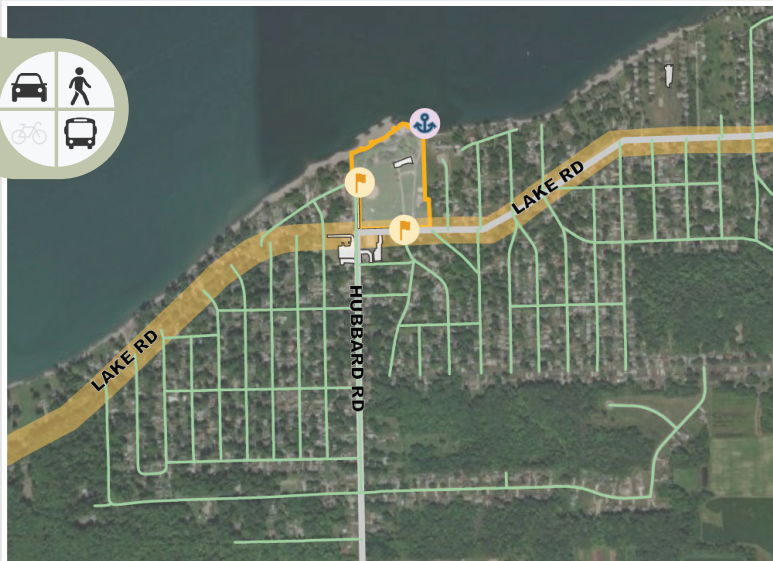
COAST TYPE

bluff

KEY CHALLENGES & OPPORTUNITIES

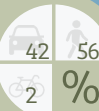
TBD- Will be completed after public survey

ACCESS

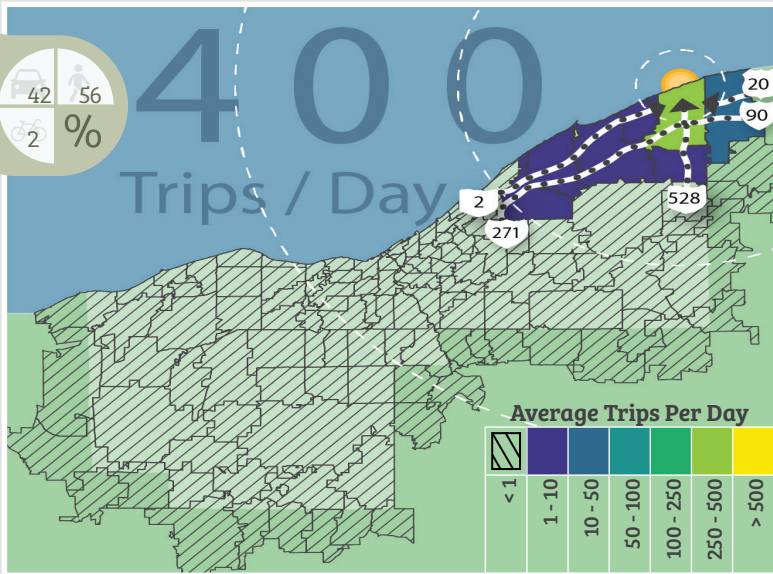


- Site Boundary
- Low Stress Road
- Park Entry
- Scenic Byway
- Boating
- Laketransit Route
- Parking Lot

MODE



400  
Trips / Day



## Madison Township Park U



MADISON TOWNSHIP

Madison Township Park in Madison Township offers a picnic area, boardwalk, playground, and fishing opportunities along its 0.13 mile shoreline. The park attracts 400 trips per day primarily from the Township but also from northern Lake and Ashtabula counties. Over half of visitors arrive on foot (56%), and the park is well-connected to surrounding neighborhoods with multiple entrances. The park is on the Lake Erie Coastal Ohio Trail Scenic Byway and a transit line.

### STANDARD



### ADDITIONAL Boardwalk



AMENITIES

OPERATOR  
twp.

AREA  
11.9

COASTLINE  
0.13

COAST TYPE  
low bank

### KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

## FIVE KEY OBSERVATIONS

### Summary

The information in this chapter is not a final analysis; it is simply a compilation of data that has been collected so far from existing databases and site visits with local leaders in October 2021. Still, five key observations have emerged that indicate trends about the lakefront in Northeast Ohio.

# 1

### MANY PLANS, ONE LAKEFRONT

Many of the region's lakefront parks have been transformed with major investments in recent years, while others have design and planning underway. Lake Erie Connect will tie these plans together in a cohesive regional vision.

# 2

### PEDESTRIANS & BICYCLISTS ABOUND

Traffic analysis results in Chapter 3 show that a large percentage of lakefront visitors walk or bike to lakefront destinations. In fact, trips by biking and walking make up roughly 0.4% of the region's commutes, but 31% of all lakefront trips!

# 3

### ACCESS MATTERS

Despite many people biking and walking, access to the lakefront is limited. A history of industrial, rail, and highway development near the Lake has led to fragmented pedestrian and bicycle connections, confusing signs, and intimidating barriers.

# 4

### RESPOND TO NEEDS

Each lakefront site offers something unique to the public, and even the smallest lakefront parks are visited daily. As boating and paddling increase in popularity, visitors are not coming only from the land. Lake Erie Connect must adapt to the needs and preferences of each community; this is not a one size fits all plan!

# 5

### PROTECT THE COAST

Lake Erie's shoreline is a rare and fragile ecosystem. Many of the region's coastal sites preserve mature forests, eroding bluffs, and other sensitive landscapes. These assets must and can be preserved while also improving public access.