

## **SUMMARY OF CAUCUS DISCUSSION AND MINUTES OF THE STRONGSVILLE CITY COUNCIL REGULAR MEETING HELD ON, MONDAY, NOVEMBER 20, 2023.**

The Council of the City of Strongsville met in the Caucus Room at the Mike Kalinich Sr. City Council Chamber, 18688 Royalton Road, on **Monday, November 20, 2023, at 7:30 p.m.**

**Present: Council Members:** James E. Carbone, Joseph C. DeMio, Thomas M. Clark, Kelly A. Kosek and Annmarie P. Roff. **Also Present:** Clerk of Council Aimee Pientka. **Administration:** Mayor Thomas P. Perciak, Finance Director Eric Dean, and Law Director Neal Jamison.

**Absent:** Councilman James A. Kaminski and Councilman Gordon C. Short.

Council President, James Carbone, called the caucus to order at 7:34 p.m.

The following Council Committees met to review legislation on the agenda:

Planning, Zoning & Engineering Committee: Councilman Carbone advised Ordinance No. 2023-158 is to issue and approve change order nos. 2, 3 and 4, for a net increase in the contract price, with Gilbane Building Company in connection with the Town Center project. The increase is in the amount of \$6,502.00, for a total project cost of \$8,940,132.00. Suspension and adoption was recommended for this legislation. Ordinance No. 223-159 is to amend sections 1252.15 and 1252.16 of the Codified Ordinances concerning accessory buildings and projections into yards in residential districts. Mr. Jamison advised this is about addressing unclosed structures in residential areas; and to try and adapt to post-COVID society where people are doing more things in their homes. This will hopefully cut down on the number of variance requests through the BZA (Board of Zoning Appeals). This will be placed on first reading and referred to the Planning Commission for their recommendation.

Public Safety & Health Committee: Councilman Carbone advised Ordinance No. 2023-160 is to enter into a 9<sup>th</sup> amendment to the agreement for public safety dispatch services with North Royalton; in connection with an adjustment of fees commencing January 1, 2024. Suspension and adoption was recommended for this legislation. Suspension and adoption was also recommended for Ordinance No. 2023-161; an ordinance to enter into a contract with University Hospitals of Cleveland in connection with a Cuyahoga County OVI task force grant award, received from the Ohio Department of Public Safety, for 2024. This is pertaining to the city's participation in the "Click It or Ticket" program. Ordinance No. 2023-162 is to enter into an agreement with the Cuyahoga County Juvenile Court in connection with the community diversion program, to address juvenile offense complaints, for the year 2024. Suspension and adoption was recommended for this legislation.

Finance Committee: Chairwoman Kosek advised Ordinance No. 2023-163 is an ordinance making appropriations for the annual expenses and other expenditures of the city for the year 2023. Mr. Dean advised one of the items in this is to budget for the costs associated with Ordinance No. 2023-167 (the IWORQ service agreement). Additionally an appropriation is needed in the police budget for new uniforms for the new police officer hires. Suspension and adoption was recommended for this legislation. Suspension and adoption was also recommended for Ordinance No. 2023-164; an ordinance making appropriations for the annual expenses and other expenditures of the city for the year 2024. Ordinance Nos. 2023-165 and 2023-166 are TIFs (tax increment financing) for Chiffon's and Herzog, respectively. Both will be placed on first reading this evening.

***\*\*Motion made by Ms., Kosek, seconded by Mr. DeMio, to approve the Finance Committee meeting minutes of November 6, 2023. All members present voted aye and the motion carried.\*\****

Building & Utilities Committee: Chairman Clark advised Ordinance No. 2023-167 is to enter into a service agreement with IWORQ Systems, Inc., for a web-based management software, as a service application for use by various city departments. The total contract cost is in the amount of \$288,000.00, divided into 4-annual payments of \$72,000.00. Mayor Perciak advised this will be the first time the service department, building department and engineering department will be on the same system. Suspension and adoption was recommended for this legislation.

Recreation & Community Services Committee: Chairwoman Roff recommended suspension and adoption for Resolution No. 2023-168; a resolution accepting a donation from the Strongsville VFW Post 3345, to be used in connection with the Town Center Enhancement and Walkability Initiative project. The donation is in the amount of \$15,000.00.

Other Business:

Mr. Carbone advised there will be a conditional objection this evening for the KPOT liquor permit.

Mr. Jamison reviewed the Charter amendments that were placed on the November ballot. All passed except the one pertaining to public bidding. Mr. Jamison will be drafting legislation in the near future for Council to approve the modified posting places. Ms. Roff wanted verification that residents still have the ability to receive meeting notices electronically. Ms. Pientka confirmed that if a resident so wished to receive Council meeting notices electronically, they could reach out to her and she would place them on her email distribution list. Additionally, Mr. Jamison discussed with Council bringing legislation forth to change the council meetings' start time.

***Ms. Kosek made a motion to adjourn into executive session for the purpose of discussing personnel matters pertaining to the Council Office. It was seconded by Mr. DeMio to adjourn from open session into executive session [Article XI, Section 9, City Charter]. All members present voted aye and the motion carried. Council adjourned into executive session at 7:49 p.m. Also present from the Administration: Mayor Perciak and Law Director Neal Jamison. Mr. Jamison left the executive session at 8:07 p.m. The executive session concluded at 8:10 p.m. and reconvened into open session.***

**MINUTES OF THE STRONGSVILLE CITY COUNCIL REGULAR MEETING HELD ON MONDAY, NOVEMBER 20, 2023 IN THE MIKE KALINICH SR. CITY COUNCIL CHAMBERS.**

**CALL TO ORDER:**

Council President James E. Carbone called the meeting to order at 8:12 p.m. All joined in the Pledge of Allegiance to the Flag.

**CERTIFICATION OF POSTING:**

The Clerk of Council certified that the meeting had been posted in accordance with Ordinance No. 2004-273.

**ROLL CALL:**

**Present: Council Members:** James E. Carbone, Joseph C. DeMio, Thomas M. Clark, Kelly A. Kosek and Annmarie P. Roff. **Also Present:** Clerk of Council Aimee Pientka. **Administration:** Mayor Thomas P. Perciak, Finance Director Eric Dean, and Law Director Neal Jamison.

**Absent:** Councilman James A. Kaminski and Councilman Gordon C. Short.

***\*\*Motion made by Ms., Kosek, seconded by Mr. DeMio, to excuse Councilman James Kaminski for just cause. All members present voted aye and the motion carried.\*\****

***\*\*Motion made by Ms., Kosek, seconded by Mr. DeMio, to excuse Councilman Gordon Short for just cause. All members present voted aye and the motion carried.\*\****

**COMMENTS ON MINUTES:**

The Minutes of the Regular Council Meeting held on November 20, 2023, were approved as submitted.

**APPOINTMENTS, CONFIRMATIONS, AWARDS AND RECOGNITIONS:**

Mayor Perciak – Thank you Mr. President, this evening, I would just like to bring to everyone’s attention that our Finance Director, Eric Dean, received from the Auditor of State an “Award of Excellence.” It reads like this, “ ‘Ohio Auditor of State Award With Distinction’ – presented to The City of Strongsville, Eric Dean, Director of Finance. This award is presented for excellence in financial reporting related to your Comprehensive Annual Financial Report and compliance with applicable laws for the fiscal year ended in 2022. Your exemplary reporting serves as the standard for clean, accountable government, representing the highest level of service to Ohioans.” It was signed by Keith Faber, Auditor of State; and his seal is on there. Really, I think our finance director deserves a round of applause; and we thank him for all he does. When the Auditor of State recognizes him for his excellence, I think it’s worth noting.

(Applause)

Mr. Carbone – Thank you for sharing that and thank you for all your efforts Eric.

Mr. Dean – Thank you.

**Dr. Ali Makarachi, Director of Transportation, Planning and Engineering Division at Northeast Ohio Areawide Coordinating Agency (NOACA), will present a technical analysis presentation in regards to the Boston Road interchange.**

Mr. Carbone – This evening, we have Dr. Ali Makarachi. He’s the Director of Transportation, Planning and Engineering Division at Northeast Ohio Areawide Coordinating Agency (NOACA). He will provide a technical presentation in regards to the Boston Road interchange. What Dr. Makarachi is going to do this evening, he’s going to give a presentation; and then afterward, he’s going to go out into the lobby; and then if there’s any additional comments you would like to make, or if you have any questions you can do it at that time.

**APPOINTMENTS, CONFIRMATIONS, AWARDS AND RECOGNITIONS (cont'd):**

Mr. Carbone (cont'd) - I have received some calls of why NOACA is here this evening. To be very clear, I invited NOACA to this meeting, not the other Council people, not the Mayor, not the administration; this was myself. There's been a lot of questions as to where this is going to go. There's been a lot of questions where NOACA stands with this. I believe there has been a lot of misinformation. After the second September Council meeting, there was some information from ODOT; so I received some calls from a lot of Brunswick residents and some Strongsville residents asking, "Is this really the end?" Clearly in the letter, it didn't say that this was the end; and (it did state) that NOACA's input was important. One of the things that the residents, from both Strongsville and Brunswick, came up with was this continues the anxiety, the uncertainty, the unknown; and the reality is, whether it's Boston Road, Drake Road or Shurmer Road, all residents share in that; and we need to make a good, informed decision and we have to know where NOACA is in this process. I have the utmost respect for NOACA. I've worked with them since 2016, and really wanted to hear their point of view; so that's why they were invited. If there's any anger, I've been very transparent. I also left a message for Vice Mayor and Council President, Nicholas Hanek, over in Brunswick. I've been very transparent and want to remain very transparent. If there is any uncertainty or anger, you can put that towards me...directed towards me, and really nobody else in this room. Doctor, if you could come up, thank you.

***At this time, Dr. Ali Makarachi gave his presentation, a copy of which is provided in the back of these minutes.***

Dr. Makarachi – Good evening, thank you very much for the invitation. I am working for NOACA. I am the Director of the Transportation, Planning and Engineering Division at NOACA. I joined NOACA in 2016; and I've been in this business about 30-32 years; so I don't know anything else – even I was talking to one of the residents here about my basement saying, "I can't finish it;" so the only thing I know is the technical and the transportation planning and modeling and similar topics. The whole purpose of this presentation is we are just going to give you some information, technical information in a simple language, so everybody understands what we are talking about and what is NOACA's position. I am not taking a position here the Board or NOACA should take; but this basically is a technical position; because I am a director of a division, I have to explain this in more details for the residents, for you, for the Mayor and for the Council.

**Slide 1 of 28:**

First, I'll just read through the official definition: "The Northeast Ohio Coordinating Agency is the transportation and environmental planning agency that addresses the transportation, air quality and water quality needs for the Cuyahoga, Geauga, Lake, Lorain and Medina counties. The agency and its partners cooperatively develop and implement plans to ensure that travel throughout the region is safe, cost-effective and environmentally sound."

**Slide 2 of 28:**

So, you'll see the tools we are using. What is here on the left-hand side are the modeled road maps, including neighborhoods to freeways. We input them on the computer. We have about 490 MPOs. In this country and each MPO, like NOACA, has got one of these models. This model is very extensive. We are talking about more than 100,000 road segments. We simulate all of these; and in one of the biggest computers I have ever seen in my life, it takes about 26 hours to simulate five time periods of the day.

## **APPOINTMENTS, CONFIRMATIONS, AWARDS AND RECOGNITIONS (cont'd):**

### **Slide 3 of 28**

Then, what you see after all of this analysis comes from this kind of tools and this kind of analysis. On the right-hand side, the transit network – we got bicycling and the pedestrian old access. All of these are older, modeled through what we call the “NOACA Travel Forecasting Model;” because as I mentioned, in 26 hours it goes through several stages. One of the complicated models and the software in this...we have developed not only in this region but maybe in the United States.

### **Slide 4 of 28:**

As I move on to talk about the interchange, I'll give you a background in terms of the access and mobility. I can give you a little bit of information about when we talk about airplane and flights, it's very clear. Once the cabin door is closed, there is no more access. You and the airplane are in the mobility mode. For example, you fly from here to Chicago or here to New York. After the flight starts, you can't say, “Oh, I want to stop here and get off here.” Once you are in the mode of moving and mobility, there's no access. Once you get to the airport, there's access. So, it's very binary and a black and white condition. The roads are (unintelligible) working differently; it's not like that. Are the arterials collector recorded and local roads – is it for access or for mobility? How much of each? These are the ones that are difficult (to determine). As you can see on the left-hand side, it shows roads, freeways, local roads, cul-de-sacs; but as you drive through these roads...every day the trips you make, you go through this (network). It goes back to what you see in this curve; but that curve is not (unintelligible). It goes from a different shape; so the difficulty comes here when you talk about the freeway; or for example, Howe Road are we talking about access or mobility? Where is the access; and that difficulty is with our field.

### **Slide 5 of 28:**

One more piece of information, that the left-hand side shows the 1990 – you see the (household density) here, it shows...for example, the yellow is a 1,001-2000 household per square mile. Now, the area has been growing; and on the 2022, you can see how much the yellow and the green has expanded; and in 2040 it's going to be much more. Now again, I am not in a position to say it is good or bad or what will happen, but that is a fact it is happening. Those houses...you know, I live in one of them. Those houses generate trips. Those trips generate traffic. The traffic needs to be taken care of, based on the road access and mobility I mentioned.

### **Slide 6 of 8:**

When we come to, for example, SR 82 and the congestion on the streets off SR 82 or other roads we see, there are many solutions. For example, (we looked at) one of them in 2016 when I joined NOACA. One of the questions I was asked to do was look into the slip ramp at the time, or any other alternatives. The distance, if you see on the purple line, shows the distance of each road... (from SR 82 starting from) Shurmer Road and it goes down to Boston Road. Now, some people; for example, showing by green arrow, they want to leave the freeway. They go to the slip ramp or to Shurmer Road and go into Strongsville. Some people showing by the red arrow shows they are joining the freeway.

**APPOINTMENTS, CONFIRMATIONS, AWARDS AND RECOGNITIONS (cont'd):**

That distance, at a speed of 60 mph, we are talking about less than 30 seconds; so the driver at a speed of 60 mph, they have to make a decision...to change their lanes to come to the right-hand side; and somebody who is joining the freeway, they have to make a decision to go (on the left lane). That's going to have to take seconds, from a trafficking point of view in my field, that's pretty dangerous. That is basically, we are talking some more accidents. That's, we call it the weaving area; that weaving area should be longer – 1.2 miles (Drake Road) we talked about a minute to change lanes. That's another difficulty. But when you go to somewhere like 2 miles (Boston Road), you have 2 minutes...that's reasonable to change the lanes. When we talk about this kind of distance...on the previous slide shows the distance - on the left-hand side shows 5 miles from SR 82 to Center Road (SR 303). You have to consider the short distance is very difficult and; if you ask me, I would say to do nothing is better than putting something (adding a slip ramp) which gives only 30 seconds to drivers to change the lanes.

**Slides 7 through 13 of 28:**

So, based on this, we said, "Okay, let's look at the Boston Road, and we analyzed that, and see what alternatives we have, of what we could do. We look at all the alternatives, including with or without Boston Road median, or existing Boston Road. We looked at 6 alternatives and without widening Boston Road...(unintelligible, but according to the slide means other alternatives with a median), and plus the existing condition, we analyzed 13 alternatives. The first one (Slide 8, "Alternative 1"), as I said, this ramp coming to Boston Road exits on from southbound to Boston Road. That's for the people – employment in the evening PM coming down from work, the downtown Cleveland or any other places and coming back to their homes, return trips home. The second alternative (Slide 9) was looking at the same thing and plus, in the morning, the same residents going back to I-71 and go to work (in the AM). Now, another alternative (Slide 10, "Alternative 3") also for joining the freeway. The fourth alternative (Slide 11, "Alternative 4") was to go down, rather than on one side of the freeway, the on ramps and off ramps (The on and off ramps are in one side of the freeway). "Alternative 5" (Slide 12) – includes an off (exit) ramp from the southbound and joining another offramp (exit ramp) from the northbound. Or finally, (Slide 13, "Alternative 6"), a full interchange at Boston Road, and changing onto Carpenter and all of this.

**Slide 14 of 28:**

So, we look at all of these alternatives to see, in terms of analysis, we took...in 2017, we worked the first phase with ODOT, then looking at the cost and benefit, then coming down and looking at the congestion of the roads (second phase); and then looking at who is going to use the ramps and where are their origins and destinations (trips using those ramps) (third phase).

**Slide 15 of 28:**

On the first phase, we look at the existing condition as a No-build, compared it to the total cost of alternatives. These cost items were: "Congestion Cost, Preliminary Engineering Cost, Right-of-Way Cost, Construction Cost, Engineering Cost, Maintenance Cost, Safety Cost and Emissions Cost."

## **APPOINTMENTS, CONFIRMATIONS, AWARDS AND RECOGNITIONS (cont'd):**

### **Slides 16 and 17 of 28:**

We calculated all of this, for the 13 alternatives, and compared them to the (total cost of the) existing condition. The second column shows the alternatives, (other columns show cost items) with and without Boston Road widening.

### **Slide 18 of 28:**

The results of this calculation showed actually the full interchange, based on the costs we are going to spend, is not the best alternative. It's not that if you build more it's better, no it is not. So if you come down and look at "Alternative 4," and the orange color shows in this slide without the Boston Road median and with the Boston Road median and widening (green color), you can see that "Alternative 4" without Boston Road median is actually best, in terms of the cost and benefit.

### **Slide 19 of 28:**

The second stage of this study was to look at the congestion...if you built one of these alternatives we are talking about, how is it going to impact the street network? One thing I mentioned earlier, when we talked about the road function and the access and mobility, some of these (drivers traveling through) streets in Strongsville because there is no ramp on Boston Road. If they want to go down (south) after Boston Road, they have to go down to Center Road (SR 303) and come back. That's why they use the streets and roads in Strongsville. That's the issue. The other night, I dropped my wife's friend to near Boston and took them to the Ruggles, took her there; then on the way back, I thought we would go back Howe Road and see with my own eyes. It was 9:04 p.m. and the car was coming down one after another; and as a traffic engineer, I thought maybe, you don't have these kinds of eyes when you look at the roads and streets. I said to myself, "This (traffic) should be on the freeway because these people don't have access, that is why they are using Howe Road and they are coming down." That's the main problem we get between mobility and access streets and the freeway and freeways where (unintelligible) and the people who are going, they should be able to have access and go there (travel on the freeway), rather than coming to streets like Howe Road or any other streets. So, we look at (those streets) and see what happens to the...as you can see on the slides, we analyzed about 1600 V/C (volume/capacity). We look at them and for each road, we calculated what capacity they can (unintelligible) the cars and what data we are talking about or what it would demand (their capacities and their demands). We analyzed this, about 1600 for all these roads (segments), 10 segments for each roads 10 alternatives, AM and PM peak – those are the important periods of time in the day for the trips and during the weekday.

### **Slide 20 of 28:**

(We produced) probably 50-60 more tables like this, we looked at them and analyzed them, and see where the red condition is going to end up. The color code is between the - red is "F," it fails, and that yellow is easier (shows less congestion) and so on.

## **APPOINTMENTS, CONFIRMATIONS, AWARDS AND RECOGNITIONS (cont'd):**

### **Slide 21 of 28:**

So, the third part of this study was to look at the origin and destinations. Okay, if you build any alternative, who is going to use this alternative? As I said, our two simulants of this and we looked at the 24 hours, AM and PM peak periods and look and see where the origins of trips we have got. (unintelligible) I didn't find origin or destination of any segment road. As you see on this table, for example, "Alternative 3, Ramp to NB IR-71 AM Peak Period," we are talking about 4,000 people using this ramp; and about 50% to 61% comes from the City of Brunswick. If you go to the AM in "Alternative 4," that becomes 1,600 (total of trips) and 56% from the City of Strongsville. You look at each of these numbers and see each alternative and which ramp...and you can see, for example, "Alternative 3" about 4,000 (total trips), compared with "Alternative 4 in the PM" – talking about 2,000 (total trips).

### **Slide 22 of 28:**

The next is the destination. If the people use these ramps, where are they going? Where is their final destination? Again, this table shows "Alternative 1," we talk about nearly 5,000 trips using this ramp in the PM peak, as I said, coming back from work to home. That 5,000 is about 2,500 – 53% go to Brunswick and about 20% is Strongsville and another 28% goes to other cities using this ramp in the area. "Alternative 5," looking at this, this shows less than...only 59% compared to "Alternative 1" and the rest.

### **Slide 23 of 28:**

In three stages, we looked at all these numbers and all these analyses. We said, "Okay, the best alternative, in terms of highest benefit - as I mentioned from stage 1, but there is a negative impact on the residential neighborhood; and also there is another problem with this, the changes to Carpenter Road and all these are going to create more (problems) there.

### **Slide 24 of 28:**

So, we look at the next best alternative to say what is the highest benefit, highest traffic improvements on Howe Road and SR 82, highest traffic volumes of its on-ramp and off-ramp...and I showed you 4-5,000 people using this ramp, and using heavily by the residents of the City of Brunswick. So, out of all these analyses, starting from the slip ramp and going to the full interchange, all the different costs in terms of construction; and I heard sometimes even when I was in the recreation center here one morning, I heard some residents and they were talking about some 22 houses are going to go away, they are widening the road (Boston Road)...it's going to be 5 lanes. I don't know why this information was provided to residents, to the Council too...it is not. Our official position doesn't say that. I mean, honestly doesn't show 22 houses. A few houses, but that is around the ramps and there's no, as I showed you, the widening of Boston Road is not the best alternative. Actually, not widening Boston Road and one of the best alternatives is the 2 ramps on Strongsville's side. That is what...again, this is the technical side of it. It is not my position to say whether...NOACA's decisions are made by the board, by the NOACA board, and just to give you this information and as Jim mentioned, if you need detailed information about, more questions or anything, I can provide technical information. I appreciate you giving me the chance to provide you this information.



**APPOINTMENTS, CONFIRMATIONS, AWARDS AND RECOGNITIONS (cont'd):**

Mr. Carbone – Thank you very much, I appreciate you willing to come here this evening to update us on the 2017 study; but those numbers are all accurate and up-to-date with 2023 as well; and extend my thank you to Grace Gallucci as well and the continued efforts of NOACA.

Dr. Makarachi – Just to add to your comment, in 2017-18, we keep updating and the color red that (unintelligible), everybody knows...everybody sitting at home, but (unintelligible). We do it every chance (we have), we monitor this change of traffic; but even, I had to ask (unintelligible) RTA they were saying (unintelligible) is coming up now (asked RTA about ridership and they said the ridership is gradually increasing) – even in Medina and (unintelligible)(the ridership is increasing too), they said 30% of the traffic; so it's coming the same way I showed you.

Mr. Carbone – Thank you very much, we are going to continue on with our meeting. Again, you extended that you would go to the lobby. If anybody wanted to ask any questions or give any input on his presentation, you are more than welcome.

***The link to the video presentation is provided below:***

<https://iframe.dacast.com/vod/4223315b-a79f-16d4-9fb2-09b3357c2aed/5adb4b9d-49ab-45f7-b151-e3a4d52d8e5c>

**REPORTS OF COUNCIL COMMITTEES:**

**SCHOOL BOARD – Mr. Clark:** Thank you President Carbone, there was a Strongsville City School Board meeting on Thursday, November 9<sup>th</sup>. During the treasurer's report, we hear the student wellness funds, presented by Treasurer, George Anagnostou and Assistant Superintendent, Jennifer Pelko. They basically went over the use of funds. Those funds are used primarily on mental health services, prevention, behavioral wellness, and social/emotional health and wellness. During that meeting, we also got our quarterly update on the athletics budget. Everything there is trending positive. There was discussion that night on filing dates. As we know – uncertified results, but as we know, the renewal levy did not pass; and so the update on the renew levy filing would be a two-step process that would require action by December 20<sup>th</sup>, two meetings, to make that happen. The bond filing that was discussed previously would need to be filed by December 12<sup>th</sup>, which would also require a resolution by that date. A highlight I do want to share; again, the relationship between the community and the schools...a resident that sat on the elementary planning facility noticed a need from his time in dropping off his kids and spending time in that planning facility and actually donated the materials and they're going to do an install that's going to increase traffic flow. We're talking about traffic. This is going to improve traffic flow at the Strongsville Middle School; and that work is planned to be installed in the spring. The last highlight I want to include from that meeting – just a congrats to the girls soccer team. They are State semi-finalists; and also the girls track that qualified for States and boys that had one girl qualified for States. The next Strongsville City School Board meeting is on Tuesday, tomorrow November 21<sup>st</sup>, and that's at 6:00 p.m. at the administration building. I'll take any questions.

**BUILDING AND UTILITIES – Mr. Clark:** We have one ordinance tonight that we talked about during caucus, that is Ordinance No. 2023-167. IWORQ Systems; and as again, we discussed during caucus. The recommendation on Ordinance No. 2023-167 is suspension and adoption. Any questions on that ordinance?

(No questions)

**REPORTS OF COUNCIL COMMITTEES (cont'd):**

**SOUTHWEST GENERAL HEALTH SYSTEM – Mr. Short:**

(No report)

**ECONOMIC DEVELOPMENT – Mr. Short:**

(No report)

Mr. Carbone – Mr. Mayor, would you like to say anything about our great luncheon that we had last Thursday?

Mayor Perciak – Yes, it truly was a remarkable turnout. We had 135 people at the lunch with the Economic Development Director from Columbus, Lydia Mihalik. Every business that signed up to be there had an opportunity to meet the director, take photos; and she was very, very clear as to the assistance available from the state. As you know Mr. President, I also invited the neighboring Mayors, the Mayors of Brook Park, Berea, Olmsted Falls and our friend over there in North Royalton, Larry Antoskiewicz. All of the Mayors were here, and Middleburg Heights, and they had a chance to meet with the director and ask questions that would help all of us here in this region. I think it was well attended and the number of questions that Mrs. Mihalik is receiving, she said she is just overwhelmed with the response from the development breakfast, our luncheon. Thank you and thanks to all the Council people that did attend and you had a chance to meet her. She is quite dynamic.

Mr. Carbone – She was very dynamic; and whenever you have an opportunity...an exposed opportunity in the future – not only to us but...obviously we're Strongsville first but as a region, the stronger we are as a region, the stronger we are as a community too.

Mayor Perciak – It couldn't be better said sir.

**PUBLIC SERVICE AND CONSERVATION – Mr. DeMio:** Thank you so much, there's nothing before this docket other than Mayor, do we have enough salt?

Mayor Perciak – More than we need; and I hope it stays that way too.

Mr. DeMio – Other than that, I'll close.

**FINANCE – Ms. Kosek:** Thank you Mr. Carbone, we have 4 ordinances tonight: Ordinance Nos. 2023-163, 2023-164, 2023-165 and 2023-166. Ordinance No. 2023-163 is an appropriation ordinance, repealing our prior budget which was Ordinance No. 2023-139, and replacing it with this Ordinance No. 2023-163. It represents a \$315,000.00 and some change increase. As we heard during caucus, it's mostly to account for the software that we need. I would ask that we suspend and adopt that. Then, we have Ordinance No. 2023-164 which is our budget for next year, 2024. I would ask that we suspend and adopt that. We had a finance meeting before the last Council meeting where everyone had an opportunity to ask questions. I know that Mr. Kaminski and Mr. Short were unable to be here tonight; but it's very important that we get this passed, so I ask that we suspend and adopt this tonight so that we can get on with the business of the city. I have Ordinance Nos. 2023-165 and 2023-166 which are 2 TIFs (Tax Increment Financing). Ordinance No. 2023-165 is a TIF on Pearl Road for Chieffalo's and Ordinance No. 2023-166 is a TIF on Dow Circle for Herzog.

**REPORTS OF COUNCIL COMMITTEES (cont'd):**

**FINANCE – Ms. Kosek (cont'd):** Both of those will be first reading so that we have an opportunity to review those and make sure that they are all in good order; but I will remind the community that we do keep our schools whole and they would get every tax dollar that they would otherwise get, even without the TIF. We will do the first reading tonight and I think that's all.

Mr. Carbone – Thank you very much, any questions for Ms. Kosek?

(No questions)

**PLANNING, ZONING AND ENGINEERING – Mr. Kaminski:**

Mr. Carbone – Just to reiterate, Dr. Makarachi is out in the lobby and he will not be here the whole meeting, so if you do have a question and want any input, just make sure you know he won't be here the whole meeting. We have Ordinance No. 2023-158, this is authorizing and directing the Mayor to issue and approve change order nos. 2, 3, and 4 for a net increase in the contract price in accordance with the provisions of the contract between the city and Gilbane Building Company in connection with our Strongsville Town Center project. The recommendation here is to suspend and adopt. We have Ordinance No. 2023-159. This is amending sections 1252.15 and 1252.16 of Title Six of Part Twelve of the Planning and Zoning Code of the Codified Ordinances of our city with accessory buildings and projections into the yards in residential districts. This is going to be first reading and referred to the Planning Commission.

**PUBLIC SAFETY AND HEALTH – Mr. Kaminski:**

Mr. Carbone – We have Ordinance No. 2023-160. This is an agreement for public safety dispatch between the City of Strongsville and the City of North Royalton. This is an adjustment of fees, commencing January 1, 2024. The recommendation here is to suspend and adopt. We have Ordinance No. 2023-161, authorizing the Mayor to enter into a contract with University Hospitals of Cleveland, in connection with Cuyahoga County's OVI Task Force grant award received by the Ohio Department of Public Safety for the year 2024. The recommendation here is to suspend and adopt. We have Ordinance No. 2023-162. This is approving and authorizing an agreement with Cuyahoga County and the Cuyahoga County Juvenile Court in connection with a community diversion program to address our juvenile status with misdemeanors and felonies. The recommendation here is to suspend and adopt. Any questions for me with those? I know we discussed them during caucus, anything else?

(No questions)

**RECREATION AND COMMUNITY SERVICES - Ms. Roff:** Just one, Ordinance No. 2023-168, and that is a resolution to accept a very generous donation from our VFW hall here in Strongsville. A very big thank you to them; and it's for our center of town in the amount of \$15,000.00. We appreciate that; the recommendation is suspend and adopt. Thank you for the great...I know that will fall into the Mayor's report too, but our current center of town that will be added onto was very festive last night and everybody had a great time; so thank you Mayor and everybody else that helped with that.

**COMMUNICATIONS AND TECHNOLOGY – Mr. Carbone:**

(No report)

**REPORTS OF COUNCIL COMMITTEES (cont'd):**

**COMMITTEE OF THE WHOLE – Mr. Carbone:**

(No report)

**REPORTS AND COMMUNICATIONS FROM THE MAYOR, DIRECTORS OF DEPARTMENTS AND OTHER OFFICERS:**

**MAYOR PERCIAK:** Thank you Mr. President, good evening everyone. Just to pick up where Ann left off, the Christmas lighting last night was a huge success. The Commons was just packed. This was probably the largest crowd we ever had for the Christmas lighting. I really want to thank all the donors for stepping up and paying for all of the lights and everything that you saw there the other day or last night was all donated. I want to especially thank them for all they do for our community and what they do to help Strongsville celebrate the Christmas season. Then, not to be remorse, but I will still take any type of donation someone wants (to give) so we can continue to build on that in years to come because what we do is we shop for all of these extra incidentals after the Christmas season so we get a better price on them. Anybody who still wants to donate, we'll take your money – thank you on that. A special thank you goes to Jennifer Milbrandt, our forester. She is the one who really sets up all of the...she makes the plan and we work the plan. It's her artistic ability that brings in all the colors. She really does a phenomenal job; so when you see her and the members of the service department who helped her put that all together, say thank you. Then, for the event itself, a very, very good, peaceful evening thanks to our police, thanks to our fire and thanks to everybody cooperating. I can't say enough thank yous tonight as to how that all worked out.

Mr. Carbone – And the weather cooperated.

Mayor Perciak – Even the weather cooperated.

Mr. Carbone – I think that was the warmest one that I can remember.

Mayor Perciak – Yes it was; and for those of you...Joe, you've been here the longest with me, remember when we used to just have Christmas trees lining The Commons and a parade at 2:30 p.m. on a Sunday afternoon?

Mr. DeMio – With Schonhut and The Lion's Club. That was way back when.

Mayor Perciak – At the end of the day, this truly was a family event and everybody's kids, they just loved it. I mean, the children were just screaming with excitement. That's what it was about.

Ms. Kosek – I was just going to say Mayor, I know you have a hotline to Santa and Mrs. Claus; so please thank them for making their way to Strongsville. I know the children in my house were incredibly excited to talk to Santa and share what they were hoping to get for Christmas. It was a really great way to kick off, thank you.

Mayor Perciak – And, I had the chance to talk to some of your children and grandchildren. I told them that anytime they can call the Mayor and I need to know what Mommies or Grandmas are doing.

(Laughter)

**REPORTS AND COMMUNICATIONS FROM THE MAYOR, DIRECTORS OF DEPARTMENTS  
AND OTHER OFFICERS (cont'd):**

Ms. Kosek – Be careful what you ask for Mayor, you may be getting some calls from my house.

Mr. Carbone – Babysitting duties.

Mayor Perciak – I think that part of my life is behind me, thank you all.

**FINANCE DEPARTMENT – Mr. Dean:** Thank you Mr. President, I hereby certify that funds will be made available for all ordinances and resolutions on tonight's agenda requiring certification of funding.

**LAW DEPARTMENT – Mr. Jamison:** Thanks Mr. Chairman, there's an upcoming vacancy, potentially on City Council, with Mr. DeMio being elected to the Berea Municipal Court, Clerk of Courts position. It's anticipated that he will be resigning, at some point, in December. In light of that, I just want to remind Council of what the Charter requires. Any vacancy under the Charter has to be filled for the unexpired term by an appointment made by a majority vote of all remaining members of Council. It has to be made within 30 days after the next regular meeting following receipt of official notification by Council of such vacancy. If Council fails to do that within that 30 days, then the Mayor has the right to do so. Eligibility – anyone who is a qualified elector in the City of Strongsville is eligible; and there is a further requirement in the Charter that the individual has to have resided in the city for one year prior to their appointment. In "Miscellaneous Business" we can discuss when you want to start the opening of the applications to be submitted to the Clerk and when you want to advertise this. Thank you for that and other than that, all ordinances and resolutions are in proper legal form, thank you.

**AUDIENCE PARTICIPATION:**

Sue Mazzola, 3440 Boston Road, Brunswick, OH 44212: My name is Sue Mazzola, I live at 3440 Boston Road. I will be more than happy to direct my anger at you. I'm not sure why you would bring in somebody from NOACA, your friend...now he's your friend, but you had no problem throwing in...knowing that they were going to put that provision in House Bill 23 overriding NOACA...your friend, NOACA. That study is from 2017. Let's talk about the study you just did and paid some \$300,000.00. It totally blew that one away...whatever this guy said. Again, we are up to 50% - 60% of Brunswick people? I mean, you are looking desperate at this point. It's getting ridiculous and it's getting old. Your Senator had said, "You should be looking at Drake Road possibly." If you had to look at Drake Road, when is that study going to be done? The Mayor himself told us, "Take your signs down, it's over." Now, all of a sudden, it's not...you're sneaky and it's just getting really old. We can't even take you serious having a man come up here. I have nothing against the NOACA gentleman. He did what you asked him to...the Strongsville resident. Let's discuss this all over again. You look desperate and it's getting ridiculous. Study Drake Road, study Shurmer Road, and stop with the Boston Road thing already. ODOT, when are you going to...what about ODOT? Are we now going to try to forget what ODOT said? Let's just go back to the studies from 2017. I mean, it's got to stop.

**AUDIENCE PARTICIPATION (cont'd):**

Shrea Kellums, 3450 Boston Road, Brunswick, OH 44212: Shrea Kellums, 3450 Boston Road, Brunswick, Ohio. This is absolutely ridiculous. Doing all this, even just before Thanksgiving. This is just...it needs to stop already. All you're trying to do is intimidate us, and you're not going to. We are not going to stop until it's out of law. Enough is enough. You guys look like fools today. An old study...come on now. Why didn't that old study go through? What was...there was obviously...it wasn't going to work either. You need to look at the new study and it's not going to work. Sixty percent of Brunswick...the new study said 8%. Come on now, you really look like fools.

Buckley Wilford, 18583 Benbow Road, Strongsville, OH 44136: My name is Buckley Wilford, 18583 Benbow Road, and I was very upset listening to this fellow. First of all, it was very difficult to understand him. It was very old information...all this \$300,000.00 study as everybody said. Beyond that, we have been talking to...the CEO of NOACA is on our side trying to repeal the bill. She has written an incredible statement that someone else can come up here and read. Another NOACA member, which I don't know if this guy doesn't talk to his compadres or...there were people venting. Erin Harrison just wrote an article that says this, "This week, I submitted proponent testimony urging passage of Senate Bill 155 which would repeal the legislation to cease and force the construction of an interchange on I-71 in Brunswick. The repeal effort continues to gain momentum with companion bills currently moving through the House and the Senate committees, but our main concern about the implications of Northeast Ohio should the repeal efforts in Columbus fail. According to ODOT, a correspondence with Governor Mike DeWine and the cities of Brunswick and Strongsville and North Royalton, "The existing feasibility study demonstrates that the Boston Road interchange will not provide meaningful traffic or safety improvements." This is a NOACA guy right now too. I don't know where this guy is with his buddies, but it's also his boss lady writing stuff like this too. "That means a new law would require the interchange to be relocated elsewhere on the 4.5 mile strip of I-71 on the border of Medina and Cuyahoga Counties." We went to the Senate, we testified and I took another day off of work. I have lost a lot of vacation days over all this stuff. They even asked where did the money they spent that was supposed to study Shurmer Road, supposed to study Drake Road...why was it all spent on Boston Road? There was even a question about maybe recouping that from our city. I hope they do. "As a board member of NOACA, which is the metropolitan planning organization that must approve interchange projects in the region, I have reviewed alternative locations to this interchange...there are no good options." Which means Shurmer Road isn't good either or Drake Road. "Drake Road or some combination of Howe Road and Shurmer Road in Strongsville may technically be alternatives, but they do not appear to be solutions. The same problem persists. Like Boston Road and Brunswick, these roads are currently rated by NOACA with a functional class that is not suitable for the additional traffic that would be created by an urban and suburban interchange." What he was trying to say is it's fine just to leave Boston Road two lanes. Our own guy we paid \$300,000.00 for said, "Four, five and six lanes." I don't know where this guys' disconnect is, but I didn't think he was worth even stepping outside to say a word to. I will be nice to the old man, but I'm not going to...I don't know. He is supposed to be an expert. I don't know what's happened to him. "Additionally, a multitude of problems created by eminent domain remain, plummeting property values, sleepless nights for several dozen families, and uncertain futures. Relocating the project merely shifts these concerns nose on and around Boston Road to the good people living on or near Drake Road or Shurmer Road in Strongsville," which I know Ann Roff opposed very hard when it was going to be on Shurmer Road in Strongsville, and she is right here. "NOACA opposed this new law when it was proposed this past spring as a clear violation of NOACA's interchange policy.

**AUDIENCE PARTICIPATION (cont'd):**

Mr. Wilford (cont'd) - On December the 1<sup>st</sup>, NOACA's full board will consider a resolution that formally opposes the creation of this forced interchange and supports to repeal the legislation. The significance of this vote cannot be overstated. If the board refuses to oppose an interchange that was conceived in clear violation of the existing policy, it threatens not just NOACA's legitimacy, but also undermines the validity of MPO policies and procedures elsewhere in Ohio." Alright, I won't read anymore, but it's pretty obvious that NOACA is not on this guy's side even though he works for NOACA. When we read emails, NOACA didn't talk about this guys' testimony...of course...afterwards. I don't know how this kind of stuff can continue to go on. We will continue to fight. We will continue to increase signs, increase efforts, make our city look like a bunch of bozos which I wish it wasn't because of this crazy idea to bring an interchange in after we've already seen all these things. Yet, we are still persisting in this direction. It is beyond me, and it just baffles me. There's gotta be ulterior motives, and I think they should be criminal whatever these ulterior motives are; trying to dive underneath the thing of congestion right here. That's all I had to say.

(Applause)

Sue Krejci, 3365 Sliding Rock Trail, Brunswick, OH 44212: Sue Krejci, 3365 Sliding Rock Trail. With all due respect, it's clear that Dr. Makarachi has been summoned here tonight by you Mr. Carbone to summarize a six-year old report, utilizing eight-year old data because Strongsville's 2023 report, using 2022 data, did not say what the Strongsville officials wanted it to say. These numbers don't jive at all with what is in your own study that you paid for from Euthenics. If you look at their...the origin and destination analysis, only 23% of those exiting westbound at Howe Road and State Route 82 continue on Howe Road to Drake Road, and 8% continue into Brunswick. I don't understand the 60% number. Certainly, data from 2017 cannot be assumed to be extrapolated to 2023. I still did not hear Dr. Makarachi say that a Boston Road interchange will improve safety at State Route 82 and Howe Road as Representative Patton had stated. So, let's look at how the world has changed in the last decade. To give you some perspective, in 2015 UBER had only been around for a year in Cleveland. The I-Phone 6s launched, a phone that is now considered vintage by Apple and no longer supported. Most importantly, we have been through a pandemic since then, which has changed traffic patterns tremendously. More folks than ever are working remotely or hybrid and maybe only going into the office one or two days a week instead of five. Shopping habits have also changed as evidenced by the large number of stores that have shuttered in SouthPark Mall in the past eight years. In a September 2016 "The Post" newspaper article, Mayor Perciak discussed his reasons for withdrawing the Shurmer Road slip ramp. Why? Updated traffic data. "NOACA signed off on the I-71 ramp widening with the same data we currently have, and now NOACA has come to the table and said they have a difference of opinion in the forecast they used. All of that data, and all that forecast was good for the ramp, and is being built as we speak. Eight months later, NOACA is saying that data is stale." Eight-month old traffic data is stale. Tonight, we are not just talking about eight months, we are talking about eight years. The data in these reports that Mr. Makarachi referenced, is not just stale, it is prehistoric. Strongsville spent \$320,000.00, largely tax payer dollars, on an updated study this year. I wonder why there has not been a deep dive presentation into that expensive updated study? Maybe because it showed that regardless of proposed interchange design, traffic at the State Route 82/Howe Road intersection will still have a, "Poor/failing rating" as it does now when doing nothing. That's the same result as displacing fourteen to possibly ninety families to build an interchange. That tells me an interchange is not the right choice. If this is truly about improving safety at that intersection and you are taking that many homes, the result should be a home run not poor/failing. As a reminder, Representative Patton sighted improving safety at this intersection to get this law passed.

**AUDIENCE PARTICIPATION (cont'd):**

Ms. Krejci (cont'd) - He told a news outlet on March 30<sup>th</sup> that, "The intersection of State Route 82 and Howe Road is in most years the highest or no better than the second highest accident area in the region. There's times when the State Route 82 exit ramp will back up all the way to the turn pike ramp which is almost a full mile." Per "Appendix K" of your study done by Euthenics, a Boston Road interchange is actually projected to slow traffic on I-71 north of State Route 82. The exact area Patton described as already having backups up to a mile. This interchange would only make that worse, not better. The president of Euthenics stood right here two months ago and told Council that they would only...there would only be a modest improvement in traffic with the interchange, and there would still be backups on State Route 82. ODOT Director Marchbanks agreed, writing in September that the study, "Did not provide an obvious solution to reduce congestion and decrease crash frequency. As a result, more detailed modeling of alternatives on the broader network will be necessary to determine if an interchange at Boston Road or another alternative would be preferred. In addition, because of local opposition to an interchange at Boston Road, it will be important to further study other previously studied locations at the same level of detail in order to compare impacts, costs and benefits." That is something you should have done with the initial study and did not. So, why are we back here discussing Boston Road yet again? Why hasn't Strongsville begun studying alternatives such as Drake Road or Shurmer Road at the same level of detail as Boston Road, as instructed by ODOT? Director, Marchbanks indicated in his letter that, "In order for a study to mature into a regionally significant project, such as adding an interchange to I-71, local governments will need to concur on solutions and will need to ultimately get approval through NOACA." Brunswick does not concur with a Boston Road interchange. So, why are we rehashing a six-year old report with eight- year old data that is for all intents and purposes, moot when looking where we are in 2023? I guess in the study that you paid for doesn't support your argument. Strongsville's strategy is diversion, and trying to get people to look over here at these old obsolete studies instead. As the Wizard of Oz once said, "Pay no attention to that man behind the curtain."

(Applause)

Sherri Hamm, 15728 Boston Road, Strongsville, OH 44136: Sherri Hamm, 15728 Boston Road in Strongsville. I decided to take my time up here, my five minutes, to read some of the testimony that was given to the House and the Ohio Senate. Due to time constraints, I can't read it all. I'm just one person. I picked out topic sentences instead of reading the whole paragraph or paragraphs. This is from Grace Gallucci who, for those that don't know, she is the Executive Director and CEO of NOACA. In paragraph three, she says, "NOACA supports House Bill 276 and Senate Bill 155 to overturn a provision that was signed into law on March 31, 2023 as part of the Ohio Biannual Transportation Budget for Fiscal Years 2024 and 2025; enacted as House Bill 23. Specifically, this provision attempts to legislatively require the development of new interstate highway interchanges at specific locations based on very specific metrics; that in fact, currently apply to only one particular location in Ohio; along Interstate 71 at the border between Cuyahoga and Medina Counties at Boston Road. This provision appears to have been initiated on behalf of one community that proposes the development of a new interstate highway interchange over the objection of another impacted community and county that strongly object to this proposal." Paragraph three, only the topic sentence says, "Importantly, this provision seeks to bypass long established federal, state and MPO legal requirements and processes regarding new or modified interstate highway interchanges, including the long-standing requirements by the Federal Highway Administration." Paragraph four, again the topic sentence only for time purposes, "As an MPO with clear authority over the development and modification of highway interchanges, NOACA has strong concerns over the enacted provision which goes to the very core of why MPOs were created in the first place." The last two paragraphs I found to be really important so I will read those two and then, that's it.



**AUDIENCE PARTICIPATION (cont'd):**

Ms. Hamm(cont'd) - "Moreover, this policy establishes specific methodology and criteria to evaluate new or modified highway interchange projects in order to facilitate a fair and comprehensive consideration of these project proposals and ensure coordination among project sponsors including ODOT, impacted communities, and adjacent metropolitan planning organizations. The policy also requires that project sponsors demonstrate whether a proposed new or modified highway interchange results a net benefit for the entire NOACA region. This policy now serves as an institutional protocol for consideration and evaluation of highway interchange proposals and related capital investment decisions by NOACA." The last paragraph says, "During State House consideration of the transportation budget, NOACA testified before the Ohio House Finance Committee in February 2023 and before the State Transportation Committee in March of 2023 to oppose the proposed interstate provision on the grounds that it seeks to bypass existing federal and state law and processes as well as long established, decision making authority of local elected officials collaborating through the federally designated MPO. Then and now, NOACA opposes any such attempt to skirt the establishment...establish legal and procedural requirements for a new or modified interchange and strongly supports House Bill 276 and its companion legislation, Senate Bill 155, to overturn the enacted interchange provisions." Those are Grace's exact words when she sent in her testimony. I guess my time is probably up; so, that's all I have to say.

(Applause)

Mike Kellums, 3450 Boston Road, Brunswick, OH 44212: My name is Mike Kellums, 3450 Boston Road, Brunswick, Ohio. I'm going to direct most of my comments to you, Mr. Carbone... Jimmy. Remember you called me and you said I can refer to you as Jimmy? Well, I will call you Mr. Carbone. I'm going to go a totally different direction. I'm so proud of these people, the way they taught themselves, learned and researched; but I'm going to go a totally different direction. You're a police officer, correct? I normally wouldn't bring that up, but you've brought it up several times in the meetings I've come here. I know one comment you've made to one of your residents about truck traffic going down State Route 82 that it's less invasive than car traffic. Have you ever worked traffic as a police officer? Traffic safety school and all that stuff? Did your FTO (Field Training Officer) say, "Hey Jim, this truck traffic I wish there was more of it?" I'm sure they didn't say that. Why would you use deception to try to get a point across? Another point to bring is putting an on and off ramp in a 100% - 110% residential area. What do you think will happen to the crime rate? I'm not talking...I mean, everybody goes to human trafficking, but let's just go with petty crime, let's go with porch pirates, let's go with drug dealers, and let's go with home burglaries during the day. Even if the police get there, they are going to take off, and they are going to jump on that ramp. What is the OIC (Officer in Charge) going to say, "Terminate that pursuit." Nobody is going to pursue anybody now a days; but you think it's okay to do that. You are the one pushing this the hardest. I unfortunately, got called into work so I didn't get to come here, but I did see your intro to your man from...wherever he's from...NOACA. You owe him a steak dinner, let me tell you, he's getting a beating out there; especially (unintelligible). Okay, you could blame me. Oh, it's just fine. Yeah, let's put it in a residential area. Let's put an on and off ramp there, that will be safe. Is it going to reduce anything on State Route 82? Not according to all the studies I've heard. I'm actually getting bored with it. I haven't been to the last three or four meetings here because I'm just freakin bored of it. You consider...you just keep beating this dead horse. Why? What's your ulterior motives? Maybe get a little on and off ramp there, and then maybe they get to a bigger on and off ramp there. I know you're probably close to retirement from being a police officer; so, I guess your plans are to stay here, maybe. Maybe take Mr. Perciak's job when he's done? You're going to be the big savior for Strongsville, at what cost?

**AUDIENCE PARTICIPATION (cont'd):**

Mr. Kellums (cont'd) - The cost of a neighborhood, the cost of people's homes, of people's way of life, and of people's safety. You know it will be unsafe, and you know the crime rate will go up. That's all I have to say. Think about it Jimmy...Mr. Carbone.

(Applause)

Marlene Mellis, 19875 Nob Hill, Strongsville, OH 44136: My name is Marlene Mellis, I live at 19875 Nob Hill in Strongsville. This morning we had a doctor's appointment at the Cleveland Clinic facility out here at Interstate 71 and Howe Road. We left early, or we were trying to leave early, and I had to sit at the corner of Nob Hill trying to turn left. I guess I should have probably pulled out the other way and went around, but I'm sitting there...I'm thinking it's not going to take very long to get out of here. I waited for seventeen cars because they were spaced this way, and twenty two cars coming that way, before I could get out of my street. Luckily, we left early enough that we weren't late for his appointment. We don't work. We are retired. Still, I can't imagine if I was still teaching school, and I was trying to get out of there in the morning at 7:45 a.m. or 8:00 a.m. in the morning. We were leaving this morning about...I think we left about ten minutes to nine, and we got there at twenty after; we had a 9:30 a.m. appointment. Like I said, they just kept coming both ways. I'm going, "Where are all these cars coming from?" Are they coming from the building that they are doing along Pearl Road? At the top of Skyview, there was not all that stuff earlier off of Pearl Road across from the apple place. It used to be the apple orchard and whatever...anyway, those are all houses now or condos or apartments or whatever they are. They are building tons of them into Brunswick, and I don't know how much they are building. Well, they've built at the bottom of the hill...Stony Hill. By the nursery place...I can't think of the name of it. Anyway, so, which way they are coming from whatever...I don't know. I just couldn't believe the traffic this morning at 9:00 a.m. or ten minutes of nine. It can't get any worse or better. Like I said, I'm not worried. I'm not out there going to work, and I can plan accordingly. It's a nuisance. I'm sitting there running the car trying to get out so, thank you.

(Applause)

Jeff Moulden, 3218 Hartwick Circle, Brunswick, OH 44212: I wasn't going to talk tonight, but...Jeff Moulden, 3218 Hartwick Circle, Brunswick, Ohio in Waite Farms. Just a couple of things, Dr. what was...I didn't catch his last name.

Mr. Carbone – Just so I get it right, Makarachi.

Mr. Moulden – Makarachi...so we were out there, and just to give a little brief recap, a couple of the questions that we asked, or I specifically asked was, and he did not have an answer or was very evasive, was did he look at the backflow from State Route 303? He talked about the downflow, but he did not talk about the backflow. He talked a little bit about the backflow from Boston Road going into Strongsville and how it will remain minimal, but he did not have a clear answer for the backflow from State Route 303 that would be coming back instead of going. What I'm trying to say is instead of going to State Route 303, getting off on Boston Road. So, when you're taking into account the congestion on Boston Road, it didn't appear from what his answer was, that he took that into account. He stated over and over, "I can only look at the numbers as they are today." Which is understandable, but that's a major thing of people that are going to State Route 303 and coming back that are now going to get off at Boston Road, correct? That is going to make it more congested. Our question to him was, "How could you conceivably think, and he said it over and over...a couple of people asked, that you're not going to widen Boston Road if you're going to have an off ramp and an on ramp there?"

**AUDIENCE PARTICIPATION (cont'd):**

Mr. Moulden (cont'd) - He said, "Our recommendation is no widening of Boston Road." Someone said well, "Is that the width of the road and all these different things?" He said again, "Our recommendation is no widening of Boston Road." Someone said, "Well, what about in the future?" "Well, I can't predict the future, but as of right now, no widening of Boston Road. The cost benefit would not be there if you were widening Boston Road." We all know, when I presented this to him, that eventually, within a couple of years of having an off ramp and an on ramp, Boston Road is going to have to be widened if you put an on ramp and an off ramp there. We can all say, "Well, it's not." It's going to have to be, ok? There is no way that you can put an off ramp and on ramp there without widening that road eventually. We know that we are solving a problem and creating another problem that we are going to have to solve down the road and then we will create another problem. That was the second thing. The third thing that we asked was, "What about widening Howe Road to a third lane so those Amazon trucks, the school buses, and those construction vehicles don't cause a huge backup?" He didn't have an answer for that as well, okay. When I come to these conclusions...we know that there's a lot of people that are against this. I know that you believe that there are some people for this, but why are we pushing this so hard? Why are you...you said to blame you. Why are you pushing this so hard? If you want an off ramp to relieve State Route 82 traffic, why don't you put it at Drake Road? It's just every time anyone asks that, it's just kind of brushed to the side. It's like, we are looking at Boston Road and we are looking at all alternatives. I never hear anything about Drake Road. I never do. I'm not saying it's a great solution; but in my opinion, it's a better solution than Boston Road. The fact that it is just kind of being brushed to the side, and never discussed, is kind of infuriating. I'll say it again. When is enough, enough? I understand the economic development...you guys, every time I come to these meetings, you talk about tax dollars, economic development and having lunch with business owners trying to bring new businesses in...Industrial parkway. I said it the first time I came here. Do you not want anyone to live...any families to live in your city? I feel like you're ruining it. Avon...my brother-in-law lives there, I have great friends that live there. I would never live in Avon; it's a cluster. You're creating Strongsville into a cluster, and I don't understand why you would want to do that to your own city that I know that you've lived in forever, right? Why just for dollars? You're going to ruin your city just for dollars. I don't understand, thanks.

(Applause)

Cindy Kintop, 3674 Boston Rd., Brunswick, OH 44212: I'm Cindy Kintop, I live at 3674 Boston Road, and I have a couple of questions. Mr. Carbone, you're saying in the interest of transparency you invited this gentleman to come here and speak tonight. I'm going to take you at your word that this is for transparency; but if that's the case, why would you have someone come, present a study and then say, "You can take your questions and your comments out to him in the hall?" You have an audience, both Strongsville and beyond, that are interested in this that aren't here tonight, but they're watching. It isn't transparent when they are not able to hear those questions, those comments and his responses. That isn't transparent at all. I think you need to take that into consideration when you have anybody talking about a topic like this that is this important, not just to Brunswick but also to your own residents, you're doing them a disservice. My second point is throughout these talks, I've heard that it's only going to impact fourteen homes. It isn't true for one thing. It isn't fourteen homes. It's fourteen families. It's fourteen families that have built their lives here. They've brought their babies home to those homes. They've had all kinds of events over the years, lots of memories; and with a sweep of a pen, it can all go away. It's more than fourteen homes because it's going to impact not just those fourteen that we've talked about, but everybody around them. All of us that aren't going to lose homes are still going to lose value. Try and sell a home on a street where you might have four to six lanes. Nobody wants that. I'm not just saying that because it isn't true; look at State Route 82. Roylton Road at one time was a lot of residential homes.

**AUDIENCE PARTICIPATION (cont'd):**

Ms. Kintop (cont'd) - There's very few homes there, and those homes didn't go for top of the market value when they sold. You have seen those signs get weathered sitting in those front yards and those homes deteriorating in a lot of cases. Look at State Route 303 in Brunswick; that used to be a two lane road. With the developments that went on there, the same thing, there's very few homes there. There's some houses. There's a few of them that are maybe occupied by residents, but not many. Most of them have turned into other businesses. Before they turned into business locations, they sat there for a long time on the market, lots of time vacant, and lots of time deteriorating. If it were a neighborhood, and we've seen them in other places and other cities that are blighted, there's a lot of homes that are boarded up, then people are happy to see some sort of new development come in because it's going to make things nicer...better. It will increase values. That's not what you're doing here...that's not what you're doing at all. I really would like you to remember, these are not just homes, these are families. Think if it was your family, or your parents, or your kids that have built a life in a place; and with a sweep of a pen, it could all go away, thank you.

(Applause)

Sam Mazzola, 3440 Boston Rd., Brunswick, OH 44212: Sam Mazzola, 3340 Boston Road, Brunswick, Ohio. Mayor, you told me this was over. You stood out there and shook hands and you told me...yet you let him bring this stuff up in here...you let him bring this stuff in here.

Mayor Perciak – Sir, I know what I told you.

Mr. Mazzola – I know, you told me you don't have control over this guy. Alright, so, I don't understand. I haven't been coming up here because I thought it was done. Then you bring this guy. I don't understand a lot of what he was saying; but what I do understand was I gave that guy credit. The guy that was...the studies that you guys did for the \$300,000.00. He said very minimal. He kept saying modest. It was 2% - 8%, and you two guys kept badgering him. In a court of law, you would have been thrown out for badgering a witness. Saying, "It won't fix everything, it won't cure everything." Well, he said 60% or 70%, then I agree. I have done numerous studies. If I went to my boss and said, "Modest", he goes, "What is that, a decrease or increase in production; or decrease in downtime?" I'd say, "Well uh, 2.5%." I would be fired before I hit the door...modest. Then over here, the next thing I hear is, it wouldn't be prudent...that wasn't going your way. With that guy...I give him a lot of credit. You kept badgering him, but he stuck to his guns. Then you gotta find some other way and go, "Oh, it wouldn't be prudent if we didn't look at what...Columbia Station in thirty or forty years from now." They don't like you guys either. They were here, and I'm sure they all sit there and want to be just like Strongsville when they grow up. Oh, we don't want deer or to see trees, we want buildings and trucks to run Bambi over. That will fix him from drinking out our lakes and getting his apples off the floor. Unbelievable, and you keep pushing it. What's the reason for it? Everybody has asked you; but it has been proven like a bunch of idiots, that the guy sits there and says it's 2%, it's modest, and it's over and then turns around and brings this guy. I can't understand that guy.

(Applause)

**AUDIENCE PARTICIPATION (cont'd):**

Tracy Graham, 19211 Timber Creek Circle, Strongsville, OH 44136: Tracy Graham, Strongsville, 19211 Timber Creek Circle. A couple months ago I had some work done in my home. I have the sign in my yard, "Homes not Highways." We got to talking to this guy and he happened to be in one of your guy's houses. He said, "When this first came up, phones were ringing off the hook." He said...the guy kept going, "Man, everyone is against this." He looked at him and he said, "But they just don't get it, we have to have this. They don't understand. We have to have this done." That statement made me think. Why does it have to be done? Something bigger is going on than we've been told, and that's why it was so important that this be pushed through. It makes you wonder. I would suggest anyone who has people in their home, watch what they say because people do talk, that's all.

Terry Woods, 3510 Boston Rd., Brunswick, OH 44212: Thank you for your transparency. I wish it would have started about six months ago in front of everybody. Nothing has been said until recently.

Ms. Pientka – Your name and address first, sir.

Mr. Woods – I'm sorry...

Ms. Pientka – I apologize.

Mr. Woods - Terry Woods, 3510 Boston Road.

Ms. Pientka – Thank you.

Mr. Woods - The Mayor and Mr. Patton seem to want a truck route down Boston Road. We know about your Foltz Parkway and how it's going to increase your tax revenue. We don't want it, Brunswick doesn't want it, and the people that live on Boston Road don't want it. Why can't you just say Drake Road is the road? That is the quickest part...quickest way to get to Foltz Parkway; right down Drake Road. You have plenty of frontage on the lots that are there to put the road in. The figures keep bouncing around all the time. It's ridiculous the way they come up with...you're coming up with figures. I mean, this guy seems legit. I don't where the other ones come from, but it just doesn't seem feasible to put in ramps there at Boston Road and not widen the road. "Oh, we are not going to widen the road." That's going to snowball and you know it. You know it and I know it. It will snowball and we will end up with five lanes for Christ sake. I don't want to see it. It's going to ruin my property. I'm not worried about a jet line because I didn't even know the damn thing was there when it was put in...when I built there. I know it will be done safely...hopefully. I agree with her...the underlying reason. There's an underlying reason and I really think it's the truck traffic, thank you.

(Applause)

**ORDINANCES AND RESOLUTIONS:**

**Ordinance No. 2023-158** by Mayor Perciak and All Members of Council. AN ORDINANCE AUTHORIZING AND DIRECTING THE MAYOR TO ISSUE AND APPROVE CHANGE ORDER NOS. 2, 3 AND 4 FOR A NET INCREASE IN THE CONTRACT PRICE IN ACCORDANCE WITH THE PROVISIONS OF THE CONTRACT BETWEEN THE CITY OF STRONGSVILLE AND GILBANE BUILDING COMPANY IN CONNECTION WITH THE STRONGSVILLE TOWN CENTER PROJECT, AND DECLARING AN EMERGENCY.

**Motion to adopt by Ms. Kosek, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Ordinance No. 2023-158 ADOPTED.**

**Ordinance No. 2023-159** by Mayor Perciak and All Members of Council. AN ORDINANCE AMENDING SECTIONS 1252.15 AND 1252.16 OF TITLE SIX OF PART TWELVE-PLANNING AND ZONING CODE OF THE CODIFIED ORDINANCES OF THE CITY OF STRONGSVILLE CONCERNING ACCESSORY BUILDINGS AND PROJECTIONS INTO YARDS IN RESIDENTIAL DISTRICTS.

***Placed on first reading and referred to the Planning Commission for their recommendation.***

**Ordinance No. 2023-160** by Mayor Perciak and All Members of Council. AN ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO A NINTH AMENDMENT TO THE AGREEMENT FOR PUBLIC SAFETY DISPATCH SERVICES BETWEEN THE CITY OF STRONGSVILLE AND THE CITY OF NORTH ROYALTON, IN CONNECTION WITH AN ADJUSTMENT OF FEES COMMENCING JANUARY 1, 2024, AND DECLARING AN EMERGENCY.

Motion by Ms. Kosek to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Ms. Kosek, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Ordinance No. 2023-160 ADOPTED.**

**Ordinance No. 2023-161** by Mayor Perciak and All Members of Council. AN ORDINANCE APPROVING AND AUTHORIZING THE MAYOR'S ENTERING INTO A CONTRACT WITH UNIVERSITY HOSPITALS OF CLEVELAND IN CONNECTION WITH A CUYAHOGA COUNTY OVI TASK FORCE GRANT AWARD RECEIVED FROM THE OHIO DEPARTMENT OF PUBLIC SAFETY FOR 2024, AND DECLARING AN EMERGENCY.

Motion by Ms. Kosek to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Ms. Kosek, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Ordinance No. 2023-161 ADOPTED.**

**ORDINANCES AND RESOLUTIONS (cont'd):**

**Ordinance No. 2023-162** by Mayor Perciak and All Members of Council. AN ORDINANCE APPROVING AND AUTHORIZING AN AGREEMENT WITH CUYAHOGA COUNTY AND THE CUYAHOGA COUNTY JUVENILE COURT IN CONNECTION WITH A COMMUNITY DIVERSION PROGRAM TO ADDRESS JUVENILE STATUS, MISDEMEANOR AND/OR FELONY OFFENSE COMPLAINTS IN THE CITY OF STRONGSVILLE FOR THE YEAR 2024, AND DECLARING AN EMERGENCY.

Motion by Ms. Kosek to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Ms. Kosek, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Ordinance No. 2023-162 ADOPTED.**

**Ordinance No. 2023-163** by Mayor Perciak. AN ORDINANCE MAKING APPROPRIATIONS FOR THE ANNUAL EXPENSES AND OTHER EXPENDITURES OF THE CITY OF STRONGSVILLE, OHIO, FOR THE YEAR 2023 AND REPEALING ORDINANCE NUMBER 2023-139.

Motion by Ms. Kosek to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Ms. Kosek, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Ordinance No. 2023-163 ADOPTED.**

**Ordinance No. 2023-164** by Mayor Perciak. AN ORDINANCE MAKING APPROPRIATIONS FOR THE ANNUAL EXPENSES AND OTHER EXPENDITURES OF THE CITY OF STRONGSVILLE, OHIO FOR THE YEAR 2024.

Motion by Ms. Kosek to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Ms. Kosek, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Ordinance No. 2023-164 ADOPTED.**

**Ordinance No. 2023-165** by Mayor Perciak and All Members of Council. AN ORDINANCE DECLARING IMPROVEMENTS TO A CERTAIN PARCEL OF REAL PROPERTY TO BE A PUBLIC PURPOSE, DESCRIBING THE PUBLIC IMPROVEMENTS TO BE MADE TO DIRECTLY BENEFIT SUCH PARCEL, REQUIRING THE OWNERS OF THE IMPROVEMENTS ON SUCH PARCEL TO MAKE SERVICE PAYMENTS IN LIEU OF TAXES, ESTABLISHING A CHIEFFALO'S MUNICIPAL PUBLIC IMPROVEMENT TAX INCREMENT EQUIVALENT FUND FOR THE DEPOSIT OF SUCH SERVICE PAYMENTS PURSUANT TO OHIO REVISED CODE SECTIONS 5709.40, 5709.42 AND 5709.43, AND DECLARING AN EMERGENCY.

***Placed on first reading and referred back to the committee.***

**ORDINANCES AND RESOLUTIONS (cont'd):**

**Ordinance No. 2023-166** by Mayor Perciak and All Members of Council. AN ORDINANCE DECLARING IMPROVEMENTS TO A CERTAIN PARCEL OF REAL PROPERTY TO BE A PUBLIC PURPOSE, DESCRIBING THE PUBLIC IMPROVEMENTS TO BE MADE TO DIRECTLY BENEFIT SUCH PARCEL, REQUIRING THE OWNERS OF THE IMPROVEMENTS ON SUCH PARCEL TO MAKE SERVICE PAYMENTS IN LIEU OF TAXES, ESTABLISHING A HERZOG MUNICIPAL PUBLIC IMPROVEMENT TAX INCREMENT EQUIVALENT FUND FOR THE DEPOSIT OF SUCH SERVICE PAYMENTS PURSUANT TO OHIO REVISED CODE SECTIONS 5709.40, 5709.42 AND 5709.43, AND DECLARING AN EMERGENCY.

*Placed on first reading and referred back to the committee.*

**Ordinance No. 2023-167** by Mayor Perciak and All Members of Council. AN ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO A SERVICE AGREEMENT WITH IWORQ SYSTEMS, INC. FOR A WEB-BASED MANAGEMENT SOFTWARE AS A SERVICE APPLICATION FOR USE BY VARIOUS CITY OF STRONGSVILLE DEPARTMENTS, AND DECLARING AN EMERGENCY.

Motion by Ms. Kosek to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Ms. Kosek, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Ordinance No. 2023-167 ADOPTED**

**Resolution No. 2023-168** by Mayor Perciak and All Members of Council. A RESOLUTION ACCEPTING A DONATION OF MONEY FROM THE STRONGSVILLE VFW POST 3345 TO BE USED IN CONNECTION WITH THE STRONGSVILLE TOWN CENTER ENHANCEMENT & WALKABILITY INITIATIVE.

Motion by Ms. Kosek to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

**Motion to adopt by Ms. Kosek, second by Mr. DeMio.**

**Roll Call: All ayes. Motion carries. Resolution No. 2023-168 ADOPTED**

**COMMUNICATIONS, PETITIONS AND CLAIMS:**

*Application for Permit: NEW – D5B: To: KHP Strongsville LLC. DBA: KPOT STRONGSVILLE, 2 SouthPark Center, Strongsville, Ohio 44136 (Responses must be postmarked no later than 12/04/2023).*

***Motion by Ms. Kosek, second by Mr. DeMio to file a conditional objection to the application for permit based upon the applicant's lack of compliance with the City's Building, Health and/or Safety Codes; provided that when and if compliance is confirmed by the Building Department, the Clerk will withdraw the objection in Columbus. All members present voted aye and the motion carried.***

**Roll Call: All ayes. Motion carries.**



**MISCELLANEOUS BUSINESS:**

Mr. Jamison – As I discussed earlier in my report, Council has to decide when they want to start accepting applications for the potential vacancy of Council for Mr. DeMio moving up to the Clerk of Courts in Berea Municipal Court. My suggestion is that we start accepting applications right away to the Clerk. I just want to get some guidance from Council on that. Are you all in agreement with that?

***All members of Council agreed.***

Mr. Jamison (cont'd) – In regards to placing an ad as required under the Code, the suggestion and recommendation is to run it the first two Saturdays in December. It's too late to get it in for this weekend and plus with the holiday, all the shopping, black Friday and all the other...whatever they call the weekend. The suggestion is to run the ad the first two weeks of December. Is that okay with everyone as well?

Ms. Kosek – I think that's fine. Is it possible that we can get the ad on the website sooner?

Mr. Jamison – Yes, we discussed that earlier and it will be on tomorrow.

Ms. Kosek – I just wanted to make sure since we are talking about everything out here in public, I wanted to make sure we were in agreement and that was going to happen, thank you.

Mr. Jamison – I agree yes. that's a good call. We need to establish a deadline for when the applications will finish. Again, based on what we did last time at looking at the calendar, by the close of business on December 15<sup>th</sup>, which is a Friday. Again, that is my recommendation to do that. Is that okay with Council as well?

***All members of Council agreed.***

Mr. Jamison – Okay, thank you, thank you Aimee.

**ADJOURNMENT:**

There being no further business to come before this Council, President Carbone adjourned the meeting at 9:41 p.m.

  
Aimee Pientka, MMC  
Clerk of Council

12-4-23  
Date



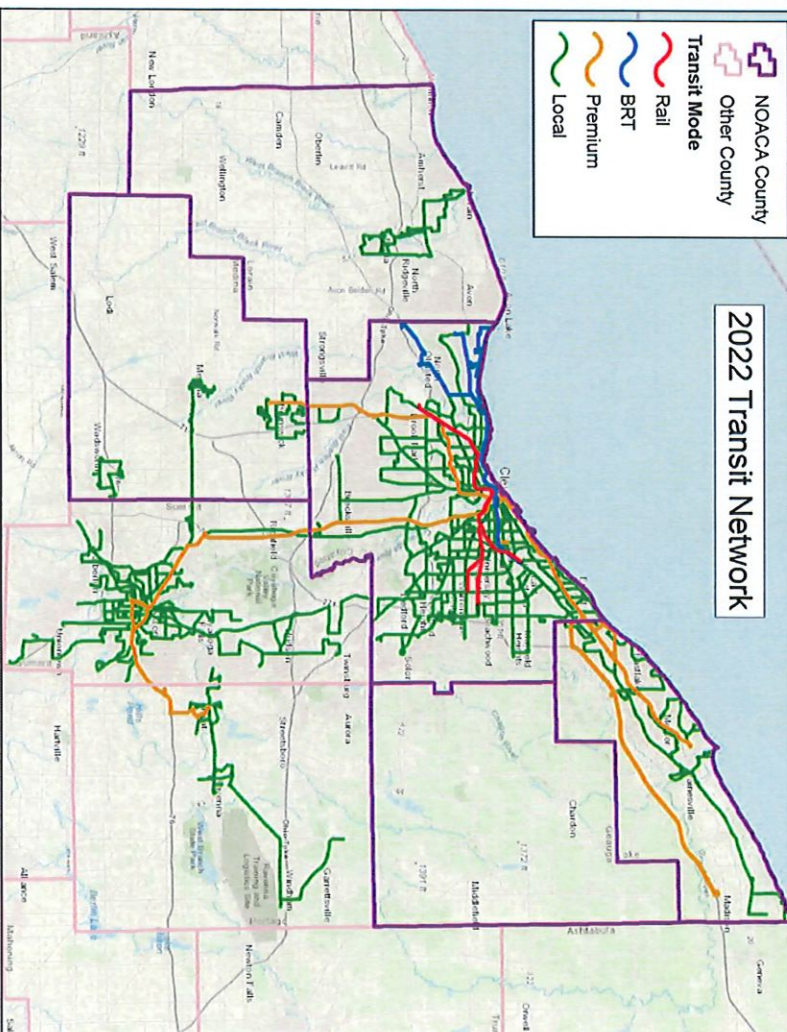
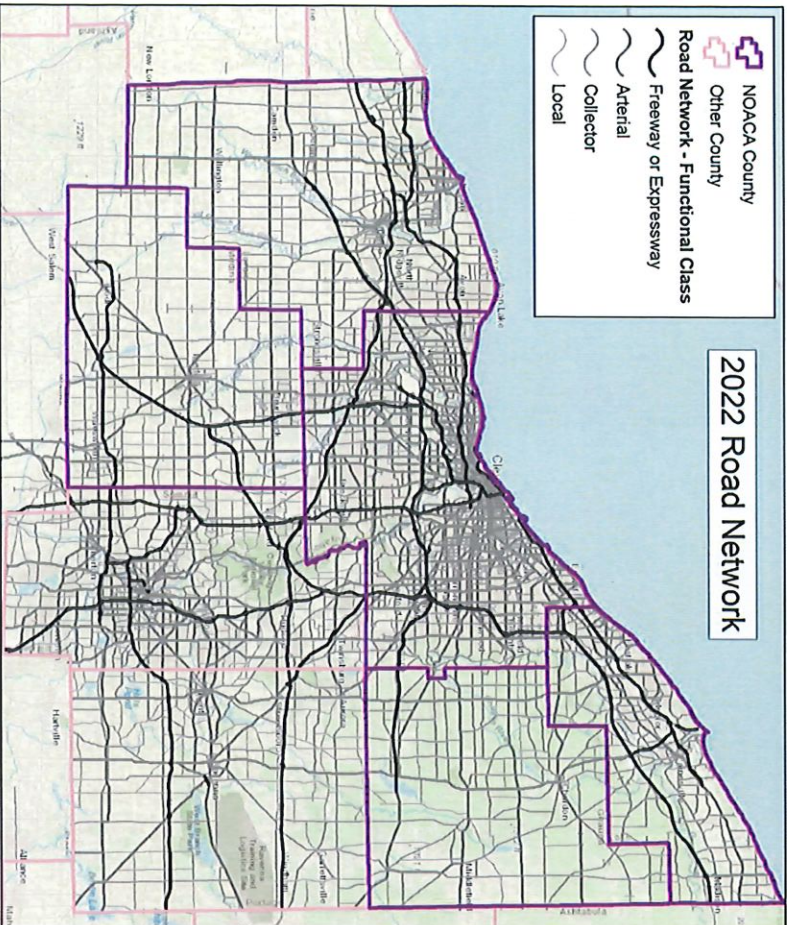
# **BOSTON INTERCHANGE TECHNICAL ANALYSIS**

**Strongsville City Council  
November 20, 2023**

# **NOACA**

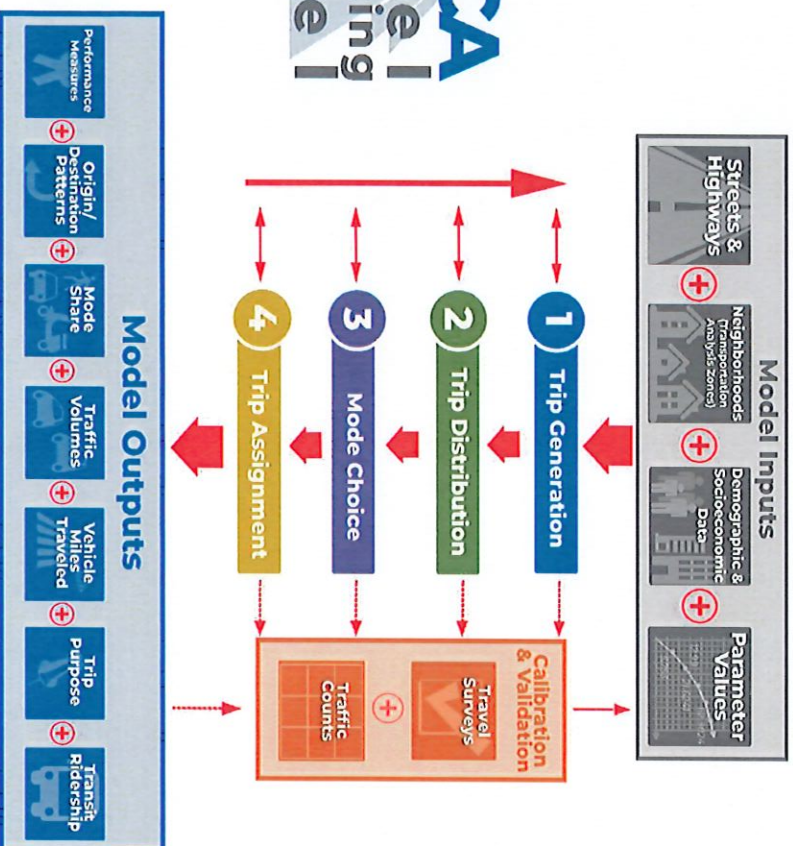
- **The Northeast Ohio Coordinating Agency (NOACA) is the transportation and environmental planning agency that addresses the transportation, air quality, and water quality needs of Cuyahoga, Geauga, Lake, Lorain, Medina counties.**
- **The agency and its partners cooperatively develop and implement plans to ensure that travel throughout the region is safe, cost-effective and environmentally sound.**

# NOACA TRAVEL FORECASTING MODEL

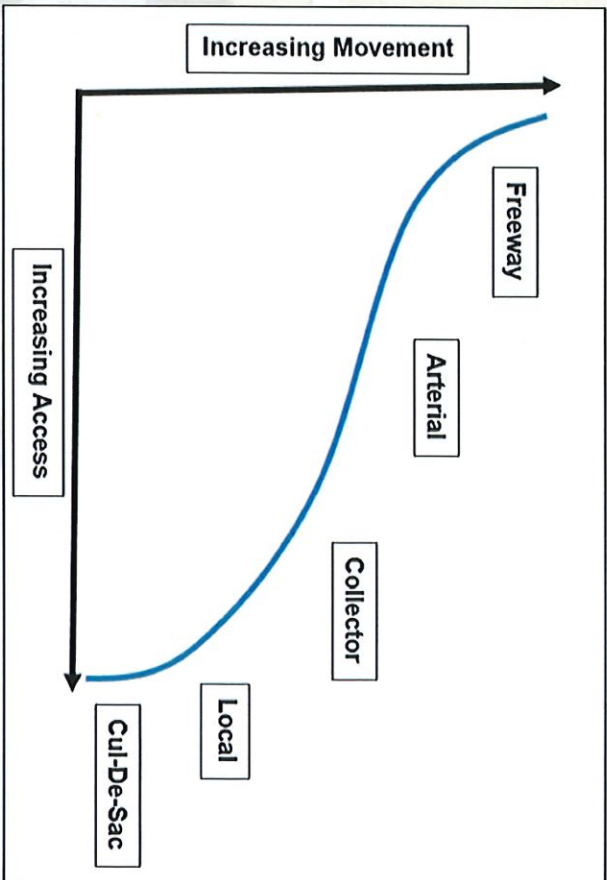
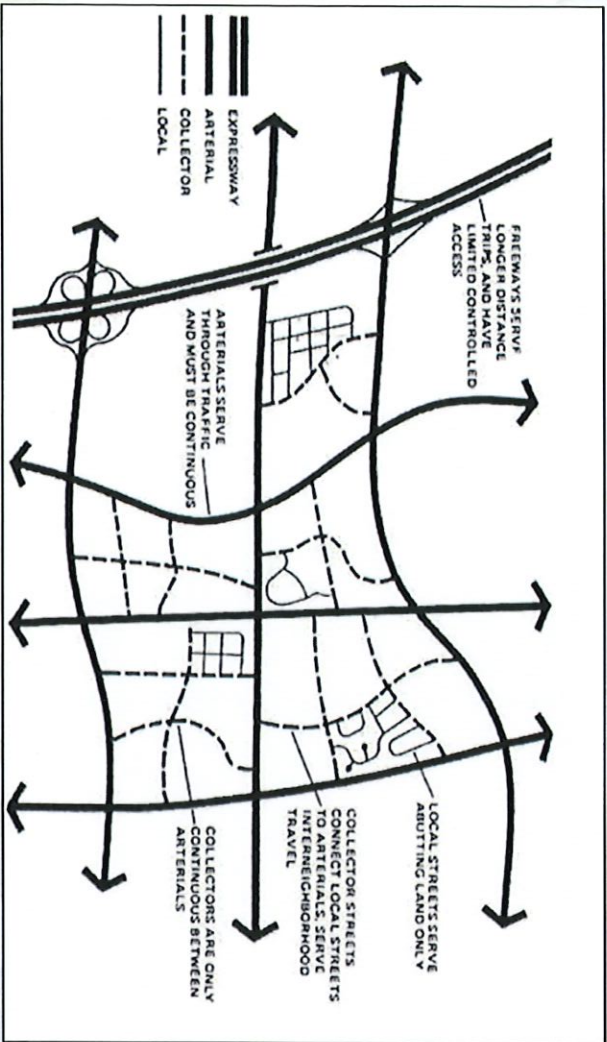


# NOACA TRAVEL FORECASTING MODEL

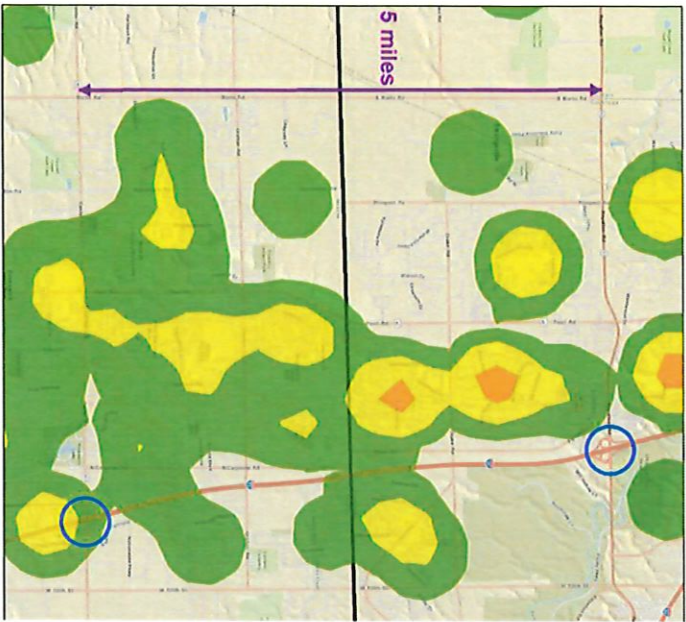
**NOACA**  
Travel  
Forecasting  
Model



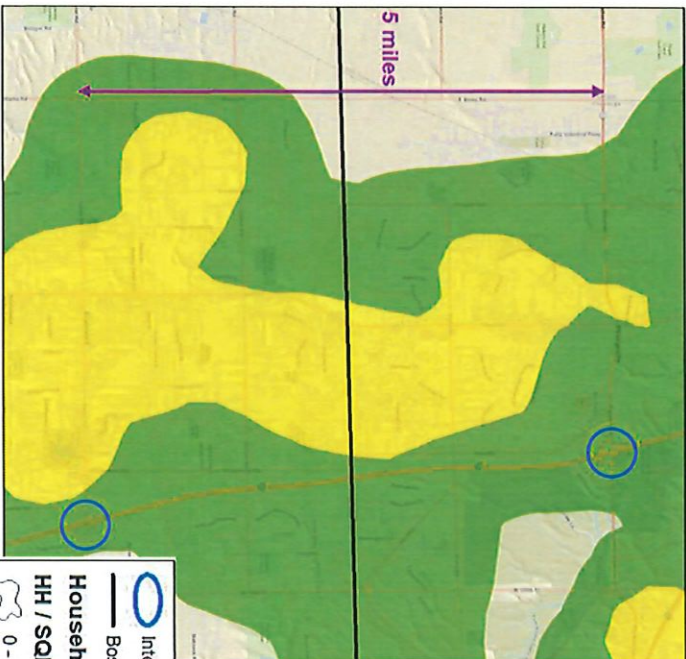
# ROADWAY FUNCTIONALITY IN SERVING TRAFFIC MOBILITY AND LAND USE ACCESS



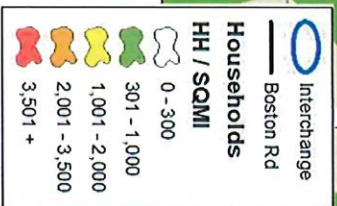
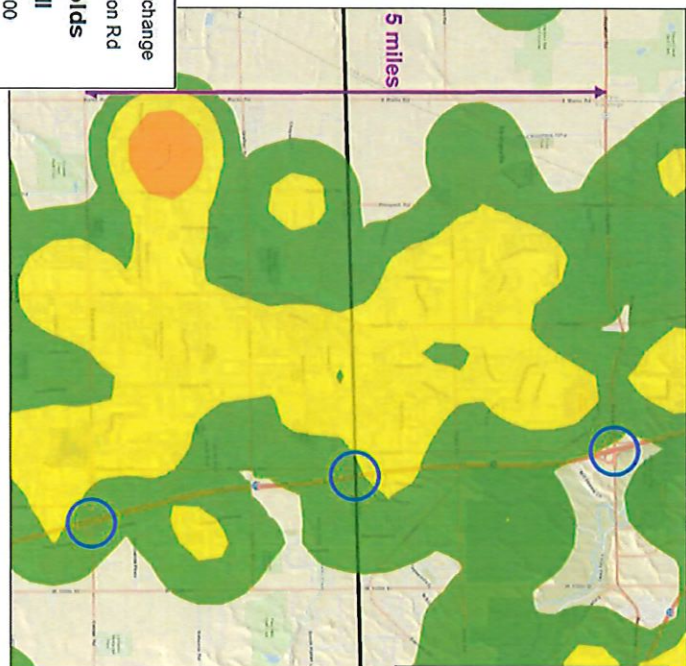
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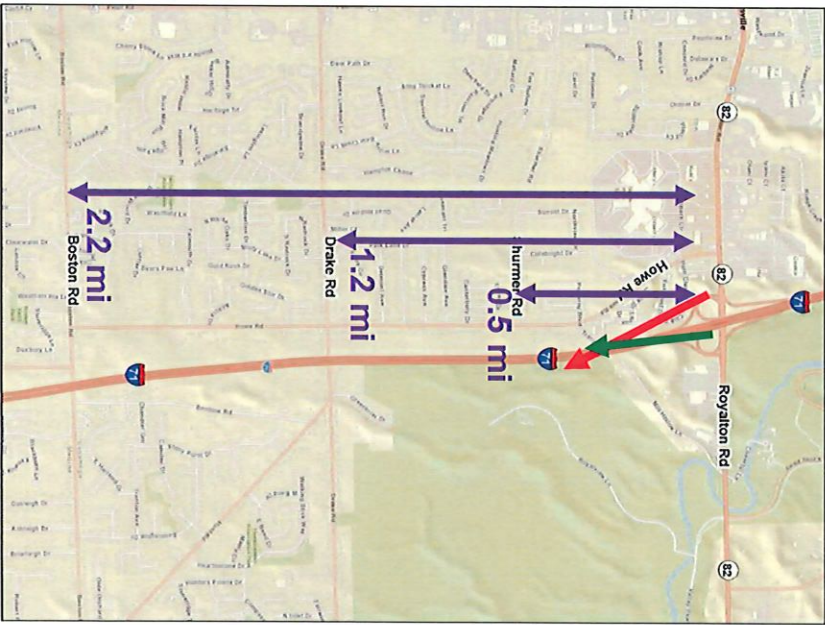
# 2022



# 2040



# SLIP RAMP ALTERNATIVES

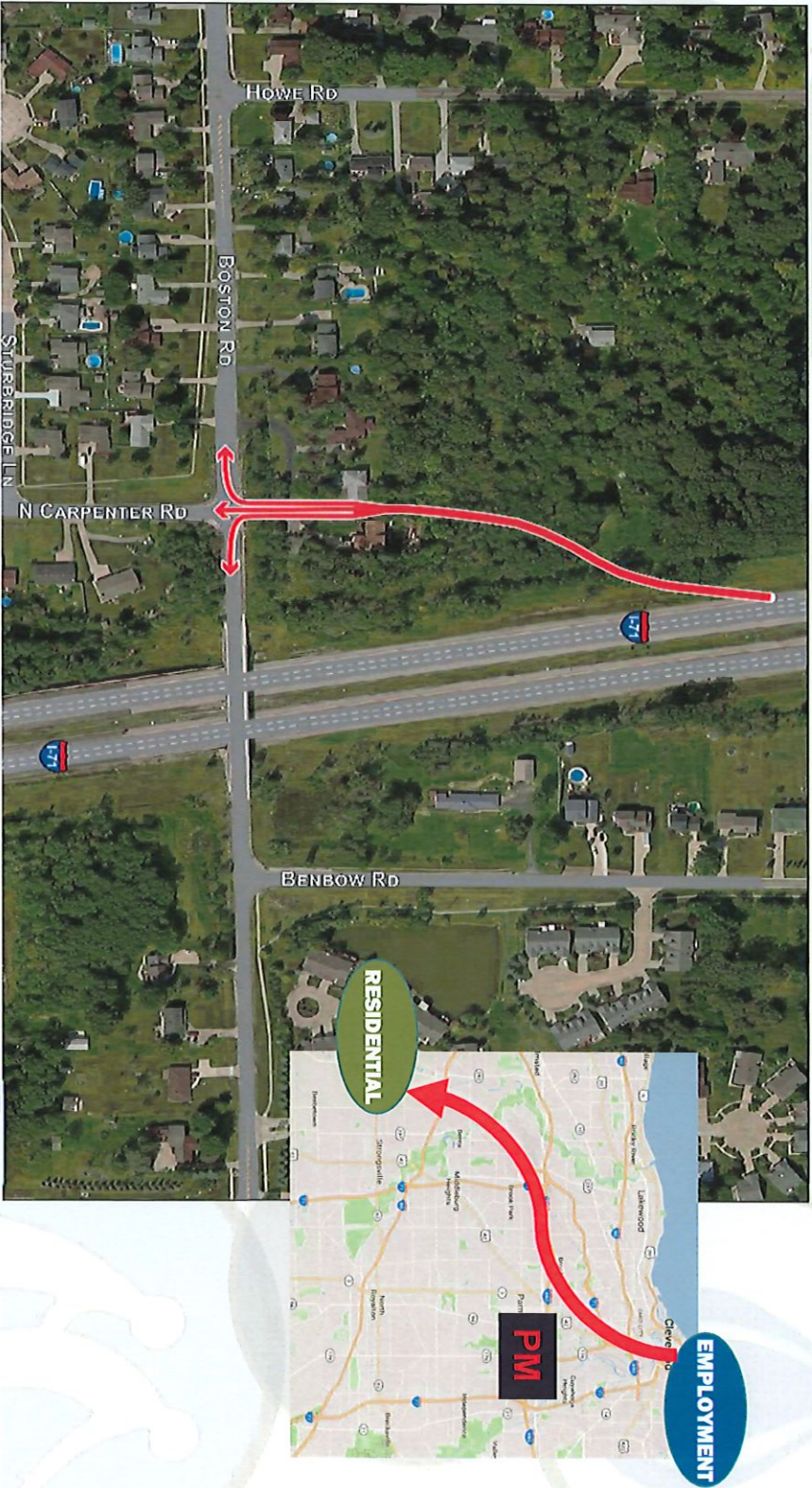




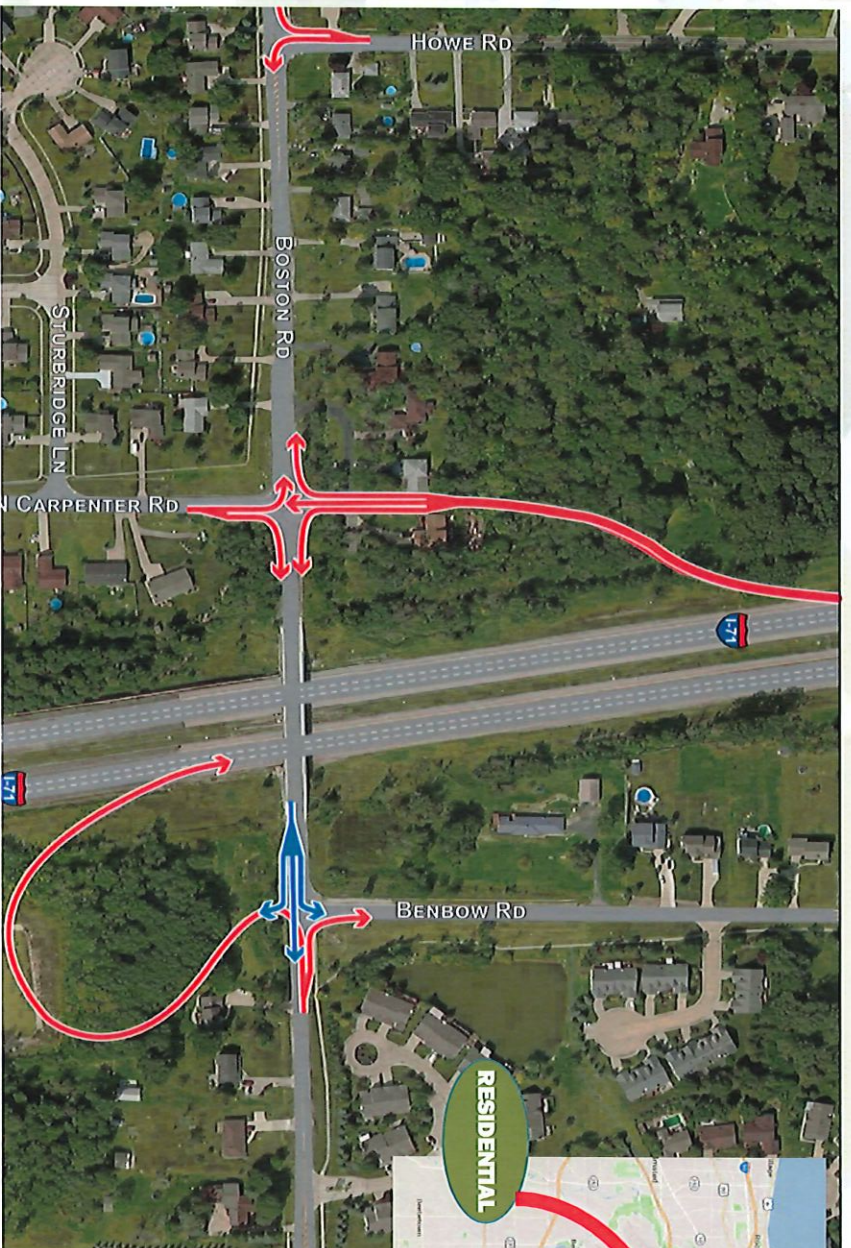
# ALTERNATIVE ANALYSIS

- Existing Condition
- Six Alternatives
- All Alternatives with and without Boston Road median
- Total of 13 Alternatives were analyzed

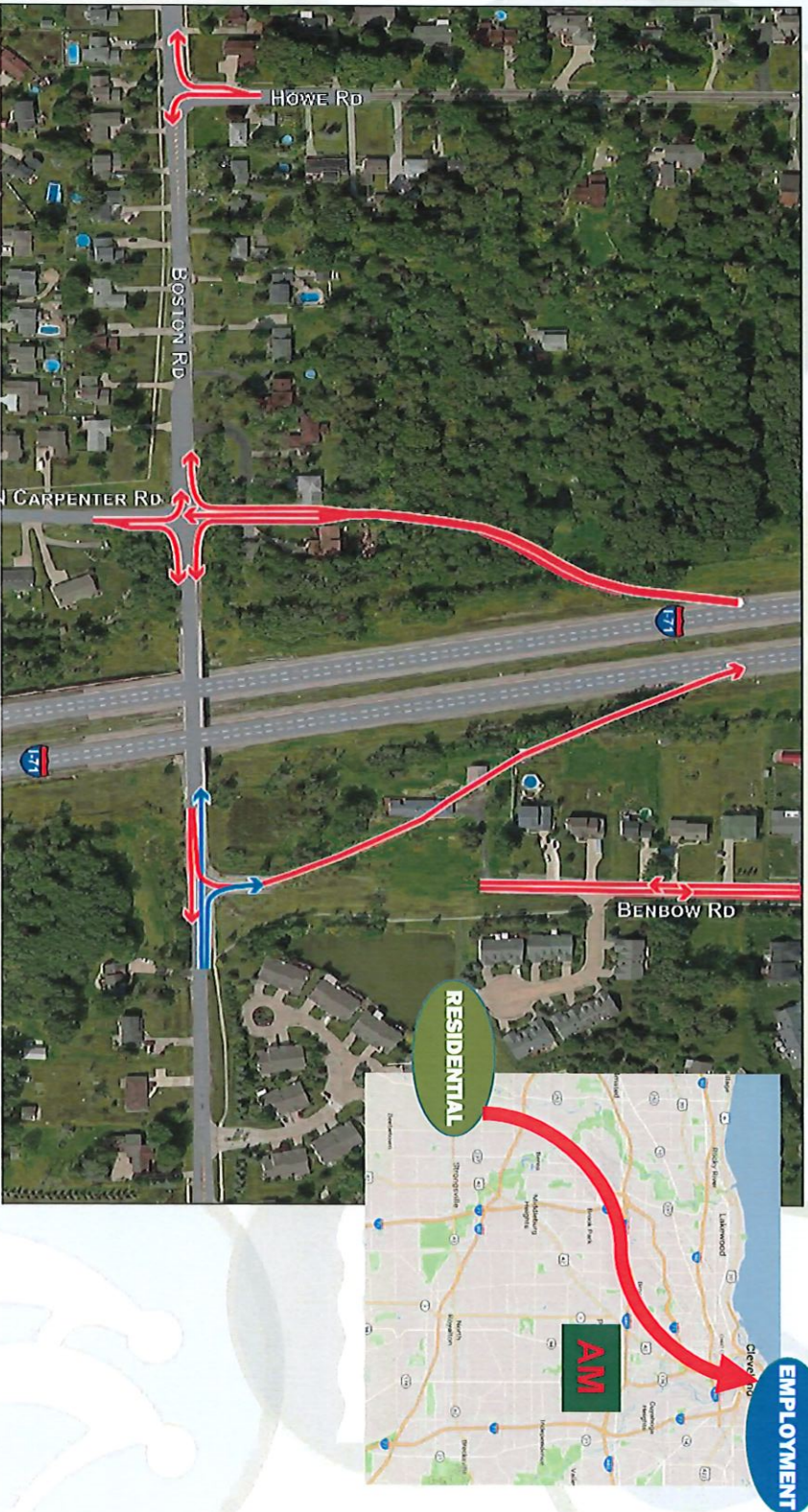
# ALTERNATIVE 1: I-71 SB TO BOSTON RD



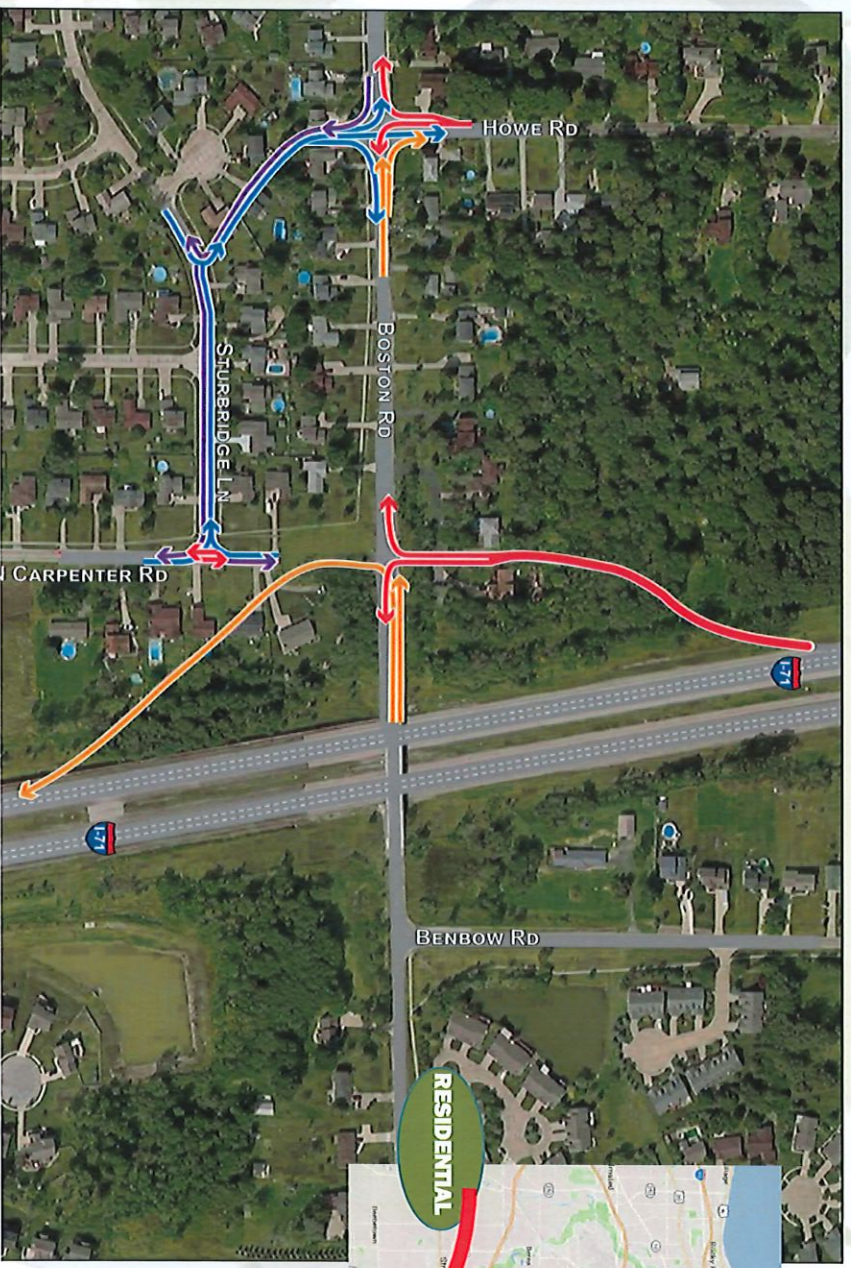
# ALTERNATIVE 2: BOSTON RD TO I-71 NB



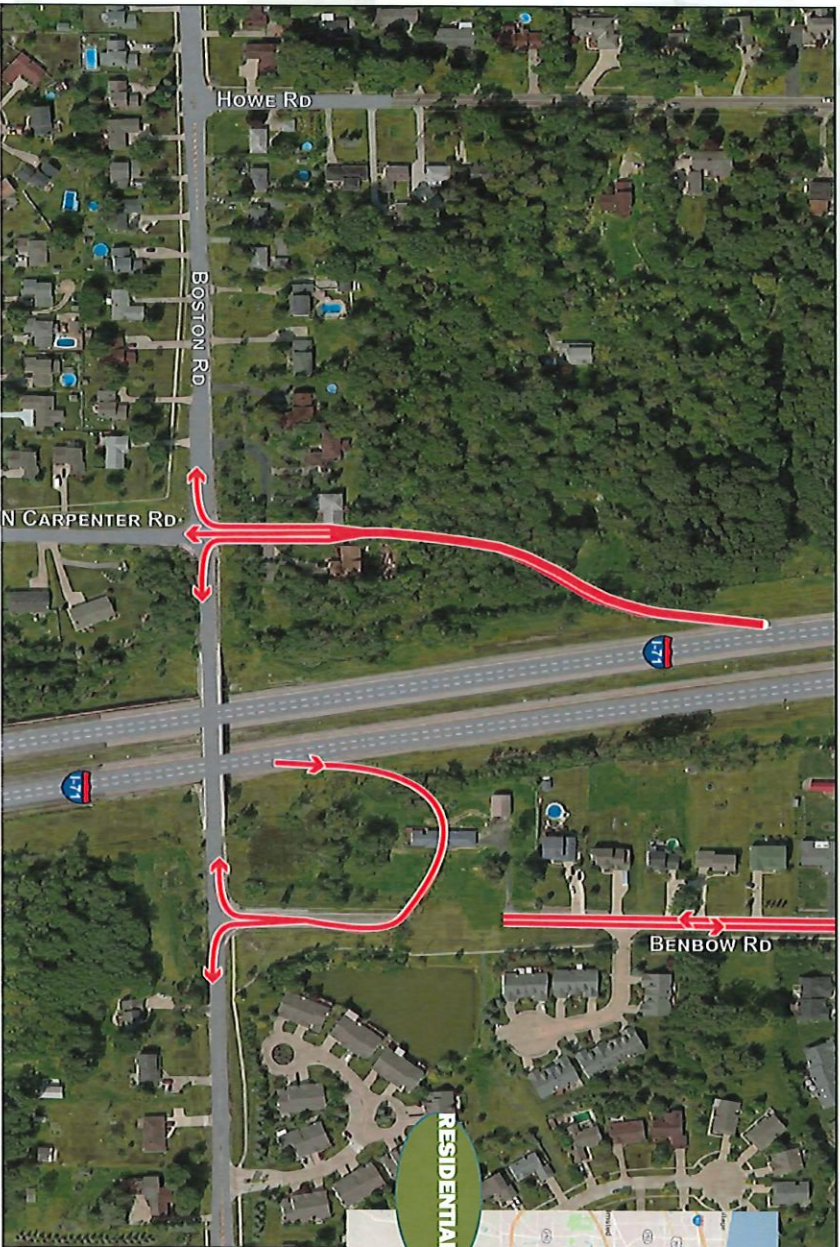
# ALTERNATIVE 3: BOSTON RD TO I-71 NB



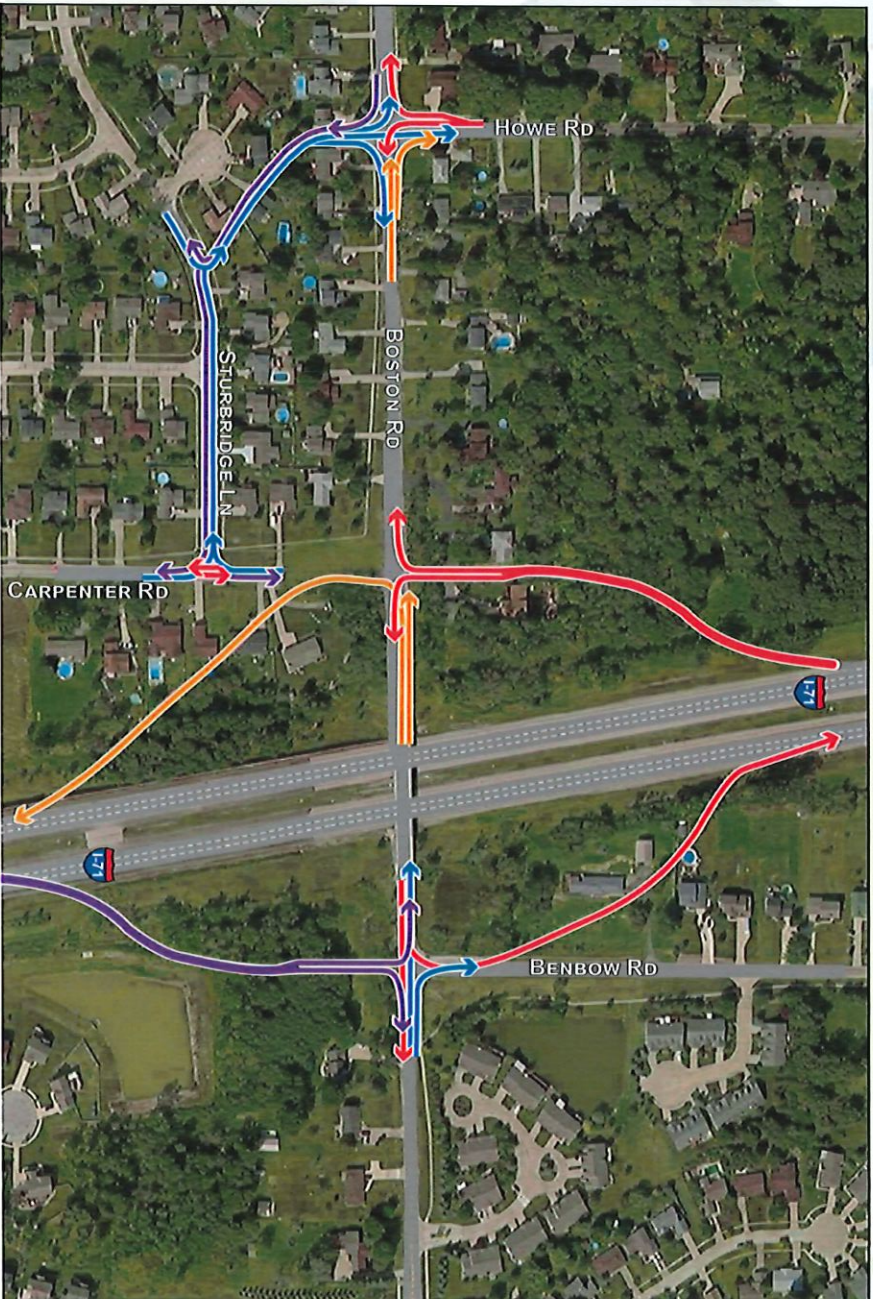
# ALTERNATIVE 4: BOSTON RD TO I-71 SB



# ALTERNATIVE 5: BOSTON RD TO I-71 SB



# ALTERNATIVE 6: FULL INTERCHANGE

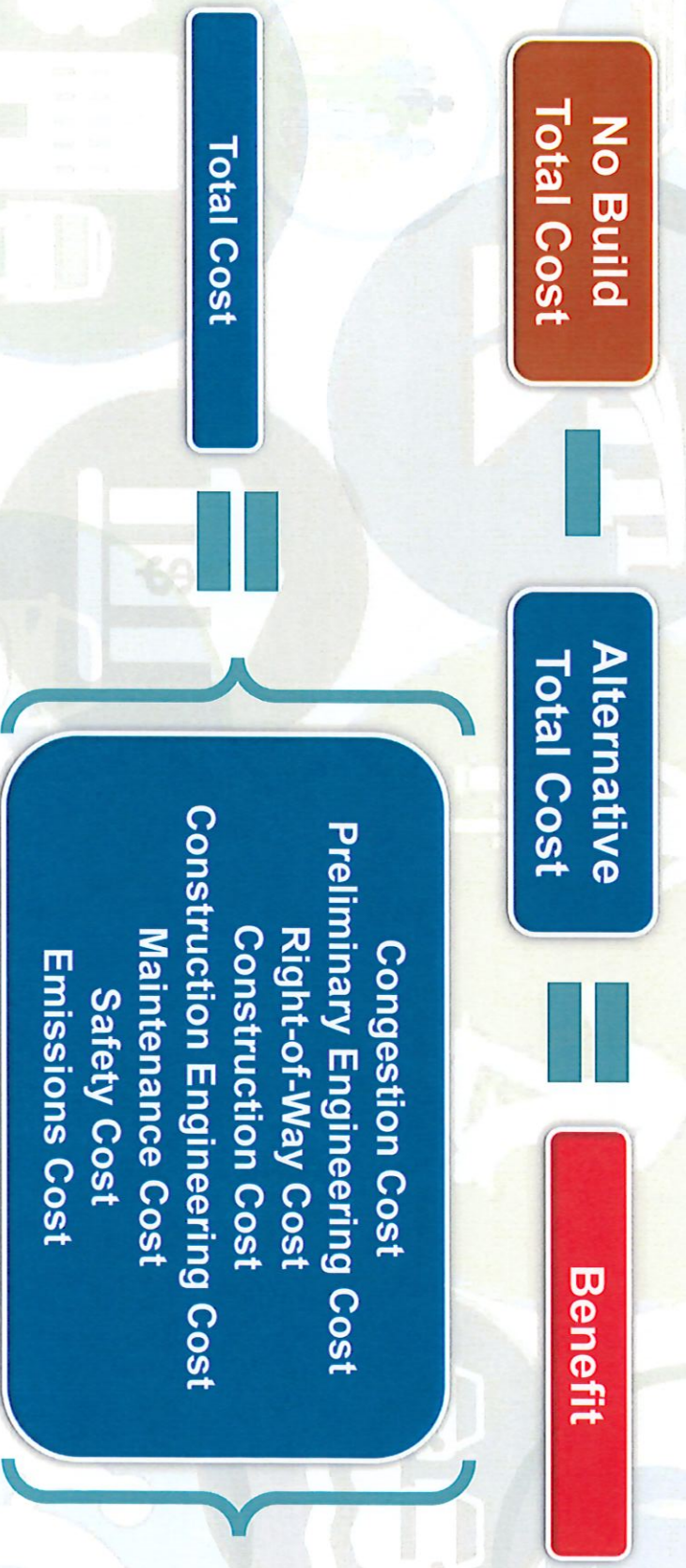


# SELECTION CRITERIA

- **The alternative cost & benefit**
- **The traffic congestion reduction produced by the alternatives at the street network level**
- **The ramp estimated traffic flows, and their origins and destinations**



# BENEFIT CALCULATIONS



# COST OF ITEMS FOR ALTERNATIVES WITHOUT A BOSTON ROAD MEDIAN

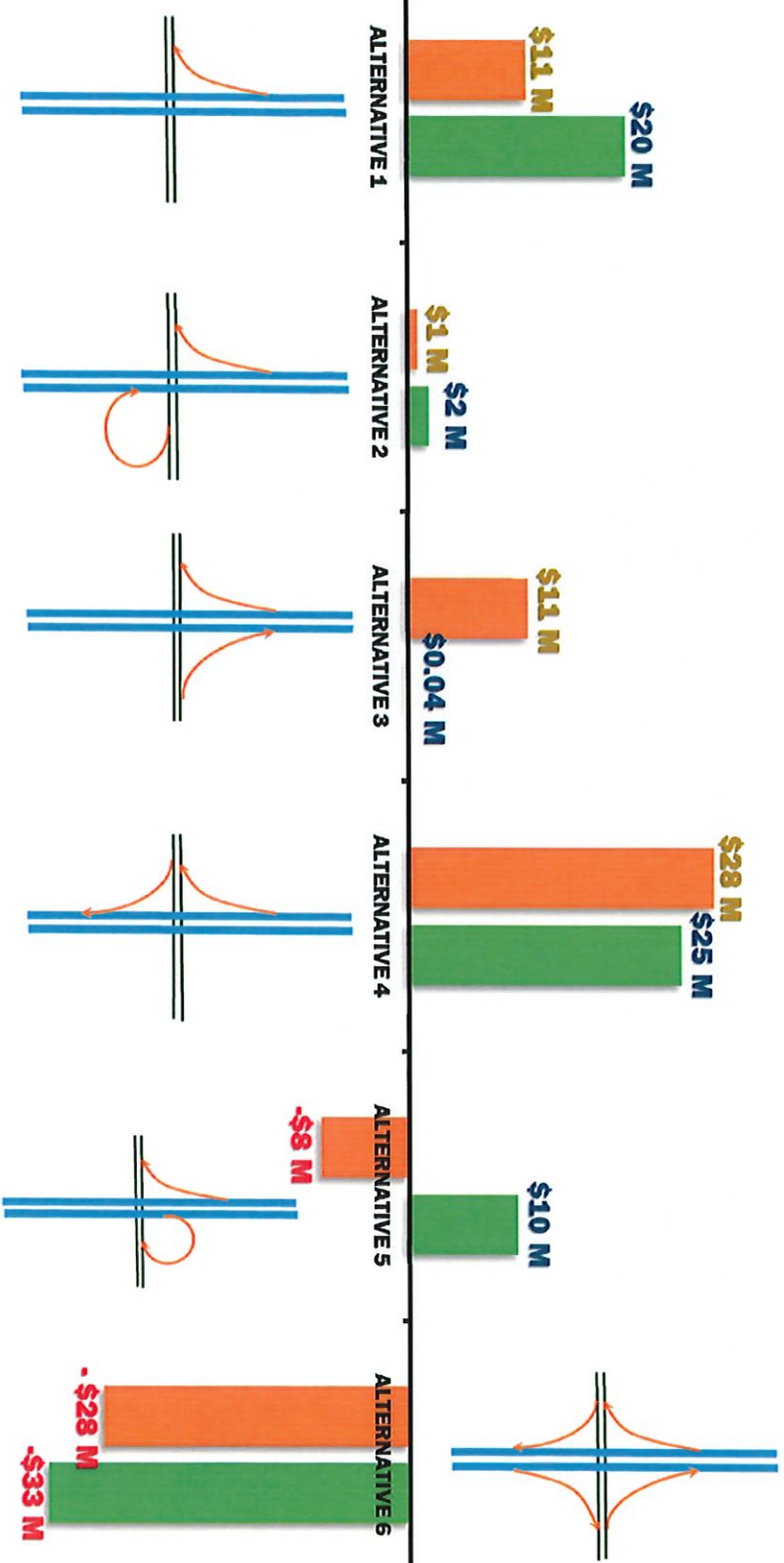
Alternative	Congestion	Preliminary Eng.	R/W	Construction	Construction Eng.	Maintenance	Safety	Emission	Benefit
No Build	463,217,800	0	0	0	0	0	6,079,174	40,411,256	0
	<b>SUM</b>								
1	443,317,900	173,314	5,168,400	1,733,140	86,657	608,865	6,115,381	40,651,952	11,852,621
2	444,743,350	576,644	9,049,800	3,203,580	320,358	1,027,459	6,172,968	43,601,658	1,012,413
3	437,444,100	559,537	8,442,400	3,108,540	310,854	989,405	6,143,417	40,838,320	11,871,656
4	417,870,200	578,311	11,738,000	3,212,840	321,284	837,189	6,138,338	40,804,556	28,207,512
5	456,135,250	645,073	9,729,400	3,583,740	358,374	1,179,676	6,117,601	40,666,705	-8,707,588
Full Interchange	438,899,550	1,826,172	35,706,000	10,145,400	1,014,540	3,272,649	6,188,329	40,916,963	-28,261,373

← Minus

# COST OF ITEMS FOR ALTERNATIVES WITH A BOSTON ROAD MEDIAN

Alternative	Congestion	Preliminary Eng.	R/W	Construction	Construction Eng.	Maintenance	Safety	Emission	Benefit
No Build	463,217,800	0	0	0	0	0	6,079,174	40,411,256	0
1	430,993,250	433,977	5,865,360	4,339,770	216,989	608,865	5,814,857	40,688,650	20,746,512
2	442,077,250	1,045,838	10,255,920	5,810,210	581,021	1,027,459	5,859,095	40,998,202	2,083,235
3	445,028,050	1,028,731	9,574,960	5,715,170	571,517	989,405	5,847,485	40,916,963	35,948
4	416,333,500	1,047,505	12,696,320	5,819,470	581,947	837,189	5,835,412	40,832,481	25,724,405
5	432,377,450	1,114,267	11,079,760	6,190,370	619,037	1,179,676	5,799,817	40,583,408	10,764,446
Full Interchange	437,122,600	2,295,365	39,713,520	12,752,030	1,275,203	3,272,649	5,875,474	40,747,768	-33,346,379





■ Without Boston Rd Median
 ■ With Boston Rd Median

# ALTERNATIVE CONGESTION IMPACTS

## Simulated & Analyzed:

- **Congestion Measure: Volume over Capacity Ratio (V/C)**
- **Eight Roads/ Highways** (SR82, SR303, I-71, Boston Rd, Howe Rd, Carpenter Rd, Ramps)
- **Two Peak periods (AM – PM)**
- **10 Segments (in average) for each road**
- **10 Alternatives**

**1600 V/C Segment Ratios were analyzed**

# TYPICAL V/C CALCULATION TABLE

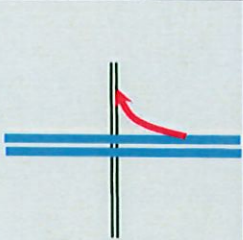
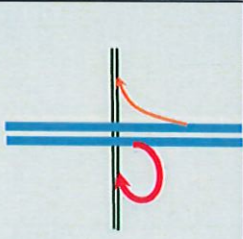
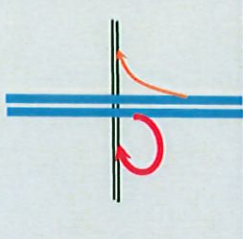
Project: I-71 Corridor Study  
 NOACA Travel Forecasting Model  
 Volume over Capacity Ratio  
 Scenario: 2040 P11 peak Period

SR-82 Segments Scenario	Direction	Placid Cove to Falling Water Rd	Falling Water Rd to South Park Center	South Park Center to Howe Rd	Howe Rd to I-71 SB Ramps	I-71 SB Ramps to I-71 Bridge	I-71 Bridge to SR-82 EB/I-71 NB Ramp	SR-82 EB/I-71 Ramp to I-71 NB Exit Ramp	I-71 NB Exit Ramp to DBM Arena Entrance	DBM Arena Entrance to Valley Parkway	Valley Parkway to Webster Rd	Webster Rd to V 130th St
Do Nothing	EB					0.95	2.32	1.19				
	WB		0.87							0.91		0.88
Phase 1 - I-71 SB to Boston Rd	EB					0.84	2.05	0.92				
	WB		0.76							0.91		0.88
Phase 2 - I-71 NB from Boston Rd - Brunswick	EB					0.73	1.76	0.93				
	WB		0.83							0.86		0.83
Phase 2 - I-71 NB from Boston Rd - Strongsville	EB					0.75	1.83	0.97				
	WB		0.78							0.86		0.82
Phase 2 - I-71 NB to Boston Rd	EB					0.82	2.00	0.90				
	WB		0.72							0.90		0.88
Phase 2 - I-71 SB from Boston Rd	EB					0.85	2.07	0.93				
	WB		0.77							0.89		0.87

# RAMP VOLUMES AND THEIR ORIGINS

Origin of Trips	Alternative 3 - Ramp to NB IR-71 AM Peak Period	Alternative 4 - Ramp to SB IR-71 AM Peak Period	Alternative 4 - Ramp to SB IR-71 PM Peak Period
City of Strongsville	443 (12%)	893 (56%)	988 (49%)
City of Brunswick	2,316 (61%)	359 (22%)	407 (20%)
Other Cities	1,009 (27%)	360 (22%)	640 (31%)
Total of Trips	3,768 (100%)	1,612 (100%)	2,035 (100%)
Alternative			
Boston Road	Without Median	Without Median	Without Median

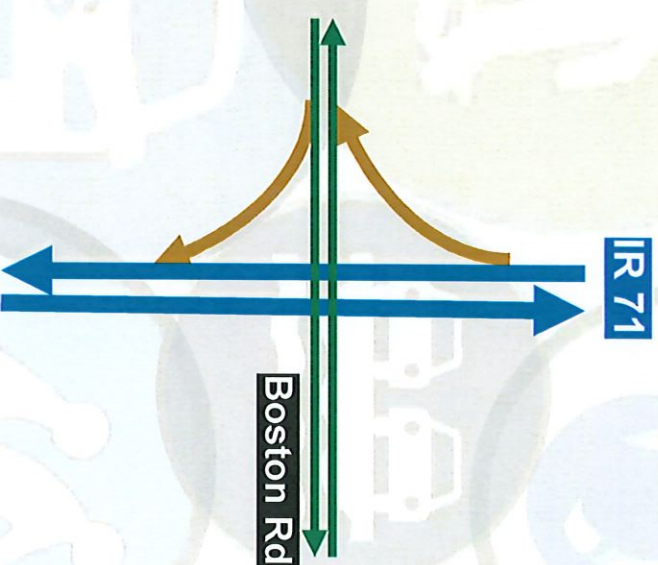
# RAMP VOLUMES AND THEIR DESTINATIONS

Destination of Trips	Alternative 1 – Ramp From SB IR-71 PM Peak Period	Alternative 5 - Ramp From NB IR-71 AM Peak Period	Alternative 5 – Ramp From NB IR-71 PM Peak Period
City of Strongsville	932 (19%)	213 (59%)	930 (58%)
City of Brunswick	2,569 (53%)	118 (33%)	437 (27%)
Other Cities	1,376 (28%)	28 (8%)	227 (14%)
Total of Trips	4,877 (100%)	359 (100%)	1,594 (100%)
Alternative			
Boston Road	With Median	With Median	With Median



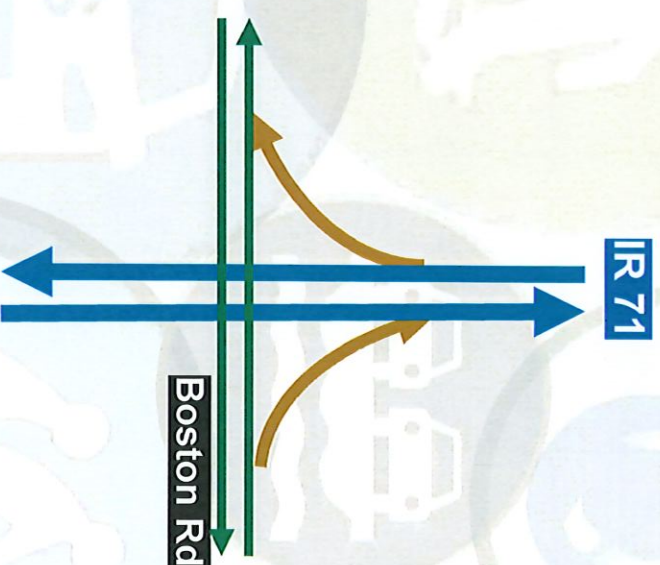
# CONCLUSIONS

- Highest benefits
- Negative Impacts on the residential neighborhood
- On-Ramp will be used by a small percentage of Brunswick residents



# CONCLUSIONS

- High benefit
- Highest traffic improvements on Howe Road and SR 82
- High traffic volumes of its on-ramp and off-ramp and used heavily by residents of the City of Brunswick





# NOACA

Northeast Ohio Areawide Coordinating Agency

NOACA will **STRENGTHEN** regional cohesion, **PRESERVE** existing infrastructure, and **BUILD** a sustainable multimodal transportation system to **SUPPORT** economic development and **ENHANCE** quality of life in Northeast Ohio.

# UNIT COST

Cost Item/ Parameter	Unit Cost
Project Period	20 Years
Area of a Lane-Mile (Sq. Ft)	12 x 5,280 = 63,360
On or Off-Ramp Construction Cost per Sq. Ft	\$30
Construction Cost of a Lane-Mile of Ramp	\$1,900,800
Construction Cost of a Four-Legged Signalized Intersection	\$425,000

Cost Item/ Parameter	Unit Cost
Width of a Median Lane (Ft)	11
Two-Way Left-Turn Lane (TWLTL) Construction Cost per Sq. Ft	\$22
Construction Cost of a Mile of TWLTL	\$1,277,760
TWLTL Cost for Boston Rd, from SR42 to W 130th St (2.04 miles)	\$2,606,630
Cost Item/ Parameter	Unit Cost
Right of Way (R/W) Cost per Sq. Ft	\$15
R/W width of a Ramp Lane (Ft)	40
Average Cost of Demolishing a House (\$)	\$350,000

Cost Item/ Parameter	Unit Cost
Maintenance Cost Per Sq. Ft	\$4
Number of Maintenance Cycles in the Project Period	3
Maintenance Cost of a Lane-Mile	\$253,440

Cost Item/ Parameter	Unit Cost
Preliminary Engineering Cost for a Ramp only (Scenario 1)	10% of Construction Cost
Preliminary Engineering Cost for a Half Interchange (Scenarios 2-5)	18% of Construction Cost

Cost Item/ Parameter	Unit Cost
Construction Engineering Cost for a Ramp only (Scenario 1)	5% of Construction Cost
Construction Engineering Cost for a Half Interchange (Scenarios 2-5)	10% of Construction Cost

# CONGESTION COST

Cost Item/ Parameters	Unit Costs
Average Fuel Cost	\$2.5 per Gallon
Average miles a vehicle can travel on one gallon of fuel	25.73 miles
The average Ohio gasoline consumption per day per capita	1,059 gallons
Median value of time per hour	\$12.27
Average Auto occupancy during peak and off-peak periods of a day	1.21 to 1.485

$$\text{Average Road Segment Delay (hr)} = \frac{\text{Length of the road Segment (miles)}}{\text{Modeled Road Segment speed (mph)}} - \frac{\text{Length of the road Segment (miles)}}{\text{Free Flow Speed (mph)}}$$

$$\text{Road Segment Delay (hr)} = \text{Average Road Segment Delay} \times \text{Total Traffic Volume}$$

$$\text{Road Segment Delay Cost (\$)} = \text{Road Segment Delay} \times \text{Average auto occupancy} \times \text{Average Value of time}$$

$$\text{Road Segment Fuel Cost (\$)} = \text{Road Segment Delay} \times \text{Modeled Road Segment Speed} \times \text{auto Operating cost}$$

$$\text{Average Auto Operating Cost (\$)} = \frac{\text{Fuel Cost per gallon}}{\text{Average miles a vehicle can travel on one gallon fuel}}$$

$$\text{Road Segment Congestion Cost (\$)} = \text{Road Segment Delay Cost} + \text{Road Segment Fuel Cost}$$

# SAFETY & EMISSION COSTS

Injury / Severity Level	Estimated Cash Cost (2017\$)
Fatality (K)	\$4,008,900
Disabling Injury (A)	\$216,000
Evident Injury (B)	\$79,000
Possible Injury (C)	\$44,900
Property Damage only (O)	\$7,400
Main Mobile Emission	Emission Cost per ton (2017 \$)
VOCS	2,032
NOX	8,010
PM2.5	366,414