

# 8 | Transportation

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## 8.1 Introduction

The transportation network in Painesville Township has not been significantly modified since the Township's 2007 Comprehensive Plan. At a casual glance, it appears that transportation is not a critical issue in Painesville Township, but a thorough analysis of current developments and large scale projects in the planning stages reveal a myriad of challenges throughout the Township. Traffic on collector roads, at-grade railroad crossings, increased traffic on U.S. Route 20, SR 2, SR 44 and SR 84, access management and the lack of bicycle and pedestrian accommodation can diminish the quality of life for residents in the Township.



Traffic on collector roads, at-grade railroad crossings, increased traffic on U.S. Route 20, SR 2, SR 44 and SR 84, access management and the lack of bicycle and pedestrian accommodation can diminish the quality of life for residents in the Township.

Future transportation plans must consider a diverse range of users, including residents of all ages and abilities, business commuters, visitors, commercial traffic, and those traveling by foot or bicycle.

The effectiveness of a transportation plan should not be measured by how it will potentially decrease travel times or increase traffic speed, but rather on how it will shape future development, improve the quality of life for residents, and preserve rural character. Transportation planning must consider how roads and trails in the community function as part of a regional transportation network, and how traffic from a given community will affect other cities and townships. The Transportation element will evaluate existing conditions, identify challenges and present goals and policies that address current and future mobility issues in the Township.

## 8.2 Roads

There are approximately 88.6 miles of public roads in Painesville Township's transportation network, including: 48.63 miles of Township roads, 19.42 miles of County roads, 13.95 miles of State roads, and 6.6 mile of Federal roads. With the exception of additional local streets in newer residential developments, including Lake Erie Shores, and resurfacing programs, the transportation network in Painesville Township has been relatively unchanged. However, increased vehicle ownership, residents who commute

to jobs outside the community, non-residents commuting daily through the Township and changing lifestyles have all impacted Township roads.

### **Roads per Resident**

There are 88.6 miles of public road surface, or about 27.72 feet of road for each of the 16,874 Painesville Township residents. By comparison, in neighboring Concord Township, 117.27 miles serves a population of 18,178 residents or 34.056 feet of road per person. In Leroy Township, this figure increases to 101.90 feet of road per resident, for each of the 3,053 residents. This figure is the result of a scattered, low density population base in Leroy Township.

While large commercial and industrial areas do exist in Painesville Township, it is important to increase the non-residential tax base to help offset the cost of road maintenance to local homeowners. Additional roads servicing the residential areas within the Township will increase the responsibility of the Township for road maintenance.

### **Traffic Counts**

<b>Table 8.1</b>					
<b>Traffic Counts: 1972 to 2007-2009</b>					
<b>Painesville Township County Roads</b>					
	<b>Segment</b>	<b>Direction</b>	<b>Traffic volume (1972)</b>	<b>Traffic volume (2007 to 2009)</b>	<b>Δ%</b>
<b>Bacon Road</b>	US 20 to Blase-Nemeth Road	N/S	1,950	3,769	93.28%
<b>Bacon Road</b>	Blase-Nemeth Road to Lake Road	N/S	2,161	4,645	114.95%
<b>Blackbrook Road</b>	City of Mentor line to New ell Street	E/W	644	3,114	383.54%
<b>Blase-Nemeth Road</b>	SR 535 to Bacon Road	E/W	710	3,419	381.55%
<b>Blase-Nemeth Road</b>	Bacon Road to US 20	E/W	444	1,612	263.06%
<b>Bow hall Road</b>	Madison Avenue to N&W Railroad	N/S	1,743	3,364	93.00%
<b>Bow hall Road</b>	Conrail Railroad to US 20	N/S	1,589	3,108	95.59%
<b>Fairground Road</b>	US 20 to SR 84	N/S	3,877	4,729	21.98%
<b>Freedom Road</b>	West of New ell Street to dead end	E/W	2,135	1,289	-39.63%
<b>Hale Road</b>	US 20 to Park Road	E/W	4,245	5,043	18.80%
<b>Hale Road</b>	Park Road to Lane Road (Perry Tow nship)	E/W	2,451	2,632	7.38%
<b>Hardy Road</b>	North of SR 535	N/S	1,746	991	-43.24%
<b>Headlands Road</b>	City of Mentor line to Grand River Village line	BOTH	1,800	955	-46.94%
<b>Jackson Street</b>	City of Mentor line to Painesville City line	E/W	3,730	9,807	162.92%
<b>Liberty Street</b>	SR 84 to Painesville City line	N/S	4,435	7,115	60.43%
<b>Madison Avenue</b>	Welch Road to Bow hall Road	E/W	3,721	5,368	44.26%
<b>Madison Avenue</b>	Riverside Drive to Bow hall Road	E/W	4,660	6,450	38.41%
<b>Mantle Road</b>	South of SR 535	N/S	4,664	1,268	-72.81%
<b>Newell Street</b>	SR 2 to SR 283	N/S	969	2,517	159.75%
<b>Nye Road</b>	Jackson Street to US 20	N/S	2,230	2,478	11.12%
<b>Palmer Avenue</b>	US 20 to Jackson Street	N/S	4,330	3,268	-24.53%
<b>Ravenna Road</b>	SR 84 to Auburn Road	N/S	2,673	7,147	167.38%
<b>Riverside Drive</b>	Overlook Road to Madison Avenue	N/S	1,705	2,314	35.72%
<b>Welch Road</b>	Madison Avenue to Park Road	N/S	441	736	66.89%
<b>Woodworth Avenue</b>	Madison Avenue to Casement Avenue	N/S	1,856	862	-53.56%

(Source: NOACA Lake County Highway Traffic Counts)

Table 8.2

Traffic Counts: 2001-2005 to 2007-2009

Painesville Township County Roads

Road	Segment	Direction	2001 to 2005	2007 to 2009	Δ%
Bacon Road	US 20 to Blase-Nemeth Road	N/S	4,620	3,769	-18.42%
Bacon Road	Blase-Nemeth Road to Lake Road	N/S	4,330	4,645	7.27%
Blackbrook Road	City of Mentor line to New ell Street	E/W	2,700	3,114	15.33%
Blase-Nemeth Road	SR 535 to Bacon Road	E/W	3,820	3,419	-10.50%
Blase-Nemeth Road	Bacon Road to US 20	E/W	900	1,612	79.11%
Bow hall Road	Madison Avenue to N&W Railroad	N/S	3,990	3,364	-15.69%
Bow hall Road	Conrail Railroad to US 20	N/S	3,400	3,108	-8.59%
Fairground Road	US 20 to SR 84	N/S	5,500	4,729	-14.02%
Freedom Road	West of New ell Street to dead end	E/W	1,900	1,289	-32.16%
Hale Road	US 20 to Park Road	E/W	5,350	5,043	-5.74%
Hale Road	Park Road to Lane Road (Perry Tow nship)	E/W	3,570	2,632	-26.27%
Hardy Road	North of SR 535	N/S	4,200	991	-76.40%
Headlands Road	City of Mentor line to Grand River Village line	BOTH	2,440	955	-60.86%
Jackson Street	City of Mentor line to Painesville City line	E/W	7,250	9,807	35.27%
Liberty Street	SR 84 to Painesville City line	N/S	6,650	7,115	6.99%
Madison Avenue	Welch Road to Bow hall Road	E/W	7,300	5,368	-26.47%
Madison Avenue	Riverside Drive to Bow hall Road	E/W	7,250	6,450	-11.03%
Mantle Road	South of SR 535	N/S	1,725	1,268	-26.49%
Newell Street	SR 2 to SR 283	N/S	2,935	2,517	-14.24%
Nye Road	Jackson Street to US 20	N/S	2,650	2,478	-6.49%
Palmer Avenue	US 20 to Jackson Street	N/S	2,700	3,268	21.04%
Ravenna Road	SR 84 to Auburn Road	N/S	5,625	7,147	27.06%
Riverside Drive	Overlook Road to Madison Avenue	N/S	2,000	2,314	15.70%
Welch Road	Madison Avenue to Park Road	N/S	1,030	736	-28.54%
Woodworth Avenue	Madison Avenue to Casement Avenue	N/S	1,900	862	-54.63%

(Source: NOACA Lake County Highway Traffic Counts)

Table 8.3

Traffic Counts : 2007-2009 to 2015

Painesville Township County Roads

Road	Segment	Direction	2007 to 2009	2015	Δ%
Bacon Road	US 20 to Blase-Nemeth Road	N/S	3,769	3,983	5.68%
Bacon Road	Blase-Nemeth Road to Lake Road	N/S	4,645	NA	
Blackbrook Road	City of Mentor line to New ell Street	E/W	3,114	NA	
Blase-Nemeth Road	SR 535 to Bacon Road	E/W	3,419	4,010	17.29%
Blase-Nemeth Road	Bacon Road to US 20	E/W	1612	NA	
Bow hall Road	Madison Avenue to N&W Railroad	N/S	3,364	2,920	-13.20%
Bow hall Road	Conrail Railroad to US 20	N/S	3,108	NA	
Fairgrounds Road	US 20 to SR 84	N/S	4,729	5,383	13.83%
Freedom Road	West of New ell Street to dead end	E/W	1,289	NA	
Hale Road	US 20 to Park Road	E/W	5,043	NA	
Hale Road	Park Road to Lane Road (Perry Tow nship)	E/W	2,632	2,576	-2.13%
Hardy Road	North of SR 535	N/S	991	NA	
Headlands Road	City of Mentor line to Grand River Village line	BOTH	955	NA	
Jackson Street	City of Mentor line to Painesville City line	E/W	9,807	6,978	-28.85%
Liberty Street	SR 84 to Painesville City line	N/S	7,115	NA	
Madison Avenue	Welch Road to Bow hall Road	E/W	5,368	4,991	-7.02%
Madison Avenue	Riverside Drive to Bow hall Road	E/W	6,450	5,837	-9.50%
Mantle Road	South of SR 535	N/S	1,268	1,247	-1.66%
Newell Street	SR 2 to SR 283	N/S	2,517	952	-62.18%
Nye Road	Jackson Street to US 20	N/S	2,478	NA	
Palmer Avenue	US 20 to Jackson Street	N/S	3,268	NA	
Ravenna Road	SR 84 to Auburn Road	N/S	7,147	NA	
Riverside Drive	Overlook Road to Madison Avenue	N/S	2,314	2,252	-2.68%
Welch Road	Madison Avenue to Park Road	N/S	736	NA	
Woodworth Avenue	Madison Avenue to Casement Avenue	N/S	862	1094	26.91%

(Source: Lake County Engineer Traffic Counts)

Traffic volume on the majority of all roads has increased since the traffic counts conducted in 1972. From the data collected for the 2007 Comprehensive Plan, increases in traffic counts range from 7.38% on Hale Road (Park Road to Lane Road) to 383.54% on Blackbrook Road (City of Mentor boundary to Newell Street). Decreases range from -24.53% on Palmer Avenue (U.S. Route 20 to Jackson Street) to -72.81% on Mantle Road (South of SR 535). (Table 8.1)

From the traffic counts conducted from 2001 through 2005 to 2007 through 2009, there has been a decrease in traffic for the majority of roads for which data was collected. Increases range from 6.9% on Liberty Street (SR 84 to the City of Painesville line) to 79.11% for Blase-Nemeth Road (Bacon Road to U.S. Route 20). Decreases range from

-5.75% on Hale Road (U.S. Route 20 to Park Road) to -76.40% on Hardy Road (north of SR 535). (Table 8.2)

Traffic counts studied in 2015, although not available at this time for all roads listed in Tables 8.1 and 8.2, indicate some interesting trends. Moderate increases are seen in the Bacon Rd. and Blasé Nemeth Rd. areas as well as Fairgrounds Rd. where the 2015 traffic volume is approaching a match to the 2001 to 2005 high count. A significant increase is seen on Woodworth Ave. and may be attributable to the closure of Casement Golf Club and the re-routing of Casement Ave. between Woodworth and E. Erie Street. Significant decreases are seen on Jackson St. and Newell St. along with moderate decreases on Madison Ave. and Bowhall Rd. (Table 8.3)

Other than a slowly growing population, several factors contribute to changing traffic patterns in the Township. Changing lifestyle factors have resulted in increased vehicle traffic, including two-income families, teens who own or have access to vehicles and increased recreational activities (sports leagues, extracurricular activities) for children.

These trends also affect adjacent communities, which results in an increase of through traffic in Painesville Township. Likewise, residents in Painesville Township affect traffic patterns in nearby communities. As eastern Lake County continues to grow, it is expected that traffic in Painesville Township and surrounding communities will also increase in some areas. Potential residential development for eastern and northern Painesville Township may dramatically increase the traffic load on the following roads: Madison Avenue, Bowhall Road, Park Road, Bacon Road, Lake Road and Fairport Nursery Road. Along with maintenance, Township residents discuss the desire for pedestrian friendly corridors. Future road construction or reconstruction should examine wider pavement widths to accommodate pedestrians and bicycle traffic.

The 2015 Painesville Township resident survey asked residents to comment on the areas with the most prominent traffic concerns. The most noted areas of congestion include Riverside Drive (the area around the high school), Mentor Avenue (the area around Giant Eagle), and the interchange of SR 2 and SR 535.

### ***Route 20 (West)***

The Mentor Avenue corridor (U.S. Route 20) is the major east-west thoroughfare in Painesville Township moving traffic from the City of Mentor to the City of Painesville. According to the 2009 NOACA traffic volume map for Lake County, approximately 17,320 vehicles travel the corridor daily. This is an increase of 1,470 vehicles from 2002, equating to a 7.82% increase. Currently, it is a four lane road with a center turn lane. It was widened to five lanes in 2007 because the old three-lane road was inadequate to serve the largest commercial corridor in the Township. According to the resident survey conducted in 2015, Mentor Avenue was one of the most cited areas for traffic congestion in Painesville Township. The survey also indicated that residents desire a traffic light at the Mill Morr Road and Mentor Avenue intersection, due to safety concerns.

Access management and ease of access to the many businesses along Mentor Avenue has always been an issue. It has been standard practice for each business to create individual parking lots for their customers. These multiple ingress/egress points along Mentor Avenue slow traffic and create safety issues for pedestrians and drivers as people try to turn in and out of businesses.

The U.S. Route 20 corridor also has a grade level railroad crossing, with a gate, that is utilized by Norfolk and Southern.

### ***Route 20 (East)***

Similar to the western corridor, the eastern portion of U.S. Route 20 (North Ridge Road) is the major east-west corridor through the Township.

Access management is a major issue for the approximately 12,740 vehicles that travel this route on a daily basis (NOACA, 2007 - 2009).

Much needed intersection improvements and road widening projects have occurred at the U.S. Route 20 and Bacon Road/Bowhall Road intersection, as well as the Blase Nemeth and Bacon Road intersection. This will ease the traffic pressure for vehicles accessing the Bacon Road corridor in the NE region of the Township.

This stretch of U.S. Route 20 is marked with unique and often hazardous intersections. Such intersections include Mantle Road, Fairport Nursery Road, and SR 2. Future corridors studies and intersection upgrades may be needed as the traffic congestion in the Township and eastern Lake County continues to increase.

### ***SR 2 & U.S. Route 20 Merge***

SR 2 was constructed in the 1960's, with the goal of completely traversing Lake County east to west. Ultimately, the construction of SR 2 ended near the Painesville Township/Perry Township line, which resulted in a poorly designed merging point. Increased traffic volumes on both U.S. Route 20 and SR 2 have magnified the problem. As of 2009, 24,370 cars travel through the intersection daily.

Near the merge point, two additional access management concerns are



noticeable, including the intersection of U.S. Route 20 and Blase-Nemeth Road and the continuous curb cut of an existing business on the south side of the road.

SR 2 has been widened from the Vine Street interchange to SR 44, but extension to the County's eastern border is not an option at this time. Continued development of Painesville Township and surrounding communities will likely cause the traffic volume on U.S. Route 20 and SR 2 to increase over time, thus increasing potential conflicts at this merge point. A multi-jurisdictional intersection study should be considered for alternative design scenarios. NOACA's Transportation for Livable Communities Initiative is a potential funding source for these types of studies.

### ***The Northeast Region***

Development pressures, erosion and east-west road connectivity are concerns in the NE region of Painesville Township. In 1964, Lake Road ran from Bacon Road to Hardy Road. Today, erosion has short-ended this connection from Bacon Road to Ardoye Avenue. Severe bluff erosion continues near the Lake Road terminus and it is only matter of time before the connection to Ardoye Avenue is lost. The loss of this connection has severely limited the east-west transportation capabilities in the Township's region with the most potential for residential development.

The addition of residential units in this region has the potential to substantially increase the traffic load and provoke a demand for easier means to traverse through the Township. At least one connection between Hardy Road and Bacon Road is highly recommended. This will also aid with emergency response times and predicted traffic congestion.

In addition to issues with congestion in this area, residents who took the 2015 survey have voiced a desire for improvement to the Fairport Nursery Road Exit. This exit is commonly cited as being unsafe and difficult to navigate.

### ***Impacts of the Vrooman Road Bridge***

The Vrooman Road crossing over the Grand River is technically in Perry Township and Leroy Township, but it has a significant effect on the residents of Painesville Township. It provides interstate access to the SE region of the Township. As of August 2015, the Vrooman Road Bridge is under construction. It is being replaced by a high-level bridge that is expected to be completed by the end of 2016, according to the Lake County Engineer. A temporary low-level bridge is in place during construction to allow for travel on Vrooman Road. The project is necessary to replace the aging bridge, enhance public safety with better intersection geometry, more effectively align the bridge for travel in snowy or icy conditions, and eliminate flood hazards. Bridge improvements are likely to provide much safer and quicker access to Painesville Township and potentially make the SE region of the Township more attractive to homebuyers and businesses that were hesitant due to lack of access.

South from SR 84 (Riverside Drive/South Ridge Road) in Perry Township, Vrooman Road descends down the side of a ravine into the Grand River valley. Prior to the beginning of construction, a very tight turn led the road over a deteriorating two-lane bridge, the former Vrooman Road Bridge. This bridge was often closed to the public due to flooding or maintenance issues. The road makes another sharp, almost 90-degree turn to the left before rising out of the valley. The former Vrooman Road crossing over the Grand River was closed to truck traffic, provided little room to accelerate before ascents and was unable to handle heavy loads. The construction of the new crossing is expected to alleviate these issues.

The 1960 Lake County Comprehensive Plan proposed realigning Vrooman Road, following Lane Road south from Perry Township across a new high-level bridge spanning the Grand River valley, connecting to Vrooman Road. The concept of a high-level bridge was reintroduced in the 1984 Township Plan, although a proposed route was not mentioned. In 2004, the Lake County Engineering Department again began to investigate replacement of the Vrooman Road crossing. The favored route involved the construction of a high level bridge, which is currently being implemented. The impacts of this project will be realized upon completion of the bridge.

### ***Calamity Curve***

In 1916, the Board of Lake County Commissioners authorized the relocation of U.S. Route 20 from crossing the railroad tracks at grade to an underpass that would line up with Casement Road. They created the now famous “S” curve that has become known as Calamity Curve. In 1934, the road was moved again to create a curve that was easier to take at high speeds. In 1985, the U.S. Route 20 bridge over the Grand River was moved south and another gentle curve was created. At that time, the Casement Road and Erie Street exits were moved to create a better intersection. The cross intersection of Erie Street, Erie Street exit, Casement and North Ridge was eliminated. Calamity Curve has evolved into a semi-safe curve.

## **8.3 Access Management**

Access management is the planning, design and implementation of land use and transportation strategies that control the flow of traffic between roads and surrounding lands. It entails the control of driveways and access points between streets and private property.



When access management is poor, there are increased points of conflict, which include areas where vehicle travel routes cross paths. A large quantity of conflict points results in an unpredictable traffic pattern, lower traffic speeds and an increased potential for accidents.

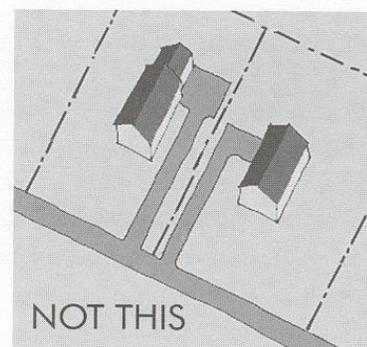
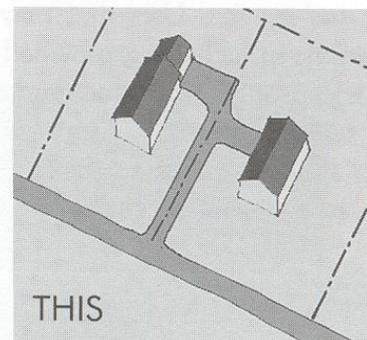
Conflict points should be minimized and spaced as far apart as possible. Separation of conflict points provides more time and space for drivers to react to unexpected events. Conflict points and other poor access features also increase speed differential, which is the speed of the fastest traffic on a road versus the speed of the slowest traffic entering a road, between through traffic and turning traffic.

Greater speed differential results in more rear-end collisions. According to the Ohio-Kentucky-Indiana Regional Council of Governments, 50% to 60% of all vehicle accidents are access-related.

In many communities, access management is a problem because there are individual driveways for each business, with many having multiple driveways. Along US 20 in eastern Painesville Township, this problem is relatively worse than in other areas, as most businesses do not even have defined driveways or curb cuts. There is no separation of the street and private property and some business parking lots touch the street along the entire property frontage. Since the 2007 Comprehensive Plan was written, Painesville Township has amended its zoning resolution to restrict continuous curb cuts.

Continuous curb cuts result in an increased quantity of vehicle conflict points along the road frontage. Continuous curb cuts create a very unsafe pedestrian environment, as vehicles can cross a pedestrian path at any point along the frontage. Continuous curb cuts make it difficult for a driver to spot the correct entrance to a business. Additionally, they may also increase stormwater runoff, eliminate any visual buffer between the street and a building, and make the appearance of the commercial district unappealing.

In 2009, Painesville Township adopted parking lot requirements under the Landscape and Screening Requirements (Section XXXV) of the zoning resolution. For instance, a landscape strip with a minimum of ten feet is required for the perimeter of off-street parking lots. The landscaped perimeter is measured from the right-of-way line to the parking lot. This requirement provokes hesitation in some business owners, as they may believe customers will view parking lots as less accessible, which will result in a decrease in business. Studies performed by many state transportation departments have concluded strong access management policies do not hurt local businesses.



**Common Driveways**

Access management is also a concern in residential areas. Houses on lots fronting long collector roads typically have their own driveways. Encouraging common driveways for residential uses can reduce the number of access points on collector roads and arterials. It can also protect the rural character of developing areas by making development as far from a main road possible, thus reducing visual impact on the streetscape. This also has the effect of making building sites more private.

A common drive can either be permanent access easements or tracts dedicated for use as private roads. Ohio law gives developers the right to build private streets. State law does not prohibit access easements. Covenants address maintenance of shared driveways, including grading, plowing, patching and so on, along with fees.

Common driveways can also be used with commercial and industrial uses, to reduce the number of access points along a road and lower pavement maintenance and plowing costs.

**8.4 Railroads**

There are two major national east-west rail corridors bisecting the Township. CSX operates the northern set of tracks that run from Indianapolis to Buffalo. Norfolk and Southern (N&S) operates the southern tracks that run from Cleveland to Buffalo. The N&S also owns the remaining tracks of the B&O and old Fairport, Painesville and Eastern Railroad (FP&E). The B&O tracks primarily serve the Morton Salt and Lime Plant in the NW region of Painesville Township, while the FP&E services PET Processors and Equistar with approximately 2 trains per week.

<b>Railroad</b>	<b>Road intersection</b>	<b>Crossing type</b>
<b>CSX</b>	SR 44	Overpass
<b>CSX</b>	New ell Street	Gate
<b>CSX</b>	US 20 (North Ridge Road)	Underpass
<b>CSX</b>	Bow hall Road	Gate
<b>CSX</b>	Park Road	Gate
<b>N&amp;S</b>	Jackson Street	Gate
<b>N&amp;S</b>	US 20 (Mentor Avenue)	Gate
<b>N&amp;S</b>	Walnut Street	Underpass
<b>N&amp;S</b>	Madison Avenue	Gate
<b>N&amp;S</b>	Park Road	Warning light
<b>N&amp;S (FP&amp;E)</b>	US 20 (North Ridge Road)	Overpass
<b>N&amp;S (FP&amp;E)</b>	Fairport Nursery Road	Lights
<b>N&amp;S (FP&amp;E)</b>	Hardy Road	Lights
<b>N&amp;S (FP&amp;E)</b>	Fairport Nursery Road	Lights
<b>N&amp;S (FP&amp;E)</b>	SR 2	Overpass
<b>N&amp;S (FP&amp;E)</b>	Bacon Road & Lake Road	Signs
<b>Grand River Railroad</b>	Richmond Road	Signs
<b>Grand River Railroad</b>	Williams Road	Signs
<b>Grand River Railroad</b>	Headlands Road	Signs

(Source: Lake County Planning Commission, 2015)

The increasing development patterns in eastern and northeastern Painesville Township may warrant a railroad overpass along Park Road in the future. Fire and EMS runs from Station #2 must deal with numerous grade level crossings when responding to calls in the northern portion of the Township.

As of 2015, a railroad segment that has been abandoned since 2002 is in the process of being restored. This segment is 2.56 miles long and is located in the communities of Painesville Township, Grand River Village, and the City of Painesville. Once restored, it will become an active source of commerce transportation. At the south end of the line the railroad extends from north to south and starting at the south end it connects with CSX in the City of Painesville. Then it heads north into Painesville Township, then to Grand River Village and then back into the north end of Painesville Township.

## **8.5 Pedestrian and Bicycle Accommodation**

With the exception of local streets in the new residential developments, the transportation network in Painesville Township has been relatively unchanged since the 2007 Comprehensive Plan and other previous plans. This includes the lack of local provisions for pedestrian or bicycles.

### ***Rural Roads***

Pedestrians walking on rural roads without sidewalks may occasionally have to step off the paved surface to let traffic pass. With higher vehicle volumes, a pedestrian could spend more time off the road than on pavement. Since drainage ditches and soft shoulders are unsuitable for safe, comfortable walking, pedestrian travel is discouraged and endangered by traffic on rural roads.

A road profile designed with some pedestrian accommodation, with a wider shoulder and bicycle markings, should be considered when a rural road is reconstructed. A wider shoulder would maintain the rural ambience of a streetscape, while still providing a maintained, paved area for pedestrians and bicyclists.

### ***Sidewalks***

Most County and older Township roads in Painesville Township have no sidewalks. Sidewalk construction and maintenance is expensive, and even more so when long stretches are spread along roads fronted by few homes.

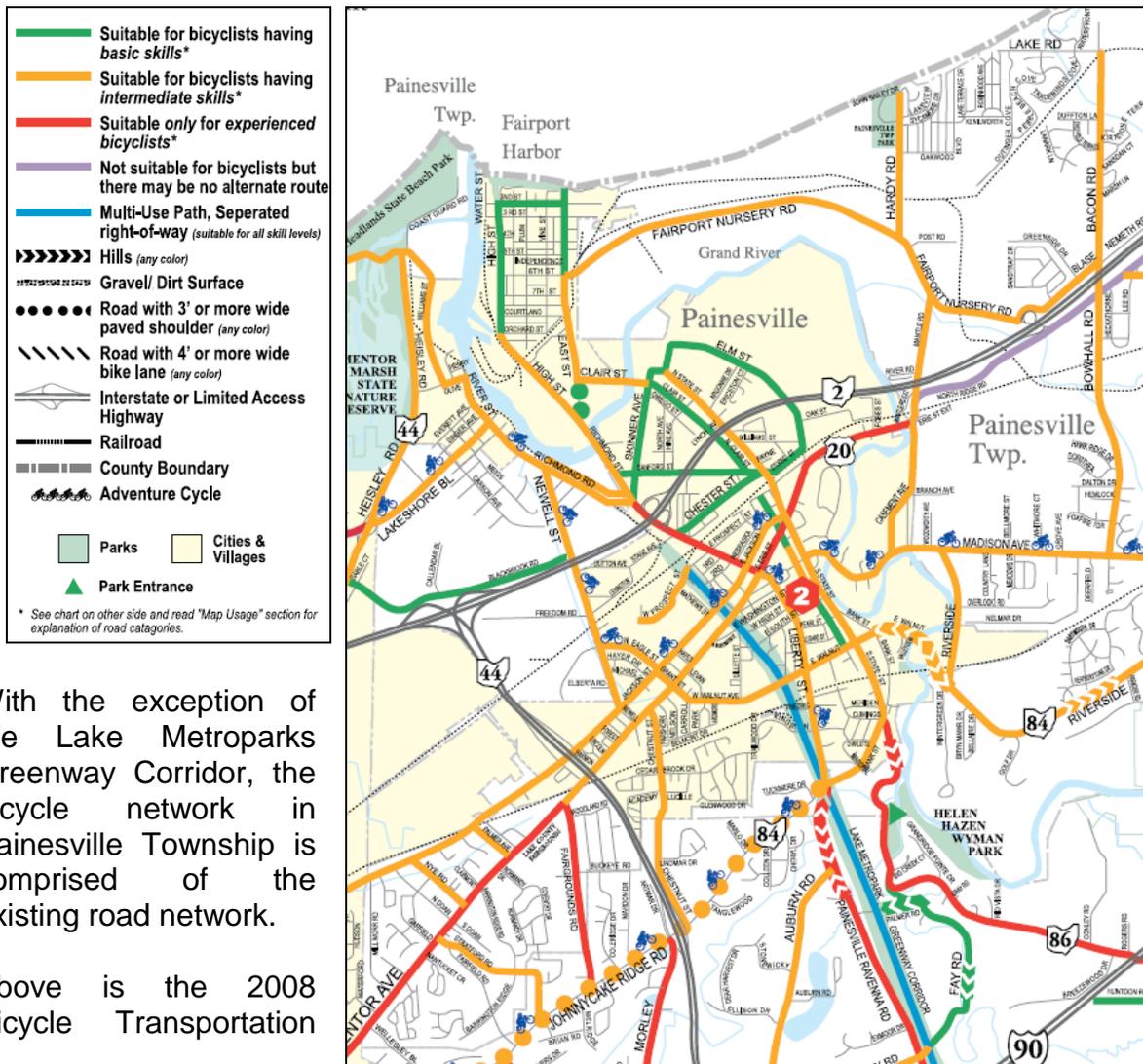
Sidewalks should be considered for new development in commercial and industrial areas, and retrofitted in existing commercial areas when roads are reconstructed. Sidewalks should be buffered from roads by a landscaped tree lawn. Where driveways cross them, sidewalks could remain visually prominent, with a distinctive pavement color and texture.

Sidewalks are usually part of a town center, suburban and urban landscape, where population density is much higher than rural areas. Detached sidewalks may be viewed

as being inappropriate along rural roads outside of commercial areas, where their appearance would detract from the desired rural character of streetscapes. The cost of building and maintaining sidewalks along rural, light-traffic roads with only a few residents would also be very difficult to justify.

The 2015 Painesville Township resident survey results indicate that residents would like to see an increase in the walkability of some areas within the Township. Commonly cited areas include Bacon Road, Madison Avenue, Bowhall Road, and Park Road. Citizens of the Township have indicated that sidewalks and bike paths would be beneficial to the safety of the community. Bike paths will be discussed in the following section.

### Bicycle Trails



With the exception of the Lake Metroparks Greenway Corridor, the bicycle network in Painesville Township is comprised of the existing road network.

Above is the 2008 Bicycle Transportation

Map for Lake County, which is provided by NOACA. This map offers guidance and information to bicyclists who want to travel by using the existing road network. The color coded roads are based on the recommended skill level, terrain and traffic levels of network. These maps are available to the public, at [www.noaca.org](http://www.noaca.org).

While bicycle accommodations are desirable amenities in all communities, proper bicycle planning should be county and regionally based. The Lake Metroparks is a natural asset for this type of planning. Large-scale projects provide a great opportunity to provide potential corridor linkages between major corridors. For example, a bike trail between Casement, Bowhall and potentially Park Road may be recommended for the future.

Long-term planning should consider a road profile to accommodate pedestrians, yet make it wide enough to accommodate the increasing bicycle traffic as well.

On a National level, the Adventure Cycling Association has two routes through Painesville Township. The northern route enters the Township from Mentor along Lakeshore Boulevard. The southern route enters the Township along SR 84 following the Greenway Corridor north to Painesville City.

### ***Lake Metroparks Greenway Corridor***

The Baltimore and Ohio Railroad, founded in 1827, owns a prominent place in the cultural and economic history of the United States and Lake County. Countless memorable events mark the progress and succession of the railroad during its 160-year span of operation. Original tracks linking the nation's rail system to Lake Erie were laid in Lake County in 1870 and acquired by the Baltimore and Ohio Railroad in the 1890's. The railroad provided freight service in and out of Painesville.

Today, Lake Metroparks utilizes the above-mentioned route to facilitate the Greenway Trail Corridor, a 4.8 mile paved trail. This corridor links the municipalities of the City of Painesville, Painesville Township and Concord Township, allowing visitors to enjoy the natural beauty of these communities in a safe environment. Travelers cross two newly constructed bridges and experience varied levels of terrain ranging from a 660 foot elevation in the City of Painesville to an elevation of 895 feet in Concord Township ([Lakemetroparks.com](http://Lakemetroparks.com)).

### ***Advancing Walkability and Connectivity***

In 2015, the Lake County General Health District (LCGHD) was awarded a grant from NOACA's Transportation for Livable Communities Initiative. The proposed project will address the lack of non-motorized transportation routes connecting neighborhoods, city centers, historic sites, schools, places of employment, recreation areas, and public transit within Painesville Township and surrounding communities.

The proposed plan and study area includes regional recreational destinations that are parts of a larger, complex and significant boundary ecosystem running along six miles of Lake Erie coastline from the western edge (Mentor Harbor Marina and Nature Preserve to Headlands Beach State Park) to the commercial and recreational destinations within Fairport Harbor (north), city of Painesville (southern edge), Painesville Township (eastern edge), and the Village of Grand River (north) as it enters Lake Erie.

These destinations include wild and managed beaches, marinas and boat landings, water and walking trails, museums, eateries, golfing, and the Mentor Marsh State Nature Preserve. The Nature Preserve and Headlands Beach are recognized by the National Audubon Society and others as among the top bird-watching areas within the State. The Mentor Marsh Nature Preserve was designated as a National Natural Landmark in 1966, and was Ohio's first designated Nature Preserve. Headlands State Park is the longest public access natural beach on the Lake Erie coastline within Ohio.

Advancing walkability and connectivity within Painesville Township and Lake County will improve upon the safety and health of residents, with a focus on pedestrians and bicyclists.

## **8.6 Public Transportation**

Laketran, the regional public transit authority serving Lake County, was established in 1974. Bus services offered by Laketran include: local bus routes, Dial-a-Ride and Park-n-Ride for Cleveland commuters. Laketran's bus fleet is 100% ADA accessible and equipped with lifts.

Route 1 travels from downtown Painesville to Mentor and Great Lakes Mall via Mentor Ave. and to Lakeland Community College. The Painesville Township stop on this route is located at the Painesville Shopping Center on Mentor Ave. The moderate-to-low population density and scattered development makes large-scale fixed route public transit service impractical and very costly.

Route 4 travels down U.S. Route 20 in the eastern portion of Painesville Township from Madison Township, but there are no stops past Antioch Road and U.S. Route 20.

Laketran also operates a Dial-a-Ride service. The service offers door-to-door, assisted transportation for all Lake County residents, including those in Painesville Township. Dial-a-Ride picks up users at their homes, and drops them off at work, medical appointments, or any other destination in Lake County. It also provides transportation to medical appointments at Euclid Meridia/Mednet, Euclid Medical Park, Richmond Mt. Sinai East, University Hospitals and Cleveland Clinic in Cuyahoga County. Dial-a-Ride is not intended for regular commuters, but rather for senior citizens and those who are

physically challenged. It can be used as temporary transportation for those whose vehicles have broken down.

## 8.7 Goals & Objectives

### **TR-1      Transportation networks will accommodate pedestrian and non-pedestrian transportation.**

TR-1-01      Encourage pedestrian and bicycle corridors during site plan and subdivision review of large-scale projects.

TR-1-02      Consider building wider and paving clearly marked shoulders on collector and arterial roads that are reconstructed. For roads owned by Lake County or ODOT, coordinate with the appropriate agency to encourage these improvements.

TR-1-03      Consider sidewalks in new developments.

TR-1-04      Consider establishing extra interconnections between developments for pedestrians and non-motorized vehicles.

TR-1-05      Encourage implementing standards for bicycle parking that is both safe and convenient for cyclists but also enhances the streetscape.

### **TR-2      Transportation networks will provide for safe movement of motorized vehicles, pedestrians, and non-motorized vehicles.**

TR-2-01      Coordinate with ODOT to improve the safety of the Fairport Nursery Road exit.

TR-2-02      Coordinate with ODOT and implement a study to determine if a traffic light is feasible at the Mill Morr Road and Mentor Avenue intersection.

TR-2-03      Coordinate with Lake County to explore options to improve upon the safety of the Blasé Nemeth Road and Bacon Road intersection.

TR-2-04      Coordinate with Lake County to explore ways in which to make Palmer Road safer.

TR-2-05 Explore opportunities to establish bike lanes and/or sidewalks where they are deemed necessary to improve upon the safety of pedestrians and bicyclists.

**TR-3 The transportation network will keep in line with future growth patterns and pressures.**

TR-3-01 Provide a new east-west connection between Hardy Road and Bacon Road.

TR-3-02 Provide a new east-west connection between Casement Road, Bowhall Road, and Park Road.

TR-3-03 Continue the U.S. Route 20 improvement program in place.

TR-3-04 Allow for expansion of Laketrans services to include a bus stop at the Bacon Road/U.S. Route 20 intersection.

**TR-4 Transportation networks will be evaluated and plans will be implemented to alleviate congestion.**

TR-4-01 Coordinate with ODOT and Riverside Local School District to implement a plan for congestion near Riverside High School.