



# **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

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

**TO: Transit Council Members**

India Birdsong, CEO and General Manager, GCRTA  
Ben Capelle, General Manager, Laketran  
Pamela Novak, Chief Finance Officer, LCT  
Shannon Rine, Director, Medina County Public Transit  
Joanna Santilli, Interim Transit Director, Geauga County Transit  
David Short, District Planning Engineer, ODOT District 12

**FROM:** Pamela Novak, Chair

**DATE:** February 11, 2022

**RE: Transit Council**  
**Friday, February 18, 2022 from 9:00 a.m. to 10:30 a.m.**

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

I look forward to seeing you remotely on ***Friday, February 18<sup>th</sup> at 9:00 a.m.***





**NOACA Transit Council Meeting**  
**Friday, February 18th, 2022 – 9:00 a.m. – 10:30 a.m.**  
**1299 Superior Ave. Cleveland, Ohio 44114**

**AGENDA**

- |      |   |      |
|------|---|------|
| 1.   | Approval of Minutes of Transit Council 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  |      |
| a.   | Fiscal Year 2022 Partial UZA Federal Apportionments   | 4-1  |
| 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. | Public Transportation Agency Safety Targets   | 5-27 |
| b.   | Information/Discussion  |      |
| i.   | Signage Coordination Project (RTA/Laketran / NEORide)   | 5-31 |
| ii.  | Transit Connectivity in NOACA ACTIVATE Plan   | 5-33 |
| 6.   | Reports/Updates   |      |
| a.   | Agency Updates (Roundtable Discussion)  | Oral |
| 7.   | Old Business  |      |
| a.   | Tier II Group Transit Asset Management Plan Update CY 2022  | Oral |
| 8.   | New Business  |      |
| 9.   | Adjournment   |      |

**NEXT MEETING: Friday, May 20th, 2022 – 9:00 a.m. – 10:30 a.m.**



**Agenda Item  
No. 1**

**MINUTES**





**NOACA Transit Council Meeting**  
November 19, 2021  
NOACA Offices  
1299 Superior Avenue, Cleveland, Ohio 44114

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

Ms. India Birdsong convened the Transit Council meeting on November 19, 2021 at 9:05 a.m.

**Meeting Minutes**

A motion was made by Mr. Shannon Rine to approve the meeting minutes of August 20, 2021. The motion was seconded by Mr. Ben Capelle. The motion passed by voice vote.

**Public Comments**

Loh stated that NOACA's Workforce Accessibility & Mobility Tool is very useful, but it is made mostly for transit organizations to use. The tool can be very useful for other organizations, such as health and human service organizations as a part of their research tools or designing tools. Loh asked if the tool can be developed for almost everybody to use.

Loh said she has seen the demonstration, has played with the tool, and has recommended it to others, who all agree that NOACA has a very good tool. She noted that if NOACA wants to increase the usage of the tool, it may want to plug in a little bit more data, either from the Census or from something else. She said people should know that the tool can be used not only with transit, but also in other areas covered and not covered by NOACA.

**Executive Director's Report**

No report was presented at this meeting.

**Chair's Report**

Ms. Birdsong stated that cyber security was discussed at a GCRTA committee meeting on November 18, 2021. She noted that as the transit systems move forward with policies and transportation, in general, they may want to think about cyber security and how it affects transit overall, which ducktails other technologies, such as fare collections, boarding, and how transit systems collect data. She suggested that the Transit Council consider cyber security for a future presentation as everyone moves forward into regionalism, which NOACA has been a champion of. She noted that interconnectivity is not only important to the Transit Council, but to the other NOACA committees, as well.

**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 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.

**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. The total funding amount being requested this round is \$7,613,773.

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. Capelle stated that the TLCI project in the City of Painesville is pretty significant. He noted that the project area meets the Victoria Place building, which is a large abandoned office building that is being renovated and turned into dormitories for Lake Erie College. It is likely that transit service will travel along this road in the future. The improvement is significant because the width of the road is currently unsafe for any kind of transit service. The improvement has benefits that are difficult to see. Mr. Capelle reiterated that the improvement is a significant for Downtown Painesville.

Mr. Capelle stated that he noticed that the total cost of the project matches the funding request submitted to NOACA. He asked if there is a local match requirement for the projects.



Mr. Thompson stated that applicants can apply for 100% funding if they are located in an Urban Core Community, Environmental Justice Community or a Disadvantaged Community. Mr. Thompson mentioned that the definition for each community is included in NOACA's Regional Transportation Investment Policy (RTIP).

Mr. David Short asked Mr. Thompson if he could identify the projects that were generated from TLCI planning studies versus other studies.

Mr. Thompson stated that in order for a project to be eligible for TLCI implementation funding, which is construction dollars, the project needs to be recommended out of a TLCI plan. NOACA allows planning studies that are not funded through TLCI. The studies must meet the requirements of public engagement and certain analysis in order to be eligible. Mr. Thompson stated that staff reviews the projects to ensure that they are eligible for implementation funds. He noted that for this round, the implementation projects in Middleburg Heights and Shaker Heights were generated from a TLCI-like study, while the other projects were generated from TLCI studies.

Mr. Short said he did not know if it was a good thing or bad thing that some communities are willing to fund studies on their own, but it is something that everyone should keep in mind. He said he was sure that people would support things done with the program. He noted that there is some benefit to having communities perform their own studies.

Mr. Thompson said NOACA's intention is to allow TLCI-like studies so no local communities will be penalized.

Ms. Birdsong asked if NOACA has any requirements to make sure that a TLCI-like study is similar to a TLCI study.

Mr. Thompson stated that NOACA staff evaluates the studies and the requirements are as follows:

- There must be at least three public engagement meetings that focus solely on the transportation issues at hand
- The study must have a strong transportation focus
- The study must look at the process of transportation alternatives when it comes to the recommendations in the plan

Mr. Joel Freilich said he did not believe that the City of University Heights has discussed its plan with GCRTA Service Planning. Mr. Freilich said GCRTA staff would love to have a discussion with the City of University Heights.

### **GCRTA NextGen Service**

Ms. Maribeth Feke discussed the development of the GCRTA NextGen Services. She presented information on the following:

- Strategic Plan: Foundations for the Future
- Strategic Planning Process
  - Strategic Plan: Framework for the Future
    - Economic impact study, fare equity analysis, rail car study, efficiency study & operational review, and system redesign study

- Customer focused and community engaged
  - Collaboration, technical innovation, economic prosperity, transparency, and environmental sustainability, customer service, equity, access, state of good repair, financial stability
- Top strategies
- Priority corridor update
- Outlining job hubs
- Key initiatives

Mr. Jeffrey Macko presented information on the following:

- Study process with Jarrett Walker & Associates and stakeholders
  - Technical and design work and questions to the public
- Virtual engagement
  - Social media posts and engagement
- Returning viewers
- External communications
- Main features - Connecting our community
- RTA prior to June 13<sup>th</sup> - Weekday midday (map)
- Next Gen RTA - Weekday midday (map)
- Downtown circulation and access
- Benefits for downtown residents
- Effects on workers and employers

Note: Details can be found in the PowerPoint presentation for this meeting.

Mr. Short mentioned that he attended a workshop given by Jarrett Walker. He said he learned so much about GCRTA's operation and found the workshop to be educational. Mr. Short encouraged GCRTA representatives to always include ODOT's Central Office and local district offices when doing planning studies so ODOT understands GCRTA's challenges and opportunities. Mr. Short extended his suggestion to the other agencies that are part of the Transit Council.

Mr. Rine asked if GCRTA was able to quantify who were the existing riders and who were considering riding transit and if it was beneficial to them.

Mr. Macko stated that the following questions were asked in all of the surveys:

- Do you ride transit?
- How frequently do you ride transit?
- What is your zip code?

Mr. Macko stated that the purpose of the questions was to gather demographic information to see what riders want and what nonriders want. GCRTA pushed to engage nonriders. Mr. Macko noted that since sales tax is collected, everyone in Cuyahoga County is an owner of the system, not just the riders, so GCRTA could find out people's priority.

In response to Mr. Macko's answer, Mr. Rine said it had to be a great education for some folks to be asked the survey questions.

Mr. Rine asked Mr. Macko if people's request for more frequency or more coverage was by trip purpose. He also asked if people provided granular details in their responses.

Mr. Macko stated that the survey did not get to a specific level of detail, but it was discovered that some people may not go to places served by GCRTA, but they wanted to be able to have that opportunity.

Mr. Rine mentioned that Medina County Public Transit (MCPT) is beginning its strategic plan and will have a kickoff meeting on November 22. He said he was curious what folks are willing to share; how intricate the surveys get; and do people understand what transit means to them and their family.

Mr. Rine stated that he agreed with Mr. Short that ODOT as well as NOACA need to be involved in the process to understand the different/unique challenges of the transit agencies.

Ms. Feke informed Mr. Rine that GCRTA can provide him with the survey questions used in all of its studies.

Mr. Rine said it was interesting to him how GCRTA approached the surveys from a customer and a business standpoint because there is a mutual benefit on both sides.

Ms. Birdsong asked Ms. Feke to forward the survey questions to Mr. Rine so that MCPT can benefit from GCRTA's successes and mistakes.

Loh commented on the following:

- Questions were repeatedly asked in the survey about how frequency and coverage affect people
- People had an opportunity to participate in the meetings and ask questions on behalf of others who could not attend the meeting or people took the survey and conveyed information to others
- The importance of the responses related to frequency and coverage

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

Dr. Ali Makarachi mentioned that NOACA staff is in the process of adding GCRTA's NextGen network to the NOACA model.

Dr. Makarachi provided background on the development of the NOACA Workforce Accessibility and 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. Birdsong asked the projected timeline for the completion of the tool or is it a moving target.

Dr. Makarachi stated that the tool is based on NOACA's Travel Demand Model. He noted that the 2020 Census will be added to the model, which will probably be completed by the end of this year.

## Reports/Updates

### Agency Updates (Roundtable Discussion)

- **Laketran**

Laketran is planning to use additional funds it will receive from the Infrastructure Bill to move its start time in the morning from 6:00 a.m. to 5:00 a.m. for both demand response and fixed routes. Laketran's frequency of fixed routes on Saturdays will be changed from every two hours to every one hour. The change will take place sometime in the second quarter of next year after the Laketran board approves it.

Ms. Birdsong asked Mr. Capelle if GCRTA can have Laketran's change to make sure that any connectivity issues are resolved.

Mr. Capelle stated that Laketran is still working on the details. He noted that there will be one extra trip in the mornings. He said Laketran will take a look at the GCRTA routes (39 and 28) and will let Ms. Feke know if there are any issues.

Ms. Birdsong asked the reason for the change.

Mr. Capelle stated that Laketran's Transit GO program, a product of the Paradox Prize, provides workers with free rides to transit. He noted that Laketran received consistent complaints that people needed to arrive at work at 6:00 a.m., but Laketran's first trip starts at 6:00 a.m. Mr. Capelle noted that Laketran is in the process of cleaning up its demand response service that has always operated on a first come first serve service between 5:00 a.m. and 6:00 a.m.

Mr. Capelle stated that through NEORide, Laketran, GCRTA, PARTA, SARTA and Akron METRO have been working on a consolidated bus stop sign. All of the transit systems made a commitment to fund the joint project through NEORide and WSP was hired to do the study to consolidate the signs and help coordinate the graphic design and GCRTA did some heavy lifting on the design, as well.

Mr. Capelle and Ms. Feke discussed the people involved in the design work of the new sign.

- **GCRTA**

Cyber security (mentioned in the chair's report)

Fare Collection System - GCRTA wants to ensure that it connects with all of the other transit authorities, which is really important. GCRTA wants to make sure that it also has fare capping. GCRTA's IT faction handles the operational items and will be leading the procurement and technology effort with the support of GCRTA's administrative IT to make sure it can get the fare collection system going in 2022. GCRTA is looking to present a recommendation to its board in the next coming months. GCRTA is looking to have something on the books and on the buses by the end of 2022 or early 2023.

- **Medina County Public Transit (MCPT)**

MCPT's Strategic Plan kickoff starts Monday, November 22, 2021 – Mr. Rine stated that he was interested in seeing what that brings Medina going to small urban and seeing what that all means.

Mr. Rine stated that the transit systems need to think more global, act local, connect the counties and pay attention to what each transit system is doing to help identify what can be beneficial. He noted that MCPT is planning to address requests to travel outside of Medina County as well as provide service to people who want to come into the county.

Ms. Birdsong agreed with Mr. Rine and noted that it was important to work smarter not harder.

Mr. Rine said it was important for MCPT to ask the business community what it is looking for and deliver on promises.

- **Other Roundtable Discussions**

Ms. Birdsong suggested inviting the Greater Dayton Regional Transit Authority (GDRTA) to a future Transit Council meeting to make a presentation on its technology, which was made in Akron to transit providers. Mr. Rine agreed with Ms. Birdsong.

Ms. Feke suggested that MCPT look at Pearl Road, which is an opportunity corridor, when it is working on its strategic plan.

Ms. Feke mentioned that Sherwin Williams will have a three-year construction project in Downtown Cleveland, so bus stops will be moved. GCRTA will keep all of the transit systems informed.

### **Old Business**

No old business was discussed at this meeting.

### **New Business**

No new business was discussed at this meeting.

### **Adjournment**

A motion was made by Mr. Capelle to adjourn the meeting. The motion was seconded by Mr. Rine. The motion passed by voice vote.

The next Transit Council meeting will be held at the NOACA offices on February 18, 2022 at 9:00 a.m.

The Transit Council meeting was adjourned at 10:28 a.m.



## Transit Council 2021 Attendance Record

MEMBER	02/19/21	05/21/21	08/20/21	11/19/21
India Birdsong, CEO and General Manager, GCRTA Maribeth Feke, Alternate	X	A	X	X/A
Ben Capelle, General Manager, Laketrans Andrea Aaby, Alternate	A	X	X	X
Pamela Novak, Chief Finance Officer (LCT) Tom Williams, Alternate	X	X	X	
JoAnna Santilli, Transit Director Geauga County Transit (GCT) David Lair, Alternate	X	X	X	
Shannon Rine, Director Medina County Public Transit (MCPT) Stephen Hambley, Alternate	X	X	X	X
David Short, P.E., P.S. District Planning Engineer, ODOT District 12 Leslie Farley, P.E., Alternate	X	X	X	X

Member = X    Alternate = A

**Agenda Item  
No. 2**

**PUBLIC INVOLVEMENT**





**Agenda Item  
No. 3**

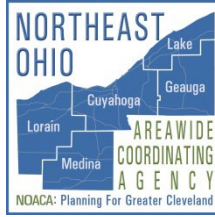
**CHAIR'S/EXECUTIVE DIRECTOR'S REPORT**



**Agenda Item  
No. 4**

**ACTION ITEMS**





## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Transit Council

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

**DATE:** February 11, 2022

**RE:** **Fiscal Year 2022 Partial UZA Federal Apportionments**

#### **ACTION REQUESTED**

The Council is asked to approve the allocation of the FY2022 Cleveland partial UZA Federal Apportionments.

#### **BACKGROUND**

Each year, Congress passes legislation which, when signed by the President, appropriates funds for the Department of Transportation and related agencies. After that legislation is enacted, FTA publishes a Notice in the Federal Register that provides an overview of the apportionments and allocations based on these funds for the various Federal Transit Administration programs as well as statements of policy and guidance on public transit administration.

Fiscal year 2022 partial apportionment tables were recently released by FTA. The Transit Council members are asked to discuss and offer any changes to the apportionment splits procedure of the Section 5307 funds.

#### **FINANCIAL IMPACT**

The apportionment table and amounts will be provided by GCRTA at the meeting. Transit Council will determine how to split the "unserved area" amount.

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

GCRTA will finalize the partial year allocation of FY 2022 Section 5307 funding and provide to transit operators in the Cleveland Urbanized Area.

KS/ch/9381c

Attachments:

1. FY 2022 5307 FTA Partial Allocations for Each Agency

Fiscal Year 2022 Apportionment

**Section 5307**

2/8/2022 (based on FTA Apportionment tables as of 2/3/2022)

<b>CALCULATION OF EACH AGENCY'S FUNDING - 5307 Funds, Partial Year</b>						
<b>Transit Operator</b>	<b>Dollars From Census Data</b>	<b>Dollars from Non-Rail Service on FTA Report</b>	<b>Dollars from Rail Service on FTA Report</b>	<b>Raw Total Dollars</b>	<b>Percent of Total</b>	<b>Percentage Funding in Federal Register</b>
GCRTA	\$3,142,918	\$3,149,305	\$2,068,717	\$8,360,940	84.16%	\$8,902,999
Laketran	\$414,325	\$546,937	\$0	\$961,262	9.68%	\$1,023,583
MCPT	\$171,836	\$76,360	\$0	\$248,196	2.50%	\$264,287
METRO	\$136,830	\$5,374	\$0	\$142,204	1.43%	\$151,424
PARTA	\$51,151	\$8,141	\$0	\$59,292	0.60%	\$63,136
"Unserved Area"	\$163,257	\$0	\$0	\$163,257	1.64%	<b>\$173,841</b>
<b>Total CUA</b>	<b>\$4,080,316</b>	<b>\$3,786,118</b>	<b>\$2,068,717</b>	<b>\$9,935,150</b>	<b>100.00%</b>	<b>\$10,579,270</b>
*Areas in Geauga, Lorain, and Ashtabula counties				Funds from Federal Register	<b>\$10,579,270</b>	
				Difference	\$644,120	

**Agenda Item  
No. 5**

**PRESENTATIONS/DISCUSSION ITEMS**







## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Transit 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/9382c

**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):**

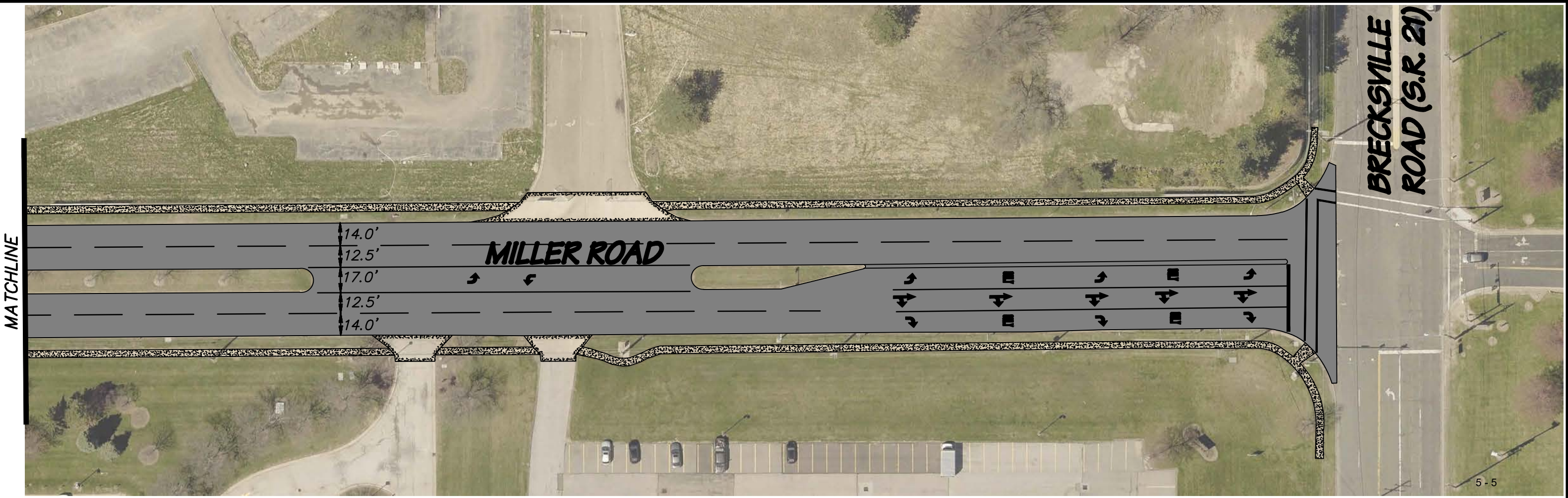
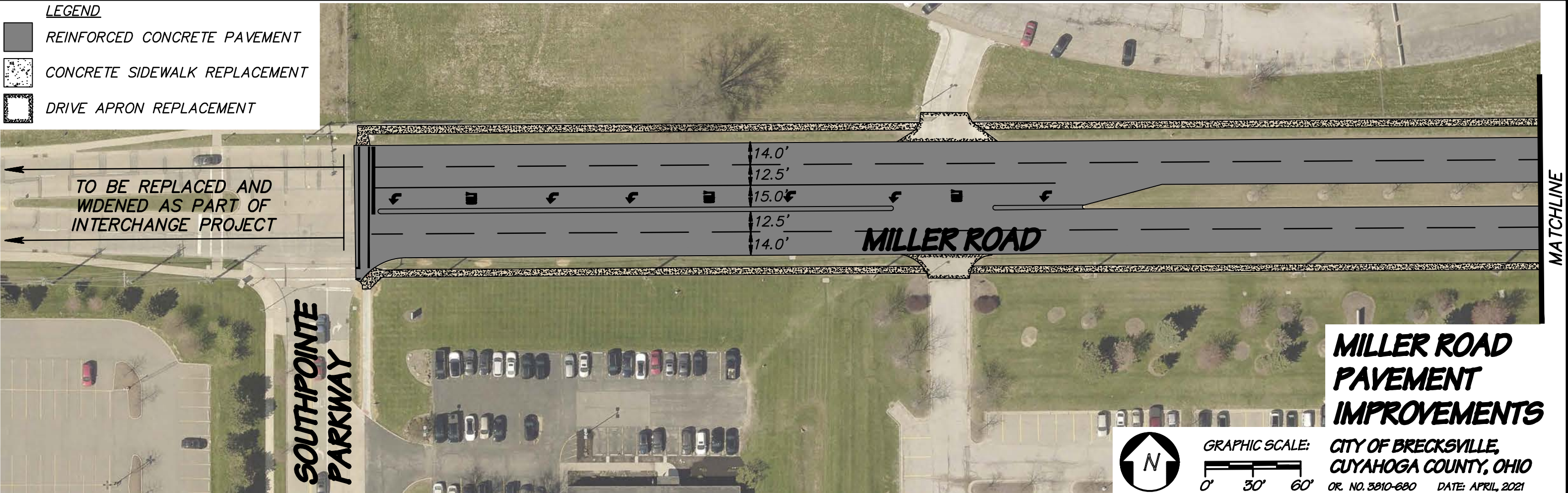
**Committee Review:**

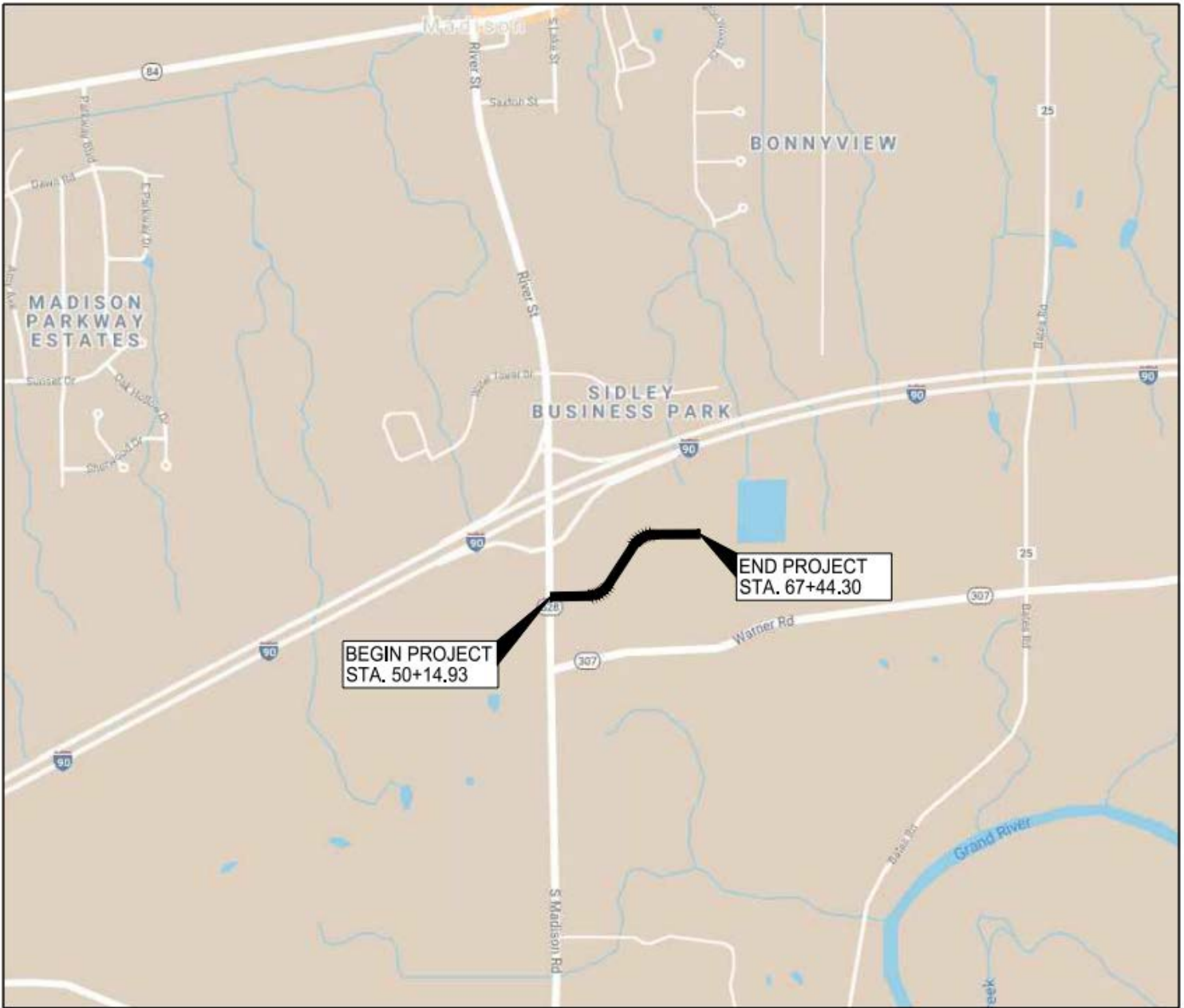
**Intergovernmental Review and Consultation (IGRC):**

**Public Involvement:**

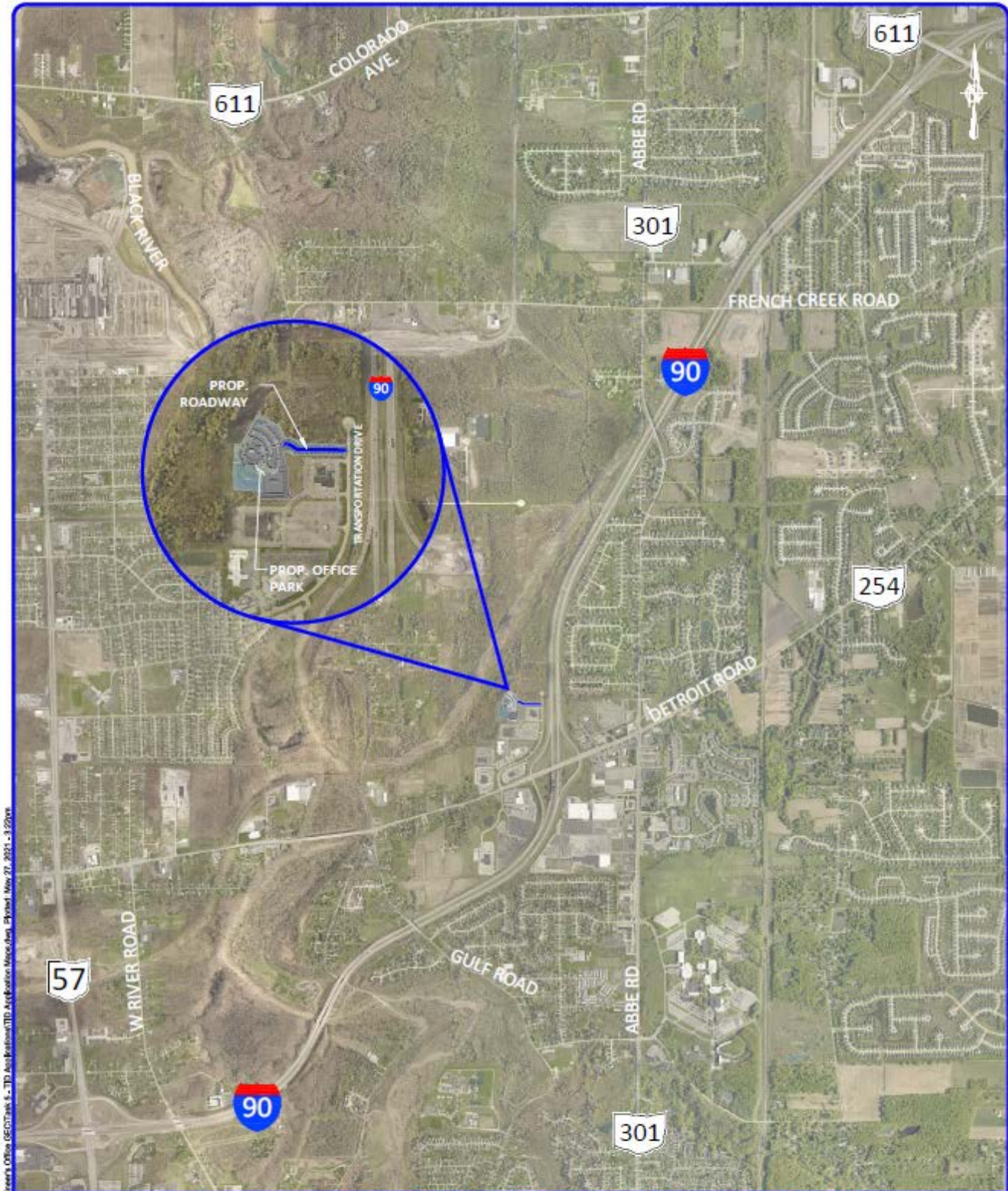
**LEGEND**

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





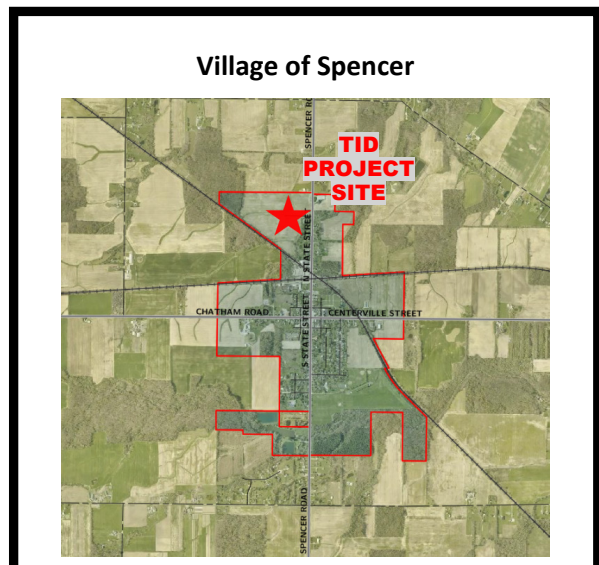
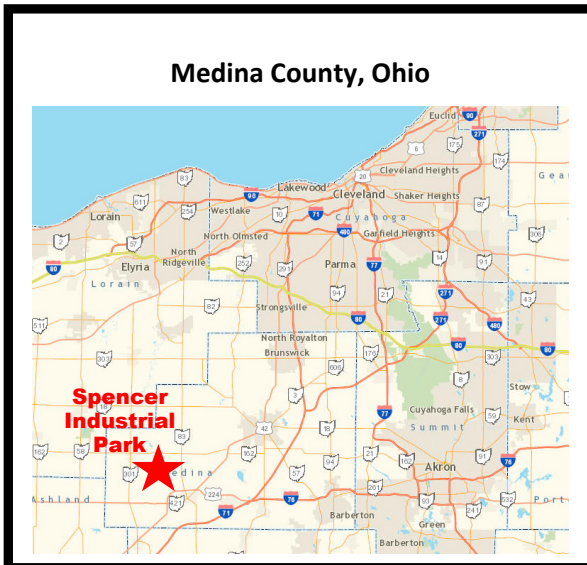
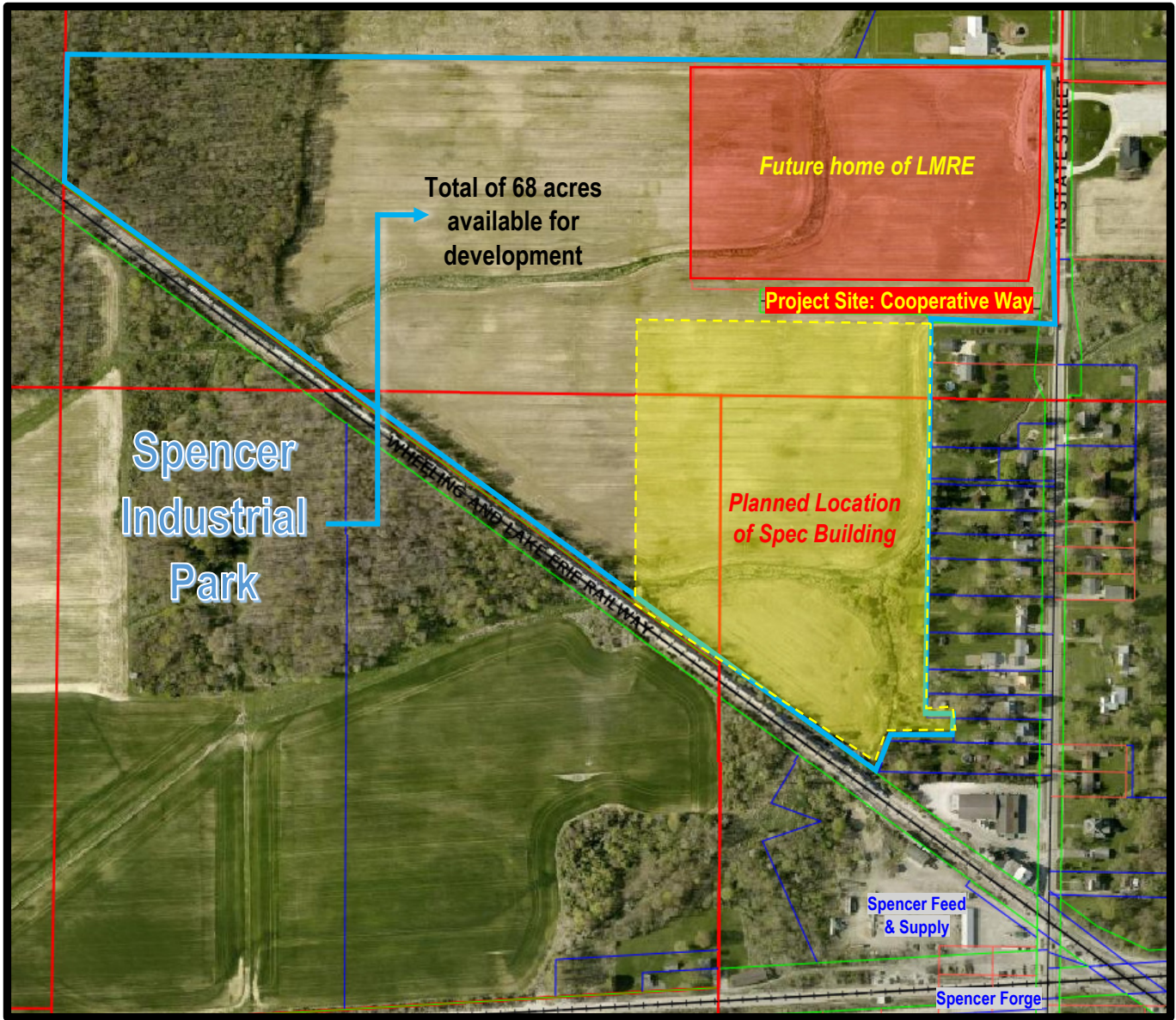
LOCATION MAP



1/24/2024 Lorain County Engineer's Office, 6507 Park S. TD, Andover, OH 44806, Map Date: Nov 27, 2024, 1:22pm

**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):**

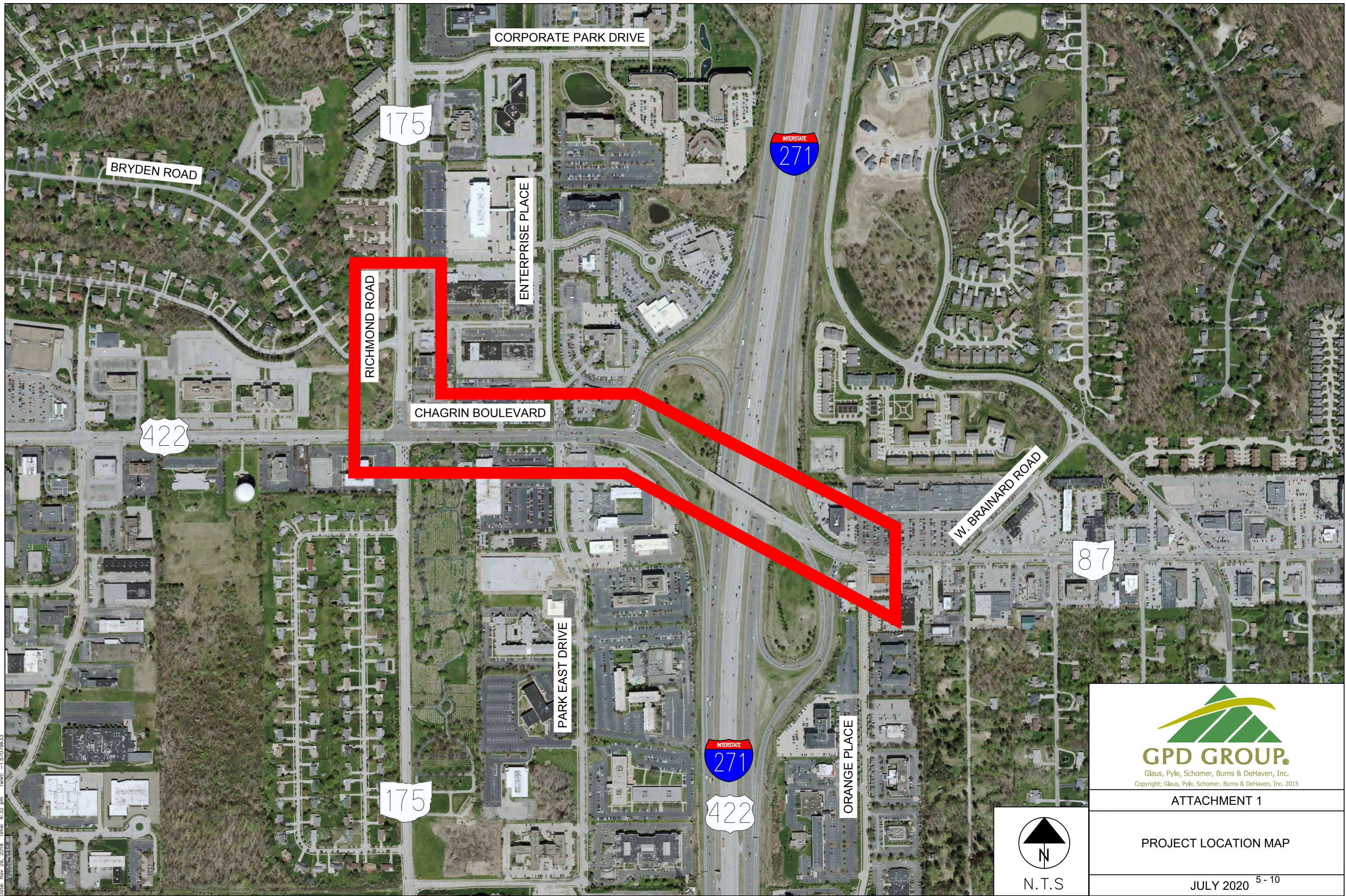
- Please consider improvements to pedestrian infrastructure, not only at the signalized intersections but at pedestrian crossings of the highway on- and off-ramps. Vehicles will potentially be traveling at a high rate of speed at these crossings, and designs should include ways to increase pedestrian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

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

## **Public Involvement:**

## **Committee Review:**

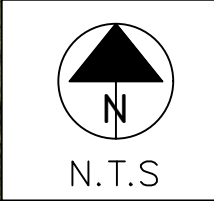
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DATE: Nov 23, 2018 Time: 4:22 pm User: ddombrosky  
Technician: ddombrosky



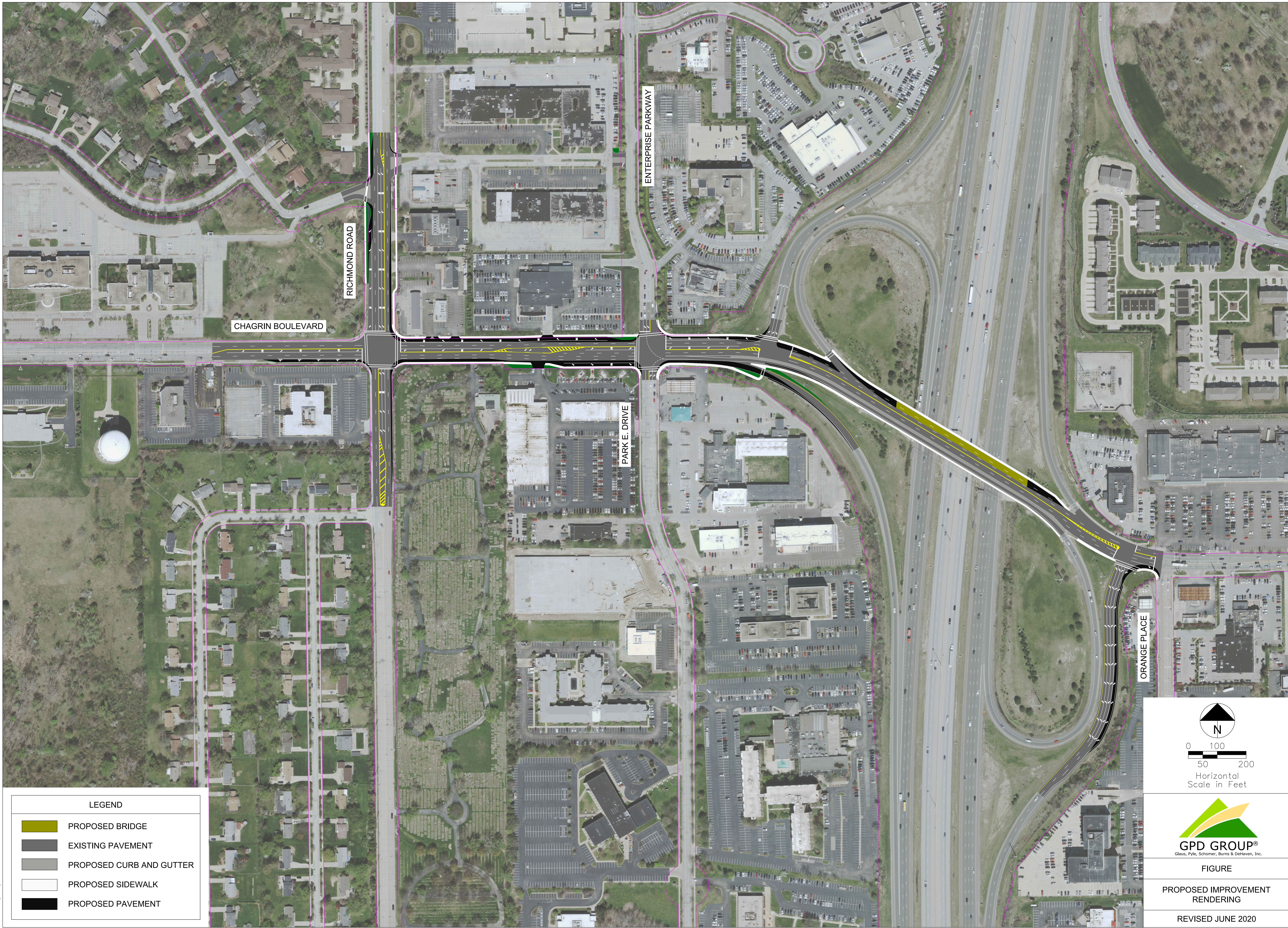
ATTACHMENT 1

PROJECT LOCATION MAP

JULY 2020 5 - 10



CAD FILE: O:\2018\2018042\01\CUY\102011\DESIGN\TRAFFIC\STUDIES\SAFETY\FIGURES\UPDATED\_RENDERING.DWG  
 DATE: 5/29/2020 TIME: 10:37:00 AM  
 TECHNICIAN: BFERRELL



LEGEND	
<span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span>	PROPOSED BRIDGE
<span style="display: inline-block; width: 20px; height: 10px; background-color: grey; border: 1px solid black;"></span>	EXISTING PAVEMENT
<span style="display: inline-block; width: 20px; height: 10px; background-color: lightgrey; border: 1px solid black;"></span>	PROPOSED CURB AND GUTTER
<span style="display: inline-block; width: 20px; height: 10px; background-color: white; border: 1px solid black;"></span>	PROPOSED SIDEWALK
<span style="display: inline-block; width: 20px; height: 10px; background-color: black; border: 1px solid black;"></span>	PROPOSED PAVEMENT

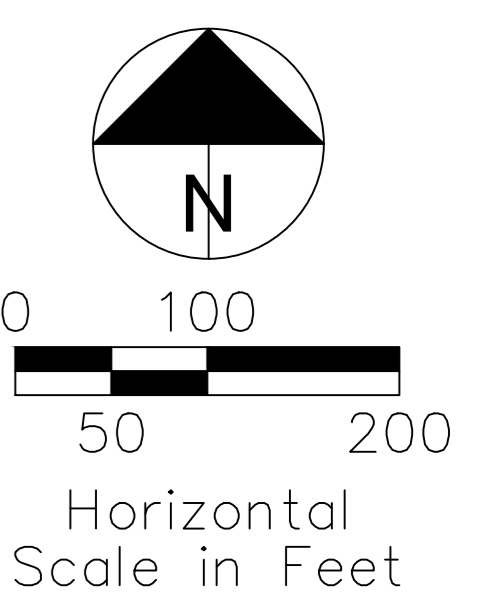


FIGURE  
 PROPOSED IMPROVEMENT  
 RENDERING  
 REVISED JUNE 2020

## 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.

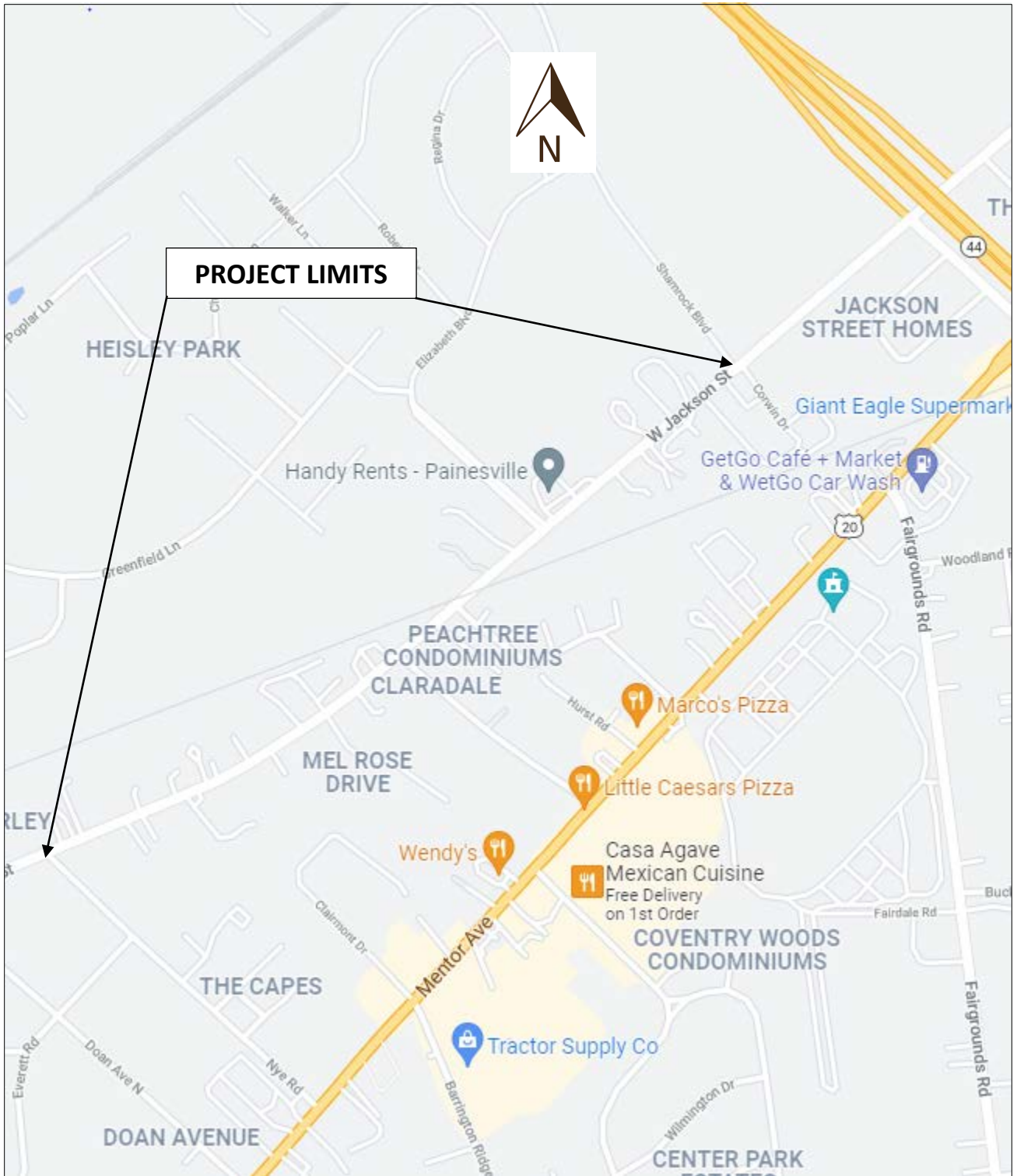
**Staff Comment (Summary):**

- 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.

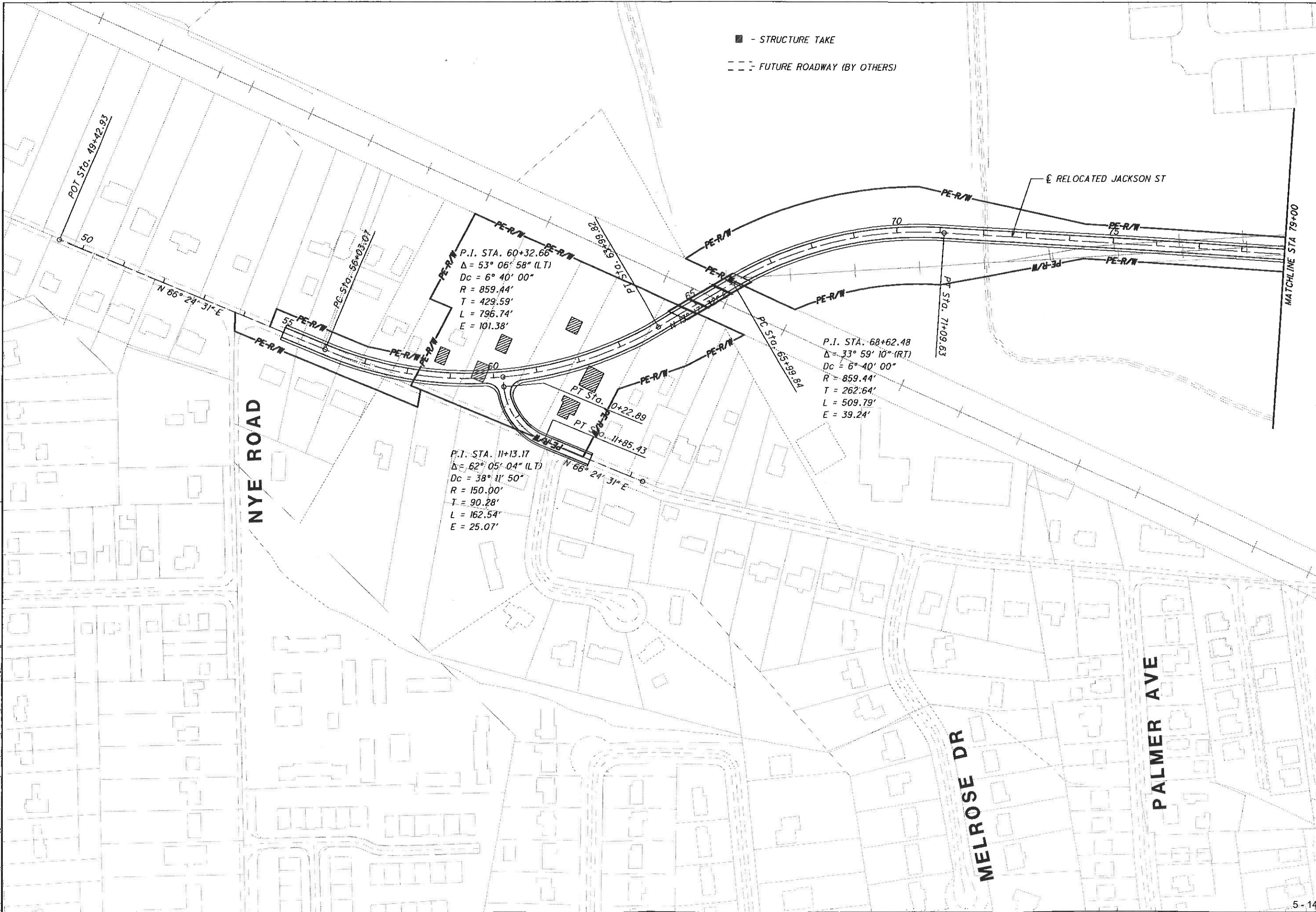
**Intergovernmental Review and Consultation (IGRC):**

**Public Involvement:**

**Committee Review:**



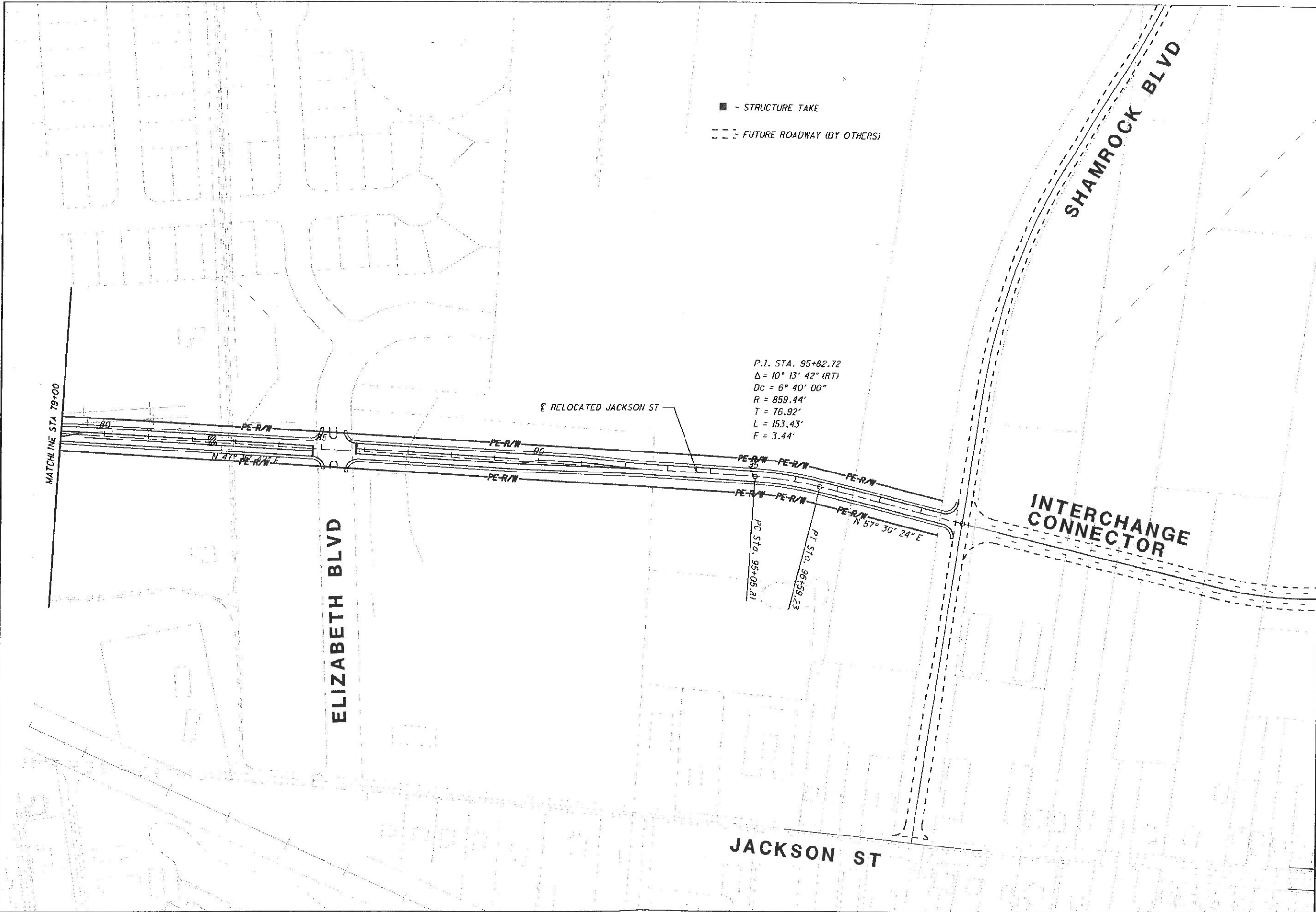
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**RELOCATED JACKSON STREET  
 GRADE SEPARATED CROSSINGS**

**JACKSON STREET**

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

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

RELOCATED JACKSON ST

MATCHLINE STA 79+00

ELIZABETH BLVD

SHAMROCK BLVD

INTERCHANGE CONNECTOR

JACKSON ST



100 200  
 HORIZONTAL SCALE IN FEET

CALCULATED JEL  
 CHECKED JMW

RELOCATED JACKSON STREET  
 AT GRADE CROSSINGS

JACKSON STREET

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**

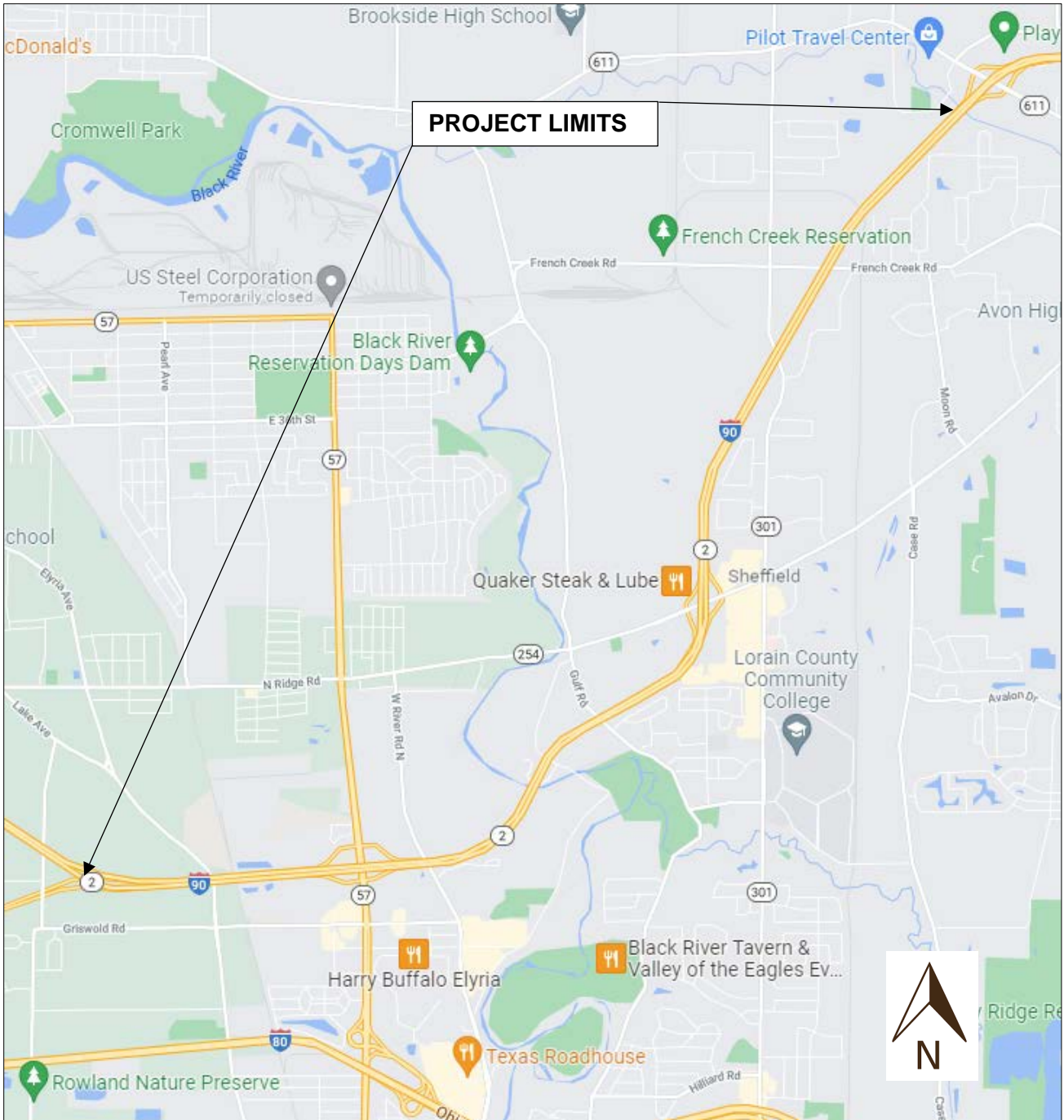
- Nonattainment areas, through a process called transportation conformity, are required to demonstrate that emissions resulting from planned transportation system improvements will not exceed an area's emissions budgets. The United States Department of Transportation (U.S. DOT) issues formal transportation 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:**





## 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

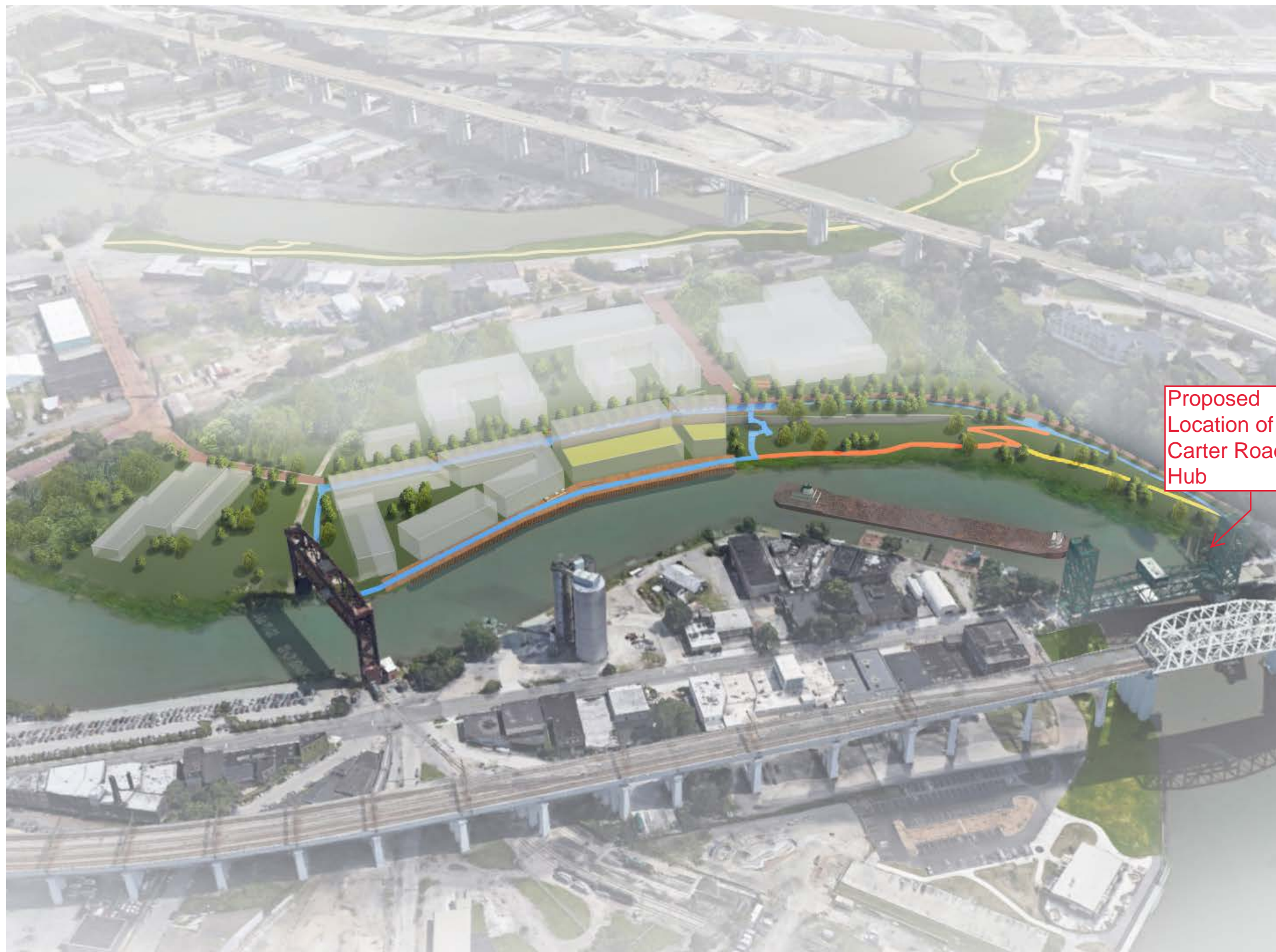
EWAT Holdings, LLC

Report Prepared by:

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

We also extend thanks to:




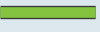



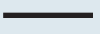
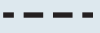


- Cleveland Metroparks
- NRP Group
- Great Lakes Brewing Company
- Cuyahoga River Restoration
- City of Cleveland Planning Commission
- City of Cleveland Ward 3 Councilman Kerry McCormack
- Port of Cleveland
- Ohio City, Inc.
- Tremont West Development Corporation
- Ohio Department of Natural Resources,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

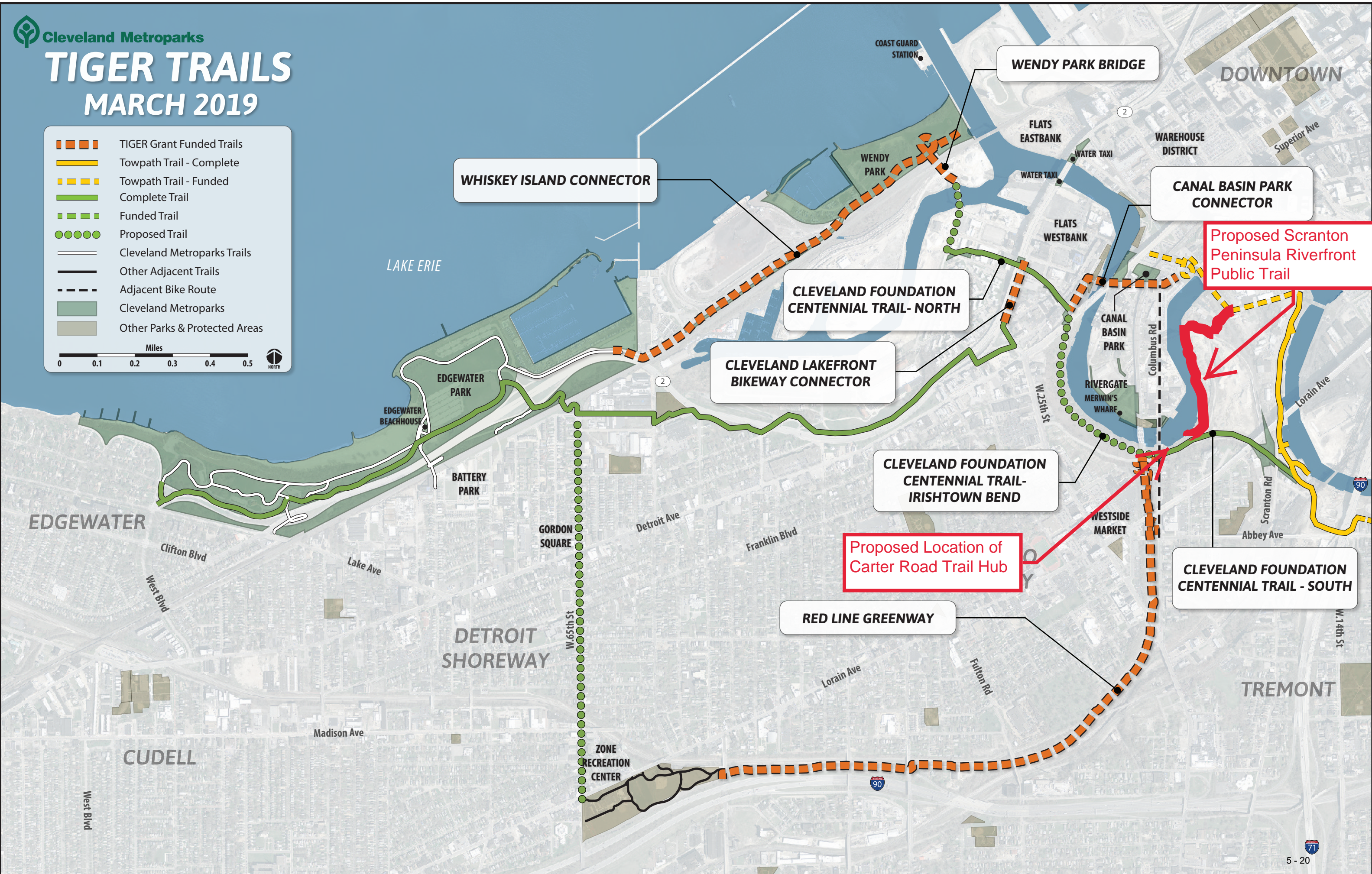
## MARCH 2019

-  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



Proposed Scranton Peninsula Riverfront Public Trail

Proposed Location of Carter Road Trail Hub

## 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.

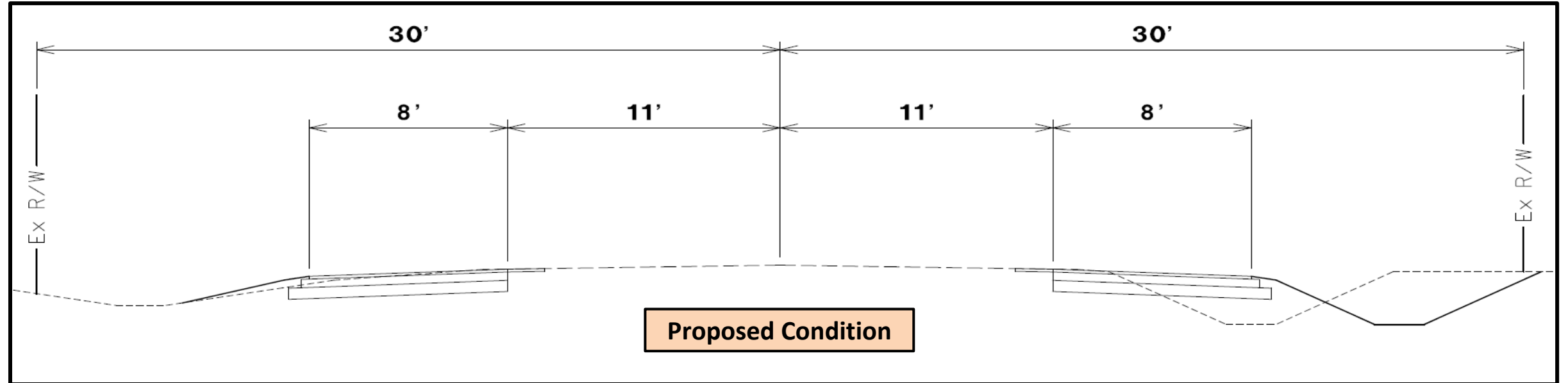
## Application Scoring

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 Transit 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 Transit Council 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/9383c





## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Transit Council

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

**DATE:** February 11, 2022

**RE:** **Regional Public Transportation Agency Safety Performance Measures**

#### **ACTION REQUESTED**

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

#### **BACKGROUND**

According to the final rule of 49 CFR Part 673, public transportation providers and State Departments of Transportation (DOT) are required to establish safety performance targets (SPTs) to address the safety performance measures (SPMs) identified in the National Public Transportation Safety Plan (49 CFR § 673.11(a)(3)). A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5). Transit providers may choose to establish additional targets for the purpose of safety performance monitoring and measurement.

This requirement excludes transportation systems that only receive Federal financial assistance under 49 U.S.C. Chapter 53 Section 5310 or Section 5311.

The FTA published the Public Transportation Agency Safety Plans (PTASP) Final Rule to ensure that public transportation systems are safe nationwide. The current compliance date for transportation systems is December 31, 2020. MPOs are to establish their performance targets within 180 days of receipt of transportation agency performance targets. The final rule includes the following performance measures:

1. Fatalities,
2. Injuries,
3. Safety Events, and
4. System Reliability.

The Final Rule requires safety targets be set by each transit provider and requires MPOs to include performance targets in their Transportation Improvement Program (TIP), State-wide Transportation Improvement Program (STIP), and Metropolitan Transportation Plans.

Greater Cleveland Regional Transit Authority, Laketran, Lorain County Transit, and Medina County Public Transit are all required to meet these requirements, and have all provided NOACA with their PTASPs and STPs.

### **FINANCIAL IMPACT**

MPOs are required to reference the safety performance targets and agency safety plans in their TIPs and Metropolitan Transportation Plans updated or amended after July 20, 2021.

### **CONCLUSION / NEXT STEPS**

Staff will draft updated Regional Public Transportation Agency Safety Performance Measure Targets based on discussion and work with transit agencies, NOACA subcommittees, committees, and Board towards setting and achieving regional performance measure targets. Also, NOACA staff will coordinate with the Ohio Department of Transportation and the local public transit agencies to update language in their Interagency Performance Planning Agreement Memorandum of Understanding to reflect the agreed upon process for drafting Public Transportation Agency Safety Performance Measure Targets.

### **Attachment 1: Current and Draft Regional Public Transit Agency Safety Performance Measures**

KS/rl/am/9384c

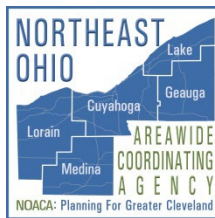
Attachment 1

**Current and Draft NOACA Regional Public Transportation Agency Safety Performance Targets**

Agency	Status	Mode	TOS	Events		Fatalities		System Reliability	Injuries		
				Total # of Safety Events*	Rate per Vehicle Revenue Miles*	Total # of Fatalities*	Rate per Vehicle Revenue Miles*	System Reliability (Mean Distance between failure)	Total # of Injuries	Rate per Vehicle Revenue Miles*	Occupational Injuries (GCRTA Only)
Greater Cleveland Regional Transit Authority	Current	HR/LR	DO	10	0.33	1	0.03	3,377 (LR)/ 12,191 (HR)	2	0.06	7 per 200,000 hours worked
	Draft	HR/LR	DO	18	n/a	1	n/a	5,133 (LR)/ 10,755 (HR)	1	n/a	7 per 200,000 hours worked
	Current	MB	DO		1.25						
	Draft	MB	DO		1.25						
Laketran	Current	CB	DO	0	0	0	0	14,146	0	0	n/a
	Draft 2022	CB	DO	0.07	0	0	0	15,795	0	0.07	n/a
	Current	DR	DO	1	0	0	0	20,741	1	0	n/a
	Draft 2022	DR	DO	0.11	0	0	0	21,408	1	0.15	n/a
	Current	MB	DO	1	0	0	0	7,243	1	0	n/a
	Draft 2022	MB	DO	0.19	0	0	0	9,345	1	0.19	n/a
Lorain County Transit	Current	DR	PT	0	0	0	0	0	0	0	n/a
	Draft 2022	DR	PT	0	0	0	0	0	0	0	n/a
	Current	MB	PT	0	0	0	0	0	1	0	n/a
	Draft 2022	MB	PT	0	0	0	0	0	0	0	n/a
Medina County Public Transit	Current	DR	DO	20	0.23	0	0	35,889	10	0.11	n/a
	Draft 2022	DR	DO	TBD	TBD	TBD	TBD	TBD	TBD	TBD	n/a
	Current	MB	DO	6	0.12	0	0	8,263	2	0.04	n/a
	Draft 2022	MB	DO	TBD	TBD	TBD	TBD	TBD	TBD	TBD	n/a

\*Per 100,000 miles





## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Transit Council

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

**DATE:** February 11, 2021

**RE:** **NEORide Downtown Cleveland Signage Coordination**

#### **ACTION REQUESTED**

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

#### **BACKGROUND**

Downtown Cleveland is northeast Ohio's largest and most densely developed employment center and the hub of Greater Cleveland RTA's transit system. Downtown also has traditionally attracted commuter express services from surrounding counties. Akron METRO (Summit County), Laketran (Lake), and SARTA (Stark) currently provide service to downtown Cleveland for commuters and other travelers from their counties. PARTA (Portage County), which provided express service to downtown before COVID, has suspended its service.

The four non-GCRTA agencies have not coordinated their bus stop or bus stop sign locations in downtown Cleveland among themselves, and each agency's coordination with RTA has been informal and sporadic. The five agencies have not coordinated its sign designs with each others. As a result, each agency's signs differ from one another not only in color schemes and agency logos, but in their size, shape, scale, fonts, font sizes, the information that the signs provide, mounting, and material (see Figure 1). Some of the non-GCRTA signs are attached to the same utility pole or post as GCRTA signs at the same location.

The lack of coordination in sign location and design results in visual clutter and conveys a lack of service coordination among the agencies. The project is an opportunity to consolidate stop locations among the various agencies, create signs that harmonize visually with each other, update stop location databases, and adjust bus stop locations to mitigate traffic conflicts or safety concerns.

The purpose of NEORide is to plan, promote, further and enhance transportation options within the jurisdictions of Members and in the State of Ohio by encouraging cooperative arrangements and coordination action among the Members, and between the Members and other governmental agencies, private persons, corporations, or agencies. In furtherance of their mission NEORide contracted with WSP to support the agencies in developing a signage coordination plan for downtown Cleveland.

A presentation of the project process and outcomes will be given at the meeting.

#### **FINANCIAL IMPACT**

There is no financial impact to NOACA.

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

The signage coordination plan is another step in NEORide's continuing efforts to increase cooperation and network integration among the transit agencies serving the NOACA region and northeast Ohio.

KAS/ch/9385c





## NORTHEAST OHIO AREA WIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Transit Council

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

**DATE:** February 11, 2021

**RE:** **Transit Connectivity in 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 provide 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

In the NOACA ACTIVATE plan categorizes the usage of non-motorized modes as:

1. Utilitarian trips,
2. Access to transit services, and
3. Recreational pursuits

The NOACA ACTIVATE plan discusses access to transit by non-motorized modes as an important aspect of a cohesive, multimodal transportation system. Buses or trains cannot pick all riders up right at their front doors, therefore, most transit riders must travel safely and conveniently some distance before boarding a bus or train. These connections to the regional transit network are often referred to

“first mile” –“last mile” trips, and create a complete connection from commuters’ origins to their destinations.

The NOACA ACTIVATE plan also defines a Connectivity Quantitative Scoring (CQS) index for bus stops and train stations. The estimated CQS indices of stops are utilized to prioritize the non-motorized facility investments for accessing to the transit network. A transit stop is quantitatively analyzed for walking and cycling modes separately.

### **FINANCIAL IMPACT**

There is no financial impact to NOACA.

### **CONCLUSION/NEXT STEPS**

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

KS/am/9386c

**Agenda Item  
No. 6**

**REPORTS/UPDATES**



**Agenda Item  
No. 7**

**OLD BUSINESS**



**Agenda Item  
No. 8**

**NEW BUSINESS**





**Agenda Item  
No. 9**

**ADJOURN**

