



**OFFICE OF THE CITY COUNCIL**

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**SERVICE, STREETS, SIDEWALKS & ROAD DRAINS  
COMMITTEE MEETING MINUTES  
NOVEMBER 23, 2015**

Present: Committee members Lynda Appel, chairperson; Ken Brady and Dennis Sullivan.

Also present: Council President Michael Killeen; Councilmembers Nick Nunnari, Michael O'Donnell; Mayor Dennis Clough; Director of Engineering Bob Kelly; Field Engineer Jim Smolik; Director of Planning Jim Bedell; representatives from Environmental Design Group: Frank Bonzo, Principal, and Bradley Bendle P.E., Senior Group Leader; and representatives from American Structure Point, Inc.: Michael McBride P.E., Vice President; Frank Aransky, P.E., Project Development Director; and Everett Woodel, Jr., Business Development Director.

The meeting convened at 5:30 p.m.

**I. Discuss the Canterbury/Center Ridge Roads Improvements, roundabout development plan.**

Mr. Kelly provided extensive background about the Center Ridge/Canterbury Roads roundabout proposal. He emphasized that a history of safety and congestion issues lead to the need to improve the intersection. He reviewed the options and included comparisons between them. Criteria used to make the decision to pursue the roundabout included crash data, cost, and number of necessary easements. The powerpoint presentation is available on the city's website.

Mr. Bonzo and Mr. Bendle reviewed the pros and cons of installing roundabouts in communities and highlighted the reduction in accidents when roundabouts are present.

Mr. McBride and Mr. Aransky further discussed the capacity and level of service that a roundabout provides. They also spoke about the impact to the community and focused on the need for education of pedestrians and cyclists as well as drivers.

Questions and comments from Council and the Mayor focused on why this intersection has more accidents than other Westlake intersections; were other options reviewed; impact on pedestrians and drivers. Mr. Bedell reviewed some of the concerns by the Planning Commission, but commented that this presentation had answered those.

Mr. McBride offered the following information as to why more cities are not installing roundabouts if they are less costly and improve safety: it is because it is new and communities are cautious to implement. In his expert opinion, the 80-20 rule applies, 80% will stay with what they know while 20% will accept the change, but in the end, his experiences have all resulted in 100% satisfaction after approximately a one-year learning curve.

Mrs. Appel moved, seconded by Mr. Sullivan, that the proposal for a roundabout at the Center Ridge/Canterbury intersection exit this committee for further consideration by Council. Any decision by Council is to include the following conditions that were outlined by the Planning Commission:

1. Planning Commission approval and modification is required for the relocation of any free standing and/or monument signs.
2. Development plans are required for parking lots, indicating the landscaping and buffering for Planning Commission approval and modification.
3. The design of the center island regarding landscaping, artwork, signage, and other features to create a focal point shall be provided to the Planning Commission for recommendation.
4. Streetscaping for the roundabout shall be explored, such as ornamental lighting, brick paver crosswalks, site furniture, bollards, etc. for the outside perimeter of the roundabout and diverter islands in addition to the center island.

Motion passed 3-0.

The meeting adjourned at 8:07 p.m.

Respectfully submitted,

Lynda M. Appel  
Chairperson