Ohio’s Buckeye Lake
Transportation & Land Use Focus Plan
Introduction / History

- The plan is a continuation of Focus Plans.
- A Transportation Plan with Land Use scenarios.
- Quickly understood need to work on community identity and tourism.
- The Focus Plan recognizes the past and current situations but focuses on significant future transportation issues, development options/strategies, and image/perception.
- 6 Goals of plan lead to improving and increasing the quality of life for all in and around OHIO’S BUCKEYE LAKE.
Plan Content

- **Tourism**
  - Tourism Economics
  - Tourism Infrastructure Impacts

- **Strategies for the Built Environment**
  - Central Business District
  - Community Waterfront
  - Scenic Waterfront
  - Primary Entries
  - Secondary Entries

- **Recreation Opportunities**
  - Camping
  - Better State Parks
  - Beaches
  - Putt-Putt
  - Frisbee golf
  - Playgrounds
  - Sidewalks-Trails
  - Multi-Dock

- **Image and Perception**
  - Wayfinding Signage
  - Image Building
  - Website

- **Environmental**
  - Floodplain
  - Water Quality

- **Transportation**
  - Traffic Analysis
  - Sidewalks
  - Bike, Pedestrian
Tourism

- Travel tourism can help small rural communities
- Communities can benefit from a more diverse mix of retail provided by tourism
- Tourism enhances the infrastructure, viability, and visibility of the community
- Travel creates jobs and drives economic growth creating greater quality of life

TRAVEL CREATES JOBS

ONE IN EVERY EIGHT AMERICAN JOBS IS SUPPORTED BY TRAVEL

- In 48 states and the District of Columbia, travel is a top 10 employer and employs more than 100,000 workers in 25 states.
- Only five other industries employ more Americans than the travel industry.
- An investment in a travel business supports more jobs than a comparable manufacturing facility.

TRAVEL LEADS THE ROAD TO RECOVERY

- Since 2010, the travel industry created jobs at a pace nearly 16 percent faster than the rest of the economy, adding 296,000 American jobs (as of October 2012).
- From January 2010 through October 2012, the industry was a net job creator for 29 out of 34 months and recovered 59 percent of the jobs lost during the Great Recession.
- With travel-friendly policies in place, the travel industry is projected to create one out of seven new jobs by 2020.

TRAVEL JOBS CANNOT BE OUTSOURCED

- Firms outsourcing jobs abroad account for only 3.6 percent of travel industry sales.
- Jobs tied to America’s national parks, iconic cities and beautiful shorelines can no more be outsourced than the attractions themselves.

TRAVEL DRIVES ECONOMIC GROWTH

- In 2012, total travel spending generated $2.0 trillion and supported 14.6 million American jobs.
- Travel is America’s #1 service export — Every dollar that international travelers spend while visiting this country is an export.
- Every 33 overseas travelers create one American job.

Export-Supported American Jobs

SOURCE: U.S. Travel and U.S. Department of Commerce, 2018
Strategies for the Built Environment

**Vision**
- Defined Context
- Common Elements/
  Potential Challenges

**Strategies**
- Land Uses
- Site Layout
- Building Design
- Parking
- Signage
Central Business District

- Main Street
- Mixed-Use
- Compact Development
- Streetscaping
- Distinct & Interesting
- Extension of Waterfront
Central Business District
Primary Entry Corridors

- Commercially Intensive
- Vehicular-Oriented
- Defined Entryway
- The “Curb Appeal”
Primary Entry Corridors
Sidewalks

• **Limited Connectivity**
  - Doesn’t Connect Through Neighborhoods
  - Segments Missing
  - No Connection to Outside Amenities

• **Sparse in Other Areas**
  - Millersport
  - Fairfield Beach
  - Thornport

• **Not Welcoming**
  - Northbank
  - Property Owners v. Pedestrians
Multi-Dock Concept

- ‘Multi-Dock’
  - Removed from residences front yards
  - More welcoming
  - More privacy
  - Allows for public/private docks
  - Walking/Biking
  - Unique
Multi-Use Trails

- No Connectivity
  - Any Community Around the Lake
  - Visitors Expect
  - Helps Alleviate <1 mile trips
  - Eases Possible Congestion

- Trails Nearby
  - Buckeye Scenic Trail
    - Ends at U.S. 40
    - Dawes Arboretum
  - Ohio Canal Trail
    - Connection to Hebron
    - Fish Hatchery

Increase Circulation
Buckeye Lake Impact Plan – Traffic Analysis

Key Areas of Concern

✓ SR-79 in the Village of Buckeye Lake
✓ SR-13 - IR-70 to SR-204 (Thornville)
✓ SR-204 – SR 37 into the Village of Millersport
Past Traffic Volumes

- SR79 @ SR360 / Canal Rd
- SR79 @ SR360 / Pizza Cottage
- 79 at Mill Dam Rd
- SR37 Between IR70 & SR79
- SR13 South of IR70

Graph showing traffic volumes from 1980 to 2012 for various locations.
## SR79 in the Village of Buckeye Lake

<table>
<thead>
<tr>
<th>Issues</th>
<th>Solutions to Consider</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR79 4-Lane Section has current capacity to spare, development may cause it to be congested.</td>
<td>In the future (2025-2035) will need Median removed and turned into two-way left turn lane (TWLTL).</td>
</tr>
<tr>
<td>SR79 2-Lane Section will likely be congested within Five years.</td>
<td>Start preparing now to add a TWLTL enabling the roadway to flow with 17,500 vehicles per day.</td>
</tr>
<tr>
<td>SR79 3-Lane Section will likely become congested by 2030-2035.</td>
<td>Expanding SR79 further is not realistic. A new roadway with parallel service roads and preplanned intersections will be needed.</td>
</tr>
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## SR13 – IR70 to SR204 near Thornville

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<td>With no development SR13 will start becoming congested by 2025.</td>
<td>SR13 will need turn lanes at Kindle Rd (CR325), Cristland Hill Rd (CR596), Lake Shore Subdivision, Honey Creek Rd (CR2) and SR204</td>
</tr>
<tr>
<td>SR13 intersection with SR204</td>
<td>Signal will need a significant upgrade to handle both traffic volume and new turn lanes.</td>
</tr>
<tr>
<td>SR13 with development will out grow two lanes with turn lanes.</td>
<td>SR13 will need to become 4-lanes with turn lanes at Kindle Rd (CR325), Cristland hill Rd (CR596), Lake Shore Subdivision, Honey Creek Rd (CR2) and SR204.</td>
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<td>SR204 is ideal for development creating future congestion.</td>
<td>As development occurs use setbacks (for a future 5-lane roadway), cross access agreements for adjoining businesses and access management (driveway separation of 1,000-1,200 feet).</td>
</tr>
<tr>
<td>SR204 traffic due to development will outgrow 2-lanes 2020-2025.</td>
<td>Adding a TWLTL will enable the roadway to have an ADT of 17,500.</td>
</tr>
<tr>
<td>SR204 traffic due to development will outgrow 3-lanes 2030-2035.</td>
<td>Adding 2 additional lanes, 5-lanes total, will allow SR204 to operate up to 40,000 vehicles per day.</td>
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## Two Lane - SR79, Village of Buckeye Lake

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<td>Two lane SR79 within the Village of Buckeye Lake has a very high occurrence of intra-village traffic</td>
<td>Walking and Biking needs to be taken into consideration to reduce the amount of single purpose short trips starting/ending within the village.</td>
</tr>
<tr>
<td>Two lane SR79 within the village of Buckeye Lake has 36 driveways, 18 public road intersections and 736 feet of parking lots pave to edge of SR79. This results in an average location to turn being every 60 feet.</td>
<td>Adding a TWLTL will enable left turning vehicles to clear the two travel lanes. The TWLTL will also reduce the probability of angle (T-Bone) &amp; left turn crashes.</td>
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<td>Two lane SR79 within the village of Buckeye Lake has 36 driveways, 18 public road intersections and 736 feet of parking lots pave to edge of SR79. This results in an average location to turn being every 60 feet.</td>
<td>Access management both adopted and followed would reduce a further decay in roadway traffic flow.</td>
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Key Issue:
• Two lane SR79 within the Village of Buckeye Lake will not be able to handle projected traffic volumes after 2030

Solution to Consider:
• New roadway from 4th St/Mill Dam Rd to west corporation limit to act as SR79 bypass (see image of study area)
• Route should be two lane limited access – LCATS suggest a two lane collector distributor (see image of two lane collector distributor)
Key Issue:
• Two lane SR79 within the Village of Buckeye Lake will not be able to handle projected traffic volumes after 2030

To Develop New Roadway:
• Village needs to hire a consultant to do a thoroughfare plan to determine location of new roadway and existing roadways to tie in to it
• Once new roadway location is determined the future Rights-of-Way would need to be protected and not allow structures to be built within it
• New roadway engineering/design would need to be started around 2020 so it could be built before 2030
Ohio’s Buckeye Lake
Transportation & Land Use Focus Plan

http://www.1county.com/Planning/pdf/BuckeyeLake_LandUse_TransportationFocusPlan.pdf