

MINUTES OF THE MEETING OF THE
CITY OF BRECKSVILLE STREETS & SIDEWALKS COMMITTEE
MEETING

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Virtual Meeting Notice

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STREETS & SIDEWALKS COMMITTEE

Call to Order

Roll Call

Items for Consideration:

S&S 1. Draft City of Brecksville Sidewalks, Trails, Connectivity Plan.

Transcription:

Daryl Kingston: I, with Dominic Caruso, Beth Savage, they're on the committee. Also up here tonight is Ann Koepke- member of Council, Dave Matty - Law Director, Laura Redinger- Council President, Mayor Hruby, Tammy Tabor - Clerk of (Council), Gerry Wise- City Engineer, Scott Packard is our head building official. He will be up here shortly. I have a couple prepared remarks I'm going to start with and we're going to get into a slide deck. My first order of business as the new chairman of this committee was to ask our administration to put together a connectivity plan. Our city's connectivity, sidewalks in particular, have been an ongoing discussion among some of our residents for a while now and I believe now is the time to bring this conversation to the forefront and work towards some real resolutions. That draft was submitted to this committee I think is a great first step in creating a plan that will provide solutions for gaps in our non-motorized network as we plan for our future. The city's draft includes the four connectivity projects that are currently underway or being proposed. These four projects are in various stages of design and development and are to be considered the City's priorities. Moreover, the draft lays out a framework to help create an ongoing, evolving connectivity plan for our city. As this plan develops, it will serve as a framework to help guide our future decision making as it pertains to our infrastructure. Tonight's meeting is structured to be informational. It will be run like a regular committee meeting. I'll be going through the slide deck and this committee and members of the administration will discuss. After the presentation is finished and committee discussions are completed, I'll open the conversation to the floor and provide residents the opportunity to comment, ask questions. I plan on this meeting lasting approximately two hours out of respect for everyone's time tonight. Thank you all for coming. To achieve that, I'm going to ask everyone to try to focus any questions on the four projects being presented and Oakes Road will also be discussed tonight. I've already been getting lots of great questions about grants and funding opportunities and ideas of what should be included in future evolutions of this draft. I look forward to having these discussions as we move

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forward but quite frankly, we're just not there yet. We're just starting. This will be the first of many meetings I plan on holding this year. So, there will be ample opportunity for residents to contribute to those conversations. I'll go over specific rules for the Q&A portion of the meeting when we get there. What is connectivity? Believe it or not, this is the most common question I've gotten over the past few weeks since we announced this meeting. I think a lot of us, especially people are interested in it, take it for granted of what it is, but really, so, I'm going to start with some basic definitions. The technical definition is a heterogeneous network of integrated solutions, encompassing a variety of methods of transportation. For our purposes, let's go with connecting people from where they live, to where they want to go by means other than a vehicle. A city's sidewalk and trail grid system can be referred to as its non-motorized network. This concept of connectivity started decades ago, I would say in urban city planning, Board of Necessity to help people, you know, in areas where they're they don't have vehicles and rely on public transportation, providing them access to get to work, get to school, things like that. In recent years, this connectivity concept has made its way to suburbia. Less out of necessity but more driven by safety, economic development, and people simply wanting to live a more, healthy lifestyle. With Brecksville being a bedroom community spread out over 20 miles, obviously, not all urban concepts will transfer over. I do believe, however, that going through this connectivity process will help us identify some "make sense" projects that we can incorporate into future infrastructure planning. Identifying and closing gaps in our non-motorized network will make Brecksville a safer and overall better place to live. Why now? The other, there's another question I got quite a bit over the past few weeks. Installing sidewalks is not a new concept. You know, the city has over 90 miles of sidewalks. It used to just be called putting in sidewalks. Now, it's you know, now it's called connectivity. We have, you know, most of our developments have sidewalks. We do have quite a few in town. About 40% of our town, 40 plus. I do think the turning more of a focus to our streets and sidewalks is part of the natural evolution of our city. From a historical perspective, Brecksville was incorporated as a village in 1921 and didn't become a city until 1960. Our population grew rapidly for the next 40 years until about roughly 2000 when it leveled off to where it is now. Most of this last generation has been spent and rightfully so building all the facilities that make up our downtown campus to service our residents. City Hall, library, fire station, community center, horticulture, etcetera. Over the past years. Police station, Natatorium, and Blossom Fieldhouse. This guy (Mayor Hruby) has been in the chair for most of it. Kind of amazing. My point with this is when the field house is completed which will round out the blossom complex. We're effectively done as a city building structures of a grand scale for the most part. Things may change in the future. But for the first time in a long time, we are not planning and budgeting for any big ticket facilities and our five-year capital plan, there's nothing in right now. So, I often tell people that we've spent the last 10 years finishing building our city from the ground up and we should spend the next 10 years focusing on ground level and below. Working on a connectivity plan now in conjunction with a ten-year street plan will provide a valuable

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resource as we start planning to address our ever aging infrastructure. Okay. We're going to go through the four projects that are currently underway. The first project on a priority list is the Blossom Hill Trail Project. This is set to be a multi-purpose trail which will connect Metro Parks, Valley Parkway to Oakes Road running south to north through the Blossom Hill Complex. The trail will continue.

Audience member: Sorry, is that the red line?

Kingston: That's the red line.

Audience member: Okay, thank you.

Kingston: There's actually three more maps. The next ones will be clear.

Audience member: Okay.

Kingston: The trail will continue west on Oakes Road to the intersection of Glenwood Trail in the main driveway of the BBH Elementary School and Blossom Hill Fieldhouse. A four-way intersection will provide a connection with a sidewalk running north and south on Glenwood Trail connecting all the way to (State) Route 82. Gerry, you submitted a couple pictures, images here. Would you mind going through them at this point? Let me go back to the first one. So, you can tell me what they are, explain what they are. This first one here.

Engineer Wise: Okay. So, this is again, this is just a blow up. This would be the south half. It has a piece, (the slide) got slightly cut off there on the far side where the Metroparks would extend from their trail into the Blossom property and then Brecksville would be picking it up from there, running next to the fields behind the dugout or the scorers booth. There's a section of trail there and then we're coming into the parking lot. Due to the mound that's there, we kind of pushed it up next to the roadway. Again, this is a just a conceptual sketch but we push it up next to the roadway and if you flip the screen, we're going in front of the service building, right near the soccer field and then after we clear the service building, cutting to the back across where there is stormwater pond is out to Oakes Road and then there's a five foot sidewalk on Oakes Road typical to all of our street sidewalks that would go from the Blossom driveway to the school sidewalk that they're constructing as part of their project. That's just the overview.

Kingston: Gotcha. Anyone else have anything to add on this?

Audience Member: Can you back up?

Kingston: Yes Sir. Back it up.

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Audience Member: Doing the Glenwood Trail. You said Sidewalks.

Kingston: We're going to get to Glenwood Trail next. That's actually the next project. Is that what you mean?

Audience Member Yeah. Well, you showed something.

Kingston: I was, yes, sir.

Mayor Hruby: Mr. Chairman, if I may, the original plan to connect the Park Boulevard walkway, bike way, was to go through the school property where the driveway will let out for the buses onto Valley Parkway. The reason it was moved to this location on Blossom Hill was because the school safety folks felt it was a safety issue for the school during the day to have people walking through or riding their bikes through especially when the children would be outside for recess. So, common sense said, it can't be there. The park required this connection, so, we agreed. The city agreed that we would propose to have it run through Blossom and then come down Oakes Road to the intersection of Glenwood and the driveway leading into the new school. So, that was what the city agreed to do to be part of the agreement between the school, the park, and the city.

Kingston: Okay, thank you. I have probably 10 or 15 minutes of personal commentary that I'm just going to take out on a lot of these projects because we have a lot of people here. I'd rather reserve that time for everyone to ask questions. So, we'll just move on to the next project. Glenwood Sidewalks I consider this project to almost be a sister project to the Blossom Trail as together they will connect Valley Parkway all the way to Route 82. Our City Engineer Gerry (Wise) applied for and was awarded over one million dollar grant from regional sewer to update and improve our existing utility infrastructure on Glenwood. Last year, when we were awarded the money, City Council agreed with the administration that this would be a make sense opportunity to add sidewalks as part of the bigger project especially with the new in the field house on the horizon. Last month, many of the details of the Street and Sidewalk portion of the Glenwood project were discussed at City Council. The road is being widened to 28 feet. There'll be curbing on both sides. There'll be bike lane markings and sidewalks will be added the entire length of the street on the west side. At our last council meeting, we discussed the next step being to have a public meeting with Glenwood residents to discuss the project and it's entirely with them. Gerry (Wise), there's a couple more images on here. Tell me how you want me to scroll through them. Okay.

Engineer Wise: Alright. Thank you, Mr. Chairman. So, again, the street, we gray shaded the street on this exhibit as I'm looking at it. The storm sewer shown in green and it's pretty

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thick. It's masking out some of the sidewalk. It's right underneath the sidewalk. The sanitary sewer is in the center of the road. Really not for the discussion tonight but the project was awarded funds because the sanitary and storm were in a common trench. Their common trench was part of an overall study that Regional Sewer was looking at and separating them to try and reduce inflow infiltration was part of the reason that we were awarded funding. Other reasons that we're awarded the funding for the project was due to capacity issues right now. The mainline sewer came in. Because of the state hospital which is the Broadview Heights City Hall right now. It was run up SR 82. Well, it comes up Old Royalton up SR 82, up Avery, and then went up to the school and then reached back to the Blossom before it was city of Brecksville property and that's what brought the sanitary in. So, the sanitary sewage from the blossom in a new school kind of go up around the horn and then come all the way back around. So, that is why we're awarded money. But then once we were awarded money and we were doing the project with the school as Chairman Kingston said it made sense to start incorporating other components into it. Council authorized us to evaluate it. We included sidewalk on the west side. Increasing the street width to 28 feet, which allows the common bike lane. We connected to the State Route 82, which not shown on here is the State Route 82 crosswalk, which this lines up with, which we signalized. It will be a signalized intersection upon the completion of the school project.

Kingston: Anything else to add on that for now?

Audience Member: Yeah, So there's going to be a light at Oakes?

Engineer Wise: Yes. As part of the school project, there's a signal there.

Audience Member: Will it run all the time?

Engineer Wise: It is going to be running during the school hours flashing at night.

Kingston: The next project is the Route 82 Chippewa Road project. This is the most recent project the City is proposing and it's to complete the sidewalks on the north side of Route 82 from just east of Emerald Woods to Riverview Road. This project will be completed as part of the Route 82 Calvin Drive Sewer Conversion Project which is starting in the next couple of months. This major utility project entails converting about 75 of our last remaining neighbors on septic to city water. From Wiese Road to Calvin and down Calvin. This is in total roughly a five-million-dollar project. In phase one which we receive substantial funding for including \$2.2 million from the County and \$1.5 million from Regional Sewer MCIP grant. The Route 82 (Chippewa) Calvin Sewer Project will be completed in two phases with the underground utility work scheduled for this year 2022 and the paving phase scheduled for 2023, which is Phase 2. The proposed sidewalks would be installed during the

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urban paving piece in 2023 when Route 82 is completely resurfaced from Heinen's all the way to Riverview Rd.

Kingston: Anything you want to add to that, Gerry (Engineer Wise) or Mayor?

Mayor Hruby: Just that once it reaches Riverview Road it'll be to enable them to connect the sidewalk or a walking trail would be able to connect down Riverview Road to the parkway, the parkway to the bridge area underneath the Cuyahoga Bridge.

Kingston: Yeah, that's what I meant by the, it really opens up the potential.

Kingston: For the project with the park to get us down there. So. That's excellent. The fourth project of the city's draft is the proposed multi-modal study that is planned with the Valor Acres Project. With approvals for the I-77 interchange at Miller, reconstruction of Miller, to Katherine, along with the entire Sherwin Williams R & D development, including the residential piece, much of the landscape in and around the south end of town is being enhanced. Sidewalks, trails, bikes, vehicle traffic, and public transportation will be reviewed during this study in and around Valor Acres, Miller Road, Brecksville Road, and Snowville heading east. These modal studies are very robust projects. They're done along with county and state partners including County Planning, NOACA, RTA, ODOT, etcetera. The city gave a time frame of 2022- 2023 as a potential start date for this. I don't have, obviously a lot of details on this study. Because it hasn't been set up yet but I have reviewed several from other municipalities. These are of the things that they cover. You guys can read through them. Very thorough reports often several hundred pages long. The goal of these studies is to improve and make safer all ways that people get around including vehicle, bike, walking, public transportation, etcetera. A list of recommended priority projects and alternatives are recommended at the completion of the study. Typically three areas generally bubble up to the top and all these studies. They include pedestrian crossing improvements, traffic calming infrastructure, and sidewalks. Pedestrian crossings may include adding improved crosswalks, adding rapid flash beacons, high-intensity actuated crosswalks for example. Traffic calming could be, you know, quarter islands, curb extensions, bald outs, My one statement on this is, I'm very excited about this modal study and to see where it leads with the development of the south end of town. Any ideas that may provide that we can implement in other places around Brecksville.

Councilmember Savage: Mr. Chairman.

Councilmember Kingston: Yes.

Councilmember Savage: I have a question. So it sounds like the result of this multi-modal study are kind of a menu of options and potential options for how to address certain areas.

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Are there costs associated with that? Or is that the next step is to choose from the menu of options and get quotes.

Mayor Hruby: There will be a cost associated with having the study done. That will be one part of that. The other part of that is, and I and I think the Chairman mentioned it. We're talking with the Metroparks and they have acquired properties along their walkway on along Valley Parkway to go to the south behind route, the property's on SR 21 to Parkview and then connect their trail through in up to Valor Acres. Your plan is to work with Valor Acres on the trails that they're going to put within their property and Sherwin Williams will have within theirs. Also included in the plan that you know will be participating in is the fact that we want to connect to the south end of town. Meaning to the county line. The other issue is and very important when the VA was there, the RTA system would drive in and would pick people up at different locations. As Sherwin Williams is now developing its site plan and its roadways within, RTA is going to become very important because they're going to rely upon RTA to bring their buses into the property either off of SR 21 or off of Miller Road. So, that's part of. That's why it's going to be a little bit of all transportation. Going to be part of it. The cost of it again, the city will contribute towards the cost of it. Whether we're going to pass some of that cost on to the developer, we haven't got that far to discuss with them but it's going to be the city plan. It's not going to be anyone else's plan. It'll be a combination of, and again, the park is going to be very active in that along with our other partners.

Kingston: Thank you, Mayor.

Unknown: Can I ask you a question?

Kingston: Yes.

Unknown: Well, do you know how far east it will go to or is it still to be determined? Will it go all the way to Richfield.

Mayor Hruby: It'll go south to the Richfield line where the their transit system goes to, that's how far we go south and then part of it will be Snowville Road, to the west. And then it will be Miller Road. It'll be South Point. That connects Miller Road and Snowville Road. And then any consideration if Mr. Fogg decides to finally put his road through his property. And then lastly it will be the section from South Edgerton Road all the way to Route 21. Then Route 21 north to Parkview to connect with the park.

Unknown: Thank you.

Kingston: Okay, so that was it for the four plans that are currently underway or being

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proposed. The next part of what the city provided was you know, list of steps to create an evolving connectivity plan. The first step was to create a city display. Showing all existing sidewalks and trails. To that, we added all of our major points of interest and our most populous neighborhoods. Scott Packard (Chief Building Official) helped me put this together this first incarnation, did a great job. He added one and two mile radius circles, and some relevant distances were plotted. Scott, you want to talk a couple of minutes about this masterpiece.

CBO Packard: Thank you. I think you took care of most of it but so yeah, the request was to first put the layer of all the sidewalks that were currently within the city and then, we added the park paths to it so that it showed some interconnection with the park system itself and our existing sidewalks. We placed most common points onto the map such as the new elementary school, Fieldhouse, City Hall, Public Square, and then put some additional information of points and locations of households within the city. So, the maps kind of show that mileage between like Echo Hills and the new school is like 4.9 miles. So, we pulled some statistics and gave some basic information on this map just to give some correlation to what you're seeing and what's really out there in today.

Kingston: I know a lot of these maps are probably hard to see. I'm happy to get copies to anybody who wants ones if they want to take it home or a copy of the whole presentation.

Mayor Hruby: Yeah. It will be on the website. Okay. And if anyone wants a hard copy, let us know. You can Email info at Becksville.oh.us and provide a hard copy for you. Daryl, you have a question? Oh, wait. You know what? I'm sorry.

Resident: Can we?

Kingston: I'm not really taking questions right now.

Resident: It's just regarding the maps. Before he sends him out to the general public, is it possible to get a scale put on it so that we can verify distances between. I was trying to figure that out when the Mayor gave me a copy for you. And I was trying to figure some of that out and it wasn't real easy to come by. So, that might help some people better understand.

CBO Packard: Yup, that's not a problem.

Kingston: Alright, Adam. Sure. Now, from this base map, this is where we start identifying gaps in our connectivity network and potential projects and ideas will, you know, hopefully start to come into focus. From this map we will continue to add data as it gets compiled. I'm

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picturing you know, transparent layovers being added for example as the city's draft recommends plotting all sidewalk variances that have been granted. Maybe when we do that, we find you know, we have you know, a few houses in between, a couple developments that, you know, could ultimately turn into a "make sense" project. Other data that is currently available, is heat mapping data. I had a friend come over and you know, he went through his Garmin and Strata information, cyclists and runners know what that is and you know, it basically shows what the most, you know, frequently utilized streets are around town. So, it's some it's some good general information to have as far as who's using what roads. Once we have sorted through all the available data, we can start prioritizing projects. Now, I do want to talk a little bit about prioritization. After all the relevant information is compiled, we will start identifying potential future projects. My intention is to work with the city and putting together a street prioritization schedule. This will be primarily a data-driven exercise using a weighted scale to assign a numeric value for several different categories when analyzing our streets. These include street type, existing sidewalk infrastructure, and where the proposed sidewalk connects to, just to name a few. Again, not going to get into this tonight. But for example, arterial Street projects like 21 and 82 would score higher than a connector or residential street obviously. A project connecting to a park system would score higher than one that doesn't. And a project filling in a gap between two stretches of sidewalk would score higher than a street with sidewalks already down one side. This prioritization schedule along with usage and cost will start, be able to, coming up with a list of potential connectivity projects. By having planning underway to some degree on these yet to be identified projects, we could potentially take advantage of funding opportunities when they become available. Bike ways and bike lanes will, this is steps to create an ongoing plan. Bikeways and bike lanes will be considered throughout the plan. We will continue working with our city engineer, lean on his expertise in topography, utilities, and estimating cost. We'll be soliciting input throughout planning from the school district, local businesses, and other partners including metro parks, RTA, ODOT, NOACA, County Planning, and National Park Service. I do want to address potential grants and funding opportunities at this point just briefly. If you've listened to any of our Council meetings, you know that all of our department heads are very successful in grant writing and I believe our Mayors past and present leadership roles at both NOACA and ODOT will be a huge asset for us in identifying grant funding. I'm also now getting involved in this process. Just last week, I attended a grant writing seminar through County Planning. So we're, if there's money out there as these opportunities arise, we are going to find it. That's really all I want to say about that at this point. And also very importantly, you're going to have continued public hearings and resident input. This is, that's going to happen. I'm going to make sure that happens throughout this process. It's very important to me. I think I've already met with several really passionate and knowledgeable residents who some of which do for their 9-to-5 job. You know, they're grant writers, they're county planners, I view that as a huge asset and I want to always hear from you, always have a seat at the table. You know, the more, you know, the

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more heads on this, the better. We're going to, it's prioritization. We're going to focus on low-hanging fruit. These being low cost and comparatively easy projects first. With the goal of working towards more transformational projects requiring more money and more effort. Low hanging fruit projects could be something as simple as street lane markings or crosswalks. Or like moving a stop sign to make an intersection safer. Another low hanging fruit project we just started was our existing sidewalk maintenance program. Ron and his guys walked every street in town last summer and compiled a binder by street and address. I have it here if anyone wants to look at it. Of every sidewalk slab that needs replaced in town. We're going to start working our way around the city. Replacing them as money and time permits. We're starting with 225 slabs this year. And you know, there's quite a few in there but you can check if you want to come up after and see if your address is on there but I think maintaining high standards on our existing sidewalk network will not only help quickly identify future problems when they arise but show as a city that we set the bar high when it comes to infrastructure maintenance. So, those are the steps to create an evolving plan. Oakes Road. Last month, some residents came to a City Council meeting asking that a feasibility and/or viability study be done on Oakes regarding installing sidewalks. There were several comments that night from these residents stating they feel that they feel sidewalks should be put in for a variety of reasons. I listed a few up there. There could have been others but I think that's the gist of it. So, children can walk to school. Older residents have a place to walk and walking access to Blossom Fieldhouse. As I mentioned during our steps to create an ongoing plan, we will rank potential projects based on priority. Viability and feasibility are not really terms I plan on using with this committee for analyzing specific projects and what I mean by that is, you know, any architect or engineer will tell you that any project is viable and feasible with, you know, a good plan and enough money. That being said, I think the question for this committee at this point is where does Oakes rank on our yet-to-be determined priority list. Which I think is a next step for our committee to try to work through that. As Chairman I'm happy to work with the city as we work through the street prioritization process and include Oakes as one of the projects to look at. Obviously, we're looking at the entire city but with the public interest for Oakes, I think we should focus our attention on this potential project first. We do have some data already available on Oakes. So, we're not starting from scratch. We know that the school board asked for and was granted a variance to not install sidewalks on their Oakes Road frontage, as required by City Ordinance until it was deemed necessary. We also have heat mapping data. Uh like I mentioned earlier that we can use to determine potential usage. We also have data from a recent study done for the school. From a company called Transfinder. Now, Transfinder is a company, they're out of Schenectady, New York and the school district hired them last fall to do what they call a bell time and walkability study. The primary focus of the study was to, you know, they help the school district with their bus routing, with their bus scheduling, helping figure out how to get all the kids that need to get picked up and working on the time and so that's the that was the primary focus of it. But part

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of that study was the walkability piece which gives us some information that I think we can use to determine whether or not Oakes or where Oakes is on our priority list. A couple things, what they did this this company is they did a half a mile radius and a one-mile radius analysis of students who live in Brecksville and will be attending the new school, right? Within the one mile radius they counted (7) students. So, there's going to be in within one mile, (7) students attending the new elementary school. Within the half-mile radius, there was two and they only did the half mile and the one mile because anything further than one mile they're required to take the bus. Brecksville as we know is one of the one of the few districts that still pick up any, you know, pick up children no matter how close they live but that's some interesting theta, I think as far as, you know, who, you know, what students live in that area. We do know that the school is K through five. There'll be about 1, 500 students. Average age about (8). We do know that unlike previously discussed projects that are underway on Glenwood and Statae Route 82. There is no funding currently for underground utility work on Oakes which would most likely be required. Really the one thing that we do not know is cost which I think is, you know, what the, you know, kind of the important thing on that we need to determine as far as that project. And now, I'm just going to ask a question to the committee. I haven't discussed it with, with, with either of them, but how do you think we can go about figuring out the cost without doing a formal study, or do we have to do a formal study?

Councilmember Caruso: I would think that with the projects that we have in the pipeline and given what's currently happening with supply chain issues, you're going to get a pretty good understanding at least your material and labor cost from these other projects. So, I'd like to see how some of those numbers come in. First, because, you know, those are happening. Those are in the budget. So, to me, that's kind of a logical first step to see where those numbers come in. They're going to be coming in pretty rapidly here over the next couple of months.

Kingston: Gerry (Engineer Wise), when is Glenwood being put out to bid?

Engineer Wise: I mean, we're in design right now. So, as soon as we finalize the plans, I mean, with the intent that we're going to go at the bid later, probably like May, June. Get it under construction. Maybe hopefully a little bit earlier but once we receive those bids, we will have numbers. Glenwood is a similar project to Oakes. That was what I was going to ask you. It's similar, it has similarities. I mean, there's components but again, the unit prices will be able to evaluate them, look at them. Oakes has some complexities, some additional areas that would be concerning but we would be able to, if the committee asks us to, we'd be able to look at the Glenwood prices, back it off, and compare it to areas of Oakes Road and then, evaluate Oakes for some of their more challenging areas and add cost. So, it would help. I mean, again, that would be a good a good base point. Prices in the last year, getting

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the bids back would be good because prices in the last year, two years have really jumped, seeing significant price increases right now and this is not just us. It's obviously everywhere even ODOT pricing has gone what they normally see is gone considerably up. So, that'd be probably the easiest way to get a budgetary number applied to.

Kingston: It would get us in the ballpark?

Engineer Wise: Yes. It would be for numbers that we use for the budget with preliminary, yes.

Councilmember Savage: Mr. Chairman, I have a comment. I think it's great and smart to use that Glenwood Project as a proxy for what we might be looking at Oakes. I guess the addition that is coming to my mind would be, are there logical pieces or projects that Oakes could be broken into. Because while it might be similar to Glenwood Trail. It is different road. It has a hill. It has an overpass, it has these other things and are there logical chunks that a project could be broken up into.

Councilmember Caruso: Kinda like how Riverview (was done).

Councilmember Savage: Yes.

Mayor Hruby: Mr. Chairman if I may. As you know, 20 years ago, excuse my voice. 20 years ago, we proposed to put a bike trails alongside Oakes Road. We worked with a gentleman by the name of Bob Perry who was working with NOACA at the time and then was with the City of Westlake as their planner and did a lot of their bike trails. Some of you sitting in the back row, I know we're at those hearings and brought information to our attention about the plan. But we can, and we've given it to the Chairman. That plan was done by the Courtney Company and a lot of that information about the difficult areas along the way where we have stormwater drainage and we have slope issues are within that plan. So turning that plan over to our Engineer I would think he could then take it and look at what the difficult areas would be and see what information would be garnered from that. That's one point I'd like to make. The second point I'd like to make is the fact that on the school and this variance, a lot of things are being said around the community about this variance and I think some of it has been a little unfair to the school. The school didn't request the variance because they didn't want sidewalks. The school requested the variance because the sidewalk would go to nowhere. We come to the end of the street and if you look in both directions there's no sidewalks. So, their concern was, why do we have to put them in now like other variances have been given? We'll put them in at the time when there is sidewalk. If it's required, that's why they did that but they are bringing their sidewalks down to the end of the street and they will cooperate and work with us when the time comes, if

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the sidewalk needs to be in front of the school. So, I just want you to know that some of what's being said is not fair to the school. Again, reason was only and simply because the sidewalk went to nowhere and not because they didn't want the sidewalks.

Councilmember Kingston: Beth, I want to I want to answer your question with I also think that right now, we're talking about sidewalks all the way up Oakes. I think that was the, I mean, that was ask by. It was. But you know, I think we could look into as we look into it further of, you know, maybe doing just a section of it like, do we need the whole two miles? Maybe, you know, maybe there's a smaller portion. You know, there's ways that we can break it up I think and, I don't think it has to be all or none.

Councilmember Savage: Precisely, because I think as you layer in the data, the usage, the cost, all the different elements, and time and need. We can, build out our plan and maybe it's a staged plan. Maybe it is the whole you know, all the way to Brecksville Road but it's staged over a period of you know, of time in smaller projects. I just think we need to take a holistic view and make a plan and then chunk it down appropriately and just work the plan.

Councilmember Kingston: Very good point. Anything else? I'm going to open it up for questions so I can get people in. These are some reference documents that were considered as part of this plan. The bell time and walk zone analysis report that I mentioned. Also, with Brecksville Bike and pedestrian plan, Janet and Margaret, I don't know if they're here. They actually compile a lot of hey, they actually were really really early on in this. I've been talking to Margaret for years about it but they actually came and did a really good presentation and I did lean on that and so did the Mayor as far as putting this putting this draft proposal together. So, thank you ladies for that. And really that's it. That's the nuts and bolts of it. So we're going to open it up to questions. Hang on, but you can be first. We're going to open it up. I don't know how many people we got. Why don't we do three minutes per person to start if you know I want to get everyone a chance to talk. If you know we have extra time, we can go back and you and you can ask a second question. Please, no combining time it's three minutes per person and again, you, I mean, you can ask anything. I would say that like I said early on, if you can focus on the four projects, I can go back in the slides too if you need to and Oakes Road. I think that would be the most beneficial for where we are going next. A lot of the future stuff and the future planning. I mean, this is for those that understand what connectivity is. You realize the magnitude of what we just undertook and this is a big, this is a big thing we just started. So, but we're not down that road yet so you focus on the five projects we can go from there. Also, if when you ask a question, we can get some portable mics, I guess around too. Just please state your name and your address. Just for our record. You know. And bring out the podiums. Okay. If you want to go to podium, ma'am, you're first. Thank you for coming. Thank you.

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My name is Deborah Shankland. I'm at 8691 Fox Crest Drive. This is an easy question and I just want to know when those maps will be on the city website to look at.

Packard: A couple days with the adding of the scale, couple days.

Shankland: Okay, thank you very much.

Kingston: Ma'am, I will give you my copy before you leave.

Rick Stunnick, 9985 Barr Road: I've seen a lot of questions but one would be to address the sidewalk variances with the school and the sidewalks to nowhere. You got a lot of sidewalks to nowhere because all we do is grant variances. Somebody builds a house, they get a variance. Somebody builds a school, they get a variance. Everybody gets a variance. So now in a situation where we don't have the option to do all that connection. I really I have serious doubts about whether anybody on here is going to go to those homeowners and say, hey, by the way, now it's time to put in a sidewalk. it's the first problem. Second one. These heat maps that you speak of. Can you give me a better idea what that means?

Kingston: Is the usage that's kind of, Adam would you mind helping me with that? Do you? Yeah. Can you be more concise? Adam is our resident bike expert here.

Adam Diem: Well the heat maps are generally used to plan routes of the most utilized roads by serious bikers, runners, even hikers. They encompass basically all trails. If you're not pretty much, that's pretty much what I thought it was. Yeah. So, if you've got, let's say the Barr Road or over near Cemetery Hill. When you've got almost no pavement and a blind spot like that, how many people do you think are really going to use that? So, of course, the heat map isn't going to show a whole lot. I'm just, there's plenty of bikers and joggers but they're taking their life in their hands when they do it. Yeah. So, using that as data, seems kind of counterintuitive to me.

Kingston: Well, I mean, I would say just, I mean, this is, I mean, it's just one piece, right? I mean, if we need to get to the point, if the if the committee decides that, you know, we need to do some type of, you know, traffic study, or I mean, I've gotten, you know, I've got a lot of emails from people who kind of can gauge, how many people go up and down the road. I mean, it's just one piece. Heat mapping isn't at least in my mind, the only data that we're going to use. It's just one piece. It's probably a bigger project, the heat might, you might just not even consider it.

Caruso: Correct.

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Stunnick: Right, but to me, it's just wide and put it in. It's inferior data but besides that, I guess the last thing is, okay, so I'm fifty-eight. It sounds to me like you guys are just going to kick this down the road forever and do a lot more talking about it. So, I'm just tired of paying, underwriting everybody's school, a field house, all these things I'm not going to use. All I've ever asked for in the last, you know, 20 years is some kind of connectivity to get to the parkway. And I can't even get that. Very frustrating.

Kingston: Go ahead, ma'am.

Hi, my name is Connie Ritter. My address is 6771 Oakes Road. I've lived in Brecksville for over 20 years and yes, I was in the beginning parts of those so-called you know, bike path that we never got on Oakes Road. We gifted three feet of our land for that bike path which was never returned. So, yes, the city has made many empty promises. And that's what's frustrating because when they did all that development on (SR) 82, you know where everyone went. They went down Oakes Road. You know who was at risk? Our kids. We walked our kids, our children to school. Where my son rode his bike to high school. Every almost everyday. Because we the buses, things happened on the bus that weren't always conducive to my children. Or guess what? We like to walk. Unfortunately, we didn't have that opportunity. And many people who discovered that, that Oakes Road was a shortcut in lieu of (SR) 82, still use Oakes Road, the same way. as they used it when SR 82 was under construction. So, anytime there's any difficulty on 82 or even 21, it's a shortcut. From (SR) 21 in Barr, they go through Barr down to Oakes Road. So, we get a lot of traffic down there. That's not conducive to small children, walking dogs, or even individuals especially elderly who get nervous walking in that narrow path of either side of the street. So, yeah, it is frustrating. When yes, we felt we gave to our schools. We gave to our city, our land, and got nothing in return but disappointment. Somebody asked me, a Council person asked me, would I be willing to pay for sidewalks? You know what? I thought I already did. When I gave my land away, it may not seem like a lot but it is, in a way, especially when it's a promise from the city. Okay? And that's how I feel about the need for sidewalks. I do not and I've seen it happen. And I've experienced it. Being cut off on a bike by a car, not intentionally, but there are many hills and very few street lights on Oakes Road, and 35 miles an hour. When Highland other streets that have sidewalks and (SR) 21, has sidewalks and they're 25 miles an hour but Oakes Road has no sidewalks, no bike path, and 35 miles an hour. So, you've made it very dangerous for many people to even live on Oakes Road anymore. This is a consideration that I hope that you understand because I've seen kids get hurt on Oakes Road or almost hurt and god forbid that it comes to that point before we get sidewalks. Thank you.

Kingston: Yes ma'am. Go ahead.

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I have to put my glasses on to read what I have. So, my name is Lorraine Tyco. I live at 4530 Glen Eagle Drive and I contacted Congressman Joyce's office and to ask him about the infrastructure bill and if there was any consideration for sidewalks. It's just, excuse me, Infrastructure Bill Section 208. Safe routes to schools. There's money there Perhaps, because at schools, you could go ask and go beyond just the parameter of the schools and go further down Oakes Road. I don't know if anyone was aware of that. Infrastructure, consideration, but this is the information I was given by Congressman Joyce. He referred me then onto Hudson because I asked about sidewalks, beyond the school parameter and he referred me to Hudson, the office there did not get back to me in time for this meeting. So, that's just one thing I thought I'd bring up as far as the financial issue. Also, maybe this is something the school board would have to answer me but in the emergency, that that school would have to be evacuated prior to school, prior to sidewalk, where would the children go? How fast would they be evacuated? Right now, in the case of school shooters, they are told to run to the closest house. Where would that be? Okay, those are my points, my questions, and thank you very much and I'm a grandma and my grandchildren are not here but I have a concern for the children in this district. Thank you.

Kingston: Thank you, ma'am. Yes.

Mayor Hruby: The answer to your question regarding the evacuation, the evacuation, we have a driveway leading from the school to Blossom Hill. We put that driveway in between the two properties. The evacuation plan is the children go onto that driveway and head towards the Blossom property. .

There's gotta be more.

Yes, please, ma'am. Thank you.

Joanne Youngblood, 9250 Glenwood Trail. My question is about the sidewalks. So, they'll be on my side of the street. So, how far into the front yard will they go? Do you know?

Kingston: Gerry, do you want to, let me get back to there.

Engineer Wise: What's your address? 9250 There you go. I'm trying to I printed this out too small. The so the dimensions are on the bottom of the slide as far as the road and the sidewalk side, it looks like we're four feet inside of the right away. So, from current center line, the sidewalk would be the back of the sidewalk be twenty-six feet off current center line. And it would be a five-foot sidewalk so that would extend to 21 foot in inside of the right away. So, from centerline today, 21 to 26 foot would be the sidewalk.

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Youngblood: Okay. And then, so, like there's a big ditch there. Are they going to?

Engineer Wise: We're piping it in.

Youngblood: And then I don't know if this is if you can answer this question. It's about the buses going up and down our street. Cuz we were told that when the school opens, buses will not go up and down our street. Is that still the buses will be using Valley Parkway?

Mayor Hruby: Right. There's an entrance on the Valley Parkway. And there's an agreement between the city and the park and the school for that year.

Youngblood: So we won't see any more buses. Hopefully.

Mayor Hruby: I'm not going to say that. If they're picking children up or they're coming from SR 82.

Youngblood: Well, yeah, there's kids. And then the truck traffic will stop too when the building's done.

Mayor Hruby: The trucks except for local delivery, yes.

Kingston: Alright, thanks. Ma'am, and just want to follow up. At our last Council meeting, we were going to our next step in this process is to set up a meeting just for the residents on Glenwood. So, you'll, I mean, you are going to get some special attention. We're going to invite your whole street, sit down, explain exactly what's going on because I'm sure other people have questions as well. So, that's coming up. When? Do we have a date?

Engineer Wise: We don't have a date yet. Soon.

Kingston: Thanks. Alright. Thank you. Yes. How are you?

Hi, good my name is Rebecca Ferranti Crocker. I'm at 10151 Deer Run Echo Hills and I actually found what somebody said kind of interesting earlier and I'd love to get kind of more information as to the whole variance thing because that seemed to me to be really kind of short-sighted planning for the community. It seems like there was an awful lot of variances that were granted to bring business into the city as an incentive which I understand but I guess I was wondering if, would the businesses really not have come if we if we did in insist on having sidewalks put in. So, I guess I'm wondering kind of what the thoughts were behind why we did grant the variances for a lot of businesses in town and maybe just get a little history as to you know, kind of how we got here and maybe if there's a consideration of

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changing that practice for the future. Thank you. I mean, I heard history so I'm looking at you. It has to do with variances. Correct. The history of variances and if we're considering, it seems short sighted. Yeah. Are we considering changing it for the future?

Mayor Hruby: The variance to law that was created relates to any of our ordinances. If the government wanted or Council wanted to opt out on that in some way, legislation to do that. They could do that. But the reason that variances are granted if there's no other sidewalk there. Instead of having the people put them in and have the sidewalks sit there. And not be used by anybody. Just a small little strip. A sidewalk. That was the logic behind it. As we moved on we found that there's probably I don't know what the number is but it's a growing number over the years. But as we are now putting in sidewalks in certain areas. We have made residents put them in. It's painful. Absolutely painful. My name is written in one of the sections, on the sidewalks. The family was so upset that we forced them to put their sidewalk.

Ferranti Crocker: No, that's the problem after the fact. Right.

It well, it wasn't after the fact. The gentleman asked for the variance he was granted the variance. He said he would put the sidewalk in and then when we went and he's one of many. When we went to tell him that he had to put it in because we were finishing the rest of it. And this is at on Island Drive. He was very upset. And the family was upset about it.

Ferranti Crocker: I mean if we said no at the beginning. On the sidewalk.

Mayor Hruby: I understand. But again people have the right to request the variance. Correct. And the logic of the citizens sitting there are they look at it and they say well where are the other sidewalks? And if they put the sidewalk in now and that's the logic behind it. If there's not nothing else that is there. Now, you referred to businesses. Yeah.

Ferranti Crocker Well, I mean, the school thing, it was just seems to me to be a logical consideration if our overall objective in this city is to connect and they'll, you know, build the sidewalks up to with school under place so that we can build upon it. So. Anything in the future, we should be considering building upon.

Mayor Hruby: Okay, we're going to create something so we can build in it, you make a valid argument. It's something that we are now looking at to see whether or not what that number is and how many variances have really been given. There have been many denied but there have a lot that have been given. So, we'll have that number soon. We'll be able to analyze how much of the town would have really been done or wouldn't we have just a spot here and so forth and so on which I think is the way it's going to look and the drawing is

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done but thank you for your comment.

Ferranti Crocker: I appreciate it.

Mayor Hruby: Council, I just suggest, you know, to you if Council wants to revise the ordinance they can. Or if Council wants to send a message to the Board of Zoning Appeals. I mean they can do that. But there's much to be said that you know people have the right to request a variance from any of our ordinances. That's the way our government has set up and our ordinances were set up. And I don't know if Mr. Matty wants to comment on that or not.

Law Director Matty: Mayor the only thing I'll add so the residents know is the BZA which grants the variances is only a recommending board. If you come to our Council meetings or you listen to our Council meetings, this Council has authority to either approve or deny what's being done at our board level. So, whether it be a change in the ordinance or this Council's actions, ma'am, those items can be controlled.

Ferranti Crocker: Thank you.

Good evening. My name is Jennifer Carafa and I live at 8656 Weise Road. I have a couple questions. I am not a traffic engineer. I'm just curious then, is there any talk to reduce the speed limit on Oakes as part of this project, For instance, if you're adding sidewalks and bike lanes, does that somehow reduce the mile per hour limit on it automatically or is it as an ODOT decision to reduce the speed limit? Does anybody know?

Kingston: Good question, I don't. There is a criteria that's established by the Ohio Department of Transportation He comes also from the federal department of transportation. The local speeds are based upon the kind of district that it's located in. On Route twenty-one, it is 35 miles an hour except when you come into the area by the community center where goes to 30 and then it transitions down to the business district which is twenty-five. Same thing on SR 82. It's 25 but the rest of SR 21 is 35 miles an hour. That comes from the width and the distance between the lanes. On Oakes Rd., that is a thirty-five mile-hour speed limit. It could be higher if we wanted it to be. It's considered to be a rural road and rural roads can be faster than 35. What I'm going to tell you that part of the problem with Oakes Road, in any street, the majority of the traffic that goes on that street, 5 or 6 times a day, are the people live there. And, you know, we encourage our residents to please slow down and abide by the speed limits. But we could it's a local ordinance. We determine, the city determines, to answer your question directly. The city determines the speed limit. Based upon criteria from ODOT.

Jennifer Carafa : Right from, well, just based on the some of the concerns tonight about the

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safety features and I'm concerned as a child who would be attending this new school about how can the city help enforce a safer environment and if you can advocate whether it's to like ODOT yourselves or as you're mentioning, you have some authority based on this criteria of the school or the width of the road that I would hope that Council in the city would entertain a changing of that or reducing miles per hour there. I will I'll look into whether or not we could legally reduce that speed on that road to 25. At least in front of the school like you said if it's condensed.

Oh, it's going to be 20.

Okay. Well, right during school hours but to honor it because of that criteria.

Sure. Okay. My second question is I found the statistics mentioned by the consultant for the school-aged children and a half mile and a mile radius just alarming. I'm just, so, what was the source of that data? Is it based on the old census data?

It is well, it was done by the school board and they, I can give you a copy of it. Yeah, it is. I was very amazed on how few students live in the, I mean, in the half-mile and one-mile radius circles.

I mean, I think it speaks to, they're not very, I mean, there's not. Not a wide lot size, right? That we have a minimum lot size that is houses are farther apart. We're not as dense. It also speaks to the median age of this community. So, there's lots of factors but it's an interesting criteria or evaluation. I don't think that it stands by itself to defend that Sidewalk.

It's not necessary. And I hope I didn't mean to imply that. We're just gathering as much information as we can. I mean, I think also the primary driver of those numbers is you know, kind of look the location of the school. I mean, all of our most populous neighborhoods are nowhere near there. You know what I mean? It was always kind of, I think, in its placement was going to be a destination type drop off or bus location. So Okay.

So, if I can just add, I know the study was discussed on December, the December 21st, no, I'm sorry, December 20, one of the board meetings in December of 2021. So, if you go on the board website, you can find you can find.

Okay.

Then you can hear the meeting when it was presented and discussed. Just if you're interested. So. Okay. May I'm sorry. Just. Yeah, please.

For point of reference and I don't know how far, honestly, my road is from the new school but I see three kids that will be going to the new elementary and I see two across 0.8. I see

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two across. Yeah. Alright and I see two that live across from them and two that live down the street from them. So, right there, that can't possibly be everybody in that one-mile area. So, the information in your opinion is accurate?

Audience Member: It is inaccurate. We're .8 miles. I'm a runner. I know every single distance in the city. Exactly. And there's seven kids at our bus stop. I own three of them. And mine, mine are now going up to the middle then. I mean, who knows what happened? And me, we moved here August 21 was the hospital before then. I'm not sure when they get her names.

Can I have your name. Um, ma'am, I can't see you behind the TV. What's your name? I remember you from. I was actually going to come up next with my little picture. Okay. And if let me let you finish and then. I, I'll just end but yeah.

I want to applaud the city and you folks here because I think it's long overdue that this great community considers sidewalks and connectivity. I think we are a wealthy, suburban, not rural community and while it was explained, we really don't need that urbanized environment. I think our lack of sidewalks make us look less refined, make us less desirable. So, I applaud your efforts to finally look at this.

Can I just have a quick, can I just tell you Anne right here? This is the Safe Routes to School report that the school, I don't have any but I do have it.

Caruso: You need a microphone:

Audience member: I'll just talk real loud.

Caruso: No. We can't pick it up. You need a microphone. We need a microphone because we got people online. We got live streaming and she needs it in the minutes.

My name is Andrew VanNort,.I live at 9244 Oxford Trail. I just want to kind of point here. This is the Safe Routes to School report, safe travel plan that the school did in 2020. It shows 104 students live within a mile of the school. Of the new proposed elementary school. So, and that's not based on the census data but it was done on the Safe Routes of School ODOT required safe routes to school plan. So I think probably the Transfinder one I think probably might have been based off of how many bus stops they make in that location or in that within that radius. I don't know that it actually did like a data-driven one where they talk about which families live in that location. So, I think probably 104 is probably a closer number from one mile.

Hi, I'm Leah Steele at 2579 Crane Creek Parkway. I was in the paper talking last time. So,

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thank you for that. I was all excited as usual. I bought three visual aids here. We're all going to walk like I mentioned. I did also want to echo the previous commentator here that thanked you for doing this. This is a really big decision. I'm sure it's a ton of money. I only understand you for at the heat maps, you may know more about this but I keep my Strata account private because I'm just this skinny little woman running by myself. So, anyone with the computer doesn't know where I am. So, who knows? I don't know how accurate if you know much about the heat maps. If maybe those are kind of underestimated also just for safety reasons. But the other things I just wanted to, like, emphasize is I think your idea of like if we can attack this in bits and pieces like the from the school down Oakes to Barr, there's like a huge amount of space that I feel like and not a big drain or anything that like if we can do parts of that, our unsafe walk turns from point .75 miles to .22 miles. Like it would just be from Barr to Crane Creek Parkway, right? And the other thought too and I'm sure you guys have thought of this so I don't want to sound like what a bright idea I have but is it possible just to widen the road even if it's two feet on each side and then redraw the lines for some of those trickier parts where like the sewer would be uber expensive to put a sidewalk over. Is that something that's been looked at all?

Kingston: Gerry, can you speak to that?

Engineer Wise: I mean, if you're, if you're speaking of just widening the road with the intent to put pedestrians on it, no. I mean, you couldn't. It wouldn't be legal for the city to do that. Now, whether it was striped, if it was striped people utilize the road as such but it, the city could not do that as a means of transportation for walking.

Steele: Gotcha. Okay.

Okay. Well, I think that's all I wanted to say. We were drawing and Enzo wanted to give us some presents here. So, the next person can come up but thank you again so much and I really think we're going to get somewhere.

Councilmember Koepke: So, if I may just Leah had mentioned, maybe culverting sidewalks. A lot of the sidewalks on that stretch are between the road. There's a culvert and the sidewalk. So, the sidewalks don't necessarily need to be culverted I just want to make mention that there's nowhere in a rule that says sidewalks need to go in a straight line either. So, they can meander around and still get us where we need to go. So, that's good.

Kingston: Thank you. Do you have your hand up?

Yeah. Um and I'm just going to go quick because I know a lot of other people are going to touch on a lot of the same things I would. Steve Schadler, 8980 Cinnabar Drive. I drive

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Oakes to and from every day, dropping my kid off at Blossom Hill. And I'm a little active in the community and I've got compiled now just very casually, if a picture is worth one hundred was worth a thousand words, I've got like a hundred forty, 4000 words worth of the demographics that walk on the shoulder of Oakes Road. So, when we talk about this, it's not just children, it's also a lot of old folks. It's people walking dogs. It's people with strollers. It's not just going to and from school during school hours. That field house will be used by larger parts of the community. Folks who are already going to Blossom Hill. So, I just want to encourage us not to limit the scope of the conversation about who would use that just to children going to and from school because without the school being there, it's already heavily utilized by walkers, runners, bikers, people walking their dogs, etcetera. These are deliberately sort of low res photos if you want higher res photos, I'm happy to get them to you but it just sort of illustrates the point. And that's really all I had. I know there's a lot of other folks waiting to speak so I'm not going to take up too much time. But I'll end also by echoing an expression of gratitude for Daryl holding this meeting. I think it's just great to see your leadership on this issue. It's starting to have conversations bringing the community in here to listen. I understand that some of the sentiments echoed, they've sort of heard this before. There's a little skepticism about progress. But this is a good first step and it does take time. So I urge everyone to continue patience as the process progresses. This is something I think new. So, this is cause for optimism. I know we've got a lot of new energy on city council to also help move this forward. So, I'm very excited to see the process unfold as you guys continue to work on this and yeah, I'm not going to take up too much time. I know a lot of other folks want to speak.

Kingston: Thank you, Steve.

Steve Schadler: If anyone wants this, I've got a bunch of copies but it's just photos of people walking on shoulder of Oakes. Thanks, guys. .

Adam Diem, 8653 Hollis Lane. You mentioned low-hanging fruit and frankly, there is a lot of it on Oakes Road. I think the lowest hanging fruit that I look at as a cyclist, walker, runner, whatever you want to call it is the 8,100 and approximately 13 feet from Glenwood to Highland. Now, of there are two major stakeholders that account for more than 50 percent of the frontage on Oakes Road. That would be parcel number 60309006 which is owned by Brecksville Broadview Heights Schools and that accounts for approximately 1212 feet on Oakes Road. The second parcel would be 6031001 is the Blossom Hill property which is owned by the City of that accounts for approximately 617 feet of Oakes Road. So, if you look at that 8100 feet, that and you subtract what is there, it makes that number smaller. It brings it down to just over a mile of sidewalks. Now, there's currently sorry, I got lost in my notes here. There's currently 1,525 feet of sidewalks on Oakes Road. This is their, this is all from the, I believe it's the GIS website available on the county. It's

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where I found all this information. There's a couple sections of this that I did have to estimate. For example, the water tower section, which I believe is owned by the county. That parcel has no frontage on Oakes Road assigned to it as far as a measurement. Based on what is across the street from it, on the north side of Oakes Road, that appears to be approximately three hundred and fifty feet. There are also, interestingly enough, discussing variances given. The sidewalk variance was adopted on September 4th 1962. At least that's what I've been sent. Now, when you go on this GIS website, you can see when all of the houses were constructed on Oakes Road or anywhere within Cuyahoga County for that matter. There are a total of six properties built after 1962 on Oakes Road that were perceivably given variances. Within that variance that was adopted on September 4th. Now some of those without going back and looking at those and when the permits were drawn. Some of those may have been in construction in 1961 and proceeded and didn't get a certificate of occupancy till 1962. And it isn't clear in the data on the GIS what that construction date is established to. I also found it really surprising that there's some houses on Oakes Road from like 1828 or something like that. There's some very old property there which is really great to see. So, when you look at this, it really boils down to a small amount of sidewalk. That's what would be a burden potentially to residents but what I would ask is that leaders of the city, we lead by we look at what we own, what the school owns, and the stuff we can do today, tomorrow, or within the immediate future and that's over fifty percent. Of connecting Highland to the new school. And by connecting Highland to the new school, you're thereby connecting via the sidewalks on Highland, Old Town, and the rest of the city to the new school. Now, just for some points of reference because I have heard some comments about hills on Oakes Road. Yeah. Trying to be quick. So some points of reference just to discuss the hills on Oakes Road. From Old Highland coming out of the backside of Old Town. To the Highland Elementary School is 1.23 miles. In the elevation gain there is 152 feet. This works out to be .023 feet per lineal foot. That you would walk from Old Highland to Highland school. The next that I found to be relevant because this is a place where the city put in sidewalks or made the reasonable choice to put in sidewalks would be SR 21 southbound from the intersection of SR 21 and SR 82 to Miller Road. Here again, we are looking at approximately a distance of 3.12 miles. With an elevation gain of 239 feet. This is a rise of .02 one foot per lineal foot of sidewalk. Now, when we look at from Highland to Glenwood Trail, we are looking at 1.4 miles. This is 184 feet of gain in elevation from high from Highland to Glenwood and that is .024 feet of elevation gain per lineal foot traveled. So, it is on par with other places within the city that we have already made the decision to put sidewalks. So, from perspective to me, it looks like this comes down to a question of if we really want to and if we want to protect not only our students today but that elementary school is going to be there for years to come. I mean, I think Chippewa was built in the 60s if I'm correct. And it has stood the test of time and I think that is the goal and the endeavor of building this school is for it to stand the test of time and our duty leaders of this community is to figure

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out how we can stand the test of time. And as the community changes and as we see that more young families and with the Sherwin Project, we're going to have more families coming to this community, figuring out how to get people to our field house, to our school, to our Blossom Sports facilities, by Waze and Means other than what you highlighted motorized transportation is a reasonable request from us as residents. Thank you.

Anyone else? Mr. Bayer ? Oh yeah I'm sorry. Okay. Hey.
You can go next.

Phil Bayer, 5301 Oakes. I've talked to the Mayor many times about the Oakes Freeway. I think the people really drive fast on it and I think the sidewalk is not going to stop him from over a child or a child's not going to stay on the sidewalk and I don't believe that many people are going to actually let their children walk on the road, up the road anyway. That was more or less what Joelle, Joelle's the Superintendent, right? Is that her name? She that 50% to 60% of the people are going to drop their kids off. So, we at that time, we're, we found out how many extra cars we're going to have on Oakes because if that many people dropped their kids off, there's going to be a lot of traffic on Oakes with, just those cars. So, where are the, where are the other kids going to be walking from? They live on Oakes. Did anybody think of asking the people on Oakes whether they like to have a sidewalk in? I didn't buy in Parma. I bought in Brecksville because it was rural and I realized you know, I've been here over 25 years, but I didn't expect it to stay the same but I didn't expect it to change into Parma. Thanks.

Kingston: Thank you.

Josh Angelini, I'm at 6916 Mill Road. We're pretty new to the area. We bought here because of the proximity and so many cool things especially the parks for us. We like to walk. Being on the north end of the city, I don't want to take too much time out of these projects but I did want to point out on the map that's going around. There might be a missing trail which could tie in, in eventual plans for more connectivity which I welcome. So, I don't maybe you can help me. It's behind Heinen's. I think it's a Metroparks Trail. But I didn't see it on the map. I just want to point that out.

CBO Packard: Alright. Yeah. So, right now, it kind of ends at the Heinen's parking lot. We would love if it would continue but.

Kingston: Alright, thanks. So, another discussion of the intent but. Just call. Yeah. Just add it to the map. Tie in eventually.

CBO Packard: It was there at one point. Now, it's not really a trail there. Yeah, it's really not

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used it's not been maintained by anybody. Because of the lack of use.
Do you use it?

Pam Midhaw. I live at 6411 Oakes Road and I have two teenage children and so they're too old to be going to the school but what they're interested in and what my 14-year-old asked me about today when I told her I was coming to this meeting is that she hopes that we have a sidewalk so that she'd be able to walk to the library. That's all she wants. Thank you.

Kingston: Thank you.

Oh. Good evening. My name is Bob Belovich. 7400 Old Quarry Lane. Glad to see that there's so much public interest in walking. It's a good healthy activity. Connectivity. Very important. Could anybody raise their hands who walk to the center or let's say in February? Laura, good for you. The Sidewalks in the north of Brecksville were impassable because they're not, they weren't plowed and whilst many of the communities or subdivisions may plow or citizens may plow their own sidewalks, walking along the main sidewalks in our town. They're not, they're not snowplowed. Does the city have any equipment?

Mayor Hruby: Plow Sidewalks? We do. Yeah.

Belovich: Do we have money in the budget to allocate it for that?

Mayor Hruby: Not for, well, it's the Service Department as you know. It's out of one budget but the responsibility of sidewalks rests with the property owner. We help out in the downtown area with the merchants because we put the snow up onto the sidewalk and it makes it impossible for people to open up their car door. So, we help them do that and then the city property but we don't go beyond that.

Belovich: Well, I kindly suggest that you consider if you want to have effective walking for the citizens that the main sidewalks be taken care of by the city.

Thank you.

Kingston: Anything else? I'm going to wrap it up. Oh. Got one more. Oh, we got a couple more. Question. Yes, ma'am. She needs a microphone. Can you come up to the microphone?

Causo: It's just because we have people on Facebook watching.

I live at 8477 Weise Road. Sit on and if anybody goes down there when they're dropping

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kids off or picking them up, you can't get down the street. I counted 11 buses trying to get into the driveway plus all this cars that are going in there to pick up their children or to drop them off. I just under the new school, is that driveway going to be long enough to accommodate all those buses and the parents dropping them off.

Engineer Wise: Yeah. I mean, the buses are coming in the back and so they'll have their own route and they do have a stacking distance. They have looked at it and as far as coming in the front, they have a route planned with the school. They have a stacking distance where it comes in the main driveway, wraps around and they do have a route that's planned to stack the cars.

Kingston: Good question.

Hi, I'm Mary Beth Breckenridge, 9895 Lookout. I first of all, I'm cheered by what I've heard here today. I'm very encouraged that the city is planning to move forward with a sidewalk plan. I know that this is expensive but I do hope that you will consider the expense as an investment in maintaining our housing values. I am a realtor. I know that the National Association of Realtors has done research showing that walkability is highly prized among home buyers particularly younger buyers. We have a city of big, beautiful houses but we have younger buyers who do not necessarily want big, beautiful houses. So, we have to think about how we're going to make our housing stock attractive to younger buyers and I think that walkability will help to ensure that. Thanks.

Kingston: Thank you. Yes, ma'am.

I'm Vicki DeMar. I live on Settlers Passage Thank you for this chance to speak tonight. This has been a great discussion. I think a lot of great ideas and some legitimate concerns have been raised as well. But no matter what side of the issue you're on, we can all agree that everyone, especially our youngest children, deserve a safe way to get to and from the new Oakes Road Complex. What's getting in the way of that five fingers. These five fingers represent two phrases that routinely halt our progress. We'll get back to you and not in my backyard. We heard we'll get back to you. Several times tonight. We heard not in my backyard. Couple of times. I think we should abolish these two phrases. I think we should replace them with what's best for the community. In the case of Oakes Road, what's best for the community is investing time and money now. To find out precisely how and how quickly we can make it safe. There is urgency. School and activities begin there in 6 months. We talk for another decade about price per square foot variances, who's going to pay, maintenance, water issues, etcetera. Or we can do something like one another nearby community did. They put together an ad hoc committee consisting of residents, police, a development manager, a public works manager, and a geographical information system

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specialist. In a two-month period, this group held five meetings. In that time, they evaluated every segment of community roadway. They developed a scoring matrix to rank each segment by priority. They prepared draft map and presented it to residents and city council. They reviewed and reprioritized the scoring matrix and the map two times. They held an all-day workshop to finalize the plan. And they ended up with a full list of prioritized segments of potential sidewalks, walkways, and trails. Associated timelines and funding sources for each. They did that in 2 months. Can we be that nimble in creating and executing a plan for just one road? To make Oakes Road safe by September 6th. Is our city's staff correctly to do that? If not, we need to hire some help, some professionals who can do a study that gives us answers. Answers to the questions, what is the cost of safety? What is the cost of a resident's life? What is the feasibility in the time we have? What is the best for the community? We have to start solving problems like a community. I've lived here for 33 years. I don't have children or grandchildren heading to Oakes Road this fall. I have sidewalks in my neighborhood. So, why am I here tonight? Because I'm concerned about what's best for the community. Thank you.

Kingston: Well, if that's it, thank you all for coming. Great first step.

Kingston: With that, I move to close this special utilities meeting or rather, Streets and Sidewalks meeting at 7:36 PM. Second, by Caruso. All in favor.

Caruso- Aye, Savage-Aye, Kingston-Aye.

Kingston: We're adjourned. Thank you.

Other Matters deemed appropriate

Motion to Adjourn

Mayor and Safety Director: Jerry N. Hruby,

City Council Members: Laura C. Redinger, *President*; Dominic Caruso, *Vice President*; AJ Ganim, Daryl Kingston, Ann Koepke, Beth Savage, Brian Stucky.

Clerk: Tammy Tabor