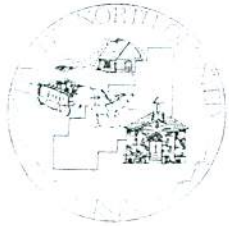


My memo of March 24, 2009 sent to the Planning Director Kim Wenger.

This memo was sent, as I do not believe the Great Northern Multi Modal Plan public hearing at the Library was recorded. The local newspapers never acknowledged my attendance or comments and I would like to refresh the memories of the residents which were able to be in attendance and present information to all the members of SEAGA. Please share this information with your neighbors, friends and other residents of our City.

I reviewed and commented on the information contained in the study, the traffic counts and peak hour times of traffic. I made three recommendations for improving and protecting a residential street and neighborhood. Also, a recommendation for a sorely needed, secure bike path down Cedar Point Road to the Metro Park reservation.



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OFFICE OF THE COUNCIL

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To: Planning Director Kim Wenger
From: Councilman Lawrence Orlowski
Date: March 24, 2009
Re: Great Northern Multi-Modal Transportation Plan

Below are comments that I presented at the March 19th meeting, and I would like to present them to you in written form so you have a copy.

The Great Northern Multi-Modal Transportation Plan & Great Northern Multi-Modal Transportation Study of January 21, 2009.

- States vehicle congestion on Great Northern and Lorain Road forces traffic to Butternut Ridge Road.
- Butternut Ridge Road experiences highest pressure during rush hour periods.
- Speaks on modifying roadway speed limits, limiting directional traffic patterns.

Then the GNMTP study of September 2008, Appendix F, Traffic Counts, at the Great Northern Blvd. and Butternut Ridge Road intersection shows:

1. 50% of all southbound traffic to this intersection is during the 3-7 p.m. time span, 3,342 of 6,996 vehicles.
2. 50% of all westbound Butternut Ridge Road traffic is from right hand turns from Great Northern Blvd. onto Butternut Ridge Road, 2,385 of 4,781 vehicles.
3. 50% of all right hand turn traffic from Great Northern Blvd. to Butternut Ridge Road is between 3 and 7 p.m., a four-hour span of time as shown by the study, 1,197 of 2,385 right hand turn traffic.
4. Incorrect by this study is the peak hour time of 4:15 to 5:15 p.m. The actual peak hour time is from 5:15 to 6:15 p.m., which contains more left hand turns (75), more through vehicles (510), and right hand turns (363), approximately 13% more right hand turns than the 4:15 to 5:10 p.m. time frame.



This actually equates more accurately to an 8 a.m. to 4:30 p.m. work day with a ½ hour to 1 hour commute. The 4:15 to 5:15 p.m. right hand turn numbers are very similar to the following time frame which accounts for 7 to 8 a.m. beginning work and a 3:30 to 4:30 p.m. end of the work day.

1. What does this mean if you want to help preserve a neighborhood and create a bike path on Butternut Ridge Road? This study should be used to place signage at the intersection of Great Northern Blvd. and Butternut Ridge Road restricting right hand turns onto Butternut Ridge Road from 3 p.m. to 7 p.m. Monday through Saturday.
2. Decrease the speed limit on Butternut Ridge Road to 25 mph, the stated speed limit on most of Lorain Road in Fairview Park. This would make a bicycle path more realistic as the speed of vehicles would be greatly reduced with shorter breaking distance required.
3. Use part of this \$90,000 to perform a traffic count at the point where Fitch Road intersects Butternut Ridge Road. Consider placing an additional no right hand turn signage for the 7 a.m. to 9 a.m. time frame Monday through Friday.

To lessen or reduce traffic on Butternut Ridge Road, redirect the traffic passed the shopping district.

Repave Butternut Ridge Road as it is today, a residential, historic district without curbs and a bike path to retain the rural atmosphere within a developed city.

Bike path right side of Cedar Point Road hill, similar to bike path going up Cedar Point Road to Ruple Road. Work with the Metroparks to accomplish this now to enhance the Butternut Ridge Road bike path.

LRO:bls