



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 Turnbull 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. Turnbull 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. Turnbull 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](#).



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
SONNHALTER , James M. (Paul Triolo, Alternate)	X	A	X	A

MEETING DATES	2/21/25	5/16/25	8/15/25	11/21/25
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