
LORAIN ACTIVE TRANSPORTATION PLAN

June 2024 Update



ACKNOWLEDGEMENTS

The Active Transportation Plan (ATP) for the City of Lorain was prepared by Toole Design Group, with assistance from Jacobs, in cooperation with the Ohio Department of Transportation (ODOT), Lorain County Public Health, Lorain City Schools (LCS), City of Lorain, Northeast Ohio Areawide Coordinating Agency (NOACA) and staff members from other non-profits, agencies and organizations as well as local bicycle advocates and other community advocates. This diverse group of professionals and volunteers who make up the Lorain ATP Team shared their time, expertise, and knowledge to assist with the development of the ATP. A special thanks to them.

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**Lorain County
Public Health**
For the Health of Us All

TOOLE
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Jacobs



**OHIO DEPARTMENT OF
TRANSPORTATION**

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Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.



Figure 1. People walking on a shared use path.

INTRODUCTION





INTRODUCTION

This introduction describes the planning process, defines active transportation, highlights accomplishments since the 2018 Plan was adopted, and provides an overview of proposed projects.

WHAT IS ACTIVE TRANSPORTATION AND WHY IS IT IMPORTANT?

“Active Transportation” is an umbrella term for all the ways people can get around without using a motorized vehicle – walking, biking, using mobility assistance devices (such as wheelchairs and scooters), skating or skateboarding, and more. In short, active transportation is human-powered travel. Active Transportation represents fundamental transportation modes for many Ohioans to access transit, work, school, retail stores or any number of destinations in urban, suburban, and rural settings. Active transportation can provide many community benefits beyond personal mobility, such as improved public health, economic development, greater quality of life, and enhanced environmental quality.

Active transportation planning involves community engagement specific to the needs of people who walk and bicycle and outlines the vision, goals, and strategies needed to support safe, convenient, and accessible active transportation options. This plan helps meet the needs of people who rely on active transportation by planning for and directing investments in infrastructure and programs that support active transportation options.

ACCOMPLISHMENTS SINCE 2018

Since the plan adoption in 2018, the City of Lorain has undertaken several projects to improve its walking and biking infrastructure and has implemented several projects and programs included in their 2018 Active Transportation Plan (ATP). In 2021, 2022, and 2023 the city employed the Safe Routes to School program to improve sidewalks, curb ramps, and safe crosswalks near schools and already has projects

programmed for 2024, 2025, and 2026. Similarly, the Transportation for Livable Communities Initiative (TLCI) has assisted the city in completing road diets with traditional bicycle lanes or shared lane/bike boulevards on West 21st Street, West 17th Street, and East 31st Street with plans for an expansion of bicycle accommodations on US-6 west of the Black River. Additionally, the City of Lorain utilized Congestion Mitigation and Air Quality (CMAQ) funds to create the Washington Avenue Bikeway, which features the first advisory bike lanes in the State of Ohio and a 10-foot shared use path connecting bike infrastructure between Oberlin Avenue and Washington Avenue. Also, since 2017, the City of Lorain has leveraged \$4,323,951 from grants and other outside sources to implement walking and biking improvements.

WHAT’S NEW IN THIS UPDATE?

This 2024 update evaluates the status of the remaining recommendations and updates the priorities based on changes in the built environment and community, such as new residents, businesses, and leadership. In addition, active transportation is a quickly evolving field and the 2024 update reflects today’s best practices. Ten new partners joined Lorain Connected to help guide the update to the plan.

PROJECT TIMELINE

In summer 2023, the city received funding to update the 2018 Active Transportation Plan (ATP). The ATP 2024 Update was created under the leadership of Lorain Connected, a diverse group of community organizations, advocates, and civic leaders. This group ensured that the ATP continued to represent Lorain’s many interest groups and stakeholders. The process to update the ATP began with an assessment of existing conditions and a review of the 2018 ATP and other relevant plans and studies. Public input and a technical analysis provided a foundation for proposed projects and prioritization of those recommendations. The final section within this plan includes guidance for implementation (see Figure 2 for a project timeline).

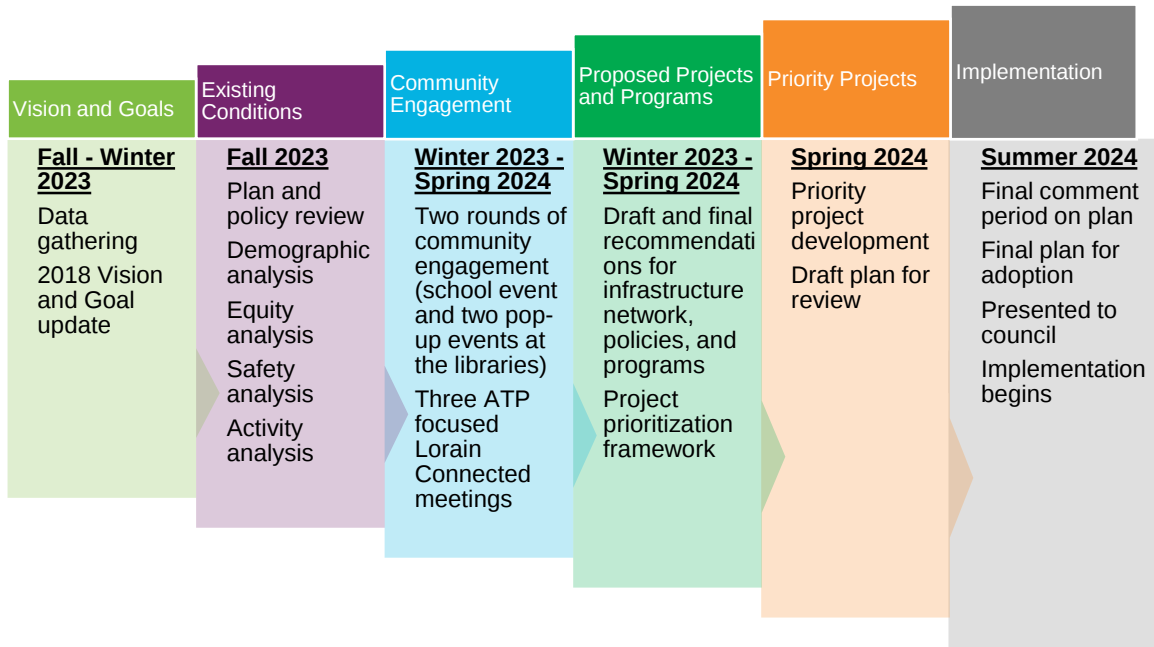


Figure 2. Project Timeline

VISION AND GOALS

The 2018 ATP vision and goal statements were updated to capture recent changes in the community and emerging priorities. The 2018 vision statement was: *City of Lorain's Active Transportation Plan will create and expand safe, accessible and effective options - walking, biking and busing - throughout the City that are equitable and reliable for residents and visitors of all ages and abilities for a healthy Lorain.*

The 2018 goal statement was: *The goal is to create a framework for a comprehensive, community-driven, transportation network for all users, of all ages. Active transportation is any method of travel that does not rely entirely on a car.* The updated vision statement, shown below, is supported by five goals which measure success and guide implementation.

VISION

The City of Lorain's Active Transportation Plan will create and expand safe and accessible options – walking, biking, rolling and connections to transit – throughout the City that are equitable and reliable for residents of all ages and abilities for a healthy Lorain.

GOALS

- » **Connectivity:** Increase connections between places for nonmotorized means of travel.
- » **Safety:** Improve the safety and efficiency of the transportation system.
- » **Accessibility:** Enhance mobility for all users.
- » **Health:** Support a healthy lifestyle for all residents.
- » **Growth/Quality:** Enhance and promote quality of place assets to attract people and industry to the City.

COMMUNITY ENGAGEMENT

The project team collected community input through strategies such as public meetings, Lorain Connected Steering Committee Meetings, and surveys. Early engagement identified key barriers to walking and biking such as lack of lighting, maintenance, driver education, and separated bike facilities. Later engagement opportunities identified additional crossing recommendations and school zone improvements. See the Community Engagement section for a summary of engagement efforts.

EXISTING CONDITIONS KEY TAKEAWAYS

The existing conditions analysis highlights areas where improvements are needed for people walking and biking and where there is potential for more people to walk and bike. Trends include:

- » There are high concentrations of fatal and severe bicycle and pedestrian crashes surrounding Oberlin Avenue between West 26th Street and Meister Road and along approaches to the intersection of W 21st Street (SR611) and Leavitt Road (SR 58).
- » There are several areas with strong potential for biking and walking. These include Oberlin Avenue, south of SR 611 and north of Tower Boulevard, near Washington Elementary School, General Jonnie Wilson Middle School, and Lorain High School. Additionally, the area around Broadway north of Henderson Drive (SR611) also has high potential for biking and walking.

See the Existing Conditions section for a summary of the existing conditions and Appendix A for a summary of all the analyses.

PROPOSED PROJECTS AND PROGRAMS

The final active transportation network was shaped by community engagement, the existing conditions analysis, and the Steering Committee. Overall, the 2024 ATP recommends:

TLCI Study Area	3 miles
School Zone Improvements	6
Crossing Improvements	8
Sidewalks	10 miles
Trails/Paths	11 miles
On Street Bike Lanes	16 miles
Neighborhood Greenways	23 miles

The plan also proposes establishing supportive programs such as educational campaigns, encouragement programs, policies, and school-related programs. See Proposed Projects and Programs section for details on the proposed bicycle and pedestrian projects and supportive programs.

COMMUNITY ENGAGEMENT

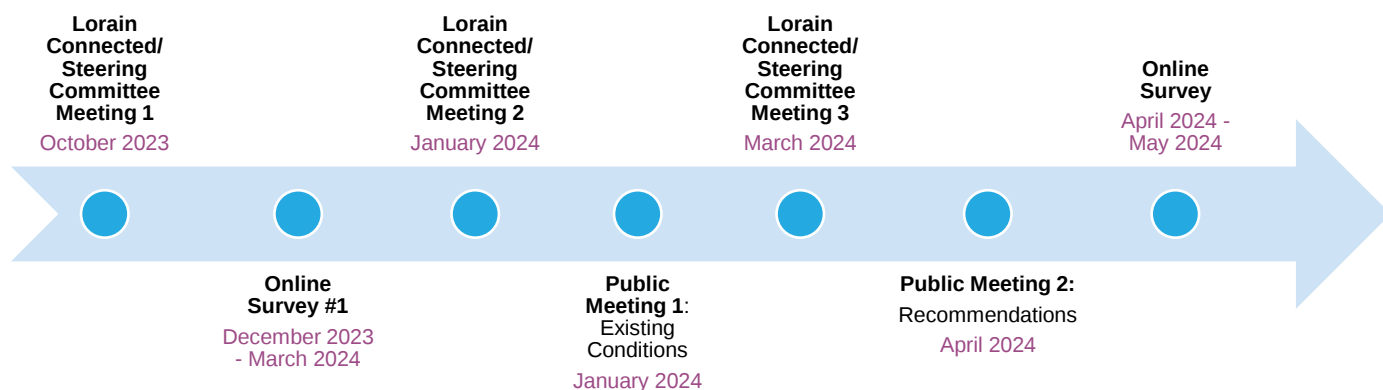




COMMUNITY ENGAGEMENT

Community engagement was an essential tool in the plan development process. Involving the public builds trust in the Plan and improves the overall quality of the findings. The project team used several strategies to collect public input including public meetings, school events, and Lorain Connected Steering Committee meetings.

ENGAGEMENT TIMELINE



STRATEGIES

Lorain Connected Steering Committee Meetings

The Lorain Connected Steering Committee included staff from the City of Lorain, Lorain County Public Health, Lorain City Schools, and other organizations such as non-profits, NOACA, and libraries. Throughout the process, the Lorain Connected Steering Committee shared insight and guidance with the project team. The Lorain Connected Steering Committee met three times over the course of the plan development.

- » **Meeting One** kicked off the planning process and included a mapping exercise to identify opportunities and challenges.
- » **Meeting Two** focused on the existing conditions.
- » **Meeting Three** focused on the final network.

Pop-Up Events

Pop-up events have a broader reach than conventional public meetings. By going to large events and popular destinations, the project team reached a wide cross-section of Lorain community members, especially those who might not want to or be able to participate in online or traditional forms of engagement.

The project team attended three pop-up events over the course of the project: one at Lorain City Schools' Candyland event and two others at local libraries. The library pop-ups were open house style, each providing a two-hour window for the public to interact with display boards and listen

to a short presentation. During the first library pop-up the interactive display boards explained the plans' purpose, while the second library pop-up interactive display boards showed the proposed infrastructure and policy and program recommendations. The purpose of the pop-up events was two-fold: to gather information about existing walking and bicycling conditions during the first half of the project, and to share preliminary recommendations with the public during the second half.

Surveys

There were two surveys released to the public to gather additional feedback during the planning process. The first survey was open from December 2023 to March 2024 and asked questions about what it is like to bike or walk in Lorain today. In total, 42 people responded to this survey (see Appendix C for results). The second survey was open from April 2024 to May 2024, and asked questions about priorities for new infrastructure, policies, and programs to support active transportation. A total of 35 people responded to the second survey.



Figure 3: January Library Pop-Up Event

In addition to the Lorain Active Transportation Plan, Lorain County Public Health Department is currently developing a Comprehensive Safety Action Plan to apply for Safe Streets for All funding. As part of their planning process, they have conducted a survey to understand main behaviors to traffic safety issues within the County. The results specific to the city of Lorain were synthesized for this Active Transportation Plan to understand if any of the behaviors could be mitigated through the ATP. There was a total of 96 respondents in the City of Lorain ranging from zip codes 44052 to 44055. 62 respondents said that distracted drivers were the main contributor to traffic safety issues. Speeding was the next highest issue cited with 61 respondents. A total of 41 participants said that drivers do not stop or yield when they should and 39 said that impaired driving is one of the top traffic safety issues. Most traffic concerns revolved around motorist travel. There were two traffic concerns cited around non-motorized travel (i.e., biking, walking, using a mobility device, scooting) with less respondents saying they were a concern; six participants said running red lights while biking, scooting, or skateboarding and seven participants said crossing outside of the crosswalk were traffic concerns.

56 respondents said that reducing distracted driving will improve the traffic safety of the community. 54 said that building safe streets for everyone that included bike lanes, shared use paths, and safe crossings for people walking is the next best step to creating safer streets. Reducing speeds followed closely with 36 responses and engaging the community was the fourth most mentioned option that will improve traffic safety. Other community members responded that having reliable public transportation systems, fixing potholes, and adding pedestrian safety features such as lighting would improve safety.

KEY TAKEAWAYS

Overall, the community engagement resulted in meaningful insight into what it is like to walk and bike in Lorain today. In general, the community agreed that there are barriers to safely biking and walking in Lorain today. These include poor lighting, lack of separation from vehicles, dangerous street crossings, and a lack of maintenance. The community also shared where improvements are needed to support biking and walking. Feedback led to the addition of crossing improvements and school zone improvements.

Additionally, the community provided feedback on the types of active transportation projects they would like to see. About half of the respondents never bike but would like to see bike lanes in the community and more than half of respondents would like to see more multiuse trails around Lorain. Additionally, numerous respondents would like to see upgraded crossings through the form of high visibility crosswalks and upgraded pedestrian signals.

Lastly, it was clear from the Comprehensive Safety Action Plan survey that many respondents think that it is important to build safe streets for everyone, which includes the implementation of bike lanes, shared use paths, and safe crossings. Additionally, having adequate and reliable public transportation, efficient street maintenance, and pedestrian features, such as lighting, would improve safety for all.

EXISTING CONDITIONS





EXISTING CONDITIONS

The Existing Conditions analysis covered many aspects of Lorain’s transportation system including demographics, recent plans and policies, and mapping and data about equity, safety, and connectivity. Overall, this work solidifies the ATP 2024 Update as a logical next step in Lorain’s active transportation evolution by producing new information that can help direct future ideas, funding, and coordination. This section also summarizes existing programs that support active transportation.

DEMOGRAPHIC PROFILE

The City of Lorain is an urban lakefront community located approximately 25 miles west of Cleveland. The City occupies 24.25 square miles and is home to 65,211 residents, according to the 2020 Census.¹ The City borders Lake Erie and the Black River and is by population the largest city in Lorain County and the third largest city in the Greater Cleveland region. Over the last decade, Lorain’s population has remained nearly constant, which is a positive trend after decades of population loss.¹

The automotive and steel industries dominated the City’s employment base in the 1950s through 1980s. Today, the largest employer in the City is Mercy Hospital. The largest employment sectors are educational services, health, and social assistance (24.7 percent), manufacturing (15.2 percent), retail trade (15.0 percent), and arts, entertainment, and recreation (12.6 percent). The City of Lorain has an unemployment rate of 6.6 percent, which is higher than Ohio’s state average of 5.3 percent.²

¹ U.S. Census Bureau. 2022. Quick Facts. <https://www.census.gov/quickfacts/loraincityohio>.

² U.S. Census Bureau. 2021. American Community Survey (2017 to 2021). <https://data.census.gov/table/ACSDP5YSPT2021.DP03?q=economic&g=160XX00US3944856&moe=false&tp=false>.

There is a significant gap between the average income between households in Ohio overall and the City of Lorain, with the average household income in Lorain being \$42,201 compared to \$61,938 for Ohio. Additionally, the Census Bureau defines 26.3 percent of residents in the City of Lorain as persons in poverty compared to 13.4 percent of people statewide.³

Table 1 summarizes key demographic information for the City of Lorain. The 2021 American Community Survey provided 5-year data for race,⁴ age,⁵ car ownership by household,⁶ and commute mode share⁷ percentages for Lorain. In the City of Lorain, 27.7 percent of the residents are below 19 years old compared to 25.1 percent statewide, indicating that a large percentage of the population travels to schools in the area. Figure 4, Figure 5, Figure 6, and Figure 7 illustrates the data through charts and graphs.

Table 1. City of Lorain Demographics (2021 American Community Survey)

	Category	Percent
Race	White	51.3%
	Multiracial	3.3%
	Black	16.5%
	Asian	1.1%
	Native American	0.0%
	Hispanic	27.8%
Age	< 19	27.7%
	20 - 24	6.2%
	25 - 34	12.4%
	35 - 44	12.3%
	45 - 54	11.6%
	55 - 65	13.5%
	Above 66	16.2%
Car Ownership by Household	0	9.2%
	1	43.0%
	2	32.5%
	3+	15.3%
Commute Mode Share	Drove alone	79.0%
	Carpooled	12.9%
	Walked	1.1%
	Bicycled	0.2%
	Transit	0.7%
	Other	5.9%

³ U.S. Census Bureau. 2021. Quick Facts (2017 to 2021). <https://www.census.gov/quickfacts/loraincityohio>.

⁴ U.S. Census Bureau. 2022. Quick Facts. <https://www.census.gov/quickfacts/loraincityohio>.

⁵ U.S. Census Bureau. 2021. Age and Sex (ACS 5-Year Estimates Subject Tables). https://data.census.gov/table/ACSST5Y2021.S0101?q=Age+and+Sex&g=010XX00US_160XX00US3944856.

⁶ U.S. Census Bureau. 2021. Selected Housing Characteristics (ACS 5-Year Estimates Subject Tables).

<https://data.census.gov/table/ACSDP5YSPT2021.DP04?q=DP04:+Selected+Housing+Characteristics&g=160XX00US3944856>.

⁷ U.S. Census Bureau. 2021. Commuting Characteristics by Sex. (ACS 5-Year Estimates Subject Tables).

<https://data.census.gov/table/ACSST5Y2021.S0801?q=S0801:+Commuting+Characteristics+by+Sex&g=160XX00US3944856>.

The City of Lorain is a highly vehicle-oriented city, with 91 percent of households owning at least one car and 92 percent of people traveling in a vehicle to commute to work. The low number of pedestrians and cyclists commuting indicates an opportunity to grow the number of active transportation facilities and users.

SCHOOL DISTRICT CONTEXT

During the 2022-23 school year, the City’s School District served 5,943 students in grades pre-K through 12th grade at 10 elementary schools, three middle schools, and one high school.⁸ Several charter schools and two Catholic private schools are also located in the City of Lorain.

HEALTH CONTEXT

According to the Centers for Disease Control and Prevention, 42.9 percent of adults in 2021 were reported to have obesity in the City of Lorain compared to 37.8 percent statewide.⁹ The County Health Rankings & Roadmaps program ranks Lorain County 33 out of the 88 counties in Ohio based on its health-related policies and programs, health outcomes, and health factors.¹⁰ As obesity and other chronic diseases have reached epidemic levels around Ohio and other states, agencies at all levels are combating these crises by incorporating health with active transportation.

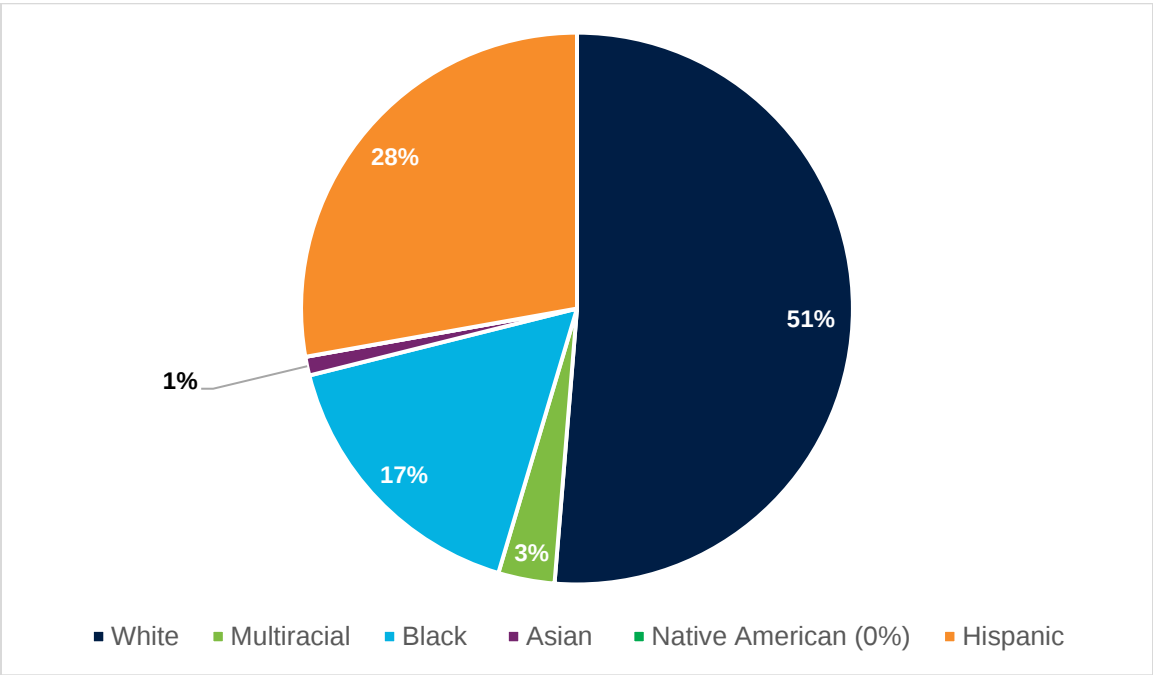


Figure 4. City of Lorain Race (2021 American Community Survey)

⁸ Ohio School Report Cards. 2023. Lorain City, District Home (2022 to 2023). <https://reportcard.education.ohio.gov/district/home/044263>.

⁹ Healthy Northeast Ohio. 2019. “Adults Who Are Obese.”

<https://www.healthynortheastohio.org/indicators/index/view?indicatorId=54&periodId=244&comparisonId=7961&localeId=188649>.

¹⁰County Health Rankings & Roadmaps (CHR&R). 2023. Lorain, OH. <https://www.countyhealthrankings.org/explore-health-rankings/ohio/lorain?year=2023>.

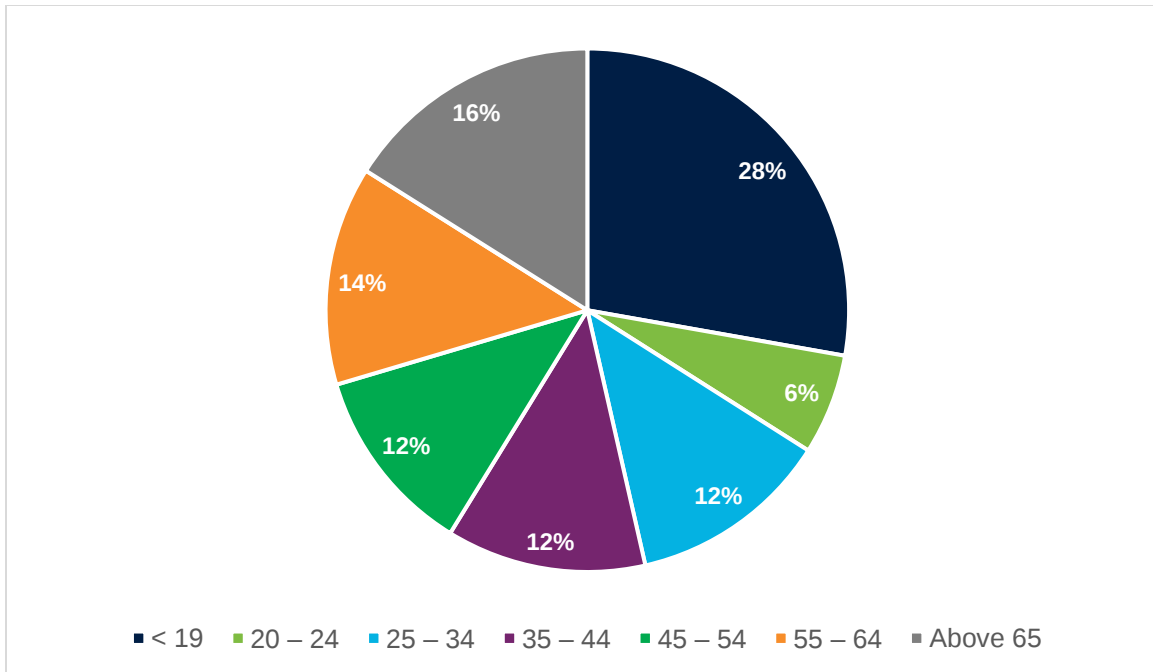


Figure 5. City of Lorain Age in Years (2021 American Community Survey)

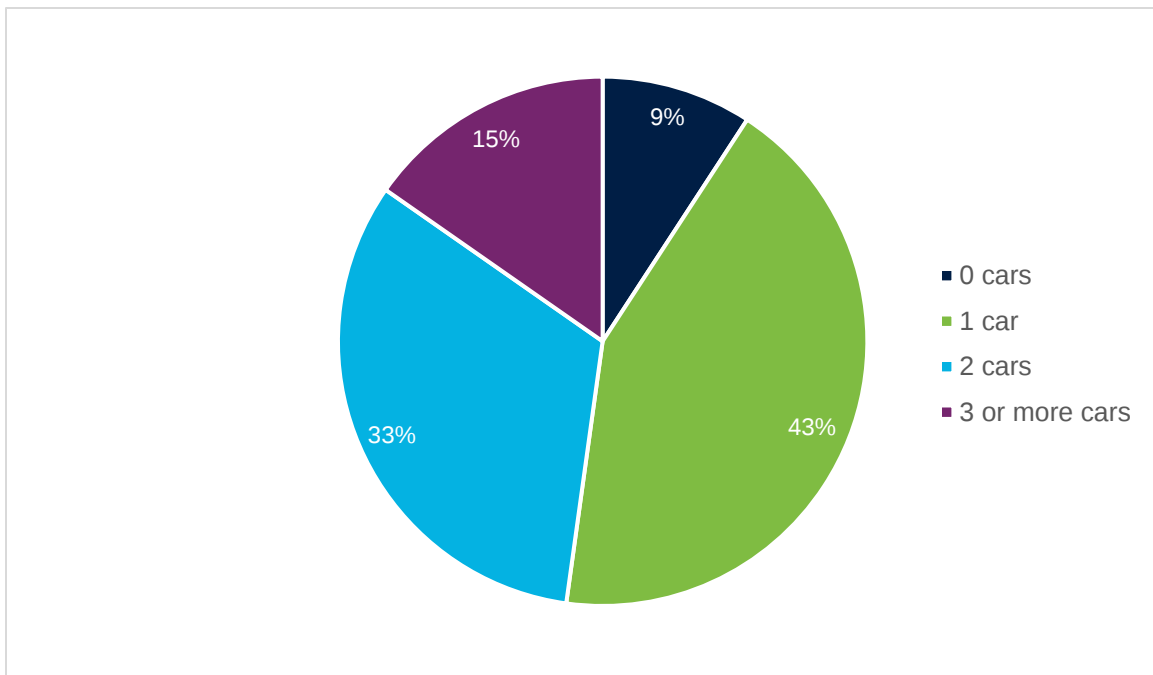


Figure 6. City of Lorain Car Ownership by Household (2021 American Community Survey)

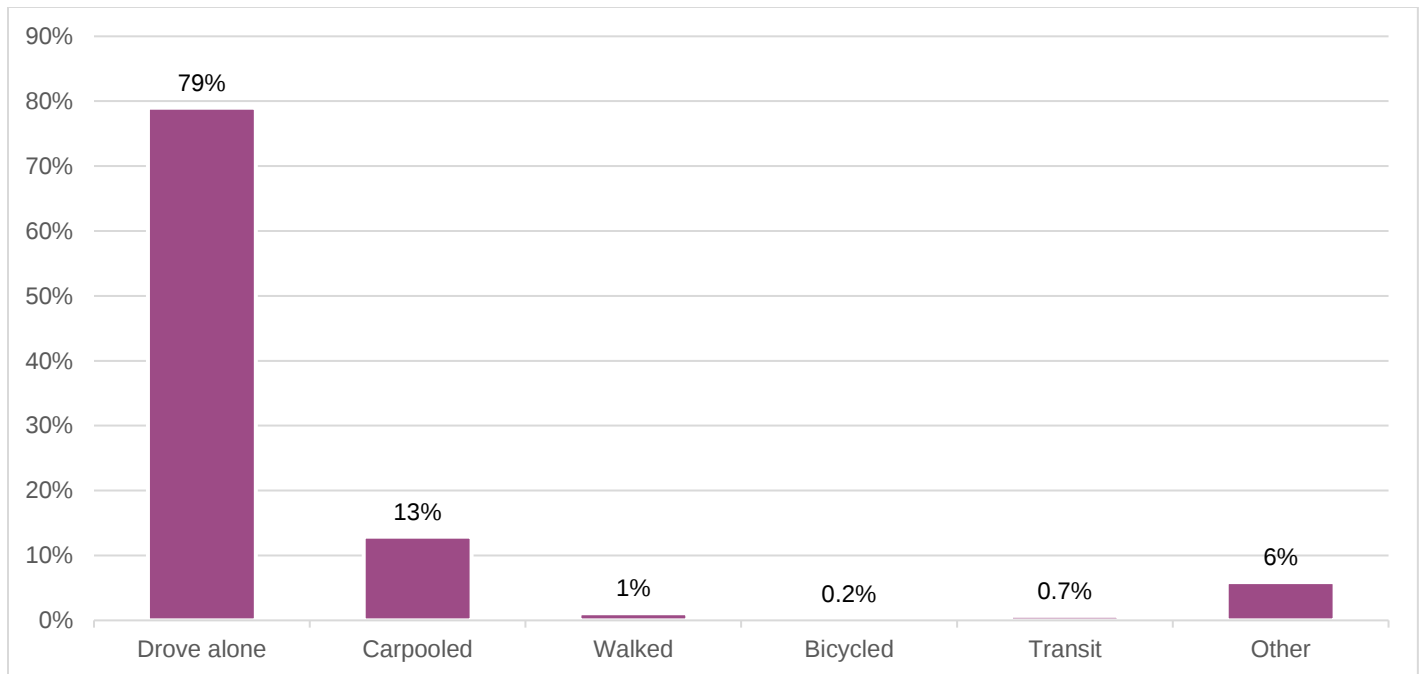


Figure 7. City of Lorain Primary Mode of Travel to Work (2021 American Community Survey)

EXISTING PLANS, POLICIES, AND SUPPORTIVE PROGRAMS

This plan builds on prior plans and initiatives developed by entities within Lorain. It looks to these plans for existing conditions data, issue identification, and recommendation support.

Table 2. Existing Plans and Policies

<i>Document Name</i>	<i>Lead Agency</i>	<i>Year Completed</i>	<i>Key Takeaways</i>
<u>City of Lorain Comprehensive Plan</u>	City of Lorain	2019	This plan includes technical research, public engagement, and a review of best practices to develop informed strategies and recommendations regarding multimodal connectivity within the city, improved access to public transportation, bus connections, and water transport.
<u>City of Lorain Active Transportation Plan</u>	City of Lorain	2018	This plan is a guide for planning, designing, constructing, and maintaining a safe, comfortable, and efficient roadway network for users of all ages and abilities including pedestrians, bicyclists, transit riders, motorists, and commercial and emergency vehicles. The City of Lorain and Lorain Connected have collaborated on the implementation of the 2018 plan. This current planning process will update the 2018 plan.
<u>Lorain County Lakefront Connectivity Plan</u>	Lorain County	2017	This NOACA-funded plan studied US-6 in Lorain County for multimodal connections. In Lorain, the plan recommends a road diet with bike lanes and/or a shared use path on US-6/Erie Avenue. The plan also envisioned the future redevelopment of Lorain's Riverfront with an event venue and public space on site.
<u>Lorain County Transit Redevelopment Plan</u>	Lorain County	2018	This plan identifies and develops recommendations and strategies for strengthening transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts. It explores other transportation-based efforts to support economic development through place-based transportation and land-use recommendations.
<u>City of Lorain Vision Zero Initiative</u>	City of Lorain	2021	Lorain's Vision Zero initiative is using policy, engagement, education, and engineering to significantly reduce the number of serious and fatal crashes within the City of Lorain. Strategies like road diet reconfigurations with bike lanes, pedestrian improvements, reducing the speeds of motorists, adding green paint to bike lanes, adding multi-use trails, and pedestrian ramps are examples of recommendations. Collaborative education activities were also recommended, such as walk or bike to school days and police community outreach programs.
<u>MOVE Lorain County Coordinated Transportation Plan UPDATE (2022)</u>	Lorain County Mobility Management	2022	This plan seeks to increase awareness and access to transportation options for Lorain County residents. The plan describes the community's needs for a coordinated transportation system and recommends carpooling, ridesharing, and transportation pilot projects.

Document Name	Lead Agency	Year Completed	Key Takeaways
<i>Lorain County Comprehensive Safety Action Plan</i>	Lorain County Public Health	In Progress	Lorain County is currently working on completing a Comprehensive Safety Action Plan. The plan encompasses all Lorain County and the City of Vermillion. The plan will provide infrastructure recommendations as well as program and policy recommendations in order to work towards the goal of eliminating fatal and serious injury crashes for all road users.
<u><i>NOACA 2022 Community Safety Report City of Lorain</i></u>	NOACA	2022	The 2022 Community Safety Report used a systemic safety management approach to estimate crash predictions. Based on this approach, within the City of Lorain, there were 474.97 average annual expected crashes. Based on the average annual expected crashes, NOACA ranked arterials and intersections from highest to lowest. The top five arterials included: US 6 from Vermillion ECL to W of US-6/SR-611, SR-58 (N Leavitt Rd) from Cooper-Foster Road to SR-611, Baumhart Road from Lorain SCL to W Erie Avenue (US-6), SR-11 from Henderson Drive to Colorado Avenue, and SR-611 from Elyria Avenue to Colorado Avenue. The top five intersection included: SR-58 (N Leavitt Road) and Cooper-Foster Park Road, SR-611 and Colorado Avenue, Broadway and Cooper-Foster Park Road, SR-58 (N Leavitt Road) and SR-611, and Broadway and SR-57 (E 28 th Street).
<u><i>NOACA SAVE: NOACA's Plan for Transportation Safety</i></u>	NOACA	2019	The SAVE plan intends to save lives by identifying the high-crash locations and implementing safety treatments at those sites. This plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies, and programs, with the long-term goal of reducing the number of fatalities and serious injuries by 50 percent by the year 2040.
<u><i>NOACA eNEO2050: An Equitable Plan for Northeast Ohio</i></u>	NOACA	2021	NOACA's current long range transportation emphasizes active transportation in several ways. First, the need for new bicycle connections regionally is identified as a need, and future funding can be allocated to support this policy goal. Secondly, the Plan calls for widespread pedestrian improvements to intersections and midblock crosswalks, and plans for large investments into pedestrian safety improvement each decade between 2020 and 2050.
<u><i>NOACA Regional Strategic Transit Plan</i></u>	NOACA	2021	The purpose of this study is to provide a strategic action plan that supports the development of a cohesive and coordinated vision for public transit investment in the NOACA region. The study was divided into two phases. Phase I reviewed the existing conditions of the five-county region, including an analysis of demographics, transit service and travel patterns, stakeholder outreach with public and private partners, and a review of governance structures of peer regions. Phase II focused on using the outcome of the analyses to develop a set of short- and long-term action strategies. Strategies categorized as short-term were those with implementation periods within 5 years. The study team also developed a set of aspirational strategies which represented high-potential and high-investment-risk actions.

Document Name	Lead Agency	Year Completed	Key Takeaways
<u>Lorain City Schools Policy Manual</u>	Lorain City Schools	2017	The transportation policies in this manual are aimed at providing a safe, efficient, and economical method of getting students to and from school. The School Board provides transportation for resident elementary students in grades kindergarten through eight who live more than 2 miles from school, and for all students with physical or mental disabilities that make walking impossible or unsafe. The manual also highlights transportation needs and funding for students and the school bus safety program.
<u>NOACA Lorain County Bicycle Map</u>	NOACA	2018	NOACA's regional bike maps are printed and delivered to bike shops, libraries, and schools across northeast Ohio. In Lorain County, the bike maps include a Level of Traffic Stress map that was created using public meetings in Lorain County. The maps can be used to select low-stress neighborhood routes, informing future bike boulevard development, and more.

Table 3. Existing Supportive Programs

Program Name	Program lead (organization)	Target Audience	Key Takeaways
<i>Walk/Bike to School Days</i>	Lorain City Schools	Community	Walk/Bike to School Days help schoolchildren form healthy habits by incorporating physical activity into their routine. Active Transportation Plan partners have completed 8 walk to school days in the City of Lorain.
<i>Second Saturdays (previously First Fridays)</i>	Main Street Lorain	Community	This program encourages the community to come downtown and explore the surrounding neighborhood on foot.
<i>Go Lorain Bike Share Program</i>	City of Lorain Public Libraries	Community	This program allows library card owners to check out adult bikes, helmets, and locks at no cost to users at the South Branch Library. A bike repair station is also provided.
<i>Girls in Gear/ Co-ed Bike Camp</i>	El Centro	Community	The goal of the Girls in Gear program is to introduce riders to the joy of safe biking while creating a supportive environment. This program empowers girls and helps them build confidence in their riding abilities. This program focuses on topics of bicycle safety, bicycle maintenance, and nutritional education.
<i>Indoor Walking Club</i>	Lorain County Public Health	Community	This free program encourages all ages to exercise by walking indoors at different buildings around Lorain in the winter months.
<i>Lorain Historical Society Walking Tour</i>	Lorain Historical Society	Community and Tourists	This free walking audio tour is provided by the Lorain Historical Society and has 24 locations and corresponding historical audio.
<i>Cycling Club Group Rides</i>	City of Lorain County Bicycle Club	Community	The Lorain County Bicycle Club is a coed group of road cycling enthusiasts. Community Rides are second Saturdays to tie into Main Street Lorain. The rides typically finish at a local shop or restaurant. In the future, there will be third Thursday rides from 6-7 pm.

EXISTING TRANSPORTATION SYSTEM

Transportation Funding and Investments

Recently Completed Projects

Since the completion of the Lorain Active Transportation Plan in 2018, funding and construction of active transportation projects have significantly increased in the City of Lorain. In just the past five years, the City has leveraged \$4.3 million of funding to implement projects from the Plan. The City of Lorain has sought funding from a wide range of sources and has been able to fund multiple phases of projects, from planning through design and construction. Local and regional partners have also received funding for related projects that serve the City of Lorain. After all these successes, the City of Lorain continues to be committed to improving the active transportation system and preventing fatalities and serious injuries through additional projects and funding.

Current or Planned Projects

Lorain has committed funding for several active transportation-related projects in the next few years. The city is focused on securing safety funding to improve intersections, add and replace sidewalks, construct shared use paths and trails, and add bicycle lanes and cycleways to existing roadways. See Figure 9 for existing and funded active transportation facilities.

Since the Safe Routes to School Program began in 2008, walking and bicycling to school has greatly increased in Ohio communities. See Appendix A for a summary of the planned and funded Safe Routes to School projects in the City of Lorain between 2023 and 2026 and additional funded projects that are planned to occur in the next few years involving active transportation improvements.

Existing Bike Facilities

The City installed on-road bike lanes on Leavitt Road from Cooper Foster Park Road to West 21st Street (SR 611) and bike lanes along East Erie Street from Root Road to the Black River. Bike lanes are also provided on W 21st Street from Leavitt Road to Ashland Avenue and E 31st Street from Vine Avenue to the North Coast Inland Trail.

The City of Lorain also has installed one of the nation's first Advisory Bike Lane projects on Washington Avenue. The City of Lorain had to request Federal Highway Administration (FHWA) Permission to Experiment in order to install the design, which means the design will be studied and used as a reference for communities across the country. The project was funded with Congestion Mitigation and Air Quality Program funds. Before the project was permanently installed, the City of Lorain used NOACA Street Supplies to demonstrate the project and collect feedback from the community. See Figure 9 for existing and funded bike facilities.

Additionally, U.S. Bicycle Route (USBR) 230 runs through the City of Lorain along US-6. USBR-230 is the scenic alternative to USBR 30 which runs south of the City of Lorain through the City of Elyria and the City of North Ridgeville.¹¹ USBR 230 is currently being signed statewide by ODOT.

¹¹Pana, John. (2021). *Ohio now has the most U.S. Bicycle Route miles in America (maps)*. <https://www.cleveland.com/metro/2021/08/ohio-now-has-the-most-us-bicycle-route-mileage-in-america-maps.html>



Walkways and Trails

The City has a well-developed sidewalk network, although some sidewalks are reaching the end of their useful lifespan. Older sidewalks have broken pavement due to tree roots and crumbling curbs. In the past few years, the City has improved sidewalks on Oberlin Avenue, 30th Street, Oakdale Street, and Broadway as part of a major streetscape project in the downtown area.

The North Coast Inland Trail is a 65 mile paved asphalt trail within northwest Ohio following abandoned Toledo, Norwalk, and Cleveland Railroad line running from Lorain to Toledo (see Figure 8). Approximately 29 miles of the NCIT is within Lorain County. Lorain County Metro Parks' portion of the trail travels from Lake Erie in Lorain to the county line in Wakeman.¹² In Elyria, the North Coast Inland Trail terminates into the Black River Trail and heads north into Lorain. With the recent installation of a trail segment connecting to Century Park, the trail is now continuous to Lake Erie. Lake access is also available via Lakeside Landing at mile marker 0.0. Bike parking, benches, swings, and a fix it station are available near mile marker 0.0. The trail includes facilities such as drinking fountains, a picnic area, a playground, parking, kayak access, transit access, restrooms, and shelters.



Figure 8: Green Road Trailhead, county line between Lorain & Huron Counties (Source: Lorain County Metro Parks)

Shared-use paths are also located near Lorain High School starting along W 26th Street and continuing along Oberlin Avenue and onto W 24th Street. Another shared use path is located along Martin Run Drive on the west side of Lorain in a residential neighborhood. Another shared use path connects from Colorado Avenue to Lake Erie north of U.S. Route 6. See Figure 9 for existing and funded trails.

Intersection Improvements

Through the NOACA CMAQ program, several traffic signals were improved throughout the city to evaluate congestion and air pollution through the City of Lorain. Warranted signals were kept in place and unwarranted ones were removed. The remaining signals were upgraded or fully replaced to improve vehicle and pedestrian safety at the intersections. See Figure 9 for existing and funded intersection improvements.

Waterway Access

The Lofton Henderson Memorial Bridge over the Black River is an area of concern due to the curvature and grade on both bridge approaches, narrow 10-foot lanes, and lack of shoulders. During field visits for this plan, the project team observed pedestrians, bicyclists, and dirt bike drivers using the sidewalk on the west side of the bridge to cross the river. To create a safer environment for bicyclists and pedestrians on the

¹² Lorain County Metro Parks. *North Coast Inland Trail*. <https://www.loraincountymetroparks.com/north-coast-inland-trail-info>

bridge, the City obtained ODOT safety funding to reconfigure SR 611 from Colorado Avenue to Broadway to a two-lane roadway with a center two-way-left-turn lane with buffered bicycle lanes on each side of the roadway. The project also includes the addition of dedicated turning space at each end of the bridge to industrial areas via Bridge Ave and Access Drive. The project will be completed in 2024.

The Black River Landing on the north side of the City of Lorain has several walking paths that allow access to the Black River waterfront. This area also includes a Transportation Center that serves as a hub for Lorain County Transit.

The City of Lorain and Lorain Port Authority are in the process of redeveloping 50 acres of land along Lake Erie and the Black River to improve commercial, mixed-use, and recreational access. The funding secured will go toward some transportation infrastructure. This redevelopment also includes a boat launch, which will have free access to the public. In the future, this area will be an accessible destination for recreation, entertainment, cultural programs, and tourism.

Points of Interest

The Lakeview Rose Garden is located just north of Lakeview Park with several connecting walkways that form a circle. Lakeview Beach is located just north of the Rose Garden and is the largest beach in Lorain. A small playground is located on the sand at the beach. The Lorain Public Library runs a Little Library at Lakeview during the summer months, providing Wi-Fi, beach equipment and game, and reading materials to beachgoers. Century Park is located on East Erie Avenue, with beach access and small rock walls that protect the beach. A concrete pier extends into the lake from the center of the beach, which provides fishing access.

Lakeside Landing is a 15-acre area located on Lake Erie between Lakeside Avenue between Alabama and Colorado Avenue in Lorain. In 2010, improvements were added that included a path around the area. Adjacent to Lakeside Landing is the Mile-long Pier, which is an approximately 0.5-mile-long paved walkway that borders a marina, public parking, fishing, and a restaurant.

Bike Racks

Bike racks have been added throughout Lorain with support from Creating Healthy Communities and the Road to Zero Grants. Bike racks are currently located at Lakeview Beach, Century Park, the Lorain Police Station, Riverside Park, Lorain Public Libraries, the LCCA Bike Shop, and the United Way Building.

Public Transit

Lorain County has four fixed bus routes, with two primarily serving the City of Lorain. Route 1 begins at Meridian Plaza and covers 34 stops up until Black River Career Prep, which is also a transfer point to other buses in Lorain County. The buses run from 6:30 a.m. to 5:26 p.m.¹³ The other bus route is Route 2 which also goes from Meridian Plaza to Black River Career Prep High School and stops at Lorain High School. This route goes along E 28th Street, E 30th Street, and Palm Avenue and runs from 5:30 a.m. to 4:26 p.m. with 36 stops (see Figure 10).¹⁴

¹³ Lorain County Ohio. *Route 1*. <https://www.loraincountyohio.gov/305/Route-1>

¹⁴ Lorain County Ohio. *Route 2*. <https://www.loraincountyohio.gov/321/Route-2>

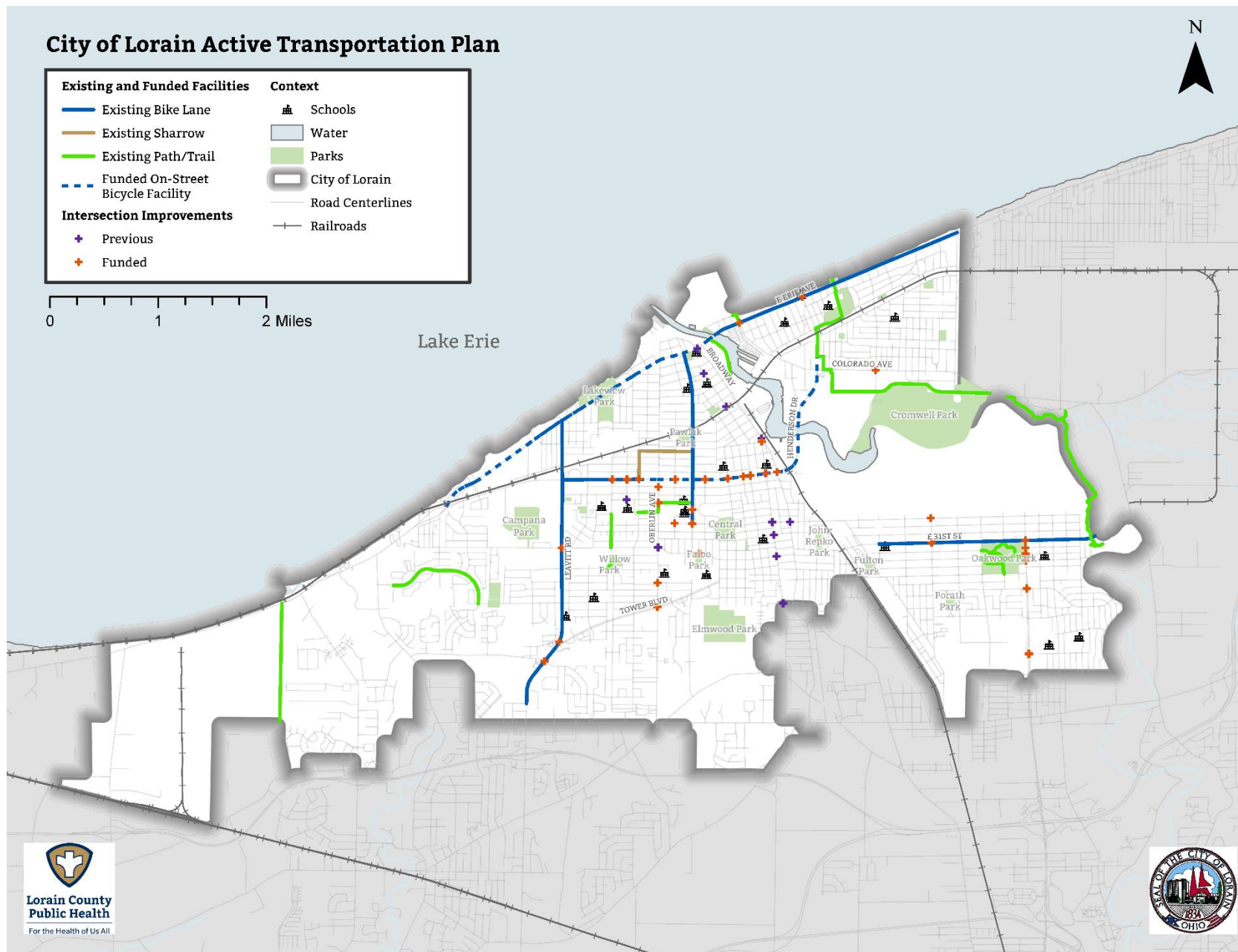


Figure 9: Existing and Funded Facilities

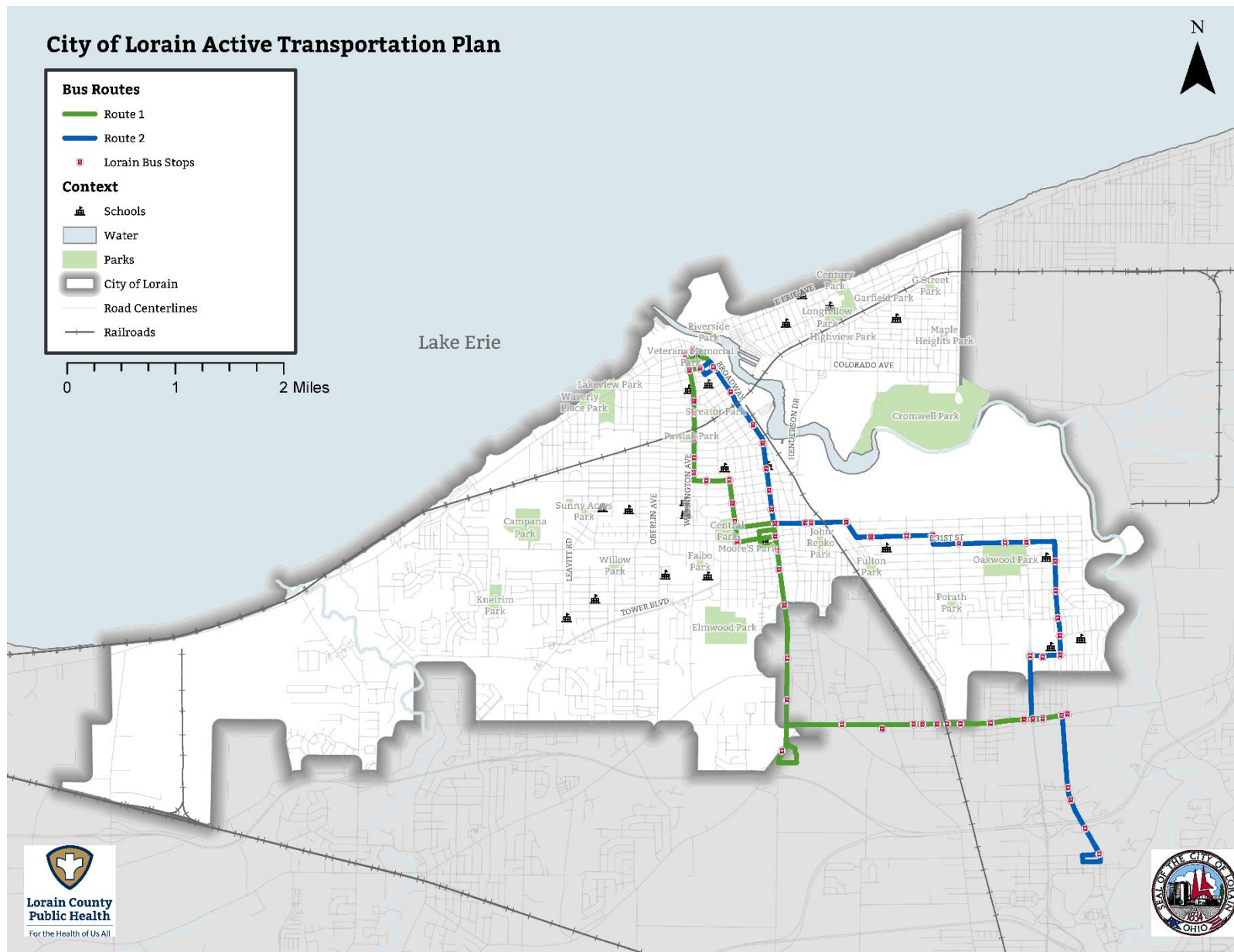


Figure 10: Transit Service

ANALYSES

The project team performed several analyses to better understand the equity of the network, its connectivity, use of walking and bicycling facilities, safety, and infrastructure conditions. The analyses that were performed include:

- » **Gaps and Barriers Analysis:** The gaps and barriers analysis was performed during Lorain Connected Steering Committee Meetings. Members were asked to draw or write where there were gaps and barriers throughout the city on a large map.
- » **Local Crash Trends Analysis:** Evaluating crash trends and patterns identifies where crashes are currently occurring and provides a better understanding of what factors may be contributing to crashes. Understanding these crashes can lead to projects that have the greatest likelihood of improving safety for pedestrians and bicyclists. The Crash Analysis and Planning Evaluation Tool is provided by ODOT and provides a crash trend analysis of the local area. Bicycle and pedestrian crash data were downloaded using ODOT's GIS Crash Analysis Tool. During the time period reviewed (2018 to 2022), there were 99 crashes involving bicyclists and pedestrians in the City of Lorain, 18 of which resulted in serious injuries and 5 of which resulted in fatalities. Out of the five fatal crashes, four were crashes involving a bicycle.
- » **Walking and Bicycling Activity Analysis:** The project team used StreetLight to analyze levels of walking and bicycling and to better understand where and when walking and bicycling activity is currently occurring within the City of Lorain. StreetLight uses crowdsourcing data to understand where people are currently walking and biking. While this data may not be an exact analysis due to the limitations of crowdsourcing data (e.g. StreetLight uses smartphone data, which not all people have access to), the data does provide a better understanding of where a greater volume of people are likely walking and biking. One of the highest locations of pedestrian activity was surrounding Leavitt Road north of Cooper Foster Park Road where Meijer, Walgreens, and several fast-food establishments are located. As for bicycling activity, Erie Avenue east of the Black River is the main bikeway in the City of Lorain, which currently has bike lanes installed.
- » **Systemic Safety Analysis:** A systemic approach to safety involves widely implemented improvements based on high-risk roadway features correlated with specific severe crash types. This systemic analysis will focus specifically on pedestrian and bicycle collisions. The goal of this analysis is to help implement a proactive, risk-based approach to safety and identify roadways for systemic treatments to prevent bicycle and pedestrian crashes from occurring. The final result of the systemic safety analysis was a high risk network which was used as part of the prioritization process.
- » **Needs and Demand Analysis:** As part of its statewide bicycle and pedestrian plan (Walk.Bike.Ohio), ODOT performed an active transportation need and demand analysis for the entire state. Areas of high need and high demand should be prioritized for bicycle and pedestrian improvements because residents in these areas likely rely more heavily on active transportation options for getting around. One of the highest combined active transportation need and demand scores were centered around Oberlin Avenue, below SR 611 and north of Tower Boulevard. This area includes Washington Elementary School, General Jonnie Wilson Middle School, and Lorain



High School. Additionally, the area around Broadway north of Henderson Road also had a high composite score.

- » **Equity Analysis:** An equity analysis was performed that created a score to illustrate levels of disparity in the city. This score may be used to assist in project prioritization because areas with higher levels of disparity may benefit from additional investment. The composite score value is assigned to each geography based on the impact values of each factor. Higher composite scores indicate a higher level of disparity in the area. The area with the highest overall composite score was the block group located between Oberlin Road and Leavitt Road north of SR 611. Additionally, many areas in South Lorain and areas surrounding Broadway and SR 611 (especially to the west of the river) also had higher composite scores. A composite equity score was created that includes the following 10 different socioeconomic factors: racial minority, youth, older adults, persons with disability, poverty level, no-vehicle households, female population, no internet access, no high school diploma (people aged 25 years and older), and limited English proficiency (LEP).
- » **Level of Traffic Stress Analysis:** In active transportation planning, a Level of Traffic Street (LTS) analysis uses broadly available road characteristics to classify the experience of riding a bicycle on different streets. An LTS analysis typically groups roads into one of the four following categories:
 - LTS 1 – A low-stress facility suitable for all ages and abilities. These facilities have strong separation from motor vehicle traffic or are well-established on low-speed and low-volume roads.
 - LTS 2 – A facility suitable for people who are “interested but concerned” about riding a bicycle, which includes most adults and families. These facilities are separated from moderate-speed and multilane roads or are shared lanes on lower-speed and lower-volume roads.
 - LTS 3 – A facility suitable for people who are “enthused and confident” about riding a bicycle. These facilities are shared lanes on moderate-speed roads or separated from multilane, medium-to-high-volume, and higher speed roads.
 - LTS 4 – A high-stress facility is uncomfortable for most adults. These facilities are mixed flow on moderate-speed or higher volume roads or near high-speed, high-volume, or multilane roads.
- » **Community Health Assessment:** Lorain County completed their most recent Community Health Assessment (CHA) in May 2023. The CHA evaluated health status and issues impacting the City of Lorain. The CHA outlined the following goals and strategies that address health priorities and are related to active transportation.
 - Goals: By December 31, 2025, implement systems and environmental changes that support cardiovascular health in 50 percent of Lorain County communities.
 - Strategies: Create livable communities through Active Transportation Plans, Safe Routes to School programs, and Complete Streets policies. Implement neighborhood improvements such as increased access to public and green space through park improvements and public art.

Full summaries of all analyses can be found in Appendix A.

EXISTING CONDITION TAKEAWAYS

The City of Lorain, located on Lake Erie at the mouth of the Black River, is an ideal location for the continuation of active transportation with its natural environment and tight-knit community. With the completion of the Lorain Active Transportation Plan in 2018, funding and construction of active transportation projects have significantly increased with \$4.3 million of funding acquired in the past 5 years. The City of Lorain has used a wide variety of funding sources for its active transportation projects, from planning through design to construction. After all these successes, the City of Lorain continues to be committed to improving the active transportation system to prevent fatalities and serious injuries through additional projects and funding.

The existing sidewalk network is fairly complete throughout the city, providing the majority of the active transportation connections through the City. Some sidewalks are reaching the end of their useful lifespan with older sidewalks having broken pavement due to tree roots and crumbling curbs. In the past few years, the presence of on-street bicycle lanes has increased, providing connections across the city. Even so, there are many opportunities to provide additional bicycle and pedestrian connections throughout the city.

Conducting a crash trend analysis for the City of Lorain's active transportation network illustrates a need for improved safety measures for bicyclists and pedestrians. Additionally, the need for programs to reduce drug and alcohol use for drivers is an important step toward eliminating fatal and serious injury pedestrian and bicycle collisions. The systemic analysis found that collectors and arterials in locations where the active transportation demand score was high were more likely to have a higher bicycle and pedestrian crash density.

Finally, the Active Transportation Demand/Need analysis, conducted by ODOT as part of its statewide bicycle and pedestrian plan ([Walk.Bike.Ohio](#)) shows that there is a high need for active transportation in a large portion of the city. Areas that will benefit the most from additional investment have both high demand and high need for active transportation. New infrastructure or safety improvements should be prioritized in areas with a higher level of disparity, high demand and need for active transportation, and along streets identified as higher-risk in the systemic safety analysis or as an alternative route to those streets. These locations include areas in South Lorain, and areas surrounding Broadway and SR 611 to the west of the Black River.

PROPOSED PROJECTS AND PROGRAMS





PROPOSED PROJECTS AND PROGRAMS

The Lorain Active Transportation Plan 2024 Update makes recommendations that will promote and support active transportation through a combination of infrastructure projects, policies, and programs. Infrastructure recommendations refer to physical, built projects that will change how streets are configured to provide space for all users. Policy and program recommendations aim to re-prioritize walking and bicycling and to change the culture around active transportation and help increase its use through engagement, education, encouragement, and evaluation.

PROPOSED PROJECTS

The final network is based on the existing conditions analysis, Steering Committee meetings, and public input. The network includes critical north-south connections along Oberlin Avenue, Broadway, Elyria Avenue, and Grove Avenue and east-west connections along Tower Boulevard, 36th Street, 28th Street, and Erie Avenue. When adding a bicycle facility or sidewalk facility intersections should be evaluated for bicycle and pedestrian improvements. The network also identifies multiple intersections that should be improved to make walking and biking safer along major roads, such as Tower Boulevard and Leavitt Road, Oberlin Avenue and Meister Road, Pole Avenue and Meister Road, Erie Avenue and Kolbe Road, Broadway and 36th Street, Grove Avenue and 36th Street, Grove Avenue and Fairless Drive, and a midblock crossing along Erie Avenue near Skateworld. See Figure 11 for a network recommendations map and Table 5, Table 6, Table 7, and Table 8 for a complete list of all proposed projects with descriptions.

Table 4: Proposed Recommendations

TLCI Study Area	3 miles
School Zone Improvements	6
Crossing Improvements	8
Sidewalks	10 miles
Trails/Paths	11 miles
On Street Bike Lanes	16 miles
Neighborhood Greenways	23 miles

**Lorain County
Public Health**
For the Health of Us All

Context

 Schools

⋮ Railroads

 City of Lorain Boundary

Parks

Water



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Lake Erie

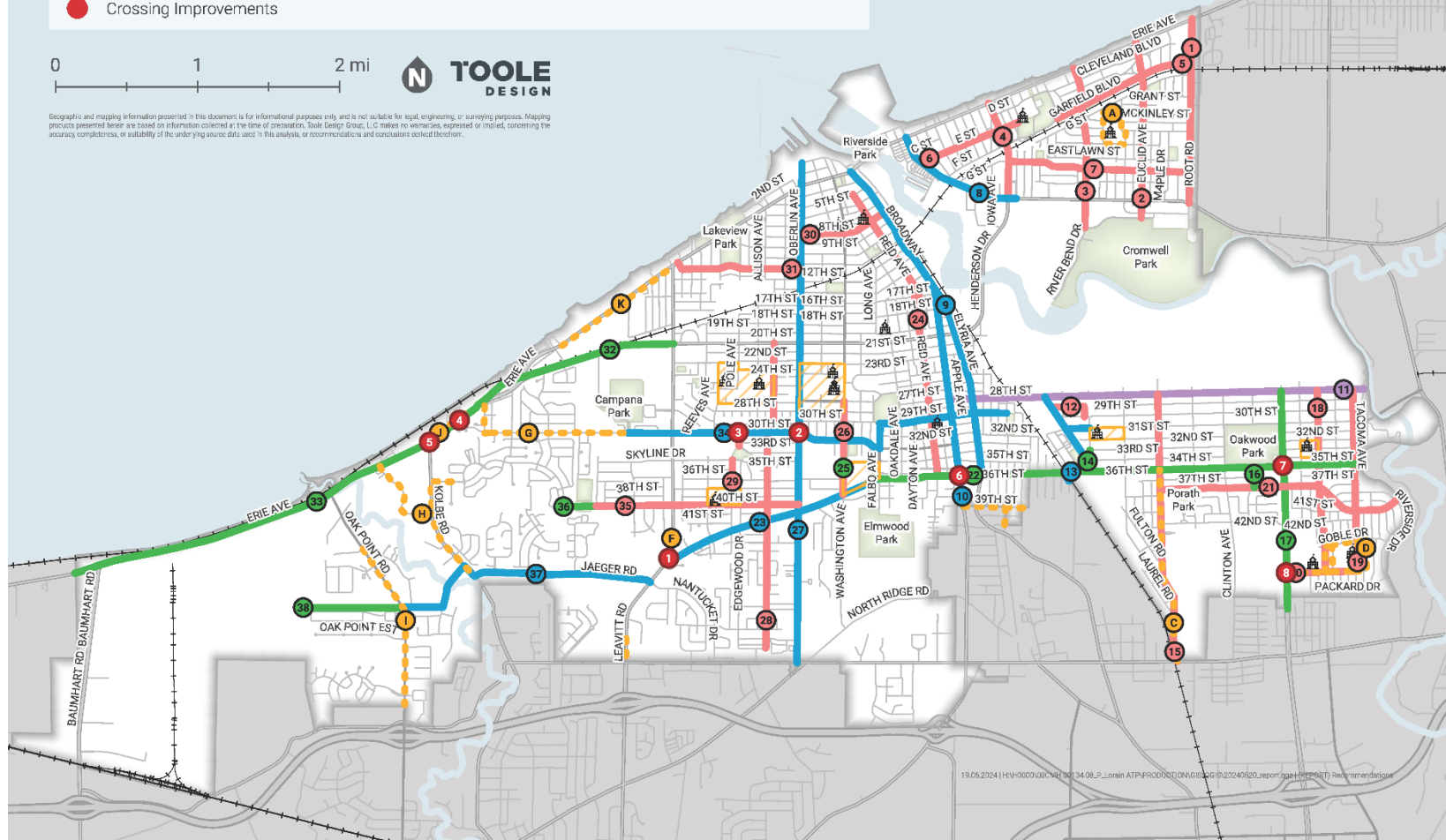


Figure 11: Proposed Recommendations Map

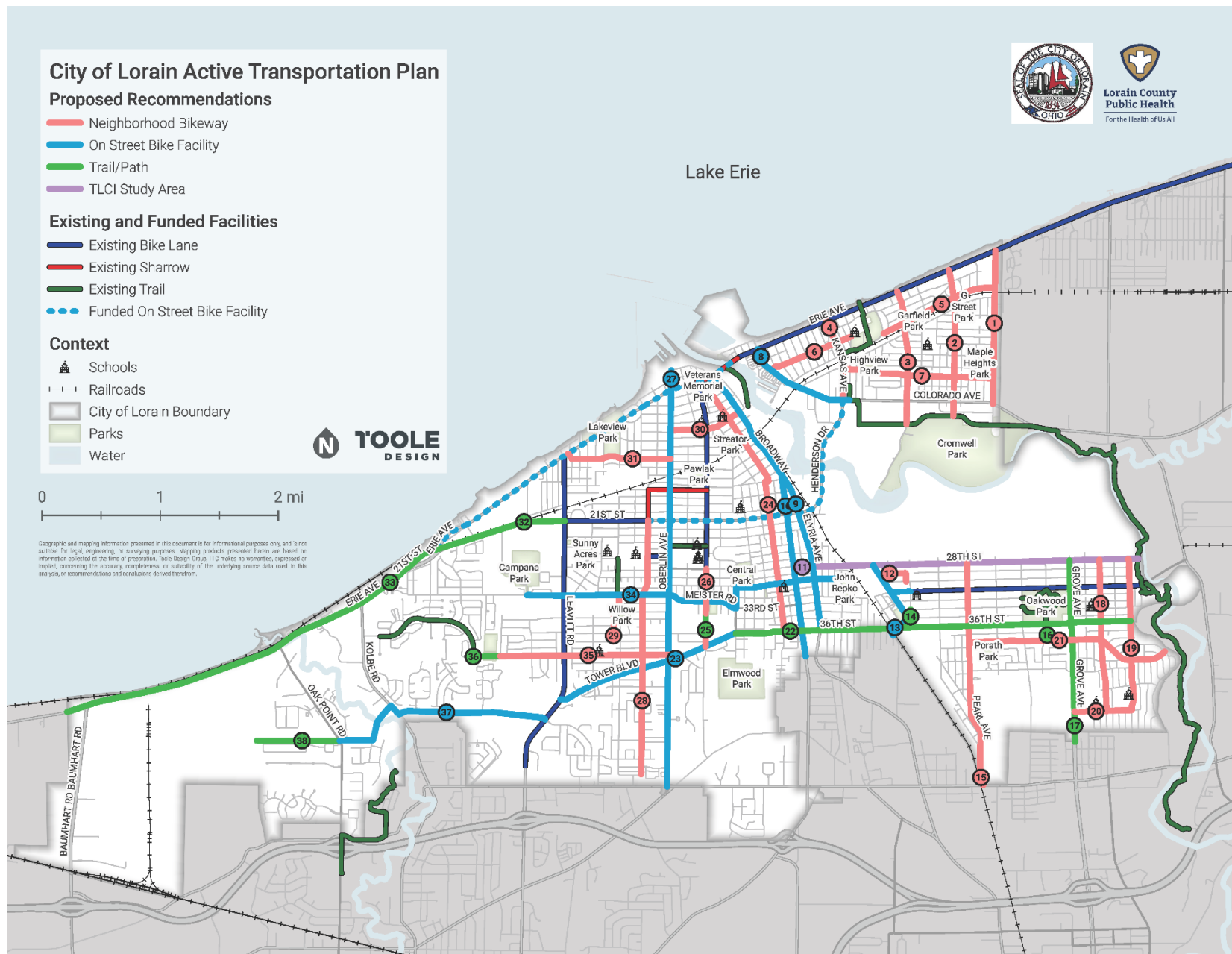


Figure 12: Proposed Bike and Trail Network Map

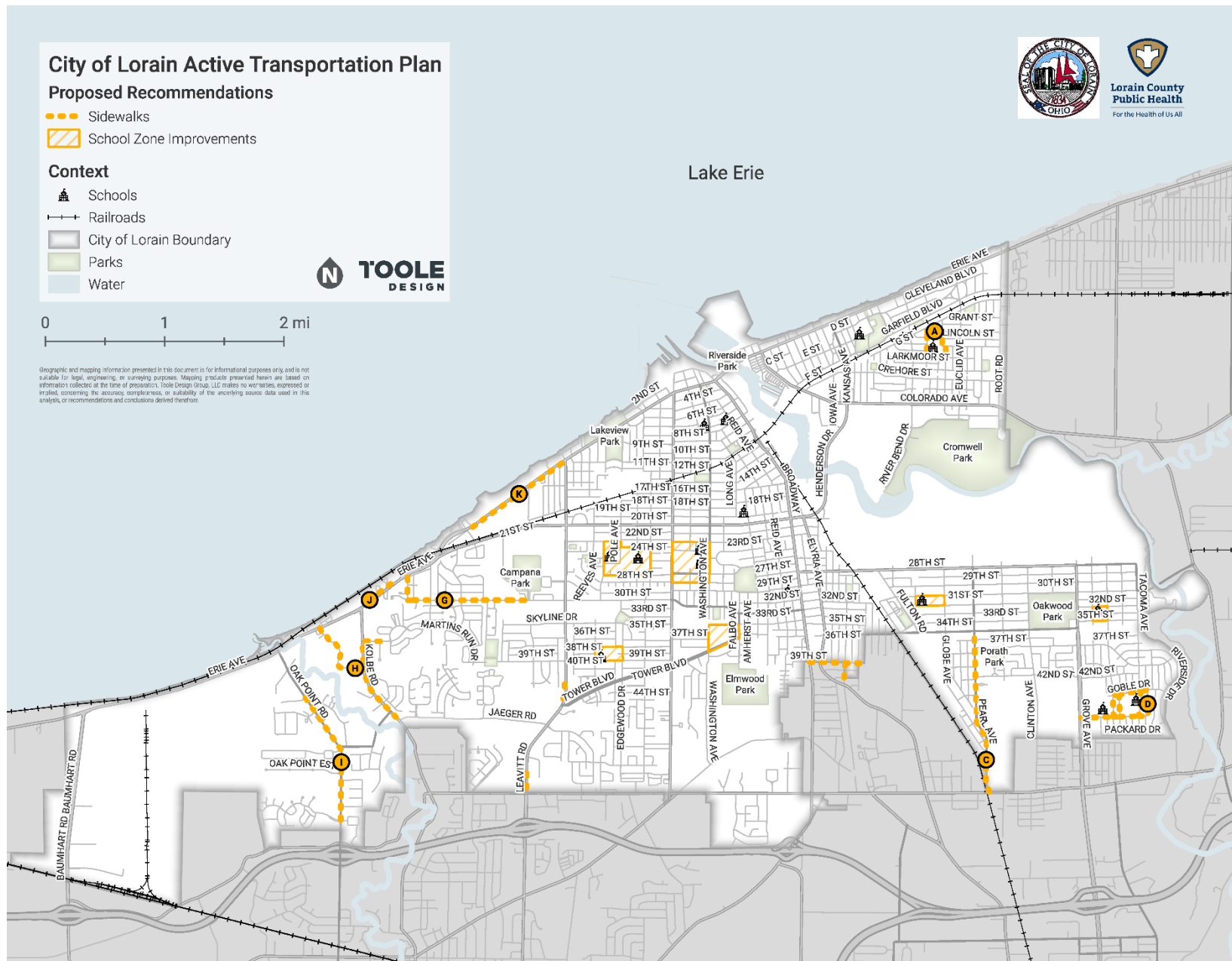


Figure 13: Proposed Sidewalk and School Zone Improvements

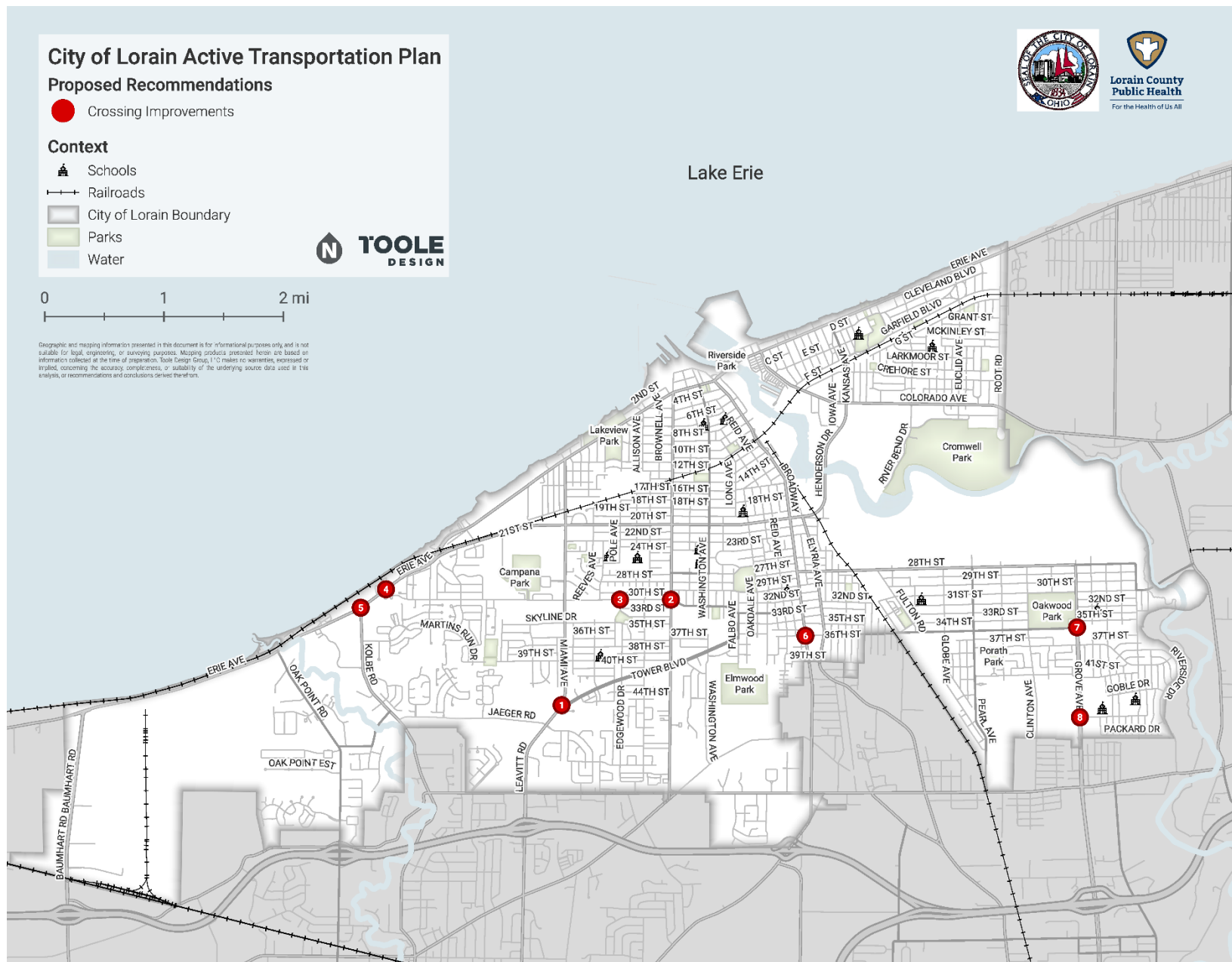


Figure 14: Proposed Crossing Improvements

Table 5: Proposed Bike and Trail Network Recommendations

Project ID	Type	Road Name	Start	End	Description	Prioritization Ranking
1	Neighborhood Bikeway	Root Road	Erie Avenue	Colorado Avenue	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Medium
2	Neighborhood Bikeway	Euclid Avenue	Erie Avenue	River Industrial Park Drive	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Medium
3	Neighborhood Bikeway	Missouri Avenue Riverbend Drive	Erie Avenue Colorado Avenue	Colorado Avenue River Industrial Park Drive	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Medium
4	Neighborhood Bikeway	Kansas Avenue	Erie Avenue	Colorado Avenue	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Medium
5	Neighborhood Bikeway	Garfield Boulevard	Michigan Avenue	Root Road	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Low
6	Neighborhood Bikeway	E Street	Colorado Avenue	Louisiana Avenue	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Low
7	Neighborhood Bikeway	Crehore Street	Kansas Avenue	Root Road	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Medium
8	On Street Bike Facility	Colorado Avenue	Erie Avenue	Lehigh Avenue	Separated bike facility	High
9	On Street Bike Facility	Elyria Avenue	Broadway	36th Street	Separated bike facility	High
10	On Street Bike Facility	Broadway	Erie Avenue	39th Street	2-Way Cycle Track (Separated bike facility)	Low

Project ID	Type	Road Name	Start	End	Description	Prioritization Ranking
11	TLCI Study Area	28th Street	Broadway	Black River Bikeway	Study is underway that will propose recommendations.	High
12	Neighborhood Bikeway	E 29th Street Humility Of Mary Housing	Fulton Road 30th Street	Humility of Mary Housing 29th Street	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable. Add connection to private drive at housing development to connect from 29th Street to 30th Street.	Low
13	On Street Bike Facility	Fulton Road Plant Street Dunton Road E 31Street Street	34th Street 36th Street 36th Street Fulton Road	28th Street Fulton Road Texas Avenue Vine Avenue	Bike Lane	Medium
14	Trail/Path	Trail/Path	33rd Ct	34th Street	Trail/Path	Low
15	Neighborhood Bikeway	Pearl Avenue	28th Street	North Ridge Road	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	High
16	Trail/Path	Oakwood Avenue/Trail	36th Street	Homewood Drive	Trail/Path to connect to Oakwood Park.	Medium
17	Trail/Path	Grove Avenue	28th Street	Southern Lorain Border	Road diet and separated bike facility or sidepath.	High
18	Neighborhood Bikeway	Palm Avenue	28th Street	Fairless Drive	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Low
19	Neighborhood Bikeway	Tacoma Avenue	28th Street	Fairless Drive	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Medium
20	Neighborhood Bikeway	Fairless Drive	Grove Avenue	Tacoma Avenue	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Low

Project ID	Type	Road Name	Start	End	Description	Prioritization Ranking
21	Neighborhood Bikeway	Homewood Drive	Pearl Avenue	Riverside Drive	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Medium
22	Trail/Path	W 36th Street	Falbo Avenue	Tacoma Avenue	Separated bike facility and trail/path to connect where street is not present. RAISE grant request 2023.	High
23	On Street Bike Facility	Tower Boulevard	Leavitt Road	Falbo Avenue	Buffered Bike Lane (consider separation) Consideration in repaving in 2024.	Low
24	Neighborhood Bikeway	Reid Avenue 17th Street Reid Avenue	5th Street Reid Avenue 17th Street	17th Street Reid Avenue 36th Street	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	High
25	Trail/Path	Trail/Path	Falbo Park	Washington Avenue	Trail/Path to connect to Falbo Park.	Low
26	Neighborhood Bikeway	Washington Avenue	Highland Park Boulevard Trail/Path	Falbo Park Tower Boulevard	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Medium
27	On Street Bike Facility	Oberlin Avenue	1 st Street	Cooper Foster Park Road	2-Way Cycle Track (separated bike facility)	High
28	Neighborhood Bikeway	Ashland Avenue	21 st Street	Herbert Drive	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Medium
29	Neighborhood Bikeway	Pole Avenue Palm Springs Drive	Skyline Drive Meister Road	38th Street Willow Park	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Low
30	Neighborhood Bikeway	W 8th Street	Oberlin Avenue	Broadway	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	High
31	Neighborhood Bikeway	11th Street	Erie Avenue	Oberlin Avenue	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable.	Low

Project ID	Type	Road Name	Start	End	Description	Prioritization Ranking
32	Trail/Path	21 st Street	Erie Avenue	Leavitt Road	Trail/Path (sidepath) or consider a road diet with separated bike facility.	Medium
33	Trail/Path	W Erie Avenue	Lorain western border	Erie Avenue	Trail/Path (sidepath) or consider a road diet with separated bike facility.	High
34	On Street Bike Facility	30th Street Falbo Avenue Meister Road	Clifton Avenue 33rd Street Falbo Avenue	Falbo Avenue 30th Street Campana Park	Bike lane (consider separation)	High
35	Neighborhood Bikeway	40th Street	Oxford Drive	Oberlin Avenue	Low volume/speed street; Mark routes; and enhance minor intersections to prioritize bikes; bike box/crossbike markings and consider bike priority signal at major intersections where applicable. Also, a trail/path to create continuous East/West connection	Medium
36	Trail/Path	Timber Walk/40th Street	Oxford Drive	Martins Run Drive	Trail/Path to connect to Kneirim Park.	Low
37	On Street Bike Facility	Yorktown Road Longbrook Road	Oak Point Road Kolbe Road	Longbrook Road Yorktown Road	Separated bike facility	High
38	Trail/Path	Trail/Path	Oak Point Road	End of Neighborhood	Trail/Path	Low

Table 6. Proposed Sidewalk Recommendations

<i>Project ID</i>	<i>Road Name</i>	<i>Start</i>	<i>End</i>	<i>Prioritization Ranking</i>
<i>A</i>	Leroy Street McKinley Street Nebraska Avenue Larkmoor Street New Jersey Avenue	McKinley Street Leroy Street McKinley Street Nebraska Avenue Larkmoor Avenue	Wilson Street Nebraska Avenue Larkmoor Street New Jersey Avenue Wilson Street	Low
<i>B</i>	38 th Street Clifton Avenue	Elyria Avenue 39 th Street	Dallas Avenue Harriet Street	Low
<i>C</i>	Pearl Avenue	36 th Street	N Ridge Road	Medium
<i>D</i>	Fairless Drive Camden Avenue Goble Drive Palm Avenue Andover Avenue Tacoma Avenue	Grove Avenue/57 Goble Drive Palm Avenue Goble Drive Goble Drive Goble Drive	Camden Avenue Fairless Drive Tacoma Avenue Fairless Drive Fairless Drive Fairless Drive	Medium
<i>E</i>	Leavitt Road	Bike Lane	Cooper Foster Park Road	High
<i>F</i>	Leavitt RD	Tower Boulevard	South of 40 th Street	Medium
<i>G</i>	Meister Road Fulmer Drive	Fulmer Drive Frontage Street	Campana Park Meister Road	Low
<i>H</i>	Kolbe Road Beavercrest Drive Clovelly Drive	Clovelly Drive Erie Avenue Kolbe Road	Jaeger Road Kolbe Road Reserve Trail	High
<i>I</i>	Oak Point Road	Mallard Creek Run	Southern Lorain Border	Low
<i>J</i>	Erie Avenue	East of Kolbe Road	West of 21 st Street	Low
<i>K</i>	Erie Avenue	Lakeshore Colonial Apartments	Leavitt Road	High

Table 7: Proposed School Zone Improvements

ID	Road Name	Start	End	Schools
SZ1	23rd Street Pole Avenue 24th Street Ashland Avenue 28th Street Marshall Avenue	Marshall Avenue 23rd Street Pole Avenue 24th Street Ashland Avenue 23rd Street	Pole Avenue 24th Street Ashland Avenue 28th Street Marshall Avenue 28th Street	Frank Jacinto Elementary Lorain High School
SZ2	23rd Street Washington Avenue 29th Street Oberlin Avenue	Washington Avenue 23rd Street Washington Avenue 29th Street	Oberlin Avenue 29th Street Oberlin Avenue 23rd Street	Washington Elementary General Johnnie Wilson Middle School Lorain Digital Academy
SZ3	38th Street Edgewood Dr 40th Street Marshall Avenue	Marshall Avenue 38th Street Marshall Avenue 38th Street	Edgewood Dr 40th Street Edgewood Dr 40th Street	Toni Morrison Elementary
SZ4	Falbo Avenue Tower Boulevard Washington Avenue/School Property School Property	School Property Washington Avenue School Property Washington Avenue/ School Property	Tower Boulevard Falbo Avenue Tower Boulevard Falbo Avenue	Horizon Science Academy of Lorain
SZ5	31st Street Globe Avenue 32nd Street Vine Avenue	Vine Avenue 31st Street Vine Avenue 31st Street	Globe Avenue 32nd Street Globe Avenue 32nd Street	Stevan Dohanos Elementary
SZ6	33rd Street Palm Avenue 35th Street Gary Avenue	Gary Avenue 33rd Street Gary Avenue 33rd Street	Palm Avenue 35th Street Palm Avenue 35th Street	Palm Elementary

Table 8: Proposed Crossing Improvements

ID	Intersection 1	Intersection 2	Description
1	Tower Boulevard	Leavitt Road	Upgrade of curb ramps to ADA standards and pedestrian push buttons to improve crossing. PID #: 119515 LOR - 58 - 25.50 North Leavitt Road at Tower Boulevard Pedestrian Improvements
2	Oberlin Avenue	Meister Road	Crossing improvements, such as pedestrian signals and high-visibility crosswalks.
3	Pole Avenue	Meister Road	Crossing improvements, such as signage to mark route to schools and high-visibility crosswalks.
4	Erie Avenue	Midblock near Skateworld	Midblock crossing to access Skateworld, evaluate for Pedestrian Hybrid Beacon.
5	Erie Avenue	Kolbe Road	New housing signal
6	Broadway	36th Street	Crossing improvements, roundabout, and traffic calming RAISE Grant
7	Grove Avenue	36th Street	Crossing improvements, roundabout, and traffic calming RAISE Grant
8	Grove Avenue	Fairless Drive	Signal improvement

ACTIVE TRANSPORTATION NETWORK RATIONALE

A primary goal of this plan is to increase the safety and convenience of walking and biking and to that end, recommendations include a variety of route options and facility types to accommodate the majority of community members. The recommendations outlined in Table 5, Table 6, Table 7, and Table 8 add ten miles of sidewalks, 23 miles of neighborhood bikeways, 16 miles of on-street bikeways, 11 miles of trails and shared use paths to the transportation system, six school zone improvements, and eight intersection or crossing improvements. The following section goes into more detail on how and why facilities in the network were selected.

Pedestrian Facilities

The primary pedestrian infrastructure recommendations are new sidewalk locations and school zone improvements. The presence of sidewalks along a roadway corresponds to a 65 to 89 percent reduction in walking along road pedestrian crashes.¹⁵ Pedestrians are also among the most vulnerable road users and 72 percent of pedestrian fatalities occur at non-intersection locations.¹⁶ Additional treatments implemented along roadways and crossing improvements would improve the bicycling and walking experience, encourage more walking, and decrease the number of crashes that occur. The appropriate crossing enhancements for each location will be decided after further analysis, and generally could include high-visibility crosswalks, signage, curb extensions, pedestrian refuge islands, rectangular rapid-flashing beacons (RRFB), and/or pedestrian hybrid beacons (PHB).

Bicycle Facilities

Supportive bicycle infrastructure like neighborhood greenways and separated bike lanes will help bicyclists of all ages and abilities access daily destinations such as schools, grocery stores, parks, and work.

Bicycle recommendations were based on the needs and demand analysis, equity analysis, Streetlight analysis to understand where bicycle activity was located, and gaps and barriers analysis. In addition to analysis findings, community and stakeholder engagement from surveys, meetings, and pop-ups were considered during the planning process.

Design Users

This section describes the different types of bicyclists, highly confident, somewhat confident, and interested but concerned, who make up the majority of the population. It also provides an introduction to the FHWA bicycle facility selection matrix that identifies what type of facility is appropriate for majority of

¹⁵ FHWA (2017). Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, Table 11. Referenced in <https://safety.fhwa.dot.gov/provencountermeasures/walkways/>

¹⁶ FHWA (2018). Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, Page 1. https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

bicyclists based on speed, volume, and context. Understanding which types of bicyclists feel comfortable using a given facility is key to building a safe, convenient, and well-used network.

Design User Profiles

Highly Confident Bicyclist (~4-7% of the population)

- » Smallest group.
- » Prefer direct routes and will operate in mixed traffic, even on roadways with higher motor vehicle operating speeds and volumes.
- » Many also enjoy separated bikeways.
- » May avoid bikeways perceived to be less safe, too crowded with slower moving users, or requiring deviation from their preferred route.

Somewhat Confident Bicyclist (~5-9% of the population)

- » Comfortable on most types of facilities.
- » Lower tolerance for traffic stress, prefer striped or separated bike lanes on major streets and low-volume residential streets.
- » Willing to tolerate higher levels of traffic stress for short distances.

Interested but Concerned Bicyclist (~51-56% of the population)

- » Largest group.
- » Lowest tolerance for traffic stress.
- » Avoid bicycling except with access to networks of separated bikeways or very low-volume streets with safe roadway crossings.
- » Tend to bicycle for recreation but not transportation.
- » Generally, the recommended design user profile to maximize potential for bicycling.

Bicyclists are most commonly classified according to their comfort level, bicycling skill and experience, age, and trip purpose. These characteristics can be used to develop generalized profiles of various bicycle users and trips, also known as “design users,” which inform bicycle facility design. Comfort, skill, and age may affect bicyclist behavior and preference for different types of bicycle facilities. Selecting a design user profile is often the first step in assessing a street’s compatibility for bicycling. The design user profile should be used to select a preferred type of bikeway treatment for different contexts, urban, suburban, rural town or rural roadways (see **Error! Reference source not found.**). People who bicycle are influenced by their relative comfort operating with or near motor vehicle traffic. To accommodate the majority of the population, the “Interested but Concerned” rider should be the primary user type that facilities are designed for. In some contexts, such as rural roadways where less people may be expected to be traveling by bike, the Somewhat Confident or Highly Confident rider is the most relevant design user.

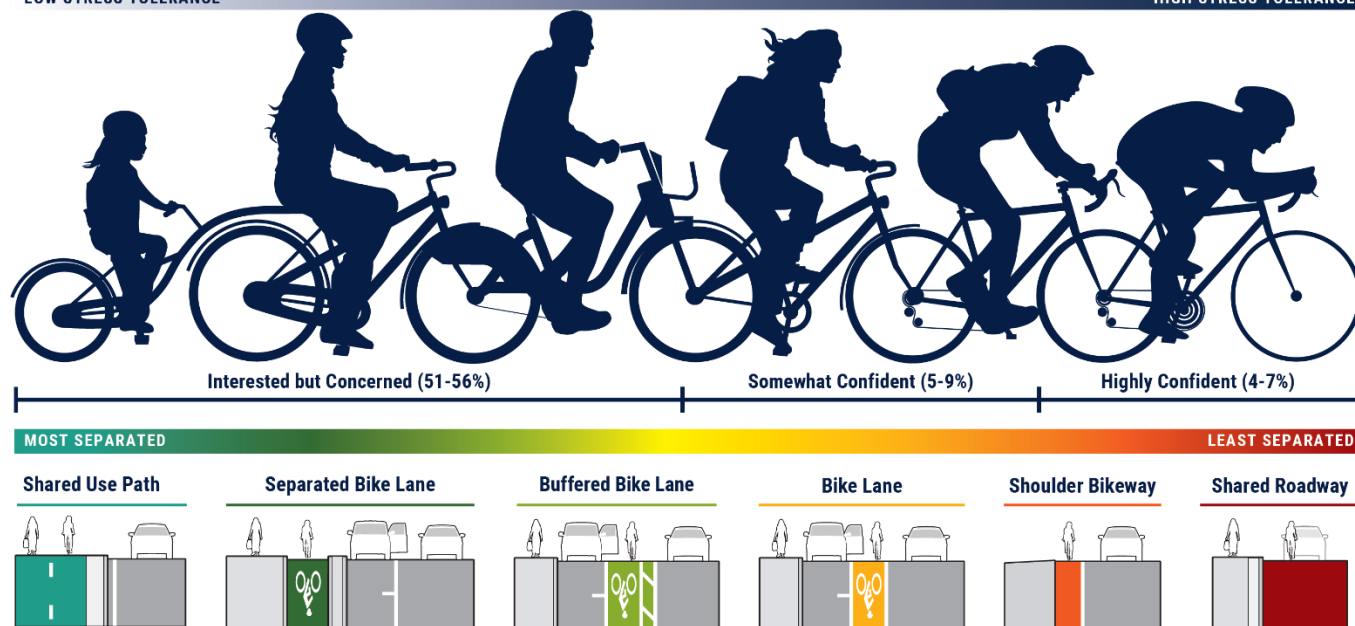
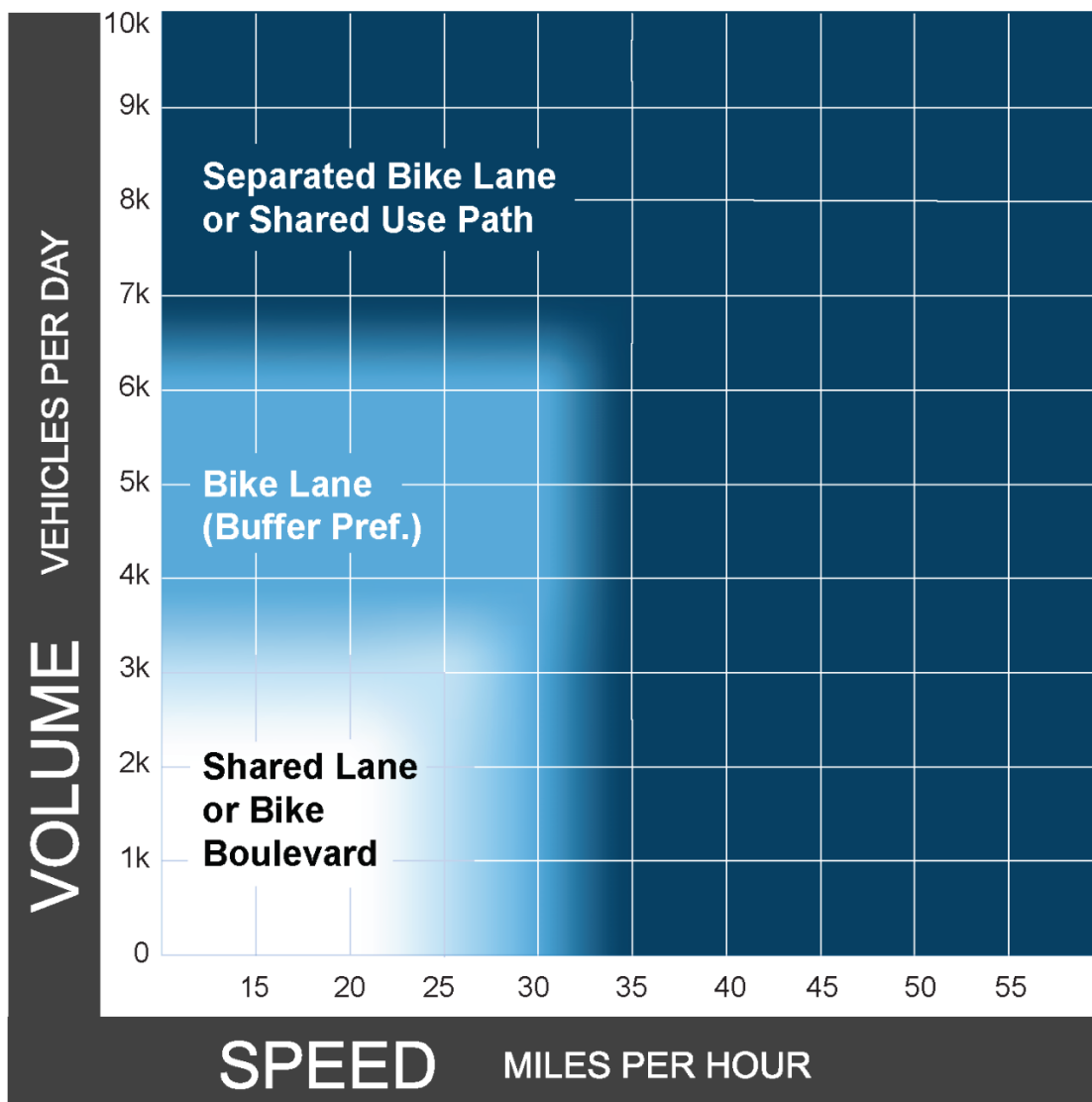


Figure 15: Types of Bicyclists (Source: Toole Design)

Facility Selection Methodology

Bicycle networks should be continuous, connect seamlessly across jurisdictional boundaries, and provide access to destinations. Anywhere a person would want to drive to for utilitarian purposes, such as commuting or running errands, is a potential destination for bicycling. As such, planning connected low-stress bicycle networks is not achieved by simply avoiding motor vehicle traffic. Rather, planners should identify solutions for lowering stress along higher traffic corridors so that bicycling can be a viable transportation option for the majority of the population.

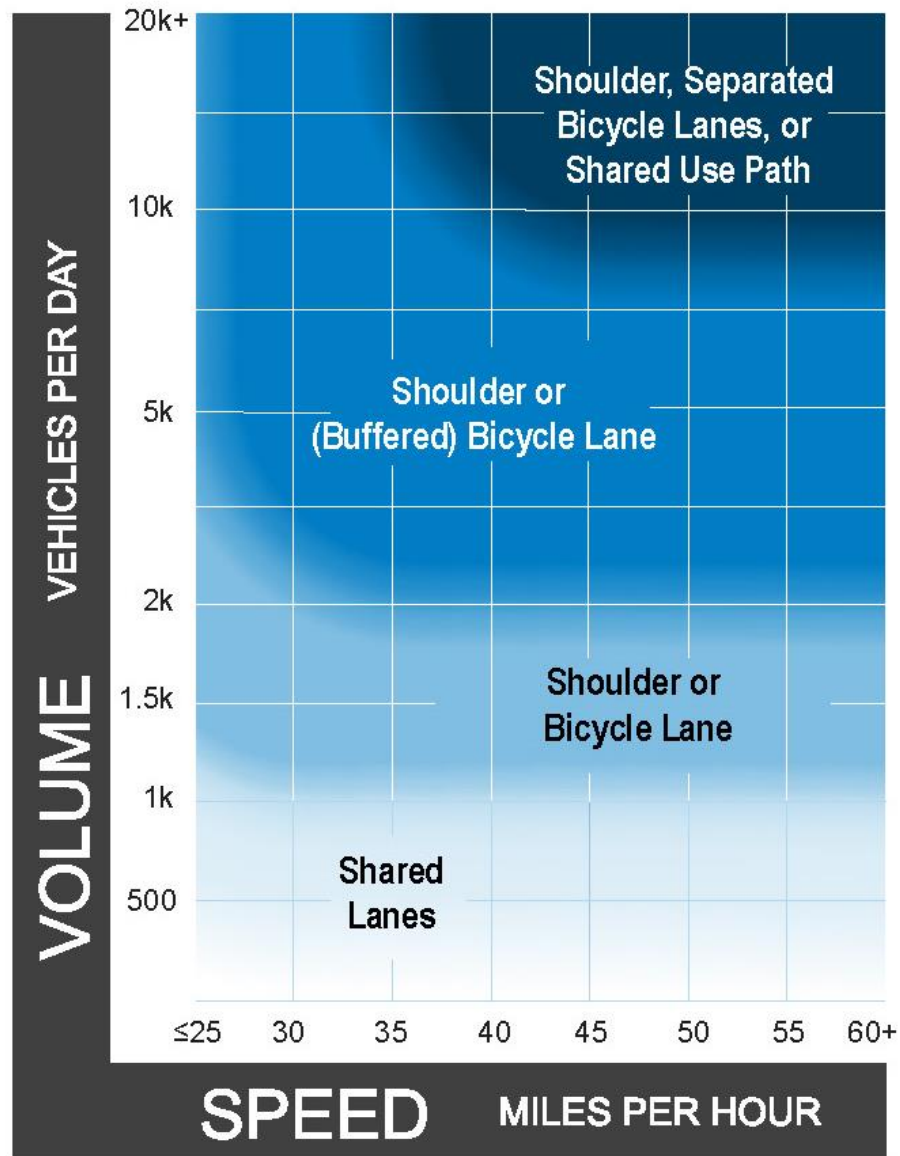
Before projects can be implemented the type of on-street bicycle facility will need to be defined. The [Federal Highway Administration \(FHWA\)'s Bikeway Selection Guide](#)'s facility selection matrices (Figure 16 and Figure 17) can be used to help determine the best facility for the roadway based on context, speed, and volume as well as the relevant design user type. See the full guide for further detail on facility selection.



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

Figure 16: FHWA Bikeway Facility Matrix: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts (Design User: Interested but Concerned) (Source: [FHWA](#))



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 If the percentage of heavy vehicles is greater than 10%, consider providing a wider shoulder or a separated pathway.

Figure 17: Preferred Bikeway for Highly Confident Bicyclists in Rural Contexts (Modified FHWA Bikeway Facility Matrix)

Facility Toolkit

This toolkit was created as part of ODOT's Active Transportation Plan Development Guide, created in 2021. There are numerous facility types which accommodate people of varying abilities and in different environments. Research shows that the provision of low-stress, connected bicycle networks improves bicyclist safety and encourages bicycling for a broader range of user types.¹⁷ Pedestrian infrastructure is primarily provided in the form of sidewalks. The following section includes descriptions of pedestrian and bicycle facilities and links to further references.

Sidewalks

Sidewalks are intended to be used by people walking. They are adjacent to but separated from the roadway by a curb and/or buffer, such as a tree lawn. As roadway speeds and volumes increase, more separation is needed to maintain a safe and comfortable walking environment for pedestrians. Common in urban areas, they may also be necessary in rural areas with pedestrian generators, such as schools and businesses. For further guidance on pedestrian design, refer to [ODOT's Multimodal Design Guide, Chapter 4 -Pedestrian Facilities](#).

Crossing Improvements

A variety of solutions can be employed to make intersections and mid-block crossings safer and more convenient for people walking. These treatments range from painted facilities, such as high-visibility crosswalks, to signs, lights, and signals. Painted crosswalks delineate the safest pathway for pedestrians, and rectangular rapid flashing beacons (RRFBs) enhance user safety and convenience at crossing points when full signalization is not warranted. For further guidance on pedestrian design, refer to [ODOT's Multimodal Design Guide \(MDG\) Chapter 4 -Pedestrian Facilities, MDG Chapter 8 – Signals, Beacons, and Signs, and FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#).

Bicycle Facilities

As part of the existing conditions assessment, the project team conducted a Level of Traffic Stress (LTS) analysis, which uses broadly available road characteristics to classify the experience of riding a bicycle on different streets. The LTS analysis grouped roads into one of four categories:

- » LTS 1 – A low stress street suitable for all ages and abilities. Streets tend to have posted speeds of 30mph or lower, with low volume and few travel lanes.
- » LTS 2 – Streets suitable for those who are “interested but concerned” about riding a bicycle, which includes most adults and families. These streets tend to have posted speeds of 35mph or slower with low to moderate volume.



Figure 18: Sidewalk (Source: Toole Design)



Figure 19: Crosswalk (Source: Toole Design)

¹⁷ AASHTO (2021). Guide to Bicycle Facilities, 4th Edition, 2.2. Why Planning for Bicycling is Important.

- » LTS 3 – Streets suitable for those who are “enthused and confident” about riding a bicycle. These streets tend to have lower speeds (35mph) with higher volumes or higher speeds (40mph or higher) but with low volumes.
- » LTS 4 – A high stress street is uncomfortable for most adults. These streets tend to have high speeds with high volumes.

Streets with a higher level of stress require greater separation between bicyclists and vehicles in order to reduce stress and create a facility that is appropriate for all ages and abilities. Table 9, defines the appropriate bicycle facility or facilities based on the roadway’s LTS score. (Note that separated bike lanes and shared use paths could be appropriate for all LTS categories if space is available). For further guidance on bicycle infrastructure design, refer the following ODOT Multimodal Design Guide chapters:

- » [Chapter 5 – Shared Use Paths](#)
- » [Chapter 6 – On-Road Bicycle Facilities](#)
- » [Chapter 7 – Motor Vehicle Facilities Supporting Multimodal Accommodation](#)
- » [Chapter 9 – Multimodal Accommodations at Interchanges & Alternative Intersections](#)

Table 9: Appropriate Bicycle Facilities Based on the Street Level of Traffic Stress (LTS)

Existing Condition of Street ¹⁸	Appropriate Bicycle Facility Types	Description
If the street has an LTS 1 , then consider adding a neighborhood bikeway/bicycle boulevard.	Neighborhood Bikeway/ Bicycle Boulevard 	Where traffic volumes and speeds are low, bicyclists can comfortably share lanes with motor vehicles. Shared lane markings and signs are added to inform people driving that bicyclists may operate in the lane and where to expect bicyclists. Wayfinding signage, traffic calming, and intersection treatments need to be incorporated into bicycle boulevards to increase user comfort and prioritize bicycle travel.
If the street has an LTS 2 , then consider adding a bike lane/buffered bike lane.	Bike Lane / Buffered Bike Lane 	Bike lanes and buffered bike lanes are one-way facilities within the roadway demarcated with painted lane lines. Standard bike lanes provide some improvements to bicyclist safety, and can be enhanced with painted buffers, bike lane extensions through intersections, green colored pavement, and regulatory signs.
If the street has an LTS 3 or LTS 4 , then consider adding a separated bike lane.	Separated Bike Lane 	A separated bike lane is a one- or two-way facility within the roadway and physically separated from adjacent travel lanes with vertical elements such as a curb, flex posts or on-street parking. Such facilities reduce the risk of injury and can increase bicycle ridership due to increased safety and comfort.
If the street has an LTS 4 , then consider adding a shared use path and separated bike lanes.	Shared Use Path 	Typically designed as two-way facilities physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users, shared use paths provide a low-stress and comfortable travel environment for users of all confidence levels. They are used for recreational opportunities in addition to transportation and can be located along roadways or completely separated from the road network, sometimes along rivers or old railroad corridors.

¹⁸ Each street should be evaluated for feasibility of a bike facility.

PROPOSED PROGRAMS AND POLICIES

Establishing safe and convenient active transportation infrastructure is critical to improving walking and bicycling conditions. Without programs and policies in place to support active transportation, infrastructure projects can only go so far toward encouraging biking and walking in a community. A variety of non-infrastructure tools can increase pedestrians' and bicyclists' safety by establishing a culture of walking and biking and creating a friendly regulatory and political environment for active transportation.

Programs and policies can typically be implemented relatively quickly and inexpensively. Programs can be easily scaled to a wide audience, such as elementary school students, transit riders, or business owners or they can target specific groups for programming, like speeding motorists in school zones. Individual programs can increase walking and bicycling in specific circumstances and locations but should be coordinated with policy development to ensure lasting change. See Table 10 for a list of proposed programs and policies. The timeframes outlined in Table 10 are defined as follows:

- » **Short-term:** One year
- » **Medium-term:** Two to three years
- » **Long-term:** Three years or more

The status of programs and policies should be assessed and updated each time the plan is updated. Status is defined as:

- » **New:** A program or policy that is proposed in this Plan
- » **Ongoing:** An existing program or policy that will be continued
- » **On-hold:** A program or policy that has been stalled or deferred
- » **Completed:** When regularly updating the plan, update the program or policy status to complete when applicable to help track progress

Table 10. Program and Policy Recommendations

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
Goal: Connectivity					
<i>Trainings and Curricula</i>	Train teachers or volunteers on safe walking and bicycling practices so that they can educate students. Training for students could be part of classroom curriculum, physical education courses, or through the Safe Routes to School (SRTS) program. This could also include hosting fix-it events at schools, where students can bring their bike to school and have it checked for safety and for minor repairs with a local bike co-op or non-profit. In addition, this could include adding a bike rodeo, bike safety and helmet fitting techniques to the PE curriculum, including for students with disabilities.	El Centro (as part of summer programs)	City of Lorain; Lorain City Schools	Medium-term	New and Ongoing
<i>Wayfinding System/Signed Routes</i>	Create new wayfinding systems and signed routes. Maintain existing routes.	City of Lorain	Building, Housing and Planning Department	Medium-term	New and Ongoing
<i>Walking Routes</i>	Continue to implement safe walking routes (i.e., Winter Maintenance Priority Routes, Safe Routes to School). Lorain City Schools could distribute maps to students and promote routes on their website. This will help guardians select walking routes based on where other children may also be walking and biking.	Lorain County Public Health	City of Lorain; Lorain City Schools	Medium-term	New
Goal: Safety					
<i>Lorain County Comprehensive Safety Action Plan</i>	Support a County Comprehensive Safety Action Plan to promote safe roadway practices for all.	Lorain County Public Health	City of Lorain; Lorain County Engineer	Medium-term	Ongoing
<i>Bicycle and Pedestrian Safety Trainings</i>	Continue hosting Bicycle and Pedestrian Safety Training, Policies, and Conversations with the Police Department.	City of Lorain Police Department	Residents; Lorain County Public Health	Long-term	New and Ongoing
<i>Create and update policies and guidelines</i>	Create and update policies and guidelines that support walking and bicycling (i.e., Complete Streets Policy, ADA Master Plan, Winter Maintenance Plan).	City of Lorain		Long-term	New
<i>Enhance lighting</i>	Identify areas with poor, broken, or missing street lighting to create safer walking and bicycling conditions.	City of Lorain	Ohio Edison	Long-term	New

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
<i>Communication Safety Campaigns</i>	Develop a series of campaigns with the goal of improving safety. Campaigns could include a district-wide speed reduction and/or "No Phone Zone" campaign, campaigns similar to ODOT's "Every Move You Make, Make it Safe".	City of Lorain; Lorain County Public Health		Medium-term	New
<i>Speed Studies</i>	Research current speed studies at Lorain Police Department and conduct speed studies with Lorain Police Department at locations where speeding is suspected/identified as a concern.	Lorain Police Department		Medium-term	Ongoing
<i>Pledge for Safe Driving</i>	Encourage residents, parents, and high school students to sign a pledge that they will avoid distracted driving, drive at a safe speed, and abide by traffic laws, especially during school arrival and dismissal times.	Lorain City Public School		Medium-term	New
<i>Arrival and Dismissal Operations</i>	Encourage safe arrival and dismissal operations. Work with district on placement of adult crossing guards. Provide parents with information regarding driver and pedestrian safety within the school zone.	Lorain City Public School		Medium-term	Ongoing
<i>Eyes on the Street Program</i>	Continue the Eyes on the Street program to improve personal safety along streets. Continue the Eyes on the Street school specific program, Corner Captains, at Lorain City Schools that express interest. Where children and youth travel to school without adult accompaniment, volunteer Corner Captains stand at various locations along established school routes to improve personal security by serving as "eyes on the street." Research having members of Lorain Police Department auxiliary also participate.	Lorain County Public Health; Lorain City Schools; Lorain Police Department;	Lorain residents	Short-term	Ongoing
Goal: Accessibility					
<i>Girls in Gear / Ride to Thrive / Co-ed Bike Camp</i>	Continue the Girls in Gear program, now called Ride to Thrive Co-ed Bike Camp.	El Centro	Lorain County Public Health	Medium-term	Ongoing
<i>Go Lorain Bike Share Program</i>	Continue support for the Go Lorain Bike Share Program that was created in 2018.	City of Lorain Public Libraries	Lorain residents	Medium-term	Ongoing
<i>Amenities and infrastructure that supports those with disabilities</i>	Continue implementing audible pedestrian signals, tactical curb cuts, bicycle racks for trikes and adaptive bikes, and other amenities and infrastructure that supports those with disabilities.	City of Lorain		Medium-term	New and Ongoing

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
<i>Free and low-cost bicycles and gear</i>	Work with bicycle shops, non-profits, and charities to provide refurbished, free, or affordable bicycles, e-bikes, cargo bicycles, and trikes or other adaptive devices. Giveaway and donation events should foster a culture of safe riding practices by including high-quality locks, lights, baskets or panniers, and helmets.	City of Lorain	Lorain County Public Health	Short-term	New
<i>Bicycle Racks</i>	Install bike racks on buses to make biking and transit more realistic modes.	Lorain County Transit	Mobility Manager at United Way	Medium-term	New and Ongoing
<i>Microtransit</i>	Implement microtransit by using vans to create an alternate mode of transportation, creating further walking and bicycling connections.	Lorain County Transit	Mobility Manager at United Way	Medium-term	New
<i>Improve bus stops</i>	Work with Lorain County Transit to continue improving signage and bus stops. Continue removing signs around the City where there are not bus stops, updating and clearly posting signs at bus stops and considering the addition of shelters, benches, trash cans and/or other amenities at stops.	Lorain County Transit	Mobility Manager at United Way	Medium-term	New
Goal: Health					
<i>Indoor Walking Club</i>	Continue the Indoor Walking Club and expand the Indoor Walking Club to Lorain City Schools.	Lorain County Public Health; Lorain City Schools	Parks and Recreation Department	Long-term	Ongoing
<i>Lorain Historical Society Walking Tour</i>	Continue and expand on the Lorain Historical Society Walking Tour.	Lorain Historical Society		Long-term	Ongoing
<i>Cycling Club Group Rides</i>	Continue the cycling club group rides.	Lorain Cycles!		Long-term	Ongoing
<i>Walk/Bike/Roll to School Days</i>	Continue to promote and host annual Walk/Bike/Roll to School Days. Request that members of the school board and Administration participates in AT activities. Walk and Bike to School Day resources and links should be added to the Lorain City Schools webpage and active transportation webpages. This could include enabling school bus drivers to drop-off/pick-up students at remote locations on designated Walk/Bike to School Days and/or identifying possible remote drop-off and pick-up locations at pilot schools.	Lorain City Schools	Lorain County Public Health	Long-term	Ongoing
<i>Walk/Bike/Roll to Work Days</i>	Continue to promote and host annual Walk/Bike/Roll to Work Days. Request that members of the school board and Administration participates in AT activities.	Lorain County Public Health	City of Lorain	Long-term	Ongoing

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
<i>Update Student Wellness Policy</i>	Incorporate active transportation into the Lorain City Schools Student Wellness Policy.	Lorain City Schools	Lorain County Public Health	Long-term	Ongoing
<i>Programs and policies that promote behavior changes</i>	Continue to implement policies and programs that have positive health impacts on residents.	Lorain County Public Health	City of Lorain	Long-term	Ongoing
<i>Active Commutes</i>	Work with local employers to create Active Commute programs and supports.	City of Lorain; Lorain County Public Health		Medium-term	New
<i>Walking School Bus</i>	Continue efforts to implement NOACA School Pool walking school bus program. Educate administrators and families on how a walking school bus program can alleviate concerns through School Parent Organizations (SPOs), principal meetings, school events, parent meetings and any other forums.	City of Lorain; Lorain County Public Health		Medium-term	Ongoing
Goal: Growth/Quality					
<i>Programming and Events</i>	Host and continue hosting programming and events that promote walking and bicycling such as Second Saturdays where the goal is to bring residents and visitors downtown to walk around and enjoy local businesses, music, and more. This could also include hosting fix-it events in the community, where residents can bring their bikes and have them checked for safety and for minor repairs with a local bike co-op or non-profit.	Main Street Lorain	Local businesses	Long-term	New and Ongoing
<i>Bike Route Map, Bike Parking Map</i>	Continue to create educational materials that promotes and assists with walking and bicycling within Lorain.	City of Lorain; Lorain County Public Health	Main Street Lorain	Short-term	New and Ongoing
<i>Bicycle Friendly Businesses</i>	Encourage businesses to become “bicycle friendly” and to provide incentives to customers who arrive by bicycle, like bicycle parking, a repair station, or hosting bicycle events. Lorain’s program could include a sign for businesses to display.	Main Street Lorain; Visitor’s Bureau	Local businesses	Short-term	New and Ongoing
<i>Bike Rack Rentals</i>	Additional bicycle storage may be needed at larger events. A bike rack rental program could provide standard bike racks or corrals to support events.	City of Lorain; Lorain County Public Health	Lorain County Metro Parks	Short-term	New
<i>Parklets</i>	Convert some underused parking spots in the City to “parklets” with seating, greenery, and bike racks.	City of Lorain; Lorain County Public Health	El Centro	Short-term	New

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
	Parklets could be temporary at first, leading to permanent construction.				
<i>Demonstration Projects</i>	Look for opportunities to build temporary demonstration projects to support permanent infrastructure changes.	City of Lorain; Lorain County Public Health	El Centro; NOACA	Short-term	New and Ongoing
<i>Staff Capacity Building</i>	Planning, implementing, and evaluating active transportation facilities, policies, and programs is essential to improving and continuing the city's active transportation network. Allot staff hours to progress these efforts. Hire additional staff as needed.	City of Lorain; Lorain County Public Health		Long-term	New
<i>Charging and Fueling Infrastructure</i>	Build transportation hubs that include electric vehicle charging stations, bike racks, and connections to sidewalks.	City of Lorain	NOACA	Long-term	New
<i>Bike Count Program</i>	Continue to provide volunteers for NOACA's bike count program.	Lorain County Public Health	NOACA	Long-term	Ongoing
<i>Street Tree Program</i>	Re-establish the City's street tree program.	City of Lorain		Long-term	Ongoing
<i>Special Event Materials</i>	Support and continue purchasing special event materials, such as a tabletop exhibit, pop-up banner or booth, as well as AT event support items such as helmets (AAP grant), bike locks, bike lights, flashlights, etc..	Lorain County Public Health		Long-term	Ongoing
<i>Intern Program</i>	Secure a summer intern to assist in project design and implementation.	City of Lorain; Lorain County Public Health		Long-term	Ongoing
<i>Carpooling</i>	Encourage and facilitate carpooling (consider NOACA's GoOhio Commute program as a model)	City of Lorain; Lorain County Public Health		Long-term	Ongoing

PRIORITY PROJECTS





PRIORITY PROJECTS

The infrastructure recommendations in this Plan are conceptual routes, meant to show the potential of a comprehensive active transportation system in Lorain. The recommendations are planning level in scope and are not necessarily constrained by existing challenges. In other words, funding, land use, property rights, terrain, and other project specific factors may make certain recommendations more or less practical than others. Project prioritization uses measurable data to determine which projects are feasible and align with stakeholders' priorities.

Project prioritization uses measurable data to determine which projects are feasible and align with the community's priorities. Implementation will require working with a larger number of partners to coordinate and build public support for priority projects. Whenever possible, recommendations in this plan should be incorporated into other street design projects. Every year, the City of Lorain should re-evaluate the priority list to track which projects have been implemented and adjust as needed.

PRIORITIZATION METHODOLOGY

As is true for most cities, the City of Lorain has limited funds for building bicycle and pedestrian infrastructure. The prioritization in this plan is a data-driven process that uses the Existing Condition analyses to score and rank projects based on conditions in their relative locations. It is important to note that while public feedback and right-of-way constraints are not variables listed in the overall prioritization, all proposed recommendations will take right-of-way constraints into consideration during development. For public support, all projects were vetted against the public before being finalized.

The outline of variables and how weights were used for the facility prioritization (sidewalks and bikeways) are shown in Table 11. The results of the prioritization are noted in Table 5 and Table 6 and displayed in Figure 20 and Figure 21.

Table 11. Prioritization Method (Bicycle Network and Sidewalk Network)

Category	Weight	Variable	Description
Safety	40	High Risk Network	Projects receive 3 points if identified as <u>high risk</u> in the high-risk network.
		Level of Traffic Stress	Projects receive more points the higher the level of traffic stress on the street: » LTS 4 = 3 pts » LTS 3 = 2 pts » LTS 2 = 1 pt » LTS 1 = 0 pt
Connections	25	Connections to Existing Bicycle Infrastructure	Projects receive 1 point if it would connect to other bicycle infrastructure, within 200 feet. This includes projects outside of the City's boundary.
		Non-motorized Activity (Streetlight)	Projects receive higher points if in areas with higher bike and walk activity today: » Highest = 1 pt » High = 0.5 pt » Moderate = 0.25 pt » Low = 0 pt
Equity	35	Needs Analysis	Projects receive higher points if in areas with higher AT Need according to ODOT's Walk.Bike.Ohio analysis . Higher need areas have higher populations in categories like: minority groups, youth, older adults, poverty, no high school diploma, limited English proficiency, and no access to a motor vehicle.
		Demand Analysis	Projects receive higher points if in areas with higher AT Demand according to ODOT's Walk.Bike.Ohio analysis . Higher demand areas have greater employment density, population density, walk/bike commute mode, park density, presence of colleges/university, retail employment density, and residents in poverty.
		Equity Index	Projects receive points based on their a composite equity score. Higher disparity areas have greater racial minorities, youth, older adults, individuals with disabilities, poverty levels, no-vehicle households, female population, no internet access, no high school diploma, and limited English proficiency. » Higher Disparity = 4 pts » Medium-High = 3 pts » Medium - Low = 2 pts » Lower Disparity = 1 pt » No Disparity = 0pt
		Students with Disabilities	Projects receive one point in areas where more than the state's average of 15% of students have a disability.

**Lorain County
Public Health**

For the Health of Us All

- ### Prioritized Proposed Bike Facilities

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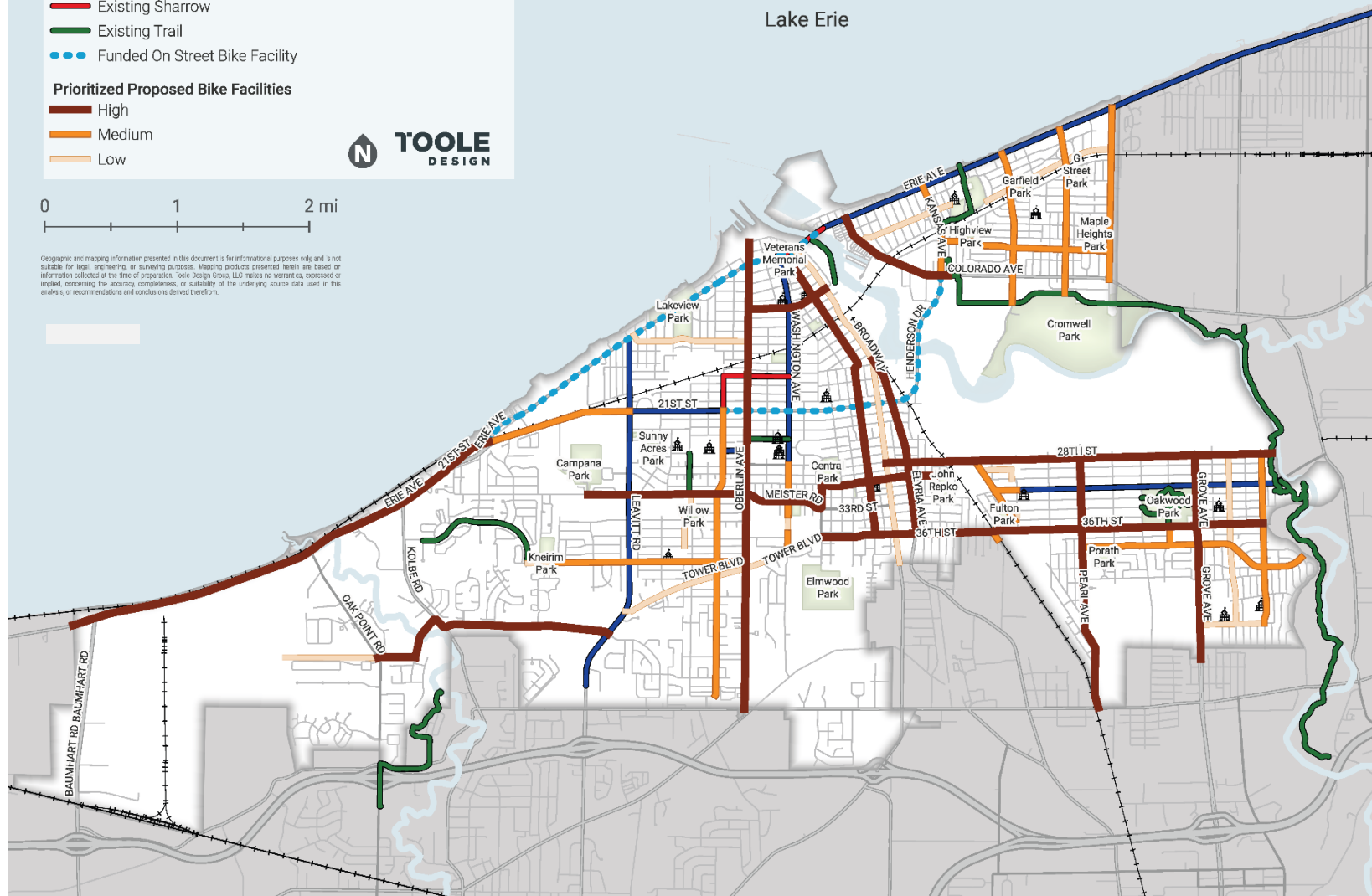


Figure 20: Bicycle Network Prioritization

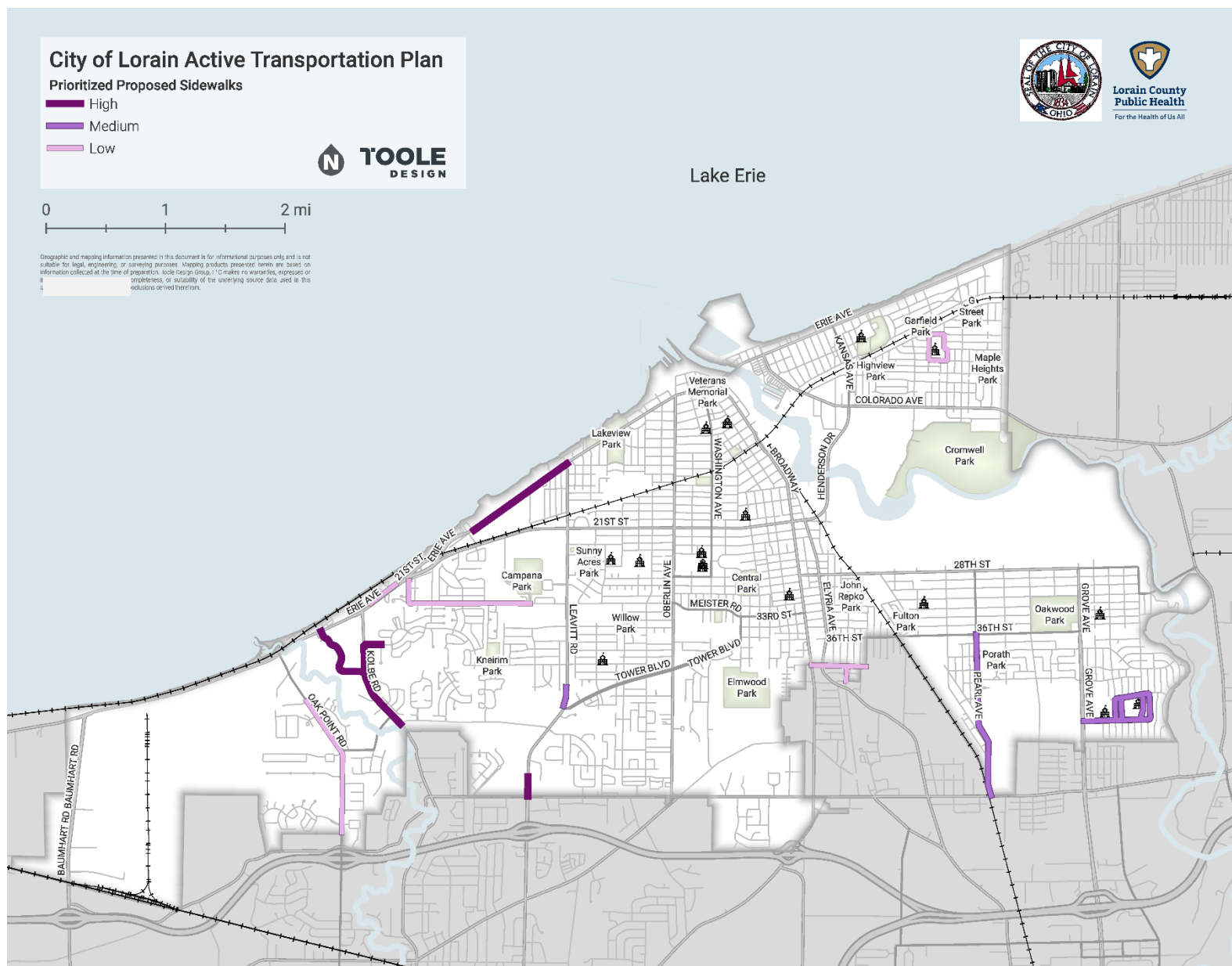


Figure 21: Sidewalk Network Prioritization

PRIORITIZED INFRASTRUCTURE PROJECT LIST

Implementing this plan will take time and significant effort. Figure 20 and Figure 21 identify short-, medium-, and long-term infrastructure plan priorities. These priorities are also specified in Table 5 and Table 6. Implementation will require working with a larger number of partners, as well as building public support for priority projects. Whenever possible, recommendations in this plan should be incorporated into other street design projects. Every year Lorain should re-evaluate the priority list to track which projects have been implemented and to adjust as needed.

BROADWAY CYCLE TRACK

Broadway is a four-lane street that carries approximately 5,800 cars per day through the heart of Lorain, connecting the south Lorain neighborhood to downtown Lorain and the northern Lorain neighborhoods which houses the Lorain Harbor, fishing pier, and boat launch (ODOT TIMS, Accessed November 2022). Adding a cycle track to Broadway to connect these major destinations and residents has been determined to be a priority project for the community. Additionally, the cycle track would connect to existing and funded bike lanes such as the funded bike lanes on West Erie Avenue and West 21st Street and the proposed facilities on West 28th Street. Barriers that should be considered include the railroad underpass between West 9th Street and West 13th Street, as well as the intersection of Broadway and Elyria Avenue. One lane of parking will be maintained along the corridor as will the existing Lorain County Transit network. As a step toward implementation, it was determined to create a planning level cost estimate for the cycle track (see Appendix E).



IMPLEMENTATION





IMPLEMENTATION

ROLES AND RESPONSIBILITIES

Collaboration is the first step towards successful implementation of the Lorain ATP 2024 Update. Stakeholders involved in the planning process will be collectively responsible for the design, funding, construction, maintenance, monitoring, and/or evaluation of the network. See Table 12 for a list of responsibilities.

Table 12. Implementation Responsibilities

Agency	Responsibility	Description
City of Lorain Engineering Department	City-owned facilities	Annually review the upcoming street paving plan to identify opportunities to incorporate on-street bicycle facilities.
		Evaluate and submit annual applications for new bicycle and pedestrian facilities (TLCI/CMAQ/SRTS/Pedestrian Systemic Safety/etc).
		Convene trail partners to establish, adopt, and/or update universal maintenance policy and practices for regional off-street trail network within the City’s boundaries.
		Design and implement an annual evaluation of existing bicycle and pedestrian facilities. Evaluation can consist of condition, usage, etc.
		Design and build new active transportation facilities within City boundaries.
		Adopt and publish the Active Transportation Plan; posting a final update to the City of Lorain’s website.
Neighboring jurisdictions (City of Amherst, Amherst Township, City of Sheffield Lake, Sheffield Township,	City or township owned facilities	Collaborate with the City of Lorain when building or improving active transportation facilities to ensure a continuous system for users.

Agency	Responsibility	Description
<i>Elyria Township, Vermillion)</i>		
<i>Lorain County</i>	County-owned facilities	Incorporate bicycling and walking facilities in county transportation projects and look for funding for standalone projects. Roads entering the City of Lorain should be examined for speed studies and opportunities to address the urban-rural transition.
<i>ODOT</i>	State owned facilities outside of municipalities	Incorporate bicycling and walking facilities into state owned roads. Support the implementation of local projects through technical resources and funding.
<i>Lorain Connected</i>	Implementation oversight	Release an annual publication to track active transportation progress.

FUNDING STRATEGIES

Active transportation projects are well-worth the expense it takes to construct them. First, active transportation projects tend to cost significantly less than the cost of maintaining and building the overall transportation network including highways and bridges. While pedestrian and bicycle infrastructure generally does not serve as many users as highways, for example, it can have a substantial positive effect on local economies. Additionally, providing opportunities for active living promotes public health and may reduce the burden on tax-payer funded healthcare systems over time. In this light, active transportation infrastructure is a critical component of a complete transportation network and results in a positive return on investment for communities that fund such projects.

Several state and federal funding sources can be used to supplement local funding sources to build the active transportation network and fund related programming efforts. Table 13 lists the primary funding sources for active transportation projects in Ohio and northeast Ohio; click on the name of each funding source to access web pages with further information. In addition, NOACA has developed their [Funding Guide](#). As part of the statewide Walk.Bike.Ohio Plan, ODOT published a [Funding Overview Report](#) that provides more details on types of funding available, schedules, and eligibility requirements. For information on funding for public transit, visit the [ODOT Office of Transit's website](#).

Table 13. Primary Active Transportation Funds in Ohio

Funding Source	Distributed by	Eligible Project Examples	Eligible Project Sponsor
<i>Transportation for Livable Communities Initiative (TLCI)</i>	NOACA	Planning Implementation	Local governments Non-implementing governmental agencies and non-governmental organizations (i.e., CDCs, non-profits)
<i>Street Supplies</i>	NOACA	Temporary projects	Northeast Ohio governments
<i>Congestion and Air Quality (CMAQ)</i>	NOACA	Transportation projects or programs that reduce emissions	Local governments Regional transit agencies Port authorities State agencies

Funding Source	Distributed by	Eligible Project Examples	Eligible Project Sponsor
<u>Transportation Alternatives</u>	NOACA	Bicycle & pedestrian facilities Safe routes for non-drivers Conversion & use of abandoned railroad facilities Overlooks & viewing areas	Local governments
<u>Safe Routes to School</u>	ODOT	Infrastructure Non-Infrastructure School Travel Plan assistance	Local governments (infrastructure) Local governments, school or health district, or non-profit (non-infrastructure)
<u>Highway Safety Improvement Program</u>	ODOT (Coordinate with local ODOT District to submit a safety study)	Signalization Turn lanes Pavement markings Traffic signals Pedestrian signals/crosswalks Bike lanes Road diets	Local governments
<u>Recreational Trails Program</u>	Ohio Department of Natural Resources (ODNR)	New recreational trail construction Trail maintenance/restoration Trailside and trailhead facilities Purchase/lease of construction & maintenance equipment Acquisition of easements Educational programs	Local governments State and federal agencies Park districts Conservancy districts Soil and water conservation districts Non-profits
<u>Clean Ohio Trails Fund</u>	ODNR	New trail construction Land acquisition for a trail Trail planning/engineering and design (must include construction)	Local governments Park districts Conservancy districts Soil and water conservation districts Non-profits
<u>Clean Ohio Green Space Conservation Program</u>	Ohio Public Works Commission (OPWC)	Open space acquisition including easements Bike racks Kiosks/Signs Hiking/Biking trails Pedestrian bridges Boardwalks	Local governments Park districts Conservancy districts Soil and water conservation districts Non-profits

MAINTENANCE STRATEGIES

The long-term performance of bicycle and pedestrian networks depends on both the construction of new facilities and an investment in continued maintenance. Maintaining bicycle and pedestrian facilities is critical to ensuring those facilities are accessible, safe, and functional.

FREQUENCY

The first step to approaching maintenance is to understand how often maintenance should be performed. Many activities, such as signage updates or replacements, are performed as needed, while other tasks such as snow removal are seasonal (see Table 14). Creating a winter maintenance approach is important to encourage year-round travel by walking and biking. One key component of this approach should be identifying priority routes for snow removal. More information on winter maintenance such as types of equipment needed for different facility types and how to consider snow removal in the design of facilities can be found in ODOT's [Pedestrian and Bicycle Snow and Ice Removal Toolkit](#).

Table 14: Maintenance Activity Frequency

Frequency	Facility Type	Maintenance Activity
As Needed	Shared Use Paths	Tree/brush clearing and mowing
		Replace/repair trail support amenities (parking lots, benches, restrooms, etc.)
		Map/signage updates
		Trash removal/litter clean-up
		Repair flood damage: silt clean-up, culvert clean-out, etc.
		Patching/minor regrading
Seasonal	Shared Use Paths/ Separated Bike Lanes / Paved Shoulders/ Bike lanes	Sweeping
	Bicycle Boulevards	Sign replacement; Priority snow removal
	Sidewalks	Concrete panel replacement
	All	Snow and Ice control
Yearly	Shared Use Paths/ Sidewalks	Planting/pruning/beautification
		Culvert/drainage cleaning and repair
	Separated Bike Lanes / Paved Shoulders/ Bike lanes	Evaluate support services to determine need for repair/replacement
		Perform walk audits to assess ADA compliance of facilities
5-year	Shared Use Paths	Surface evaluation to determine need for patching/regarding/re-stripping of bicycle facilities
		Repaint or repair trash receptacles, benches, signs, and other trail amenities, if necessary
		Sealcoat asphalt shared use paths

Frequency	Facility Type	Maintenance Activity
10-year	Shared Use Paths	Resurface/regrade/re-stripe shared use paths
20-year	Shared Use Paths/ Sidewalks	Assess and replace/reconstruct shared use paths/ sidewalks

PLAN FOR MAINTENANCE

Creating a strong maintenance program begins in the design phase. The agency that will eventually own the completed project should collaborate with partners to determine the infrastructure placement, final design, and life cycle maintenance cost. Maintenance staff should help identify typical maintenance issues, such as areas with poor drainage or frequent public complaints. They may have suggestions for design elements that can mitigate these issues or facilitate maintenance activities and can provide estimates for ongoing maintenance costs for existing and proposed facilities. It is important to note that the primary trail and road owners are the City of Loran and Lorain County Metro Parks.

COORDINATION & AGENCY ROLES

Many jurisdictions struggle with confusion around which entity – city, village, township, county, or state – is responsible for the maintenance of trails and other active transportation facilities. Often, there is no documentation showing who is responsible for maintenance of existing facilities, which can prolong unsafe conditions for active transportation users. Coordination between the government agencies is key for effective maintenance programs. Intergovernmental agreements (IGAs) are used to codify the roles and responsibilities of each agency regarding ongoing maintenance. For example, a local government may agree to conduct plowing, mowing, and other maintenance activities on trails in its jurisdiction that were built by another agency. Clarifying who is responsible for maintenance costs and operations ensures that maintenance problems are resolved in a timely manner.

MAINTENANCE ACTIVITIES

Different facility types require different types of strategies to be maintained. Table 15 breaks down maintenance activities and strategies for each by facility type.

Table 15: Maintenance Strategy Recommendations

Facility Type	Maintenance Activity	Strategy
<i>Shared Use Paths/ Separated Bike Lanes</i>	Pavement Preservation	Develop and implement a comprehensive pavement management system for the shared use path network.
	Snow and Ice Control	Design shared use paths to accommodate maintenance vehicles.
	Drainage Cleaning/Repairs	Clear debris from all drainage devices to keep drainage features functioning as intended and minimize trail erosion and environmental damage.
		Check and repair any damage to trails due to drainage issues.
	Sweeping	Implement a routine sweeping schedule to clear shared use paths of debris.
		Provide trail etiquette guidance and trash receptacles to reduce the need for sweeping.

Facility Type	Maintenance Activity	Strategy
	Vegetation Management	Implement a routine vegetation management schedule to ensure user safety.
		Trim or remove diseased and hazardous trees along trails.
		Preserve and protect vegetation that is colorful and varied, screens adjacent land uses, provides wildlife habitats, and contains prairie, wetland and woodland remnants.
	ADA Requirements	Ensure that ADA compliance is incorporated into the design process for new facilities.
		Conduct walk and bike audits to assess accessibility of new, proposed, and existing shared use paths.
<i>Paved Shoulders/ Bike Lanes</i>	Pavement Markings	Explore approaches to routinely inspect pavement markings for bicycle infrastructure and replace as needed.
		Consider preformed thermoplastic or polymer tape on priority bike facilities (identified in this Plan) adjacent to high-volume motor vehicle routes (preformed thermoplastic or polymer tape are more durable than paint and requires less maintenance).
	Snow and Ice Control	Clear all signed or marked shoulder bicycle facilities after snowfall on all state-owned facilities that do not have a maintenance agreement with a local governmental unit in place.
	Sweeping	Implement a routine sweeping schedule to clear high traffic bike routes of debris.
<i>Bicycle Boulevards</i>	Sign Replacement	Repair or replace damaged or missing signs as soon as possible.
<i>Sidewalks</i>	Pavement Preservation and Repair	Conduct routine inspections of high-volume sidewalks and apply temporary measures to maintain functionality (patching, grinding, mudjacking).
		Consider using public agency staff or hiring contractors for sidewalk repairs, rather than placing responsibility on property owner (property owner can still be financially responsible).
	Snow and Ice Control	Educate the public about sidewalk snow clearance.
		Require sidewalk snow clearance to a width of five feet on all sidewalks.
		Establish required timeframes for snow removal.
<i>Crosswalks</i>	Pavement Markings	Explore approaches to routinely inspect pavement markings for crosswalk infrastructure and replace as needed.
	Sign and Sign Amenities Replacement	Repair or replace damaged or missing signs and light bulbs as soon as possible.

ON-GOING MONITORING AND EVALUATION

Measuring the performance of active transportation networks is essential to ongoing success. Bicycle and pedestrian counts, crash records, and other data contribute to a business case for continued improvement of and investment in multimodal infrastructure. The performance measures in Table 16 will chart progress towards making walking and bicycling safe, connected, and comfortable. The City of Lorain should establish baseline targets and revisit these metrics as new plans and priorities occur. Data on these measures should

be documented and published for public review annually. A robust performance measures program includes establishing baseline measurements, performance targets, data collection frequency, and data collection and analysis responsibility.

Table 16: Performance Measures

Performance Measure	Goal	Timeline (how often is data collected/updated)	Responsibility (who will collect the data)
<i>Active Transportation Infrastructure</i>	Increase miles of pedestrian network built	Annually	City of Lorain Engineering Department
	Increase miles of bicycle network built	Annually	City of Lorain Engineering Department
	Increase miles of shared use path built	Annually	City of Lorain Engineering Department
	Increase amount of bicycle parking facilities	Annually	City of Lorain Engineering Department
	Increase amount of traffic signal improvements	Annually	City of Lorain Engineering Department
<i>Education</i>	Increase in the number of active transportation events (Bike Month events, Walk/bike/roll to work/school events) and attendees	Annually	Lorain County Public Health
	Increase in the number of policies implemented	Annually	City of Lorain Engineering Department
<i>Safety</i>	Decrease in the number of total pedestrian and bicycle crashes and serious injury and fatal crashes	Annually	Lorain County Public Health
	Number of active transportation amenities distributed (bikes, helmets)	Annually	Lorain County Public Health
<i>Funding</i>	Amount of funding received for active transportation	Annually	City of Lorain Engineering Department, Lorain County Public Health

APPENDICES



APPENDICES

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Appendix A. State of Walking and Biking Report

Appendix B. Safe Routes to Schools Materials

Appendix C. Raw Survey Results

Appendix D. Prioritization (Raw Data)

Appendix E. Broadway Cost Estimate

Appendix F: Letters of Resolution

APPENDIX F: LETTERS OF RESOLUTION



RESOLUTION NO. 33-24

A RESOLUTION ACCEPTING THE ACTIVE TRANSPORTATION UPDATE, A STRATEGY TO IMPROVE WALKING AND BIKING FOR RESIDENTS WITH INFRASTRUCTURE AND PROGRAMMING, WHILE INCREASING SAFETY, HEALTH, AND EQUITABLE MOBILITY FOR ALL.

WHEREAS, Active transportation can provide many community benefits beyond personal mobility, such as improved public health, economic development, greater quality of life, enhanced environmental quality, and;

WHEREAS, The City of Lorain's Active Transportation Plan will create and expand safe and accessible options – walking, biking, rolling, and connections to transit – throughout the City that are equitable and reliable for residents of all ages and abilities for a healthy Lorain, and/

WHEREAS, the 2024 Active Transportation Plan Update establishes a five-year plan with the goals of Connectivity, Safety, Accessibility, Health, and Growth/Quality on City of Lorain roadways through sustained efforts in engineering, engagement, education, emergency response, and public policy, and;

WHEREAS, to implement the Active Transportation Plan there must be a commitment between government, relevant agencies, and community stakeholders to cooperate and collaborate, utilizing a strong focus on a systems-based approach to the environment, practices and policies that influence behavior, and efforts to gather, analyze, use and share data to understand specific traffic safety issues and prioritize resources, This group shall continue to be known as Lorain Connected, and;

WHEREAS, this Council does embrace Active Transportation Update to work with the Administration and other key stakeholders in an attempt to integrate biking, walking, and transit, in the City of Lorain to address meaningful changes to our residents, and;

WHEREAS, an effective Active Transportation Plan should build upon and be integrated into policies and plans that the City of Lorain has in place, including the Comprehensive Plan, the Lorain County Lakefront Connectivity Plan, the Lorain County Transit Redevelopment Plan, MOVE Lorain County Coordinated Transportation Plan, NOACA 2022 Community Safety Report – City of Lorain, and the Lorain County Comprehensive Safety Action Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF LORAIN, STATE OF OHIO:

SECTION I: That Lorain City Council supports the adoption of the 2024 Active Transportation Update, a strategy to improve public health, economic development, greater quality of life, and enhanced environmental quality, while increasing safe, healthy, and equitable mobility for all, and commits to work with the Administration and community stakeholders to execute the projects and programs for the City.

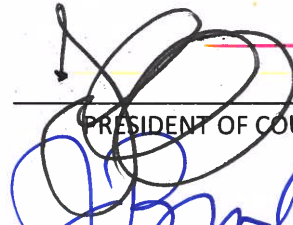
SECTION II: That it is found and determined that all formal actions of this Council concerning and relating to the passage of this Resolution were adopted in an open meeting of this Council, and that all deliberations of this Council and any of its Committees that resulted in such formal action, were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

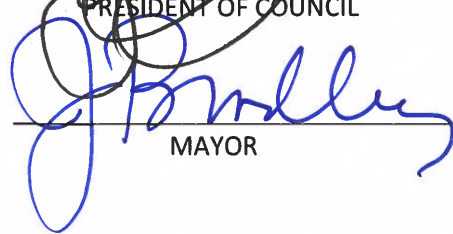
SECTION III: That this Resolution shall take effect and be in force from and after the earliest period allowed by law.

PASSED: July 15, 2024

ATTEST: Maggi Partin ^{Deputy} CLERK

APPROVED: July 15, 2024



PRESIDENT OF COUNCIL


MAYOR



CITY OF LORAIN

City Council Regular Meeting

10. b.

Meeting Date: 07/01/2024

Submitted by: Elva Martes

AGENDA ITEM DESCRIPTION OR LEGISLATION TITLE

A RESOLUTION ACCEPTING THE ACTIVE TRANSPORTATION UPDATE, A STRATEGY TO IMPROVE WALKING AND BIKING FOR RESIDENTS WITH INFRASTRUCTURE AND PROGRAMMING, WHILE INCREASING SAFETY, HEALTH, AND EQUITABLE MOBILITY FOR ALL.

PURPOSE AND BACKGROUND

The 2024 Active Transportation Plan Update establishes a five-year plan with the goals of Connectivity, Safety, Accessibility, Health and Growth/Quality on City of Lorain roadways through sustained efforts in engineering, engagement, education, emergency response.

RECOMMENDATION TO COUNCIL:

Consideration for Passage

Attachments

Resolution

Active Transport Update 2024

Form Review

Inbox

Carrion

Mayor Bradley

P. Riley

Form Started By: Elva Martes

Final Approval Date: 06/27/2024

Reviewed By

Rey Carrion

Jack Bradley

Michele Beko

Date

06/26/2024 04:33 PM

06/27/2024 08:22 AM

06/27/2024 10:25 AM

Started On: 06/25/2024 03:49 PM

VOTE ON PASSAGE					
	AYE	NAY		AYE	NAY
Springowski		☒	Nutt	☒	
Dimacchia	☒		Moon	☒	
DuVall	☒		Baez	☒	
Henley	☒		Spellacy	☒	
Kempton	☒		Thornsberry	☒	
Carter	☒		Arredondo	☒	

A RESOLUTION ACCEPTING LORAIN'S ACTIVE TRANSPORTATION PLAN UPDATE, A STRATEGY TO IMPROVE WALKING AND BIKING FOR RESIDENTS WITH INFRASTRUCTURE AND PROGRAMMING, WHILE INCREASING SAFETY, HEALTH, AND EQUITABLE MOBILITY FOR ALL.

Whereas, Active transportation can provide many community benefits beyond personal mobility, such as improved public health, economic development, greater quality of life, enhanced environmental quality, and

Whereas, The City of Lorain's Active Transportation Plan will create and expand safe and accessible options – walking, biking, rolling, and connections to transit – throughout the City that are equitable and reliable for residents of all ages and abilities for a healthy Lorain, and

Whereas, the 2024 Active Transportation Plan Update establishes a five-year plan with the goals of Connectivity, Safety, Accessibility, Health, and Growth/Quality on City of Lorain roadways through sustained efforts in engineering, engagement, education, emergency response, and public policy, and

Whereas, to implement the Active Transportation Plan there must be a commitment between government, relevant agencies, and community stakeholders to cooperate and collaborate, utilizing a strong focus on a systems-based approach to the environment, practices and policies that influence behavior, and efforts to gather, analyze, use and share data to understand specific traffic safety issues and prioritize resources, This group shall continue to be known as Lorain Connected, and

Whereas, this Board of Health does embrace Active Transportation Update to work with the Administration and other key stakeholders in an attempt to integrate biking, walking, and transit, in the City of Lorain to address meaningful changes to our residents, and

Whereas, an effective Active Transportation Plan should build upon and be integrated into policies and plans that the City of Lorain has in place, including the Comprehensive Plan, the Lorain County Lakefront Connectivity Plan, the Lorain County Transit Redevelopment Plan, MOVE Lorain County Coordinated Transportation Plan, NOACA 2022 Community Safety Report – City of Lorain, and the Lorain County Comprehensive Safety Action Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE LORAIN COUNTY BOARD OF HEALTH:

SECTION I: That the Lorain County Board of Health supports the adoption of the 2024 Active Transportation Update, a strategy to improve public health, economic development, greater quality of life, and enhanced environmental quality, while increasing safe, healthy, and equitable mobility for all, and commits to work with the Administration and community stakeholders to execute the projects and programs for the City.

SECTION II: That it is found and determined that all formal actions of this Board concerning and relating to the passage of this Resolution were adopted in an open meeting of this Board, and that all deliberations of this Board and any of its Committees that resulted in such formal action, were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

SECTION III: That this Resolution shall take effect and be in force from and after the earliest period allowed by law.

CERTIFIED: 7/10, 2024 
Mark Adams, Secretary

A RESOLUTION ACCEPTING THE ACTIVE TRANSPORTATION UPDATE, A STRATEGY TO IMPROVE WALKING AND BIKING FOR RESIDENTS WITH INFRASTRUCTURE AND PROGRAMMING, WHILE INCREASING SAFETY, HEALTH, AND EQUITABLE MOBILITY FOR ALL.

Whereas, Active transportation can provide many community benefits beyond personal mobility, such as improved public health, economic development, greater quality of life, enhanced environmental quality, and

Whereas, Lorain City Schools Active Transportation Plan will create and expand safe and accessible options – walking, biking, rolling, and connections to transit – throughout the City that are equitable and reliable for residents of all ages and abilities for a healthy Lorain, and

Whereas, the 2024 Active Transportation Plan Update establishes a five-year plan with the goals of Connectivity, Safety, Accessibility, Health, and Growth/Quality on City of Lorain roadways through sustained efforts in engineering, engagement, education, emergency response, and public policy, and

Whereas, to implement the Active Transportation Plan there must be a commitment between government, relevant agencies, and community stakeholders to cooperate and collaborate, utilizing a strong focus on a systems-based approach to the environment, practices and policies that influence behavior, and efforts to gather, analyze, use and share data to understand specific traffic safety issues and prioritize resources, This group shall continue to be known as Lorain Connected, and

Whereas, this Board of Education does embrace Active Transportation Update to work with the Administration and other key stakeholders in an attempt to integrate biking, walking, and transit, in the City of Lorain to address meaningful changes to our residents, and

Whereas, an effective Active Transportation Plan should build upon and be integrated into policies and plans that the City of Lorain has in place, including the Comprehensive Plan, the Lorain County Lakefront Connectivity Plan, the Lorain County Transit Redevelopment Plan, MOVE Lorain County Coordinated Transportation Plan, NOACA 2022 Community Safety Report – City of Lorain, and the Lorain County Comprehensive Safety Action Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE LORAIN BOARD OF EDUCATION:

SECTION I: That Lorain Board of Education supports the adoption of the 2024 Active Transportation Update, a strategy to improve public health, economic development, greater quality of life, and enhanced environmental quality, while increasing safe, healthy, and equitable mobility for all, and commits to work with the Administration and community stakeholders to execute the projects and programs for the City.

SECTION II: That it is found and determined that all formal actions of this Board of Education concerning and relating to the passage of this Resolution were adopted in an open meeting on August 12, 2024.

SECTION III: That this Resolution shall take effect and be in force from and after the earliest period allowed by law.

APPROVED: August 12, 2024 Courtney L. Nazario
BOARD PRESIDENT

T. Kearney
Tia Kearney Treasurer

SN
SUPERINTENDENT