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September 9, 2020

## MEMORANDUM

To: City Council Members

From: Nick Sugar, City Planner

CC: Greg Hannan, Community Development Director  
Thom Sheridan, Asst. City Manager

Subj: 2020 Connectivity Plan

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At the August 19, 2020 session, Council reviewed the community input gathered from the June–August outreach. The community input was determined to provide an appropriate framework to draft priority connectivity segments. Staff from the Engineering, Parks, and Community Development Departments have proceeded to refine the location of each segment, update the previous scoring system, establish cost estimates for each segment, and document various funding options.

### Discussion Agenda

1. Draft Scoring System (Page 2): Contains a chart depicting the previous 2018 scoring system and a proposed 2020 scoring system based on the resident feedback.
2. Draft Priority Map (Page 3-4): Depicts connectivity segments based on the resident feedback. Some of the lower priority segments from the 2018 have been removed to focus on the higher priorities segments identified by the resident feedback.
3. Cost estimate review (see chart in appendix)
4. Funding Options (Page 5): Contains a summary of options for funding of the plan.

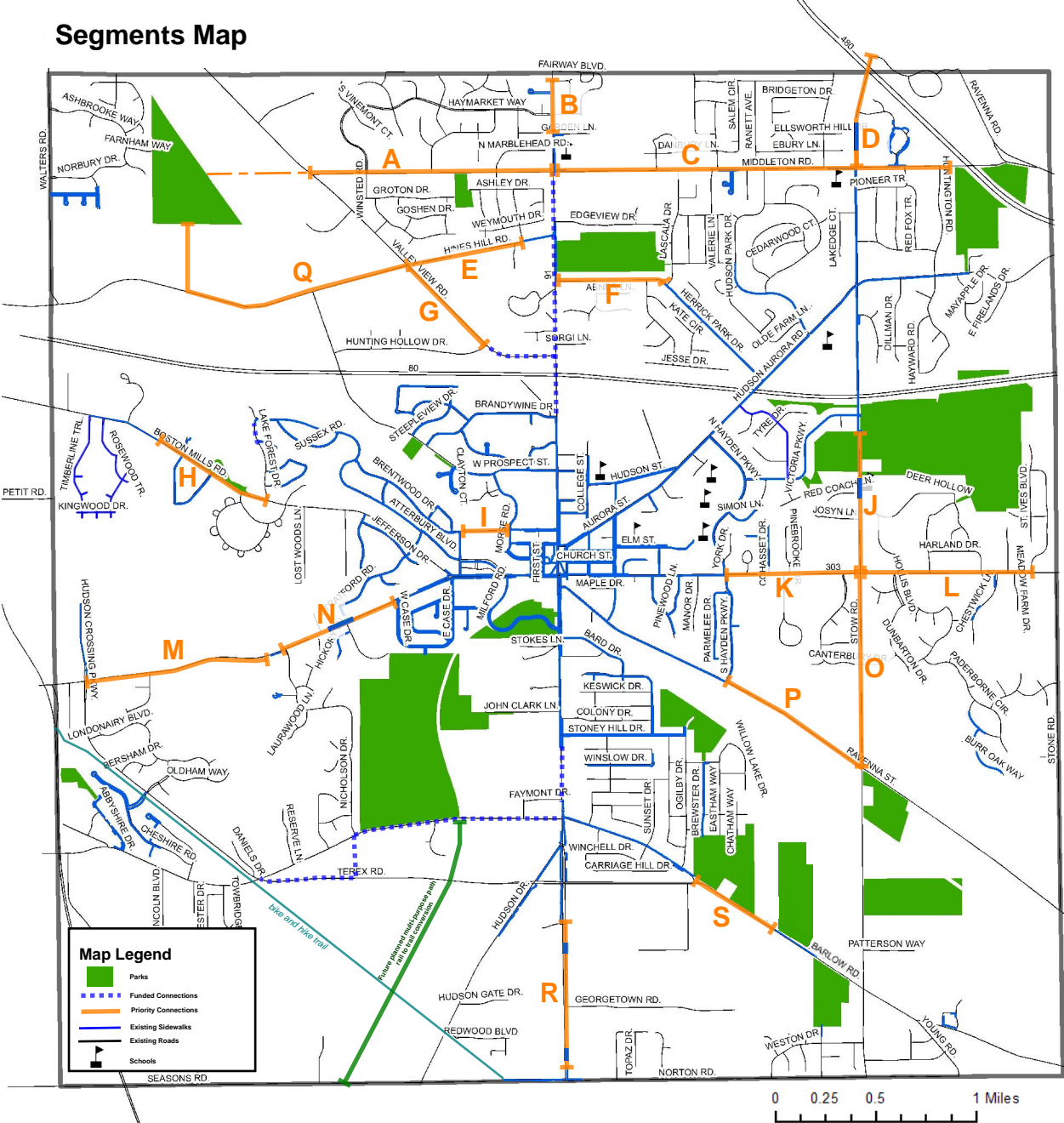
### Appendix:

- a. Connectivity Plan scoring chart including cost estimate
- b. Top ten ranked segments from 2018 plan vs proposed 2020 plan

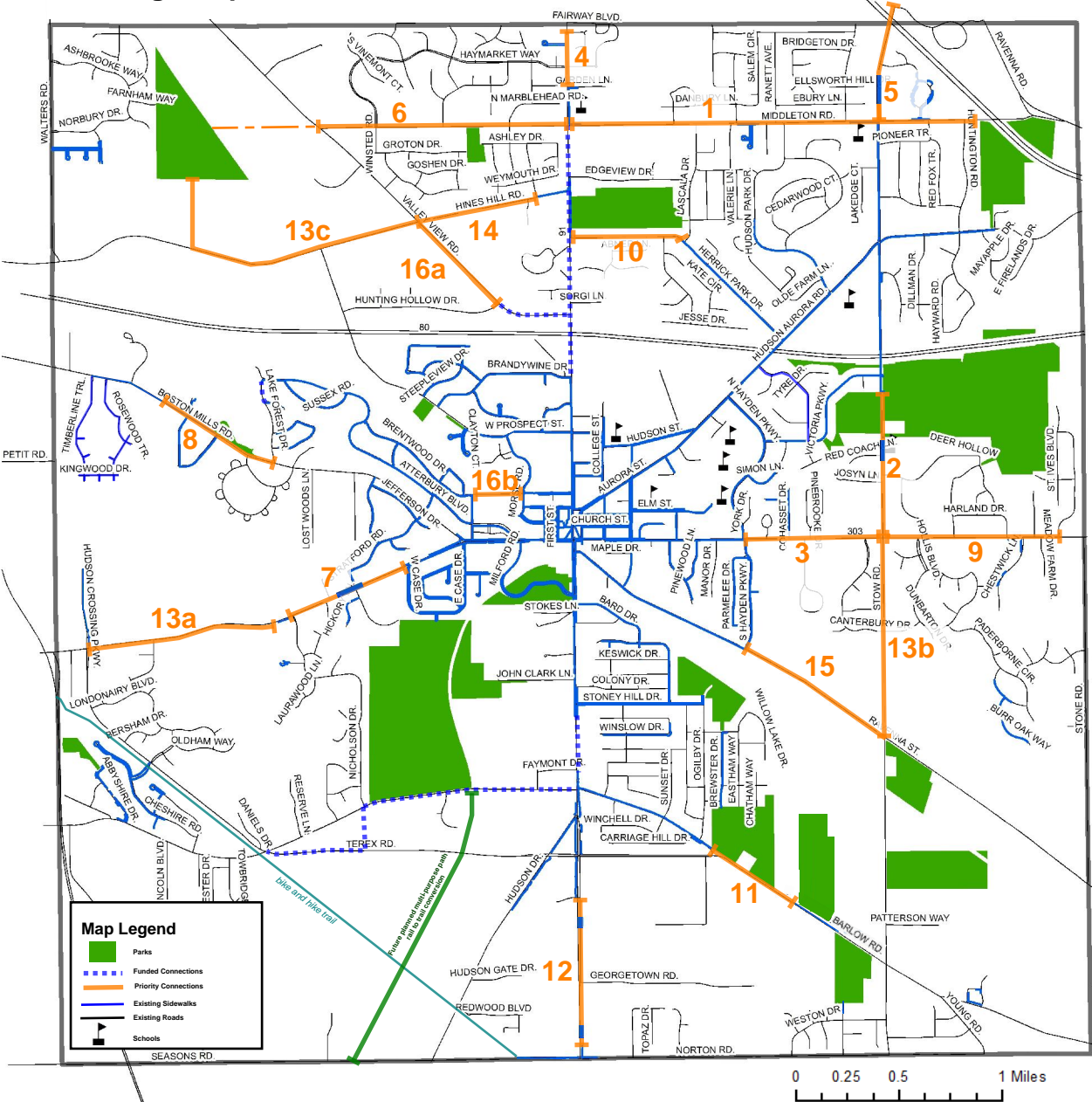
## Draft Scoring System

2018 Scoring		2020 Scoring	
Description	Segments WT. Value	Description	Segments WT. Value
Is within 1 mile of downtown	Yes = 20, No = 0	Removed	X
Connect Hudson Plan – Spoke Connection?	Yes = 10, No = 0	Removed	X
Connects to an existing /funded Park Trail(s)?	Yes = 20, No = 0	Removed	X
Safe Routes to Hudson Identified Solution?	Yes = 5, No = 0	Removed	X
Household Points	GIS analysis	Removed	X
Directly Connects Neighborhoods?	Yes = 5, No = 0	Intersecting Neighborhood Streets along segment	2 point per street
Is within 1 mi. of school	Yes = 10, No = 0	Connects a neighborhood to a school	Yes = 15, No = 0
Connects to existing/funded walkway(s)?	Yes = 20, No = 0	Links to existing or funded connections at both ends	Yes = 10, No = 0
Connects to a Park?	Yes = 20, No = 0	Connects to a Park?	Yes = 10, No = 0
Connects to a Regional Trail?	Yes = 15, No = 0	Connects to a Regional Trail?	Yes = 10, No = 0
N/A	N/A	Top 5 Resident Feedback Report Survey	Yes = 10, No = 0
N/A	N/A	High Speed $\geq$ 35 MPH	Yes = 10 No = 0
N/A	N/A	High Traffic $\geq$ 5,000 Average Daily Traffic	Yes = 10 No = 0

Segments Map



# Rankings Map



## Funding options

	Option	Pros	Cons
1	Pay As You Go	No debt, keeps flexibility in funding other projects/expenses	Extends timeframe for completion, larger projects may never be completed, reduced economies of scale
2	Borrow funds	Complete projects quicker	Incur debt, reduce financial flexibility
3	Special Assessment	Complete projects quicker vs. pay as you go, low risk of non-payment from property owners	Added cost to property owners, administrative time and effort to put in place
4	Grants	Do not have to repay	Limited availability, required matching, 4-6 year lead time
5	Bond Levy (Property Tax)	Complete projects quicker, low risk of non-payment from property owners	Increased property taxes
6	Income Tax Increase *	Generally reliable revenue stream	Increased income taxes

\*0.25% increase in City income tax rate would generate a total of approximately \$4,000,000 annually (approx. \$2,950,000 of the \$4,000,000 would go to the General Fund; \$300,000 would go to the Parks Fund)

Below are the estimated annual debt service payments per \$1,000,000. The difference in payment is the term of the debt (20 years, 10 years and 5 years). The interest rate is lower as the term is reduced. For simplicity and discussion purposes, we rounded the annual payment to the nearest \$5,000 increment.

PRINCIPAL	\$1,000,000	\$1,000,000	\$1,000,000
YEARS	20	10	5
INTEREST	2.50%	2.00%	1.50%
ANNUAL P & I	\$64,147	\$111,327	\$209,089
Rounded	\$ 65,000	\$ 110,000	\$ 210,000

ID	Rank	Designation	Description	Total Score	Estimated Cost	Running total	Connects a neighborhood to a school	Pts	Links multiple existing/funded segments	Pts	Intersecting Streets	Pts	Connects directly to a Park	Pts	Connects to Regional Trail	Pts	Top 5 Resident Feedback Report	Pts	Along high speed Street	Pts	Along high traffic street	Pts	Anticipated Hudson Fund	AMATS Funding Eligible?	Segment Length (Ft.)
C	1	Walkway	Middleton Road from 91 to High Point Park	73	\$2,762,000	\$2,762,000	Y	15	Y	10	Y	8	Y	10	N	0	Y	10	Y	10	Y	10	Park	Y	10,071
J	2	Walkway	Stow Road From Hudson Springs Park to 303	71	\$833,000	\$3,595,000	Y	15	Y	10	Y	6	Y	10	N	0	Y	10	Y	10	Y	10	Park	Y	3,230
K	3	Walkway	303 from N Hayden Parkway to Stow Road	65	\$404,000	\$3,999,000	Y	15	Y	10	Y	10	N	0	N	0	Y	10	Y	10	Y	10	General	Y	3,120
B	4	Walkway	91 from northern corp line to Garden Lane	59	\$145,000	\$4,144,000	Y	15	Y	10	Y	4	N	0	N	0	Y	10	Y	10	Y	10	General	Y	1,035
D	5	Walkway	Stow Road from Chamberlin Boulevard to existing sidewalk	55	\$420,000	\$4,564,000	Y	15	Y	10	N	0	N	0	N	0	Y	10	Y	10	Y	10	General	N	735
A	6	Walkway	Middleton Road from Maple Grove Park to 91	53	\$1,941,000	\$6,505,000	Y	15	N	0	Y	8	Y	10	N	0	Y	10	Y	10	N	0	Park	Y	5,896
N	7	Walkway	303 from Nicholson Drive to West Case Drive	48	\$739,000	\$7,244,000	N	0	Y	10	Y	8	N	0	N	0	Y	10	Y	10	Y	10	General	Y	4,293
H	8	Multi-Purpose	Boston Mills Road from Boston Mills Park to Lake Forest Drive	44	\$834,000	\$8,078,000	N	0	Y	10	Y	4	Y	10	N	0	N	0	Y	10	Y	10	Park	Y	3,700
L	9	Walkway	303 from Stow Road to St. Regis Boulevard	42	\$993,000	\$9,071,000	N	0	N	0	Y	12	N	0	N	0	Y	10	Y	10	Y	10	General	Y	4,663
F	10	Walkway	Herrick Park Dr. from Darrow Road to Lascala Drive.	41	\$426,000	\$9,497,000	Y	15	Y	10	Y	6	Y	10	N	0	N	0	N	0	N	0	General	N	3,002
S	11	Multi-Purpose	Barlow Road from Barlow Farm Park to Wood Hollow Metro Park	40	\$723,000	\$10,220,000	N	0	Y	10	N	0	Y	10	N	0	N	0	Y	10	Y	10	Park	Y	3,085
R	12	Walkway	91 from Corporate Drive to existing sidewalk	34	\$249,000	\$10,469,000	N	0	Y	10	Y	4	N	0	N	0	N	0	Y	10	Y	10	General	Y	3,222
M	13a	Multi-Purpose	303 from Hudson Crossing Parkway to existing sidewalk	32	\$567,000	\$11,036,000	N	0	Y	10	Y	2	N	0	N	0	N	0	Y	10	Y	10	General	Y	3,635
O	13b	Walkway	Stow Road from 303 to Ravenna Street	32	\$1,286,000	\$12,322,000	N	0	N	0	Y	2	N	0	N	0	Y	10	Y	10	Y	10	Park	Y	5,100
Q	13c	Walkway	Hines Hill Road from Valley View to Maple Grove Park	32	\$2,364,000	\$14,686,000	N	0	N	0	Y	2	Y	10	N	0	Y	10	Y	10	N	0	Park	Y	8,400
E	14	Walkway	Hines Hill Road from Valley View to Glastonbury Drive	24	\$1,646,000	\$16,332,000	N	0	N	0	Y	4	N	0	N	0	Y	10	Y	10	N	0	General	N	3,150
P	15	Walkway	Ravenna Street from South Hayden Parkway to Stow Road	20	\$1,322,000	\$17,654,000	N	0	N	0	N	0	Y	10	N	0	N	0	Y	10	N	0	Park	Y	4,284
G	16a	Walkway	Valley View Road from Hines Hill Road to Hunting Hollow Drive	10	\$826,000	\$18,480,000	N	0	N	0	N	0	N	0	N	0	N	0	Y	10	N	0	General	Y	2,985
I	16b	Walkway	Owen Brown Street from Morse Road to Lennox Road	10	\$300,000	\$18,780,000	N	0	Y	10	N	0	N	0	N	0	N	0	N	0	N	0	General	N	1,280

### Top ten ranked segments from 2018 plan vs proposed 2020 plan

Item	2018 Scoring	2020 Soring
1	W Prospect Street and Morse Road: Clayton Court to Owen Brown Street.	Middleton Road: 91 to High Point Park
2	W. Streetsboro St: W. Case Drive west to existing sidewalk.	Stow Road: Hudson Springs Park to 303
3	Owen Brown St: Lennox Drive to Morse Road.	E. Streetsboro St: N Hayden Parkway to Stow Road
4	Veterans Trail: Owen Brown St to W Streetsboro St.	Darrow Rd: Northern corp line to Garden Lane
5	Veterans Trail: W Streetsboro Street to Veterans Way.	Stow Road: Chamberlin Boulevard to existing sidewalk
6	Stow Road: Near Hudson Springs Park	Middleton Road: Maple Grove Park to Darrow Road
7	John Clark Lane: Darrow Road to dead end.	W. Streetsboro St: Nicholson Drive to West Case Drive
8	Middleton Road: Winterberry Dr, west to existing sidewalk.	Boston Mills Road: Boston Mills Park to Lake Forest Drive
9	Stow Road: Middleton Road north to existing sidewalk.	E. Streetsboro St: Stow Road to St. Regis Boulevard
10	Park trail: Hudson Springs Park north to existing trail.	Herrick Park: Darrow Rd to LaScala Dr