



VILLAGE OF CHAGRIN FALLS

OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER

W. SUMMIT STREET PEDESTRIAN IMPROVEMENT SURVEY RESULTS
July 14, 2021

Mayor, Council, and W. Summit Street Residents,

This year, the Village of Chagrin Falls will be repaving W. Summit Street along with improving stormwater management. At the request of residents on the street, the Village investigated several means to improve the safety for pedestrians on W. Summit Street; these included adding sidewalks and widening the eastbound lane of the street to include a pedestrian lane. At the June 29, 2021 Streets and Sidewalks Committee meeting, the Committee made the decision to consider widening the street and add the pedestrian lane. The concept of adding sidewalks was soundly rejected.

At the request of the Streets and Sidewalks Committee, a survey was created and posted on the Village website. An invitation to participate was sent to all 24 property owners on W. Summit Street. The survey asked each resident their preference for widening the street for a pedestrian lane, or no street widening at all. The three options for widening include a 30-inch, 36-inch, or 42-inch wide pedestrian lane. The following are the results from this survey:

SURVEY RESULTS

	TOTAL #	RESPONSES		IF YES, WIDENING PREFERENCE		
	RESPONSES	NO WIDENING	YES WIDENING	30"	36"	42"
GRAND TOTALS	19	11	8	4	2	2
NORTH SIDE	7	3	4	2	2	0
SOUTH SIDE	12	8	4	2	0	2

All comments received from the W. Summit Street survey are attached for your review.

Feel free to contact me if you have any questions.

Sincerely,

Robert S. Jamieson
Chief Administrative Officer

W. SUMMIT STREET PEDESTRIAN IMPROVEMENT SURVEY COMMENTS

RESIDENTS ON THE NORTH SIDE OF STREET

1. Topography, landscaping in the right of way, and parked cars currently make it difficult to safely walk on W. Summit. If the pedestrian lane is created it is going to be important to control street parking in the lane. A pedestrian lane on either the north or south side would be acceptable. Both the west end of the street, from Division St. to Solether Lane/Chagrin Blvd. and the east end, approaching the top of Grove Hill, have long been especially difficult to navigate for pedestrians.
2. I think that the street widening should be up to the residents of the south side of Summit. The more important issue is that of people speeding and using the street as a cut-through - a pedestrian lane is not going to resolve this.

RESIDENTS ON THE SOUTH SIDE OF STREET

1. Measures should be taken to SLOW traffic. Consider a stop sign or speed bumps.

widening the street will only invite drivers to increase speed. Safety = narrow roads with stop signs or speed bumps. Widening roads is a RECKLESS move in terms of pedestrian safety. Very bad idea! Cars should not use W. Summit as a cut through street- rather they should use Chagrin Blvd. Narrower streets that discourage speed are safer!
2. After careful reflection, (*we agree*) that widening a resurfaced road will just add more to the speed issues we already face on our street.
3. We request no widening, but if the street votes to widen we request no wider than 30"
4. Having had some time to review the village's proposed alternatives, we have several questions.

Storm Sewer Improvements
Alternative 1 contains no mentions of or costs for Storm Sewer Improvements on South Side (Alternative 2 does). We were shown images of recent sewer and rain garden installations, but the Alternative 1 concept plan give no indication of added sewer inlets or rain gardens. So how would the changes in Alternative 1 address the severe runoff issues that contribute to the disintegration of the southern (eastbound) side of the street?

Sidewalks
Were any other sidewalk concepts considered? For example, a version with curb and sewer but no tree lawn as is found on Orang Street between Main and North Streets, or Bell Street between Cleveland and Carriage Drive.

Rain gardens
On the concept plan for Alternative 2 (sidewalks), the eastern-most rain garden is shown in our yard (*address omitted*) which is near the center and lowest point of West Summit Street. If the purpose of a rain garden is to catch and contain storm water before it enters the street, wouldn't it make more sense to install them at higher elevations, before it's run into the road? Some water does run from our driveway into the road, but the rest of our frontage has a ditch that is well below street grade. The water flooding the street and spreading gravel, mulch, etc. in front of our lot originates from points higher up and to the east.

	<p>Lastly, if rain gardens are installed as part of any plan, who is responsible for their maintenance (clearing debris, weeding, etc.) The examples shown at the meeting appeared to be quite new, but we're curious what they look like after a few years. Is the area along the road in front of Vincent Street Arboretum an example of a previous rain garden installation?</p> <p>Overall, we feel like we were presented with a false choice between either a very expensive and highly disruptive alternative that includes storm sewers, curbs, and sidewalks, or an inexpensive and minim</p>
5.	Thank you for allowing our involvement in the process.
6.	For safety reasons we would be opposed to widening the street unless there was a raised curb delineating the lane. My experience handling injury and wrongful death claims is that absent a delineating barrier, motor vehicles will ignore the nature of the pedestrian lane and the wider lane for travel will only increase the speed at which vehicles travel on W. Summit. The pedestrian lane seems like an inappropriate workaround for a sidewalk with negative unintended consequences.
7.	Street widening not shown to be safe. Recommend improving street safety with speed enforcement and better signage (currently, only one small sign in each direction).
8.	<p>While I understand the benefits of a wider street, we will have an increase as a cut-through street, and drivers' speed will increase. We will also get more people parking on the side of the road.</p> <p>My opinion as a resident of (<i>address omitted</i>) West summit was expressed at the meeting. Our home is already only 24' from the current road, and even a 36" lane trims my frontage by over 10%.</p> <p>I am STRONGLY OPPOSED to any adjustments to the width of the road that lessens the potential greenspace and visual appeal between my home and the road. We had plans in place to bring our yard and grass up to the current road - currently used by random car parkers.</p> <p>More concerning is how the proposed widening on the Eastbound lane would potentially eliminate three needed parking spaces (on newer stamped concrete). A width change would not leave enough space to pull in.</p> <p>I appreciate that many of the people on the street would be in favor of some widening, but half of those folks live on the other side of the road, and if you take a look at the rest of the homes on the Eastbound side, the widening to their yard is inconsequential.</p>
9.	After the town meeting, we thought about the size of the sidewalk and neglected to ask about ADA. Does ADA have a minimum requirement for a sidewalk? If so, this should be considered.
10.	Thank you for listening to our concerns and giving us a voice in this project. Because the widening impacts properties on the south side of the street, residents on the north side of the street shouldn't have a vote in this because the project doesn't impact their property.