

**Sue Krejci**  
**Written Testimony for Ohio House Economic & Workforce Development Committee**  
**November 17, 2024**

Chair Lorenz, Vice Chair Santucci, Ranking Member Upchurch and members of the Economic & Workforce Development Committee - thank you for allowing me to submit testimony in favor of Am SB 155. My name is Sue Krejci, and my 75 year old mother has lived on Boston Road for more than 35 years. I also grew up there, and we are strongly supportive of Am SB 155.

Many of us were down here one year ago when we testified in favor of repealing ORC 5501.60, language requiring an interchange to be built on Boston Road on the Brunswick / Strongsville border. As you recall, Brunswick officials and residents have had no say in this matter and have been fighting a David and Goliath style battle for the past 1.5 years to simply maintain their homes and quality of life.

Strongsville's mayor Tom Perciak testified back in April for this committee, urging that the legislation should not be repealed as it was necessary to force a study, which is a requirement before any interchange can be built. That two-year study has been granted by NOACA and ODOT, and it launched back in September, 2024. As such, the Senate passed Am SB 155 in June, 2024, amending the legislation from a law requiring an interchange be built at one specific location in the entire state to a study of what regional interventions will actually resolve the traffic safety issues in Strongsville.

As a reminder, Strongsville's own study - done by Euthenics, a Strongsville-based firm - looked only at the impact of 5 potential configurations of a Boston Road interchange, and ALL of them resulted in a "poor/failing" rating for the SR 82 / Howe Road intersection - *the same result as doing nothing*.

Improving safety at this intersection was the purported justification behind ORC 5501.60 being inserted into law in the first place, as the representative from Strongsville indicated that "people are dying" at the SR 82 / Howe Road intersection and something needed to be done. However, a search of the NHTSA's Fatality and Injury Reporting System Tool showed there were zero fatalities at this intersection in the last 10 years... which leads me to believe this really is all about making Boston Road a route for trucks from Foltz Parkway to I-71.

Despite their puzzlingly emphatic denials, it is a fact that Strongsville officials have been advertising commercial property on Strongsville's economic development website explicitly showing the Foltz Parkway extension connecting to Boston Road as recently as June 8, 2023 (see below). Although their current plans to expand Foltz Parkway do now reflect a cul de sac due to environmental impacts, that has not been the plan for the past 10 years as stated. Additionally, the Supreme Court decision greatly reducing wetlands protections in August, 2023 makes it a near-certainty that Strongsville will eventually revert to the plans they have been promoting for years and extend Foltz Parkway through to Boston Road in the future, especially if an interchange is built on Boston Road.

Given that Strongsville has achieved what they said they wanted from this legislation and a study is already underway, I would ask you today to please pass Am SB 155.

Thank you for your time, and feel free to reach out if you have any questions.



# CITY OF STRONGSVILLE



## **THE STRONGSVILLE TECHNOLOGY PARK**

*22.6 Acres of General Industrial (GI) Zoned Land*

### **SITE DETAILS**

- 22.6 Acres of General Industrial Land owned by the City of Strongsville
- Classified as Greenfield with Utilities On-Site
- Eligible for 100% Property Tax Abatement for a Term of 15 Years
- Additional 20+ Privately-Held, Contiguous Acres Available