



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

Present: Please see the attached attendance record.

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

Meeting Minutes

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

Public Comment

No one signed in to speak at this meeting.

Chair's/Executive Director's Report

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

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

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

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

Mr. Makarachi said yes.

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

Action Items

No action items were presented at this meeting.

Presentation/Discussion Items

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

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

Mr. May presented maps and diagrams of the following:

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

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

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

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

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

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

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

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

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

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

Ms. Sara Maier asked the project team to discuss how accommodations for bicycles, pedestrians, and transit access will be incorporated, beyond simply meeting with GCRTA. She emphasized the importance of convenient transit connections, particularly given GCRTA's plan for a new station adjacent to the airport, so that visitors would not need to walk long distances to reach the site. She also noted that the only pedestrian bridge proposed thus far connects to a future parking area, with few other non-vehicular access options identified, and asked the project team to address how these issues will be resolved.

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

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

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

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

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

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

Ms. Sarah Davis noted that during large events, there is not only vehicle traffic but also heavy pedestrian traffic. While the idea of a new station is appealing, she emphasized that there are already two existing stations that were paid for and remain in use. She asked how connections to those existing stations are being addressed—particularly for pedestrians—so that if one station is crowded, people can safely access the others. She stressed the importance of ensuring safe pedestrian connections across newly widened roads in addition to addressing vehicle traffic to and from the airport.

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. Williams confirmed that this could be done.

NOACA Household Travel Survey Analysis for Modeling and Planning

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

Ms. Sorathiya presented information on the following:

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

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

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

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

Community Safety Reports and County Prioritizations

Ms. Kessa Turnbull presented information on the following:

- Systemic Safety Management
- Segment Configurations

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

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

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

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

Lorain East 28th Corridor TLCI Study Update

Mr. Ali Makarachi presented information on the following:

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

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

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

Reports/Updates

No reports/updates were presented at this meeting.

Old Business

No old business was presented at this meeting.

New Business

No new business was presented at this meeting.

Adjournment

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

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

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



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

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

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

X = Member present A = Alternate present