



# Bicycle and Pedestrian Advisory Council Meeting

**November 21, 2025, 10:30 a.m.**

NOACA Offices, 1299 Superior Ave.  
Cleveland, OH 44114

RSVP to 216-241-2414 ext. 282  
or [boardliaison@mpo.noaca.org](mailto:boardliaison@mpo.noaca.org)

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.



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY  
MEMORANDUM**

**TO: Bicycle and Pedestrian Advisory Council Members**  
Samuel Alai, Mayor, City of Broadview Heights  
Larry Antoskiewicz, Mayor, City of North Royalton  
David Bass, Major Transportation Projects Coordinator, City of Cleveland  
Joyce Braverman, Director, Planning Department, City of Shaker Heights  
Sarah Davis, Active Transportation Senior Planner, Cleveland City Planning Commission  
Timothy DeGeeter, Mayor, City of Parma  
Alan Exley, P.E., P.S., County Engineer, Lake County  
Erin Fink-Rohde, P.E., Design Engineer, Prevailing Wage Coordinator, Lake County Engineer  
Meghan George, Mayor, City of Lakewood  
Nicholas J. Gorris, P.E., Sanitary Engineer, Geauga County  
Aaron M. Harrison, County Commissioner, Medina County  
Brian Kazy, Cleveland City Councilman, Ward 16  
Sean McDermott, Chief Planning and Design Officer, Cleveland Metroparks  
Scott Ockunzzi, P.E., District Planning Engineer, ODOT District 3  
Anthony Ratajczak, Medina County Bicycling Community  
David Ray, P.E., P.S., County Engineer, Cuyahoga County Dept. of Public Works  
Neil Shop, P.E., Transportation Planning Manager, ODOT District 12  
James M. Sonnhalter, Planning Manager, Design & Implementation, Cuyahoga County Planning Commission  
Dale Vandersommen, P.E., City Engineer, City of Lorain  
Jacob VanSickle, Executive Director, Bike Cleveland  
Ariel Washington, Neighborhood Planner, Cleveland City Planning Commission  
James Ziemnik, Director, Lorain County Metro Parks

**FROM:** Kiara Williams, Chair  
Population Health Specialist, Lorain County Public Health

**DATE:** November 14, 2025

**RE: Bicycle and Pedestrian Advisory Council**

Attached please find materials for the Bicycle and Pedestrian Advisory Council meeting on **Friday, November 21, 2025, from 10:30 a.m. to 12:00 p.m. at NOACA's Offices, 1299 Superior Avenue, Cleveland, Ohio.**



**Northeast Ohio Areawide Coordinating Agency**  
**Friday, November 21, 2025**  
**10:30 a.m. – 12:00 p.m.**

The public can view the meeting live at: [youtube.com/live/EOzN7tSLyzg?feature=share](https://youtube.com/live/EOzN7tSLyzg?feature=share)

**BICYCLE & PEDESTRIAN ADVISORY COUNCIL MEETING AGENDA**

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1. Call to Order	
a. Pledge of Allegiance	
2. Minutes of August 15, 2025, Meeting	1
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5. Action Items (no items)	
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8. Old Business	
9. New Business	
10. Adjourn	

Next Meeting: **Friday, TBD, 10:30 a.m. – 12:00 p.m.**  
**NOACA Offices, 1299 Superior Avenue, Cleveland, Ohio**



**NOACA Bicycle and Pedestrian Advisory Council**  
**Meeting Minutes**  
August 15, 2025  
NOACA Offices  
1299 Superior Avenue, Cleveland, Ohio

**Present:** Please see the attached attendance record.

Ms. Kiara Williams, Chair of the Bicycle and Pedestrian Advisory Council (BPAC), convened the meeting at 10:30 a.m.

**Meeting Minutes**

Mr. Dave Schroedel made a motion to approve the meeting minutes of August 15, 2025. Mr. Nick Gorris seconded the motion. The motion passed by voice vote.

**Public Comment**

No one signed in to speak at this meeting.

**Chair's/Executive Director's Report**

Mr. Ed May reported that applications are open for the SFY2026 Transportation for Livable Communities Initiative (TLCI). The program is accepting proposals for both Planning Studies and Implementation Projects, with a submission deadline of October 10. He noted that TLCI provides support to communities in studying and implementing projects that improve livability. A total of \$1.5 million is budgeted for implementation projects and \$500,000 for planning studies. An applicant webinar is scheduled for September 3, with registration required. Additional information is available at [noaca.org/TLCI](http://noaca.org/TLCI).

Mr. Tom Jordan asked if a cap had been placed on individual TLCI implementation project applications this year. He recalled that last year some applications exceeded the \$1.5 million implementation budget and that BPAC had discussed recommending that NOACA consider capping individual requests.

Mr. Makarachi explained that a funding cap is typically applied during the project review process.

Mr. Jordan asked if a cap had been applied this year.

Mr. Makarachi said yes.

Mr. Jordan requested that staff follow up with him by email.

**Action Items**

No action items were presented at this meeting.

## Presentation/Discussion Items

### **Second Quarter SFY 2026 Project Planning Reviews (PPR) Public Infrastructure Improvements in Brook Park (CUY SR 291-02.90)**

Mr. May provided background on the Project Planning Review (PPR) purpose and process. He stated that the CUY SR 291-02.90 project in Brook Park, sponsored by the City of Brook Park, is located 0.5 miles east of Cleveland Hopkins International Airport and west of the I-71/Snow Road interchange. The project area includes a 175-acre former Ford Plant site, bounded by frontage roads from the southwest to the north, Snow Road, Five Points Road, Engle Road (SR 291), and Henry Ford Boulevard (SR 291). Proposed improvements include I-71 northbound and southbound exit ramp upgrades, a Snow Road/Ring Road connector, realignment of SR-291 (Engle Road), Ring Road improvements, and a pedestrian bridge. The total project cost is estimated at \$82.15 million, funded through TRAC and local sources, with \$4.8 million allocated for PEPD, \$6.5 million for PEDD, \$0.55 million for RW, and \$70.3 million for construction.

Mr. May presented maps and diagrams of the following:

- Brook Park Public Infrastructure
- Transportation Infrastructure Buildable Units (BU)
- BU 1: I-71 Northbound (NB) Exit Ramp Improvements
- BU 2: I-71 Southbound (SB) Exit Ramp Improvements
- BU 3: Snow Road/Ring Road Connector
- BU 4: SR-291 (Engle Road)
- BU 5: Ring Road Improvements
- BU 6: Pedestrian Bridge
- Staff Comments for Recommendation
- Staff Comments for Information

Mr. Jordan asked Mr. May why the Brook Park Mayor and the project team were at the BPAC meeting as part of the approval process, noting that they were not requesting funding.

Mr. May responded that funding was not relevant to this discussion. He explained that the proposed transportation infrastructure improvement was being presented to allow NOACA to review the project, provide input, and identify potential issues, particularly regarding multimodal considerations. He emphasized that the purpose of this presentation was to gather feedback from the advisory councils, regardless of the funding source.

Mr. Jordan confirmed that this step was a necessary part of the preliminary planning process for the proposed improvements, to which Mr. May agreed.

Mr. Jordan also clarified that the steps Mr. May listed in the process were already underway, which Mr. May confirmed.

Mr. Jordan then asked if GCRTA had provided any comments about potential improvements to the Brookpark Station or the addition of a connector bus, noting that the project team's plans even suggested the possibility of a new station.

Mr. May stated that, to his understanding, GCRTA has been participating in regular meetings with the City of Brook Park and the Haslam Sports Group to maximize the project's transit impact. He reported that the conceptual design for a potential new GCRTA station has been completed and that a construction cost estimate is expected next week. Although he has not yet reviewed the estimate, he noted that city representatives may be able to provide additional details. Mr. May

said that the City and the project team have maintained ongoing coordination and engagement with GCRTA.

Mr. Jim Sonnhalter noted that a NOACA-funded Transportation for Economic Development Initiative (TEDI) study for the Aerozone is currently underway. He asked how the proposed Brook Park project or group of projects aligns with the study's intent, goals, and timeline, and where potential points of intersection may exist.

Mr. Makarachi stated that this portion of the development is part of the Aerozone. He reported that the project consultant presented to the Aerozone Board last week and outlined three potential land use and development scenarios, each to be simulated based on the requirements of a multimodal transportation system. He noted that one or more scenarios will consider a potential stadium development, along with other projects such as the IX Center, the airport master plan, NASA, and the Brook Park development. He explained that NOACA is evaluating these scenarios to project future transportation needs and support the Aerozone's vision as a high-tech center.

Ms. Sara Maier asked the project team to discuss how accommodations for bicycles, pedestrians, and transit access will be incorporated, beyond simply meeting with GCRTA. She 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. She 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.

Mayor Edward Orcutt, City of Brook Park, thanked NOACA and the Council for the opportunity to present the project, provide an introduction, and share the City's plans. He noted that on page 16 of the BPAC meeting packet, the project team had prepared responses to staff comments and recommendations. Mayor Orcutt stated that he would address zoning considerations, after which Mr. Dennis Albrecht of Osborn Engineering would speak to the specific bullet points in the packet.

Mayor Orcutt addressed the question regarding a pedestrian bridge, noting it was an important consideration in planning for additional parking. He explained that Brookpark Road, a major corridor north of the site, and the surrounding industrial parkways present opportunities for event parking. The City is considering amendments to zoning in U5 and U7 districts to allow "entertainment parking," enabling businesses such as machine shops to make their lots available on weekends. He added that the City is negotiating land acquisitions to construct a pedestrian path along the east side of I-71 to Hummel Road, which would connect to a proposed pedestrian bridge. The plan prioritizes safety by directing pedestrians away from heavily traveled roads through industrial parkways. He noted that additional pedestrian pathways are under study, and the feasibility study due in mid-September will provide more information. The City's goal is a comprehensive approach that could include new sidewalks, street widening, and dedicated pedestrian routes.

Mr. Albrecht, Osborn Engineering, thanked the Council for the opportunity to present and review project materials. He noted that the development is moving along quickly, with design work continuing daily and project details advancing since the original submission to NOACA. He highlighted several key points from the project team's responses to NOACA staff comments:

- Parking
  - Current site plans include approximately 12,000 on-site parking spaces.
  - Additional off-site parking opportunities are being studied, particularly in the northeast area of the site.

- Brook Park is considering zoning amendments in U5 and U7 districts to allow “entertainment parking,” which would enable private property owners to lease spaces for event use.
- Transit Coordination
  - The project team has been meeting regularly with GCRTA, including biweekly meetings over the past six months.
  - Bowen Architects has been engaged to develop concepts for a new GCRTA transit station adjacent to the project site.
  - Conceptual plans include:
    - A platform accommodating three rail cars.
    - An ADA-accessible pedestrian bridge over CSX and GCRTA tracks, connecting to the northwest corner of the development site.
    - Options for site access from the bridge, including elevator/stair combinations or ADA-accessible ramps.
- Pedestrian Bridge Design
  - The bridge would be prefabricated, with abutments constructed on either side of the rail tracks.
  - Renderings show multiple options for landing points and access routes into the site.
  - GCRTA’s maintenance facility and existing rail infrastructure will require modifications, including potential relocation of a track and adjustments to catenary lines.

Mr. Albrecht emphasized that GCRTA has been highly engaged and supportive of the planning process. While the transit station is not yet included in the project’s funding mix, the team anticipates pursuing federal funding opportunities, such as the Small Starts Program.

Ms. Sarah Davis 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, she emphasized that there are already two existing stations that were paid for and remain in use. She 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. She stressed the importance of ensuring safe pedestrian connections across newly widened roads in addition to addressing vehicle traffic to and from the airport.

Mr. Albrecht reported that, based on discussions with GCRTA, the proposed new station may not be completed in time for the 2029 opening. In the interim, GCRTA anticipates relying heavily on its existing Brookpark Station, currently its busiest station. He noted that the walking distance from the Brookpark Station to the proposed site is comparable to the distance from Tower City to the Browns’ existing lakefront stadium, a route frequently used by transit riders. To support this interim arrangement, the project team is working with GCRTA to improve pedestrian access across the station site and Brookpark Road at Engle Road. He added that the City of Brook Park has a resurfacing project for Brookpark Road scheduled for 2028, which will include enhanced pedestrian crossings at Engle Road and improved sidewalks along Engle Road leading to the development site.

Ms. Davis asked Mr. Albrecht to provide additional details on the planned pedestrian crossing enhancements.

Mr. Albrecht responded that the current plan includes modern, high-visibility ladder-style crosswalks with ADA-accessible curb ramps on each side. Pedestrian countdown timers will be installed, and the project team will evaluate whether a dedicated pedestrian signal phase is warranted on event days.

Ms. Davis suggested that the project team consider installing pedestrian refuge islands, noting that there are a large number of lanes to cross.

Councilman Brian Kazy asked whether traffic studies have been conducted or are planned to evaluate access from the north, specifically from West 130<sup>th</sup> St., West 150<sup>th</sup> St., and Rocky River Drive. He noted that the section of West 150<sup>th</sup> north of I-480 is a residential area with only one lane in each direction on both West 150<sup>th</sup> and West 130<sup>th</sup> Streets. He expressed concern about the potential impact of northbound traffic on these streets, particularly West 150<sup>th</sup>, given its residential environment.

Mr. Albrecht reported that earlier this week, the traffic subconsultant, Davey Resource Group, submitted an interchange modification study to ODOT District 12, ODOT Central Office, and the City of Brook Park. He noted that the study focuses on the interstate and represents the first step in the process. Over the next month, the traffic consultant and design team will conduct a broader feasibility study to examine game-day and major event operations, including potential traffic control measures. The study area extends north past Brookpark Road and south past Bagley Road to ensure impacts on adjacent communities are considered. Mr. Albrecht added that the project team could provide an update to the Council in approximately one month.

Mr. Jordan asked Mr. Albrecht if the project team had determined the parking deficit at the stadium.

Mr. Albrecht responded that there are approximately 12,000 on-site spaces, resulting in a deficit of 8,000 to 10,000 parking spaces. He noted that with the available land northeast of the site, the project team anticipates being able to meet that need.

Regarding Councilman Kazy's question, Mr. Makarachi noted that NOACA is simulating traffic patterns for events, considering arrivals from various zones and neighborhoods both within and outside the region to identify potential congestion points. He emphasized that NOACA's analysis is not limited to highways but considers a multimodal system, including non-motorized travel, transit, and vehicles. While vehicles remain the dominant mode, non-motorized options are also an important part of the regional strategy. He noted that NOACA's study is not limited to the Brook Park project but also includes the broader Aerozone. A consultant will provide a progress report on the Aerozone, including its multimodal system, which is related to the Brook Park project, at the next Council meeting.

Mr. Albrecht addressed the last four bullet points in the meeting packet in response to staff comments, noting the following:

- Pedestrian Accessibility
  - The proposed pedestrian bridge will be fully ADA-compliant.
  - Sidewalks will be added on both sides of Engle Road.
  - The planned pedestrian path from the northeast properties in the West 164<sup>th</sup> industrial area will include ADA-compliant sidewalks and facilities.
  - Improvements to the pedestrian crossing at Brookpark Road are included as part of the project.
- Traffic Study Submittals
  - Certified traffic materials were submitted to ODOT July 31.
  - The Interchange Modification Study (IMS) was submitted August 11.
  - A broader feasibility study, examining the global impact of the project, is scheduled for submission September 12.
  - The feasibility study will cover the full study area as defined by ODOT, recommending event-day operations and strategies to benefit adjacent communities.

Mr. Albrecht emphasized that the project team is actively addressing staff comments and coordinating with ODOT to ensure comprehensive analysis and accessibility improvements.

Mr. Sonnhalter requested that the annotated points be sent to the members.

Ms. Williams confirmed that this could be done.

### **NOACA Household Travel Survey Analysis for Modeling and Planning**

Ms. Hinal Sorathiya stated that the analyzed Household Travel Survey results will be used to update socioeconomic parameters in the NOACA Travel Forecasting Model and will also support the model's calibration and validation, as well as other planning activities. This helps ensure the model and planning efforts reflect current travel behavior. A total of 8,109 household (HH) surveys were validated and retrieved, representing approximately 934,000 households across the region, including portions of Summit and Portage counties. Of these, about 888,000 households are located within the NOACA region. The total population represented is roughly 2.12 million people across the region, with approximately 2.02 million residing within the NOACA area.

Ms. Sorathiya presented information on the following:

- Met County Goal Distributions (n=8,109)
- Key Demographic Distributions (charts)
  - Household size vs. ACS Distributions
  - HHTS vs. ACS Vehicle Ownership
  - No. of HH Workers vs. ACS Distribution
- Key Travel Behavior Characteristics
  - Trip Rates
  - Diurnal Trip Distribution (chart)
  - Mode Choice for Daily Trips for All Purposes (chart)
  - Means of Transportation to Work (chart)
  - Telecommuting (chart)
  - Homebased Trips
  - Homebased Daily Trips (chart)
  - Non-Homebased Trips
- Non-Homebased Daily Trips (chart)

Ms. Sorathiya stated that the Household Travel Survey (HHTS) was funded with \$1,750,591 from STBG and OCPG funds. As next steps, she noted that the survey results will be used for the calibration and validation of the NOACA Travel Forecasting Model, as well as for other planning activities.

Ms. Davis inquired about how the survey responses aligned with income levels across the region.

Mr. Makarachi explained that the consultant had collected the survey results and presented them at the last BPAC meeting, showing an even distribution across income levels. He noted that the survey was designed to capture unbiased data and that the results had been shared with the Board.

### **Community Safety Reports and County Prioritizations**

Ms. Kessa Turnbull presented information on the following:

- Systemic Safety Management
- Segment Configurations

- The Process
- South Euclid Segments
- South Euclid Intersections
- South Euclid Map 2
- Calibration
- Crash Frequency Results
- Prioritization
- At-Grade Railroad Crossings
- Cost-Benefit Analysis
- Cost and Impact Assessment
- Regional Overview
- Geauga Segment Prioritizations
- Geauga Intersection Prioritizations
- Medina Segment Prioritization
- Medina Intersection Prioritization
- Lorain Segment Prioritization
- Lorain Intersection Prioritization
- Lake Segment Prioritization
- Lake Intersection Prioritization
- Cuyahoga Segments Prioritized
- Cuyahoga Intersections Prioritized
- Cuyahoga Excluding Cleveland (Segments)
- Cuyahoga Excluding Cleveland (Intersections)
- Cleveland Segments Prioritized
- Cleveland Intersections Prioritized

Ms. Turnbull stated that there were no financial impacts for this item. She noted that the next steps include staff continuing to present reports to raise community awareness and submitting county prioritizations to FHWA for the SAFE ROADS program.

Ms. Williams reported that Lorain County has a comprehensive safety action plan created under SS4A, highlighting some of the same intersections. She asked when the tables would be posted on NOACA's website for BPAC to review.

Ms. Turnbull responded that staff aim to post the tables within one to two months. She explained that the current focus is on finalizing and submitting them.

**Lorain East 28<sup>th</sup> Corridor TLCI Study Update**

Mr. Ali Makarachi presented information on the following:

- Project Goals
- Complete Street
- Project Study Area
- Project Phases
  - Phase 1: Data Collection & Existing Condition Analysis
    - Data Collection
    - Lorain County Transit Network
    - Transit Stops
    - All Crashes (2019-2023)
    - Vacant Land
    - Other Plans and Studies

- Phase 2: Analysis & Alternatives Development
  - Traffic Congestion
  - Traffic Through the Corridor

Mr. Makarachi stated that staff would continue to provide updates to the Council as the project progresses.

### **Reports/Updates**

No reports/updates were presented at this meeting.

### **Old Business**

No old business was presented at this meeting.

### **New Business**

No new business was presented at this meeting.

### **Adjournment**

Ms. Davis made a motion to adjourn the meeting at 12:10 p.m. Mr. Jim Ziernik seconded the motion. The motion passed by voice vote.

The next regular Bicycle and Pedestrian Advisory Council meeting will be Friday, November 21, 2025, at 10:30 – 12:00 p.m. at the NOACA offices.

*Note: Additional information on the agenda items can be found on [NOACA's website](#) and [YouTube channel](#).*



**NOACA Bicycle and Pedestrian Council  
2025 Attendance Record**

<b>MEETING DATES</b>	<b>2/21/25</b>	<b>5/16/25</b>	<b>8/15/25</b>	<b>11/21/25</b>
<b>ALAI</b> , Samuel (David Schroedel, Alternate)	X	A	A	
<b>ANTOSKIEWICZ</b> , Larry (Thomas Jordan, Alternate)	A	A	A	
<b>BASS</b> , David (Phil Kidd, Alternate)	X	X	X	
<b>BRAVERMAN</b> , Joyce (Kara Hamley O'Donnell, Alternate)	X		X	
<b>DAVIS</b> , Sarah (Phil Kidd, Alternate)			X	
<b>DEGEETER</b> , Timothy (Scott Wangler, Alternate)	A	A	A	
<b>EXLEY</b> , Alan (Kirk Dimmick, Alternate)	A		A	
<b>GEORGE</b> , Meghan (Dave Baas, Alternate)	A			
<b>GORRIS</b> , Nick James W. Dvorak	X	X	X	
<b>FINK-ROHDE</b> , Erin (Alternate not designated)	X	X		
<b>HARRISON</b> , Aaron M. (John Kalas, Alternate)	A	A		
<b>KAZY</b> , Brian (Kris Harsh, Alternate)		A	X	
<b>MCDERMOTT</b> , Sean (Sara Byrnes Maier, Alternate)	A	A	A	
<b>OCKUNZZI</b> , Scott (Jeremy Adato, Alternate)	X	X	X	
<b>RATAJCZAK</b> , Anthony (John Watkins, Alternate)	A		A	
<b>RAY</b> , David (A.J. Stoll, Alternate)	X	X	A	
<b>SHOP</b> , Neil (Melinda Bartizal, Alternate)	X	A	X	
<b>SONNHALTER</b> , James M. (Paul Triolo, Alternate)	X	A	X	

MEETING DATES	2/21/25	5/16/25	8/15/25	11/21/25
<b>VANDERSOMMEN, Dale</b> (Veronica A. Newsome, Alternate)	A	A	A	
<b>VANSICKLE, Jacob</b> (Jenna Thomas, Alternate)	X	X	X	
<b>WASHINGTON, Ariel</b> (Alternate TBD)	X	X	X	
<b>WILLIAMS, Kiara</b> (Alternate not designated)	X	X	X	
<b>ZIEMNIK, James</b> (Alternate not designated)	X	X	X	

X = Member present A = Alternate present

DRAFT



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY  
M E M O R A N D U M**

**TO:** NOACA Bicycle and Pedestrian Advisory Council  
**FROM:** Dr. Ali Makarachi, Director of Transportation Planning & Engineering  
**DATE:** November 14, 2025  
**RE:** **CY 2026 Highway Safety Performance Measure Targets**

**ACTION REQUESTED**

No action is requested. This item is for presentation and discussion. The Transportation Subcommittee and the Planning and Programming Committee recommended this item for approval at the December 12, 2025, Board of Directors meeting.

**BACKGROUND/JUSTIFICATION FOR CURRENT ACTION**

[Safety Performance Management \(SPM\)](#) is FHWA's strategic, data-driven approach to inform federal-level investment and policy decisions, with the goal of improving safety on all roads. The Safety Performance Management (SPM) Measures regulation establishes safety performance measure requirements for the Highway Safety Improvement Program (HSIP). It also requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs), like NOACA, to set HSIP targets for the following five safety performance measures as the five-year rolling averages:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries

The SPM regulation also establishes the process for DOTs and MPOs to establish and report their safety targets. State DOTs are required to adopt targets annually. MPOs must establish targets within 180 days and represent the anticipated outcomes for the same calendar year as the State DOT target. MPO targets can be established through one of two options:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for a safety performance measure, or
2. Commit to a quantifiable target for a safety performance measure for the metropolitan planning area.

Together, these performance measures foster transparency and accountability and help organizations track safety progress at the regional, state, and national levels.

Last year, following feedback from the Planning & Programming Committee, the Transportation Subcommittee, and the Bicycle and Pedestrian Advisory Council, NOACA adopted a new method, Equal Annual Reduction (EAR), to replace the previous fixed reduction rate for establishing the yearly

safety target. According to the EAR methodology, to achieve the Vision Zero goal by 2050, the reduction *rate* should be 4.0% for CY 2026. The reduction *value* depends on the rolling average of the actual data in the previous five years. Due to higher Vehicle Miles Traveled (VMT) without commensurate increases in traffic congestion in 2024, several performance measures increased and necessitate a higher reduction value than last year. The presentation will provide details regarding which performance measures have increased and how their reductions have subsequently grown.

### **FINANCIAL IMPACT**

There is no financial impact.

### **CONCLUSION/NEXT STEPS**

Pending Board approval, NOACA's Long Range Transportation Plan and Transportation Improvement Plan will be amended to reflect the adopted 2026 highway safety performance targets.

AM:EB:KT



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY  
M E M O R A N D U M**

**TO:** NOACA Bicycle and Pedestrian Advisory Council  
**FROM:** Dr. Ali Makarachi, Director of Transportation Planning and Engineering  
**DATE:** November 14, 2025  
**RE:** **bikeNEO Mapping App Update**

**ACTION REQUESTED**

No action is requested. This item is for information and presentation.

**BACKGROUND/JUSTIFICATION FOR CURRENT ACTION**

NOACA has maps of bicycle routes for its five-county region. The maps provide cyclists with the location of bike routes throughout the region and include information about amenities such as points of interest, bike shops, safety tips, and other resources. Currently, the maps are only available in [portable document format \(PDF\) on the NOACA website](#), although it is planned to print more in the future for those who prefer a physical map. In December 2024, NOACA contracted with TierraPlan to develop an interactive application that will enable users to conduct bike trip planning on a desktop computer or mobile device.

This presentation will show the current working version of the bikeNEO Bike Map Web Application, including a live demonstration. The responsive website includes an interactive bike network map, map searching, map layers, and bike safety tips from NOACA's paper maps. The website supports route assignment from origin to destination by preferred NOACA LTS. When choosing origin and destination, the user will have the option to be routed step-by-step using one of two methods: door-to-door or neighborhood-to-neighborhood. The current working version is still under development and is currently undergoing testing and refinement.

**FINANCIAL IMPACT**

The project budget is \$118,830.

**CONCLUSION/NEXT STEPS**

The project team, including NOACA staff and TierraPlan, will provide project updates as app development progresses. Comments or suggestions from the Council will be used to refine and strengthen the application as development continues.

AM:EB:SS



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY  
MEMORANDUM**

**TO:** NOACA Bicycle and Pedestrian Advisory Council  
**FROM:** Dr. Ali Makarachi, Director of Transportation Planning & Engineering  
**DATE:** November 14, 2025  
**RE:** **SFY 2028-2031 TIP Development – Potential Projects for NOACA Funds**

**ACTION REQUESTED**

No action is currently requested. This item is being presented for information and to gather input from the Council in the selection of projects to be funded with NOACA-administered Surface Transportation Block Grant (STBG), the STBG set aside for transportation alternative projects (TAP), and Carbon Reduction Program (CRP) funds for the SFY 2028-2031 Transportation Improvement Program (TIP).

**BACKGROUND/JUSTIFICATION FOR CURRENT ACTION**

Metropolitan Planning Organizations (MPOs) like NOACA are required by federal law to develop and maintain a Transportation Improvement Program (TIP) to ensure that transportation investments are planned in a coordinated, transparent, and fiscally responsible way.

NOACA is beginning to develop its TIP for State Fiscal Years (SFY) 2028-2031, which will take effect on July 1, 2027, through June 30, 2031. The TIP will contain road, bridge, public transit, and other transportation projects scheduled for implementation within the NOACA region and will include projects supported by NOACA-administered funds as well as by other federal funds controlled through ODOT, the Federal Transit Administration (FTA), or by other governmental agencies.

The first step is to develop the list of projects recommended for NOACA funds. The universe of potential projects to be considered for NOACA funds in the SFY 2028-2031 TIP will consist of projects from [weNEO2050+](#), NOACA's Long Range Plan, generated from the Transportation Asset Management Program; the ACTIVATE active transportation plan; Safety, Congestion, and Transportation Alternatives Plans; and ODOT, local community, and regional transit agency submitted projects. Filters will be applied to the universe of projects that emphasize Plan priorities for each project type.

Qualifying transportation projects will be evaluated against regional significance criteria. Staff will present the methodology and scoring criteria used to evaluate qualifying projects—which reflect the *weNEO2050+* projects, policies, plans, and programs—to the Council for review and input.

**FINANCIAL IMPACT**

There is no financial impact.

**CONCLUSION/NEXT STEPS**

Input received from the Council will be utilized by staff in its evaluation of projects for NOACA funding in the draft SFY 2028-2031 TIP. Project funding recommendations will be presented to the Council at a future meeting.

NOACA funded projects will then be programmed and incorporated with non-NOACA funded projects in development of the draft SFY 2028-2031 TIP. The final draft TIP will be presented to the Planning and Programming Committee for recommendation at their January 2027 meeting and to the Board of Directors at their March 2027 meeting.

AM:EB:EM



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY  
M E M O R A N D U M**

**TO:** NOACA Bicycle and Pedestrian Advisory Council  
**FROM:** Dr. Ali Makarachi, Director of Transportation Planning & Engineering  
**DATE:** November 14, 2025  
**RE:** **SFY 2026 TLCI Program Applications**

**ACTION REQUESTED**

No action is requested currently. This item is for information and discussion only.

**BACKGROUND/JUSTIFICATION FOR CURRENT ACTION**

NOACA's [Transportation for Livable Communities Initiative \(TLCI\) Program](#) provides assistance to communities for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by:

- Developing transportation projects that provide more travel options
- Promoting reinvestment in underutilized or vacant/abandoned properties
- Supporting economic development
- Ensuring that the benefits of growth and change are available to all members of a community
- Enhancing regional cohesion
- Providing people with safe and reliable transportation choices

The TLCI Program has two components: the TLCI Planning Studies Program and the TLCI Implementation Program. The TLCI Planning Studies Program assists communities in developing transportation planning studies that facilitate and promote sustainable development, multimodal transportation, and complete and green streets. The TLCI Implementation Program provides funding assistance for communities to implement priority projects identified in TLCI or TLCI-like community-developed plans.

For this round of funding, NOACA sought applications for both TLCI planning studies and implementation projects. The application round was opened on August 15, 2025. By the application deadline of October 10, 2025, NOACA received 5 planning study applications and 14 implementation project applications, totaling \$6.96 million in funding requests. All requests are being evaluated based on the criteria established in the NOACA [TLCI Policy](#) and [Regional Strategic Plan](#). A list of all project applications is included (Attachments 1 and 2).

**FINANCIAL IMPACT**

There is \$2 million available for the SFY 2026 TLCI program, for which at least \$1.5 million is allotted for implementation projects and up to \$500,000 for planning studies. The TLCI program is funded by an annual allocation of \$2 million from NOACA's Surface Transportation Block Grant (STBG) funds. The TLCI planning study budgets are included in NOACA's annual Overall Work Program (OWP). The TLCI implementation program budgets are included in NOACA's biennial Transportation Improvement

Program (TIP). Awards will be for up to 80% of the total project cost requested with a local match requirement. Local matches may be waived for Areas of Persistent Poverty, Urban Core Communities, and/or Disadvantaged Communities.

**CONCLUSION/NEXT STEPS**

Input received from the Council will be incorporated into application evaluations. NOACA staff will evaluate the submitted projects and present recommendations to the Planning and Programming Committee in January and the Board of Directors in March.

AM:EB:JT:LT

**Attachment 1:** SFY2026 NOACA Transportation for Livable Communities Initiative (TLCI) Planning Study Applications

**Attachment 2:** SFY2026 NOACA Transportation for Livable Communities Initiative (TLCI) Implementation Program Applications

**Attachment 1: SFY2026 NOACA Transportation for Livable Communities Initiative (TLCI) Planning Study Applications**

#	PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	TOTAL PROJECT COST	LOCAL FUNDING	NOACA FUNDING REQUESTED
1	Elyria	Elyria TLCI Planning Study	Propose a new plan to evaluate complete street solutions, multi-modal transportation, and enhancement opportunities to three key areas within Elyria that are scheduled to undergo infrastructure improvements and construction. West River and Griswold ("North"), SR57/BroadSt/Walmart area/Chestnut Ridge ("South"), Downtown Elyria ("Downtown").	\$150,000	\$0	<b>\$150,000</b>
2	Greater Cleveland Regional Transit Authority	GCRTA Pathways to Transit: First Last Mile Connections to Transit Stations	Along GCRTA's Red Line heavy rail, stretching from the Puritas station on the west side of Cleveland to the eastern terminus at the Windermere station in East Cleveland. It also includes stations located along the Blue and Green light rail trunk line. Study will include a total of 19 stations focusing on growth of ridership, improved livability for adjacent communities, and future maintenance.	\$125,000	\$25,000	<b>\$100,000</b>
3	Liverpool Township	Valley City Business Corridor Study	Study of the downtown Valley City Business Corridor from Lester Rd. to Columbia Rd. (SR 252). Goal of study is to supply the township with details of possible safety measures to implement to create a safer experience for all focusing on pedestrian and cyclist access to the park.	\$150,000	\$0	<b>\$150,000</b>
4	Mentor-on-the-Lake	Mentor-on-the-Lake Multimodal Facilities Plan	Examine how to improve bicycle and pedestrian access to several amenities within and near Mentor-on-the-Lake, while improving the safety for vulnerable users. The study includes key corridors within the city which will provide the spine of the city's multi-modal network.	\$150,000	\$30,000	<b>\$120,000</b>
5	Solon	Downtown Solon Multi-Purpose Trail - Downtown CORE Segment	Study the Downtown CORE of the City of Solon, primarily along Aurora Road and Solon Road, between SOM Center Road (SR 91) and Portz Parkway, encompassing the central business district. Goals are to enhance pedestrian and cyclist access throughout downtown and provide direct connectivity to the regional trail network.	\$200,000	\$40,000	<b>\$160,000</b>
<b>Totals:</b>				<b>\$775,000</b>	<b>\$95,000</b>	<b>\$680,000</b>

**Attachment 2: SFY2026 NOACA Transportation for Livable Communities Initiative (TLCI) Implementation Program Applications**

#	PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	TOTAL PROJECT COST	LOCAL FUNDING	NOACA FUNDING REQUESTED
1	Bay Village	Cahoon-Huntington Safe Passage Connector Trail	Construct a 1,022' long, 12' wide, asphalt multi-use trail with a high-visibility, ADA compliant, mid-section crosswalk with RRFBs between the Cleveland Metroparks Huntington Reservation and the existing trail system within Cahoon Memorial Park.	\$186,197	\$37,240	\$148,958
2	Bedford	Viaduct-Commons Connector Trail	Install a 10' wide trail on the east side of Willis St. running southeast from Bedford Commons to Viaduct Park approx. 1,800 linear feet in length. This connector will bring together Viaduct Park, Tim Lally Field, and Bedford Commons Park. Five ADA accessible ramps will be included. Relocation of 4 hydrants and 1 utility pole, installation of 8 new decorative streetlights, 50 linear feet of storm sewer pipe, 25 caliper trees and 500 square feet of landscaping.	\$545,853	\$109,171	\$436,683
3	Cleveland	Euclid Beach Connector Trail Access Improvement	Raised mid-block, high-visibility crosswalk with pedestrian refuge islands and overhead pedestrian-activated beacons, with trail extension within existing right-of-way between Lakeshore Blvd. and Shore Acres Drive. This extension will link a future Cuyahoga County multi-purpose trail, providing residents connection to the lakefront.	\$430,636	\$79,188	\$316,753
4	Cleveland Heights	Taylor Road Reconfiguration Project, Ph 3	The final phase of the Taylor Rd. Reconfiguration Project will stretch approx. 2/3 mile on Taylor Rd. from Meadowbrook Rd. to Fairmount Blvd. It will include newly installed advisory bike lanes, crosswalk enhancements, speed tables, motorist signage, and improved access management roadway features for motorist, multi-modal, and pedestrian safety.	\$229,678	\$45,937	\$183,742
5	Grand River	Grand River Street Restoration	Gateway signage at Heisley Road, curbs, gutters, sidewalks, street trees, and bump outs at Olive Street. Pedestrian and bicycle access to trail, safety striping on railways, new crosswalks, banners, and street signs.	\$659,757	\$131,952	\$527,805
6	Laketrans	Vine Street Corridor Streetscaping, Ph 1	Improvements including three cities: Eastlake, Willowick, and Willoughby. The City of Eastlake will install new street lighting on the corridor between the Willowick Corp limit and Willoughby Corp limit. The city of Willowick will install new street lighting along the corridor between Lakeshore Blvd. and Eastlake Corp limit. This will include walkway enhancements and landscaping. The city of Willoughby will replace curbs, sidewalks, curb ramps, and improve street lighting and landscaping on the west side of Erie Street from Third Street to Vine Street, and on the south side of Vine St. from Erie St. west to Clark Ave.	\$4,500,000	\$900,000	\$1,500,000
7	Lorain	Sunset Pier Park Trailhead	Proposed trailhead facility at Sunset Pier Park. Including installation of paved parking area with ADA-compliant parking spaces, connection to newly installed sidewalk along the former pellet terminal, and designated bicycle parking. This project will support multi-modal access to the waterfront and provide connection within Lorain's growing bicycle network.	\$1,199,770	\$699,770	\$500,000
8	North Olmsted	Lorain Road Multi-use Connector	Construct a 0.85 mile multi-purpose trail along the north side of Lorain road from Stearns Road to Porter Road. This will provide access to the North Olmsted Community Park, and a connection to the North Olmsted Middle and High Schools entrance. This trail is proposed for improved safety due to high crash area on Lorain Road.	\$1,191,628	\$238,326	\$953,303
9	North Royalton	State Road Sidewalk - Turnpike Bridge to Valley Parkway	Installation of approx. 460 linear feet of 5' wide sidewalk along the western side of State Road beginning at the southern end of the Ohio Turnpike bridge and extending south to Valley Parkway. This project will complete the connection from the bridge to Valley Parkway, with future goals to extend the pedestrian connection fully from Royalton Road to Valley Parkway.	\$270,664	\$54,133	\$216,531
10	Painesville	Main Street Safety and Streetscape Enhancement Project	Project includes crosswalk enhancements, reconfiguration of intersections, road diet, and bump-outs on East Main Street from State St. to Mill St. These elements will improve safety and accessibility for all users.	\$536,398	\$161,398	\$375,000
11	Parma Heights	West 130th Street Corridor Streetscape, Transit Waiting Enhancement Project	Replace areas of 4' wide sidewalk with 6' wide sidewalk. Remove impervious concrete in the right-of-way; plant street trees with box outs; decorative pervious cobblestone rocks will be installed to mitigate stormwater and match the median on Pearl Road; Enhanced high-visibility crosswalks. Enhanced Transit Waiting Environments with decorative stamped concrete pads will be installed at all RTA stops along with benches, bike racks, and trash receptacles.	\$451,225	\$90,245	\$360,980
12	Richmond Heights	Chardon Road Corridor Project	Proposed improvements to the Chardon Road East Corridor between Chardonview slip-lane and the Cuyahoga County line: Removal of one of the dual-span wire signals at Brush Rd. (current 3-leg signalized intersection), install ADA-compliant, high-visibility crosswalks at Brush Road and Chardonview, construct continuous south sidewalk along Chardon Rd., add lane of buffers and new striping to reduce lane widths on Brush Rd. to calm traffic and improve safety for cyclists.	\$310,500	\$0	\$310,500
13	Rocky River	Center Ridge East Gateway Project	Improvements along Center Ridge Rd. from Linden Rd. to Wooster Rd. including reduced paving areas, reconfiguring driveway entrances, and a possible center median or boulevard.	\$1,500,000	\$1,200,000	\$300,000
14	Shaker Heights	Lee Road Complete Street Project	Part of the Lee Road Action Plan, improvements south of Van Aken including pedestrian amenities, lighting, sidewalks, wayfinding and streetscaping.	\$23,660,810	\$37,500	\$150,000
<b>Totals:</b>				<b>\$ 35,673,116</b>	<b>\$3,784,860</b>	<b>\$6,280,255</b>



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY  
M E M O R A N D U M**

**TO:** NOACA Bicycle and Pedestrian Advisory Council  
**FROM:** Dr. Ali Makarachi, Director of Transportation Planning and Engineering  
**DATE:** November 14, 2025  
**RE:** **Lorain East 28<sup>th</sup> Street Corridor TLCI Study Update**

**ACTION REQUESTED**

No action is requested. This item is for information and discussion.

**BACKGROUND/JUSTIFICATION FOR CURRENT ACTION**

NOACA's Transportation for Livable Communities Initiative (TLCI) assists communities and public agencies with integrated transportation and land use planning and projects that strengthen community livability. The TLCI contains two components: (1) planning, and (2) implementation.

The Lorain E. 28<sup>th</sup> Street Corridor TLCI and Complete Street study falls under the planning component. The study corridor is along E. 28<sup>th</sup> Street (SR 57) from Broadway to Grove Ave. in the City of Lorain in Lorain County. The length of this corridor is about 2.3 miles and is characterized by large industrial sites, small businesses, and vacant buildings. The study area includes a half mile around the corridor with the southern half being primarily residential.

The main goals of the study are improving safety, improving livability, and encouraging redevelopment of vacant sites leading to economic, social, and cultural growth opportunities.

In accordance with FHWA priorities and guidance regarding Complete Streets standards and policies, the study prioritizes the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists and freight vehicles.

The Project Alternatives Development component of the report is in its final stages and will be presented to this Council. The first public meeting was held in June at El Centro's Opportunity Center. A second public meeting is planned for early January.

**FINANCIAL IMPACT**

There is no financial impact.

**CONCLUSION/NEXT STEPS**

The Council will continue to be updated as the project progresses.

AM:EB:RU



## TRAVEL OPTIONS FOR NOACA MEETINGS

### LOCATION

NOACA is conveniently located in Cleveland's central business district at 1299 Superior Avenue, on the NW corner of Superior and E. 13<sup>th</sup> Street.

### TRANSIT & BICYCLE TRAVEL TO NOACA

NOACA is accessible by transit and bike.

The NOACA office building is situated on several major and minor bus routes. You can plan your transit trip to NOACA by using trip planner tools or with information provided by the region's public transit agencies:

- [GCRTA Trip Planner](#)
- [Geauga County Transit](#)
- [Laketran Trip Planner](#)
- [Lorain County Transit service](#)
- [Medina County Transit](#)

Bikes may be stored and locked at U-racks located directly in front of the building.

### PARKING (see map)

The Cathedral Plaza Garage (E. 9<sup>th</sup> St. and Rockwell Ave.) is currently unavailable due to repairs. The following map shows other parking options. Unfortunately, we are unable to offer reimbursement for these parking lots. Should you have any questions or concerns please let us know.

Parking meters are located along E. 13<sup>th</sup> Street between Superior and Rockwell Avenues. Please heed parking signs and note any time restrictions. Payment may be made at these meters with quarters, credit card, or by using the ParkMobile mobile device application.

Street parking is also available along Rockwell Avenue, east of E. 13<sup>th</sup> Street.

### TRAVEL ASSISTANCE AND SPECIAL ACCOMMODATION

If you need further assistance with travel to or special accommodation for parking at NOACA, please contact Lindy Burt at 216-241-2414, x. 108.

