



## **NOACA Transportation Subcommittee Meeting Minutes**

September 19, 2025  
NOACA Offices  
1299 Superior Avenue  
Cleveland, Ohio 44114

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

Mr. Rob Duncan, Vice Chair of the Transportation Subcommittee, convened the meeting at 10:33 a.m.

### **Meeting Minutes**

Mr. Bob Klaiber made a motion to approve the meeting minutes of March 21, 2025. Mr. Patrick Mohorcic seconded the motion. The motion passed by voice vote.

Mr. Mohorcic made a motion to approve the meeting minutes of June 20, 2025. Mr. Andy Conrad seconded the motion. The motion passed by voice vote.

### **Advisory Council Updates**

The Transportation Subcommittee received summaries of the advisory council meetings.

### **ODOT Update**

Ms. Keri Welch announced that applications for the Local Major Bridge Program are now being accepted, with a submission deadline of October 15, 2025.

### **Public Comment**

No public comment was made at this meeting.

### **Executive Director's Report**

Mr. Ed May announced that the SFY2026 TLCI application round is open for Planning Studies and Implementation Projects, due by October 10. TLCI supports projects that enhance community livability. Funding includes \$1.5 million for Implementation Projects and \$500,000 for Planning Studies. An applicant webinar was held on September 3. Applications and the recording are available at [noaca.org/TLCI](http://noaca.org/TLCI).

### **Action Items**

#### **Second Quarter SFY 2026 Project Planning Reviews (PPR)**

Mr. May presented the following information on the proposed Public Infrastructure Improvements in Brook Park (CUY SR 291-02.90):

- Project Planning Review Purpose and Process
- Project Overview

- Project Type
- Project Name and Location
- Primary Work Type
- Total Cost: \$82.15 million
- Project Map and Conceptual Plan and Schematic Layout
- 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
- BU 7: GCRTA Transit Station
- Weekday Event Results Schematic
- Sunday Event Results Schematic
- Recommendation Comments
  - NOACA Staff
- Information Comments
  - NOACA Staff
  - Transit Council
  - Bicycle and Pedestrian Advisory Council
  - Safety and Operations Council

Mr. May stated that no NOACA funding will be used for the project, and there is no financial impact. He clarified that the action does not approve funding or the implementation schedule. Next steps include forwarding the Subcommittee's comments to the project sponsor, followed by review by the Planning & Programming Committee and Executive Committee. After Board approval, the sponsor will be notified that the project has completed the PPR process, and NOACA staff will continue to address any planning issues identified.

Ms. Maribeth Feke noted that many elements—such as lane configurations, bridge design, and pedestrian features—are dependent on the recently received traffic study. She questioned how project costs were established before this review and asked when NOACA will evaluate the study. She also expressed concern about potential 6- to 7-lane roadway configurations and emphasized the importance of incorporating subcommittee and council recommendations, such as crosswalks and pedestrian islands, into the design.

Mr. May stated that he could not commit to a timeline but confirmed the matter would be reviewed and updates provided as findings become available.

Mr. Jacob VanSickle noted that when the subject was presented at BPAC, city staff or consultants provided line-by-line comments on recommendations, but that level of detail was not shared today. He highlighted concerns about lane widths and pedestrian access, emphasizing the need to consider how people will safely reach the site from nearby parking areas or homes in Brook Park. He asked if today's representatives were prepared to address these questions.

Mr. Dennis Albrecht, with Osborn Engineering and lead designer for the City of Brook Park and Haslam Sports Group, responded to Ms. Feke's question, stating that all comments and recommendations from this body are being reviewed and incorporated into the project design. He added that future access considerations are also being addressed.

Mr. VanSickle referenced BPAC comments regarding crossing distances, pedestrian refuge islands, and safety at a wider interchange. He expressed concern that the current design appears car-centric, noting it does not provide comfortable or safe access for pedestrians traveling to games or nearby developments. He requested responses to these environmental and pedestrian-focused concerns.

Mr. Albrecht stated that pedestrian-specific improvements are being incorporated as the design advances. He noted that the project team is working closely with the City of Brook Park, which is also conducting its own assessment of pedestrian access. He emphasized that the project will address both vehicle and pedestrian traffic equally.

Ms. Feke asked Mr. Albrecht to address airport access, expressing concern about potential congestion on Sundays and inquiring about how the design will address this issue.

Mr. Albrecht explained that the feasibility study and traffic schematics show Snow Road will be congested during major events, which is typical for large venues. I-71 and SR 237 are expected to remain uncongested, with SR 237 as the primary airport route. The project team recommended adjusting signage on I-71, I-480, and SR 237 to direct airport traffic to SR 237, ensuring access is not affected.

Ms. Feke noted that the Haslam Group, City of Brook Park, and consultants have been in regular communication with RTA leadership, including General Manager India Birdsong Terry and Dr. Caver, regarding a new station and access to the existing station.

Mr. Conrad asked whether the project team evaluated potential traffic impacts on roads like Bagley and Front Street, where drivers might bypass I-71, and what improvements may be needed.

Mr. Albrecht said the project team has reviewed traffic impacts, noting low service levels at Bagley and Engle Road intersections. He added that game day traffic management plans will be developed as design progresses, though no definitive answers are available yet.

Ms. Welch said ODOT has received the traffic, IMS, and feasibility studies and is still reviewing them, with no full approvals yet.

Ms. Feke stated the Subcommittee's action is to approve, not approve, or table the item, and asked what that means.

Ms. Liz Barlik explained the options at this point are:

- Recommend that the second quarter SFY 2026 Project Planning Review move forward so the process can continue and go to the Planning and Programming Committee.
- Postpone (or "table") to the next Transportation Subcommittee meeting on December 19
- Not approve, which would end the process.

Ms. Barlik noted that the Subcommittee must decide the next step.

Mr. VanSickle made a motion to table the PPR for the Brook Park project, noting that NOACA staff and ODOT have not yet fully reviewed the engineering study. He requested that updates on questions addressed today, along with a report on the engineering study's findings, be included on the agenda for the December Transportation Subcommittee meeting.

Ms. Feke seconded the motion.

Mayor Edward Orcutt stated that the project team has worked quickly to provide detailed information to NOACA and ODOT. The team initially met with Director Gallucci months ago to outline the Haslam Sports Group's challenges at the downtown stadium, particularly traffic access. The goal is to improve traffic flow at the 176-acre Brook Park Road site, described as the "perfect little box" due to its connectivity via the following:

- North: State Route 17 and I-480
- South: State Route 291 / Engle Road
- West: State Route 237
- East: I-71
- Direct access: Brook Park Road and the rapid transit station

Mayor Orcutt noted that the project team received strong recommendations in earlier meetings, and collaboration with neighboring cities—especially Middleburg Heights—has been excellent. He noted that traffic flow is a shared concern and pedestrian safety is central to the planning, and outlined elements of the plan addressing these concerns including:

- 12,000–14,000 parking spaces on-site, with 6,500 new spots
- Land purchases north and east of the site for thousands more spaces and pedestrian pathways to Hummel Road.
- Recently purchased and cleared hotel near I-71 to connect to city-owned land for safe pedestrian routes from the north.
- Parcels south of Hummel Road to guide pedestrian traffic from Snow Road lots via existing sidewalks

Mayor Orcutt noted that this approach balances accessibility, capacity, and neighborhood protection. He added that further review is needed and expressed gratitude for the cooperation and patience of all involved.

Mr. Conrad asked when the TRAC application would be due if the item is tabled.

Mr. May responded that the TRAC applicant can move forward. While MPO prioritization is often requested, NOACA's input to ODOT is not required, so the TRAC process can proceed independently of NAOCA's process.

Ms. Welch stated that the TRAC cycle and the MPO review can proceed in parallel. She noted that TRAC awards are typically made in May, though the last cycle was slightly delayed.

Mr. Conrad asked when the applications are due.

Ms. Welch said Brook Park has already submitted their application.

Ms. Feke asked what would happen if no action is taken until December 2025, and how that would affect project implementation.

Mr. May stated that if the item returns to the Transportation Subcommittee in December, it would then potentially go to the Board for action in March. He asked Ms. Welch to confirm the month of TRAC awards.

Ms. Welch said she believed the TRAC awards are made in May.

Mr. Klaiber asked Mr. May if he was aware of any reason to wait until December or if there was anything about this project that he thought should keep it from moving forward, noting that it seemed to him that Brook Park was addressing questions

Mr. May said he could not provide a specific answer, noting that some recommendations might trigger unknown outcomes. He added that the NOACA staff are thoroughly examining the project.

Mr. Klaiber added that such issues are typically handled during Planning and Programming and by the Board, emphasizing the Transportation Subcommittee's advisory role.

Mr. Mohorcic asked whether another Committee would need to evaluate the project.

Mr. May said yes. The project will be presented to the Planning and Programming Committee.

Ms. Barlik explained that the project is in the PPR stage, which sometimes occurs alongside the Plan and TIP amendment process. It has received input from NOACA's Councils and is now before the Subcommittee for technical review and action. It would then proceed to the Planning and Programming Committee and finally to the Board for action, ensuring the proper process is followed.

Mr. Mohorcic agreed with Mr. Klaiber that the PPR should move forward if Brook Park is aiming for a May application. He noted that the Board will ultimately decide, and it is better to allow sufficient time for evaluation and questions. He did not think that tabling to December was necessary.

Mayor Orcutt stated that the project team and the City of Brook Park understand the study results. He noted frequent internal meetings and confirmed there are no immediate dangers to Brook Park. The team is focused on protecting local assets, including Cleveland Hopkins Airport. Using a worst-case weekday event scenario as a baseline, he wasn't aware of an immediate threat of traffic jams in Brooke Park. Mayor Orcutt recognized the need for NOACA and ODOT to be thorough in their process and reiterated that he was unaware of any immediate issues for Brook Park or neighboring areas.

Ms. Barlik restated the motion on the floor was to postpone the second quarter SFY 2026 PPR until December 2025.

The Transportation Subcommittee voted, and the motion to postpone failed.

Mr. Mohorcic made a motion to recommend the PPR to the Planning and Programming Committee for placement on the December 2025 Board of Directors agenda. Mr. Conrad seconded the motion.

Ms. Feke made a motion to amend Mr. Mohorcic's motion to include the results of the traffic analysis by ODOT and NOACA. Mr. Mohorcic seconded the motion.

The Subcommittee voted on the amended motion. Mr. VanSickle voted no. The motion passed by voice vote.

The Subcommittee voted on the original motion to recommend the PPR to the Planning and Programming Committee, now including the results of the traffic analysis. The motion passed by voice vote.

## **Second Quarter SFY 2026 Plan and TIP Amendments**

Mr. May reviewed the following projects to be amended to the second quarter SFY 2026 Plan and TIP:

- Amendment Actions and Process
- Project Overview
  - CUY IR 077 11.11 Replace (PID 21788)
  - CUY IR 077 11.21 Major Rehab (PID 105743)
  - CUY SR 087 12.05 Widening (PID 108766)
  - GCRTA FFY Capital Projects:
    - GCRTA W 25th St Rail Stat Rehab (PID 118443)
    - GCRTA Roofing Improve 2025-27 (PID 118450)
    - GCRTA IT Program 2025-27 (PID 118452)
    - GCRTA Bus Prev Maint 2025-27 (PID 118455)
    - GCRTA Rail Prev Maint 2025-27 (PID 118456)
    - GCRTA Rail Car Replace 2024-27 (PID 118483)
    - GCRTA 2024-25 Light Rail Trk Rehab (PID 118479)
    - GCRTA Red Line E Trk Rehab (PID 118528)
    - GCRTA Rail Work Equip Rep 2025-27 (PID 118534)
    - GCRTA 2028-29 HVAC Sys Improve (PID 123090)
    - GCRTA 2028-29 Bus Prev Maint (PID 123112)
    - GCRTA 2028-29 Signal System (PID 123118)
  - LAK SR 44 - 05.10 Interchange (PID 76236)
  - LAK SR 615 – 01.69 (PID 124351)

Mr. May explained that the financial impact of the proposed projects being added to the Plan and TIP is \$20.5 million, while the total cost of all revised projects is \$232.5 million. Funding for these projects is committed or planned from non-NOACA sources, provided by FHWA and FTA, and administered through ODOT. Upon Board adoption, the amendments will be incorporated into the NOACA Plan and included in the statewide TIP amendment in January.

Mr. Conrad made a motion to recommend the Second Quarter SFY 2026 Plan and TIP Amendments to the Planning and Programming Committee for placement on the December 2025 Board of Directors' agenda. Ms. Feke seconded the motion. The motion passed by voice vote.

Mr. May reminded the Subcommittee that the Brook Park public infrastructure improvements are not included in the Plan and TIP amendments.

## **CY2026 Highway Safety Performance Measure Targets**

Ms. Kessa Turnbull presented information on the following:

- Five Safety Performance Measures
- Target Setting
- Equal Annual Reduction (EAR)
- Fatalities – Equal Annual Fatality Reduction
- Annual Safety Performance Measure Target Setting
- Historic Fatalities in NOACA Region
- Fatalities per Year with VMT and Speed Comparison

Ms. Turnbull stated that there was no financial impact. She noted that, pending Board approval, the safety-related targets in the Long-Range Transportation Plan and Transportation Improvement Plan will be updated.

Mr. Conrad made a motion to recommend the CY2026 Highway Safety Performance Measure Targets to the Planning and Programming Committee for placement on the December 2025 Board of Directors' agenda. Mr. Klaiber seconded the motion. The motion passed by voice vote.

## **Presentation/Discussion Items**

### **Lorain East 28<sup>th</sup> Street Corridor TLCI Study Update**

Mr. Rob Uhlhorn presented information on the following:

- Project Goals
- Complete Street
- Project Study Area and Project Phases
- Phase 1: Data Collection & Existing Condition Analysis
  - Data Collection
  - Lorain County Transit Network
  - Infrastructure Conditions for Nonmotorized Modes of Travel
  - Current LTS
  - E 28<sup>th</sup> Street & Grove Ave.
  - All Crashes (2019-2023)
  - Pedestrian Crashes (2019-2023)
  - Vacant Land
  - Other Plans and Studies
  - Public Meeting #1
- Phase 2: Analysis & Alternatives Development
  - Collecting Traffic Data
  - Traffic Congestion
  - Traffic Operations Analysis
  - Design Alternatives

Mr. Uhlhorn stated that staff will continue updating the subcommittee as the project progresses.

### **Reports/Updates**

The SFY 2026 NOACA Funded Project Monitoring Report was included in the meeting packet.

### **Old Business**

No old business was discussed at this meeting.

### **New Business**

No new business was discussed at this meeting.

### **Adjournment**

Mr. Conrad made a motion to adjourn the meeting at 11:49 a.m. Mr. Klaiber seconded the motion. The motion passed by voice vote.

The next Transportation Subcommittee meeting will be Friday, December 19, 2025, from 10:30 a.m. to 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](#).*



## Transportation Subcommittee 2025 Attendance Record

MEETING DATES	3/21/25	6/20/25	9/19/25	12/19/25
<b>CARNEY, Ken</b> (Bob Klaiber, Alternate)	A	A	A	
<b>CONRAD, Andrew</b> (Bethany Dentler, Alternate)	X		X	
<b>DEROSA, James</b> (Richard Switalski, Alternate)	X	A	A	
<b>DEVER, Michael</b> (Nichole English, Alternate) (Eric Mack, Alternate on 9/19/25)	X	X	A	
<b>DUNCAN, Robert</b> (No alternate designated)	X	X	X	
<b>EXLEY, Alan</b> (Kirk Dimmick, Alternate)	X	X		
<b>FEKE, Maribeth</b> (India L. Birdsong Terry, Alternate)	X	X	X	
<b>HAJJAR, Shane</b> (Traci Salkiewicz, Alternate)	X			
<b>MOHORCIC, Patrick</b> (Myranda Keister, Alternate)	X	A	X	
<b>MCCORMACK, Kerry</b> (Charles Slife, Alternate)				
<b>WALTER, Matthew</b> (Mike Kubek, Alternate) (Keri Welch, Alternate on 9/19/25)	X		X	
<b>Ex-officio Members/Council Chairs</b>				
<b>KNECHT, Daniel</b> (James Kusner, Alternate)	X			
<b>RINE, Shannon</b> (JoAnna Santilli, Alternate)				
<b>WILLIAMS, Kiara</b> (Jacob VanSickle, Alternate)	A		A	

X = Member present    A = Alternate present