

PUBLIC MEETING SUMMARY

NOVEMBER 13, 2025



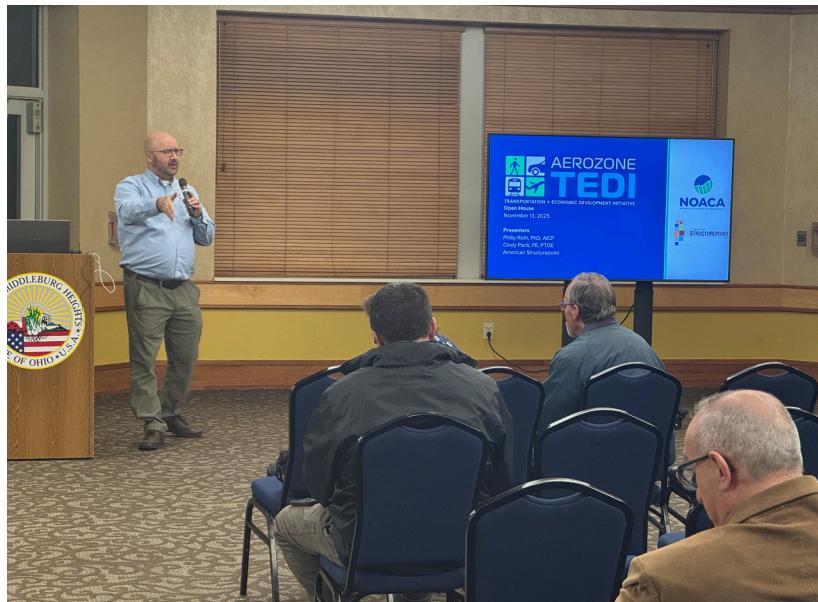
The first public meeting for the Aerozone TEDI study was held November 13th at 6 pm at the Middleburg Heights Community Center. Attendance was moderate, with 38 individuals signing in as well as a few additional attendees.

Participant responses indicated that there was fairly good geographic representation across the "Aerozone" district. Fairview Park residents were best represented, with five indicating they were from that suburb, following by three from Middleburg Heights and Parma. In addition, the audience included residents of Parma Heights, Strongsville, Cleveland, Lorain, Brook Park and Berea. Attendees were a mix of residents and people who indicated they had some business interest in the district or project.

One of the themes that emerged from the discussion was that many attendees were concerned about project costs and taxes. That was reflected, additionally, in respondents' self-reported priorities, for which "Maintenance" as well as "Cost" were top concerns. Those who attended were invited to registered feedback on interactive poster boards, although not all did. Using this method, controlling crime and managing congestion also registered as important concerns. Incorporating new technology also was a popular priority. Relatedly, one attendee asked if the study/Aerozone initiative was examining or looking to expand commercial drone activity.

Attendees represented a wide variety of viewpoints and backgrounds. Many people said they were concerned about the overall condition of roads across the region. One attendee in particular complained about bike lanes and a few others agreed they were not well enough used to be justified. Better support for walking and biking did not emerge as a top priority in registered responses, however, dismissal of the need for these facilities was not universal.

One attendee in particular was very insistent that the site should include an Amtrak station connecting to downtown. This commenter said he wished to see more support for transportation options outside of driving. Some others, including an elected official from Brook Park and a resident of Berea, expressed a desire for modest improvements, such as better trail connections to the Metroparks, in their communities.



There were also a number of varied responses about the operations of roadways and traffic signals and inefficiencies in the area. The junction of I-71, I-480 and SR 237 (Berea Freeway) at the Airport exit generated a number of safety and congestion-related concerns. In addition, a few local roads, Brook Park Road, West 150th and Eastland Road, for example, were also singled out for inefficiencies.

There were few comments about the physical appearance of the area, although one commenter did say the “poor conditions” of the pavement and bridges around the airport created a bad impression in “the front door to the region.” This issue may be something to explore more thoroughly in future public outreach.

NOACA CEO Grace Gallucci was in attendance and responded to a few remarks and questions related to the cost of the study and its purpose, which was a source of concern and confusion for several attendees. The Browns Stadium move to Brook park was also brought up, in particular by one attendee who viewed it as a negative for downtown Cleveland and as undermining investments in existing infrastructure.

SAMPLING OF PUBLIC COMMENTS:

“Probably needs to be better pedestrian/bike/scooter connectivity from Rocky River Drive/Brook Park Road to airport for employees”

“West 150th between Brook Park and Puritas is too narrow for trucks, congested.”

“Railroad crossing at Eastland next to traffic signal on SR 237 is inefficient, can we do something better?”

“It’s hard to get from Brook Park Road entrance to I-480 EB vs lanes exiting to I-71, especially for trucks (too short distance to change lanes twice).”

“Poor condition of pavement and bridges around airport! The front door to the region needs to look better!”

“We should build a new Amtrak station at the Cleveland Hopkins Airport with an air conditioned walkway.”

“Focus on not taking residential property as part of the project.”

“With reduced bus service to SW suburbs, lack of options to connect to RTA rail at Brook Park. Need better access for pedestrians and cyclists.”