

LORAIN ROAD

CORRIDOR STUDY

PUBLIC WORKSHOP #1

PROJECT FRAMEWORK

Thursday, Oct 18, 2018



Eileen Ann Patton, Mayor

AGENDA

- Intro to project & project team
- Project process/schedule
- Plan review summary
- Overview of activities



PROJECT TEAM

MKSK

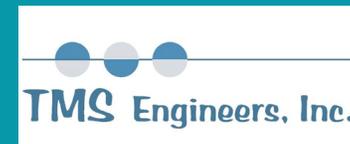
Project Management
Community Engagement
Streetscape Design
Transportation Planning

N NELSON NYGAARD

Transportation Planning
Traffic Modeling
Transit Planning
Parking & Demand Management

Guide

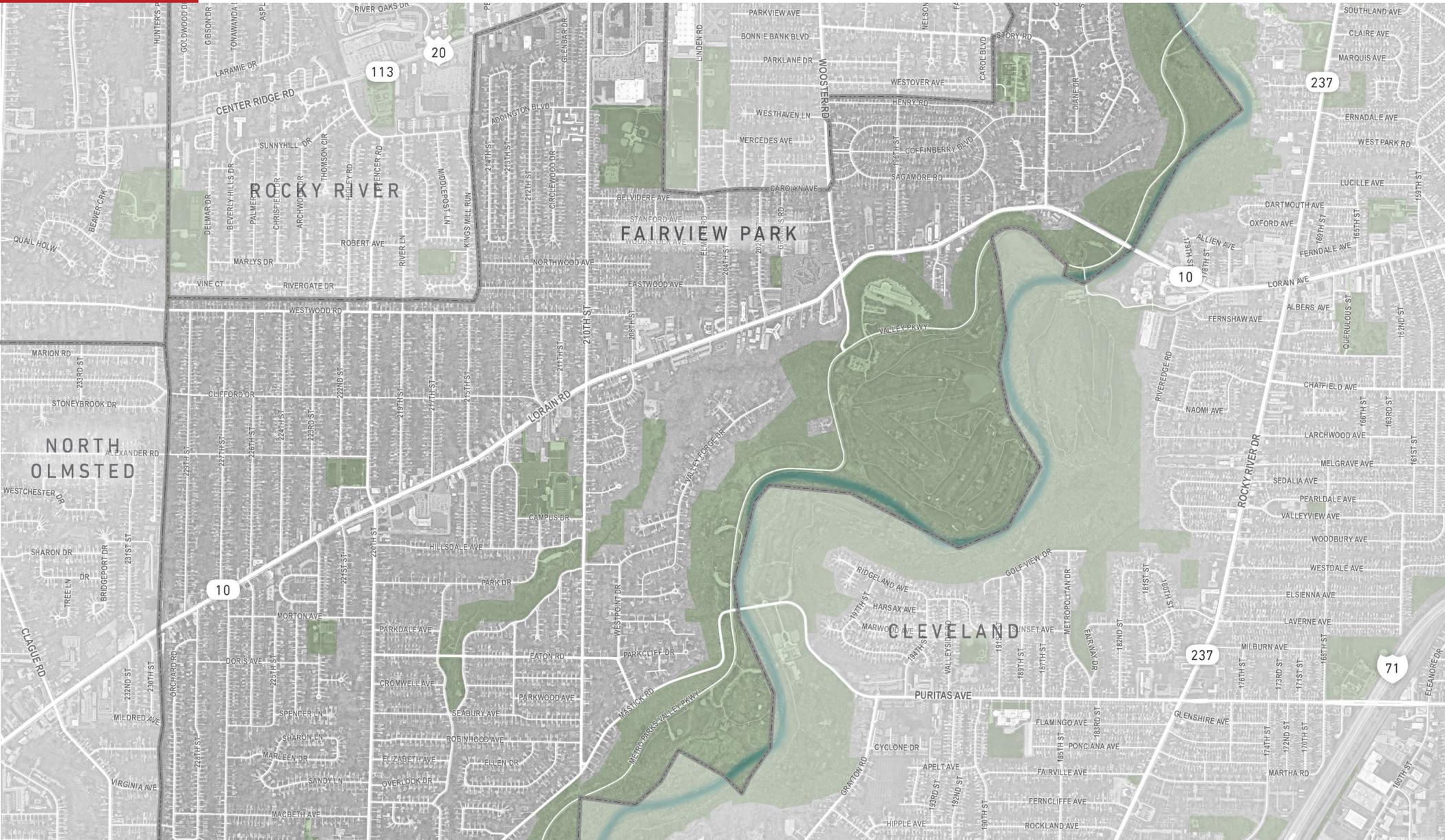
Placemaking
Corridor Identity
Brand Strategy



TMS Engineers, Inc.

Traffic Data Collection

STUDY AREA BASE MAP



ABOUT THE PLAN

- **Incorporate Complete Streets Principles**
- **Increase Connectivity**
- **Encourage Non-Motorized Transportation**
- **Improve Safety**
- **Evaluate Potential Impacts of a Road Diet**
- **Identify the Boundaries of “Downtown” Fairview Park**
- **Placemaking and Identity**



PROJECT SCHEDULE



PHASE 1: GROUNDWORK & ENGAGEMENT



PHASE 2: PLAN DEVELOPMENT



PHASE 3: PLAN COMPLETION

AUG 2018 – NOV 2018

- Project kick-off
- Existing conditions assessment
- Stakeholder meeting #1
- **Public meeting #1**

NOV 2018 – FEB 2019

- Preliminary concepts
- Stakeholder meeting #2
- Concept refinement
- **Public meeting #2**

FEB 2019 – MAY 2019

- Draft recommendations
- Stakeholder meeting #3
- **Public meeting #3**
- Final plan

PLAN REVIEW SUMMARY

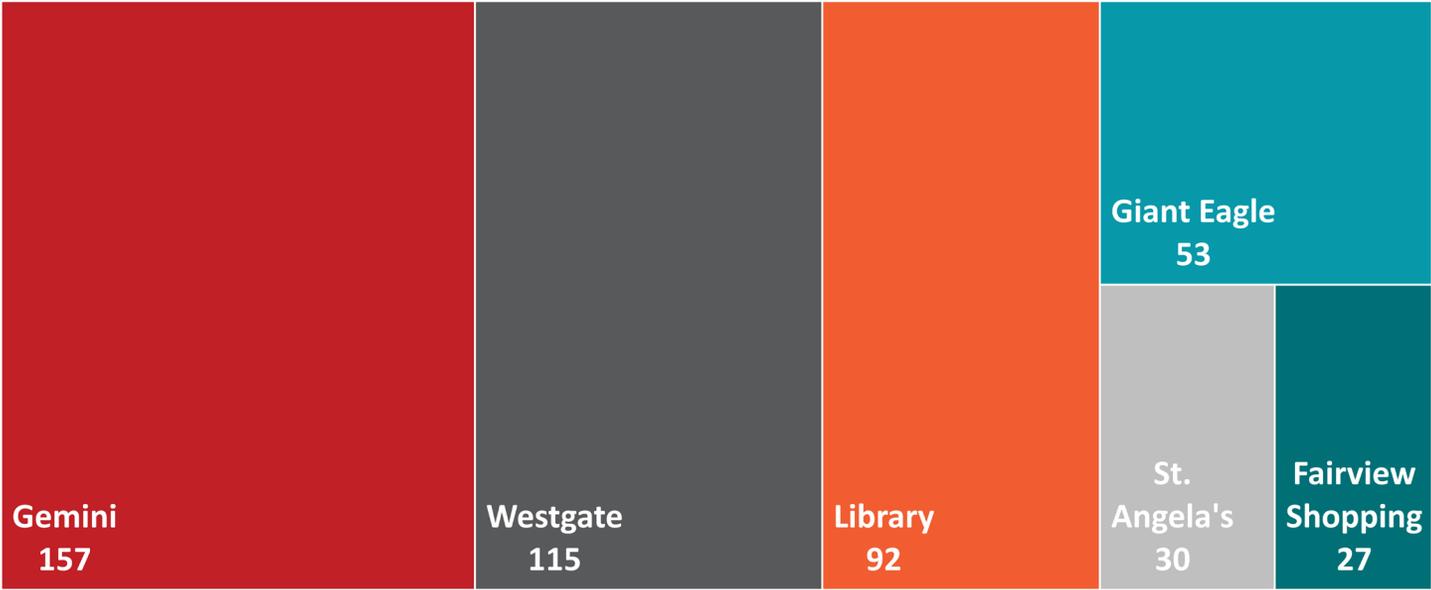
Document Name	Year Completed	Study Area
Forward Fairview Park Lorain Road Community Survey	2017	Lorain Road
Planning for Infill Development [on Lorain Road] – EPA Building Blocks Technical Assistance	2017	Lorain Road
Lorain Road Streetscape Improvements (Construction Drawings)	2016	Lorain Road from North Olmsted to W 222 nd Street
Fairview Park Safe Routes to School Travel Plan	2014	
City of Fairview Park Master Plan Update	2013	City of Fairview Park
Lorain Road Streetscape Improvements	2007	Lorain Road from North Olmsted to W 222 nd Street

What are the city's biggest challenges or problems?



2013 MASTER PLAN UPDATE

Where are important destinations for you within the city?



When asked: **“Do you ever walk or bike along Lorain Road?”**

HALF of the survey respondents **walk or bike** along Lorain Road

“How often?”

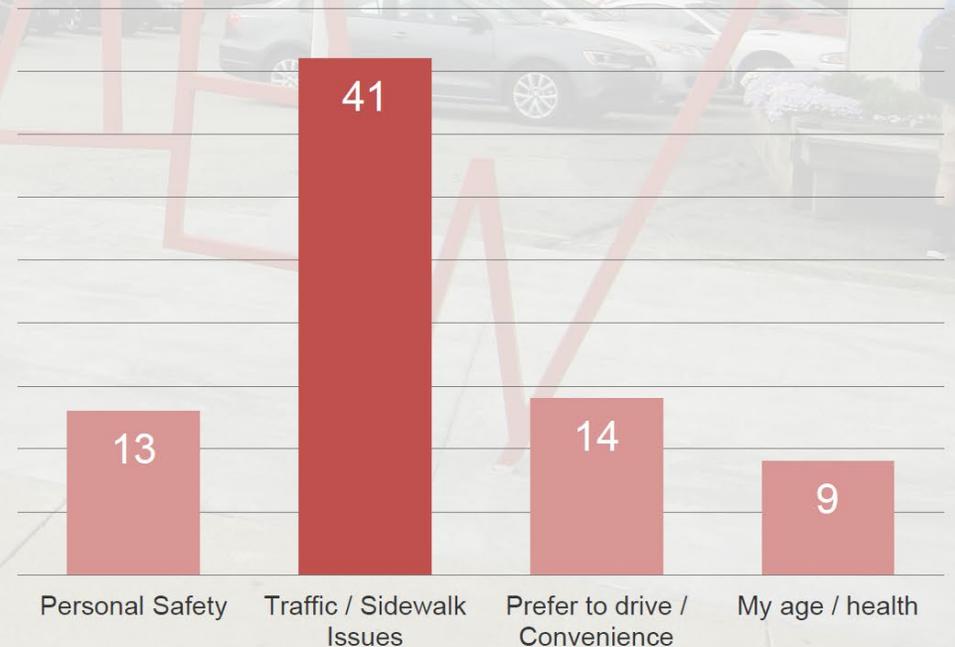
Source: Resident Survey



“Where do you go or what is the nature of your trip?”



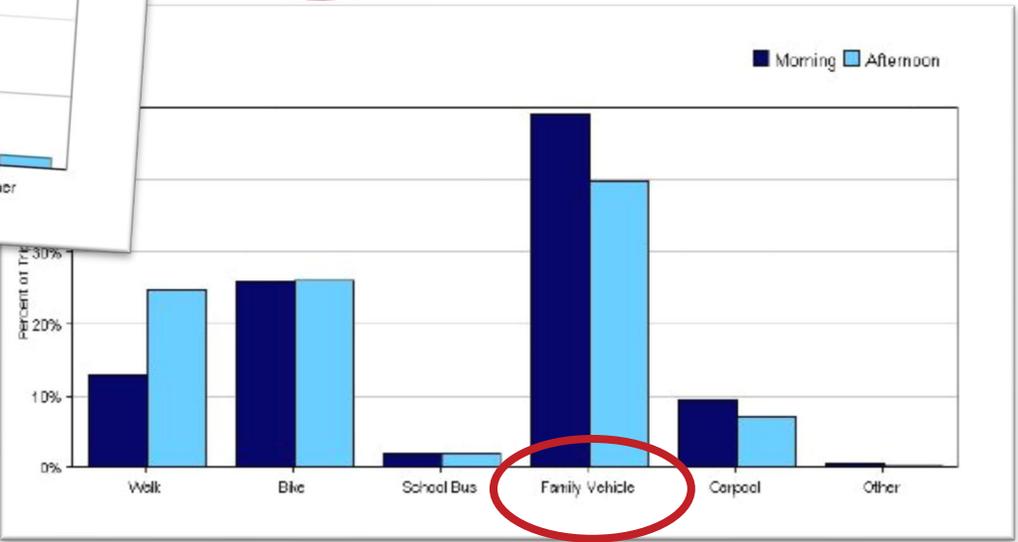
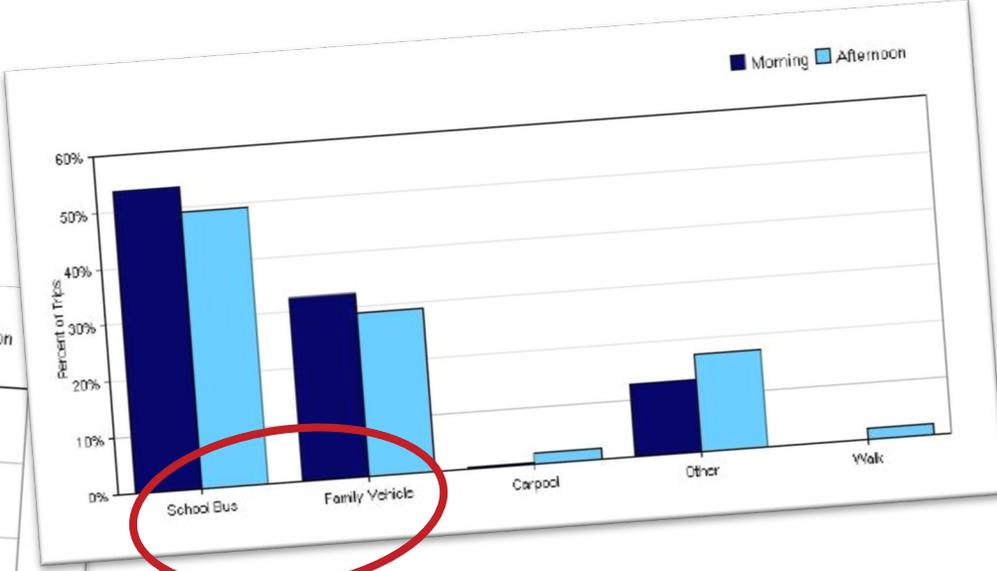
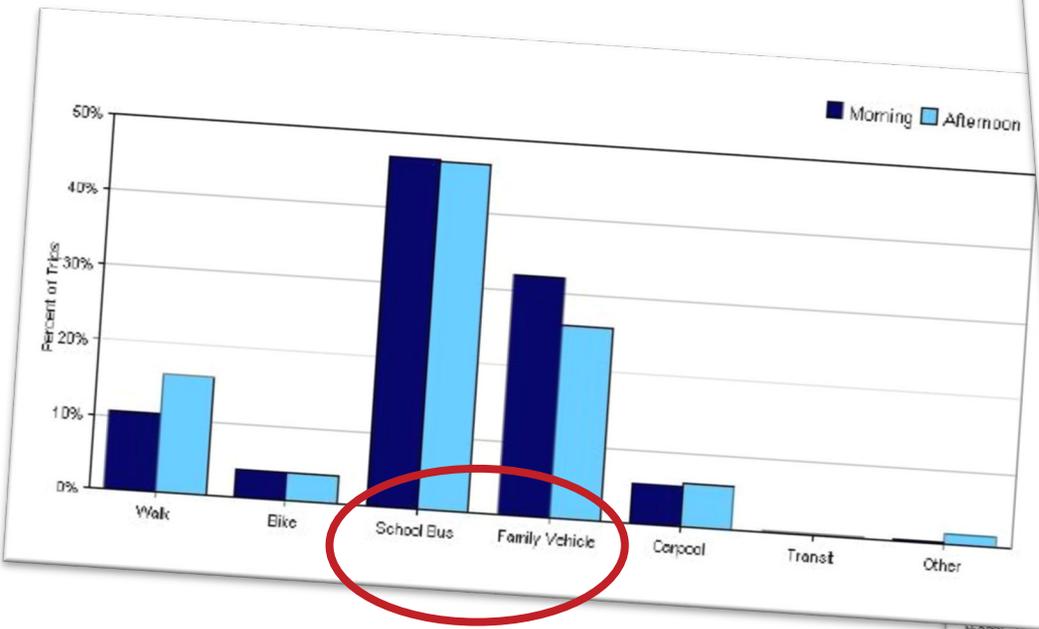
“Why don’t you walk or bike along Lorain Road?”



Lorain Road is traveled by a large number of people as an **alternative transportation route**, utilized at least weekly by over 60% of walkers / cyclists and represents a legitimate

2014 SAFE ROUTES TO SCHOOL PLAN

Mode of Transportation to School



- Fairview Park Early Education Center
- Gilles-Sweet Elementary School
- Lewis F. Mayer Middle School

Concerns about Walking/Biking to School

(parents of students who do not currently walk/bike)

FP Early Education	Gilles-Sweet	Lewis F. Mayer
Traffic	Distance	Weather
Crossings	Traffic	Distance
Speeds	Weather	Crossings
Distance	Crossings	Traffic

(parents of students who do currently walk/bike)

1. Distance
2. Crossings
3. Sidewalks

2017 FORWARD FAIRVIEW PARK SURVEY

Rank improvements you would like to see on Lorain Road on a scale of 1 (lowest) to 8 (highest).

	1-2 Lowest	Middle	7-8 Highest
Add a bike lane	305	228	115
Add or improve crosswalks to improve pedestrian connectivity	102	237	278
Add green infrastructure to help manage storm water	100	216	274
Add trees and landscaping	78	227	305
Add landscape islands at important locations	149	269	197
Bury overhead utility lines	164	251	222
Add uniform signage to parks, schools, civic & business areas & points of interest	144	276	195
Reduce Lorain Rd from 4 lanes to 2 lanes to straighten travel lanes	361	145	156

2017 FORWARD FAIRVIEW PARK SURVEY

What are other improvements you would like to see on Lorain Road?

- Improvements to overall curb appeal and **functionality of Lorain Road**
- Design standards, suggested theme in terms of colors/storefront décor options, amenities
- Enforcement of standards for cleanliness/maintenance/updates strongly expressed.

CATEGORY	SUGGESTIONS & CONCERN
Access, Parking, Safety	fix street lanes , better lighting, Metroparks connections, marked and better parking , road conditions, safety , sidewalks, speed control /enforcement, walkability
Beautification, Landscape, Amenities	more garbage cans and mail boxes, development of common areas, improved curb appeal, de-paving, better targeted lighting
Business Development	adaptive re-use of older buildings, development of new businesses, signage, address vacancies and long-standing issues like Stampers & car wash
Infrastructure	Improve city entrances, fix curved lanes and turn lanes , representation (change in leadership), fix sewers, repair sidewalks, install consistent signage
Storefront Renovation	adaptive re-use , maintenance/enforcement of, signage, urban design program

Informational Boards – Best Practices

LORAIN ROAD
CORRIDOR STUDY
PUBLIC WORKSHOP #1 | BEST PRACTICES IN STREET DESIGN

LORAIN ROAD
CORRIDOR STUDY
PUBLIC WORKSHOP #1 | BEST PRACTICES IN STREET DESIGN

ROAD DIET OR ROAD "RIGHT-SIZING"

WHAT IS IT?

REPURPOSING SPACE WITHIN THE CURBS




A ROAD DIET IS A DESIGN-BASED SAFETY SOLUTION that reconfigures a street by removing travel lanes to repurpose the space for other uses and travel modes. The most common scenario is the conversion of an undivided, four-lane roadway to a three-lane roadway where the center lane serves as a two-way, left-turn lane. In many cases, features such as bike lanes, on-street parking, or bus lanes are incorporated in the street redesign to improve convenience and quality of life for all street users.

Current traffic volumes along Lorain Road through Fairview Park are below 16,000 vehicles per day.

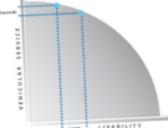
FHWA GUIDELINES

FHWA has summarized average daily traffic (ADT) volume threshold guidelines for four lane roadways:

- ▶ **Less than 10,000 ADT:** A great candidate for road diets in most instances. Capacity will most likely not be affected.
- ▶ **10,000-15,000 ADT:** A good candidate for road diets in many instances. Agencies should conduct intersection analyses and consider signal re-timing in conjunction with implementation.
- ▶ **15,000-20,000 ADT:** A good candidate for Road Diets in some instances; however, capacity may be affected depending on conditions. Agencies should conduct a corridor analysis.
- ▶ **Greater than 20,000 ADT:** Agencies should complete a feasibility study to determine whether the location is a good candidate. Some agencies have had success with road diets at higher traffic volumes.

HOW DOES IT WORK?

THE TRADE-OFFS



LIVABILITY VS. TRAVEL TIMES

Over many decades of transportation planning and engineering, Level of Service (LOS) has been used as a metric to guide roadway design and to measure the performance of streets and intersections in terms of how well they facilitate the movement of traffic.

An LOS of "A" means traffic is moving unimpeded and flowing freely, while "F" indicates congestion. However, a vehicle LOS of "A" does not serve other users (such as pedestrians, transit users, and bicyclists) well, and typically does not indicate vibrant, walkable places.

In contrast, an LOS of "F", while characterized by slower moving traffic, is often the grade given to streets in the most attractive, economically productive neighborhoods. In many cases, a trade-off of waiting a few additional seconds at a traffic light can unlock many other community benefits by allowing roadways to be redesigned with more space for other users.

PROS + CONS

The implementation of road diets across a variety of environments has demonstrated numerous positive impacts, but also has resulted in some unintended negative impacts. The potential benefits and associated tradeoffs must be considered with every conversion.

- ▶ **Reduction of number and severity of crashes:** Studies show a 19 to 47 percent reduction in crashes when a road diet is installed, which largely affect drivers younger than 35 and older than 65.
- ▶ **Additional space in the right-of-way for other uses:** Space that has been made available through conversion can create opportunities for new on-street parking, bike lanes, wider sidewalks, etc.
- ▶ **Reduction of the overall crossing distance for pedestrians:** The addition of on-street parking or center medians can reduce the crossing distance for pedestrians, or provide pedestrian refuge islands.
- ▶ **Improved safety for all users:** Motorists, pedestrians, transit users, and bicyclists all benefit from fewer potential conflict zones and enhanced accommodations.

THE RESEARCH SHOWS...

- ▶ **Potential delay at traffic signals:** can increase delay at major intersections with high volumes of turning movements and the presence of design.
- ▶ **Potential reduction in capacity:** In most cases the converted volumes, some traffic may be replaced with bike lanes, up passengers. This can allow to pass the stopped.
- ▶ **Potential impacts on transit:** adds on-street parking lane for passenger pick-up and drop-off. This can add up.
- ▶ **Potential reduction of infrastructure:** is prioritized for on-street parking.

LORAIN ROAD
CORRIDOR STUDY
PUBLIC WORKSHOP #1 | BEST PRACTICES IN STREET DESIGN

ACCESS MANAGEMENT

WHAT IS IT?

Have you waited forever to turn left when leaving a restaurant?

Ever witness an accident where a car brakes too fast in order to make a turn, or speeds quickly to get onto a main road?

Have you gotten annoyed that you cannot freely walk or drive between businesses without getting back on a main road and reparking your car?

Maybe you have felt nervous walking down a sidewalk with a lot of crossing driveways.

HOW DOES IT WORK?

ALIGNING DRIVEWAYS

Driveways should be aligned with those across the street, or offset at a sufficient distance to reduce left-turning movement conflicts.

AVOID THIS



ALIGN INSTEAD



SHARING ACCESS

Take turns off main road. Provides parking and access to more than one property.



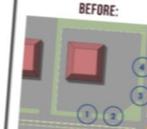
...ACCESS MANAGEMENT CAN HELP.

Access management involves reducing the number of access points and making sure they are well-placed to improve safety and traffic flow.

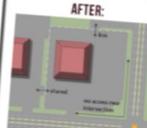
BENEFITS OF ACCESS MANAGEMENT:

- 1 Access management improves traffic safety and can prevent vehicular crashes
- 2 Proper management results in shorter travel times and reduced motorist costs
- 3 Good access management preserves a road's capacity to move vehicles at posted speeds and extends useful life of road
- 4 Improves access to property while enhancing the value of private land development
- 5 Improved overall appearance - more green space, fewer signs, and businesses can be showcased

BEFORE:



AFTER:



INSTALLING MEDIANS

Medians provide a physical divider between travel lanes and restrict the turning movements of access points to right-in/right-out.



MANAGING TURNING MOVEMENTS

Restricting certain movements, especially left turns, may be needed to meet standards and improve safety.



WHY IS IT IMPORTANT?

SAFETY

Studies show a direct relationship between the number of driveways along a corridor and the number of crashes. Successful access management reduces the number of driveways and potential for crashes.

CAPACITY

Access management helps improve capacity and traffic flow without costly widening conflicts and flow interruptions such as turning movements and merging that slow down traffic.

COMMUNITY

Access management helps sustain vibrant business districts by making roads more walkable, bikeable, and livable.

ACTIVITY STATIONS

Walking, Bicycling, and Driving on Lorain Road



Streetscape Enhancement Focus Areas

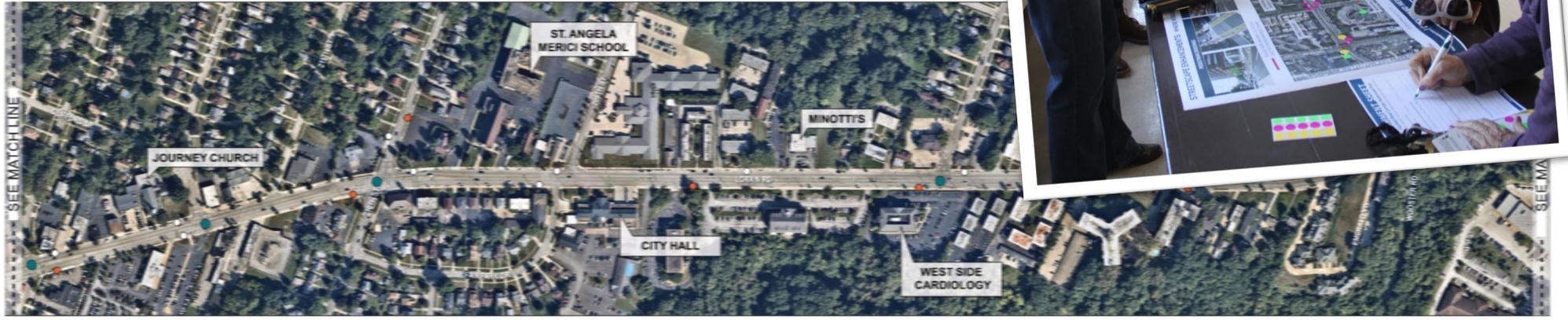
STREETSCAPE ENHANCEMENTS: WHERE WOULD YOU LIKE TO SEE THE FOLLOWING?



— DRAW A LINE WHERE YOU WOULD LIKE TO CROSS LORAIN ROAD

● PLACE DOT WHERE YOU WOULD LIKE TO SEE ENHANCED BUS STOPS

● PLACE DOT WHERE YOU WOULD LIKE TO SEE ENHANCED PEDESTRIAN

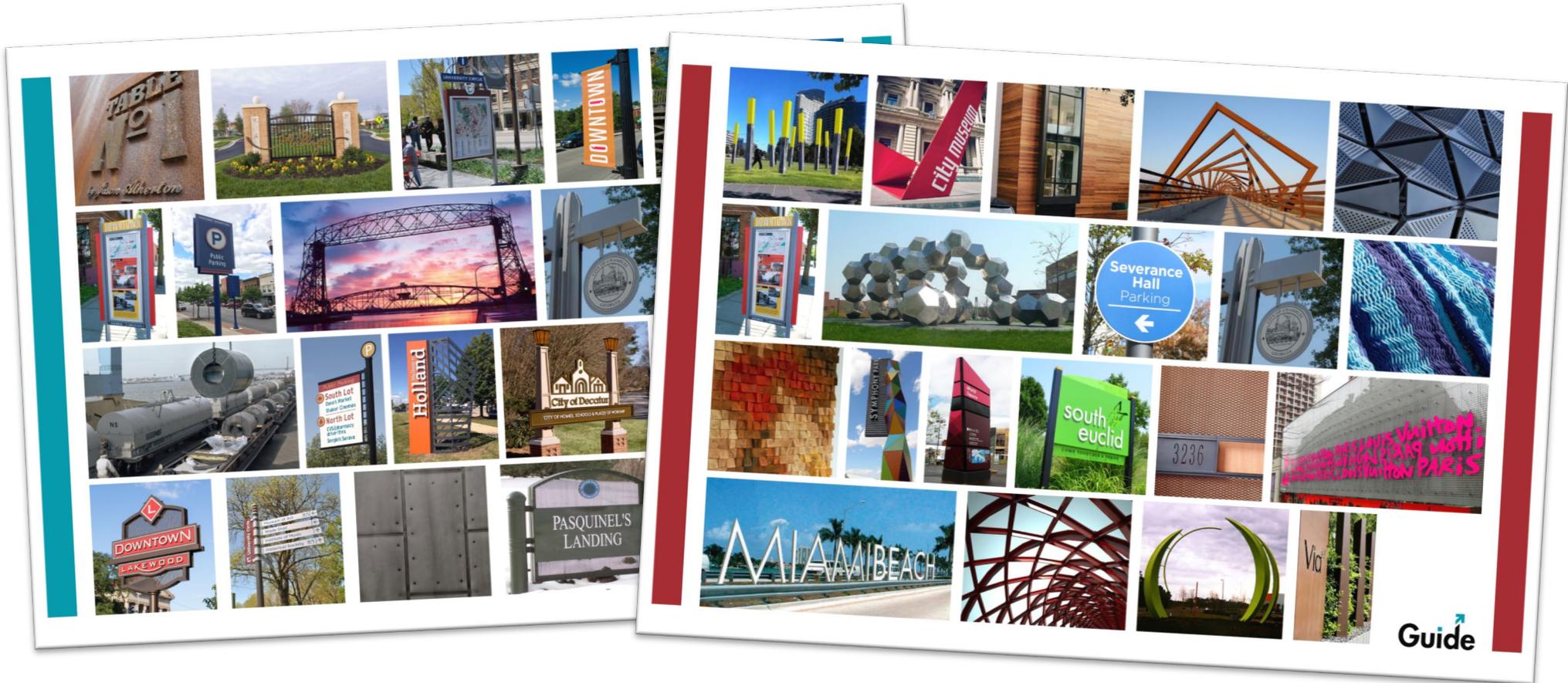


LEGEND ○ EXISTING BUS STOP ● EXISTING BUS STOP WITH SHELTER ● EXISTING TRAFFIC SIGNAL



ACTIVITY STATIONS

Corridor Identity + Downtown Boundary



NEXT STEPS



PHASE 1:
GROUNDWORK
& ENGAGEMENT



PHASE 2:
PLAN
DEVELOPMENT



PHASE 3:
PLAN
COMPLETION

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THANK YOU

lcardoni@mkskstudios.com