

SECOND QUARTER SFY 2026 PROJECT PLANNING REVIEW (PPR)

Transportation Subcommittee

September 19, 2025

ACTION REQUESTED

Staff is seeking the Transportation Subcommittee's recommendation as to the most appropriate action regarding:

- Second Quarter SFY 2025 Project Planning Review (PPR)
 - Item 6.a.i. Public Infrastructure Improvements in Brook Park (CUY SR 291-02.90)

PREVIOUS ACTION

Presented to the Transit Council, Bicycle and Pedestrian Advisory Council, and Safety and Operations Advisory Council for input

BACKGROUND

The purpose of Project Planning Review:

- To assess if a proposed project helps to achieve NOACA vision and goals; and
- To ensure that proposed project is consistent with NOACA planning requirements and oversight agency requirements

Review of proposed projects involves:

- Staff review and comment
- NOACA committee, subcommittee & advisory council review
- Intergovernmental Review and Consultation (IGRC)
Circulated to communities & agencies
- Public involvement
Posted on website for public review & comment

BACKGROUND

Actions

1. Project review completed
2. Recommendations to be considered by the project sponsor to best achieve planning requirements
3. Conditions of approval to be met prior to amendment to LRP and/or TIP

Proposed Projects



Target Needs

Project Planning Review



Evaluate Needs

LRP



Plan Needs

TIP



Commit Resources



Implement

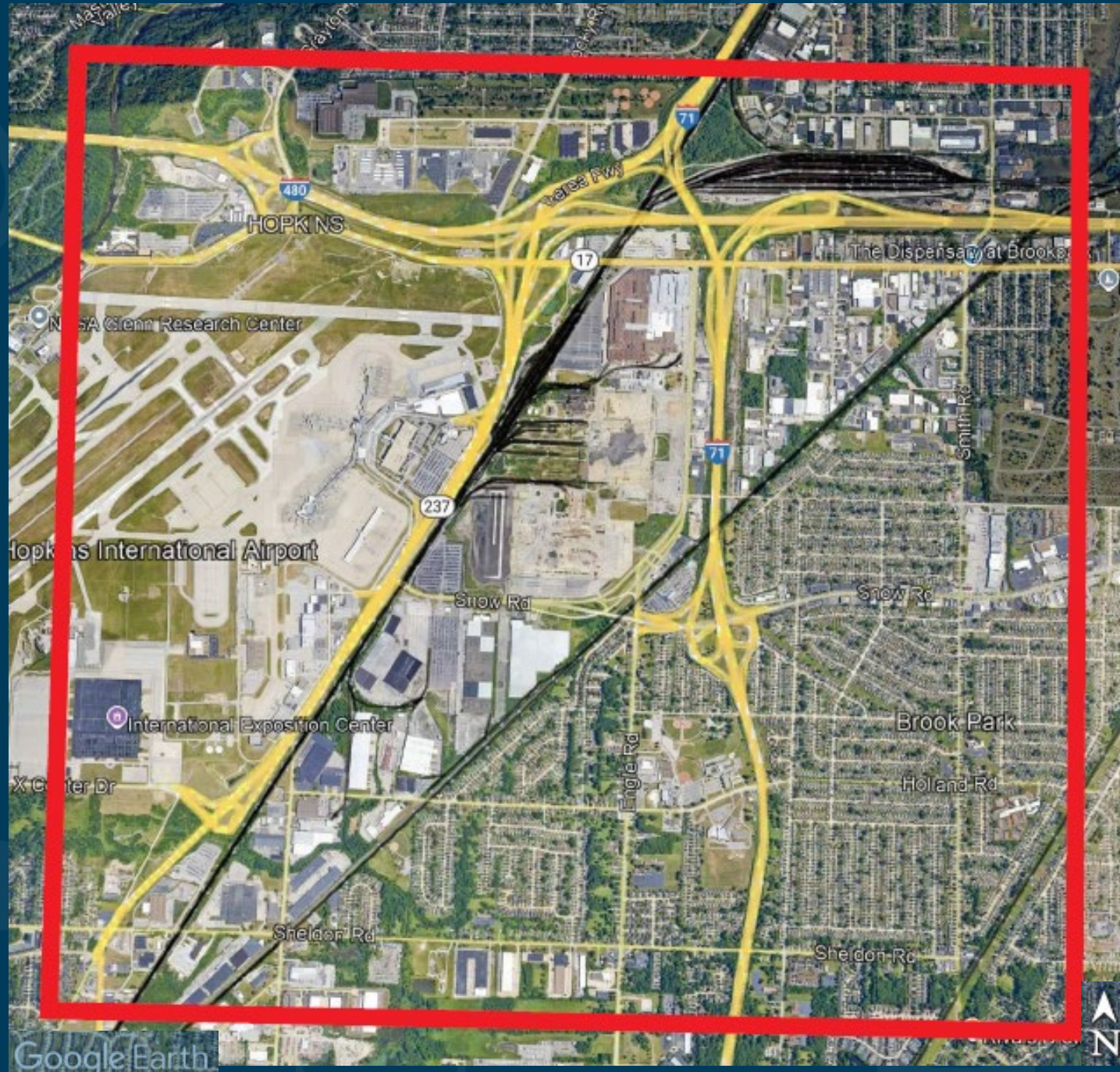
BACKGROUND

- Not requesting NOACA funds
- Public Infrastructure Improvements in Brook Park

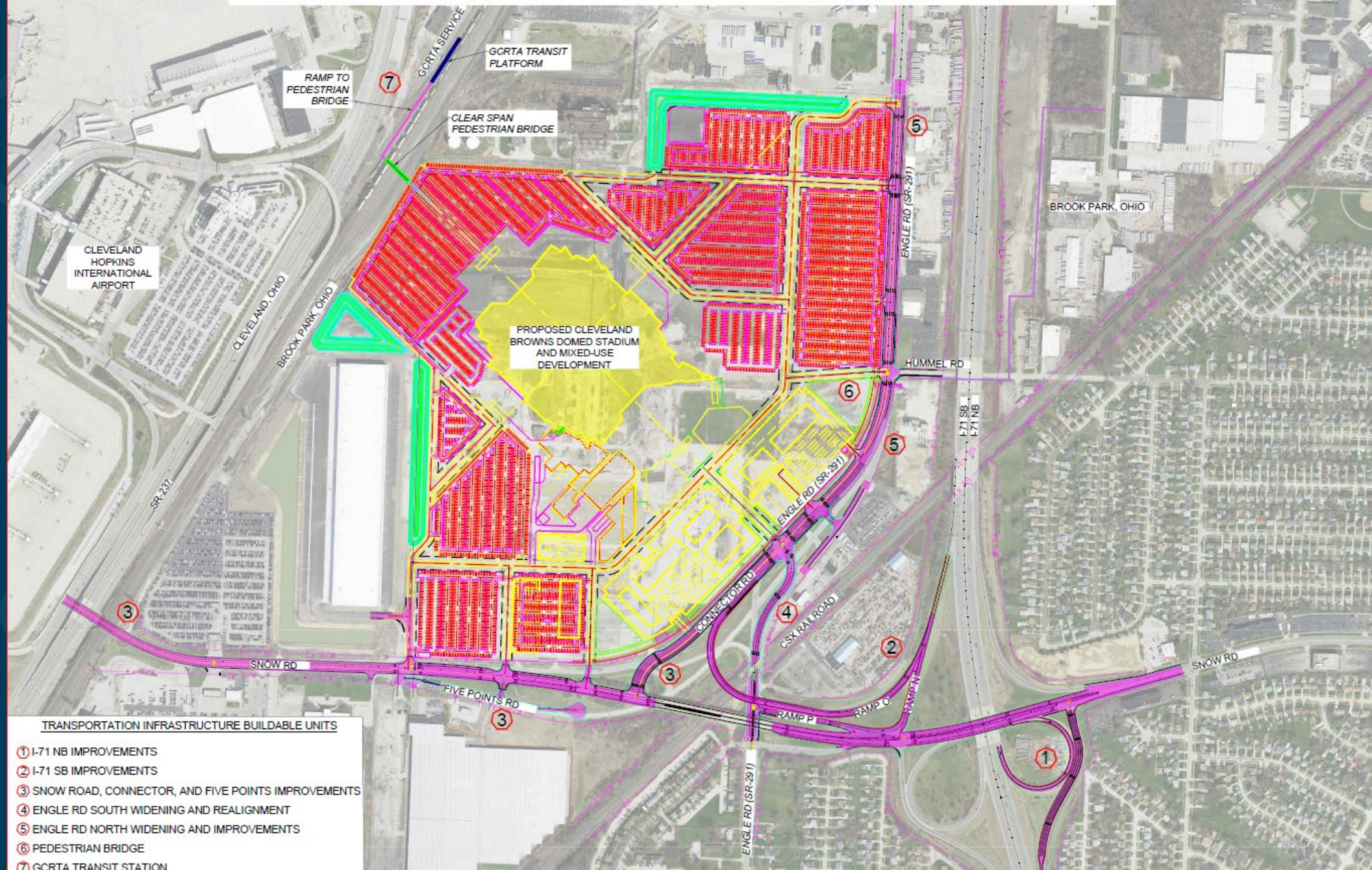
Project Type	Project Name and Location	Primary Work Type	Total Cost
Roadway	<p>CUY SR 291-02.90 in Brook Park (project sponsor: Brook Park) - 0.5 miles east of Cleveland Hopkins International Airport and west of the I-71/Snow Rd. interchange.</p> <p>Within the project area is a 175-acre former Ford Plant site bounded by frontage roads from southwest to north, Snow Rd., Five Points Rd., Engle Rd. (SR 291), and Henry Ford Blvd. (SR-291).</p>	<p>Proposed improvements include:</p> <ul style="list-style-type: none">• I-71 NB Exit Ramp Improvements• I-71 SB Exit Ramp Improvements• Snow Road/Ring Road Connector• Realign SR-291 (Engle Road)• Ring Road Improvements• Pedestrian Bridge	<p>\$82.15 M (TRAC & local)</p> <ul style="list-style-type: none">• PEPD - \$4.8 M• PEDD - \$6.5 M• RW - \$0.55 M• CO - \$70.3 M

Brook Park Public Infrastructure

Project Area **One Mile Buffer**



BROOK PARK PUBLIC INFRASTRUCTURE IMPROVEMENTS



CONCEPTUAL PLAN AND SCHEMATIC LAYOUT

TRANSPORTATION INFRASTRUCTURE BUILDABLE UNITS

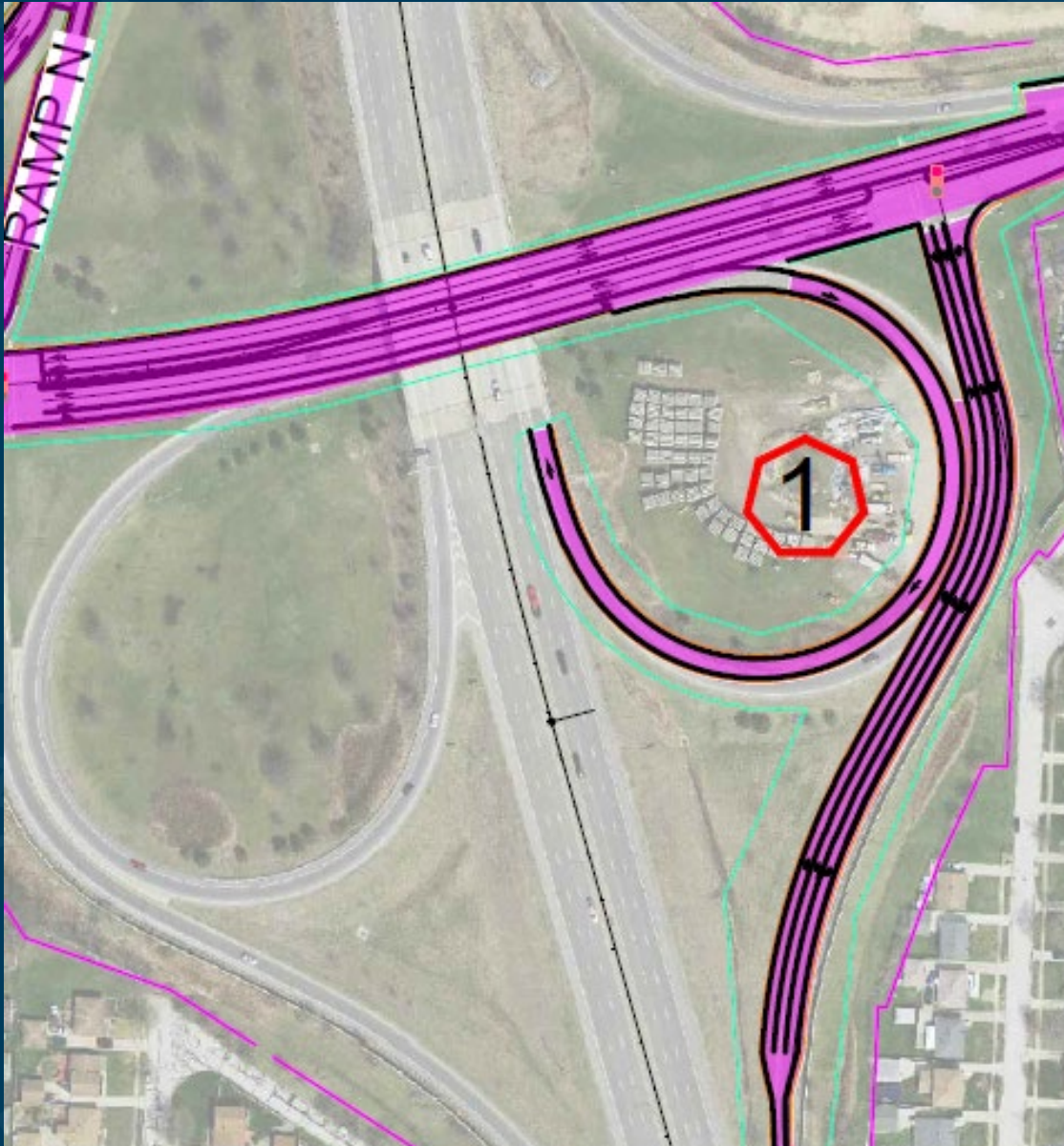
- ① I-71 NB IMPROVEMENTS
- ② I-71 SB IMPROVEMENTS
- ③ SNOW ROAD, CONNECTOR, AND FIVE POINTS IMPROVEMENTS
- ④ ENGLE RD SOUTH WIDENING AND REALIGNMENT
- ⑤ ENGLE RD NORTH WIDENING AND IMPROVEMENTS
- ⑥ PEDESTRIAN BRIDGE
- ⑦ GCRTA TRANSIT STATION

DESIGN AGENCY

OSBORN ENGINEERING
INCORPORATED
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 www.osborn-engineering.com

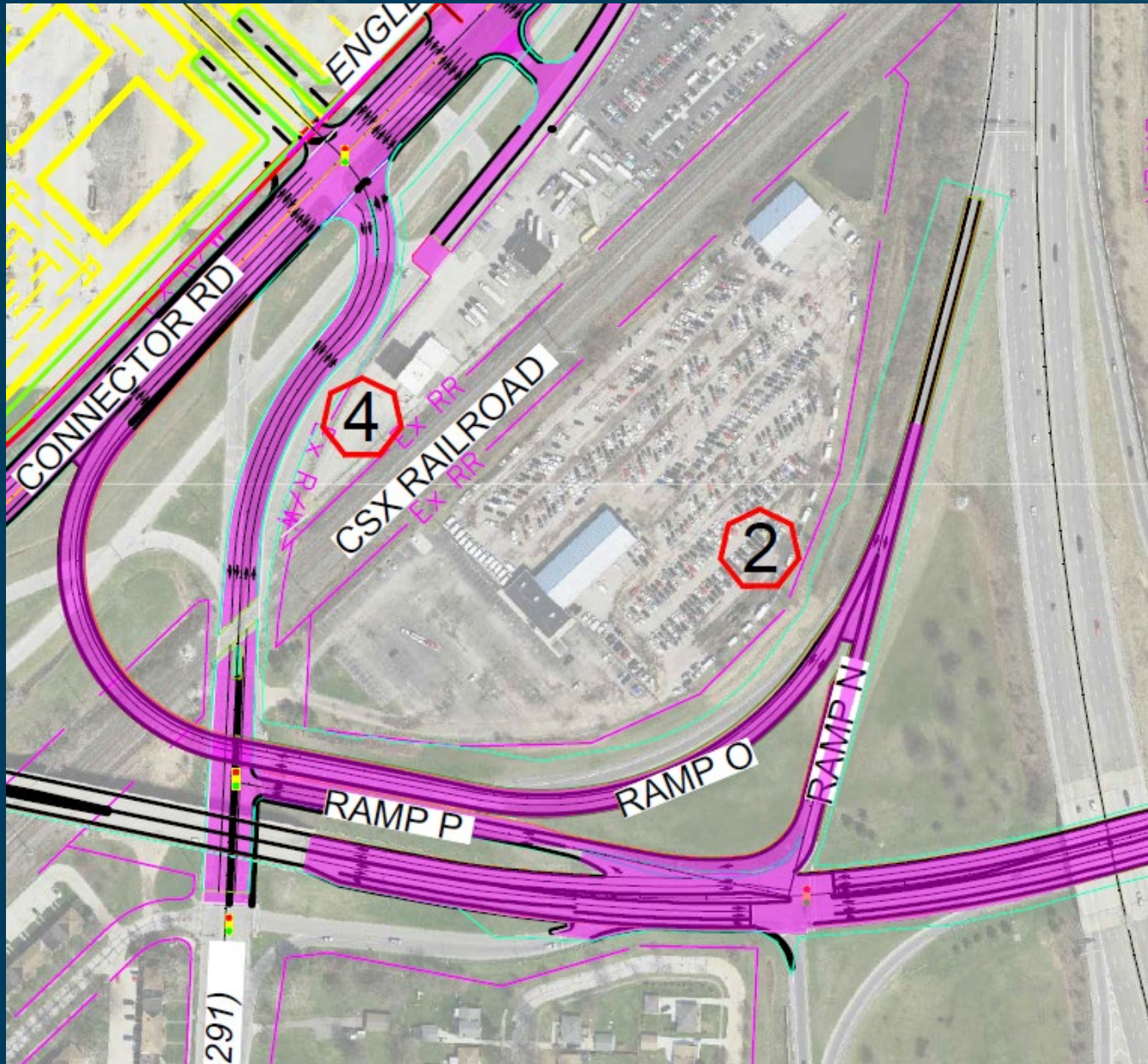
DESIGNER: CEL
 REVIEWER: DCA
 DATE: 9/9/2025
 PROJECT ID: HSG
 SHEET: P.0
 TOTAL: 0

BU 1: I-71 Northbound (NB) Exit Ramp Improvements



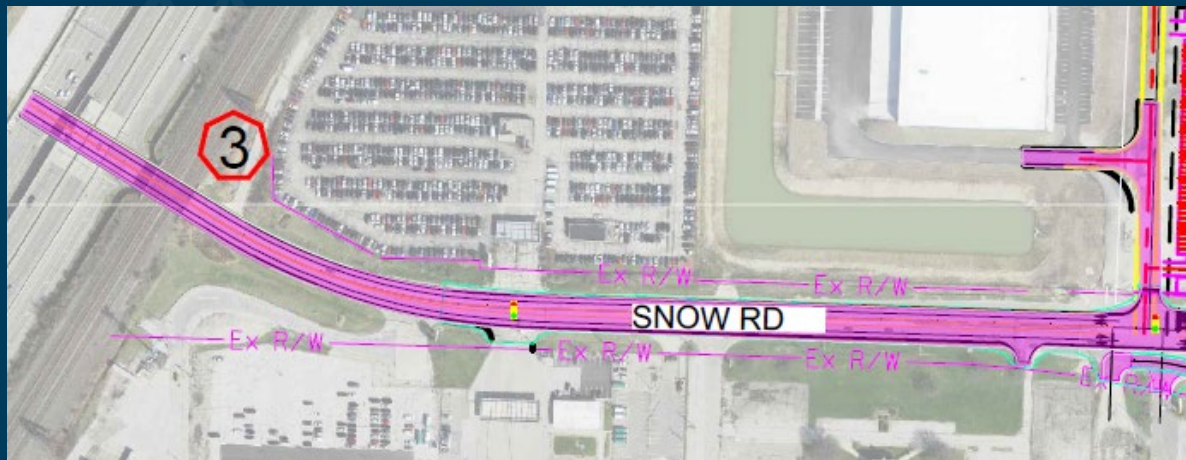
- **Additional left turn lane will be added to the Snow Rd / I-71 NB exit ramp**
 - widening is planned to be done on the west side of the existing ramp
- **Modifications to the NB cloverleaf entrance ramp**
 - will be required to allow for the widening of the NB exit ramp
- **Cost - \$1,240,000**

BU 2: I-71 Southbound (SB) Exit Ramp Improvements



- Improvements to the I-71 SB exit ramp to Snow Rd. westbound (WB)
- I-71 SB slip ramp to Engle Rd. SB
 - eliminate the NB movement over the CSX tracks
- WB Snow Rd slip ramp to Engle Rd. SB
- Addition of I-71 SB exit ramp flyover bridge to Ring Rd
 - elevated, spanning Engle Rd and CSX RR
 - includes (5) span, curved steel plate girder bridge
 - 600' long carrying (2) lanes of I-71 SB exit traffic to Ring Rd (SR-291)
- **Cost: \$21,840,000**

BU 3: Snow Road/Ring Road Connector



Provide access for Snow Rd. traffic to Engle Rd.

- install new intersection at first span of the Snow Rd. bridge (does not exist currently)

Modify Snow Rd. bridge

- eliminate first two bridge spans with new abutment east of Bent 2
- new retaining walls to support the north-south lanes of the Snow Rd./ Ring Rd. intersection

Improvements to Snow Rd. from SR 237 to the Snow Rd. bridge Five Points Rd. will be relocated

- remove one-way section along site perimeter, and
- section south of Snow Rd. will have a cul-de-sac and a new intersection with Snow Rd.

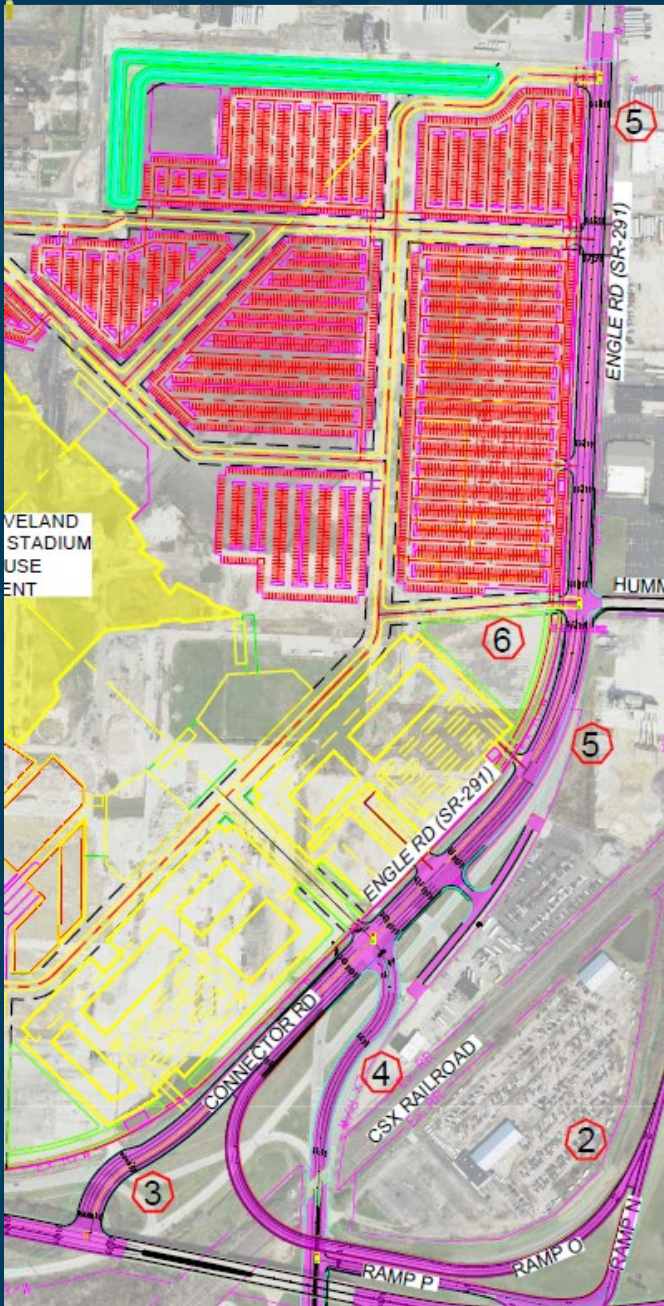
Cost: \$9,890,000

BU 4: SR-291 (Engle Road)



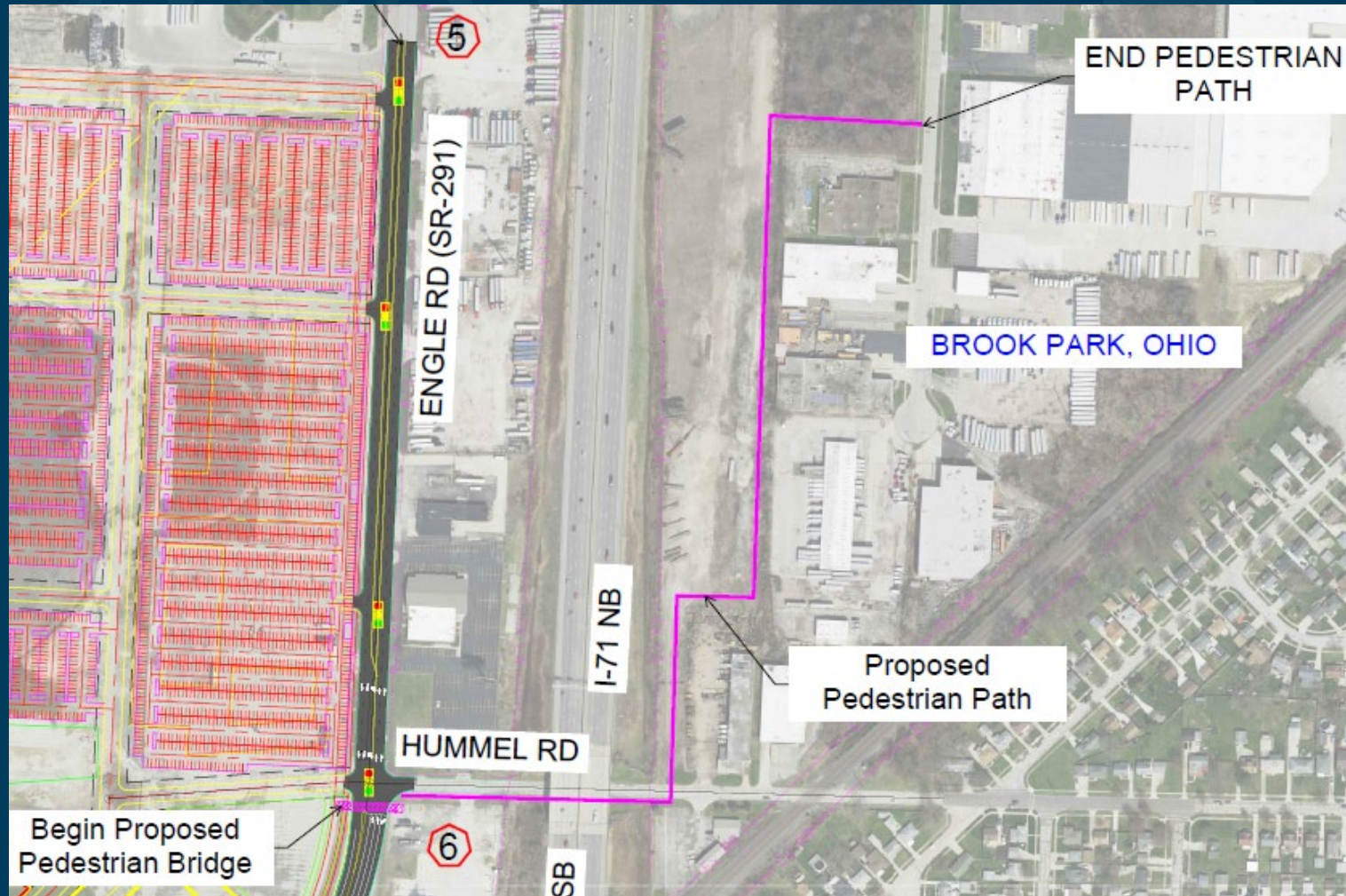
- **Widen and realign approximately 1,300 feet of Engle Rd.**
 - south of Snow Rd., continuing beneath the Snow Rd. bridge and the proposed I-71 SB exit ramp flyover bridge and ending at Ring Rd.
 - alternative alignments are currently being evaluated
 - to avoid the need for permanent right-of way acquisition
 - the required number of lanes will be determined based on the results of the ongoing traffic study
 - proposed realignment seeks to address angle or sideswipe collisions by eliminating confusing configuration of one-way roadways present in the area
- **Cost: \$1,770,000**

BU 5: Ring Road Improvements



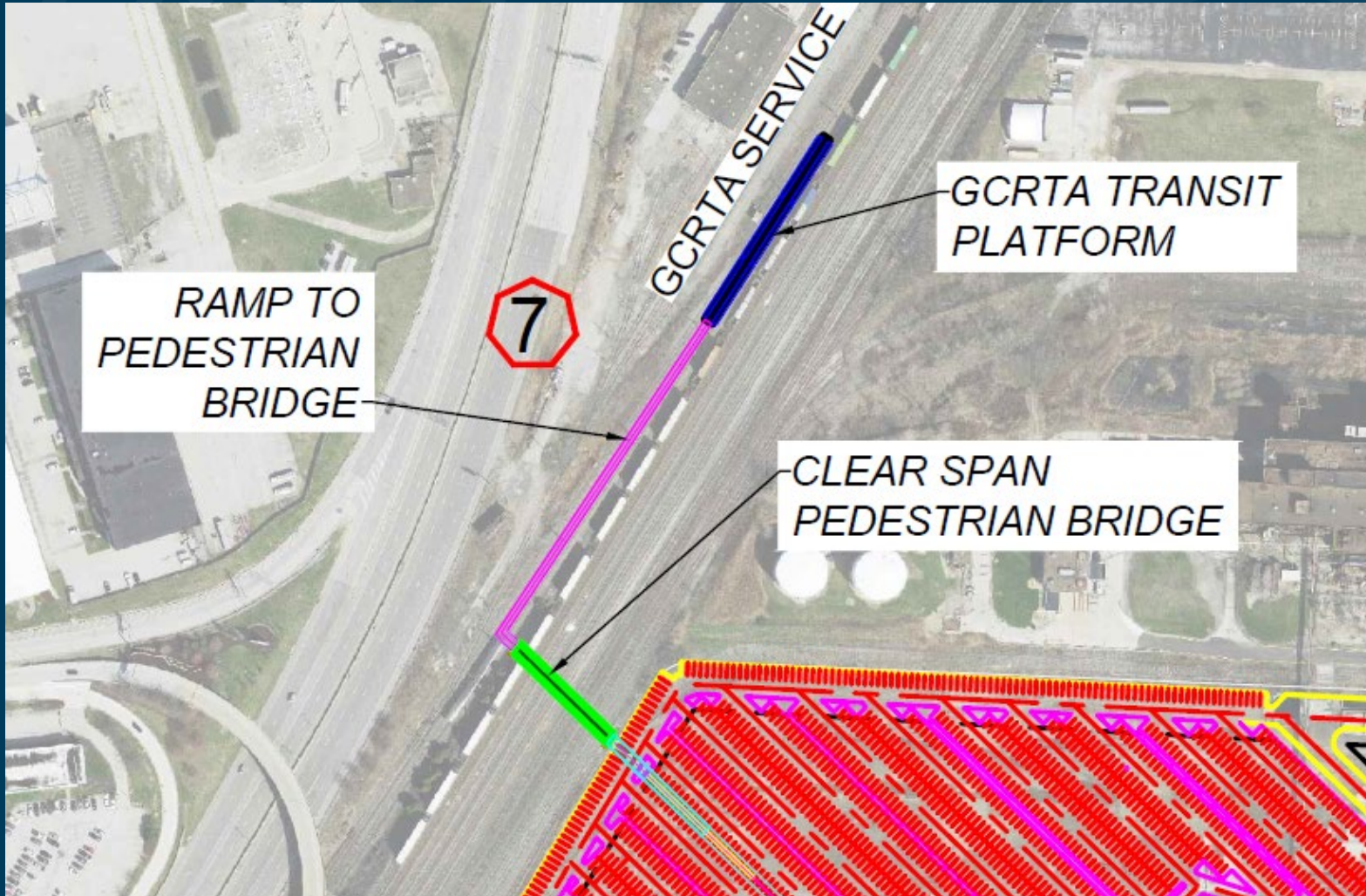
- **5,300' of roadway improvements**
 - beginning 2,200' south of Brookpark Rd., this five-lane section includes the reconstruction of Engle Rd./SR-291/ Henry Ford Blvd. (Ring Rd.)
 - including pavement replacement with curb and sidewalk on both sides of the roadway
 - Widen from 6 to 7 lanes south of Hummel Rd. creating an intersection with:
 - the realigned Engle Rd
 - the lanes from the Snow Rd. to Engle Rd. Connector
 - the new I-71 SB Flyover ramp
 - roadway from this intersection to the Connector is considered Ring Rd. during the design phase
 - number of lanes needed along Ring Rd. will be confirmed through the traffic study currently underway
- **Cost: \$14,600,000**

BU 6: Pedestrian Bridge



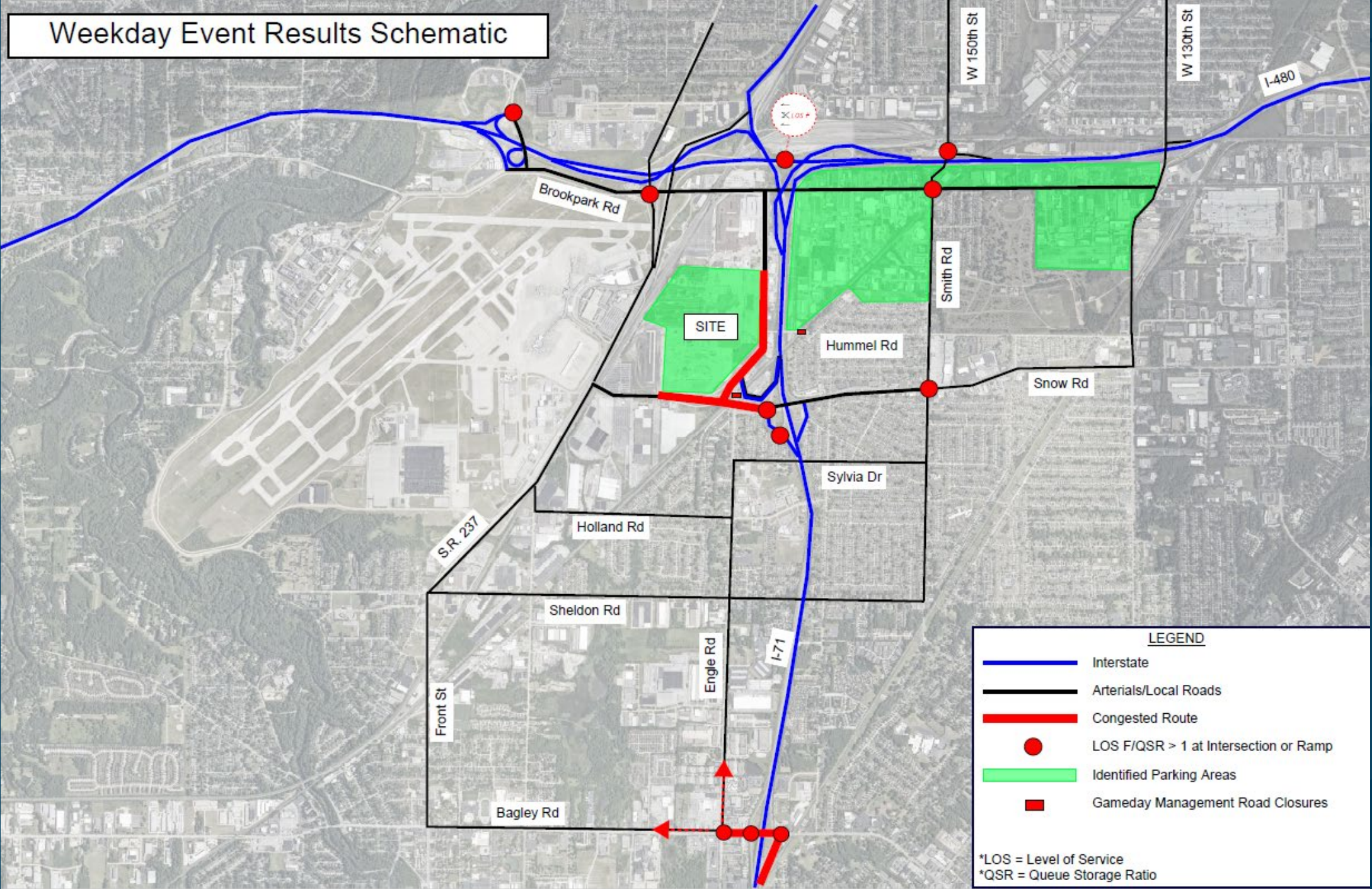
- **Pedestrian bridge to provide safe access for pedestrians utilizing off-site parking**
 - location of the pedestrian bridge being investigated alternative alignments are currently being evaluated
 - preferred option would be to construct a pedestrian walkway from W. 164th St., parallel to I-71 on the east side, south to Hummel Rd. with a pedestrian bridge over Engle Rd. to the development site
- **Cost: \$14,940,000**

BU 7: GCRTA Transit Station

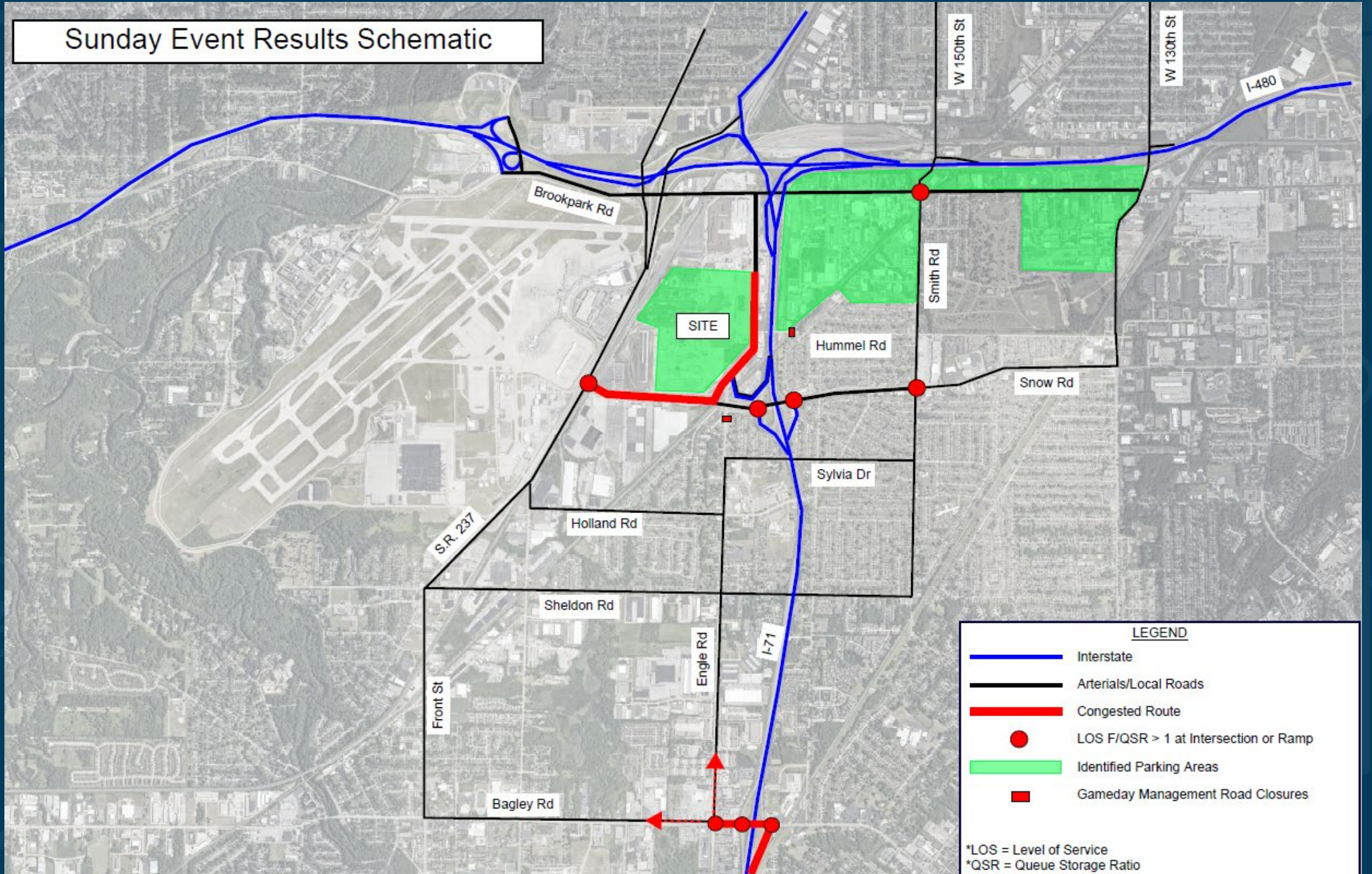


- GCRTA has participated in numerous regular meetings with Brook Park and Haslam Sports Group in connection with the project to maximize transit impact.
- Conceptual Design of a potential new RTA Transit Station is complete with a construction cost estimate.
- **Cost: \$40,000,000**
 - based on the conceptual station

Weekday Event Results Schematic



Sunday Event Results Schematic



RECOMMENDATIONS

Comment	Status
<p>Off-site parking is a major question for this development project. It is staff's understanding that the development is estimated to provide approximately 12,000 to 13,000 spaces on-site. According to the sponsor, it is anticipated that all off-site parking will be northeast of the project site along Engle Rd., West 164th St., and Brookpark Rd.. However, it is unclear where necessary off-site parking along these roadways will be located and available. A detailed study on where these vehicles will park on event days and how many users are estimated to travel by transit or rideshare services is recommended in order to understand the impacts to traffic in the surrounding area.</p>	In process
<p>A multijurisdictional approach is preferred to address development impacts on transportation infrastructure. Consideration should be given to a more inclusive project submission that reflects traffic impacts on other communities, particularly adjoining jurisdictions.</p>	In process

RECOMMENDATIONS

Comment

Status

The project lacks a major transit component aside from referencing the proximity of the GCRTA Brookpark Red Line station, which is located roughly a mile walking distance from the proposed development. With the concern about available parking offsite, it would be beneficial to have dedicated transit serving the site. One option could be constructing a new red line rail station at the site to take visitors directly to/from the development, which was shown in very early renderings of the planned development. A less costly, but also less impactful option, would be to have frequent shuttles bring transit visitors to/from the Brookpark station. Both options would encourage transit usage, reduce congestion, and decrease the need for additional parking in the surrounding area, with the on-site rail station having the largest regional impact.

In process

RECOMMENDATIONS

Comment	Status
<p>There is no information regarding accessibility features of the pedestrian facilities, particularly the bridge. To evaluate the full impact on pedestrian site access, it is important to understand how accessibility will be addressed. It is recommended to provide more detail in this area.</p>	In process
<p>A comprehensive traffic study needs to be completed. Staff are unable to provide a thorough analysis until review of the traffic impacts. This is a critical component to the project as there are many unanswered questions related to the interaction between the stadium, particularly on game days, and the airport which is the largest in Ohio. The materials provided refer to the traffic study as currently underway and ongoing. At a virtual meeting held with NOACA staff and Brook Park representatives and staff on July 22nd, it was stated that the traffic study would be completed in mid-August.</p>	In process

INFORMATION

Comment	Status
<p>This project is located within the Big Creek watershed. Aquatic Life Uses are impaired due to flow regime modifications, habitat alterations, organic enrichment and urban stormwater pollutants. This watershed is also impaired for recreation contact due to E.coli.</p>	In process
<p>While construction of the proposed project may cause temporary fluctuations in regional air quality, the project intends to limit traffic congestion, which should improve the overall air quality.</p>	In process
<p>This project will simplify the roadway network at Snow Rd., Engle Rd. and Five Points Rd. and make it easier to traverse. The existing configuration can be confusing to navigate with many one-way road segments and turn-arounds. The proposal adds signalized intersections and eliminates the one-way segments resulting in a more traditional road network. This will likely result in a safer network for vehicular traffic.</p>	In process

INFORMATION

Comment	Status
<p>Cost estimates are preliminary. The Opinion of probable cost is for all 6 Buildable Units(BUs). The schedule is for all BUs to be constructed simultaneously between 1/2027 and 5/2029.</p>	<p>In process</p>
<p>The proposed infrastructure improvements will require coordination with roadway and bridge projects planned for SFYs 2027 and 2028.</p>	<p>In process</p>

INFORMATION

Transit Council Comment

Status

A member of the Transit Council emphasized the importance of recognizing that transit systems carry ongoing costs when routes and services are adjusted and expressed hope that these considerations will be carefully evaluated as part of the project, rather than assuming that transit providers will simply appear to resolve issues.

In process

INFORMATION

Bicycle and Pedestrian Council Comments	Status
<p>A member of the BPAC emphasized the importance of convenient transit connections, particularly given GCRTA's plan for a new station adjacent to the airport, so that visitors would not need to walk long distances to reach the site. The member also noted that the only pedestrian bridge proposed thus far connects to a future parking area, with few other non-vehicular access options identified, and asked the project team to address how these issues will be resolved.</p>	In process
<p>Another BPAC member noted that, during large events, there is not only vehicle traffic but also heavy pedestrian traffic. While the idea of a new station is appealing, the member emphasized that there are already two existing stations that were paid for and remain in use. The member asked how connections to those existing stations are being addressed—particularly for pedestrians—so that if one station is crowded, people can safely access the others. The member stressed the importance of ensuring safe pedestrian connections across newly widened roads in addition to addressing vehicle traffic to and from the airport. The member suggested that the project team consider installing pedestrian refuge islands, noting that there are a large number of lanes to cross.</p>	In process
<p>Another BPAC member expressed concern about the potential impact of northbound traffic on these streets, particularly West 150th, given its residential environment.</p>	In process
<p>Another BPAC member asked if the project team had determined the parking deficit at the stadium.</p>	In process

INFORMATION

Safety and Operations Council Comments	Status
<p>A member of the SOC clarified that GCRTA's official position is that the distance from the Brookpark Station to the football site is 3,000 feet, similar to the walking distance from Tower City to the existing stadium. While GCRTA may collaborate if others wish to explore alternatives, it will not fund the project, and he stressed that this is not a GCRTA project.</p>	In process
<p>Another SOC member acknowledged the focus on game-day and event-day experiences but emphasized that project designers should also consider the everyday needs of Brook Park residents near the stadium. The member noted that residents may need to walk, bike, or drive in the area and cautioned against prioritizing event traffic for 30,000 fans over the daily needs of the community.</p>	In process
<p>The SOC member further stressed the importance of conducting a sidewalk inventory, ensuring sidewalks are adequately wide and continuous, and addressing challenges such as crossing the seven-lane Snow Road. The member suggested incorporating pedestrian refuge islands and other traffic-calming measures to improve safety and accessibility on non-game days as well.</p>	In process

FINANCIAL IMPACTS

- There is no financial impact
- Action does not approve proposed funding or implementation schedule of the project

NEXT STEPS

- **Staff will forward any comments from this Subcommittee to the project sponsor**
- **Pending the Transportation Subcommittee's recommendation, the project will be presented to the following for additional review and comment:**
 - **Planning & Programming Committee**
 - **Executive Committee**
- **Pending Board approval, the project sponsor will be notified that their project has completed PPR**
- **NOACA staff will work with the project sponsor to address any planning issues identified during PPR**

ACTION

Staff is seeking the Transportation Subcommittee's recommendation as to the most appropriate action regarding :

- Second Quarter SFY 2025 Project Planning Review (PPR)
 - Item 6.a.i. Public Infrastructure Improvements in Brook Park (CUY SR 291-02.90)



Motion
Second
Discussion
Put the Question





NOACA

Northeast Ohio Areawide Coordinating Agency

NOACA will **strengthen** regional cohesion, **preserve** existing infrastructure, and **build** a sustainable multimodal transportation system to **support** economic development and **enhance** quality of life in Northeast Ohio.