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Chair Kunze, Vice Chair Reineke, Ranking Member Antonio and members of the transportation committee.

Thank you for this opportunity to provide written testimony on Senate Bill 155. I continue to support this legislation because it does not reflect upon the principals of democratic decision making as it was inserted without involvement or participation of the residents in Strongsville, Brunswick or Hinckley which would be negatively affected.

I am a resident of Brunswick OH. I relocated from Berea to Brunswick in 2015 and regularly travel Howe Road between SR 82 and Boston Rd. At times there is some congestion on SR 82 and only occurs during rush hour and near the Christmas Holiday season which affects the turn lanes on SR 82 near where the Mall entrances are on Howe Rd but once I pass Schurmer Road and then Drake the traffic reduces significantly. The Strongsville State Representative's statement that it takes someone 20 minutes to get out of their driveway on Howe Rd is not true. This has been my experience and observation for the 8 years I have lived in Brunswick. Congestion.

The proposed Interchange will not address the issues it is indented to mitigate. This has already been proven by the study already done. If anything an interchange at Boston Road will cause major traffic disruption as vehicles traveling Southbound on Howe Rd will have increased congestion. If you use the Pearl Road interchange as an example there are major safety issues in the way it was designed. Also Strongsville already has 2 Interchanges, Pearl Road and SR 82.

The language added to the state transportation budget.

Strongsville State Representative, the chair of the House Finance Subcommittee on Transportation, added language to the state transportation budget to include funding for such a project [interchange at Boston Rd]. It requires ODOT to ensure there is limited access on and off ramps every 4.5 miles on the interstate between cities with more than 35,000 people when at least one of the cities is in a county with more than one million people.

Feasibility Study conclusion.

During a Strongsville City Council meeting in early September, the company that completed the feasibility study told council members the findings showed some congestion would be reduced from an additional highway access point, though it

predicted backups would likely still occur on Route 82.

The study conclusion clearly shows that an additional interchange at Boston Rd will not alleviate the traffic congestion at SR 82 and Interstate I 71.

A bad idea and a bad precedent.

“This proposed interchange was the result of one community, Strongsville, trying to legislate a neighboring community, Brunswick, to fix a problem they created,” said a Representative at a press conference Thursday. “This interchange is bad for Brunswick and all of Medina County for financial and safety reasons and is just bad policy overall. It is also, in my opinion, a violation of the Ohio Revised Code and the United States Highway Code, requiring local support.”

I echo this statement. If legislation can be proposed in this manner, it sets a bad precedent that can be repeated for any municipality. It is also a violation of Ohio Revised Code.

Please repeal the language.

Thank you,

Ralph Heimburger