
MEMORANDUM

To: City Council

From: Emily Fernandez, Community Project Planner; Greg Hannan, Community Development Director; Brad Kosco, City Engineer

CC: Thom Sheridan, City Manager

Date: October 8, 2024

Subject: **Update on Hudson Walk & Bike Plan (2026-2030)**

Background

Staff presented the full draft Walk and Bike Plan at the September 24, 2024 Council Workshop. Council directed staff to adjust the scoring matrix to award additional points to segments that would connect neighborhoods that currently have no direct access to the sidewalk network. Staff has prepared revised rankings, cumulative cost estimates, and a map. The full version of the Plan has not been revised yet. It will be updated with the attached new materials, 5-year construction timeline, and other changes noted by Council on 9/24/24 once the final ranking is confirmed.

Methodology for Awarding Points to Disconnected Areas

Staff created a map to identify areas that are currently disconnected from the overall sidewalk network. Disconnected areas were differentiated based on the following factors:

➤ **Type**

Areas were identified as “Neighborhoods” if they are locally known by a neighborhood name and encompass several local streets that share entrances. After mapping neighborhoods, staff observed that several other groups of homes along proposed sidewalks may also be of interest for study. These areas were identified as “Street Clusters” and symbolized accordingly on the map.

➤ **# of Segments Needed to Connect**

Several areas could be connected to the sidewalk network if just one (1) proposed sidewalk segment were completed; the proposed sidewalk that reaches the area is immediately adjacent to the existing sidewalk network. Other disconnected areas would require two or more (2+) segments be completed in order for the area to be reached.

The map was updated to identify each area by both factors above, resulting in a total of 4 categories on the map with the following color symbols:

		Type	
		Neighborhood	Street Cluster
# of Segments Needed to Connect	1	Neighborhood - 1	Street Cluster - 1
	2+	Neighborhood – 2+	Street Cluster – 2+

Only the areas that were identified as neighborhoods which could be connected by completing one segment (**‘Neighborhood – 1’**) received the additional twenty-five (25) points. All other areas are identified on the map for reference but received zero (0) additional points.

Ranking & Budget Update

Proposed segments were re-ranked with the new points for disconnected neighborhoods (25 points) incorporated. The ranking was then revised further to capture Council input from the 9/24/24 workshop, which included leaving the Terex Rd segments removed and removing several other segments. Reasons for removal are noted in the attached cost summaries.

Budget History

Sidewalk funding for the 2021-2025 Sidewalk & Trail Master Plan was split between General Fund (\$17,532,603) and Parks Fund (\$8,311,365), totaling approximately **\$25.8 M** (includes actual amounts for 2021-2023 and budgeted amounts for 2024-2025). The Parks Fund is an unlikely funding source the 2026-2030 Walk & Bike Plan due to minimal funds available. Setting aside the Parks contribution, Council could consider funding new sidewalks at \$17.5 M from the General Fund in 2026-2030 to maintain a similar level of General Fund investment as in the previous five years. Several sidewalk projects that were proposed in the 2021-2025 Plan are currently budgeted in the General Fund for the years 2026-2029, totaling about \$7.2 M; these segments appear within the ‘funded’ category on the current map of proposed sidewalk connections. The difference, or additional funds to consider in order to maintain the level of investment, is approximately \$10.3 M. This amount would be nearly enough to fund the Top 5 Ranked segments, which includes seven (7) segments due to tied scores.

The capital budget is fully drafted for years 2026-2029, showing the proposed distribution of all available capital funds. If Council wishes to put funds toward connectivity in those years to maintain the level of sidewalk investment from the previous five years, \$10.3 M in sidewalk projects could be added as ‘unfunded’ and Council could choose whether to prioritize those projects over others in the budget.

Plan Update

The full draft version of the Plan has not been revised since Council received it on 9/24/24. It will be updated once the final ranking is confirmed. Staff is tracking various updates such as indicating use of QR codes on route materials, commenting further on bike lane safety, and better identifying changes that were made to proposed segments throughout the review process.

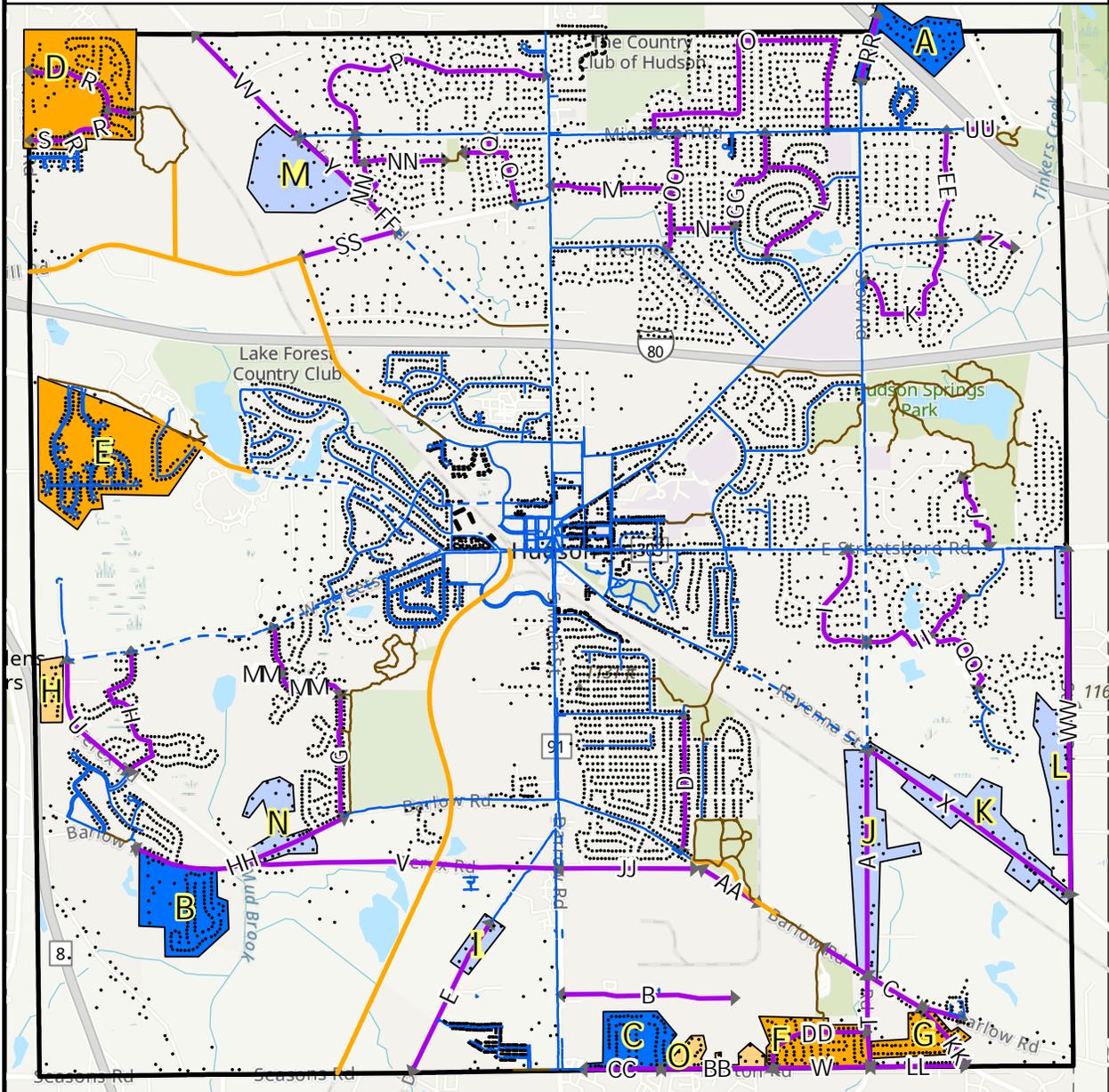
Discussion

Staff requests Council input on

- Final ranking
- Overall level of funding desired

Disconnections from Sidewalk Network

The map identifies neighborhoods and other clusters of homes that could be connected to the existing sidewalk network by completing one (1) sidewalk segment. Neighborhoods or clusters that could only be reached by completing two or more segments (2+) are indicated separately. Connecting to disconnected areas would increase the number of households with direct access to the overall sidewalk network.



LEGEND		
• Residential Addresses	— Future Trail	Neighborhood - 2+
— Existing Sidewalk	Disconnections	Street Cluster - 1
- - - Funded Sidewalk	Type - # of Segments	Street Cluster - 2+
— Proposed Sidewalk	Needed to Connect	
— Park Trail	Neighborhood - 1	
ABC = Sidewalk ID		ABC = Neighborhood/Cluster ID

Summary of Additional Points Awarded to Address Disconnections

Disconnected areas that were identified as **neighborhoods** which could be connected to the existing sidewalk network by completing **one (1) segment** received an additional 25 points (applied to the related proposed sidewalk). Other clusters of houses and/or neighborhoods that require multiple segments for connection did not receive additional points.

Neighborhood/ Cluster ID	Identifier	Type - # of Segments Needed to Connect	Count of Households	Related Sidewalk ID	Additional Points
A	Pine Trails	Neighborhood - 1	41	RR	25
B	Towbridge	Neighborhood - 1	102	HH	25
C	Sapphire Dr	Neighborhood - 1	83	CC	25
D	Ashbrooke*	Neighborhood - 2+	187	n/a	0
E	River Oaks**	Neighborhood - 2+	238	n/a	0
F	Weston	Neighborhood - 2+	108	n/a	0
G	Brafferton	Neighborhood - 2+	67	n/a	0
I	Hudson Dr Cluster	Street Cluster - 1	9	E	0
J	Stow Rd Cluster	Street Cluster - 1	31	A	0
K	Ravenna St Cluster	Street Cluster - 1	40	X	0
L	Stone Rd Cluster	Street Cluster - 1	29	WW	0
M	Valley View Cluster	Street Cluster - 1	20	Y	0
N	Barlow Cluster***	Street Cluster - 1	27	HH	0
H	Martin Dr Cluster	Street Cluster - 2+	17	n/a	0
O	Norton Cluster	Street Cluster - 2+	27	n/a	0

* To be connected via Metro Parks Maple Grove improvements and future trail along Hines Hill Rd.

** To be connected via future Boston Mills trail and Lake Forest sidewalk.

*** The Barlow cluster is along HH, which also abuts the Towbridge neighborhood ('B'). Completing HH would capture the Towbridge neighborhood and the Barlow cluster, which include a total of 129 households.

Cost Summary (Notated for Removals/Changes)

The following cost summary is in ranked order after awarding an additional 25 points to sidewalk segments that abut disconnected neighborhoods. Segments HH, RR, AA, and CC received points for this factor, resulting in the top rankings below.

Cost Summary							
Note: The 39 segments below include several tied scores, resulting in only 11 ranked positions. In some cases, two segments are combined as one because Engineering has determined that it would be cost-effective to build them as one project.							
Count	Orig. Rank	New Rank	Score	Segment	Description	Project Cost (TOTAL)*	Cumulative Cost
1	#1	#1	85	HH	Barlow Rd - From Trail (Lincoln Blvd) east to Nicholson (crosses Terex)	\$2,335,000	\$2,335,000
2	#4	#2	60	RR	Stow Rd - Chamberlin Drive to Pine Trails (Twinsburg Township)	\$570,000	\$2,905,000
3	#2	#3	46	AA	Barlow Rd (East) - From Terex Rd to Norfolk Southern Railroad	\$718,000	\$3,623,000
4	#8	#4	40	CC	Norton Rd - From existing sidewalk to Weston Dr - From existing sidewalk to Sapphire Dr	\$857,000	\$4,480,000
5	#3	#4	40	Q & NN	Winston, Croton Dr, Ashley Dr and Marblehead Dr	\$2,925,000	\$7,405,000
6	#3	#4	40	C	Barlow Road (east) - Oak Grove Park to Stone Creek Way	\$1,828,000	\$9,233,000
Top 5 (includes 6 segments due to tied scores):							\$9,233,000
7	#4	#5	35	E	Hudson Dr - Existing sidewalk to Norton Rd	\$2,032,000	\$11,265,000
8	#5	#6	30	D	Ogilby Dr - From Stoney Hill Dr to Barlow Rd	\$1,397,000	\$12,662,000
11	#5	#6	30	OO	Lascula Dr - From Middleton Rd to Herrick Park	\$1,208,000	\$18,129,000
9	#5	#6	30	G & MM	Nicholson Dr - From SR 303 to Barlow Rd	\$2,485,000	\$15,147,000
10	#5	#6	30	H	Heather Ln, Lauren Dr, Londonaire, Oldham and Bridgewater	\$1,774,000	\$16,921,000
12	#5	#6	30	UU	Middleton Rd - Trumbull Woods Park over I-480 to Middleton Rd Ext	\$3,566,000	\$21,695,000
Top 10 (includes 12 segments due to tied scores):							\$21,695,000
14	#6	#7	25	EE	Huntington Rd - From Middleton Rd to Hayward Dr	\$1,573,000	\$24,439,000
15	#6	#7	25	GG	Hudson Park Dr - From Middleton Rd to Leeway Dr	\$1,322,000	\$25,761,000
16	#6	#7	25	I	Canterbury Drive - E. Streetsboro (303) to Stow Road	\$1,359,000	\$27,120,000
17	#6	#7	25	K	Hayward Rd, Ashton Dr, Stonebridge Ct & Huntington Dr	\$2,183,000	\$29,303,000
18	#6	#7	25	P	Haymarket Way - From Middleton Rd to SR 91	\$2,793,000	\$32,096,000
19	#6	#7	25	R	Ashbrooke Way - From Walters Rd to Norbury Dr + Norbury Dr from Ashbrooke to Burntwood	\$1,964,000	\$34,060,000
20	#6	#7	25	A	Stow Rd - Ravenna Street to Barlow Rd	\$3,854,000	\$37,914,000
21	#6	#7	25	SS	Hines Hill Road - Prospect St to Valley View Rd	\$1,019,000	\$38,933,000
22	#6	#7	25	T	Stow Rd - From Barlow Rd to Brafferton Ave	\$1,088,000	\$40,021,000
13	#6	#7	25	DD	Weston Dr - From Norton Rd to Stow Rd	\$1,171,000	\$22,866,000
Top 15 (includes 22 segments due to tied scores):							\$40,021,000
23	#7	#8	20	L	Blue Heron Dr - From Hudson Park Dr to Hudson Park Dr	\$1,881,000	\$41,902,000
24	#7	#8	20	Y	Valley View Rd - From Middleton Rd to Hines Hill Rd	\$2,104,000	\$44,006,000
25	#7	#8	20	M	Edgeview Dr - From SR 91 to Lascula Dr	\$1,299,000	\$45,305,000
26	#8	#9	15	O	Danbury, Salem Ave, Brunswick Ln & Winterberry Dr - From Brunswick Ln to Middleton Rd	\$3,724,000	\$49,029,000
27	#8	#9	15	N	Leeway Dr - From Lascula Dr to Hudson Park Dr	\$900,000	\$49,929,000
28	#8	#9	15	II	Canterbury Dr, Dunbarton Dr, Hammtree Dr, Thackery Dr - From SR 303 to Dunbarton Dr	\$2,944,000	\$52,873,000
29	#8	#9	15	J	Windsor Rd - From Doug Ave to SR 303	\$869,000	\$53,742,000
30	#8	#9	15	KK	Young Rd - Stow Road to Norton Road	\$755,000	\$54,497,000
31	#8	#9	15	LL	Norton Rd - Stow Rd to Young Rd	\$944,000	\$55,441,000
32	#8	#9	15	VV	Valley View Rd - Middleton Road to N Corp. Line	\$1,510,000	\$56,951,000
33	#8	#9	15	W	Norton Rd - Weston Dr to Stow Rd	\$1,434,000	\$58,385,000
34	#8	#9	15	WW	Stone Rd - E. Streetsboro (303) to Ravenna Street	\$3,587,000	\$61,972,000
35	#8	#9	15	X	Ravenna St - Stow Road to Stone Road	\$2,492,000	\$64,464,000
36	#8	#9	15	Z	Aurora Street - E. Firelands Dr to W. Firelands Dr	\$567,000	\$65,031,000
37	#9	#10	10	S	Norbury Dr - from Walters Rd to Burntwood Way	\$422,000	\$65,453,000
38	#9	#10	10	QQ	Paderborne Drive - Hammtree Rd to Wessington Dr (ex Sidewalk)	\$888,000	\$66,341,000
39	#10	#11	0	B	Georgetown Rd - From SR 91 to the end of Georgetown Rd	\$1,737,000	\$68,078,000
Cumulative costs are shown in the right column. The cumulative cost of all 39 segments above is \$68 M.							\$68,078,000

recommend removing due to planned trail alternative at Barlow Park
cost is less due to adjustment of segment length/location; see CC & BB on map
recommend removing due to greater resident input about other minor collector;
recommend KEEPING 'C' and ADDING 'KK' to make the connection usable

recommend removing due to planned rail to trail alternative

recommend removing and considering 'Share the Road' signage alternative

recommend removing due to limited cost-benefit

recommend adding to make connection 'C' usable

Ranking & Cost Summary

-The following cost summary is ranked based on *awarding an additional 25 points to sidewalk segments that abut disconnected neighborhoods* . Segments HH, RR, AA, and CC received points for this factor, which moved them to the top rankings. Segment AA was then removed due to the planned trail alternative.

- The thirty-three segments below include several tied scores, resulting in only nine ranked positions. In some cases, two segments are combined as one because Engineering has determined that it would be cost-effective to build them as one project.

Count	Orig. Rank	New Rank	Score	Segment	Description	Project Cost (TOTAL)*	Cumulative Cost
1	#1	#1	85	HH	Barlow Rd - From Trail (Lincoln Blvd) east to Nicholson (crosses Terex)	\$2,335,000	\$2,335,000
2	#4	#2	60	RR	Stow Rd - Chamberlin Drive to Pine Trails (Twinsburg Township)	\$570,000	\$2,905,000
3	#8	#3	40	CC	Norton Rd - From existing sidewalk to Sapphire Dr	\$857,000	\$3,762,000
4	#3	#3	40	C & KK	Barlow Road (east) - Oak Grove Park to Stone Creek Way; Young Rd - Stow Road to Norton Road	\$2,583,000	\$6,345,000
5	#5	#4	30	D	Ogilby Dr - From Stoney Hill Dr to Barlow Rd	\$1,397,000	\$7,742,000
6	#5	#4	30	OO	Lascala Dr - From Middleton Rd to Herrick Park	\$1,208,000	\$8,950,000
7	#5	#4	30	H	Heather Ln, Lauren Dr, Londonairy, Oldham and Bridgewater	\$1,774,000	\$10,724,000
Top 5 (includes 7 segments due to tied scores):							\$10,724,000
8	#6	#5	25	EE	Huntington Rd - From Middleton Rd to Hayward Dr	\$1,573,000	\$12,297,000
9	#6	#5	25	GG	Hudson Park Dr - From Middleton Rd to Leeway Dr	\$1,322,000	\$13,619,000
10	#6	#5	25	I	Canterbury Drive - E. Streetsboro (303) to Stow Road	\$1,359,000	\$14,978,000
11	#6	#5	25	K	Hayward Rd, Ashton Dr, Stonebridge Ct & Huntington Dr	\$2,183,000	\$17,161,000
12	#6	#5	25	P	Haymarket Way - From Middleton Rd to SR 91	\$2,793,000	\$19,954,000
13	#6	#5	25	R	Ashbrooke Way - From Walters Rd to Norbury Dr + Norbury Dr from Ashbrooke to Burntwood	\$1,964,000	\$21,918,000
14	#6	#5	25	A	Stow Rd - Ravenna Street to Barlow Rd	\$3,854,000	\$25,772,000
15	#6	#5	25	SS	Hines Hill Road - Prospect St to Valley View Rd	\$1,019,000	\$26,791,000
16	#6	#5	25	T	Stow Rd - From Barlow Rd to Brafferton Ave	\$1,088,000	\$27,879,000
17	#6	#5	25	DD	Weston Dr - From Norton Rd to Stow Rd	\$1,171,000	\$29,050,000
Top 10 (includes 17 segments due to tied scores):							\$29,050,000
18	#7	#6	20	L	Blue Heron Dr - From Hudson Park Dr to Hudson Park Dr	\$1,881,000	\$30,931,000
19	#7	#6	20	Y	Valley View Rd - From Middleton Rd to Hines Hill Rd	\$2,104,000	\$33,035,000
20	#7	#6	20	M	Edgeview Dr - From SR 91 to Lascala Dr	\$1,299,000	\$34,334,000
21	#8	#7	15	O	Danbury, Salem Ave, Brunswick Ln & Winterberry Dr - From Brunswick Ln to Middleton Rd	\$3,724,000	\$38,058,000
22	#8	#7	15	N	Leeway Dr - From Lascala Dr to Hudson Park Dr	\$900,000	\$38,958,000
23	#8	#7	15	II	Canterbury Dr, Dunbarton Dr, Hammontree Dr, Thackery Dr - From SR 303 to Dunbarton Dr	\$2,944,000	\$41,902,000
24	#8	#7	15	J	Windsor Rd - From Doug Ave to SR 303	\$869,000	\$42,771,000
25	#8	#7	15	LL	Norton Rd - Stow Rd to Young Rd	\$944,000	\$43,715,000
26	#8	#7	15	VV	Valley View Rd -Middleton Road to N Corp. Line	\$1,510,000	\$45,225,000
27	#8	#7	15	W	Norton Rd - Weston Dr to Stow Rd	\$1,434,000	\$46,659,000
28	#8	#7	15	WW	Stone Rd - E. Streetsboro (303) to Ravenna Street	\$3,587,000	\$50,246,000
29	#8	#7	15	X	Ravenna St - Stow Road to Stone Road	\$2,492,000	\$52,738,000
30	#8	#7	15	Z	Aurora Street - E. Firelands Dr to W. Firelands Dr	\$567,000	\$53,305,000
Top 15 (includes 30 segments due to tied scores):							\$53,305,000
31	#9	#8	10	S	Norbury Dr - from Walters Rd to Burntwood Way	\$422,000	\$53,727,000
32	#9	#8	10	QQ	Paderborne Drive - Hammontree Rd to Wessington Dr (ex Sidewalk)	\$888,000	\$54,615,000
33	#10	#9	0	B	Georgetown Rd - From SR 91 to the end of Georgetown Rd	\$1,737,000	\$56,352,000
Cumulative costs are shown in the right column. The cumulative cost of all 33 segments above is approximately \$56 M.							\$56,352,000

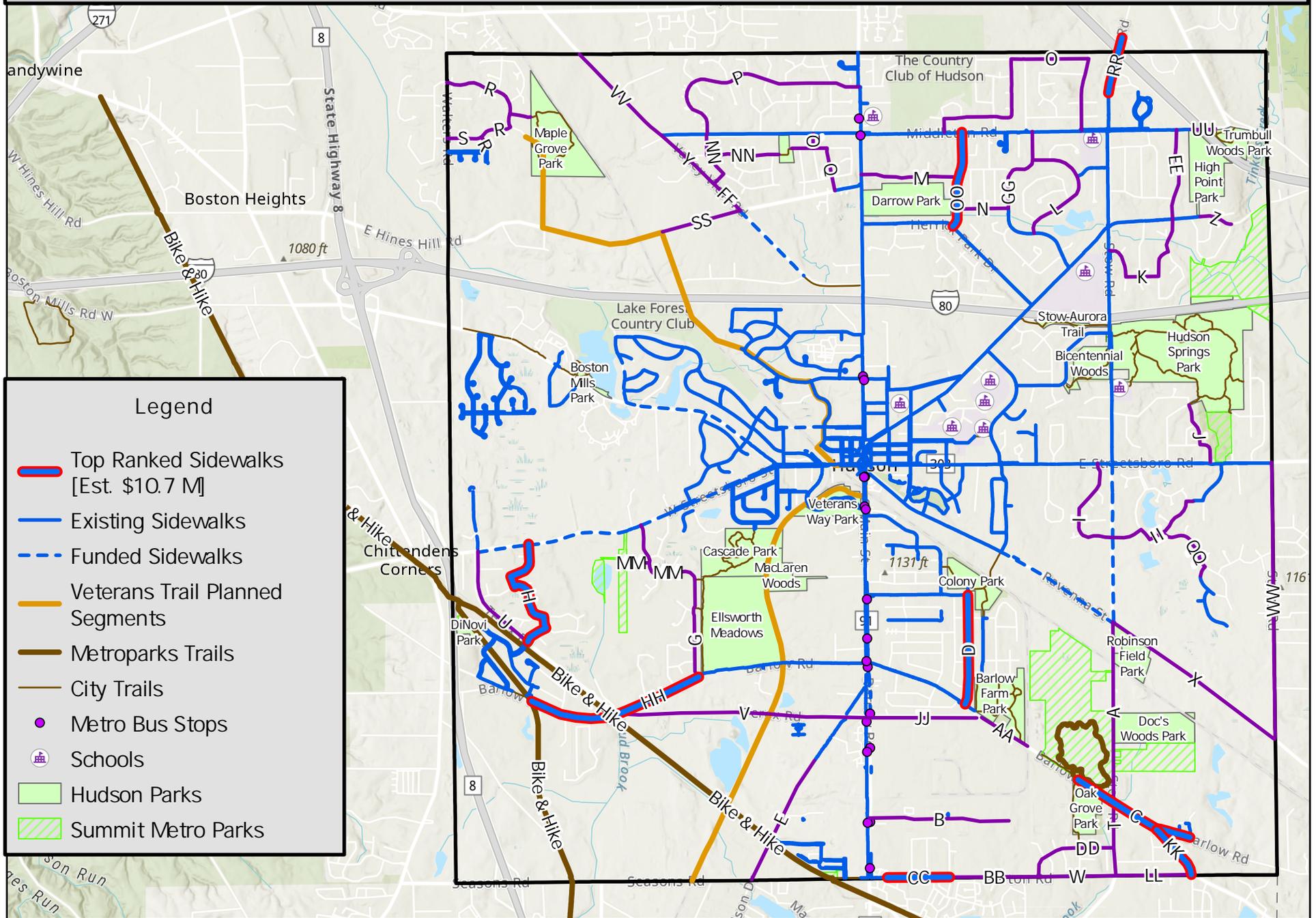
Removed from Ranking

The following were removed based on Council input received during the Council Workshop discussion on 9/24/24.

Score	Segment	Description	Project Cost
45	AA	Barlow Rd (East) - From Terex Rd to Norfolk Southern Railroad	\$718,000
40	Q & NN	Winsted, Groton Dr, Ashley Dr and Marblehead Dr	\$2,925,000
35	E	Hudson Dr - Existing sidewalk to Norton Rd	\$2,032,000
30	G & MM	Nicholson Dr - From SR 303 to Barlow Rd	\$2,485,000
30	UU	Middleton Rd - Trumbull Woods Park over I-480 to Middleton Rd Ext	\$3,566,000
--	BB	Norton Rd - from Sapphire to Weston	\$1,219,515
Cost of the Above Segments:			\$12,945,515
Segments on Terex Rd were also removed from the ranking for the following reasons which were identified by staff and confirmed by Council at the 9/24/24 Council Workshop:			
<ul style="list-style-type: none"> • The cost of the Terex segments alone (\$7,775,000) would deplete potential funding for connections that may be more impactful • Public engagement did not indicate demand for sidewalks on Terex Rd • Existing/funded East and West connections on Barlow Rd offer alternatives to a Terex Rd route 			
Segment	Description	Project Cost	
U	Terex Rd - W. Streetsboro (303) to Bridgewater Blvd	\$1,518,000	
JJ	Terex Rd - From 91 to Barlow (east)	\$1,322,000	
V	Terex Rd - From 91 to Barlow (west)	\$4,935,000	
Cost of Terex Rd Segments Only (removed from ranking):		\$7,775,000	
Total Value of all Segments Studied but Removed from Ranking:			\$20,720,515

* The Project Cost is an estimate accounting for several factors. The estimate assumes 2.5 years of inflation based on construction anticipated to begin in 2026-2027. See Appendix C for details.

Top-Ranked Sidewalk Segments



Legend

-  Top Ranked Sidewalks [Est. \$10.7 M]
-  Existing Sidewalks
-  Funded Sidewalks
-  Veterans Trail Planned Segments
-  Metroparks Trails
-  City Trails
-  Metro Bus Stops
-  Schools
-  Hudson Parks
-  Summit Metro Parks