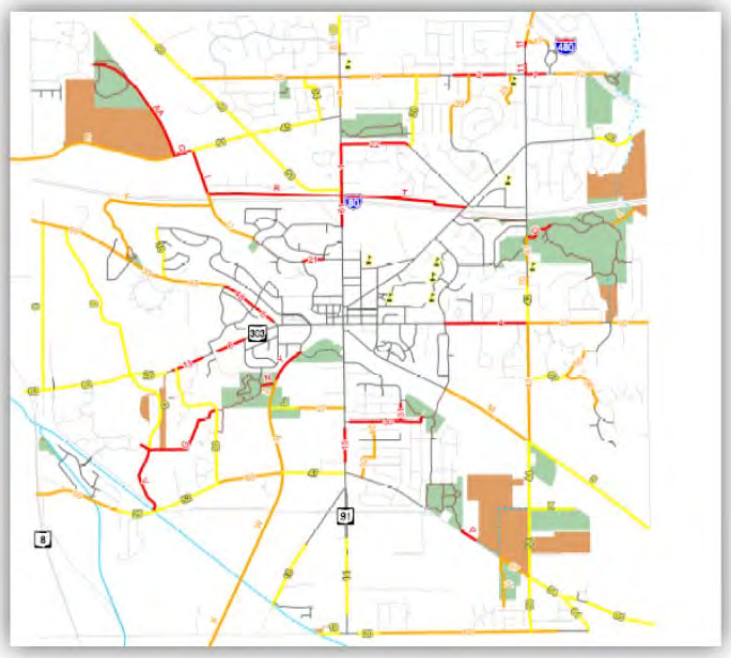
Hudson City Council

2013 Ad Hoc Connectivity Committee

Summary Report



Submitted for the Ad Hoc Committee by:

S. Schroyer, Asst. City Manager

November 12, 2013

Table of Contents

Appendices

Charge and Purpose

The Connectivity Ad Hoc Committee created and appointed by Hudson City Council shall, working with staff, review and evaluate the preliminary plan and data prepared by staff on the Connectivity Plan Project and shall, using that body of work, forward to Council its suggestions and recommendations for a plan to provide safe and practicable community-wide non-vehicular connectivity. The Committee's recommendations shall include suggestions for prioritized implementation of the plan. The Committee may also recommend to Council opportunities for pursuit of outside funding and may suggest added issues the Committee believes warrant consideration by Council. The recommendations of the Committee shall be presented to Council by November 6, 2013.

Ad Hoc Committee Members

The following ad hoc committee members were appointed by City Council on September 18, 2013.

Michael Coburn, Citizen Member

Stacey Hackenberg, Citizen Member

Greg Naples, Citizen Member

Barb Zubenko, Citizen Member

Hal DeSaussure, City Council Member, At-Large

Alex Kelemen, City Council Member, Ward 3

Keith Smith, City Council Member, Ward 4

Anthony Bales, City Manager

Scott Schroyer, Assistant City Manager

Eric Hutchinson, Parks Superintendent

Mark Richardson, Community Development Director

Thomas Sheridan, City Engineer

Additional Team Members

The following City Employees contributed to the success of this project.

Beau Chumley, GIS/IS Specialist

Paul Leedham, GIS Manager/DB Administrator

Greg Hannan, City Planner

Background

July 9, 2013 City Council Workshop: City staff presented the following topic:

> File #: 13-0109 -A DISCUSSION CONCERNING THE ADOPTION OF A SIDEWALK AND PROPOSED TRAILS PLAN AND LEGISLATION TO IMPLEMENT THE PLAN.
>
> At the conclusion of the discussion, staff was given direction to consolidate existing sidewalk, park paths, and other connectivity plans into a comprehensive connectivity plan, including various cost components in time for 2014 budget discussions.
>
> During July, August, and September, ad hoc connectivity City staff members met numerous times to review existing connectivity plans, design and implement an objective scoring method to determine priority connections, and to prepare for discussions with the entire ad hoc committee. A summary report of the activities that occurred during this time period is attached in Appendix A to this document. The report is titled: **2013 City of Hudson Connectivity Plan Project – 9/27/13 Project Update.**

September 4, 2013 City Council Meeting: City Council voted to establish an Ad Hoc Connectivity Committee.

September 18, 2013 City Council Meeting: City Council appointed members to the Ad Hoc Connectivity Committee.

Ad Hoc Committee Meeting Dates

The ad hoc committee met on the following dates.

- September 30, 2013 7:30 PM - 9:00 PM @ Barlow Community Center
- October 7, 2013 7:00 PM - 9:00 PM @ Ellsworth Meadows Golf Club
- October 21, 2013 7:00 PM - 9:00 PM @ Ellsworth Meadows Golf Club
- October 28, 2013 7:00 PM - 9:00 PM @ Barlow Community Center
- Copies of the official Meeting Minutes are attached in appendix B, and are also available on the City's website (http://www.hudson.oh.us/index.aspx?nid=621).

Connectivity Plan Map and Supporting Data

Throughout the course of the ad hoc committee meetings, committee members reviewed and discussed a range of topics centering on connectivity issues affecting Hudson. Committee members also discussed at length how existing walkways and pathways could/should connect with proposed walkways and pathways, the composition of walkways, the placement of walkways, the priority of walkways, and the priority and possible funding scenarios of the connectivity plan.

At the final ad hoc committee meeting (Oct. 28, 2013), the ad hoc committee members agreed upon their final recommendations for a connectivity plan and then asked City staff to prepare a summary report of findings and recommendations to present to City Council members at the 11/12/13 Council Workshop.

Connectivity Plan Map – Priority Rankings Key

The attached map found in Appendix C, titled **Connectivity Plan Priority Rankings Draft** (revision date 11/01/13) represents the final draft map from the ad hoc committee. The map contains the following elements, as found in Figure 1.

As seen on the **Connectivity Plan Priority Rankings Draft** map, each segment is identified by both a color-coded line and segment identification (ID). The priority codes include High, Medium, and Low.

The segment ID is represented by either a numeric or alphabetic character. The numeric segments were identified initially as non-Hudson Parks segments. The alphabetic segments were identified initially as Hudson Parks segments. An example of the walkway segment identification coding is found below in Figure 2.

It was acknowledged early in the development and analysis process that walkways could be comprised of various materials (earth, limestone, asphalt, concrete, etc.), in various widths, and be installed and funded by a combination of sources. However, since the segments were separated initially, it was determined that the segments would remain with different identification values, thus providing staff with easy identification methods when discussing/evaluating scenarios.

Additionally, the weighted values for the walkways and pathways are different (as explained in the attached report in Appendix A, titled: **2013 City of Hudson Connectivity Plan Project – 9/27/13 Project Update)**; therefore, it is not valid to combine both data sets into one priority-based data set. However, it is valid to manage both priority-based data sets together into a common priority-based connectivity plan.

Figure 1

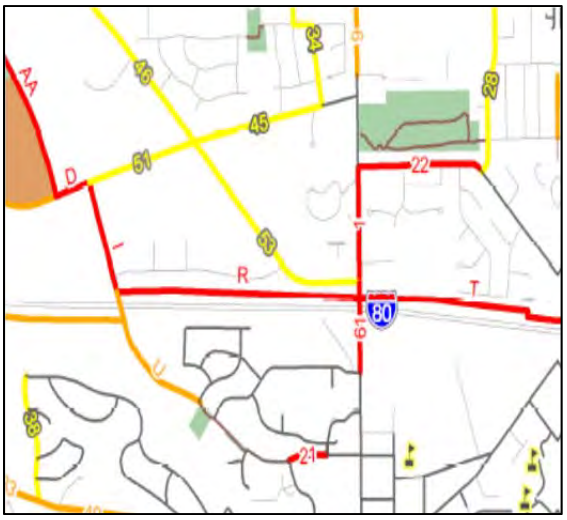


Figure 2

Connectivity Plan Map and Associated Data Tables

When evaluating the **Connectivity Plan Priority Rankings Draft** map, it is important to recognize that the map represents the output of the data in the underlying data tables. Two sets of data tables are attached in Appendix D. One data table is associated to walkway segments that were not previously identified as park trails; the other data table is associated to walkway segments that were identified as proposed park trails.

The data table that is related to the proposed **walkway** segments is easily identified by the leading left column titled, Walkway ID (blue in color). An example of this table is shown below in Figure 3.

Walkway ID	Walkway Description	Total Score	Ranked Priority Based on Highest Total Score + Lowest Cost/ HH Value + High Value	Cost/Household Value	High/Med/Low Priority
61	Darrow Road from Brandywine Drive to Valley View Road	220	1	$180	High
1	Darrow Road from Valley View Road to Herrick Park Drive.	195	2	$266	High

Figure 3

The data table that is related to the proposed **park pathway** segments is easily identified by the leading left column titled, Trail ID (green in color). An example of this table is shown below in Figure 4.

Trail ID	Description	Total Score	Ranked Priority Based on Highest Total Score + Lowest Cost/ HH Value + High Value	Cost/Household Value	High/Med/Low Priority
T	Turnpike Trail 2	125	1	$451	High
N	Cascade Trail Tie In	100	2	$68	High

Figure 4

When reviewing these data tables, it is important to remember that the segments were managed on different data tables to provide focus for the ad hoc committee members and City staff in identifying and tracking the segments. As stated previously, it is valid to manage both priority-based data sets together into a common priority-based connectivity plan.

Both data tables are sorted to provide a ranked priority. The sorting method used for the data tables is shown below in the following section.

Data Table – Priority Rankings Method

The associated data tables supporting the connectivity plan map are custom sorted and then ranked via the following method:

- **Sort:** Total Score value (highest to lowest) + Lowest Cost per Household value (lowest to highest) + Priority (High to Low).
- **Ranked Priority:** Once the sort above is applied and the associated data is sorted, then a priority value of 1, 2, 3… is assigned to each segment.

Connectivity Plan Map – High Priority Rankings

The Connectivity Plan Priority Rankings Draft map found in Appendix C provides a view of all High, Medium, and Low priority segments. However, to gain the perspective of viewing only the High priority segments, a different map view is required. As such, the attached map found in Appendix E, titled **Connectivity Plan High Priority Rankings Draft** (revision date 11/01/13) represents only the High priority segments (for both the walkway and the pathway data sets). The map contains the following elements, as found in Figure 5.

It is important to focus on the High priority segments since these segments represent a realistic set of funding and construction priorities. These High priority segments are the focus of the following funding and construction scenarios.

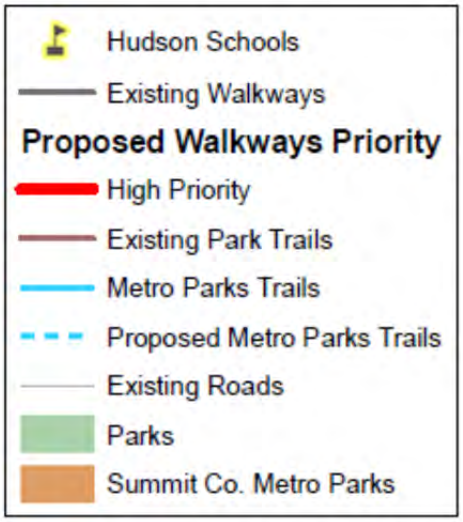


Figure 5

Connectivity Plan Funding and Construction Scenarios

Once the final segment priorities were established by the ad hoc committee members, staff was directed to produce draft funding and construction scenarios. It is important to note that the ad hoc committee did not recommend an annual funding amount. The purpose of the funding and construction scenarios is to provide City Council members, ad hoc committee members, Park Board members, and other City staff with an idea of what could be accomplished, construction-wise & funding-wise, over a period of time.

The immediate challenge of constructing the funding and construction scenarios is to understand the variables and fixed constraints placed upon each segment. To understand these complexities one must understand/interpret constraints such as the following:

- If we are awarded outside funding, when will we receive it, and in what year can it be spent for construction? What if we don't receive the funding from an outside source, can it still be funded and built in a specific year?
- Which segments might be built first due to funding? Shouldn't we build segments related to these during a certain time frame? Let's not build a segment if we are going to receive funding for it.
- If certain segments are built out of sequence from our priority list, then we will need to adjust the list and funding scenarios accordingly.

Therefore, based on the variables and constraints listed above, plus other contributing financial constraints, City staff did not build multiple funding and construction scenarios for walkways and pathways. Instead, City staff built one draft funding and construction scenario for walkways based on a 10-year construction schedule with a funding amount of $235,000.

Although additional funding and construction scenarios can/will be built, City staff thought it was prudent to build one scenario and gain City Council's input and direction prior to constructing the additional scenarios for walkways and pathways.

Connectivity Plan Funding and Construction Scenarios - Walkways

As mentioned previously, City staff did not build multiple funding and construction scenarios. Instead, City staff built one funding and construction scenario for **walkways** based on a 10-year construction schedule with a funding amount of $235,000 annually after the first year. The first year funding is scheduled at $120,000.

The funding and construction scenario for **walkways** is found in Appendix F, titled **$235k Annual Amount after Year 1**. This funding and construction scenario takes into account many variables including fixed construction years if funding is awarded.

The **$235k Annual Amount after Year 1** funding and construction scenario is built on the following basis:

- 1st year (2014) is a design only year – funded at $120,000.
- Years 2-10 are funded annually at $235,000.
- Segments won't be funded/built ahead of schedule if they qualify for outside funding.
- Segments will be built in their funding restricted year (example: AMATS).
- Segments with a higher priority should be built ahead of lower priority ranked segments.
- Segments should be built in relation to other segments, thus not building walkways to nowhere.
- Walkway segments and pathway (Parks) segments need to be built in a coordinated fashion in areas that achieve connectivity.

Staff believes the first year (2014) engineering "design-only" approach will provide for a better overall program approach since the segments found on the map only represent connected lines, not specific/engineered walkways. To firm up the actual costs and the specific designs, the Engineering Department staff will need to analyze segments in more detail.

In addition to the engineering survey and design work that is required, the actual walkway route, width, and surface composition need to be determined. All of these factors led City staff to recommend a "walk before we run" approach to this project. Doing so we believe we will be more successful in attaining our long-term connectivity goals.

Connectivity Plan Funding and Construction Scenarios - Pathways

As mentioned previously, City staff did not build multiple funding and construction scenarios. Instead, City staff built one funding and construction scenario for **walkways** based on a 10-year construction schedule. Although funding and construction scenarios can/will be built, City staff thought it was prudent to build one scenario and gain City Council's input and direction prior to constructing additional scenarios.

In terms of developing funding and construction scenarios for Park pathways, due to time constraints to present information to City Council, along with the current state of funding awards for the Parks, the current Parks Master Plan, and current Parks projects, City staff did not believe it was prudent to construct a funding and construction scenario absent further coordinated input from the Parks Superintendent. As such, staff developed a primary draft funding and construction scenario that only depicts a format similar to the example shown for the walkways. This example-only scenario is found in Appendix G, and is titled, **Parks Annual Sample Program Years 1 and 2**.

Recommendations

The ad hoc committee members recognize that additional work on this project will be required following City Council's review and comments on the content of this report. Additionally, City staff recognizes the need to develop multi-year funding and construction scenarios that provide for a combined plan to construct pathways and walkways in a coordinated method to serve the entire Hudson community.

As such, City staff recommends City Council members define some scenario plan parameters, such as a range of funding levels and a range of construction years. Doing so will assist staff in producing the funding and construction scenarios that Council desires to review.

Further, City staff recommends that additional Connectivity Plan focus meetings occur during the first half of 2014 between key City staff members and key Hudson Parks members to create a 10-year plan that incorporates High Priority connectivity plan projects. The draft 10-year plan can then be presented to City Council for their review and comments several months ahead of the traditional year-end budget review sessions.

Conclusion

Due to the dynamics of the entire connectivity plan, the ad hoc committee members recognize that the connectivity plan will change over time due to the funding and construction of walkways and pathways. As such, the ad hoc connectivity committee members believe it is important to view the plan in realistic increments, such as in a 3-5 year period. At the conclusion of the period, City staff needs to recalibrate/update the connectivity plan to take into account a host of real time factors.

Finally, the ad hoc committee members thank City Council members for the opportunity to work on such an important community project.

9/27/13 Project Update

Background

Date: 7/9/13 Council Workshop **File #:** 13-0109

Title: A DISCUSSION CONCERNING THE ADOPTION OF A SIDEWALK AND PROPOSED TRAILS PLAN AND LEGISLATION TO IMPLEMENT THE PLAN.

Meeting Notes following discussion: Staff's goal is to consolidate existing plans and provide a focused overall connectivity plan, including various cost components in time for 2014 budget discussions.

Follow up Actions

Week of 7/15/13: To meet the goal identified above, S. Schroyer, Asst. City Manager created a Connectivity Plan project team comprised of the following members: Tony Bales, City Manager, Scott Schroyer, Asst. City Manager, Thom Sheridan, City Engineer, Paul Leedham, GIS/DBA, Beau Chumley, GIS technician, Eric Hutchinson, Parks Superintendent, Mark Richardson, Community Development Director.

Week of 7/22/13: The Connectivity Plan project team met to discuss further the approach to using GIS, Engineering, and Parks data to refine the existing GIS map to show weighted and/or priority values for sidewalks/paths, etc. The goal will be to produce a draft map/plan for Council to review at the end of August/early September. The priority plan will then assist Council in defining a coordinated construction sequence/budgeting plan for the next 5 years.

> Connectivity Map: Upon review/discussion of the existing connectivity map presented to Council at the 7/9/13 Workshop, the project team realized that the connectivity map was incomplete in terms of providing a global connectivity plan for the community. As such, the project team identified some additional walkways that were needed. The task of GIS was to amend the map for discussion at the next scheduled meeting, taking into account existing map plans already devised (safe routes, etc.).
>
> Weighted Values: An additional topic of discussion centered on creating an objective, weighted, measurement system to provide insight to a priority ranking value. This approach had been done successfully on other projects such as pavement management, utility management, etc. The project team discussed the idea and agreed that it had merit. The difficulty in such a plan would be in creating the appropriate weighted descriptions and associated values to produce logical and meaningful results.

Week of 8/5/13: The Connectivity Plan project team met to evaluate the updated connectivity map and to have further discussion on the weighted categories/values approach.

> Connectivity Map: In reviewing the updated connectivity map, the project team realized that additional areas of the city were missing connections. As such, the project team scrutinized further the logic/approach to providing connectivity throughout the entire city. In summary, pathways needed to connect to existing paths, sidewalks, or park paths in some way to provide total connectivity. With this perspective, additional map edits were needed. GIS was tasked with updating the connectivity map further based on current discussions.
>
> Weighted Values: Additional discussion centered on developing/refining weighted categories/values. Major discussion ensued concerning how to add/associate population and/or household values to each pathway. This discussion lead to examples of how water distribution models characterize flow values and customer values tied to/upstream of pipe sections. The

project team discussed how GIS may be able to associated households served to pathway segments. GIS said this would/could be challenging, they can experiment with the approach. The project team was then tasked with creating/refining the weighted category values in preparation for review/discussion at the next meeting.

8/9/13: The draft weighted categories/values were created for the project team to review/comment.

The draft weighted categories/values are shown in Table 1 below.

Item	Description	WT. Value
1	Is within 1 mi. of downtown?	Yes = 20, No = 0
2	Is within 1 mi. of school?	Yes = 10, No = 0
3	Safe Routes to Hudson Identified Solution?	Yes = 5, No = 0
4	Connects to existing walkway(s)?	Yes = 20, No = 0
5	Connect Hudson Plan – Spoke Connection?	Yes = 10, No = 0
6	Connects to a Park?	Yes = 10, No = 0
7	Connects to an existing Park Trail(s)?	Yes = 10, No = 0
8	Connects to a Regional Trail?	Yes = 5, No = 0
9	Directly Connects Neighborhoods?	Yes = 5, No = 0
Total WT. Points		95

Table 1

Applying the weighted values of each category shown above in Table 1 to each pathway segment in the underlying connectivity GIS map data table will yield a **Total WT. Score** for each segment, as shown below in Table 2.

In addition to the **Total WT. Score** field, additional fields of information are established to assist in determining a **Total Score** for each pathway. The additional fields include: **Cost/Household Value**, **Households Served**, and **Household Points**. These categories columns can be seen below in Table 2.

Total Score	Cost/Household Value	Households Served	Household Points	Total WT. Score
220	$180	1057	160	60

Table 2

The underlying calculations and explanations of these field columns are shown below.

Calculations

Households Served Calculation

Households served is calculated from the data that GIS calculates from parcel maps and building/structure layers. The value is derived by applying a value to each segment from households served "upstream" of the segment. As such, a segment downstream of households will receive cumulative values as compared to segments upstream. The household areas are shown on the connectivity map along with the number of households within the area.

Household Points Calculation

To normalize the wide range of household data being assigned to pathways, the household data was classified into ranges and then assigned a point value. The household data table and the points assigned to each classification are shown below in Table 3.

House hold Points Calculation	
House hold Range	Points Assigned
0-200	10
201-400	20
401-600	40
601-800	80
801-100+	160

Table 3

Cost/Households Value Calculation

To calculate the **Cost/Household Value** of a segment, the following formula is used:

(Estimated Const. Cost / Households Served) = **Cost/Household Value $**

Total Score Calculation

To calculate the **Total Score** of a segment, the following formula is used:

Household Points + Total WT. Score = **Total Score**

Ranked Priority Value Calculation

To calculate a **Ranked Priority** for each segment, a descending value sort order is performed on the **Total Score** field. The resulting set is then numbered from 1, 2, 3,…

Priority Output Values Table

Once all of the calculations are performed and the walkways are sorted, the output will be derived as shown in Table 4 below. The following table is a cut sheet example of the output that will be derived. A larger sample set of draft data in attached.

Total Score	Ranked Priority Based on Total Score	Walkway ID	Walkway Description	Length	UNIT COST Per L.F.	ESTIMATED CONST. COST	Total Score	Cost/Household Value	Households Served	Household Points	Total WT. Score
220	1	61	Darrow Road from Brandywine Drive to Valley View Road	1,589.11	$120.00	$190,693	220	$180	1057	160	60
195	2	1	Darrow Road from Valley View Road to Herrick Park Drive.	2,011.02	$120.00	$241,323	195	$266	906	160	35
130	3	2	Middleton Road from Winterberry Drive, east to existing sidewalk.	2,272.53	$120.00	$272,703	130	$448	609	80	50

Table 4

NOTE: In terms of the Ranked Priority, it is important to recognize that the combination of high value Household Points + high value Total WT. Score is the combination we are seeking as a high priority.

Follow up Actions (continued)

Week of 8/12/13: The Connectivity Plan project team continued to refine the connectivity map and the weight description fields and wts.

Week of 8/19/13: The Connectivity Plan project team members GIS and Admin. met to further refine the household data blocks and determine how best to apply the information to pathway segments. Prior to the next scheduled meeting on 8/28/13, GIS is tasked with performing analysis on all of the segments to determine their relationship to the weighted categories.

Week of 8/26/13: The Connectivity Plan project team met to review the first test output of the GIS analysis on the pathways. The team performed a logic test against the output values and determined that minor changes needed to be made to the weighted values. Once the weighted values were edited, additional scenarios were run to test the output.

Overall, it appears that weighted values and calculations work well for the proposed walkways; however, some additional modifications may be needed to accurately determine a priority for the proposed Parks trails. The Connectivity Plan project team will continue to work on the proposed Parks trails data to come up with a logical priority model.

Week of 9/9/13: The Connectivity Plan project team met to focus on the weighted values for the parks paths, thus trying to determine if the parks paths should be weighted differently than the walkways. Conclusion: The team decided that there were enough differences between park paths and walkways that a slightly different scale should be developed. Task: Eric H. to provide a draft of the new weights to S. Schroyer. S. Schroyer to incorporate the weights and then apply them to the model to perform a logic test against the output values. The adjusted weight values for the park paths are shown in Table 5 below.

Item	Description	WT. Value Path Ways	WT. Value Park Paths
1	Is within 1 mi. of downtown?	Yes = 20, No = 0	Yes = 5, No = 0
2	Is within 1 mi. of school?	Yes = 10, No = 0	Yes = 5, No = 0
3	Safe Routes to Hudson Identified Solution?	Yes = 5, No = 0	Yes = 5, No = 0
4	Connects to existing walkway(s)?	Yes = 20, No = 0	Yes = 15, No = 0
5	Connect Hudson Plan – Spoke Connection?	Yes = 10, No = 0	Yes = 5, No = 0
6	Connects to a Park?	Yes = 10, No = 0	Yes = 20, No = 0
7	Connects to an existing Park Trail(s)?	Yes = 10, No = 0	Yes = 20, No = 0
8	Connects to a Regional Trail?	Yes = 5, No = 0	Yes = 15, No = 0
9	Directly Connects Neighborhoods?	Yes = 5, No = 0	Yes = 5, No = 0
Total WT. Points		95	95

Table 5

Week of 9/23/13: Connectivity Plan project team met to review and discuss data driven output/rankings for the parks trails. Further, the team also discussed the best way to display the top 10 pathways and park paths on an overview map. The team decided to separate the pathways and park paths in terms of their identification. Thus the team decided to make the pathways a numerical field, and the park trails an alpha-text field.

With the preliminary work completed, the team feels they are ready to present the base data and maps to the Connectivity Plan ad-hoc Committee members on Monday, September 30th (first scheduled meeting).

Next Steps

With the connectivity map updated and the weighted values model set up, the Connectivity Plan project team is ready to meet with the Connectivity Plan ad-hoc Committee members on Monday, September 30th (first scheduled meeting) to share the current information and gather their input.

The goal of the Connectivity Plan ad-hoc Committee is to have the final project packet (map with a priority list of walkways and associate costs) to City Council members no later than **November 6, 2013.**

Appendix B

City of Hudson, Ohio

Final Meeting Minutes

Hudson City Council – Ad Hoc Connectivity Committee

Monday, September 30, 2013	7:30 PM	Barlow Community Center

1. **Call to Order** – Alex D. Kelemen, City Council Member, Ward 3

   a. Alex D. Kelemen, City Council Member, Ward 3 called the Hudson City Council- ad hoc connectivity committee to order at 7:30 pm.

   b. Present: Mr. Kelemen, Ward 3 City Council member; Mr. Smith, Ward 4 City Council member; Mr. Coburn, Citizen member; Ms. Hackenberg, Citizen member; Mr. Naples, Citizen member; Ms. Zubenko, Citizen Member; Mr. Schroyer, Asst. City Manager (minute taker); Mr. Hutchinson, Parks Superintendent; Mr. Richardson, Community Development Director; Mr. Sheridan, City Engineer; Mr. Chumley, GIS/IS Specialist.

   c. Absent: Mr. DeSaussure, At-Large City Council member; Mr. Bales, City Manager.

2. **Introductions**

   a. The ad hoc connectivity committee members introduced themselves to the other members.

3. **Committee Scope**

   a. Mr. Schroyer reviewed with the ad hoc connectivity committee members the scope, focus, and goals of the ad hoc connectivity committee.

4. **Orientation**

   a. Mr. Schroyer reminded the ad hoc connectivity committee members that the public meetings that are being held by the ad hoc connectivity committee are governed by the Ohio Sunshine Laws.

   b. Mr. Schroyer provided the ad hoc connectivity committee members with an overview of the location and availability of resource/reference materials available on the City's website in the Document Center. In summary, the materials are available in the Connectivity Committee (Ad Hoc) folder at the following location: www.hudson.oh.us/DocumentCenter

5. **General Discussion**

   a. Mr. Schroyer provided the ad hoc connectivity committee members with a thorough review of the process and the assumptions used by staff to generate the maps and data tables that were presented to the ad hoc connectivity committee members. Throughout the review Mr. Schroyer and the other city staff members responded to the questions and comments made by the ad hoc connectivity committee members. In general, the ad hoc connectivity committee members were satisfied with the process that was used to create the draft connectivity maps and associated data tables. The ad hoc connectivity committee members asked for staff to provide some examples (photos) of park paths, park trails, etc. so that the committee members all had an equal understanding of these items. Staff agreed to provide the photos at the next scheduled meeting.

b. Next, the ad hoc connectivity committee members agreed to start evaluating and holding discussion on the draft connectivity plan data within a specific area of the City. The ad hoc connectivity committee members chose to focus on the southeast quadrant of the city. During the review and discussion the ad hoc connectivity committee members discussed the relevance and priority of certain pathways and walkways. The ad hoc connectivity committee members completed their review of the southeast quadrant and due to the length (90 minutes) of the meeting, proposed the committee members review the other quadrants (starting with the northeast quadrant) at the next meeting.

6. Other Business

a. **Schedules for upcoming meetings:** The ad hoc connectivity committee members reviewed their schedules and their availability for future meetings to be held throughout October. The ad hoc connectivity committee members agreed that meetings should be scheduled for Monday, October 7th (7:00 pm), Monday, October 21st (7:00 pm), and on Monday, October 28th (7:00 pm), if needed. The locations of these meetings will be determined based on meeting room availability.

7. Other Items Added to the Agenda.

a. None.

8. Public Comment

a. None (no one from the general public attended this meeting).

9. Adjournment

a. There being no further discussion, Mr. Kelemen adjourned the ad hoc connectivity committee meeting at 9:10 pm.

10-8-13

S. Schroyer, Asst. City Manager Date
Ad-hoc Committee member

(Minutes approved by the ad hoc committee meeting at the 10/7/13 meeting.)

Appendix B

City of Hudson, Ohio

Meeting Minutes

Hudson City Council – Ad Hoc Connectivity Committee

Monday, October 7, 2013	7:00 PM	Ellsworth Meadows Golf Club

1. **Call to Order** – Alex D. Kelemen, City Council Member, Ward 3
   a. Alex D. Kelemen, City Council Member, Ward 3 called the Hudson City Council- ad hoc connectivity committee to order at 7:00 pm.
   b. Present: Mr. Kelemen, Ward 3 City Council member; Mr. Smith, Ward 4 City Council member; Mr. Coburn, Citizen member; Ms. Hackenberg, Citizen member; Ms. Zubenko, Citizen Member; Mr. Schroyer, Asst. City Manager (minute taker); Mr. Hutchinson, Parks Superintendent; Mr. Richardson, Community Development Director; Mr. Sheridan, City Engineer; Mr. Paul Leedham, GIS Manager/Database Admin.
   c. Absent: Mr. DeSaussure, At-Large City Council member; Mr. Bales, City Manager; Mr. Naples, Citizen member.
2. **Select Ad-Hoc Committee Chairperson**
   a. Nominations/Vote: This item was postponed for discussion/consideration until the next meeting scheduled on 10/21/13.
3. **Committee Member Comments**
   a. The ad hoc connectivity committee members collectively provided brief opening comments concerning the favorable progress the committee has made to date. Mr. Schroyer provided the following documents for review & comments: City population distribution, and Hudson walkway/trail types (attached).
   b. Mr. Kelemen reviewed the process the ad hoc committee is using to evaluate the individual connectivity segments. Mr. Schroyer also provided input on the topic, thus making sure all ad hoc committee members were comfortable with the process as they prepared to move forward with evaluating the remaining quadrants of the City.
   c. Mr. Kelemen suggested that the order of the Agenda be modified to allow the public attendees to speak sooner than later. The ad hoc connectivity committee members agreed, therefore, Agenda item 8. Public Comments followed Agenda item 3.
4. **Review and Approval of Minutes**
   a. Draft 9/30/13 Meeting Minutes reviewed and approved.
5. **General Discussion Items**
   a. Follow up topics from previous meeting.
      i. Brief discussion concerning segments P & H in the southeast quadrant.
   b. Connectivity Plan map draft & supporting data – priority rankings.
      i. Reviewed the remaining quadrants (NE, NW, and SW) and made amendments to certain pathways as agreed upon by the committee members present. Based on the amendments made at this meeting, staff will prepare an updated map and the supporting table data to present at the next scheduled meeting.

6. Other Business

a. The ad hoc connectivity committee members agreed to hold their next meeting on Monday, October 21st at 7:00 pm at Ellsworth Meadows Golf Club.

7. Other Items Added to the Agenda.

a. None.

8. Public Comments

a. Mr. Carnes (2971 Middleton Rd.) thanked the ad hoc connectivity committee members for taking on this important project. Mr. Carnes spoke about his safety concerns with the steep hill on Middleton Rd. (between Alexandra Dr. & Huntington Rd.), the lack of sidewalks in the area, and the speed and volume of traffic on Middleton Rd. Mr. Carnes requested that the ad hoc connectivity committee members include map segments # 7 & #12 in their top-15 list, thus providing safe pedestrian access on Middleton Rd., east of Stow Rd.

b. Ms. Rodau (6100 Nicholson Dr.) thanked the ad hoc connectivity committee members for taking on this important project. Ms. Rodau indicated that she attended the 10/2/13 City Council Meeting to present the Nicholson Dr. petition for infrastructure improvements. Ms. Rodau asked the ad hoc connectivity committee members about the process for ranking the walkways found on the connectivity map. Ms. Rodau asked if sidewalks can be installed close to a roadway versus several feet off the edge of the street.

c. Mr. Peller (5954 Nicholson Dr.) indicated that he does not want sidewalks on Nicholson Dr. Mr. Peller spoke about speeding cars and cut through traffic on Nicholson Dr. and requested that more be done by the City to address the traffic issues. Mr. Peller indicated that many trees were planted along Nicholson Dr. years ago as a way to create a visual deterrent to speeding vehicles. Further, Mr. Peller spoke about the difficulties of installing storm sewers in the area to support tree lawns and sidewalks. Therefore, please do not install sidewalks, just enforce the speed limit in the area to make the streets safer for pedestrians, etc.

d. Ms. Putnam (6062 Independence Dr.) had the following comments. She supports the installation of sidewalks on Nicholson Dr.; the area is very active with traffic and pedestrians; the street is narrow. Ms. Putnam asked if sidewalks could be placed closer to the street, thus limiting the width of a tree lawn area and the possible interference with the existing street trees. Further, she asked if Nicholson Dr. sidewalks/paths could be moved up on the list in terms of priority.

9. Adjournment

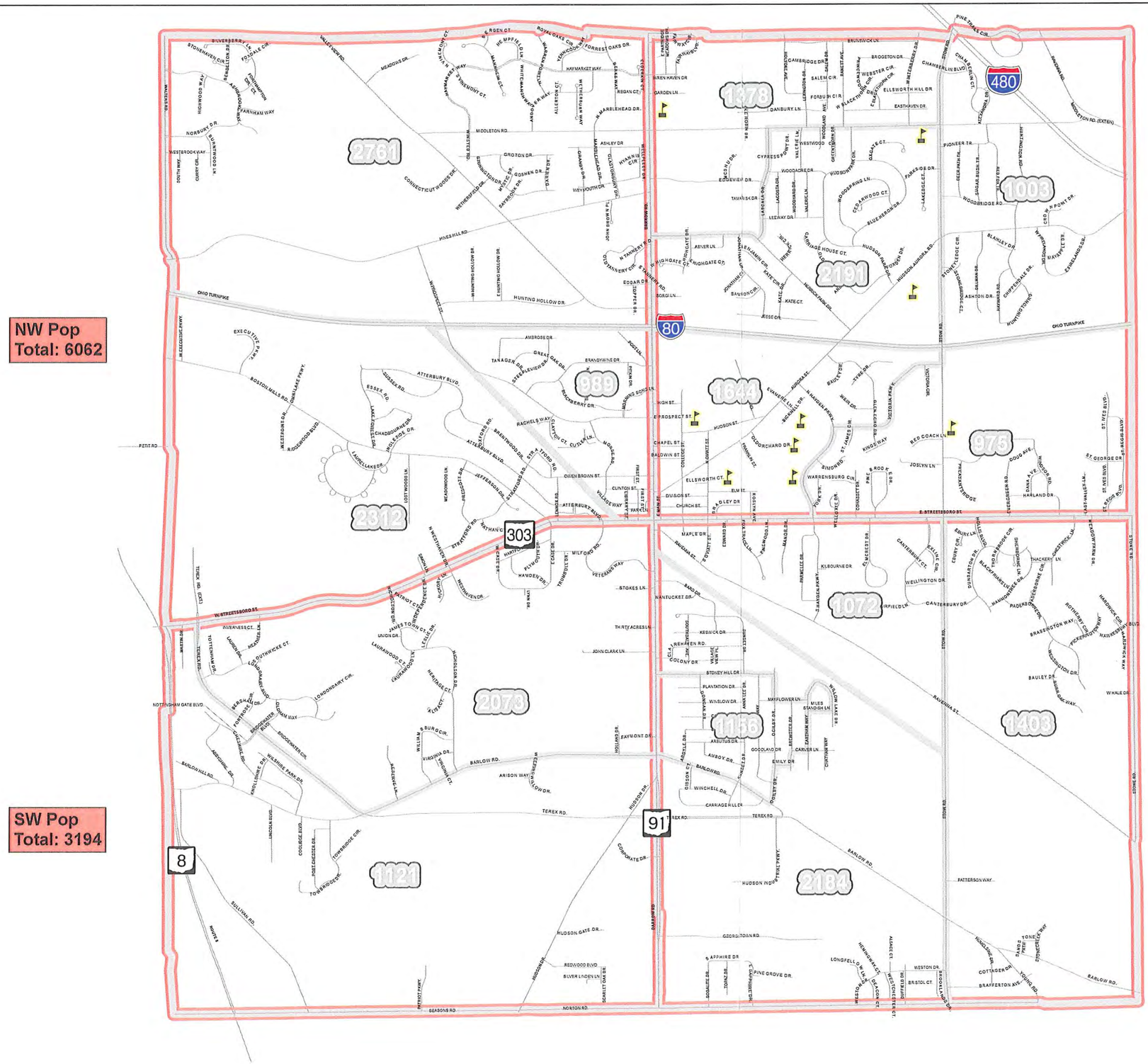
a. There being no further discussion, Mr. Kelemen adjourned the ad hoc connectivity committee meeting at 9:15 pm.

ACM 10/22/13

S. Schroyer, Asst. City Manager Date
Ad-hoc Committee member

Appendix B

Connectivity Plan Population Distribution



Hudson Schools

Existing Roads

2010 Census Block Groups

Census Block Quadrants

Map Revised: 10-3-2013

N

0 0.5 1 Miles

CITY OF HUDSON

DISCLAIMER:

All data on this map were created for the City of Hudson to assist City Departments in management and planning activities. The suitability of this map for any other use is not guaranteed and the user assumes all risk for such uses. The City of Hudson, Ohio, assumes no legal responsibility for the information on this map. Users noting errors or omissions are encouraged to contact the City of Hudson Geographic Information Services at 330-342-9541.

Appendix B

Hudson Walkway /Trail Types

Typical sidewalk

Asphalt walkway/path

Sidewalk close to roadway

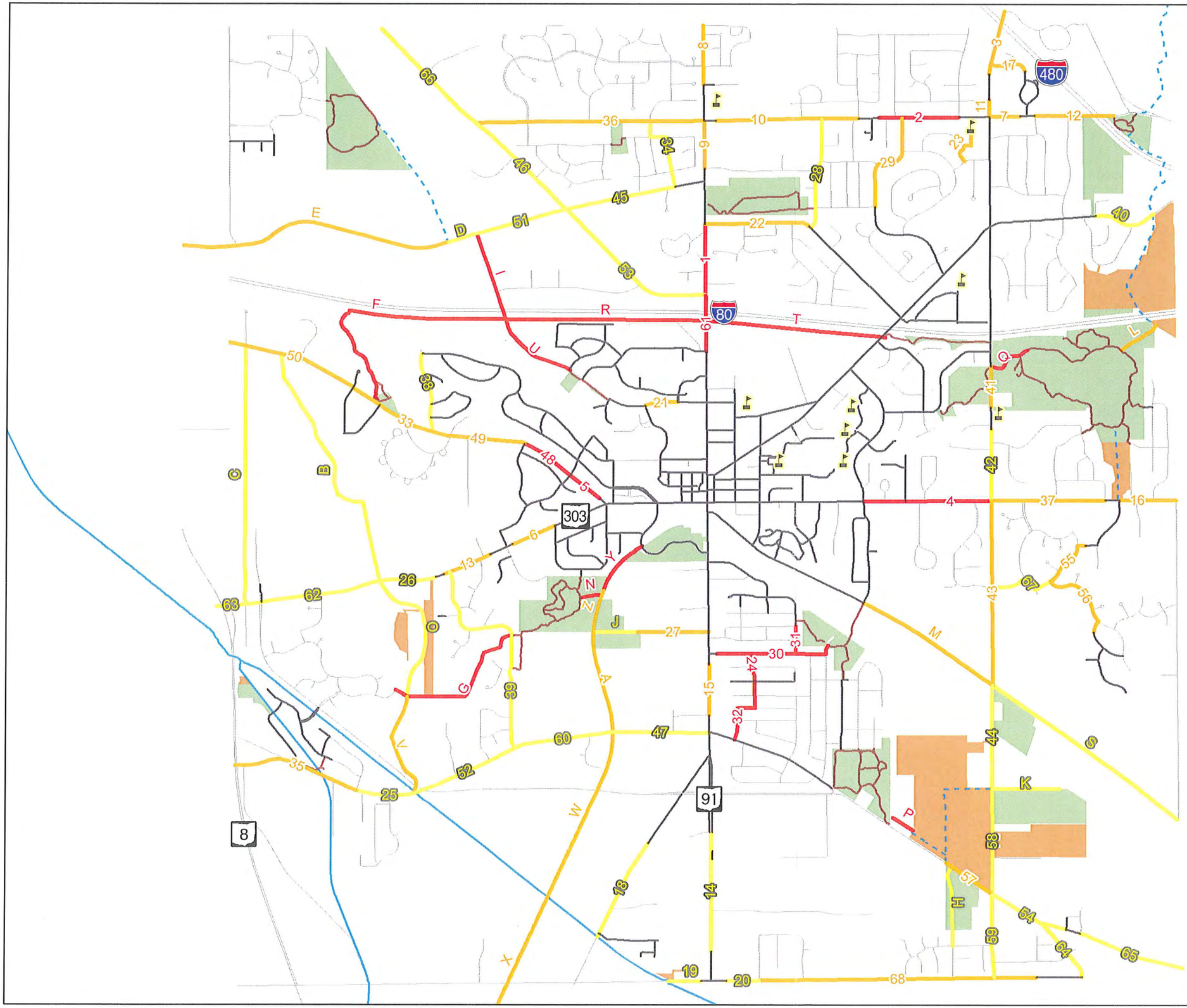
Paved park trail

Crushed limestone pathway

Earthen park trail

Appendix B

Connectivity Plan Priority Rankings DRAFT



Proposed Walkways Priority

- Top 10 Paths and Walkways
- Medium Priority
- Low Priority
- Existing Walkways
- Existing Park Trails
- Metro Parks Trails
- Proposed Metro Parks Trails
- Existing Roads
- Hudson Schools
- Parks
- Summit Co. Metro Parks

Map Revised: 9-27-2013

N

0 0.5 1 Miles

CITY OF HUDSON

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Appendix B

City of Hudson, Ohio

Meeting Minutes

Hudson City Council – Ad Hoc Connectivity Committee

Monday, October 21, 2013 | 7:00 PM | Ellsworth Meadows Golf Club

1. **Call to Order** – Alex D. Kelemen, City Council Member, Ward 3
   a. Alex D. Kelemen, City Council Member, Ward 3 called the Hudson City Council- ad hoc connectivity committee to order at 7:00 pm.
   b. Present: Mr. Kelemen, Ward 3 City Council member; Mr. Smith, Ward 4 City Council member; Mr. DeSaussure, At-Large City Council member; Mr. Naples, Citizen member; Ms. Zubenko, Citizen Member; Mr. Schroyer, Asst. City Manager (minute taker); Mr. Richardson, Community Development Director; Mr. Paul Leedham, GIS Manager/Database Admin.
   c. Absent: Mr. Bales, City Manager; Mr. Coburn, Citizen member; Ms. Hackenberg, Citizen member; Mr. Hutchinson, Parks Superintendent; Mr. Sheridan, City Engineer
2. **Review and Approval of Minutes**
   a. Draft 10/7/13 Meeting Minutes reviewed and approved.
3. **General Discussion Items**
   a. Review Connectivity Plan map draft & supporting data.
      i. Mr. Schroyer presented the updated map data and supporting table data. Mr. Schroyer noted that the priority scale was modified from the previous scale. In summary, the priorities are now High, Medium, and Low versus Top 10, Medium, and Low.
      ii. The ad hoc connectivity committee members reviewed the updated map data and supporting table data in each quadrant of the City. Following review and discussion the ad hoc connectivity committee members made amendments to certain pathways as agreed upon by the committee members present. Based on the amendments made at this meeting, staff will prepare an updated map and the supporting table data to present at the next scheduled meeting.
      iii. The ad hoc connectivity committee members discussed the format of their report to Council. Further, the ad hoc connectivity committee members discussed the timing of their presentation to Council due to the conflicts between meeting dates, final data adjustments, etc. Staff suggested the ad hoc connectivity committee members consider delaying the presentation to Council by one week. Mr. Schroyer and Mr. DeSaussure indicated they would discuss the schedule adjustment with Council President Basil to get his input on the potential date change.
      iv. The ad hoc connectivity committee members suggested inviting Mr. Dave Mansky, Chairman of the Hudson Park Board (and other staff as he desires) to the 10/28/13 ad hoc connectivity committee meeting to provide input on the draft connectivity plans. Mr. Smith & Mr. DeSaussure indicated that they would contact Mr. Mansky to invite him to the next meeting.

4. **Other Business**
   a. The ad hoc connectivity committee members agreed to hold their next meeting on Monday, October 28th at 7:00 pm at the Barlow Community Center – Assembly Room.
5. **Other Items Added to the Agenda.**
   a. None.
6. **Public Comments**
   a. None.
7. **Adjournment**
   a. There being no further discussion, Mr. Kelemen adjourned the ad hoc connectivity committee meeting at 8:45 pm.

S. Schroyer, Asst. City Manager Date
Ad-hoc Committee member

(Minutes approved by the ad hoc committee members at the 7/28/13 meeting)

Appendix B

City of Hudson, Ohio

Meeting Minutes

Hudson City Council – Ad Hoc Connectivity Committee

Monday, October 28, 2013 | 7:00 PM | Barlow Community Center

1. **Call to Order** – Alex D. Kelemen, City Council Member, Ward 3
    a. Alex D. Kelemen, City Council Member, Ward 3 called the Hudson City Council- ad hoc connectivity committee to order at 7:00 pm.
    b. Present: Mr. Kelemen, Ward 3 City Council member; Mr. Smith, Ward 4 City Council member; Mr. Naples, Citizen member; Mr. Coburn, Citizen member; Ms. Zubenko, Citizen Member; Ms. Hackenberg, Citizen member; Mr. Schroyer, Asst. City Manager (minute taker); Mr. Chumley, GIS; Mr. Hutchinson, Parks Superintendent; Mr. Sheridan, City Engineer; Mr. Hannan, City Planner.
    c. Absent: Mr. Bales, City Manager; Mr. DeSaussure, At-Large City Council member; Mr. Richardson, Community Development Director.
    d. Officials present: Dr. Williams, At-Large City Council member; Mr. Wooldredge, At-Large City Council member; Mr. Mansky, Park Board Chairman; Mr. Swedenborg, Park Board member.
    e. Guest speakers: Mr. Baker, Planning Administrator - AMATS; Ms. Divine, Safe Routes Hudson - Coordinator.
2. **Review and Approval of Minutes**
    a. Draft 10/21/13 Meeting Minutes reviewed and approved.
3. **General Discussion Items**
    a. Mr. Kelemen invited Mr. Baker and Ms. Divine to introduce themselves to the ad hoc committee members and to provide the members with an overview of their program/roles with their respective agency.
        i. Ms. Divine provided and overview of the Safe Routes Hudson program, the current ODOT funding cycle for projects, and an overview of the current projects that have been submitted to ODOT for funding consideration.
            1. Mr. Naples commented that he appreciates the Safe Routes Hudson program and the volunteers for the important work that they do for the community.
            2. Mr. Kelemen commented on the importance of the Safe Routes Hudson program to the community, how the program promotes a connectivity approach, and how volunteers can get involved with the important program.
        ii. Mr. Baker provided an overview of the AMATS/ODOT program, discussed how AMATS looks for projects on a regional connectivity basis, how Hudson has done a fantastic job with their connectivity project scope to date, and mentioned that Hudson has applied for a lot of AMATS funding recently.
        iii. Mr. Swedenborg provided an overview of the Hudson Parks trail network, the spine trail (aka Veterans Trail), access points/connectivity to regional trails (existing & future), and discussed the long-term vision of the Parks trail network.

b. Review Connectivity Plan map draft & supporting data.

i. Mr. Schroyer presented the updated (from previous meeting) map data and supporting table data. Mr. Schroyer noted that the format of the tabular data had changed from previous versions to include additional data columns.

ii. The ad hoc connectivity committee members reviewed the updated map data and supporting table data in each quadrant of the City. Following review and discussion the ad hoc connectivity committee members made amendments to certain pathways as agreed upon by the committee members present. Some of the general comments from the ad hoc committee included:

1. A discussion about segment H. This segment may be bumped in the near future to a high priority since the segment resides within existing Park land.
2. An observation that existing limestone park trails made need to be upgraded to asphalt in the future when segments N and G are constructed of a non-limestone material.
3. A note that Safe Routes to School designated segments should not assume a funding share at this time. Therefore, move all costs to the City for these segments.
4. A request of Engineering and Parks to seek AMATS funding by submitting official letters of interest for park trail segments A, W, Y, Z, and walkway segments 15, 5, 6, 2.

iii. Based on the amendments made at this meeting, staff will prepare a final updated map and the supporting table data to present to City Council members at the 11/12/13 Council Workshop.

iv. The ad hoc connectivity committee members discussed the format of their report to Council.

4. Other Items Added to the Agenda.

a. None.

5. Public Comments

a. None.

6. Adjournment

a. There being no further discussion, Mr. Kelemen adjourned the ad hoc connectivity committee meeting at 9:00 pm.

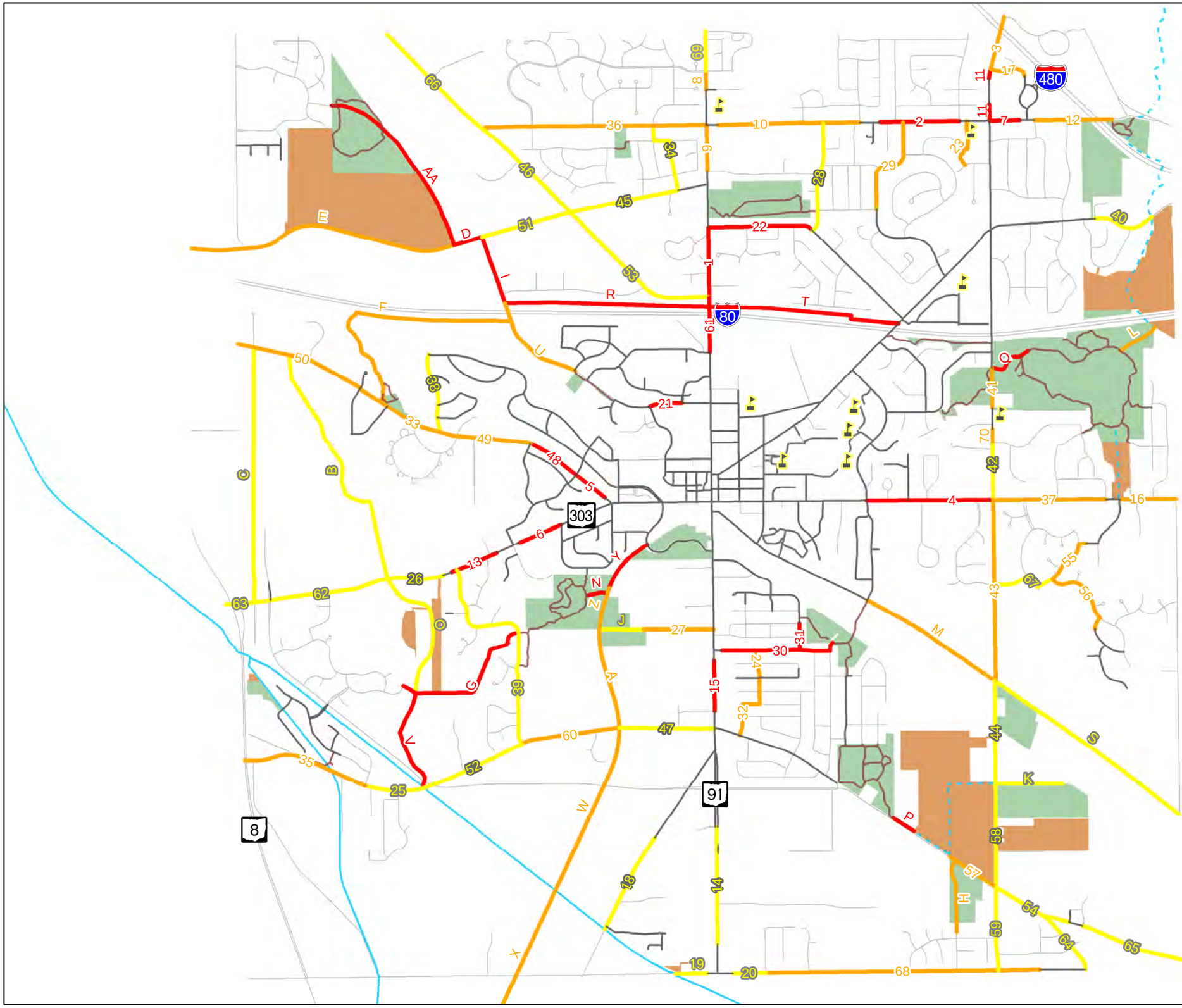
11/1/13

S. Schroyer, Asst. City Manager Date
Ad-hoc Committee member

(Approved by A. Kelemen & R. Smith on 10/31/13)

Appendix C

Connectivity Plan Priority Rankings DRAFT



Map Revised: 11-1-2013

N

0 0.5 1
Miles

CITY OF HUDSON

Appendix D - Walkways

Walkway ID	Walkway Description	Total Score	Ranked Priority Based on Highest Total Score + Lowest Cost/ HH Value + High Value	Cost/Household Value	High/Med/Low Priority	Length	UNIT COST Per L.F.	ESTIMATED CONST. COST	Funding Share from Other Sources	Funding Share-City	Notes	IF FUNDED - AMATS or SRTS Est. Const. YR	City Est. Const. YR	Cumulative Cost Total	Cumulative Funding Share from Other Sources	Cumulative Funding Share from City
61	**Darrow Road from Brandywine Drive to Valley View Road**	**220**	**1**	**$180**	**High**	1,589	$120.00	$190,693	$120,000	$70,693	1000 feet AMATS eligible (80/20 split). Remaining length to Brandywine Dr. (100% local)	2016-2017	2016	$190,693	$120,000	$70,693
1	**Darrow Road from Valley View Road to Herrick Park Drive.**	**195**	**2**	**$266**	**High**	2,011	$120.00	$241,323	$193,058	$48,265	AMATS eligible (80/20 split). 1000 feet from each intersection.	2016-2017	2016	$432,016	$313,058	$118,958
2	**Middleton Road from Winterberry Drive, east to existing sidewalk.**	**130**	**3**	**$448**	**High**	2,273	$120.00	$272,703	$0	$272,703	SRTS eligible (100% Federally funded if awarded)		2014	$704,719	$313,058	$391,661
30	**Stoney Hill Drive from Darrow Road east to Colony Park.**	**105**	**4**	**$493**	**High**	3,359	$60.00	$201,540	$0	$201,540	**Not a Federally classified road. SR 91 Intersection upgraded.**		2015	$906,259	$313,058	$593,201
4	**E. Streetsboro Street from N. Hayden Pkwy. to Stow Road**	**105**	**5**	**$849**	**High**	3,622	$120.00	$434,669	$0	$434,669	SRTS eligible (100% Federally funded if awarded)			$1,340,928	$313,058	$1,027,870
5	**Boston Mills Road from existing sidewalk west Stratford Road.**	**95**	**6**	**$225**	**High**	1,057	$120.00	$126,780	$101,424	$25,356	AMATS eligible (80/20 split)	2018	2018	$1,467,708	$414,483	$1,053,226
48	**Boston Mills Road from Stratford Road to Jefferson Drive**	**95**	**7**	**$347**	**High**	1,586	$120.00	$190,371	$152,297	$38,074	AMATS eligible (80/20 split)	2018	2018	$1,658,080	$566,780	$1,091,300
31	**Sunset Drive from Stoney Hill Drive to Clairhaven Road.**	**85**	**8**	**$111**	**High**	760	$60.00	$45,593	$0	$45,593	**Not a Federally classified road.**		2015	$1,703,673	$566,780	$1,136,893
6	**W. Streetsboro St. from W. Case Drive west to existing sidewalk.**	**75**	**9**	**$497**	**High**	1,297	$120.00	$155,632	$124,506	$31,126	AMATS eligible (80/20 split)	2018	2018	$1,859,305	$691,285	$1,168,020
21	**W. Prospect Street from Morning Song Lane to Morse Road.**	**70**	**10**	**$529**	**High**	935	$60.00	$56,110	$0	$56,110	**Not a Federally classified road. Segment should be installed pre/post segment U with Parks funded project.**		2017	$1,915,415	$691,285	$1,224,129
15	**Darrow Road from Faymont Drive north to existing sidewalk.**	**70**	**11**	**$688**	**High**	1,439	$120.00	$172,655	$138,124	$34,531	AMATS eligible (80/20 split)	2018	2018	$2,088,070	$829,409	$1,258,660
13	**W. Streetsboro St. from existing sidewalk to existing sidewalk. (Nicholson Dr. area)**	**55**	**12**	**$595**	**High**	1,404	$120.00	$168,452	$134,762	$33,690	AMATS eligible (80/20 split)	2018	2018	$2,256,522	$964,171	$1,292,351
22	**Herrick Park Dr. from Darrow Road to Lascala Drive.**	**45**	**13**	**$768**	**High**	2,971	$60.00	$178,285	$48,000	$130,285	1000 feet AMATS eligible (80/20 split). Remaining length to Lascala (100% local)	2016-2017	2016	$2,434,807	$1,012,171	$1,422,636
7	**Middleton Rd. from Stow Road east to existing sidewalk.**	**45**	**14**	**$915**	**High**	862	$120.00	$103,427	$0.00	$103,427	SRTS eligible (100% Federally funded if awarded)		2017	$2,538,234	$1,012,171	$1,526,063
11	**Stow Road from Middleton Road north to existing sidewalk.**	**45**	**15**	**$2,312**	**High**	751	$120.00	$90,171	$0	$90,171	**Not a Federally classified road north of Middleton Rd.**		2017	$2,628,405	$1,012,171	$1,616,234
24	Dongan Drive northern portion.	85	16	$116	Medium	791	$60.00	$47,452						$2,675,857		
32	Argyle Drive, Beckwith Drive, Dongan Drive southern portion.	85	17	$314	Medium	2,140	$60.00	$128,371						$2,804,229		
9	Darrow Road from Middleton Road to Edgeview Drive.	75	18	$375	Medium	1,336	$120.00	$160,278	$128,223	$32,056	AMATS eligible (80/20 split)	2017	2017	$2,964,507		
29	Hudson Park Drive from Leeway Drive to Middleton Road.	75	19	$423	Medium	3,020	$60.00	$181,177						$3,145,684		
49	Boston Mills Road from Jefferson Drive to Lake Forest Drive	75	20	$595	Medium	2,643	$120.00	$317,159						$3,462,843		

Walkway ID	Walkway Description	Total Score	Ranked Priority Based on Highest Total Score + Lowest Cost/ HH Value + High Value	Cost/Household Value	High/Med/Low Priority	Length	UNIT COST Per L.F.	ESTIMATED CONST. COST	Funding Share from Other Sources	Funding Share-City	Notes	IF FUNDED - AMATS or SRTS Est. Const. YR	City Est. Const. YR	Cumulative Cost Total	Cumulative Funding Share from Other Sources	Cumulative Funding Share from City
27	John Clark Lane from Darrow Road to dead end.	70	21	$13,321	Medium	1,998	$60.00	$119,891						$3,582,734		
12	Middleton Road from Red Fox Trail east to High Point Park.	60	22	$2,356	Medium	2,218	$120.00	$266,181						$3,848,916		
41	Stow Road from existing sidewalk to existing sidewalk. (Near Hudson Springs Park)	60	23	$46,121	Medium	1,153	$120.00	$138,364						$3,987,279		
23	From Parkside Drive to Ellsworth Hill Elementary school.	55	24	$201	Medium	1,437	$60.00	$86,194						$4,073,473		
33	Boston Mills Road from Lake Forest Drive west to proposed park trail.	55	25	$452	Medium	1,442	$120.00	$172,981						$4,246,454		
37	E. Streetsboro Street from Stow Road east to existing sidewalk.	55	26	$1,076	Medium	3,219	$120.00	$386,306						$4,632,760		
10	Middleton Road from Lexington Drive west to existing sidewalk.	55	27	$1,816	Medium	4,055	$120.00	$486,648						$5,119,408		
8	Darrow Road from Garden Lane north to corp. line.	50	28	$214	Medium	531	$120.00	$63,765						$5,183,173		
57	Barlow Road from Barlow Farm Park Trail east to Stow Road	50	29	$819	Medium	1,597	$120.00	$191,697						$5,374,871		
3	Stow Road from corp. line to existing sidewalk.	50	30	$4,727	Medium	1,536	$120.00	$184,356						$5,559,227		
50	Boston Mills Road from proposed park trail west to corp. line.	50	31	$13,105	Medium	4,914	$120.00	$589,705						$6,148,932		
55	Canterbury on the Lakes connection, northern section.	45	32	$442	Medium	1,526	$60.00	$91,555						$6,240,487		
56	Canterbury on the Lakes connection, southern section.	45	33	$678	Medium	2,339	$60.00	$140,368						$6,380,855		
17	Chamberlin Blvd. from Stow Road to existing sidewalk.	45	34	$1,663	Medium	1,081	$60.00	$64,862						$6,445,717		
36	Middleton Road from Darrow Road to Valley View Road	45	35	$2,082	Medium	6,436	$120.00	$772,273						$7,217,990		
16	E. Streetsboro St. from Chestwick Lane east to the corp. line.	45	36	$2,107	Medium	1,633	$120.00	$195,971						$7,413,961		
43	Stow Road from E. Streetsboro St. south to Ravenna Road.	45	37	$2,432	Medium	5,208	$120.00	$624,990						$8,038,951		
68	Norton Road from Sodalite Drive east to existing sidewalk.	45	38	$3,307	Medium	7,854	$120.00	$942,465						$8,981,416		
35	Barlow Road from Wilshire Park west to the corp. line.	45	39	$3,587	Medium	3,646	$120.00	$437,580						$9,418,995		
70	Stow Road from E. Streetsboro Street north to existing sidewalk.	40	40	$627	Medium	387	$120.00	$46,414.22						$9,465,409		
60	Barlow Road from proposed park trail to Nicholson Drive.	20	41	$2,252	Medium	2,834	$120.00	$340,080						$9,805,490		
69	Darrow Road from Haymarket Way north to corporation line.	50	42	$460	Low	1,142	$120.00	$137,094.90						$9,942,585		

Walkway ID	Walkway Description	Total Score	Ranked Priority Based on Highest Total Score + Lowest Cost/ HH Value + High Value	Cost/Household Value	High/Med/Low Priority	Length	UNIT COST Per L.F.	ESTIMATED CONST. COST	Funding Share from Other Sources	Funding Share-City	Notes	IF FUNDED - AMATS or SRTS Est. Const. YR	City Est. Const. YR	Cumulative Cost Total	Cumulative Funding Share from Other Sources	Cumulative Funding Share from City
52	Barlow Road from Nicholson Drive to existing Metro Parks Trail	40	43	$1,091	Low	3,092	$120.00	$371,054						$10,313,638		
26	W. Streetsboro Street from existing sidewalk west to proposed park trail.	40	44	$1,151	Low	1,612	$120.00	$193,431						$10,507,069		
44	Stow Road from Ravenna Road south to proposed park trail.	40	45	$1,574	Low	2,938	$120.00	$352,568						$10,859,637		
45	Hines Hill Road from W. Prospect St. east to existing sidewalk.	40	46	$1,652	Low	3,139	$120.00	$376,703						$11,236,340		
58	Stow Road from proposed park trail south to Barlow Road.	40	47	$1,748	Low	2,971	$120.00	$356,578						$11,592,919		
47	Barlow Road from Darrow Road to proposed park trail.	40	48	$1,931	Low	2,735	$120.00	$328,206						$11,921,125		
18	Hudson Drive from Seasons Road north to existing sidewalk.	40	49	$1,999	Low	2,999	$60.00	$179,920						$12,101,045		
42	Stow Road from E. Streetsboro Street north to existing sidewalk.	40	50	$2,655	Low	1,638	$120.00	$196,502						$12,297,546		
14	Darrow Road from Corporate Drive south to existing sidewalk.	40	51	$4,963	Low	3,350	$120.00	$402,022						$12,699,568		
38	Lake Forest Drive	35	52	$973	Low	2,269	$60.00	$136,168						$12,835,736		
25	Barlow Road from Terex Road to Wilshire Park.	35	53	$1,120	Low	1,942	$120.00	$233,003						$13,068,739		
34	Middleton Park walkway.	35	54	$1,294	Low	2,329	$60.00	$139,760						$13,208,499		
28	Lascala Drive from Herrick Park Drive to Middleton Road.	35	55	$1,462	Low	3,143	$60.00	$188,572						$13,397,071		
19	Seasons Road from Hudson Dr. east to existing sidewalk.	35	56	$18,327	Low	916	$60.00	$54,982						$13,452,053		
64	Young Road from Norton Road to Barlow Road.	30	57	$1,195	Low	1,911	$60.00	$114,680						$13,566,733		
20	Norton Road from existing sidewalk to Sodalite Drive.	30	58	$1,391	Low	939	$120.00	$112,688						$13,679,421		
54	Barlow Road from Stow Road east to existing sidewalk.	30	59	$2,125	Low	2,338	$120.00	$280,562						$13,959,983		
40	Hudson Aurora Road from Cypress Point Drive to proposed Metro Parks Trail	30	60	$4,629	Low	1,774	$120.00	$212,925						$14,172,908		
65	Barlow Road from Stonecreek Way east to corp. line.	30	61	$33,607	Low	3,081	$120.00	$369,674						$14,542,581		
67	Canterbury Drive, Dunbarton Drive, and Hammontree Drive.	25	62	$565	Low	1,950	$60.00	$116,993						$14,659,574		
59	Stow Road from Barlow Road south to Corp limit.	25	63	$1,387	Low	2,357	$120.00	$282,897						$14,942,471		
39	Nicholson Drive	25	64	$1,527	Low	6,411	$60.00	$384,679						$15,327,151		

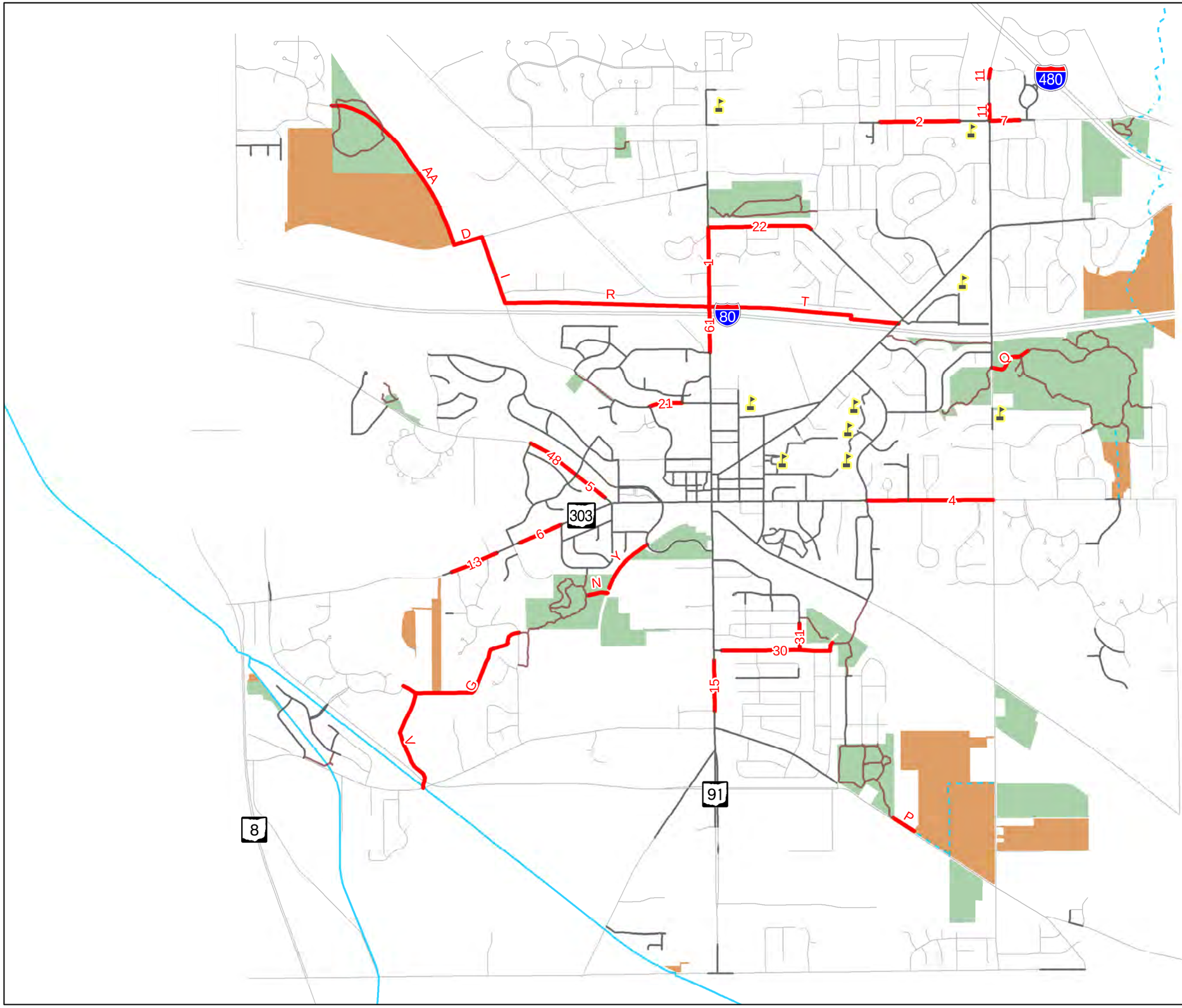
Walkway ID	Walkway Description	Total Score	Ranked Priority Based on Highest Total Score + Lowest Cost/ HH Value + High Value	Cost/Household Value	High/Med/Low Priority	Length	UNIT COST Per L.F.	ESTIMATED CONST. COST	Funding Share from Other Sources	Funding Share-City	Notes	IF FUNDED - AMATS or SRTS Est. Const. YR	City Est. Const. YR	Cumulative Cost Total	Cumulative Funding Share from Other Sources	Cumulative Funding Share from City
62	W. Streetsboro Street from proposed park trail west to proposed park trail.	20	65	$2,850	Low	3,871	$120.00	$464,577						$15,791,728		
53	Valley View Road from Hines Hill Road to Darrow Road	20	66	$2,949	Low	4,940	$120.00	$592,821						$16,384,549		
46	Valley View Road from Middleton Road to Hines Hill Road.	10	67	$3,009	Low	3,510	$120.00	$421,198						$16,805,747		
63	W. Streetsboro Street from proposed park trail west to corp. line.	10	68	$14,101	Low	823	$120.00	$98,704						$16,904,451		
66	Valley View Road from Middleton Road north to the corp. line.	10	69	$20,828	Low	3,818	$120.00	$458,217						$17,362,669		
51	Hines Hill Road from W. Prospect St. east to Valley View Road.	10	70	$21,057	Low	2,632	$120.00	$315,849						$17,678,517		

Appendix D - Pathways

Pathway ID	Description	Total Score	Ranked Priority Based on Highest Total Score + Lowest Cost/ HH Value + High Value	Parks Master Plan Priority Rank	Cost/Household Value	High/Med/Low Priority	Length	UNIT COST Per L.F.	ESTIMATED COST	Funding Share from Other Sources	Funding Share-Parks	Notes	IF FUNDED - AMATS or ODNR Est. Construction YR	Parks Est. Const. YR to coincide with poss. funding sources.	Cumulative Cost	Cumulative Funding Share from Other Sources	Cumulative Funding Share from City
T	**Turnpike Trail 2**	**125**	**1**	**2**	**$451**	**High**	5,505	$60	$330,300	$0	$330,300	Should be constructed pre/post segments # 61 & #1 - Also segment within electric easement.			$330,300	$0	$330,300
N	**Cascade Trail Tie In**	**100**	**2**	**1**	**$68**	**High**	567	$60	$34,018	$0	$34,018				$364,318	$0	$364,318
Q	**Hudson Springs Park Connector**	**100**	**3**	**3**	**$152**	**High**	1,265	$60	$75,882	$0	$75,882				$440,200	$0	$440,200
R	**Turnpike Trail 1**	**90**	**4**	**2**	**$445**	**High**	5,887	$60	$353,220	$0	$353,220				$793,420	$0	$793,420
I	**Brandywine Trail 2**	**85**	**5**	**1**	**$176**	**High**	2,006	$60	$120,360	$0	$120,360	2013 -**AWARDED** Grant from ODNR/Design 2014	2015	2015	$913,780	$0	$913,780
Y	**Akron Secondary Trail 4**	**85**	**6**	**1**	**$205**	**High**	1,704	$60	$102,257	$0	$102,257	Seeking Phase 1 AMATS TAP Funding award 2018 for 2019 Const.	2019		$1,016,037	$0	$1,016,037
P	**Barlow Farm Park Connector**	**80**	**7**	**2**	**$71**	**High**	689	$60	$41,356	$0	$41,356				$1,057,393	$0	$1,057,393
G	**Mudbrook Trail 2**	**80**	**8**	**1**	**$641**	**High**	4,433	$60	$265,987	$0	$265,987				$1,323,379	$0	$1,323,379
AA	**Brandywine Trail/Maple Grove Connector**	**65**	**9**	**3**	**$1,568**	**High**	5,593	$60	$335,580	$0	$335,580				$1,658,959	$0	$1,658,959
V	**Mudbrook Trail 4**	**55**	**10**	**1**	**$440**	**High**	3,043	$60	$182,550	$0	$182,550				$1,841,509	$0	$1,841,509
D	**Brandywine Trail 4**	**25**	**11**	**1**	**$234**	**High**	835	$60	$50,074	$0	$50,074	Designing in 2013			$1,891,583	$0	$1,891,583
U	**Brandywine Trail 3**	**120**	12	1	$227	Medium	2,996	$60	$179,760	$0	$179,760	2013 -**AWARDED** Grant from ODNR/Design 2014	2015	2015	$2,071,343		
F	Boston Mills Trail	75	13	1	$1,101	Medium	7,435	$60	$446,098	$0	$446,098				$2,517,442		
Z	**Akron Secondary Trail 5**	**65**	14	1	$132	Medium	1,096	$60	$65,764	$0	$65,764	Seeking Phase 1 AMATS TAP Funding award 2018 for 2019 Const.	2019		$2,583,205		
A	**Akron Secondary Trail 2**	**65**	15	1	$360	Medium	3,000	$60	$179,974	$0	$179,974	Seeking Phase 1 AMATS TAP Funding award 2019 for 2020 Const.	2020		$2,763,179		
L	Tinkers Creek Trail	65	16	3	$368	Medium	1,215	$60	$72,871	$0	$72,871				$2,836,051		
X	Akron Secondary Trail 3	55	17	1	$508	Medium	4,233	$60	$253,978	$0	$253,978				$3,090,028		
W	**Akron Secondary Trail 1**	**55**	18	1	$604	Medium	5,035	$60	$302,110	$0	$302,110	Seeking Phase 1 AMATS TAP Funding award 2019 for 2020 Const.	2020		$3,392,138		
M	Ravenna Trail 2	55	19	1	$1,301	Medium	4,338	$60	$260,270	$0	$260,270				$3,652,409		
E	**Brandywine Trail 1**	**40**	20	1	$2,183	Medium	7,787	$60	$467,233	$0	$467,233	Designing in 2013			$4,119,641		
H	Oak Grove Trail	35	21	2	$1,277	Medium	2,298	$60	$137,880	$0	$137,880				$4,257,521		
J	MacLaren Trail	35	22	3	$508	Low	1,271	$60	$76,243	$0	$76,243				$4,333,765		
S	Ravenna Trail 1	30	23	1	$3,897	Low	6,495	$60	$389,707	$0	$389,707				$4,723,472		
K	Docs Woods Trail	30	24	3	$114,700	Low	1,912	$60	$114,700	$0	$114,700				$4,838,171		
O	Mudbrook Trail 1	10	25	1	$1,511	Low	4,106	$60	$246,341	$0	$246,341				$5,084,513		
B	Mudbrook Trail 3	10	26	1	$2,426	Low	7,441	$60	$446,438	$0	$446,438				$5,530,951		
C	Terex Trail	10	27	2	$437,228	Low	7,287	$60	$437,228	$0	$437,228				$5,968,178		

Appendix E

Connectivity Plan High Priority Rankings DRAFT



Hudson Schools
Existing Walkways

Proposed Walkways Priority

High Priority
Existing Park Trails
Metro Parks Trails
Proposed Metro Parks Trails
Existing Roads
Parks
Summit Co. Metro Parks

Map Revised: 11-1-2013

N

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Miles

CITY OF HUDSON

DISCLAIMER:

All data on this map were created for the City of Hudson to assist City Departments in management and planning activities. The suitability of this map for any other use is not guaranteed and the user assumes all risk for such uses. The City of Hudson, Ohio, assumes no legal responsibility for the information on this map. Users noting errors or omissions are encouraged to contact the City of Hudson Geographic Information Services at 330-342-9541.

Appendix F

10 Year Program at $235k Annual Program Amount after Year 1

2014 Design Only				Construction			Design 16%	Total CITY $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	City Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**City $$**	**City $$**	**City $$**	**$ 120,000**	**$ 36,826**			
2	Middleton Road from Winterberry Drive, east to existing sidewalk.	130	3	$ -	$ -	$ -	$ 43,632.56	$ 43,633			SRTS eligible (100% Federally funded if awarded)	N/A	2015
30	Stoney Hill Drive from Darrow Road east to Colony Park.	105	4	$ -	$ -	$ -	$ 32,246.37	$ 32,246			Not a Federally classified road. SR 91 Intersection upgraded.	N/A	2015
31	Sunset Drive from Stoney Hill Drive to Clairhaven Road.	85	8	$ -	$ -	$ -	$ 7,294.93	$ 7,295			Not a Federally classified road.	N/A	2017
Year Total				$ -	$ -	$ -	$ 83,174	$ 83,174					

2015				Construction			Design 16%	Total CITY $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	City Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**City $$**	**City $$**	**City $$**	**$ 271,826**	**$ (877)**			
2	Middleton Road from Winterberry Drive, east to existing sidewalk.	130	3	$ 272,703	$ -	$ 272,703	$ -	$ 272,703			SRTS eligible (100% Federally funded if awarded)	N/A	2015
Year Total				$ 272,703	$ -	$ 272,703	$ -	$ 272,703					

2016				Construction			Design	Total CITY $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	City Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**City $$**	**City $$**	**City $$**	**$ 234,123**	**$ 337**			
30	Stoney Hill Drive from Darrow Road east to Colony Park.	105	4	$ 201,540	$ -	$ 201,540	$ 32,246	$ 233,786			Not a Federally classified road. SR 91 Intersection upgraded.	N/A	2015
Year Total				$ 201,540	$ -	$ 201,540	$ 32,246	$ 233,786					

2017				Construction			Design	Total CITY $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	City Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**City $$**	**City $$**	**City $$**	**$ 235,337**	**$ (5,632)**			
31	Sunset Drive from Stoney Hill Drive to Clairhaven Road.	85	8	$ 45,593	$ -	$ 45,593	$ 7,295	$ 52,888			Not a Federally classified road.	N/A	2017
61	Darrow Road from Brandywine Drive to Valley View Road	220	1	$ 190,693	$ 120,000	$ 70,693	$ 30,511	$ 101,204			1000 feet AMATS eligible (80/20 split). Remaining length to Brandywine Dr. (100% local)	2016-2017	2016
1	Darrow Road from Valley View Road to Herrick Park Drive.	195	2	$ 241,323	$ 193,058	$ 48,265	$ 38,612	$ 86,876			AMATS eligible (80/20 split). 1000 feet from each intersection.	2016-2017	2016
Year Total				$ 477,609	$ 313,058	$ 164,551	$ 76,417	$ 240,969					

2018				Construction			Design	Total CITY $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	City Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**City $$**	**City $$**	**City $$**	**$ 229,368**	**$ (5,921)**			
5	Boston Mills Road from existing sidewalk west Stratford Road.	95	6	$ 126,780	$ 101,424	$ 25,356	$ 20,285	$ 45,641			AMATS eligible (80/20 split)	2018	2018
48	Boston Mills Road from Stratford Road to Jefferson Drive	95	7	$ 190,371	$ 152,297	$ 38,074	$ 30,459	$ 68,534			AMATS eligible (80/20 split)	2018	2018
6	W. Streetsboro St. from W. Case Drive west to existing sidewalk.	75	9	$ 155,632	$ 124,506	$ 31,126	$ 24,901	$ 56,028			AMATS eligible (80/20 split)	2019	2019
21	W. Prospect Street from Morning Song Lane to Morse Road.	70	10	$ 56,110	$ -	$ 56,110	$ 8,978	$ 65,087			Not a Federally classified road. Segment should be installed pre/post segment U with Parks funded project.	N/A	2018
Year Total				$ 528,893	$ 378,227	$ 150,666	$ 84,623	$ 235,289					

10 Year Program at $235k Annual Program Amount after Year 1

Appendix F

2019				Construction			Design	Total CITY $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	City Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**City $$**	**City $$**	**City $$**	**$ 229,079**	**$ (52,530)**			
15	Darrow Road from Faymont Drive north to existing sidewalk.	70	11	$ 172,655	$ 138,124	$ 34,531	$ 27,625	$ 62,156			AMATS eligible (80/20 split)	2019	2019
13	W. Streetsboro St. from existing sidewalk to existing sidewalk. (Nicholson Dr. area)	55	12	$ 168,452	$ 134,762	$ 33,690	$ 26,952	$ 60,643			AMATS eligible (80/20 split)	2019	2019
22	Herrick Park Dr. from Darrow Road to Lascala Drive.	45	13	$ 178,285	$ 48,000	$ 130,285	$ 28,526	$ 158,810			1000 feet AMATS eligible (80/20 split). Remaining length to Lascala (100% local)	2016-2017	2017
Year Total				$ 519,393	$ 320,886	$ 198,506	$ 83,103	$ 281,609					

2020				Construction			Design	Total CITY $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	City Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**City $$**	**City $$**	**City $$**	**$ 182,470**	**$ 62,495**			
7	Middleton Rd. from Stow Road east to existing sidewalk.	45	14	$ 103,427	$ -	$ 103,427	$ 16,548	$ 119,975			SRTS eligible (100% Federally funded if awarded)	N/A	2017
Year Total				$ 103,427	$ -	$ 103,427	$ 16,548	$ 119,975					

2021				Construction			Design	Total CITY $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	City Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**City $$**	**City $$**	**City $$**	**$ 297,495**	**$135,196**			
11	Stow Road from Middleton Road north to existing sidewalk.	45	15	$ 90,171	$ -	$ 90,171	$ 14,427	$ 104,599			Not a Federally classified road north of Middleton Rd.	N/A	2021
9	Darrow Road from Middleton Road to Edgeview Drive.	75	18	$ 160,278	$ 128,223	$ 32,056	$ 25,645	$ 57,700			AMATS eligible (80/20 split)	2017	2017
Year Total				$ 250,449	$ 128,223	$ 122,227	$ 40,072	$ 162,299					

2022				Construction			Design	Total CITY $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	City Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**City $$**	**City $$**	**City $$**	**$ 370,196**	**$300,649**			
	None - Bank City $$ for 2023 segment.	NA	NA			$ -	$ 69,547	69,547					
Year Total				$ -	$ -	$ -	$ 69,547	$ 69,547					

2023				Construction			Design	Total CITY $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	City Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**City $$**	**City $$**	**City $$**	**$ 535,649**	**$100,980**			
4	E. Streetsboro Street from N. Hayden Pkwy. to Stow Road	105	5	$ 434,669	$ -	$ 434,669	$ -	434,669			SRTS eligible (100% Federally funded if awarded)	N/A	2023
Year Total				$ 434,669	$ -	$ 434,669	$ -	$ 434,669					

Summary		Construction			Design	Total CITY $$
Term in Yrs.	**Item**	**Total $$**	**Other $$**	**City $$**	**City $$**	**City $$**
10	**Term Total**	$ 2,788,683	$ 1,140,394	$ 1,648,289	$ 485,731	$ 2,134,020
	Average Per Year over Term	$ 278,868	$ 114,039	$ 164,829	$ 48,573	$ 213,402

Parks Smaple Annual Program Year 1 and 2

Appendix G

2014 Design Only				Construction			Design 16%	Total Parks $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	Parks Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**Parks $$**	**Parks $$**	**Parks $$**					
Q	Hudson Springs Park Connector	100	3	$ 75,882	$ -	$ -	$ 12,141.12	$ 12,141					
I	Brandywine Trail 2	85	5	$ 120,360	$ -	$ -	$ 19,257.60	$ 19,258					
P	Brandywine Trail 2	80	7	$ 41,356	$ -	$ -	$ 6,616.90	$ 6,617					
	Year Total			$ 237,598	$ -	$ -	$ 38,016	$ 38,016					

2015 Construction				Construction			Design 16%	Total Parks $$	Beg. Balance	Ending Balance	Notes	IF FUNDED - Const. YR.	Parks Est. Const. YR. aligned with Funding
Segment ID	**Description**	**Total Score**	**Ranked Priority**	**Total $$**	**Other $$**	**Parks $$**	**Parks $$**	**Parks $$**					
Q	Hudson Springs Park Connector	100	3	$ 75,882	$ -	$ 75,882	$ -	$ 75,882					
I	Brandywine Trail 2	85	5	$ 120,360	$ -	$ 120,360	$ -	$ 120,360					
P	Brandywine Trail 2	80	7	$ 41,356	$ -	$ 41,356	$ -	$ 41,356					
	Year Total			$ 237,598	$ -	$ 237,598	$ -	$ 237,598					