

Survey Comments

Ward	Comments
Ward 1	We need sidewalks on both sides of the streets and bike lanes. We also need clearer crosswalks that indicate for cars to stop for pedestrians. This should be a walkable town, but it really isn't.
Ward 1	We love being able to walk downtown, but the route from our neighborhood up 91 isn't exactly ideal. There are no sidewalks until we get to stone hill dr. and the sidewalks along 91 are overgrown. We found ticks on us after walking up a short stretch of the path. The traffic is also an issue - dump trucks, busses, and normal traffic are flying by just a couple feet from the sidewalk. It's nerve-wracking to walk with small children. Any solutions to paths which aren't along the "highway" would be welcome!
Ward 1	We are east of Hayden Pkwy and lack any sidewalks. As a senior, would love to be able to walk to downtown, but not comfortable because I have to cross 303 to a bike trail to get to sidewalk west of Hayden. Lots of kids on Wellgate and not an easy way to get to Hayden and school;s. There a lot of homes east of Hayden.
Ward 1	We used to live in Chadds Ford but moved closer to town in part for connectivity. I would safely meander with my kids in, but it would talk 40 minutes to ride. Hines Hill could use sidewalks and a flashing, safer crosswalk on 91. I'd love to be able to ride safely under the bridge by Owen Brown/Brentwood and please down Middleton from Lascala to CCH—I see kids riding all the time there and it scares me.
Ward 1	Hello, I had the opportunity to attend the Connectivity Plan meeting for Ward 1 and want to commend the presenters and organizers for the amazing job that they did running the meeting and listening for feedback. My perception was that everyone felt heard. I had two neighbors that submitted feedback that was only their personal concern and not a concern of more OTC neighbors based on our feedback results and therefore didn't mention it last night but I thought I take a minute here to just share their feedback: One neighbor asked for sidewalks on Colony drive and another asked for the path running through Colony Park to be paved or for more cinders to be added as it is often muddy and wet. They also noted that short path from Colony Park to Mayflower is often muddy as well and they'd like for it to be paved. Thank you!
Ward 1	1) I echo the importance of driver awareness, signage and clearly (if not aggressively) marked crosswalks. As someone that lives in the village and uses the main Green crosswalk on 91 almost daily, people still ignore the flashing sign. 2) This might not be as much of a connectively issue, but in the historic district it's important for the historic integrity of the neighborhood to consider the use of the stone sidewalk tiles where appropriate. Usually when the old historic tiles break, the city replaces them with concrete. I understand this is a cost issue, but most residents in the historic district I've talked to think the stone should be restored when possible.
Ward 1	Need more connection From barlow rd Around golf course to downtown.
Ward 1	Please do not cut down trees and remove anymore greenspace from Hudson. Too much has already been removed and is making Hudson look and feel more like a major city similar to Strongsville, Solon, etc. I moved to Hudson because of it's historic and beautiful natural appeal. The connectivity trails should be for walkers and Hikers. NOT BIKERS. Bike Riders require too much distance and cost for pavements. You really can't satisfy what they need and adding Bikers all throughout Hudson is a safety issue. They move too fast and accidents hitting walking families is inevitable. The MetroPark shared Biking and walking trails are not safe. The Bikers travel at high speeds.
Ward 1	Sidewalk on Middleton
Ward 1	Please add a sidewalk from stow road to north Hayden on route 303! There are so many trucks and when we are walking on the bike lane it is scary
Ward 1	It's very important to us that the sidewalk on 303 extends all the way to Stow Rd. We bike from Pinebrooke to downtown with small children often, and the exposed lane on 303 is nerve wracking. Also when the children are bigger and can bike themselves, this would be too dangerous!
Ward 1	Please finish connecting 303 from Stow Rd down to S Hayden! It's dangerous to walk from Pinebrooke to Hayden on 303.
Ward 1	I do not support the extension of the sidewalks. I want the schools to continue to bus my kids and with the addition of the sidewalks, the kids would be required to walk to school. Being on the outer limit of the required distance and living in north east Ohio winters, it's too far and too much bad weather for the school children to have to be required to walk every day.

Ward 1	Living in Pinebrooke, it is dangerous to try to walk downtown, because it requires walking in the side of the road until getting to Hayden Parkway. Safety would be greatly improved by extending the sidewalk from Hayden over to Stow Road. Thank You for your consideration!
Ward 1	We would love to see the sidewalk along 303/E Streetsboro extended at least as far as Pinebrooke Drive, but ideally to Stow Rd. to allow connectivity from our area and Canterbury Estates to one another and downtown.
Ward 1	Extend sidewalk on 303 to Stow Rd and Stow Rd to High School.
Ward 1	We would love if the city would add sidewalks on 303 connecting the side walk from N Hayden to Stow Rd. The bike path is nice but side walk would be much safer for people walking, running and biking into town. Thank you!
Ward 1	This would be great. Currently it's not safe to walkdowntkwn with our young kids with no safe path
Ward 1	For many years I shave thought sidewalks from 91-stow road along 303 would be great 🙌. More people could walk ride to school along the sidewalks
Ward 1	I recently moved to Hudson for many reasons including the proximity to walk / bike to town. In the short time I quickly learned the need for more safety throughout the year. Even during the school year as I watched my kids and others try to cross streets safely on the way to school. I feel we need to increase cross walk safety for everyone and include the Hudson police effort to enforce a safe crossing. It's not uncommon to stand in a cross walk for a long period of time being ignored by passing vehicles some of which are law enforcement.
Ward 1	I've always thought more sidewalks would be a great addition to a beautiful community. My husband, my kids and I would appreciate more sidewalks for all the walking and biking we do! Thank you to Skylar Sutton and those working on this!
Ward 1	Please make the sidewalk continue from north Hayden up to 303.
Ward 1	Love to see sidewalks on 303. Great way for kids, families, and everyone
Ward 1	It would be extremely appreciated if you could widen Barlow Rd. from St Rt 91 west to the Bike and Hike Trail, east of Abbyshire Dr. Barlow is narrow west of 91 and makes for a challenging bike ride. Incorporating a bike lane would help ease that problem and encourage more folks to utilize the Bike and Hike Trail. Thank you.
Ward 1	I am not alone in requesting that pedestrian sidewalks be completed/established on S Main to connect Downtown south to Drug Mart/Ace Hardware area. It is almost comical to follow what sidewalks do exist to this area jumping from the West Side to the East side of RT 91. I am a Senior Citizen living on E Streetsboro St & had to walk to Drug Mart for my prescriptions as I recently was unable to drive. I found this trek dangerous. I read in the Hudson Hub that this was to be corrected 2 years ago but nothing has happened. I have seen others struggle with this situation as I do. I would like to see this addressed ASAP. Thank you for this forum to communicate...it is appreciated.
Ward 1	I love how pedestrian this community has become thus far & would like to see better The community, as well as the police department need to be on board more regarding the rights of pedestrians and bikers. As mentioned on the nextdoor website, a resident was told by the police that he didn't need to stop for someone waiting to walk across the street. My personal experience is that people in cars routinely do not stop for pedestrians, even when I am already half way across the street. At least once a week a car will come close to hitting me because even though I am already half way across the street, they don't want to slow down, so I have to hurry up, or risk being hit, even though the car was a significant distance from the crosswalk when i first started crossing.
Ward 1	When biking west on 303 I was verbally harassed by a passing car who then cut in right next to the curb, slammed his breaks on, and then Whatever solution is chosen, it MUST be maintained. I have taken several falls from uneven sidewalks. Also, although the city is wonderful about trimming branches quickly once a work order is submitted, this needs to occur proactively. I have been biking and getting smacked on the face or having to duck is a hazard. My preference is for an asphalt multi-use trail, where possible. Also, would like bike lanes along 303 consistently. Thx

Ward 1	<p>I am an avid runner, hiker, and sometimes bicyclist, who uses Hudson's trails, sidewalks, and streets several times every week. In addition, I frequent the CVNP canal towpath & trails, and the Metroparks Bike Hike trail & scattered park trails. I am fortunate to live in Winston Manor, which has sidewalks and easy access to the Prospect Street trail which connects to downtown. However, many residents of Hudson are not so fortunate. I frequently run the north end of Prospect, Hines Hill Road, Middleton Road, and Rt. 91/Darrow. These streets are relatively busy, do not have sidewalks, and often do not have sufficient shoulders for running/walking, much less room for cyclists to get out of the way of speeding cars. Darrow/Rt 91 south of downtown is also very busy, and can be treacherous for pedestrians and cyclists where there are no sidewalks or shoulders. These conditions on Darrow, Hines Hill, Boston Mills Rd, and Barlow Road make it difficult for cyclists and runners to connect to the excellent Metroparks Bike Hike Trail to the west and south of Hudson.</p> <p>I strongly support the idea of MULTIUSE trails in Hudson, along various road and abandoned rail corridors to connect to downtown Hudson and more regional multiuse trails like the Metroparks Bike Hike Trail and the CVNP Canal Towpath. The COVID pandemic crisis has highlighted the importance of such trails, as people have been flocking enmass to the trails. It has been very satisfying to see entire families enjoying the trails together on foot, stroller, and bicycle. There are several reasons that widened shoulders and sidewalks are inadequate, and such multiuse trails are superior:</p> <ol style="list-style-type: none"> 1)Sidewalks are meant primarily for walking. Kids & adults cycling on sidewalks is dangerous for both the cyclist and pedestrian. 2)Widened shoulders are better than nothing, and I am happy to run on them when available. However, on streets and roads with even modest traffic, it can be unsafe for both pedestrians and cyclists, especially children and the elderly. 3)Multiuse trails, either paved or packed gravel (like the Towpath), are dedicated to recreational use, wide enough for 2-way traffic, and can be routed away from streets to avoid motor vehicle traffic. They can go through quiet natural areas, and can be enjoyed equally and safely by young and old, walkers and cyclists alike. <p>I am particularly supportive of the proposed Veterans Trail on the abandoned Akron Secondary rail line from Hudson to Akron. It would connect downtown Hudson to outlying areas of southwest Hudson, several existing and proposed multiuse trails in the region, and the communities of Akron, Silver Lake, Stow, and Cuyahoga Falls. I encourage the Hudson City government to help persuade the Metro RTA to convert the line to multiuse trail, and engage the Summit County Metroparks to design, build, and maintain a rail trail on that right-of-way. I can envision substantial recreational and economic benefits of such a trail: imagine Akron or Cuyahoga Falls residents and families cycling into downtown Hudson, spending time and money in Hudson in restaurants, ice cream, and other shops!</p> <p>I sincerely hope that renewed City interest in "connectivity" will result in easy and safe access of residents & visitors to downtown Hudson and other communities. I was very disappointed in the recent past to see Hudson cancel or modify the long-planned trail projects along Nicholson Drive and Hunting Hollow Drive in favor of less developed trails or simply a marked bike route. I hope that these projects can be renewed & upgraded, and that other exiting and new projects can soon come to fruition.</p>
Ward 1	When will construction of the Barlow Road bike path begin?
Ward 1	Being able to walk to downtown and to Hudson Springs Park safely on a sidewalk the whole way would be a vast improvement. At the moment to get down town we have to walk from Pinebrooke along 303 going west on the grass verge or bicycle path until we get to the sidewalk just before South Hayden, which always feels very vulnerable. Certainly not safe for sending children to the elementary schools on North Hayden either! Being able to safely go east to Stow Road and then North to Hudson Springs Park and Bicentennial Woods would also be great.
Ward 1	As a Ward 1 resident I would like to see sidewalks constructed in Old Town Colony, especially all of Clairhaven Drive and Colony Drive.
Ward 1	We would love to see a sidewalk down 303 from North Hayden to Canterbury. There's enough tractor trailer traffic on 303 that makes walking that stretch on the side of the road dangerous.

Ward 1	<p>It would be great if the path on Prospect could continue north and/or somehow connect to the Bike and Hike.</p> <p>It would also be great if a path or sidewalk could be developed on Owen Brown under the railroad track bridge to connect to the neighborhood back there. Every single day people are either walking or riding their bikes on the road on this small stretch. In the dark mornings, it can sometimes be difficult to see. It's a popular and well-used road by both cars and pedestrians. A safe solution needs developed. I know the tracks create a challenge but something needs done to provide safe connectivity from that back neighborhood. It appears a lot of residents walk this road to get to downtown. There are no sidewalks and it's less than 1/4 of a mile.</p>
Ward 1	Are there any plans to connect the sidewalks on Darrow Rd. southbound all the way to DrugMart? Pedestrians and bikers have to go on the grass or street just before reaching DrugMart.
Ward 1	Currently there are only small disconnected sections of sidewalk along West Streetsboro St (rt 303) between West Case Dr and Independence Dr. connecting these sections would allow residents for the Independence/Nicholson neighborhood, Westhaven/Hickory neighborhood and North Westhaven/Stratford neighborhood all to have safe access along West Streetsboro St to the downtown area.
Ward 1	<p>1) I believe that top priority should be given to developing a bike and hike trail on the current (abandoned) Akron Secondary Line, to allow an easy and off-road connection to the existing Akron Metroparks rail trail. The city should solicit financial assistance from Summit County and the Akron Metroparks for this project. This project would connect almost directly to Hudson's downtown area, and would help bring cyclists and hikers to our community.</p> <p>2. I do not support the idea of having the city assume full financial responsibility for building sidewalks in existing residential subdivisions. One way of handling this would be for these subdivisions to take a vote for building sidewalks -- and if the vote passes, the subdivision residents and the city would split the construction costs 50-50. The residents' share of the cost would be assessed over a 10 year period as an addition to the property taxes paid to the city.</p>
Ward 1	<p>I support the use of multi purpose trails as the best investment in connectivity in Hudson. Sidewalks are effective use of investments when the population density warrants. I believe sidewalks are not suitable for bicyclists over the age of 13, so that would limit their versatility. I've ridden on many multipurpose trails shared by walkers, riders, joggers and rollerbladers. They accommodate all effectively.</p> <p>My primary interest would be an all purpose. trail connecting to the Summit Co Hike and Bike Trail. A second priority should be connecting downtown Hudson to Hudson HS via Hudson Aurora Rd. This is a heavily traveled road that is narrow with frequent parked obstacles. Another connecting location should be the city hall. The city hall is dislocated to much of Hudson and it needs to be connected to the City. Lastly, i was very disappointed when the Nicholson Rd connector to the Hike and Bike Trail was cancelled earlier this year after construction was started. I enjoy biking on the Summit County Hike and Bike trails and this connector would have added to the connectivity for Hudson residents to these wonderful trails.. This project has been in the planning and design phase for years. Too bad for me it was axed</p> <p>Thanks</p>
Ward 2	<p>One of the reasons my husband and I live in Hudson is because of the walkable downtown. One of the reasons we bought our house in the Atterbury neighborhood was to be able to walk downtown. We do this often but the quickest way to get to the north side of town requires us to walk under the rail road tracks on Owen Brown which has no sidewalk. I see other pedestrians taking this shortcut often too but it doesn't feel safe as the road narrows there and there's not even a berm to walk on. I would love to see the Atterbury neighborhood connected to downtown better by a walkway tunnel under the railroad tracks there. We lived in a large very pedestrian friendly city before we moved here about 2 years ago and I would love to see more bike/pedestrian friendly developments here. I'd be more likely to walk beyond my neighborhood and spend money downtown if it were more convenient and safe. And of course it reduces the traffic when walkways are convenient and safe. Thanks for asking and prioritizing this, especially now that walking is everyone's new favorite pastime :)</p>
Ward 2	<p>Pedestrian and bicycle access to businesses and for recreation along Rt 91 beginning just north of Norton Rd and extending to near downtown is poor. I would like to walk from my home to nearby businesses but the high risk is prohibitive. Bicycle lanes heading south out of downtown stop suddenly north of Terex Rd. I would like to see sidewalks and bike lanes extended along Rt 91. Thank you for listening.</p>

Ward 2	I have lived in Hudson since 1994. I live in a neighborhood that has been swayed by opinions of those living on the trail rather than the good of the city. I have completed 6 marathons, over 100 half's and many long bike rides. I refuse to run or bike on any street in any case city. Professionally I work for a large insurance company focusing on both physical and mental wellness. We have a wonderful trail system but without the connectivity adults and children remain at risk of being struck by a vehicle. This current pandemic has certainly allowed more people to use our trails but there are many still walking, running or riding on our streets. Awareness is now at an all time high and it is time to finalize this project. My experience and familiarity of Hudson would be an asset to this committee.
Ward 2	Connecting the side walk on W. Streetsboro to Westhaven drive would be great.
Ward 2	Will there be a bike path from route 91 to valley view road to Hunting Hollow Drive
Ward 2	If Hudson was truly interested in connectivity, it would make it a top priority. Residents in the NW corner of Hudson are regularly cut off from our own community by blockage of the Norfolk Southern crossing at Hines Hill. This has been going on for years so until serious efforts are made for desperately needed grade separation on Hines Hill, I will not be supporting far less significant connectivity issues.
Ward 2	The lack of sidewalks in Hudson, other than the village, has always been a concern for me. I would really like to have sidewalks that extend from the center of town, down Prospect, all the way down Hines Hill and up Walters to our neighborhood. Ultimately, sidewalks throughout the neighborhoods would be nice, too, but along those main roads are a must.
Ward 2	We have lived in Hudson for twenty two years and love it here. We, however, really dislike the look that no sidewalks have in our neighborhoods. When visiting other towns, the neighborhoods with side walks look so finished and neat and clean. It would add such value to our homes. We also would really enjoy a trail that residents could use to bike or walk downtown. It seems that all neighborhoods should have a walking/biking trail to town. We are all residents in this wonderful city and should have this link to our beautiful and unique downtown.
Ward 2	Our neighborhood is cut off from greater Hudson. However, it abuts a park and there is undeveloped land nearly all the way to downtown. It would be great to include our neighborhood in greater Hudson with the addition of a trail connecting Maple Grove park to the rest of Hudson. At the least sidewalks in the Ashbrooke community would be extremely helpful with the number of children we have to keep them off the streets when walking.
Ward 2	It would be wonderful if we could have a bike path/ walking path that linked us to Prospect St. into town. We currently have to drive into town with our bikes if we want to bike the city. Our family does not feel safe biking Hines Hill as of now. Our connectivity to town is by car for now.
Ward 2	I live on Ashbrooke way in ward 2. Having the ability to safely walk or ride downtown Hudson would be terrific. We would be able to take full advantage the business district without having to drive.
ward 2	Thank you for reviewing my feedback. I live in the Ashbrooke development in northwest Hudson. I would love to have a route to access Hudson via trail or sidewalk. From the map, I think the following segments would connect: 16, 3, 13, 77, 59 (partial), 44. I hope you can consider!
Ward 2	Our neighborhood would love connectivity to downtown. Having a nice walkable downtown is a luxury our residents don't get to enjoy unless we drive to it. Families and children need a safe route in to town!
Ward 2	It would be so nice to be connected to downtown Hudson from our neighborhood through either trails, dedicated bike lanes or sidewalks. Passing bikers on Walters Road and Prospect is so dangerous.
Ward 2	I would LOVE to see sidewalks or trails put in to connect our neighborhood more to the city at large. Thank you for your consideration!!
Ward 2	I would love to see a bike path between Ashbrooke and downtown. Walters Road is very narrow and Hines Hill is very fast and neither are safe for bikes.
Ward 2	I am hoping that bike lanes on roads become wider. Hudson Needs multi purpose trails for 303 and 91. I would love to connect to the hike and bike metro trails.
Ward 2	I would love to see a plan for a sidewalk and/or multi-use pathway connecting our ward to downtown!

Ward 2	I love the idea of connecting my neighborhood, Westbridge Crossing to downtown Hudson and possibly Hudson spring park. I agree that a multipurpose wide path makes most sense so that walkers and bikers alike can enjoy. These should be away from the road a bit for families and novice bikers/walkers who don't feel comfortable with cars zooming by. Thrilled to have this connectivity discussion. i would frequent businesses in Hudson via such a path. Before Covid I would ride the bike hike trail to Stow shops and restaurants, like Texas Roadhouse, TGI Fridays, Headtrip brewery, giant eagle etc. Wonderful that you're looking into this!
Ward 2	I would like to see a walking/Bike path from grove park Ashbrooke East near the railroad tracks all the way to downtown
Ward 2	I am really in favor of this project.
Ward 2	One of the many benefits of living in Hudson is the focus on family and community. We love the bike trails through the park system and also First & Main. It is dangerous to attempt to bike to downtown on 303. I feel it would bring more families to businesses and add more value to the town. We have always wondered why Hudson doesn't have a community facility to meet and gather like many of our neighboring towns like the Natatorium in Cuyahoga Falls. I am totally in favor of the connectivity plan to bring your residents together in our beautiful town.
Ward 2	We live Ashbrooke east, it would be wonderful to link to downtown. I believe it will have to be a safe sidewalk on Hines hill road. I was surprised at the lack of side walks, in Hudson, when we moved here five years ago. With all the family's, it makes a lot of sense to add these sidewalks.
Ward 2	Would be great to have the sidewalk on 303 continue all the way down to north westhaven (for access to Stratford in the village west neighborhood). Scary walking in the bike lane in that busy road. Thanks
Ward 2	I would like to see some sort of cross walk with a flashing light at the intersection of Stratford Rd and Boston Mills Rd. The Village West subdivision has to cross Boston Mills Rd to get to downtown and there is no safe way to do that with speed at which cars come down the hill.
Ward 2	Glad there is a plan. No comments at this time.
Ward 2	We really need sidewalks along both sides of Darrow Rd between downtown and Norton. At present it's dangerous as a pedestrian to walk on grass and dirt. It's especially challenging during the winter.
Ward 2	Allowing us access to the parks and downtown via a safe conduit is important to us and our children.
Ward 2	While I'm eager to see the Barlow connections completed, it still leaves the communities southwest of Terex isolated. Crossing Terex is very dangerous. We have no safe way to get downtown other than driving. I often run to downtown and follow the path of the connectivity plan via Barlow, behind Ellsworth golf course, through Cascade park trails, over to Veterans way, then up 91. It is dangerous to be on foot crossing Terex, and between Terex and the golf course on Barlow as there are not even bike lanes. I would like to see safer connectivity options from this corner of the city.
Ward 2	Please connect the neighborhoods of Danbury - new pulte to Downtown via sidewalks. I see kids on bikes on Boston. mills and someone is going to get killed.
Ward 2	It would be great to have safe bike lanes on Boston Mills Rd from River Oaks (Majestic Dr), past Oak Point Commons (WESTPOINT/Ridgewood) to Lake Forest Dr.
Ward 2	In general, we would love to see more sidewalks and bike lanes. Additionally, there needs to be better connections between the current ones. Currently, the bike lane on 303 is only on one side of the road as you approach town. This is confusing and unsafe. Also, the current lane abruptly ends where the sidewalk begins, with no ramp or transition. This means as we bike into town and reach this point, we have to stop on a hill, then veer into the traffic lane. When pulling my kids into town using a bike trailer, this is very scary. We would also love to see the proposed bike lane/sidewalk along the length of Barlow Rd, connecting the bike and hike trail to the south side of town and Barlow park. We live in the woods of Williamsburg neighborhood and were excited for the updated bike path between Cascade Park and Barlow Rd. It was a positive point that influenced our home purchase. With the revised plan, we hope it will be bikeable so that kids can easily bike to the park. At present, this path is not bikeable. We appreciate the efforts to improve Hudson's connectivity. Hudson's parks, sidewalks, and bike paths (and plans for more and improvements) was a selling point when we moved to the area. As other nearby towns improve their connectivity and walkability, we hope Hudson will keep up.

Ward 2	I will be extremely disappointed if the plan is descoped from the previous 4 phase guidance. I moved specifically to Hudson and this neighborhood (Woods of Williamsburg) based on these, which we researched as part of my due diligence to purchase our home. With so many families having young children, connectivity from Toepath to Bike-and-Hike to Metro parks to Downtown is essential for safe movement. The connectivity also increases foot traffic without congestion to permit more cash flow to our local business, which given our current climate is critical both for the livelihood of our small business and the tax revenue it generates.
Ward 2	I live less than one mile from 303, on Boston Mills Road (318). Yet, I cannot walk (or bike) from my house to either downtown or 303, because, not only is there no shoulder on the road, there is no path or sidewalk. I have had my mailbox knocked down twice by traffic on Boston Mills, and it is unsafe to travel on the road. I appreciate that people who live in housing developments have rights, but so do those of us who would like to connect as well. Please consider those of us just west and just east of your (higher-prioritized) plans on Boston Mills, who have no place to walk or bike, since we pay property taxes, too (those of us in the 'yellow' zone). As I approach retirement, I am considering selling my house in Hudson because I am not able to safely walk and bike from my home. Thank you.
Ward 2	I feel very strongly that the NW corner of Hudson off of Walters Road (Ashbrooke) should be included in any Connectivity Plan. I am under the impression that our area of town was downgraded in priority recently and this is very disappointing. We pay the same taxes as everyone else in town, yet our little corner seems to be disregarded as an outlier and low priority in by the City with the general response being that there aren't as many households up here relative to other parts of the city. I am so disheartened by this sentiment and that we seem to be almost always forgotten. We have a beautiful park in Maple Grove that would be great for other citizens to be able to access via bike or on foot from the city's core. This would also make it possible for our neighbors to be able to connect to the downtown core in a safe way. The kids in our neighborhood can never participate in the Bike to School initiative. It's just not possible to bike safely on Walters or Hines Hill. If the goal of this initiative is to truly connect our city, then outlying areas should be included without question and without regard to how many households there are up here relative to other areas.
Ward 2	<p>I would love to see safety measures put in place under the Owen Brown train bridge to allow for safer pedestrian connectivity downtown. I've had cars rudely honk at my small children as they follow traffic rules and bike along with adults. It feels unsafe. I know some plans were discussed during the phase 2 discussions about putting some kind of divider for pedestrians and making the passage one-way for vehicles. I'm not sure that's the best solution--but something would be great.</p> <p>Additionally, I'd love to see better bike connectivity throughout the city to the Summit County Bike & Hike trail. I understand the reasons that the Spine Trail plan has been paused--but I do think the conceptual idea of that trail is a good one. I'd like to see council figure out a way to implement north-south connections that allow for safe and relatively direct passage to and from the wonderful trails that go east-west through the south side of our city.</p>
Ward 2	<p>Great work was done on recent bike path improvements on Boston Mills Road. However some small adjustments would make these paths much for accessible for pedestrians and cyclists. Here are the details:</p> <ul style="list-style-type: none"> - No connection from the Boston Mills Park or Boston Mills Rd to the recent path added between the Boston Mills Park and Omni Lake Parkway. This would be a very small addition that would make the path accessible. - Connectivity west from Omni Lake Parkway to the existing path in the Omni Lake Office Park. Another short connection that would make the path accessible. - Finally, both curbs need to be cut on the first entrance into Omni Lake Corporate Park so that bicyclists and pedestrians can more easily use the path. <p>These three small inexpensive changes would connect different sections of paths creating an almost one mile continuous path thus removing cyclists and pedestrians from Boston Mills Road.</p>
Ward 2	Great idea. Support this 100% . In favor of a path off or away from the main roads. In favor of separated bike and walk lanes similar to Denver Co.
Ward 2	When is the connectivity plan going to connect Ashbrooke neighborhoods to downtown?

Ward 2	<p>Hi - I'm glad amid all the distractions of 2020, that connectivity is still being thought about. I didn't know that ward discussions were held in the last couple of months. Our delivery of the Hudson Hub has been very spotty. I will be glad to be on an email list concerning this. I was going to contact our Ward 2 rep to ask if any progress has been made on the Barlow Road sidewalk/trail. I know there is plenty of opposition, but also many in favor. I run/walk/bike on our road 3-4 times a week and would love to see this project move forward. I can say this since I'm old enough to live there.....The Meadows will be adding a lot of senior citizen traffic to our already busy road. For the safety of pedestrians and the convenience of those driving on the road, a sidewalk is becoming a necessity. As I have given input before, I sympathize with those on the west end of Barlow in having 13 feet of their yard taken for an 8 foot path. I do feel a regular sidewalk will be sufficient. I know at some point, five foot sidewalks were mandated, but I find in using the Colony Park sidewalks, four feet is wide enough the great majority of the time. Thanks. I would like to hear what the current discussion has been concerning the Barlow Road project.</p>
Ward 2	<p>Please consider a better connection between downtown and the SW part of Hudson. Currently, there is not a safe way to get to downtown on a bicycle (or by walking) from many neighborhoods in this part of town (i.e., Nottingham Gate Estates, Bridgewater, Towbridge). The only current routes include riding up super busy roads such as 303 and Terex, or up Barlow (no bike lane) to an undeveloped path through the woods (not a great option for little kids or even teens who want to meet up with friends downtown). It would be so nice to be more connected to Hudson so we didn't always have to drive to get downtown.</p>
Ward 2	<p>I have asked at previous council meeting why doesn't Lake Forest have a sidewalk? The need to have sidewalks to connect residents to downtown especially for areas that are within a walking or bike riding distance to downtown is important. We live off of Lake Forest and cars speed all the time on this stretch of road. 80% of the households that are on Lake Forest and Chadbourne have children or young teenagers. Many of us bike to Atterbury or to Lake Forest CC. I still don't know why there is not a sidewalk on Lake Forest. There is a small stretch less than .3 tenths of a mile that needs to have a sidewalk to connect to where the sidewalk ends near the intersection of Atterbury/lake forest meet. Our neighborhood is one of the original neighborhoods that was built back in the 60's, 70's and early 80's.</p> <p>How do we not have a sidewalk on Lake Forest? Cars speed, police are never around to stop vehicles and hand out citations. I have also contacted the HPD about the speeders, but again never see a cop car sitting on Chadbourne timing cars. Let's not wait until someone gets hurt. Let's connect the sidewalk in this connectivity plan.</p>
Ward 2	<p>A sidewalk and a wide bike lane is needed along Boston Mills to allow safe foot/bike traffic to downtown for residents on Boston Mills, Meadowview, Lost Woods Laurel Lake, West Point, and Ridgewood. Should also extend to include the new Ryan development. There is significant high speed traffic on Boston Mills that prevents safe travel for those who would like to access downtown and other close by neighbors, such as Village West, Stratford or Lake Forest. The berm along Boston Mills is not safe for walkers of any age, especially students and seniors.</p>
Ward 2	<p>Will Hunting Hollow Drive be connected?</p>
Ward 2	<p>As an HOA board member of Nottingham Gate Estates and resident, I want to express how important, needed, and desired a Hike and Bike path is for our neighborhood that connects safely with the rest of Hudson. We desperately need a safe way for children and families to ride bicycles and hike from our neighborhood into the downtown area.</p>
Ward 2	<p>As residents of Nottingham Gate Estates, we were very disappointed when the plan to connect the Hike & Bike path to downtown was scrapped. We are very interested in having an access trail from downtown to the Hike & Bike path. We, and many of our neighbors, are very active bikers and would love to be able to "get somewhere" on our bikes. Dinner, trips to the library, city parks, shopping, the farmers market would all be accessible, encourage folks to be outside & active and reduce traffic/parking issues within the city. It would also allow for other residents to use the Hike & Bike Path for athletic activities, as well. Thanks!</p>

Ward 2	<p>Hello,</p> <p>Having the trail extend from our area to downtown Hudson would relieve a tremendous amount of traffic from the already congested downtown area. It would also provide families a healthy and active way to reach downtown - promoting physical fitness. Additionally, the downtown area would likely see improved revenues as overall businesses would likely have increases in sales - as more people would be willing to shop/eat in the downtown area if they know battling traffic to get there is not an issue. Overall, I don't see any negatives regarding this expansion. I fully support this endeavor and view it as a positive measure for our community.</p>
Ward 2	Safe access from the Hike&Bike trail to downtown Hudson.
Ward 2	It would be an amazing improvement to create access from the bike and hike path to downtown Hudson. It would improve safety and access for young riders and would really cut down on car traffic. We would never drive our car downtown if we were able to safely get there on our bikes!
Ward 2	Please just keep us posted as this may directly impact my neighborhood. I do like the thought of this. Thanks...
Ward 2	There needs to be a way for kids to bike/run safely to downtown Hudson without having to be in art 303. Kids that are old enough to do this do not have a safe route.
Ward 2	I think it would be wonderful to have a trail that connects from my neighborhood(Nottingham Gate) to downtown. I walk the bike trails every day and would definitely use a trail to downtown.
Ward 2	That would be awesome! We love the bike trails!! It would be so fun to ride into town for ice cream or dinner!
Ward 2	I would absolutely love if there were a bicycle and walking trail that connected my neighborhood, Nottingham Gate Estates, to the downtown area.
Ward 2	<p>I have been a Hudson resident for 23 years. I feel that those of us who live in the north/west area of the city are neglected when it comes to services such as sidewalks/connectivity. The City allowed the development of River Oaks, bringing 300 more cars a day down Boston Mills Road (your estimate), resulting in not only more traffic, but excessive speeding on a road that is supposed to be 35 miles per hour. This is very dangerous for bikers, pedestrians, and residents, since there is NO SHOULDER (and thus no sidewalks) on Boston Mills Road except for a one block length next to route 303, serving a handful of houses. (There is also zero speed enforcement by HPD.)</p> <p>I saw on the plan that perhaps there might be some 'hopscotch' approach to this connectivity, but I don't understand what people are supposed to do when the proposed shoulder/sidewalk disappears on Boston Mills, and then reappears a mile later. Stop cycling? Run and hope for the best?</p> <p>As I work from home, I can see out my front window, and I assure you that residents are biking down Boston Mills Road, including small children. People are also walking along the side of the road, such as it is (mostly in the front yards of the residents). Last, more recently, I had to jump out of the way in my front yard when I was tree trimming by the road, as an SUV passed on the double yellow directly into my yard because a car was not speeding sufficiently to please this driver.</p> <p>It is only a matter of time before a resident/ bicyclist/ pedestrian gets hit on Boston Mills Road. Please help us.</p>
Ward 2	Would love to have it and we run right next to the trunk line to get it.
Ward 2	Sorry, I had another window open regarding Internet service. My Bad! However, would love to have sidewalks servicing, River Oaks, Oakpoint Commons and Danbury.
Ward 2	Hi, I'm in favor of connecting Nottingham Gates Estates with downtown Hudson. Chris R.
Ward 2	<p>A trail along Boston Mills to better connect to downtown Hudson is desperately needed. Hundreds and hundreds of houses in the communities along Boston Mills will benefit, and downtown will benefit because it will be much more accessible for those communities.</p> <p>We'd love to be able to get downtown via bike for the activities and the dining, and right now it simply isn't safe to make the ride with kids on a very busy and very narrow Boston Mills Rd. The plan appears to have the work broken up into many tiny chunks, but it likely makes more sense to just do it all at once from a cost perspective. Thanks for listening!</p>

Ward 2	My neighborhood is not connected to downtown, although it's nice to have the hike & bike trail near by, it would be nice to have a bike trail not on 303 that would allow us to get to down town hudson
Ward 2	I really like the logical score-based approach to improving connectivity in Hudson. Item 10 on the 2018 list (Laurel Lake Dr. west to Boston Mills Park) would be extremely helpful not only for our neighborhood (Ridgewood and Westpoint) getting downtown safely, but it would also allow the entire Pulte/River Oaks subdivision access, as they can already walk/bike through paths and parking lots on the north side of Boston Mills to get to Boston Mills Park. Adding those 195 residences/lots to our 40 dramatically decreases the per-household cost of a path from Laurel Lake Dr. to the park - from \$2846 per household down to \$485. We're comfortable crossing Boston Mills with our kids, but not riding on it - too fast and curvy for safe cycling, especially with the pinch point on the bridge over Laurel Lake. Thanks again for looking at this.
Ward 2	Thank you for requesting feedback on the connectivity plan. Please put in a path that links Boston Mills Park to Lake Forest Drive (No. 10 on Appendix A). Boston Mills Rd is not safe for our children to bike on. I bike often to the library and downtown but have had some close encounters with cars. It is not safe for me to take my children on bike to downtown even though they really want to join me. (I also would feel a whole lot safer if there was a path instead of being on the road. There is just enough of a curve and hill that the visibility is not good). On the spread sheet, it lists that update would service 40 households. In reality, it would also connect the entire Majestic Oaks neighborhood, which I believe has over 190 houses to downtown as well. (Currently they can get through section "15" by cutting through a parking lot of the businesses on Boston Mills.) Boston Mills Park to Lake Forest would serve over 230 houses between our two neighborhoods. On a bike, even from Majestic Oaks further west off Boston Mills, the trip to downtown Hudson is not far and is an easy round trip. Please, please connect us to downtown!
Ward 2	We are hopeful that the city will connect Oak Point Commons and therefore River Oaks neighborhood to Laurel Lake Drive. The access will allow safe transport of these neighborhood residents to the downtown area and support our active mindset as Hudson residents. We ask that you please consider this request and help us safely explore our community.
Ward 2	Hello, My name is Sally Slusher and I live at 143 Brentwood Drive. I recently bought my house specifically to be within walking distance to town. My husband and I are both active seniors that like to walk to local restaurants and shop at local stores rather than driving out of town to eat or shop online. We were hoping for the Phase I project to move forward simply in hopes of getting sidewalks to extend from Owen Brown to Brentwood. I am confident the town is already very aware of the safety hazards that exist along this corridor leading directly into town. The narrow, unlit, bridge and crumbling roadside have pedestrians, bicyclists and joggers taking unnecessary risks to dodge fast moving Vehicles who either have visibility problems or are just taking a fast shortcut to avoid traffic on 303. I am ASKING the town to seriously look at the importance of making this highly neglected couple of Blocks leading into town a priority in your newly developed connective plan
Ward 3	I'm very interested in participating in the Connectivity Plan. I frequently bike with my toddler and also with my husband throughout many areas of town and would like to help improve the safety of the existing areas as well as address some of the areas that are lacking. Thank you.
Ward 3	My family is extremely interested in being able to safely access downtown locations by foot from our home. My daughter and I have recently walked from home to Open Door Coffee (her favorite); because of lack of sidewalks, what would be a 4.6 mile round-trip walk (if we could walk along 303) was instead a 7 mile round trip (going through Hudson Springs, across Centennial park, Victoria to North Hayden to Hudson-Aurora). If my kids could take sidewalks the whole way, I would let them go to the library or downtown destinations alone. We also live close enough to walk to the high school, but the lack of sidewalks down Stow Rd necessitates driving and will probably push us to buy cars for our soon-to-be drivers who otherwise wouldn't need them.
Ward 3	I would like the sidewalk along Hudson-aurora rd between East and west firelands to be completed. I understand high school students have to walk to school and students on west firelands have to walk all the way around firelands to get to the sidewalk on Hudson aurora. This makes a much longer walk than one mile bc there isn't a sidewalk from East to west firelands. Thanks!!
Ward 3	Hoping to have a discussion about sidewalks in Ogilby Drive in ward 3. It connects two of Hudson's parks and is in a neighborhood with many young families, and walkers, runners and bikers of all ages. Thank you so much!

Ward 3	We need sidewalks on Ogilby drive. The traffic is heavy all day long. Many children ride bikes and walk this route daily. I try to avoid it when I walk but I need it to reach the park.
Ward 3	I wanted to check in on the implementation of sidewalks in my neighborhood, generally, but specifically (and especially) Ogilby, which, like Stoney Hill, which recently had sidewalks installed, is definitely busy enough to necessitate them.
Ward 3	The streets in the Plymouth Colony area are getting more and more dangerous as more families and children are out walking, running, and biking because of the pandemic. The sooner additional sidewalks can be laid, the safer! We are especially in need of one on Ogilby. Thanks!
Ward 3	There should be a connection of the sidewalk leaving chestwick lane to 303 where one could cross 303 directly to Harland drive. The entirety of Canterbury and Canterbury on the lakes crosses here to make it via the back roads to Hudson Springs park. Ideally there would even be a flashing pedestrian crosswalk and some lines on 303. The small amount of concrete to connect the sidewalk to nowhere to 303 across from Harland would have a huge impact to these neighborhoods given the bike, running, and walking traffic to get from these neighborhoods to Hudson springs park!
Ward 3	We would like to see Boston Mills included in any sidewalk plan scheduled in near future. Road is becoming more active with several new developments and walking on the road shoulder is particularly dangerous. Thanks for consideration.
Ward 3	I can understand why Stow and Barlow, which aren't densely residential may be low priority for sidewalks, but Middleton needs a sidewalk so badly - dense residential and dangerous, narrow road with no shoulder. Speaking of dangerous - I've taken my life in my hands and taken lunchtime runs at work from around Joann down 91 to Norton, and down Barlow to the Park. There are bus stops along those roads, throw those bus riders a bone! Lower priority to me, but also should be addressed, the areas around the parks, connecting the parks (Barlow Rd, South of Hudson Springs, Middleton Park).
Ward 3	Canterbury on the lakes resident - would rather have connectivity to downtown than sidewalks through our neighborhood. There is low traffic volume in our neighborhood and people are comfortable walking/biking/running on our neighborhood streets... what would be helpful is sidewalks from our neighborhood to downtown along 303.
Ward 3	The safety of children walking or riding bikes to Ellsworth Elementary School is a concern. in addition to connected sidewalks or dual use bike/walking paths off the roadway, there is a need for safe crossing of Stow Road and Middleton Road. Therefore I believe it is time to put a traffic light, not just a caution light, at the Stow/Middleton Roads intersection. There have been many accidents there and at high traffic times of the day it is very difficult to safely drive through or walk through that intersection.
Ward 3	<ol style="list-style-type: none"> 1. Bike lanes on roads are awful or totally nonexistent 2. Develop the abandoned RR tracks for great connectivity throughout area 3. The lanes should be throughout the area
Ward 3	I would like to see sidewalks along Ogilby from Barlow to Colony Park as was presented in the 2018 plan. Traffic coming along Ogilby from Barlow is faster than it should be and many people walk along this road. It can be quite dangerous.
Ward 3	Middleton Rd needs sidewalks. Especially with the school on the corner.
Ward 3	We'd love to see the connectivity plan extend to the furthest northeast corner! We understand that the entrance to the Pine Trails neighborhood is in Twinsburg Twp, but much of that neighborhood is still within Hudson, and the sidewalk along Stow Road (north of Middleton) is so close! It would be wonderful if that sidewalk could be extended to under the 480 bridge, at least to the city line, if not to Pine Trails.
Ward 3	Our neighborhood is completely cut off from everything. It would be terrific to have a sidewalk or a bike lane from Middleton north on Stow to the Hudson/Twinsburg line!
Ward 3	On Barlow Rd, connect the bike road from Wood Hollow Park to Barlow Farm. It would take about 100 yards to make bikes and pedestrians safe at the rr.xing. Then the whole SE area will be connected to the center. Thanks
Ward 3	I would like to see sidewalk extended (or continued) north on Stow Rd to Pine Trails. At minimum, to the Hudson Corp line. Our neighborhood is all but forgotten about, or at least a low level priority, on connectivity plan.

Ward 3	<p>We need asphalt or sidewalks on the major roads 91 303 stow and middleton not a section of the road but a separate sidewalk or asphalt path. No mother is going to let their kids or strollers onto the road.</p> <p>Sell the new city hall (tajmahal) have city at middle school and pay for all those paths if you want the greatest bang for the connectivity</p>
Ward 3	Would love a side walk up to our neighborhood or at least to the 480 line. Thank you
Ward 3	Would like a side walk on stow road to our neighborhood or at least to the 480 bridge/city line
Ward 3	I liked the 2018 plan. Not clear what if any updates are being proposed
Ward 3	We would love to have sidewalks along 303 connecting Canterbury Place to downtown. They would be a continuation of the sidewalks that end just past the intersection of South Hayden and 303.
Ward 3	<p>We are a very active family and chose beautiful Hudson for its quaint and family-friendly downtown and park system. We used to live in HPE and were able to bike and walk to school, Downtown, and Hudson springs park using sidewalks. Now that we live in Canterbury Place, we'd love to have our children be able to ride and walk safely throughout the city again. Right now, our only option is to use a narrow bike lane on a heavily trafficked major 303 from Canterbury drive west to north Hayden. As an adult, I don't feel safe riding my bike along this stretch of road. Yet, I along with my children are forced to do this as it's my only option. Once there, we can reach the schools and downtown. If the city would create a sidewalk for the 1/2 mile between Canterbury drive and south Hayden, Canterbury place as well as the rest of the Canterbury Neighborhoods would be safely connected to the schools and downtown. We'd also love to see a sidewalk extended from Hudson springs park to the intersection of stow and 303. Thank you for your time in making our community safe, user friendly, and connected</p>
Ward 3	It would be so wonderful to connect Canterbury Place to downtown by extending the sidewalks from N/S. Hayden to Canterbury Dr along 303. The residents could walk safely to downtown and the schools as well.
Ward 3	Bike access on Barlow Rd from Stow Rd East (and small portion before Stow Rd after ball field). Just a short distance from Stow Rd West as well. Stow Rd North from Barlow Rd could be better and also Stow Rd South to Barlow.
Ward 3	Bike access on Barlow Rd from Stow Rd East (and small portion before Stow Rd after ball field). Just a short distance from Stow Rd West as well. Stow Rd North from Barlow Rd could be better and also Stow Rd South to Barlow.
Ward 3	We live in Canterbury on the Lakes with our 5 children and love biking around our neighborhood. If our neighborhood had connectivity to downtown and to our schools, it would make an incredible impact on our lifestyle. Right now it is too dangerous for our family to ride on 303, we would love a safe route to to these important places in our town.
Ward 3	It would be great to extend the sidewalks to the city limits on Stow Rd north of Middleton.
Ward 3	We would love a trail of some sort that allows us to get to Nicholas drive from Londonairy Blvd without biking on 303. This would allow us to get into town without biking on any major roads.
Ward 3	A sidewalk on 303 would be highly desirable for residents in this ward. It would greatly enhance the safety of the many walkers and runners on the road.
Ward 3	I would like to see the sidewalk extended east on 303 so we & our neighbors can walk safely into town. Thank you.
Ward 3	I would love to see the sidewalk that stops after Hayden parkway to continue down to Elmcrest so my family and neighbors can walk safely downtown!
Ward 3	I would like to see the sidewalk that stops at Hayden Parkway to be extended down to Elmcrest Drive
Ward 3	<p>Would like to express my support and appreciation for side walk extension which is #8 on 2018 connectivity plan.</p> <p>The side walk extension between Elmcrest drive and Hayden parkway along 303 would allow my kids to walk to schools and provide my family and our neighbors safer connectivity to downtown and parks. Really excited to see that the city has it on the to do list. Thank you!</p>
Ward 3	We would really appreciate a sidewalk extension along the south side of hwy 303 to Elmcrest for increased safety when walking downtown. This is especially helpful for those of us with young children and strollers.

Ward 3	Please consider extending the sidewalk eastward along 303 from N Hayden Pkwy at least through Elmcrest Drive. We have multiple young families who love walking, biking, running downtown and feel unsafe with the speedy traffic. Thank you for the consideration!
Ward 3	I support the Connectivity plan for the extension of the sidewalk along 303.
Ward 3	I support the extension of the sidewalk along 303 - Ward 3
Ward 3	I support sidewalks on Elmcrest and 303
Ward 3	I strongly support the Veterans Way Trail Plan that would include converting the railroad to a bike path. This has been a park and community priority for over 20 years. The time to act is now. Multiple resident surveys continue to reinforce the fact that hike/bike trails are a community priority. Changes to city council over the past two decades have not changed resident opinion.
Ward 3	Would love to have sidewalks... currently walk to downtown in the bike path with 2 dogs... it gets a little frightening..
Ward 3	Would very much like sidewalks....I currently walk grandchildren in the bike path, and it is scary for them.
Ward 3	I'd like to ask the City of Hudson to consider putting sidewalks on Elmcrest Drive. We are residents on this street for over 25 years and have seen an increase in the number of pedestrians and bicyclists especially in the last few years. Toddlers as well as the elderly are forced to walk on the road and have to stop when cars pass by for safety. It is definitely a cause for concern. Thanks for listening and anything you can do to help.
Ward 3	With all the plans along Darrow Rd, I think some thought to the expanding traffic along one of the major North South roads and the feasibility of mixing traffic and cycling needs to be addressed. What happens when additional traffic lanes will be required? Will the sidewalks and bike lanes need to be removed and remade? Will any signage instructing users about stopping, looking and crossing when Safe. I see too many people crossing without looking, thinking because it's a crosswalk cars must stop at all costs. I see cyclist breaking all sorts of common sense "rules" assuming cars have the ability to stop immediately.
Ward 3	<p>the most useful way of adding connectivity is to set up a separate bike path along 303 and 91 and Stow Road to the ends of Hudson,. This would get most neighborhoods with some access to downtown and around. The road lines on 303 would never work as done for mothers to let their teens ride on that busy road with truck traffic and such. Other communities bit the bullet and went off the road. More expensive but very useful. Saying that 303 is a bike path is nice on the plan but not useful for most families. Look at Solon your main competitor in this and they use the utility right of way to build real bike paths and wide sidewalks.</p> <p>sell the Youth development land to the best developer and build the real sidewalks and still have \$\$ left over. Most of the plan is just fluff so</p>
Ward 3	<p>the most useful way of adding connectivity is to set up a separate bike path along 303 and 91 and Stow Road to the ends of Hudson,. This would get most neighborhoods with some access to downtown and around. The road lines on 303 would never work as done for mothers to let their teens ride on that busy road with truck traffic and such. Other communities bit the bullet and went off the road. More expensive but very useful. Saying that 303 is a bike path is nice on the plan but not useful for most families. Look at Solon your main competitor in this and they use the utility right of way to build real bike paths and wide sidewalks.</p> <p>sell the Youth development land to the best developer and build the real sidewalks and still have \$\$ left over. Most of the plan is just fluff so you can say you have these paths that don't help moms safely let their kids ride bikes or strollers on the safe pathways.</p>
Ward 3	I would like to see something done for us at the eastern end of Hudson. I live in Canterbury and do not ride my bike into town because it is not safe to ride in the narrow bike lanes along Stow Road and 303. I also have no safe way to get to a park via bike or on foot without involving these busy roads. The current plan seems to prioritize neighborhoods within a mile of downtown so those of us in the former township have been forgotten. If we really want to be a bike friendly city then we should concentrate on getting wide, safe bike lanes along the major roads in town for everyone!
Ward 3	We'd like to have sidewalks in our neighborhood.

Ward 3	We LOVE the path put in that connects Weston to Oak Grove to Wood Hollow. We would love to see Wood Hollow connect to Barlow Farm. With the RR tracks there, it gets dangerous as there isn't even a bike path on the road. Thank you for the paths installed thus far!!
Ward 3	I feel the plan is too expansive and expensive for the limited numbers that would actually take advantage.
Ward 3	Extend sidewalks to Elmcrest along 303
Ward 3	Way better use of my taxes than a skateboard park
Ward 3	Good effort on bike lanes. Thank you, please keep growing. #1 priority a bike lane between Stow to Hayden Parkway.
Ward 3	Middleton Rd east of Stow Rd needs safer pedestrian and bike ways due to high speed traffic, blind spot due to hill, and narrow roadway. Children are expected to walk to the nearby school, a real safety concern.
Ward 4	Request modification of Middleton path between Valley View and 91. I would like to see a path between 91 and Middleton Park, to connect the park to the new path along 91. This would increase park utilization and allow residents of Marblehead Estates, Chadds Ford, Connecticut Colony, and Leighton Estates connection to the new RT 91 path.
Ward 4	I would love to see sidewalks added to Middleton for children, runners and walkers to be able to safely commute around our great city!
Ward 4	It would be very beneficial to have a sidewalk on Middleton Road between Route 91 and Valley View. It would allow better connectivity for Leighton Estates and Connecticut Colony. Not to mention the increased safety of our residents.
Ward 4	Please consider installing sidewalks from Valley View to 91 via Middleton Rd. The connectivity would open up many neighborhoods to safely allow for residents to bike or walk to Downtown Hudson. Thank you for the consideration.
Ward 4	I would like to see sidewalks down Hines Hill Rd from Prospect to 91 to encourage walking and ensure safe passage to downtown.
Ward 4	I would love to see all of the sidewalks on Middleton Road connect, so that we can walk down the road and not run into missing pieces where we then need to walk on the road or forge through tall grass. It's dangerous with strollers. Thanks for the opportunity to put in my 2 cents.
Ward 4	<p>Question:</p> <p>What is the larger context of the effort to seek input on the Connectivity Plan?</p> <p>More specifically...</p> <ol style="list-style-type: none"> 1. Is there currently a budget allocation for connectivity, and the question is how to distribute it among various possible projects? Or is the question whether and how much of the City budget to devote to connectivity? 2. Is "connectivity" being considered or addressed in light of and with reference to the traffic situation downtown? <p>Once I understand the answers to these two questions, I'll offer feedback.</p>
Ward 4	We need sidewalks up 91 to Hines Hill/Edgeview Dr desperately!
Ward 4	A sidewalk is essential for safety and connectivity on Herrick Park Drive. Residents take their lives into their hands by walking on this 25 MPH street. Traffic is heavy and moves very quickly. We cannot connect to Darrow Road Park which is as close as can be. In addition, we cannot connect to town. Most importantly, students who must walk home from the high school cannot do so safely - especially if the roads are snowy. It is dangerous being disconnected as we are. Please, please help by adding a sidewalk on Herrick Park Drive between 91 and Lascale Drive.
Ward 4	Strongly support sidewalks/bike lanes along Middleton Rd connecting to Rte 91. Also want to know about status of proposed trail from Cascade Park to Barlow/Terex. Is it going to happen? If not, can the funding be applied to Middleton Rd or other connectivity projects?

Ward 4	Sidewalks are long overdue on Hines Hill, Valley View and Prospect especially considering the increase in traffic since the reconfiguration of state Rt 8. This kind of project is of higher priority than the development of downtown to most residents.
Ward 4	Add crosswalk on middleton Add a school crossing guard(s)
Ward 4	Please connect downtown Hudson to the Ashbrooke Neighborhood.
Ward 4	We have sidewalks on woodland avenue that finish in between Valerie and Woodland or Greenthorn and Woodland. It would be nice to have those completed. There isn't much to do, they are 3/4 of the way done. Our children aren't bused to the school because we live too close, it would be nice if they had a safe path down Middleton to one of the side streets. People drive very quickly down Middleton.
Ward 4	Sidewalks are the single most important initiative we can undertake to support downtown merchants and restore economic vitality to the downtown; also, sidewalks are desperately needed along Middleton Road.
Ward 4	I strongly endorse the addition of sidewalks through our area, especially on Valley View and Hines Hill Roads. Also, I have sincere concerns about the 45 mph speed limit on the Hudson stretch of Valley View; it is not safe to walk nor ride with drivers speeding through at 50-55 mph at times. Surrounding roads are 35 mph as is the stretch of Valley View into Twinsburg and Macedonia, and I do think this is a safety issue. Please, please, reduce the speed limit on this road. I would also advocate for "No Litter" signs through Valley View and Hines Hill Roads ... too many people toss their trash into residents' front yards and it's really sad. Thank you for your time.
Ward 4	I'm not sure why you think it's a good idea to add a trail on private property that I don't approve of nor does anyone else in our neighborhood and upset off a bunch of residence and waste taxpayers dollars when all you need to do is finish the sidewalk on Herrick Park to connect 91 and Hudson Aurora.
Ward 4	Living in Chadds Ford we have no option to walk or bike to parks, other neighborhoods and downtown Hudson. If you could continue the sidewalks being installed on 91 a little further to Haymarket Way, this would give our families the safety to travel throughout town.
Ward 4	Thanks!
Ward 4	I'm very supportive of the Connectivity Plan. One specific part of the plan that I am interested is: A sidewalk from Haymarket Parkway to Garden Lane, as it would provide neighborhood connections to the Montessori school and the southerly section of Darrow Road
Ward 4	Hudson should definitely be considering how to add sidewalks/multi-purpose trails on middleton road with connectors to both Darrow and Stow Road. All neighborhoods on Middleton should be able to walk/bike to nearby schools. Very disappointed this wasn't addressed with the repaving on Middleton. This street is so dangerous for runners and bikers
Ward 4	Ward 4 would truly enjoy a walking/biking connection to Downtown eateries and shopping. Personally, we have 4 young children who would greatly benefit from safe biking paths to the heart of the town they love. Thank you for your consideration.
Ward 4	We really need some kind of bike path to connect the northern parts of Hudson to downtown & the schools...Middleton Rd especially. A zebra crossing on 91 at Hines Hill would also improve safety of bikers trying to get across there to pick up the path on the SE side of that corner.
Ward 4	Want to be able to safely cycle to downtown from out here near Middleton and 91
Ward 4	Hello! My family and I live in Winterberry Heights across from Ellsworth Hill Elementary. We have a 7 year old, a 4 year old and twins on the way. We would LOVE to have a sidewalk and bike lane on Middleton Rd. to better connect our neighborhood to downtown and the schools. Our family is very active walking and biking and we would love to eventually be able to get to more neighborhoods safely with our young children. Thank you!
Ward 4	Please consider adding sidewalks on Middleton and from Iascala to Darrow on Herrick park.

Ward 4	Please, we need sidewalks on Middleton. It's an incredibly busy street with almost no edges to bike or walk on next to the road. I don't feel safe walking/biking with my kids to go to CCH despite we live a block away. Also we have many friends in neighborhoods north of Middleton (we being one block south) and it's so difficult to cross the street and race to the nearby roads safely with no sidewalks. I can't let my kids bike or walk with me to Ellsworth Hill for school either due to lack of sidewalks. For such a major street, it really needs them. Thank you.
Ward 4	Please build a sidewalk down Middleton Road to connect our residents to 91. We need a safe means to bike and walk down Middleton.
Ward 4	<p>Middleton Road needs a sidewalk. This would GREATLY improve connectivity to the schools, downtown, and other parts of Hudson (e.g., Hudson Springs Park). This is a major road with no shoulder (and steep dropoff in some parts) that feeds many neighborhoods. It's a travesty this project was previously seen as a priority and no progress has been made. Incorporating with water line replacement and paving would have been an opportune time to address, but sadly that was missed.</p> <p>Additionally, the one marked crossing at top of Winterberry Drive should include flashing lights (similar to the new one in downtown...only blinks when activated). Especially being so close to the school, this is not a safe crossing at 35 mph. This would be a very minimal project as the road markings, curb entry points, etc. are all in place.</p>
Ward 4	Our neighborhood (Greencrest) in Ward 4 is completely cut off from downtown and the rest of Hudson. Sidewalks on Middleton are absolutely needed. Please prioritize this! Thank you—we appreciate your consideration.
Ward 4	We live north of Middleton in Greencrest. We would love to have sidewalks in Middleton to connect us to downtown. Walking or riding bikes on Middleton is very dangerous so this is a necessary addition to allows us to visit downtown Hudson without driving.
Ward 4	I would love to have a sidewalk down Middleton from Ellsworth Elementary to 91 so that my kids can safely bike to grandma's house and to school and downtown.
Ward 4	<p>As a resident of the Greatest neighborhood with school-age children, it takes a long time to ride our bikes to the library on a safe route. Currently, we have to ride to the intersection of Winterberry and Middleton, where there is a crosswalk and sidewalk by Ellsworth Hill Elementary. From there, sidewalks and crosswalkd are available.</p> <p>Having a sidewalk available on Middleton and SR 91 would greatly shorten the travel time to downtown. We are frequent visitors to downtown, but we have to drive and take up a parking space. We would absolutely use our bicycles to go to the library and the farmer's market if we had a safe, convenient route to get there.</p>
Ward 4	Please prioritize sidewalks on Middleton as that road is incredibly dangerous and there are always walkers and cyclists. There isn't a lot of room to get off the road and cars fly. It's remarkable there hasn't been an issue yet.
Ward 4	We would love to have sidewalks on Middleton Road so the kids are safe biking and walking to school!
Ward 4	Please make a safe route to bike/walk/run from Middleton and/or Hines Hill to downtown.
Ward 4	Sounds like a great plan!
Ward 4	We need sidewalks on Middleton Road. This would connect our neighborhood to Ellsworth school and other neighborhoods with access to downtown. Currently there is no safe way to get down Middleton on bike or on foot.
Ward 4	No Comments at this time!
Ward 4	It's time to get this completed. Should be fairly easy. Connect all the main streets at the very least; Stow and Darrow North to South and 303, Hayden and Middleton East to West. These should be the priorities and done first (the main arteries) and eventually branch off from there. Not rocket science.
Ward 4	There is no safe way to ride a bike from Connecticut Colony to downtown. Middleton way to narrow and traffic is always fast. Impossible to walk on, although many do. Same with Hines Hill. No way you can enjoy a walk on these two roads. Or bike. Prospect is terrifying. Paving helps but bike lanes would be nice. Very narrow. Visibility is poor for bikers being seen too. Ward four is isolated and has very poor connectivity. Ride a bike around and you will see what I mean. I think Hudson can do better. The north end really needs attention to connectivity. Also, the development center is an eye sore. Embarrassing for Hudson to have a piece of property look this way.

Ward 4	As a frequent walker, and with 6 members in our household, I would like to request that a sidewalk be added to Middleton Road, between Stow Road and 91 specifically.
Ward 4	We would love to see sidewalks as we ride bikes and walk to neighboring neighborhoods on Middleton and I can't tell you how many times we have almost been hit by cars or my kids too. We have younger kids and it would be nice if they could walk to Ellsworth hill school or be safe on Middleton.
Ward 4	I would really like to see a sidewalk along Middleton Rd. It would also be fantastic to get a protected connection to the bike and hike from downtown Hudson.
Ward 4	I would love to see sidewalks on Middleton between 91 and Stow.
Ward 4	Would like to see sidewalks on Middleton Rd
Ward 4	<p>Sidewalks on Middleton Rd and at least one place to cross Middleton safely somewhere between Winterberry Drive and Wake Robin Dr would make a significant difference to quality of life for residents of the neighborhoods north of Middleton Rd (Greencrest etc).</p> <p>There are a large number of families in those neighborhoods with school-age children, particularly younger ones. Crosswalks and sidewalks would facilitate walking and cycling to any of the schools in the city, as well as downtown or simply to friends in Hudson Park Estates or other neighborhoods. Although some groups do cycle to school occasionally, adult supervision is essential, and crossing Middleton might typically involve dismounting at the intersection with Lexington Dr, walking along the verge to stand opposite Valerie Lane and then running across Middleton with the bikes. The quantity and speed of traffic on Middleton (particularly at peak times) coupled with poor visibility due to the undulating road make this a dangerous undertaking even in the best of times and weather. Crossing from Ranett Ave or Wake Robin Dr is even more problematic.</p> <p>On the flipside, during the lockdown we have seen many friends from neighborhoods south of Middleton crossing to Greencrest and Winterberry to cycle or walk. They feel that our roads are safer because there is no through traffic (unlike, say, Hudson Park Dr or Herrick Park Dr) and the riding is easier with wide roads and fewer steep slopes. Addition of sidewalks and safer crossing spot(s) would help them too.</p>
Ward 4	It would be incredibly beneficial, for the merchants and residents, to extend sidewalks from downtown to the NE side of Hudson. My family would utilize these sidewalks to support local business and retailers at 1st and main more frequently.
Ward 4	<p>Please consider sidewalks on Middleton Road. Sidewalks on Middleton would help to connect multiple neighborhoods to downtown, bringing more residents to center of town to support merchants, which is critical. It would also connect these neighborhoods to the elementary and high school.</p> <p>As a resident living in this area, I see children riding their bikes along Middleton every day, and I truly fear for them in this day of texting and driving. The primary goals of the Connectivity Plan should begin and end with the safety of its children and residents. We all love trails but sidewalks are more important and should/must be our first priority.</p>
Ward 4	Please add a sidewalk to Middleton. It is very dangerous without one.
Ward 4	I think that's having consistent sidewalks on Middleton is very important, especially for children who are riding their bikes to school.
Ward 4	This street should definitely have sidewalks being so close to schools and with so many residential streets on a busy road.
Ward 4	Love bike share / bike repair station ideas!
Ward 4	Please consider sidewalks along Middleton Rd (all portions). This is a particularly dangerous road.
Ward 4	<p>I have been a resident of Hudson for over 30 years and have raised three children- two of which have moved back to Hudson with their young families and also live in Ward 4 and Ward 1. We are always visiting each other and would truly appreciate connecting of neighborhoods to downtown and each other with sidewalks. We frequently have to walk on Hines Hill, Herrick Park Drive, LaScola, Middleton and Glenn Echo and always worry about the danger of the traffic. We would walk/ ride bikes downtown often if there were sidewalks to keep is safe.</p> <p>Please consider the addition of sidewalks to many of our roads so all may be safe and travel our neighborhoods!</p>

Ward 4	Please add Middleton Rd between Darrow and Stow to the plan, it's currently quite dangerous for both drivers and pedestrians of all kinds even with the updated sight lines.
Ward 4	We moved to Hudson about 5 years ago, we fell in love with the charm and other aspects quickly. We love to travel downtown and support local business and enjoy the convenience. My family and I are fairly active and are adding to our family. I think the effects of not having connectivity to downtown except by car has been a real drawback for us and our neighbors. Adding a sidewalk down Middleton Dr. would certainly offer the connectivity to 91 for quite a few neighborhoods. I and many others would be able to connect with downtown instead of continuously walking our neighborhood out of concerns for safety walking or riding along Middleton. I certainly wouldn't take my kids down Valley View or Middleton because of the traffic and narrow roads with blind hills. I and my family would certainly be able to enjoy more of the downtown and other neighborhoods with this connectivity.
Ward 4	The Route 91 turn lane project which includes the wide sidewalk to connect the northern part of Hudson to the downtown area will be a great asset to the community. It would be prudent at this time to complete the sidewalk on Herrick Park Drive to connect fully to Route 91 to be able to utilize this new walkway as well as providing for safe access to Darrow Road Park.
Ward 4	I absolutely agree with some of the participants in the ward four connectivity Vimeo video that Middleton road has NOT been improved for walkers or bikers. It has been made more dangerous. For those of us north of Middleton, we are locked in here in regard to safe places to walk. Building a sidewalk along the whole of a Middleton would greatly increase foot and bike traffic to other parts of the city. THIS is my top priority.
Ward 4	Please add sidewalks to Middleton Road!
Ward 4	We would really like sidewalks on Middleton so our boys can bike and get to school safely!
Ward 4	It would make sense to put sidewalks in to connect the rest (western side) of Herrick Park Drive to Route 91 (and subsequently downtown Hudson). This would be a big improvement in public safety and improve the lifestyle and well being of the many residents living on Herrick Park and the surrounding connecting neighborhoods.
Ward 4	Living off Middleton I'd love to see sidewalks put in along Middleton. I have a daughter attending Ellsworth in Fall and it would be great to be able to walk safely to and from school. I'm also a runner and shoulder to run is extremely small. We'd also love to be better connected to downtown. Middleton is an extremely busy road and with the hills visibility can also be poor. Sidewalks along this road would provide increased safety while providing connectivity to our community.
Ward 4	Would love to be able to ride to the downtown area without risking our lives! It's very difficult to cross over 91 safely and will be even more so with a turning lane.
Ward 4	I am expressing interest for sidewalks along Middleton Rd as a resident of Leighton estates. The reason we moved to Hudson is because of the vibrant community and it would be wonderful to have a connected path leading into town for waking/biking.
Ward 4	Middleton Road has two levels of priority with a hole in the middle of the two priority levels. This is a 35mph road with neighborhoods on either side. Please revise this sidewalk plan to be a single priority level and extend from RT91 to Stow Road.
Ward 4	Please put a sidewalk on Middleton Rd. Please open up some of the "future site of" parks and allow primitive hiking on rustic trails.
Ward 4	I would like to have sidewalks to town. Some way we could walk or ride our bikes as a family to the shops and restaurants.
Ward 4	Sidewalks on Middleton are a community necessity. Ellsworth Hill is doubling in size. More children will be walking and riding bikes without a safe route to school. The flashing light/two way stop at Stow/Middleton also poses a safety threat. Along with safe crosswalks at that intersection, please consider a four way stop or traffic light.
Ward 4	I would really like sodewalks on Middleton Road so kids in Greencrest and others north of Middleton can safely access schools, etc. Drivers on Middleton drive fast, drag race, etc., and there is nothing but a ditch on the sides of the road. It is very dangerous for kids trying to bike, or for people trying to jog or walk.

Ward 4	I live off Middleton Rd and feel the lack of sidewalks is a serious safety issue. There is an elementary school at end of the street but no students can walk to school. There are already sidewalks started on the street. I ask you please connect them!
Ward 4	Please add a sidewalk on Middleton. Thank you.
Ward 4	Is there a plan to put sidewalks along Herrick Park Rd from LaScala to Darrow?
Ward 4	As a Leighton Estates resident I would love to have sidewalks installed on Middleton Road. This would allow my family to get to 91 from our subdivision.
Ward 4	I would love to see sidewalks down Middleton Road.
Ward 4	Providing bike lanes on major roads such as 91 and 303 would be very useful and would encourage people to use bicycles more. The lanes that are already in place on both roads are nice, but I wish the city street sweeper would clean them once a month or so. I've been on both when there has been a lot of stones and debris.
Ward 4	I live on Middleton, and since the school opened, traffic is too bad for my children to ride bikes or walk down the street. My house is at the bottom of the hill by the school, and I've almost been taken out several times by speeders. Please put a sidewalk on Middleton to ensure my children can play safely!!!
Ward 4	Ample sidewalks and a bike lane would be great on 91 and 303 - but frankly I moved to Hudson and live in the old "township" part of town because I do not care for a lot of concrete. Not totally understanding all the pots of money, I see MANY other needs in Hudson before we create extensive connectivity. eg lets pave some roads and fix some bad drainage issues.
Ward 4	As we spend more time outside, I think this would be an incredible feature to the community.
Ward 4	We would like to safely hike/bike/walk from Middleton or Hines Hill Road to downtown.
Ward 4	We would love to see more connectivity. Thank you
Ward 4	Bus stops on 91 and Middleton Rd should be formalized and have sidewalk connecting to North End and school.
Ward 4	A sidewalk on Middleton west of State Route 91 installed in connection with the scheduled repaving. Safety crossing at Hines Hill Road and St Rt 91.
Ward 4	I would like a sidewalk on Middleton Rd. west of Darrow Rd.
Ward 4	Currently there is no safe way to walk or bike to downtown Hudson from Connecticut Colony. Need sidewalk/bike trail on: Middleton, Valley View, Hines Hill, & Prospect. Prospect road is particularly dangerous due to poor visibility on winding road.
Ward 4	It's been a month since last effort by city to publicize the need for resident input on Connectivity Plan up-to-date. It's getting close to the deadline for decision on if and when to begin project plans. How about more publicity to direct the public to the survey? People will not go to the website unless they have a reason to. Give them a reason!
Ward 4	I would love to see sidewalk(s) along Middleton Road, especially since the newly paved road seems to attract more speeding vehicles. A sidewalk would seem to provide walkers/bikers/runners more safety and designated space. Also, Hudson officials should encourage Metro RTA to allow the abandoned Akron Secondary Line to be converted to a multi-purpose trail. Thank you!
Ward 4	I would like to have a bike lane and sidewalks on Middleton Road from Stow Road to Valley View Road. There is not a safe way to get to Middleton Park unless you drive.
Ward 4	While sidewalks are important for areas that are within reasonable walking distance to the downtown area, multi-purpose trails are aspects of connectivity that would be more widely used by Hudson residents. The Veterans Trail multi-purpose trail should be supported as it would not only provide services for Hudson residents but would connect communities as well.
Ward 4	The more bike lanes, the better. Good work so far!

Ward 4	<p>Walking or biking on Valley View Rd is dangerous. There is no sidewalk and very little edge before dropping off into a drainage ditch filled with water that doesn't flow.</p> <p>In the future this needs to be taken care of and put underground. At that time a walkway could go over it. In the meantime, however, it would be safer if the speed limit was reduced to 35 and enforced. The sight line between Hines Hill and Middleton on Valley View isn't very good, and the intersection at Middleton is a difficult one.</p> <p>The speed limit on Valley View throughout Macedonia is 35 as it is on Hines Hill.</p> <p>Valley View is a similar residential area and should be a safe place to walk.</p>
Ward 4	Primarily for safety reasons, a bike path as part of the connectivity plan to access down town and main street would be great.
Ward 4	<p>We really need to see the speed limit on Valley View reduced, from 45 mph to 35 mph, especially with respect to the connectivity plans.</p> <p>We heartily support and would welcome sidewalks or dedicated walking/bike lanes on Valley View, Middleton and Hines Hill Roads, in order to better connect our northwest corner of Hudson to the city's center. Thank you -</p>
Ward 4	we would love a safe way to get from our house to downtown, off the street with some separation of traffic and pedestrians/bicycles.
Ward 4	<p>SIDEWALK ON MIDDLETON</p> <p>We really need sidewalk or pedal-path along Middleton. The traffic is heavy and the shoulder is narrow. This would connect a major N-S artery (Darrow) with a major E-W artery (Middleton).</p>
Ward 4	Create safe bike space on route 91 from extreme north end of Hudson to center of town. Current project along 91 will do this for the most part but extend bike lanes north of Middleton (along 91).