

STREET SUPPLIES UPDATE

Bicycle & Pedestrian Advisory Council
February 20, 2026

ACTION REQUESTED

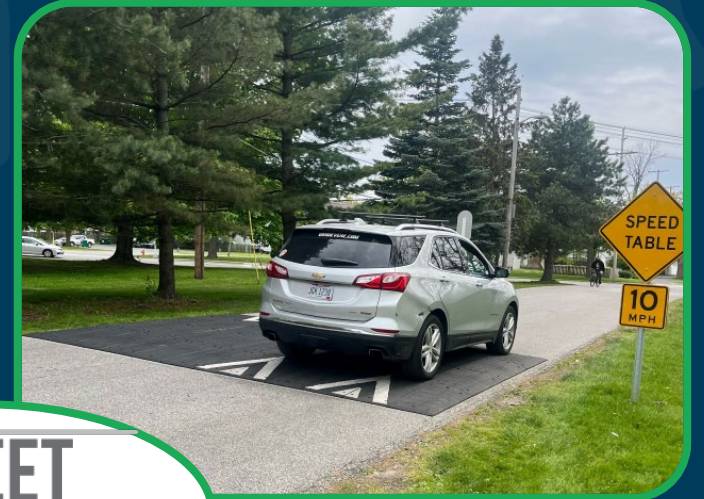
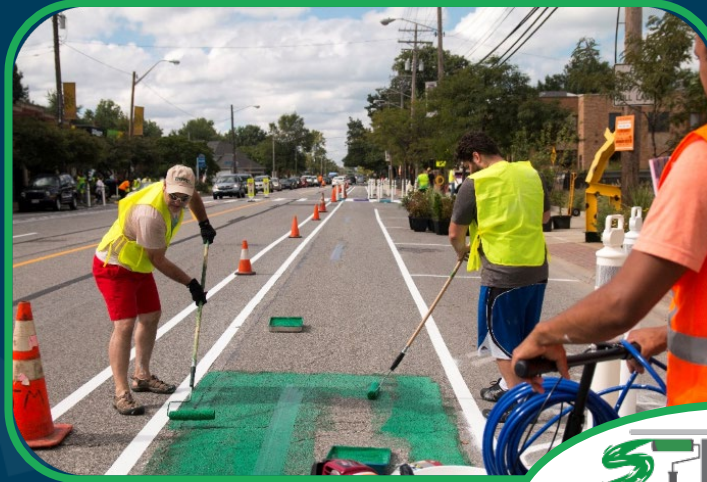
No action is requested. This item is for information and presentation.

PREVIOUS ACTION

No previous action

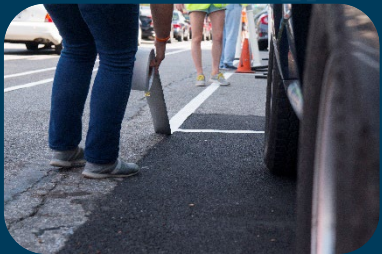
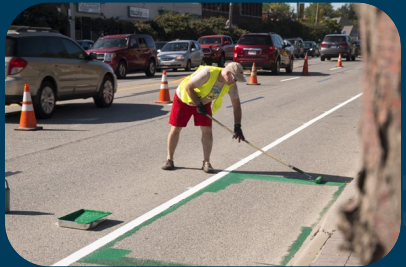
BACKGROUND

- “Library” of items that communities can use for free to temporarily demonstrate how a project might work before its permanently installed
 - Projects should relate to improving safety, encouraging multimodal transportation, and enlivening public spaces
- Allows time for data collection and community feedback, which helps lead to a more informed permanent installation
- Opportunity to educate residents in a fun way



LIBRARY CONTENTS

Paint/Tape



Signs



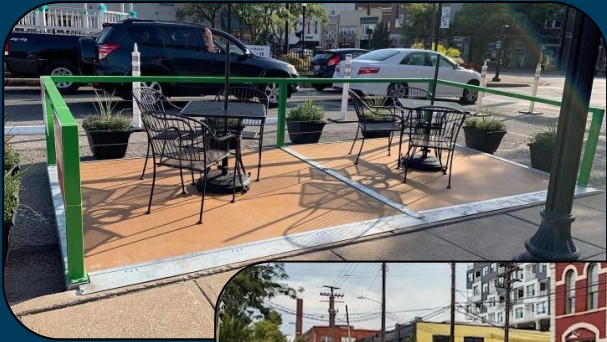
Street Furniture



Traffic Safety Devices



PROJECT IDEAS



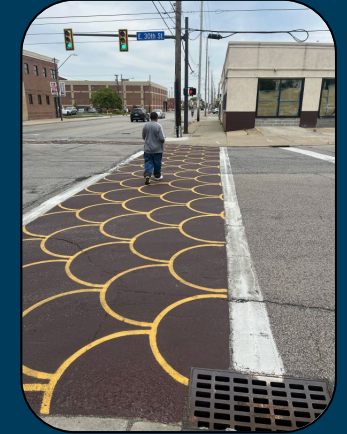
Parklet / Open Street



Buffered Bike Lane



Curb Extension



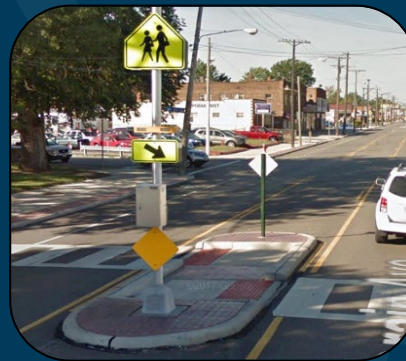
Enhanced Crosswalk



Separated Bike Lane



Chicanes



Refuge Island



Roundabout



Speed Table

ACCESS TO TRANSIT

- First and last mile
- Help mitigate barriers to accessing transit stops by walking or biking by testing out temporary improvements like:
 - Enhanced crosswalks
 - Transit platforms
 - Zicla has a variety of platforms ranging in function and bike/ped accommodation
 - Bike lane(s)
 - Signage, bike racks, curb ramps, etc.



(East Broad Street, Columbus, OH)

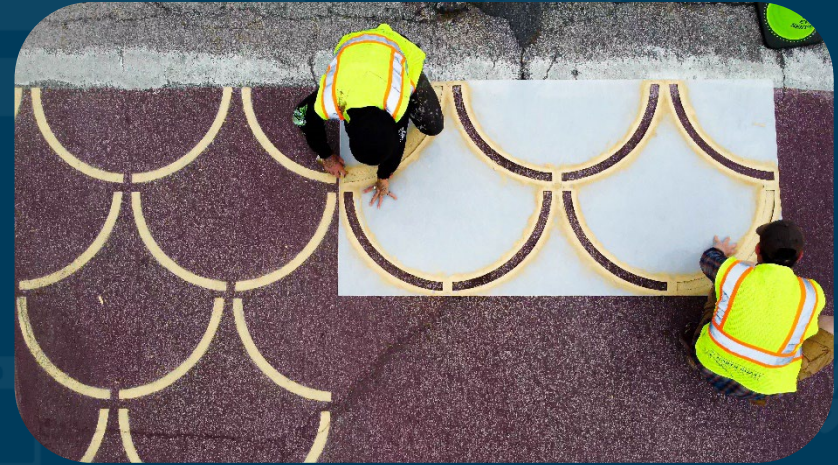
SAFETY IS KEY

- Communities often prioritize areas with safety challenges for pop-up projects (neighborhood streets with fast cut-through traffic, for example).
- The process for a pop-up is similar to that of a permanent project. This process creates important dialogue between community leaders, planners, and engineers about how to improve safety & design projects safely.
- By providing temporary opportunities for people to cross the street or use a bike facility, latent demand for safe facilities is more obvious.



BIKE & PED

- By providing temporary opportunities for people to cross the street or use a bike facility, latent demand for safe facilities is more obvious
- Improve/support/increase safety, mobility, and connectivity for bicycles and pedestrians by borrowing materials to test out
- Street Supplies can provide paint, striping, delineation, and symbol stenciling for crosswalks and bike lanes



UPCOMING PROJECTS

South Euclid

- Temporary traffic circles and/or speed tables
- Handful of intersections on Miramar from Bexley Park to Cedar Rd.

University Heights

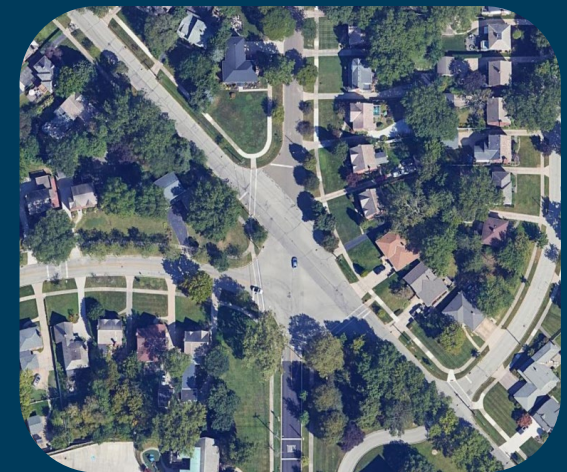
- Temporary traffic circle
- Intersection of Miramar Blvd, Washington Blvd, and Meadowbrook Blvd
- Adjacent to Gesu Catholic School & JCU



(Cleveland Heights)



(Rockford, IL)



(Miramar, Washington, and Meadowbrook)

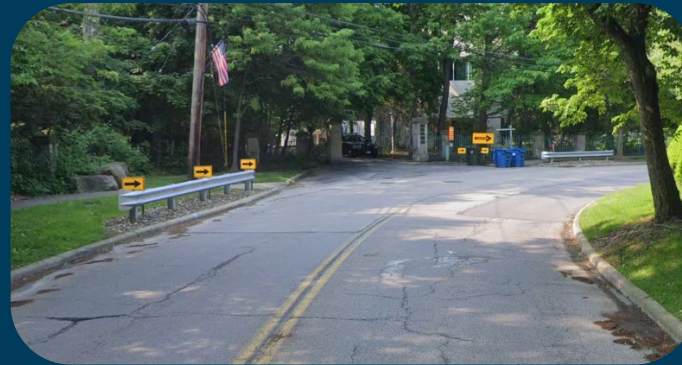
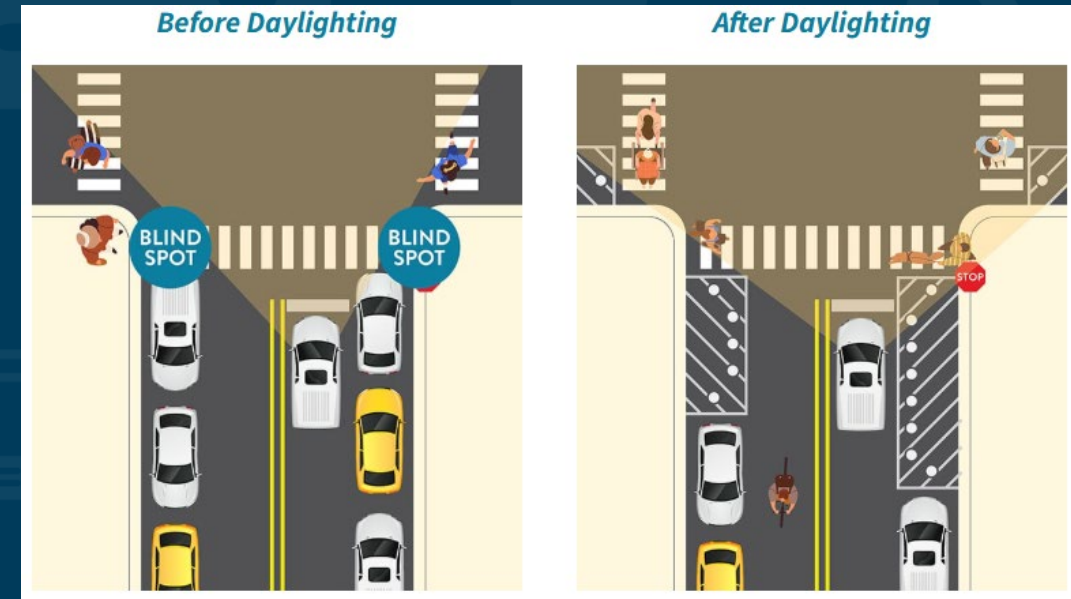
UPCOMING PROJECTS

City of Cleveland

- Bollards for intersection daylighting
 - Hardening of 'No Parking' zones to increase visibility for all road users (crossing and driving)
- 10+ intersections in Detroit Shoreway, Woodland Hills, and Buckeye-Shaker

Village of Bratenahl

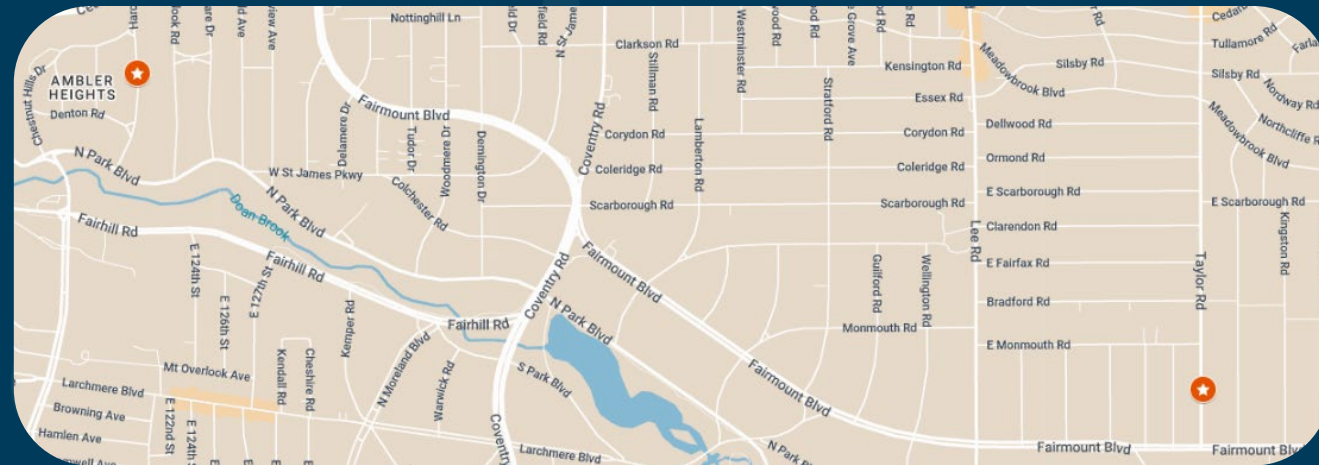
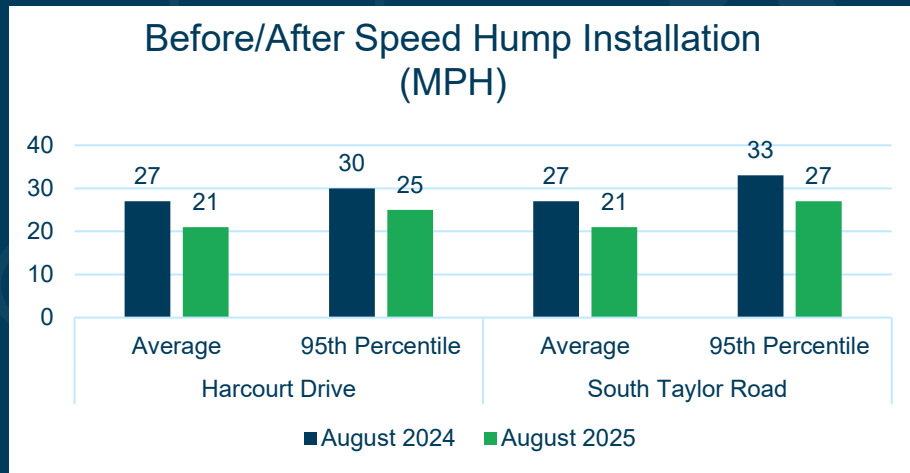
- Speed table(s)
 - Tight 15mph corner on Lakeshore Blvd & a side street that speeding drivers mistake for Lakeshore Blvd



MEASURING IMPACT

Cleveland Heights

- Two temporary speed humps installed on South Taylor Rd. and Harcourt Dr. during fall of 2024
- Both are 25 mph and areas of known speeding



MEASURING IMPACT

Miovision Scout Plus

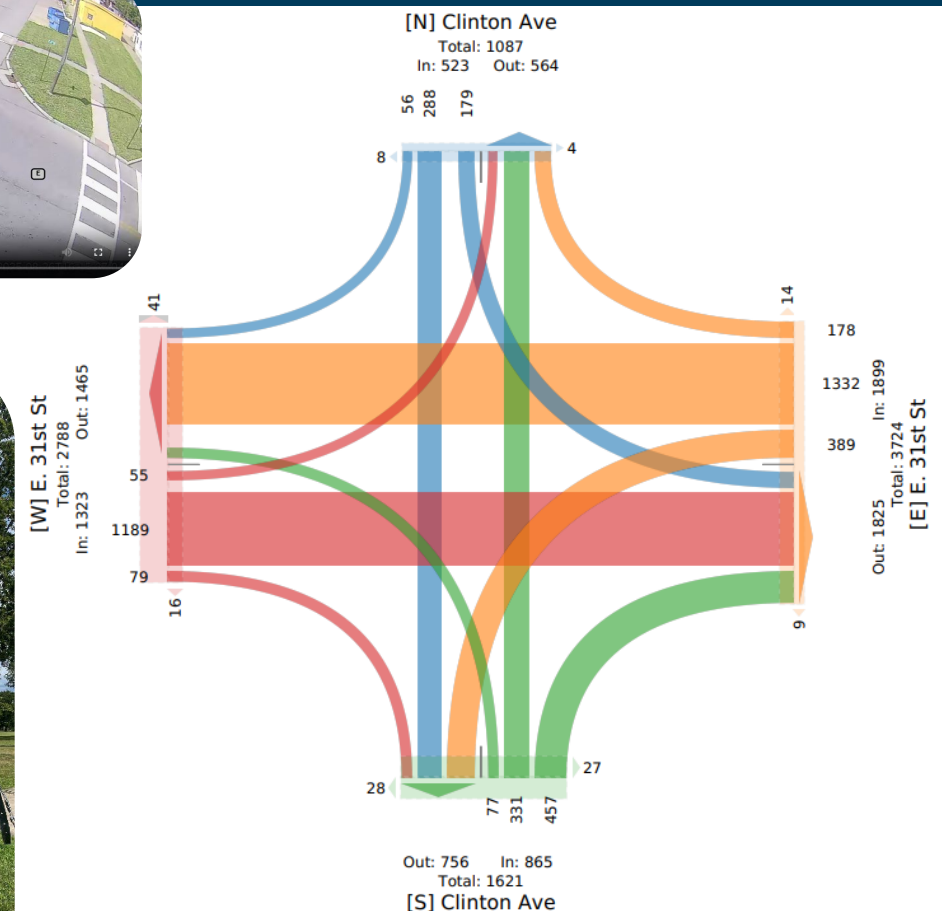
- NOACA purchased two devices to support before and after project data collection
- Portable and temporary
- Can be in the field for 9-15 days at a time

Volume & Speed Study on E. 28th Street

Classification Summary		
Classification	Count	Mean Speed (mph)
Motorcycles	27	44
Cars	6143	40
Pickup Trucks	919	40
Buses	43	38
Single Unit Trucks	185	39
Vans	127	40
Articulated Trucks	41	38
Other Vehicles	0	0
Total	7485	40



TMC Study at E. 31st Street & Clinton Ave.



OUTREACH

Where is the need?

- What areas in your community could benefit most from Street Supplies investments?

Who should be involved?

- Which municipal departments, CDCs, or community organizations should NOACA connect with?

How can this align locally?

- Are there local plans Street Supplies could support? Transit access improvements, safety initiatives, mobility plans, active transp. plans, etc.,

What will help this succeed?

- What community readiness or engagement considerations should guide outreach?



Volunteer to

Make it Count!

- + Be part of the movement every **May** and **September**—help make every bicyclist and pedestrian count.



FINANCIAL IMPACTS

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

NEXT STEPS

- **NOACA will continue to share information about the program in order to increase participation**



NOACA

Northeast Ohio Areawide Coordinating Agency

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.