REGIONAL EXISTING CONDITIONS REPORT

June 2022

LAKE ERIE CONNECT

NOACA Regional Lakefront Study

NOACA

Lake
Geauga
Cuyahoga
Lorain
Planning For
Medina
GREATER
CLEVELAND

Prepared for

Northeast Ohio Areawide
Coordinating Agency

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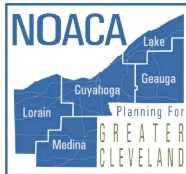
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INTRODUCTION

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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 make it to the Lake. 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. NOACA also serves as the Areawide Agency for the region monitoring water quality.

Transportation for Livable Communities Initiative

NOACA's TLCI program 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

STUDY AREA

Five County Region

The NOACA region includes Cuyahoga, Lake, Lorain, Medina, and Geauga counties. The region is home to around 2.1 million people and a diversity of cities, villages, and townships each with unique goals and identities.[1] 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. Although lakefront parks may be situated in one particular community or area, they benefit the region overall with their many amenities as shown in Figure 1.1. 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 as shown in Figure 1.2, to best capture movements to and between lakefront sites.

Figure 1.1 | Parks like Edgewater, pictured above, offer a range of amenities that attract visitors year-round from across the region.

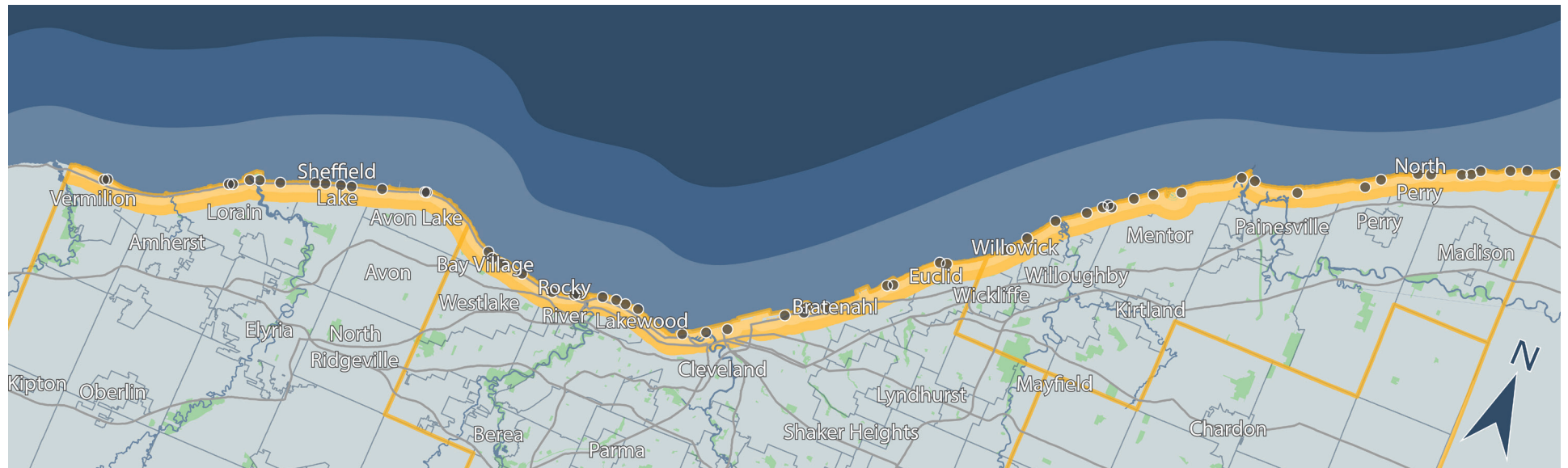1 eneo2050: An Equitable Plan for Northeast Ohio, NOACA, 2021. https://www.eneo2050.com/vision-plan. Accessed 10 Feb. 2022.

Figure 1.2 | Lake Erie Connect Study Area
Source: NOACA (Road Network)

STUDY AREA

Lakefront Municipalities

The NOACA region boasts over 97 miles of Lake Erie coastline. Communities that touch Lake Erie are home to just over 770,000 people, or roughly 37% of the NOACA region's population. Table 1.1 shows the cities, villages, and townships that comprise the lakefront in Northeast Ohio. From west to east along the coastline, the communities vary in terms of population and miles of coastline. The City of Lorain contains the longest coastline (13.41 miles), while the smaller villages of Lakeline and Timberlake contain the shortest (0.72 and 0.24 miles, respectively).

Regional Planning for Lakefront Needs

Regional planning strives to advance many shared local goals, but also looks to honor the distinct identity and needs of each community. Compared to inland communities, lakefront communities face unique circumstances such as changing water levels, sensitive coastal landscapes, coastal access, and water-based tourism. Planning for these unique needs will help strengthen the region overall and capitalize on one of many features that makes Northeast Ohio unique.

MUNICIPALITY	TYPE	POPULATION	COASTLINE*
Vermilion	City	6,022	4.54
Lorain	City	64,904	13.41
Sheffield Lake	City	8,957	4.42
Avon Lake	City	25,206	9.20
Bay Village	City	16,163	5.46
Rocky River	City	21,755	1.91
Lakewood	City	50,932	4.01
Cleveland	City	372,624	12.96
Bratenahl	Village	1,379	2.98
Euclid	City	49,692	4.14
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
Total		770,483	97.31

Table 1.1 | Lakefront Municipalities in NOACA Region
*The coastline measured in miles using the lakefront facing edge of each jurisdiction's boundary
Source: US Census Bureau (Population, 2020), NOACA (Jurisdictional Boundaries)

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 1.3. 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 1.4 shows the expected timeline of engagement activities for Lake Erie Connect.

Note: This Existing Conditions report is the first installment of the Regional 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.

■ **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.
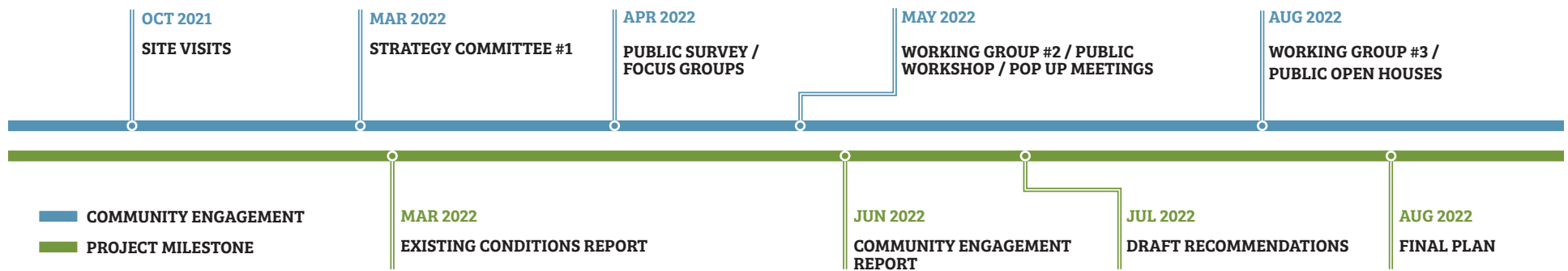
Figure 1.3 | Planning Process Overview

OCT 2021	MAR 2022	APR 2022	MAY 2022	AUG 2022
SITE VISITS	STRATEGY COMMITTEE #1	PUBLIC SURVEY / FOCUS GROUPS	WORKING GROUP #2 / PUBLIC WORKSHOP / POP UP MEETINGS	WORKING GROUP #3 / PUBLIC OPEN HOUSES

■ COMMUNITY ENGAGEMENT
■ PROJECT MILESTONE

MAR 2022	JUN 2022	JUL 2022	AUG 2022
EXISTING CONDITIONS REPORT	COMMUNITY ENGAGEMENT REPORT	DRAFT RECOMMENDATIONS	FINAL PLAN

Figure 1.4 | Planning Process Timeline

Figure 1.5 | Lake Erie Connect Goals

Connected

Regional Connection

Making it easy to travel throughout our region benefits us all. The plan will evaluate connectivity in all directions: north to south, and east to west.

sustainable

Environmentally Conscious

Lake Erie is a vital natural asset to the region. It is important to protect and respect the Lake while planning for development and strive to address existing issues.

Access for All

Lake Erie belongs to the public. We must ensure equitable access for everyone in the region, no matter their starting point or mode of travel.

equitable

PLANNING GOALS AND APPROACH

With over 97 miles of shoreline and dozens of lakefront communities, Lake Erie Connect requires a strong and inclusive foundation. The goals in Figure 1.5 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.

EXISTING PLANS

Purpose

Effective regional planning acknowledges the unique circumstances of local communities. An existing plan inventory is a crucial step to identify local initiatives and established priorities at the onset of a planning project. Not only does this allow the project team to gain a deeper understanding of what has already been proposed, but it helps identify implementation efforts that may already be underway and that can be enhanced with supportive transportation infrastructure.

Regional and Statewide Plans

Existing regional and statewide plans underscore the lakefront's importance to Northeast Ohio. At the regional level, _Vibrant NEO 2040_ prioritizes the lakefront as a strategic area for reinvestment and highlights the need for new biking and walking connections between Lake Erie and local neighborhoods. NOACA's _Water Quality Strategic Plan_ and _Clean Water 2020_ prioritize lakefront restoration and protection. _eNEO2050_, NOACA's Long Range Plan, envisions a trail across the coastline of Lake Erie.

Statewide plans also provide support to Lake Erie Connect. The Ohio Department of Natural Resources (ODNR), for example, published the _Ohio Trails Vision Plan_ in 2019, which calls for a long distance hiking trail that connects to Lake Erie in Lake County. The Ohio Department of Transportation (ODOT) has planned a comprehensive State Bike Route system, which includes a key route along the coastline in Lorain, Cuyahoga, and Lake counties. Lastly, _Walk.Bike.Ohio_ is ODOT's statewide bike and pedestrian plan. The plan provides significant data and policy guidance to help communities connect key destinations with low-stress biking and walking connections.
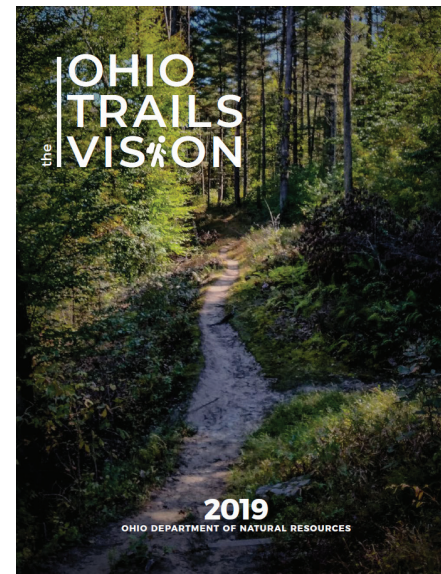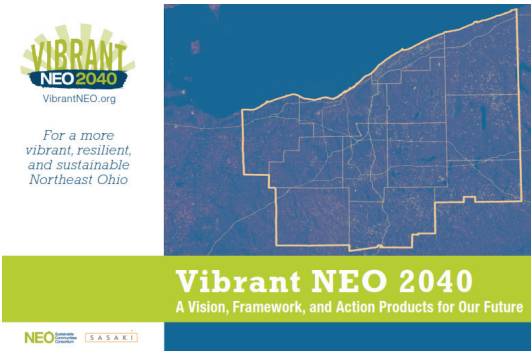

Figure 1.6 | Selection of Relevant Regional and State Plans

EXISTING PLANS

Lorain County

Table 1.2 shows that in Lorain County, a number of recent planning efforts illustrate the importance of Lake Erie to transportation and recreation. The cities of Avon Lake and Lorain have each invested in active transportation planning to increase public access and safe transportation to the lakefront. Countywide, the Lorain County Lakefront Connectivity TLCI Plan called for improved north-and-south and east-and-west connections at the coast. The City of Sheffield Lake has implemented recommendations from this plan in two phases, resulting in improved access near the its community senior center. Lorain County Metroparks has created new lakefront connections on the east side of Lorain as a result of its 10-year strategic plan.

NAME	YEAR	COMMUNITY	DESCRIPTION
Avon Lake Comprehensive Plan	2019	Avon Lake	Avon Lake's most recent comprehensive plan emphasizes active transportation and conducted a holistic study to explore additional public access to Lake Erie.
Lorain Active Transportation Plan	2018	Lorain	This plan is both a Safe Routes to School Plan and a citywide bike and pedestrian plan. Lorain Connected is a coalition of non-profits, government organizations, and community advocates working to implement this plan.
Lorain Harbor Areawide Planning Report	2018	Lorain	This plan discusses the potential for the Lorain Harbor Pier and Black River Landing to become a cohesive district - brownfield remediation is required for the pier portion.
Lorain County Lakefront Connectivity Plan	2017	Countywide	This NOACA TLCI explores bike and trail connections across the county and provided market analyses for several redevelopment options near the lake.
Avon Lake Active Transportation Plan	2015	Avon Lake	This NOACA TLCI recommends a series of trails, bike lanes, and pedestrian improvements to connect neighborhoods to schools, parks, and shopping.
Lorain Metropark 10-Year Plan	2014	Lorain Metroparks	While many of the recommendations of this 10-year plan have been implemented, the plan still shows a number of visionary, countywide connections that would improve public access to parks and lakefront sites.

Table 1.2 | Lorain County Plan Inventory

EXISTING PLANS

Cleveland

Because of the large number of existing plans in Cuyahoga County, the plans are organized into two groups. Table 1.3 shows plans with a City of Cleveland focus, and Table 1.4 shows plans about other areas of Cuyahoga County or the County overall.

Cleveland's industry grew in part because of its proximity to the shipping channels on Lake Erie and the Cuyahoga River. There are still strong industrial uses on Cleveland's waterfront, and there is also increasing awareness of the importance of water quality, public access, and the unique opportunity Cleveland has for water-based recreation and tourism. Connecting the mall to North Coast Harbor has been a pivotal project in recent years, as has the stabilization and revitalization of Irishtown Bend on the Cuyahoga River. In addition to these efforts, a number of TLCI and other plans have recommended new trail networks to better connect people to lakefront destinations.

NAME	YEAR	COMMUNITY	DESCRIPTION
Cleveland Harbor Eastern Embayment Resilience Study (CHEERS)	2022	Cleveland	The CHEERS plan recommends restoring the natural shoreline on the City's eastern lakefront through a series of parkland restoration projects.
Vision for the Valley	2021	Cleveland	This NOACA TLCI envisions public multimodal access to the Cuyahoga River and modernized infrastructure in the river valley.
Browns Lakefront Plan	2021	Cleveland	The Browns Lakefront Plan is a vision to connect Cleveland's mall to the harbor with a land bridge. A detailed feasibility study is underway as of early 2022 to explore ways to implement this vision and is resulting in several options.
Irishtown Bend	2017	Cleveland	This NOACA TLCI boldly envisions a new park on the bend of the Cuyahoga River, with multimodal transportation connections to downtown and Ohio City.
Cleveland Mall to North Coast Harbor Land Bridge	2017	Cleveland	The plan for a land bridge connecting Cleveland's downtown mall to North Coast Harbor originates from this conceptual proposal by the non-profit Green Ribbon Coalition.
Cleveland Multi-Modal Transportation Facility	2016	Cleveland	This NOACA TLCI designs a new multimodal facility to connect public transit, Greyhound, and Amtrak services in a single station near the lake.
Lakefront Greenway and Downtown Connector	2015	Cleveland	This NOACA TLCI recommends new off-road trails and enhancements of the existing Lakefront Bikeway from North Coast Harbor to Gordon Park.
East 185th Street Corridor Study	2015	Cleveland, Euclid	This NOACA TLCI explores pedestrian, bicycle, and traffic safety improvements on East 185th Street, including its northern terminus at Lake Erie.
Downtown Lakefront Plan	2012	Cleveland	This lakefront plan reimagines North Coast Harbor as a new mixed-use community. Elements of this plan were implemented on the East 9th Street Pier.
Cleveland Waterfront District Plan	2004	Cleveland	This plan put forth a bold initial vision for how Cleveland could activate its lakefront.

Table 1.3 | City of Cleveland Plan Inventory

EXISTING PLANS

Cuyahoga County

A number of countywide and local initiatives in Cuyahoga County tie directly into the goals and vision of Lake Erie Connect, as shown in Table 1.4. For example, the recent Cuyahoga County Lakefront Public Access Plan prioritizes several corridors for design and multimodal enhancements near the lake, and Lake Erie Connect will include these recommendations. Other local plans recommend improvements to existing park, including Bradstreet's Landing in Rocky River and Cahoon Park in Bay Village. Community Confluence is a recent TLCI study that recommends scenic overlooks in the Rocky River Valley which would enhance the area's already rich recreational opportunities near the waterfront. Euclid's Waterfront Plan and recently-constructed lakefront trail has provided a unprecedented example of mitigating erosion while creating a premier public space. In fact, Euclid's waterfront trail is used as precedent in *eNEO2050,* which includes a regional waterfront trail in its list of illustrative, visionary projects.

NAME	YEAR	COMMUNITY	DESCRIPTION
Cuyahoga County Lakefront Public Access Plan	2022*	Countywide	Cuyahoga County is currently undergoing a lakefront planning process that prioritizes certain sites and segments of the shoreline based on public input and property owner interest.
Community Confluence	2021	Lakewood, Rocky River	This NOACA TLCI recommends multimodal uses for the Detroit Road and Clifton Road bridges that connect Rocky River and Lakewood, and various transportation improvements near the river valley.
Cahoon Park Public Access Study	2020	Bay Village	The Cahoon Park Public Access Study furthers a prior connectivity TLCI study, offering renderings and a more detailed framework for implementation.
Bradstreet's Landing Master Plan	2019	Rocky River	The Bradstreet's Landing Master Plan proposes a new design for Bradstreet Landing to better connect it to surrounding neighborhoods.
Lake Avenue Bicycle Infrastructure Study	2018	Lakewood	This NOACA TLCI recommends a road diet on Lake Avenue in the City of Lakewood.
Cuyahoga County Greenways	2017	Countywide	This NOACA TLCI is a foundational, countywide vision for a connected system of bike connections for all ages and abilities.
Euclid Waterfront Plan	2016	Euclid	The City of Euclid's waterfront planning has resulted in a new trail along the coastline, setting a bold new standard for lakefront public space.
Cahoon Park Area Connectivity Study	2016	Bay Village	This NOACA-led TLCI explored multimodal and parking improvements in Bay Village's large municipal park.

Table 1.4 | Cuyahoga County Plan Inventory
*Plan in progress as of this writing

EXISTING PLANS

Lake County

Recent TLCI plans in coastal Lake County, as shown in Table 1.5, include key trail plans. A countywide coastal plan was created in 2005. Lake Erie Connect will include a holistic, transportation plan for coastal Lake County to supplement these efforts. Chagrin River is also being studied for improvements in Chagrin Connect: a concurrent, related effort to this plan (Figure 1.7).

Figure 1.7 | Chagrin Connect is exploring opportunities to enhance river access points and link them with new trails in Lake County.

Chagrin CONNECT

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.
Laketran 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 1.5 | Lake County Plan Inventory
*Plan in progress as of this writing

2

REGIONAL CONDITIONS

SUMMARY

In This Chapter

This chapter summarizes available data about the coastal areas of Lorain, Cuyahoga, and Lake counties. The information in this chapter will be used to inform the plan's analysis and is a helpful starting point for discussions with stakeholders and the public about the region's needs.

PUBLIC LAND

Overview

The waters of the Great Lakes are considered public lands, and Ohio Supreme Court has ruled that private owners do not own the land below the natural shoreline, or the line at which water usually stands.[1] This definition is more generous to private owners than those in nearby states and restricts the public from walking along the shore (unless, as the saying goes, "both your feet are wet".) So, while owning a lakefront home is certainly an enjoyable experience for many in Northeast Ohio, contiguous miles of private lakefront property limits the public's access to the coastline and changes its character. The primary focus of this study is improving access to existing public access points.

In total, 80% of the region's coastline is adjacent to private land, while the remaining 20% is publicly accessible coast (Figure 2.1). 21% of all land within two miles of the Lake Erie coast are publicly owned (Figure 2.2)

75.9
MILES OF PRIVATE COAST

80%	20%

21.4 MILES OF PUBLICLY ACCESSIBLE COAST

Figure 2.1 | Miles of Coastline by Ownership
Source: Auditor data from Cuyahoga, Lake, and Lorain Counties.

14,857
PUBLIC ACRES

21%

79%

81,670
PRIVATE ACRES
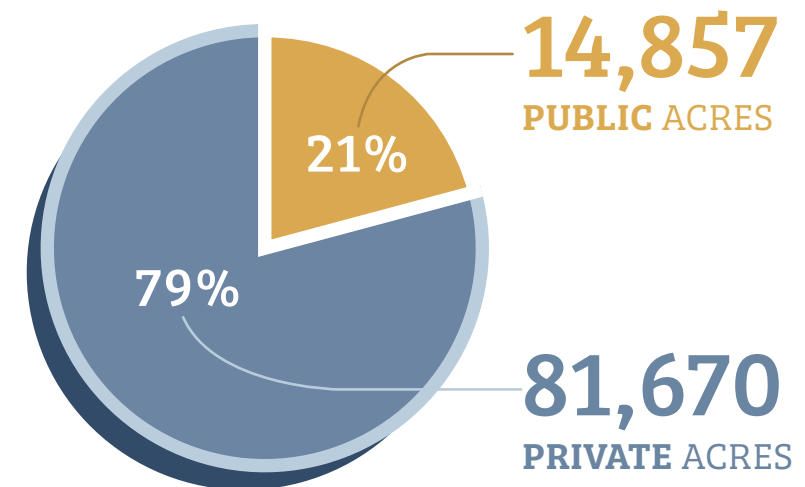
Figure 2.2 | Land Ownership within Two Miles of Lake Erie, by Acreage and Parcels
Source: Auditor data from Cuyahoga, Lake, and Lorain Counties.

1　　Supreme Court Reaffirms 1878 Decision Holding That State's Trust Over Lake Erie Extends to the 'Natural Shoreline, Ohio Supreme Court, 2012. https://www.supremecourt.ohio.gov/PIO/summaries/2011/0914/091806.asp. 10 Feb. 2022.

PUBLIC LAND

Public Access Points

There are **59** publicly-owned and accessible sites along Lake Erie as shown in Figure 2.3 and Tables 2.1-3 on the next page. These public access sites form the backbone of this study. Chapter 3 is an inventory of each site's characteristics. There are exciting plans for improvements to many of the locations, and future phases of this study will explore possible transportation connections around and within each site to support its desired future use. Though not all are parks, most sites conserve environmental resources. All 59 sites provide recreational opportunities to all people, free of charge. Not every site that the public can enjoy is included on Figure 2.3, as there are a number of private businesses like restaurants and hotels that provide services to the public but are excluded from this study. Lake Erie Connect focuses on publicly-owned sites. 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.

The sites shown in Figure 2.3 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.
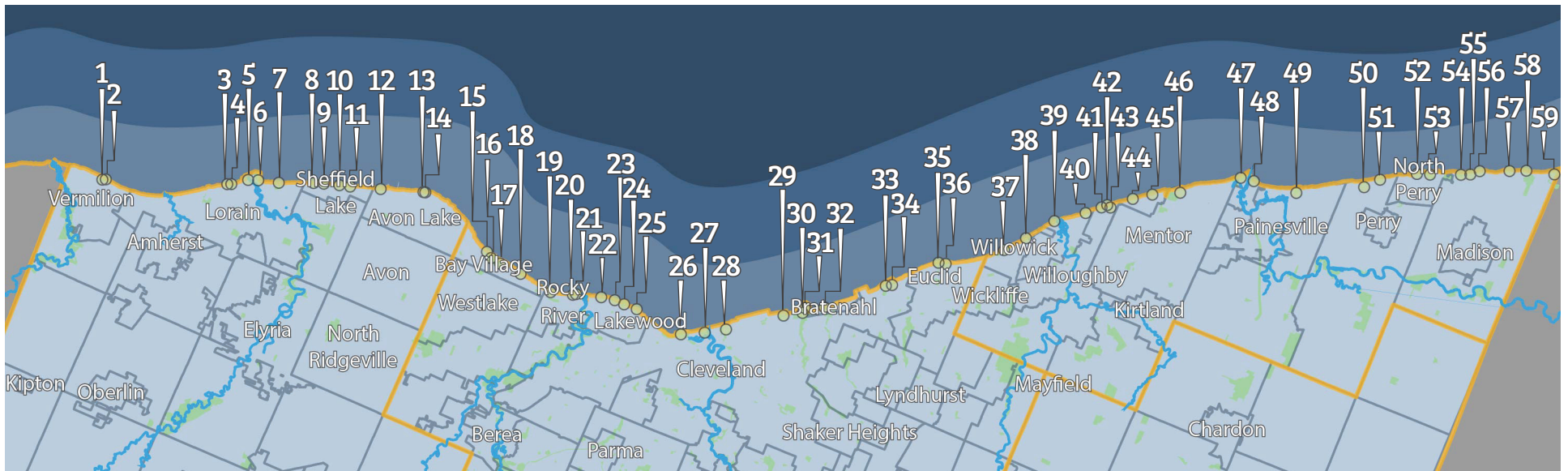
Figure 2.3 | Public Access Sites

PUBLIC LAND

Lorain County Sites (# 1 - 14)

SITE NAME	#	LOCATION
Showse Park	1	Vermilion
Brownhelm Township Lakefront Park	2	Vermilion
Waverly Place Park	3	Lorain
Lakeview Park	4	Lorain
Lorain Public Pier and Boat Ramp	5	Lorain
Lakeside Landing	6	Lorain
Century Park	7	Lorain
Lakewood Beach Park	8	Sheffield Lake
Sheffield Lake Community Park	9	Sheffield Lake
West Shore Park / Community Center	10	Sheffield Lake
Shell Cove Park	11	Sheffield Lake
Miller Road Park	12	Avon Lake
Avon Lake Cemetery	13	Avon Lake
Veterans Memorial Park	14	Avon Lake

Table 2.1 | Lorain County Public Access Sites

Lakewood Beach Park

Cuyahoga County Sites (# 15 - 36)

SITE NAME	#	LOCATION
Lakeside Cemetery	15	Bay Village
Huntington Reservation	16	Bay Village
Cahoon Memorial Park	17	Bay Village
Columbia Park	18	Bay Village
Bradstreet's Landing	19	Rocky River
Rocky River Park	20	Rocky River
Rose Point	21	Rocky River
Webb Road Scenic Access	22	Lakewood
Summit Avenue Scenic Access	23	Lakewood
Lakewood Park	24	Lakewood
Cliff Drive Scenic Access	25	Lakewood
Edgewater Park	26	Cleveland
Wendy Park	27	Cleveland
North Coast Harbor / Voinovich Park / East Ninth Street Pier	28	Cleveland
East 55th Street Marina	29	Cleveland
Gordon Park	30	Cleveland
Cleveland Lakefront Nature Preserve	31	Cleveland
Bratenahl Road Scenic Access	32	Bratenahl
Euclid Beach	33	Cleveland
Villa Angela and Wildwood Park	34	Cleveland
Euclid Park	35	Euclid
Sims Park	36	Euclid

Table 2.2 | Cuyahoga County Public Access Sites

Osborne Park

Lake County Sites (# 37 - 59)

SITE NAME	#	LOCATION
Willowick City Hall / Lakefront Lodge	37	Willowick
Quentin Road Park	38	Eastlake
Eastlake Fishing Pier	39	Eastlake
Willowbeach Park	40	Eastlake
Sunset Park	41	Willoughby
Beachview Road Scenic Access (A/B/C)	42	Willoughby
Osborne Park	43	Willoughby
Overlook Beach Park	44	Mentor-on-the-Lake
Mentor Beach Park	45	Mentor-on-the-Lake
Mentor Lagoons Nature Preserve	46	Mentor
Headlands Beach State Park / Nature Preserve	47	Painesville Township
Fairport Harbor Lakefront Park / Boat Access / Pier	48	Fairport Harbor
Painesville Township Park	49	Painesville Township
Lake Erie Bluffs	50	Perry Township
Perry Township Park	51	Perry Township
North Perry Village Park	52	North Perry
Lakeshore Reservation	53	North Perry
Bill Stanton Community Park	54	Madison Township
Tuttle Park	55	Madison Township
Green Road Access	56	Madison Township
Madison Township Park	57	Madison Township
Bennett Road Access	58	Madison Township
Arcola Creek Park	59	Madison Township

Table 2.3 | Lake County Public Access Sites

LAND USE

Overview

There are over 96,500 acres of land within two miles of the Lake Erie shoreline in the NOACA region. Land use varies throughout this two mile band, and interesting trends begin to emerge when zooming out, as seen in Figure 2.4:

- Residential land dominates the makeup of each of the three lakefront counties, followed by publicly owned land and commercial land. Several large industrial sites in each county break-up public lakefront access and contribute to 11% of acreage within two miles of the shore.
- Lorain County has the largest proportion of land dedicated to industrial use, creating unique challenges to lakefront access due to lakeside railroads and industrial sites.
- Cuyahoga County has the second most acreage and the most lakeside commercial use of the three lakefront counties.
- Lake County has the most acreage of the three counties within two miles of the lakefront, and accounts for half of the public land.

LAND USE	LORAIN	CUYAHOGA	LAKE	TOTAL ACREAGE
Residential	45%	47%	43%	43,326
Public	12%	12%	16%	13,211
Public Utilities	2%	3%	1%	1,646
Exempt or Abatement	2%	7%	3%	3,864
Commercial	14%	17%	14%	14,380
Agricultural	11%	0%	12%	7,690
Industrial	12%	11%	10%	10,325
Unclassified	1%	4%	1%	2,085
TOTAL ACREAGE	27,277	31,010	38,240	96,527

Table 2.4 | Profile of land use classifications within two miles of the lakefront
Source: Auditor data from Cuyahoga, Lake, and Lorain Counties
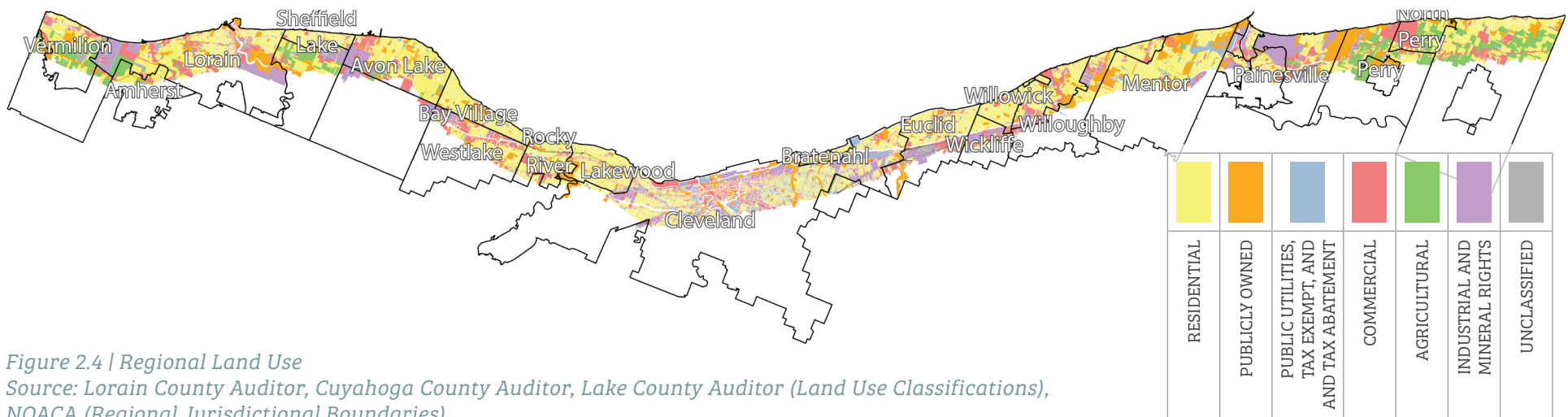
Figure 2.4 | Regional Land Use
Source: Lorain County Auditor, Cuyahoga County Auditor, Lake County Auditor (Land Use Classifications), NOACA (Regional Jurisdictional Boundaries)

ENVIRONMENTAL CONDITIONS

Lorain County

The region's coastal landscape has been shaped by changing land uses over time. Heavy industrial uses near the waterfront have led to brownfields, or contaminated land, that persist today in some places. Figure 2.5 shows environmental conditions in Lorain County in three panels. There are significant areas of forest, wetland, and floodplains near the coast, and 17 brownfield sites, primarily near the City of Lorain.

Legend:
- Public Access Site
- Tree Canopy
- Wetlands
- Floodway
- 100-Year-Floodplain
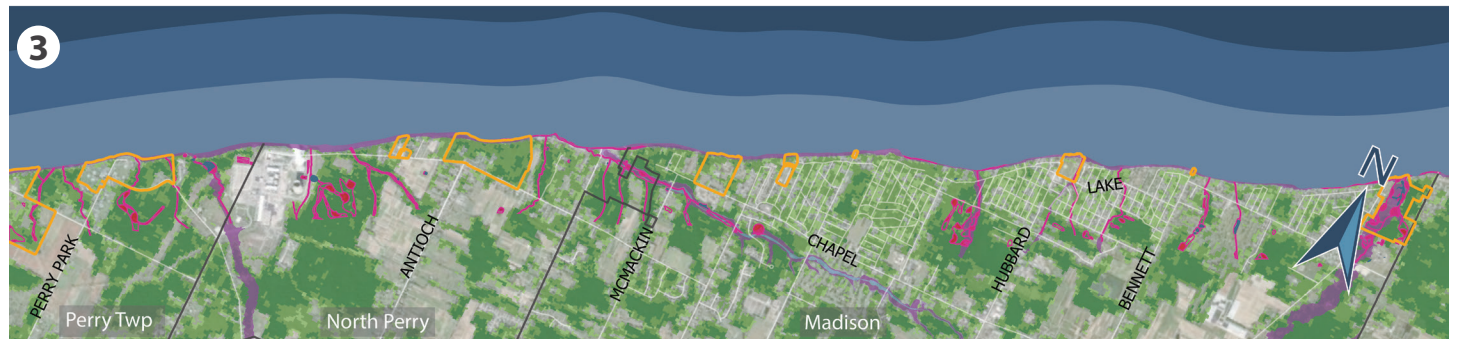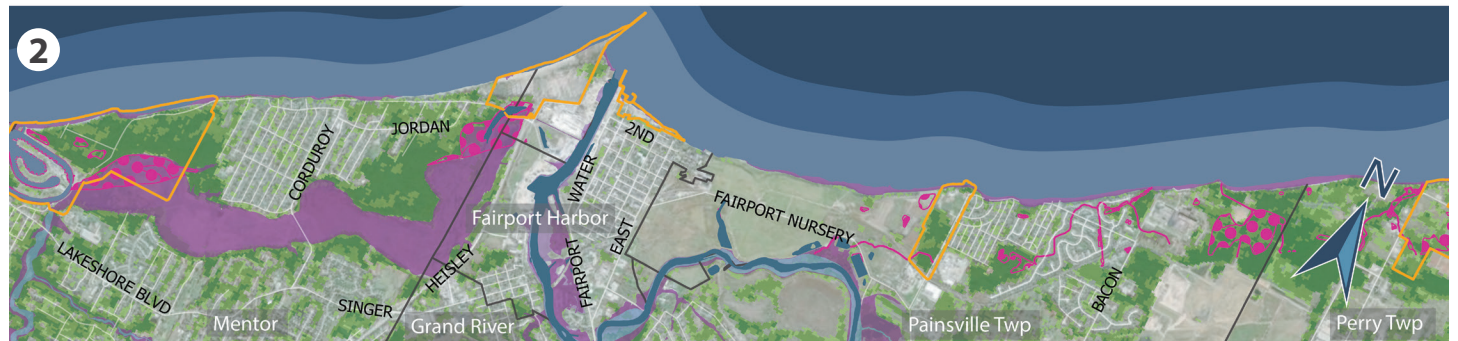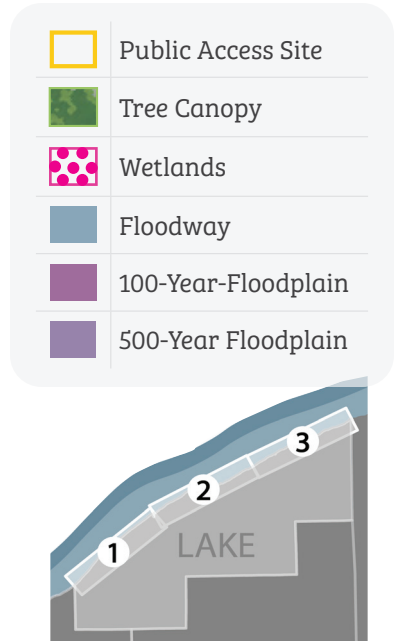- 500-Year Floodplain
- Brownfield
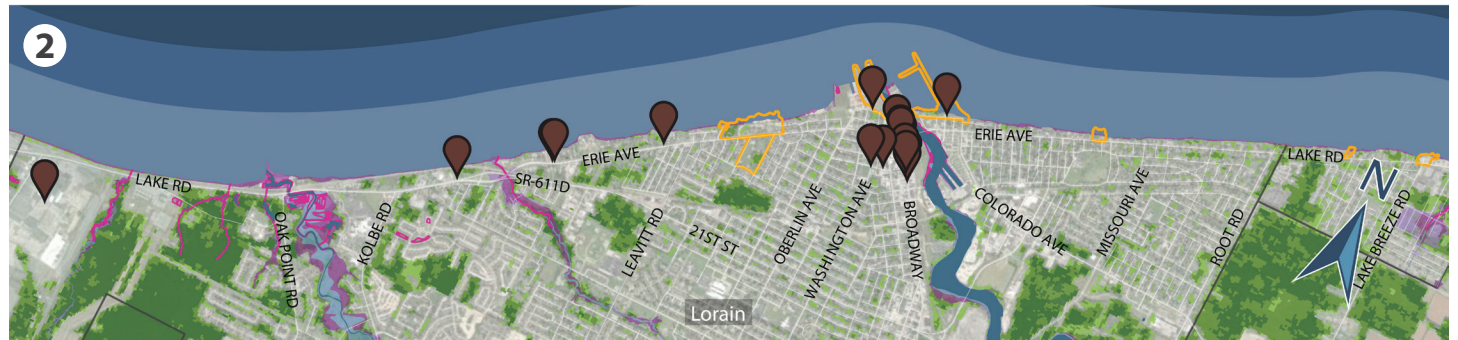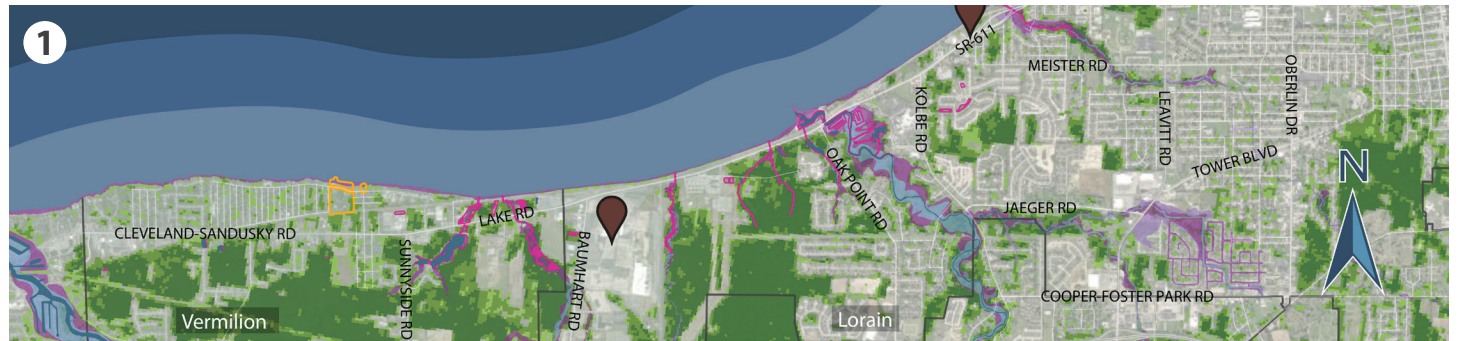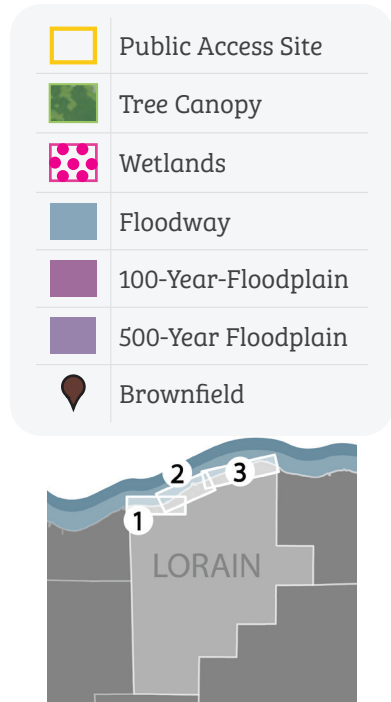
Figure 2.5 | Lorain County Environmental Conditions
Sources: USA National Land Cover Database (Tree Canopy), US Fish and Wildlife Service National Wetland Inventory (Wetlands), Federal Emergency Management Agency (Floodzones), US Geological Survey National Hydrology Dataset (Rivers and Streams), EPA Environmental Registry (Brownfields), NOACA (Road Network), ESRI (Satellite)

ENVIRONMENTAL CONDITIONS

Cuyahoga County

Figure 2.6 shows environmental conditions in Cuyahoga County. The County has several large patches of forested land, especially in the cities of Bay Village and Rocky River and on the eastern side of the City of Cleveland near the Cleveland Lakefront Nature Preserve. Wetlands and floodplains are present across the County, even in some areas with dense development. There are also 24 brownfield sites near the Lake, primarily in and east of the City of Cleveland.

Legend:
- Public Access Site
- Tree Canopy
- Wetlands
- Floodway
- 100-Year-Floodplain
- 500-Year Floodplain
- Brownfield
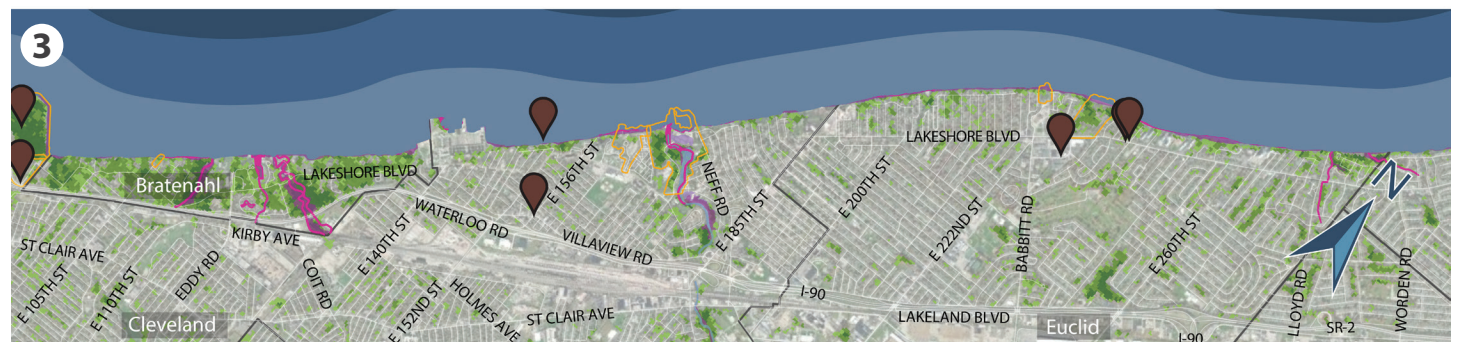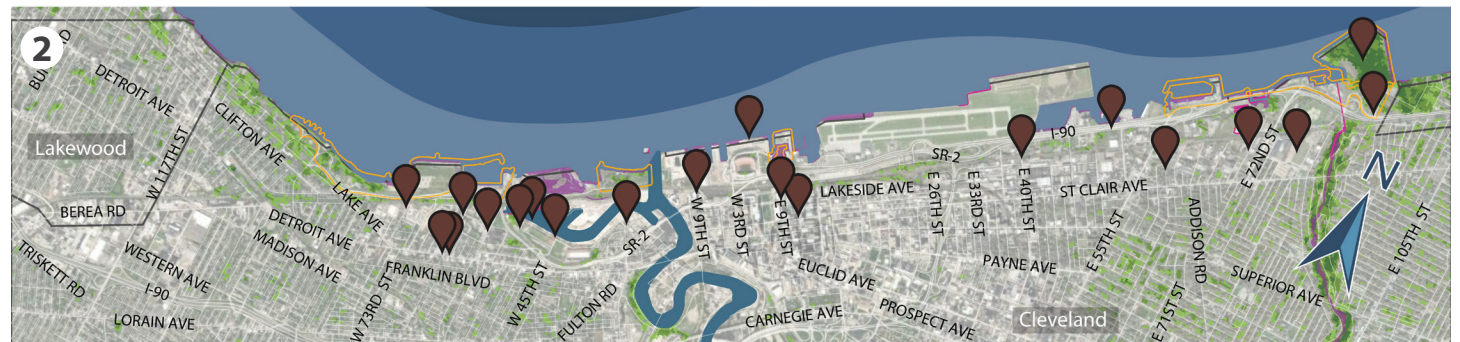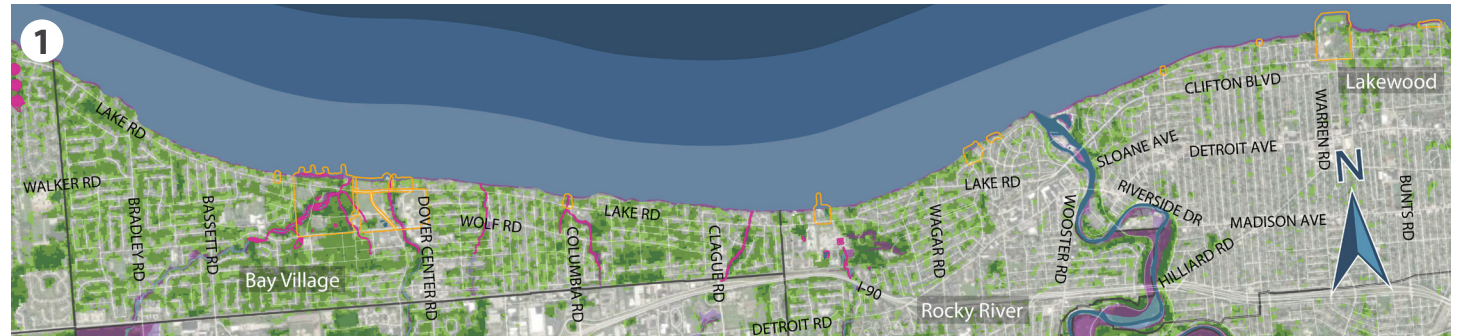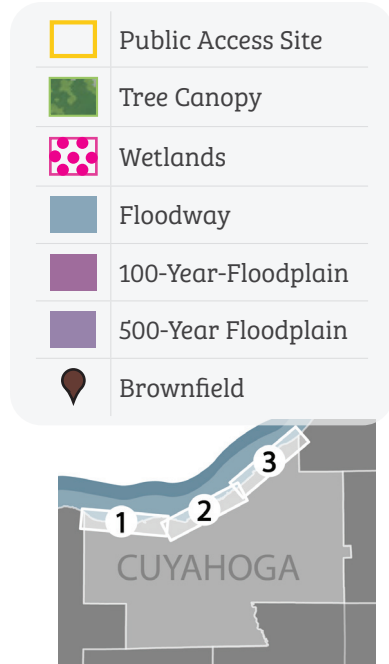
Figure 2.6 | Cuyahoga County Environmental Conditions
Sources: USA National Land Cover Database (Tree Canopy), US Fish and Wildlife Service National Wetland Inventory (Wetlands), Federal Emergency Management Agency (Floodzones), US Geological Survey National Hydrology Dataset (Rivers and Streams), EPA Environmental Registry (Brownfields), NOACA (Road Network), ESRI (Satellite)

ENVIRONMENTAL CONDITIONS

Lake County

Lake County's environmental conditions are shown in Figure 2.7. The County has large forested areas in the Mentor Lagoons Nature Preserve and Marina, the Mentor Marsh, and the County's less developed eastern townships. Many of these areas are preserved and are publicly accessible. There are 535 acres of mostly forested/shrub scrub wetlands; with the largest cluster in Mentor Marsh. There are no coastal brownfields within the county.

Legend:
- Public Access Site
- Tree Canopy
- Wetlands
- Floodway
- 100-Year-Floodplain
- 500-Year Floodplain

Figure 2.7 | 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

Roadway Access Corridors

The corridors identified in Figure 2.9 will be used in this plan's analysis to represent the major vehicular network used to access the coast. Access corridors were categorized into roads running north-to-south ("North-South") and east-to-west. 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 (Figure 2.8). NOACA is part of a coalition of transportation, tourism, and economic development organizations that support the Byway and maintain its designation.

Figure 2.8 | The Lake Erie Coastal Ohio Trail is a designated with signs east and west across the lakefront.
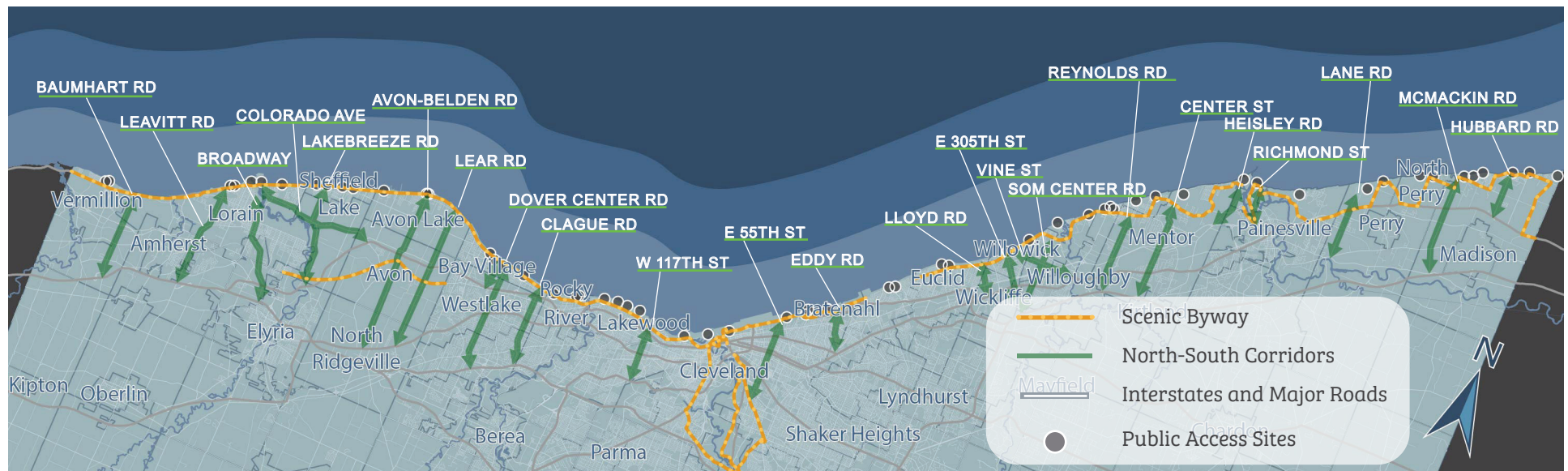
Figure 2.9 | Major Access Corridors near the Lakefront
Sources: NOACA (Road Network), ODOT TIMS (Scenic Byway)

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, 9,364 crashes involving bicyclists and pedestrians were reported in Lorain, Cuyahoga, and Lake counties.

Figure 2.10 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 is 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.

The Safety Priority Intersections and Corridors in Figure 2.10 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, like the prevalence of higher quantities of bicycle and pedestrian crashes in urbanized areas; the clustering of crashes near the coastal areas especially in the cities of Lorain, Lakewood, Cleveland, Euclid, Willowick, and Mentor; and the 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.
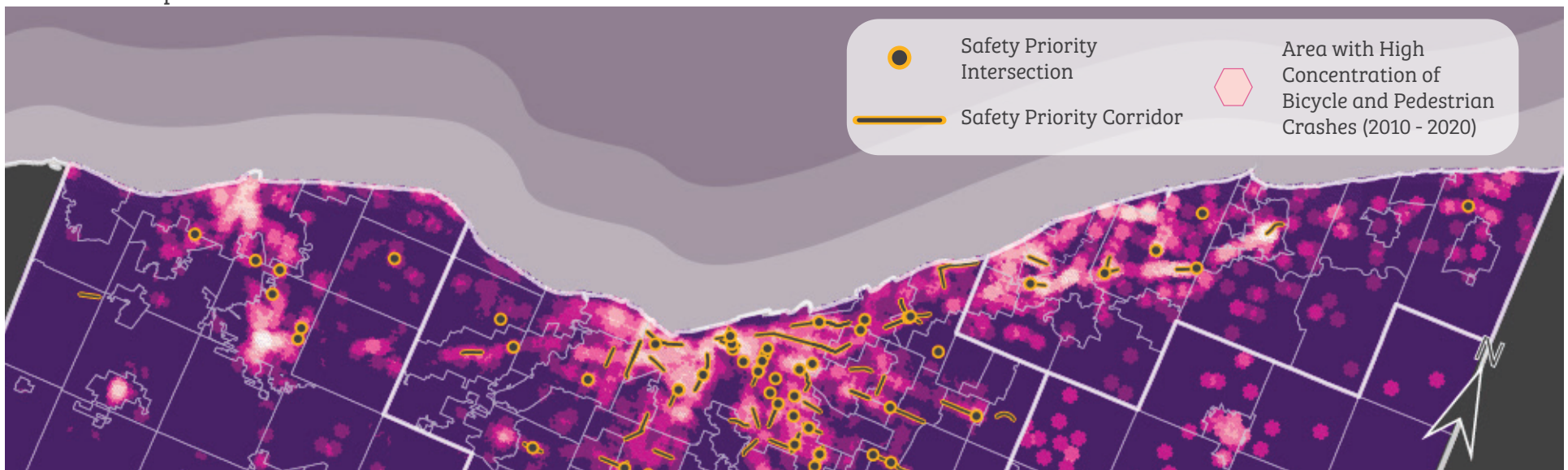
Figure 2.10 | Safety Priorities and Hotspots
Sources: NOACA (Safety Priority Lists 2015 to 2019, ODOT GCATS (Crashes 2010 to 2020)

TRANSPORTATION

Transit Network

Three transit operators provide service in coastal areas of the NOACA region: Lorain County Public Transit, Laketran, and the Greater Cleveland Regional Transit Agency (GCRTA). Each operator provides fixed route and on-demand service. Figure 2.12 shows the fixed route lines in the study area. GCRTA also operates rapid transit lines, and operated the Waterfront Line near the coast until the route was suspended indefinitely in 2021 after further inspection of the Waterfront Line Bridge. Rehabilitation of the Bridge is expected to take two years. Chapter 3 provides a detailed assessment of where transit lines are close to public access sites. Figure 2.12 shows transit coverage, but is not a detailed assessment of bus frequency, ridership, or the condition of transit waiting environments. This type of detailed analysis will be included as the plan progresses. Still, it is helpful to note areas lacking transit access and transit-rich communities in the region.

Figure 2.11 | Laketran's updated bus stops and buses include bike racks, which help people access transportation more conveniently using multiple modes.
Photo source: Laketran
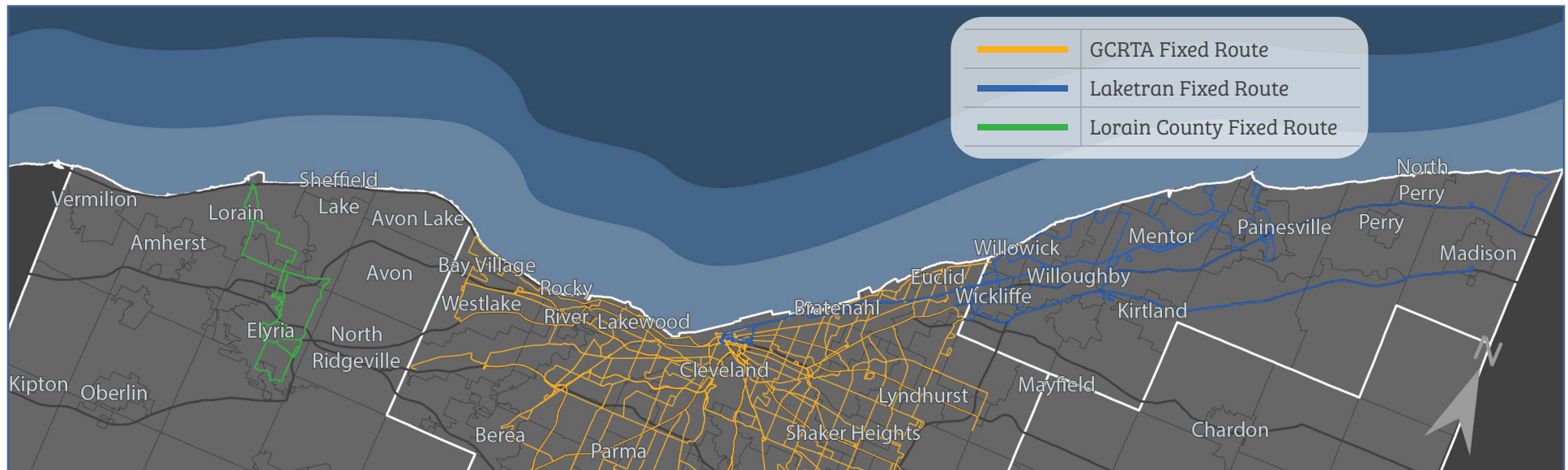
Figure 2.12 | Fixed Route Transit
Sources: NOACA (Transit Network, Road Network), Laketran

TRANSPORTATION

Biking and Walking

The region has varying kinds of bike facilities that are more or less friendly to bicyclists, example images of each type of bike facility can be seen in Figure 2.13. The region's growing network of bike infrastructure includes bike lanes and trails as shown in Figure 2.14 on page 23. Several long corridors have bike lanes, and although many of the region's trails do not connect to each other, there are several large trail systems in the region. 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. By contrast, Figure 2.15 on page 23 shows high stress roads where bike infrastructure is lacking. These roads are generally unsuitable for biking. Figure 2.15 also shows NOACA's Safety Priorities and known physical barriers to lakefront access like blockades, power plants, and utility infrastructure.

This information is a starting point for discussions on bike and pedestrian connectivity, but does not yet reflect public and stakeholder engagement The project team will gather more information on the perception of safety; problematic transportation issues; and pedestrian infrastructure like crosswalks and sidewalks as the plan progresses.

BIKE LANE	TRAIL	LOW STRESS ROAD	HIGH STRESS ROAD

Photo Source: City of Cleveland · Photo Source: Cleveland Metroparks · Photo Source: Google Maps · Photo Source: Google Maps

Figure 2.13 | Examples of Bike Infrastructure

TRANSPORTATION
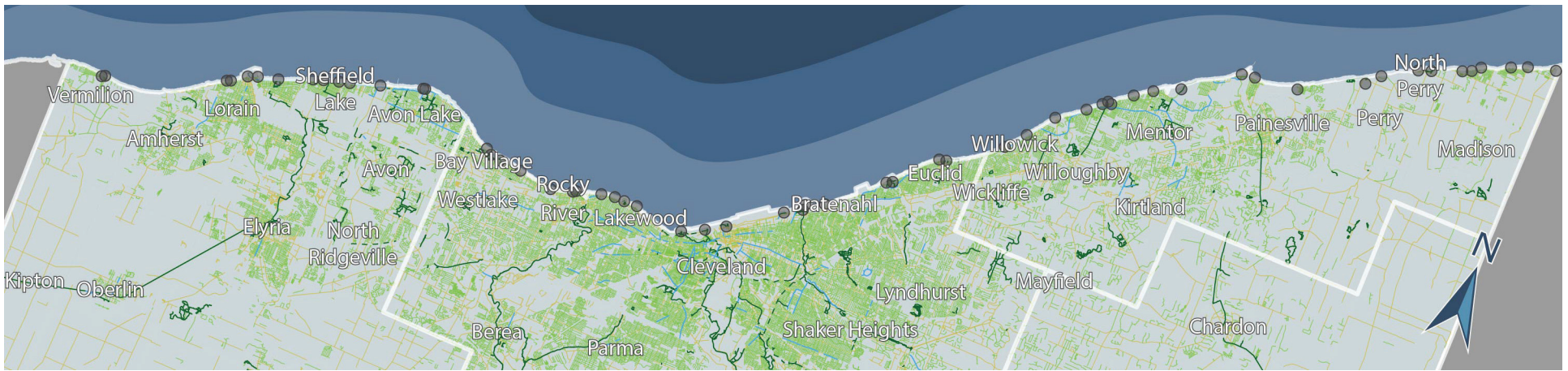
Figure 2.14 | Existing Bike Network
Sources: NOACA (Level of Traffic Stress, Regional Bike Network 2020)
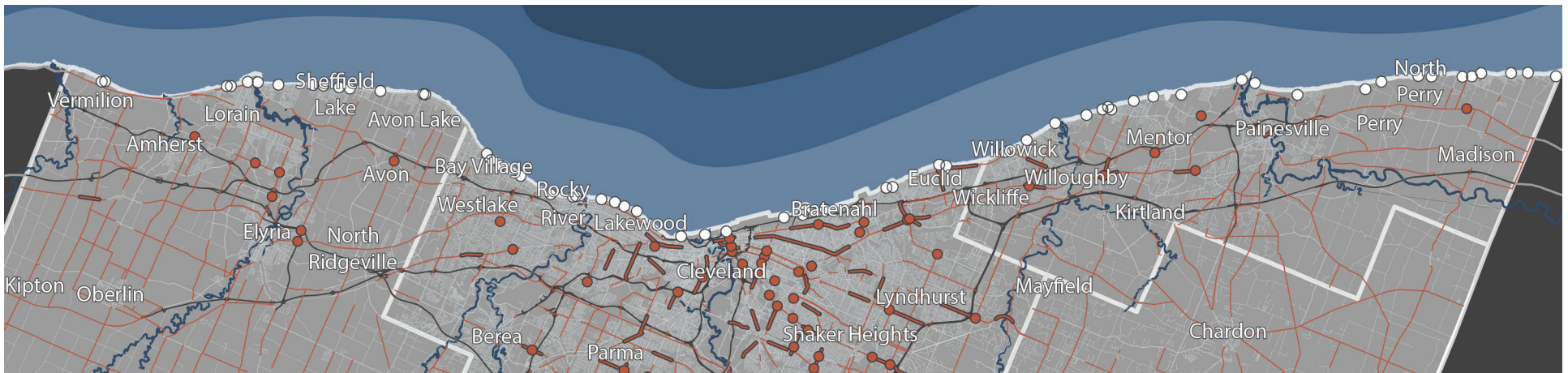
Figure 2.15 | Obstacles to Biking and Walking
Sources: NOACA (Level of Traffic Stress, Regional Bike Network 2020, Safety Priority Lists 2015 to 2019)

Legend:

- ◯ ⬤ Public Access Site
- ⬤ Safety Priority Intersection
- —— Bike Lane
- ▬▬ Safety Priority Corridor
- —— All Purpose Trail
- —— High Stress Road
- —— Low Stress Road
- —— Highway
- —— Moderate Stress Road
- ▬ Physical Barrier to Lakefront Access

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. ODNR's designations of the Lake Erie and the Cuyahoga River water trails promote the waterfront as a continuous paddling trail for kayakers and non-motorized watercraft users (Figure 2.16). Water trails require frequent rest areas, well-marked parking and put-in spots, and accurate, frequent gauge readings to help paddlers make safe choices on the water. Kayaking is also popular on the Black River in Lorain County. In addition to the two designated water trails in Northeast Ohio, Figure 2.17 also shows where the public can access marinas, boat ramps, and streams. The region also has many private marinas.

Figure 2.16 | The Lake Erie Water Trail near the US Coast Guard Station Cleveland Harbor and Wendy Park. Photo Source: Cleveland Metroparks
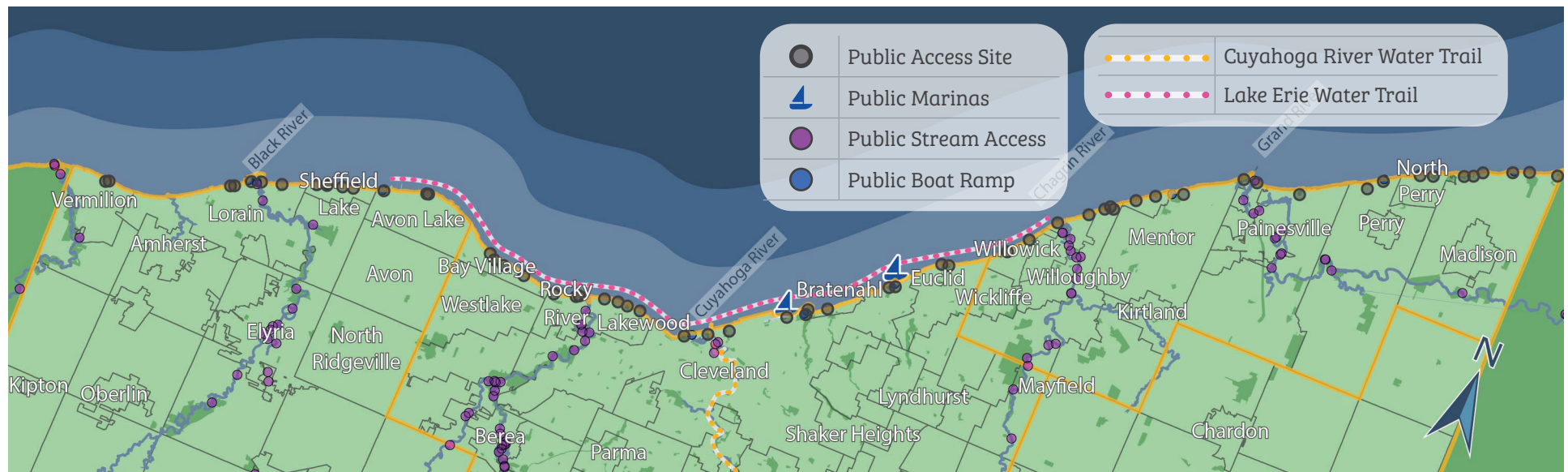
Figure 2.17 | Waterway Access Network
Sources: ODNR (Marinas, Stream Access, Boat Ramps, Water Trails)

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 2.18 shows that the regions' population is clustered near the lakefront, especially in the cities of Lorain, Avon Lake, Lakewood, Euclid, Willowick, and Mentor. Along with public engagement, data like population density and the boundaries of Environmental Justice Areas, shown in Figure 2.19, will be crucial to the development of the Equitable Access Plan.

Methodology

Figure 2.18 is a sample from 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 that is typically bound by major roads with homogeneous land use. The NOACA travel demand model consists of nearly 6,000 TAZs spanning across seven counties. Travel demand models that estimate current and future road volumes rely on socioeconomic data at the TAZ level.

The 2020 United States Decennial Census results are now available at the TAZ level through this project. Information like population density, race, income, and other household statistics will be used for NOACA's continued updates of the travel demand model and for the development of the Equitable Access Plan.
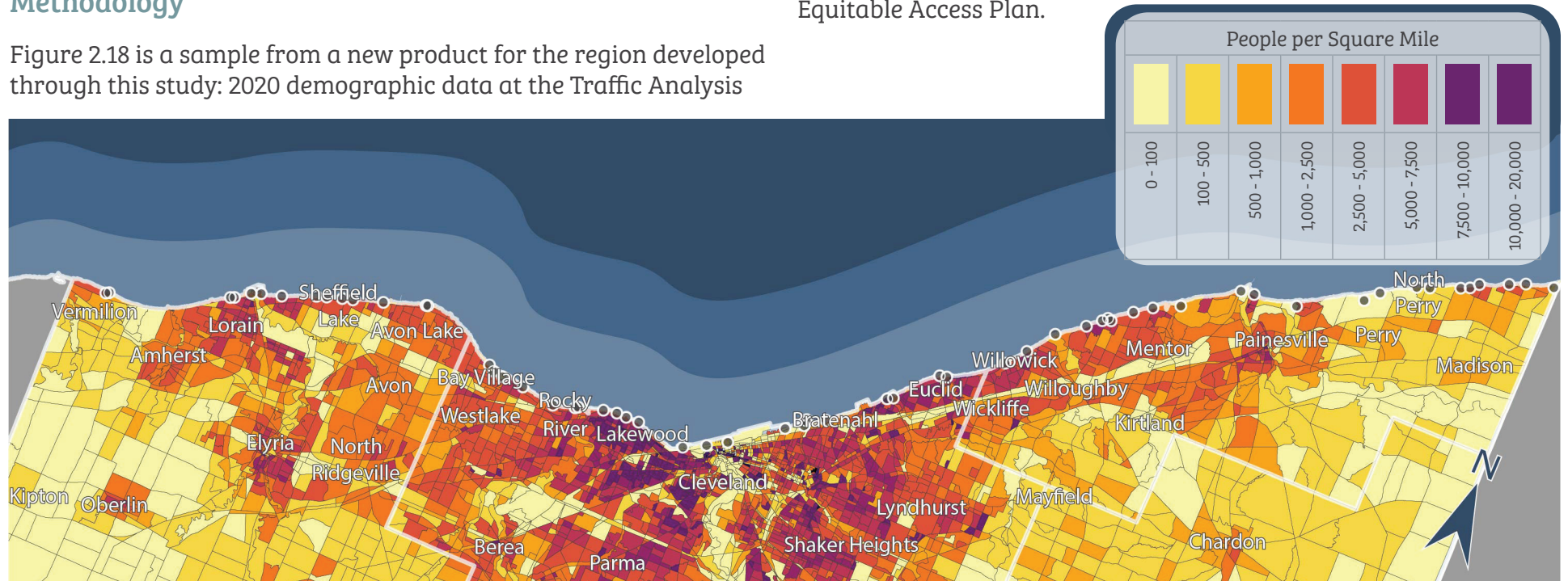
Figure 2.18 | Population Density by Transportation Analysis Zone
Sources: NOACA (TAZ, Environmental Justice Areas), US Census Bureau 2020 (Population)

ENVIRONMENTAL JUSTICE

Summary

Environmental Justice refers to the requirement for federally-funded entities to meaningfully engage people who have historically been marginalized in decision-making. It also requires that planners evaluate the negative consequences of public policies or projects on areas with disproportionately high populations of 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 2.19. NOACA identifies these areas and records demographic information in each area like poverty, age, disability, English proficiency, and race. Figure 2.19 indicates whether the area meets NOACA's Environmental Justice criteria because of poverty, race, or both.

Population density is significant because the Environmental Justice Areas align with the most densely populated TAZs in many places. There are a number of Environmental Justice Areas near the coastline, like the cities of Vermilion, Lorain, Lakewood, Cleveland, Euclid, and Willowick. These and other Environmental Justice Areas will receive special consideration and intentional community engagement as this study progresses.
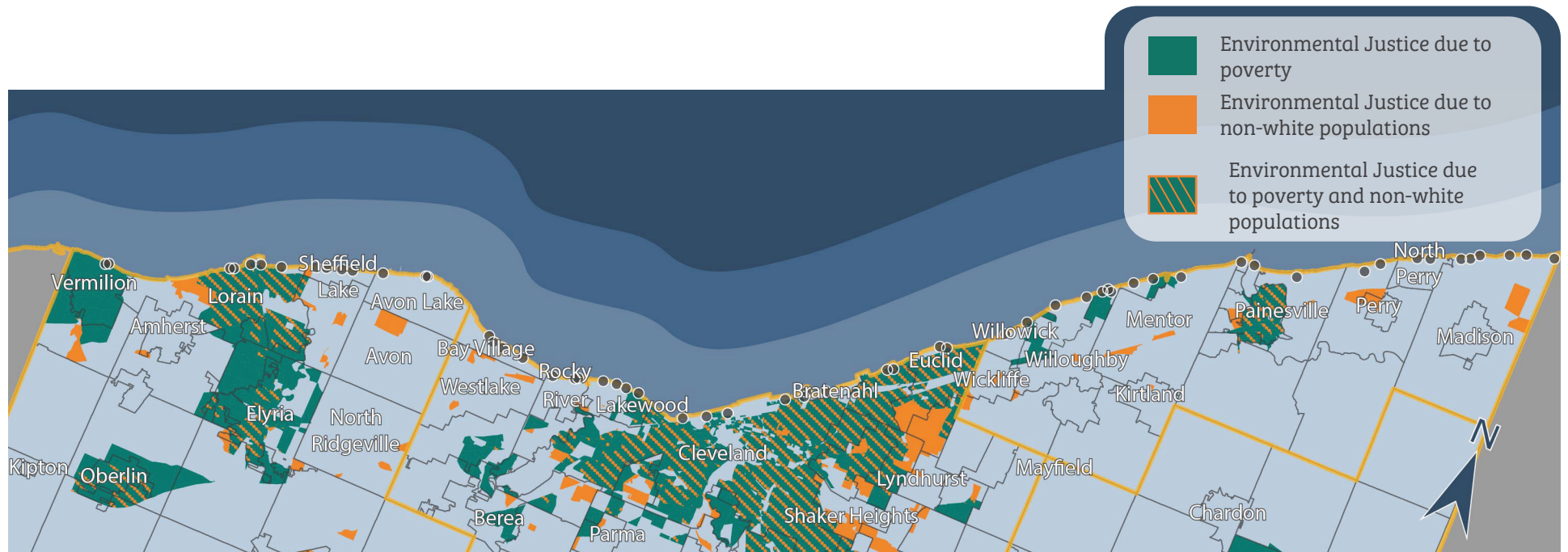
Figure 2.19 | Environmental Justice Areas
Sources: NOACA (TAZ, Environmental Justice Areas)
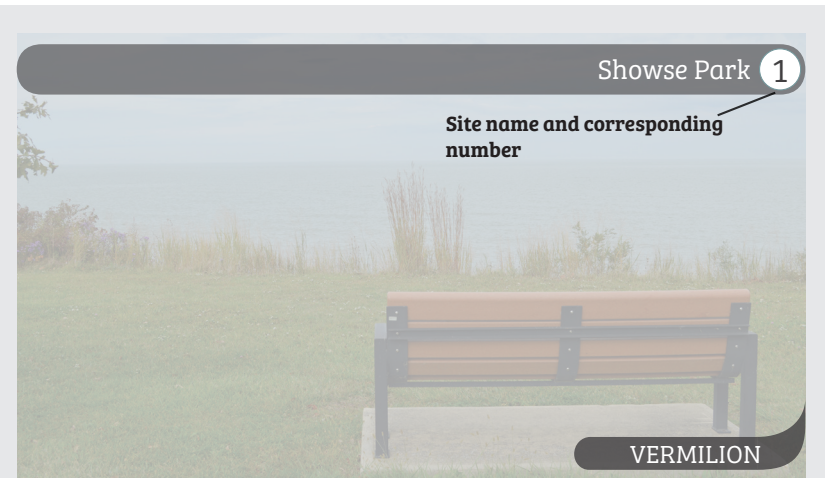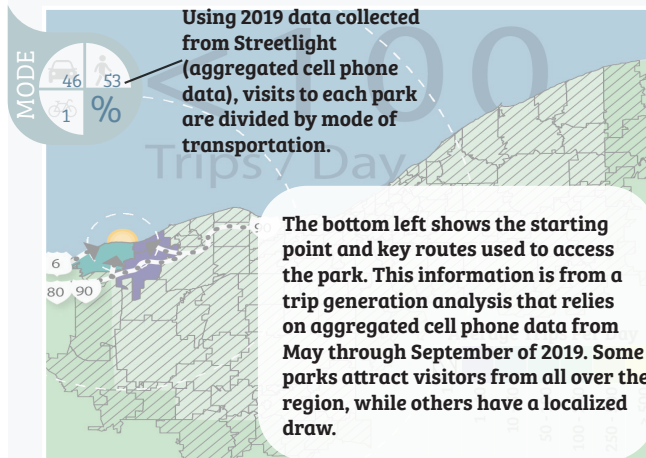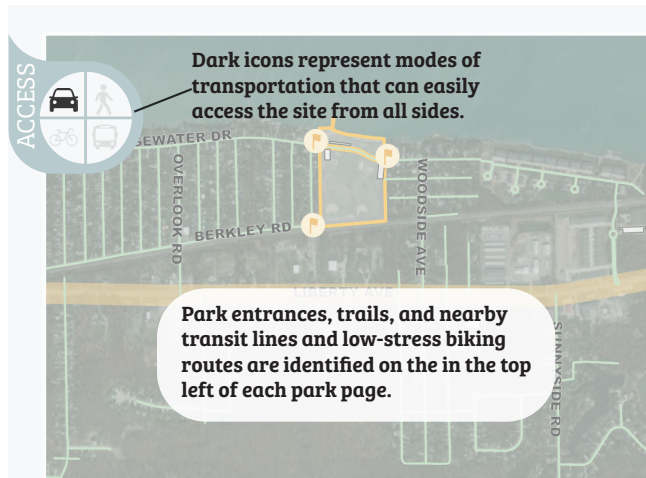
3

PUBLIC ACCESS

HOW TO READ

There are 59 places where the public can access Lake Erie in the NOACA region 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.
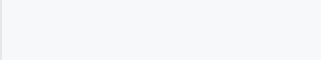
Dark icons represent modes of transportation that can easily access the site from all sides.

Park entrances, trails, and nearby transit lines and low-stress biking routes are identified on the in the top left of each park page.

Site Boundary — Low Stress Road
Park Entry — Scenic Byway
Parking Lot

Using 2019 data collected from Streetlight (aggregated cell phone data), visits to each park are divided by mode of transportation.

The bottom left shows the starting point and key routes used to access the park. This information is from a trip generation analysis that relies on aggregated cell phone data from May through September of 2019. Some parks attract visitors from all over the region, while others have a localized draw.

Showse Park 1

Site name and corresponding number

VERMILION

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

- 🐾 Pet Friendly
- 🚿 Bath House
- Playground
- 🦫 Wildlife
- Restrooms
- 🏊 Swimming
- Sports Facility
- 🐟 Fishing
- 💧 Drinking Water
- ⛱ Picnic Area
- 🦉 Birding
- ⚓ Marina

STANDARD

ADDITIONAL
Pier

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

LORAIN COUNTY'S LAKEFRONT SITES

Lorain County has 14 public access points to Lake Erie. Table 3.1 shows summary statistics about each site and matches the numbering on Figure 3.2 on page 30. The largest and most popular lakefront site in the County is Lakeview Park in the City of Lorain. Other sites featured in this chapter attract more than 100 trips per day. These include Showse Park, Lorain Public Pier and Boat Ramp, Lakeside Landing, Sheffield Lake Community Park, and Miller Road Park. This is not to say that smaller parks or those that attract fewer visitors are not vital community assets. In Lorain County, smaller parks include Brownhelm Township Lakefront Park, Waverly Place Park, and the historic Avon Lake Cemetery (Figure 3.1).

Fig 3.1 | Veterans Memorial Park in the City of Avon Lake features a path leading to beautiful views of Lake Erie.

NAME	#	MUNICIPALITY	OPERATOR	AREA*	COASTLINE**	DAILY VISITORS	PARKING
Showse Park	1	City of Vermilion	City	17.98	0.15	less than 100	YES
Brownhelm Township Lakefront Park	2	City of Vermilion	Township	0.45	0.02	less than 100	NO
Waverly Place Park	3	City of Lorain	City	0.57	0.04	less than 100	NO
Lakeview Park	4	City of Lorain	Metroparks	49.29	0.36	1,500	YES
Lorain Public Pier and Boat Ramp	5	City of Lorain	City	25.18	0.18	200	YES
Lakeside Landing	6	City of Lorain	Port Authority	14.92	0.38	600	YES
Century Park	7	City of Lorain	Metroparks	2.76	0.09	less than 100	NO
Lakewood Beach Park	8	City of Sheffield Lake	City	0.70	0.05	less than 100	YES
Sheffield Lake Community Park	9	City of Sheffield Lake	City	2.81	0.13	200	YES
West Shore Park / Community Center	10	City of Sheffield Lake	City	2.78	0.06	less than 100	YES
Shell Cove Park	11	City of Sheffield Lake	City	1.47	0.06	less than 100	YES
Miller Road Park	12	City of Avon Lake	City	17.70	0.27	400	YES
Avon Lake Cemetery	13	City of Avon Lake	City	0.97	0.02	less than 100	YES
Veterans Memorial Park	14	City of Avon Lake	City	5.79	0.15	700	YES

Table 3.1 | Lorain County Lakefront Sites
*Area in Acres, **Coastline in Miles

LORAIN COUNTY'S LAKEFRONT SITES

The locations of Lake County's 14 public access sites are shown in Figure 3.2. The numbering of the sites match the 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 a visual scan shows that there is a significant gap between the sites in Vermilion (1, 2) and Lorain (beginning with site 3).
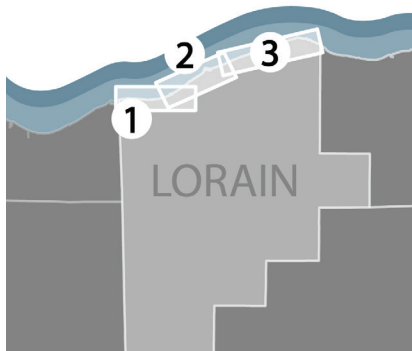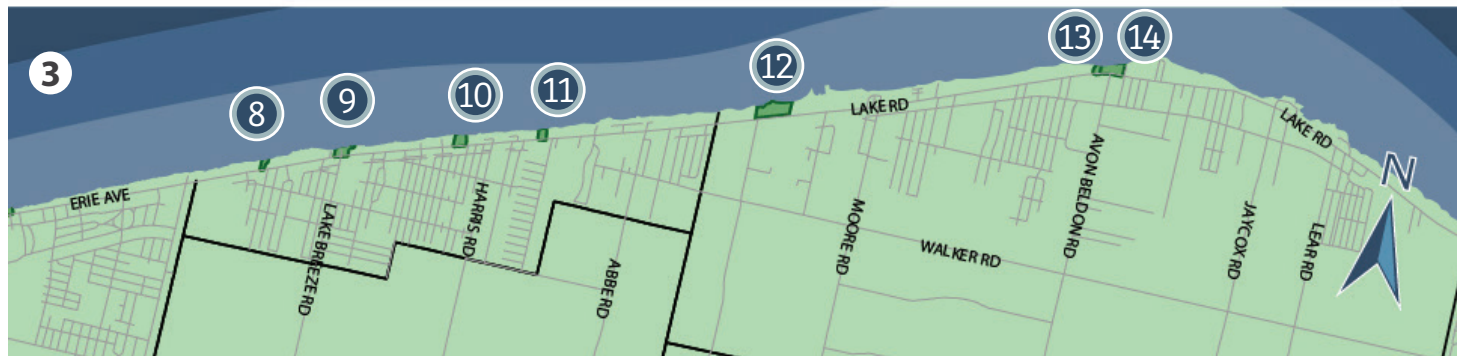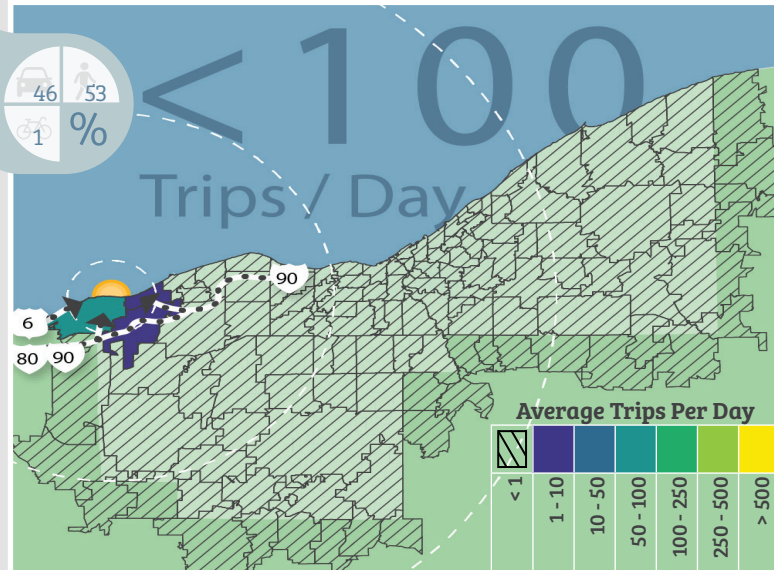

Figure 3.2 | Lorain County Lakefront Sites

ACCESS

Site Boundary
Park Entry
Parking Lot
Low Stress Road
Scenic Byway

MODE

46 53
1 %

<100
Trips / Day

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Showse Park 1

VERMILION

Showse Park is owned by the City of Vermilion and has a number of amenities including restrooms, a picnic areas, and playgrounds. The park has three entrances and connects to several calm, low-stress roads, but there are no dedicated bike facilities and the nearby railroad presents a barrier. There is no transit connection to the park currently. The park attracts just over 100 trips a day and draws people mostly from nearby neighborhoods. Over half of these trips arrive by biking and walking, while 46% of visitors drive a vehicle to the park.

AMENITIES

STANDARD

ADDITIONAL
Pier

OPERATOR
city

AREA
18.0

COASTLINE
0.15

COAST TYPE
low bank

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

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

66 / 31
3
%

1,500
Trips / Day

90
6
80 90
80
57
58
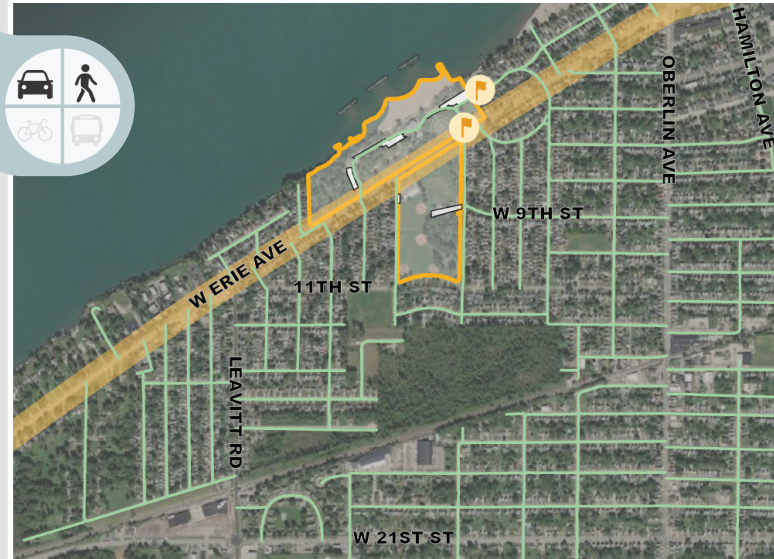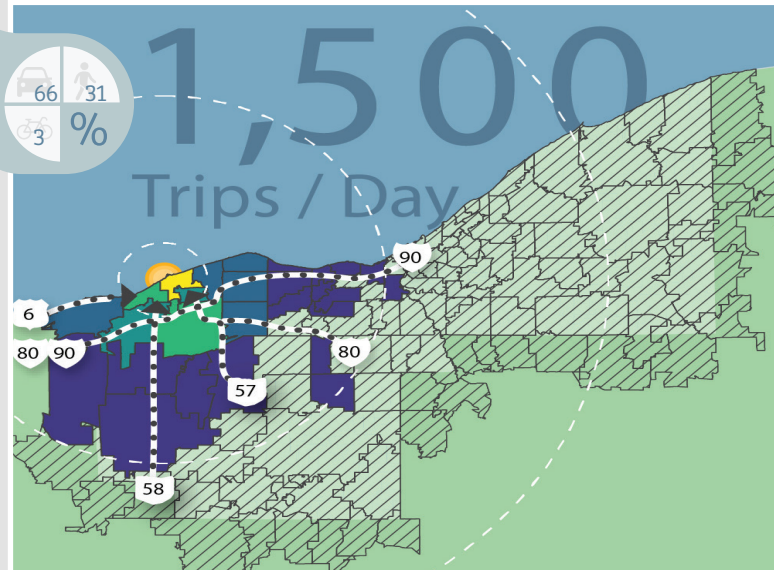
Lakeview Park 4

Photo by Lorain County Metroparks

LORAIN

Lakeview Park is a large park operated by Lorain County Metroparks in the City of Lorain. The park offers a variety of amenities, including the popular Historical Rose Garden and the Sunset Terrace event space. The park has two entrances on Erie Avenue and is easily accessed by car, although there are crosswalks nearby on Erie Avenue. The park attracts 1,500 trips per day from the area, reaching into southern Lorain County and western Cuyahoga County. Still, around one-third (31%) of visitors arrive on foot, likely relying on the crosswalks on Erie Avenue to arrive.

AMENITIES

STANDARD

ADDITIONAL
Food Stand, Lighthouse, Observation Deck, Historical Marker, Boardwalk

OPERATOR	AREA
met.	49.3

COASTLINE	COAST TYPE
0.36	beach

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Boating
- Parking Lot
- Trail
- Active Trail
- Bike Lane
- Active Bike Lane
- Low Stress Road
- Scenic Byway
- Bus Route

E ERIE AVE
W ERIE AVE
HAMILTON AVE
OBERLINE AVE
WASHINGTON AVE
BROADWAY AVE

60 / 38
2 %

200
Trips / Day

90
6
80 90
58
57
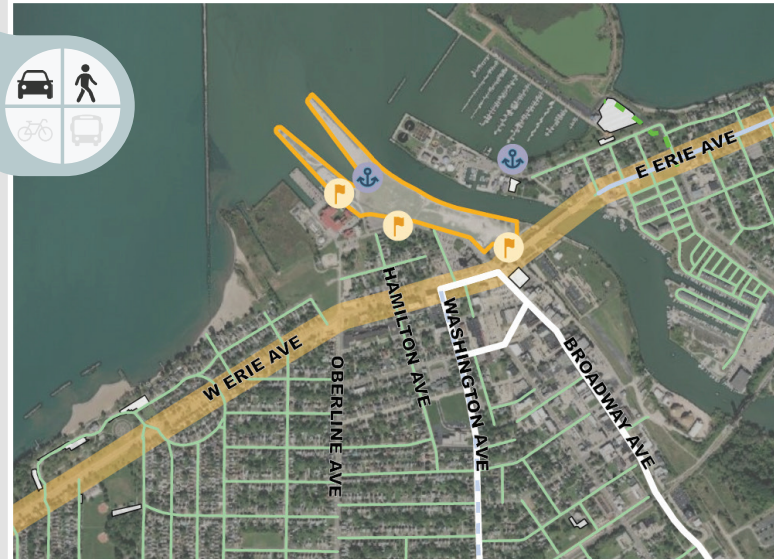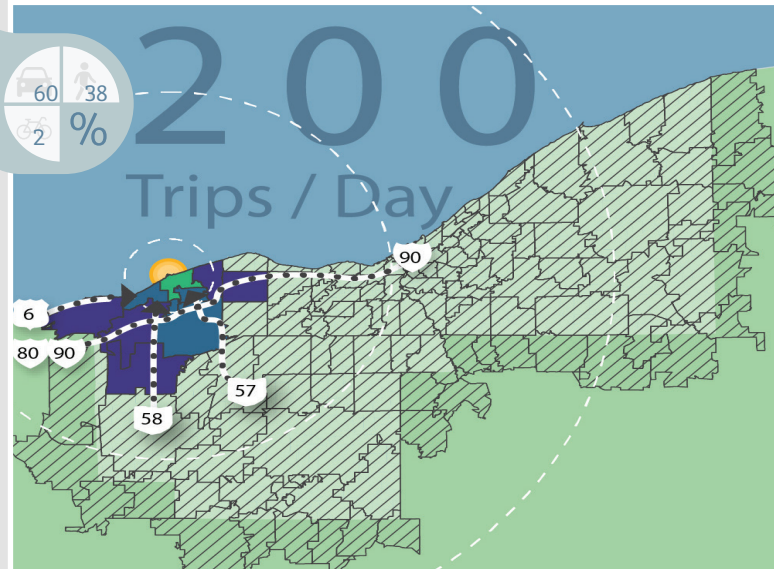
Lorain Public Pier and Boat Ramp (5)

LORAIN

The Lorain Public Pier and Boat Ramp is also called "Hot Waters" and is on the west side of the Black River. This is a popular place for birding, fishing, and boating, also has access to a pier, lighthouse, and boardwalk. The park has multiple entrances and is primarily accessible by vehicle, although it does connect to several low-stress streets and crosswalks. This site attracts around 200 trips per day from northern Lorain County, with around 60% of trips currently arriving by car.

STANDARD

ADDITIONAL
Vending Machines, Pier, Lighthouse, Boardwalk

OPERATOR	AREA
city	25.2

COASTLINE	COAST TYPE
0.18	harbor

KEY CHALLENGES & OPPORTUNITIES

blank   TBD- Will be completed after public survey
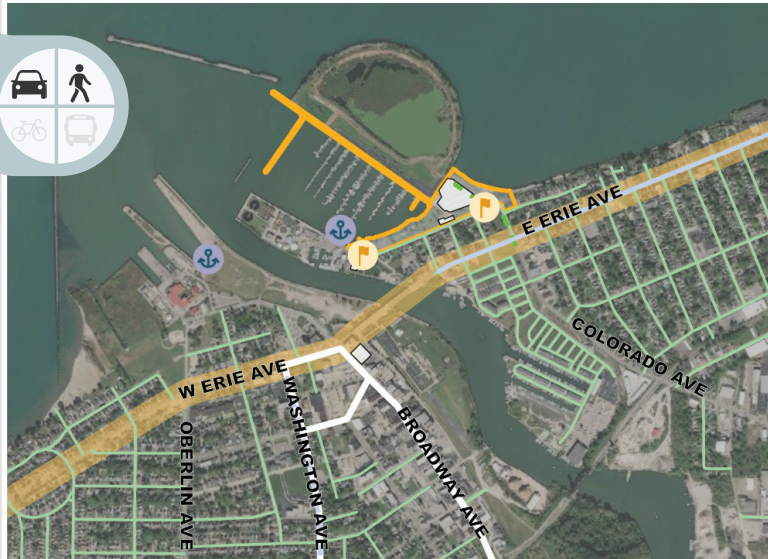
Legend

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

71 / 28 / 1 %

1,600
Trips / Day

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500
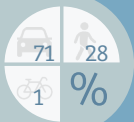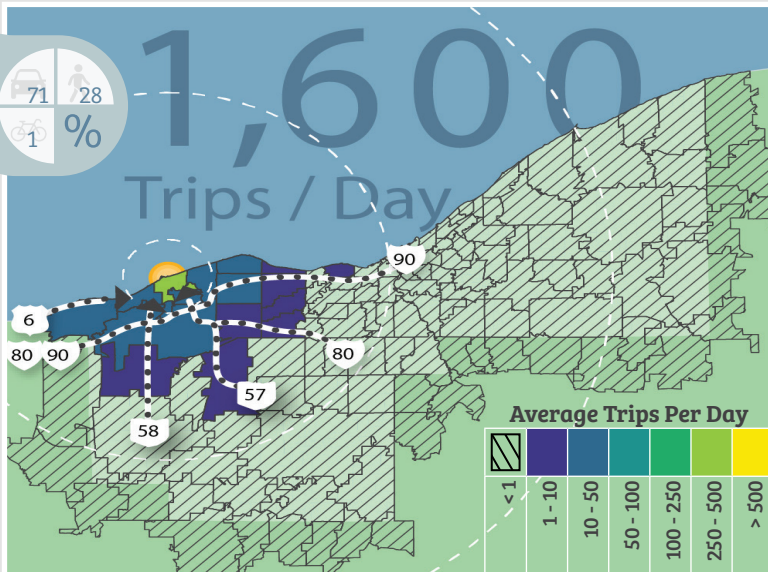
Lakeside Landing 6

LORAIN

Lakeside Landing is on the east side of the Black River and has an observational deck ideal for picnicking, fishing, and bird watching. Lakeside Landing is just across the river from the City's fishing pier, and requires first crossing the Erie Avenue bridge to get from one site to the other. The park has two entrances that are both near sidewalks and trails. A majority of visitors arrive to the park by car (71%). This park attracts over 1,600 trips per day primarily from northern Lorain County and western Cuyahoga County.

AMENITIES

STANDARD

ADDITIONAL
Vending Machines, Pier, Lighthouse, Observation Deck, Historical Marker, Boardwalk

OPERATOR
port

AREA
14.9

COASTLINE
0.38

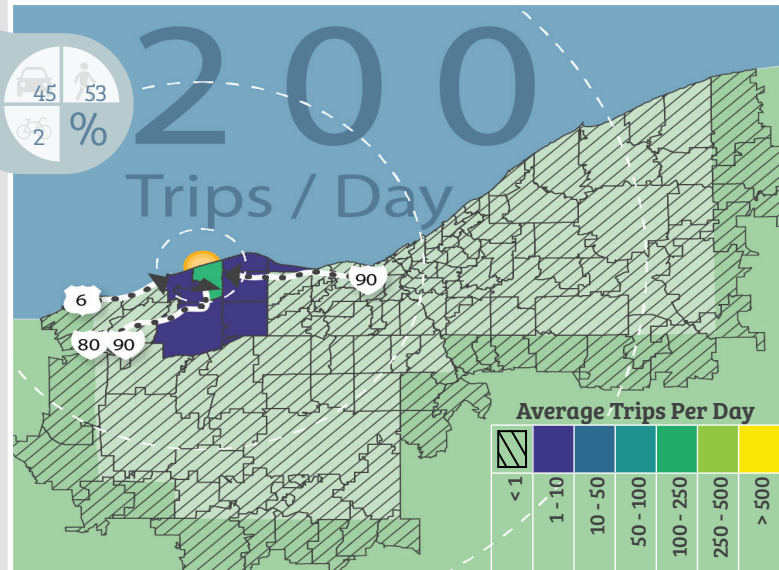**COAST TYPE**
beach

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Boating
- Parking Lot
- Trail
- Bike Lane
- Low Stress Road
- Scenic Byway

45 / 53 / 2 %

200
Trips / Day

Average Trips Per Day
< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500
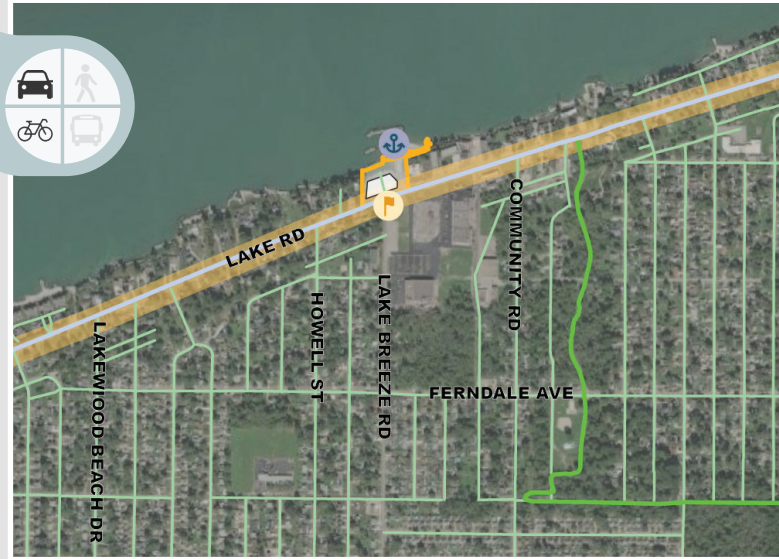
Sheffield Lake Community Park 9

SHEFFIELD LAKE

Sheffield Lake Community Park is operated by the City of Sheffield Lake and offers a number of amenities including a pier and a picnic area. It is also next to a public library. The park has one entrance on the north side of US-6 and is easy to access by car. Pedestrians can cross at a recently-installed crosswalk near Lake Breeze Road, but sidewalks in the area are limited. The park attracts around 200 trips per day primarily from nearby neighborhoods, and just over half (53%) of visitors arrive on foot.

AMENITIES

STANDARD

ADDITIONAL
Pier, Binoculars, Boardwalk

OPERATOR
city

AREA
2.8

COASTLINE
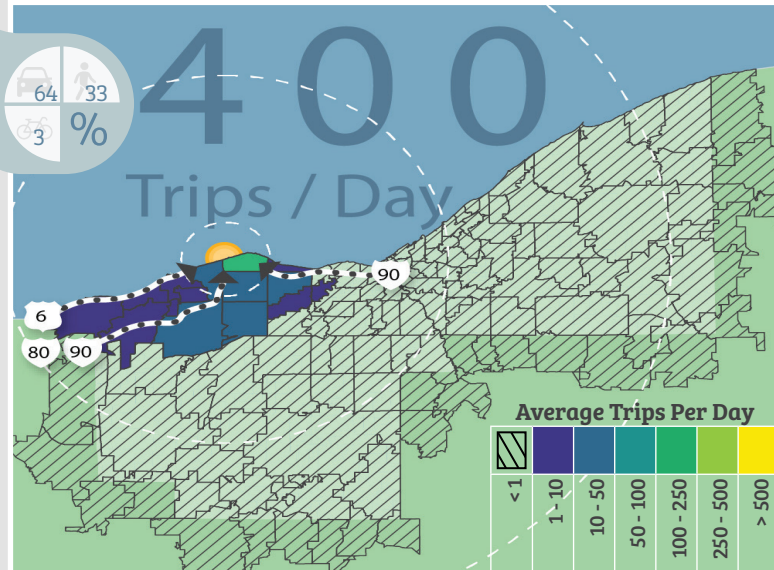0.13

COAST TYPE
beach

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

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

64 / 33 / 3 %

400
Trips / Day

Average Trips Per Day
< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Miller Road Park 12

Photo by Patch.com

AVON LAKE

Miller Road Park in the City of Avon Lake features a long pier that is popular for fishing and sunset viewing. The park has one main entrance that is along a bike lane and an all-purpose trail system inside the park. The park attracts 400 trips per day from northern Lorain County and south into the City of Avon, and most visitors arrive by car (64%). To accommodate driving visitors, the park has a sizable parking lot that connects to park trails. Still, one-third of visitors arrive on foot to the park, likely relying on the crosswalks at Miller Road and sidewalks along Lake Road.

STANDARD

ADDITIONAL
Vending Machines, Pier, Historical Marker, Educational Signage

OPERATOR
city

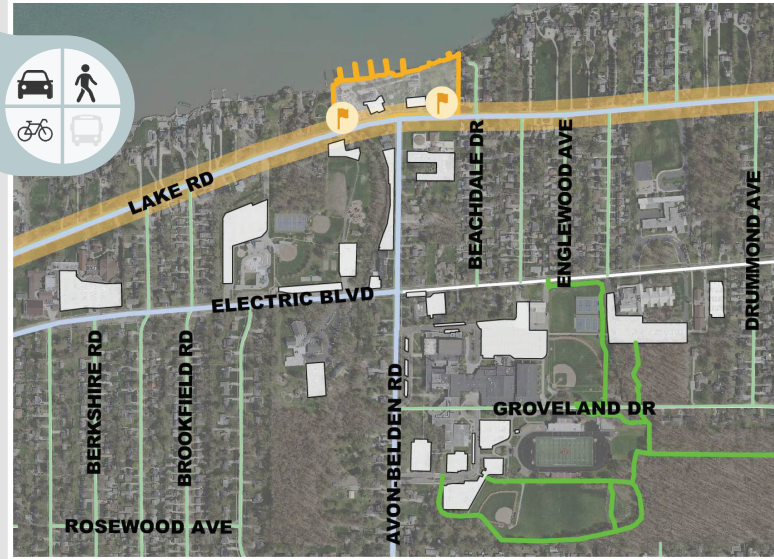**AREA**
17.7

COASTLINE
0.27

COAST TYPE
beach

KEY CHALLENGES & OPPORTUNITIES

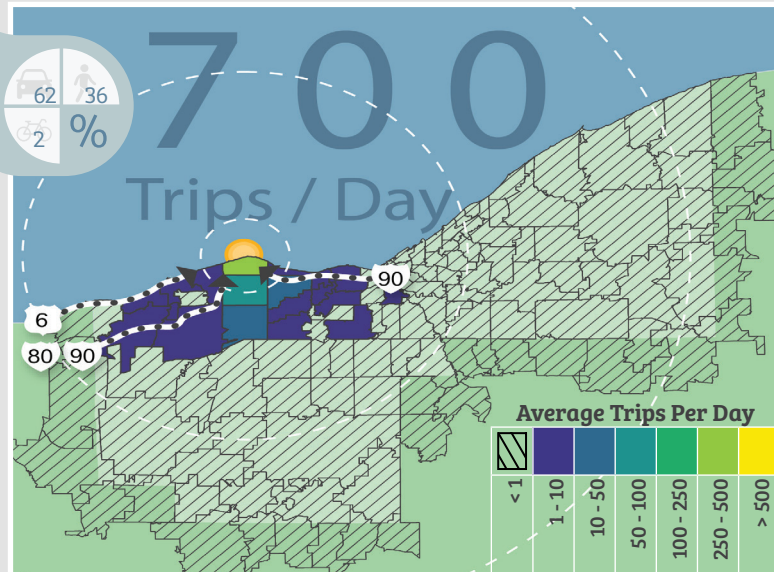TBD- Will be completed after public survey

ACCESS

Site Boundary | Trail | Low Stress Road
Park Entry | Bike Lane | Scenic Byway
Parking Lot

MODE

700
Trips / Day

62 / 36
2 %

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Veterans Memorial Park 14

AVON LAKE

Veterans Memorial Park is operated by the city of Avon Lake and offers a number of amenities including picnic areas with charcoal grills, a fishing pier, swimming beach, and playground. There are three rental facilities located in the park popular for weddings, family reunions and other private events. Located at the intersection of State Route 83 and State Route 6 the park is easily accessible by car and bicycle. The park attracts around 700 visitors a day, primarily from the local community.

AMENITIES

STANDARD

ADDITIONAL
Pier, Boardwalk

OPERATOR
city

AREA
5.8

COASTLINE
0.15

COAST TYPE
beach

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

CUYAHOGA COUNTY'S LAKEFRONT SITES

There are 22 lakefront sites in Cuyahoga County, as shown in Table 3.2. As the most populated county in the region, the County has a range of parks that serve nearby residents and regional visitors. The most popular park in the County (and the NOACA region) is Edgewater Park, attracting an average of 7,600 daily visitors from all over Northeast Ohio.

There are a number of lakefront sites that are small but important cultural resources, like Rose Point in Rocky River, which is maintained in part by volunteers and attracts sunset viewers from the surrounding neighborhood. Other small scenic access points include road right-of-way endings that are largely unimproved but belong to public agencies, for example Cliff Drive and Webb Road in Lakewood.

NAME	#	MUNICIPALITY	OPERATOR	AREA**	COASTLINE***	DAILY VISITORS	PARKING LOT
Lakeside Cemetery	15	City of Bay Village	City	102.27	0.02	less than 100	NO
Huntington Reservation	16	City of Bay Village	Metropark	102.27	0.40	2,100	YES
Cahoon Memorial Park	17	City of Bay Village	City	93.55	0.39	1,700	YES
Columbia Park	18	City of Bay Village	City	1.58	0.02	less than100	YES
Bradstreet's Landing	19	City of Rocky River	City	6.02	0.08	200	NO
Rocky River Park	20	City of Rocky River	City	5.96	0.09	400	YES
Rose Point	21	City of Rocky River	City	0.78	0.08	less than 100	NO
Webb Road Scenic Access	22	City of Lakewood	City	0.21	0.02	less than 100	NO
Summit Avenue Scenic Access	23	City of Lakewood	City	0.12	0.02	less than 100	NO
Lakewood Park	24	City of Lakewood	City	40.55	0.25	4,500	YES
Cliff Drive Scenic Access	25	City of Lakewood	City	0.15	0.13	less than 100	NO
Edgewater Park	26	City of Cleveland	Metropark	134.40	1.91	7,600	YES
Wendy Park	27	City of Cleveland	Metropark	25.41	0.35	500	YES
North Coast Harbor / Voinovich Park / East Ninth Street Pier	28	City of Cleveland	City	9.47	0.25	3,700	YES
East 55th Street Marina	29	City of Cleveland	Metropark	20.20	0.61	900	YES
Gordon Park	30	City of Cleveland	Metropark	51.54	0.52	1,300*	YES
Cleveland Lakefront Nature Preserve	31	City of Cleveland	Port	92.04	0.37	1,300*	YES
Bratenahl Road Scenic Access	32	Village of Bratenahl	Village	0.54	0.03	less than 100	NO
Euclid Beach	33	City of Cleveland	Metropark	18.87	0.20	700	YES
Villa Angela and Wildwood Park	34	City of Cleveland	Metropark	69.64	0.33	600	YES
Euclid Park	35	City of Euclid	City	3.49	0.06	less than 100	NO
Sims Park	36	City of Euclid	City	33.19	0.18	500	YES

Table 3.2 | Cuyahoga County Lakefront Sites
*Sites 30 and 31 were analyzed together due to their proximity, **Area in Acres, ***Coastline in Miles*

CUYAHOGA COUNTY'S LAKEFRONT SITES

Cuyahoga County's lakefront sites are shown in Figure 3.3. The numbering of the sites match Table 3.2 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 a visual scan shows that western Cuyahoga County has more sites than eastern Cuyahoga County, and that a number of the sites are significant in size.
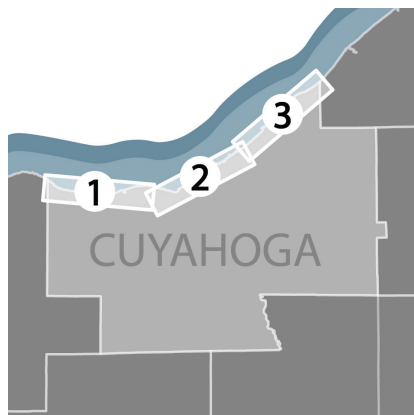

Figure 3.3 | Cuyahoga County Lakefront Sites

Map Legend

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

LAKE RD
WOLF RD
OSBORN RD
SUTCLIFFE DR
CAHOON RD
DOVER CENTER RD

MODE

92 / 6
2

%

2,100
Trips / Day

90
80 90
10
480
71

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Huntington Reservation 16
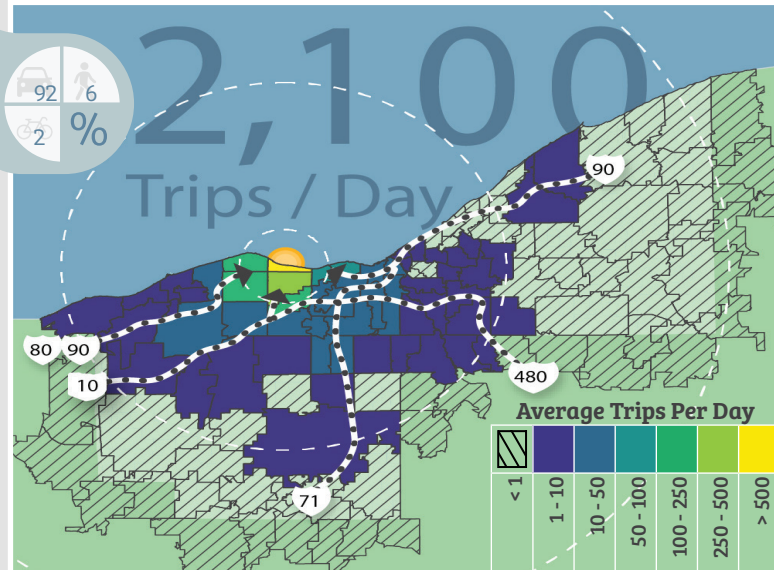
Photo by Cleveland Metroparks

BAY VILLAGE

Huntington Reservation is one of the most popular parks in the region, attracting over 2,100 trips per day. Operated by the Cleveland Metroparks, Huntington Reservation has a restaurant, picnic area, and playground. The park draws visitors from all over the NOACA region, reaching into Cuyahoga, Lorain, and even Lake County. Over 92% of visitors arrive by car, likely using one of the two sizable parking lots on either side of US-6 to access the park. Pedestrians can arrive using connected Metropark trails, and the park is also along a GCRTA bus route.

AMENITIES

STANDARD

ADDITIONAL
Food Stand, Vending Machines, Pier, Observation Deck, Educational Signage

OPERATOR
met.

AREA
102.3

COASTLINE
0.4

COAST TYPE
beach

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

ACCESS

Legend:
- Site Boundary
- Park Entry
- Trailhead
- Parking Lot
- Trail
- Active Trail
- Bike Lane
- Active Bike Lane
- Buffered Bike Lane
- Low Stress Road
- Scenic Byway
- GCRTA Bus Route

MODE

85 | 13
2 | %

1,700
Trips / Day

Average Trips Per Day
< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500
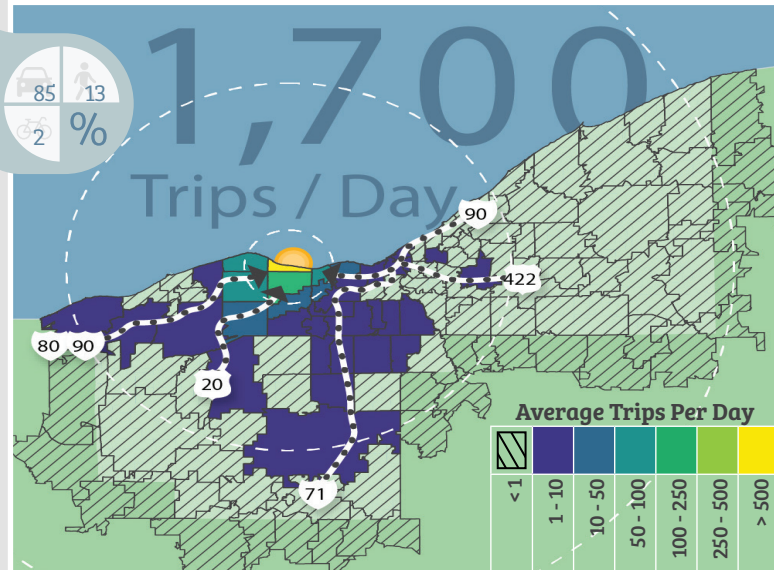
Cahoon Memorial Park (17)

Photo Source: Cahoon Park Access Study

BAY VILLAGE

Cahoon Memorial Park is a large park in the City of Bay Village. The park attracts 1,700 trips per day, primarily from Cuyahoga and Lorain counties. The park has three entrances, connects to recently installed bike lanes and crosswalks on US-6, and is along a GCRTA transit line. Currently, 85% of visitors arrive to the park by car, 13% walk to the park, and 2% arrive by bicycle. The park was recently studied for improvements with a new master plan and was awarded NOACA TLCI Implementation funding for a new pedestrian bridge.

AMENITIES

STANDARD

ADDITIONAL
Educational Signage

OPERATOR
city

AREA
93.5

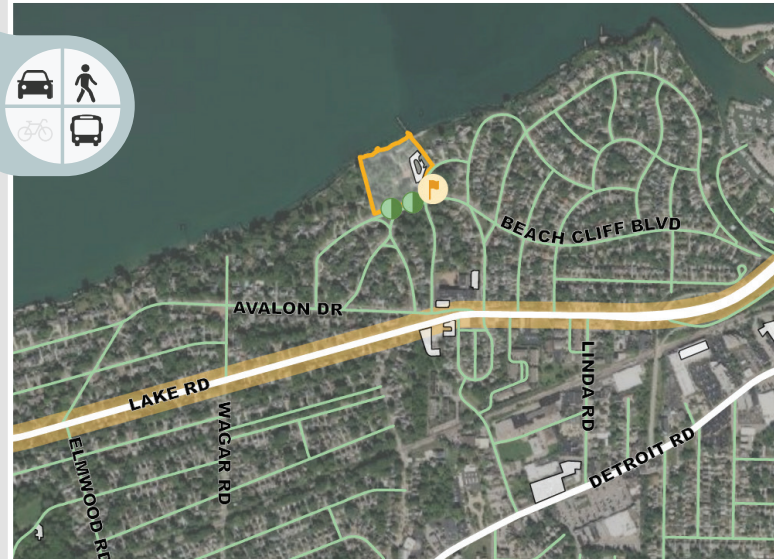**COASTLINE**
0.39

COAST TYPE
low bank

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Trailhead
- Parking Lot
- Low Stress Road
- Scenic Byway
- GCRTA Bus Route

Map labels: AVALON DR, LAKE RD, ELMWOOD RD, I-90

MODE

89 / 10
1 / %

200
Trips / Day

90
80 90
20

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500
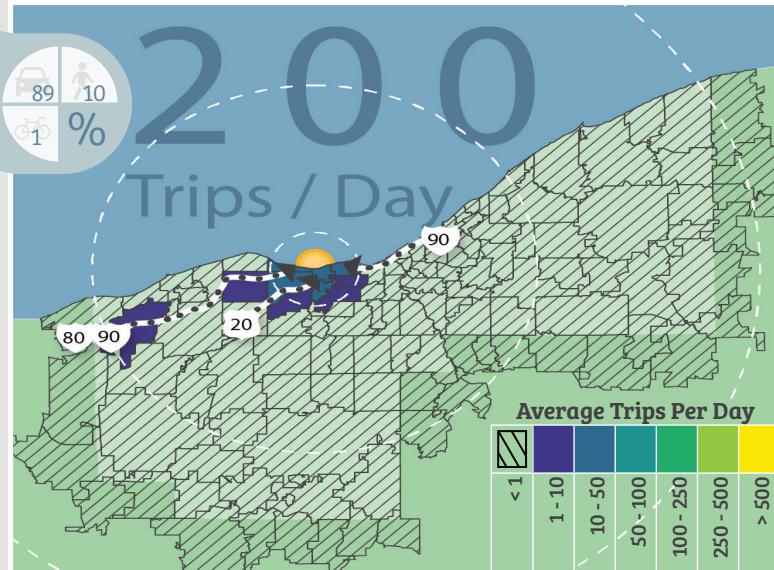
Bradstreet's Landing ⑲

Photo Source: Bradstreet Landing Master Plan

ROCKY RIVER

Bradstreet's Landing is the site of the infamous Bradstreet Disaster, which demonstrated the power of Lake Erie's shallow but strong waves. Today, the park has a picnic area, restrooms, and is an ideal place for birding and fishing. The pier attracts around 200 trips per day, primarily from nearby neighborhoods. The park has one entrance and is accessible by transit. Currently, 89% of trips arrive by car, and the park has a small parking lot. There are also transit stops directly in front of the park entrance. In 2018, the City of Rocky River released a master plan for a new park design.

AMENITIES

STANDARD

ADDITIONAL
Food Stand, Pier, Observation Deck, Historical Marker

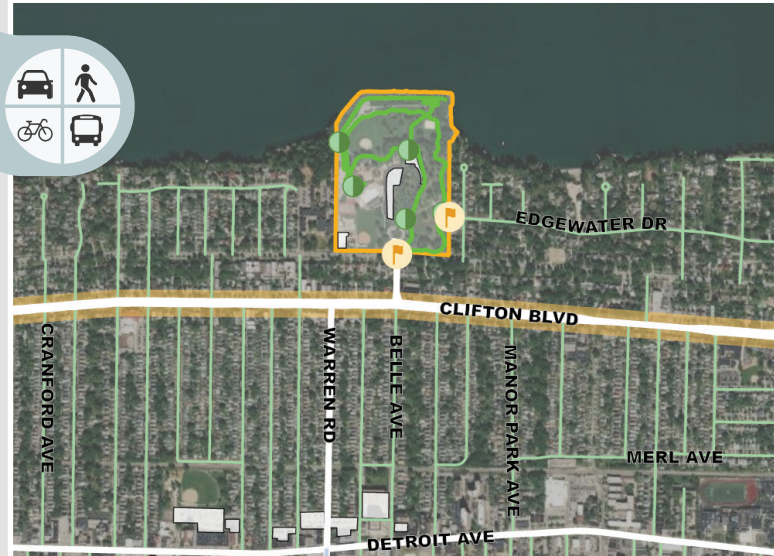**OPERATOR**
city

AREA
6.0

COASTLINE
0.08

COAST TYPE
low bank

KEY CHALLENGES & OPPORTUNITIES

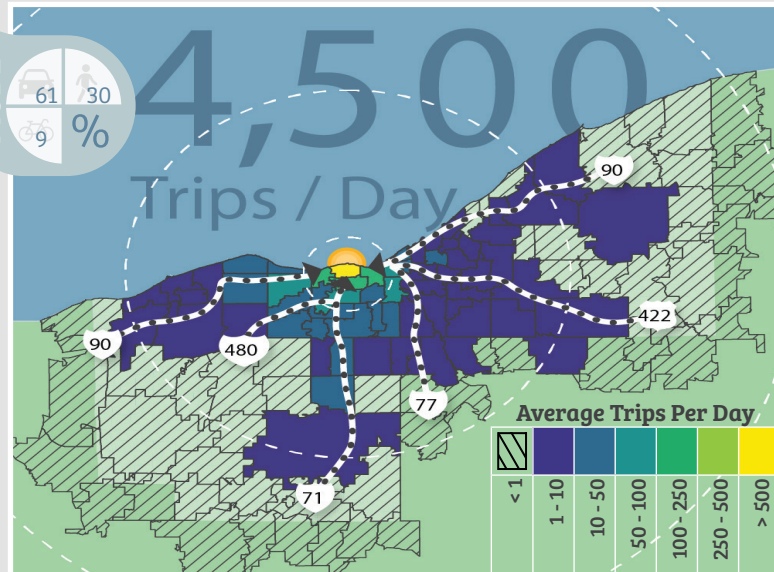TBD- Will be completed after public survey

ACCESS

Legend:
- Site Boundary
- Park Entry
- Trailhead
- Parking Lot
- Low Stress Road
- Scenic Byway
- Transit Route

Roads shown: BEACH CLIFF BLVD, AVALON DR, LAKE RD, WAGAR RD, ELMWOOD RD, LINDA RD, DETROIT RD

MODE

78 | 19
3 | %

400
Trips / Day

Average Trips Per Day
| <1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500 |

Highways: 90, 71
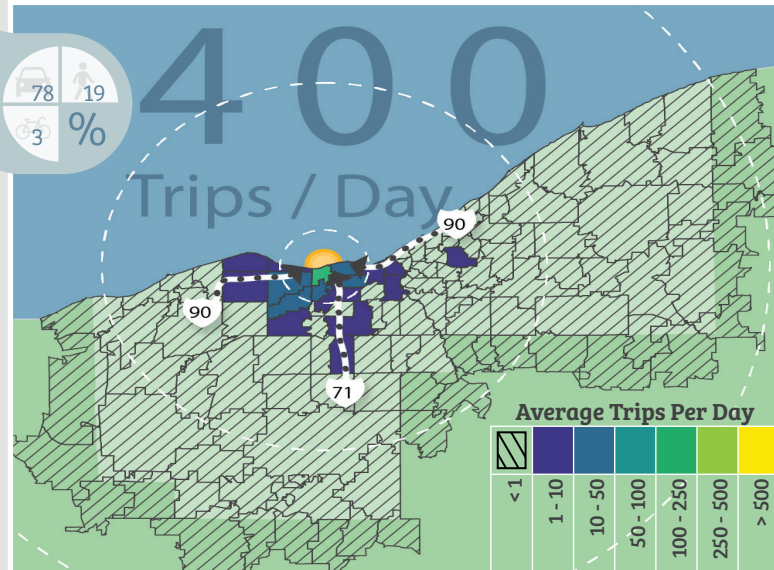
Rocky River Park ⓴

ROCKY RIVER

Rocky River Park is operated by the City of Rocky River and offers a playground, restrooms, and a picnic area. The park is connects to calm, neighborhood streets with complete sidewalk coverage. There is also a parking lot on site, and 78% of trips to the park arrive by car. The park attracts around 400 trips per day from northern Cuyahoga County and eastern Lorain County. There is one entrance to the park, which is near the transit line on Lake Road.

AMENITIES

STANDARD

ADDITIONAL
Observation Deck, Boardwalk

OPERATOR	AREA
city	6.0

COASTLINE	COAST TYPE
0.09	low bank

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Trailhead
- Parking Lot
- Trail
- Low Stress Road
- Scenic Byway
- GCRTA Bus Route

MODE

61 / 30
9 %

4,500
Trips / Day

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Lakewood Park 24

LAKEWOOD

Lakewood Park is home to the popular Solstice Steps, which provide public art and seating to view the sunset. This park has many amenities, including sports facilities, playgrounds, restrooms, and a swimming pool. This park is a large regional attraction, drawing around 4,500 trips per day from all over the NOACA region. Even with this large regional draw, many people bike or walk to the park (9% and 30% respectively). The park's two entrances are easily accessed by all modes of transportation including transit, and the park has several parking areas for vehicles.

AMENITIES

STANDARD

ADDITIONAL
Swimming Pool, Food Stand, Binoculars, Historical Marker, Boardwalk

OPERATOR
city

AREA
40.6

COASTLINE
0.25

COAST TYPE
bluff

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

ACCESS

Legend:
- Site Boundary
- Park Entry
- Trailhead
- Boating
- Parking Lot
- Trail
- Active Trail
- Bike Lane
- Active Bike Lane
- Buffered Bike Lane
- Separated Bike Lane
- Active Separated Bike Lane
- Low Stress Road
- Scenic Byway
- GCRTA Bus Route

MODE
68 | 24
8 | %

7,600
Trips/Day

Average Trips Per Day
<1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | 500 <
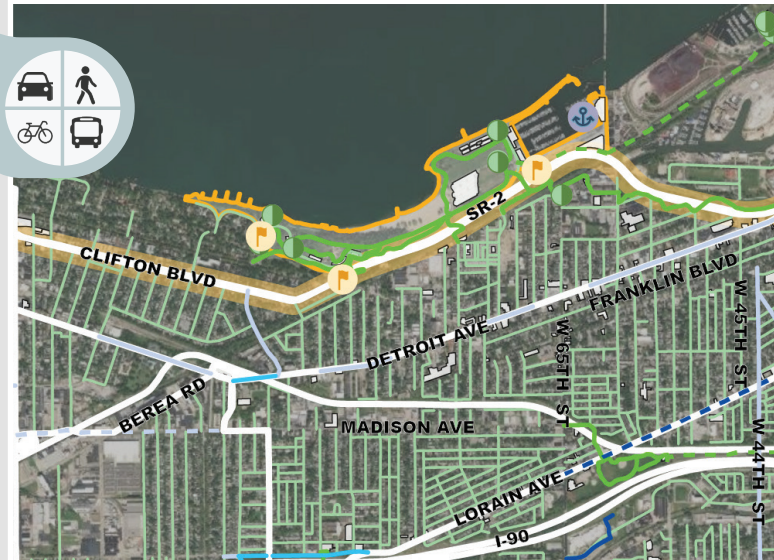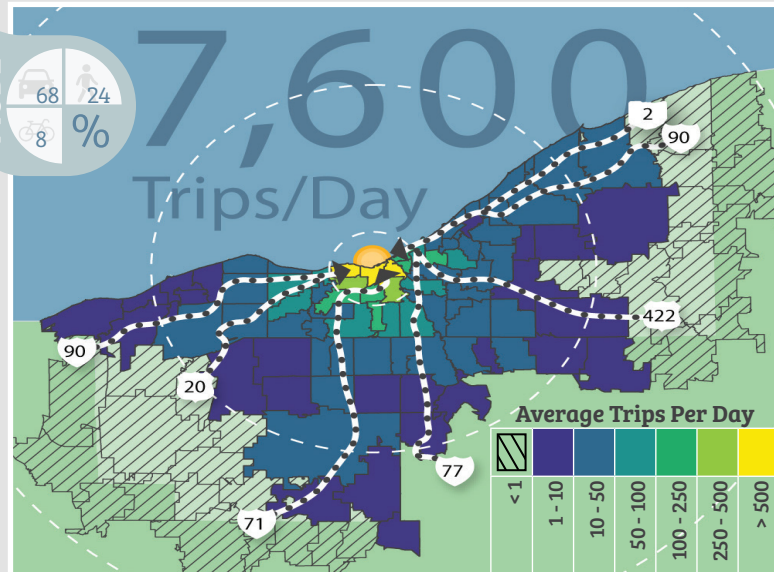
Edgewater Park **26**

CLEVELAND

Edgewater Park is the region's most popular lakefront park, attracting 7,600 trips per day throughout the NOACA region. The park offers three entrances and includes an upper and lower area, connected by trail. The park has a large picnic area and a beach house, which provides bathrooms, food stands, and a popular event space. While most visitors arrive by car (68%), the park is transit accessible and located near the City of Cleveland's growing bike network. Almost a quarter of visitors arrive on foot (24%) or by bike (8%).

AMENITIES

STANDARD

ADDITIONAL
Food Stand, Pier, Education Signage

OPERATOR
met.

AREA
134.4

COASTLINE
1.91

COAST TYPE
beach

KEY CHALLENGES & OPPORTUNITIES

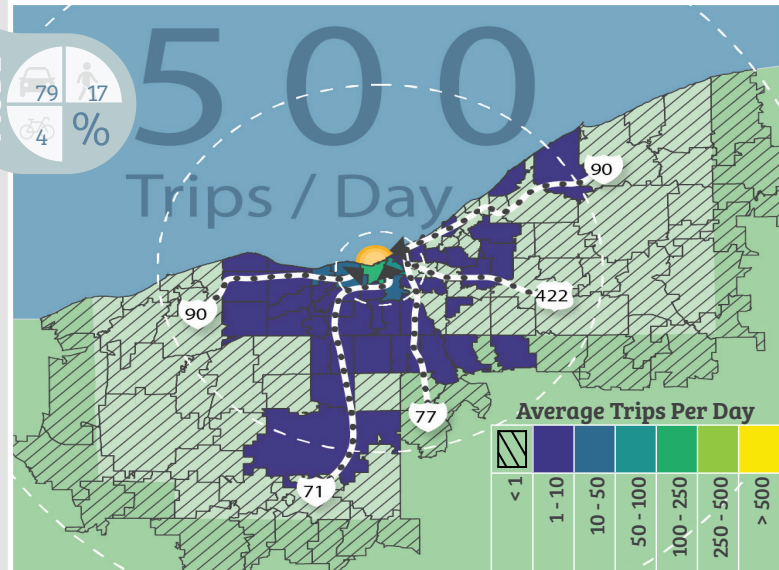TBD- Will be completed after public survey
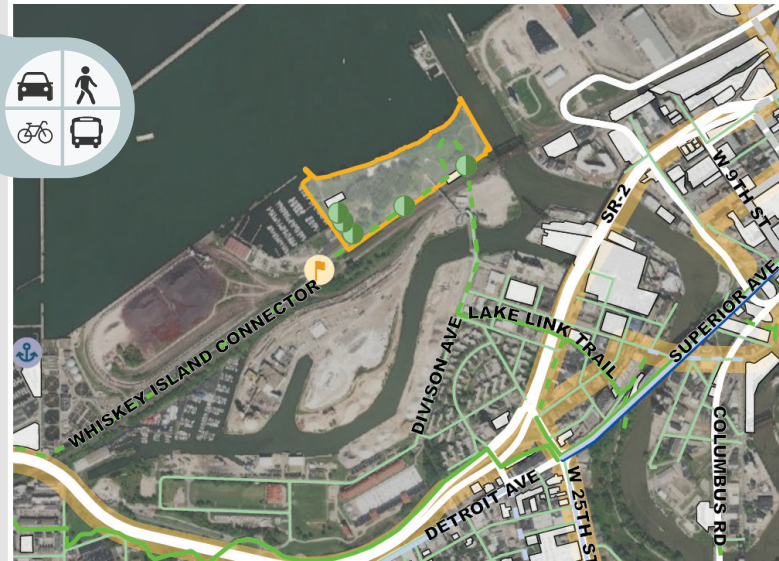
Legend:
- Site Boundary
- Park Entry
- Trailhead
- Boating
- Parking Lot
- Trail
- Active Trail
- Bike Lane
- Active Bike Lane
- Separated Bike Lane
- Low Stress Road
- Scenic Byway
- GCRTA Bus Route

MODE

79 | 17
4 | %

500
Trips / Day

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Wendy Park 27

CLEVELAND

Wendy Park is located just west of the Cuyahoga River and provides seamless connection by trail to Edgewater Park and downtown Cleveland. Wendy Park is popular throughout the NOACA region, attracting 500 trips per day. Among other amenities, the park features sports facilities and views of a lighthouse. In 2019, most visitors arrived by car (79%), while 21% of visitors used other modes like biking and walking. In 2021, the Wendy Park Bridge and Whiskey Island Trail projects were completed, likely attracting more visitors to walk or bike to the park.

AMENITIES

STANDARD

ADDITIONAL
Vending Machines, Lighthouse, Boardwalk
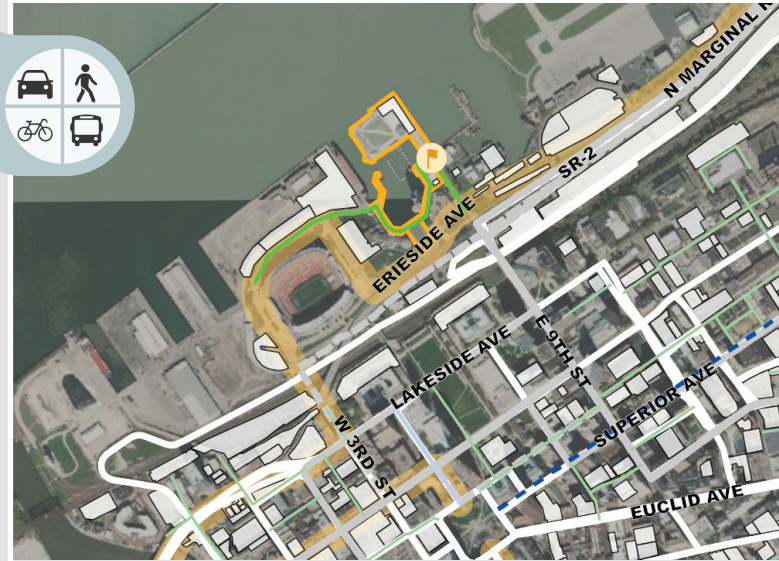
OPERATOR
met.

AREA
25.4

COASTLINE
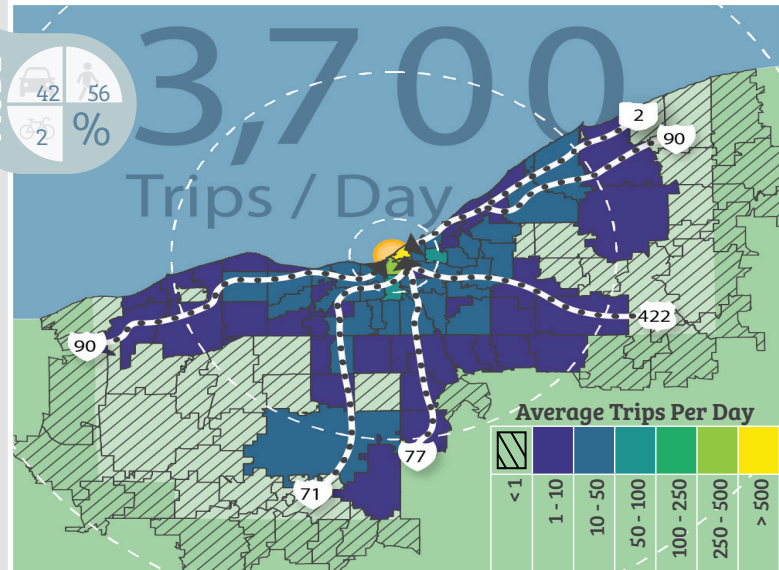0.35

COAST TYPE
low bank

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Parking Lot
- Trail
- Bike Lane
- Active Separated Bike Lane
- Low Stress Road
- Scenic Byway
- GCRTA Bus Route
- Laketran Route
- Laketran Express Route

MODE
42 56
2 %

3,700
Trips / Day

Average Trips Per Day
<1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

North Coast Harbor / Voinovich Park / East Ninth Street Pier 28

Photo by Erik Drost, Wikimedia Commons

CLEVELAND

North Coast Harbor includes Voinovich Park and the East Ninth Street Pier, just east of Brown's Stadium. The harbor attracts 3,700 trips per day from across the region and is a popular lunchtime spot for downtown workers and sports fans. There is significant public parking nearby, but over half of visitors arrive to the Harbor on foot (56%). New connections from the mall to the Harbor (including the "land bridge" concept) are currently being explored by NOACA, the City of Cleveland, and ODOT.

AMENITIES

STANDARD

ADDITIONAL
Pier, Historical Marker, Boardwalk

OPERATOR
city

AREA
9.5

COASTLINE
0.25

COAST TYPE
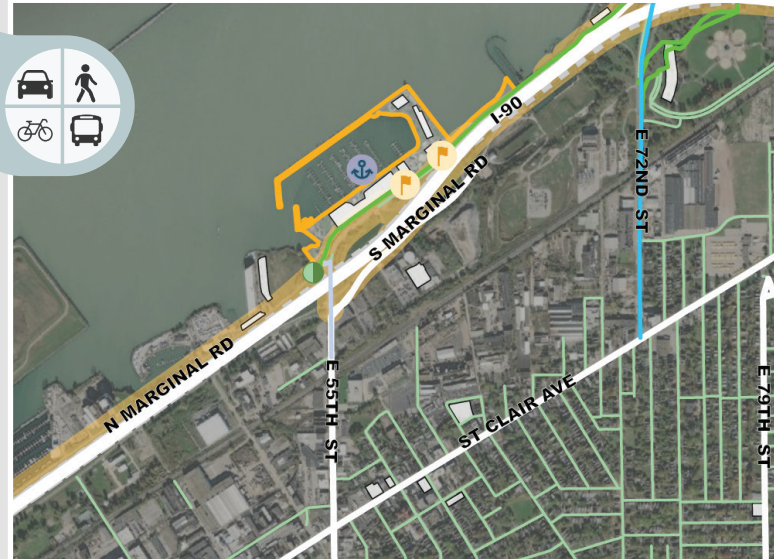harbor

KEY CHALLENGES & OPPORTUNITIES

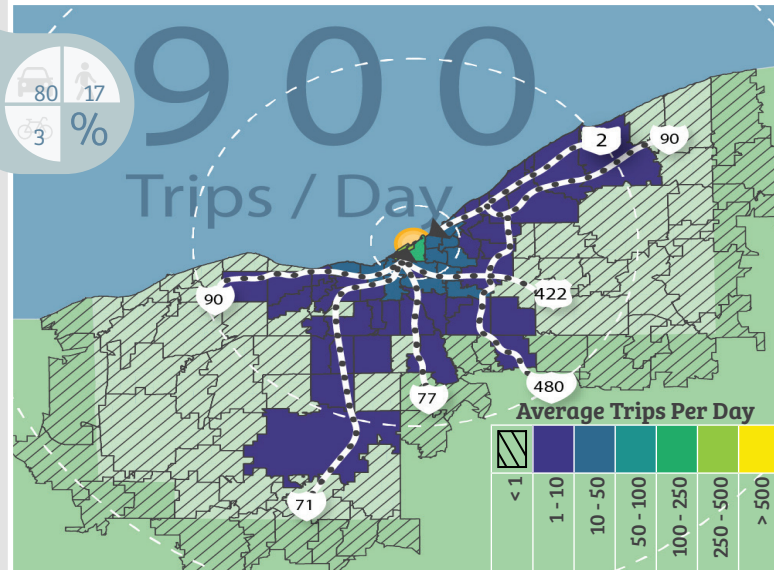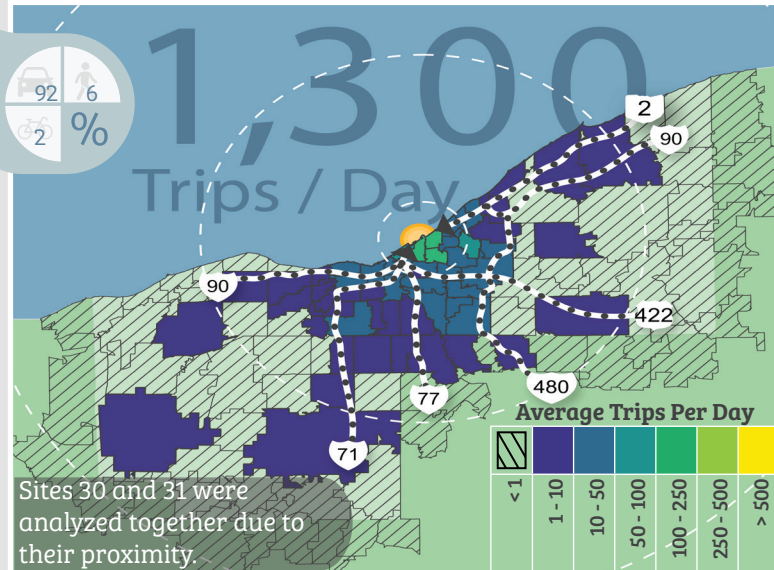TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Trailhead
- Boating
- Parking Lot
- Trail
- Bike Lane
- Buffered Bike Lane
- Low Stress Road
- Scenic Byway
- GCRTA Bus Route
- Laketran Route
- Laketran Express Route

80 | 17 | 3 %

900
Trips / Day

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

East 55th Street Marina 29

Photo by Kyle Lanzer, Cleveland Metroparks

CLEVELAND

The East 55th Street Marina is operated by Cleveland Metroparks and is popular fishing spot with generous parking, restrooms, water fountains, and a small playground area. The park is near a transit line, and is directly accessed by Interstate 90. The park attracts 900 trips per day from throughout the region, with 80% of visitor arriving by car, and 17% arriving on foot. The park is included in the Cleveland Metropark's CHEERS Plan to create a sheltered embayment on the east side lakefront.

STANDARD

ADDITIONAL
Food Stand, Pier, Boardwalk

OPERATOR
met.

AREA
20.2

COASTLINE
0.61

COAST TYPE
harbor

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Trailhead
- Boating
- Parking Lot
- Trail
- Bike Lane
- Buffered Bike Lane
- Low Stress Road
- Scenic Byway
- GCRTA Bus Route
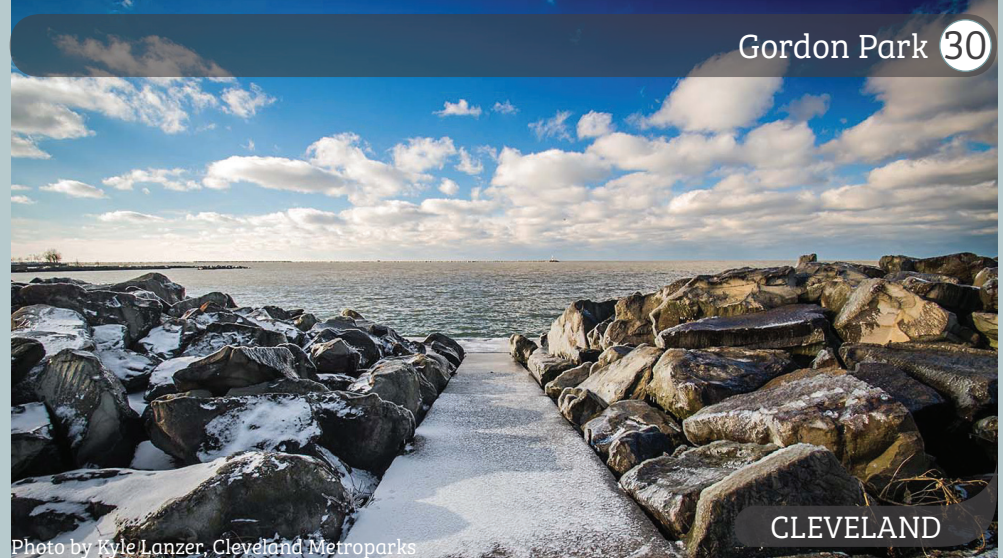- Laketran Route
- Laketran Express Route

MODE

92 | 6
2 | %

1,300
Trips / Day

2
90
90
422
480
77
71

Average Trips Per Day
<1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Sites 30 and 31 were analyzed together due to their proximity.

Gordon Park (30)

CLEVELAND

Photo by Kyle Lanzer, Cleveland Metroparks

Gordon Park includes the East 72nd Lakefront Reservation fishing area, picnic areas, restrooms, and water fountains. The park is adjacent to bike and pedestrian infrastructure, but there are limited opportunities to cross Interstate 90. Cleveland Metropark's CHEERS Plan recommends new projects to make it easier to bike or walk to the park. Gordon Park and the Cleveland Lakefront Nature Preserve (Site 31) were analyzed together due to their proximity. Combined, these areas attract 1,300 trips a day from throughout the region.

AMENITIES

STANDARD

ADDITIONAL
Vending Machines, Educational Signage

OPERATOR
met.

AREA
51.5

COASTLINE
0.52

COAST TYPE
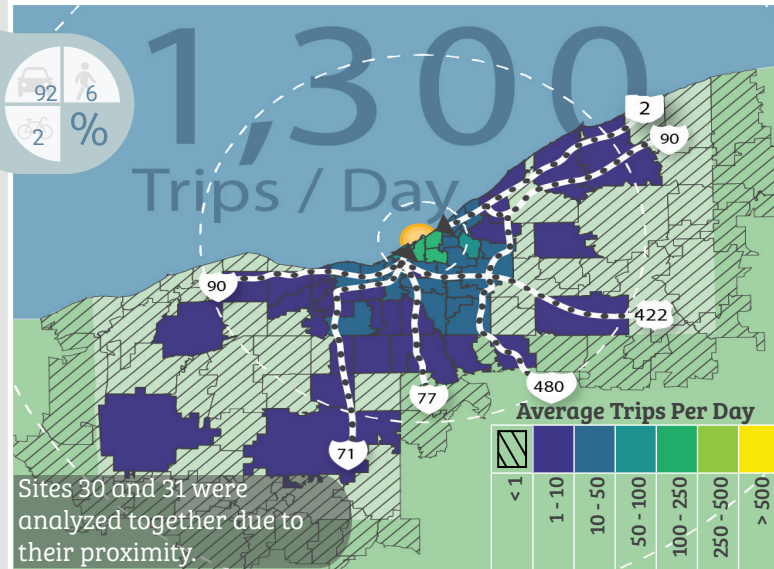low bank

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Trailhead
- Boating
- Parking Lot
- Trail
- Bike Lane
- Buffered Bike Lane
- Low Stress Road
- Scenic Byway
- GCRTA Bus Route
- Laketran Route
- Laketran Express Route

MODE

92 / 6
2 %

1,300
Trips / Day

Average Trips Per Day
< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Sites 30 and 31 were analyzed together due to their proximity.

Cleveland Lakefront Nature Preserve ③

Photo by Port of Cleveland

CLEVELAND

The Cleveland Lakefront Nature Preserve was once a dredge impoundment that now provides habitat for wildlife, including hundreds of migratory birds. Gordon Park (Site 30) and the Preserve were analyzed together due to their proximity. Currently, 80% of visitors drive to these two parks, and many visitors likely rely on the generous parking lot at the Preserve's entrance. The park includes interior trails that form a loop and connect to trails outside of the park.

AMENITIES

STANDARD

ADDITIONAL
Observation Deck, Educational Signage

OPERATOR
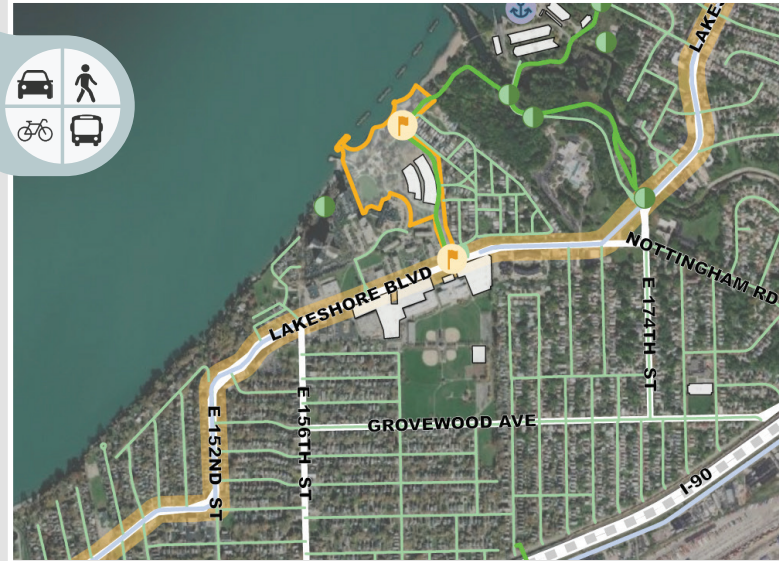port

AREA
92.0

COASTLINE
0.37

COAST TYPE
low bank

KEY CHALLENGES & OPPORTUNITIES

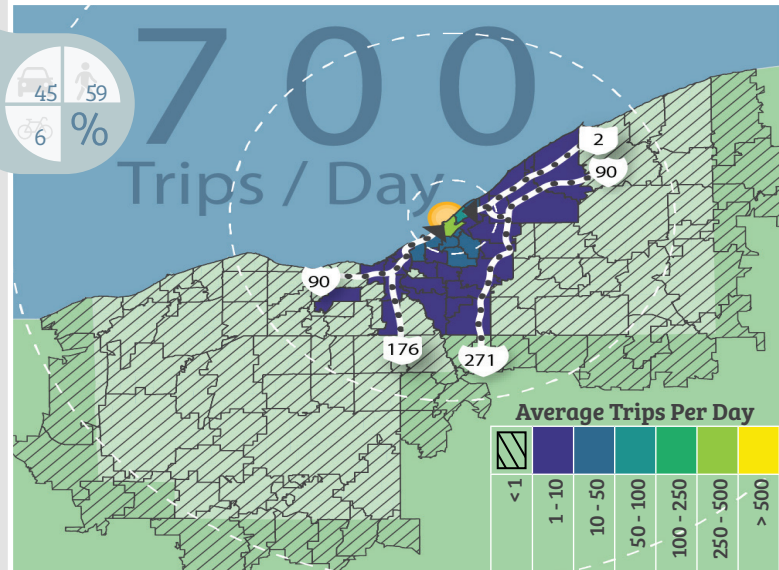TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Trailhead
- Boating
- Parking Lot
- Trail
- Bike Lane
- Low Stress Road
- Scenic Byway
- GCRTA Bus Route
- Laketran Route
- Laketran Express Route

MODE

45 | 59
6 | %

700
Trips / Day

Average Trips Per Day
<1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Euclid Beach **33**

CLEVELAND

Part of the Euclid Creek Reservation, Euclid Beach Park was once home to the Euclid Beach Amusement Park which operated through the 1960s. Today, the park features a long sandy beach and iconic pier, with amenities like playgrounds, restrooms, and picnic tables. The park's southern entrance is along a bus route along Lakeshore Boulevard. The park attracts 700 trips per day and notably, 59% of visitors arrive on foot. Possibly, many of these visitors arrive using the trails that connect Euclid Beach Park to nearby Wildwood Park (Site 34).

AMENITIES

STANDARD

ADDITIONAL
Food Stand, Educational Signage, Boardwalk

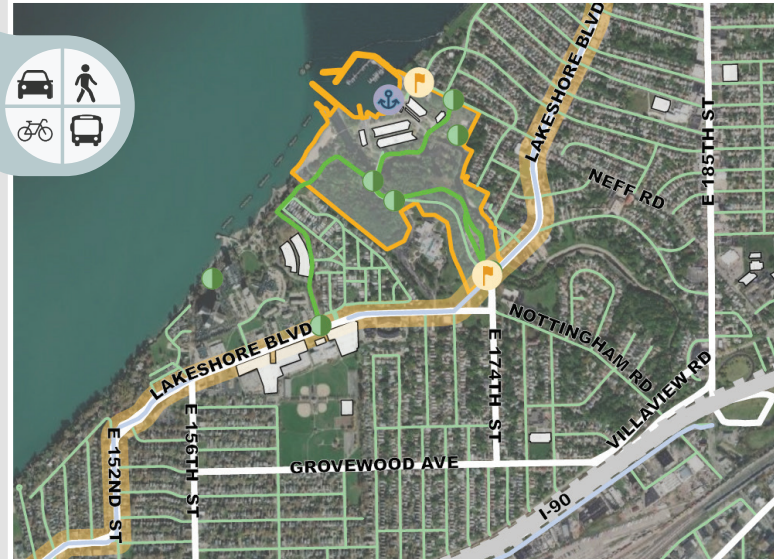OPERATOR
met.

AREA
18.9

COASTLINE
0.2

COAST TYPE
beach

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Trailhead
- Boating
- Parking Lot
- Trail
- Bike Lane
- Low Stress Road
- Scenic Byway
- GCRTA Bus Route
- Laketran Route
- Laketran Express Route

MODE

64 / 26
10 %

600
Trips / Day

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Villa Angela and Wildwood Park 34
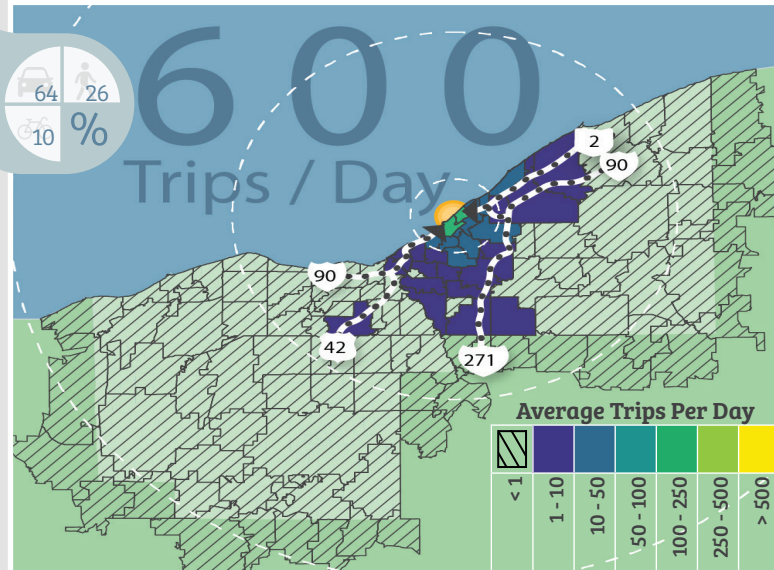
Photo by Kyle Lanzer, Cleveland Metroparks

CLEVELAND

Part of the Euclid Creek Reservation, Villa Angela and Wildwood Park are located on the west bank of Euclid Creek. These parks offer boating and paddling opportunities as well as fishing, food stands, and a boardwalk. The area attracts 600 trips per day from Cuyahoga and western Lake counties, and over a quarter of visitors arrive on foot. 10% of visitors bike to the park, which is accessible by trail and via the bike lane on Lakeshore Boulevard. Over half (64%) of visits arrive by car, likely using one of two sizable parking lots.

AMENITIES

STANDARD

ADDITIONAL
Food Stand, Pier, Educational Signage, Boardwalk

OPERATOR
met.

AREA
69.6

COASTLINE
0.33

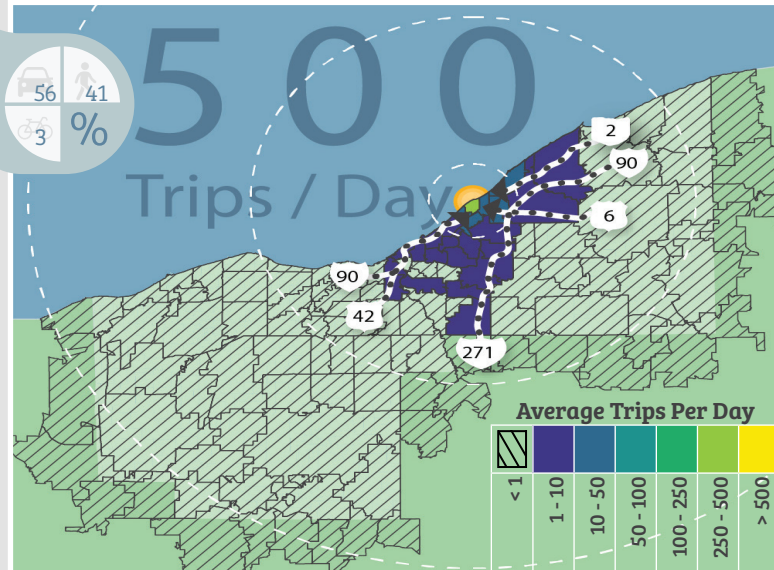**COAST TYPE**
low bank

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

Site Boundary
Park Entry
Trailhead
Parking Lot

Trail
Active Trail

Low Stress Road
Scenic Byway
GCRTA Bus Route

56 | 41
3 | %

500
Trips / Day

2
90
6
90
42
271

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | 500 <
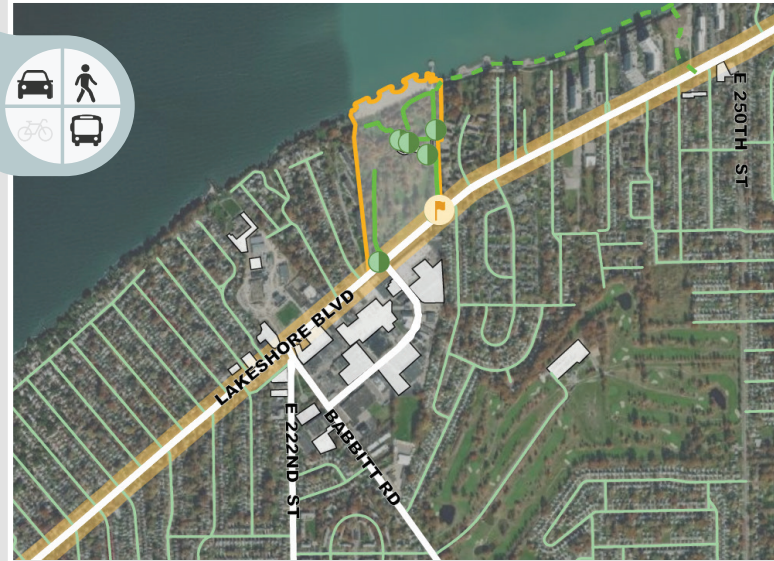
Sims Park 36

EUCLID

Sims Park is the site of the Henn Mansion event space and a large park with a playground, birding and fishing opportunities, and trails. The park is also the site of the City of Euclid's new pier and waterfront trail which extends east from Sims Park along the coast. The site attracts 500 trips per day, drawing from eastern Cuyahoga County and western Lake County. Over half of visitors arrive by car (56%), while 41% walk to the park. The park connects to nearby low-stress roads and several bus routes.

AMENITIES

STANDARD

ADDITIONAL
Pier, Educational Signage

OPERATOR
city

AREA
33.2

COASTLINE
0.18

COAST TYPE
beach

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 3.3. Twelve of these parks are highlighted in this chapter, although each site offers a unique mix of amenities that make it a valuable culture resources

NAME	#	MUNICIPALITY	OPERATOR	AREA*	COASTLINE**	DAILY VISITORS	PARKING LOT
Willowick City Hall / Lakefront Lodge	37	City of Willowick	City	7.94	0.13	400	YES
Quentin Road Park	38	City of Eastlake	City	1.10	0.03	less than 100	NO
Eastlake Fishing Pier	39	City of Eastlake	Private	0.88	0.09	less than 100	nO
Willowbeach Park	40	City of Eastlake	City	1.07	0.04	less than 100	YES
Sunset Park	41	City of Willoughby	City	1.91	0.12	less than 100	NO
Beachview Road Scenic Access (A/B/C)	42	City of Willoughby	City	1.97	0.28	less than 100	NO
Osborne Park	43	City of Willoughby	City	43.27	0.21	600	YES
Overlook Beach Park	44	City of Mentor-on-the-Lake	City	2.93	0.07	less than 100	YES
Mentor Beach Park	45	City of Mentor-on-the-Lake	City	9.14	0.14	300	YES
Mentor Lagoons Nature Preserve	46	City of Mentor	City	436.70	1.39	1,000	YES
Headlands Beach State Park / Nature Preserve	47	Painesville Township	ODNR	142.47	0.82	800	YES
Fairport Harbor Lakefront Park / Boat Access / Pier	48	Village of Fairport Harbor	Metropark	23.51	0.92	1,200	YES
Painesville Township Park	49	Painesville Township	Metropark	66.24	0.22	400	YES
Lake Erie Bluffs	50	Perry Township	Metropark	138.01	0.26	200	YES
Perry Township Park	51	Perry Township	Township	70.40	0.58	300	NO
North Perry Village Park	52	Village of North Perry	Village	5.81	0.05	less than 100	NO
Lakeshore Reservation	53	Village of North Perry	Metropark	81.31	0.51	200	NO
Bill Stanton Community Park	54	Madison Township	Township	32.80	0.24	200	YES
Tuttle Park	55	Madison Township	Township	7.78	0.08	less than 100	NO
Green Road Access	56	Madison Township	Township	0.00	0.00	less than 100	NO
Madison Township Park	57	Madison Township	Township	11.92	0.13	400	YES
Bennett Road Access	58	Madison Township	County	0.00	0.00	less than 100	NO
Arcola Creek Park	59	Madison Township	Township	64.35	0.14	less than 100	YES

Table 3.3 | Lake County Lakefront Sites
*Area in Acres, **Coastline in Miles*

LAKE COUNTY'S LAKEFRONT SITES

The locations of Lake County's public access sites are shown in Figure 3.4. The numbering of the sites match the Table 3.3 on the previous page and 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.
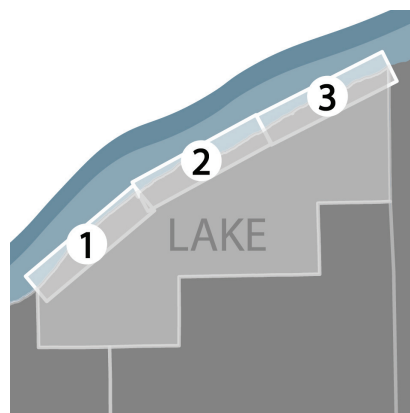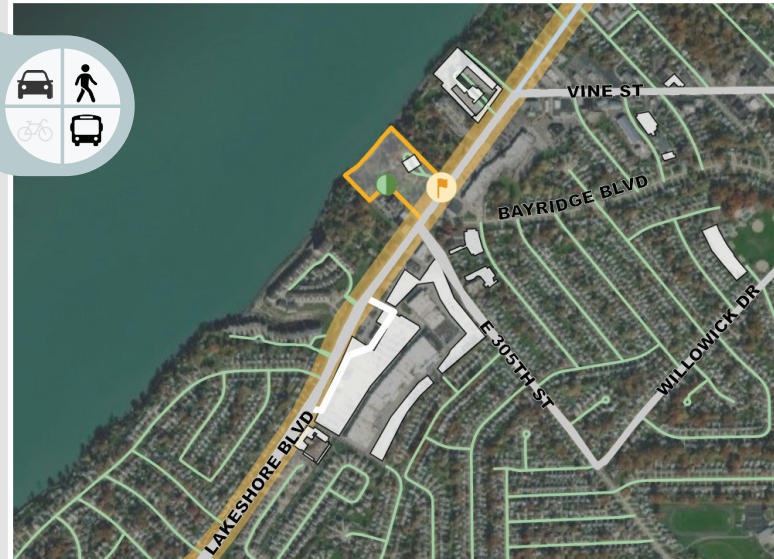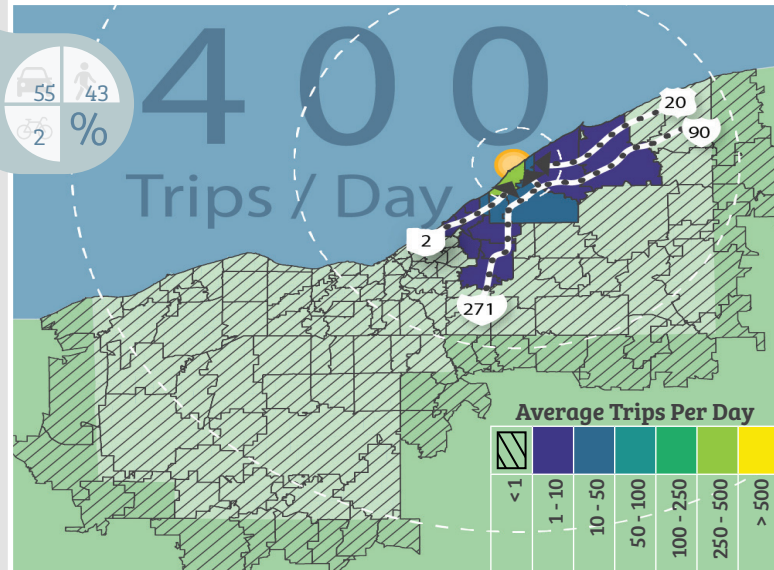

Figure 3.4 | Lake County Lakefront Sites

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

VINE ST
BAYRIDGE BLVD
WILLOWICK DR
E 305TH ST
LAKESHORE BLVD

MODE

55 / 43 / 2 %

400
Trips / Day

20
90
2
271

Average Trips Per Day
< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Willowick City Hall / Lakefront Lodge ③⑦

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.

AMENITIES

STANDARD

ADDITIONAL
Vending Machines, Historical Marker, Educational Signage
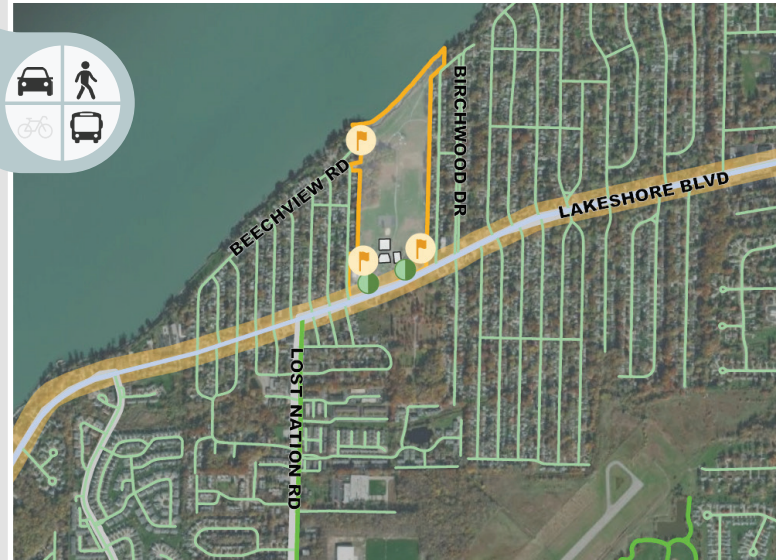
OPERATOR
city

AREA
7.9

COASTLINE
0.13

COAST TYPE
bluff

KEY CHALLENGES & OPPORTUNITIES

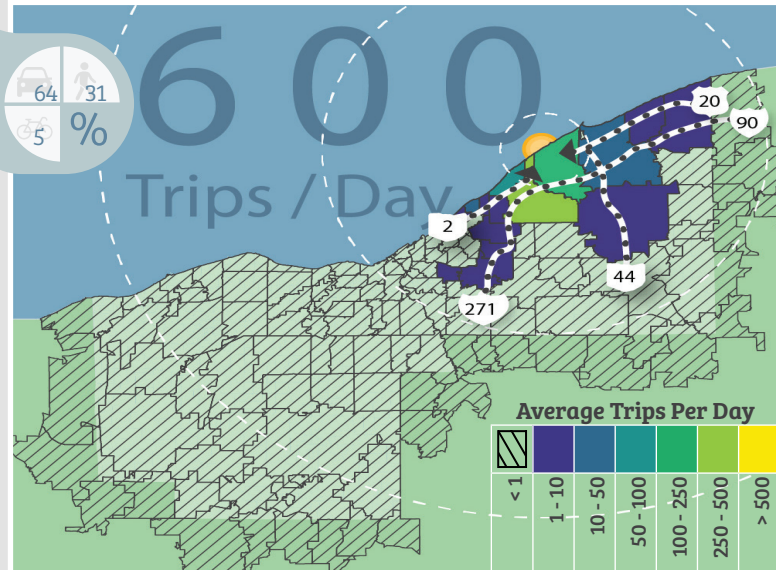TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Parking Lot
- Trail
- Low Stress Road
- Scenic Byway
- Laketran Route

BEECHVIEW RD
BIRCHWOOD DR
LOST NATION RD
LAKESHORE BLVD

64 / 31
5 %

600
Trips / Day

20
90
2
44
271

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Osborne Park 43

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.

AMENITIES

STANDARD

ADDITIONAL
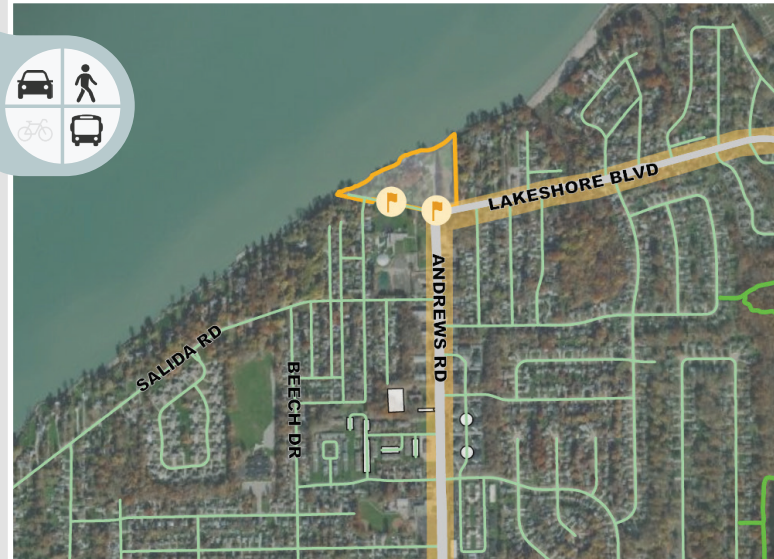Food Stand

OPERATOR
city

AREA
43.3

COASTLINE
0.21

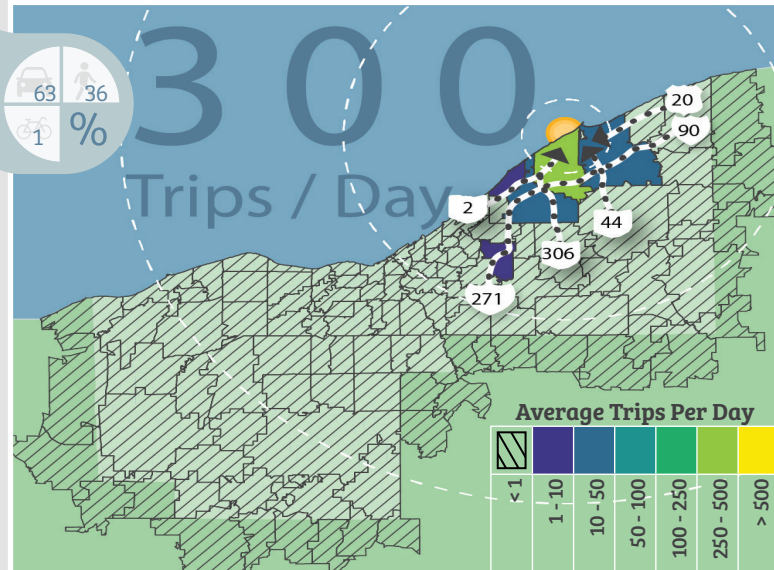COAST TYPE
bluff

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

Mentor Beach Park 45

MENTOR-ON-THE-LAKE

Legend

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

MODE

63 / 36
1
%

3 0 0
Trips / Day

20
90
2
44
306
271

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Mentor Beach park in the City of Mentor-on-the-Lake is owned and operated by the City of Mentor. The park offers a pavilion, 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.
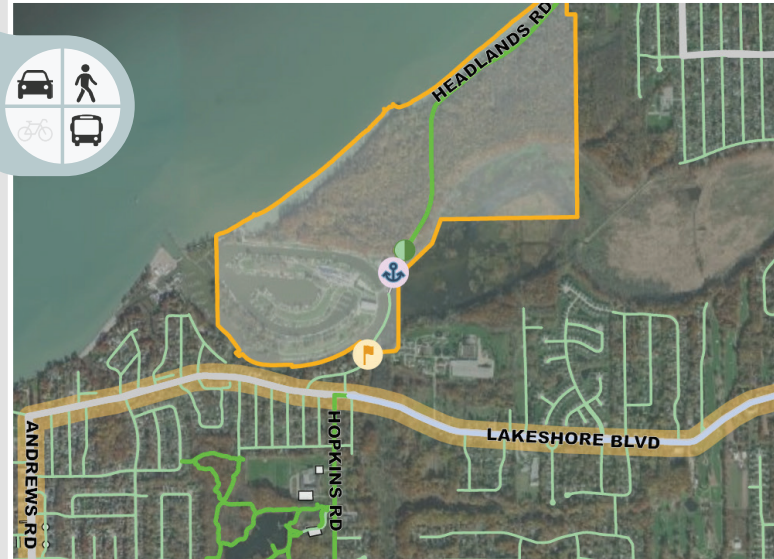
AMENITIES

STANDARD

ADDITIONAL
N/A

OWNER
city

AREA
9.1

COASTLINE
0.14

COAST TYPE
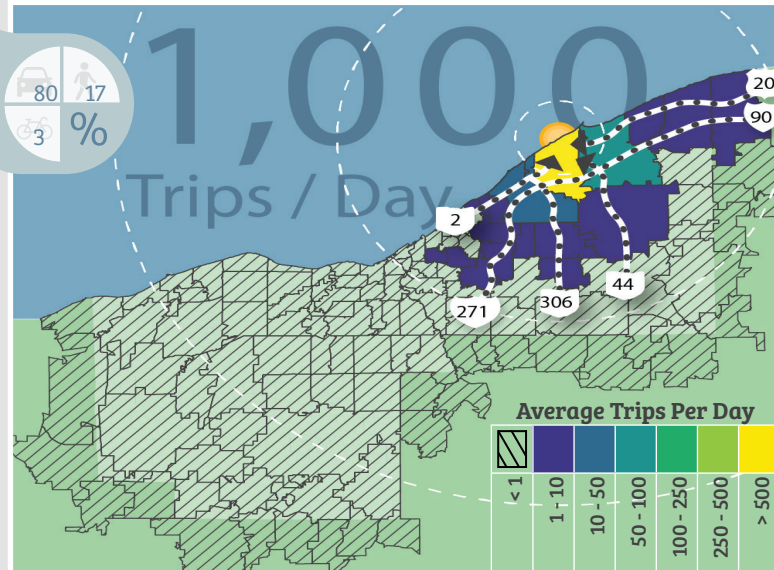low bank

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

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

MODE

80 / 17
3 / %

1,000
Trips / Day

20
90
2
271 306 44

Average Trips Per Day
< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Mentor Lagoons Nature Preserve (46)

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.

AMENITIES

STANDARD

ADDITIONAL
Historical Marker, Educational Signage
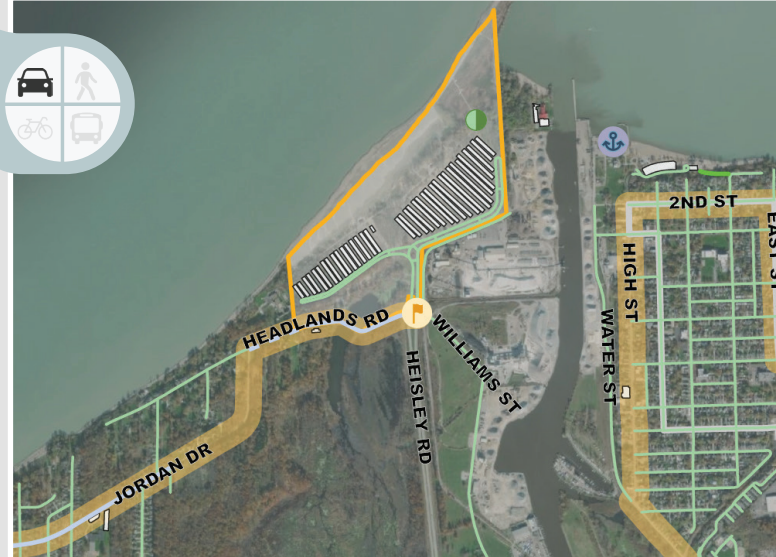
OWNER
city

AREA
436.7

COASTLINE
1.39

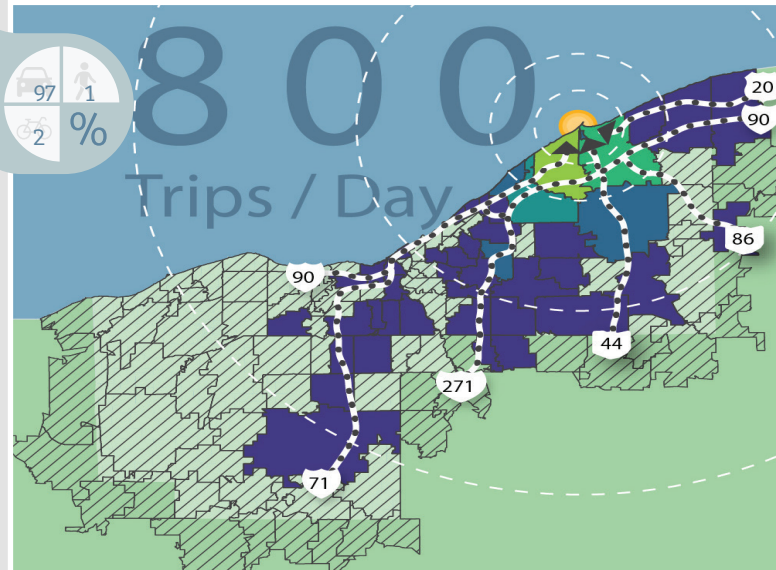**COAST TYPE**
low bank

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

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

97 | 1
2 | %

800 Trips / Day

Headlands Beach State Park & Nature Preserve 47

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

OPERATOR	AREA
state	143.5

COASTLINE	COAST TYPE
0.82	beach

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

ACCESS

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

Map labels: HEADLANDS RD, HEISLEY RD, WATER ST, HIGH ST, 2ND ST, EAST ST, FAIRPORT NURSERY RD

MODE

63 / 35
2 / %

1,200
Trips / Day

20
90
2
608
44
271

Average Trips Per Day
<1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Fairport Harbor Lakefront Park / Boat Access / Pier 48

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
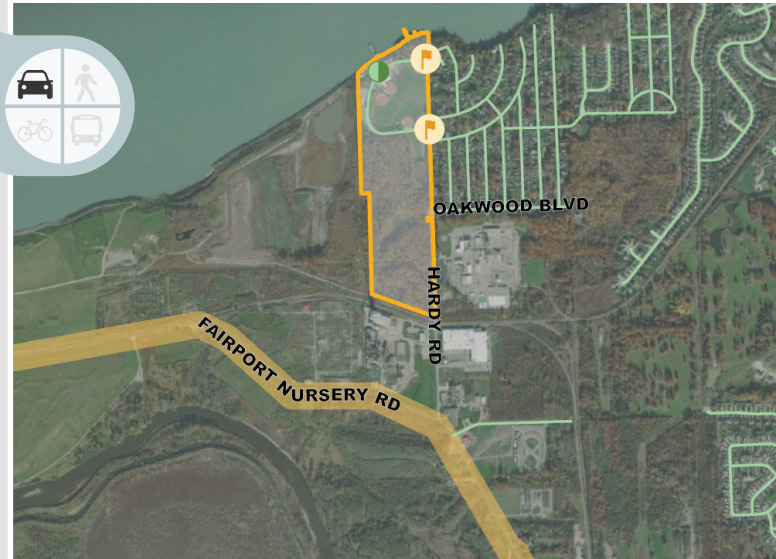
AMENITIES

OPERATOR
met.

AREA
23.5

COASTLINE
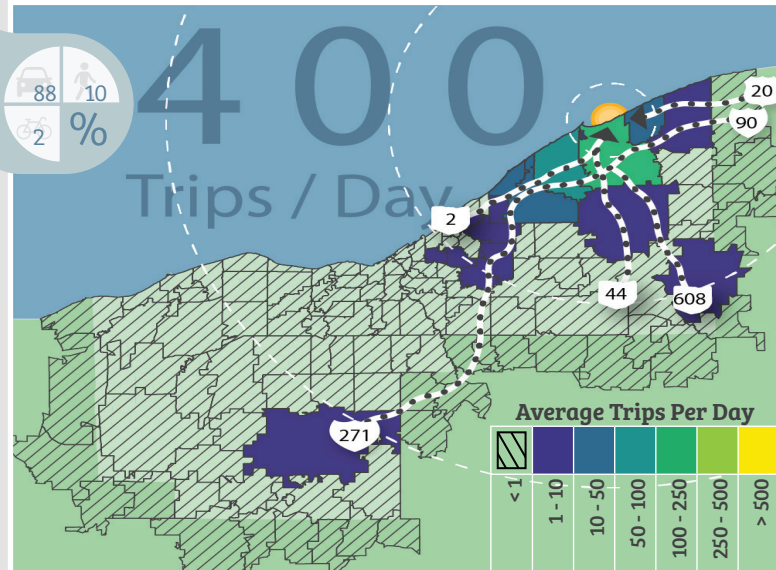0.92

COAST TYPE
beach

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

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

OAKWOOD BLVD
HARDY RD
FAIRPORT NURSERY RD

88 / 10 / 2 %

400
Trips / Day

20
90
2
44
608
271

Average Trips Per Day
<1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Painesville Township Park 49

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.

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

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

94 / 3
3 %

500
Trips / Day

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Lake Erie Bluffs 50

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.

AMENITIES

STANDARD

ADDITIONAL
Observation Deck, Educational Signage
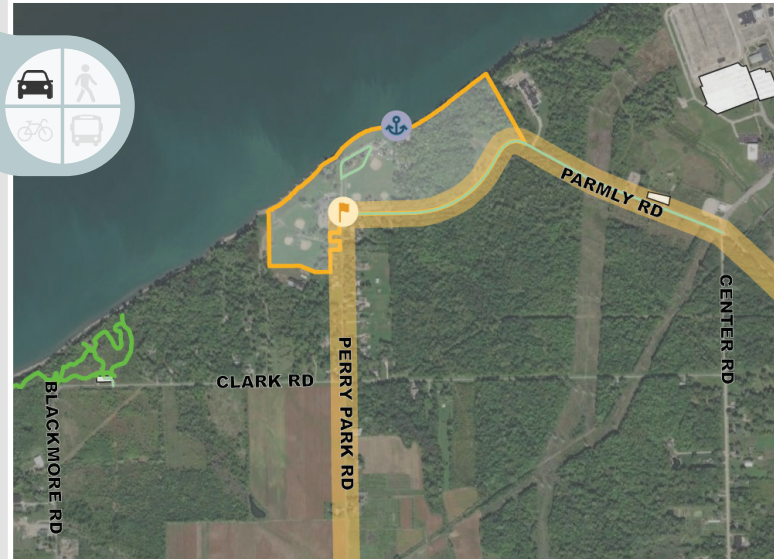
OPERATOR
met

AREA
138.0

COASTLINE
0.26

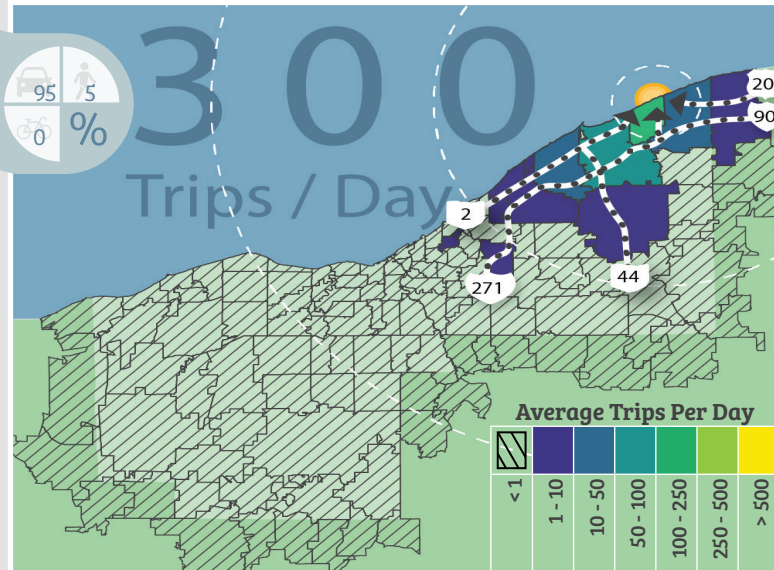**COAST TYPE**
bluff

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

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

MODE

95 / 5
0 %

300
Trips / Day

Average Trips Per Day

< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Perry Township Park 51

PERRY TOWNSHIP

Photo by 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

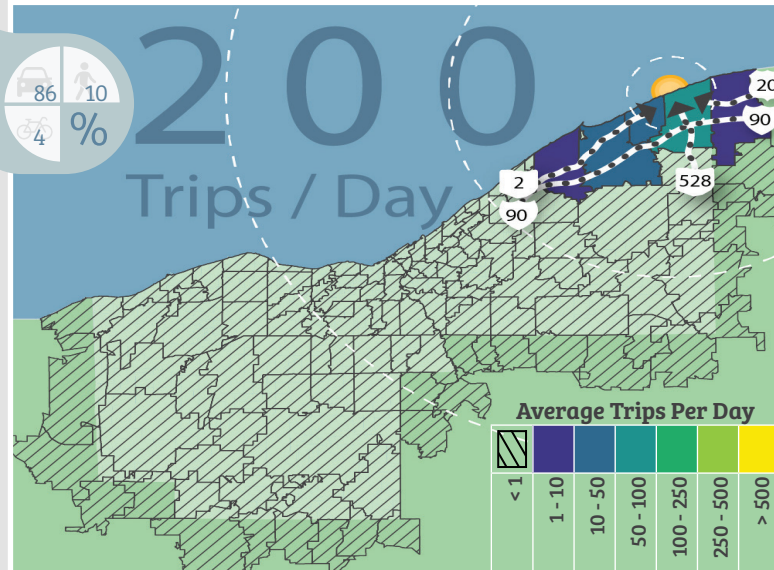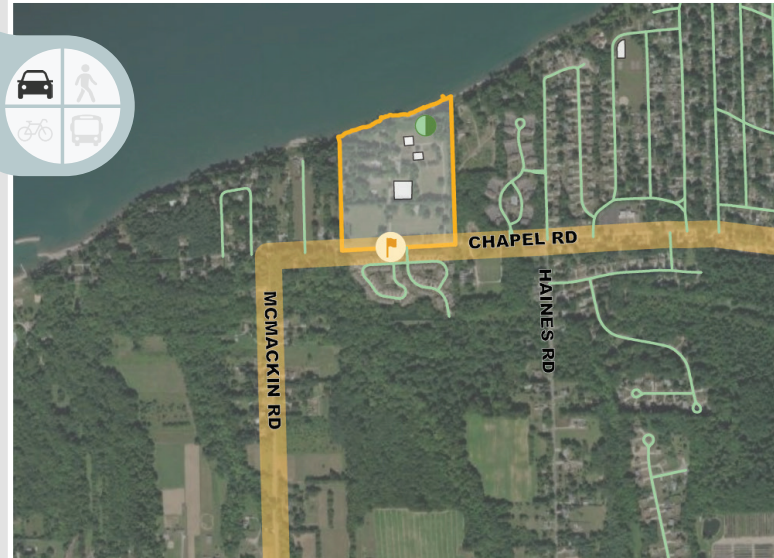TBD- Will be completed after public survey

ACCESS

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

LOCKWOOD RD

ANTIOCH RD

MCMACKIN RD

MODE

86 / 10
4 %

200
Trips / Day

20
90
2
90
528

Average Trips Per Day
< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500

Lakeshore Reservation 53

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.

AMENITIES

STANDARD

ADDITIONAL
Observation Deck, Educational Signage

OPERATOR
met.

AREA
81.3

COASTLINE
0.51

COAST TYPE
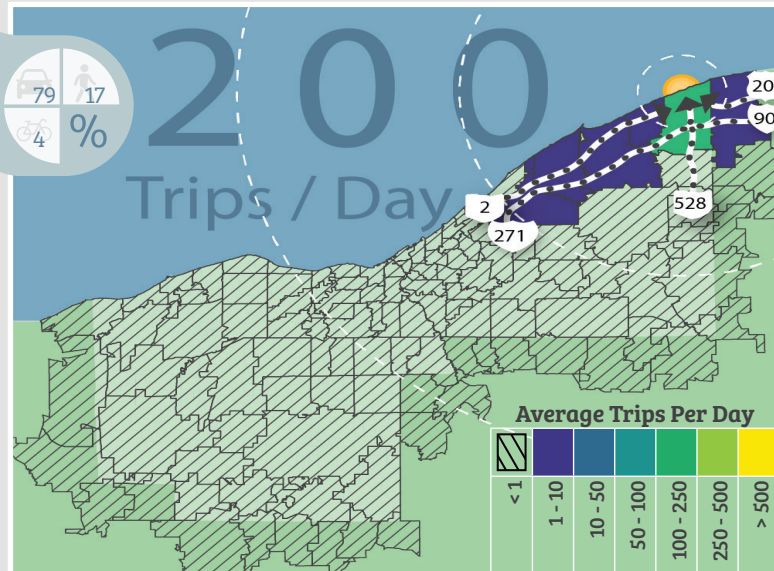bluff

KEY CHALLENGES & OPPORTUNITIES

TBD- Will be completed after public survey

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

CHAPEL RD
MCMACKIN RD
HAINES RD

79 17
4 %

200
Trips / Day

20
90
2
528
271

Average Trips Per Day
< 1
1 - 1
10 - 50
50 - 100
100 - 250
250 - 500
> 500

Bill Stanton Community Park 54

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.

AMENITIES

STANDARD

ADDITIONAL
Food Stand, Vending Machines

OPERATOR	AREA
twp.	32.8

COASTLINE	COAST TYPE
0.24	bluff

KEY CHALLENGES & OPPORTUNITIES
TBD- Will be completed after public survey

Legend:
- Site Boundary
- Park Entry
- Boating
- Parking Lot
- Low Stress Road
- Scenic Byway
- Laketran Route

42 | 56
2 | %

400
Trips / Day

Average Trips Per Day
< 1 | 1 - 10 | 10 - 50 | 50 - 100 | 100 - 250 | 250 - 500 | > 500
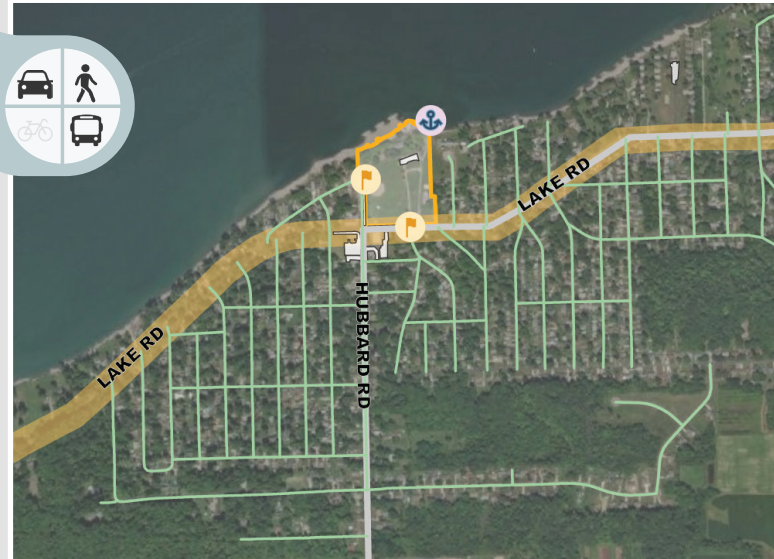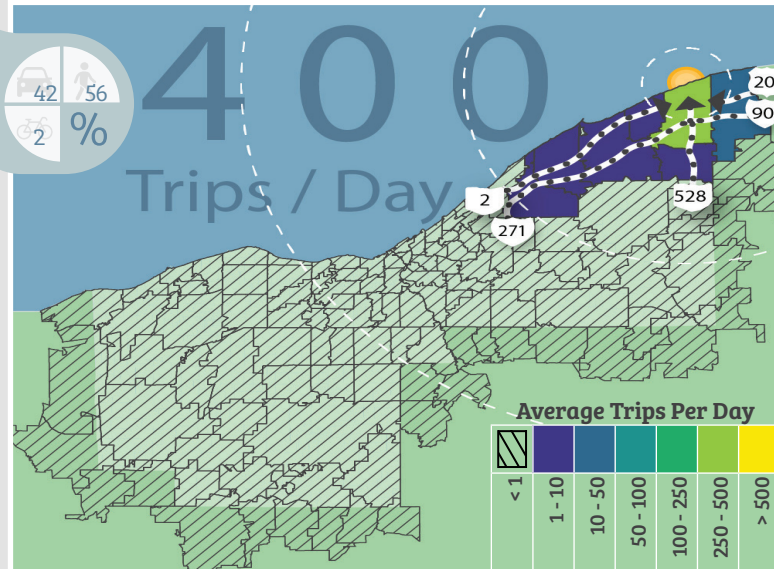
Madison Township Park 57

MADISON TOWNSHIP

Madison Township Park in Madison Township offers a picnic area, boardwalk, playground, and fishing opportunities along it's 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.

AMENITIES

STANDARD

ADDITIONAL
Boardwalk

OPERATOR	AREA
twp.	11.9

COASTLINE	COAST TYPE
0.13	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.