

ROUND 1 PUBLIC MEETINGS

November 19 & 20, 2025



Department of
Transportation

NOACA
Northeast Ohio Areawide Coordinating Agency

01 | WELCOME



TODAY'S SPEAKERS

Member	Organization	Role
Tom Perciak	City of Strongsville	Mayor
Nick Hanek	City of Brunswick	City Councilman
Larry Antoskiwicz	City of North Royalton	Mayor
Grace Gallucci	NOACA	Executive Director & CEO
Dave Becker, P.E., PTOE, AICP	HDR	Consultant Project Manager
Marie Keister, AICP, APR	MurphyEpson/HDR Team	Stakeholder/Public Engagement



02 | AGENDA, MEETING LOGISTICS & GROUND RULES



AGENDA

01	Welcome
02	Agenda, meeting logistics & ground rules
03	Study overview, schedule & expectations
04	Crash issues & identified areas of concern
05	Traffic congestion grading system & findings
06	Facilitated Q&A
07	Next steps & open house



MEETING PURPOSE

- To review and identify traffic congestion areas of concern
- Share preliminary traffic findings
- Next spring, we will share feasible alternatives and how they scored



GROUND RULES

- Please hold questions until the end
- When we open for questions, please raise your hand so we can address each question or comment in order
- Be succinct so we get to everyone
- Please be respectful, polite and kind



03 | STUDY OVERVIEW & SCHEDULE



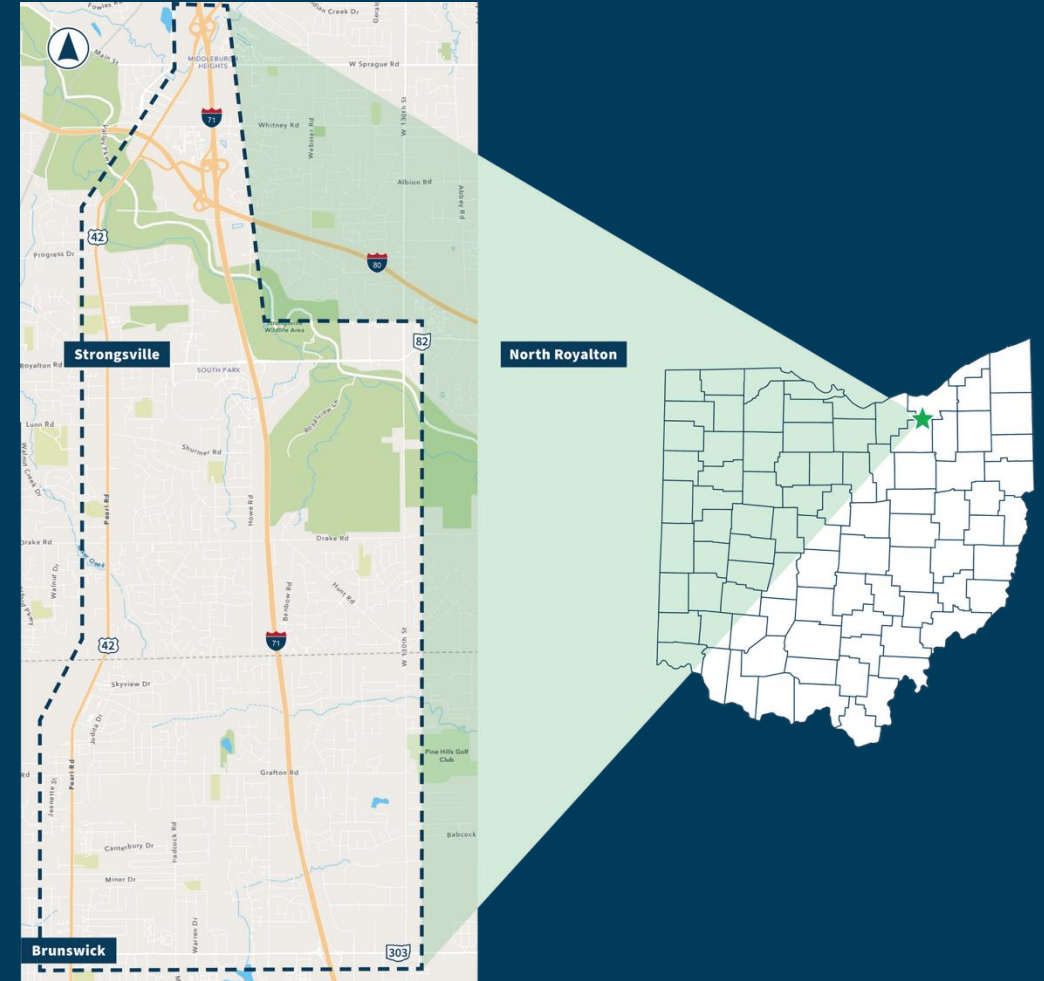
THE STUDY PURPOSE & NEED

- In partnership with ODOT, NOACA is conducting a **regional transportation study centered around the I-71 corridor as it passes through the cities of Brunswick, Strongsville and North Royalton**
- We will investigate how to improve **mobility, connectivity, and safety** of the road network in the study area for all users.

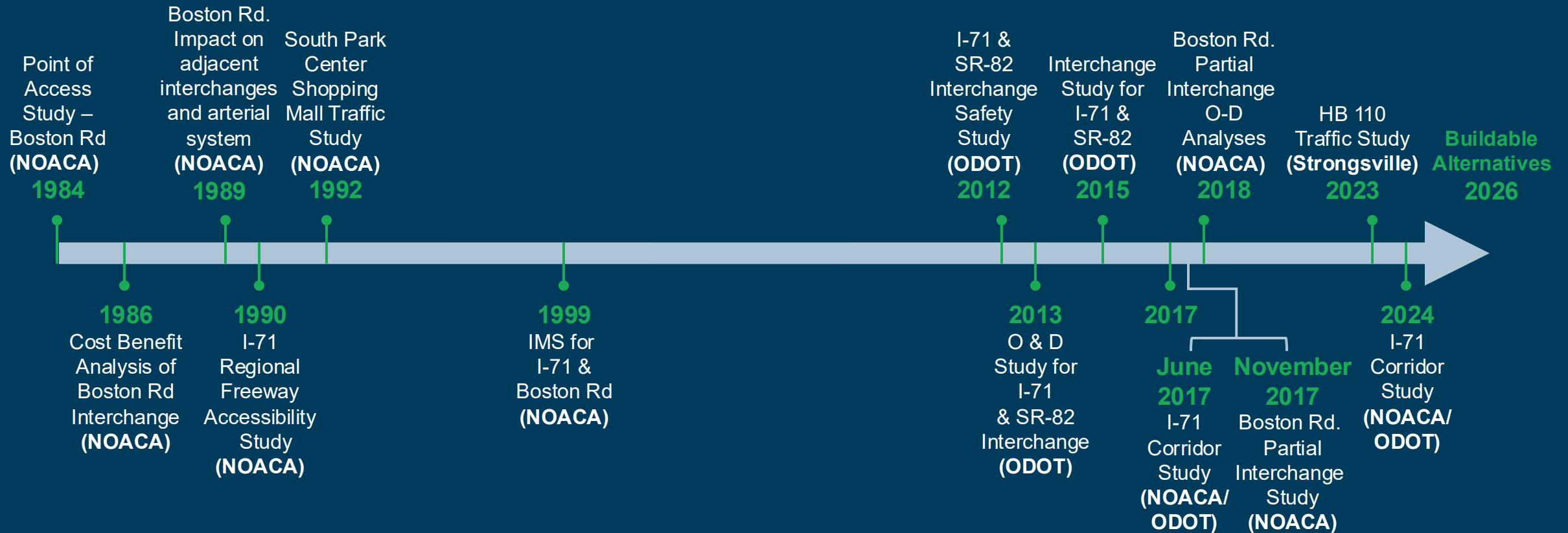


STUDY AREA

The study area is bounded by Center Road (SR 303) on the south, Pearl Road (US 42) on the south, Pearl Road (US 42) on the north and west, and W. 130th Street on the east



PREVIOUS STUDIES ALONG I-71



PROJECT SCHEDULE



*The Recommended Preferred Alternative could be a number of short, medium, and long term individual projects.

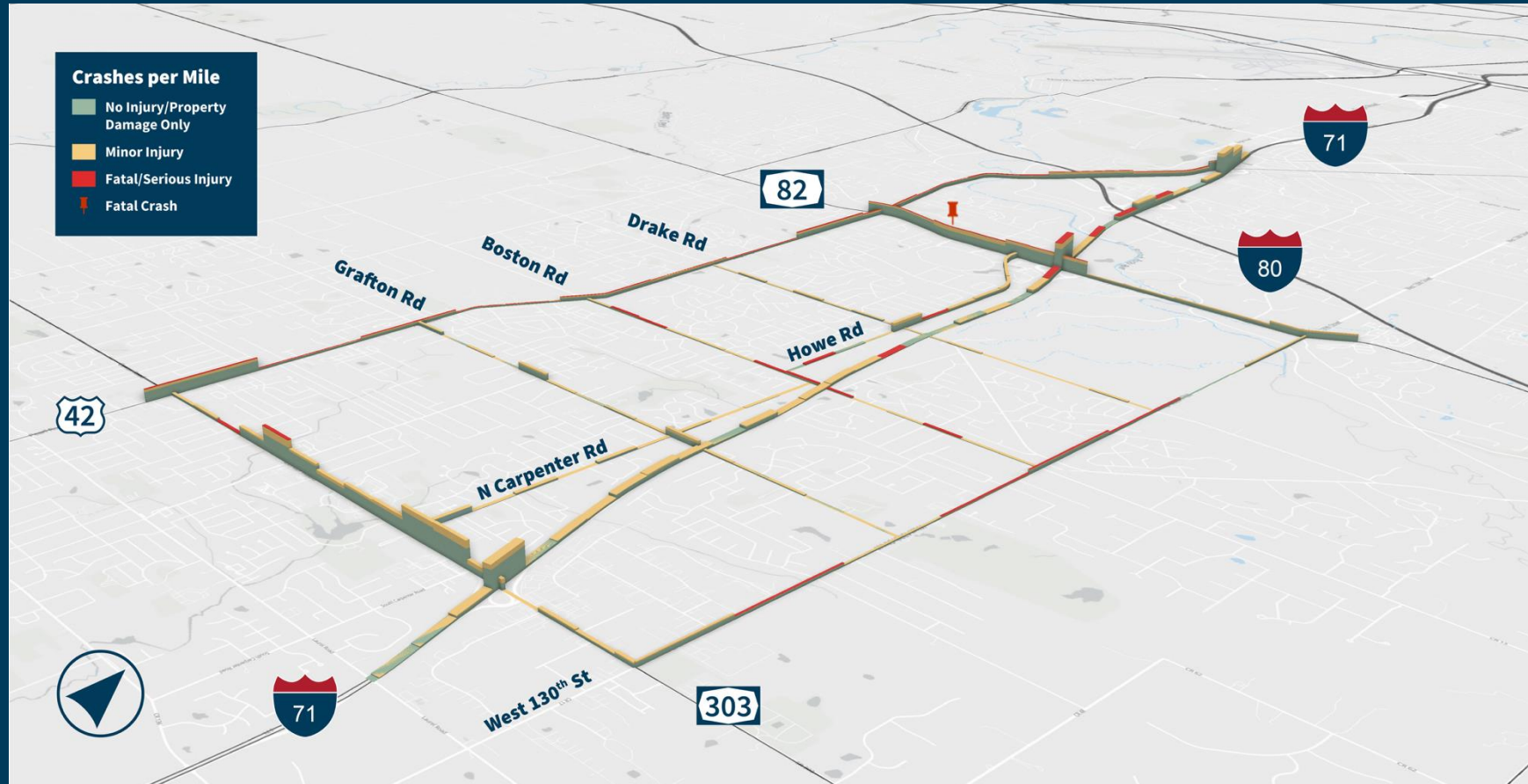
SAG=Stakeholder Advisory Group



04 | CRASH ISSUES & IDENTIFIED AREAS OF CONCERN



CRASH ANALYSIS



CRASH ANALYSIS

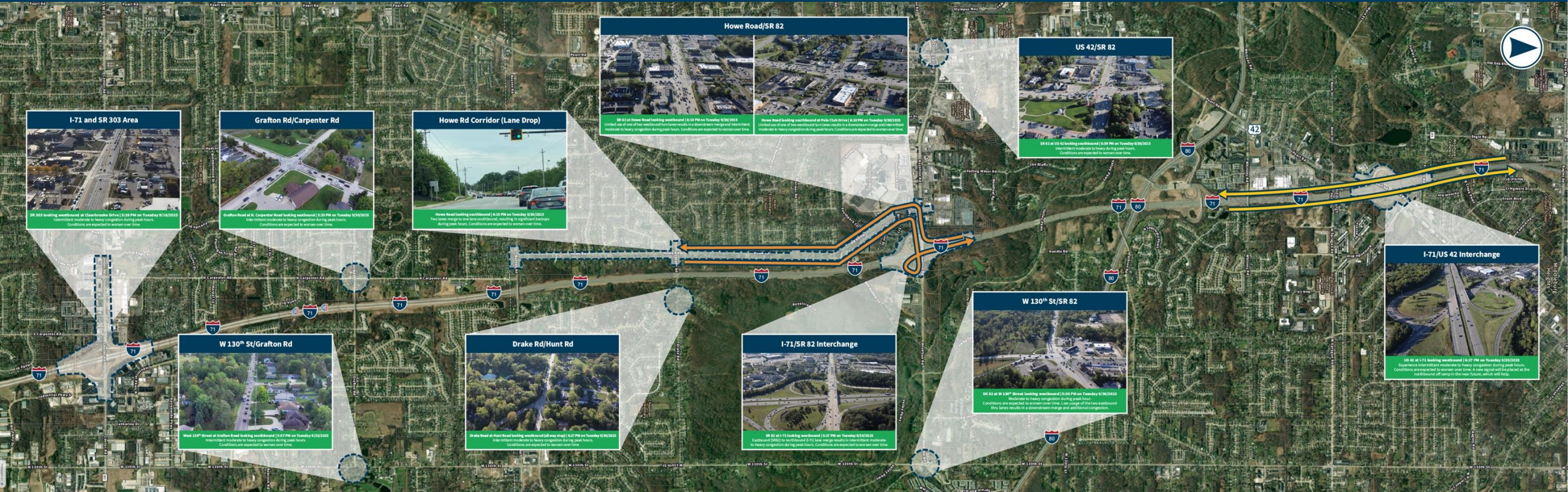
Study Area Crash Summary (2022–2024)

	Total	Fatal & All Injury %	Notes
1-71 Corridor from SR 303 to US 42	641	132 (20.6%)	241 (37.60%) Rear End, 146 (22.78%) Sideswipe-Passing
SR 303 from W. 130 th to US 42	318	75 (23.6%)	143 (44.97%) Rear End, 104 (32.70%) Left Turn/Angle
Grafton Rd from W. 130 th to US 42	54	13 (24.1%)	22 (40.74%) Rear End, 21 (38.89%) Left Turn/Angle
Boston Rd from W. 130 th to US 42	28	7 (25.0%)	10 (35.71%) Rear End, 7 (25.00%) Left Turn/Angle
Drake Rd from W. 130 th to US 42	23	5 (21.7%)	8 (34.78%) Rear End, 8 (34.78%) Left Turn/Angle
SR 82 from W. 130 th to US 42	327	78 (23.9%)*	168 (51.38%) Rear End, 71 (21.71%) Left Turn/Angle
W. 130 th from SR 303 to SR 82	131	28 (21.4%)	43 (32.82%) Rear End, 41 (31.30%) Left Turn/Angle
Carpenter Rd from SR 303 to Boston Rd	34	5 (14.7%)	14 (41.18%) Rear End, 10 (29.41%) Left Turn/Angle
Howe Rd from Boston Rd to SR 82	99	27 (27.3%)	36 (36.36%) Rear End, 22 (22.22%) Left Turn/Angle
US 42 from SR 303 to 1-71	520	139 (26.7%)	206 (39.62%) Rear End, 132 (29.23%) Left Turn/Angle
Total Study Area Crashes =	2,175	509 (23.4%)	891 (40.97%) Rear End, 416 (19.13%) Left Turn/Angle

*1 Fatality



IDENTIFIED AREAS OF CONCERN



I-71/SR 82 INTERCHANGE



SR 82 at I-71 looking westbound | 5:17 PM on Tuesday 9/30/2025



Eastbound (SR82) to northbound (I-71) lane merge results in intermittent moderate-to-heavy congestion during peak hours. Conditions are expected to worsen over time.



HOWE ROAD/SR 82



SR 82 at Howe Road looking westbound |
6:10 PM on Tuesday 9/30/2025



Limited use of one of two westbound turn lanes results in a downstream merge and intermittent moderate to heavy congestion during peak hours. Conditions are expected to worsen over time.

Howe Road looking southbound at Polo
Club Drive | 6:10 PM on Tuesday 9/30/2025



Limited use of one of two westbound turn lanes results in a downstream merge and intermittent moderate to heavy congestion during peak hours. Conditions are expected to worsen over time.



HOWE RD CORRIDOR (LANE DROP)



Howe Road looking southbound | 6:10 PM on Tuesday 9/30/2025



Two lanes merge to one lane southbound, resulting in significant backups during peak hours. Conditions are expected to worsen over time.



US 42/SR 82



SR 82 at US 42 looking southbound | 5:59 PM on Tuesday 9/30/2025



Intermittent moderate to heavy during peak hours. Conditions are expected to worsen over time.



W 130TH ST/SR 82



SR 82 at W 130th Street looking westbound | 5:56 PM on Tuesday 9/30/2025



Moderate to heavy congestion during peak hour. Conditions are expected to worsen over time. Low usage of the two eastbound thru lanes results in a downstream merge and additional congestion.



I-71 AND SR 303 AREA



SR 303 looking westbound at Clearbrooke Drive | 5:26 PM on Tuesday 9/16/2025



Intermittent moderate to heavy congestion during peak hours. Conditions are expected to worsen over time.



I-71/US 42 INTERCHANGE



US 42 at I-71 looking westbound | 6:27 PM on Tuesday 9/30/2025



Experience intermittent moderate to heavy congestion during peak hours. Conditions are expected to worsen over time.
A new signal will be placed at the northbound off ramp in the near future, which will help.



W 130TH ST/GRAFTON RD



West 130th Street at Grafton Road looking southbound | 5:57 PM on Tuesday 9/23/2025



Intermittent moderate to heavy congestion during peak hours. Conditions are expected to worsen over time.



GRAFTON RD/CARPENTER RD



Grafton Road at N. Carpenter Road looking eastbound | 5:20 PM on Tuesday 9/30/2025



Intermittent moderate to heavy congestion during peak hours. Conditions are expected to worsen over time.



DRAKE RD/HUNT RD



Drake Road at Hunt Road looking westbound (all way stop) | 6:17 PM on Tuesday 9/30/2025



Intermittent moderate to heavy congestion during peak hours. Conditions are expected to worsen over time



05 | TRAFFIC CONGESTION GRADING SYSTEM & FINDINGS



HOW WE EVALUATED EACH AREA

- Current traffic counts
- 2050 traffic forecasts (driven by population forecasts)
- TransModeler (traffic analysis software)
- Drone videos (on a Tuesday in September)
- Helicopter and more videos (on a Tuesday in September)



HOW WE SCORED THEM

Travel Delay/Levels of Service Grades

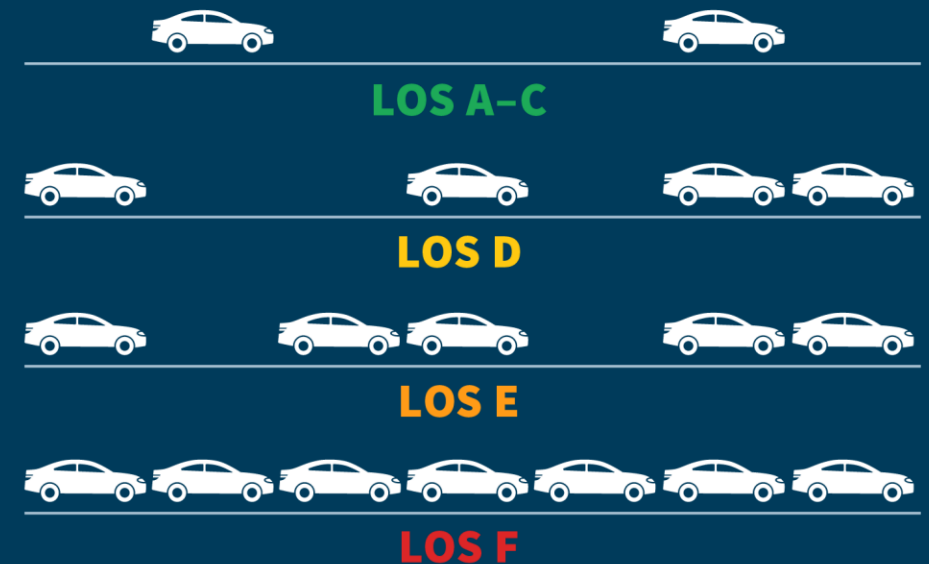
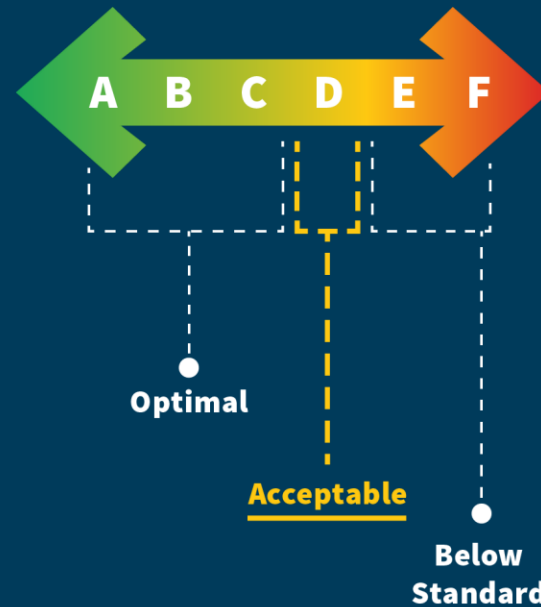
A standard measurement, based on vehicle delay and queues, which reflects the relative ease of traffic flow on a scale of A to F

LOS A

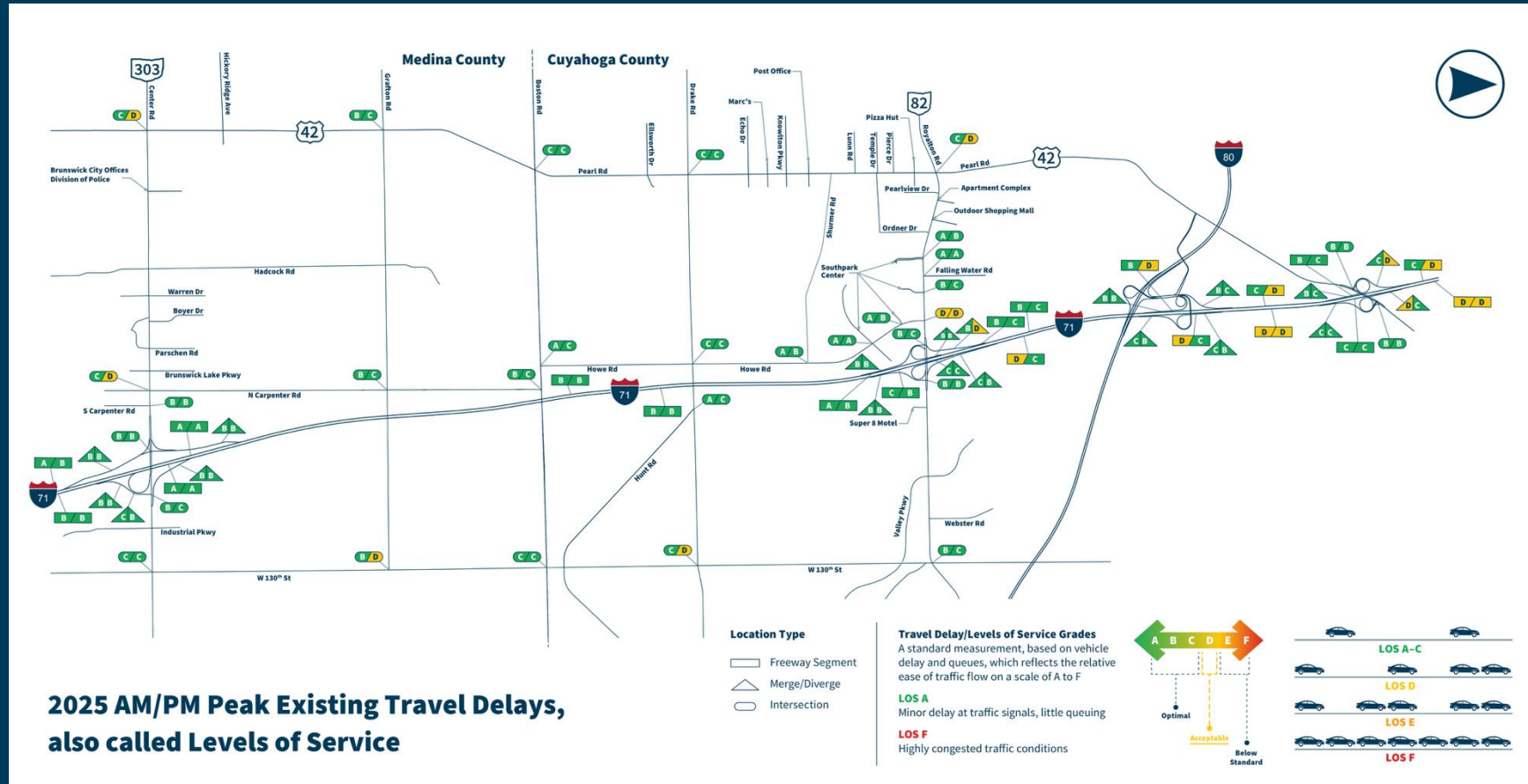
Minor delay at traffic signals, little queuing

LOS F

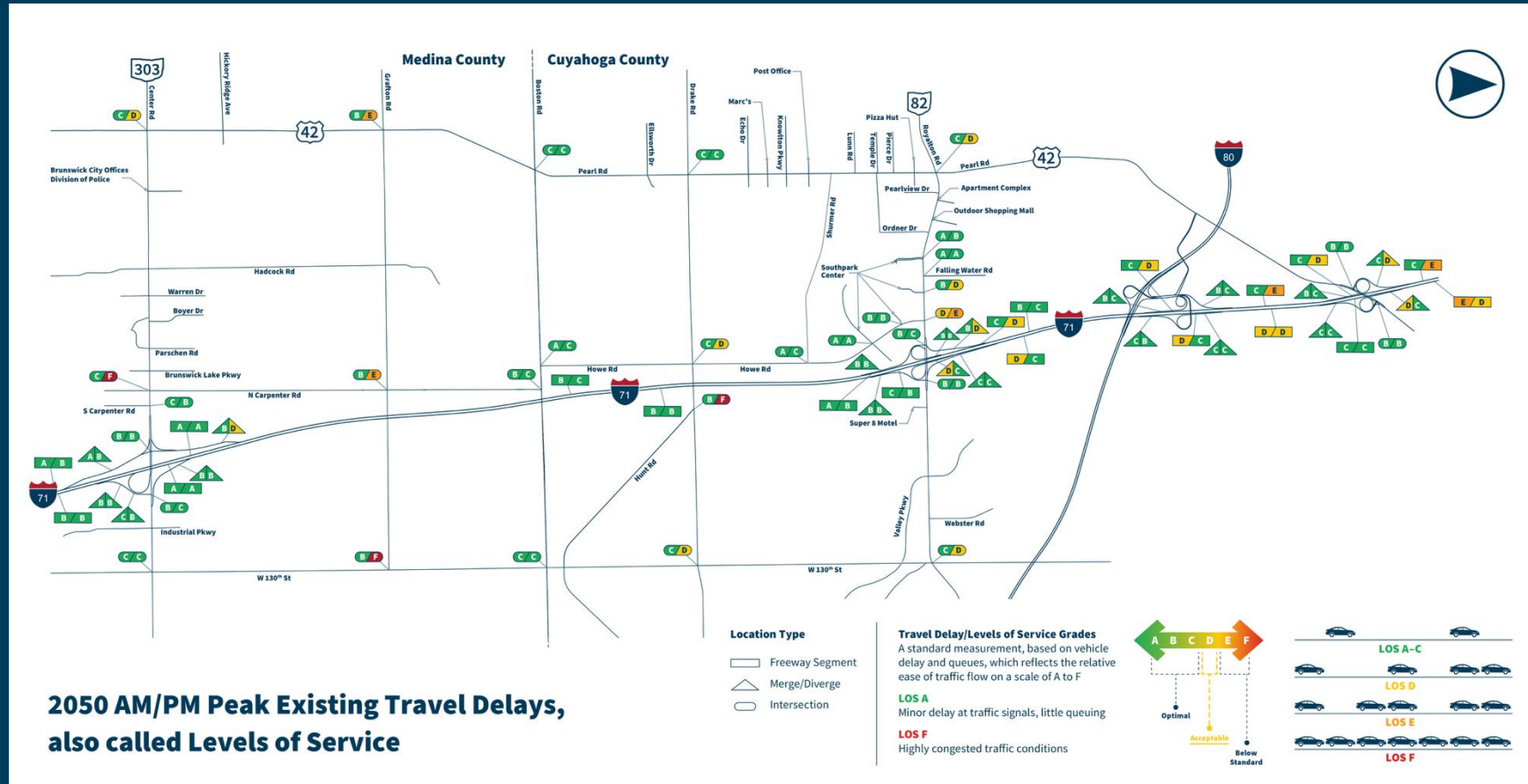
Highly congested traffic conditions



EXISTING TRAFFIC CONDITIONS

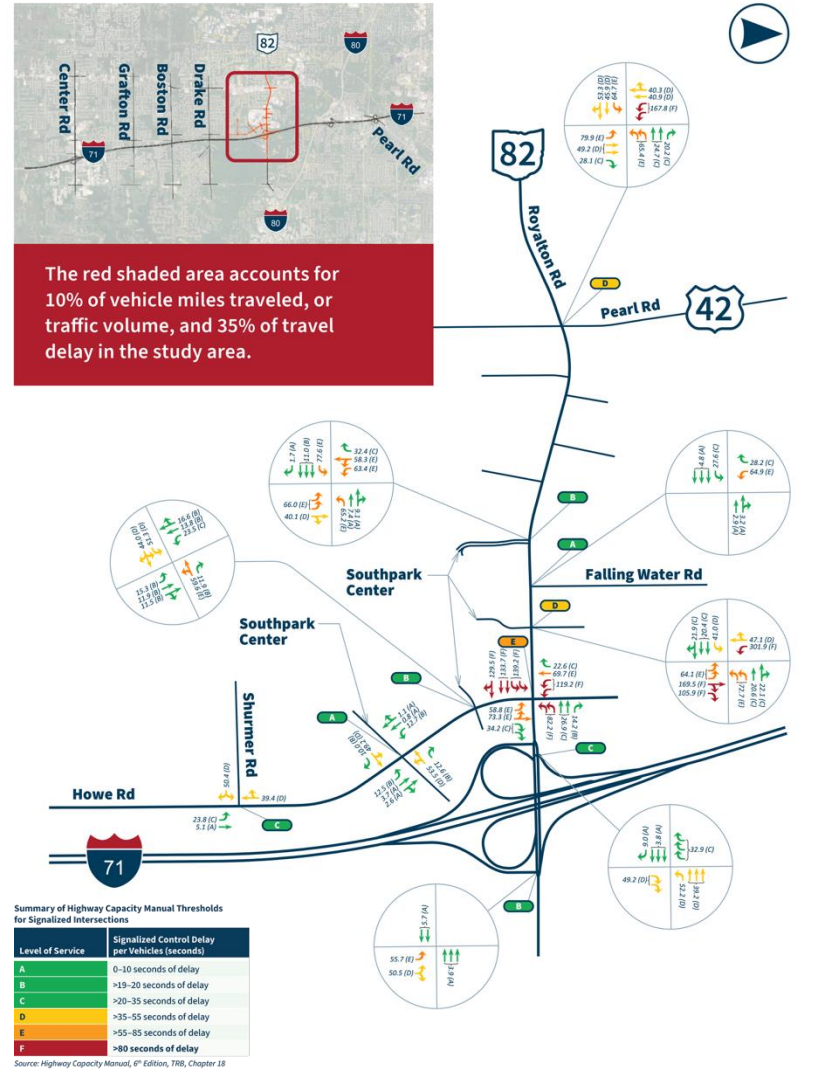


FUTURE TRAFFIC CONDITIONS



MOST CONGESTED AREA

2050 PM Peak



06 | FACILITATED Q&A



DISCUSSION GROUND RULES

- Please raise your hand so we can address each question or comment in order
- Be succinct so we get to everyone
- Save specific questions for one-on-one conversations with the project team
- It's okay to disagree; please be respectful, polite and kind



07 | NEXT STEPS & OPEN HOUSE



NEXT STEPS

- Return comment forms by December 19
- Digest your input
- Develop and evaluate conceptual alternatives
- Share evaluation results and most feasible alternatives at public meetings in spring 2026



WHAT TO EXPECT NEXT SPRING 2026

We will investigate how to improve mobility, connectivity, and safety of the road network in the study area for all users.

Alternatives Evaluation Matrix	1	2	3	4	5
Improve mobility (Optimize traffic flow and reduce rear-end crashes)					
Improve connectivity (Provides multi-modal options for all transportation users)					
Improve safety (Reduce serious injuries/fatalities)					
Cost					
Benefit					



WEBSITE & CONTACT INFORMATION

- Visit the study webpage on NOACA's website for additional information and this presentation: bit.ly/I71Crossroads
- Project email: noaca@mpo.noaca.org





THANK YOU!

noaca.org