



**NOACA Bicycle and Pedestrian Advisory Council**  
Meeting Minutes  
May 16, 2025  
NOACA Offices

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

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

**Meeting Minutes**

Mr. Jacob VanSickle made a motion to approve the meeting minutes of February 21, 2025. Councilman Kris Harsh seconded the motion. The motion passed by voice vote.

**Public Comment on Agenda Items**

No public comments were made at this meeting.

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

No report was presented at this meeting.

**Action Items**

No items were presented at this meeting.

**Presentation/Discussion Items**

**Regional Metroparks Trail Connectivity Study (RMTCS) Final Report**

Ms. Morgan Mackey, OHM Advisors, presented information on the following:

- Background on the Regional Metroparks Trail Connectivity Study
- Project Team & Stakeholders
- Goals, Timeline, and Project Process
- Existing Conditions
- Existing Conditions Analyses
- Existing Conditions Engagement
- Network Development – Criteria
- Composite Trip Potential
- Network Development Engagement
- Scoring Analyses
- Figure 4-1: NOACA-Region-Wide Scoring
- Figure 4-2: County-Specific Scoring
- Recommendations and Implementation
- Implementation Plan
- Figure 4-12: Cuyahoga County Implementation Plan
- Figure 4-13: Geauga County Implementation Plan

- Figure 4-14: Lake County Implementation Plan
- Figure 4-15: Lorain County Implementation Plan
- Figure 4-16: Medina County Implementation Plan
- Facility Types
- Cost Estimates Based On Facility Types
- Maintenance Considerations
- Communication Strategies

Ms. Mackey stated that the study budget is not to exceed \$249,965. She noted that OHM will submit the final version of the project report by the end of May 2025, and it will be included in the updated Long Range Transportation Plan. OHM will present the findings of the study to the Board at the June 2025 meeting.

### **Bike App Development Update**

Mr. Sam Schweikert explained that Bike NEO is a responsive web app developed by NOACA. It features an interactive bike network with selectable Level of Traffic Stress (LTS) layers, general bike information, and safety tips. Users can plan routes from point A to B based on their preferred LTS level. For example, selecting LTS 1 (most comfortable) will prioritize safer, more comfortable paths, even if they are longer.

Mr. Schweikert presented information on the following:

- Map Layers
- Search
- Featured Places
- Bike Tips
- Create a Bike Route

Mr. Schweikert stated that the bike app project budget is \$118,830.

Mr. Schweikert stated that the project team, including NOACA staff and Tierra Plan, will provide project updates as app development progresses.

Mr. VanSickle asked if the app will let users rate their routes on a 1–5 scale and provide feedback.

Mr. Schweikert said NOACA staff discussed adding a feedback and comment feature to the app as the preferred option.

Mr. VanSickle asked if NOACA would use app data to create a heat map showing popular biking areas in communities.

Mr. Schweikert said Mr. VanSickle's heat map idea was great and useful, and noted that staff had not yet considered it.

Mr. Makarachi mentioned that NOACA plans to conduct testing during the app's development phase. The consultant is likely to be retained for about one year. NOACA will gather feedback from the council to enhance the app, with updates planned every 6 months to a year, resulting in version 1 and version 2 releases.

Mr. VanSickle asked about the source of the safety information NOACA is using.

Mr. Schweikert stated that paper bike maps contained a lot of information but were several years old and he did not know the exact source of the safety information. He added that staff would be

open to suggestions about any specific safety information sources that it would be appropriate to include in the app.

Mr. VanSickle noted that the icons on the original maps came from Bike Cleveland and said NOACA is welcome to continue using them. He suggested it would be valuable to review the safety information previously used, especially from the perspective of lead and second instructors and the material taught in courses.

Mr. VanSickle asked whether the design files could be shared with external partners interested in creating and printing their own paper copies of the maps.

Mr. Schweikert stated that NOACA will continue printing paper copies of the bike maps due to high demand. As the app and website are developed, the bike maps will be updated accordingly. Staff will print and distribute the paper maps to those who request them.

Mr. Makarachi stated that NOACA will continue printing bike maps but at a reduced scale compared to before. The printing will be guided by data from the app and related feedback. He emphasized that the app is an additional tool and is not intended to replace the paper bike maps.

Ms. Sara Maier asked whether users will be able to print the bike map directly from the app, so they can have a paper copy in case they lose cell phone signal.

Mr. Schweikert said that the printing function mentioned by Ms. Maier had not yet been discussed but agreed it was a good idea worth exploring.

Ms. Maier asked whether users will be able to search for specific routes by entering a trail name or a U.S. Bike Route within the app.

Mr. Schweikert stated that the app currently does not include the ability to search for routes by trail name or U.S. Bike Route. While the app can detect the user's origin, it does not offer a destination search option yet. He agreed that adding this function would be beneficial.

Mr. Makarachi reminded BPAC members that the purpose of the presentation is to gather feedback to share with the consultant at the upcoming progress meeting.

Councilman Harsh asked whether the data is proprietary or if it can be scrubbed and reformatted by others for different uses.

Mr. Schweikert said he did not believe NOACA would share the data with other entities.

Mr. Makarachi asked Councilman Harsh to specify which data he was referring to.

Councilman Harsh asked whether people would be permitted to take NOACA's data, repackage it, sell it, reposition the app, and present it in a more polished format.

Mr. Makarachi stated that staff would need to confer with the consultant to determine if repackaging, selling, or repositioning NOACA's data and app is possible.

Councilman Harsh noted that data could be scrubbed from the app.

Mr. VanSickle commented that most people can access the data using their cell phones.

Mr. VanSickle asked if users could map out a route in the bike app and have their trips automatically logged in the Gohio Commute app, creating a seamless integration between the two apps.

Mr. Schweikert said that Mr. VanSickle's idea was good and that staff could look into making that integration happen.

Mr. Schweikert stated that all the comments made by members at the meeting were very useful.

### **Transportation Safety Program Policy and Fund**

Ms. Kessa Turnbull stated that the proposed program was presented to the Policy Committee. She explained that NOACA has maintained a zero-death vision for years and, last year, adopted an equal annual reduction model for its safety performance targets aimed at achieving zero fatalities, zero serious injuries, and zero non-motorized fatalities by 2050.

Ms. Turnbull presented information on the following:

- Safety Performance Measure
  - Safety Performance Measure Targets
- Why Crashes Happen?
- Human & Infrastructure
  - 2024 Regional Crashes
- Northeast Ohio Safety Funds
- NOACA Community Safety Reports
- Non-Motorized Countermeasures
- Motorized Countermeasures
- Railway-Highway Grade Crossings
- Funding Bridge
- New Program Proposal

Ms. Turnbull stated that NOACA will incorporate feedback in further development of the program before putting it into action.

Mr. Tom Jordan asked whether NOACA had developed criteria to evaluate funding applications.

Ms. Turnbull stated that the development of the fund is in its early stages, and staff are working to define what the fund would look like.

Mr. Jordan requested clarification on the development of the fund.

Mr. Makarachi stated that staff started developing the Safety Program Fund in anticipation of the second set of Community Safety Reports. Staff consulted the Policy Committee about implementing low-cost safety initiatives, and the feedback was to engage more stakeholders before finalizing plans. Consequently, information is being presented to the Council and other committees to gather input on safety priorities, fund allocation, and application criteria. He emphasized that NOACA needs feedback to shape the application process. Applications will be evaluated similarly to those in the TLCI and CMAQ programs. Mr. Makarachi reminded the Council that the Safety Program Fund development is still in its early stages. Information was shared with the Policy Committee in April, and BPAC is the first group asked to provide feedback.

Mr. Jordan stated that while severe fatalities or accidents in suburban areas are typically fewer than in inner cities, safety concerns in suburbs are equally valid and may be easier to address.

Mr. Jordan stated that the city he represents explored outside sources for safety funding, but because the number of accidents there isn't high enough to compete well on a statewide or five-county level, it may not qualify. However, he emphasized that the safety concerns remain valid despite this.

Ms. Turnbull acknowledged that suburban areas often don't rate highly in accident numbers. She explained that the Safety Program Fund is based on the Community Safety Reports, which include individualized reports for 71 cities and villages in the five-county region. Arterial streets are compared only within their own communities. NOACA will focus on the most dangerous arterial streets in each community, recognizing that even communities with just a few arterial segments have important safety needs.

Mr. Jordan stated that most communities lack a transportation engineer on staff. Some smaller communities rely on contractors with engineers to identify the worst intersections. He noted that as part of the TLCI planning process, it would be beneficial to identify dangerous intersections before allocating funds for solutions.

Ms. Turnbull stated that the Safety Program Fund will assist small cities in obtaining engineering studies. Since ODOT requires such studies for many of its funds, NOACA aims to help small communities conduct these studies

Mr. Jordan stated that in several communities, traffic signalization is managed by service or police departments rather than traffic engineers. He noted this longstanding practice means those communities could benefit significantly from technical support to improve intersection safety.

Mr. Kalas proposed that since policy changes are generally low-cost and can deter anti-social behavior, the council might consider supporting lobbying for legislative changes that increase penalties for reckless driving, vehicle theft, and fleeing or evading police.

Ms. Turnbull asked Mr. Kalas whether he was suggesting a board resolution to formally state NOACA's support for the proposed legislative changes.

Mr. Kalas said yes.

Ms. Turnbull stated that NOACA may already has some existing resolutions supporting legislative changes like those proposed. She offered to look into it further.

Mr. Makarachi said he did not believe NOACA would prepare a resolution supporting the proposed legislative changes.

Mr. Kalas explained that he was proposing a cost-free safety initiative that could have direct impacts on road safety. He suggested the council adopt a position to pass on to the Policy Committee and to use in advocacy efforts in Columbus. He emphasized that NOACA's goal is zero fatalities and noted that many deaths result from stolen vehicles and police pursuits, which often occur on local roads.

Mr. Makarachi stated that the Safety Program Fund currently focuses on infrastructure efficiency and driver errors, while the enforcement aspect, like what Mr. Kalas described, will likely be addressed in the program's next phase.

Mr. Kalas acknowledged Mr. Makarachi's point but emphasized that he was seeking a no-cost measure that could help improve safety. He noted that BPAC advocates for both cyclists and drivers, and suggested the board could take an action to make everyone safer.

Mr. Makarachi said NOACA staff will look into the suggestion.

Mr. VanSickle asked whether the Community Safety Reports serve as the baseline for identifying projects eligible for the Safety Program Fund and if other safety plans from cities—such as those adopted by Cleveland Heights, Lakewood, and Cleveland—could also be considered for eligibility. He inquired whether projects must come exclusively from the Community Safety Reports to qualify.

Ms. Turnbull explained that linking the Safety Program Fund to the Community Safety Reports ensures that even very small villages, some with as few as 1,000 residents, have equal access to the funds alongside large cities. This approach allows communities without their own safety plans to still qualify.

Mr. Makarachi emphasized that every life is important, no matter if it's in a small village, big city, or county. He stressed that all lives are valuable and that efforts must be made to prevent fatalities everywhere.

Mr. VanSickle agreed with Ms. Turnbull and Mr. Makarachi but noted that some city safety plans, like Cleveland's Vision Zero and plans from Lakewood and Cleveland Heights, involve deeper, more costly studies (\$100,000–\$200,000) than NOACA's Community Safety Reports. He inquired whether priorities from city plans, even if not included in the CSRs, would be eligible for funding from NOACA's Safety Program. He suggested that the Safety Program Fund should have flexibility similar to the TLCI program, where implementation projects can originate from TLCI or TLCI-like plans.

Mr. Makarachi restated that NOACA is still in the early stages of developing the Transportation Safety Program Fund and Policy. He stated that while the Community Safety Reports will serve as the baseline, staff will also consider other safety plans and studies, acknowledging that the CSRs do not cover everything. Including additional studies in applications will be important.

Mr. Dave Bass thanked NOACA staff for their work on the Transportation Safety Program Fund and asked about the program's funding source and whether the funds would require federal compliance. He noted that with TLCI projects, cities often layer them with existing NOACA or federal funding, which brings specific federal project development requirements. He asked if similar federal compliance processes would apply to the Transportation Safety Program Fund, especially for simpler items like street supplies.

Mr. Makarachi explained that the TLCI program receives \$2 million in federal funds. He added that NOACA is currently considering how to allocate funding for the Transportation Safety Program Fund.

### **SFY 2025 Congestion Mitigation and Air Quality (CMAQ) Program Applications**

Ms. Sarah White presented information on the following:

- Purpose of CMAQ Program
- Program Goals
- CMAQ Program Funding
  - 2025 Cycle – ±\$40M in awards (to be implemented in FY2030 and FY2031)
- Eligible Applicants

- Phases of Development Eligible for Funding
- Eligible Project Types and Project Type Score
- Project Evaluation Criteria (up to 100 Points)
- Program Timeline
- 2025 CMAQ Project Requests
  - Total CMAQ funding requests: \$57,447,594

Ms. White explained that NOACA staff will complete project evaluation and scoring, then present the projects, along with Council input, to the Transportation Subcommittee and Planning and Programming Committee. The recommended projects will be submitted to the Board of Directors for approval at the September 12 meeting. Following that, staff will forward the Board-approved applications to OSUCC for statewide evaluation in Autumn 2025. OSUCC is expected to submit final project recommendations to the OARC Executive Directors for approval at their November 2025 meeting.

Mr. Kalas pointed out that the list included the City of Cleveland's Electric Vehicle Electrification. He asked if that included infrastructure as well as the fleet.

Ms. White clarified that the project includes both replacing some vehicles and setting up infrastructure at city-owned locations.

Mr. Kalas asked Ms. White to provide more details about the function and purpose of the smart lane on westbound I-90.

Ms. White explained that the smart lane on westbound I-90 would function as an additional left lane open only during peak congestion hours, not 24/7. A key component of the project involves the signage and signalization to manage the lane. She invited Mr. Ockunzzi from ODOT to provide further details.

Mr. Ockunzzi noted that the project is an ODOT District 12 project, so he was not deeply familiar with it. He compared the smart lane concept to the one on I-670 in Columbus, where the left shoulder is usually closed but opens during peak periods to add lane capacity. He explained that widening I-90 would be costly due to urban right-of-way and drainage work, so using a smart lane offers a more cost-effective way to increase capacity.

Mr. Kalas asked Mr. Ockunzzi whether the smart lane's purpose is essentially to extend or enhance what is currently in place on I-90.

Mr. Ockunzzi said yes.

Ms. Williams requested clarification on whether the Lorain County Transit (LCT) Revived 2030: Vehicle Replacements project involved replacing the existing fleet or if it relates to their microtransit services.

Ms. White explained that the project is primarily about asset fleet management, meaning LCT's plan to replace old, worn-out vehicles.

### **Long Range Plan Update (weNEO2050+)**

Mr. Makarachi presented information on the following:

- Timeline & Objectives
- Planning Elements of NOACA's LRTP Update
- Data Update

- 2050 Population Projection
- Telecommuting Share
- Online Shopping Share
- Virtual Meetings
- Household Travel Survey
- Scenario Planning
  - Scenarios
- Performance Measures
  - Access to Transit
  - Annual Transit Ridership
  - Work Commute Time
- Transportation Safety
  - Safety Performance Measure
  - Safety Performance Measure Targets
- Future Technology
  - EV Adoption by State in 2023
  - Estimated Number of EVS By 2050
  - Estimated Number of L2 Ports by 2050
  - Estimated Number of DCFC Ports by 2050
  - Estimated Required Budgets - NOACA Region
  - Technology Adoption
- Scenario Costs
  - Scenario 1: MAINTAIN (Do Nothing)
  - Specific Projects of Scenarios
  - Specific Projects & Cost of Scenario 4
  - Project Costs of Scenarios
  - Scenario Costs & Budget Level
  - Scenario Measure of Effectiveness Value
  - MOE & Cost

Mr. Makarachi stated that staff will present the *weNEO2050+* update to the Board at the June 2025 meeting.

Mr. Kalas pointed out that Mr. Makarachi mentioned autonomous vehicles. He noted that roundabouts are sold as a matter of safety on some of the region's more dangerous intersections. He asked if NOACA or ODOT is considering the ease with which autonomous vehicles can navigate those intersections.

Mr. Ockunzzi stated that ODOT itself has not focused specifically on autonomous vehicles, but DriveOhio—a separate agency within ODOT Central—specializes in emerging technologies like autonomous vehicles, electric vehicles, and drones. He noted that autonomous vehicles are capable of reading signs and navigating features such as roundabouts by recognizing roadway signs and yielding appropriately, though current practical navigation of roundabouts by autonomous vehicles is still uncertain.

Mr. Kalas expressed skepticism about autonomous vehicles' ability to safely navigate challenging road conditions like hilly roads with speeds of 40-55 mph and two-way stops, indicating he finds it hard to believe they can handle such scenarios well.

Mr. Ockunzzi noted that back in 2015, autonomous vehicles were predicted to be widespread within 5-10 years. However, a decade later, they are mostly limited to bigger cities near airports.

He explained that while the technology has advanced quickly, government adoption has been slower due to liability concerns and risk acceptance, which has delayed broader deployment.

Mr. Kalas asked whether the Household Travel Survey is expected to be finalized soon.

Mr. Makarachi said yes.

Mr. Kalas asked whether the results will be made available soon. He noted that participants in the Household Travel Survey had two options: using a tracking app on their phones or self-reporting via a form. He asked if NOACA would provide a breakdown showing how the data was collected—specifically, how many people downloaded the app versus those who self-reported—and whether there is information on participant location tied to these methods.

Mr. Makarachi stated that he recently spoke with the consultant and requested that a table be included in the report's appendix showing how participants responded to the Household Travel Survey. The table will display the percentages of respondents who used the tracking app versus those who self-reported via computer. It will include three response categories. He noted that he met with the consultant yesterday to finalize the report.

Mr. Kalas requested a more detailed breakdown of the survey response methods by county. Specifically, he wanted to know, for example, whether respondents in Medina County primarily used the tracking app or self-reported via the form. He expressed interest in seeing this data segmented by each county.

Mr. Makarachi explained that NOACA owns the survey data and has a signed contract with the consultant who completed and delivered the raw data, now securely saved. He noted that staff will further analyze and break down this raw data to address any specific questions, with most of the tables already organized by county. The contract emphasized analyzing household populations by county, and NOACA plans to use the data to support various projects.

Mr. Kalas inquired whether the final report would include data, indicating that if he would like to be provided with that data.

Mr. Makarachi confirmed that data would be included in the final report. He mentioned that the consultant may have provided a breakdown by county and assured Mr. Kalas that he could request and receive the data once the report was finalized.

### **Reports/Updates**

No reports or updates were received at this meeting.

### **Old Business**

No old business was discussed at this meeting.

### **New Business**

Mr. Kalas noted that Executive Director Grace Gallucci had traveled to Columbus to testify on House Bill 96 that includes brownfields. He pointed out that the bill also referenced the use of eminent domain for certain bike trails. He brought up a specific case in the Mahoning Valley, where a dispute over a seven-mile trail through Mill Creek Metroparks has persisted for four years. Property owners had retained their rights following a magistrate's ruling. Mr. Kalas mentioned that some language addressing this issue was incorporated into the budget and asked whether anyone from NOACA had provided testimony, specifically on that matter.

Mr. Makarachi responded that he would look into the matter.

Mr. Kalas asked whether NOACA had taken an official position on the eminent domain issue.

Mr. Makarachi responded that he was not aware of any.

**Adjournment**

Mr. Kalas made a motion to adjourn the meeting at noon. Mr. Ockunzzi seconded the motion. The motion passed by voice vote.

The next BPAC meeting will be Friday, August 15, 2025, at 10:30 a.m.

*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**

MEETING DATES	2/21/25	5/16/25	8/15/25	11/21/25
<b>ALAI</b> , Samuel (David Schroedel, Alternate)	X	A		
<b>ANTOSKIEWICZ</b> , Larry (Thomas Jordan, Alternate)	A	A		
<b>BASS</b> , David (Phil Kidd, Alternate)	X	X		
<b>BRAVERMAN</b> , Joyce (Kara Hamley O'Donnell, Alternate)	X			
<b>DAVIS</b> , Sarah (Phil Kidd, Alternate)				
<b>DEGEETER</b> , Timothy (Scott Wangler, Alternate)	A	A		
<b>EXLEY</b> , Alan (Kirk Dimmick, Alternate)	A			
<b>GEORGE</b> , Meghan (Dave Baas, Alternate)	A			
<b>GORRIS</b> , Nick (James W. Dvorak, Alternate)	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		
<b>MCDERMOTT</b> , Sean (Sara Byrnes Maier, Alternate)	A	A		
<b>OCKUNZZI</b> , Scott (Jeremy Adato, Alternate)	X	X		
<b>RATAJCZAK</b> , Anthony (John Watkins, Alternate)	A			
<b>RAY</b> , David (A.J. Stoll, Alternate)	X	X		
<b>SHOP</b> , Neil (Melinda Bartizal, Alternate)	X	A		

<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>SONNHALTER</b> , James M. (Paul Triolo, Alternate)	X	A		
<b>VANDERSOMMEN</b> , Dale (Veronica A. Newsome, Alternate)	A	A		
<b>VANSICKLE</b> , Jacob (Jenna Thomas, Alternate)	X	X		
<b>WASHINGTON</b> , Ariel (Alternate TBD)	X	X		
<b>WILLIAMS</b> , Kiara (Alternate not designated)	X	X		
<b>ZIEMNIK</b> , James (Alternate not designated)	X	X		

X = Member present A = Alternate present