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Subject: Re: Safe Bicycle and Pedestrian Transport Mtg - Tuesday Sept 30 8am
Attachments: Responses to Trail Proposal.docx

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- ADP Security Team

THE FOLLOWING IS BEING SENT FOR INFORMATIONAL PURPOSES ONLY. THIS IS NOT TO BE DISCUSSED OUTSIDE OF A PROPERLY NOTICED PUBLIC MEETING

Below are notes and action items from the September 30th meeting. The village recorded audio of the meeting for notes purposes so they may have additional notes.

Attached are Chief Rizzo's thoughts, ideas and reactions to the ideas Mayor Koons shared last week. We discussed both the Mayors shared letter and Chief Rizzo's ideas and reactions in the meeting last week.

The next meeting is Oct 23rd at 8am

Committee for Safe Bicycle and Pedestrian Transport Meeting

Tuesday, September 30th, 2025 8:00am

Attendees: Carrie Schloss, John Wahl, Chris Bell, Ruth Cavanagh, Chief Rizzo, Rich Washington, John Buda, Dennis Galicki, Mark Porter, Misha Alexander, Ryan Macy, Mike Mulloy

Action Items:

1. Ask for PDF of survey results to be put on website
2. Fall festival - does anyone want to volunteer to:
 - a. Make a handout with a link to the website?
 - b. Attend for hour shifts to talk about trails with residents
3. Councilmember Bell will report at next regular council meeting the following:

- a. The SBPT committee motion and vote: motion was for path design to be on single side side and for Verdantas to explore the south side design from Spring to 306
 - b. Ask for the 3rd party oversight for RFP to be produced ASAP so it can go out with the road 3rd party RFP
 - c. Share Chief Rizzo's suggestion that the village put in the Gurney crosswalk now with village funds and not wait for the path
4. Committee should come show support for the path when Councilmember Bell shares the update at next council meeting.

Minutes:

1. Event announcements:
 - Gurney Walk-2-School
 - - wed oct 1 - committee was invited to join
 - Fall Festival
 - If there are volunteers - Potentially a hand out at festival to inform about trails
 - Send an email out for volunteers
 - - sign up for an hour to talk trails
 - Danielle - update on the website - for information
 - - post pdf of survey results
2. Updates
 - Motion passed to move forward with scoping at last council meeting
 - Skipped this item because everyone at the meeting at this point was also present at the council meeting
 - NOACA/ODOT meeting
 - Insights shared by attendees JW, CG, and RW
 - Unless there is a clear ROW construction will not start
 - Need a third party administrator because conflict of interest if done by verdantas - need an RFP for this
 - Stamped concrete was frowned upon and ver expensive - maybe only in the park?
 - ODOT/NOACA discouraged them from using grant funding in the park bc env regs - village should just do that section
 - Scoping meetings - cant take place until there is 3rd party - must be advertised
 - Fine with 5ft asphalt path
 - Pedestrian only path - if you have 2 way traffic you may have issues
 - Odot member volunteered if you have a 5ft path on one side then often you have another on the other side of the street
 - Odot seemed to wash their hands of dictating their design
 - If not approved, we would know before they got to far along
 - NOACA gave SR grant - no grant was applied for
 - Odot doesn't anticipate funding until FY28 (which we believe is summer 2027)
 - Need to word correctly because it is a transportation grant - a loop in a park is a recreational grant - but this is ok for use in the transportation grant
 - 3rd party administrator -
 - Must be advertised separately from the one for the road project
 - Council needs to authorize bid to go out
 - Then council will have to go with one bid or another
 - ROW will defined in the next planning stage as well and must be clear for this to move forward
 - Without permission of homeowner - may stop it, but we are planning to stay within the right of way anyway - before package submittal
3. Timelines
 - Grant
 - Looking at fy28 if package is submitted by nov 1 2025
 - Trail vs Roads
 - Village needs to move road forward first for fear of losing money
 - So road may be 2026 but likely trail not until 2027
 - Verdantas timeline

- Need more than a month to get the scoping doc and design done
- 4. Planning
 - Final decision for trail plan for scoping docs
 - Discussed Mayor's Vision - letter sent to group prior to meeting
 - Mayor wants alderwood to gas station on the north side
 - Misha sees how it would work better on the north side
 - This vision is still crossing Bell (south side in park, north side after park)
 - Chief Rizzo shared his vision (points also shared attached to this)
 - Max green space cannot be 15 feet - would be 10 at max
 - No guarantee that trail will be the furthest away from the road way
 - If trails are build along existing ditch - there could be a drop from the trail into the ditch which is also a hazard
 - Chief rizzo disagrees w N side
 - Crossing driveways is much safer than crossing roadways -
 - South has access to 2 restaurants and convenience store
 - Those homeowners should have been notified too - since it hadn't been decided
 - Bell rd shoulder is 59 inches from step
 - a. Wont be inches from traffic will be on other side of curb plus the current shoulder where people currently walk or bike
 - b. We can install higher curb guard/barrier for safety
 - Cemetery shouldnt be viewed as an obstruction - but a benefit - rerouting a 1 mill project for 1 inch is not advised
 - Spring dr and country estates - crosswalk to access park and trail - pedestrians
 - ½ dozen crosswalk accidents - in CF
 - Article in Rocky River - student was struck by car riding bike to school - crosswalk with beacon - but wasn't activities - this is worst nightmare
 - Chief Rizzo does think this as a safety improvement - but cant get behind it if it crisscrosses Bell
 -

MA: Rarick - also underground rail road - could be nice to highlight- With that info, she thinks it Mokes sense to put on south side

JB: primary interest is safety - let engineering determine which side, Hoping the south side will work better - but if N side has to be it wea'll figure it out

If there is a phase 2 or 3 and continue to chagrin - will it stay on one side?
Plus village property on southside right by chagrin -

CG: 10-20- years ago - reengineered cemetery - retaining wall and step and enough room to park a vehicle - and no landing - now a landing and slope - but stairs could relocate to teh west

- Setting aside funds
- Our role in moving this work forward

Ruth - doesnt want people at cemetary

Could do a gate at the top of the stairs

Motion in Committee meeting: - Path design to be on single side side and for Verdantas to explore the south side design for verdantas from spring to 306

JW: seconded motion

Unanimous vote from 3 committee members

Committee is open to switching to North side should design prove infeasible on South side

Still need to do due diligence on what is the better side - where are the fewest obstacles

- Having a comparison is more likely to move forward - removing prejudices and removing opinions
- Whats the right choice for the greatest good
- Safest should take priority

CB will report outcome to council on october 13

Consider crosswalk at gurney whather we do trail or not - 34 k expense - amend appropriations

Could be other funds - safe routes to school - to fund other finds for crosswalk - signalization
More money then to the trail if

Haven't applied for that -

Chief Rizzo: General recommendation to put the light in now - independent of the path
Crosswalk itself would be helpful

Do we need an additional committee meeting?

Oct 13 Council meeting

- RFP - for 3rd party for road
 - Ask is to please do trails at the same time - ask mayor to bundle
- Design on south side update - share motion

Nov - what is needed by nov date?

This council - chris shares our motion proposal,
And rfp
Scoping for south side

First south side study
Cost estiamte
Scoping doc

Use survey they have

Next meeting October 23 8am

- It was stated that there will 15 feet of “green space.” There will not be 15 feet of green space between a trail and the roadway. The maximum green space cannot be 15 feet if the trail takes up 5 feet of that area.
- There is no guarantee the proposed trails will be always situated at the furthest point away from the roadway. There may be other obstructions and there may not always be 10 feet of grassy area as a buffer. Some ditches may be required to be covered but is not known to what extent. (CONFIRMED WITH THE ENGINEER)
- Also, if the trails are built alongside an existing ditch, there could be a 5’ drop from the edge of the trail into the ditch which introduces an additional hazard. (CONFIRMED WITH THE ENGINEER)
- Path users having to cross driveways should not be a major concern. When utilizing a sidewalk wherever they exist in other municipalities, a pedestrian may cross *dozens* of driveways in a one-mile stretch. Crossing driveways is MUCH safer than crossing ROADWAYS.
- A path on the SOUTH SIDE to 306 will allow pedestrians to access multiple businesses on the SOUTH SIDE at 306 & Bell including two restaurants and a convenience store. A cross walk at the intersection will allow people to access the corner gas station.
- Homeowners on the south side were never notified of the project. This is unfortunate, because these homeowners *should* have been notified as the decision on which side the proposed trail would be had not been made.
- It was stated that even with modifications, the cemetery section would be 59” wide instead of 60” wide and would have pedestrians within inches of traffic. This is incorrect. Pedestrians currently walking on the berm against the flow of traffic will now be able to walk on the other side of the curb which puts them further away from vehicular traffic, just not the maximum distance from traffic, which is much SAFER than current conditions. The engineer also informed me that as part of the project, we could install a taller barrier curb between the roadway and the trail.
- The engineer and I both concluded that the cemetery should not be viewed as a SOUTH SIDE obstruction, but a benefit to invite visitors to this historical publicly owned landmark. An interpretive sign along this part of the trail could be used to educate the public on its historical significance. The idea that we would need to re-route a million-dollar project due to a one-inch difference in width is a serious lack of common sense.
- I agree with the part of this proposal that considers additional crosswalks as it allows individuals to use those crosswalks to get to the path or the park. The crosswalks should only be utilized to access the park and trails. Pedestrians using the trail **should not** be forced to utilize the crosswalks as part of the trail, so I STRONGLY recommend remaining on the south side of Bell (eventually to Ridgewood) instead of crossing again at Ridgewood. Once on Ridgewood, pedestrians could utilize that route to access the Chagrin and St. Joan School campuses.

- It should be noted that in recent years, there have been a half dozen crosswalk accidents in Chagrin Falls resulting in serious injury or death. The potential daytime population increase needs to be acknowledged. This can have a direct impact on increased pedestrian accidents within the Village.
- I DO think these trails will be a significant improvement to safety; however, I will not get behind this project as proposed. Forcing pedestrians from south to north and back and crossing Bell Road numerous times is dangerous and lacks common sense. In the last meeting, the Safety Committee and I made a recommendation to keep the trails on one side, and it seemed that this committee thought it was a good idea.
- This committee should not be influenced to settle for a sub-standard plan due to personal preferences or political reasons. We cannot let the opinion of 1 or 2 individuals change the course of this project due to personal preferences. All I'm asking you to do is exercise good common sense.
- Finally, we need to stop pushing this project forward until the best plan is proposed, not because we are rushing to meet a grant funding deadline.
- READ ARTICLE BELOW
ROCKY RIVER, Ohio (WOIO) - A student was struck by a car while riding his bike to school Friday morning. Rocky River police said the accident happened around 8:15 a.m. According to police, the middle-school aged child was crossing Hilliard Blvd. at Wildflower Drive when he was hit.

The child was at a crosswalk equipped with pedestrian activated Rectangular Rapid Flashing Beacons, but police said he did not activate the beacons before entering the crosswalk.