



# Transit Council Meeting

**November 21, 2025, 9:00 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:** **Transit Council Members**  
India L. Birdsong Terry, General Manager and CEO, Greater Cleveland Regional  
Transit Authority  
Ben Capelle, Chief Executive Officer, Laketran  
TBD, Lorain County Transit  
JoAnna Santilli, Transit Director, Geauga Transit  
Neil Shop, P.E., Transportation Planning Manager, ODOT District 12

**FROM:** Shannon Rine, Chair  
Director, Medina County Public Transit

**DATE:** November 14, 2025

**RE:** **Transit Council**

Attached please find materials for the Transit Council meeting on **Friday, November 21, 2025,**  
**from 9:00 – 10:30 a.m. at NOACA's Offices, 1299 Superior Avenue, Cleveland, Ohio.**



**Northeast Ohio Areawide Coordinating Agency**  
**Friday, November 21, 2025**  
**9:00 – 10:30 a.m.**

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

**TRANSIT 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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c. SFY 2026 TLCI Program Applications	10
d. Lorain East 28 <sup>th</sup> Street Corridor TLCI Study Update	14
7. Reports/Updates	
8. Old Business	
9. New Business	
10. Adjourn	

Next Meeting: **Friday, TBD, at 9:00 – 10:30 a.m.**  
**NOACA Offices, 1299 Superior Avenue, Cleveland, Ohio**



**NOACA Transit Council**  
**Meeting Minutes**  
August 15, 2025  
NOACA Offices  
1299 Superior Avenue, Cleveland, Ohio

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

Ms. JoAnna Santilli, Vice Chair of the Transit Council, convened the meeting at 9:01 a.m.

**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 SFY 2026 Transportation for Livable Communities Initiative (TLCI). The program is accepting proposals for Planning Studies and Implementation Projects, with a submission deadline of October 10. He noted that TLCI supports communities in studying and implementing transportation 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, and registration is required. Additional information is available at [noaca.org/TLCI](http://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 a 175-acre former Ford Plant site, bounded by frontage roads, Snow Road, Five Points Road, Engle Road (SR 291), and Henry Ford Boulevard (SR 291). Proposed improvements include I-71 exit ramp upgrades, a Snow Road/Ring Road connector, realignment of SR-291, 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 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

- Buildable Unit (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 & Programming Committee, and Executive Committee for further review. Pending Board approval, the project sponsor will be notified that the 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 addressed the comment regarding off-site parking. He noted that the City of Brook Park has been working with business owners along Brookpark Road and within the north-south industrial parkways. The City is considering amendments to zoning districts U5 and U7 to allow for entertainment parking, providing business owners flexibility to use their facilities for ancillary purposes. For example, a machine shop could serve as event parking on weekends. Mayor Orcutt also discussed traffic control efforts, noting that the City has invested hundreds of thousands of dollars in traffic management improvements. In 2024 alone, over \$600,000 was allocated to install cameras. The City's long-term vision includes hundreds of cameras throughout Brook Park, supported by a command center within the Police Department. A new traffic division will enable remote monitoring to manage traffic efficiently throughout the City. Mayor Orcutt noted that representatives from the Osborn Engineering consulting team and the Haslam Sports Group were present at the meeting to answer any questions from the Council.

Mr. Ben Capelle noted that, in the broader transit context, there is often a mindset of "if you build it, they will come," with the assumption that transit service will automatically appear at no cost. He clarified that he was not suggesting this applies to the Brook Park project, nor was he speaking on behalf of GCRTA. He 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.

### **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, support the model's calibration and validation, and assist with other planning activities. This ensures the model and planning efforts reflect current travel behavior. A total of 8,109 household surveys were validated and retrieved, representing approximately 934,000 households across the region, including parts of Summit and Portage counties. Of these, about 888,000 households are within the NOACA region, representing a population of roughly 2.12 million people, 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 was funded with \$1,750,591 from STBG and OCPG funds. She noted that the survey results will be used for calibration and validation of the NOACA Travel Forecasting Model, as well as for other planning activities.

### **Government Affairs CY2026 Legislative Agenda**

Ms. Bev Burtzloff stated that NOACA's Board updates its Legislative Agenda each December. The agenda guides government affairs work at the federal and state levels and serves as the basis for policy and funding goals throughout the year.

Ms. Burtzloff presented information on the following:

- State Priorities
  - Ohio 2026-2027 Biennial Transportation Budget
- Federal Priorities
  - FY26 THUD Appropriations - House
  - FY26 THUD Appropriations – Senate
  - Surface Transportation Reauthorization
  - NOACA Priorities Submitted
- NOACA Funding Resources Webpage

Ms. Burtzloff outlined the next steps, noting that NOACA will review the Legislative Agenda at upcoming meetings of BAC, CAC, RAC, ELAC, and the External Affairs Committee. Input from these groups will help shape any updates for the CY2026 Legislative Agenda. She added that the Board will be asked to adopt the updated agenda at its December meeting, and that NOACA will continue advocating for transit in federal and state funding and authorization bills, as well as supporting discretionary funding applications.

Mr. Capelle inquired whether NOACA's second federal funding priority, "asset management," referred to funding for maintaining a state of good repair, the use of asset management software, or another specific purpose.

Ms. Burtzloff responded that the language was intended to reflect a general interest in maintaining the existing system rather than expanding it, and is more relevant to highways and lane miles than to transit.

Mr. Capelle explained that transit systems already have a federally mandated asset management program, and his question was to clarify whether NOACA's reference to asset management suggested a shift of focus toward roads.

Ms. Burtzloff reiterated that the statement was general, emphasizing that funding should ensure the existing system is properly maintained before expansion, particularly on the highway side. She concluded by encouraging Council to reach out with any additional thoughts regarding priorities for NOACA's Legislative Agenda.

## **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 will continue updating the Council as the project progresses.

## **Meeting Minutes**

Mr. Capelle made a motion to approve the meeting minutes of May 16, 2025. Ms. Muriel Bowen seconded the motion. The motion passed by voice vote.

## **Reports/Updates**

Mr. Capelle mentioned that Laketran was approached by the Lorain County Commissioners to explore whether it could provide service under a contract similar to the arrangement with Geauga County Transit. Laketran is currently evaluating the request, and no decisions have been made. He noted that with Ms. Pam Novak's retirement, the Commissioners are determining their future plans, and he has been discussing with both his board and staff whether Laketran should take over the service. At this time, it is uncertain whether that will occur.

Ms. Bowen reported that GCRTA is preparing to submit its documentation for the New Starts/Small Starts CIG pipeline, seeking funding for the MetroHealth BRT. The submission is expected by the end of next week.

## **Old Business**

No old business was presented at this meeting.

## **New Business**

No new business was presented at this meeting.

## **Adjournment**

Mr. Capelle made a motion to adjourn the meeting at 10:06 a.m. Ms. Bowen seconded the motion. The motion passed by voice vote.

The next regular Transit Council meeting will be Friday, November 21, 2025, at 9:00 – 10:30 a.m., at the NOACA offices.

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



## Transit Council 2025 Attendance Record

MEMBER	2/21/25	5/16/25	8/15/25	11/21/25
<b>CAPELLE, Ben</b> (Andrea Aaby, Alternate)	A	A	X	
<b>NOVAK, Pamela</b> (Jeff Armbruster, Alternate)	X			
<b>TBD</b> (former member Pamela Novak)				
<b>RINE, Shannon</b> (Stephen Hambley, Alternate)	X	X		
<b>SANTILLI, JoAnna</b> (David Lair, Alternate)	X	X	X	
<b>SHOP, Neil</b> (Scott Ockunzzi, Alternate)	X	A	X	
<b>TERRY, India Birdsong</b> (Maribeth Feke, Alternate) (Muriel Bowen, Alternate on 8/15/25)	A	A	A	

Member present = X    Alternate present = A



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

**TO:** NOACA Transit 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 Transit 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 Transit 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 allocated 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:** SFY 2026 NOACA Transportation for Livable Communities Initiative (TLCI) Planning Study Applications

**Attachment 2:** SFY 2026 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
<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 Transit Council  
**FROM:** Dr. Ali Makarachi, Director of Transportation Planning and Engineering Division  
**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 the 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.

