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## MEMORANDUM

Date: February 26, 2021

To: Mayor Shubert and City Council

From: Nick Sugar, Senior Planner

cc: Nate Wonsick, Assistant City Engineer; Greg Hannan, Community Development Director

Subj: South Main Street Safety Improvement Project – Planning Commission Recommendation

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### Background

The City of Hudson has received ODOT funding to improve the portion of South Main Street between Stoney Hill Drive and Barlow Road. Improvements include but are not limited to:

- Widening the road to accommodate a center two-way left turn lane throughout the project limits.
- Resurfacing through the length of the project limits.
- 5' bike lanes will be constructed on the east and west side of the road.
- 5' sidewalks will be constructed on the east and west side of the road.

On December 15, 2020 City Council passed resolution 20-165 to send the proposed South Main Street Safety Improvement Project to the Planning Commission for report and recommendation as required per City Charter Section 9.02.

The Planning Commission reviewed the project at their January 25, 2021 meeting and made the following recommendations:

- **Recommendation:** *Study the feasibility of reducing the width and number of existing curb cuts south of Stoney Hill Drive to improve on potential conflict points for pedestrians and cyclists.*

PC discussed the current curb cuts along the corridor and stated this would be a good opportunity to reduce their total number and overall widths. Staff noted many of the properties along this section of South Main Street are served by multiple curb cuts, some as wide as seventy (70) feet.



- **Recommendation:** *Further study the feasibility of incorporating street trees along the west side of the road and streetscape landscaping throughout the entire project area to create a safer and more welcoming environment for pedestrians and cyclists.*

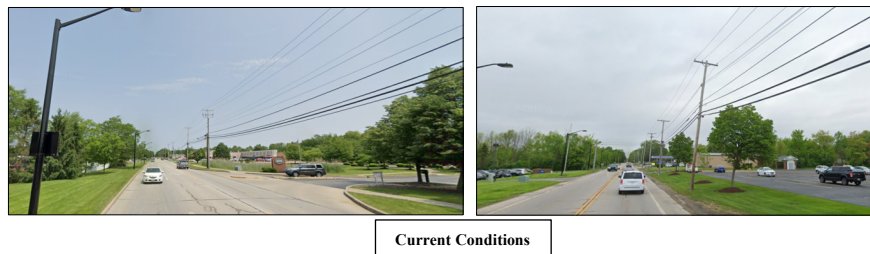
The current project area does not have street tree plantings and the current scope of work does not include street trees. Through the Planning Commission review, the City Arborist was consulted on the feasibility of adding street trees through the length of the project area and determined there is an opportunity for tree plantings on the west side of the road. The Arborist recommended planting Honey Locust trees due to their versatility.

The Planning Commission was supportive of planting street trees along the west side of the street and questioned if additional landscaping could be provided in areas where trees are not feasible.



- **Recommendation:** *Study the feasibility of moving overhead utilities underground.*

PC members noted this corridor is a gateway to downtown Hudson and questioned if this would be an opportune time to relocate overhead utilities underground.



- **Recommendation:** *To the extent feasible, minimize negative impacts on the occupants and users of the SR 91 Corridor, including the use of night work, signage, or like practices.*

PC members and Assistant City Engineer Nate Wonsick discussed the measures the city will take during construction to accommodate business owners and residents.

The Planning Commission noted the length of the timeframe for the project and questioned if any considerations could be made to lessen impact associated with construction in addition to providing access and frequent construction updates.

**Attachments:**

- Response to Planning Commission recommendations from Nate Wonsick, P.E., Assistant City Engineer
- Signed PC Recommendation
- Project Conceptual Plan



ENGINEERING • 1140 Terex Road • Hudson, Ohio 44236 • (330) 342-1770

**Date:** February 26, 2021

**To:** Nick Sugar, Senior Planner, Community Development

**From:** Nate Wonsick, P.E., Assistant City Engineer

**Re:** **State Route 91 South Safety Improvement Project (PID 106445)- Viewpoint #20-844 Engineering Response and Recommendations from Planning Commission**

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The City of Hudson Engineering Department has is managing the design and construction of the State Route 91 South Safety Improvement Project (PID 106445) and has the following response and recommendations regarding the recent Planning Commission Recommendation for the project dated January 27, 2021.

**Summary of Planning Commission comments with Engineering Response and Recommendations (PC comments are in *italics*)**

*1. Study the feasibility of reducing the width and number of existing curb cuts south of Stoney Hill Drive to improve on potential conflict points for pedestrians and cyclists.*

Response: The project designer, GPD, is currently incorporating width reductions within the plans, but not eliminating drives. While closing drives does eliminate a conflict point, the removal of the drive is a real estate acquisition function and compensation may be due to the property owner if they were forced to eliminate their driveway. City staff did identify one property with multiple access points through other properties that may be amenable to driveway elimination at 5847 Darrow Road. Staff has reached out to the property manager of 5847 Darrow Road, Paran Management, who indicated that they are not in favor of eliminating the driveway and right-of-way access to their property. Further, Paran Management noted that there is no cross-access easement to adjoining properties that would allow cross-property ingress and egress. Paran Management also noted that they are not in favor of eliminating a driveway over concerns of future access needs. Staff also reached out to the owner of Kohler Auto at 5758 Darrow Road, who was also not in favor of eliminating his driveway apron located in the intersection of Barlow Road and SR 91.

Also, as noted in the safety study update by GPD dated 5/10/19, the predominant crash problem is rear-end crashes. The 31 crashes within the revised project corridor limits include 28 rear-ends, 2 fixed object and 1 angle crash. The rear-end crashes appear to be the result of vehicles making left turns from the single thru-lane due to the absence of a left turn lane to get the turning vehicle out of the thru-traffic flow. The goal of the safety improvement was to mitigate the rear-end crashes by the construction of the center two-way-left-turn-lane. Below are the improvements copied from the safety study which received ODOT safety funds to implement:

1. Widen SR 91 to accommodate a center two-way left turn lane throughout the project area.
2. Resurface the SR 91 corridor throughout the length of the project limits.
3. Construct 5' bike lanes on the east and west side of SR 91.
4. Construct sidewalks on the east and west side of SR 91.

Note that driveway elimination was not one of the required project elements of the safety improvement project.

**Recommendation: Continue to finalize the design of the plans to reduce the width of some driveway aprons, but do not forcibly eliminate any driveways. Future driveway elimination may be considered in a separate project if a property owner is agreeable to the removal.**

*2. Further study the feasibility of incorporating street trees along the west side of the road and streetscape landscaping throughout the entire project area to create a safer and more welcoming environment for pedestrians and cyclists.*

Response: Street trees could be added to the current plan set with minimal effort, cost, and no delay to the project. However, design of “streetscape landscaping” throughout the project corridor would require an additional design fee from a landscape architect for the design, additional cost of the streetscape landscaping, potential property acquisition, and would likely delay the final design acceptance of the project. It should also be noted that the City Arborist reviewed the project corridor for the addition of street trees and only recommended they be added to the west side of the road due to conflicts with the overhead power lines on the east side of the road.

**Recommendation: Only add street trees along the west side of SR 91 to the current project and consider potential “streetscape landscaping” for a future project.**

*3. Study the feasibility of moving overhead utilities underground.*

Response: City staff did previously evaluate the feasibility of moving the overhead utilities underground. The following is a brief summary of that evaluation:

Pros:

- **Improved aesthetics** to the project corridor.

Cons:

- **Cost.** The estimated concept construction cost from Hudson Public Power of the total work to relocate all of the underground electric and utilities from overhead to underground would be in excess of \$2.3 million dollars. This not currently in the project budget and would be at 100% City cost.
  - a. This estimate is based on a detailed estimate created for a much shorter length of similar work along Owen Brown Street that was around \$500k.
  - b. This cost only includes moving City-owned utilities. Additional charges may be incurred from phone, cable, other private utilities that are forced to move their utilities underground.
  - c. Some of the reasons for this high cost are as follows:
    - i. When the electric lines are moved underground the conductor and conduit size must be greatly increased due to the lack of air movement surrounding the lines that cools them. Additionally, the insulation around the wires is much larger than the aerial wire due to closer proximity of the wires to each other in the conduit vs aerial. The actual wire size (metal) is larger due to cooling properties.
    - ii. There are numerous lines including significant distribution lines on the existing poles.
    - iii. The majority of the services to every business in this area would also be required to be relocated to underground service.
    - iv. Hudson Public Power could not design this relocation work with staff, so a design consultant would be required at approximately 15% of the construction cost (\$300,000 +/-, is included in the \$2.3 million total cost noted above.)
- **Project Delay.** The project is now at Stage 2 design. While GPD is capable of providing the design services for an additional fee, the project would be delayed and could not meet the ODOT required bid date deadline of 3/15/2022. This could result in loss of the ODOT funding.

- **Permanent Easements** may be required for the relocation of the overhead utilities to underground since there is limited room left in the right of way for these utilities. This would add additional property acquisition time and cost to the project.

**Recommendation: Continue with the final design and construction of the ODOT funded Safety Improvement Project without moving overhead utilities underground.**

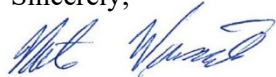
*4. To the extent feasible, minimize negative impacts on the occupants and users of the SR 91 Corridor, including the use of night work, signage, or like practices.*

Response: The current project plans are being designed to minimize negative impacts to the occupants and users of the corridor including the following:

- Plan notes requiring the contractor to provide advanced notice and limit disruptions to driveways.
- Plan notes requiring the contractor to provide ample notice of construction and signage regarding maintenance of traffic.
- Plan notes requiring the contractor to work off-peak or nighttime hours during the more disruptive phases of construction.

**Recommendation: Continue to design the project to minimize negative impacts to the occupants and users of the corridor and remain compliant with ODOT design requirements.**

Sincerely,



Nate Wonsick, P.E.  
Assistant City Engineer

C: Bradley Kosco, P.E., P.S., City Engineer



COMMUNITY DEVELOPMENT • 1140 Terex Road • Hudson, Ohio 44236 • (330) 342-1790

## PLANNING COMMISSION

CASE NO. 20-844

### SOUTH MAIN STREET SAFETY IMPROVEMENT PROJECT

#### RECOMMENDATION

Based on the evidence and representations to the Commission by Nate Wonsick, P.E., City of Hudson, 1140 Terex Road, Hudson, Ohio 44236 as applicant, and City staff, at a public hearing of the Planning Commission held on November 25, 2021, the Planning Commission finds the project to be in substantial compliance with the appropriate review standards and recommends approval of the project with the following recommendations to City Council:

1. Study the feasibility of reducing the width and number of existing curb cuts south of Stoney Hill Drive to improve on potential conflict points for pedestrians and cyclists.
2. Further study the feasibility of incorporating street trees along the west side of the road and streetscape landscaping throughout the entire project area to create a safer and more welcoming environment for pedestrians and cyclists.
3. Study the feasibility of moving overhead utilities underground.
4. To the extent feasible, minimize negative impacts on the occupants and users of the SR 91 Corridor, including the use of night work, signage, or like practices.

Dated: January 27, 2021

CITY OF HUDSON  
PLANNING COMMISSION

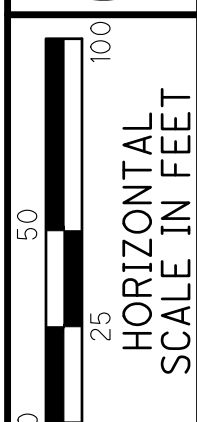
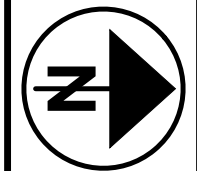
*Ron Stolle*

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Ron Stolle, Chair



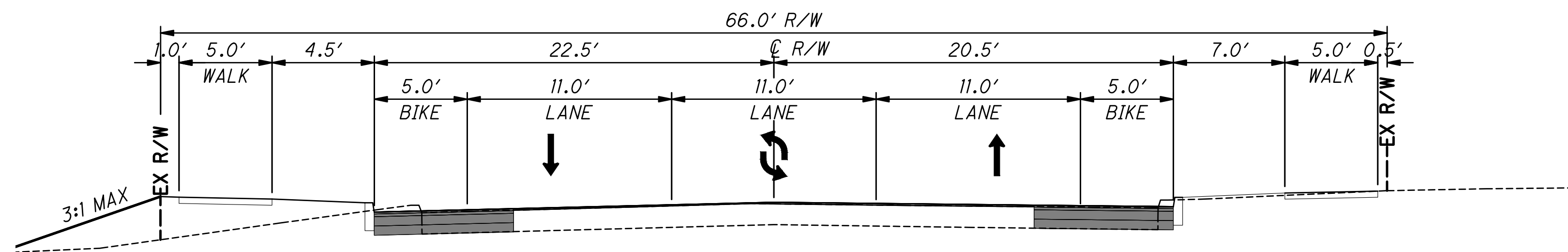
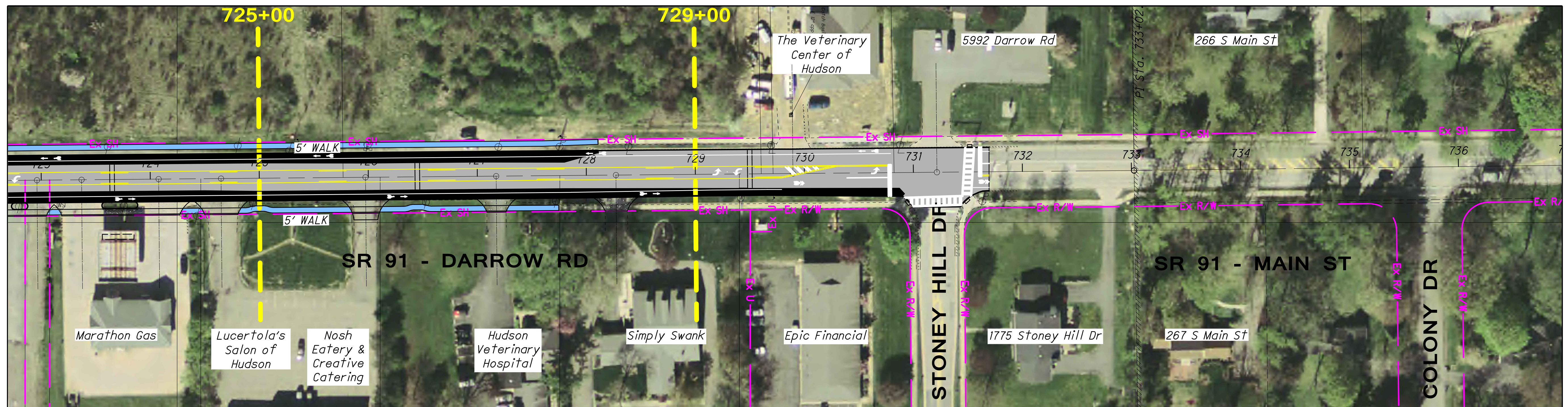
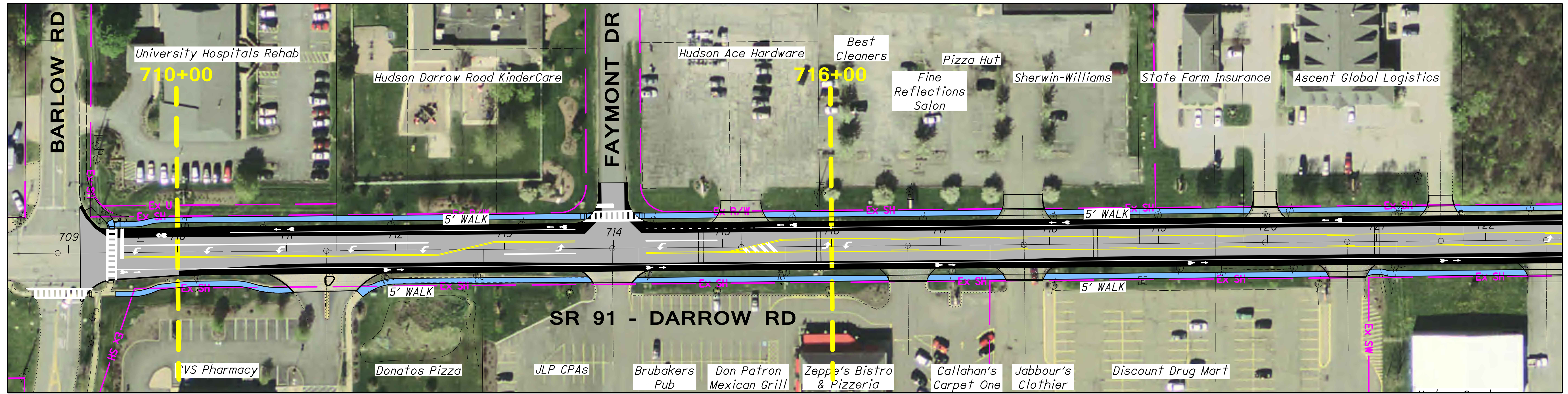
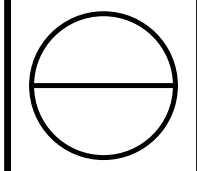
# South Main Street Safety Improvement Project - Conceptual Plan



CALCULATED  
CHECKED

CONCEPTUAL PLAN VIEW  
(3) 11' LANES WITH 5' BICYCLE LANES

SUM-91 MAIN ST



**DESCRIPTION**  
WIDEN AND RESURFACING 3 - 11 FT. LANES WITH 5 FT. BICYCLE LANES, AND 5 FT. WALK ON THE EAST AND WEST SIDE OF SR 91.  
**CONSTRUCTION COST - \$2,500,000**

**LEGEND**

- RESURFACING
- WIDENING WITH NEW CURB
- NEW WALK/PATH

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