PREVIOUS PLANNING EFFORTS

WHAT ARE THEY?

The City of Fairview Park has completed a series of planning processes that have previously engaged the community to understand the challenges and opportunities along Lorain Road. These previous studies represent a baseline for the Lorain Road Corridor Study and provide significant background information and insight into the corridor as it exists today. The following studies were included in the plan document review for the Lorain Road Corridor Study.

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 222nd 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 222nd Street

SAFE ROUTES TO SCHOOL TRAVEL PLAN (2014)

The Safe Routes to School Travel Plan included a survey to parents of students at Fairview Park Early Education Center, Gilles-Sweet Elementary School, and Lewis F. Mayer Middle School. The following information represents a highlight of some of the results from this survey.

Top concerns from parents regarding children walking/bicycling to school:

Responses for children who do not walk or bike

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

*Parents with children who **do not** currently walk or bike to school agree on the top four challenges they see to letting their children do so:*

- *Traffic Volumes*
- *Safety at Intersections*
- *Travel Distance*
- *Weather Conditions*

*Parents with children who **do** walk or bike to school had slightly more variation in their concerns, but the primary issues included:*

- *Travel Distance*
- *Presence of Sidewalks*
- *Safety at Intersections*

Responses for children who currently walk or bike

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

WHAT WERE THE RESULTS?

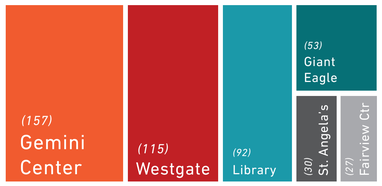
The following information represents what was heard from the community during these planning processes regarding Lorain Road. *Please refer to the comment sheet to provide any thoughts or comments you might have about this information.*

CITYWIDE MASTER PLAN (2013)

As part of the 2013 Citywide Master Plan update, a resident survey was completed to help understand challenges and opportunities within Fairview Park. While only a couple of the questions specifically focused around Lorain Road, the responses to some of the citywide-focused questions indicated that the Lorain Road corridor is a significant feature of the community.

"What are the city's biggest challenges or problems?"

"Where are important destinations for you within the city?"

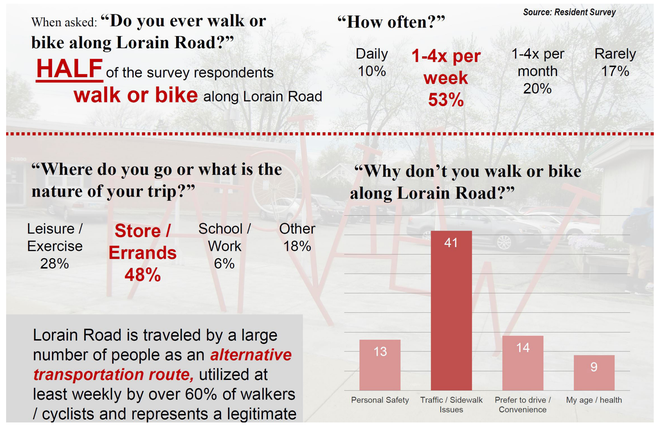


The most frequent responses to the survey questions shown here indicated that residents see Lorain Road as one of the city's biggest challenges.

Many of the top locations that residents identified as important destinations are located along Lorain Road.

Residents also indicated that Lorain Road is busy, but has a lot of empty storefronts, as well as outdated and rundown, but it is improving.

"Describe your impression of Lorain Road in ONE word."



Residents who do not walk or bike along Lorain indicated the following as the top reasons that prevent them from doing so:

- *Traffic volumes are too high, the road is too busy*
- *The existing facilities do not feel safe*
- *It is generally an unpleasant experience*

FORWARD FAIRVIEW PARK COMMUNITY SURVEY (2017)

A community survey was conducted by the Forward Fairview Park organization in 2017 to help develop some goals and objectives for improving Lorain Road. The following information is a highlight of the results shared by Forward Fairview Park.

Improvements respondents would like to see on Lorain Road
(ranked on a scale of 1-lowest to 8-highest preference)

	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

Additional improvements respondents would like to see on Lorain Road
(open-ended responses)

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

ACCESS MANAGEMENT

WHAT IS IT?

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

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

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?

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

...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

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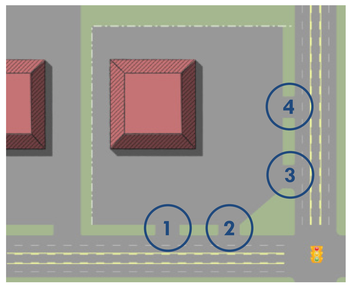

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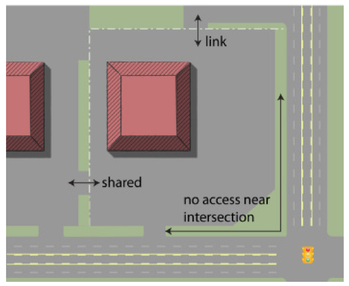


WHEN IS IT USED?

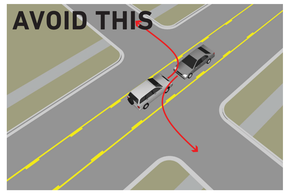
Access Management can be implemented:

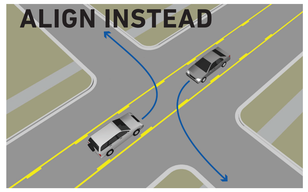
» With any new development (during site plan/permit review process)
» With any redevelopment/re-use or expansion (retro-fit access during site plan/permit review)
» During road reconstruction projects, the City may work with property owners to close or redesign access points as part of a road improvement project.

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



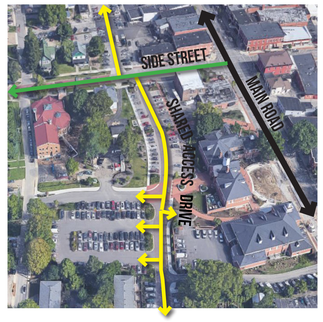


INSTALLING MEDIANS

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

SHARING ACCESS

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



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 or reconstruction by removing conflicts and flow interruptions such as turning movements and merging that slow down traffic.

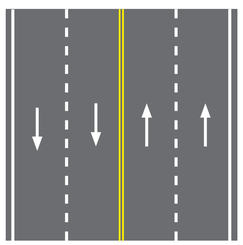
COMMUNITY

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

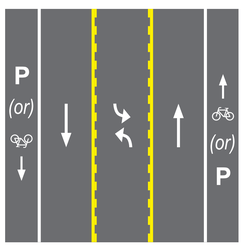
ROAD DIET OR ROAD "RIGHT-SIZING"

WHAT IS IT?

REPURPOSING SPACE WITHIN THE CURBS



TYPICAL FOUR-LANE STREET CONFIGURATION



TYPICAL CONVERSION FROM FOUR TO THREE LANES

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

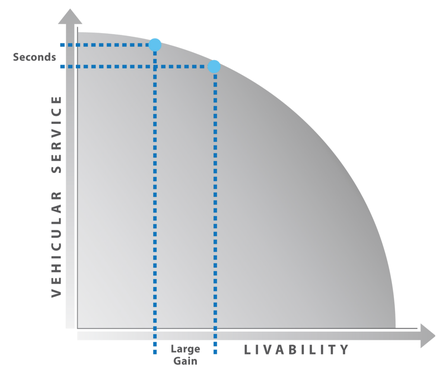
FHWA has summarized average daily traffic (ADT) volume threshold guidelines for four lane roadways:

- **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.

EXAMPLE REPRESENTATION OF WHAT "LOS A" LOOKS LIKE (MORSE RD - COLUMBUS, OH)

EXAMPLE REPRESENTATION OF WHAT "LOS F" LOOKS LIKE (HIGH ST - COLUMBUS, OH)

PROS + CONS

THE RESEARCH SHOWS...

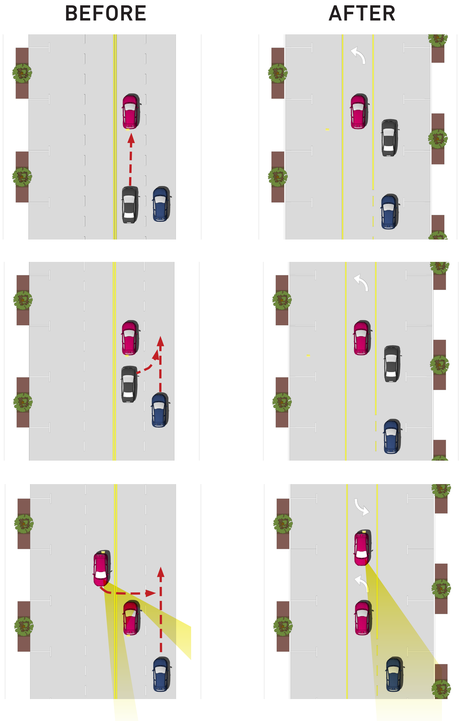
The implementation of road diets across a variety of contexts has demonstrated numerous positive impacts, but also has resulted in some unintended negative impacts. The potential benefits and associated tradeoffs must be considered with every conversion.

Some potential benefits to a road diet include:

- **Safer traffic speeds**
- **Operational improvements**
- **Reduction of number and severity of crashes**
- **Additional space in the right-of-way for other uses**
- **Reduction of the overall crossing distance for pedestrians**
- **Improved safety for all users**

Some additional considerations for a road diet include:

- **Potential delay at traffic signals**
- **Potential reduction in capacity for increased traffic volume**
- **Potential congestion with in-lane bus stops**
- **Potential impacts on transit service reliability**



SAFETY BENEFITS

REAR-END COLLISIONS
Road diets can help reduce rear-end collisions by providing designated left-turn lanes for vehicles making left-turns. This moves those vehicles out of the path of through-moving vehicles.

SIDE-SWIPE COLLISIONS
Road diets can help reduce side-swipe collisions by eliminating the need for drivers to weave in and out of the left-most lane to avoid turning vehicles.

BLIND SPOTS
Road diets can help reduce blind spots (and related collisions) for turning vehicles by placing the motorist in a position where they can see all oncoming traffic.