

Sue Krejci
Written Testimony for Ohio Senate Transportation Committee
February 27, 2025

Chair Patton, Vice Chair Schaffer, Ranking Member Antonio and members of the Ohio Senate Transportation Committee - thank you for allowing me to submit testimony in favor of Sub HB 54. 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 Sub HB 54 which will repeal ORC 5501.60, language requiring an interchange to be built on Boston Road on the Brunswick / Strongsville border and instead mandate a study. As you recall, Brunswick officials and residents have had no say in this matter and have been fighting a David and Goliath style battle since this language was added to the transportation budget two years ago to simply maintain their homes and quality of life.

Strongsville's mayor Tom Perciak testified in the House Economic & Workforce Development Committee back in April last year, urging that the legislation should not be repealed as it was necessary to force a study - a requirement before any interchange can be built. That two-year study has been granted by NOACA and ODOT, and it was authorized back in September, 2024. Despite receiving the exact outcome they said the law was intended to create, Strongsville has refused to support a repeal of the law requiring an interchange be built. This certainly biases the study, as if it does not conclude an interchange is needed on Boston Road (which it likely won't), Strongsville's likely next move will be to claim they have the legal authority to circumvent the usual process and try to build it anyway.

As a reminder, Strongsville's own study - done by Euthenics, a Strongsville-based firm in 2023 - 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 during the conference committee 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 this is false - in fact, there were zero fatalities at this intersection since data is first available in 2008... which leads me to believe this really is all about making Boston Road a route for trucks from Foltz Parkway to I-71. The Strongsville Post reported in 2013 that Strongsville Councilman Duke Southworth said "the whole point of the Boston Road interchange is to connect it to the [Foltz] industrial parkway".

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 they have claimed. Additionally, the 2023 Sackett vs. EPA Supreme Court decision greatly reducing wetlands protections 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. **In fact, at the December 2, 2024 Strongsville City Council meeting, it was announced they are extending the water line all the way to Boston Road. Why would they expend the money for this unnecessary infrastructure if it's going to stay a cul-de-sac?**

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 Sub HB 54. 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