

I. Summary and Methodology

The *Sidewalk and Trail Master Plan* represents the continued effort to provide safe and practical community-wide non-vehicular connectivity in the City of Hudson. The effort consisted of the following public outreach activities, beginning in the Spring of 2020:

- A series of individual ward sessions were held, six (6) in total. Sessions were attended by residents, Council members, the mayor, ward representatives, and city staff.
- A website landing page was created. The page included project updates and an online survey, which remained open throughout the course of the project.
- City staff partnered with Pedego Electric Bikes at the Hudson Farmers Market to receive comment and increase awareness.
- City staff provided periodic updates to City Council and other City Boards.
- The findings of the public outreach effort were compiled and summarized in the attached *Resident Feedback Report*.

II. Priority Connections and Scoring

Priority connections were identified through the public outreach effort by residents with the following characteristics:

- Located along arterial roads.
- Connect outer neighborhoods to schools, parks and downtown.
- Located along higher speed roads.
- Connect neighborhoods to the Bike and Hike Trail.

The priority connections were then scored and ranked based on the following calculations:

Item	Description	Segments WT. Value
1	Connects a neighborhood to a school	Yes = 15, No = 0
2	Links multiple existing or funded connections	Yes = 10, No = 0
3	Connects to a Park	Yes = 10, No = 0
4	Connects to a Regional Trail	Yes = 10, No = 0
5	Top 5 Resident Feedback Report Survey	Yes = 10, No = 0
6	High Speed; ≥ 35 MPH	Yes = 10 No = 0
7	High Traffic; > 5,000 Average Daily Traffic	Yes = 10 No = 0
8	Intersecting Neighborhood Streets	2 points per street

III. Implementation

City staff prepared detailed cost estimates for each priority connection. The design and construction estimates include additional costs associated with inflation, environmental work, right-of-way work and construction management activities.

A five (5) year timeframe has been established to complete all priority connections. The total amount estimated to complete the roughly twelve (12) miles of priority connections is \$21,000,000. The project will be funded through a mixture of the city's General fund, Park's fund, and debt financing.

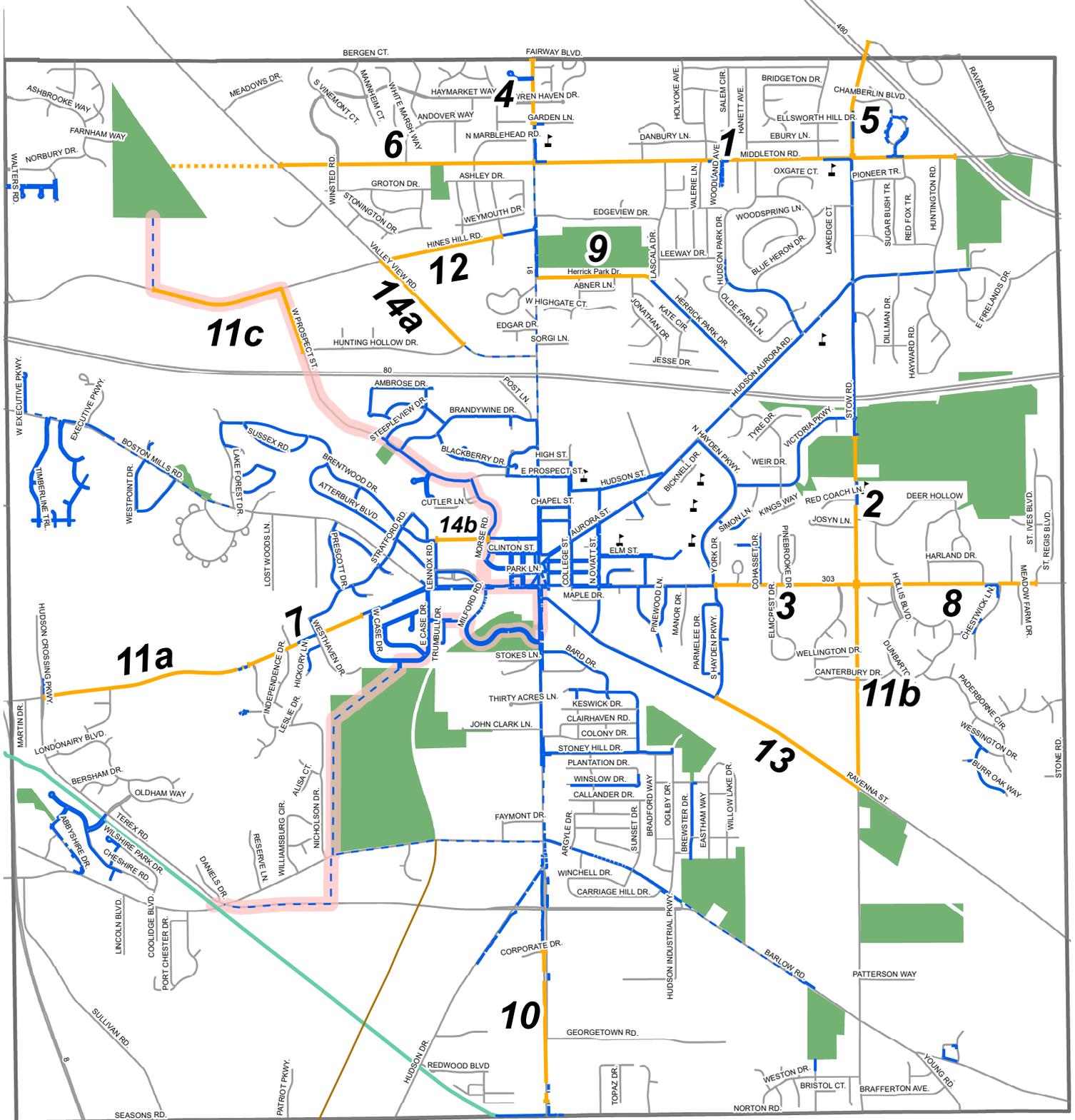
City Council has authorized the project to be included in the *City of Hudson Five Year Plan 2021-2025* as ordinance 20-142. The plan identifies connectivity as a Council priority, along with street paving and storm water improvements. The plan was approved on December 1, 2020.

Prior to construction of each segment, the city will perform outreach to affected property owners for additional input and to address specific concerns. Each year the progress of the entire *Sidewalk and Trail Master Plan* will be reviewed and assessed as part of city's capital planning efforts.

III. Conclusion

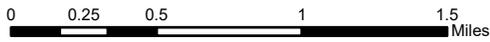
The *Sidewalk and Trail Master Plan* is a significant commitment to creating a more pedestrian and bike friendly Hudson. Most importantly, it is a plan directly influenced by public input. It would not have been possible without the passion, time and effort of the many resident volunteers and elected officials who directed its creation. As a citywide plan, it is important that the *Sidewalk and Trail Master Plan* represents the voice of the residents. The collaborative process undertaken through its creation should act as a model for future planning efforts.

Priority Connection Rankings

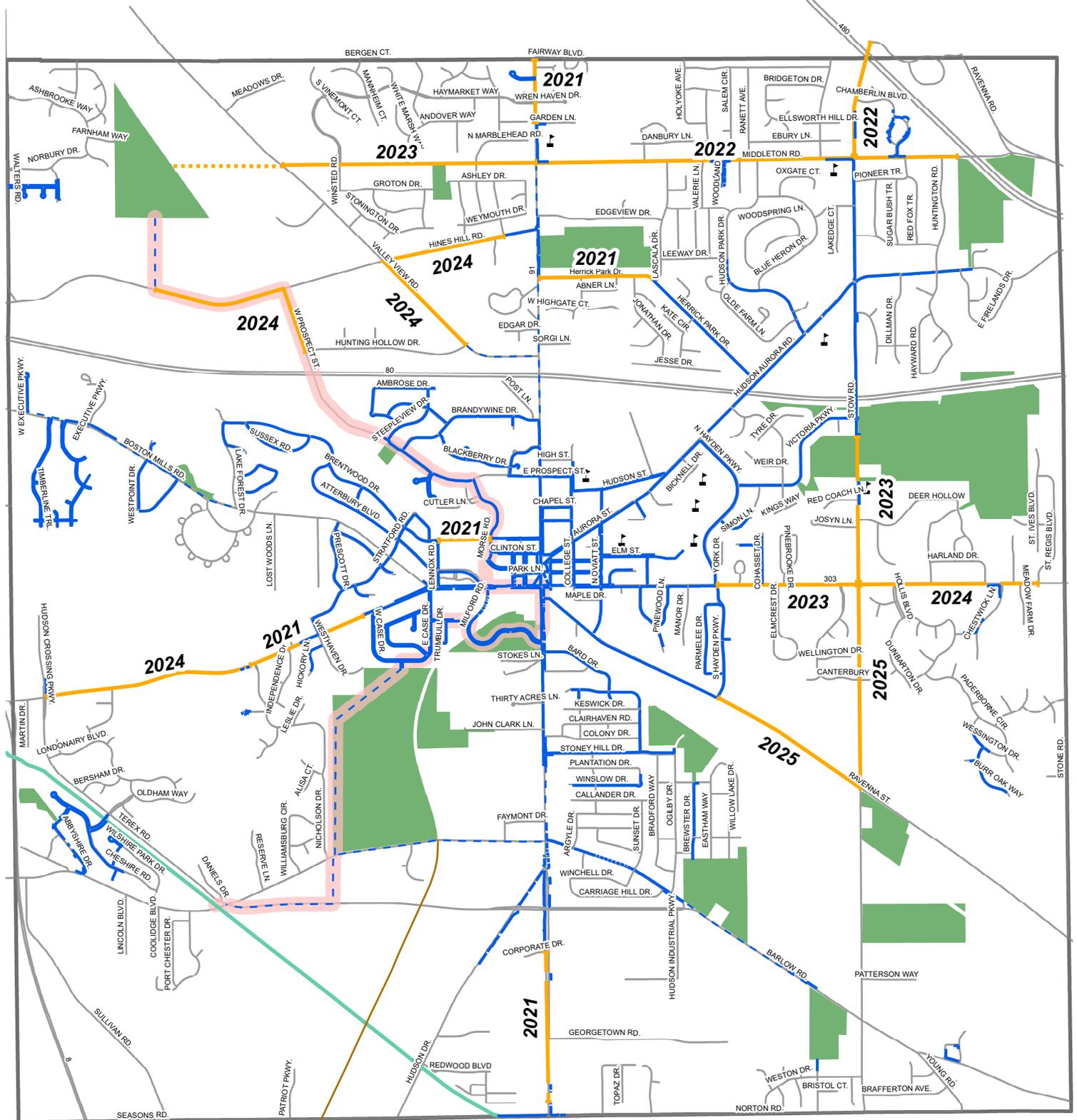


Legend

- Priority Connections
- Existing Sidewalks
- - - Previously Funded Connections
- Veterans Trail
- Future Rail to Trail
- Schools
- Bike and Hike Trail
- Streets
- Parks



Construction Timeframe



Legend

- Priority Connections
- Existing Sidewalks
- - - Previously Funded Connections
- Veterans Trail
- Future Rail to Trail
- Bike and Hike Trail
- Schools
- Streets
- Parks



Project Budget and Timeframe

TABLE A - Revenue above the 40% Carryover. 100% Connectivity (Bike and Sidewalk Master Plan).

Rank	Seg	Description	2021		2022		2023		2024		2025
			Design	Construction	Design	Construction	Design	Construction	Design	Construction	Construction
1	C	Middleton Road From 91 to Highpoint Park. Sidewalk.	\$ 607,640.00			\$ 2,830,200.00					
2	J	Stow Road * From Hudson Springs Park to 303. Sidewalk.	\$ 182,170.00					\$ 916,300.00			
3	K	SR 303 From N Hayden Parkway to Stow Road. Sidewalk.	\$ 88,880.00					\$ 444,400.00			
4	B	SR 91 From northern corp line to Garden Lane. Sidewalk.	\$ 5,000.00	\$ 145,000.00							
5	D	Stow Road from Chamberlin Blvd. to exist. Sidewalk. Sidewalk	\$ 92,400.00			\$ 462,000.00					
6	A	Middleton Road * From Valley View Drive to 91. Sidewalk.	\$ 427,020.00					\$ 1,996,628.00			
7	N	SR 303 From Nicholson Dr. to West Case Dr. Sidewalk.	\$ -	\$ 725,000.00							
8	L	SR 303 From Stow Road to St. Regis Blvd. Sidewalk.					\$ 218,460.00			\$ 1,092,300.00	
9	F	Herrick Park Dr. From Darrow Road to Lascala Dr. Sidewalk.	\$ -	\$ 426,000.00							
10	Q	SR 91 from Corporate Drive to existing sidewalk	\$ 54,780.00	\$ 273,900.00							
11b	O	Stow Road from 303 to Ravenna Street. Sidewalk.							\$ 257,200.00		\$ 1,414,600.00
12	E	Hines Hill Road From Valley View to Glastonbury Dr. Sidewalk.					\$ 362,120.00			\$ 1,201,000.00	
13	P	Ravenna Street * from South Hayden Pkwy. to Stow Rd. Sidewalk.							\$ 290,840.00		\$ 1,454,200.00
14b	I	Owen Brown Street From Morse Road to Lennox Road. Sidewalk.	\$ 75,000.00	\$ 300,000.00							
14a	G	Valley View Road * From Hines Hill Rd. to Hunting Hollow Dr. Sidewalk.					\$ 181,720.00			\$ 908,600.00	
11a	M	SR 303 from exist. sidewalk to Hudson Crossing Pkwy. Trail.					\$ 124,740.00			\$ 646,380.00	
11c	H	Vet. Trail Ph 1 - Hines Hill & Prospect * From Hunting Hollow to Co. Metro Park. Trail.					\$ 315,700.00			\$ 1,635,900.00	
			\$ 1,532,890.00	\$ 1,869,900.00	\$ -	\$ 3,292,200.00	\$ 1,202,740.00	\$ 3,357,328.00	\$ 548,040.00	\$ 5,484,180.00	\$ 2,868,800.00
				2021 Total		2022 Total		2023 Total		2024 Total	2025 Total
				\$ 3,402,790.00		\$ 3,292,200.00		\$ 4,560,068.00		\$ 6,032,220.00	\$ 2,868,800.00
General Fund Balance Over 40%				\$ 3,402,790.00		\$ 1,800,000.00		\$ 2,050,000.00		\$ 2,000,000.00	\$ 3,050,000.00
Debt Financing				\$ -		\$ 1,492,200.00		\$ 2,510,068.00		\$ 4,032,220.00	\$ (181,200.00)

* = Recommended Park Fund Projects.

Total Engineering	\$ 3,283,670.00
Total Construction	\$ 16,872,408.00
Grand Total (E & C)	\$ 20,156,078.00

Total General Fund of 40%	\$ 12,302,790.00
Total Connectivity Debt Financing	\$ 7,853,288.00
Grand Total	\$ 20,156,078.00
Debt Payment (10 years at 2% interest)	\$ 874,279.00

All costs are included. (Inflation, Engineering, Environmental, R/W, Construction and Construction Management, as needed.)

No property acquisitions are included, since these are unknown until after the design is at 50% +/-.

I. Summary and Methodology

The 2020 Connectivity Plan effort commenced at the May 5, 2020 City Council meeting. At this meeting, Council outlined the plan update effort with an emphasis on resident participation.

The public engagement effort would be conducted through a series of individual ward sessions, six (6) in total. Council members would seek out representatives to participate in these sessions. Feedback would also be received through on-going, online feedback via the city's website. Additionally, staff would explore other ways to gain feedback from residents outside of the traditional meeting structure.

This preliminary report represents the results of this public engagement effort. Each step is summarized along with preliminary findings. The public engagement insight will direct the update of the connectivity priority map of the 2020 Connectivity Plan.

II. Ward Sessions

The following sessions were held over the course of June-July 2020. Participants included ward residents (forty (40) in total), city staff, council members and the mayor. All sessions were held remotely via videoconference due to concerns over COVID-19.



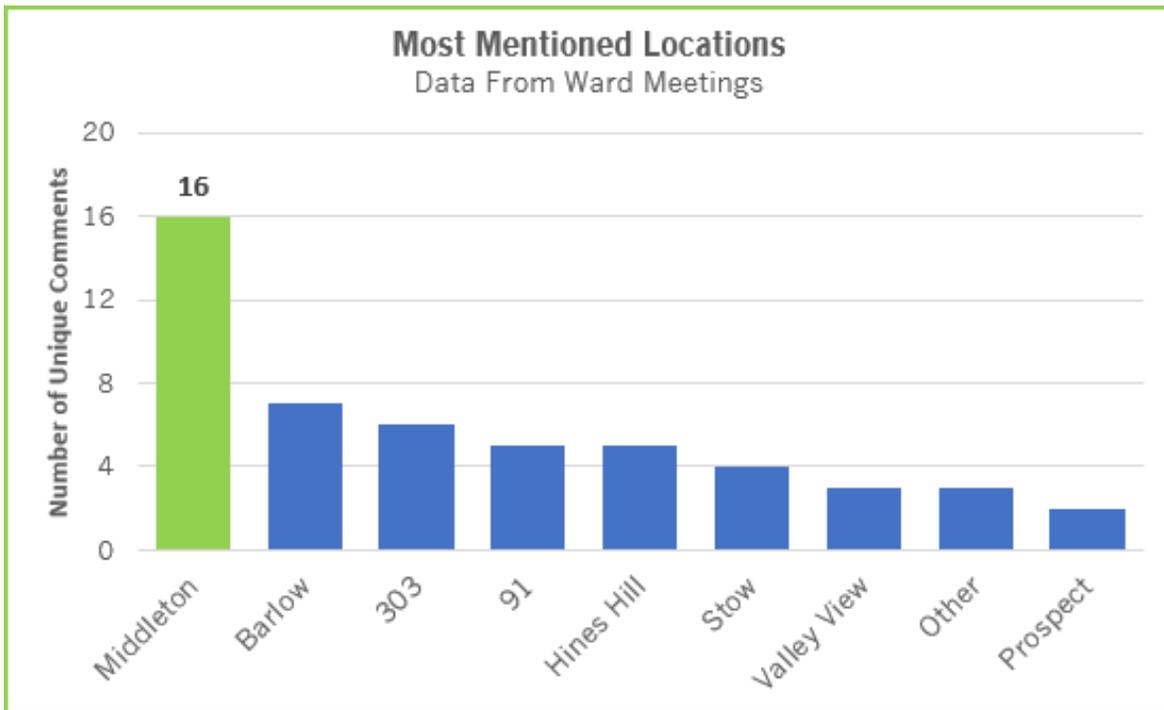
Each session followed a similar agenda beginning with project background presented by staff, followed by feedback from each individual resident and closed with discussion on potential high priority segments.

The full meeting minutes for each session are included in this report. The following themes were observed through these discussions:

- Focus should start with main arterial roads, including Middleton Road, SR 91, SR 303, Hines Hill Road, Ravenna Street, Stow Road, Barlow Road, Valley View Road
- Resident frustration with inability to walk/bike to schools, parks and downtown
- Concern with high-speed streets not having safe connections. Local streets with lower traffic speeds were generally not a priority

- Connections are needed from neighborhoods to the Hike and Bike Trail
- Outer neighborhoods are in need of connectivity to schools, parks and downtown
- Respondents in outer neighborhoods tended to prioritize connections along main corridors over sidewalks within the neighborhoods
- Safety measures need to be installed at key locations including crossings and signage. Schools should be prioritized in these efforts

At each session, each participant was asked to identify connections which, in their opinion, would be most impactful to the community. The graph below summarizes the response data.



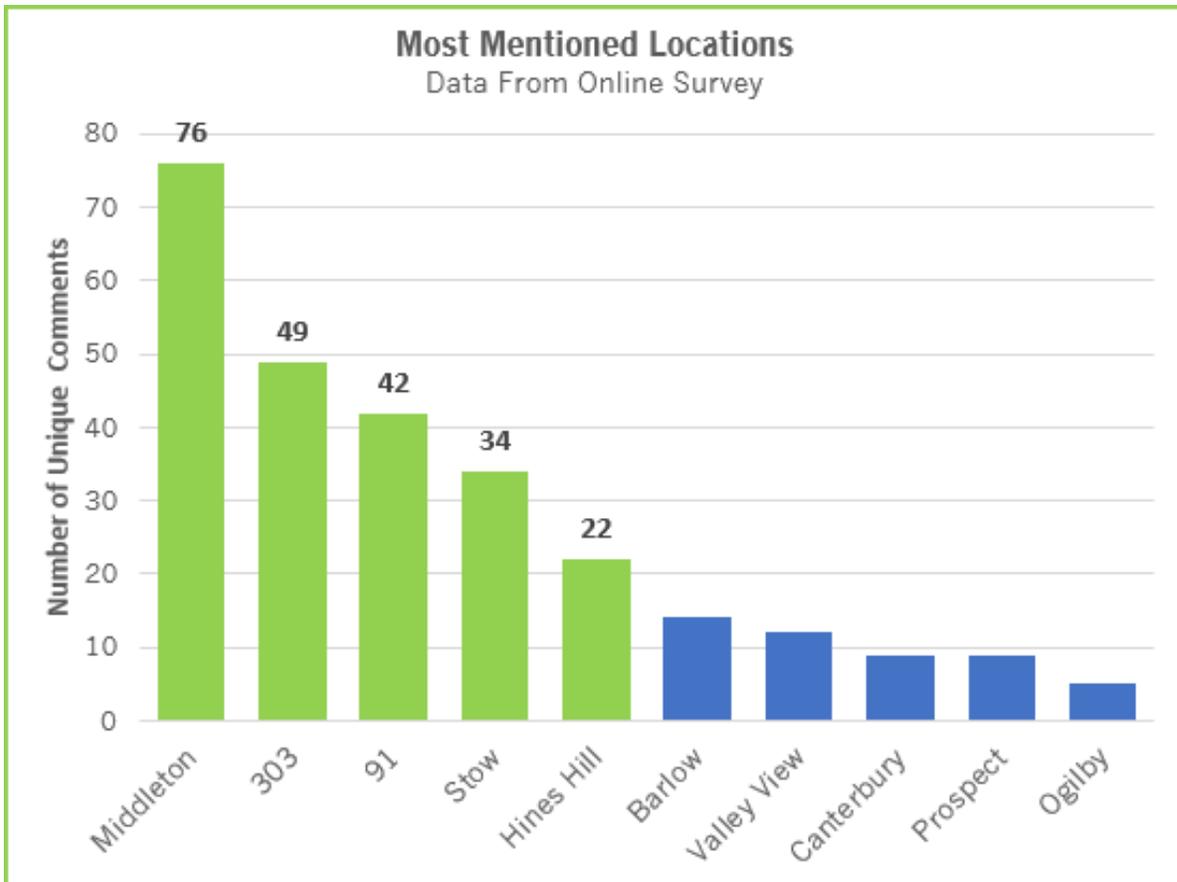
III. Survey and Website

The City of Hudson website Connectivity Plan Homepage was launched in June prior to the Ward Focus Sessions. The webpage contains project updates, access to all meeting minutes and video recordings, and, most importantly, a resident feedback tool to expand community input.

The online feedback was active from June 12, 2020 – August 10, 2020. The website response was tremendous with a total of 253 residents participating. The open-ended survey allowed residents to make general comments on any aspect of the Connectivity plan.

The full list of survey responses is included in this report. The following themes were observed:

- Middleton Road was by far the most mentioned location. Comments frequently requested a sidewalk along Middleton to link to such destinations as Downtown, Middleton Park, and Ellsworth Hill Elementary.
- Other locations frequently mentioned include SR 91, SR 303, Stow Road and Hines Hill Road. These comments correlated with the comments received during the Ward Focus Sessions and reinforced the desire for connections along main arterial roads.



- Other key words/themes included the mention of biking, safety, and accessibility to downtown. These were often discussed in the same context, referring to the desire for a household to safely bike from their neighborhood along main roads to downtown.
- Safety was also mentioned frequently in the context of increasing number of multipurpose trails, installing additional crosswalks or modifications to highlight existing crosswalks, and installation of signage to highlight pedestrian or bike amenities to drivers.

IV. Hudson Farmers Market

City Staff attended the August 8, 2020 Hudson Farmers Market to gain additional feedback. A large citywide map was displayed showing all existing and proposed connections. Respondents were asked to identify their most impactful connections by placing a pin on the map. The feedback received reinforced the findings of the website survey and ward session meetings, with main arterial roads being the most discussed connections.

Electric bike demonstration rides were also provided by Pedego Electric Bikes, Peninsula, OH in an effort to increase bike awareness. Pedego staff instructed participants on the operation of the bikes before setting off on a downtown ride.



Pedego E-Bike Station



City Staff Collecting Feedback

V. Findings

Staff has observed the following findings to help guide the priority ranking system.

- Prioritize connections on arterial streets. Key segments include:
 - State Route 91 and 303
 - Middleton Road
 - Hines Hill Road
 - Stow Road
 - Valley View Road
 - Barlow Road
 - Boston Mills Road
- Connect isolated neighborhoods to the larger community
- Connect downtown into the regional trail network along the rail corridor
- Target a larger scale implementation to create a stronger network in a shorter timeframe
- Address safety needs within the network including:
 - Enhanced pedestrian crosswalks
 - Prioritize off-road trails/sidewalks over on-road bike lanes
 - Address maintenance needs (pavement condition, tree trimming, pavement markings, obstructions)

Possible changes to the established 2018 Connectivity Plan scoring system based on resident feedback:

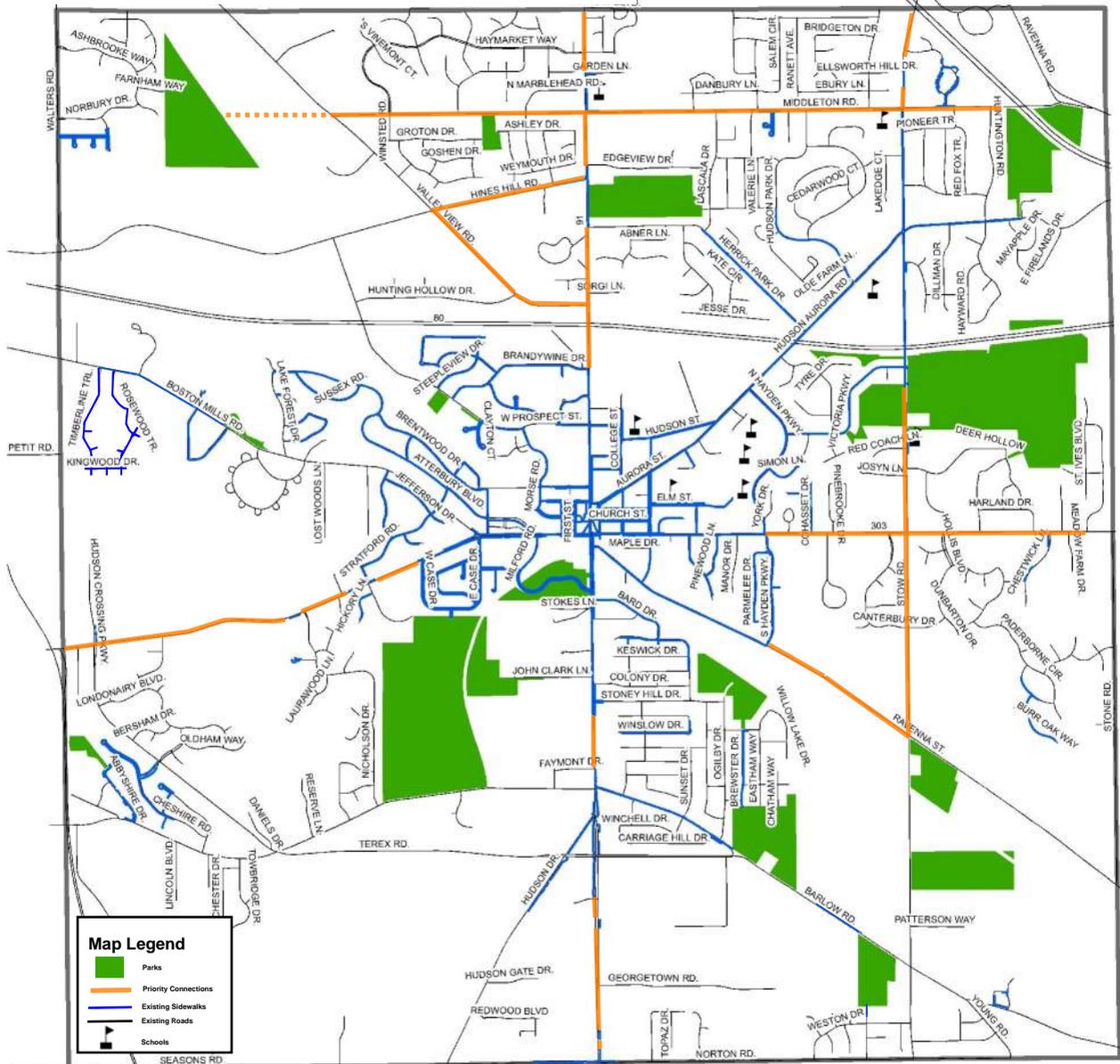
- Add points for arterial streets. This could include any road with a speed limit over 25 mph or could be based on traffic counts (average daily traffic)
- Increase weight for connecting neighborhoods
- Map and score rail corridor connection intersecting Barlow Road
- Combine segments along main streets to score and review as one corridor
- Integrate crosswalks into the plan/scoring system

VII. Next Steps

Staff proposes the following timeline for the completion of the plan:



Priority Connections - Survey Results



Map Legend

- Parks
- Priority Connections
- Existing Sidewalks
- Existing Roads
- Schools