



CITY OF AVON LAKE
150 Avon Belden Road
Avon Lake, Ohio 44012

WORK SESSION
Council Chamber
November 17, 2025
7 p.m.

PUBLIC INPUT: *Members of the audience shall be permitted to speak only once, up to five minutes, on Work Session topics. [Code of Ordinance, Section 220.21(c)(1)]*

1. SOUTHEAST QUADRANT TRAFFIC STUDY FINAL REPORT

Presentation by Aaron Grilliot of GFT¹ (Formerly TranSystems Corporation)

2. TAX INCREMENT FINANCING INCENTIVE (TIF) PROPOSAL

Majeed Makhoul of Berns, Ockner & Greenberger, LLC

¹ Gannett Fleming merged with TranSystems Corporation and is now GFT.



Avon Lake Lear Road Traffic Study

Final Presentation (Meeting #3)

November 17, 2025

Agenda

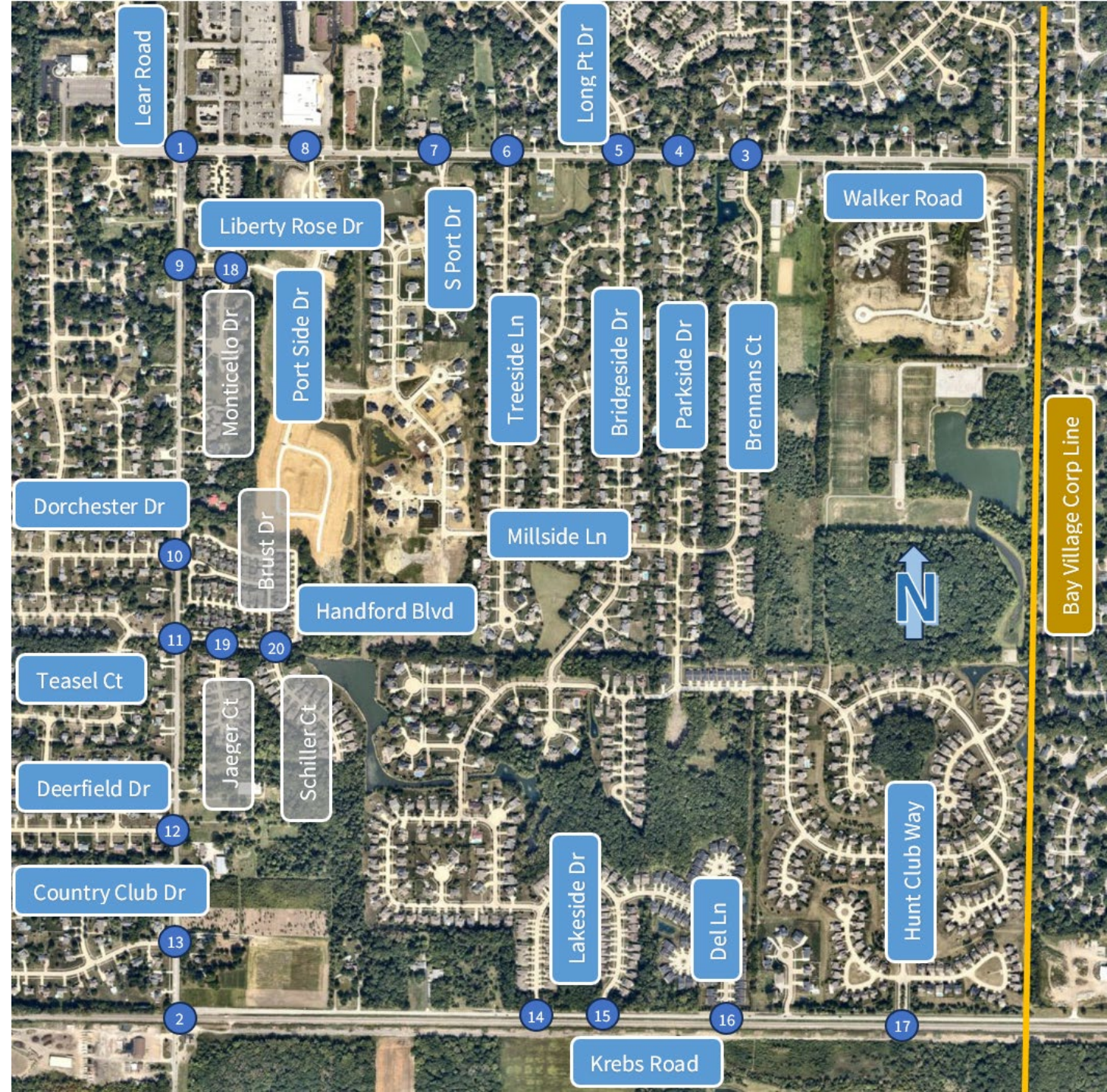
- Scope of Study
- Updates Since Meeting #2
 - Handford Boulevard Roundabout Analysis
 - Turn Lane Warrant Analysis
- Summary of Findings
- Next Steps



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1. Collect existing traffic counts
 2. Evaluate existing traffic delays
 3. Forecast new traffic from residential development
 4. Evaluate traffic delays due to new residential development
 5. Identify potential roadway improvements to mitigate traffic delays
 6. Provide City Council with information to support decision-making regarding interconnectivity at Liberty Rose Drive and Handford Boulevard

Scope of Study Overview

Study Area



Scope of Study Details

- Traffic Counts (20 intersections)
- Existing Conditions Analysis
- New Residential Developments – Trip Generation Assignment
- Future Conditions Traffic Analysis – With and Without Interconnectivity at Liberty Rose Drive and/or Handford Boulevard
- Qualitative Assessment of Accessibility
- Study Findings (Final Report Submitted on November 14, 2025)

Analysis Process

Peak Time Periods for Analysis

- **Weekday AM Peak:** 7:30-8:30 AM
- **Weekday PM Peak:** 4:30-5:30 PM
- PM Peak Period ~25% higher than AM Peak
- Saturday traffic was generally less than weekday
- Development adds approximately 2-3 additional vehicles per minute

Intersection	Tuesday	Wednesday	Thursday	Saturday
Walker Road & Brennans Court	6584	6301	6484	4496
Walker Road & Parkside Drive	7060	6669	6887	4779
Walker Road & Bridgeside Drive	8740	8344	7966	5932
Walker Road & Treeside Lane	8584	8722	8816	5825
Walker Road & South Port Drive	8922	9003	9101	5956
Walker Road & Portside Drive	8991	8508	8203	6102
Walker Road & Lear Road	19110	18364	18110	12964
Lear Road & Liberty Rose Drive	9700	9537	9409	6138
Lear Road & Dorchester Drive	10263	9975	9785	6914
Lear Road & Handford Boulevard	10420	10316	10101	6568
Lear Road & Deerfield Drive	11148	11330	10598	7063
Lear Road & Country Club Drive	11726	11713	12108	7581
Krebs Road & Lear Road	14215	13997	13618	9331
Krebs Road & Lakeside Drive West	5019	4780	4845	3382
Krebs Road & Lakeside Drive East	4474	4305	4352	2994
Krebs Road & Del Lane	4515	4349	4326	2966
Krebs Road & Hunt Club Way	5302	5156	5144	3464

Study Findings – General

Signalized Intersections (Lear/Walker & Lear/Krebs)

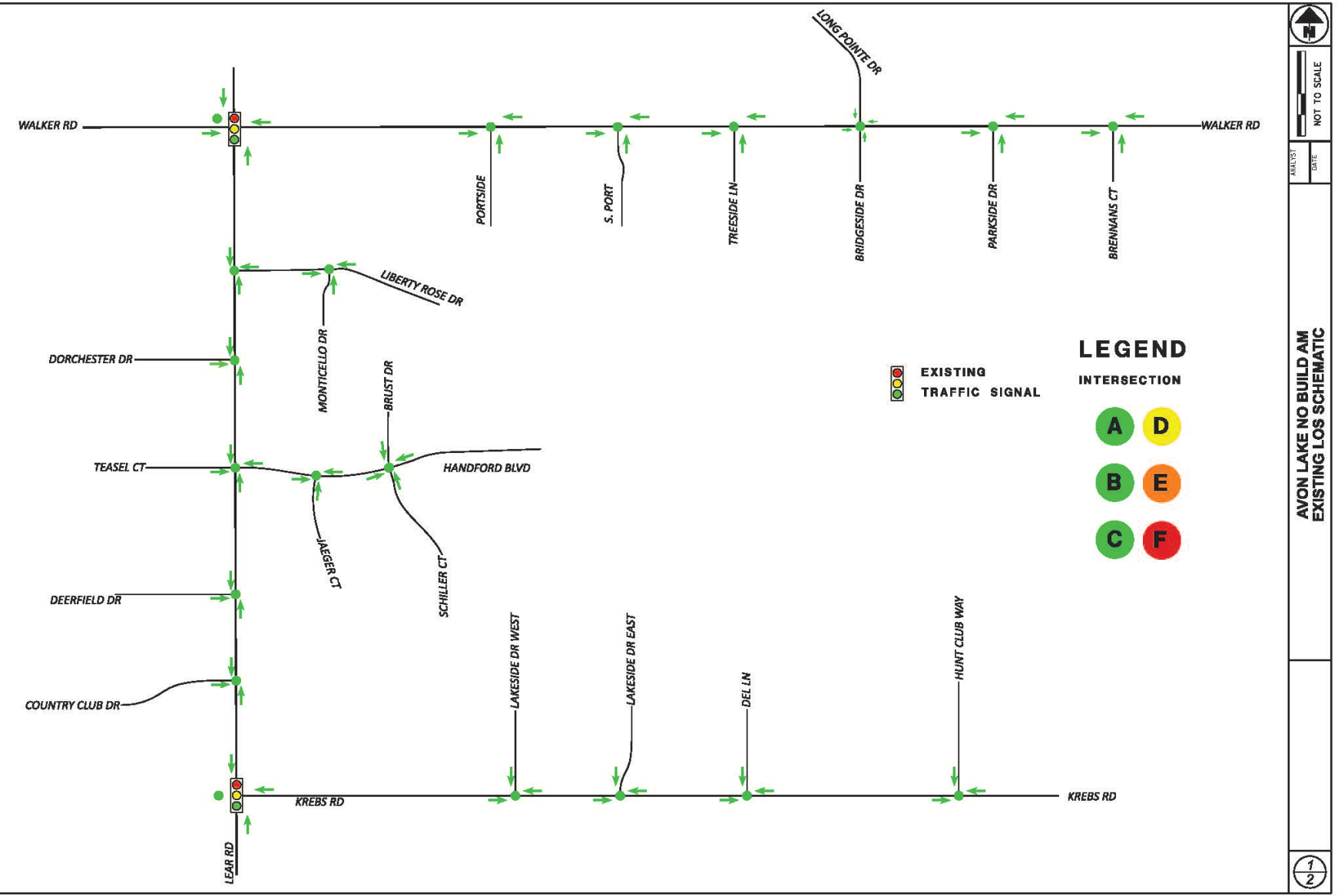
- No changes recommended
- Can adjust timing/phasing in future, if needed

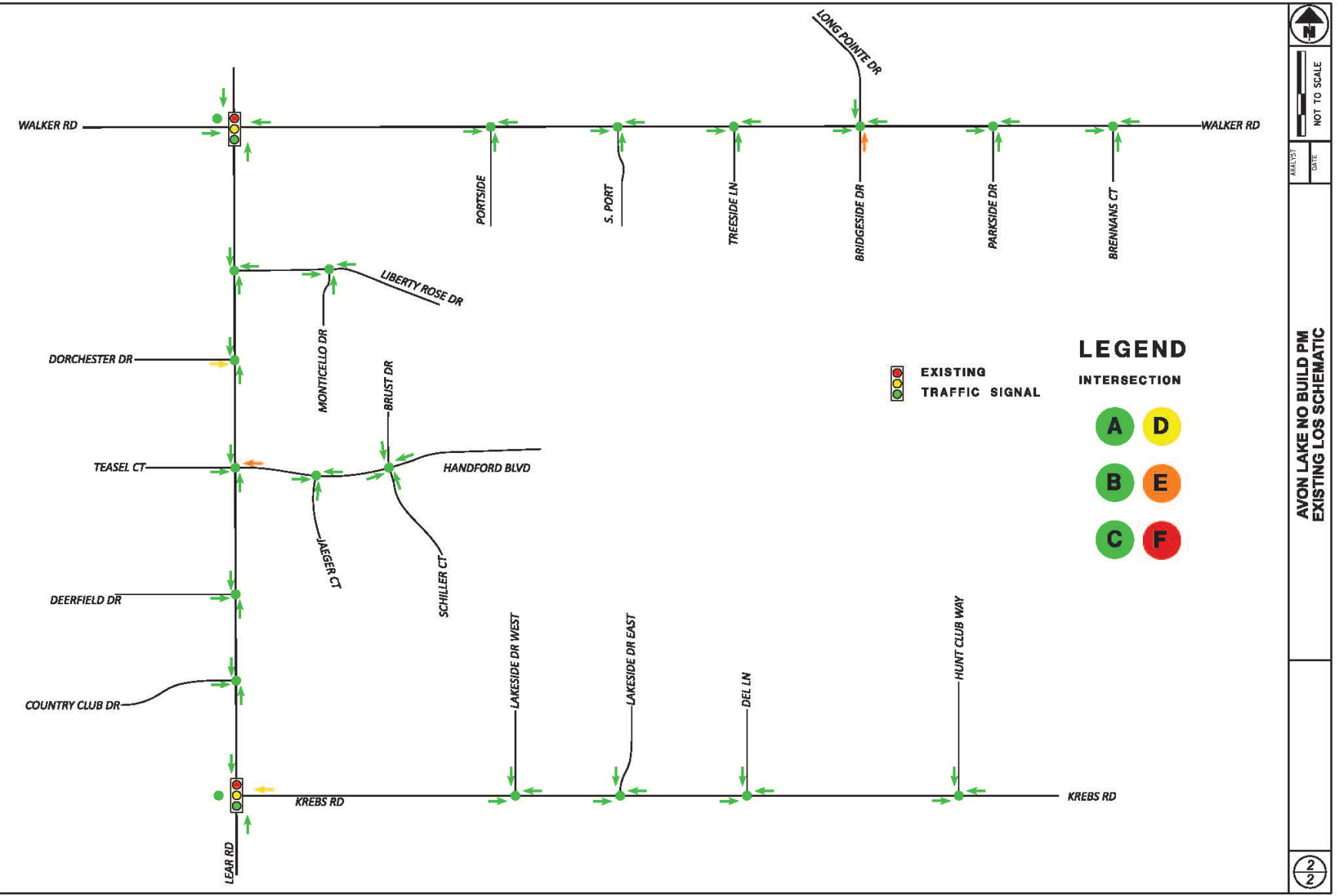
Unsignalized Intersections

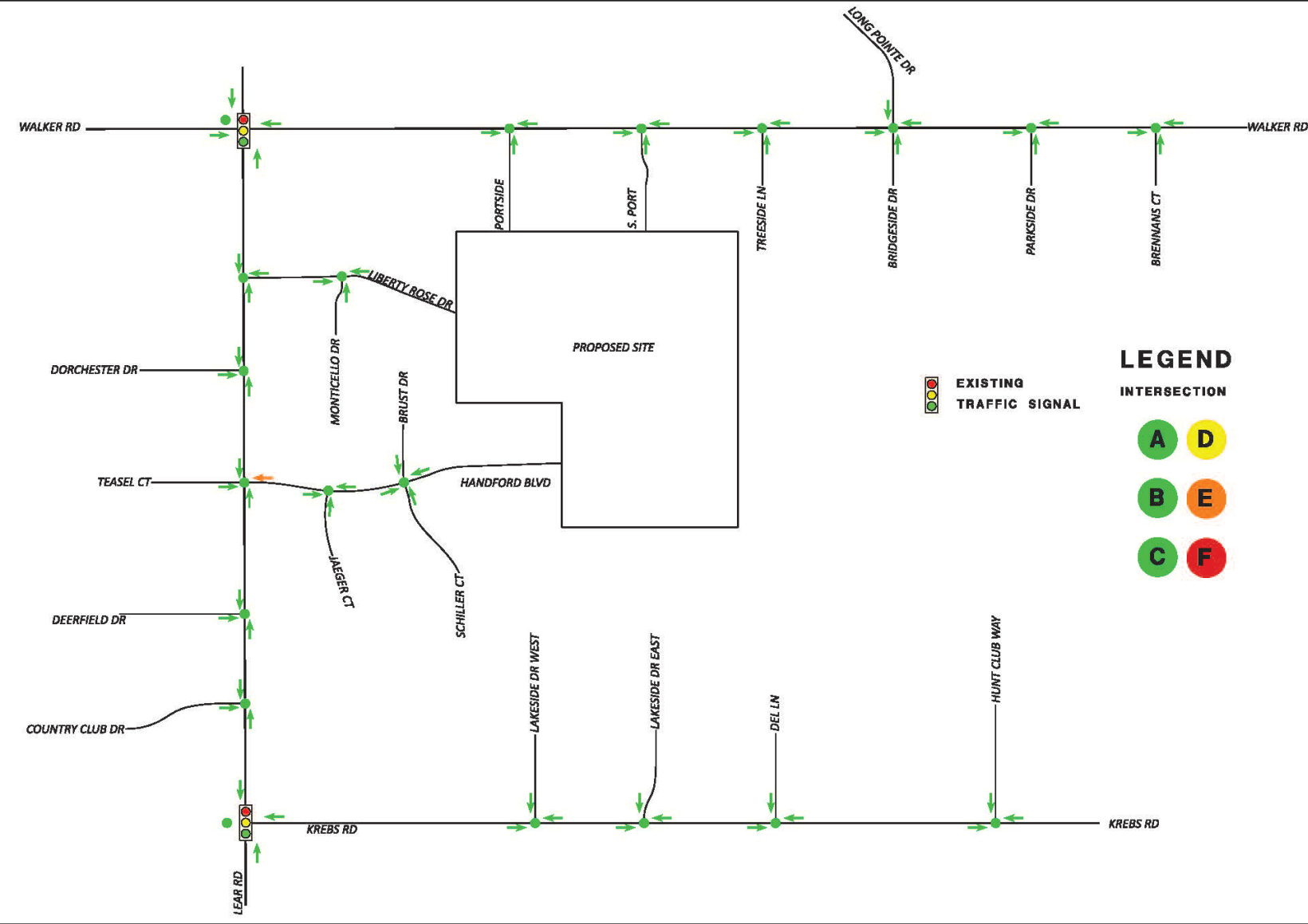
- Acceptable delays in general
- Handford Boulevard experiences most variability

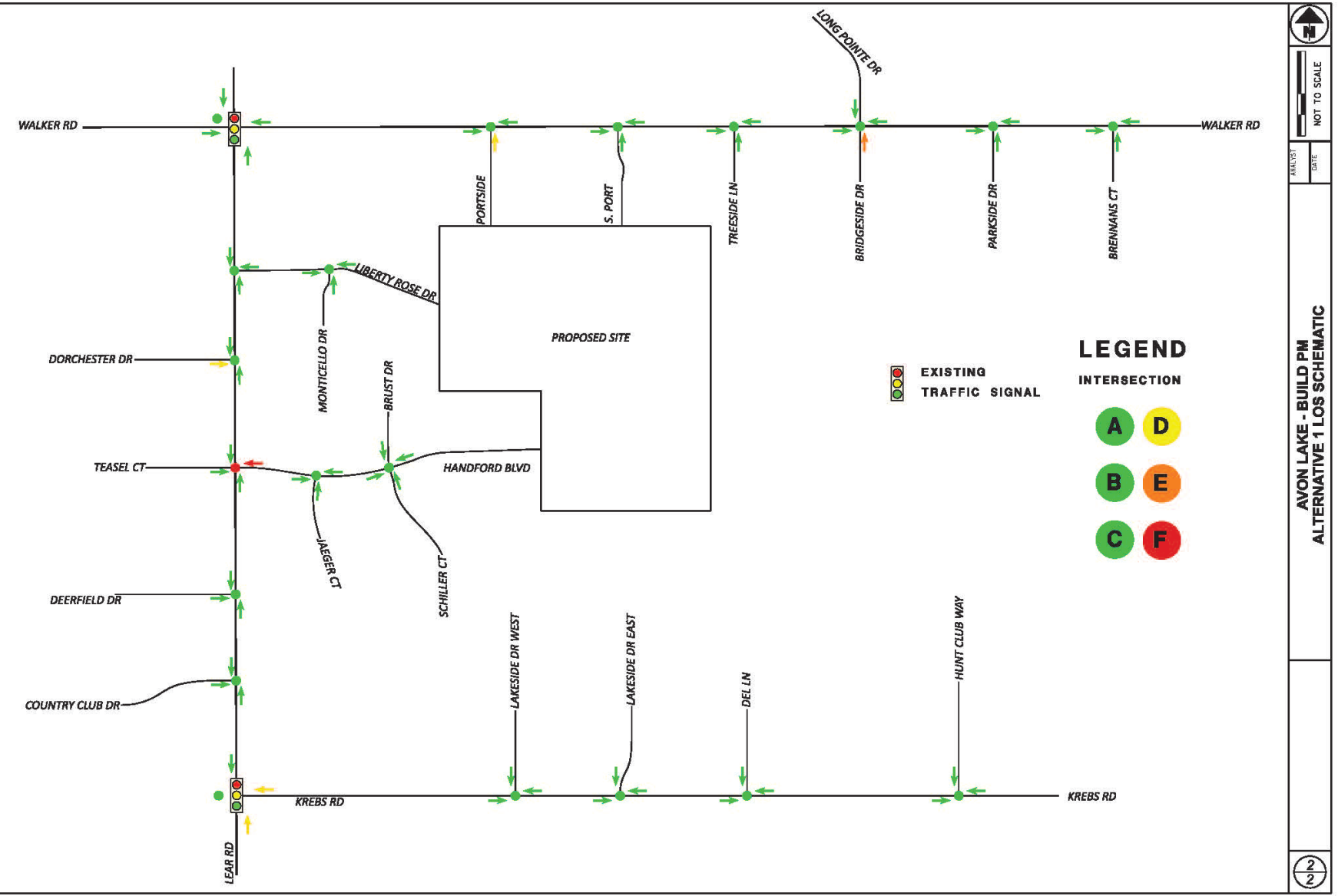
Turn lanes are warranted at some locations along Lear Road and Walker Road

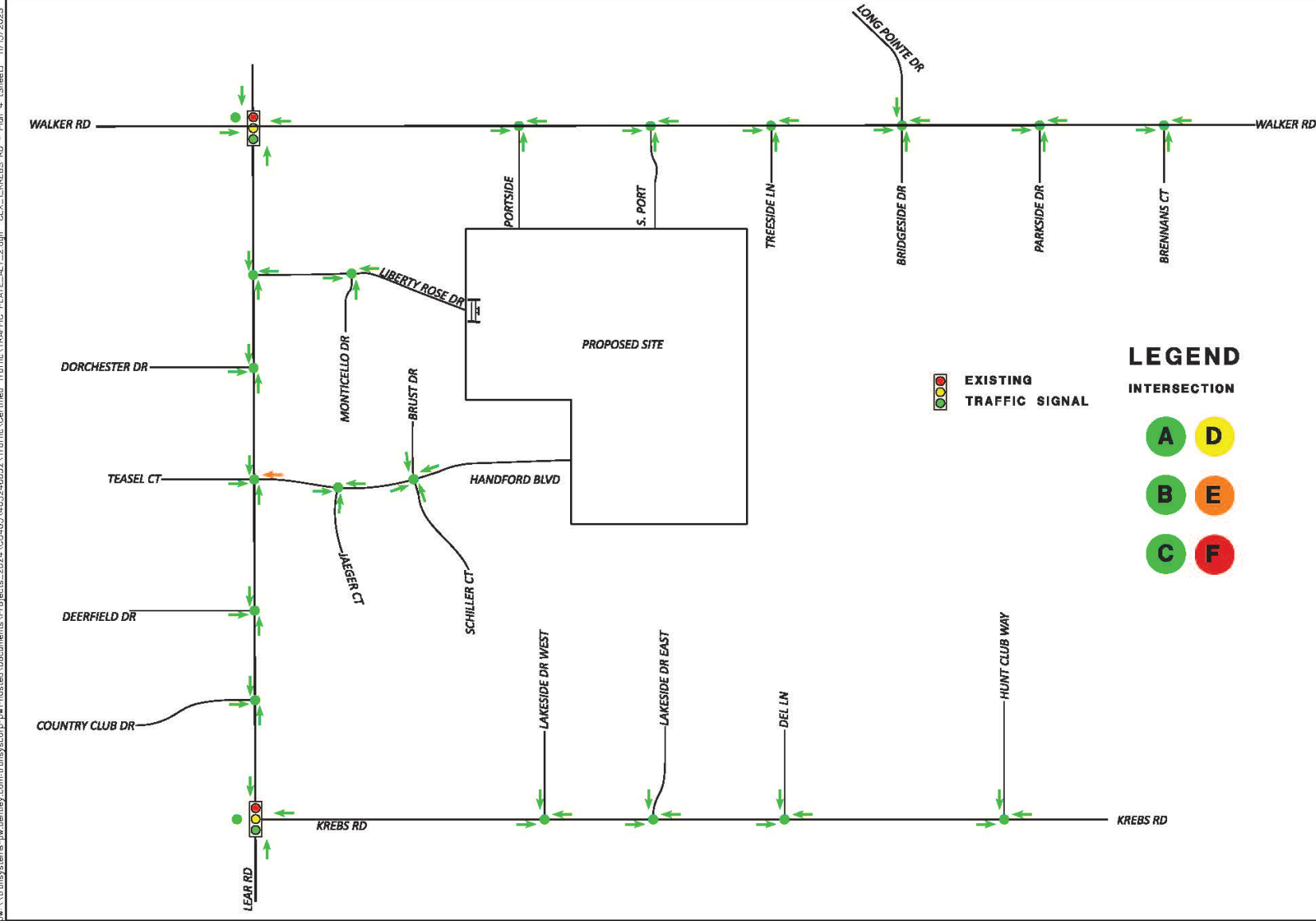
Other access/connectivity considerations – emergency response, school buses

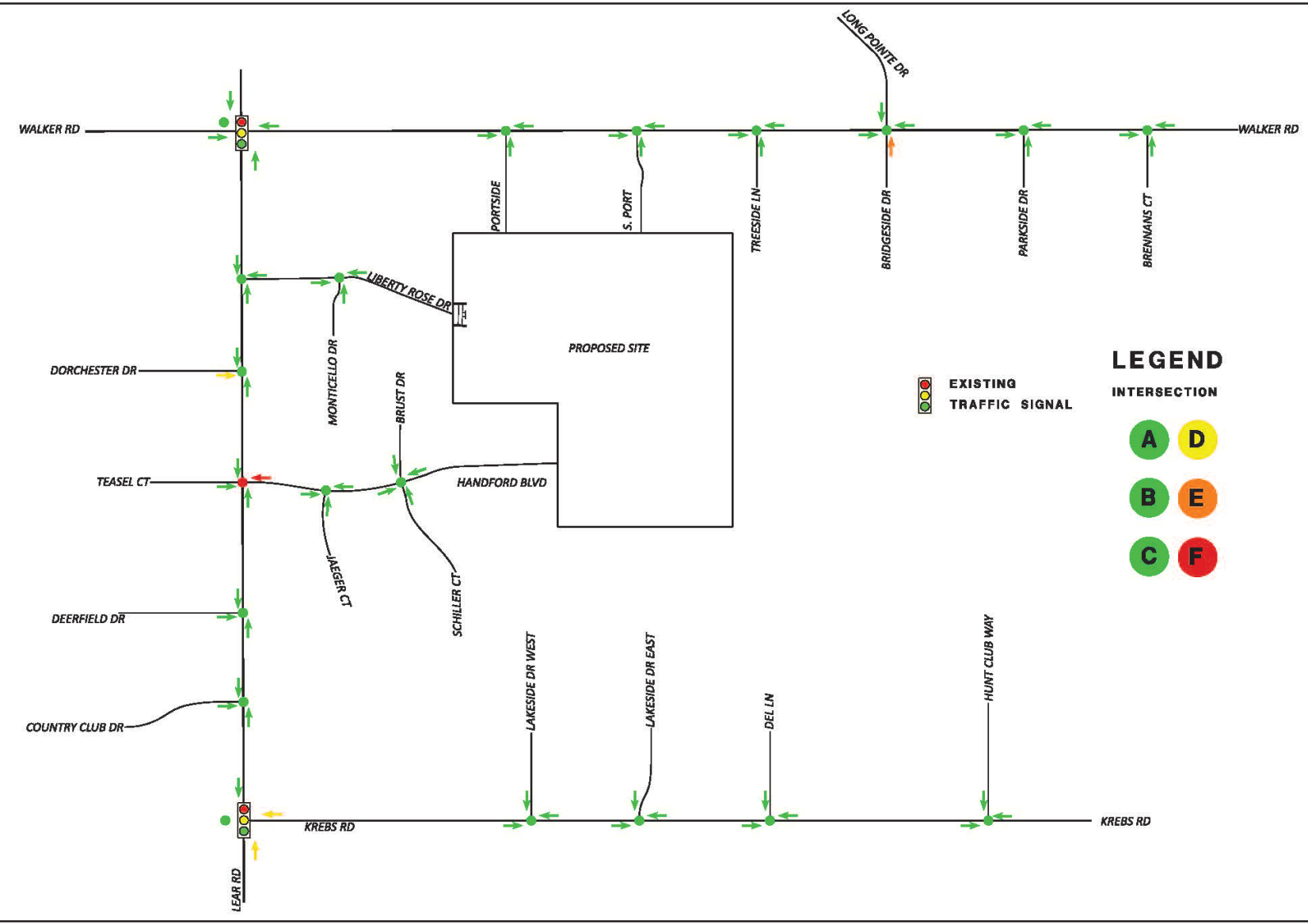














EXISTING
TRAFFIC SIGNAL

LEGEND

INTERSECTION

- A D
- B E
- C F

PROJECT

DATE

10/31/25

AVON LAKE - BUILD AM

ALTERNATIVE 3 LOS SCHEMATIC

1

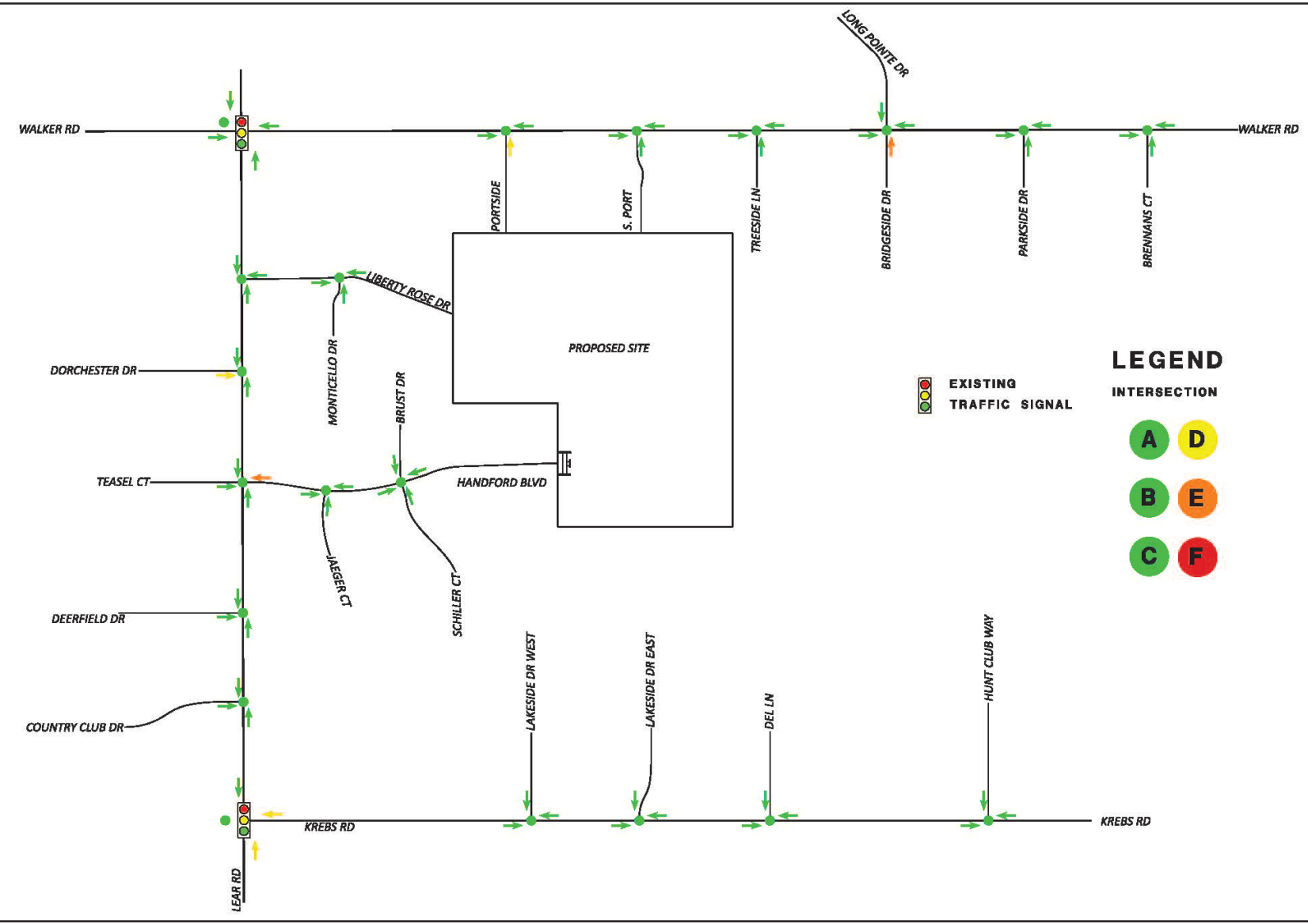
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NOT TO SCALE

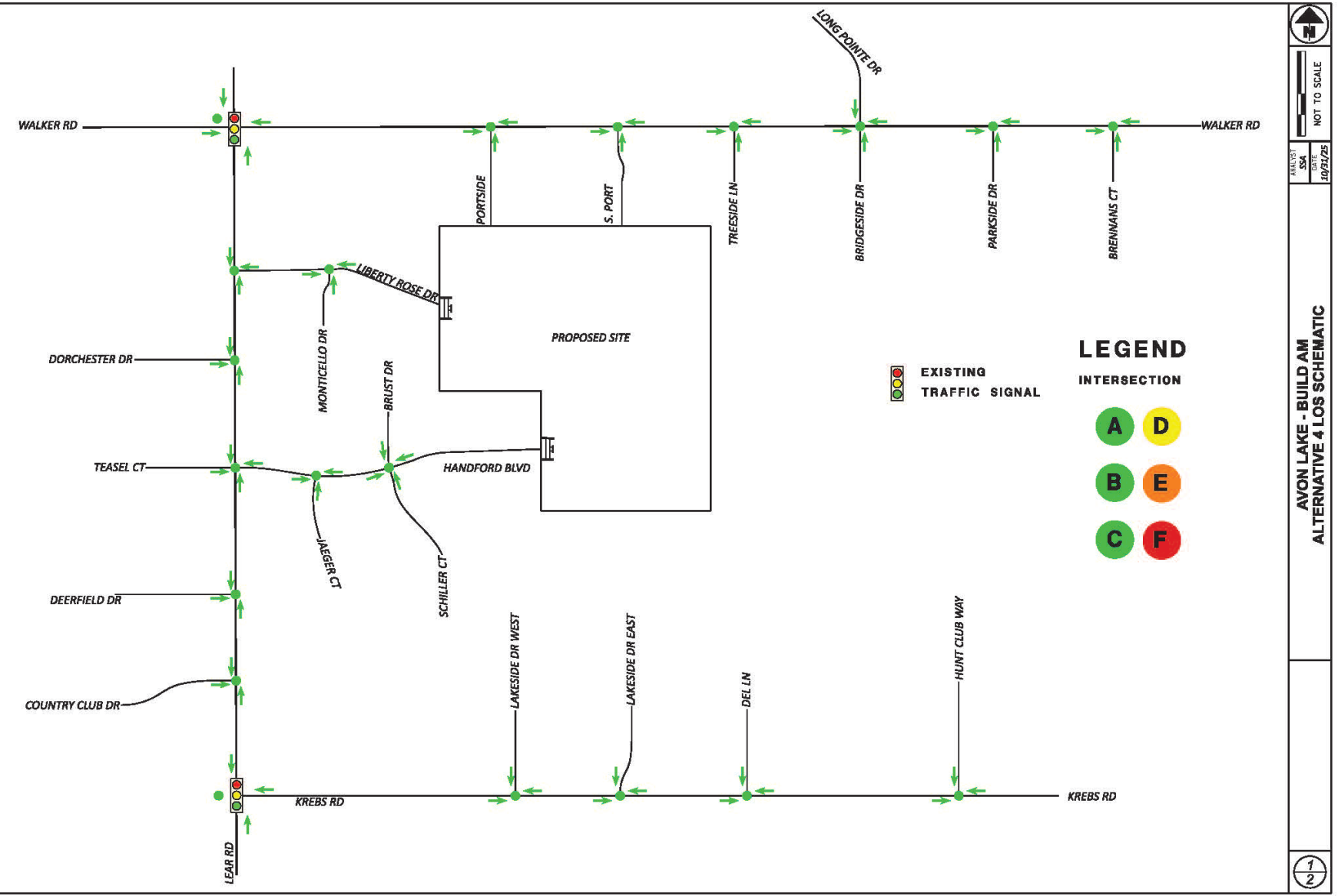
1" = 100'

North Arrow

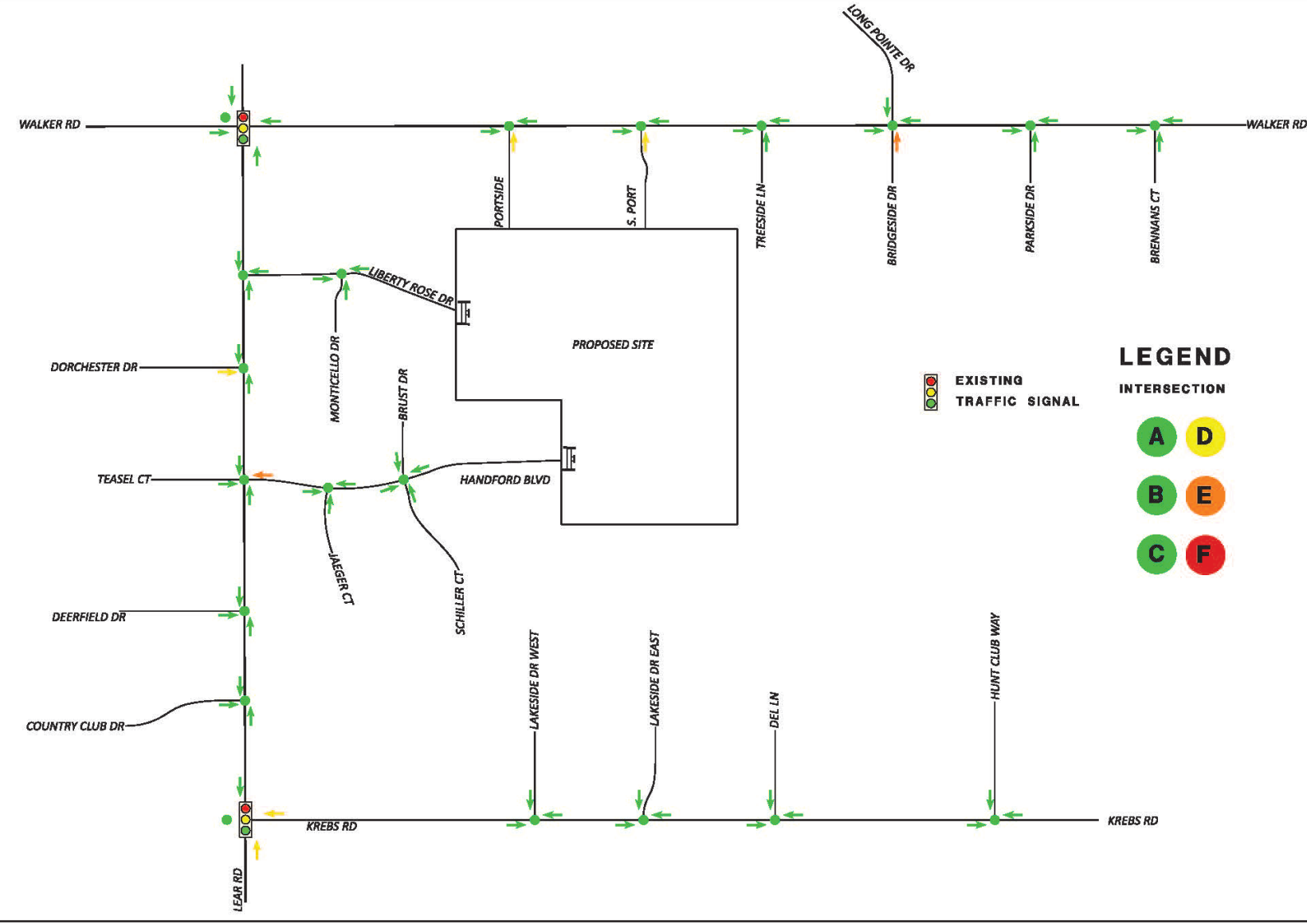
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AVON LAKE - BUILD PM
ALTERNATIVE 4 LOS SCHEMATIC

PROJECT
SHEET
DATE
10/31/25

NOT TO SCALE

Study Findings – Liberty Rose

No operational concerns whether open or closed to through traffic

- Level of Service C or better in all scenarios

Turn restrictions at Liberty Rose/Port Side prohibit majority of development traffic from using as egress route

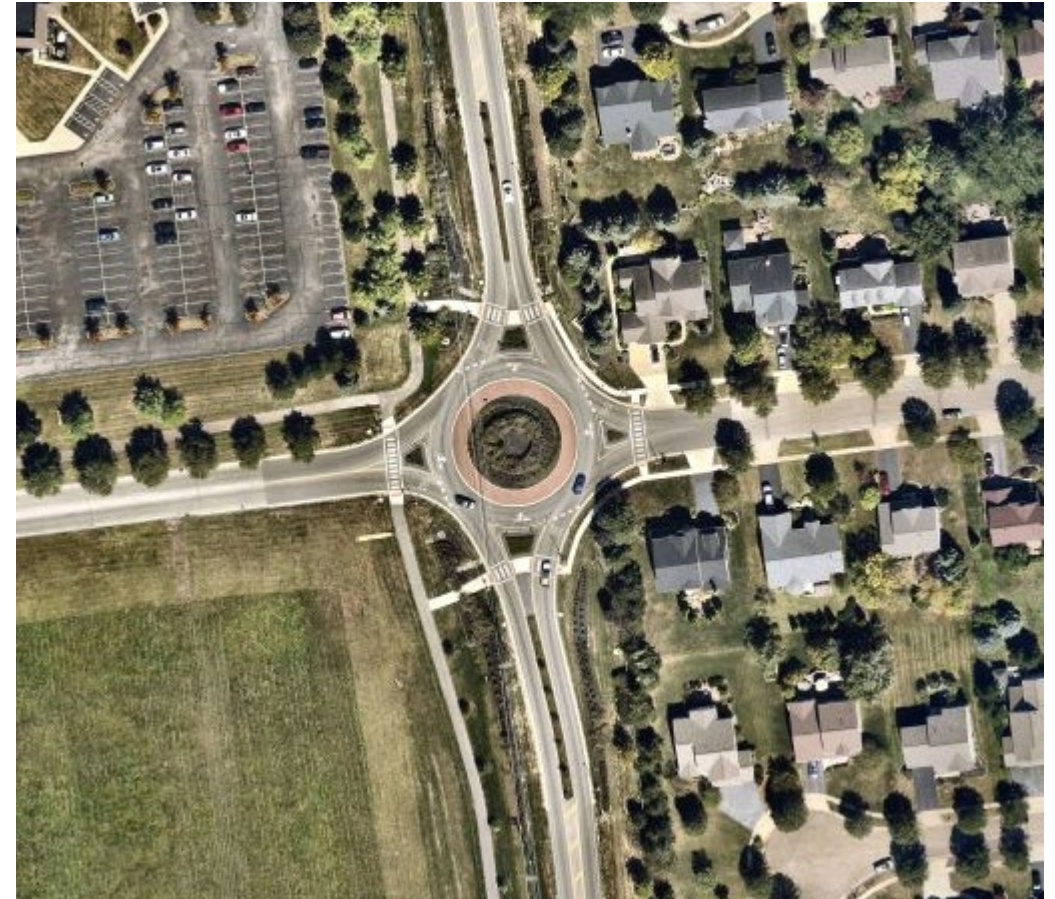
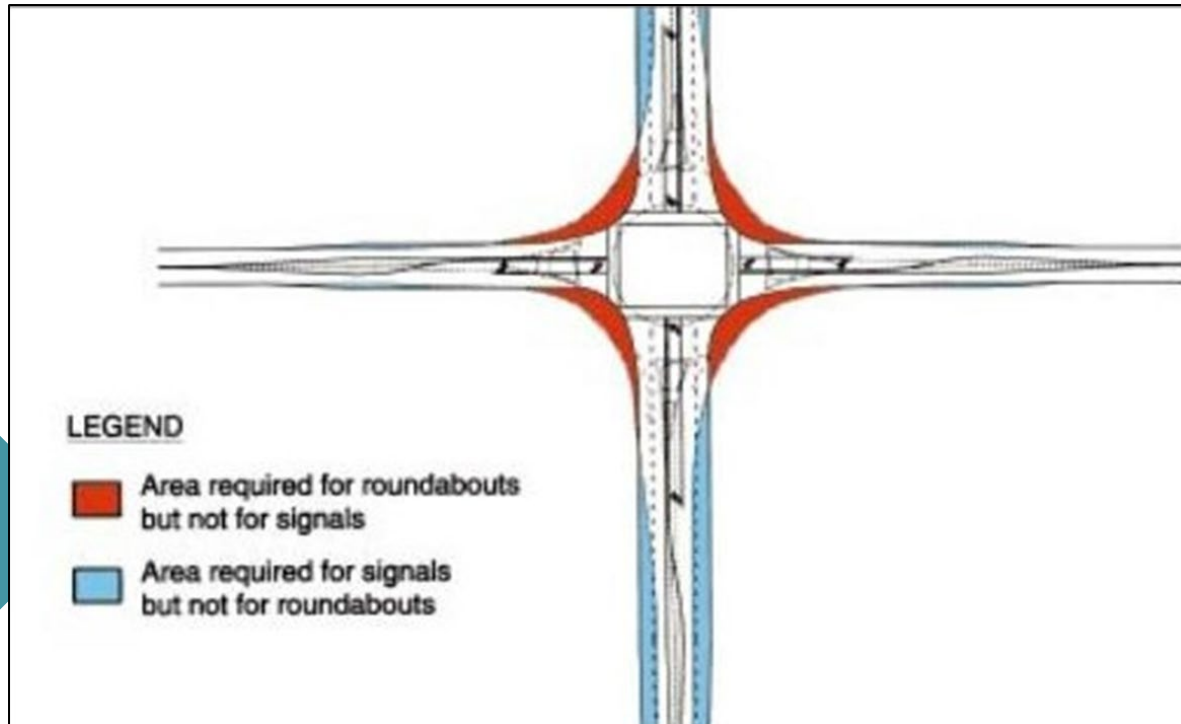
- Ingress route is less restrictive

Study Findings – Handford Boulevard

Handford Boulevard experiences most variability/delay in study area

- Turning from Handford worse in PM than AM peak period
- Level of Service E if closed to through traffic
- Level of Service F if open to through traffic
 - 1-2 vehicle increases in queue lengths
 - Insignificant difference whether Liberty Rose is open or closed
- Installation of a roundabout is an option if street is open to through traffic
- Signalization works well operationally, though intersection does not meet warrants

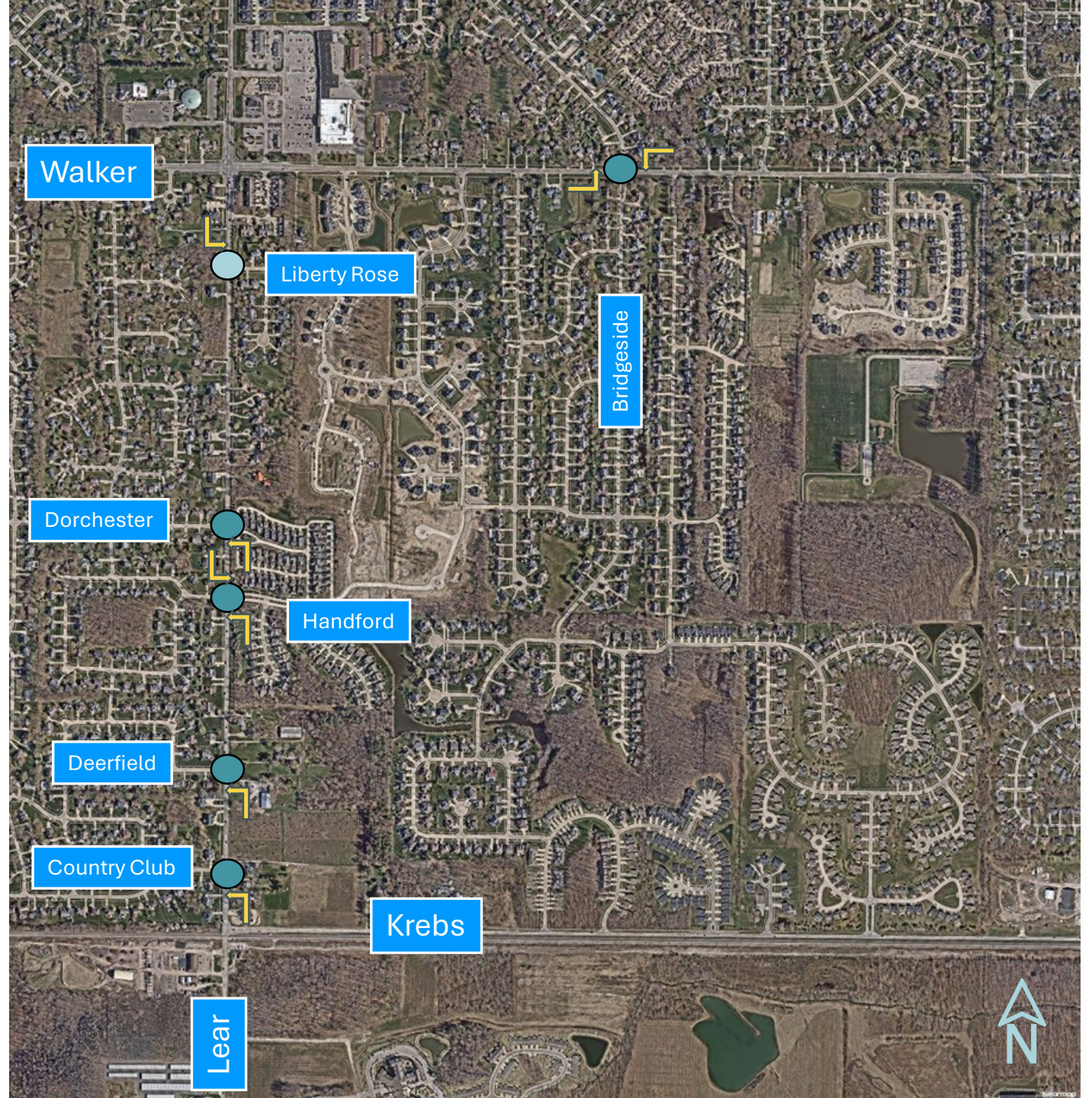
Roundabout Considerations



Left Turn Lane Warrants

- Turn Lane Warranted in Some Alternatives
- Turn Lane Warranted in All Alternatives

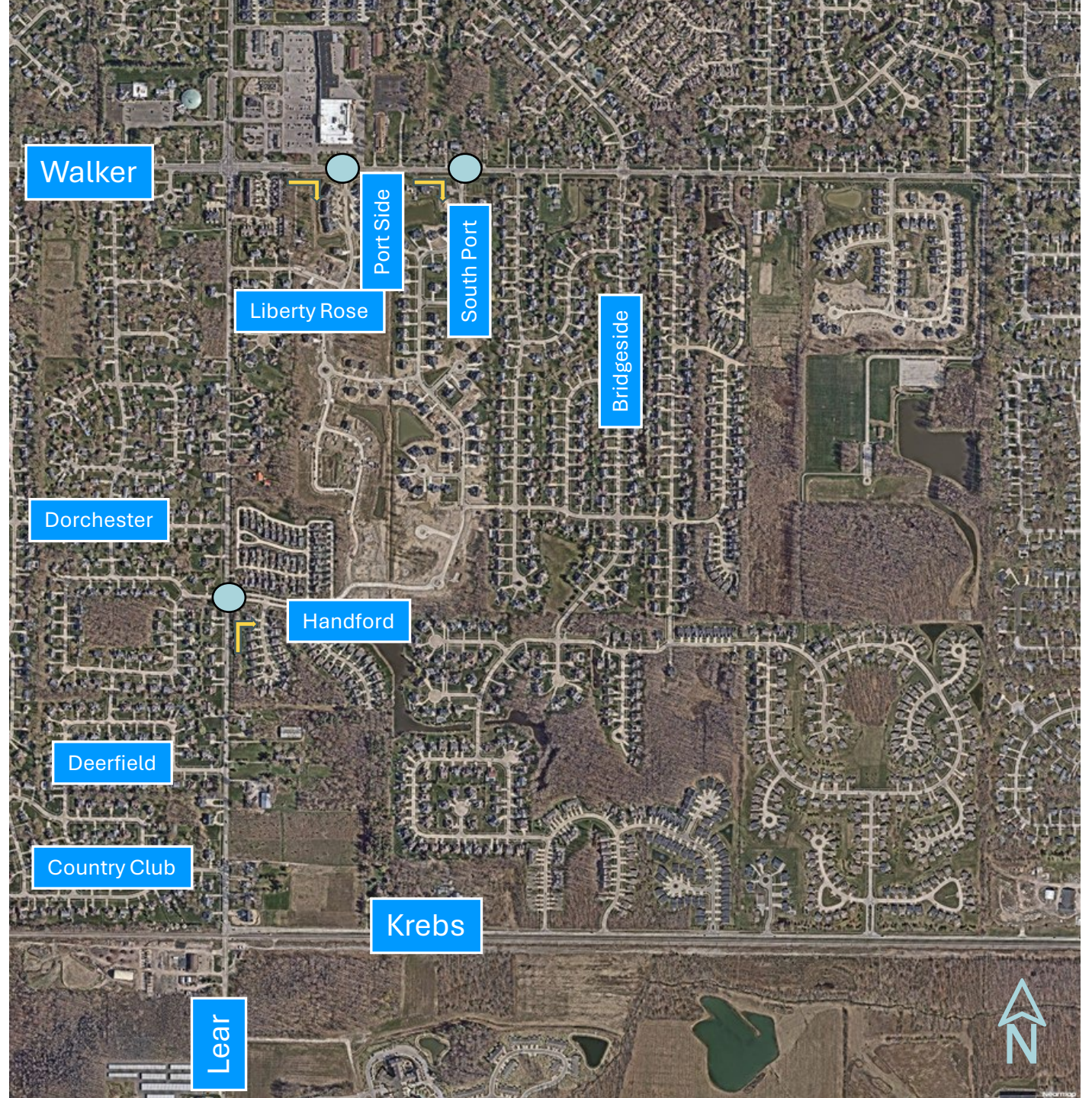
The addition of turn lanes was not shown to impact the operational performance of the study area intersections.



Right Turn Lane Warrants

● Turn Lane Warranted in Some Alternatives

The addition of turn lanes was not shown to impact the operational performance of the study area intersections.



Recap/Next Steps

Final Report submitted to City on November 14th

Primary focus area was found to be Lear/Handford intersection

City to make final determination on Liberty Rose and Handford connectivity

Options to address future operational concerns: signal phasing, signal installation, roundabout installation, turn lane additions

Questions?

Thank you
