



Bicycle and Pedestrian Advisory Council Meeting

February 20, 2026, 10:30 a.m.

NOACA Offices, 1299 Superior Ave.
Cleveland, OH 44114

RSVP to 216-241-2414 ext. 282
or boardliaison@mpo.noaca.org

NOACA will **STRENGTHEN** regional cohesion, **PRESERVE** existing infrastructure, and **BUILD** a sustainable multimodal transportation system to **SUPPORT** economic development and **ENHANCE** quality of life in Northeast Ohio.



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
MEMORANDUM**

TO: Bicycle and Pedestrian Advisory Council Members
Samuel Alai, Mayor, City of Broadview Heights
Larry Antoskiewicz, Mayor, City of North Royalton
Jason Boyd, County Administrator, Lake County
Joyce Braverman, Director, Planning Department, City of Shaker Heights
Sarah Davis, Active Transportation Senior Planner, Cleveland City Planning Commission
Timothy DeGeeter, Mayor, City of Parma
Meghan George, Mayor, City of Lakewood
Nicholas J. Gorris, P.E., Sanitary Engineer, Geauga County
Aaron M. Harrison, County Commissioner, Medina County
Brian Kazy, Cleveland City Councilman, Ward 16
Sean McDermott, Chief Planning and Design Officer, Cleveland Metroparks
Scott Ockunzzi, P.E., District Planning Engineer, ODOT District 3
Anthony Ratajczak, Medina County Bicycling Community
David Ray, P.E., P.S., County Engineer, Cuyahoga County Dept. of Public Works
Cameron Roberts, AICP, Vision Zero Coordinator, City of Cleveland
Neil Shop, P.E., Transportation Planning Manager, ODOT District 12
James M. Sonnhalter, Planning Manager, Design & Implementation, Cuyahoga County Planning Commission
Dale Vandersommen, P.E., City Engineer, City of Lorain
Ariel Washington, Neighborhood Planner, Cleveland City Planning Commission
Kiara Williams, Population Health Specialist, Lorain County Public Health
James Ziemnik, Director, Lorain County Metro Parks

FROM: Jacob VanSickle, Chair
Executive Director, Bike Cleveland

DATE: February 13, 2026

RE: Bicycle and Pedestrian Advisory Council

Attached please find materials for the Bicycle and Pedestrian Advisory Council meeting on **Friday, February 20, 2026, from 10:30 a.m. to 12:00 p.m. at NOACA's Offices, 1299 Superior Avenue, Cleveland, Ohio.**



Northeast Ohio Areawide Coordinating Agency
Friday, February 20, 2026
10:30 a.m. – 12:00 p.m.

The public can view the meeting live at: youtube.com/live/ovASceZIL3A?feature=share

BICYCLE & PEDESTRIAN ADVISORY COUNCIL MEETING AGENDA

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1. Call to Order	
a. Pledge of Allegiance	
2. Minutes of November 21, 2025, Meeting	1
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5. Action Items (no items)	
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10. Adjourn	

Next Meeting: **Friday, May 15, 2026, at 10:30 a.m. – 12:00 p.m.**
NOACA Offices, 1299 Superior Avenue, Cleveland, Ohio



NOACA Bicycle and Pedestrian Advisory Council
Meeting Minutes
November 21, 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. Ms. Sara Maier seconded the motion. The motion passed by voice vote.

Public Comment

No one signed in to speak at this meeting.

Chair/Executive Director's Report

No report was presented at this meeting.

Action Items

No action items were presented at this meeting.

Presentation/Discussion Items

CY 2026 Highway Safety Performance Measure Targets

Ms. Kessa Turnball presented information on the following:

- Nonmotorized Fatalities & Serious Injuries
- CY 2026 Safety Performance Measure Target Setting
- Historic Regional Nonmotorized Fatalities and Serious Injuries
- Nonmotorized Fatalities and Serious Injuries Per Year With VMT and Speed Comparison

Ms. Turnball stated that, pending Board approval, the Long Range Transportation Plan and Transportation Improvement Plan highway safety performance targets will be updated.

Mr. Scott Ockunzzi asked if NOACA had 2025 data.

Ms. Turnball replied that 2025 is not complete yet, so it was not included. Statewide numbers are declining, with mixed trends in the region; outlying counties improving somewhat, while Cuyahoga and Cleveland appear to be worsening. She noted this was an informal, preliminary observation.

bikeNEO Mapping App Update

Mr. Sam Schweikert presented information on the following:

- Background on bikeNEO Mapping App
- Project Update
 - Current Interface of Bike App
 - Main Map Screen, Mobile View
 - Main Map Screen, Desktop View
 - Map Layers Menu
 - Map Layers in Action
 - Search Features
 - Featured Places Menu
 - Bike Tips Menu
 - Bike Tips Detail
 - Neighborhood-to-Neighborhood Bike Route
 - Create a Neighborhood-to-Neighborhood Bike Route
 - Create Door-to-Door Route and Steps

Mr. Schweikert stated that the financial impact of the project is \$118,830. He noted that staff will continue to provide updates as app development progresses. The app is planned to launch in spring 2026.

Ms. Sarah Davis asked if NOACA's shapefile of repair stations and bike shops is publicly accessible or could be made public.

Mr. Schweikert said staff are still developing a comprehensive list and that the work is ongoing. He then asked Ms. Davis whether she wanted staff to share the list with others.

Ms. Davis said she would be very interested in public or shared access since such data is difficult to gather.

Mr. Schweikert confirmed that it is still a work in progress, but said he would be happy to share what NOACA currently has.

Ms. Davis asked if people could give feedback on elements like LTS, where the formula might not match real-world experience.

Mr. Schweikert said NOACA is open to feedback on all aspects of the app, including LTS, to ensure it accurately reflects real conditions and rider comfort, though the exact feedback process is still being developed.

Ms. Maier noted that the background appears to use OpenStreetMap and that some parks were missing, and she asked if there is a way to override or correct it.

Mr. Schweikert said he was not sure why that was, but he would note it and follow up.

Mr. Rob Uhlhorn explained that the base map is not part of the system's core data and parks may still be searchable even if they do not appear visually.

Ms. Maier clarified that the features would not appear in green but could still be found by name.

Mr. Uhlhorn confirmed this and added that changing the base map could be considered, but would require discussion with the consultant since accessibility-related design work has already been completed.

Mr. Paul Triolo asked whether the routing considers only the Level of Traffic Stress (LTS) or also factors such as topography and slope.

Mr. Schweikert said he did not believe the LTS methodology includes topography but would confirm.

Director Gallucci thanked attendees for the input and emphasized the importance of feedback on the Bike Map app. She explained that NOACA's "Level of Stress" concept was inspired by ski trail ratings (green, blue, black) to help riders choose appropriate routes and stressed the need for user feedback to refine those ratings. She outlined two feedback phases:

1. Development phase: Council members can review and comment during app development and beta testing.
2. Post-launch phase: Users will be able to provide live feedback—such as correcting route difficulty or suggesting new facilities.

Director Gallucci also raised a question about the current 5-mile limit for "neighborhood-to-neighborhood" routes, asking members to consider whether that distance is appropriate across different areas and provide feedback.

Mr. Schroedel asked if the app connects with Google Maps or similar tools to automatically reroute for construction or closures.

Mr. Schweikert said not currently, though future updates might rely on public input where users can report closures or hazards.

Ms. Ariel Washington asked how prohibited areas are identified.

Mr. Schweikert said the app blocks routes on prohibited roads, such as interstates or freeways, marking them clearly in red as hazards.

Mr. Shop asked whether the app is for live navigation or trip planning.

Mr. Schweikert explained that it is mainly a planning tool, designed to discourage distracted riding. It includes a simple navigation view with directions (e.g., "turn left in 0.8 miles") but is not intended for constant on-screen use.

Ms. Williams confirmed this refers to navigation features, and Mr. Shop agreed.

Ms. Maier asked if known construction schedules, such as bridge closures affecting trails, could be shared with NOACA to pre-plan detours.

Mr. Schweikert said yes, staff can coordinate on alternate routes as the app evolves.

Ms. Maier added that Cleveland Metroparks already plans detours and could share its process with NOACA to ensure updates are timely.

Mr. John Kalas asked whether Safe Routes to School (SRTS) could be incorporated into the app.

Mr. Schweikert said he was not involved in that program and did not believe so.

Director Gallucci clarified that ODOT oversees the Safe Routes to School program and said staff can reach out to explore whether its data could be overlaid into this Bike app. She added that today's focus is on identifying gaps and needed features.

Ms. Williams praised the app and suggested adding bicycle-friendly businesses along routes.

Mr. Schweikert asked Ms. Williams if she meant businesses with bike parking.

Ms. Williams explained that "bike-friendly businesses" participate in a national program with requirements such as accessible restrooms, free water bottle refills, and bike parking, and she offered to share the link.

Mr. Schweikert thanked Ms. Williams.

SFY 2028-2031 TIP Development – Potential Projects for NOACA Funds

Mr. Ed May presented information on the following:

- Background on Transportation Improvement Program (TIP)
- TIP Components: Roadway and Transportation Alternatives Element, Transit Element, and Appendices
- Development of the SFY 2028-2031 TIP
- Funding Programs in the TIP
- TIP Project Alignment
- TIP Project Evaluation Process
- TIP Project Selection and Evaluation Process – NOACA Funds
 - Step 1: Develop TIP potential project universe
 - Step 2: Screen project universe to align with weNEO2050+ plan
 - Step 3: Coordinate with regional and local sponsors
 - Step 4: Filter the top 25% of the TAM projects
 - Step 5: Evaluate qualifying projects against Regional Significance Criteria and considerations
- TIP Schedule

Mr. May said staff will prepare a report on transportation system needs and deficiencies for community and agency review, incorporating Council input. Council feedback will guide staff in evaluating projects for NOACA funding in the draft SFY 2028–2031 TIP. Funding recommendations will go to the Council in May 2026, and the final draft TIP will be presented to the Planning and Programming Committee in January 2027 and the Board of Directors in March 2027.

Ms. Erin Fink-Rohde asked whether Vine Street and Painesville Main Street TLCI projects would also accommodate bikeways, noting that the Grand River project addressed both pedestrians and bicyclists.

Ms. Telepak clarified that details on the TLCI applications would be part of the next presentation after Mr. May's TIP presentation.

Mr. May explained that once TLCI implementation projects are funded, staff review roadway conditions and project strategies to determine alignment with proposed TLCI concepts.

Ms. Fink-Rohde asked whether NOACA and the Board are looking for ways to accommodate bicyclists.

Mr. May replied yes.

Ms. Joyce Braverman asked Mr. May to elaborate on how local communities will be involved.

Mr. May said staff will compile a list of roadway segments and bridges, referencing the Long Range Plan for enhancements such as turn lanes, intersections, and shared-use facilities. NOACA will share these lists with each county for review and comment, including verification of termini and identification of missed or mis-evaluated needs. Communities may also propose additions, and staff will explain if any suggestions were previously excluded.

Mr. Jacob VanSickle asked how the upcoming federal transportation reauthorization might affect project selection for the TIP.

Mr. May said he could not predict changes but noted that completing the TIP before September 30, 2026, would align it with current rules, though future changes could still affect funding.

Director Gallucci cautioned that the next authorization may reduce support for Transportation Alternatives and bicycle/pedestrian projects. She said NOACA would need to amend the TIP if funding structures change, but staff will continue advocating for multimodal choice consistent with NOACA's Legislative Agenda.

Mr. VanSickle added that reauthorization discussions are beginning and could affect transit and bike/ped eligibility, urging stakeholders to follow developments and engage federal legislators.

Director Gallucci reiterated that NOACA will comply with federal rules but believes multimodal options remain essential for the region and will continue to support them.

Mr. Kalas noted that Mr. May had referenced Safe Routes to School (SRTS) three times and roundabouts once, and asked whether such projects receive higher priority when communities seek funding.

Mr. May said those elements can elevate a project's score, though not necessarily enough to guarantee funding. He added that NOACA previously funded a roundabout, and if the associated roadway is also identified for pavement work, that could raise its priority—though it is only one factor among many.

Director Gallucci emphasized the need to manage expectations: about 90% of NOACA's funding goes toward maintaining existing infrastructure, mainly pavement, and only 10% toward new features or enhancements. She also noted that 85% of funding is allocated to the urbanized area and 15% to rural areas based on vehicle-miles traveled.

Referencing earlier discussion, Mr. Kalas asked whether staff would help guide communities when they express interest in improving roads or bridges identified through NOACA's outreach. He clarified that communities must still qualify through NOACA's ranking process and asked if staff would help them understand how to address weighted criteria.

Mr. May said yes, staff would provide guidance, but he would not frame it as helping communities "get ranked." He stressed that regionally significant projects with connectivity—such as those serving transit routes, job centers, or interstates—naturally score higher than projects based solely on pavement condition.

Mr. Kalas asked whether NOACA would factor in the likelihood of a project ranking well when reaching out to communities.

Mr. May said staff will create a list of system deficiencies from the TIP and Transportation Asset Management Program (TAMP), notify each community, and invite them to review the recommended work, costs, and termini. Communities may offer corrections or propose additions, but NOACA must first establish the baseline list before evaluating further.

Director Gallucci clarified that NOACA is not running an application solicitation; the agency is following its federally recognized TAMP process, selected by FHWA and ODOT and used as a national case study. When staff distribute the project lists generated through that process, communities may submit rebuttals if information is outdated or inaccurate, for example, because ODOT pavement ratings are on a two-year cycle. New projects follow a separate evaluation, and staff will consider whether those processes should be more clearly distinguished. She emphasized that projects are evaluated and ranked within each county and within the City of Cleveland, not against one another region-wide, to ensure fairness given local context.

Mr. Kalas asked whether funding is allocated by each county.

Director Gallucci confirmed it is. She added that while all projects must meet NOACA's criteria—developed with FHWA and ODOT—they do so within their own county rankings. For example, a Medina County roadway that is not suitable for bike lanes will not be penalized compared with projects in denser areas where such facilities are practical.

In reference to VMT, Ms. Braverman asked whether NOACA is considering regional travel patterns and changes in traffic volumes, such as differences between the urban core and suburban counties, when evaluating projects.

Mr. May said he could not speak to current VMT trends but explained that regional vehicle-miles traveled determine each county's share of roadway segments evaluated. For example, of the roughly \$2 billion in needed roadway improvements, NOACA allocates a percentage of segments to each county and the City of Cleveland based on their proportion of regional VMT. He noted he could not provide details on how VMT is currently being analyzed.

SFY 2026 TLCI Program Applications

Ms. Leah Telepak presented information on the following:

- Background on the TLCI Program
- TLCI Program Application Summary and Budget Overview
- Planning Study Applications – Total Funding Requested: \$680,000
- Implementation Applications – Total Funding Requested: \$6,280,255

Ms. Telepak stated that the Council's feedback would be incorporated into staff project evaluations. Recommendations will be presented to the Planning and Programming Committee in January 2026, with final Board approval anticipated in March 2026.

Mr. Jordan asked whether there is a limit on the amount an applicant may request.

Ms. Telepak said there is no set cap, though staff always emphasize the \$2 million program budget.

Mr. Jordan noted that last year, the Council discussed establishing a limit and asked whether staff had made any recommendations.

Ms. Telepak said no limit was implemented this year, but it is something NOACA could consider.

Mr. Jordan asked whether the Board would consider recommending a cap given the limited funds.

Director Gallucci said the Board could do so and that staff will ensure the Board has the necessary information as recommended projects are prepared.

Mr. Jordan clarified that he hoped to see recommendations for next year's TLCI cycle.

Director Gallucci noted that the recommendations for the current round would go to the Board in March 2026.

Mr. Jordan clarified that he was referring to the next TLCI cycle.

Lorain East 28th Street Corridor TLCI Study Update

Mr. Rob Uhlhorn presented information on the following:

- Project Goals
- Complete Street
- Project Study Area
- Project Phases
 - Phase 1: Data Collection & Existing Condition Analysis
 - Data Collection
 - Infrastructure Conditions for Nonmotorized Modes of Travel
 - Current LTS
 - E 28th Street & Grove Ave.
 - Other Plans and Studies
 - Public Meeting #1
 - Phase 2: Analysis & Alternatives Development
 - Collecting Traffic Data
 - Crash Analysis Conclusions
 - Traffic Operations Analysis
 - Design Alternatives
 - Design Alternatives – Rail Bridge
 - Design Alternatives – E. 28th & Pearl

Mr. Uhlhorn 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. Jordan made a motion to adjourn the meeting at 12:00 p.m. Ms. Maier seconded the motion. The motion passed by voice vote.

The BPAC will hold its next meeting on February 20, 2026, at 10:30 a.m.

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

DRAFT



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

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

X = Member present

A = Alternate present

DRAFT



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
M E M O R A N D U M**

TO: NOACA Bicycle and Pedestrian Advisory Council
FROM: Rob Uhlhorn, AICP, Interim Co-Director of Transportation Planning and Engineering
DATE: February 13, 2026
RE: **Transportation for Safer Communities Initiative (TSCI) Introduction**

ACTION REQUESTED

No action is requested. This item is for information and discussion.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

NOACA is committed to enhancing regional transportation safety and reducing roadway fatalities and serious injuries. Last year, with extensive input from the Policy Committee, staff developed a vision for a transportation safety funding program that would serve as a bridge between planning and implementation. Staff will present changes made to the vision of the new program, and progress made on its development, since it was unveiled to the Council last May.

The Transportation for Safer Communities Initiative (TSCI) would provide technical assistance to develop specific location plans that could be eligible for ODOT safety funds and direct financial assistance for the implementation of smaller projects recommended by NOACA's [Community Safety Reports](#) (CSRs). Funding for project implementation would focus on installing low-cost safety measures. Countermeasures enhance safety, but selection requires planning and engineering studies for specific locations. The NOACA CSRs identify locations on arterial roads based on crash data and prediction models. These reports highlight candidate sites for analysis and investment to enhance road safety.

For the next stage of development of TSCI, NOACA is conducting pilot projects to inform policy development. We are proceeding with two safety planning study pilot projects in Richmond Heights and North Royalton. We are currently arranging scoping meetings between the cities' and NOACA's staff to draft RFPs for hiring a consultant team. The goal of the planning studies is for communities to be able to apply to ODOT for Highway Safety Improvement Program (HSIP) funding, which is not only significantly larger than what NOACA can directly fund, but is one of the largest in the nation.

Additionally, a project in Parma has been identified for a later phase implementation pilot, with a second pilot implementation project to be selected that is open to any community with a need identified in the CSRs. These pilot projects will guide further development of the policy and procedure documents for Policy Committee review.

FINANCIAL IMPACT

NOACA's allocated Surface Transportation Block Grant (STBG) and/or Ohio Consolidated Planning Grant (OCPG) funds are proposed as funding sources and will be finalized through the appropriate funding allocation processes. A minimum allocation of \$1 million annually would be required to sustain the initiative as a program.

CONCLUSION/NEXT STEPS

NOACA will continue developing the pilot projects and the policy and procedure documents. This Council will be kept informed of the progress.

EB:RU:HS



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
MEMORANDUM**

TO: NOACA Bicycle and Pedestrian Advisory Council
FROM: Rob Uhlhorn, AICP, Interim Co-Director of Transportation Planning and Engineering
DATE: February 13, 2026
RE: **Bike & Pedestrian Count Update**

ACTION REQUESTED

No action is requested. This item is for information and discussion.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

As a core component for accurately assessing where there is unmet demand for cycling infrastructure, NOACA conducts cyclist counts both manually with the help of volunteers and by using automated equipment permanently installed at various locations throughout the region. The methodology used to select count locations is based on five key factors: historical continuity, project status, regional coverage, resource availability, and community requests.

Twice each year, in May and September, NOACA recruits volunteers to count cyclist and pedestrian volumes. About 50 locations are typically counted each time. Most counting sites are rotated among a bank of more than 200 locations to maintain consistency. There usually are also a few new locations every counting season that are strategically chosen to help fill gaps and improve model calibration.

NOACA staff will provide a general program update, identify current and upcoming regionally significant projects that would be ideal for pre/post data collection, and discuss approaches to volunteer recruitment and site selection, for which staff will be asking the Council for feedback. NOACA aims to improve volunteer recruitment through a new outreach campaign which will begin in earnest in FY2027. The campaign will consist of a broader outreach effort which will include regional bike shops, public libraries, colleges, and senior centers. The goals of the campaign are to increase the number of volunteers, improve geographical coverage in the region's outer counties, grow program awareness, and refine the location selection process to ensure the most impactful and relevant locations are being counted.

FINANCIAL IMPACT

The budget for the combined Bike & Pedestrian Count and Street Supplies outreach campaign is \$21,160 for fiscal year 2027.

CONCLUSION/NEXT STEPS

NOACA staff will incorporate feedback and suggestions from the council and will provide updates on further developments. NOACA will continue to share data and analysis on bicycle counts and pedestrian traffic in the region.

EB:RU:SS



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
MEMORANDUM**

TO: NOACA Bicycle and Pedestrian Advisory Council
FROM: Rob Uhlhorn, AICP, Interim Co-Director of Transportation Planning and Engineering
DATE: February 13, 2026
RE: **Street Supplies Update**

ACTION REQUESTED

No action is requested. This item is for information and discussion.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

NOACA's Street Supplies Program is a "library" of items that communities can use to temporarily demonstrate how a transportation project might function before it is permanently installed. The roadway materials are free for communities in the NOACA region to borrow and include items such as paint, tape, cones, signage, bike racks, street furniture, and planters.

Items from the library can be used to build "pop-up" configurations such as bike lanes, curb extensions, and roundabouts. These temporary configurations can be used to gather public input on a proposed design and evaluate the potential benefits of a project before its permanent construction while enlivening public spaces, improving safety, and encouraging multimodal transportation use. NOACA accepts project requests on a rolling basis.

NOACA staff will provide a general overview of the program including library contents and upcoming projects, before-and-after data collected from completed projects demonstrating program successes, and recent updates to the program including an increased capacity to measure the impact of future projects. Staff will introduce efforts to develop a more proactive approach to increasing program awareness and outreach to municipalities, especially those with no previous program experience, leveraging safety data to find possible candidates.

FINANCIAL IMPACT

The budget for the combined Bike & Pedestrian Count and Street Supplies outreach campaign is \$21,160 for fiscal year 2027.

CONCLUSION/NEXT STEPS

NOACA will continue to share information and updates about the program with the council for awareness and input.

EB:RU:SS



**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
MEMORANDUM**

TO: NOACA Bicycle and Pedestrian Advisory Council
FROM: Rob Uhlhorn, AICP, Interim Co-Director of Transportation Planning and Engineering
DATE: February 13, 2026
RE: **bikeNEO Bike Map Web Application Update**

ACTION REQUESTED

No action is requested. This item is for information and discussion.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

NOACA has developed maps of bicycle routes for its five-county region. Currently, the maps are only available in hard-copy, or in [portable document format \(PDF\) on the NOACA website](#). The maps provide cyclists with the location of bike routes throughout the region and also include information about amenities such as points of interest, bike shops, safety tips, and other resources. In December 2024, NOACA contracted with TierraPlan to develop an interactive application that will enable users to conduct bike trip planning on a desktop computer or mobile device.

Staff will present a live demonstration of the bikeNEO Bike Map Web Application which will exhibit features such as map searching, map layers, and bike safety tips. Route assignment is currently supported through two methods: door-to-door and neighborhood-to-neighborhood. A survey link will be shared during and after the presentation requesting feedback on the routing options, as well as suggestions regarding features or points of interest respondents believe would be useful for inclusion on the map.

FINANCIAL IMPACT

The contract with TierraPlan is in an amount not to exceed \$118,830.

CONCLUSION/NEXT STEPS

The project team will provide project updates as app development nears completion. Feedback from the survey will be used to refine and strengthen the application. It is scheduled to be ready for public use and feedback by late spring 2026.

EB:RU:SS



TRAVEL OPTIONS FOR NOACA MEETINGS

LOCATION

NOACA is conveniently located in Cleveland's central business district at 1299 Superior Avenue, on the NW corner of Superior and E. 13th Street.

TRANSIT & BICYCLE TRAVEL TO NOACA

NOACA is accessible by transit and bike.

The NOACA office building is situated on several major and minor bus routes. You can plan your transit trip to NOACA by using trip planner tools or with information provided by the region's public transit agencies:

- [GCRTA Trip Planner](#)
- [Geauga County Transit](#)
- [Laketran Trip Planner](#)
- [Lorain County Transit service](#)
- [Medina County Transit](#)

Bikes may be stored and locked at U-racks located directly in front of the building.

PARKING (see map)

The following map shows parking facilities in the vicinity of the NOACA building. Unfortunately, we are unable to offer reimbursement for parking.

On-street, metered parking is also available for up to 2-hour periods along E. 13th Street north of Superior Avenue. Please heed parking signs and note any time restrictions. Payment can be made at these meters with credit card or by using the [ParkMobile](#) mobile device application.

Street parking is also available along Rockwell Avenue, east of E. 13th Street.

TRAVEL ASSISTANCE AND SPECIAL ACCOMMODATION

If you have further questions about parking or need assistance with travel to or special accommodation at NOACA, please contact Lindy Burt at 216-241-2414, x. 108.

