



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

Present: Please see the attached attendance record.

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

Meeting Minutes

Mr. Lawrence Hall made a motion to approve the meeting minutes of May 16, 2025. Mr. Andy Haupt seconded the motion. The motion passed by voice vote.

Public Comment

No one signed in to speak at this meeting.

Chair's/Executive Director's Report

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

Action Items

No action items were presented at this meeting.

Presentation/Discussion Items

Second Quarter SFY 2026 Project Planning Reviews (PPR)

Public Infrastructure Improvements in Brook Park (CUY SR 291-02.90)

Mr. May provided background on the Project Planning Review (PPR) purpose and process. He stated that the CUY SR 291-02.90 project in Brook Park, sponsored by the City of Brook Park, is located 0.5 miles east of Cleveland Hopkins International Airport and west of the I-71/Snow Road interchange. The project area includes the 175-acre former Ford Plant site, bounded by frontage roads from the southwest to the north, Snow Road, Five Points Road, Engle Road (SR 291), and Henry Ford Boulevard (SR 291). Proposed improvements include upgrades to the I-71 northbound and southbound exit ramps, a Snow Road/Ring Road connector, realignment of SR-

291 (Engle Road), Ring Road improvements, and a pedestrian bridge. The total project cost is estimated at \$82.15 million, funded through TRAC and local sources, with \$4.8 million allocated for PEPD, \$6.5 million for PEDD, \$0.55 million for RW, and \$70.3 million for construction.

Mr. May presented maps and diagrams of the following:

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

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

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

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

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

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

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

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

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

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

Mr. Schipper emphasized that GCRTA would not pay for or contribute to the station. He clarified that GCRTA's official position is that the distance from the Brookpark Station to the football site is 3,000 feet, similar to the walking distance from Tower City to the existing stadium. While GCRTA may collaborate if others wish to explore alternatives, it will not fund the project, and he stressed that this is not a GCRTA project. He added that he was surprised to see it presented.

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

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

Mr. VanSickle acknowledged the focus on game-day and event-day experiences but emphasized that project designers should also consider the everyday needs of Brook Park residents near the stadium. He noted that residents may need to walk, bike, or drive in the area and cautioned against prioritizing event traffic for 30,000 fans over the daily needs of the community.

Mr. VanSickle further stressed the importance of conducting a sidewalk inventory, ensuring sidewalks are adequately wide and continuous, and addressing challenges such as crossing the seven-lane Snow Road. He suggested incorporating pedestrian refuge islands and other traffic-calming measures to improve safety and accessibility on non-game days as well.

NOACA Household Travel Survey Analysis for Modeling and Planning

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

Ms. Sorathiya presented information on the following:

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

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

Community Safety Reports and County Prioritizations

Ms. Kessa Turnbull presented information on the following:

- Systemic Safety Management
- Segment Configurations
- The Process
- South Euclid Segments
- South Euclid Intersections
- South Euclid Map 2
- Calibration
- Crash Frequency Results
- Prioritization
- At-Grade Railroad Crossings
- Cost-Benefit Analysis
- Cost and Impact Assessment
- Regional Overview
- Geauga Segment Prioritizations
- Geauga Intersection Prioritizations

- Medina Segment Prioritization
- Medina Intersection Prioritization
- Lorain Segment Prioritization
- Lorain Intersection Prioritization
- Lake Segment Prioritization
- Lake Intersection Prioritization
- Cuyahoga Segments Prioritized
- Cuyahoga Intersections Prioritized
- Cuyahoga Excluding Cleveland (Segments)
- Cuyahoga Excluding Cleveland (Intersections)
- Cleveland Segments Prioritized
- Cleveland Intersections Prioritized

Ms. Turnbull stated that there were no financial impacts for this item. The next steps would be for staff to continue presenting the reports to increase awareness among more communities. Staff would submit county prioritizations to FHWA for use in Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies (SAFE ROADS).

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

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

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

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

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

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

Lorain East 28th Corridor TLCI Study Update

Mr. Makarachi presented information on the following:

- Project Goals
- Complete Street
- Project Study Area
- Project Phases
- Phase 1: Data Collection & Existing Condition Analysis
 - Data Collection
 - Lorain County Transit Network

- Transit Stops
- All Crashes (2019-2023)
- Vacant Land
- Other Plans and Studies
- Phase 2: Analysis & Alternatives Development
 - Traffic Congestion
 - Traffic Through the Corridor

Mr. Makarachi stated that staff will continue updating the Council as the project progresses.

Reports/Updates

No reports/updates were presented at this meeting.

Old Business

No old business was presented at this meeting.

New Business

No new business was presented at this meeting.

Adjournment

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

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

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



**Safety and Operations Council (SOC)
2025 Attendance Record**

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

X = Member present A = Alternate present