



Safety and Operations Council Meeting

November 21, 2025, 1:00 p.m.

NOACA Offices, 1299 Superior Ave.
Cleveland, OH 44114

RSVP to 216-241-2414 ext. 282
or 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: Safety and Operations Council Members

Angela Byington, Director of Planning & Development, City of Lakewood
Brian Drum, Village of Chagrin Falls Councilman
Alan Exley, P.E., P.S., County Engineer, Lake County
Andy Haupt, P.E., P.S., County Engineer, Geauga County
Gordon Holmes, Traffic Commissioner, Cleveland Division of Police
Robert C. Klaiber, P.E., P.S., Assistant County Engineer, Lorain County
James Kusner, Traffic Safety Engineer, ODOT District 12
Rob Mavec, Commissioner, Traffic Engineering, City of Cleveland
Matthew Neil, Chief, Montville Township Police, Medina County
Scott Ockunzzi, P.E., District Planning Engineer, ODOT District 3
Chris Pyanowski, Safety Service Director, Safety Services Department, City of Elyria
David Ray, P.E., P.S., County Engineer, Cuyahoga County Dept. of Public Works
Michael Schipper, Deputy General Manager, Engineering & Project Mgmt., GCRTA
Jacob VanSickle, Executive Director, Bike Cleveland
Josh Wolf, P.E., Assistant County Engineer, Medina County

FROM: Daniel Knecht, Chair
Public Service Director, City of Euclid

DATE: November 14, 2025

RE: Safety and Operations Council

Attached please find materials for the Safety and Operations Council meeting on **Friday, November 21, 2025, from 1:00 to 2:30 p.m. at NOACA's Offices, 1299 Superior Avenue, Cleveland, Ohio.**



Northeast Ohio Areawide Coordinating Agency
Friday, November 21, 2025
1:00 – 2:30 p.m.

The public can view the meeting live at: youtube.com/live/EOzN7tSLyzg?feature=share

SAFETY AND OPERATIONS COUNCIL MEETING AGENDA

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1. Call to Order	
a. Pledge of Allegiance	
2. Minutes of August 15, 2025, Meeting	1
3. Public Comment on Agenda Items	
4. Chair's/Executive Director's Report	
5. Action Items (no items)	
6. Presentation/Discussion Items	
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8. Old Business	
9. New Business	
10. Adjourn	

Next Meeting: **Friday, TBD, 1:00 – 2:30 p.m.**
NOACA Offices, 1299 Superior Avenue, Cleveland, Ohio



NOACA Safety and Operations Council
Meeting Minutes
August 15, 2025
NOACA Offices
1299 Superior Avenue, Cleveland, Ohio

Present: Please see the attached attendance record.

Mr. Scott Ockunzzi, acting Chair of the Safety and Operations Council (SOC), convened the meeting at 1:01 p.m.

Meeting Minutes

Mr. Lawrence Hall made a motion to approve the meeting minutes of May 16, 2025. Mr. Andy Haupt 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 TCLI provides support to communities in planning and implementing projects that enhance 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.

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 the 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 upgrades to the I-71 northbound and southbound exit ramps, 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. May stated that staff will forward any comments from the Council to the project sponsor. He noted that the project will also be presented to the Transportation Subcommittee, Planning and Programming Committee, and Executive Committee for additional review and comment. Pending Board approval, the project sponsor will be notified that their project has completed PPR, and NOACA staff will continue working with the sponsor to address any planning issues identified during the process.

Mayor Edward Orcutt, speaking for the City of Brook Park, thanked the Council for the opportunity to present the preliminary plan. He noted that comments and recommendations are included on page 10 of the report. He clarified that while the overall project is estimated at more than \$80 million, over \$11 million is allocated for design work completed by the Haslam Sports Group and the City has applied to the State for more than \$70 million in TRAC funding.

Mayor Orcutt explained that one of the key issues is parking. The City is considering amendments to zoning laws in the U-5 and U-7 districts to allow for entertainment parking. This would enable the use of industrial parking lots, which are occupied during the work week but largely vacant on weekends, to support event parking and provide businesses with an additional revenue source. He also reported that the City is investing in traffic management infrastructure. Last year, \$600,000 was spent on traffic cameras, and similar investments will continue annually until several hundred cameras are installed. A command center and traffic division are also being created to proactively manage traffic flow during events. In addition, the City Engineer and Public Works Director are developing plans to widen sidewalks along Brookpark Road and Engle Road. These improvements are intended to address operational challenges related to fan access and experience, issues that have been significant at the Cleveland Browns' current venue.

Mayor Orcutt concluded by inviting questions from the Council and noted that any remaining comments or recommendations from NOACA would be addressed by Mr. Dennis Albrecht of Osborn Engineering.

Mr. Albrecht reported that the project is advancing quickly, with design work funded by the Haslam Sports Group at a cost of approximately \$11 million. The plan includes about 12,000 on-site parking spaces, with additional off-site parking supported by proposed zoning amendments to permit the use of industrial lots for event parking. He outlined coordination with GCRTA on conceptual plans for a new platform near the Brook Park maintenance facility and a pedestrian bridge over the GCRTA and CSX tracks to the stadium site. The bridge would include ADA-compliant access, though the proposed transit station is not part of the current funding package

and would require separate funding. Pedestrian improvements include new sidewalks on Engle Road, connections from off-site parking to Brookpark Road, and an improved crossing at the I-71 underpass as part of the City's 2028 Brookpark Road resurfacing project. Mr. Albrecht also noted that a comprehensive traffic study is underway. Traffic counts were submitted July 31, an interchange modification study was submitted August 11, and a feasibility study covering the area from north of Brookpark Road to south of Bagley Road is scheduled for completion in mid-September. He concluded that the project remains in an early stage and will continue to evolve.

Mr. Brian Blayney noted that ODOT worked with the City of Brook Park and its consultants to establish the study area limits. He stated that ODOT participated in two stakeholder meetings with neighboring communities and Cuyahoga County officials, whose input helped define the feasibility study footprint. He acknowledged concerns about how major events, such as stadium game days, could affect airport access during peak travel times and emphasized that these issues will be addressed in the study.

Mr. Mike Schipper commented on the second bullet of the presentation, stating that GCRTA's position, in coordination with the Haslam Group, is that a pedestrian connection from the Brookpark Station to the football site should be included in the recommendation. He emphasized the importance of the pedestrian experience from the station to the northeast corner of the Engle Road Loop (Number 5), noting that a shuttle would be impractical due to traffic and that sidewalks along Engle and Brookpark Roads are inadequate. He requested that NOACA staff include a clear commitment to establishing this pedestrian connection. Mr. Schipper further noted that while GCRTA has discussed a potential station, the agency has made clear that no GCRTA funds would support the rendering shown. He asked Mr. Albrecht to confirm that GCRTA will not provide funding for the rendering.

Mr. Albrecht confirmed that Mr. Schipper's statement was correct and said he hoped he had not suggested otherwise.

Mr. Schipper emphasized that GCRTA would not pay for or contribute to the station. He 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. He added that he was surprised to see it presented.

Mr. Albrecht apologized if he had implied otherwise and explained that the City of Brook Park plans to pursue additional funding, potentially through a Small Starts Grant from the FTA.

Mr. Schipper stated that Osborn Engineering may need to identify an alternative grant source for the transit component of the project, as it is not eligible for a Small Starts Grant.

Mr. VanSickle 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. He 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.

Mr. VanSickle 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. He suggested incorporating pedestrian refuge islands and other traffic-calming measures to improve safety and accessibility on non-game days as well.

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)
- 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.

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. The next steps would be for staff to continue presenting the reports to increase awareness among more communities. Staff would submit county prioritizations to FHWA for use in Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies (SAFE ROADS).

Mr. Hall asked about the status of the Transportation for Safer Communities Initiative (TSCI) funding program.

Mr. Ali Makarachi responded that staff had discussed the matter with the Policy Committee, which requested a policy statement for review. The Committee provided feedback, and staff will meet internally next week to update the policy. The revised policy will then be presented to the Executive Committee before advancing to the Board.

Mr. Blayney asked how many years of crash data were used in the crash reports.

Ms. Turnbull responded that staff used 2022 and 2023 data for this round, as the region was still emerging from COVID. She noted that the next round of reports will use four years of data, with the goal of returning to a five-year average.

Mr. Blayney stated that the sites reflect NOACA's community safety rankings, which local agencies can use when applying for ODOT safety funding. He added that both he and Mr. Ockunzzi encourage communities in Districts 3 and 12 to pursue this funding, noting that the District 3 contact is Ms. Julie Cichello and the District 12 contact is Mr. Jim Kusner.

Mr. Ockunzzi stated that the NOACA rankings should also be considered alongside the statewide rankings, which were recently released. He explained that the ODOT Highway Safety Improvement Program rankings are based on 2020–2024 data.

Lorain East 28th Corridor TLCI Study Update

Mr. 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 will continue updating 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

Mr. Hall made a motion to adjourn the meeting at 2:15 p.m. Mr. VanSickle seconded the motion. The motion passed by voice vote.

The next regular Safety and Operations Council meeting will be Friday, November 21, 2025, at 1:00 – 2:30 p.m., at the NOACA offices.

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



NOACA

Northeast Ohio Areawide Coordinating Agency

Safety and Operations Council (SOC) 2025 Attendance Record

Meeting Dates	2/21/25	5/16/25	8/15/25	11/21/25
BYINGTON , Angela (Mark Papke, Alternate)		A	A	
DRUM , Brian (Alternate not designated)				
EXLEY , Alan (Kirk Dimmick, Alternate)	A	A	A	
HAUPT , Andy (Katie Taylor, Alternate)		X	X	
HOLMES , Gordon (Thomas Mandzak, Alternate)	A		A	
KLAIBER , Bob (Shaun Duffala, Alternate)	A	A	A	
KNECHT , Daniel (Alternate not designated)				
KUSNER , James (Tony Toth, Alternate) (Brian Blayney, Alternate on 8/15/25)	X	A	A	
TBD - FHWA (Lawrence Hall, Alternate)	A	A	A	
MAVEC , Rob (Rob Knopf, Alternate) (Carter Creviston, Alternate on 8/15/25)	A	A	A	
MIELKE , Scott (Alternate not designated)				
NEIL , Matthew (Alternate not designated)				
OCKUNZZI , Scott (Julie Cichello, Alternate)	X	X	X	
PYANOWSKI , Chris (Chris Schoenig, Alternate)	A	X	A	
RAY , David (A.J. Stoll, Alternate)	X	X	A	
SCHIPPER , Mike (Floun'say Caver, Alternate)	X	X	X	
VANSICKLE , Jacob (Jenna Thomas, Alternate)	X		X	
WOLF , Josh (Alternate not designated)				

X = Member present A = Alternate present



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

TO: NOACA Safety and Operations 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
MEMORANDUM**

TO: NOACA Safety and Operations 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 Safety and Operations 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	\$150,000
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	\$100,000
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	\$150,000
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	\$120,000
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	\$160,000
Totals:				\$775,000	\$95,000	\$680,000

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
Totals:				\$ 35,673,116	\$3,784,860	\$6,280,255



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

TO: NOACA Safety and Operations Council
FROM: Dr. Ali Makarachi, Director of Transportation Planning and Engineering
DATE: November 14, 2025
RE: **Lorain East 28th 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. 28th Street Corridor TLCI and Complete Street study falls under the planning component. The study corridor is along E. 28th 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. 13th 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. 9th 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. 13th 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. 13th 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.

