

## **NORTHEAST OHIO AREA WIDE COORDINATING AGENCY**

### **M E M O R A N D U M**

**TO: Bicycle and Pedestrian Advisory Council Members**

Samuel Alai, Mayor, City of Broadview Heights  
Larry Antoskiewicz, Mayor, City of North Royalton  
Joyce Braverman, Director, Planning Department, City of Shaker Heights  
Andrew Cross, Traffic Engineer, City of Cleveland  
Timothy DeGeeter, Mayor, City of Parma  
James W. Dvorak, Commissioner, Geauga County  
Erin Fink, Lake County Engineer Representative  
Leslie Farley, ODOT District 3  
Marka Fields, Chief City Planner, Cleveland City Planning Commission  
Meghan George, Mayor, City of Lakewood  
Rob Hillard, City Manager, City of Oberlin  
William F. Hutson, Commissioner, Medina County  
Sean McDermott, Chief Planning and Design Officer, Cleveland Metroparks  
Calley Mersmann, Bicycle and Pedestrian Coordinator, Cleveland City Planning Commission  
Brian Mooney, Cleveland City Council, Ward 11  
Allen Pennington, Engineer, City of Mentor  
Anthony Ratajczak, Medina County Bicycling Community  
Dave Ray, Cuyahoga County Engineer, Cuyahoga County Depart. of Public Works  
David Short, ODOT District 12  
James M. Sonnhalter, Manager of Planning, Cuyahoga County Planning Commission  
Sara Tillie, Director, Health Education Specialist, Lorain County Public Health  
Jacob VanSickle, Executive Director, Bike Cleveland  
James Ziemnik, Director, Lorain County Metro Parks

**FROM:** James M. Sonnhalter, Chair

**DATE:** February 11, 2022

**RE: Bicycle and Pedestrian Advisory Council Friday,  
February 18, 2022 from 10:30 a.m. to noon**

**PENDING HB51, THIS MEETING WILL BE REMOTE**

I look forward to seeing you remotely on **Friday, February 18<sup>th</sup> at 10:30 a.m.**





**NOACA Bicycle & Pedestrian Advisory Council  
Friday, February 18th, 2022 – 10:30 a.m. - 12:00 p.m.**

Pending HB 51, the meeting will be remote

The public can view the meeting live at <https://youtu.be/5a1sX5d4iWY>

**AGENDA**

1. Approval of Minutes of BPAC Meeting held on November 19th, 2021 1-1
2. Public Comments on Current Agenda Items Oral
3. Chair's/Executive Director's Report Oral
4. Action Items – (none)
5. Presentation / Discussion Items
  - a. Future Action/Discussion
    - i. Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 4th Quarter State Fiscal Year 2022 5-1
    - ii. SFY 2024-2027 TIP Update 5-25
    - iii. NOACA ACTIVATE Plan 5-27
  - b. Information/Discussion
6. Old Business
7. New Business
8. Adjournment

**NEXT MEETING: Friday, May 20th, 2022, – 10:30 a.m. – 12:00 a.m.**



**Agenda Item  
No. 1**

**MINUTES**





## **NOACA Bicycle and Pedestrian Advisory Council Meeting**

November 19, 2021

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

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

Mr. Jim Ziemnik, Chair of the Bicycle and Pedestrian Advisory Council (BPAC), convened the meeting at 10:40 a.m.

### **Meeting Minutes**

A motion was made by Mr. Dave Schroedel to approve the meeting minutes of August 20, 2021. The motion was seconded by Ms. Sara Maier. The motion passed by voice vote.

### **Public Comments**

No public comments were made at this meeting.

### **Chair's/Executive Director's Report**

No report was presented at this meeting.

### **Action Items**

No action items were presented at this meeting.

### **Presentation/Discussion Items**

#### **Project Planning Reviews (PPRs)/Intergovernmental Review and Consultation (IGRC); 3rd Quarter State Fiscal Year 2022**

Mr. Ed May provided background on PPR and presented information on the following project:

- **CUY PED CROSSING IMPACT STUDY** - The project sponsor is the City of Cleveland. The project consists of a feasibility study and an investigation of alternatives of the traffic impacts on SR-2 and multiple streets if a pedestrian bridge is constructed to connect to the lakefront in Downtown Cleveland. The purpose of this project is to increase opportunities for public green space and economic development. The estimated total cost of this project is \$1.2 million. Jobs and Commerce and local funds will be used for this project. No NOACA funds have been requested.

Note: Additional project details and staff's recommendation and comments can be found in the meeting packet and the PowerPoint presentation for this meeting.

Mr. May stated that NOACA staff will forward this council's comments to the project sponsor and coordinate accordingly.

Mr. Andrew Cross asked if the money mentioned in the presentation has already been awarded to the project and staff is informing BPAC on what happened. Mr. Cross summarized NOACA's committee review process and noted that the study is underway.

Mr. May agreed with Mr. Cross that the project is underway. Mr. May mentioned that the feasibility study and planning are utilizing \$1.2 million in Jobs and Commerce and local funding.

### **Transportation for Livable Communities Initiative (TLCI) Program Applications**

Mr. Jim Thompson provided background on the TLCI program. He mentioned that the TLCI application round opened on August 16, 2021 and closed on October 15, 2021. NOACA received 17 implementation requests totaling \$7.6 million. Planning study applications were not accepted this round. Applicants virtually presented their projects to NOACA staff in early November. Project solicitation and evaluation are conducted in accordance with the TLCI policy. The TLCI program has an annual budget of \$2 million; for this round, \$100,000 is being provided to two SFY2021 planning studies, totaling \$200,000; the remaining amount of \$1.8 million will be available for SFY2022 implementation projects.

Mr. Thompson reviewed each implementation project application submitted to NOACA.

Note: Details on each implementation project application can be found in the PowerPoint presentation for this council meeting.

Mr. Thompson stated that input received from this council will be included in staff's evaluation of the projects. Staff will present recommendations to the Planning and Programming Committee at its January meeting. The Board of Directors is anticipated to make its final recommendations at its March meeting.

Mr. Cross asked the date BPAC members should submit comments to NOACA. Mr. Thompson said early December. Mr. Cross asked if the date could be mid-December.

Mr. Thompson explained why staff decided to present more information on the projects at this meeting. He noted that he could compile all of the project applications and send them out to BPAC. Mr. Thompson said he would look at NOACA's calendar based on staff's internal schedule and try to change the deadline to mid-December.

Mr. Cross stated that anything staff can send out would be helpful. He noted that there is a lot to consider. He said the return on investment looks to be really good for some projects, but looks to be very poor for other projects and he needed some time to rank the projects.

Mr. Thompson said staff will try to provide as much time as possible with the schedule.

Ms. Kathy Sarli mentioned that the Board meeting is on December 10, 2021 and the Transportation Subcommittee meeting is on December 17, 2021.

Mr. Thompson and Ms. Sarli agreed that the due date to submit comments to NOACA should be around December 8, 2021.

Ms. Maier asked if 100% funding is still available for TLCI projects. She pointed out that some of the project sponsors on the list are requesting 100% funding.



Mr. Thompson stated that if a project is located in a NOACA Disadvantaged Community, NOACA Environmental Justice Community, or a NOACA Urban Core Community, it is eligible for 100% funding. However, if a project is not in one of those communities, it would be eligible for 80% funding with a local match of 20%.

Mr. Tom Jordan asked how NOACA defines Urban Core Communities.

Mr. Thompson stated that several factors are considered, including the average age of a residential area or when the community was established.

Ms. Sarli informed Mr. Jordan that the definition of Urban Core Communities can be found in the NOACA Diversity & Inclusion Policy, which also includes the definition of Disadvantaged Communities and Environmental Justice Communities.

Mr. Jordan mentioned that he was familiar with the Diversity tab on NOACA's website.

Mr. Jordan asked if the reference on equity that was mentioned by Mr. Thompson would follow the designations of the three communities.

Mr. Thompson stated that Environmental Justice areas are always considered when evaluating TLCI projects for equity. Staff also looks at how projects impact communities. He said it depends on the project, project type and what information NOACA has at the time.

Mr. Jordan asked if it was more generalized when staff considers equity.

Mr. Thompson mentioned that NOACA has a team that evaluates the projects. He noted that NOACA does not have a strict definition of what defines equity. Staff tries to ensure that projects are equitable as much as possible when they are recommended.

Ms. Sarli stated that NOACA has a strict policy on the funding, so depending on the community, the project may receive 100% or 90% of the funding.

Mr. Jordan asked if NOACA's grading of equity is a more general approach.

Mr. Thompson said yes. He noted that staff looks at as many factors as they can at the time. He also noted that every year there is new information coming out about equity. When staff learns more, they try to do better.

Mr. Jordan asked if this was the first year equity has been included in the TLCI program.

Mr. Thompson said no. He noted that equity has been included in the TLCI objectives at least since 2015. He said he was unsure how equity was defined before that year.

Ms. Joyce Braverman asked if the NOACA Board passed an equity statement. Ms. Sarli said yes, it was passed in 2020.

Ms. Braverman asked if the equity statement would apply to all of NOACA's programs. Ms. Sarli said absolutely.

Mr. Thompson said the equity statement is included in the TLCI communications when announcements are made.

### **NOACA Workforce Accessibility & Mobility Tool**

Dr. Ali Makarachi provided background on the development of the NOACA Workforce Accessibility & Mobility Tool that is a user-friendly interactive and web-based tool for retrieving data from the NOACA Workforce Accessibility & Mobility System.

Dr. Makarachi provided a description of the tool and reviewed the features of the tool.

Dr. Makarachi encouraged council members, officials and planners to use the NOACA Workforce Accessibility & Mobility Interactive Tool in their planning activities and provide staff with their feedback.

Ms. Calley Mersmann asked if the tool takes into account bike facilities and the sidewalk network in individual places in the region.

Dr. Makarachi stated that bike lanes are in the model and sidewalks are being added to the model to look at distance and travel time. He noted that in terms of the coding, modeling is easier because there is no congestion; travel time is adjusted (distance divided by the average distance).

Ms. Mersmann stated that the times for cycling and walking are smaller than the times for driving or taking transit. She suggested that staff expand those times a little bit; the current times indicate that people might not be interested in a cycling trip longer than 30 minutes or a walking trip longer than 15 minutes. She said she believed that the longer times might be relevant to seeing additional rings moving out.

Dr. Makarachi stated that on average, people tend not to travel more than 30 miles by bike to work. He noted that the travel time is based on the feedback staff received from people.

Ms. Mersmann stated that most people would prefer not to drive more than an hour for their commute. Ms. Mersmann asked that her recommendation be considered as staff builds on the model.

Dr. Makarachi stated that with 45 to 60-minute commutes, the freeway comes in, which breaks the connection and is another issue for the network.

In response to Ms. Mersmann's recommendation, Dr. Makarachi said staff will look into it.

Ms. Mersmann stated that the tool illustrates the very starkly disparity in timing between the transit service and driving access in the region. She said she liked the wizard that allows a person to quantify the impacts of moving people closer to jobs or vice versa, but other variables that impact that could be something like improvements to transit service or frequency. She noted that those types of things that we have control over through policy and investment would be really interesting to see modeled and included in the tool, as well.

Dr. Makarachi stated that over the next few months, NOACA staff is going to add the number of available workers for each shift and the share of pedestrians, which will be good to see if a business is developed in a certain area, how many people are available to walk or bike to that business just like cars and transit.

Ms. Mersmann asked Dr. Makarachi to show on screen how he got to nonmotorized from the website. Dr. Makarachi demonstrated how to navigate to the nonmotorized link and the help link.

Mr. Michael Mears asked if there was an opportunity in the future to add additional layers for nonmotorized commutes to show where there is a bike facility within a 10-minute commute that people could use as well as sidewalks that could be utilized. He noted that the additional layers would make the tool helpful for people.

Dr. Makarachi stated that the tool is very similar to other software. He noted that staff can improve the tool when NOACA receives more feedback. Dr. Makarachi talked about how staff has used feedback received over the past couple of months to improve the tool. He encouraged BPAC members to send staff their feedback.

Mr. Ziemnik said it would be interesting to see where things go if layers are added to the tool. He stated that E-bikes are becoming more and more pervasive and the bane of a lot of trail systems because people think they go too fast and wipe people out. He reiterated that it would be interesting to see the tool with additional layers. Mr. Ziemnik stated that the price of E-bikes is dropping and technology is improving, so it would be interesting to see where that goes.

In response to Ms. Mersmann's point and Mr. Mears' point, Mr. Ziemnik said it becomes a lot easier at greater distances when people are able to commute to and from work.

### **Reports/Updates**

No reports/updates were presented at this meeting.

### **Old Business**

Ms. Mersmann asked staff if there was a status update on the TIP tool.

Mr. Ziemnik said he was informed by Mr. May that the TIP tool has too many glitches and has some compatibility issues with GIS, so it got delayed, but work is being done to make the tool functional.

Ms. Mersmann asked staff for an update on the timeline for the draft ACTIVATE plan as well as some of the data sources that are going into that plan. She noted that many local people are really excited about the additional pedestrian data that will be part of that plan as well as incorporating that data into their work.

Dr. Makarachi stated that staff is currently working on adding useful data to include in the ACTIVATE plan. He noted that staff is updating the data for sidewalks in the region and making sure that the database includes correct maps.

Ms. Mersmann asked if NOACA will have a plan document and an interactive database for people to use.

Dr. Makarachi said the plan will be ready very soon. He also said he wanted to make sure everything is correct before the plan is released.

Ms. Mersmann said it would be helpful if staff could provide BPAC with an update on the ACTIVATE plan, even if it is not ready by the next meeting, so members can have more insight into the plan at this point. Dr. Makarachi agreed to provide BPAC with an update.

Ms. Mersmann stated that it would be helpful if staff could provide BPAC with a standard update on the regional TLCI plans. She asked if staff has an update for this meeting.

Ms. Sarli provided the following updates on the regional TLCI plans:

- Downtown Cleveland Transportation Connectivity Study - The existing conditions have been completed.
- Regional Metroparks Trails Transportation Study - An RFP will be released soon.

Mr. Ziemnik mentioned that staff sent out some preliminary information on the Regional Metroparks Trails Transportation Study. He noted that comments were due to NOACA a couple of weeks ago. He said staff is moving forward on the study. He noted that the metroparks are anxiously awaiting the next steps.

Ms. Mersmann reiterated that it would be helpful to have formal updates on the regional TLCI studies as part of the BPAC agenda.

Mr. Ziemnik apologized to BPAC for not being able to get Ms. Caitlin Harley from Bike Ohio to talk about U.S. Bike Routes. He asked members if any of them have been contacted by Ms. Harley. He also asked if there was still an interest in having a presentation made to BPAC, and to others up the chain, on the U.S. Bike Routes coming through this region. Some BPAC members said yes. Mr. Ziemnik said he would work with NOACA staff to get that presentation.

Mr. Ziemnik mentioned that Lorain County Metro Parks is working to reflect the U.S. Bike Routes on its map to show the connections to its trails. He also mentioned that the metroparks had a zoom call a month ago to discuss connectivity and the importance of the U.S. Bike Routes to the connectivity of the metroparks throughout the entire region. Mr. Ziemnik said he would continue to work with NOACA staff and Ms. Harley to get a presentation made to BPAC.

Mr. Cross recommended that NOACA staff send BPAC a copy of the U.S. Bike map, and if members have questions, they can submit them to staff, who can then submit them to Ms. Harley. He said he did not know what Ms. Harley could tell BPAC that is not already included on the map. He noted that questions related to timelines and implementation could be submitted to Ms. Harley in writing.

Mr. Ziemnik commented on the various questions raised by people. He noted that a list of questions can be submitted to Ms. Harley to get answers.

### **New Business**

No new business was discussed at this meeting.

### **Adjournment**

A motion was made by Mr. David Short to adjourn the meeting. The motion was seconded by Mr. Nick Gorris. The motion passed by voice vote.

The next BPAC meeting will be held at the NOACA offices on February 18, 2022 at 10:30 a.m.

Mr. Ziemnik asked if the 2022 meeting schedule has gone out to the committees and councils.

Ms. Sarli stated that the meeting schedule has been approved by the Governance Committee and will be presented to the Board for approval on December 10, 2021.

The meeting was adjourned at 11:45 a.m.



**NOACA BICYCLE AND PEDESTRIAN COUNCIL  
2021 Attendance**

<b>MEETING DATES</b>	<b>02/19/21</b>	<b>05/21/21</b>	<b>08/20/21</b>	<b>11/19/21</b>
<b>Cuyahoga County</b>				
Samuel Alai, Mayor City of Broadview Heights David Schroedel, Alternate Gary Yelenosky, Alternate on 5/21/21, 8/20/21	A	A	A	A
Larry Antoskiewicz, Mayor City of North Royalton Thomas Jordan, Alternate	A	A	A	A
Joyce Braverman, Planning Department Director, City of Shaker Heights	X	X		X
Timothy DeGeeter, Mayor City of Parma Brian Higgins, Alternate	A	A	A	
Meghan George, Mayor City of Lakewood Dave Baas, Alternate	A	A	A	
David E. Marquard, P.E., P.S., Design and Construction Administrator Cuyahoga County Dept. of Public Works AJ Stoll, Alternate	A	A	A	
Sean McDermott, Chief Planning and Design Officer Cleveland Metroparks Sara Maier, Alternate	A	A	A	A
David Ray, County Engineer, Cuyahoga County Public Works AJ Stall, Alternate				X/A
James M. Sonnhalter, Planning Manager Cuyahoga Planning Commission Michael Mears, Alternate	X	X	X	A
<b>Geauga County</b>				
James W. Dvorak, Commissioner, Geauga County Nicholas Gorris, Alternate	A	A		A
<b>Lake County</b>				
				1 - 8

<b>MEETING DATES</b>	<b>02/19/21</b>	<b>05/21/21</b>	<b>08/20/21</b>	<b>11/19/21</b>
Erin Fink, P.E. Lake County Engineer Representative	X		X	X
Allen Pennington, Engineer City of Mentor	X	X	X	
<b>Lorain County</b>				
Rob Hillard, City Manager, City of Oberlin	X	X		
Sara Tillie, Lorain County Public Health	X	X	X	X
James Ziemnik, Director Lorain County Metroparks	X	X	X	X
<b>Medina County</b>				
William F. Hutson, Commissioner				
Anthony Ratajczak Medina County Bicycling Community	X	X	X	
<b>City of Cleveland</b>				
Andrew Cross, Traffic Engineer City of Cleveland	X	X	X	X
Marka Fields, Chief City Planner, Cleveland City Planning Commission	X	X	X	X
Calley Mersmann, Bicycle and Pedestrian Coordinator, Cleveland City Planning Commission Matt Moss, Alternate on 5/21/21	X	A	X	X
Anthony Hairston, Councilman, City of Cleveland Anthony Brancatelli, Alternate				
<b>Ohio Department of Transportation (ODOT)</b>				
Leslie Farley, ODOT District 3 Phil Gabel, Alternate Kat Wade, Alternate on 5/21/21	X	A	X	X
David Short, ODOT District 12 Melinda Bartizal, Alternate	X	X	X	X
<b>Additional Members</b>				
Jacob VanSickle, Executive Director Bike Cleveland	X	X		

X - Member present

A - Alternate present





**Agenda Item  
No. 2**

**PUBLIC INVOLVEMENT**



**Agenda Item  
No. 3**

**CHAIR'S/EXECUTIVE DIRECTOR'S REPORT**



**Agenda Item  
No. 4**

**ACTION ITEMS**



**Agenda Item  
No. 5**

**PRESENTATIONS/DISCUSSION ITEMS**







## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Bicycle and Pedestrian Advisory Council

**FROM:** Kathleen Sarli, Associate Director of Operations and Chief Operating Officer

**DATE:** February 11, 2022

**RE:** **Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC): 4th Quarter State Fiscal Year 2022**

#### **ACTION REQUESTED**

No action is requested at this time. This item is included for information and presentation.

#### **BACKGROUND/JUSTIFICATION**

Attached are PPR summary documents for the proposed projects to be presented to the NOACA Transportation Subcommittee, Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and Councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, [www.NOACA.org](http://www.NOACA.org). A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

#### **FINANCIAL IMPACT**

There is no financial impact.

#### **CONCLUSION/NEXT STEPS**

Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR.

KS/em/9388c

**Attachments: Project Summaries**

## Roadway Projects in Cuyahoga, Lake, Lorain and Medina Counties

**History/Background:** ODOT's Office of Jobs & Commerce is focused on providing transportation infrastructure investments that support job creation, job retention and economic development opportunities. Jobs & Commerce engages businesses and local communities to understand their transportation infrastructure needs while collaborating with local economic development professionals such as Jobs Ohio and the Ohio Department of Development to provide solutions.

The following projects were awarded funding through the Jobs & Commerce Economic Development (JCED) Program:

- **CUY MILLER RD WIDENING: PID No. 113567** - This project involves widening approximately 0.30 mile along Miller Road, from Southpointe Parkway east to Brecksville Road (SR-21), in the City of Brecksville (illustration) in anticipation of the Miller Road interchange project. The project's estimated construction cost, provided by the sponsor (Brecksville) is \$2,034,000. The construction phase will be funded with \$150,000 of JCED funding, \$600,000 of funding from Ohio Development Services Agency (ODSA) and \$1,284,000 of local funds.
- **CUY RING RD CONSTRUCTION: PID No. 115800** - This project involves construction of new highway to access industrial park, starting east of Fair Oaks Road, off of Alexander Road, heading south, then east and then north to Alexander Road, creating a 2,000' Ring Road, in Oakwood Village. The project's estimated construction cost, provided by the sponsor (Oakwood Village) is \$1,866,420. The construction phase will be funded with \$100,000 of JCED funding, \$950,000 of funding from Ohio Development Services Agency (ODSA) and \$816,420 of local funds.
- **LAK GREAT LAKES WAY CONSTRUCTION: PID No. 114053** - This project involves construction of new roadway named Great Lakes Way, off of SR-528, south of I-90, north of Warner Road (location map), to give access to two companies, in the Village of Madison, Lake County. The project's estimated construction cost, provided by the sponsor (Village of Madison) is \$1,808,978. The construction phase will be funded with \$100,000 of JCED funding, \$200,000 of funding from Ohio Development Services Agency (ODSA) and \$1,508,978 of local funds.
- **LOR EXTENSION OFF TRANSPORTATION DR: PID No. 115595** - This project involves construction of 500 feet of new concrete roadway off Transportation Drive, in Sheffield Township (location map), to support a new corporate headquarters and a future museum. The project's estimated construction cost, provided by the sponsor (Sheffield Township) is \$1,023,459. The construction phase will be funded with \$250,000 of ODOT Transportation Improvement District (TID) funding, \$106,000 of JCED funding, \$250,000 of funding from the Lorain County Engineer and \$417,459 of private sector funding.
- **MED COOPERATIVE WAY CONSTRUCTION: PID No. 115596** - This project involves construction of a new road off of Spencer Road to the west, into the Spencer Industrial park. This phase will include 784 feet of roadway, 28 feet wide, in Spencer Village (location map), to give access to 68 acres for future development. The project's estimated construction cost, provided by the sponsor (Medina County Transportation Improvement District) is \$554,459. The construction phase will be funded with \$250,000 of ODOT Transportation Improvement District (TID) funding, \$54,459 of JCED funding and \$250,000 of private sector funding.

**Staff Comment (Summary):**

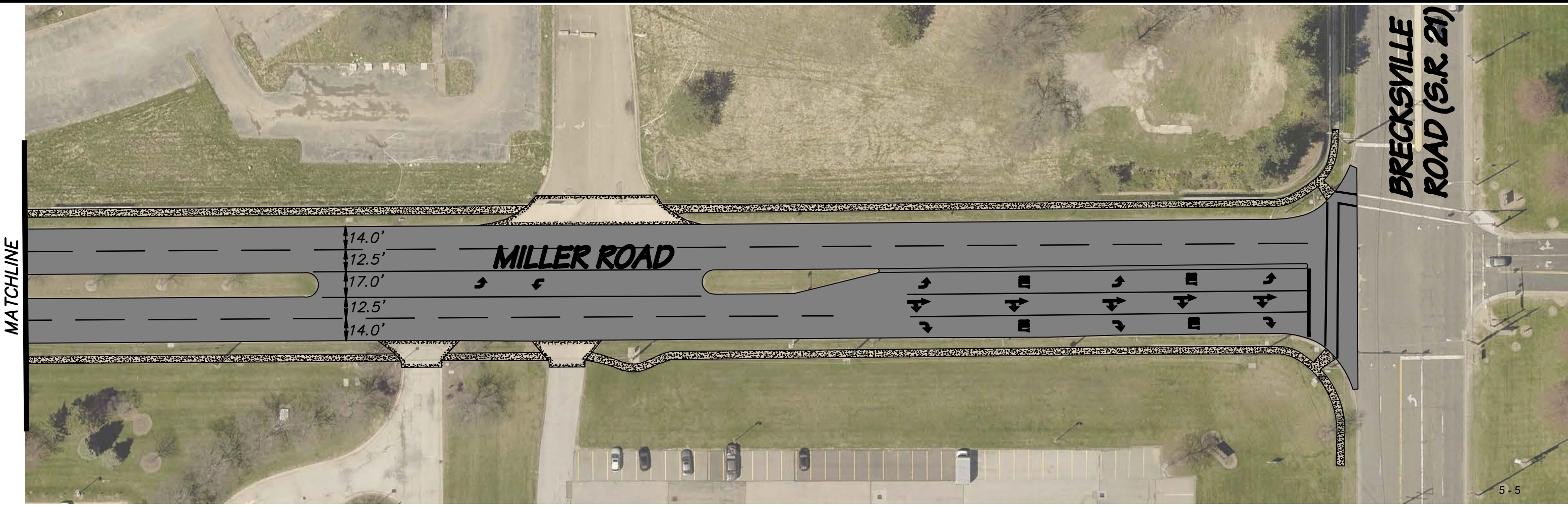
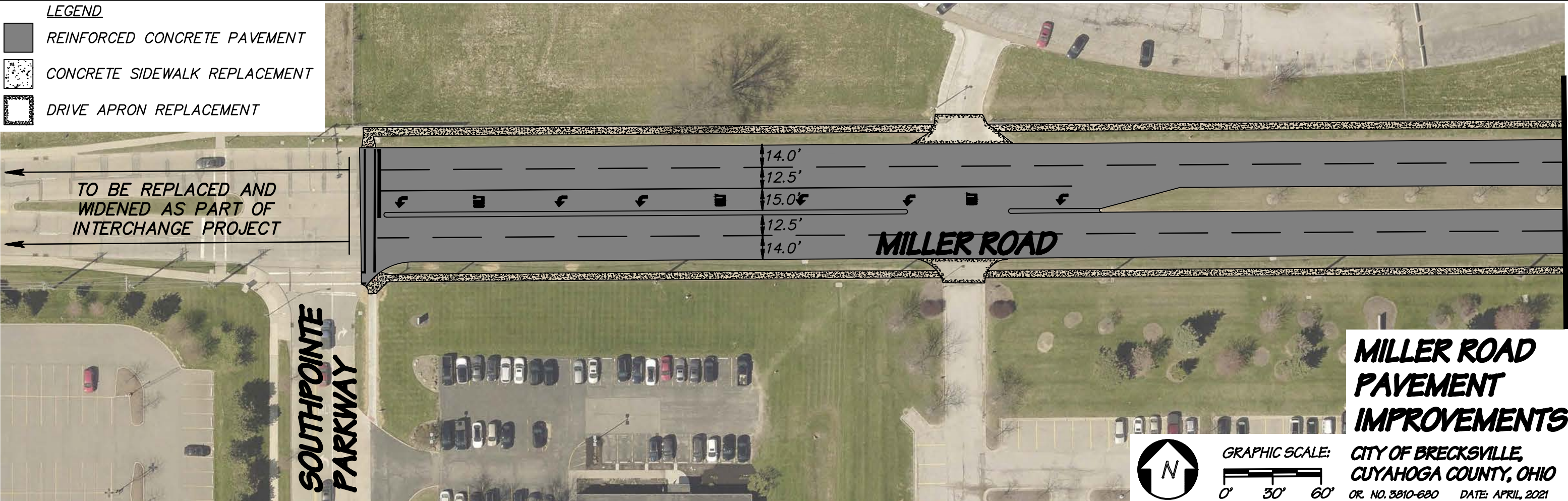
**Committee Review:**

**Intergovernmental Review and Consultation (IGRC):**

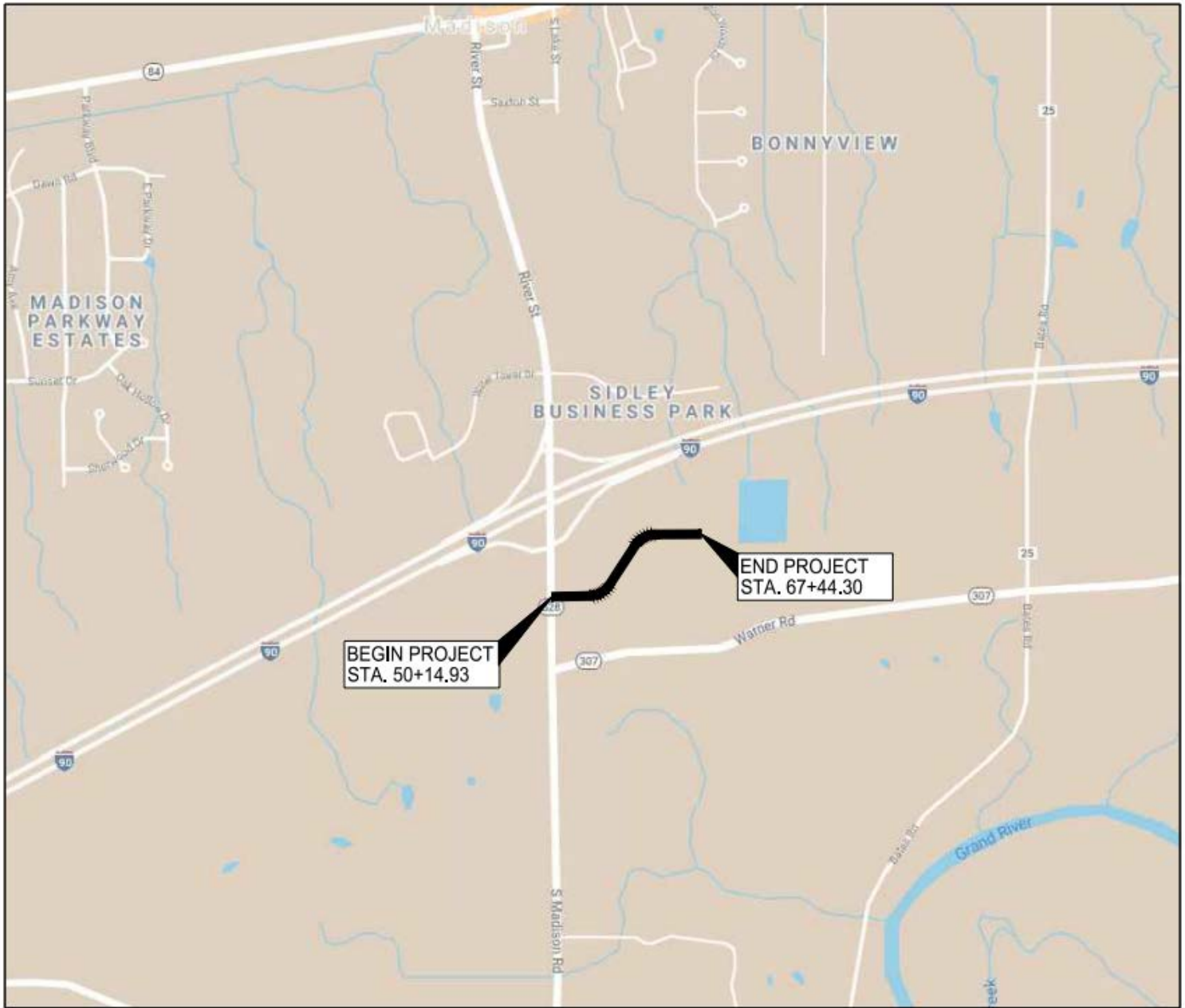
**Public Involvement:**

**LEGEND**

- REINFORCED CONCRETE PAVEMENT
- CONCRETE SIDEWALK REPLACEMENT
- DRIVE APRON REPLACEMENT

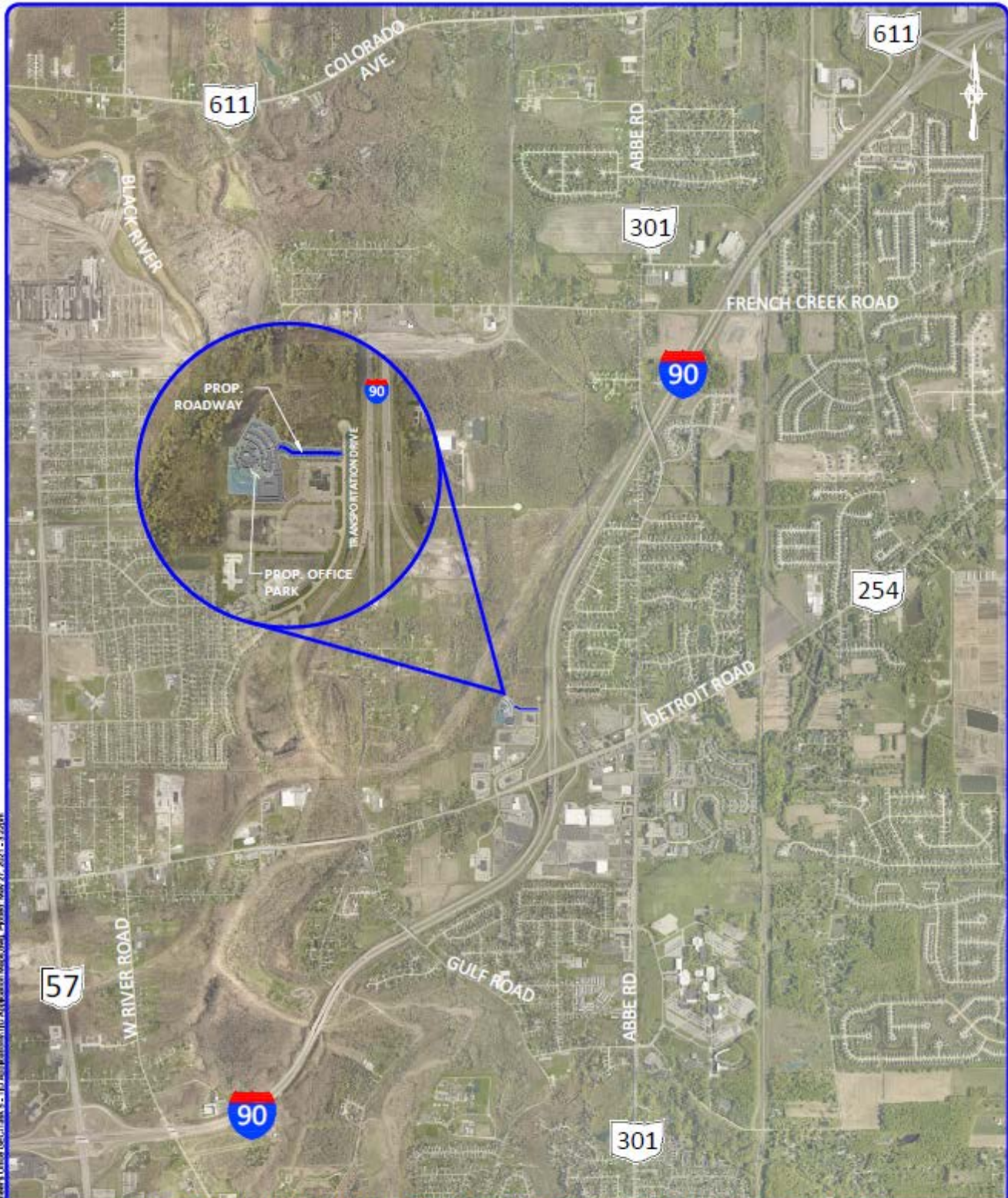


# LAK Great Lakes Way PID No. 114053



LOCATION MAP

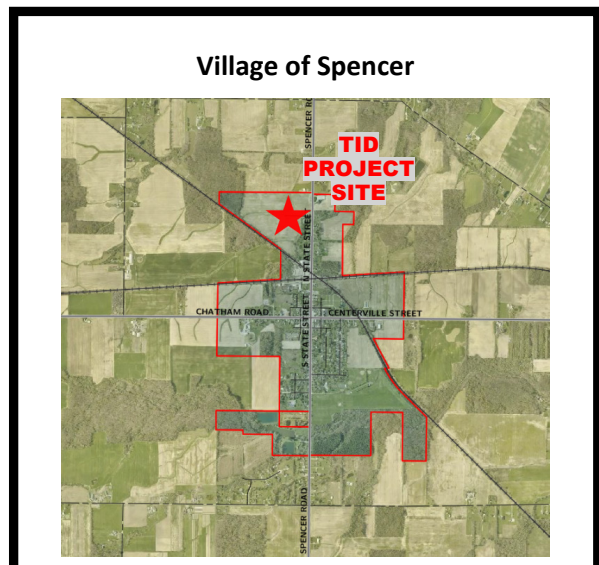
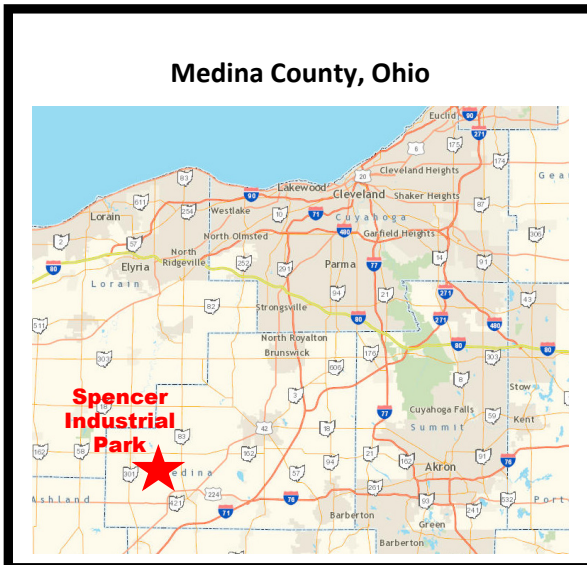
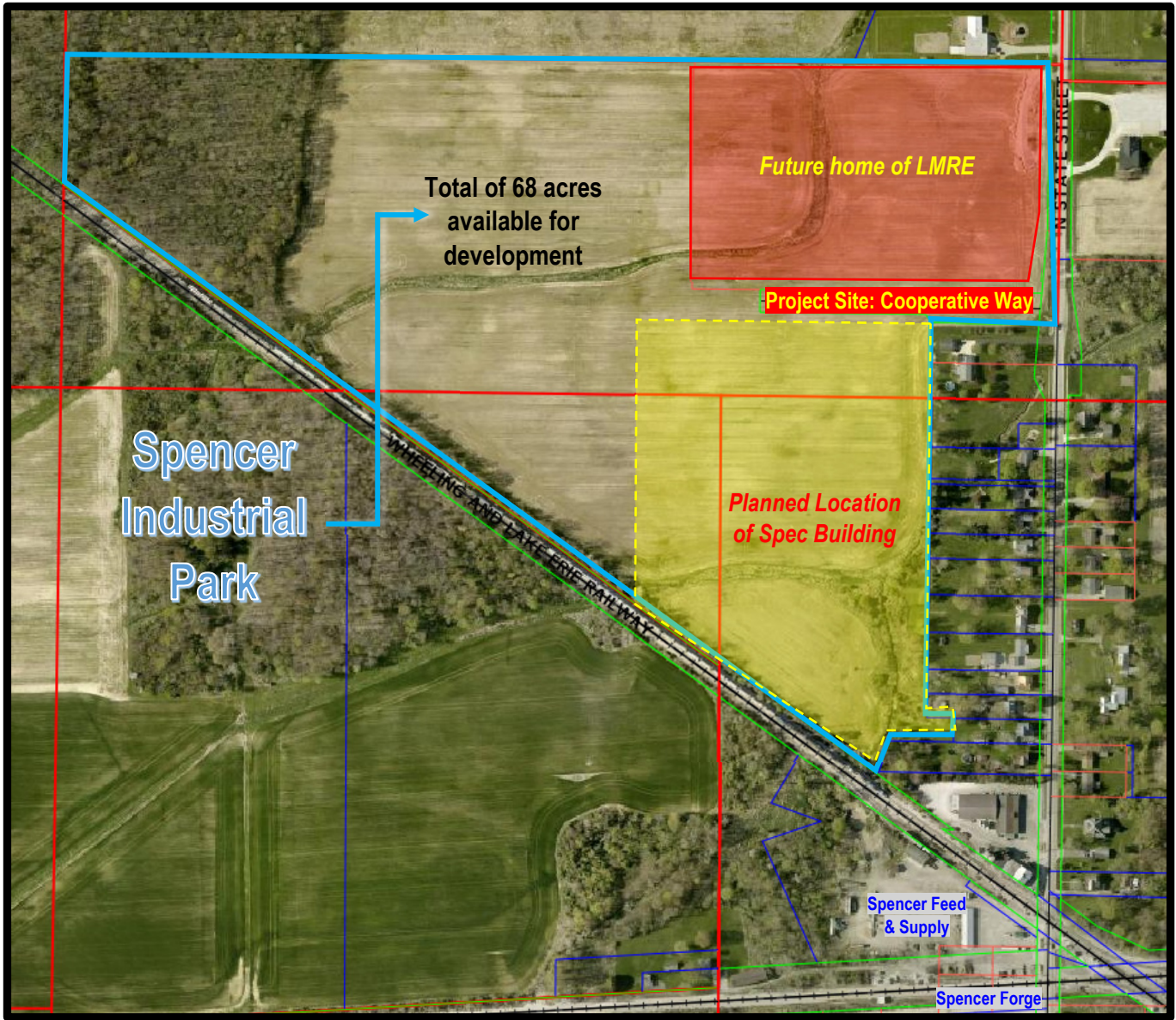
# LOR Extension off Transportation Drive PID No. 114053



11405300 Local Council Engineer's Office, 05/07/2014, 5:37 PM, Air Photo - 11405300 Local Council Engineer's Office, 05/07/2014, 5:37 PM

**PROPOSED SPITZER MANAGEMENT ACCESS ROADWAY  
LOCATION MAP  
SHEFFIELD VILLAGE, OHIO  
LORAIN COUNTY**

# Medina County TID: Project Site in Village of Spencer





# Improvements along Chagrin Boulevard, Richmond Road and at IR-271 in Beachwood

**Sponsor:** Beachwood

**Project Name:** CUY IR 271 US 422 - 7.80 10.77 PID 114409

**Estimated Total Cost:** \$15,790,935

**Proposed Source of Federal Funds:** ODOT

**History/Background:** The City of Beachwood (project sponsor) completed the Chagrin Boulevard Safety and Corridor Study (March 2015, updated March 2020), Alternative Evaluation Report (October 2018, updated May 2021) and Interchange Operations Study (December 2018, updated September 2021) of Chagrin Boulevard from Richmond Road to Orange Place, includes approaches on Richmond Road and I-271 NB exit ramp, in the City of Beachwood (study area).

**Proposed Project:** The proposed project involves roadway, bridge and traffic signal improvements along the Richmond Road and Chagrin Boulevard corridors, near the I-271 interchange, in Beachwood, to improve traffic safety and mobility (illustration).

The proposed improvements include:

- Widening, adding turn lanes and signal improvements on Chagrin Boulevard (US-422/SR-87), from west of Richmond Road to the Beachwood east corporate limit (ECL);
- Widening the I-271 northbound (NB) exit ramp to Chagrin Boulevard and the I-271 southbound (SB) exit ramp to Chagrin Boulevard;
- Widening the bridge on Chagrin Boulevard, over I-271, to six lanes;
- Rehabilitate Richmond Road (SR-175), from south of Chagrin Boulevard to Bryden Road;
- Widening eastbound (EB) Chagrin Boulevard, west of Park East Drive and westbound (WB) Chagrin Boulevard, between Park East Drive and I-271 NB ramps; and
- Widening the Chagrin Boulevard/Richmond Road Intersection.

The project's estimated total cost, provided by the sponsor, is \$15,790,935. The estimated cost of preliminary engineering detailed design (PEDD) is \$1,250,000. The PEDD will be funded with ODOT Major New Construction funds and local funds. The estimated cost of right-of-way (RW) is \$900,000. The estimated cost of construction (CO) is \$12,400,850. The estimated cost of construction engineering (CE) is \$1,240,085. The sponsor has been awarded \$2,250,000 in Highway Safety Improvement Program (HSIP) funding toward the CO phase. The sponsor was also awarded \$433,850 in NOACA funding toward roadway rehabilitation components of the CO phase. The sponsor will also apply for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program funding and Infrastructure for Rebuilding America (INFRA) Grant Program funding and to the Transportation Review Advisory Council (TRAC) for the for the RW, CO and CE phases.

## **Staff Comment (Summary):**

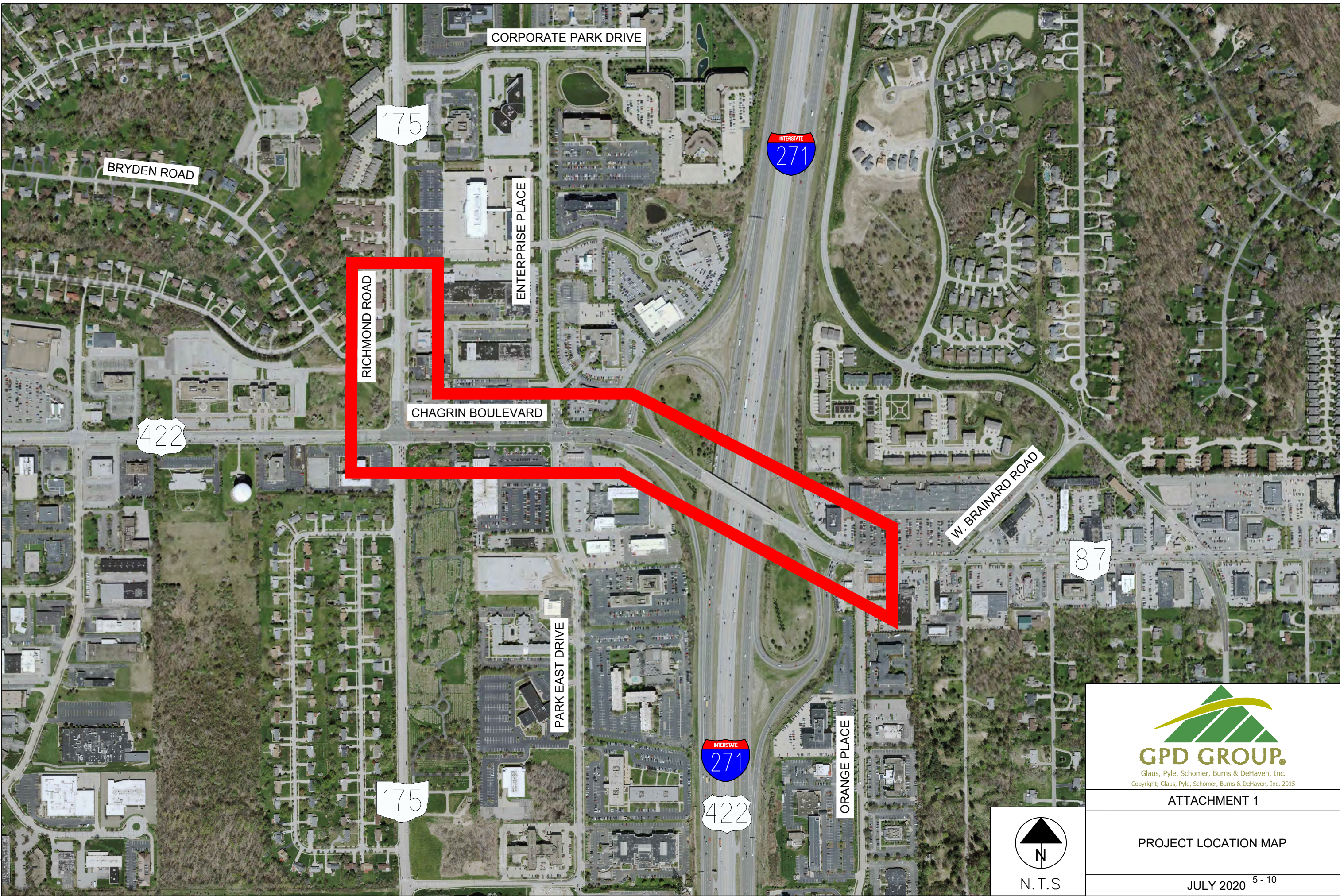
- Please consider improvements to pedestrian infrastructure, not only at the signalized intersections but at pedestrian crossings of the highway on- and off-ramps. Vehicles will potentially be traveling at a high rate of speed at these crossings, and designs should include ways to increase pedestrian visibility as well as driver yield rates at crossings.

## **Intergovernmental Review and Consultation (IGRC):**

## **Public Involvement:**

## **Committee Review:**

Drawing File: c:\2018\2018042\_01\CV\102011\Design\Traffic Studies\Figure 2\_Aerial.dwg  
Date: Nov 23, 2018 Time: 4:32 pm  
Plot: 13707953  
Layout: Layout1  
Technician: ddombrosky



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ATTACHMENT 1

PROJECT LOCATION MAP



N.T.S

JULY 2020 5 - 10



LEGEND	
	PROPOSED BRIDGE
	EXISTING PAVEMENT
	PROPOSED CURB AND GUTTER
	PROPOSED SIDEWALK
	PROPOSED PAVEMENT

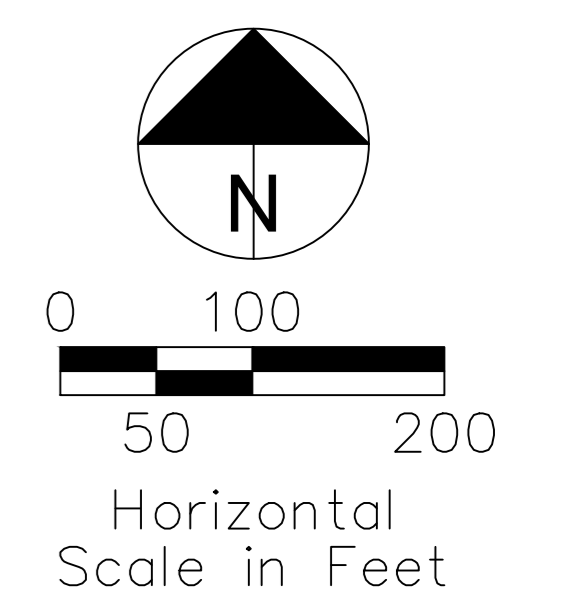


FIGURE  
PROPOSED IMPROVEMENT  
RENDERING  
REVISED JUNE 2020

## Realign Jackson Street in Painesville

**Sponsor:** Lake County Engineer

**Project Name:** LAK JACKSON ST

**Estimated Total Cost:** \$11,000,000

**Proposed Source of Federal Funds:** To be determined

**History/Background:** The completion of the existing interchange at Jackson Street, in the City of Painesville, is contained in the *List of eNEO2050 Major Projects: Projects >\$12 Million or with Significant Impact to the System or Air Quality*. The realignment of Jackson Street on the west side of proposed SR-44 interchange (in Painesville) is identified in the *List of eNEO2050 Illustrative Projects (Projects Pending Review against NOACA Planning Requirements and/or Demonstration of Fiscal Constraint)*.

**Proposed Project:** The proposed project involves rerouting Jackson Street, from Nye Road, over the Norfolk Southern Railroad tracks, continuing east to Shamrock Boulevard, at which point, it will line up with the proposed interchange connector road (illustrations). According to the sponsor, the project includes 4,600 feet of roadway, an overpass bridge, signals, drainage and other related items required to provide a complete project. Also according to the sponsor, the proposed roadway will be asphalt with lanes 24 feet wide and paved berms five (5) feet wide, on each side making the project bike friendly. Additionally, the overpass bridge will also be bike friendly by adding 10 feet to the overall lane width.

The project's estimated total cost, provided by the sponsor, is \$11,000,000. The estimated cost of preliminary engineering PE is \$1,000,000. The estimated cost of right-of-way (RW) is \$2,150,272. The estimated cost of construction (CO) is \$7,849,728.

**Staff Comment (Summary):**

- While wide shoulders are mentioned, please consider inclusion of dedicated bike lanes in the design of this project, to improve connectivity and safety for cyclists.

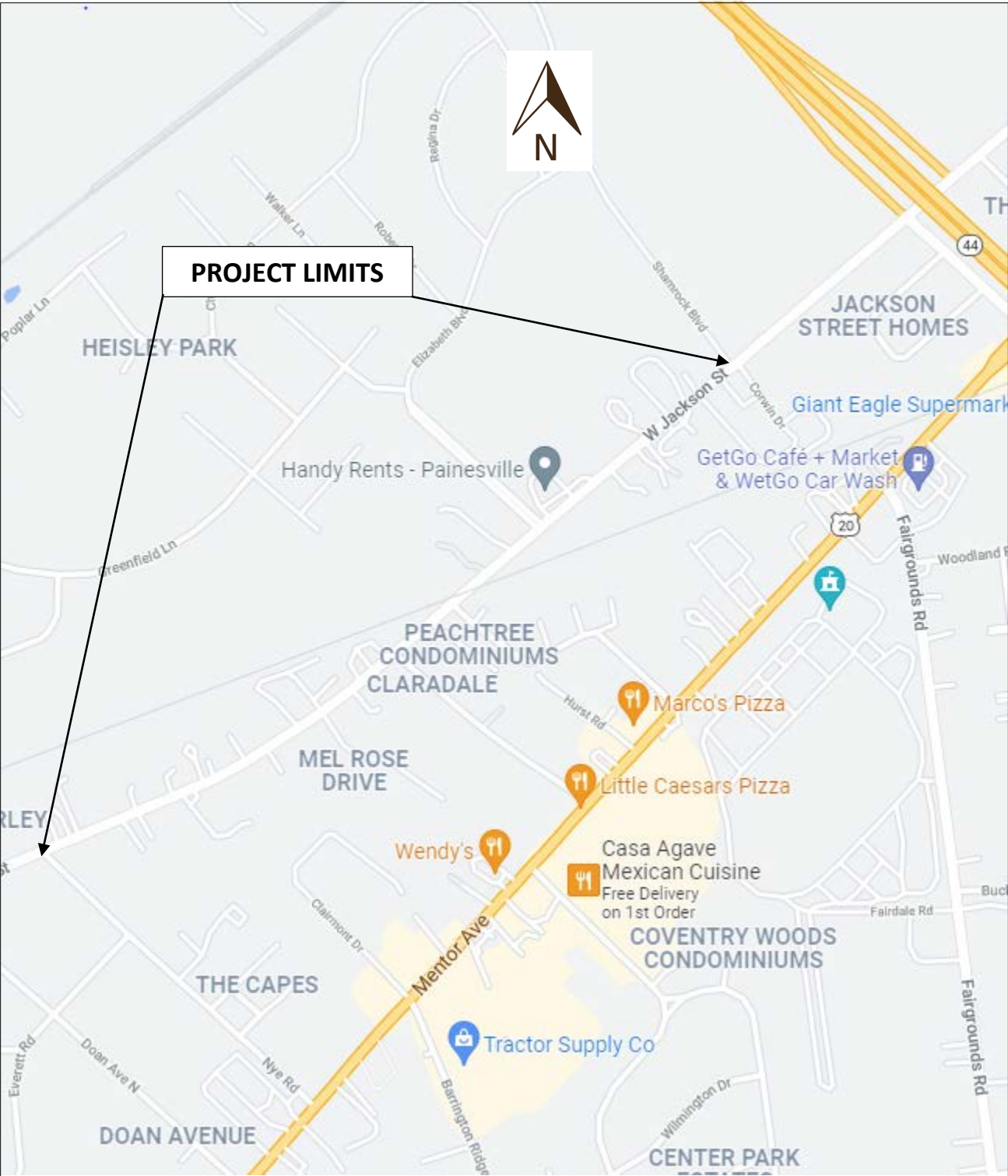
**Intergovernmental Review and Consultation (IGRC):**

**Public Involvement:**

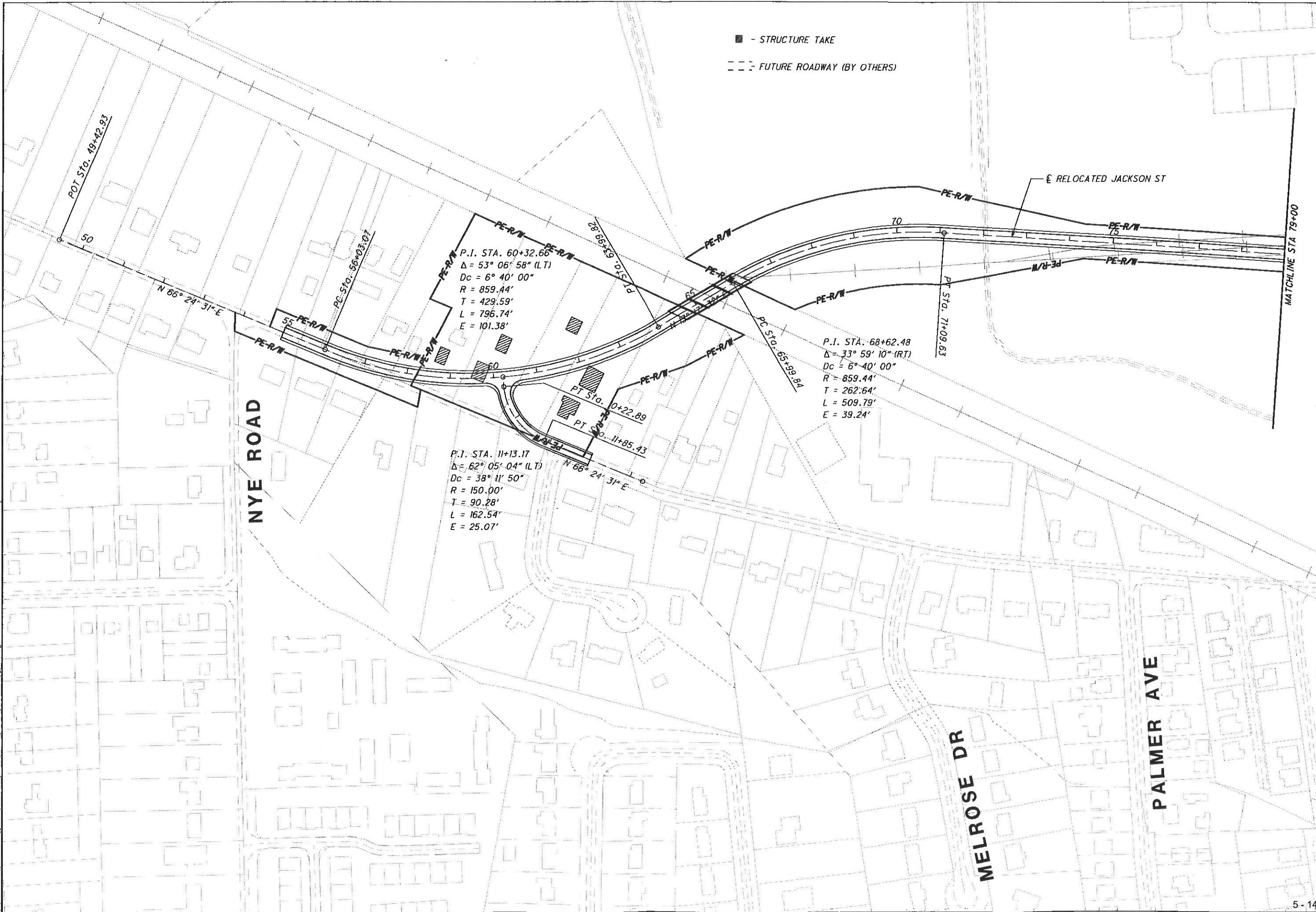
**Committee Review:**

# REALIGNMENT OF JACKSON STREET IN PAINESVILLE

## LOCATION MAP



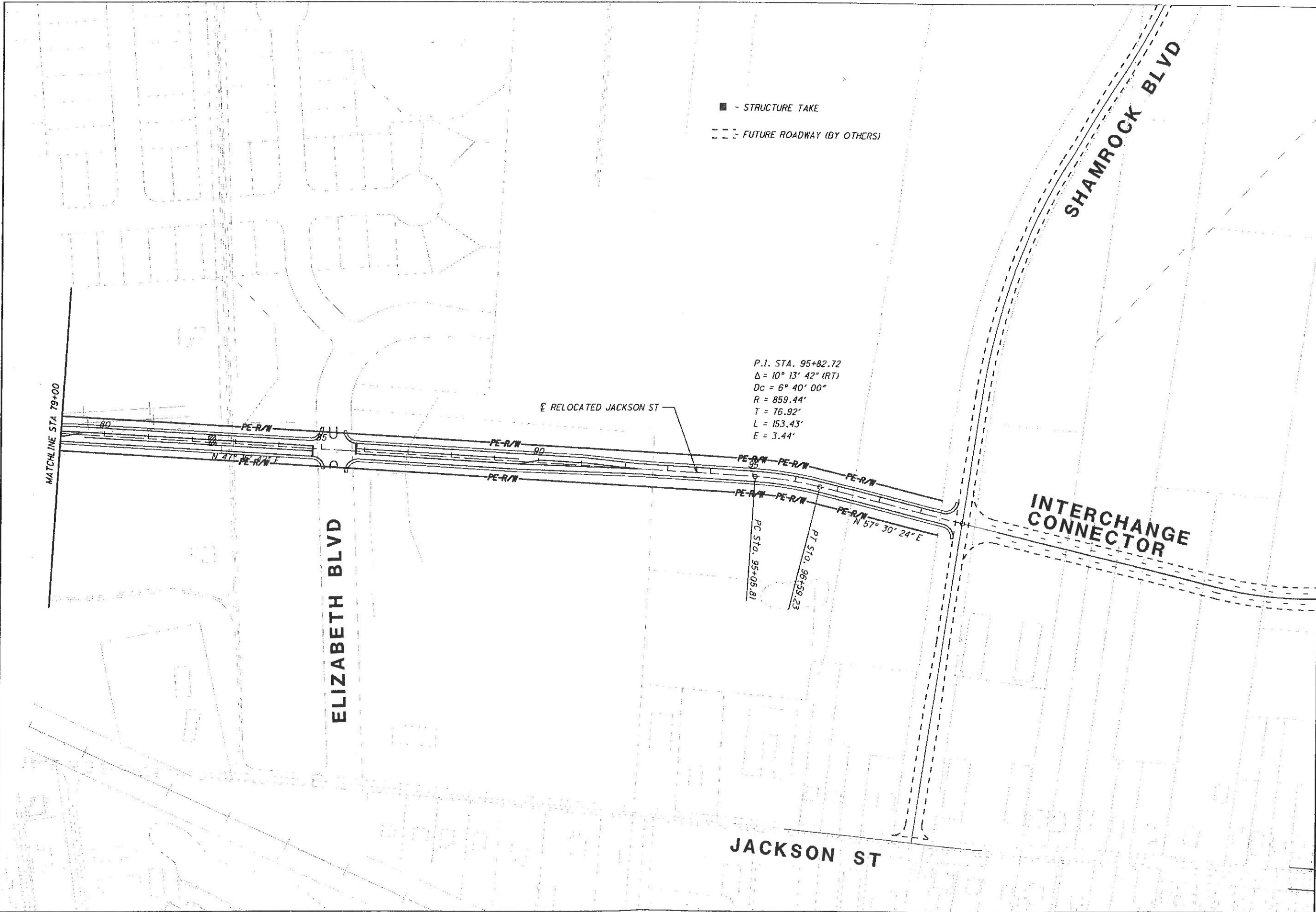
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**RELOCATED JACKSON STREET  
 GRADE SEPARATED CROSSINGS**

**JACKSON STREET**

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- - STRUCTURE TAKE
- - - FUTURE ROADWAY (BY OTHERS)

P.I. STA. 95+82.72  
 $\Delta = 10^\circ 13' 42''$  (RT)  
 $Dc = 6^\circ 40' 00''$   
 $R = 859.44'$   
 $T = 76.92'$   
 $L = 153.43'$   
 $E = 3.44'$

 100 200 HORIZONTAL SCALE IN FEET	CALCULATED JEL CHECKED JMW	<b>RELOCATED JACKSON STREET          AT GRADE CROSSINGS</b>
<b>JACKSON STREET</b>		FIG 4 PG 8

# Major Reconstruction and Lane Addition on IR-90 in Lorain County

**Sponsor:** Ohio Department of Transportation (ODOT)

**Project Name:** LOR IR 90 10.76 PID 107714

**Estimated Total Cost:** \$92,193,503

**Proposed Source of Federal Funds:** ODOT

**History/Background:** ODOT is the sponsor of a project involving major rehabilitation along 7.5 miles of IR-90, from 0.64 mile east of West Ridge Road to 0.21 mile west of SR-611, in Lorain County (LOR IR 0090 10.76 PID 107714). The project is included in the NOACA state fiscal year (SFY) 2021 – 2024 Transportation Improvement Program (TIP), programmed in SFY 2024.

**Proposed Project:** The proposed project involves complete pavement replacement and construction of an additional lane, from SR-2 to French Creek Bridge (illustration). The additional lane is a recommendation made in the Interstate 90 Transportation Systems Management and Operations (TSMO) Study, Task 1 | PID 111076 | October 25, 2021.

The purpose of the study was to investigate IR-90 between SR-2 (MM 11.93) and SR-611 (MM 18.82), which was identified as the highest need freeway segment in District 3 according to the Traffic Operations Assessment Systems Tool (TOAST). The need of study and corridor revolved around reducing peak hour crashes and related congestion.

According to the TSMO Study, a lane add / six-lane widening is recommended based on benefits in crash reduction and improved travel times versus the no-build and comparable capital costs to a hard shoulder running strategy.

The project's estimated total cost, provided by the sponsor, is \$92,193,503. The estimated cost of preliminary engineering environmental (PE Env) is \$549,543. The estimated cost of preliminary engineering environmental detailed design (PEDD) is \$5,324,960. The estimated cost of construction (CO) is \$79,700,000. The estimated cost of construction engineering (CE) is \$6,619,000. The PE Env, PEDD, CO and CE phases will be funded with federal funding and state funding sources.

## **Staff Comment (Summary):**

### **CONDITION**

- Nonattainment areas, through a process called transportation conformity, are required to demonstrate that emissions resulting from planned transportation system improvements will not exceed an area's emissions budgets. The United States Department of Transportation (U.S. DOT) issues formal transportation conformity determinations to nonattainment areas following a quantitative analysis. The analysis demonstrates that emissions from vehicles traveling on the planned transportation system are less than the area's emissions budget. The planning process determined that the proposed project adds capacity and will require a conformity determination. If the proposed project successfully completes project planning review, it will be considered for inclusion in the SFY 2024 - 2027 TIP and associated air quality regional conformity run and not as an individual project prior to that time.

## **Intergovernmental Review and Consultation (IGRC):**

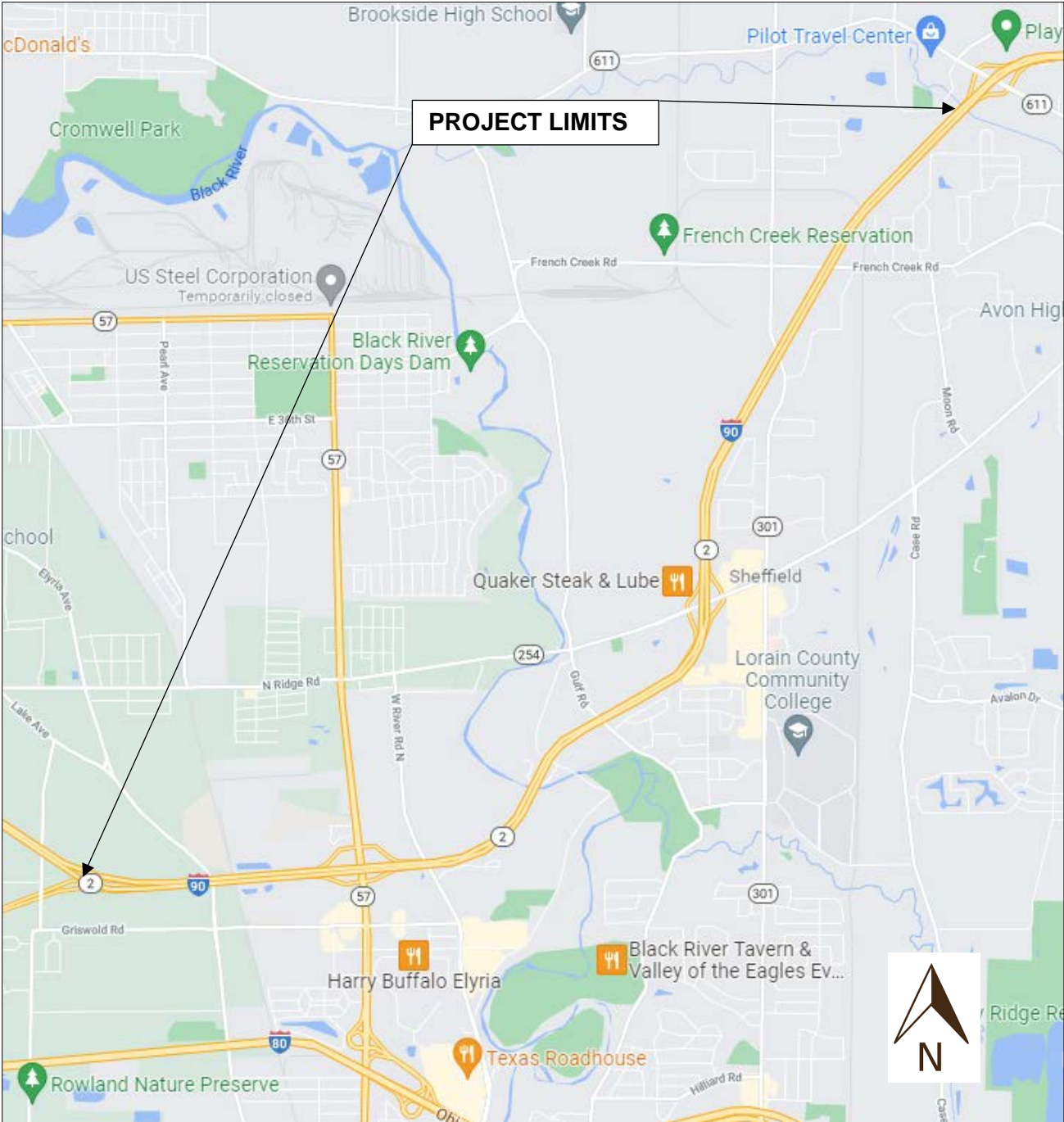
### **Public Involvement:**

### **Committee Review:**



# Major Reconstruction and Lane Addition on IR-90 in Lorain County LOR IR 90 10.76 PID 107714

## LOCATION MAP



## Construct a Trail Hub on Carter Road in Cleveland

**Sponsor:** Cleveland

**Project Name:** CUY CARTER RD TRAIL HUB

**Estimated Total Cost:** \$7,275,000

**Proposed Source of Federal Funds:** INFRA and RAISE Discretionary Grant Programs

**History/Background:** An active landslide on a slope bordering the Cuyahoga River is threatening Carter Road and other public infrastructure. The slope will be stabilized with a bulkhead wall along the river channel. The construction of the bulkhead wall will stabilize the slope and protect public infrastructure which includes Carter Road, the 60" NEORSD Westerly Low-Level Interceptor, the Cleveland Metroparks Centennial Trail and water and power lines. The Carter Road right-of-way also carries several private utilities including natural gas, power, communications and a stormwater treatment device installed by a developer in anticipation of new housing construction. A public path or boardwalk will be provided along the new wall with a connection to the existing Centennial Trail. Allowances will be made for future connections along the riverfront to the planned Irishtown Bend and Scranton Peninsula Trails.

**Proposed Project:** The proposed project involves construction of a new trail hub on Carter Road, approximately 600 feet east of the Columbus Road lift bridge, in Cleveland. The new trail hub will provide safe connections for cyclists, pedestrians and trail users between the Centennial Trail and future trails planned along the riverfront to the west for and to the east for the Scranton Peninsula. The project site is at a key connection point for several existing and future trails and will be designed as a Trail Hub to facilitate these connections (illustrations). The project's estimated total cost, provided by the sponsor, is \$7,275,000. The estimated cost of preliminary engineering (PE) is \$240,000. The estimated cost of engineering and construction (E & C) management is \$80,000. The PE and C & E management will be funded with local funds. The estimated cost of construction (CO) is \$6,500,000. The estimated cost of construction engineering (CE) is \$455,000. The sponsor will apply for Infrastructure for Rebuilding America (INFRA) Grant Program funding and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program funding for the CO and CE phases and provide local funds as match.

**Staff Comment (Summary):**

**Committee Review:**

**Intergovernmental Review and Consultation (IGRC):**

**Public Involvement:**

## ACKNOWLEDGEMENTS

We would like to thank the following client team members:

**L | A | N | D** studio

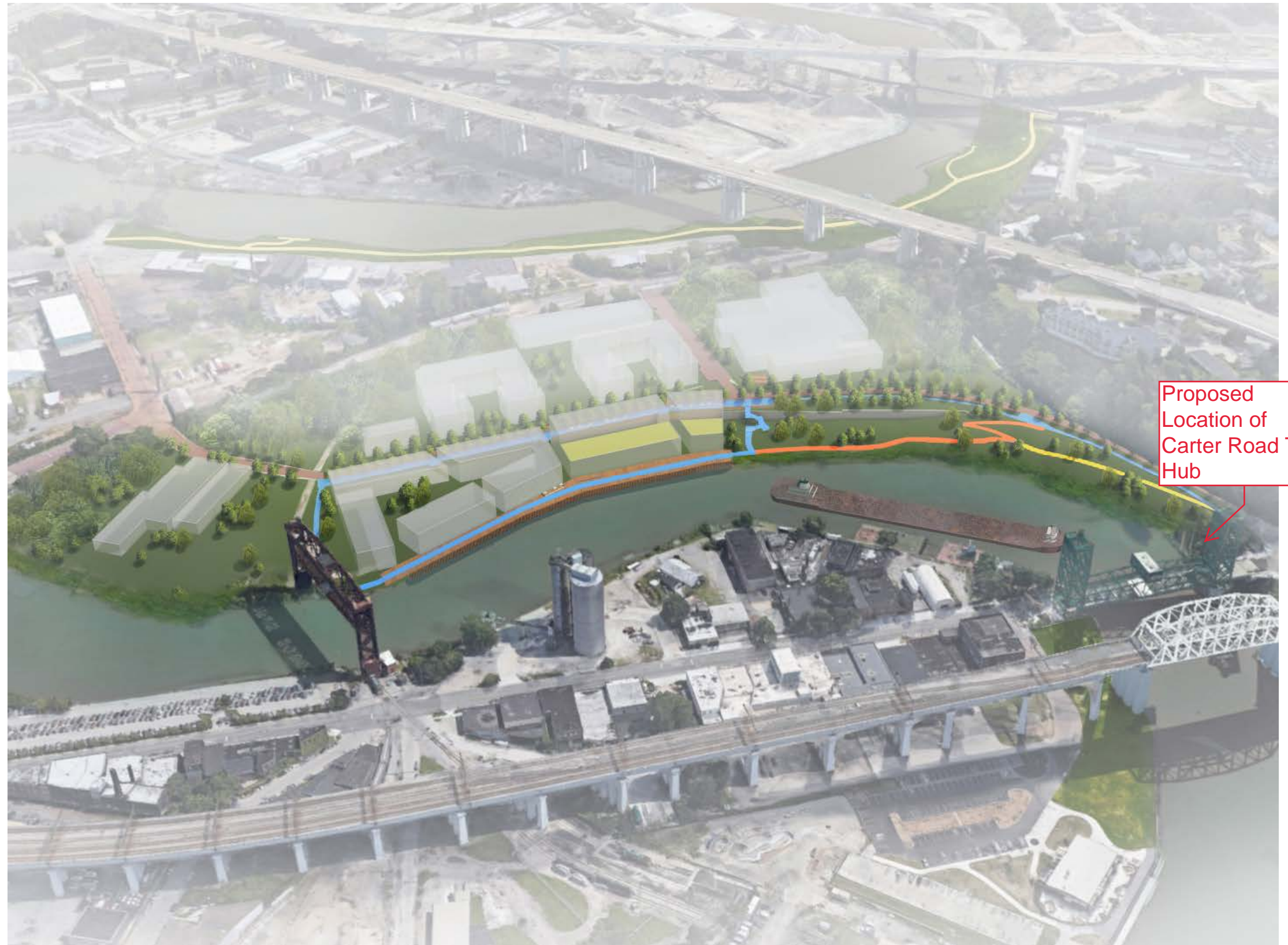
EWAT Holdings, LLC

Report Prepared by:

**Michael Baker**  
**INTERNATIONAL**  
**MKSK**

We also extend thanks to:




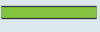



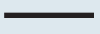
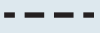


- Cleveland Metroparks
- NRP Group
- Great Lakes Brewing Company
- Cuyahoga River Restoration
- City of Cleveland Planning Commission
- City of Cleveland Ward 3 Councilman Kerry McCormack
- Port of Cleveland
- Ohio City, Inc.
- Tremont West Development Corporation
- Ohio Department of Natural Resources, Office of Coastal Management



This report was prepared by LAND studio, Inc. using federal funds under award #NA18NOS4190096 from the National Oceanic and Atmospheric Administration, U.S. Department of Commerce through the Ohio Department of Natural Resources, Office of Coastal Management. The statements, findings, conclusions, and recommendations are those of the author(s) and do not necessarily reflect the views of the National Oceanic and Atmospheric Administration, U.S. Department of Commerce, Ohio Department of Natural Resources, or the Office of Coastal Management.

# TIGER TRAILS

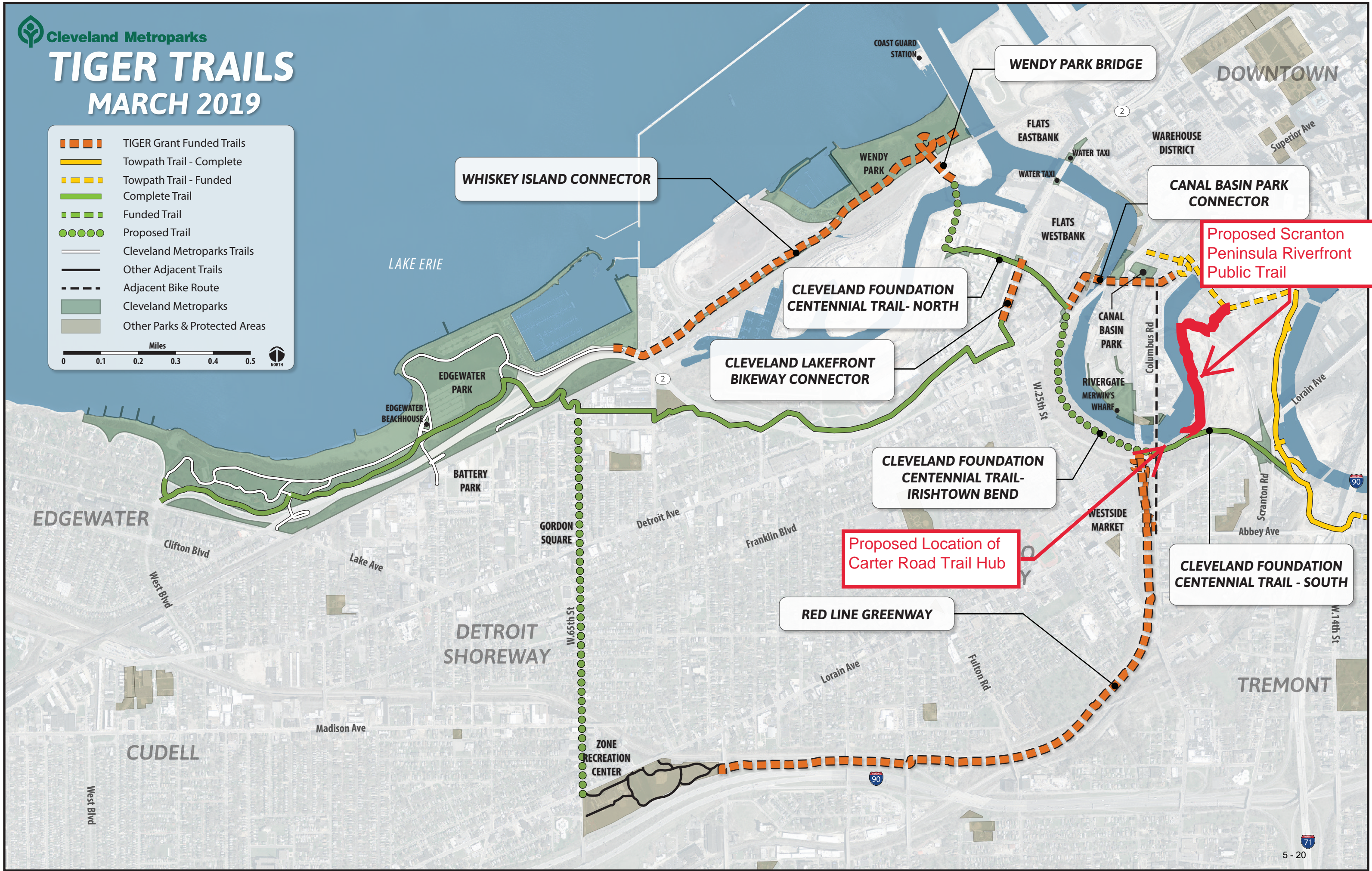
## MARCH 2019

-  TIGER Grant Funded Trails
-  Towpath Trail - Complete
-  Towpath Trail - Funded
-  Complete Trail
-  Funded Trail
-  Proposed Trail
-  Cleveland Metroparks Trails
-  Other Adjacent Trails
-  Adjacent Bike Route
-  Cleveland Metroparks
-  Other Parks & Protected Areas

Miles

0 0.1 0.2 0.3 0.4 0.5

NORTH



**WHISKEY ISLAND CONNECTOR**

**WENDY PARK BRIDGE**

**CLEVELAND FOUNDATION CENTENNIAL TRAIL- NORTH**

**CANAL BASIN PARK CONNECTOR**

**Proposed Scranton Peninsula Riverfront Public Trail**

**CLEVELAND LAKEFRONT BIKEWAY CONNECTOR**

**CLEVELAND FOUNDATION CENTENNIAL TRAIL- IRISHTOWN BEND**

**Proposed Location of Carter Road Trail Hub**

**RED LINE GREENWAY**

**CLEVELAND FOUNDATION CENTENNIAL TRAIL - SOUTH**

## Buggy Lanes along SR-301 in Medina and Wayne Counties

**Sponsor:** Ohio Department of Transportation (ODOT)

**Project Name:** MED/WAY SR-301 00.00/6.89 PID 115230

**Estimated Total Cost:** \$5,492,504

**Proposed Source of Federal Funds:** ODOT

**History/Background:** The 2019 Statewide Amish Travel Study identified ODOT maintained routes with animal-drawn buggy traffic and prioritized these routes for safety improvements. A route prioritization matrix was established based on ten sets of weighted criteria to aid in determining which segments of State maintained routes warrant certain countermeasure improvements. The safety issues between buggies and motor vehicles are associated with the speed differential between animal-drawn buggies traveling approximately 5-8 miles per hour (MPH) compared to motor vehicles traveling at speeds around 55 MPH. The Amish Travel Study identified a total of eight High Priority segments in District 3; five of those segments were located along SR-301 in either Medina or Wayne County. The proposed project is 3.5 miles in length and includes two of the five High Priority segments along SR-301. This section of SR-301 has the highest animal-drawn buggy volume along the SR-301 corridor. There is also produce auction facility located near the Medina/Wayne County line, which holds auctions three days a week, from spring to fall, which likely contributes to the buggy volumes in the project area. Most of the produce sold at the auction is grown by the local Amish community. From 2017 to 2019, there were 12 crashes along SR-301 within the project limits. Five of these crashes involved buggies, four of the buggy crashes resulted in injury (one serious, three minor). All five buggy crashes involved buggies being struck by vehicles traveling 50 - 60 MPH.

**Proposed Project:** The proposed project involves constructing a paved shoulder, eight (8) feet wide, along 3.5 miles of SR-301, from West Salem Road, in Congress Township, Wayne County to US-224 (Greenwich Road), in Homer Township, Medina County (illustrations).

The recommended countermeasure is to address historical and potential crashes on SR-301 by constructing an 8' paved shoulder to accommodate animal drawn buggies, moving them entirely out of the travel lanes. Since there is no safety countermeasure or crash modification factor specific to shoulder widening for routes with animal-drawn buggies, a comparable crash modification factor for shoulder widening was used (29% reduction in all crash types). However, it is expected that the proposed countermeasure will result in a greater benefit for all vehicles that travel along SR-301. Since the buggies will be located outside the travel lanes, the need for vehicles to pass the slow moving buggies and crashes involving buggies will be greatly reduced.

The project's estimated total cost, provided by the sponsor, is \$5,492,504. The estimated cost of preliminary engineering environmental (PE Env) is \$463,250. The estimated cost of right-of-way (RW) is \$185,085. The estimated cost of construction (CO) is \$4,527,260. The estimated cost of construction engineering (CE) is \$316,909. The PE Env, RW, CO and CE phases will be funded with federal funding and state funding sources.

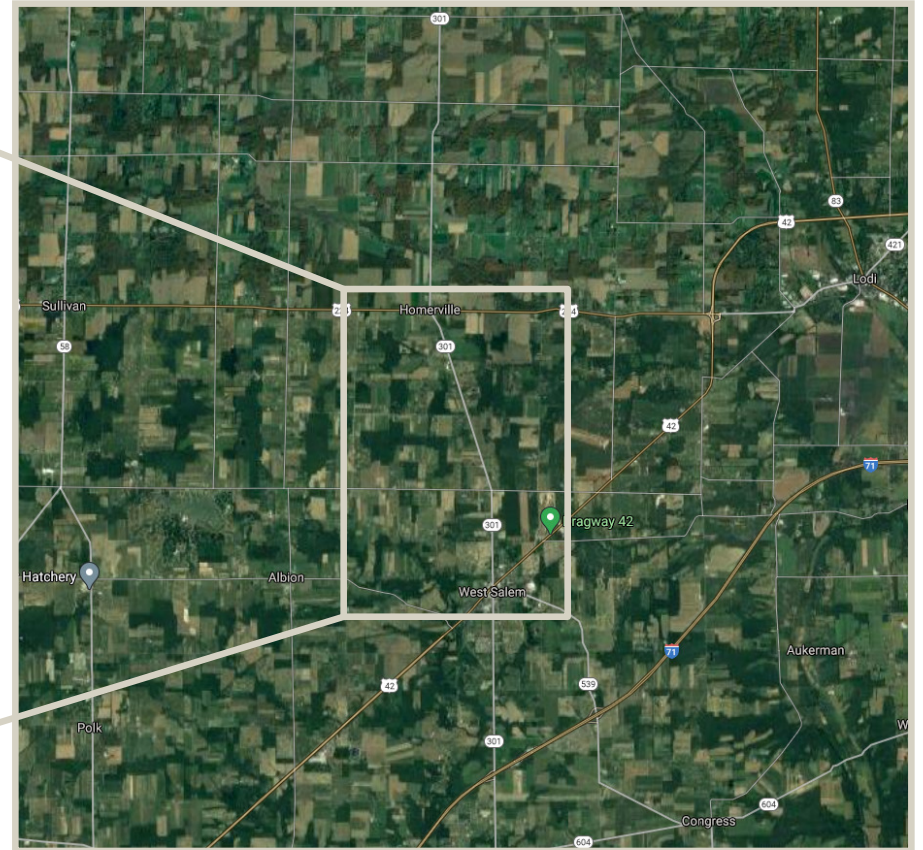
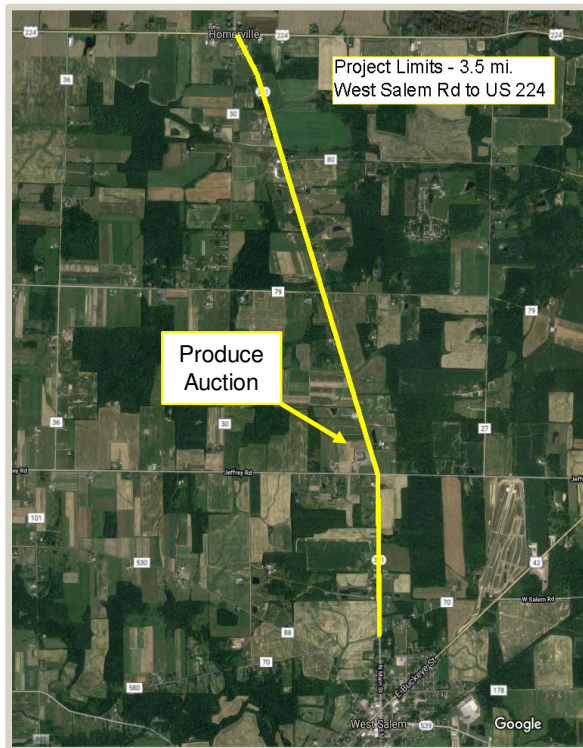
**Staff Comment (Summary):**

**Intergovernmental Review and Consultation (IGRC):**

**Public Involvement:**

**Committee Review:**

# LOCATION



# SAFETY APPLICATION SUMMARY

WAY-301-6.89-7.79, MED-301-0.00-2.60

Buggy Lanes (8' Shoulder)

Medina & Wayne County

September 2020



## Project Funding

Project Phase	PE - Environmental	PE - Detailed Design	PE - Right of Way / Utilities	Construction	Total
Fiscal Year	2021	2022	2023	2024	
Previous Safety					\$0
New Safety	\$283,400	\$179,850	\$185,085	\$3,420,420	\$4,068,755
Sponsor Funding					\$0
<b>Total</b>	<b>\$283,400</b>	<b>\$179,850</b>	<b>\$185,085</b>	<b>\$3,420,420</b>	<b>\$4,068,755</b>

## Crash Statistics (2017-2019)

- 12 Total Crashes
- 5 Amish Buggy Crashes
- 4 Amish Buggy Crashes resulted in injury
- All 5 buggy crashes involved buggies struck by vehicles traveling 50 - 60 MPH.

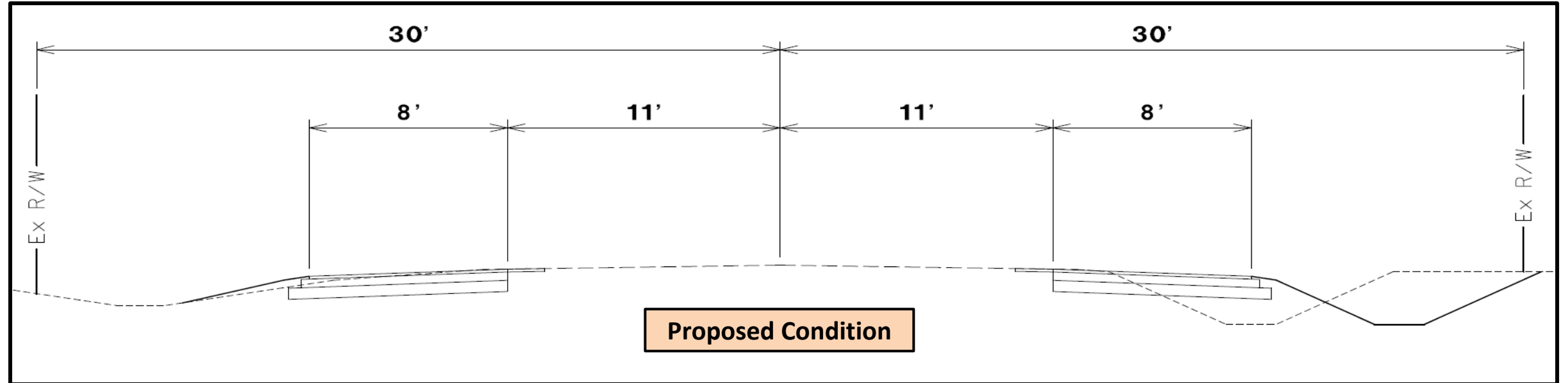
## Application Scoring

Category	Value	Points
Expected Crash Frequency	2.39	0
Observed KA/Total	0.08	4
% Improvement Potential	0.0%	0
Relative Severity Index	\$50,264	10
Equivalent PDO Index	6.31	5
Volume/Capacity Ratio	0.09	0
Benefit/Cost Ratio	0.22	0
Safety Funding % Request	100%	0

**Application Score: 19**

## Description

- Widen the paved shoulder width to 8' to provide an area for Amish buggies to travel outside of the travel lanes along SR 301. The existing paved shoulder width is 1'.
- Two High Priority Segments from 2019 Statewide Amish Travel Study.
- Highest buggy volume along SR 301 corridor.
- Speed Limit = 55 MPH



**Title:** DERG Transit Vehicle Replacements

**Sponsor:** Greater Cleveland Regional Transit Authority (GCRTA)

**Estimated Total Cost:** \$3,229,469

**Proposed Source of Federal Funds:** Diesel Emission Reduction Grant (DERG) Program

**History/Background:** The Diesel Emission Reduction Grant (DERG) program is supported with federal Congestion Mitigation and Air Quality (CMAQ) dollars awarded by the Federal Highway Administration to the Ohio Department of Transportation. The program provides support to public transit systems serving Ohio counties, for the early retirement and replacement of older diesel transit buses.

The following project was awarded funding through the DERG program in December 2021:

- **CUY GCRTA 2022 DERG BUSES: PID No. 116002** - This project involves the replacement of six (6) model year 2005-2006 diesel powered transit buses with six (6) new CNG powered transit buses. The estimated total cost is \$3,229,469. The project will be funded with CMAQ funds (\$1,969,976) and local funds (\$1,259,493).

**Staff Comment (Summary):**

**Committee Review:**

**Intergovernmental Review and Consultation (IGRC):**

**Public Involvement:**





## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Bicycle and Pedestrian Advisory Council

**FROM:** Kathleen Sarli, Associate Director of Operations and Chief Operating Officer

**DATE:** February 11, 2022

**RE:** **FY 2024-2027 TIP Development Update**

#### **ACTION REQUESTED**

No action is requested at this time. This item is being presented for information and to gather input from the advisory council in the selection of projects to be funded with NOACA administered Surface Transportation Block Grant (STBG) funds and STBG set-aside funds for transportation alternative projects (TAP) for the SFY 2024-2027 Transportation Improvement Program (TIP).

#### **BACKGROUND/JUSTIFICATION**

NOACA has begun development of its Transportation Improvement Program (TIP) for State Fiscal Years (SFY) 2024-2027, which will take effect on July 1, 2023 through June 30, 2027. The TIP will contain road, bridge, public transit, and other transportation projects scheduled for implementation within the NOACA region, and will include projects supported by NOACA administered funds as well as by other federal funds controlled through ODOT, the Federal Transit Administration (FTA), or by other governmental agencies.

The universe projects to be considered for NOACA funds in the SFY 2024 - 2027 TIP will consist of projects from the recently completed eNEO2050: An Equitable Future for Northeast Ohio, NOACA's Long Range Plan, generated from the Transportation Asset Management Program, the ACTIVATE active transportation plan, Safety, Congestion and Transportation Alternatives plans and ODOT, local community and regional transit agency submitted projects. Filters will be applied to the universe of projects that emphasize Plan priorities for each project type.

#### **CONCLUSION/NEXT STEPS**

Input received from the BPAC will be utilized by staff in its evaluation of projects for NOACA funding in the SFY 2024-2027 draft TIP.

NOACA funded projects will then be programmed and incorporated with non-NOACA funded projects in development of the draft 2024-2027 TIP. The final draft TIP will be presented to the Planning and Programming Committee for recommendation at their January 27, 2023 meeting and to the Board of Directors at their March 10, 2023.

KS/em/9389c





## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Bicycle Pedestrian Advisory Council

**FROM:** Kathleen Sarli, Associate Director of Operations and Chief Operating Officer

**DATE:** February 11, 2021

**RE:** **NOACA Activate Plan**

#### **ACTION REQUESTED**

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

#### **BACKGROUND**

Non-Motorized modes of travel (also known as Active transportation or human powered transportation) are not used extensively as means of transportation in the NOACA region today. The low usage of walk and bicycle modes of transportation is due to many reasons such as:

- The relatively low cost of operating motorized automobiles,
- The sprawling land use patterns,
- The auto oriented transportation infrastructure,
- The adverse climatic conditions in the northeast Ohio.

The purpose of the NOACA ACTIVATE plan is to provides guidelines for Practitioners, Planners (transportation /urban/community), and Decision makers to expand and improve the existing bikeways and walkways in order to increase the travel share of non-motorized modes safely and use the street network more equitably.

The NOACA ACTIVATE plan includes eight chapters:

1. Purpose, Vision & Goals
2. Definitions, Problems & Benefits
3. Non-motorized Infrastructure Data Collection
4. Quality of Data
5. Current Volumes & Future Demand
6. Prioritization Models for the Non-motorized Facility Investments
7. Estimated Benefits of Investments in Non-motorized Facilities
8. Pedestrian & Cyclists Safety

Benefits of the increasing the non-motorized mode shares are:

- Building healthier communities,
- Using the street network equitably by all residents regardless of their car ownership status,
- Increasing transit share,
- Reducing the transportation carbon footprint in the NOACA region,
- Mitigating the traffic congestion negative impacts,

A presentation of the draft plan will be given at the meeting.

#### **FINANCIAL IMPACT**

There is no financial impact to NOACA.

**CONCLUSION/NEXT STEPS**

NOACA staff encourage council members, officials and planners to use the guidelines of the NOACA ACTIVATE Plan in expanding and improving the existing bikeways and walkways and also inform staff of their feedbacks.

KS/am/9390c

**Agenda Item  
No. 6**

**OLD BUSINESS**



**Agenda Item  
No. 7**

**NEW BUSINESS**





**Agenda Item  
No. 8**

**ADJOURN**

