
From: Koons, William
Sent: Thursday, October 17, 2024 8:40 PM
To: SRV adminassist
Subject: Fw: Committee for Safe Bicycle and Pedestrian Transport - Oct17th Mtg Minutes

Follow Up Flag: Follow up
Flag Status: Completed

Please print entire email.

thanks.

From: Carrie Schloss <cschloss@gmail.com>
Sent: Thursday, October 17, 2024 8:35 PM
To: Kelly Estes <drkellyestes@gmail.com>
Cc: Danielle Sabo <daniellensabo@gmail.com>; Ryan Macy <ryan.macy@gmail.com>; andy.powers@gmail.com <andy.powers@gmail.com>; lauraflaiz@ymail.com <lauraflaiz@ymail.com>; lespeconi@gmail.com <lespeconi@gmail.com>; eliosharp@gmail.com <eliosharp@gmail.com>; jacob@mtnroadcycles.com <jacob@mtnroadcycles.com>; Martyn H <mijn@hotmail.com>; Amanda Bencic <Abencic122@gmail.com>; Home1 <brmxm@roadrunner.com>; Rick Kelley <mplsrick@gmail.com>; SRV Mayor <Mayor@southrussell.com>; Elizabeth Gross <eliza.gross@gmail.com>; Mike Rizzo <srpdrizzo@gmail.com>; Bell, Christopher <CBell@southrussell.com>; Romanowski, Danielle <DRomanowski@southrussell.com>; Safe Routes Chagrin <saferouteschagrin@yahoo.com>
Subject: Committee for Safe Bicycle and Pedestrian Transport - Oct17th Mtg Minutes

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

Here are the minutes from today's meeting

Committee for Safe Bicycle and Pedestrian Transport

Thursday October 17 8:30am

Attendees: Mayor Koons, Carrie Schloss, Elizabeth Gross, Danielle Sabo, John Buda

Intros - group introduced themselves

Reviewed Agenda

1. Feedback and ideas on survey intent, content, timing, length etc
2. Survey distribution
3. Committee members (if time permits)

1. Feedback and ideas on survey intent, content, timing, length etc

Handed out proposed intent of the survey (below) for feedback so that we could review the survey with the use and intent in mind

Survey Results Audience

1. Mayor/council
2. this committee to inform our work and action plan
3. grant applications

SR Survey Intention

1. Use the results to provide information to Council/Mayor on
 - a) desire of residents to walk/bike/run in SR.
 - b) the safety barriers to doing so
 - c) information on level of support or opposition to different types of projects in different locations
2. Use the results to inform our a phased action plan for projects in SR
 - a) phase actions based on community needs/identified barriers
 3. use insights from the survey to apply for grants for projects identified above

There was general agreement on the intention statement (above).

Time was given for the group to review a draft survey (draft survey was printed for review)

Survey suggestions:

- 1.
- 2.
3. Beginning of the survey intro
4.
 - a.
 - b.
 - c. add a note that the survey is for the broader community that SRV is a part of and
 - d. to please fill it out even if you don't live in South Russell.
 - e.
 - f.
 - g.
 - h. Add note that SRV has obtained grant money (may or may not list the amount) for
 - i. improved pedestrian and bicycle infrastructure (Liz will provide exact language) and this survey will help inform planning for obtaining additional grants
 - j.
- 5.
- 6.
7. In #3 add a) a remote work option and also b) a stay at home parent option
- 8.
- 9.
- 10.
11. For the frequency options (#4) - regularly should say '4 or more times a week' or
12. we need to add a more frequent option
- 13.
- 14.
- 15.
16. #5. Need an NA option for spouse and kid lines for households that have neither
17. spouse nor kids
- 18.
- 19.
- 20.
21. Whole group was in favor of keeping all options for #5 (specific roads and to/from locations) so no edits needed
- 22.
- 23.
- 24.
- 25.
26. For #10-14 - Add back in the infrastructure improvement options for
27.
 - a.
 - b.
 - c. East washington path and crossing
 - d.
 - e.

- f.
- g. Path on 306
- h.
- i.
- j.
- k. East of 306 on bell path
- l.

Discussion about length - agreement that it was not too long; ok with length and time

2. Distribution

Ran out of time so only briefly talked about distribution -

-
-
- Snowball effect will be important to get it out
-
-
-
- Last survey only had 7 respondents
-
-
-
- Need paper copies to get out to some
-
-
-
-
- Qr code
-
-
-
- Social
-
-
-
- Newsletter
-

Question on whether it was too soon for the survey - decided it was not too early this will lay the groundwork may be useful for a grant deadline in Feb

Survey will need council approval, talked about how that will happen, by vote, the goal is to get the survey to SRV for inclusion in council packet by Wednesday Oct 23rd for council to discuss at the next council meeting

Depending on time for council approval may need to see if it is too close to Thanksgiving/holidays for release and may decide to hold it for Jan release but if things move smoothly goal is still release

Briefly discussed committee, discussed if the official members should be 2 members or more; discussed implications of decision but need to decide at next meeting

Shared the date of the next meeting: 830am Nov 22nd

Committee for Safe Bicycle and Pedestrian Transport Meeting Minutes

Thursday November 22, 2024 8:30am

Attendees: Kelly Estes, Carrie Schloss, John Buda, Mara Thrush, Emilie Gottsegen, Suzanne Moloney, Matt Hanculak, John Wahl

Intros

Everyone introduced themselves including where they lived and what their interest was in attending. Interests included: biker/runners, increased connections, safe trail connection to CF, children who want to bike/walk to friends houses and are not allowed because Bell is not safe, lower speed limits on 306, safer routes along Bell.

Survey

Covered survey status so far:

- 202 household responses;
- discussed goal of wider representation and responses
- Group decided a goal of 500 households would be sufficient;
- group signed up for places to distribute flyers, to reach out to
- communities through phone or email, and social media
- Sign up sheet and sign ups
- [here](#)

We talked about survey use:

- to provide information to South Russell Village Council and Mayor
- Koons on the desire of community members to walk/bike/run in South Russell and the safety barriers the community perceives to doing so,
- to support the development of a phased action plan for pedestrian
- and bicycle transport through understanding the level of community support or opposition to different types of projects in different locations,
- to provide insights from the survey to identify projects to propose
- for existing funding sources and future funding opportunities that have community support,
- to provide information on the community's needs to be used in grant
- applications for future funding opportunities.

Additional ideas to get the survey out included school grade facebook groups, flyers for houses on Bell and in neighborhoods, calling HOA presidents, print additional copies for putting at individual houses

SR Village agreed to print 360 copies for the attendees who volunteered to deliver the flyers to houses in their neighborhoods.

Master Plan

We provided an update on the Mayor's proposal for consultants to develop a master plan for trails which council would need to approve a budget for. We provided an update on the NOACA funding that is to be used for pedestrian/bike infrastructure and the need for the village to propose how it will be spent by Dec 31 2024.

Logistics

8:30 on Friday's works for this group, but others may need times outside of the 8-5 workday

The next meeting is Friday Dec 20th at 8:30am, but we did not set 2025 dates

Additional questions that arose

What are the recently raised taxes being used for?

If trails were to be implemented would it be on land that is already SR? Or would it be on private land?

How many households are in SR?

Can we explore existing partners - like the Solon trail is working with metroparks?



Outlook

FW: safe ped minutes

From Romanowski, Danielle <DRomanowski@southrussell.com>

Date Wed 12/18/2024 8:32 AM

To SRV adminassist <adminassist@southrussell.com>

From: Kelly Estes <drkellyestes@gmail.com>

Sent: Tuesday, December 17, 2024 10:05 PM

To: Romanowski, Danielle <DRomanowski@southrussell.com>; Carrie Schloss <cschloss@gmail.com>

Subject: Re: safe ped minutes

apologies

attendees for the 12/11/24 meeting were: Mayor Koons, Carrie Schloss, and Kelly Estes

On Tue, Dec 17, 2024 at 9:53 PM Kelly Estes <drkellyestes@gmail.com> wrote:

Danielle,

These are the minutes from our most recent safe bike and pedestrian transport meeting.

Kelly

Committee Meeting Minutes 12/11/24

1. Review from survey results
2. Village owns the first 10 feet from the street, does not need to buy land, would work with home owners to introduce concepts
3. Consideration of rules for path - electronic vehicles? golf carts?
4. Agenda for Dec 20
- NOACA update - intent report due 12/12
- survey results update
- check in with survey distribution
- end date survey - Feb?
- next committee meeting end of Jan - Tavern 6 (former Panini's) to align with their grand opening, specific to invite Bell Rd residents to review survey results
5. May time frame assembly introducing the crosswalk to intermediate and Gurney schools, education on how it works, hike the park, pack a lunch
6. other ideas - bike with the mayor, hike with the mayor maybe in the spring, bike to school day for gurney (May)
7. mayor shared two letters from 8th grade university school students who have a requested more efforts towards paths, we will reply with our progress and assign them surveys to pass out

Meeting minutes are below - there are three action items, summarized here:

1. Please continue to get the survey out to neighbors, friends, networks, social media, and the broader community. If you need more flyers please reach out to me.
2. The Mayor asked the group to please send him your vision for trails
3. Please come to January 27th council meeting at 7pm for the public comment portion to show support for creating a Master Trails Plan

Committee for Safe Bicycle and Pedestrian Transport Meeting

Friday, December 20th, 2024 8:30am

Attendees: Carrie Schloss, John Buda, Matt Hanculak, John Wahl, Mayor Koons, Lindsay Zyla, Steve Schmotke

Intros:

Everyone introduced themselves including their interest in this topic. Interests included avid cyclists, people who walk all the time, and families with small kids. Many in the group identified walking/biking on Bell was tough/harrowing. One mentioned being nearly been hit as a pedestrian on Bell and remembered a friend who had been killed by a drunk driver (elsewhere). Safer access was desired for biking to Heinens on 306, walking/biking to Gurney, access to CF. The goal is to keep people safe and build community.

NOACA update

Mayor Koons provided an update on the NOACA funding: 800k for trails is already granted to the Village to be used for trails and there is much more federal money out there.

Ideas include limestone paths on some stretches of Bell; crosswalk/colorful paint, education for kids and at schools including a fieldtrip/hike with CFIS

Master Plan Budget update:

This committee and others interested should come to January 27th council meeting to show support for the development of a master plan which would need budget approval of 15k to hire the consultant. The group can make public comment and can invite interested kids/teen who have expressed interest - two students wrote letters to the Mayor asking to do something about bike/ped safety in the village. The CT consultants to develop a master plan for trails in the village Consulting fee would not be part of the 800k

How does 15k compare to broader budget? This is a smaller ask

Survey Status and Planning

Group reviewed preliminary results from the first 265 households. There is broad support for infrastructure improvements with some variability by location. The group is concerned we aren't getting responses from people who live on Bell - but flyers were delivered to all houses on Bell between waverly and ridgewood, but these preliminary responses were pulled before the flyers went out.

Group agreed to close the survey February 15th.

Decided that February 1st we will need to do one last push to get survey responses highlighting the end date to let people know it is closing

Including:

- email HOAs to remind residents to fill out before close
- email blast from the village reminding residents
- all the social channels we relied on to get the survey out we can ping again with the end date

Suggestion to use AI to help analyze survey.

Upcoming Meetings

1. **January 24th 8:30am** committee meeting to organize around council meeting on the 27th
2. **January 27th**
 - a. **6:30pm** gather before council meeting
 - b. **7pm** public comment at council
3. Proposed 6pm meeting before one of the feb Feb council meeting to potentially meet with CT engineer to share ideas/ listening session - pending master plan budget approval and engineers availability
4. Other regular meetings will be the **last Friday** of every month starting in February.
5. Perhaps a special meeting as a soft opening at Tavern on 6th

Additional questions and answers to questions from last month

If trails were to be implemented would it be on land that is already SR? Or would it be on private land?

-village has 10ft

How many households are in SR?

-1400ish

Do we need to put this on the Ballot?

-Only need a ballot if we are asking people to pay for it which we are not; this just needs council approval if federally funded

Will speed limit assessments be a part of the master plan?

What are the implications of 25mph for just an area?

What would be done about drainage?

Action Item: The Mayor asked the group to please send the mayor a vision of what you want!

Additional ideas

Connect with Chagrin Falls - to plan - since Bell constricts - bikes get squeezed

Let chagrin know what we are doing and find out what the plan is.

Actual sidewalk to restaurants on Washington

Committee for Safe Bicycle and Pedestrian Transport Meeting
January 31, 2025, 8:30 a.m., Village Hall

Present: Carrie Schloss, Kelly Estes, John Wahl

Committee will email neighbors, communities, post to social etc about Feb 14th close date for the survey + post to social + post to school facebook groups + CVT; see if the village can send out a blast reminder that there are 2 more weeks to the survey - goal is to get any last people

Analyze survey results for Feb meeting - perhaps split data in different ways to understand patterns for example, is there a difference in support on eastern side of 306 and western side of 306 or just less responses from residents east of 306

Idea to have a public forum early March late Feb one morning one evening

- Ask community to come give trail network design ideas - specifics
- Can engineer and consultants lead this forum?
- Can we speak with the engineer and the consultants to find out what information they need?
What questions do they want answered

Is the consulting firm and the engineer the same entity or is it two different people?

How can we advertise this forum?

Perhaps at the restaurant for evening?

If you can't attend - send the ideas - this way.

Trail Design Wishes/Ideas - Committee for Safe Bicycle and Pedestrian Transport 1/31/2025

Name	Address	Ideal Trail Location
Carrie Schloss	290 Hickory Hill Rd	Top Priority: Path from Gurney Elementary to Spring Drive at Countryside Estates because connecting to that neighborhood provides sidestreet connectivity nearly to CF. However, ideally a path would connect 306 to CF along Bell.
Kelly Estes	26 Kimerwick Ct	-North side of Bell Rd Fox Trl to 306 pedestrian path -Where chagrin ends on bell rd south empty lot = Multiuse respite station, few parking spots, restroom -south bell rd connect end of chagrin with SRV park -improve trails from Waverly/kimberwick and manor brook to better connect to gurney
John Wahl	506 Laurelbrook	Priority of increasing safety along Bell St. How could we utilize property owned by village that abuts Chagrin Falls? Is there a way to connect thru this property to Fairview Lane or beyond? Can we put a trail along Bell in South Russell park to connect to Spring Drive?

From: K Estes <drkellyestes@gmail.com>
Sent: Friday, February 28, 2025 10:20 PM
To: Carrie Schloss <cschloss@gmail.com>
Cc: egottsegen@gmail.com; tsnbe@ameritech.net; grh2277@gmail.com; tweed.cara@gmail.com; tracyandella@yahoo.com; erbred1025@me.com; e.l.dunkel@gmail.com; kmaersch@gmail.com; audravz@gmail.com; Suzanne Moloney <suzannepmoloney@gmail.com>; matthew.hanculak@gmail.com; cstamco9@gmail.com; jenapril2@gmail.com; kylebidwell@gmail.com; sdschmidtke@gmail.com; wisekathy36@gmail.com; gwascak@gmail.com; Tmolnar3@yahoo.com; meagan1011@yahoo.com; ahamerstone@gmail.com; johnawahl@yahoo.com; brianrkaas@gmail.com; Hugo Hall <hugoshall@gmail.com>; willandemilygold@gmail.com; Lindsay Zyla <lindsayzyla@gmail.com>; ldanosky@gmail.com; katiemariemooney@gmail.com; Dylan Shamakian <dshamakian@gmail.com>; marathrush@gmail.com; clyndall@gmail.com; olivajane.ware@yahoo.com; napiette@gmail.com; Danielle Sabo <daniellensabo@gmail.com>; Ryan Macy <ryan.macy@gmail.com>; andy.powers@gmail.com; lauraflaiz@ymail.com; lespeconi@gmail.com; eliosharp@gmail.com; jacob@mtnroadcycles.com; Martyn H <mijn@hotmail.com>; Amanda Bencic <abencic122@gmail.com>; Home1 <brmxm@roadrunner.com>; Rick Kelley <mplsrick@gmail.com>; SRV Mayor <Mayor@southrussell.com>; Elizabeth Gross <eliza.gross@gmail.com>; Mike Rizzo <srpdrizzo@gmail.com>; Bell, Christopher <CBell@southrussell.com>; Romanowski, Danielle <DRomanowski@southrussell.com>; Safe Routes Chagrin <saferouteschagrin@yahoo.com>; jckosa@gmail.com; wstonehomeinspection@gmail.com; bstone36012@gmail.com; johnabuda@gmail.com; joepianecki@hotmail.com; lisanovakantil@gmail.com; emmaleuszler@gmail.com; finkbradley@gmail.com; meg.lynch@outlook.com; valasem@aol.com; jcthie@outlook.com; esadovnic@gmail.com; mel11sam@yahoo.com; brookeroeper@yahoo.com; natalieagray@yahoo.com; Bell, Christopher <CBell@southrussell.com>; Romanowski, Danielle <DRomanowski@southrussell.com>
Subject: Meeting minutes: February 28th 8:30am - Committee for Safe Bicycle and Pedestrian Transport Mtg

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All-

I am listing meeting minutes here to avoid Google docs, which I heard from many was not accessible.

Date 2/28/25

Attendees: Carrie Schloss, Kelly Estes

survey results reviewed, comments - opposition themes and community concerns reviewed in the following format: Concern - rebuttal

1. Bell was Already widened - this makes less safe (can cite people for bikes data), cars driving faster, less peripheral vision, we are looking at off the road path
2. Tax increase/financial - using funding
3. Rural feel - preserve the natural landscape, not sidewalks

Agenda for March 11 engineer meeting

1. Carrie working on ppt with survey results, public comments, highlight concerns, include proposal
2. Our proposal: first segment to connect from gurney through SR park
3. Engineer thoughts
4. Public comment- verbal and written on note cards if needed

-we may check in with key stakeholders regarding meeting cadence

-currently next committee meeting planned Friday, March 28 8:30am at SR village hall

-reminder public forum with engineer is March 11 7-8pm at SR village hall

Kelly

From: Carrie Schloss <cschloss@gmail.com>
Sent: Thursday, April 10, 2025 8:31 PM
To: K Estes <drkellyestes@gmail.com>
Cc: egottsegen@gmail.com; tsnbe@ameritech.net; grh2277@gmail.com; tweed.cara@gmail.com; tracyandella@yahoo.com; erbred1025@me.com; e.l.dunkel@gmail.com; kmaersch@gmail.com; Audra Ziedonis <audravz@gmail.com>; Suzanne Moloney <suzannepmoloney@gmail.com>; matthew.hanculak@gmail.com; cstamco9@gmail.com; jenapril2@gmail.com; sdschmidtke@gmail.com; wisekathy36@gmail.com; gwascak@gmail.com; Tmolnar3@yahoo.com; meagan1011@yahoo.com; ahamerstone@gmail.com; johnawahl@yahoo.com; brianrkaas@gmail.com; Hugo Hall <hugoshall@gmail.com>; willandemilygold@gmail.com; Lindsay Zyla <lindsayzyla@gmail.com>; ldanosky@gmail.com; katiemariemooney@gmail.com; Dylan Shamakian <dshamakian@gmail.com>; marathrush@gmail.com; clyndall@gmail.com; oliviajane.ware@yahoo.com; napiette@gmail.com; Danielle Sabo <daniellensabo@gmail.com>; Ryan Macy <ryan.macy@gmail.com>; andy.powers@gmail.com; lauraflaiz@ymail.com; lespeconi@gmail.com; eliosharp@gmail.com; jacob@mtnroadcycles.com; Martyn H <mijn@hotmail.com>; Amanda Bencic <abencic122@gmail.com>; Home1 <brmxm@roadrunner.com>; Rick Kelley <mplsrick@gmail.com>; SRV Mayor <Mayor@southrussell.com>; Elizabeth Gross <eliza.gross@gmail.com>; Bell, Christopher <CBell@southrussell.com>; Romanowski, Danielle <DRomanowski@southrussell.com>; Safe Routes Chagrin <saferouteschagrin@yahoo.com>; jckosa@gmail.com; wstonehomeinspection@gmail.com; bstone36012@gmail.com; johnabuda@gmail.com; joepianecki@hotmail.com; lisanovakantil@gmail.com; emmaleuszler@gmail.com; finkbradley@gmail.com; meg.lynch@outlook.com; valasem@aol.com; jcthie@outlook.com; Egor Sadovnic <esadovnic@gmail.com>; mel11sam@yahoo.com; brookeroeper@yahoo.com; natalieagray@yahoo.com; Mike Rizzo <srpdrizzo@gmail.com>; irish28pd@yahoo.com; SmithArchCF@aol.com
Subject: Re: South Russell Pedestrian and Bicycle Transport - Mtg with Trail architect

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Thanks to everyone who made it out to the meeting with Rich Washington today.
Below are meeting minutes, upcoming meetings, and next steps

Upcoming Meetings:

1. Safe Bicycle and Pedestrian Access Committee Meeting - April 25th 8:30am
2. Meet with Rich Washington May 22nd 8:30am

Next steps:

Rich will start with phase 1 suggested by the survey and see how far 800k will go
Mayor Koons will meet with NOACA to get answers to the questions

- When does it need to be implemented?
- What are the parameters?

Carrie will parse out the survey responses by location

Carrie will send Rich the survey results and open responses to inform the master trails plan

Proposed agenda for April 25th meeting

1. Working meeting to identify grant opportunities and deadlines and create a list
2. Ideas to contact Bell Rd residents
3. Plan for May 22nd meeting

Committee for Safe Bicycle and Pedestrian Transport Meeting Minutes

Thursday, April 10th, 2025 8:30am

Attendees: Carrie Schloss, John Buda, John Wahl, Mayor Koons, Kelly Estes, Suzanne Moloney, Rich Washington, Kaley Richard, Rick Smith

Intros

Ideas were shared about feasibility of different types of paths, widths of paths and locations

Rich shared that he heard a lot of interest in a path on Bell

Suggestions from the group included

- making a full bike/walk lane by narrowing Bell's lanes and expanding the edge
- Group determined this is not what the community is asking for as people will still not feel safe from distracted drivers
- Suggestion was made for a path East of 306
- Suggestion was made that an easy location for a path would be up 306

Survey results were shared with Rich Washington (same deck shared with council on March 24)

Questions about NOACA funding included:

- If we use NOACA funding does it have to be a 10ft width?
- When does NOACA funding need to be spent by?
- What are the other requirements/parameters of the grant?

Some considerations included:

- Only have 15 ft to work with or will need easements
- Can't go over drainage

Is there any more grant funding out there?

- Yes - we need to research teh opportunities and deadlines
- ODOT - pedestrian and bicycle special solicitation - May 1
 - Plans and studies
 - Traditional infrastructure projects

Group asked about the schedule for master plan

- Rich said the need to know when implementation has to be by for NOACA funds and will work backwards to do community meetings, preliminary design, survey public biding and build all that into the schedule

Mayor Koons will find out more info from NOACA grant - maybe go in person

Question if we got enough east of 306 responses - suggestion to figure out where responses were coming from based on cross street answers

Question asked if we need to reopen the survey - decided we don't need to right now - but that it might be helpful to ask more specific questions down the road (substrate, what types of crossings)

We also need to get a better handle on the feelings of the residents on Bell where we are proposing a path

Meeting Minutes

Date 4/25/25

Attendees: Mayor Bill Koons, Chief Rizzo, Carrie Schloss, Rick Smith, John Wahl, John Buda

Mayor Koons reported:

1. he spoke with the village engineer regarding a culvert for the stream that runs into Southwyck that would enable a possible path between SRV park and Gurney elementary school. The Mayor will also contact First Energy regarding this same potential path.
2. his Zoom meeting with NOACA for both parties to better understand the current \$800,000 grant:
 - a. NOACA was clear that use of the grant funds must follow Federal trail/path guidelines (e.g. width, materials, obstruction clearing, drainage, etc.). An effect of this could be that the only practical place considered so far on the discussed-to-date locations and meet Federal requirements may be along Bell Road east of Route 306/Chillicothe Rd. to Sun Ridge Lane (mostly along Kensington Green's Bell Rd. frontage). SRV funds or other sources of funding (e.g. grants) therefore might be necessary to build less intrusive paths (e.g. only 5 feet wide crushed gravel; i.e. not subject to Federal requirements) in other locations along Bell Road.
 - b. There is no imminent deadline to use the grant funds.
 - i. This suggests that the NOACA grant funds could be used for path preparation/construction at the same time as the repaving of Bell Road east of Route 306/Chillicothe Rd. currently planned for 2026. This would enable two projects (Bell repaving and path construction alongside and to Sun Ridge) to be coincident reducing inconvenience to drivers along this route. For example, the roadside ditch could be piped for the path around the same time as the repaving.
 - ii. An additional path section along Bell Road that could possibly use the NOACA grant funds (i.e. meet Federal requirements) might be under the power lines to Alderwood Trail. However, Rich Washington might say that both a path along Kensington Green and this latter short section could consume all of the current \$800,000 NOACA grant.
 - c. NOACA asked, "What are you connecting?" in regards to use of the grant funds for bike/pedestrian paths. The Mayor shared with NOACA that Gurney Elementary and the SRV park would be end points. This question is a consideration to keep in mind for possible use of the grant funds for a path along Bell Rd. in front of Kensington Green.

d. Manorbrook Drive could be a possible future phase for a path next to the road; after paths along Bell Rd. are constructed. Carrie expressed that on a benefit-per-resident basis, a neighborhood-specific path might not receive as much support village-wide.

Additional Park Access Location/s

There was discussion regarding creating access points to the western side of SRV park (e.g. Daisy Lane area) that could be in addition to or instead of paths along Bell Rd. west of the park; thus making the park more accessible to about one-third of SRV residents. There may be an existing narrow pathway between parcels. These options would need investigation.

Meetings for Bell Road Residents

The Mayor inviting residents along Bell Rd. opposite SRV park and up to Gurney's driveway to a meeting in the SRV park pavilion was discussed. The purpose is to brief the residents on what has been discussed about paths in these areas and what that might mean for them. It was determined to have two one-hour meetings; one for the residents directly across from the park and another for residents from the park up to Gurney. May 19th at 6pm and 7pm were selected for the meeting. The Mayor and Carrie agreed to work on the content of the invitation letter. He said he would inform Council and that these would be public meetings of the Safe Bicycle and Pedestrian Transportation Committee.

Seeking Additional Grants

Committee members are encouraged to individually research potential additional grants and provide findings to Carrie who can then share with the full committee. Carrie might be able to email a list of potential grant sources to committee members.

Bike to School Event May 16th

Carrie announced the May 16th Bike-to-School event starting at the East Washington Street Cleveland Clinic. The SRV Police Department will provide escorts. Committee members are encouraged to participate.

As recorded by John Buda

From: Carrie Schloss <cschloss@gmail.com>
Sent: Tuesday, June 3, 2025 8:39 AM
To: K Estes
Cc: egottsegen@gmail.com; tsnbe@ameritech.net; grh2277@gmail.com; tweed.cara@gmail.com; tracyandella@yahoo.com; erbred1025@me.com; e.l.dunkel@gmail.com; K Maersch; Audra Ziedonis; Suzanne Moloney; matthew.hanculak@gmail.com; cstamco9@gmail.com; jenapril2@gmail.com; sdschmidtke@gmail.com; wisekathy36@gmail.com; gwascak@gmail.com; Tmolnar3@yahoo.com; meagan1011@yahoo.com; ahamerstone@gmail.com; johnawahl@yahoo.com; briankaas@gmail.com; Hugo Hall; willandemilygold@gmail.com; Lindsay Zyla; ldanosky@gmail.com; katiemariemooney@gmail.com; Dylan Shamakian; marathrush@gmail.com; clyndall@gmail.com; napiette@gmail.com; Danielle Sabo; Ryan Macy; andy.powers@gmail.com; lauraflaiz@ymail.com; lespeconi@gmail.com; eliosharp@gmail.com; jacob@mtnroadcycles.com; Martyn H; Amanda Bencic; Home1; Rick Kelley; SRV Mayor; Elizabeth Gross; Bell, Christopher; Romanowski, Danielle; Safe Routes Chagrin; jckosa@gmail.com; wstonehomeinspection@gmail.com; bstone36012@gmail.com; johnabuda@gmail.com; joepianecki@hotmail.com; Lisa Novak Antil; emmaleuszler@gmail.com; finkbradley@gmail.com; meg.lynch@outlook.com; valasem@aol.com; jcthie@outlook.com; Egor Sadovnic; mel11sam@yahoo.com; brookeroeper@yahoo.com; natalieagray@yahoo.com; Mike Rizzo; irish28pd@yahoo.com; SmithArchCF@aol.com; Richard Washington; Galicki, Leslie
Subject: Re: Friday May 30th Committee Mtg - South Russell Pedestrian and Bicycle Transport

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

Hi all -

Here are the meeting notes from the May 30th meeting:

Committee for Safe Bicycle and Pedestrian Transport Meeting

Monday, May 30th, 2025 8:30am

Attendees: Mayor Koons, Carrie Schloss, Suzanne Maloney, Rich Washington, John Wahl, John Buda, Mara Thrush, Rich Smith

Agenda:

Report from Rich Washington

What we heard at the May 19th meeting with Bell Residents

Committee transition

Rich Washington report back:

- ODOT got back to Rich that it is ok to use NOACA funds for a 5ft path!
- Gravel might not be ADA compliant - takes time to completely compact
- Pedestrian path not a bike path due to 5ft width
- Identified Alignment opportunity on north side of Bell for a 5ft path between Gurney and SRPark- the following are shared by Rich and observations from the group
 - 0.5 mile path or 2600 feet
 - 5ft pavement - grading and clearing 5 and 10 ft wide,
 - minimal grading/clearing through someones yard
 - Stay within the power poles and within right of way
 - Likely weaving between poles and catch basins
 - Path would be on other side of the ditch (road -> ditch -> path)
 - Ditch is a nice protection for walkers
 - May be some places where it will cover up ditches

- This would all be within the right of way (ROW)
- Guard rail on north side of park and wetland delineation
- Rough estimate is 80k for materials, + grading _ clearing _130k all in, 13000sq ft of path - gurney to cross walk
- May also need mitigation, plus CT fees etc may get more expensive
- Seems like 800k will cover it
- Over the bridge and creek will extend the headwall and fill some if able
- Walkers would be behind guard rail
- Near term bridgework is needed perhaps it can help.
- Some small retaining walls - tall curb - minimize tree pruning as well
- 1100 bell - clear back to right of way
- Street side of poles from alderwood and then inside of waverly but there is a fence that would make it tight and a sewer drain
-
-
-
- Right of Way QandA
 - Within the right of way is city land but residents maintain the ROW land
 - ROW is 60ft from the center line of the road
 - Power poles are usually on the property lines
 -

Not a side walk - because sidewalks are maintained and we don't want to put any financial burden on the residents

What about between daisy and chagrin?

We still need to connect all the way to spring drive to connect into 100's of houses - if we do that on the south side through the park we will need a second crosswalk at spring drive

Update from May 19th meeting

3 households came (out of 10 houses)

2 from across the park

1 from the park to gurney

2 houses have kids one family allows biking on bell, stories of near miss accidents on cars, want paths for safety, one family walks bikes to nearby neighborhoods for riding, wont walk/bike on Bell, its not safe - also would like to see paths

One household was police chief in orange village when they did trails - saw the safety benefits got the walkers and joggers off the road,

Both households across the park - think the alignment should switch to the south side of teh road and go through the park rather than worry about cars backing out

All supportive of the path project in general

Handed out 3 paper surveys w just a few questions - haven't gotten any back

Suggestion to mail the surveys out to the residents who didn't come to better understand their perspectives in design

How do we move forward

- Need Council approval -
- Report to council on June 9th these findings - that 5ft path is acceptable for NOACA funds according to ODOT due to vague wording and likely will be within the 800k budget

- Would like to get approval by September because tree clearing needs to happen between oct and march 1 so start work in the winter

There is a fear that the funding may go away - so we need to move quickly on this - want approval and start this fall

If one resident strongly objects - does it crash it for the whole community?

Suggestion to put a sign/plaque in the park - to show the vision and full master plan of trails? Can we do that?

Mayor suggests 306 to sunridge - easiest for the second phase?

Suggestion to connect Chagrin Lakes to Sugar Bush and cross at Gurney as recommended by committee for phase 1 - need a bridge or storm drain - that would connect 100+ homes to school and park

Can we use NOACA funds for lit crosswalks? Alderwood crosswalk \$32,000 - funding for crosswalks; we'll need to find out if that is just construction design fees and permits

Can we apply for funding on a yearly basis - lets get the first step - work on commission grant writers. CT has grant writing department.

CT - look at what section is next

1. Detail on this segment - preliminary next step
2. Broaden to full plan

Does this bid as a whole project or separate -e.g. tree removal vs pavement - or all at once?

5ft pathway - look to see what the official name is so its not a sidewalk - trail

How did pepper pike do this?

This will be further from the road then the lander rd sidewalk

Committee transition:

We are looking for someone to replace Kelly, email Carrie if interested. John Wahl expressed interest. We will ask council to take Kelly off committee and will soon find someone to replace

Notes - if someone is interested in leadership know by june 15 someone new by July

Mayor update: Council passed a motion to hold a bike ride - Park pavilion - alderwood - turn around at sorelwood and come back - then the icecream truck would be there with free icecream - promote the park, get people through crosswalk -

Display about paths - next 5 years of trails - a big poster next to the icecream truck

Newsletter coming out next week -anything to add?

For the sign suggestion in the park:

Question about what do we need to do - - contact your council representative -

Is this an awareness thing or a call to action?

Here is what the survey found? - SR is interested in trails

Map is the key thing

Yellow highlight on certain spots - yellow line - gurney from alderwood - spring to park

Diff colors for diff phases

Next steps:

Carrie will go to council on 9th and report out on May 19th meeting and findings from Rich

Rich will do a detailed design for the first segment (Gurney to Alderwood)

Rich will also finish the full trails sketch for all of SR connectivity for future phases

Rich will present both at the next committee meeting on June 27th at 8:30

Committee for Safe Bicycle and Pedestrian Transport Meeting

Friday June 27th, 2025 8:30am

Attendees: Carrie Schloss, John Buda, Anthony Ivancic

Agenda:

1. Timeline and steps for a council motion to ask for approval to use NOACA funds, to get RFPs, and implement phase 1 (August?) !!!!
2. Council elections in November (4 of 6 council seats on Nov ballot)
3. Rescheduling meeting with Rich to review drafts and costs (early July?)
4. Committee Co-Chair

Timeline and steps for a council motion to ask for approval to use NOACA funds, to get RFPs, and implement phase 1 (August?) !!!!

- Aim for motion in August
- Motion could ask for Council to approve up to 400k of NOACA FUNDS (or just above the cost estimate) and ask to put out an RFP for Phase 1.
- Need to better understand what is in the Phase 1 estimate - would like it to go from Chagrin lakes to spring drive.
- When we use the term Phase 1 always put parenthesis and the segment so it creates a shared understanding) since committees recommended phase 1 could differ from Verdantas designed phase 1.
- In July, idea to reach out to council members individually for advice on how to move this forward, the ask of council members would be:
 - Our goal is to initiate construction of the path between phase 1 (between X and Y) by spring 2026
 - We believe we have enough info to move forward:
 - to support the reasons for this section as phase 1 (survey results)
 - To show that this is feasible - trail designed by Verdantas
 - No objections from Bell residents at this point
 - Cost estimates within the realm of the grant funding we have available
 - NOACA funding determined to be able to be used for this design
 - Given this goal, and this info, what are your recommended steps to accomplish this? How could this process be initiated?
 - We are hoping to move a motion forward early in August because many steps of the construction need to occur between October and March (tree removal, brush clearing, grading)
 - Do you have any concerns?
- First Carrie needs to find out from Danielle if committee members individually can speak with council members individually? Are we allowed to ask how they would vote would a motion be put forward?

Note: we followed up with Danielle and we are NOT allowed to meet with council members individually, we can ask for a council working session with all council members

- Question on how phase 1 was decided: survey results and feasibility
- Timeline for all this is ASAP to get the process moving

- Get community out on to share reasons for why this is so important for public comment at council meeting in which motion will be put forward - knowing that date as soon as possible - for Danielle to put it on the agenda a report out
- Action item: follow up with letter - to residents on Bell
- Now we have more info with the plan, width, substrate etc.
- Safety is the main reason, need to get kids off Bell
- Lots of soft benefits, these types of paths are proven to increase home values
- From a community standpoint increases the value of home and likelihood of a resale
- Boosting sense of community corner stone of social interaction and community
- Help with longevity, health benefits and social interactions.
- Residents may want it but not on their property
- What will this do to my driveway are we maintaining is it all season cost to maintain these in the future -
- Will it be 3 or 4 seasons? Clear snow?
- With additional phases how much do we have now and how much are we lacking - can we get additional funding
- Typically people who are against this would have filled out the survey, complacent middle might not have filled it out
- 306 may be an urban/rural divide for desire for a path and money, sense from some that there is not a desire to spend more village money- even with the bathrooms at the park

Council elections:

- Council - 4 seats are up for reelection this November
- Ultimately council needs to approve path, how much we can do and how far we can get will depend on their support
- If any committee members are interested in running for SR Village council the process is simple
- Fill out a single form with 3-0 valid signatures and submit \$30 payment by August 6
- This is the form: <https://www.ohiosos.gov/globalassets/elections/forms/3-0.pdf>
- Please let Carrie know if anyone is interested in running, we have over 60 people on our committee email list and can help get signatures to get your name on the ballot

Reschedule with Rich

- Mornings generally good
- JB out between July 12-22

Co-chair

- Group approved John Wahl as co-chair
- Carrie will pass this info on to mayor

Galicki, Leslie

From: Carrie Schloss <cschloss@gmail.com>
Sent: Wednesday, July 30, 2025 10:29 PM
To: K Estes
Cc: egottsegen@gmail.com; tsnbe@ameritech.net; grh2277@gmail.com; tweed.cara@gmail.com; tracyandella@yahoo.com; erbred1025@me.com; e.l.dunkel@gmail.com; K Maersch; Audra Ziedonis; Suzanne Moloney; matthew.hanculak@gmail.com; cstamco9@gmail.com; Jennifer Donnellan; sdschmidtke@gmail.com; wisekathy36@gmail.com; gwascak@gmail.com; Tmolnar3@yahoo.com; Meagan Meyer; ahamerstone@gmail.com; John Wahl; briankaas@gmail.com; Hugo Hall; willandemilygold@gmail.com; Lindsay Zyla; ldanosky@gmail.com; katiemariemooney@gmail.com; Dylan Shamakian; marathrush@gmail.com; clyndall@gmail.com; napiette@gmail.com; Danielle Sabo; Ryan Macy; andy.powers@gmail.com; lauraflaiz@ymail.com; lespeconi@gmail.com; eliosharp@gmail.com; jacob@mtnroadcycles.com; Martyn H; Amanda Bencic; Home1; Rick Kelley; SRV Mayor; Elizabeth Gross; Bell, Christopher; Romanowski, Danielle; Safe Routes Chagrin; jckosa@gmail.com; wstonehomeinspection@gmail.com; bstone36012@gmail.com; john buda; joepianecki@hotmail.com; Lisa Novak Antil; emmaleuszler@gmail.com; finkbradley@gmail.com; meg.lynch@outlook.com; valasem@aol.com; jcthie@outlook.com; Egor Sadovnic; mel11sam@yahoo.com; brookeroeper@yahoo.com; natalieagray@yahoo.com; Mike Rizzo; irish28pd@yahoo.com; SmithArchCF@aol.com; Richard Washington; Galicki, Leslie; Anthony Hughes; Anthony Ivancic; landerroad@yahoo.com; misha_alexander@rocketmail.com
Subject: South Russell Safe Bicycle and Pedestrian Transport - Master Plan and Cost estimate - Mtg Notes
Attachments: 33777 SR Ph 01 Trail - Concept Cost.pdf; L_33777-South Russell Trails2-sm.pdf

Attention: This is an external email and contains an attachment or image

Be cautious when opening attachments or clicking on images in this email. They may contain viruses or malware. Only open attachments from trusted sources and if you were expecting them.

- ADP Security Team

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Hi all -

The updated master plan and cost estimate are attached. Note this will undergo an additional update as the group in attendance would like to see Chagrin Lakes to 306 in the cost estimate and detailed trails design for Phase 1.

Action Items:

John and Suzanne will attend Aug 11th council meeting, present phase 1 and cost estimate, and ask for a working session with council

Also need a motion to approve John Wahl as an official member of the committee on Aug 11th

Mayor will send letters to residents on Bell - Mayor and Carrie will visit residents August 9th

Mayor will ask for meetings with Pepper Pike and Mayfield mayors for lessons learned

Mayor will ask for more info on process from NOACA

Mayor will ask Verdantas to update the phase 1 plan to include Chagrin Lakes to 306

Next Meeting:

Working session with council TBD will be scheduled Aug 11 - try not to schedule Aug 11-18

Special Meeting 7/29/25 notes below followed by info session 7/25/25 meeting notes

Safe Bicycle and Pedestrian Transport Special Committee Meeting 7/29/2025 7:30am

Attendees: Mayor Koons, Councilmember Bell, Councilmember Galicki, John Buda, Suzanne Moloney, John Wahl, Carrie Schloss, Misha Alexander

Agenda:

1. Review master plan
2. Review cost estimate for phase 1
3. Consider which segments to include in a proposed phase 1
4. NOACA grant
5. Timeline and strategy for approval and implementation

Described the master plan and cost estimate (which attendees already had) to share the info with Councilmembers Bell and Galicki and opened up for questions

Questions:

Is this an open ended grant or project completion date?

- state fiscal year 2026 - but don't know what months that spans, and if that includes a completion date

Are we factoring into budget a buffer? In case additional funds are needed?

- There is ~20% cost built in as contingency

What about the right of way? And those residents?

- Mayor Koons: Saturday the 9th -send a letter, and then go door to door to answer questions -

Plan is for a 5ft path

JB: our goal is to provide as much as possible (of a path) with as little impact as possible.

Comment: Hate to see us go forward with a reduced footprint (5ft) and not get funded because requires a wider path

ODOT confirmed to Verdantas a 5ft is ok - but need that in writing

Asked councilmember Bell how to proceed to get this moving forward

- Present phase 1 for council
- Ask for a working session
- Need to be able to answer/address property access even though in ROW

Councilmember Galicki's advice on moving this forward:

- Need a good idea of what we want - what is phase 1
- Good sound feeling for how much it will cost
- 80/20 matching grant

Up to this point from council perspective - Tend to believe wholesale support - issue with private property owners and how they feel about it - will they bear any expense?

Make sure we have the money available - and potentially lost revenue

This is an excellent time to earmark funds - village pays up front and then gets reimbursed

Action Item: August 11 council meeting - present phase 1, and cost estimate, ask for a working session to walk through master plan, phase 1, cost estimate, and any questions or concerns from council (John Wahl and Suzanne Moloney will present)

JB: Want to make sure we are following sunshine laws - but there is a desire to meet - help prepare a presentation to council - can that only be done in a official committee meeting?

- Yes any prep meetings would have to be sunshined

Need to decide what goes into phase 1 today. Should we try to get as much with the grant as possible since this is our chance to have 80% funded? Or will going to big sink the effort? Which segments do we include?

NOACA grant questions:

- Is there a grant requirement - are there inspections?
- Reimbursement is at the end - of phase 1
-

Heard in the presentation about a crosswalk here - but safety wants to put that in. Councilmembers Bell and Galicki are on the Safety committee

Action Item: Councilmembers Bell and Galicki will talk about the cross at 306 at safety meeting on Thursday to determine if they want to move forward with that

CS offered that if they want it done, we can get it covered at 80% with this grant funding as part of the project - but up to safety committee - we are just hearing the need for this from many community members - which is why we moved it into phase 1.

Attendees noted many kids and residents are running across the 45 mph street to get to gas station, farmers market business - its not safe.

NOACA actively involved

- Will there be checks along the way - surmise that yes there will
- Make sure we are following the guidelines that they are on board
- Theres always string attached with gov - so there will be things we have to do

Phase 1: current committee proposal as reflected in the current cost estimate

1. Crosswalk and light at 306
2. Chagrin lakes - southside of Bell boardwalk to Sugarbush
3. Crosswalk with lights at sugarbush to gurney
4. Northside of Bell path from Gurney to Alderwood
5. Southside of Bell path in SR park
6. Crosswalk at SR park near Spring drive

Mayor thinks phase 1 is too much and suggests

- No crosswalk at spring
- No boardwalk at chagrin lakes
- No path through park
- No cross at 306

Suggestions to pull 306 crossing out of phase 1 and let safety committee address so it can happen faster than the grant

Group agrees that at a minimum start with the segment Gurney to park

We then did a round robin to see if the group wanted anything additional and what?

JB- get as much as possible within the money available

SM - I'd like to see that as well - you might have to prove usefulness

If you see just gurney to the park - how useful is that to the community? Need the extra extensions to show utility - give them enough to get excited

MA: Inflation is a factor - get it done sooner than later with some of the materials

It would be good to have it done - with an official committee formed -

Minimum chagrin and gurney - but maximize what we can get.

Right now we have a lot of room - NOACA will pay up to 800k -which is the 80/20 for \$1million project - and we are currently well below

Councilmember Galicki: Johns got a valid point - maximize what you can build for dollars we have - who knows if there will be funds for the other phases

To Mayors point - gurney to park - if we truncated - people wouldnt be satisfied

Councilmember Bell: Path within the park is an easy win - flat and we own it; so he says yes for the whole thing

Feedback on crosswalk = 3 crosswalks is that too much?

Could be good to have 3 - signals a pedestrian zone - maybe safer

Good to see an estimate for all segments

What should we add as bonus?

- How much would it cost chagrin lakes to 306 (1st)
- How much would it cost 306-sun ridge?
- Support from group for segment chagrin lakes to 306- pending cost estimate - Connects village hall, school, park, business, farmers market

Formal, committee for this project? How should we go about that?

Mayor's suggestions for next steps:

Mayor of pepper pike and mayor of mayfield - try to get both points of view

Visit residents on saturday morning - so try again to get to them

Solicitor - ROW and what we can do

Confirm that board walk is in the price estimate

Contact NOACA this is where we are -

Go back to NOACA look for more money

Informational session with engineer (unofficial meeting) 7/25/25

Report from Rich Washington:

- Phase 1:
- Board walk - different surface, but 20 years before maintanance/replacement
- Most fencing and entry features are not in the way
- At waverly - in front of fence, closer to the road
-
- Some vegetation removal up the hill - work around existing trees
- Will the waverly sign need to be removed? Not the village sign, its the HOAs
-
- For ROW construction -don't need approval, but don't want resistance
-
- Reading the map:
- Catch basins are under the squares - poles are small dark circles - sometimes the path is on one side and sometimes its on the other, often behind the poles - some additional survey for more detail - survey we are using is from road widening

- Gurney painted crosswalk - will it be a red light?
- Concern that it will not pass
- Would be safer and help with gurney traffic
-
- Question about what about widening east of 306 - that was always the plan - Bell Rd is very unsafe, there is no wear to walk
-
- Question was how was the survey worded?
-
- Crosswalk at 306 and bell - cost estimate is in phase 1
-
- Walked through the cost estimate
-
- Not broad brush clearing, more selective clearing, might need a small culvert under trail for drainage
- Boardwalk - by powerlines and across from gurney
- 5ftwide boardwalk
- Crosswalk and beacon at spring and gurney - match what was done by the park
- Looks like no wetland issues - may need to delineate wetlands after staking the trail out - are there any wetlands, no wetland filling or permitting,
- Boardwalk wouldn't require wetland fill
- 4,000 lineal feet of trail 180 feet of board walk - still under a mile
- Presuming none of this changes -
- When is tree removal - must be between October and March -
- In terms of construction - it would attract a lot of contractors - the more contractors you get the better pricing - so there is some pressure for this to come down below
- SR thinks they can do some of this themselves - CF pour retaining wall by park

NOACA grant report by JB

- What do the dates mean?
- Paid for by? Done by?
- Key takeaways from agreement letter and sponsor requirements:
- Money - NOACA grant is max 800k which is 80% of total eligible construction costs
- Non-federal local share
- Is in-kind an appropriate match? Like SR could do the work for their 20%?
- With this cost estimate - 135k would need another source
- Dates - state fiscal year 2026 - construction over with end what month? Asked Danielle - how much project and by when?
- Is it renewable? Don't know
- From a phone call - didn't seem like urgency - can ask for extension if necessary
- Project name is Bell st bicycle and pedestrian facilities
- Can it be amended?
- Still a question about review?
- Might be grey areas that are beneficial - want to make sure we don't miss something?

Mayor - proposed timeline

August 19th is county meeting about money

Councilmember Cavanagh: What killed this in 1992 - an x crosswalk at 306 and bell - need a direct one; 35 years later - and there is even more of a drum beat to get this done; Farmers market has grown; The village has the money

Comment to

Work with new principal on gurney to take care of traffic -

Think about a red light instead

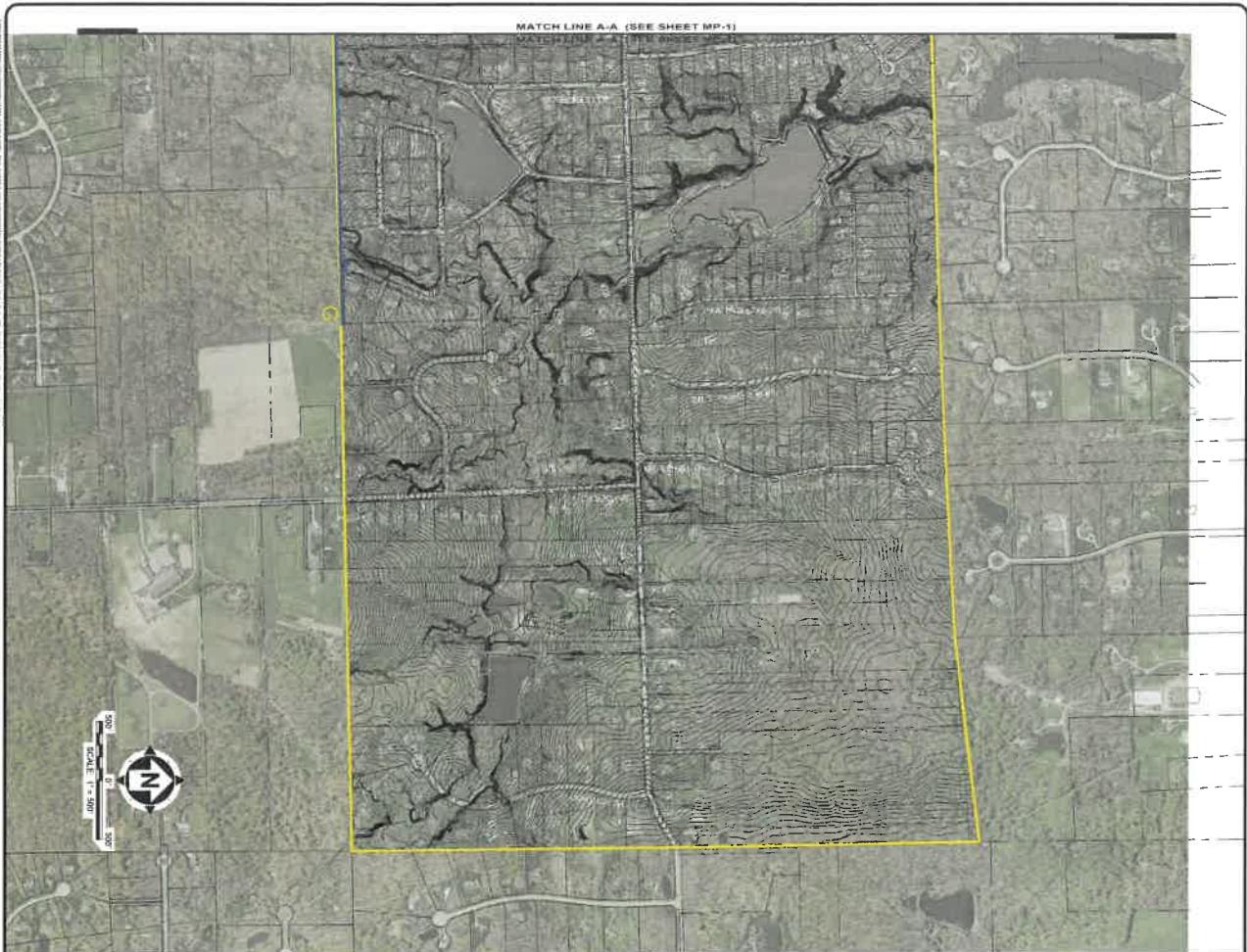
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South Russell Trail Phase 01
Conceptual Design Opinion of Probable Cost

Village of South Russell, OH
33777

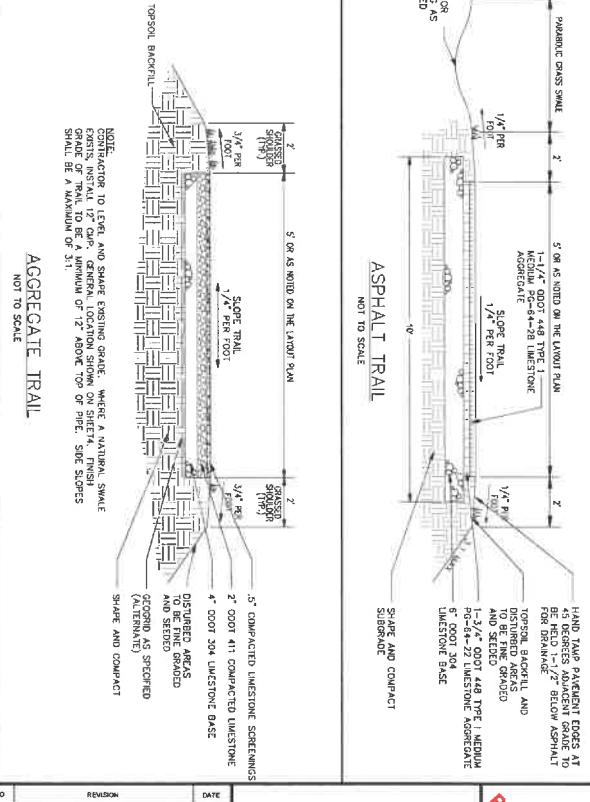
verdantas

Item No.	Item	Quantity	Unit	Unit Cost	Total
A BIKE TRAIL PH 01 (3,860 LF X 5')					
1	Topsoil stockpile and removed	500	CY	\$20	\$10,007
2	Trail Excavation and Embankment	751	CY	\$30	\$22,517
3	Asphalt Trail (3")	179	CY	\$275	\$49,144
4	Asphalt Trail Base (6")	500	CY	\$100	\$50,037
5	Stone Retaining Wall	80	LF	\$85	\$6,800
6	Restoration - topsoil, seeding, mulching and netting 3' Each Side of Trail	2,573	SY	\$8	\$20,587
7	Erosion Control	1	LS	\$8,000	\$8,000
8	Landscape Replacement (20 Trees)	1	LS	\$15,000	\$15,000
9	Wooded Area Clearing (.25 Acre)	1	LS	\$15,000	\$15,000
10	Drainage	1	LS	\$10,000	\$10,000
11	Boardwalk (180 LF)	900	SF	\$200	\$180,000
12	Maintain traffic	1	LS	\$5,000	\$5,000
13	Crosswalks with beacons	2	EA	\$18,000	\$36,000
14	Crosswalk and signalization (306) Cost being verified	1	EA	\$30,000	\$30,000
15	Mobilization, Layout, bonds, permits, inspections	1	LS	\$13,743	\$13,743
16	Contingency = 20% x SUBTOTAL	1	LS	\$91,618	\$91,618
				SUBTOTAL	\$563,452
B GENERAL REQUIREMENTS					
17	Design, Survey, Engineering, Bidding, Project Management				\$112,690
18	Ecological permitting if needed				TBD
	TOTAL CONCEPTUAL DESIGN & CONSTRUCTION COST				\$676,143



IKAIL LEGEND

B) CHILLICOTHE ROAD TO SUN RIDGE
C) BELL STREET TO MANOR BROOK DRIVE AND
CONNECTION NORTH AND SOUTH TO
REGIONAL TRAILS
D) WHITEHORN DRIVE TO CHILLICOTHE
E) BELL STREET
F) BELL STREET AND CHILLICOTHE
INTERSECTION (PHASE 1)
G) KENSINGTON EASEMENT
H) WASHINGTON STREET (PHASE 3)
I) CHAGRIN LAKES TO 306 (PHASE 3)
J) SPRING DRIVE TO FAIRVIEW (PHASE 2)



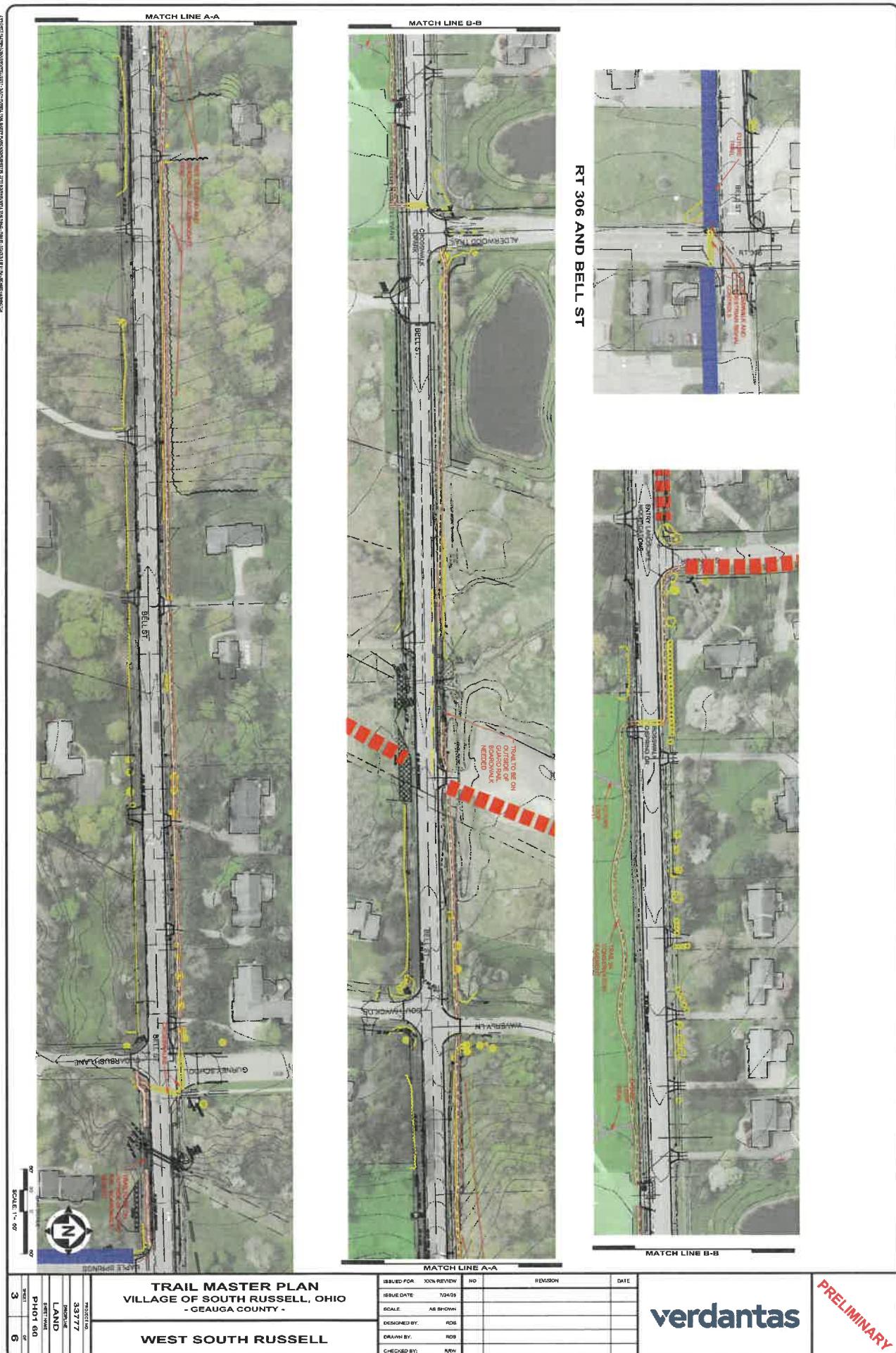
PRELIMINARY

verdantas

**TRAIL MASTER PLAN
VILLAGE OF SOUTH RUSSELL, OHIO
GEauga COUNTY**

EAST SOUTH RUSSELL

PROJECT NO	
33777	
DESPURE	
LAND	
SHARE NAME	
SPR-2	
SPR-2	OF
2	6





TRAIL MASTER PLAN
VILLAGE OF SOUTH RUSSELL, OHIO
- GEauga COUNTY -

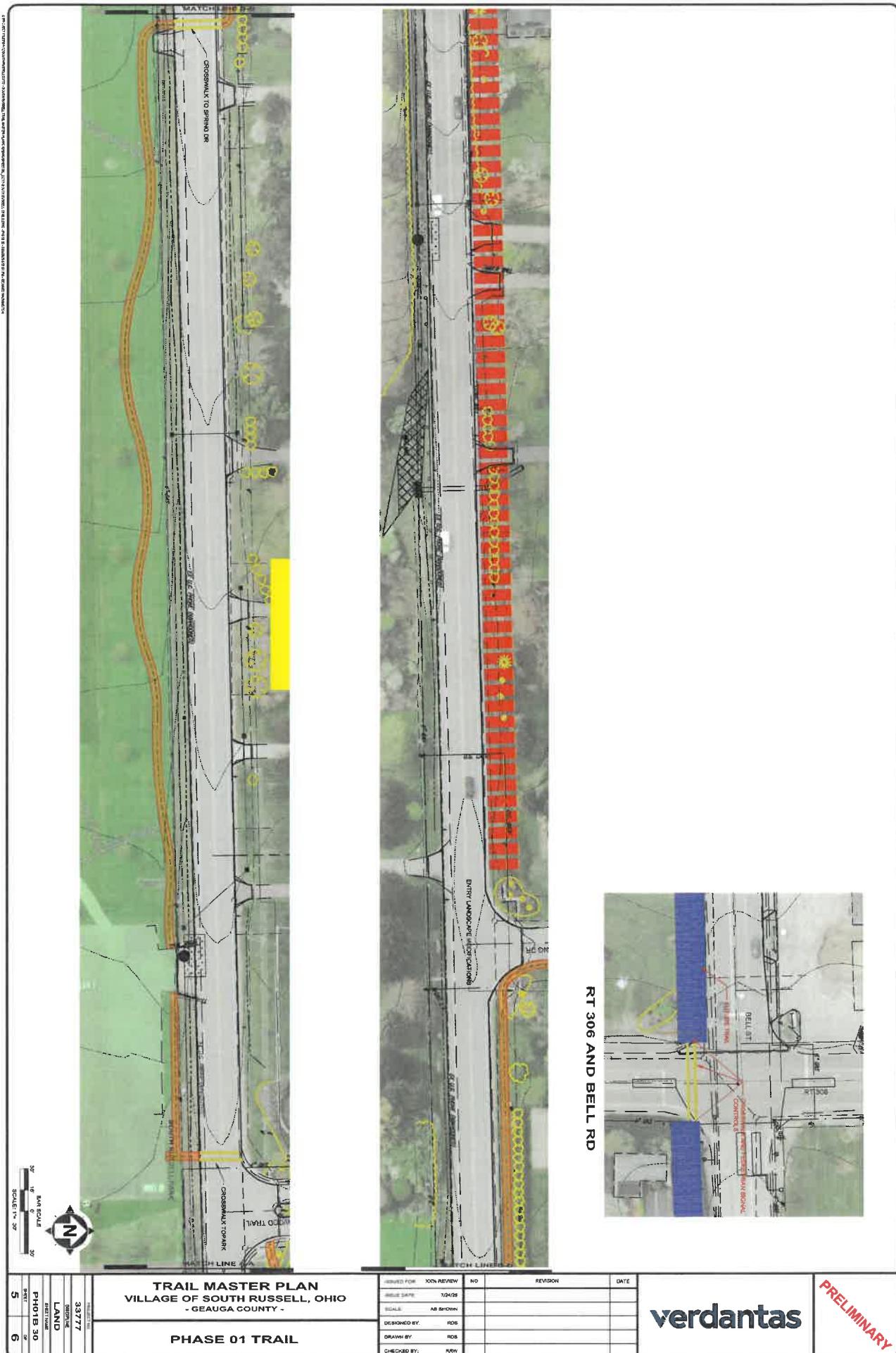
PHASE 01 TRAIL

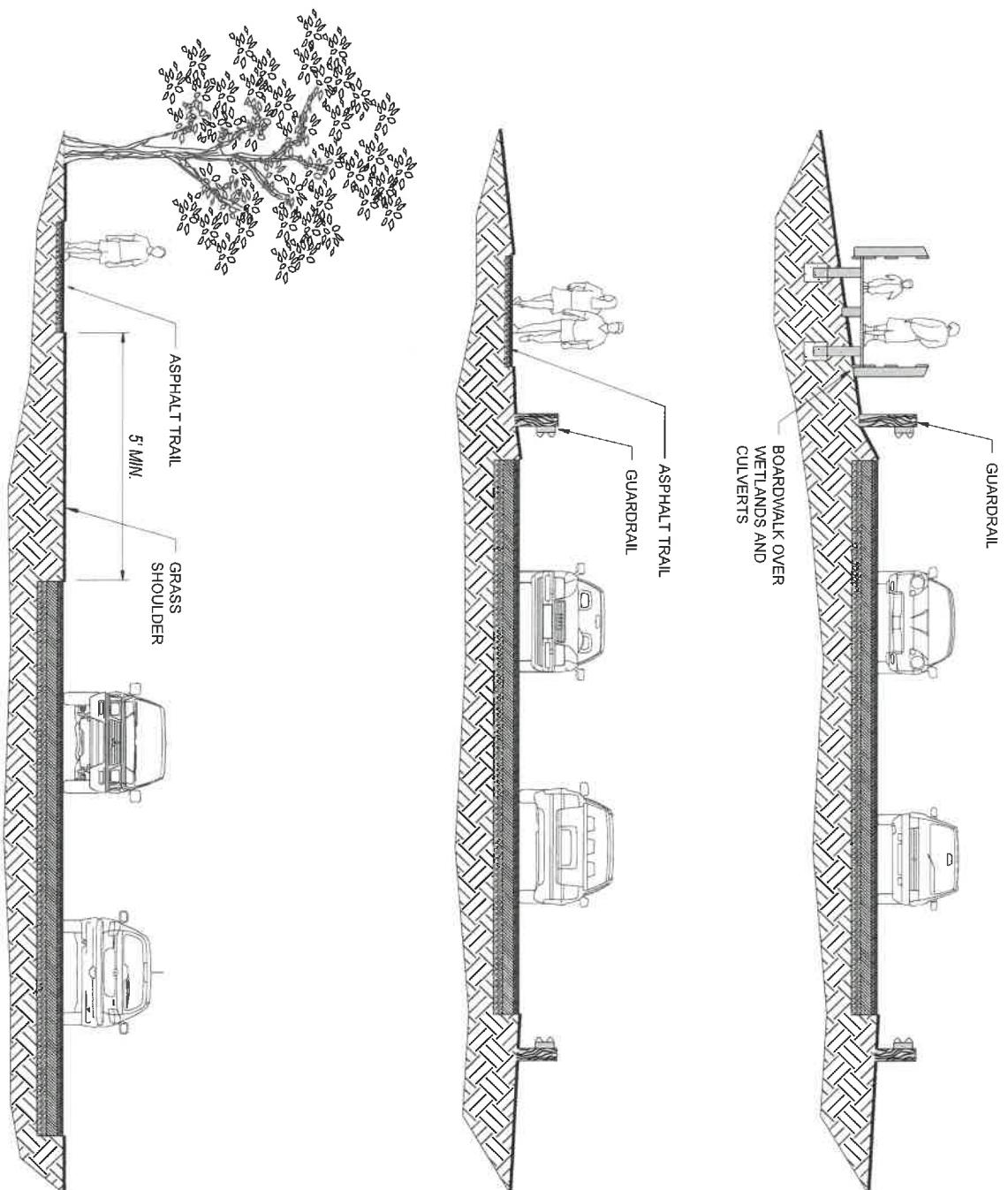
PROJECT NO.	33777
PHONE	440-256-1100
LAND	1000 ft²
PERMIT	PH01A 30
SCALE	1:2000

ISSUE DATE	XX/XX/XX
NO.	
REVISION	
DATE	
DESIGNED BY:	RCS
DRAWN BY:	RCS
CHECKED BY:	RWW

verdantas

PRELIMINARY





TRAIL MASTER PLAN VILLAGE OF SOUTH RUSSELL, OHIO - GEAUGA COUNTY -	
SECTIONS	
PROJECT NO.	XX% REVIEW
33777	ND
LAND	REVISION
S1	DATE
6	
6	

ISSUE DATE	7/24/08	ND	
SCALE	AS SHOWN		
DESIGNED BY	ADB		
DRAWN BY	ADB		
CHECKED BY	NRW		

verdantas

PRELIMINARY

**RECORD OF PROCEEDINGS
SPECIAL JOINT MEETING OF COUNCIL AND
THE SAFE BICYCLE AND PEDESTRIAN TRANSPORT COMMITTEE
MONDAY, AUGUST 25, 2025 – 7:30 P.M.
MAYOR WILLIAM G. KOONS PRESIDING**

MEMBERS PRESENT: Bell, Berger, Canton, Cavanagh, Galicki, and Porter

OFFICIALS PRESENT: Fiscal Officer Romanowski, Police Chief Rizzo, Engineer Washington, Solicitor Matheney

VISITORS: Carrie Schloss, Hickory Hill Rd., Chagrin Falls; Suzanne Moloney, Waverly Ln.; Misha Alexander, Chillicothe Rd.; John Buda, Leaview Ln.; Mary Rensel, Chelsea Ct.

The Mayor called the Special Joint Meeting of Council and the Safe Bicycle and Pedestrian Transport Committee to order. The Mayor reminded the participants that it was a Special Meeting and therefore only items on the agenda could be discussed. Copies of the committee's survey, Village map, and timeline were distributed. The Mayor advised that his goal for the meeting was to have Council pass a motion to accept the Master Plan presented by Verdantas Engineering. Accepting the plan would acknowledge what has been presented to Council, and does not in any way obligate Council, Verdantas, or the committee to take any action. The motion would simply recognize the project presented to Council for consideration of implementation. He added that this was the plan for which the Village paid \$15,000. He continued to describe the work done for the Village by Verdantas over the past 20 years, to include the Park Master Plan.

The Fiscal Officer conducted the roll call.

The Mayor introduced the first presenter, Carrie Schloss, the co-chair of the committee, who would be presenting the committee's Phase I portion of the project and cost estimate. This would be followed by discussion. Schloss' provided a slide presentation which reviewed the committee's activities to date. She concluded that presently, Verdantas has been working on the master plan for trails as well as a very detailed design for Phase I and cost estimate. Her presentation is attached.

She further explained that the committee's priority was to connect residents to South Russell Park and children to schools while funding the project with grants, ensuring the rural character of the community through path design, and taking a phased approach. Schloss explained the media graphic presented for the park, including an added section to the proposed trail which the committee recommended so as to maximize the grant money. The Phase I path starts at Spring Dr. at Countryside Estates, crosses to the park, runs through the park, crosses back to the north side of Bell Rd. at the existing crosswalk at Alderwood Dr. and moves up Bell to Gurney Elementary School where it crosses back to the south side to connect to Sugar Bush and then continues as boardwalk to Chagrin Lakes. The path would be less than one mile and would connect more than 50% of the residents to the park, Gurney Elementary School, and to each other. Regardless of whether the path extends to Chillicothe Rd., the crossing at the intersection

would be part of the Phase I recommendation. For Phase I and crossings, the cost would be estimated at \$745,851. 80% would be covered by the Northeast Ohio Area Coordinating Agency (NOACA) grant with a 20% match for the Village. If the expanded version of Phase I were done, it would cost \$1,023,384, which would maximize the \$800,000 grant. She reiterated that the committee wanted to get as much as possible for the grant money in hand. Schloss advised she would have Engineer Washington describe the details and costs he developed for the project. She concluded that the committee wanted the work to move forward this fall and to learn from Council what barriers and concerns they had so that the committee could address them over the next couple of weeks. Ultimately, she wanted an agreement on Phase I segments. The Mayor acknowledged the committee had done a lot of work and appreciated their efforts.

Washington explained that one of the first considerations was the size of the path in terms of NOACA's design criteria and whether this would be an 11-foot multimodal path or a narrower path. There were conversations with NOACA which defers to the Ohio Department of Transportation (ODOT), and the grant does not specify that it must be a multimodal trail. ODOT's recommendation was a minimum 5-foot width. Material-wise, neither ODOT nor the committee were comfortable with a gravel path, since it would require more maintenance and had potential for washouts and erosion. An asphalt surface would be preferable because it would be flexible and could be routed around various obstacles. Preservation of existing infrastructure like catch basins in the ditches would be ideal. There are places with a culvert crossing which will require a boardwalk similar in width to the path and constructed with wood or possibly Trex for longevity. Location was considered based on the neighborhoods, and how it tied in with Gurney Elementary School and the existing crosswalk at the park. The path could run along the front edge of South Russell Park, creating the potential to expand it into the park to create a loop trail. There is a conservation easement on part of this, but in talking to the Western Reserve Land Conservancy (WRLC), permission was provided to put a path through that area of the park.

Referring to the map displayed on the media screen, Washington pointed out an area near the high-tension wires that was proposed for a future path to be part of a long-term regional trail connection to some of the Geauga Park District areas. This would necessitate coordination with the power company for approval and would follow different design standards, like a shared road. Cavanagh asked if the power company had ever given such permission, and Washington said yes, but was unable to provide specific examples. Cavanagh recalled issues with the power company over youth with four wheelers using this area. Washington surmised that it would be a more frequently used road and not an off-road structure but would need to be monitored for such activity. He thought that the number of people using the trails would preclude this from happening. Washington continued to say that Chagrin Falls had been asking about the progress of the trail since they have trail connections to Solon and are thinking regionally about the trail systems.

The other trail would be from Chillicothe Rd. going east. He investigated the first segment consisting of going to the first major road but did not consider any costs. The markings on the map were potential trails for future consideration of how they could connect into the overall local and regional trail system. He described other ideas people had for locations for trails, to include paths that transitioned to roads running through less busy neighborhoods instead of on Bell Rd. into Chagrin Falls. He explained that the section from Spring Dr. to Chagrin Falls has a lot of obstacles, so they tried to pick the easier route. Starting at Spring Dr. and heading east,

Washington described a crosswalk at the west end of the park to get people into the park. The trail would run through the park by the pavilion and then it would cross back over by the parking lot to Bell Rd. at the existing crosswalk. From there, the path would involve the boardwalk over a stream crossing and wetlands. It could be constructed in such a way as to not disrupt the wetlands and would not require wetland fill permits. However, it would require oversight by the Army Corps of Engineers. The boardwalk would preserve the area and make it unnecessary to extend the culvert out into the wetland. The next section for the path would be trickier because it is wooded along the right-of-way and has a ridge. It might be necessary to obtain construction easements in this area. He added that this might happen in a number of areas along this portion, which would be necessary to determine once he gets the final topography and knows exactly what they will be working with in terms of grading. From that point, it would just go along the front yards, with the idea of keeping it at the edge of the right-of-way. The power poles are at the edge of the right-of-way, which varies. This is another item that needs to be coordinated with the final layout. Washington did not envision a straight trail. As the trail continues east, there will be a painted crosswalk across the Gurney Elementary School driveway and then a beacon crossing to the south. There are some guardrails that will need to be adjusted and a boardwalk on the south side would be needed to cross there. Washington indicated that a potential future path was identified going to the south in the lakes neighborhood.

Galicki noted that Washington said he did not have the topography and specific areas, and said it seemed like this was a 500-foot elevation view of where the planned path would be. He asked if there was anything identifying areas where the right-of-way could be used, or where it would be necessary to acquire property. On the Verdantas trail proposals, there are either no line items, or they are marked "TBD" for right-of-way acquisition, construction, and slope easement, etc. Galicki suspected there could be significant costs with obtaining those easements or acquiring property if necessary. Galicki asked if Washington had any idea of what those additional costs might be. Washington did not know, but said the idea was to stay in the right-of-way as much as possible. Galicki understood this and thought it was a great idea but was concerned about how much area this provided. At times, the right-of-way might be in a ditch. Pepper Pike, which has already gone through the sidewalk proposals, has the path/sidewalk staked. Through discussion of the proposed trail, Galicki had heard references to where the trail might run and the potential for it going through residents' yards and/or the necessity to grade their yards. He surmised this would have an impact on the actual costs. Galicki asked if it would be possible to mark where the trail would go with stakes or spray paint. This would help in identifying the impacted properties which may require easements and/or property acquisition. It seemed like those details had not been captured in the plans. Washington stated that the next step would be to look at it in more detail. The base map he used was from the improvement of Bell Rd., so it had all the aprons, power polls, catch basins, etc. He explained that the type of topography used on this map, however, shows the location of the ditches but does not contain the level of detail to show the slope, which would lead to the discussion of easements. Galicki suspected some of the ditches would have to be enclosed, and Washington thought there was potential for this, but it seemed like it would not be necessary. Even though it is not quite a mile, there is still a lot of area to cover. Pepper Pike's ditches are already closed in, and for the most part the path is going through yards. Cavanagh questioned the location of this project, and Washington said the second segment of the larger sidewalk project was on South Woodland, starting around Pine Tree Road down to Lander and then north on Lander. Galicki reiterated that the paths are going through residents' yards and not the right-of-way. Washington concurred but said he did not see stakes

identifying the location of the right-of-way, just the location of the path. Galicki recalled that there was controversy concerning this project and that it went to the voters. Washington thought it did but added that now that the first segment is in, people think it is great and are eager to have more. The existing path is on one side of the road. It is a 6-foot path and not a multimodal 10-foot path.

Galicki asked if the Village could get something in writing about the width of the proposed path. He understood there had been conversations about it, but preferred getting something in writing from the governing body, whether that was ODOT, NOACA, Ohio Revised Code, etc. that verified that the chosen width of the path was acceptable because he would hate to see the project go forward and then find out that the Village was ineligible for any grants because guidelines were not followed properly. Washington said this would be a next step, adding that NOACA would want the Village to resubmit because originally the application was submitted for an 8-foot-wide path. NOACA said the Village would need to resubmit the application for a 5-foot path. This would be the next step to make sure they sign off because ODOT said 5-foot is the minimum, but they did not say yes, that they were good with a 5-foot path. It would need more confirmation, but their interpretation of the grant was that it could go down to 5 feet, which is the minimum they would allow.

Cavanagh verified that there would be 30 feet from the center of the road, and Washington concurred. She thought that seemed like a lot of room, but Washington said this road has a narrow right-of-way. Additionally, as the road was widened, the ditch was pushed out. He further discussed issues with the road as it approaches Chillicothe where it would potentially need to push out into the properties there. As the project moves to the next step, some of these costs can be determined. Galicki said he was also concerned about the property owners and their buy-in. It is one thing to be supportive when the path isn't going through your yard, but another when your front yard is being excavated. He was aware there had been an effort to contact these residents, but it would be beneficial to know what was needed to get their buy-in. Would it be in the right-of-way, or would the Village need to acquire or some of the property? Would the Village take it by eminent domain? He did not think that question had been answered for the six to eight houses that will be affected by the proposed path.

Canton shared that he felt the committee's passion for the project and appreciated the work they had done. However, he had questions he needed answered to make an intelligent decision. The Village had spent hundreds of thousands of dollars mitigating storm water runoff. His concern was with the effect of a 5-foot blacktop path running down Bell Rd. and storm water runoff. Washington said that typically, for something like this, there would not be a requirement to prepare a storm water management plan, which is determined by calculating the acreage involved. Canton was also concerned about the cost of maintaining the asphalt. Furthermore, the potential for three to five crossings that children and adults would have to negotiate concerned him. Washington said there was one existing crosswalk, and two more were being proposed. As a father of seven and grandfather to 11, Canton said he would be concerned with having 10 to 12-year olds crossing Bell Rd. at two to three points. Regarding the survey, Canton noted that 373 households or 25% were represented and asked Schloss if she was confident that it was a scientific poll. Schloss explained that it depended on who responded. The committee did its best to get the word out broadly through social media, the Village newsletter, posting flyers in the community with QR codes to take the survey. Additionally,

paper copies of the survey were available. Flyers were placed in residents' mailboxes and distributed by different Homeowners' Associations (HOAs). They did not look at the spatial bias, but the 25% response rate is pretty good. The Village put out a survey the year before and only received 8 responses. Additionally, the survey remained open for several months and continued to be publicized on social media. Canton shared the elements of a scientific poll which he found through his research. He asked if answers were received from both adults and children. Schloss stated that one response per household was requested, and separate questions were asked for the responder and then for the responder's family members.

Bell was uncertain that the cost of traffic paint was included for Alderwood and Waverly for painting the crossings. He also expressed confusion about the width of the trail. In some instances, he read that the ORC states that 5-feet is a pedestrian only path and no bikes. With some, he thought it was necessary to have 10 feet and did not know what the right answer was. Washington explained that deferring to ODOT, the 5-foot minimum path is for ADA requirements. It depends on the designation of the trail and whether it is a multimodal trail with bikes, runners, etc., which would be an 11-foot path with a center line for two-way traffic. There are different levels of bike trails depending on whether it is a side street versus Bell Rd. versus Chillicothe Road. Bell asked if the Village installed a 5-foot trail, would it be in violation of ORC if bike riders used it? Washington could not answer the question. Galicki noted that the issue was about the use of the trail based on the width. If it is 5 feet wide, it is for pedestrian traffic, and no bikes. If the plan is to have a multi-use path for bikes, etc. then it seems that it would have to be wider. Washington speculated that perhaps the law allowed children up to a certain age to ride a bike on a smaller trail. He would need to research this. Bell just did not want the public body to go down a path that would cause issues for the residents and future public bodies. Galicki reiterated that this needed to be defined because he, too, would hate to go down the path and find out the Village did not qualify for funding or the path would have to be restricted if the anticipation of the community was that they would be able to use it for bike riding, class one and two e-bikes, walking, strollers, etc. Bell wanted to make sure the Village did it right so that everyone could utilize the path with no issues in the future.

Schloss reported that she received an email from NOACA that said the 5-foot-wide path would be an acceptable project, but it would be a pedestrian only facility. It would follow the design for the pedestrian only path. However, she has seen kids in Chagrin Falls riding bikes on the sidewalks and they are still not on the road. She thought the question becomes whether Council wants an 11-foot path and can they get it through. The committee thought it would get push-back to an 11-foot path, so the idea was to get what they could to get people off the roads. They see people walking dogs, kids walking, kids on bikes, etc. The 5-foot path was proposed because the committee thought it was something that could get done which would start to get people off the road and be safer. If Council thinks more can be done, she did not want to limit it. Galicki asked if Schloss was suggesting that because children use their bikes or other motorized scooters on sidewalks that the Village ought to close its eyes and say that it will get a walking path, but it is okay if the kids use it in this way. Schloss did not know what the laws are in Chagrin Falls, but where she used to live, kids under 12 were allowed on bikes on sidewalks. Galicki suggested that the Solicitor investigate the liability issues of having a walking path where someone is injured on a bike. Bell questioned what could be done legislatively to edit the law within South Russell. He also asked if the grant had to be used in fiscal year 2026 or could it be used in 2027 or 2028. The Fiscal Officer said that according to the Engineer, NOACA is good about holding

it for two to three years. Bell explained that there were some expensive projects coming up for the Village and it would be good to know if this was a possibility. Washington said that 2028 was discussed at one point. John Buda, Leaview Ln., spoke to the Engineer who relayed that NOACA likes to see grassroots projects coming from the citizens and that when it comes to funding deadlines, they are very lenient. Once the money is approved, NOACA tries to do what they can to see it through. Galicki asked if the Engineer indicated that the Village would need to apply right away and then potentially push the project out. Buda said that the conversation was not that specific, but the Engineer said that if a request for extension were made, it was likely it would be approved. Referring to correspondence from Adam Allen, NOACA, the Mayor read, "Once this project is programmed, ODOT will schedule a scoping call that you should be included on. It will take between 9 to 18 months for it to move through the engineering design process. At this point, the earliest possible award date would be State Fiscal Year 2028, calendar year 2027." Any construction would start July 1, 2027. Bell concluded that in unscientific polling, he received 10 positive and one negative response about trails. Cavanagh thought that 25% was a good survey response. The Mayor advised it was 27%. He added that Pepper Pike consistently received 65% in response to two surveys and the issue on the ballot and said that the Village is running about 67% off the survey and thought the matter had been covered. There were 14 negative comments, 12 of which pertained to using South Russell funds for it. Whatever the Village spends, it is spending \$.20 on the dollar of the Village's money.

Porter clarified that this is once the grant money is received. The discussion involves the extension of the path all the way from Spring Dr. to Chagrin Falls. At this point, the cost of the first project would prevent the Village from using that money which would essentially be gone for the westward extension. The options then would be to get another grant, have it come out of the taxpayers' pockets, or not do it.

Berger asked Washington if the path must be ADA compliant. Washington clarified that this was in terms of the crossings, and Berger specified his question pertained to the entire project. Washington said there are places, like a regular sidewalk in a city, where the slope is greater than 5% because of existing conditions which abstain the Village from having to install ramps, landings, and handrails. It would follow those guidelines. Cavanagh clarified that it would have to be ADA compliant, and Washington said to the extent that it could be. Cavanagh questioned that if the criteria could not be met, it would be permissible to sidestep some of the rules, and Washington further explained that with some of the existing conditions it would not be possible to have it below a 5% slope. There would have to be switchbacks. Being a path, they would just need to be sure to know what that criteria would be.

The Mayor read correspondence from Neil Shop, Program Transportation Commander, District 12, ODOT. It said, "Depending on the funding requirements which seem pretty loose, you could possibly do a walking path, not designed for bikes, that would typically have a 5-foot minimum width for ADA." Berger noted that this only addresses the width of the path, but not the slope of the path in terms of making it ADA compliant for access. Washington explained that trails have different requirements than ADA accessible buildings and it would be necessary to investigate the specific requirements. Berger raised this question because ultimately every complication adds costs.

Porter advised that on Bell Rd., he had seen people with strollers with children in them, bicyclists, kids going to and from the park, and he wondered if a 5-foot path is enough. Perhaps it should be 8 feet for two-way traffic. Maybe having trails on both sides of Bell would solve this problem. Would the 8-foot path fit within the right-of-way? Washington said it would not in most places. Porter concluded that the Village is limited to 5 feet with it being limited to pedestrians, and no bikes. He supposed that joggers and people with strollers could use it, but again it would officially be a pedestrian only path. Is this something the Village would want to do? Cavanagh thought that the whole purpose was to get the cyclists off the road. Bell asked if the Village could adjust its ordinances to allow bicyclists to use the path. The Solicitor said possibly, but she did not know, adding that she was uncertain whether the Village's home rule power would allow it. Porter concluded that this was a legal question that needed to be answered. He did not want to see a path built that costs the Village money, regardless of whether it is \$200,000 or whatever it might be, and have it turn out to be not enough. If it had to be widened down the road, it would cost significant amounts of money and might involve asking residents to give up parts of their front yards. If they were not willing, the Village could pursue eminent domain to take the section, but this would seriously delay the whole process. The homeowner could decide to take it to a jury trial in Geauga County Court. An 8-foot path is not something that can be done without significant change for the homeowners along the path. To Galicki's point, it is different for people to say they are supportive until they are asked for a portion of their yard for the path and then they are not so supportive. Galicki offered that having had a childhood home taken by eminent domain, it is not necessarily a wonderful path you want to go down. Porter concurred, adding that he was not sure that anyone would win in the situation, but typically the homeowner comes out smiling broader than the Village.

The Chief stated that he had a document from ODOT which provided guidelines for shared paths. In the section that references pedestrians, which include walkers, runners, people using wheelchairs both non-motorized and motorized, people with baby strollers, people walking dogs, and others, adult upright bicycles, tricycles, bicycles pulling trailers, tandem bicycles, child bicyclists, in-line skaters, roller skaters, skateboards, kick scooter users, users of other micro mobility devices, it states that paths with widths less than 11-feet do not provide space for people to travel side by side and be passed by other users approaching from the opposite direction without increasing the potential for conflict. Failure to account for normal human social behavior in the mix of operating speeds will result in user conflicts. The Chief had concerns about the minimum width of 5 feet because according to the ODOT document, the minimum would be 11 feet. A "constrained" path is 8 feet. A 5-foot path is super constrained. The Chief loved the idea of paths for getting kids off the road, but just yesterday during the Ice Cream and Bike event, he observed an issue with the crosswalk. 90% of the people never pushed the button to turn the lights on. At one point, there were two people at opposite ends of the crosswalk looking at each other as cars approached, slowed down, and then took off. Neither of these individuals pushed the button. He realized there was some confusion. Furthermore, having three separate locations for crossing Bell Rd. was troubling and a safety concern. The Chief continued to explain his concerns about the 6% grade coming down Bell Rd. from 1080 Bell Rd. to Waverly Ln. A kid on a Huffy bike coming down that hill would probably not want to stop at the crossing at Waverly Ln. The better path for them to take would be to get back on the road where they have the right-of-way and do not have to stop for the cross street. The Chief was afraid they would leave the trail and go out into the road. He concluded that the idea of a bike path is phenomenal, and he would love to see it, but had concern about these issues.

Referring to the Chief's concerns about the crossings, Porter proposed having the bike path solely on the north side of the road rather than going across to the park, down the park, and back over. He understood that it is Village property and can be as wide as needed, considering the conservancy, but if it went straight down the north side of Bell Rd., or straight down Bell Rd. on the south side, would that not be better for the bicyclists? He recognized that the Cemetery is on the south side and there are houses at Sugar Bush, etc. but wondered if the committee considered a south side path or a continuous north side path that did not cut over twice to the park. It is fine to have crossings there to allow people to cross safely to the park, but his question was whether the committee considered the alternatives. Schloss explained that the committee considered a continuous north side path. There were two meetings held for the residents who live along the north side of Bell Rd. who would have the path going through their yards. There was one meeting for residents between Alderwood and Gurney and one for the homes directly across from the park. The people who live directly across from the park expressed support for the path because some had kids who walked their bikes to the side streets to then go for bike rides. They were excited about this but said they did not understand why the Village would put it on the north side of the street where it is necessary to cross all the driveways when there is a park that is Village property across the street. Their guidance to the committee was to move the path to the south side of the street for that section where bikes will not be crossing driveways and potentially encountering cars that are backing up. This is why the committee asked to have that segment on that side. As far as having it be continuous on the south side, she thought this was an engineering decision. Washington explained that the Cemetery is the biggest issue, and it would not be possible to put a path in that area.

Porter assumed the Village would have to take care of the asphalt path forever and ever. He continued by addressing the impact with storm water. He was very concerned with the sanitary and storm water lines that run down the road. Additionally, regarding the potential need to fill ditches, he explained that a basic engineering principle is that ditches are better than pipe when conveying storm water. The Village has spent a lot of money fixing storm water issues and will spend more to get them resolved. He did not want the bike path to negatively impact all the people to the west from the hill down. He also did not want the storm and sanitary lines disturbed. If the path fills in the ditch that runs downhill, he viewed this as a serious problem with the potential to make storm water worse or for deterioration of the path from the storm water overrunning the pipes. Washington asked if there are currently flooding issues there, and Porter responded not at the moment. However, Porter explained that residents of the west side of the Village have had major issues with storm water, especially Hazelwood and Fairview. In addition to his concern about the grade with storm water, he also was apprehensive about how people in wheelchairs would negotiate the grade from both the top and bottom of the hill. Porter concluded that these are all things that Council should consider.

The Mayor suggested wrapping up the meeting. He stated that the spandex bikers would never be on the path and would always stay on the road. He distributed a tentative timeline. As he previously stated, his goal for this meeting was to get a motion to accept what Washington had presented so far as a proposal. The Solicitor stated that the motion could not be made at this meeting because it was not noticed as such. It was noticed as a work session of Council and the committee. The Mayor stated that on Friday, August 29th at 8:30 a.m., the committee would be meeting. The next few Saturdays he hoped to have people at the Farmers' Market to answer

questions. On September 8th, the Emerald Lakes HOA President, will come to the meeting to speak about her community's feelings about a path. The Preserve of Chagrin would also come on that day. On September 22nd, Council would hear from Chagrin Lakes HOA and from Country Estates. Also on September 22nd, Council will be doing some budgeting, so on October 13th he hoped they could get some money budgeted. As he also said, the Village put in its request in October of 2025, called a Request for Programming Local Public Agency to ODOT. The first time they could dig a shovel-full would be July 1, 2027. There is plenty of time to plan and get through. The Mayor referenced the correspondence he presented and said no one has said the Village cannot do the 5-foot path and has said it looks like the Village can do it. He thought they needed to push it now to ODOT to get some final engineering and get something done. Since nothing can be done tonight, he thought they needed to keep plugging away. He thanked Washington and Schloss, noting she was a tough person and a good worker.

Cavanagh reiterated the need to get some clarity on the 5-foot versus 8-foot versus ADA details. The Mayor said that with everything that the Village has gotten in writing so far, it looks fine. Everything the Village proposes then goes to ODOT and they have heard from ODOT that it is fine. Berger wanted to be clear that the comments made by Neil Shop do not tell the Village that 5-feet is fine. Schloss stated that there was an email from the planner at NOACA that said 5 feet is an acceptable project and it would be a pedestrian path. Berger concurred that if it is a pedestrian only path. His assumption was that the committee was not interested in a pedestrian only path because the committee's name included "Safe Bicycle" in it. He assumed they wanted to be able to ride bikes on it. Schloss explained that the committee is proposing a 5-foot path because that is what fits in the right-of-way. It will definitely get pedestrian use, and potentially children on bikes, which may be an acceptable use. This will have to be investigated. Adults who feel Bell Rd. is a safe place for them to bike is a different thing. Right now, there is pedestrian use of Bell Rd. without pedestrian facilities, and they want to create what they can with the funding the Village has. Berger said he supports that with the idea that the Village gets the parameters from a legal perspective of what they can and cannot do so that they can tell constituents what is being done and that it is legal. Porter added that Council would not want to find out the hard way. The Mayor concluded that they want to find out if they can do the 5-foot or what can be done.

ADJOURNMENT: Being that there was no further business before Council Porter made a motion to adjourn at 8:42 p.m., seconded by Berger. Voice vote – ayes, all. Motion carried.

William G. Koons, Mayor

Danielle Romanowski, Fiscal Officer

Prepared by Leslie Galicki

Committee for Safe Bicycle and Pedestrian Transport Meeting

Thursday, September 4th, 2025 8:00am

Attendees: Carrie Schloss, John Wahl, Chris Bell, Dennis Galicki, Misha Alexander, Chief Rizzo, Rich Washington, Rich Bistritz

Agenda:

Here is the agenda:

1. Continue discussing the proposed trails
2. How to address Council's concern
3. The next steps
4. Setting a timeline
5. Determining a new meeting date and time

First we listed the concerns we heard from council as the following

- Is 5ft wide enough? That would mean it would be *designed* for pedestrian use only. 11ft would be multi-use but be more expensive (so would not get as far), and would not fit within the ROW (so easements would be needed)
- ADA accessibility - what are the requirements? How much additional cost would that be?
- What about flooding issues with additional paved trail
- Safety concerns since the segment proposed has 3 crossings on Bell instead of staying all on one side?
- Concerned that phase1 plan from engineer is not detailed enough (2ft topography)
- What is the need for construction easements and cost - how much will this expand the cost of the work?

Councilmembers Bell and Galicki agreed that that covered the concerns raised by council at the joint meeting working session.

The following are information and ideas to address councils concerns:

Council concerns

1. Is 5ft wide enough? That would mean it would be *designed* for pedestrian use only. 11ft would be multi-use but be more expensive (so would not get as far), and would not fit within the ROW (so easements would be needed)

-Ohio law appears to be ok based on Carrie's research of Ohio state law (see research at the end of notes)

-Local ordinance in SRV allows bikes on sidewalks (which are also pedestrian infrastructure) - Solicitor's research (shared by Chris Bell)

2. ADA accessibility - what are the requirements?

-Rich Washington (Verdantas) explained that with sidewalks you follow existing road grade and that would exempt it from the slope requirements, but you still need ADA crossings, truncated domes etc

3. What about flooding with additional paved trail?

- RW expressed that If there is existing flooding - good to know up front
- Councilmember Galicki repeated Councilmember Porter's concern that in the ROW you may have to pipe open culverts which could restrict water flow so an open ditch is a better option
- Rich Washington: Any kind of piping would be sized for drainage area so it could handle water flow - maximize pipe size so water flow would not be constricted - this would all be studied to ensure adequate - with a 5 ft path there would be a little additional runoff - but not significant
- Would a more porous surface help with that ?
 - Rich Washington: yes but would add cost and maintenance they do make permeable materials; used for a permeable walk - stone and rubber and aggregate; Significantly add cost (from \$5 per sq foot to \$30per sqft)

4. Concern about the safety of crossing the road 3 times instead of staying all on one side?

- Currently path goes into park because residents across from park requested it does not go through their ROW And switches to North because of cemetery
- What about south side all the way? Is there a way to go in front of the cemetery?
- Depends on the closest burial, Used to be a stone wall on cemetery,

- Can you relocate where the stairs are?
- Rich Washington: Looking at street view - if we got rid of the landing - continued step down a path could fit and just abut the curb, wo tree lawn
- This was determined by the chief and councilmember Galicki to be the best option to appease their concerns about a continuous trail crisscrossing Bell
- If we switch to the south side in design, how will that affect cost?
 - Rich Washington: Cost is relatively the same - regardless of north or south side
 - Could be some cost to modifications to cemetery but SRV did all that work in house when they took out retraining wall so perhaps could do that to lower cost there
 - Ask NOACA - does it have to be a bid or can they just build it in house

5. Need for construction easements?

- Currently a TBD line in cost estimate so Rich can put a maximum number on those - assume 5ft all the way which is likely much more than is needed

Rich will ball park or get a range for these

Given the additional cost from potential construction easements, should we just do Phase 1 (initial) to Chagrin Lakes? And not to 306?

- Galicki said makes sense to bring it to the corner = no objection from council
- May be economy of cost - include the segment

Then we will determine where we are at in total cost with easements to figure out segment (or let council decide) and provide two options

6. Is the current plan detailed enough with 2 ft topography

- At this phase its detailed enough - its a concept - would need more detail for bids and exact cost estimates within the ROW for exactly where construction easements would be
- When will there be a detailed statement of work?
- Walks/paths are not easy projects - ROW, residences, easements,

Next steps:

Motion to approve next step

Ohio trail programs have draft language for a motion

Motion at council - initial framework for council to pass

Bring what we discussed today to Regular council meeting to show Information for concerns alleviated

What would we need included in the Motion?

Additional notes:

Grant is vague

Started talking about grant in 2017 or before, don't think council was aware what the purpose was, NAOCA was going to provide funds for paths, had the money before we had the vision

The grant doesn't specify materials or width

Merit to consider a path on one side or another

Keeping it to one side of the road would be safer

Get as much length as we can get

People will use whole path walking

As is people are walking and its not safe

How do you pay for on going cost - maintenance is taken over by the village - in 20 years you may have to do an overlay - doesn't get salt - cost will get flipped to SR village

What about plowing?

Will it be a multi-season path - right now it will be a 3 season path - get it up and running and then cross that road

What will the village need to pay?

Often overlooked is the maintenance

Councilmember Galicki: Council is not anti path its please let us know, want to spend money wisely,

Research:

Part One:

The following is information from Rich Washington *in Italics* in response to emailed questions:

1. Map detail (2ft topography): in projects like this, in order to get cost estimates, put out bids, put out scoping docs, do you usually do more detailed design than you did for the Phase 1 segment?

Due to the tight right of way we would need to update the survey of the right of way, existing conditions and topography, the 2' contours gave me a general idea what the grades are for the master plan. Yes for bidding we would do more detailed documents to prepare construction documents. It also depends on whether this will need to follow ODOT standards because ODOT has their own set of standards, but neither ODOT or NOACA have been able to answer that. Construction drawings need this information to be accurate for layout and grading and any drainage structures.

2. How much budget do you have left to work with and how much would it take to draw and alternative scenario on the north side of the park in response to council's concern that the path crosses bell to many times? *I have a couple days of time left in our budget, so limited time.*
3. Construction easements: Can you explain what those are, why they would be needed, if you've ever seen those opposed, how you acquire them, and if they add any additional cost?

I have been talking with our engineers and easements can be time consuming and will add costs in the preparation and execution. The plan is for the walk to be within the right of way, but the construction easement is needed to do any grading or if contractor mobilization is needed beyond the right of way into resident's yards. If this is federal funding, which I understand NOACA funds are, then it would need to follow ODOT criteria and they have their own easement requirements. I will work up some rough order of magnitude SF costs.

4. Last - do you have any information about the ADA accessibility question - I think the question was about if the hill would not be ADA compliant and if that would be a problem or if switchbacks and additional cost would be needed. *The general rule is if the walk follows the grade of the adjacent existing road the walk is not required to be below 5% slope or have ramps, landings and handrails.*

Part two:

Here is the committees preliminary research into laws/ordinances of laws allowing/prohibiting bicycle use of pedestrian facilities (e.g. sidewalks/paths). We are waiting for final word from the solicitor

1. Ohio: from the ODOT website addressing bicycle laws in ohio

<https://www.transportation.ohio.gov/programs/active%20transportation/bike-ped-law>

Riding on Sidewalks and Paths (§ 4511.711)

Under state law, people are allowed to ride bicycles and E-bikes, if the motor is not engaged, on the sidewalk. Many local jurisdictions only allow people under a certain age to ride on the sidewalk. No jurisdiction can require bikes to be ridden on the sidewalk.

2. South Russell Ordinances

474.12 RIDING BICYCLES UPON SIDEWALKS.

(a) A person operating a bicycle shall ride upon the sidewalk rather than the roadway when sidewalks are available, except that no person shall ride a bicycle upon a sidewalk upon or along which signs have been erected by authority of Council or other duly designated local authority prohibiting such bicycle riding, or within a business district. At no time shall a person under the age of eleven years operate a bicycle on a street.

From: Carrie Schloss <cschloss@gmail.com>
Sent: Monday, October 6, 2025 8:34 AM
To: K Estes
Cc: egottsegen@gmail.com; tsnbe@ameritech.net; grh2277@gmail.com; Cara Tweed; erbred1025@me.com; e.l.dunkel@gmail.com; K Maersch; Audra Ziedonis; Suzanne Moloney; matthew.hanculak@gmail.com; cstamco9@gmail.com; Jennifer Donnellan; sdschmidtke@gmail.com; wisekathy36@gmail.com; gwascak@gmail.com; Tmolnar3@yahoo.com; Meagan Meyer; ahamerstone@gmail.com; John Wahl; briankaas@gmail.com; Hugo Hall; willandemilygold@gmail.com; Lindsay Zyla; ldanosky@gmail.com; katiemariemooney@gmail.com; Dylan Shamakian; marathrush@gmail.com; clyndall@gmail.com; napiette@gmail.com; Danielle Sabo; Ryan Macy; andy.powers@gmail.com; lauraflaiz@ymail.com; lespeconi@gmail.com; eliosharp@gmail.com; jacob@mtnroadcycles.com; Martyn H; Amanda Bencic; Home1; Rick Kelley; SRV Mayor; Elizabeth Gross; Bell, Christopher; Romanowski, Danielle; Safe Routes Chagrin; jckosa@gmail.com; wstonehomeinspection@gmail.com; bstone36012@gmail.com; john buda; joepianecki@hotmail.com; Lisa Novak Antil; emmaleuszler@gmail.com; finkbradley@gmail.com; meg.lynch@outlook.com; valasem@aol.com; jcthie@outlook.com; Egor Sadovnic; mel11sam@yahoo.com; brookeroeper@yahoo.com; natalieagray@yahoo.com; Mike Rizzo; irish28pd@yahoo.com; SmithArchCF@aol.com; Richard Washington; Galicki, Leslie; Anthony Hughes; Anthony Ivancic; landerroad@yahoo.com; Misha Alexander; dr.maryrensel@gmail.com; Rbis59
Subject: Re: Safe Bicycle and Pedestrian Transport Mtg - Tuesday Sept 30 8am
Attachments: Responses to Trail Proposal.docx

Attention: This is an external email and contains an attachment or image

Be cautious when opening attachments or clicking on images in this email. They may contain viruses or malware. Only open attachments from trusted sources and if you were expecting them.

- ADP Security Team

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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:
 - o Gurney Walk-2-School
 - - wed oct 1 - committee was invited to join
 - o 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
 - o 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
 - o 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
 - o Grant
 - Looking at fy28 if package is submitted by nov 1 2025
 - o Trail vs Roads
 - Village needs to move road forward first for fear of loosing money
 - So road may be 2026 but likely trail not until 2027
 - o 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 1mill 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 we'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
- What's the right choice for the greatest good
- Safest should take priority

CB will report outcome to council on October 13

Consider crosswalk at Gurney whether we do trail or not - 34k 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 estimate

Scoping doc

Use survey they have

Next meeting October 23 8am

- It was stated that there will be 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.

Safe Bicycle and Pedestrian Transport Committee

October 23, 2025

Attendees: Chris Bell, Dennis Galicki, Ruth Cavanagh, Bill Koons, John Buda, Misha Alexander, John Wahl, Carrie Schloss

The meeting was called to order at 8:02 a.m.

Chris Bell communicated that the motions the committee requested passed at the last Council meeting. The engineering firm is now moving forward with the scoping and we are looking for a third-party engineer (to comply the ODOT grant requirements). Mayor Koons noted that the bid solicitation for the engineering firms have gone out and expects it to take three weeks. Three firms have already replied.

Mayor Koons shared streetside renderings that were created by Verdantas. He noted that Verdantas is still working to determine how many feet into the right-of-way the paths need to go. The goal is to limit tree removal or other disturbances. The committee asked that the renderings be included in the next South Russell newsletter.

Mayor Koons shared a reflective slap bracelet that the Geauga County Sheriff's department hands out. He would like to give a similar item the residents of South Russell.

Mayor Koons reported that he keeps in contact with Chagrin mayor Bill Tomko, Chagrin River Watershed Partners, and other mayors in the area. Their goal is to have a path all the way to Shalersville, which includes the new Solon to Chagrin pedestrian link.

Mayor Koons shared a map displaying future trails proposed by the Headwaters Trail Connector Communities. Mayor Koons noted that Mayor Tomko would like South Russell to join the organization.

Mayor Koons communicated that people continually ask him about a connector to Chagrin Falls and he lets them know that its not going to happen in his lifetime.

Mayor Koons offered to draft a page for the newsletter highlighting the status of the trails project and sharing the renderings from Verdantas.

Councilman Galicki highlighted the many issues of late being featured in the news regarding e-bike and scooter accidents. The committee discussed such issues and potential ways to avoid problems on the pathway.

The December committee meeting was discussed and the date was moved from December 2 to December 4 at 8:00 a.m. at Village Hall.

Councilman Galicki advised the group to make sure the newsletter and other communications regarding the trails are transparent about the costs, not simply implying that the only cost to the Village will be \$200k. He noted that engineering and other costs are not covered by the grant. Councilman Galicki agreed to write up a paragraph or two explaining this for the next newsletter.

The meeting adjourned at 8:49 a.m.

From: Carrie Schloss <cschloss@gmail.com>
Sent: Monday, December 8, 2025 1:06 PM
To: Koons, William
Cc: Misha Alexander; SRV council; K Maersch; K Estes; egottsegen@gmail.com; tsnbe@ameritech.net; grh2277@gmail.com; Cara Tweed; erbred1025@me.com; e.l.dunkel@gmail.com; Audra Ziedonis; Suzanne Moloney; matthew.hanculak@gmail.com; cstamco9@gmail.com; Jennifer Donnellan; sdschmidtke@gmail.com; wisekathy36@gmail.com; gwascak@gmail.com; tmolnar3@yahoo.com; Meagan Meyer; ahamerstone@gmail.com; John Wahl; brianrkaas@gmail.com; Hugo Hall; willandemilygold@gmail.com; Lindsay Zyla; ldanosky@gmail.com; katiemariemooney@gmail.com; Dylan Shamakian; marathrush@gmail.com; clyndall@gmail.com; napiette@gmail.com; Danielle Sabo; Ryan Macy; andy.powers@gmail.com; lauraflaiz@ymail.com; lespeconi@gmail.com; eliosharp@gmail.com; jacob@mtnroadcycles.com; Martyn H; Amanda Bencic; Home1; Rick Kelley; SRV Mayor; Elizabeth Gross; Bell, Christopher; Romanowski, Danielle; Safe Routes Chagrin; jckosa@gmail.com; wstonehomeinspection@gmail.com; bstone36012@gmail.com; john buda; joepianecki@hotmail.com; Lisa Novak Antil; emmaleuszler@gmail.com; finkbradley@gmail.com; meg.lynch@outlook.com; valasem@aol.com; jcthie@outlook.com; Egor Sadovnic; mel11sam@yahoo.com; brookeroeper@yahoo.com; natalieagray@yahoo.com; Mike Rizzo; irish28pd@yahoo.com; smitharchcf@aol.com; Richard Washington; Galicki, Leslie; Anthony Hughes; Anthony Ivancic; landerroad@yahoo.com; dr.maryrensel@gmail.com; Rbis59
Subject: Safe Bicycle and Pedestrian Transport Mtg - December 4th Meeting Minutes

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Two big items to note and then detailed meeting minutes from Dec 4th mtg below

1. The Safe Bicycle and Pedestrian Transport committee which was an ad hoc committee established in 2024, has just become an **official committee of the village**. The appointments to the committees are done by council at the organizational meeting in January. It will be up to council at that meeting to appoint the councilmembers to each committee and if they so choose, appoint any residents and/or nonresidents as members to the committee. The number of members on the committee will be at Council's discretion at the first meeting in January.
2. The committee reviewed the two path designs and cost estimates and discussed pros and cons of each and is going to recommend a single side **South side 5foot asphalt path** from Spring Drive to 306 to council as the design to move forward in the NOACA scoping documents for use of the \$800k grant. I will share that recommendation at public comment council mtg tonight.

Minutes:

Committee for Safe Bicycle and Pedestrian Transport
December 4th, 8am
Meeting Minutes

Attendees: Chris Berger, Chris Bell, Rich Washington, Mike Rizzo, Mary Remsel, Ruth Cavanagh, Mayor Koons, John Buda, Carrie Schloss

Update on 3rd Party RFP

Structure Point for Bell Rd East
Haslom Associates
Baker Group

They need a plan before they can put together a contract

Correction - this is all for Bell Rd East and trail RFT for 3rd party review hasnt gone out
Asked why the RFP hasnt gone out for trail - There is no hold up - so just need to put it in

Question about who does that, - Mayor said he would

Introductions - Welcome Dr. Remsel

Ruth - involved early but it failed in the past

This is the 3rd attempt to get a trail from south russell

1990s, 2012 - looked at path, but got a flagpole and 40inches along bell

Trail Design

The light is actually set up for a RADAR - so bikes could trigger the 306 light already - just needs adjustment

Trail would be on a single side

Either North or South Verdantas did a design

South side, cemetery, culvert crossing, boardwalk, and move split rail fence

Cost adds inflation factor since it is a year or two out

Sign relocation out of right of way

Crosswalks

Boardwalks are used where there is existing wetland so wont require permitting but ODOT would still do env assessment - use helical post so they wont disturb the ground

3rd party ODOT started this a year ago

Graves come right up to the top of the hill and need to be meticulous if south side is chosen

ODOT also charges a fee for reviewing and overseeing

Need to add a crosswalk from Spring

Corrections: RFP for 3rd party review for trails did go out and is due soon

Guardrail on street would stay but where it cross culvert, then youd have a boardwalk with two rails

By southwick would need to make sure we don't add sediment to their pond.

20% contingency is an overestimate, just in case anything is needed so this can be reduced when

Both sides will be a challenge - North Side will be higher and South will be lower.

Flexibility with asphalt is you can sit up higher to avoid having to excavate into tree roots

The comparison chart is helpful - looks like 70% of advantages are on south side, but cost is more expensive.

South side makes more sense if we continue on east of 306

Right at 306 with turn lane - on North side there is no right of way because of turn lane, so have to be outside of right of way, but on South side that's village property

No changes to north side, just added in south side

3rd party review is just an estimate since its a new system - ODOT brings in federal aspect

All engineering costs are not part of the 80/20 - grant is just construction

Has anyone talked to other villages on how their funding was

- Chagrin - Safe Routes grant
- Pepper pike - ever green grant

As a tax payer, I'm thinking if its \$1 that 200k for the village - or what can be done for \$1

Two options:

1. Don't construct full scope
 - a. If we shorten by a 3rd - still talking 300 in design which are not part of 80/20
 - b. From a village perspective, 300k is a minimum buy in and then 80/20 depending on construction costs
2. Don't do other projects this year

Tax payer money from village will be at least 4k to get something done

3rd option is go to teh voters

If we don't use the NOACA funds they will be harder to get

Most grants are 80/20

Cant both do the street or

Gurney to park - could be the grant minimum

Village should just do park segment themselves

Then no 3rd party review and ODOT fees

Could pull out crosswalks and potentially village can do those

Can ask for private funding? Have a go fund me page?

First you have to tell people what we are going to do.

From an engineering perspective - North or South - what makes more sense - through the cost out -

- North would be easier because of the cemetery on the south side

In the perspective of Safety taking dollars and cents out of it which side?

- No crosswalks as a part of the trail - one side only (south)-

So many news articles of crosswalks accidents - so need to use crosswalks as access but not part of the trail

If you look at park at destination - South side is safer

Went around the room to get individual opinions on which design

JB: at first Neutral north south - but stay within a million dollars - will declare South

JW: Neutral

CBell: South side

CBerger: South side

MRizzo: South side

RC: North

MRemsel: South

MK: North

CS: whatever is most likely to get done, but leaning South

The bigger chunk you get done in the first go the better change you get the next piece done, so easiest to get ti done, go big or go home

Committee for Safe Bicycle and Pedestrian Access is now an official committee of council - the committee will need members

Will propose to council - South Side

Need funding in 2027

NOACA wants the money to be spent so they will work

They see grass roots effort which they want to see which they like

NOACA rep said, they have an unrealistic initial timeline, they thought people would know how to use it but communities need to make their plan

They've run into this with other communities

Donation - with playground?

Resident came to village not village asking

In the newsletter - ask if people want to donate?