



LAKE ERIE CONNECT

NOACA Regional Lakefront Study

LakeErieConnect.com

#makeittothelake



ms consultants, inc.
engineers, architects, planners

NOACA BOARD PRESENTATION

December 1, 2023

AGENDA



STUDY OVERVIEW

THE LAKEFRONT TODAY

LAKEFRONT INITIATIVES

IMPLEMENTATION & CONCLUSIONS



ABOUT THE PROJECT



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.**



Edgewater Park

Consultant Team



Painesville Township Park

Photo by Painesville Township

PROJECT GOALS



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.



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.

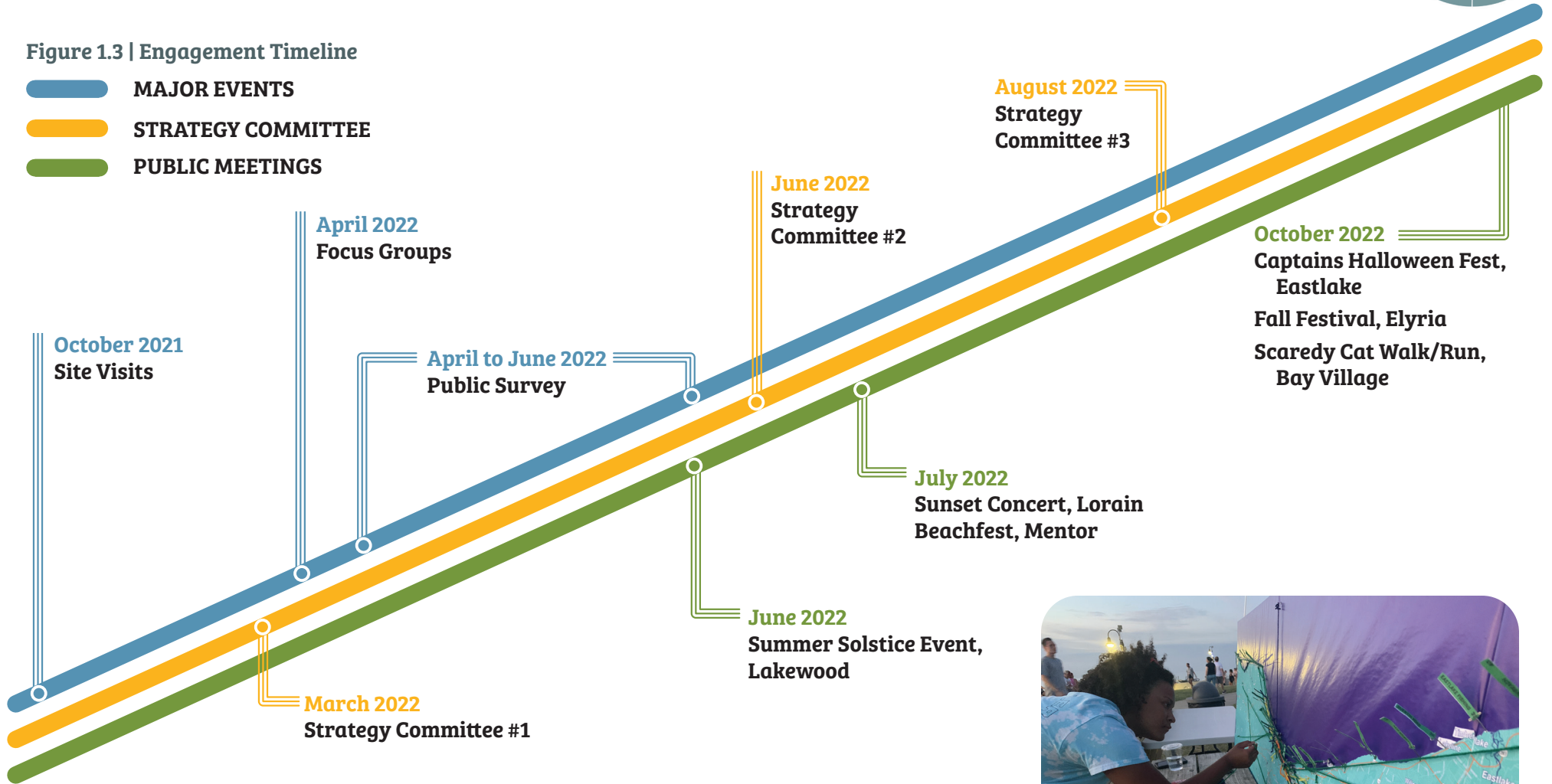
Figure B | Lake Erie Connect Goals

ENGAGEMENT TIMELINE



Figure 1.3 | Engagement Timeline

- MAJOR EVENTS
- STRATEGY COMMITTEE
- PUBLIC MEETINGS



p.4





PROJECT OUTCOMES

UNIFIED VISION

109 INDIVIDUAL
MULTIMODAL PROJECTS
FORM THE VISION

TRANSFORMATIVE CORRIDORS

30 LAKEFRONT ACCESS
CORRIDORS IDENTIFIED
FOR FUTURE STUDY

FUTURE INITIATIVES & ACTIVITIES

3 PARK SITE
PLANS

SUPPORTIVE INFRASTRUCTURE

43 TRANSIT STOPS
IDENTIFIED FOR
IMPROVEMENTS

78 NEW OR IMPROVED
CROSSWALK
LOCATIONS

AGENDA



STUDY OVERVIEW

THE LAKEFRONT TODAY

LAKEFRONT INITIATIVES

IMPLEMENTATION & CONCLUSIONS



LAKE ERIE CONNECT STUDY AREA



5 COUNTY REGION

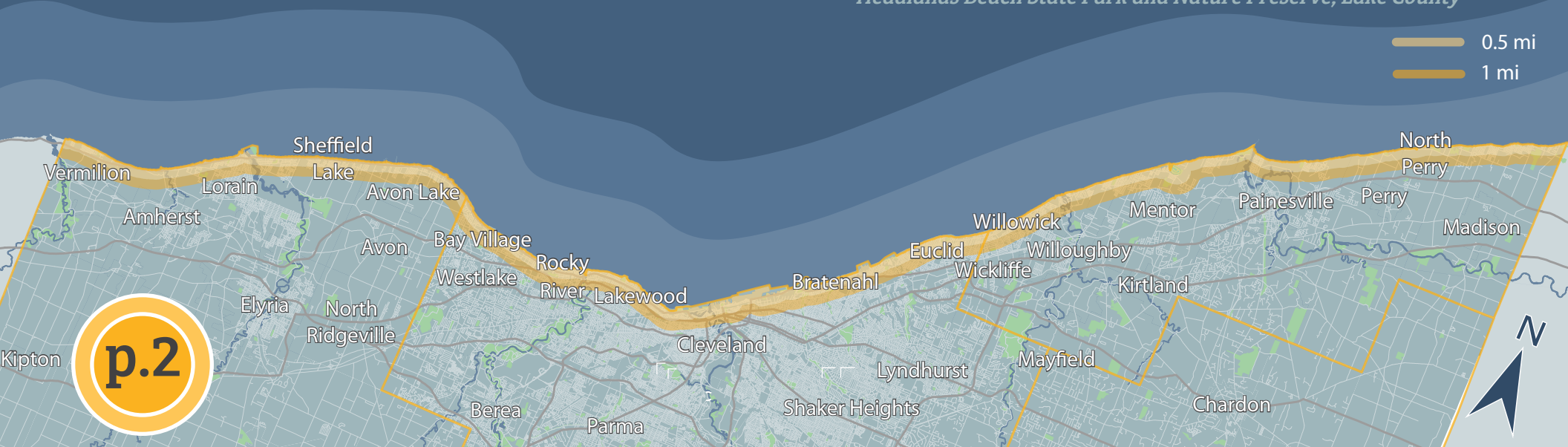
LORAIN, CUYAHOGA, LAKE, MEDINA, GEAUGA
LAKEFRONT COUNTIES

770K RESIDENTS

IN **22** LAKEFRONT COMMUNITIES



Headlands Beach State Park and Nature Preserve, Lake County



p.2

LAKE ERIE CONNECT STUDY AREA



70 MILES OF COASTLINE



20 PERCENT PUBLIC LAND



59 PUBLIC ACCESS POINTS



Euclid Beach, Cuyahoga County



p.19

ENVIRONMENTAL JUSTICE AREAS



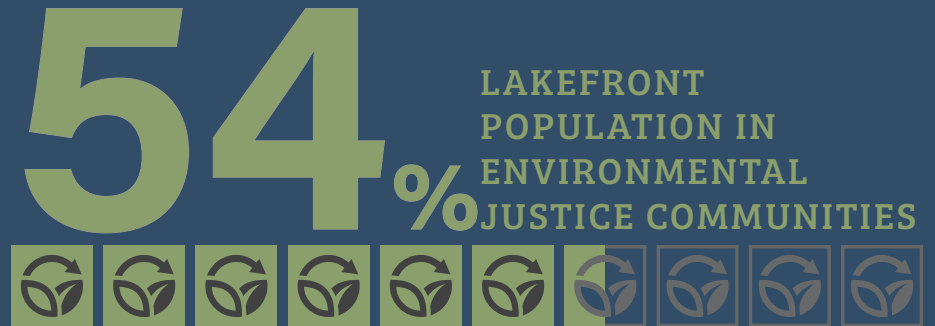
ENVIRONMENTAL JUSTICE DEFINITION




“No group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from federal, state, local programs and policies.”

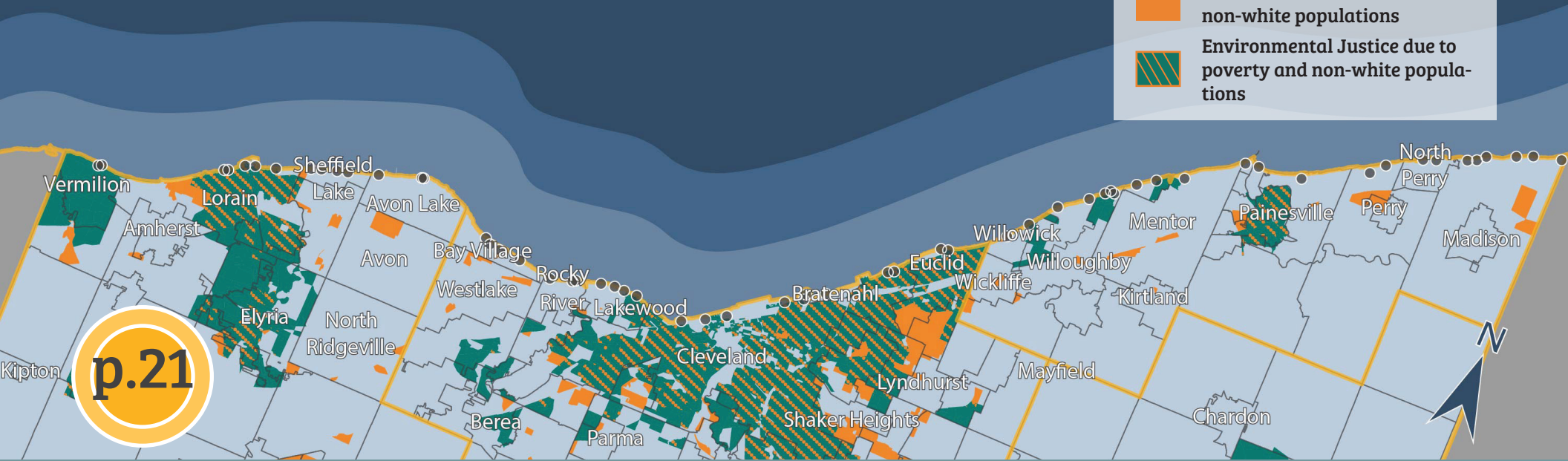
- United States EPA

Figure 2.4 | Environmental Justice Areas

Sources: NOACA (Transportation Analysis Zones, EJ areas)



-  Environmental Justice due to poverty
-  Environmental Justice due to non-white populations
-  Environmental Justice due to poverty and non-white populations



p.21

LAKEFRONT TRIPS



34,000

TOTAL DAILY TRIPS TO LAKEFRONT PARKS

10,000

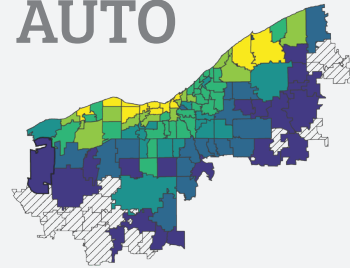
TOTAL DAILY WALKING AND BIKING TRIPS TO THE LAKEFRONT

1/3

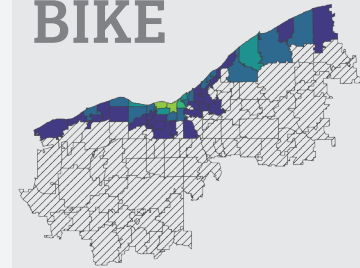
OF ALL DAILY TRIPS ARE MADE BY WALKING AND BIKING

p.28

AUTO



BIKE



WALK

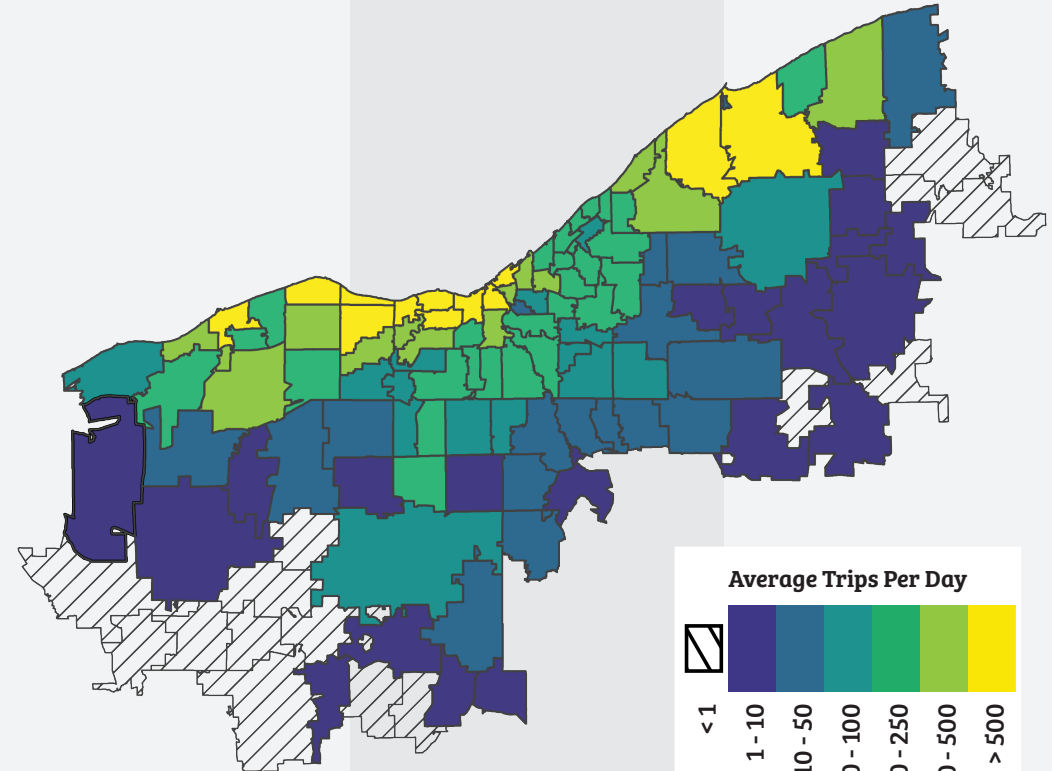
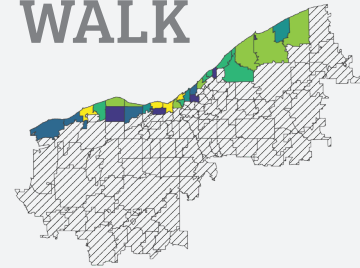
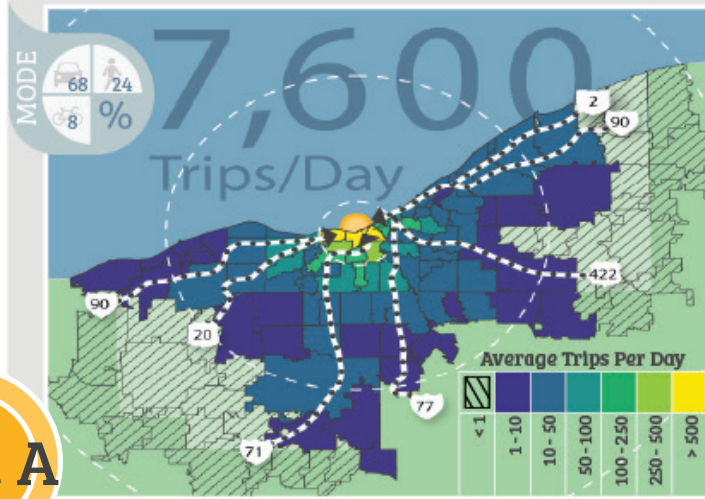


Figure 3.2 | Lakefront Trips by Origin
Source: StreetLight (Origin and Destination, 2019)

INDIVIDUAL PARK ANALYSES



Edgewater Park is the region's most popular lakefront park, attracting 7,600 trips per day from 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%).

STANDARD



ADDITIONAL

Food Stand, Pier, Education Signage

AMENITIES

OPERATOR

met.

AREA

134.4

COASTLINE

1.91

COAST TYPE

beach

KEY THEMES FROM PUBLIC INPUT

Edgewater is popular for its beach and new facility upgrades. Survey responses indicated that the bike and pedestrian connections just outside of the park make it easier for some to walk or bike to the park instead of drive.



AGENDA



STUDY OVERVIEW

THE LAKEFRONT TODAY

LAKEFRONT INITIATIVES

IMPLEMENTATION & CONCLUSIONS



LAKEFRONT ACCESS PHASES



THE TRIP



Regional trip patterns, East-west route, north-south priority corridors, low-stress bike facilities

GOALS

- Closing gaps in Regional East-west travel
- Apply complete streets planning to North-south corridors that invite the region to the lakefront

THE LAST MILE



Sidewalks, crosswalks, transit routes and stops, transportation safety

GOALS

- Close gaps and improve safety for bicyclists and pedestrians
- Improve transit facilities along the EW Lakefront Corridor

THE DESTINATION



Regional wayfinding, placemaking, and site designs

GOALS

- Improve regional placemaking and wayfinding strategies
- Transform the lakefront with improved and new public access points



THE TRIP

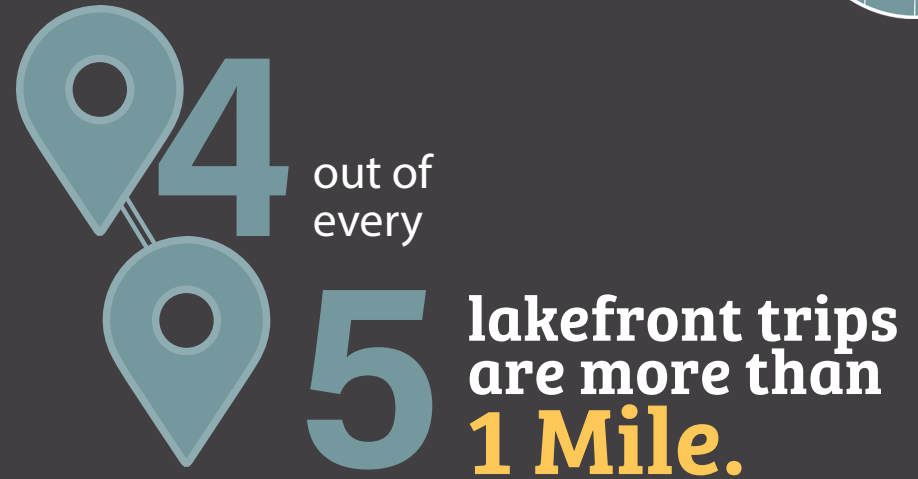


The region is connected to the lakefront via long distance trips that are made primarily by car.

Key corridors should invite the region to the Lake's access points in the following ways:

- Be safe to travel by car, bike, or transit
- Extend the lakefront's beauty into the surrounding communities
- Be connected to the surrounding communities by foot and bike to encourage people to visit somewhere new

p.28



Of these,

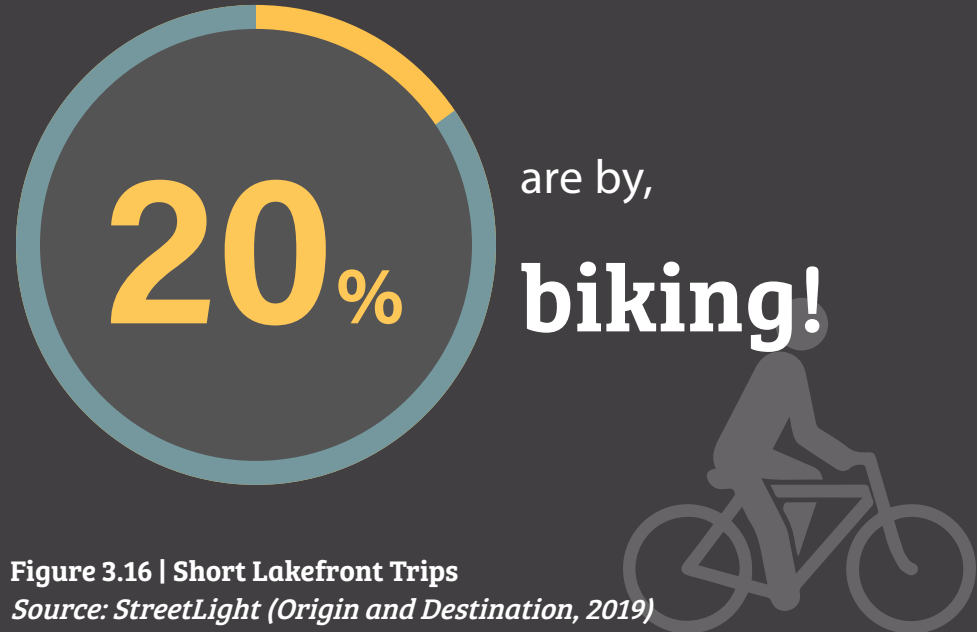


Figure 3.16 | Short Lakefront Trips
Source: StreetLight (Origin and Destination, 2019)



THE TRIP






EAST-WEST TRAVEL

THIS **E-W LAKEFRONT ROUTE** IS USED TO TRAVEL TO A LAKEFRONT PARK, AND FACILITATE MOVEMENT BETWEEN COMMUNITIES. IT IS BOTH A **PRIMARY ACCESS WAY** AND AN **ACCESS BARRIER**.

106 TOTAL MILES

26 LOCAL COMMUNITIES

-  **East-West Route**
-  **Existing Trail**
-  **Existing Bike Lane**



p.30

Figure 3.4 | East-West Route
Sources: NOACA (bike facilities, 2020);
ODOT (speed, traffic volumes)



THE TRIP






NORTH-SOUTH TRAVEL

TRIP DATA, PARK LOCATIONS, AND PLANNING INITIATIVES HELPED IDENTIFY **30 PRIORITY N-S CORRIDORS**.

58 MILES OF ROADWAY

125,000 RESIDENTS WITHIN A HALF-MILE

-  **East-West Route**
-  **Existing Trail**
-  **Existing Bike Lane**

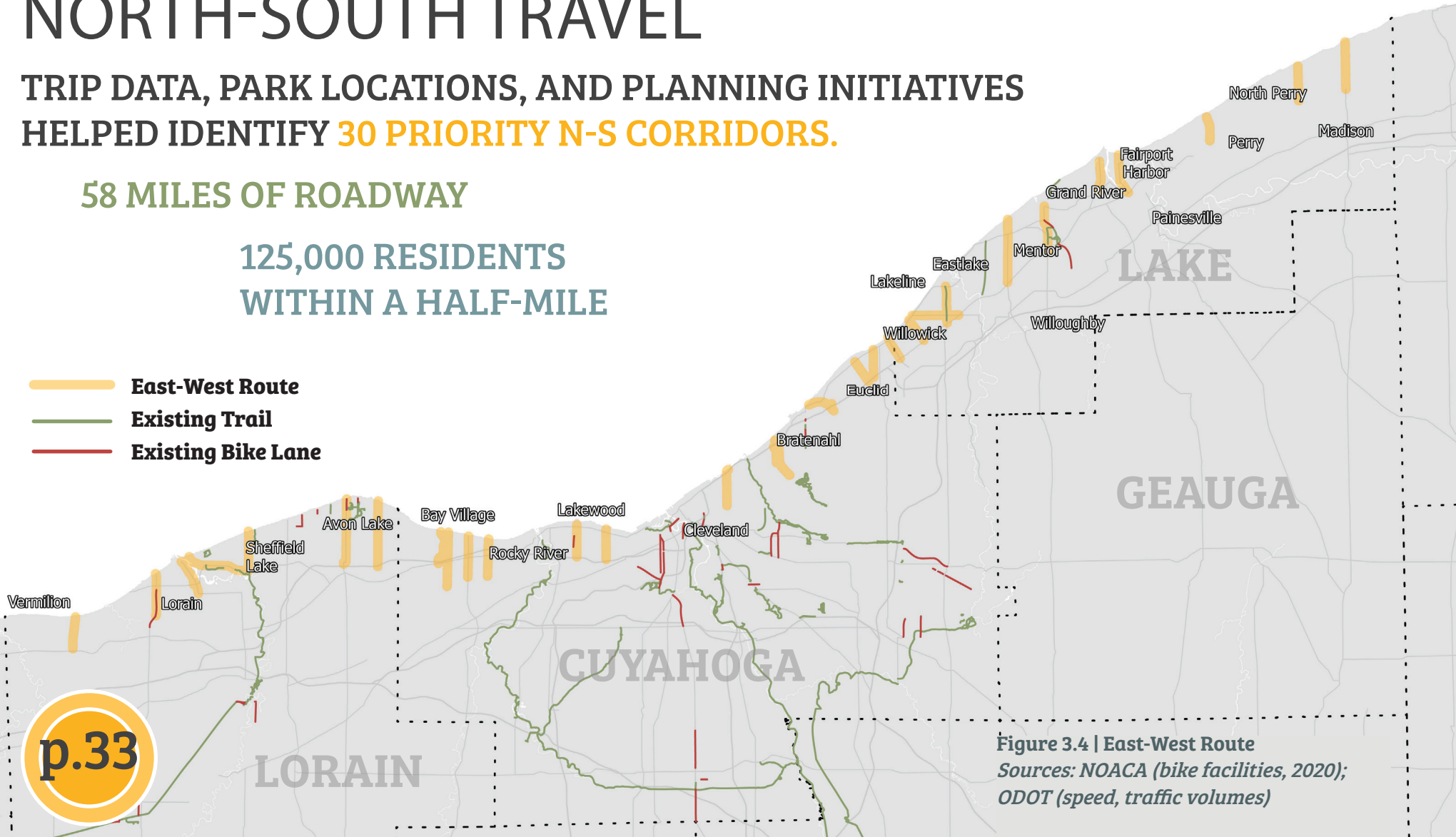


Figure 3.4 | East-West Route
Sources: NOACA (bike facilities, 2020); ODOT (speed, traffic volumes)



THE TRIP



THE LAKEFRONT TODAY EAST-WEST TRAVEL



35 MPH Average Speed Limit



7,700 Annual Average Daily Traffic



106 Total Miles



26 Local Communities



48% With Existing Bicycle Infrastructure

NORTH-SOUTH TRAVEL



35 MPH Average Speed Limit



11,000 Annual Average Daily Traffic



58 Total Miles



125,000 People Within 0.5 Miles



37 Bicycle and Pedestrian Crashes per Year (2010-2020)

THE LAKEFRONT TOMORROW

106 miles
of Planned Bike Trails



393 miles
of Other Facilities
& Sidewalks



RECOMMENDATIONS

30 corridors
Complete Streets Candidates



RECOMMENDATIONS



THE LAST MILE

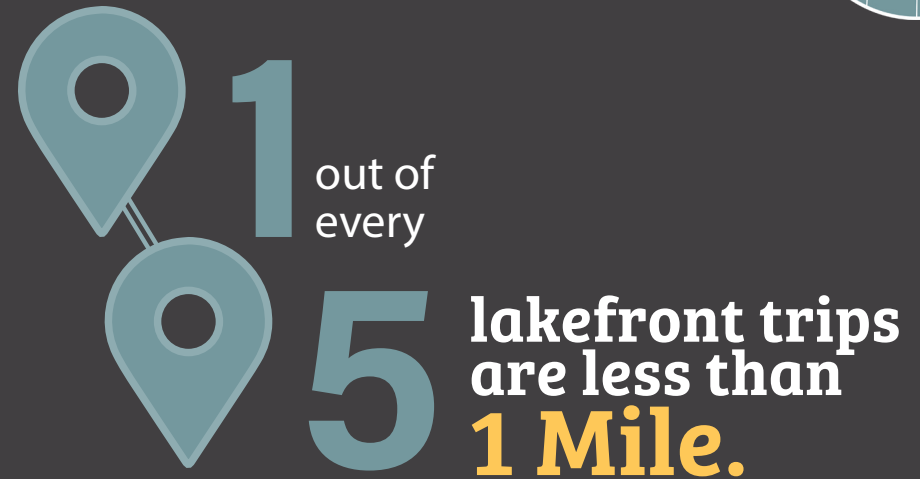


To lakefront parks are unique from many other trip types and lean much heavier to walkers and bikers.

Because of this, these trips have unique needs and need different amenities:

- Safe street crossings along busy corridors
- Frequent street crossings near park entrances and transit stops
- Sidewalk connectivity
- low stress bike facilities

...According to the public survey, people tend to choose which park to visit based on *proximity to home*.



Of these,



Figure 3.16 | Short Lakefront Trips
Source: StreetLight (Origin and Destination, 2019)



THE LAST MILE

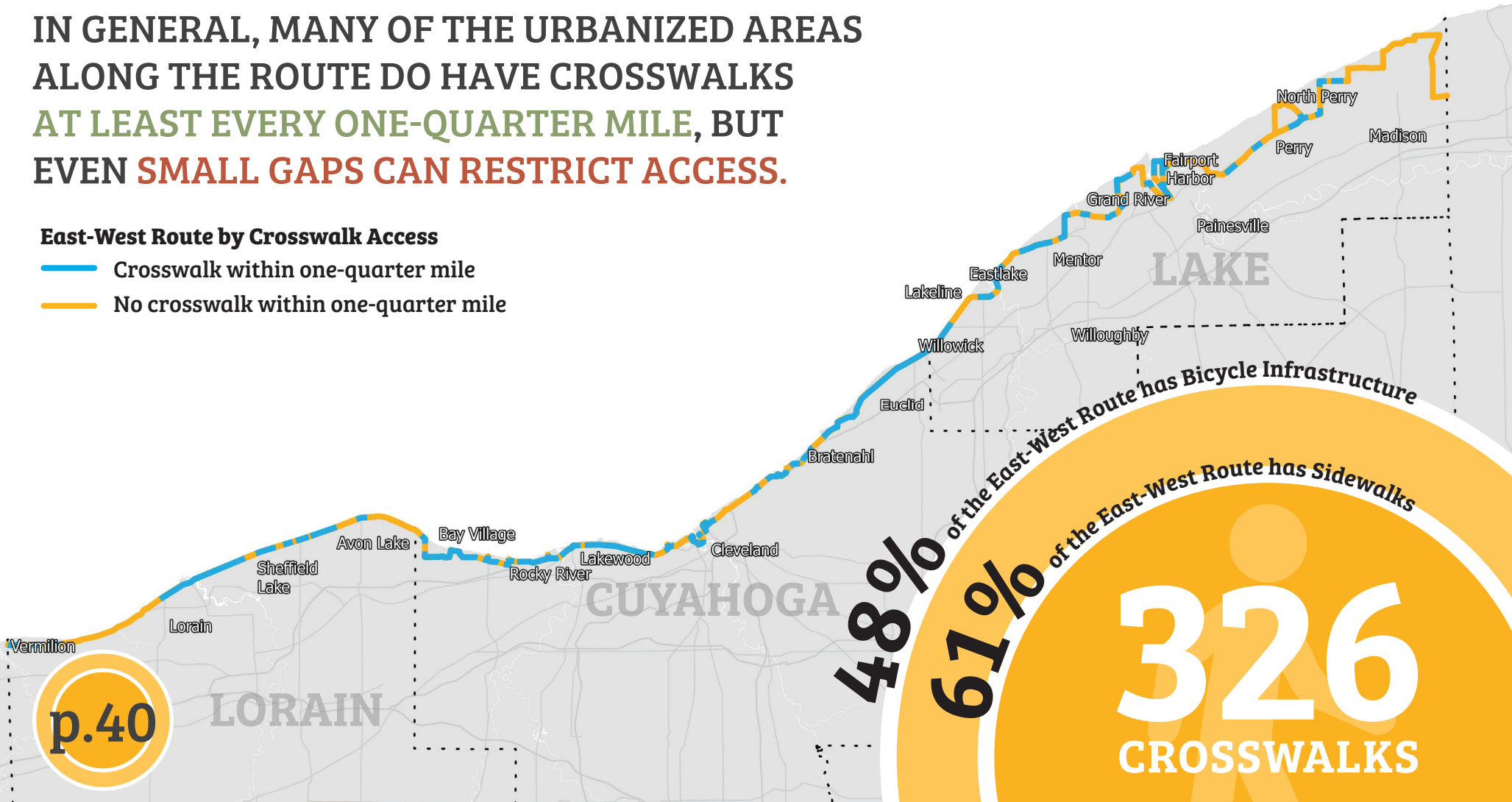


PEDESTRIAN ACCESS

IN GENERAL, MANY OF THE URBANIZED AREAS ALONG THE ROUTE DO HAVE CROSSWALKS AT LEAST EVERY ONE-QUARTER MILE, BUT EVEN **SMALL GAPS CAN RESTRICT ACCESS.**

East-West Route by Crosswalk Access

- Crosswalk within one-quarter mile
- No crosswalk within one-quarter mile





THE LAST MILE



TRANSIT ACCESS

TODAY, **ONE OUT OF SIX** TRANSIT STOPS ALONG THE LAKEFRONT CORRIDOR HAS A SHELTER.

East-West Route by Transit Access

- Stop within one-quarter mile
- No stop within one-quarter mile

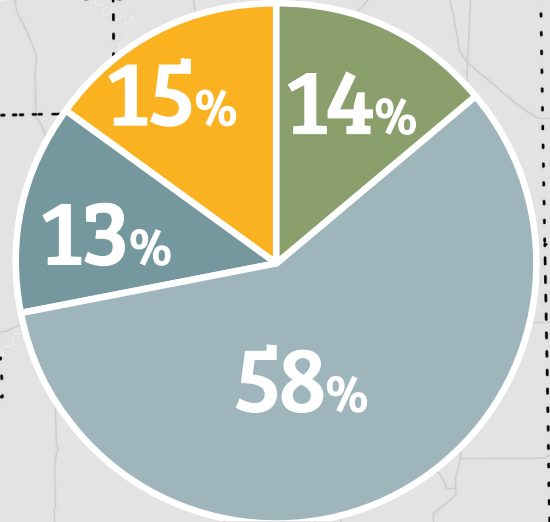
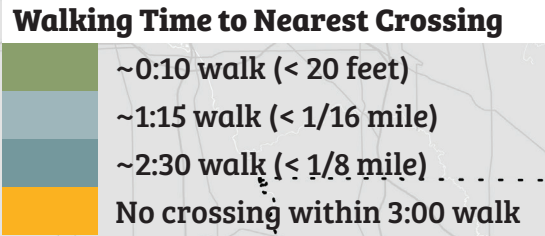
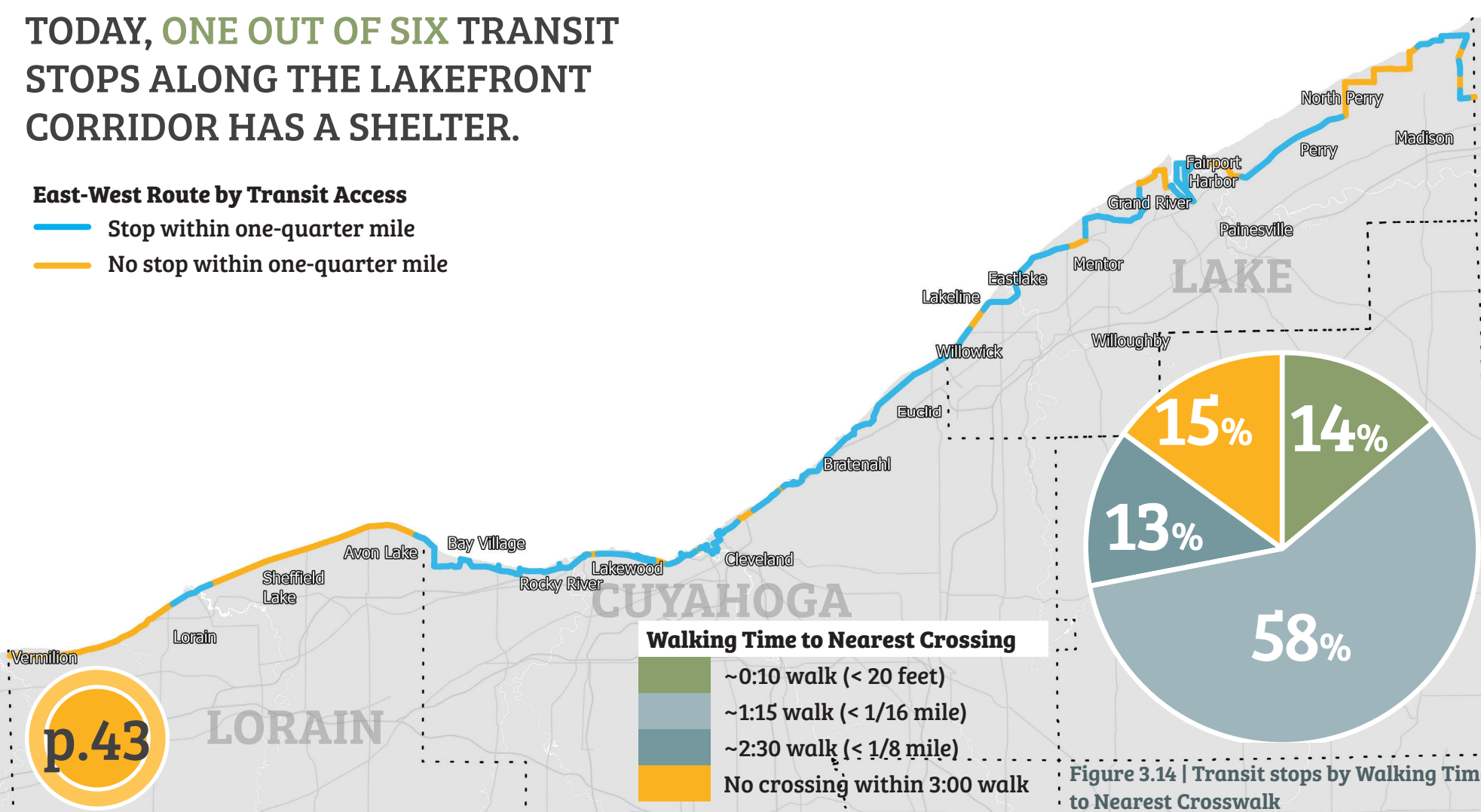


Figure 3.14 | Transit stops by Walking Time to Nearest Crosswalk

p.43



THE LAST MILE



THE LAKEFRONT TODAY PEDESTRIAN ACCESS



61%

Of the EW Route has Sidewalks



326

Total Crosswalk Locations



128

Crossings At Uncontrolled Locations

TRANSIT ACCESS



3

Transit Providers



375

Transit Stops



142k

People Live Within a 1/2 Mile of at Least 1 Stop

THE LAKEFRONT TOMORROW

78

New and Improved Crosswalks

30

stops

Prioritized for Improved Amenities



RECOMMENDATIONS



THE DESTINATION

PLACEMAKING & WAYFINDING



Figure 3.22 | Examples of Placemaking in Northeast Ohio
Cleveland script sign at Euclid Beach Park, Pier and trail at Sims Park, Oversized chairs at Fairport Harbor Lakefront Park

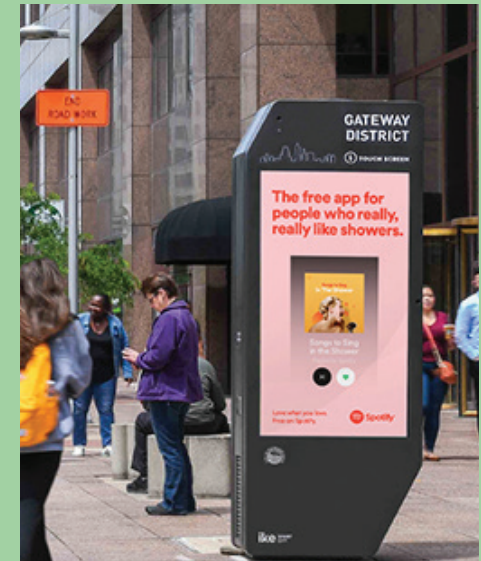
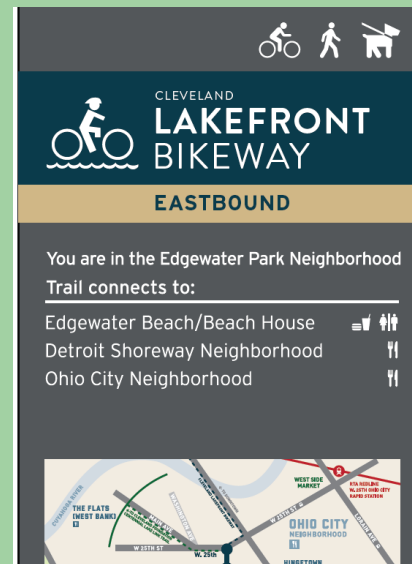


Figure 3.20 | Wayfinding Examples in Northeast Ohio
Lake Erie Coastal Ohio Trail signage (top left); Indicator signs branded by park owners (top right); Wayfinding signs along the Cleveland Lakefront Bikeway by the Cuyahoga Greenway Partners (bottom left); Digital kiosks with interactive maps by the Gateway District (bottom right)

p.48

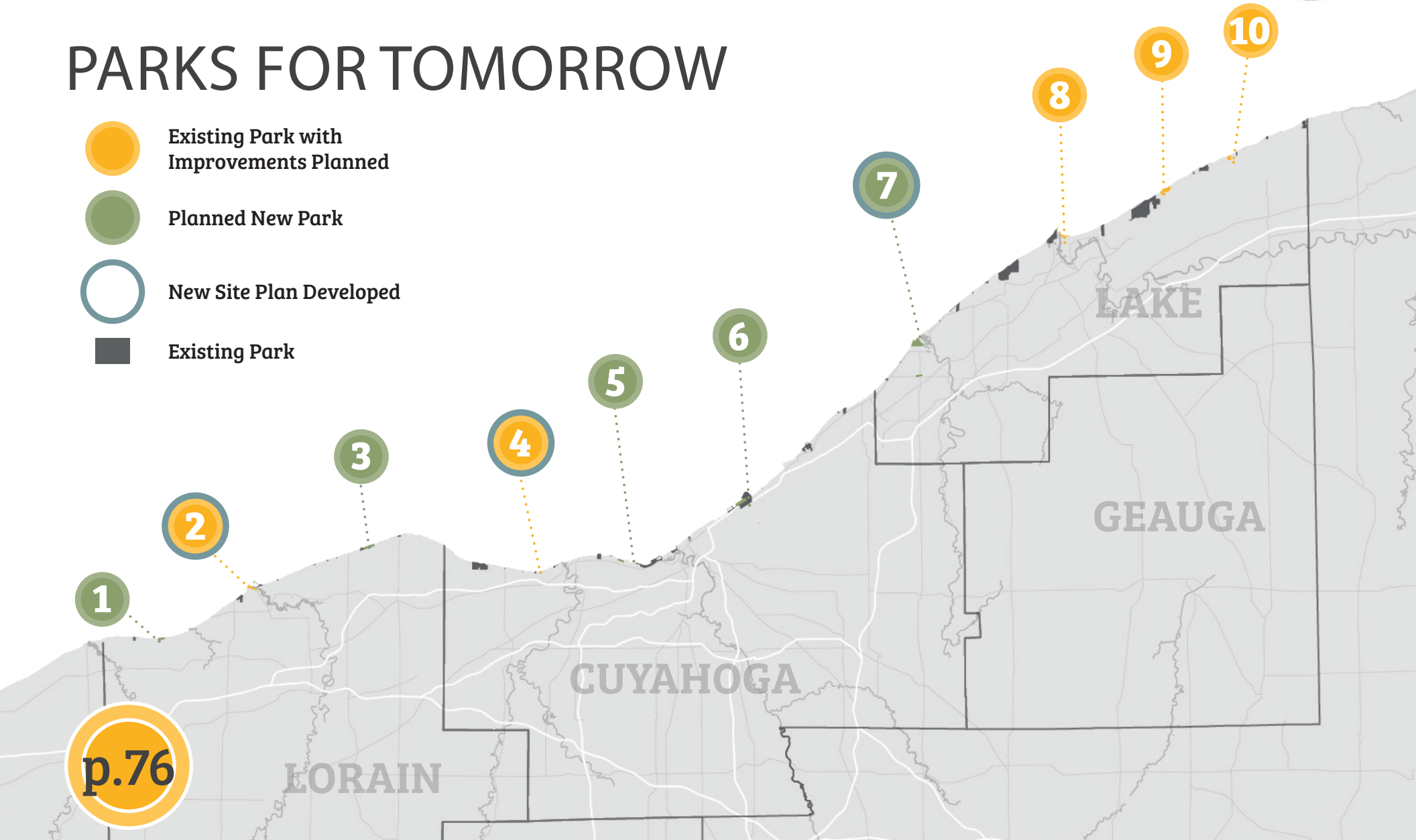


THE DESTINATION



PARKS FOR TOMORROW

-  Existing Park with Improvements Planned
-  Planned New Park
-  New Site Plan Developed
-  Existing Park



p.76



THE DESTINATION



Lorain, OH

Pellet Terminal

Featured Site Elements

- 1 Sunset pier park and promenade
- 2 Limited-mobility and ADA Accessible parking
- 3 Boat and passenger parking area
- 4 Promenade along mixed-use development
- 5 Mixed-use development with amenity deck over podium level parking
- 6 Activated ground level on waterfront promenade
- 7 Parking and plaza drop-off
- 8 Hotel
- 9 Drop Off





THE DESTINATION



Bay Village, OH

Columbia Road Park

Featured Site Elements

- 1 Upgraded staircase for safer access to the shore
- 2 Overhead pergola and seating at upper falls overlook
- 3 Paved walkway and seating along the creek
- 4 New “art” railing along creek
- 5 Low maintenance native plantings and butterfly garden
- 6 Informal lawn for play areas and picnics
- 7 Fence and “Green” edge extended along Lake Road
- 8 Paved entrance plaza with park signage
- 9 New bicycle racks and repair station
- 10 Re-vamped surface parking to support the park



p.82



THE DESTINATION



Eastlake OH

First Energy Site

Featured Site Elements

- 1 Existing Lakeshore
- 2 Multi-Use Pavilions
- 3 Landscaped Park
- 4 Multi-Use Trail along railroad
- 5 Boardwalk
- 6 Lakefront Trail
- 7 Landscaped parking and drop-off



p.84

AGENDA



STUDY OVERVIEW

THE LAKEFRONT TODAY

LAKEFRONT INITIATIVES

IMPLEMENTATION & CONCLUSIONS



PROJECT OUTCOMES



UNIFIED VISION

109 INDIVIDUAL
MULTIMODAL PROJECTS
FORM THE VISION

TRANSFORMATIVE CORRIDORS

30 LAKEFRONT ACCESS
CORRIDORS IDENTIFIED
FOR FUTURE STUDY

FUTURE INITIATIVES & ACTIVITIES

3 PARK SITE
PLANS

SUPPORTIVE INFRASTRUCTURE

43 TRANSIT STOPS
IDENTIFIED FOR
IMPROVEMENTS

78 NEW OR IMPROVED
CROSSWALK
LOCATIONS

Now what?

How can communities use this analysis and project list to improve their communities?

PROJECT PRIORITIZATION



Evaluation matrices for each project are included. Each community can use this information to inform their own action plan for implementation.

1
Projects are organized into tables and grouped by community and location

2
All projects were compared across several key access metrics to weigh which projects delivered the most local and regional benefits



			1		2				
	COMMUNITY	CORRIDOR	CROSSING LOCATION	LTS					
Lorain County	Lorain	Erie Avenue	Hawthorn Avenue	●	●	○	●	●	
			King Avenue	●	○	○	●	●	
			Lakeview Drive	●	○	○	●	●	
			Parkview Drive	●	○	○	●	●	
			North Lakeview Boulevard	●	●	○	●	●	
			West 5th Street	●	●	○	●	●	
			Hamilton Avenue	●	●	●	●	●	
			Washington Avenue	●	●	●	●	●	
			Wickens Place	●	○	●	●	●	
			Arizona Avenue	●	●	○	●	●	
			California Avenue	●	●	○	●	●	
			Connecticut Avenue	●	●	○	●	●	
			Delaware Avenue	●	●	○	●	●	
			Florida Avenue	●	●	○	●	●	
			Kentucky Avenue	●	●	○	●	●	
			Louisiana Avenue	●	●	○	●	●	
			Maine Avenue	●	●	○	●	●	
	Massachusetts Avenue	●	○	○	●	●			
	Sheffield Lake	Lake Road	Lake Breeze Road	●	○	○	○	●	
			Kenilworth Avenue	●	○	○	○	●	
	Irving Park Boulevard		●	○	○	○	●		
Avon Lake	Lake Road	Miller Road	●	●	○	○	●		

IMPLEMENTATION



Communities now have a foundational document to begin pursuit of funds for further planning, engineering, and implementation.

- » Communities are encouraged to make progress incrementally as funds become available
- » Leverage analysis and site plans to support grant applications
- » Incorporate bike and pedestrian projects into roadway improvement and maintenance where possible

A Transportation for Livable Communities Initiative Study
LAKE ERIE CONNECT
Enhancing Regional Lakefront Connectivity

IMPLEMENTATION



Communities now have a foundational document to begin pursuit of funds for further planning, engineering, and implementation.

- » Communities are encouraged to make progress incrementally as funds become available
- » Leverage analysis and site plans to support grant applications
- » Incorporate bike and pedestrian projects into roadway improvement and maintenance where possible

Thank you!
It has been an honor serving you and your communities.

A Transportation for Livable Communities Initiative Study
LAKE ERIE CONNECT
Enhancing Regional Lakefront Connectivity

