PROJECT UPDATE

December 19, 2025

Department of Transportation

NOACA
Northeast Ohio Areawide Coordinating Agency

STUDY OVERVIEW & SCHEDULE

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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.

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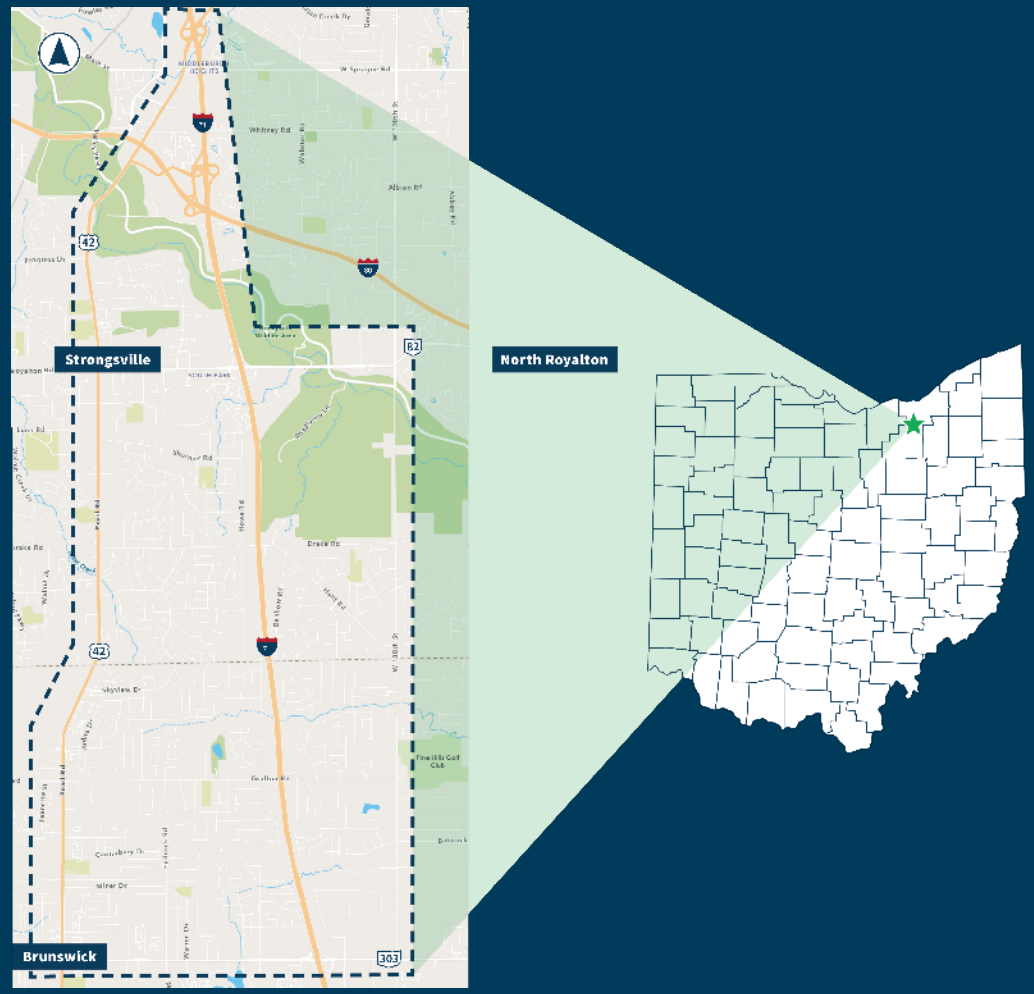
STUDY AREA

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



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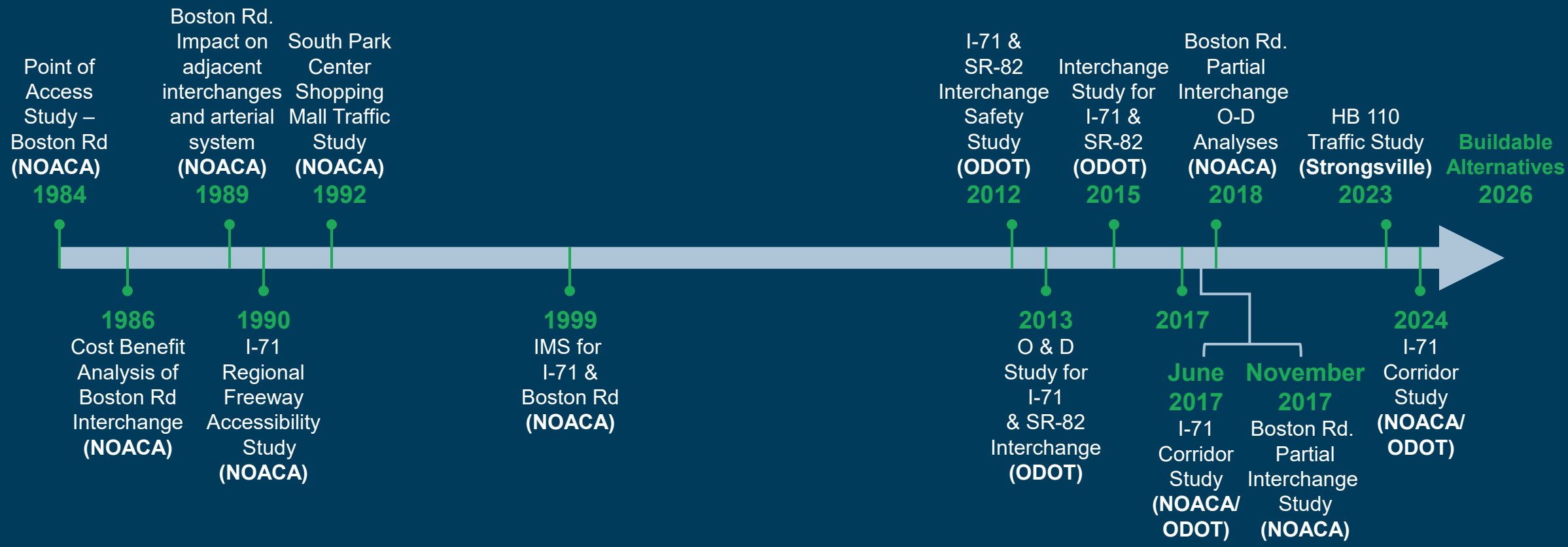
PREVIOUS STUDIES ALONG I-71



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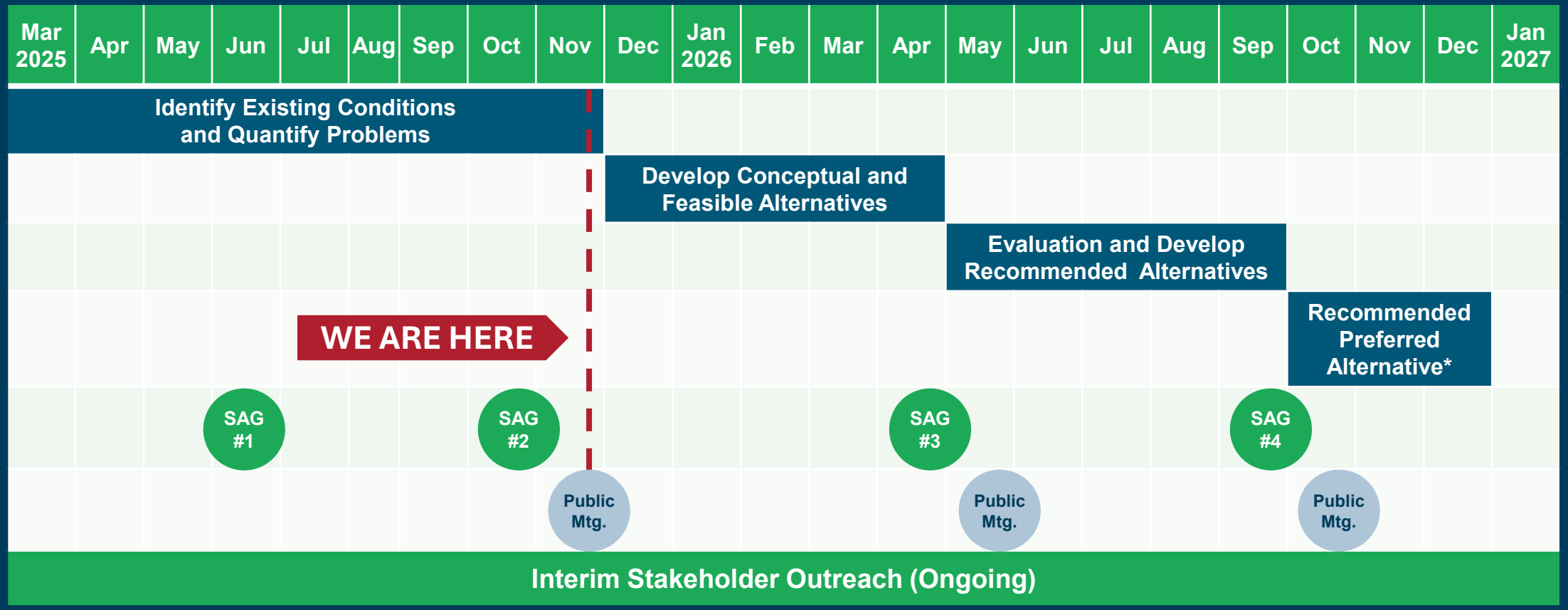
PROJECT SCOPE

- Establish existing and future conditions on major roadways throughout the study area (deficiencies); confirm purpose and need
- Develop conceptual alternatives to address deficiencies and needs
- Refine to feasible alternatives
- Evaluate and propose recommended alternatives that meet the purpose and need
- Confirm and develop a Strategic Plan to implement the recommended preferred alternatives

PROJECT SCHEDULE



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

SAG=Stakeholder Advisory Group

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PUBLIC MEETINGS

NOV 19

Strongsville and North Royalton-Area

Wednesday, November 19, 2025

6:00 p.m. to 8:00 p.m. (presentation at 6:30 p.m.)

Strongsville Recreation & Senior Center
18100 Royalton Road, Strongsville, Ohio 44136

NOV 20

Brunswick-Area

Thursday, November 20, 2025

6:00 p.m. to 8:00 p.m. (presentation at 6:30 p.m.)

Brunswick Community Recreation and Fitness Center
3637 Center Road, Brunswick, OH 44212

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PUBLIC MEETING PRESENTATION

CRASH ISSUES & IDENTIFIED AREAS OF CONCERN

CRASH ANALYSIS

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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. 130th to US 42	**318**	**75 (23.6%)**	143 (44.97%) Rear End, 104 (32.70%) Left Turn/Angle
Grafton Rd from W. 130th to US 42	**54**	**13 (24.1%)**	22 (40.74%) Rear End, 21 (38.89%) Left Turn/Angle
Boston Rd from W. 130th to US 42	**28**	**7 (25.0%)**	10 (35.71%) Rear End, 7 (25.00%) Left Turn/Angle
Drake Rd from W. 130th to US 42	**23**	**5 (21.7%)**	8 (34.78%) Rear End, 8 (34.78%) Left Turn/Angle
SR 82 from W. 130th to US 42	**327**	**78 (23.9%)***	168 (51.38%) Rear End, 71 (21.71%) Left Turn/Angle
W. 130th 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**

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IDENTIFIED AREAS OF CONCERN

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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.

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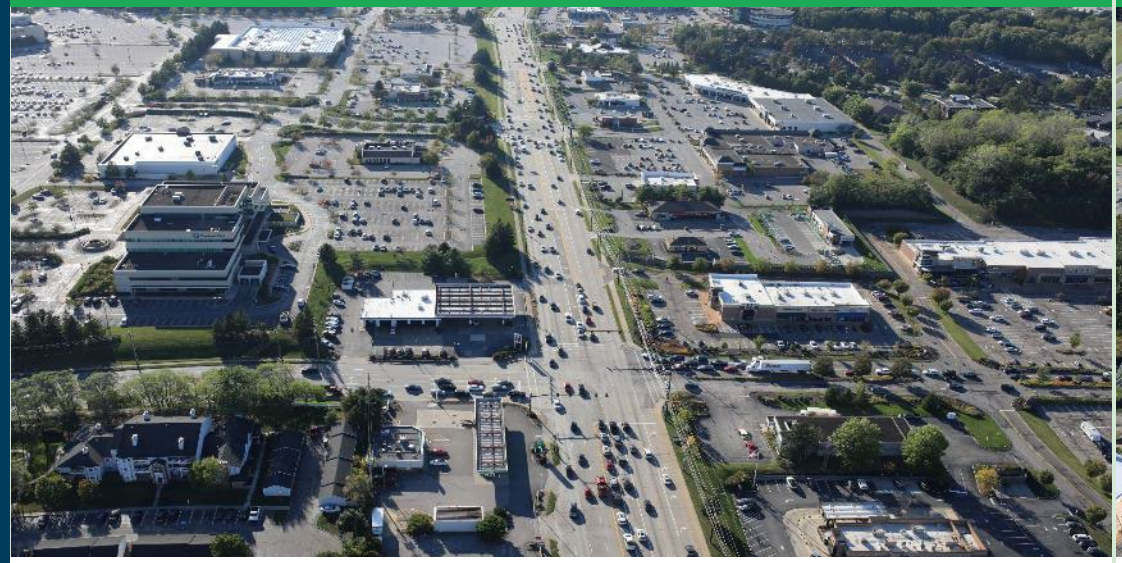
HOWE ROAD/SR 82

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.

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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.

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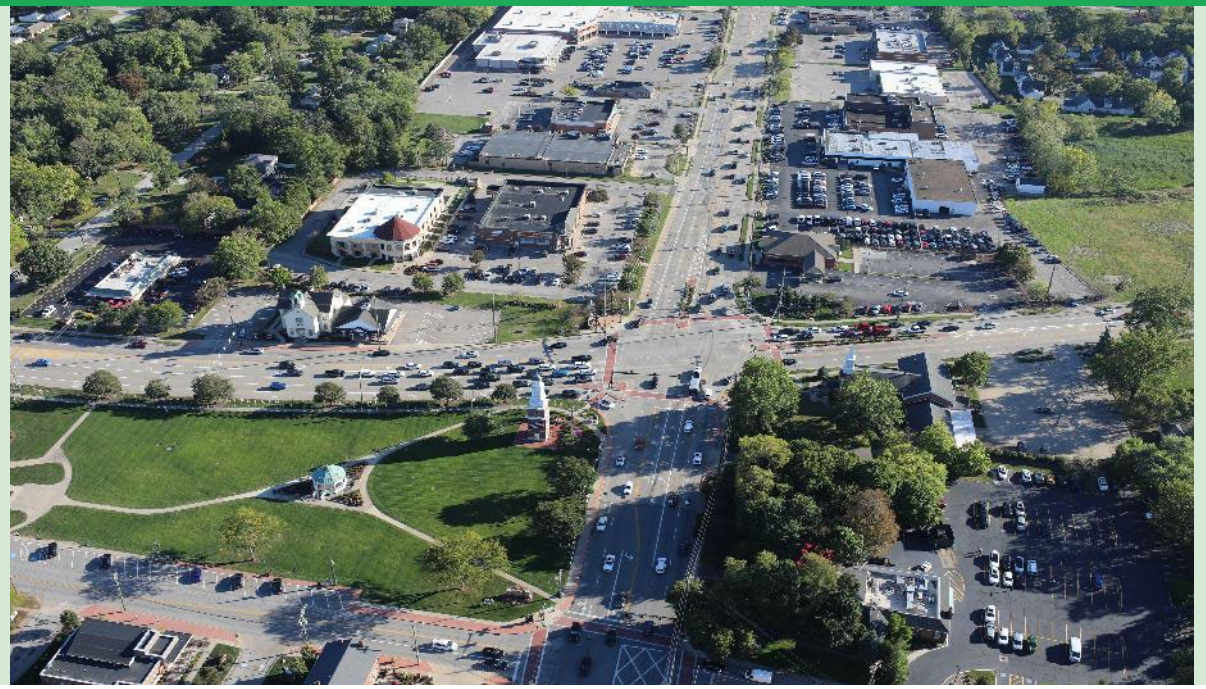
US 42/SR 82

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.

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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 westbound thru lanes results in a downstream merge and additional congestion.

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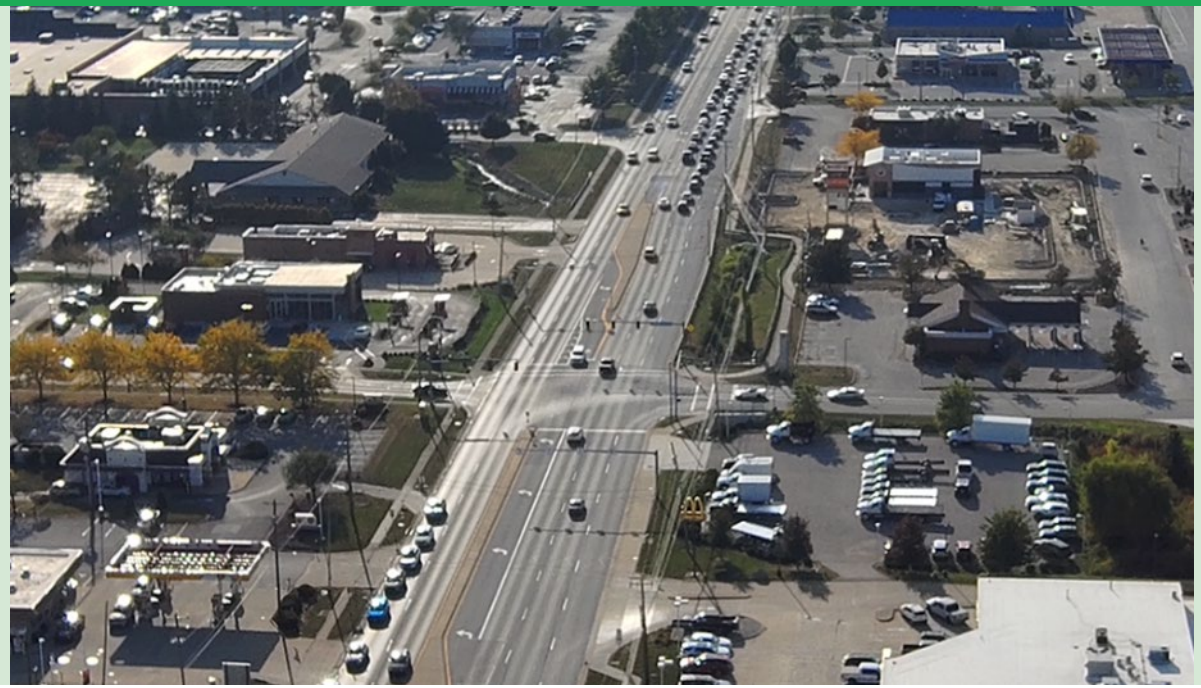
I-71 AND SR 303 AREA

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.

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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 will be signalized in the near future, which will help.

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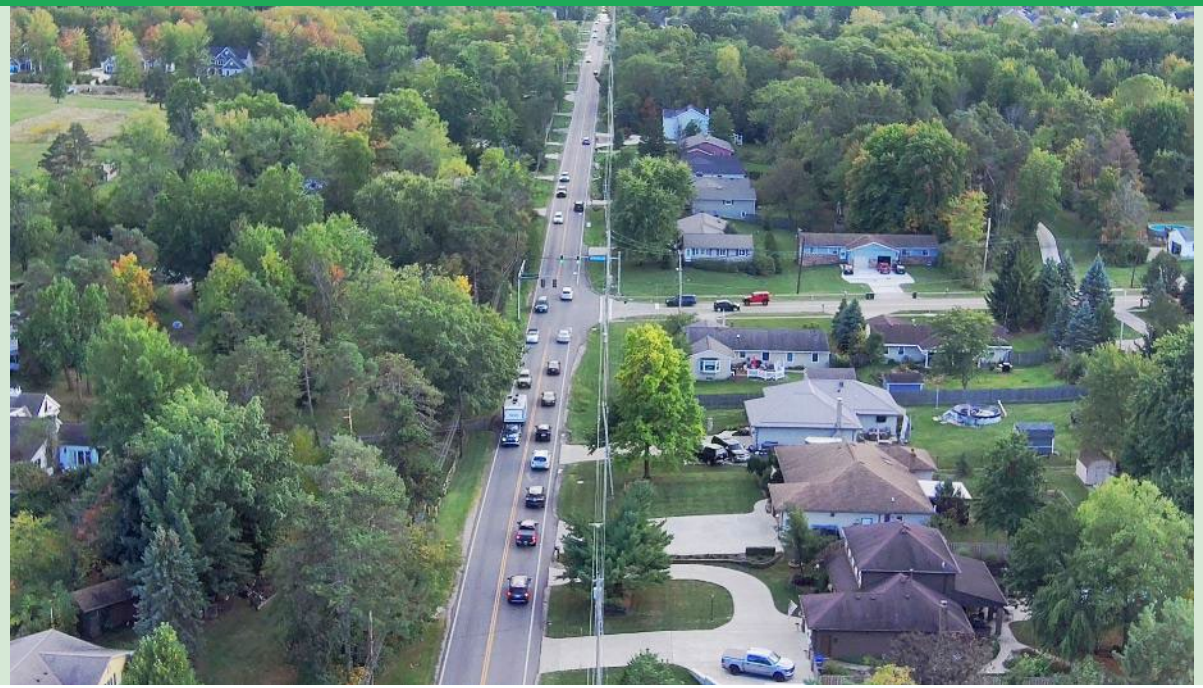
W 130TH ST/GRAFTON RD

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.

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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.

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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

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TRAFFIC CONGESTION GRADING SYSTEM & FINDINGS

HOW WE EVALUATED EACH AREA

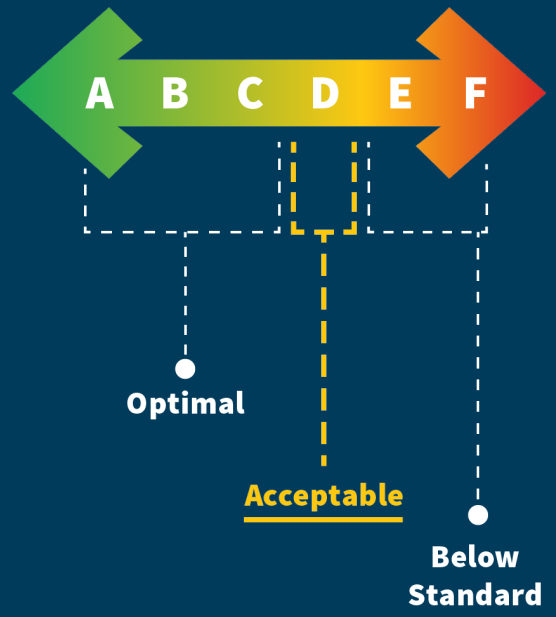
- Current traffic counts
- 2050 traffic forecasts (driven by population forecasts)
- TransModeler (traffic analysis software)
- Drone videos (on a Tuesday in September)
- Helicopter and more videos (on a Tuesday in September)

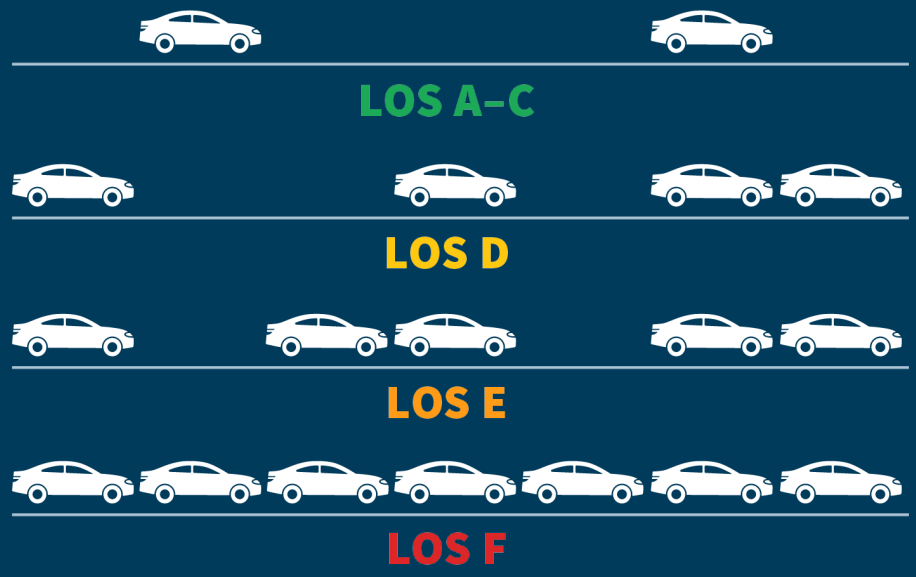
HOW WE SCORED THEM

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





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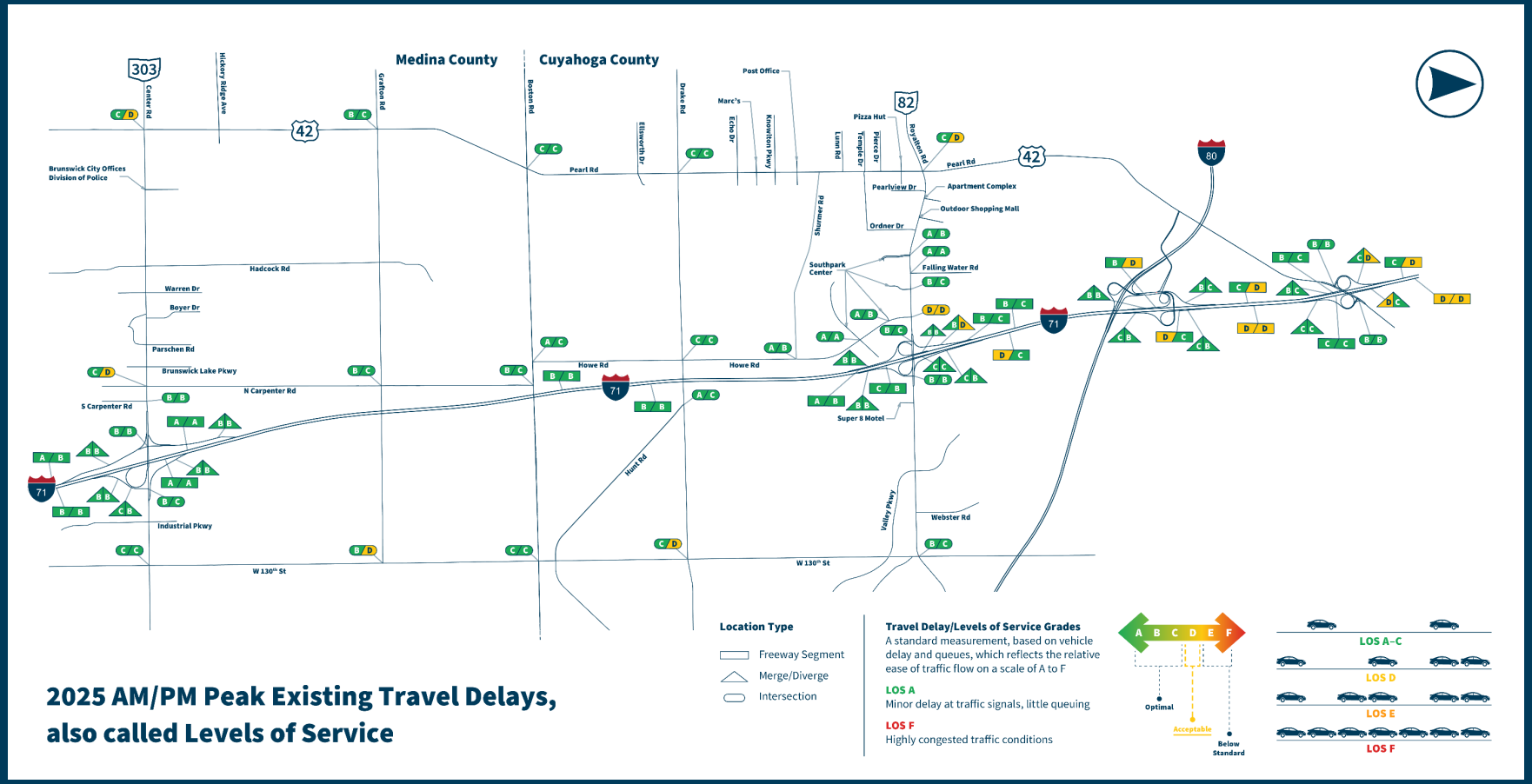
EXISTING TRAFFIC CONDITIONS



2025 AM/PM Peak Existing Travel Delays, also called Levels of Service

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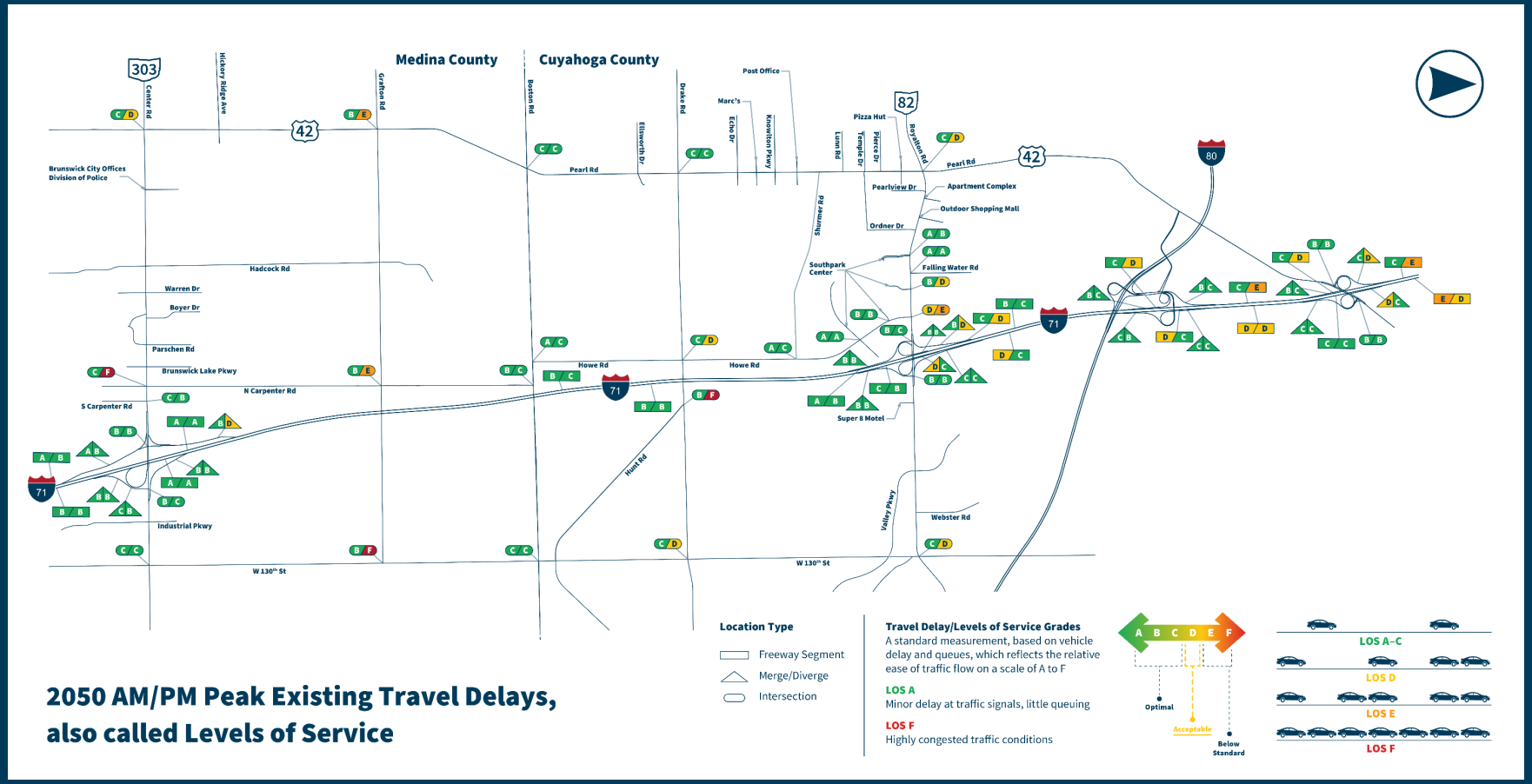
FUTURE TRAFFIC CONDITIONS



2050 AM/PM Peak Existing Travel Delays, also called Levels of Service

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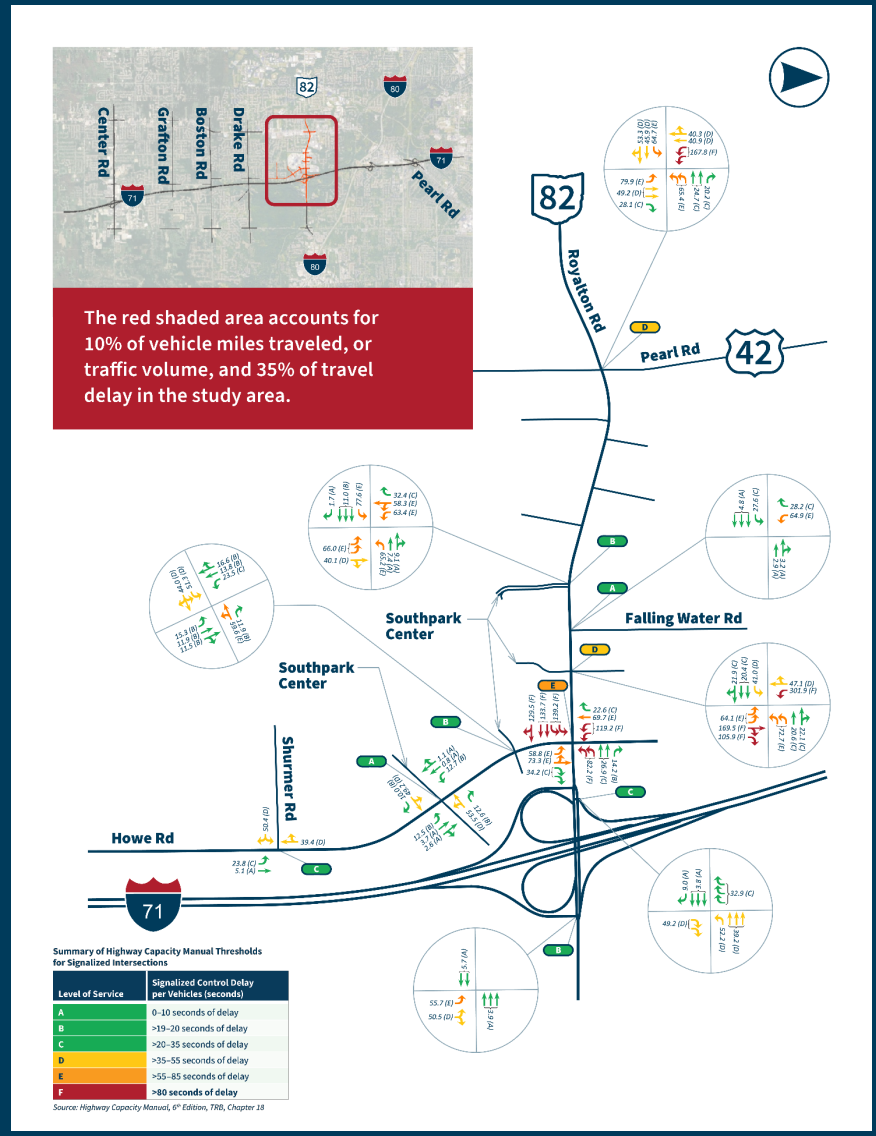
MOST CONGESTED AREA

2050 PM Peak



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NEXT STEPS

NEXT STEPS

- Comment forms returned by December 19
- Digest the 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					

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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**

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THANK YOU!

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