

**Sue Krejci - Testimony for Ohio Senate Transportation Committee**  
**April 17, 2024**

Chair Kunze, Vice Chair Reineke, Ranking Member Antonio and members of the Transportation Committee. Thank you for allowing me to submit testimony in favor of 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 I am strongly supportive of SB 155.

Last March, language was added to the transportation bill on the day of the vote, with no warning to Brunswick or its representatives. ORC 5501.60 -"interchange by formula" - applies to exactly one area in the entire state of Ohio and forces an I-71 interchange to be built between Route 82 in Strongsville and Route 303 in Brunswick. This same approach was undertaken in 2017, but the governor at that time did a line item veto, citing conflicts with ODOT rules and federal regulations. It was disappointing to see the same playbook employed again by the same representative.

The Northeast Ohio Areawide Coordinating Agency (NOACA), Northeast Ohio's metropolitan planning organization, determines where interchanges are built. NOACA has done multiple studies over the years, and all have all shown that **a potential interchange at Boston Road will NOT meaningfully improve traffic on Route 82 in Strongsville OR Route 303 in Brunswick.**

Despite this and the fact that NOACA's Executive Director & CEO Grace Gallucci testified that "this approach infringes on the decision-making authority of local elected officials," the bill passed and was signed into law. **Because this law is in direct violation of their Interchange Policy, NOACA's Board of Directors passed a resolution in support of repealing ORC 5501.60 in December, 2023.**

Strongsville is a city of 50,000 people - 40% larger than Brunswick's population of 35,000. Not only is Strongsville's median household income over \$20,000 higher than Brunswick's, but Strongsville also has retail that blows Brunswick out of the water, including a large shopping mall (where they are currently planning a major redevelopment) and a Costco - both at the intersection of SR 82 and Howe Road. Per the representative from Strongsville, "the intersection of Route 82 and Howe Road is in most years the highest or no better than the second highest accident area in the region. There's times when the 82 exit ramp will back up all the way to the Turnpike ramp, which is almost a full mile."

Yet when Strongsville sought to build another interchange to help their traffic issues, they chose to only study one location - Boston Road, a residential two-lane road which is half in Strongsville and half in Brunswick... **nearly 3 miles beyond their commercial corridor and resulting traffic backups.**

The justification from the representative responsible was that 43% of the traffic using the SR 82 / Howe Road intersection is from Brunswick. However, Strongsville's feasibility [study](#) - done by a Strongsville firm - shows that **only about 8% of those exiting at Route 82 continue southbound on Howe Road into Brunswick.** 8%. That's a long way from 43%, and certainly not enough to impact Strongsville's traffic issues. Please refer to the documentation I have attached to the end of my testimony to corroborate the facts in my testimony.

Strongsville's own feasibility study shows that **regardless of proposed interchange design, “the SR 82/Howe Road intersection typically resulted in poor/failing level of service throughout each scenario, including No Build conditions”** (page 195). When doing NOTHING nets the same result as displacing 14 to possibly 90 families to build an interchange, that tells me this is not the right choice. If this is truly about improving safety at that intersection and you’re taking that many homes, the results should be a home run - not “poor/failing”.

Also, per Appendix K, **a Boston Road interchange is actually projected to slow traffic on I-71 north of 82 - the exact area the representative from Strongsville described as already having backups up to a mile.** This interchange would only make that worse, not better.

But ironically, because of the language that is now law, an interchange is **required to be built, even though it will not resolve the safety issues at Route 82/Howe Road - its whole ostensible purpose.** This is a huge waste of potentially \$50 - \$100 million of taxpayer funds (did I mention there’s also a 50+ year old jet fuel pipeline that lies alongside Boston Road that will need to be moved at a minimum cost of \$5 million+ ?).

To meaningfully impact traffic on SR 82 with an interchange, they probably need to be looking to place it north of SR 82 before the backups begin - but this is not even an option now, as it falls **outside the narrow criteria defined by the language in this new law.**

I understand that this was done with the intention of solving a problem - and it’s a solution that looks good on paper. But traffic engineering is complex, and things aren’t always what they seem at first glance. Unequivocally, Strongsville’s study shows the truth - **a Boston Road interchange will not improve safety at the SR 82 and Howe Road intersection, and it will actually negatively impact traffic on I-71.**

Or maybe this is not about safety at all, if we take Strongsville leadership at their word. Ten years ago, Strongsville at-large councilman Duke Southworth (and son-in-law of the representative responsible for this language), is quoted in the Post Newspaper as saying **“the whole point of the Boston Road interchange is to connect it to the [Foltz] industrial parkway”** in Strongsville. They told us their plans a decade ago, and it seems they are now moving forward to execute those plans under the guise of “safety”.

While you may live far away from our city, please be aware that **this law sets a dangerous precedent for the entire state.** If this language is not removed, the precedent will be set that someone from another community in another county can bypass the normal channels and decide something should be built in YOUR community without your consent.

I urge you to support SB 155 and let these things be determined by the proper, federally-designated channels. Thank you for your time, and don’t hesitate to contact me if you have any questions.

Sincerely,  
Sue Krejci

#### No Build

The LOS for opening year 2027 and design year 2047 peak hours for the study intersection was calculated. These LOS values are used to identify capacity and or operational deficiencies in current conditions.

*SR 82* - With the exception of the SR 82-Howe Road intersection, all intersections along SR 82 result in acceptable delays and LOS for both opening year 2027 and design year 2047. Results ranged from LOS A to LOS C. The I-71 SB ramp intersection and West 130<sup>th</sup> Street intersection resulted in LOS D during the 2047 PM period.

The SR 82/Howe Road intersection typically resulted in LOS D for the AM periods and LOS E for PM periods for both opening year 2027 and design year 2047.

The SR 82/Howe Road intersection typically resulted in poor/failing level of service throughout each scenario, including No Build conditions. The results at this location should be appraised for degree of improvement.

*Boston Road* - All intersections along Boston Road result in acceptable delays and LOS for both opening year 2027 and design year 2047. Results ranged from LOS A to LOS D.

*SR 303* - All intersections along SR 303 result in acceptable delays and LOS for both opening year 2027 and design year 2047. Results ranged from LOS A to LOS C.

*Drake & Grafton* - The Drake Road-Howe Road intersection results in LOS C or D. The Drake Road-Hunt Road intersection is stop controlled with a LOS B for AM periods and LOS D and E for PM periods. The North Carpenter Road-Grafton Road intersection results in LOS B in all periods.

#### Build - No Interchange (referred to as "No Int. - Build" in Table 5 below)

A build scenario with no interchange has been provided for the Boston Road area intersections that were determined to have a failing level of service for the No Build condition.

There were no intersections that failed for the 2027 No Build conditions. It was determined that the intersection of Drake Road-Hunt Road would not meet the capacity needs for the 2047 PM peak No Build conditions. This intersection was then analyzed with an improved roadway configuration to achieve acceptable results. A build alternative was analyzed with this configuration to estimate which improvements may be driven by the project. For the Drake Road and Hunt Road intersection, an eastbound right turn lane is necessary for the No Build condition and that satisfies the build conditions. Therefore, no improvements are driven by the project for this intersection. The intersection of Boston Road and US 42 has an acceptable level of service for the no build condition but has a large queue storage ratio. Therefore, a no interchange build condition was included in the analysis.

#### Alternative 1

*SR 82* - Delay and LOS along SR 82 are mixed with some having an increase in delay and some having a decrease in delay. The LOS range from LOS A to LOS E. Generally, as the decrease in delay is moderate at each individual intersection, the LOS is unchanged over No Build scenario. However, the I-71 SB ramp intersection decreased from LOS C to LOS D for 2027 PM period and improved from LOS D to LOS C for the 2047 PM period.

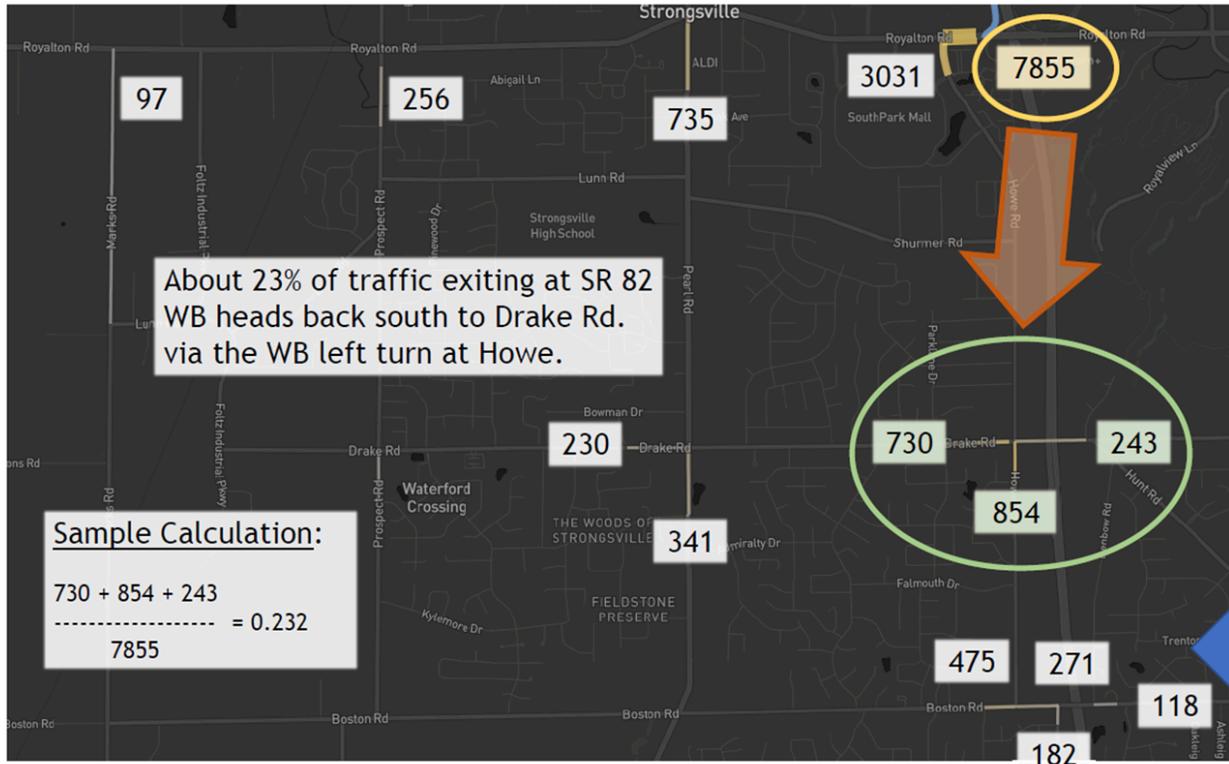
# STREETLIGHT ESTIMATES

Confirm Analysis Details	
Analysis Name:	116069 OD SR 82 SB-WB Exit
Unit of Measurement:	Miles
Country:	US
Mode of Travel:	All Vehicles LBS+
Analysis Type:	Origin-Destination
Zone Kinds:	Custom Zone OSM
Origin Zones:	SB Exit to SR 82 WB / 18714877 / 1
Destination Zones:	Royalton Road / 371687006 / 1, Howe Road / 651621827 / 2, Drake Road / 651621824 / 1, Drake Road / 651621826 / 6, Boston Road / 281233735 / 16, North Carpenter Road / 19153547 / 18, Boston Road / 281233735 / 17, Boston Road / 38900244 / 2, Grafton Road / 732289700 / 14, North Carpenter Road / 19153547 / 13, Grafton Road / 732289700 / 15, Pearl Road / 651621823 / 4, Drake Road / 651621824 / 11
Data Periods:	04/01/2021 – 05/31/2021, 09/01/2021 – 10/31/2021, 03/01/2022 – 04/30/2022

## • Streetlight OD Analysis

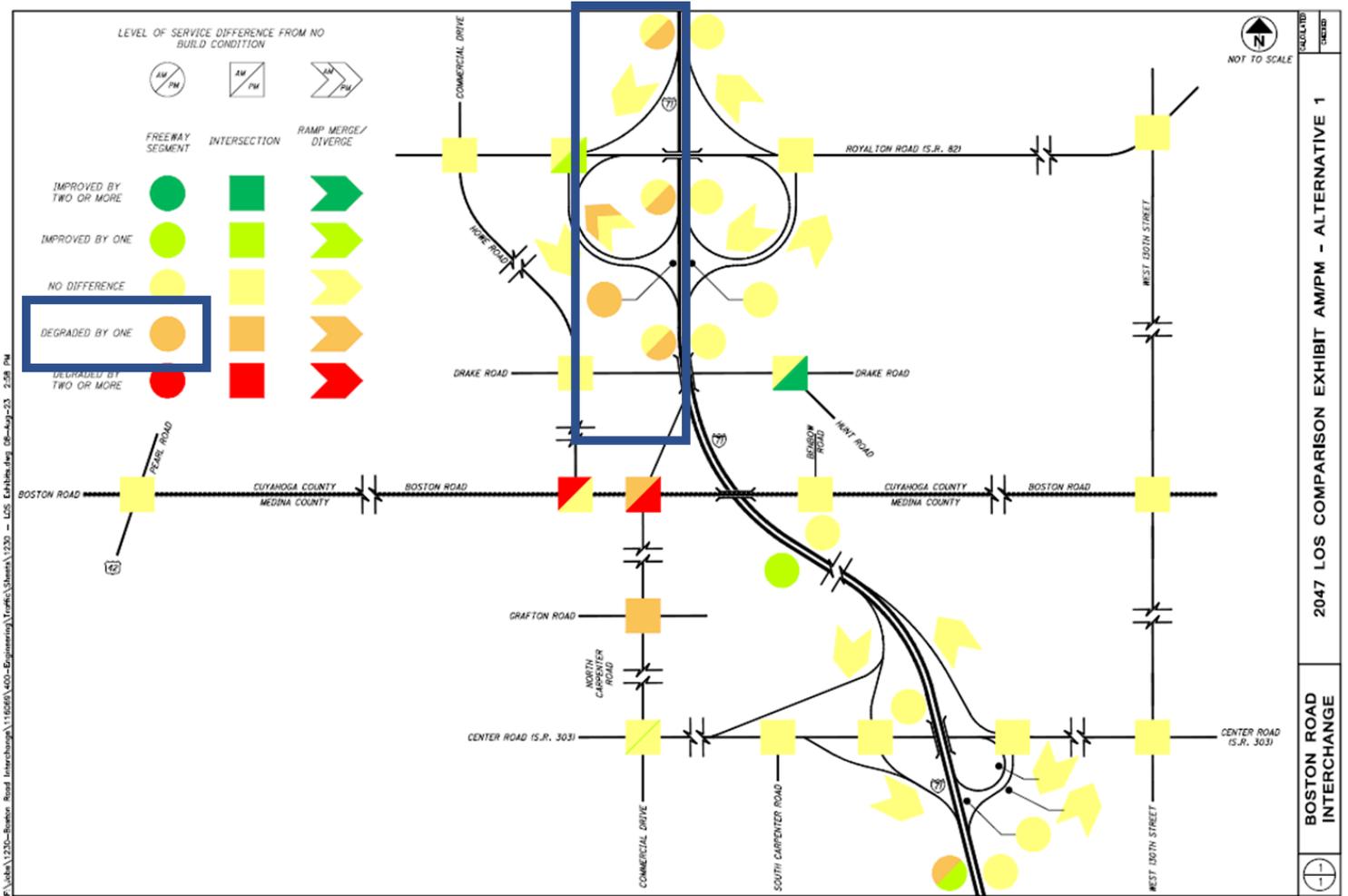
- Looked at March-April 2022
- Only Tue/Wed/Thu, 3PM-7PM
- Considered Exit Ramps as “Origins”
- Evaluated percentage of trips in downstream links likely to be shorter using Boston Rd SB exit to be “Destinations”
- *Assumed* fractions for “peak period” would hold up for “peak hour” as well
- Most recent 2-month period available
- **THESE ARE NOT TRAFFIC VOLUMES!!**

# SR 82 WB Destinations in PM Period, 3P-7P

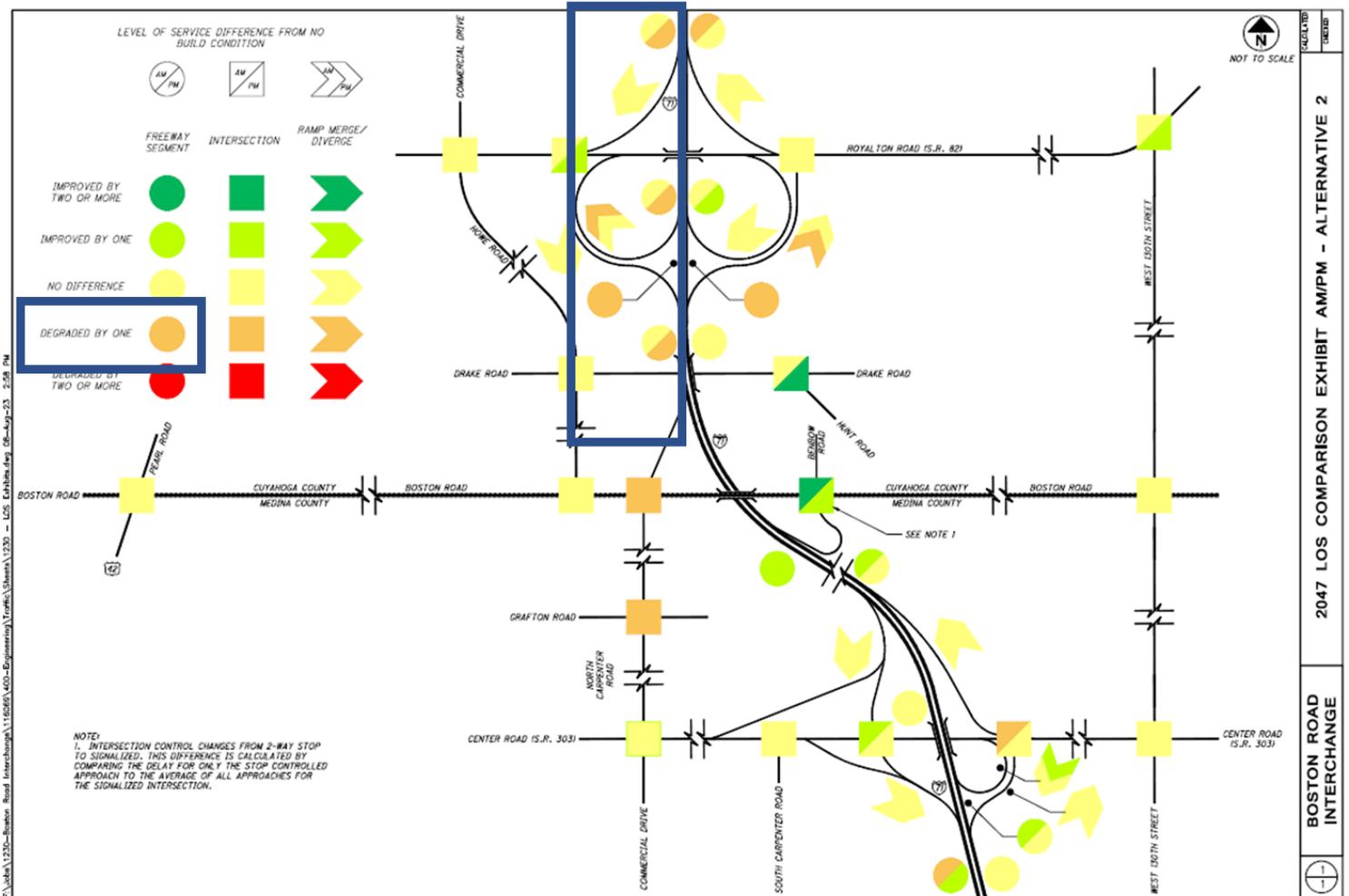


Assuming half of traffic turning from Howe Rd onto Boston Rd is from Brunswick  
 $(475+271+118 = 864/2 = 432)$   
 $432+182 = 614$   
 $614/7855 = 7.8\%$  is Brunswick traffic

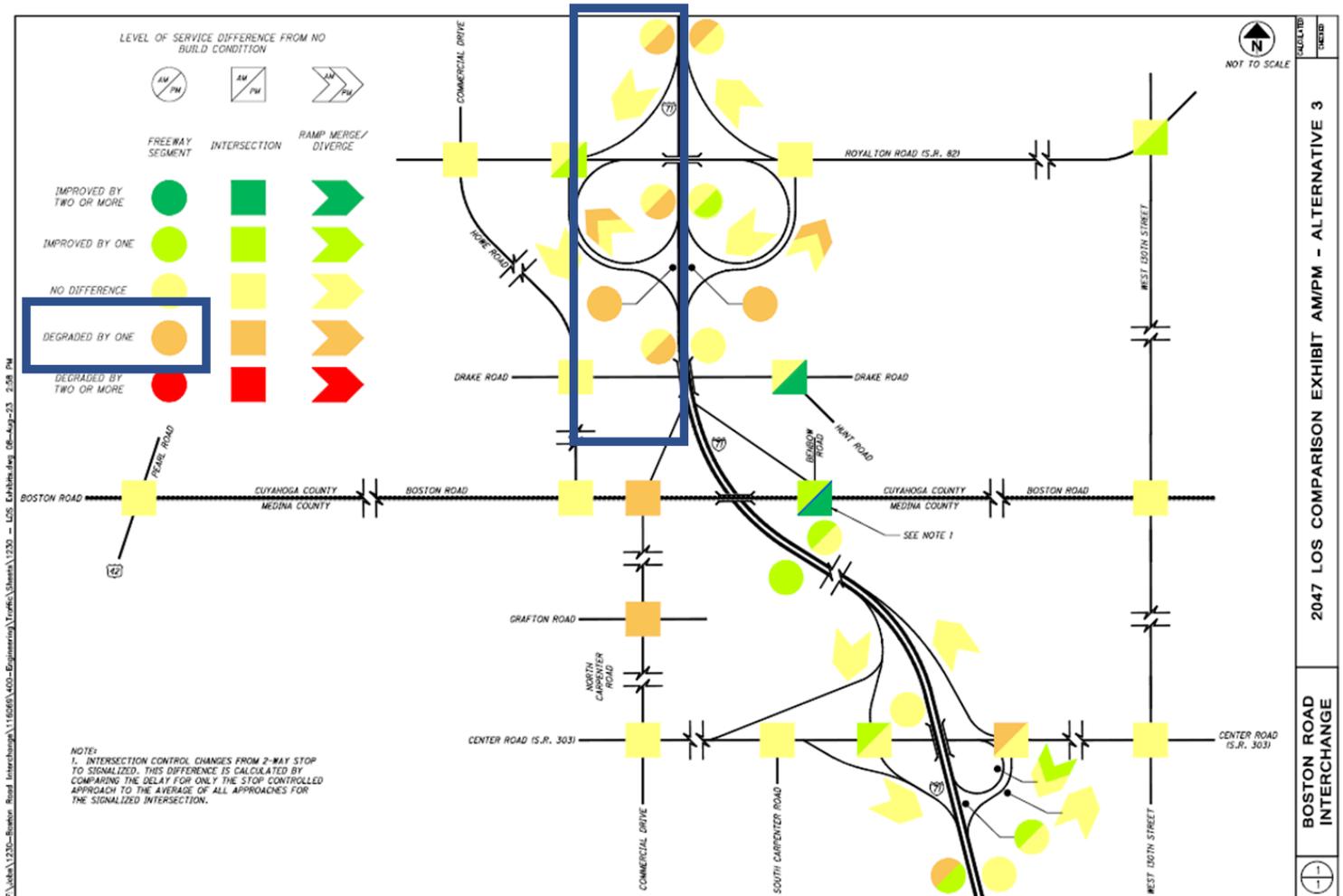
# Appendix K – Levels of Service Alternative 1



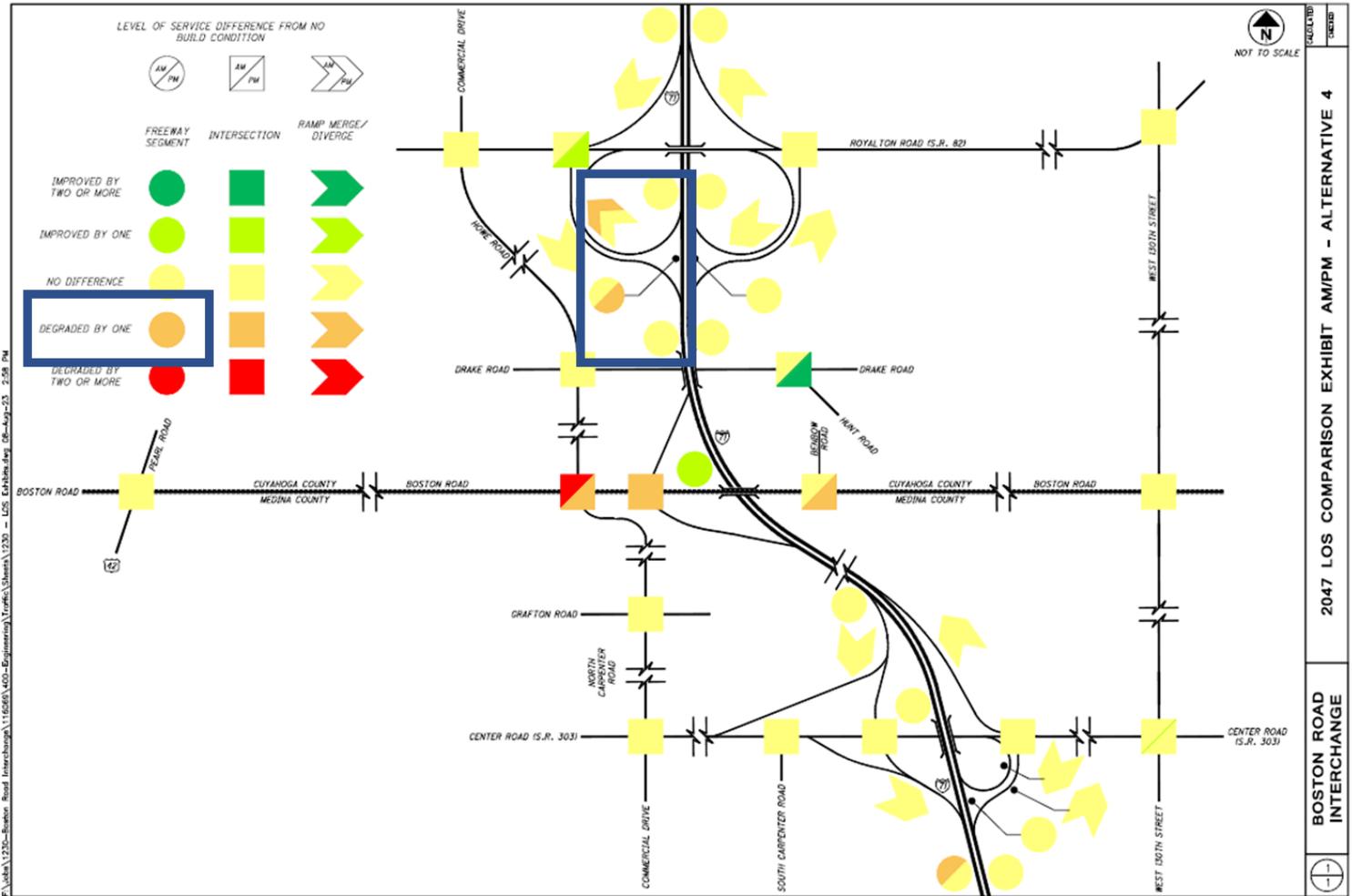
## Appendix K – Levels of Service Alternative 2



## Appendix K – Levels of Service Alternative 3



## Appendix K – Levels of Service Alternative 4



## Appendix K – Levels of Service Alternative 5

