

SR 58 Corridor Study

Stakeholder Meeting #1

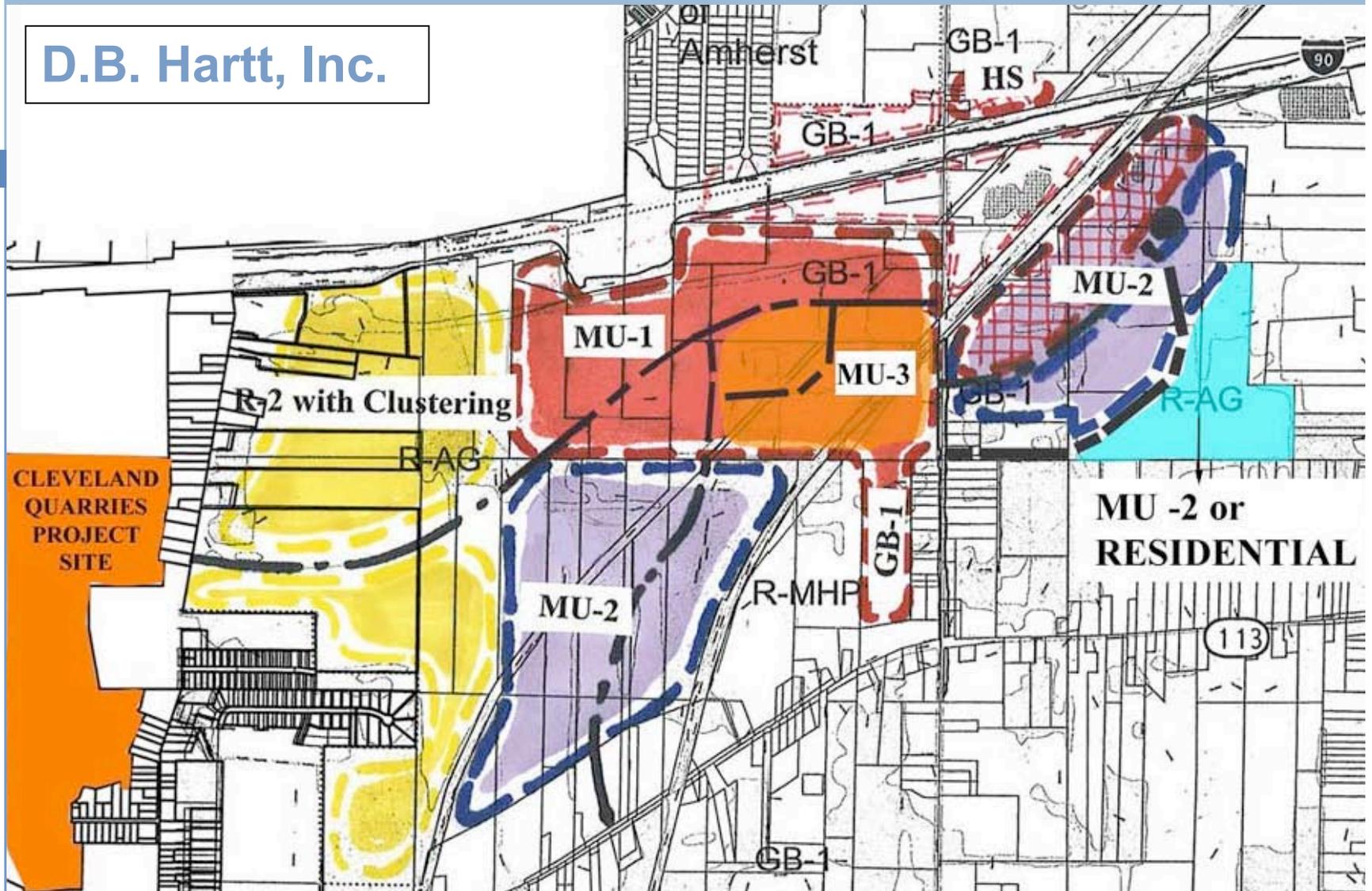
Amherst Township Town Hall

October 24, 2006

Where we have been...

- Previous Study with David Hartt
 - Visioning process
 - Zoning Changes
 - Setting the stage for future development
 - New travel route recommendations

D.B. Hartt, Inc.



HNTB

Where we are going...

- Current Study
 - Technical analysis
 - Public input
 - State and Federal requirements
 - Conceptual alternatives & cost estimates



Study Area

Northern boundary

- Middle Ridge Rd

Western boundary

- Pyle South Amherst

Southern boundary

- SR 113

Eastern boundary

- SR 58

HNTB's Role

- Continued coordination with DB Hartt
- Evaluate access options previously identified
- Determine best fit for future development
- Identify potential “red flags”
- Estimate future traffic
- Recommend feasible alternative

Project Stakeholders

- Lorain County
- NOACA
- Ohio Turnpike Commission (OTC)
- Ohio Department of Transportation (ODOT)
- Residents, business owners, and Trustees
 - Amherst Township
 - Village of South Amherst
 - City of Amherst

Estimated Project Schedule

	2006				2007		
Task	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Analysis of Existing Conditions		★					
Data Gathering & Technical Studies							
Recommendations/Final Report					★		★



★ Stakeholder Meeting

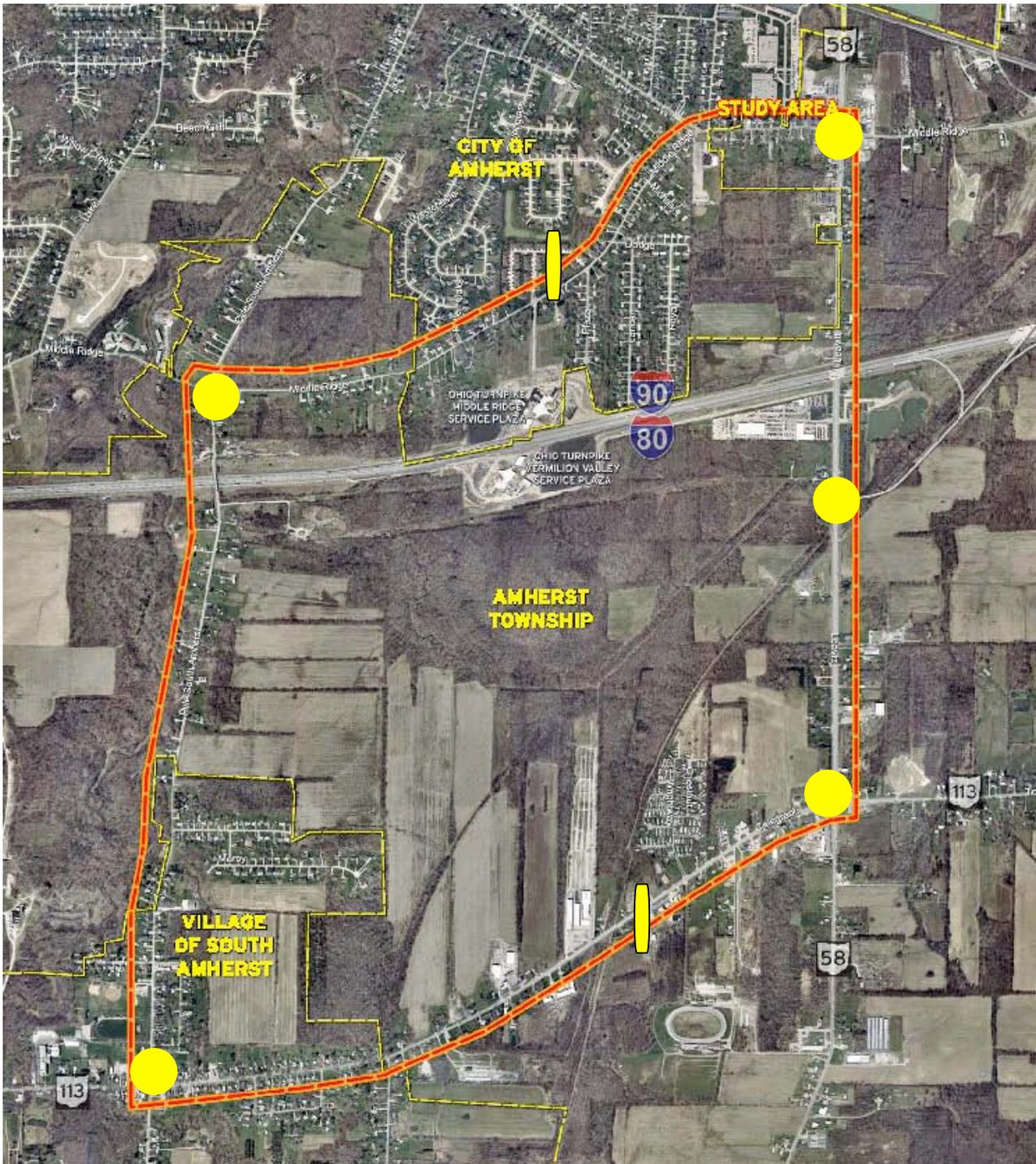
★ Public Meeting

Purpose and Need

- To document the conditions of the existing transportation system, and recommend improvements that address future land use and potential development in the corridor.

Goals & Objectives

- Reduce future traffic on existing roadways
- Improve safety for motorists and minimize driver confusion
- Provide safe and efficient access for future development adjacent to SR 58



Turning Movement Counts:

AM Period

6:00 am – 9:00 am

PM Period

3:00 pm – 6:00 pm

Tube Counts:

- SR 113
- Middle Ridge
- 24 hour counts
- 3 days

What is Level of Service (LOS)?

LOS is a quality measure describing traffic operations at an intersection. It characterizes a motorist's perception of traffic conditions by evaluating:

- Average speed
- Travel time
- Vehicle Maneuverability
- Traveler comfort
- Travel convenience



A	Average Speed = Free-flow Vehicle Maneuverability = Excellent Vehicle Progression = Extremely favorable Vehicles Stopping = Very few
B	Average Speed = Free-flow Vehicle Maneuverability = Slightly reduced Vehicle Progression = Good Vehicles Stopping = Few
C	Average Speed = Reduced Vehicle Maneuverability = Limited Vehicle Progression = Fair Vehicles Stopping = Some
D	Average Speed = Reduced Vehicle Maneuverability = Restricted Vehicle Progression = Unfavorable Vehicles Stopping = Many
E	Average Speed = Highly variable Vehicle Maneuverability = Severely restricted Vehicle Progression = Poor Vehicles Stopping = Nearly all
F	Average Speed = Stop and go Vehicle Maneuverability = Severely restricted Vehicle Progression = Very poor Vehicles Stopping = Nearly all

Traffic Analysis

- All intersections counted are operating at LOS “C” or better, for am and pm peak periods, which is an acceptable level
- Engineers typically design to LOS “D” in urban areas

Traffic Analysis

- Mainline Average Daily Traffic (ADT)
 - Middle Ridge between SR 58 & Elyria Ave.
 - 9,976
 - Middle Ridge between Elyria Ave. & Westchester
 - 4,060
 - Middle Ridge between Westchester & Pyle S. Amherst
 - 2,623

Traffic Analysis

- Mainline Average Daily Traffic (ADT)
 - Pyle S. Amherst – northern end
 - 3,370
 - Pyle S. Amherst – southern end
 - 3,715
 - SR 113 – western end
 - 6,782
 - SR 113 – eastern end
 - 6,689

Traffic Analysis

- Mainline Average Daily Traffic (ADT)
 - SR 58 – northern end
 - 16,442
 - SR 58 – north of the Turnpike interchange
 - 16,076
 - SR 58 – south of the Turnpike interchange
 - 14,353
 - SR 58 – southern end
 - 12,717

Traffic Analysis

- Some turn lane lengths are shorter than what ODOT recommends, but are adequate for current traffic volumes
 - No problems identified during counts
 - Will be further evaluated when developing future traffic

Traffic Analysis

- Next Steps
 - Estimate future traffic based on proposed land use and NOACA's regional travel demand model
 - Analyze existing intersections with future traffic
 - Analyze alternatives with future traffic

Potential Red Flags

- What in the project area do we need to avoid?
- If avoidance is not possible, what can we do to minimize impacts?
- What have we found at this point?

Potential Red Flags

- Wetlands
 - Impacts require mitigation, Federal agency involvement and permits
- 100 year floodplain
 - May require bridge structure
- Utilities
 - Relocations can be costly
- Further evaluation in next phase of study

Conceptual Alternatives

- Development of 2 alternatives
 - Compatible with future land use
 - Meet future traffic demands
 - Connect SR 58 and Pyle South Amherst
 - Minimize impacts to utilities, property, and natural resources

Next Steps

- Develop & Evaluate Conceptual Alternatives
- Purpose and Need Statement
- Stakeholder Meeting #2 – January 2007
- Public Meeting – March 2007
- Conceptual Alternatives Technical Memo

Thank You

- This traffic study has been provided through the Cooperation of Amherst Township and the Lorain County Community Development Department
- Funds have been provided through the Ohio Department of Transportation District 3, NOACA, and the Board of County Commissioners for Lorain County, Ohio.

Comments / Questions ?



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