

MINUTES OF THE MEETING OF THE
CITY OF BRECKSVILLE COUNCIL COMMITTEE MEETING

HELD: February 16, 2021

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Virtual Meeting Notice

For the safety of our staff and residents the live stream for the Committee and City Council meeting please go to <https://www.facebook.com/233577357056186/live/> The recording of the meeting will be available on the City's website www.brecksville.oh.us under the City Hall, Council section. Questions and comments may be e-mailed to ttabor@brecksville.oh.us or by phone to (440) 526-2609 and will be forwarded to the appropriate personnel for a response.

Roll Call

Chairperson - K. Veras

Committee members – D. Caruso, L. Redinger.

Items for Consideration:

B&G 1. Approval of Buildings & Grounds Committee Minutes 2-2-2021

Motion made by Veras, Seconded by Redinger.

Voting Yea: Caruso, Redinger, Veras.

B&G 2. Police Station Generator Exhaust Extension Project - Consideration of a motion, recommending to Council, approval of an Ordinance accepting the bid of CRS Metalworx, Inc. in the amount of \$24,999.00 for the Brecksville police Station Generator Exhaust Extension Project following the public bid opening held on Friday, February 5, 2021. Account #C4901210 3202 Project #BI1210001.

After discussion with Police Chief Goodrich, Chagrin Valley Dispatch will pay 50% of the cost of this project.

Motion made by Veras, Seconded by Redinger.

Voting Yea: Caruso, Redinger, Veras.

B&G 3. 8997 Highland Dr. Replacement Floor Tile - Consideration of a motion, recommending to Council, approval of a Purchase Requisition to D&R Commercial Flooring in the amount of \$8,496.61 for supplying and installing replacement vinyl floor tile at 8997 Highland Drive, Top Floor. Account #C490163 3202 Project #BI210002.

Motion made by Veras, Seconded by Redinger.

Voting Yea: Caruso, Redinger, Veras.

Other Matters deemed appropriate

Motion to Adjourn 6:34 PM

Motion made by Veras, Seconded by Redinger.

Voting Yea: Caruso, Redinger, Veras.

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FINANCE COMMITTEE

Call to Order 6:34 PM

Chairperson: L. Redinger

Committee members – A. Koepke, L. Carouse, L. Redinger.

Roll Call

Present: Carouse, Koepke, Redinger. Absent - None.

Items for Consideration:

FIN 1. Approval of Finance Committee Meeting Minutes 2-2-2021

Motion made by Redinger, Seconded by Carouse.

Voting Yea: Carouse, Koepke, Redinger

FIN 2. Youth Soccer Director - Consideration of a motion, recommending to Council, approval of a Resolution authorizing the Mayor to enter into an Independent Contractor Agreement with Geoffrey Thacker for work as the Community Youth Soccer Director, for the year 2021.

Motion made by Redinger, Seconded by Carouse.

Voting Yea: Carouse, Koepke, Redinger

FIN 3. BTBA President & Liason - Consideration of a motion, recommending to Council, approval of a Resolution authorizing the Mayor to enter into an Independent Contractor Agreement with Margaret English for work as the BTBA Brecksville Travel Baseball Association President and Liaison to the City of Brecksville Recreation Department for the year 2021.

Motion made by Redinger, Seconded by Carouse.

Voting Yea: Carouse, Koepke, Redinger

FIN 4. Youth Baseball & Softball League Director - Consideration of a motion, recommending to Council, approval of a Resolution authorizing the Mayor to enter into an Independent Contractor Agreement with Tom English for work as the Youth Baseball and Softball League Director for the City of Brecksville Recreation Department, for the year 2021.

Motion made by Redinger, Seconded by Carouse.

Voting Yea: Carouse, Koepke, Redinger

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FIN 5. Appropriations - Consideration of a motion, recommending to Council, approval of an Ordinance to amend Ordinance No. 5377, making appropriations for current expenses of the City of Brecksville during the fiscal year ending December 31, 2021, making necessary appropriation and revenue adjustments.

Motion made by Redinger, Seconded by Carouse.

Voting Yea: Carouse, Koepke, Redinger

Other Matters deemed appropriate

Finance Director Starosta reported the sale of notes.

Motion to Adjourn 6:40 PM

Motion made by Redinger, Seconded by Carouse.

Voting Yea: Carouse, Koepke, Redinger

LEGISLATION COMMITTEE

Call to Order 6:41 PM

Chairperson- Ann Koepke

Committee members – D. Caruso, L. Redinger.

Roll Call

Present: Caruso, Redinger, Koepke. Absent: None.

Items for Consideration:

LEG 1. Approval of Legislation Committee Meeting Minutes 1-18-2021

Motion made by Koepke, Seconded by Caruso.

Voting Yea: Caruso, Koepke, Redinger

LEG 2. Approval of Legislation Committee Minutes 2-2-2021

Motion made by Koepke, Seconded by Redinger.

Voting Yea: Caruso, Koepke, Redinger

The committee discussed setting a date for discussion regarding temporary sign legislation.

Motion to Adjourn at 6:47 PM

Motion made by Koepke, Seconded by Caruso.

Voting Yea: Caruso, Koepke, Redinger

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SAFETY-SERVICE COMMITTEE

Call to Order at 6:47 PM

Chairperson- Dominic Caruso

Committee members- D. Kingston, K. Veras.

Roll Call

Present: Kingston, Veras, Caruso. Absent: None.

Items for Consideration:

Items for Consideration:

SAF 1. Approval of Safety Service Committee Meeting Minutes 2-2-2021

Motion made by Caruso, Seconded by Veras.

Voting Yea: Caruso, Kingston, Veras

SAF 2. Service Department Apparel - Consideration of a motion, recommending to Council, approval of a Purchase Requisition in the amount of \$5,132.90 to Proforma for the annual purchase of apparel for the Service Department. A tabulation of the Request for Quote process, and an order summary are provided for Council's review. This order will be charged in the following manner: Account #110610 1404 (Service) \$4,626.55 Account #110165 1404 (Housekeeping) \$506.35

Motion made by Caruso, Seconded by Kingston.

Voting Yea: Caruso, Kingston, Veras

SAF 3. Service Department Gloves - Consideration of a motion, recommending to Council, approval of a Purchase Requisition in the amount of \$3,624.74 to Maverick for the annual purchase of gloves for the Service Department. An order summary is provided for Council's review. This order will be charged in the following manner: Account #110610 1404 (Service) \$3,481.82. Account #110165 1404 (Housekeeping) \$142.92

Motion made by Caruso, Seconded by Veras.

Voting Yea: Caruso, Kingston, Veras

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SAF 4. Emergency Notification Service - Consideration of a motion, recommending to Council, approval of a Purchase Requisition for the contract extension with OnSolve, LLC for CodeRED Emergency Notification Service in the annual amount of \$9,980.00 and Weather Warning Service in the amount of \$3,750.00 for the aggregate total of \$13,730.00. The contract term is 2/28/21 – 2/27/22. Account #110150 2103

Motion made by Caruso, Seconded by Kingston.

Voting Yea: Caruso, Kingston, Veras

SAF 5. Fire Department Equipment - Consideration of a motion, recommending to Council, approval of a Purchase Requisition to Witmer Public Safety in the amount of \$3,851.25 for a Task Force Tips Blitzfire Combination Package for the Fire Department. This purchase will be paid using grant funds received through the Marathon First Responders Grant Program. Account #290260 2501

Motion made by Caruso, Seconded by Kingston.

Voting Yea: Caruso, Kingston, Veras

SAF 6. Prisoner Housing Services - Consideration of a motion to Approve a Blanket Vendor Purchase Requisition in the amount of \$40,000.00 for 2021 Prisoner Housing Services with the Cities of North Royalton, Strongsville and Solon, as approved through amended Ordinances #5368 (North Royalton PD Agreement) and #5367 (Strongsville PD Agreement), as well as Ordinance #5301 (Solon PD). Account #110220 2103

Motion made by Caruso, Seconded by Veras.

Voting Yea: Caruso, Kingston, Veras

Other Matters deemed appropriate

Motion to Adjourn 6:53

Motion made by Caruso, Seconded by Kingston.

Voting Yea: Caruso, Kingston, Veras

STREETS & SIDEWALKS COMMITTEE

Call to Order at 6:54 PM

Chairperson- Dominic Caruso

Committee members- D. Kingston, K. Veras.

Roll Call: Present: Kingston, Veras, Caruso.

Absent: None.

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Items for Consideration:

S&S 1. Approval of Streets & Sidewalks Committee Meeting Minutes 2-2-2021

Motion made by Carouse, Seconded by Veras.

Voting Yea: Carouse, Kingston, Veras

S&S 2. Brecksville Rd & Valley Parkway Trail Crossing - Consideration of a motion, to submit to Council, approval of an Ordinance authorizing the Mayor to enter into a License & Funding Commitment Agreement with the Board of Park Commissioners of the Cleveland Metropolitan Park District for the Cleveland Metropolitan Park District for the Brecksville Road Intersection Improvement Project Implementation Grant.

Discussion: Engineer Wise: Ever since, like you said, ever since the trail was put in the Metro Park has been working with NOACA looking for funding and looking for a safer way to cross at the current location. They have people crossing it's five lanes because of the turn lane and there's nowhere, to, if you get halfway across there's nowhere to basically duck. Except on that two-foot island which is obviously not safe. What they're proposing is to move the trail crossing within our right-of-way about 150 feet down. South on Brecksville Road where they can cross into the island. They can then have us an area where you can cross two lanes if you can't make the traffic. There'll be push button signals that will light up. Then again, you could cross the other two lanes. The trail would then connect back they will take out the crosswalks where they are now. And again most of this is because the intersection. They went through the traffic warrants and per the ODOT guidelines there is no warrant for a signal at that location. So this was the next option that was evaluated and again NOACA weighed in on this. In 2018 Council made a motion to support the project moving forward which would be a fund match with the Metro Parks up to \$15,000. The Metroparks was successful in getting a grant which is going to pay the majority of the work for their preliminary estimates. They would just split the difference up to \$15,000 with NOACA so that agreement that's attached is basically sets that in place and because the trail is going to be now in the Brecksville Road right of way, the agreement sets in place terminology and like for instance if the Metro Park the traffic, whatever change where the signal was warranted the Metro Parks would be obligated to come back remove the trail and formalize the intersection and then reconstruct the sidewalk so it just again it's the agreement's mostly in place because they now are putting their trail inside the Brecksville road right of way as opposed on Valley Parkway.

Councilmember Carouse: Thank you. And we are committing up to fifteen thousand.

Engineer Wise: Yes, up to fifteen thousand dollars.

Councilmember Carouse: Thank you. Mayor;

Mayor Hruby: Well, just one comment and that is that we had hoped that we could leave the intersection as is and put a traffic signal there. But it just it was not warranted. We explored other means and this idea of moving the actions down south on 21 away from the intersection where there are seven or eight actions ongoing all the time or potential of seven or eight actions to be made at the intersection. So it's moving it down the road. We're hoping that with the additional signals that will be there that it will be a safer crossing than it is now. The new the park of course Brian Zimmerman and I have talked about this and have talked with Planning Commission about this fact that they are going to at some point connect parts of the park and this trail to Valor Acres. And where that will be done if it will come down Parkview Road as it goes across because they have adequate land now. If it'll go across the back and then come out to 21 or if it will come to from this intersection and just go along the sides of Route 21 to Valor Acres is not known. So

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this has to be now and it may be temporary as Engineer Wise said. Once Valor Acres comes in if the warrants are different the numbers are different at the intersection we may then get a full signal or they may choose to change the crossing and move the crossing to a different location. Which is another option I would assume or they might create a second option so you have two ways to cross. So it's going to be flexible and again this is totally a safety project. It's not for making it easier to use or more connectivity to it or anything like that. This is pure safety for the pedestrian the biker or the horse whoever's going across the street.

Councilmember Carouse: It is simply creating a place in the median that currently exists that is south of the turn lane so the people that are crossing do not need to stop in the middle of the turn lane. There will be a place created in the median in order to do that.

Mayor Hruby: The intersection has been extremely safe. Our safety numbers as far as incidents that have taken place there are minimal. That is another reason the traffic signal was not warranted. But mostly based on traffic.

Councilmember Carouse: The plans have foliage, shrubs, and trees there that help direct people, that is a way you would move in order to cross the intersection. Otherwise people may want to short-cut it. Not take the safest route.

Mayor Hruby: Excuse me Mr. Chairman, we anticipate this funding is going to be provided. NOACA has been so good to us and the Metroparks and Broadview Heights in creating the dollars for the trail that went from the SR 21 west to where it is today and including the Broadview Heights intersection at Broadview Road. That intersection did warrant a traffic signal because of the narrowness of the road and the hill and the visibility. The perception coming up the hill is rather short so they had to put a traffic signal there. We feel very confident that we will get this money because of their support of the project.

Motion made by Carouse, Seconded by Veras.

Voting Yea: Carouse, Kingston, Veras

S&S 3. Tanager Trail Pavement Reduction - Bid opening & Project Award - Consideration of a motion, recommending to Council, approval of an Ordinance accepting the lowest & best bid from Carron Asphalt Paving, Inc. in the amount of \$63,147.75 for the Tanager Trail Pavement Reduction Project.

Discussion: Councilmember Carouse: The next item on our agenda is the Tanager Trail Pavement Reduction Project. At our last meeting we had the bids were authorized and they've been received and the engineer has provided us with a recommendation. So and, Mr. DeMuth I know that you're here to speak on this as well. Engineer Wise will you go forward with your recommendation.

Engineer Wise: As Council authorized, we put it out to bid. We had six plan holders, all six submitted bids. The lowest bid at \$63,147.75 by Carron Paving. We did call on references. We are familiar with Carron. They haven't done a municipal project for us. However, they have done numerous projects in the city. They did the work for Dominion they've done some of the subdivision work and they actually were one of the subcontractors on the police station. They just haven't had a contract directly with the city. But I did call some of the other cities that they worked for. Nobody had any issues so based on such we would be making a recommendation to move forward with the lowest and best bid of Carron Paving at \$63,147.75. If authorized we would issue notice to proceed, have them move forward so they timed up, so that they would move forward as the weather broke and do the project. It does include a small amount of paving so we would time it so that around the first or second week of April that they would be into the

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project. When the plants opened up they'd be able to proceed with the asphalt, finish the project up and then close this one down. Hopefully have it completed here in the spring and restored in the spring.

Councilmember Carouse: Anyone have anything to add?

Mayor Hruby: Council the reason this is being brought before you now is simply that the slide continues to fail the slope continues to fail sorry. And we're concerned about the safety of the motorists driving down the road if that would let go. This is a temporary measure, we know. And we recognize that. The Engineer has estimated and I think it's a good estimate. He knows far better than I, I'm sure. But estimates between one and two million. I know that's a large gap. But probably somewhere around 1.5 million to do a better fix, a more permanent fix. Our budget doesn't provide for that at this point. So to do nothing would be a mistake, in my opinion I think it creates a greater liability for the city. We have to be concerned about the safety of those residents that live there and then the passing motorists that use that cul-de-sac. Had we any other option other than to react I would like to take that. But you know at this point I know the residents feel that and we'll let Mr. DeMuth speak regarding this. But the fact of the matter is we have to fix it. I mean there, it's a safety issue and if we do not, I think we're making a mistake. So I'm just recommending it to Council. But I yield to, you know, to your better judgment. I know that all of us would like to see it fixed but the budget just doesn't warrant it at this point.

Councilmember Carouse: thank you and of course that is as we have discussed in the past that this is temporary but we're doing it to alleviate the immediate situation with the hopes of getting the permanent fix done in future years. John I know you had asked to talk to the Engineer and look at the plans before and then you had some things you wanted to comment tonight. So if you could briefly tell us what you had.

John DeMuth and I live at 10994 Tanager Trail. This abuts the project site. My family moved to the site in 1994 and we've owned property in Brecksville since 1981. My comments here now they just run four minutes. But what I want to do is submit a written statement. I have four copies that I can provide for the record. My formal education is in geography, public administration and real estate. As far as my work experience over 35 years I had been a professional land use planner. And I was accredited by the American Institute of Certified Planners. I'm now retired. My 11 years of work as a National Park Ranger also contributes to this discussion that I provided. And I'm retired from that position as well. I provide this background because it informs the content of the statement that I've submitted. I want to just share the statements, topic headings, and the key points that I've provided. In section one project impacts I discuss the anticipated issues that will affect primarily vehicular traffic and the seven most affected residents that abut the project. This impact section I include traffic volume and type. I conducted a 12 hour survey on a weekday and I include the findings in the statement that I provided. There's a section on on-street stopping and parking by residents, public vehicles, and private service vehicles. I also have a section on driveway access. Another one on home marketability and property valuations. I have a section on public safety and I conclude with impacts regarding quality of life and aesthetics. In section 2: history and communications I reviewed pertinent events and I provide comments. In section 3: summary remarks I discussed the city's powers and duties under the Ohio Revised Code relative to this issue. I also discussed the city's inattention and limited response historically to this problem over essentially 50 years. I also have a section on the city's belated 11th hour response I call it now. I consider this an 11th hour response. Opposed to proactive advanced planning and also the city's apparent desire to implement the lowest cost solution which as was just stated and I agree, is and should be a temporary measure. Our goal here should be a sustainable outcome not a series of temporary responses. In section 4 recommendations with conclusions. I asked the city to consider an act to address the potential impacts that I addressed that I shared my interpretation. And I encourage the city to improve its communications with the affected residents essentially seven

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abutting property owners. And there are some spin-off impacts on the greater neighborhood and those are contained in a statement. And I state my reluctant support for the plan. I do support it something has to be done. As the Mayor stated it's time. Further in my statement I viewed this project as an interim action. A temporary action and I expressed dismay that the city had not asked in this bid request for strategies to protect the realigned single lane under this proposal that is still going to be subject to threat from the slope which is still moving as was just stated a few minutes ago. I repeated our neighborhood desire to return the roadway eventually to two operating lanes and I repeated five actions from the July 22, 2020 neighborhood meeting that we had. I repeated the five actions that the city, in my opinion should take to develop a more robust permanent response to the problem. We seven impacted homeowners we value and enjoy our neighborhood and the amenities. It's a great place to live. I wouldn't live in Brecksville for all these years all these decades otherwise. So we take pride in our properties which is reflected by our investments. Some of those investments have included slope erosion mitigation efforts on our part on our properties. I incorporated a significant amount of improvements on my property. Retaining walls, drainage changes, significant ground cover to hold the slope all through permit. Back after I moved in back in the 90's. Some of my other neighbors currently and their predecessors they did the same thing. And the evidence is all there. All the pachysandra the ivy, the myrtle, periwinkle, that's not native vegetation that was planted there and that's holding their slopes. And there are retaining walls throughout those properties as well including mine. So we'd like the city to share that pride investment that we demonstrate. We'd like the city to work toward the public infrastructure care and improvement that is within their realm within their responsibility. And that concludes my comments right now. And I appreciate the opportunity to share them and I encourage that the folks that have the role in working with this issue review the material that I submitted. There might be some things that well there will be some things that should be considered and I think attention should be devoted to those so thank you very much.

Councilmember Carouse: Thank you for your comments and for what you presented us. I do want to say that when we had the different meetings last year we did hear exactly what you know the concerns were and it indicated that we wanted to at least move forward with this plan. Which of course we couldn't do until we had this budgeted. And just wanted you to know that when we did get it into the 2021 budget you could see in the beginning of January it was one of the first things out that we got ready to move on. So we do take it seriously. I expect that sometime in the near future here will be the Engineer will be helping us look at other alternatives so that we can get some preliminary thoughts, ideas, and even some cost estimates so that we can budget in the future for how we're going to address this. So I appreciate those comments since that. Mayor, did you have anything to add?

Mayor Hruby: I just wonder if our Engineer wishes to say anything about the project at all. Do you have any comments Engineer Wise at this point?

Engineer Wise: About the interim solution?

Mayor Hruby: No, about you know the necessity of this project at this time.

Engineer Wise: It's absolutely we've been monitoring it for a while the Brecksville Service and myself we've been looking at it. At this point the slope slippage is on the edge of pavement. We have no choice but to move forward and we talked about this last year. Council due to the COVID and uncertainty of the budget pushed the project off. We came back and we wanted to implement it this year early again it was always presented as an interim solution and it was probably one of the most aesthetic possibilities we could do. We are trying to make it look like a regular road it is still going to have guard rail. Everything's just being moved over. Yes the road's being narrowed but it was we felt that was a better solution than orange barrels, jersey barriers, and something that looked like a pure temporary solution being placed on top of the existing pavement. So we've had some preliminary discussions already with our geotechnical

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engineer right now he just wants to wait until the snow clears the ground so he can get down look over the slope again just to get an evaluation what it looked like versus the last time he was in there. And in the future we will bring forward a proposal from him to expand his original scope of services and if Council accepts it we will engage the services and have them evaluate and propose some different solutions.

Councilmember Carouse: And so Mr. DeMuth that is what you can expect from us is that as we get that information we'll keep you apprised of that and how we're proceeding on it and so forth. Committee Daryl, Kim anything that you want to add?

Councilmember Kingston: Mr. Chairman Engineer Wise, I don't know the specifics about this project we haven't talked about it yet as far as the actual fixing of the slope. Let's say that you know we go with the \$1.5 million number. Is there a possibility to do this job in phases or is this kind of an all at once type get the job done? As far as trying to split up the cost.

Engineer Wise: I mean again until the solution is identified and what kind of solution it is, the past recommendation in the report that was presented to Council previously it did have it in two parts. We decided at that point just because of the solution it was a proprietary product. It wasn't decided to move forward with that. Right now there's a slope slippage it's basically coming out of the cul-de-sac it starts in the cul-de-sac and then there's the obvious where the city did work before. I'm in talking with the Geotechnical Engineer he would anticipate that that would extend further up the street in the future so we'd have to look at if we wanted to attack all the project, a part of the project. But until something is identified and we can see how much it would cost to phase it. Obviously phasing anything has additional cost and would increase the overall project cost but it might be the only thing that we can do. But we'll have to evaluate that.

Motion made by Carouse, Seconded by Kingston.

Voting Yea: Carouse, Kingston, Veras

Other Matters deemed appropriate

Janet Popielski and Maggie Stumpf presented a bike and pedestrian plan for the City.

Ms. Stumpf: Hello Mayor, hello Council. Thank you so much for inviting us to present this plan this evening. We're going to try to be respectful of your time, it should be 20 minutes or less. And again, I'm Maggie Stumpf.

Ms. Popielski: I'm Janet Popielski. Maggie put most of this together.

Ms. Stumpf: She's so kind she's sort of you know in my ear and I ran stuff by her so thank her for the brevity. Okay. We're here tonight mostly to basically talk about how we are a strong and healthy community and a bicycle and pedestrian plan will make us more so. So in the 20 minutes or less time that we have this evening we're going to review the reasons for our bike and pedestrian plan. We're going to review the three documents that came first. The bicycle-friendly community application, the City of Brecksville Master Plan and the Safe Routes to School Travel Plan. So a lot of the data and research is compiled from those three plans that the city of Brecksville was involved in and had a big part. And so there's a lot of research and work that you've already done. So we're just going to kind of review that and then roll also into this who else can help us. And then we're going to have a call to action. And to anybody out there listening there is an appendix at the end of the presentation with the documents that we talk about as well as a page with additional resources if anybody wants to dig in a little deeper. Okay, so prioritizing the safety of bicyclists and pedestrians really gets at the heart out of what everybody in this room and in

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this community values. This is a great place for people of all ages and also we are fiscally sound and we're stable. So we want strong property values, a thriving small business sector, and we want options to age in place. So we all know we're family friendly. We have great access to parks and nature but we want as we age we want to be able to live in the community. And just like young families like to walk, so do senior citizens. So a lot of this is about all ages in our community and doing what's best for them. So why a bicycle and pedestrian plan specifically? Number one and of these three reasons. This is really the number one reason and the reason we're here this evening. We want to eliminate pedestrian bicycle crashes. So for me personally it goes back you know five years ago. So on Snowville Road as everyone recalls we had that horrible crash where two individuals lost their lives and others were severely injured, So a crash like this not only is it horrific for the individual but their families their loved ones and for the driver. So everybody there suffers. So number one, keep in mind everything we're talking about, number one we want to eliminate these crashes. Unfortunately a few years after the Snowville crash I also witnessed my husband being hit by a vehicle in a crosswalk at the intersection of 21 and 82. Nobody should have to experience that. It is horrific. There's not the only thing worse than being hit yourself is to watch a spouse, a parent, a child, get run over. So that is why we're here tonight. Now additionally, in addition to our number one goal number two and three we feel and the research proves this out that having a safe way for pedestrians and bicyclists to move about downtown is good for local business so it's good for people patronizing the businesses. It increases traffic and it also increases property values. Younger families and people retiring want to live in communities where they can safely move about without their car. Lastly and thirdly, and I feel this is really appropriate at this time, in this community and throughout the US, honestly is we need opportunities to come together on shared purposes, of a shared purpose we need a reason to reach out beyond your family unit. Reach out beyond your social circle. Reach out beyond your political circle. Connectivity in our community is something we can all discuss and find a common ground on. So what I really want to applaud everybody in this room and everybody in this community on is all the hard work that's taken place. In 2018 the city helped Bike Brecksville of which I am a member. We completed an application to the League of American Bicyclists to become a bicycle-friendly community. Now we were not recognized as a bicycle-friendly community. However we are a few steps away and it is within reach and again, going back to reason number one, while we're here, why we're here is what we learned from that application process is how do we actually become a bicycle friendly community. So as much as we'd like recognition and accolades that we are bike friendly, really what we want to do is eliminate collisions, bicycle and pedestrian collisions. So a lot of the feedback we got from that application, which is included in here, and which I linked to those are steps that will actually make us more bike friendly. Number two the 2019 County Planning Commission City of Brecksville Master Plan. Now this was a grant from the county and the county worked with the city to put together the plan. Now understandably we have a lot of projects going on so I mean there's a lot of good reasons why we do not have an adopted updated master plan and frankly I'm glad. Because now we can build in a bike and pedestrian plan into that Master Plan. It's a great timing again a lot of the research in this presentation pulls from that as well as the survey that was conducted. Lastly, and this is our most recent addition to this endeavor, is the 2020 Ohio Department of Transportation Safe Routes to School Travel Plan. Now I applaud the city and the Brecksville-Broadview Heights City School District for completing this. I know there had been talk about it for years and they got it done. And now the city can use this app, this travel plan through 2025 and annually they can apply for funding so it's going to be over \$400,000 a year. Now granted it is competitive. But we have, we are optimistic, we have reason to believe that the number of applications in recent years has not been that high. So we're actually fairly optimistic about applying and receiving funds the non-infrastructure grants especially which Bike Brecksville can help you with that.

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We can do some of those applications for the non- infrastructure. There's a good likelihood we would get those. So that might be classes for law enforcement, on how to work you know with bicyclists in a community. Bike helmets, encouragement, education, something like the public service announcements like that are at the community center. Like wear a mask, socially distance, this is how you recycle. You could have wear a helmet when you bike, don't text and drive right. So two things that will greatly increase people surviving a crash would be wearing a bike helmet. But also avoiding crashes is don't you know put the phone down don't text and drive so that type of stuff is not expensive. And by educating the community, our drivers as well as pedestrians and cyclists, how to be safe out there could go a long way. So I know we're always focused on this infrastructure. But you can do a lot with education.

Janet Popielski: And if I could just add, so these three reports or these three plans are just things that the city has been directly involved with there's other things on the regional level. The Cuyahoga County Greenways Plan Metroparks has done master plans for Brecksville Reservation, The Cuyahoga Valley National Park has done trail plans. There's just a wealth of information out there in all different places. So the ability to finally bring all that together would be really really great.

Maggie Stumpf: Okay so there's a lot of data in here, but really what I wanted to point out were the positives. Namely you already have an advocacy group in Brecksville, Bike Brecksville so we're here to help. I would love to have a couple other things on here that I really think we can do and we've got suggestions further along in the presentation here. Like having an active bicycle advisory committee. And I think that's a wonderful way to pull in members of the community and get them involved. So in summary as far as the bike friendly community portion goes is, we can achieve a bronze and I really think it's a great feather in our cap. Other nearby communities have done this and they've done it in a short period of time such as Hudson. So this is completely achievable but again some of these items here I think we could really knock out a few of them right away. All right, so getting to priority infrastructure. So should sidewalks be a priority? Yes, almost 70 percent of residents according to the city of Brecksville Master Plan Survey believe that connecting more residential areas with sidewalks and connecting more main streets with sidewalks is strong. They strongly agree that that should be the priority as far as any enhancements in our transportation. It came to light in a public meeting when they were reviewing the safe routes to school travel plan that parents at the PSO meeting they expressed concerns regarding the lack of sidewalks. So if we are encouraging our students to walk and bike to school we want to make sure that they actually have a safe way to do that. So as far as encouraging non-active transportation it kind of goes hand in hand with having them a safe way to do that. And then nearly 70 percent of all respondents to the survey said they would walk or bike more throughout the community if the city added more sidewalks and trails.

Janet Popielski: So and one other thing to note from the master plan from the survey results were also the recreation facilities that the residents use the most. So of course first on the list was our rec-center which is just, you know, wonderful facilities so a lot of residents, 40 percent use that. But then the next two were the Cleveland Metro Parks and Cuyahoga Valley National Park and of course the major recreational activities at those are hiking, biking, walking, jogging. So that just shows this trend where Brecksville residents absolutely love these types of activities and additionally one of the things that was interesting from the Master Plan was that as you looked at the respondents of an older age, of which I'm in the category there for the over 45. That became their main active, that became their main facilities was the Metro Parks in the National Park. Today I was listening to an interview with a gentleman from the Cleveland Foundation and he had a really good point. He said we need to start redefining recreation to include things like trails, sidewalks, bike lanes, that's part of what people use to recreate. It's becoming much, much more popular.

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Maggie Stumpfl: So our goal, okay so then if we want to combine what were the infrastructure priorities and the master plan and overlay that with what are the infrastructure priorities and the Safe Routes to School Travel Plan what we get are three areas. So number one is sidewalks on both sides of Mill Road. As you can see in this survey results on the right there, around 130 middle schoolers can walk home any given afternoon. So, think of those really nice afternoon days right. Now infrastructure grants through safe routes to school, I mean we could have crossing guards we could have education programs we could have a walking school bus. There's a lot of options to make it safer. So that might be an opportunity there. But as far as overlaying for infrastructure we've got Mill Road. Both sides of the street sidewalks. Then we have Glenwood Trail which as you can see the road from 82 that connects to Oakes Road it basically dead ends into where the new school is going to be. So sidewalks on that road make sense. Now Oakes Road is the third priority. Now that is going to be much more expensive and probably take a lot longer. But again if it's incorporated into a long-term plan or at least addressing the need and that is in the safe routes to school travel plans.

Janet Popielski: And we're not necessarily saying this should be the priority list. But what we're saying is that there's already data there's already information available to help formulate a full priority.

Maggie Stumpfl: So our goal would be to adopt a master plan that includes a bicycle and pedestrian plan. Utilize bicycle and pedestrian committee to set priorities, bring into the discussion local businesses. I mean just for starters Sherwin-Williams and Lubrizol. Incorporate connectivity into Valor Acres, Central School, in the new elementary school project. Look into opportunities to improve existing infrastructure as well. So now a little summary of our safe routes to school. Okay so this is a lot of data I took a couple screenshots from the travel plan. Again the full travel plan, how to apply for funding are in the links that are provided. The PDF those links are all hot links. So you can go right to the websites from there. But the two points I want to make is you get infrastructure and non-infrastructure grants. For the infrastructure, those construction year that is starting 2024. We're probably not going to make that application. So we're looking at next year for 2025. So we can apply next year in February for 2025 and that's up to \$400,000 dollars and then the non-infrastructure. It's my understanding that if we hurry up we could get something in by March 5th and so we could maybe pick something easy to work on with the city that makes sense. And kind of get, you know something going right away. And Bike Brecksville can help you do that. So basically I'm just gonna, so as far as scoring, this is all in the attachments and I just wanted to show as far as the safe routes to school travel plan, I mean they compiled five years of crash data. So this is the kind of data that's available to us. So you can see where pedestrian and bike collisions occurred. Whether or not it was fatal or a serious injury. So that's all in their report. So the goal would be to apply yearly for infrastructure and non-infrastructure funds.

Janet Popielski: Oh and so you know as you see from these three plans that like I said the City's already worked on. There's a lot of data but of course there's a lot more that we need in order to fully do a plan and one of those that I know has been brought up many times is funding sources.

Maggie Stumpfl: So from the master plan survey results there was 53 percent of the respondents did want to spend city resources on things like sidewalks. But of course we always have limited resources so there are funding sources out there. I started to look into a little bit of information on them but really the best way to start would be to look at other communities that have been really successful in putting together a plan and getting funding. So that's one of the things that I think the data would be moving forward with a plan would be really helpful to have a plan. And then look at those other communities and how they funded it. Which funding sources would fit best with Brecksville. Just really briefly some of the examples. So some of the communities that have done projects that have gotten funded, Independence has got done a lot of projects. They've put in sidewalks. They've done the Hemlock Trail which is a direct connection to

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the towpath trail. Orange Village actually has an entire trail plan which I believe they're all doing through TIF funding from Pine Crest. But I would look into that a little bit more and then Richfield Village as well has been putting in sidewalks and trails on a consistent basis and they actually set aside a little portion of their budget in order to just do sidewalks. And then every so often when they have enough money they'll pick a priority area to do that. So those are just some examples of how if we have a plan we could try to start matching up the desires and the priorities with the actual funding sources.

Janet Popielski: So and then just you know for the three plans that Maggie (Stumpfl) highlighted you know who can help us actually implement those plans. Of course the first people are you guys. Working with the citizens, the City Council the Mayor's office. You know we can all come together to make this a reality. There's also, like Maggie mentioned herself, Bike Brecksville as a non-profit. She can she can apply for different funding sources. ODOT always has been a good source of funding. And then there's other ones too. Such as NOACA and I just have to say I wasn't aware that the Valley Parkway improvements were going to be on tonight's agenda so that was just such a wonderful surprise to show up tonight and see that on the agenda. That's just such a great improvement and such a focus on safety which is wonderful. But also you know, there's, we have the National Park service right here in town which does have a rivers and trails group that helps to plan out different projects in communities. They've been working in Richfield a lot. If any of you guys know the old girl scout camp. They've been helping them to get funding for their trails there. And then there's also the West Creek Conservancy and the Western Reserve Land Conservancy which has helped a lot of communities. So we have a lot of Resources. We just need to pull it all together.

Maggie Stumpfl: Yeah, so that brings us to our call to action. So let's work together to establish a shared vision, achievable goals, an actionable plan with a realistic timeline. So what's our next step? So Janet and I were thinking a small work group, maybe within the Streets and Sidewalk Committee or the Recreation Committee. We would leave that up to you obviously. And then possibly a, formation of a citizen advisory group. Just basically you know take a step forward on this path towards having a plan. And then I did put in some questions I know time is limited. So this is maybe something to consider and then of course we have our appendix and our resources.

Janet Popielski: So this was really meant to just be the start of a conversation that's what we're here to do. We're not looking for answers tonight. You know we're just looking to start the conversation. Figure out what this next step is so that we can all move together towards this.

Maggie Stumpfl: Yeah we're here to help. So thank you so much.

Mayor Hruby, Council President Harwood and Councilmember Carouse thanked Ms. Stumpfl and Ms. Popielski for providing the information.

Motion to Adjourn 7:40 PM

Motion made by Carouse, Seconded by Veras.

Voting Yea: Carouse, Kingston, Veras.

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UTILITIES COMMITTEE

Call to Order at 7:40 PM

Chairperson Daryl Kingston.

Committee members L. Carouse, A. Koepke.

Roll Call

Present: Kingston, Carouse, Koepke

Items for Consideration:

UTL 1. Approval of Utilities Committee Meeting Minutes 2-2-2021

Motion made by Kingston, Seconded by Koepke.

Voting Yea: Carouse, Kingston, Koepke

UTL 2. Conifer Acres Bid Award - Consideration of a motion, recommending to Council, approval of an Ordinance accepting the lowest and best bid from Eclipse Co. LLC in the amount of \$144,763.52 for the Conifer Acres Storm Water Management Outfall Sewer & Slope Slippage Repair Project.

Motion made by Kingston, Seconded by Koepke.

Voting Yea: Carouse, Kingston, Koepke

UTL 3. Riverview Road Culvert Engineering Design Proposal - Consideration of a motion, recommending to Council, authorizing Donald G. Bohning & Associates, Inc. to conduct all necessary survey work, base mapping, develop improvement plans, specifications, and contract documents for the Riverview Road Culvert C-1 & C-2 Replacement Project.

Motion made by Kingston, Seconded by Koepke.

Voting Yea: Carouse, Kingston, Koepke

Other Matters deemed appropriate

Motion to Adjourn 7:46 PM

Motion made by Kingston, Seconded by Koepke.

Voting Yea: Carouse, Kingston, Koepke

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COMMITTEE OF THE WHOLE

Call to Order at 7:47 PM

Roll Call

L. Carouse, D. Caruso, M. Harwood, D. Kingston, A. Koepke, L. Redinger, K. Veras.

Items for Consideration:

CoW 1. Approval of Committee of the Whole Meeting Minutes 2-2-2021

Motion made by Carouse, seconded by Harwood.

Voting Yea: Carouse, Caruso, Harwood, Kingston, Koepke, Redinger, Veras.

CoW 2. Executive Session - Convene an executive session to discuss matters of pending litigation.

Roll Call: L.Carouse, D. Caruso, M. Harwood, D. Kingston, A. Koepke, L. Redinger, K. Veras, Law Director Matty, Asst. Law Director DiGeronimo, Engineer Wise.

Motion made by Harwood, seconded Carouse to convene an executive session to discuss matters of pending litigation.

Voting Yea: L. Carouse, D. Caruso, M. Harwood, D. Kingston, A. Koepke, L. Redinger, K. Veras.

Motion to Adjourn at 8:05 PM

Motion made by Harwood, seconded Carouse.

Voting Yea: L. Carouse, D. Caruso, M. Harwood, D. Kingston, A. Koepke, L. Redinger, K. Veras.

Mayor and Safety Director: Jerry N. Hruby,

City Council Members: Michael T. Harwood, *President*; Laura C. Redinger, *Vice President*; Louis N. Carouse, Jr.; Dominic Caruso; Daryl Kingston; Ann Koepke; Kimberly A. Veras

Clerk: Tammy Tabor