

OHIO
HUDSON
2018 Connectivity Plan Update

This document represents the continued effort to provide safe and practical community-wide non-vehicular connectivity in the City of Hudson.

I. History

In 2013 Hudson City Council appointed an Ad Hoc Committee to prepare a community wide connectivity plan. The Committee worked with staff to identify and evaluate potential sidewalk and trail segments. A scoring system was developed to rank the segments by priority. The scoring system weighted the following factors:

- Proximity to downtown
- Proximity to schools
- Inclusion in past connectivity plans such as Safe Routes to Schools and the Connect Hudson Plan
- Connections to parks and park trails
- Neighborhood connections
- Households served

The final report was completed on November 12th, 2013. 97 walkways and pathways were identified in the report. The final documents consisted of a summary of the process, a citywide map and an associated data table.

II. Ad Hoc Committee

The 2013 Ad Hoc Committee recognized the connectivity plan would change over time due to the funding and construction of walkways and pathways. The Committee also recognized that city staff would need to recalibrate and update the plan to consider a host of real time factors. Therefore, the Plan recommended a periodic update, ideally in 3-5 year intervals.

The purpose of the 2018 Connectivity Plan Update is to build on and refine the work performed by the 2013 Ad Hoc Committee. To meet this goal, the following city staff members participated, representing a wide range of departments and experiences:

- Thomas Sheridan, Assistant City Manager
- Beau Chumley, GIS Specialist
- Sergeant Russ Grams, Hudson Police Department
- Greg Hannan, Community Development Director
- Eric Hutchinson, Assistant Public Works Director
- Jeff Knoblauch, Finance Director
- Nick Sugar, Associate Planner
- Trent Wash, Assistant Public Works Director

The working group held regular meetings to prepare the plan:

- **March 2, 2018** - Reviewed the 2013 Plan in preparation of the update. Built and funded segments were identified. Segments were removed if deemed impractical/infeasible. The location of Veteran's trail was discussed and how it would be implemented in the plan update.
- **March 9, 2018** – Draft map was prepared to depict segments. Group reviewed the draft map and discussed changes. Scoring matrix was further reviewed in preparation for an initial matrix ranking.
- **April 5, 2018** – First round of revised scoring was reviewed. Scoring was adjusted to reward segments with multiple connections and provide a more accurate estimation of distance to downtown. Minor adjustments were made to the map.
- **April 20, 2018** – Second round of scoring was reviewed. Group discussed the current ranking order. The report to Council was discussed for the workshop on May 8th.
- **May 8, 2018 Council Workshop** – A workshop was held to discuss a draft of the plan. Council discussed the scoring system, commented on the current segment rankings and identified what documents should be included in the final plan.

III. Segment Evaluation

A primary task of the working group was to evaluate the 2013 Plan and add, remove or reroute segments based on current opportunities, environmental constraints, funding opportunities and overall construction costs. A summary of changes are as follows:

- **Funded Segments:** The City of Hudson currently has 6 miles of funded trails and sidewalks. Notable segments funded since the 2013 Connectivity Plan include:
 - Barlow Road to Cascade Park (Veterans Trail Phase 3).
 - Barlow Road/Terex from Bike and Hike Trail to Darrow Road.
 - Darrow Road from Middleton Road to Brandywine Drive.
 - S Main Street from Barlow Road to 303.

*Refer to **APPENDIX B** for a full list of funded segments with associated timelines and funding source.*

- **Segments Removed From 2013 Connectivity Plan:**

Segment ID	Location	Justification
30,31	Stoney Hill Drive and Sunset Drive	Completed
Q	Hudson Springs Park	Completed
21	Prospect Street	Completed
V,O & G	Trail along Mud Brook	Infeasible due to wetlands
24, 32	Argyle Drive and Dongan Drive	Adjusted to Ogilby Drive
C	West Streetsboro St to Boston Mills Rd	Infeasible due to wetlands
67, 55, 56	Canterbury Lakes Subdivision	Low ranking, will be considered in future updates
S	Ravenna Street east of Stow Road	Low ranking, will be considered in future updates
L	Trail within Hudson Springs Park	Infeasible due to wetlands
X,W A	Trail along Norfolk Southern Spur	Active rail, alternate routes targeted
K	Doc's Woods Park trail	Park is undeveloped, will be considered in future update
23	Ellsworth Hill Elementary and Parkside Dr.	Complete - via Parkside Drive
R	Darrow Road and Prospect Road	Rerouted to Hunting Hollow Drive
65	Sidewalk along Barlow Road, east of Stow Road	Low ranking, will be considered in future updates

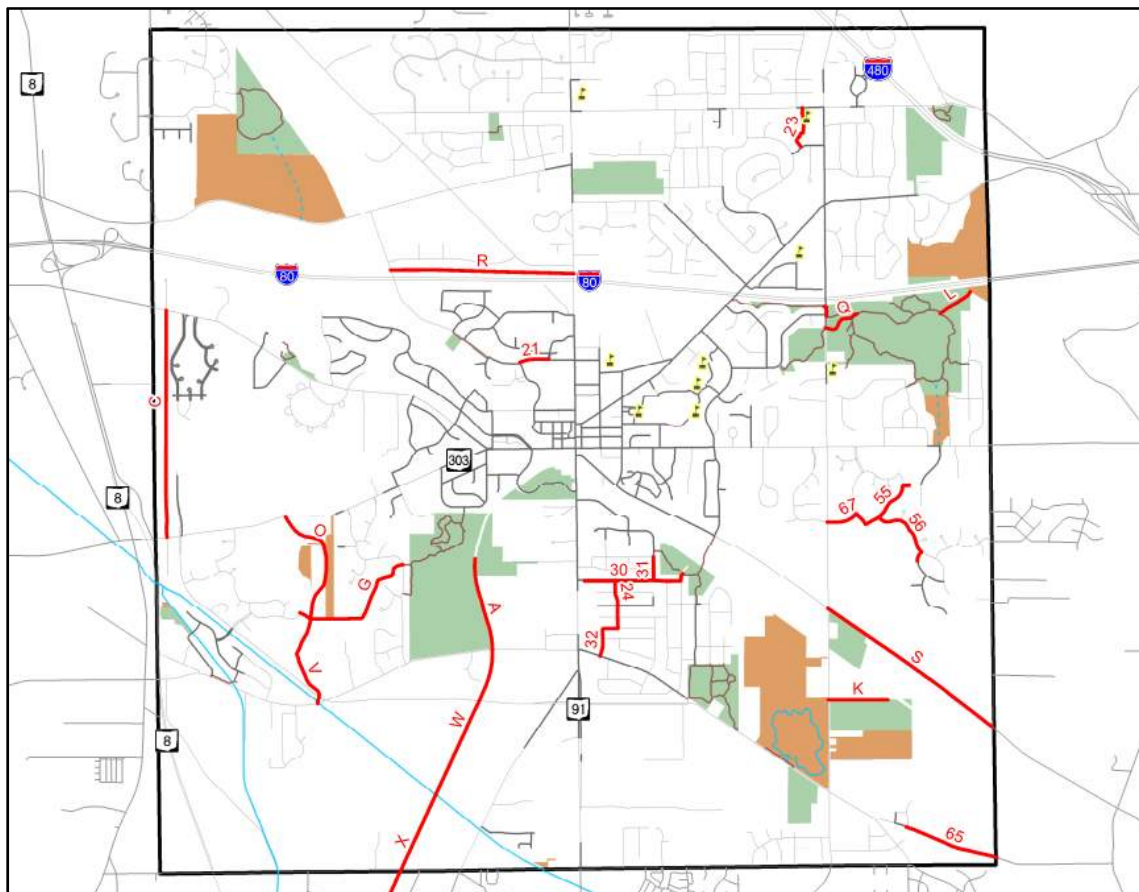


Fig. 1 - Segments Removed

- **Segments Added to the 2018 Update**

Segment ID(s)	Type	Location
V	All-Purpose Trail	Turnpike Trail to Hudson Springs Park.
N,O,P, 51	All-Purpose Trail	Veteran's Trail north-south extensions
U,L,H	All-Purpose Trail	Seasons Road, West of Darrow Road
T	All-Purpose Trail	Georgetown Road and Hudson Industrial parkway
45	Sidewalk	Georgetown Road
48	Sidewalk	Along Ogilby Drive between Stoney Hill Drive and Barlow Road
54	Sidewalk	Huntington Road between Hudson-Aurora Road and Middleton Road
55	Sidewalk	Walters Road
29	Sidewalk	Seasons Road, west of Hudson Drive

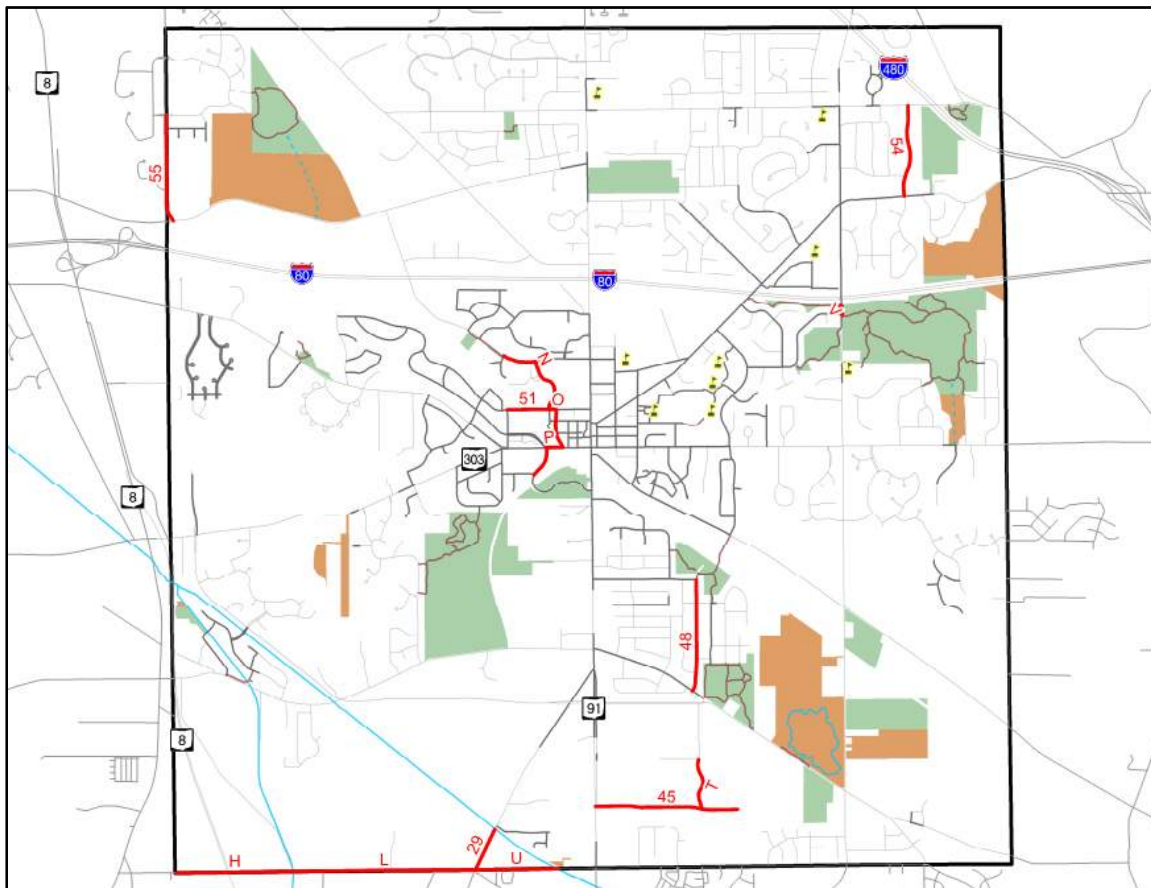


Fig. 2 - Segments Added

- **Segment Combinations/Divisions from 2013 Connectivity Plan**

- Section 10 along Middleton Road has been split into two sections to better evaluate potential connections to Ellsworth Hill Elementary.
- Segment 53 along Valley View Road has been split into two segments, separated at Hunting Hollow Drive for a better evaluation.
- Section 68 along Norton Rd has been split into multiple sections for a better evaluation.
- Segments 50 and 33 along Boston Mills Road have been divided due to funding sources.
- Segments D and I have been combined and rerouted due to feasibility.
- Segments 11 and 3 have been combined for a better evaluation.
- Segments 58 and 44 have been combined for a better evaluation.

IV. Scoring System

The 2013 Plan developed a separate scoring system for walkways and pathways. The 2013 committee found there were enough differences between park paths and walkways that a slightly different scale should be developed. The 2018 Update proposes a much greater number of all-purpose trails in place of sidewalks and park paths. Thus, the previous two category scoring system differentiating the two is no longer ideal. The 2018 Update merged the two-category scoring system. All sidewalks and trails are now scored on the same system.

The new scoring system retains the scoring weight of the 2013 system. For example, the categories with the heaviest weight include sidewalk connections, park trail connections and proximity to downtown. Past scoring factors are retained including the number of households served, neighborhood connections and inclusions in the Safe Routes Hudson and Connect Hudson Spoke Plan. Segments with the same score are additionally sorted by cost per household. For example, if two segments each had a total weight score of 70, the segment with the lower cost per household would be ranked higher. Other scoring changes include the following:

- The midpoint of a segment is now used when determining the distance from downtown or a school. The 2013 Plan used the closest point of a segment to determine this distance. This resulted in scoring inaccuracies for particularly long paths.
- The 2018 Update increases the scoring weight for connections. If a proposed segment connects two existing trails or walkways, that particular score will be doubled.
- Funded sections have been implemented into the scoring system. If a proposed segment connects to a funded trail it will be counted as a connection. Therefore, the scoring rewards connections to funded sections.

			2013 Scoring		2018 Scoring
Item	2013 Description	2018 Description	Walkway WT. Value	Park Path WT. Value	Segments WT. Value
1	Is within 1 mi. of downtown?	Is within 1 mi. of downtown?	Yes = 20, No = 0	Yes = 5, No = 0	Yes = 20, No = 0
2	Is within 1 mi. of school?	Is within 1 mi. of school?	Yes = 10, No = 0	Yes = 5, No = 0	Yes = 10, No = 0
3	Safe Routes to Hudson Identified Solution?	Safe Routes to Hudson Identified Solution?	Yes = 5, No = 0	Yes = 5, No = 0	Yes = 5, No = 0
4	Connects to existing walkway(s)?	Connects to existing/funded walkway(s)?	Yes = 20, No = 0	Yes = 15, No = 0	Yes = 20, No = 0 (Can be counted twice)
5	Connect Hudson Plan - Spoke Connection?	Connect Hudson Plan - Spoke Connection?	Yes = 10, No = 0	Yes = 5, No = 0	Yes = 10, No = 0
6	Connects to a Park?	Connects to a Park?	Yes = 10, No = 0	Yes = 20, No = 0	Yes = 20, No = 0
7	Connects to an existing Park Trail(s)?	Connects to an existing/funded Park Trail(s)?	Yes = 10, No = 0	Yes = 20, No = 0	Yes = 20, No = 0
8	Connects to a Regional Trail?	Connects to a Regional Trail?	Yes = 5, No = 0	Yes = 15, No = 0	Yes = 15, No = 0
9	Directly Connects Neighborhoods?	Directly Connects Neighborhoods?	Yes = 5, No = 0	Yes = 5, No = 0	Yes = 5, No = 0
10	Additional points for households served are awarded based on GIS analysis. Households are calculated "upstream" of each segment. Points are awarded based on the ranges shown in the table below.				
Total Wt. Points			95	95	125

Household Points Calculation	
Household Range	Points Assigned
0-200	10
201-400	20
401-600	40
601-800	80
801-1,000+	160

Fig. 3 - Scoring System Overview

V. All Purpose Trails

All-purpose trails are paved trails built wide enough (typically 8'-10') to accommodate both pedestrians and bicyclists. They provide an increased level of safety and comfort to its users than a traditional in-road bike lane. In an effort to provide safe alternative transportation options to its residents and visitors, the City of Hudson has made a concerted effort to implement all-purpose trails along Hudson's high traffic corridors. The 2018 Update proposes a total of 24 all-purpose trails. Traditional sidewalks and in-road bike lanes are proposed in low traffic, low speed residential neighborhoods.



Fig. 4, 5 - All-Purpose Trail Examples

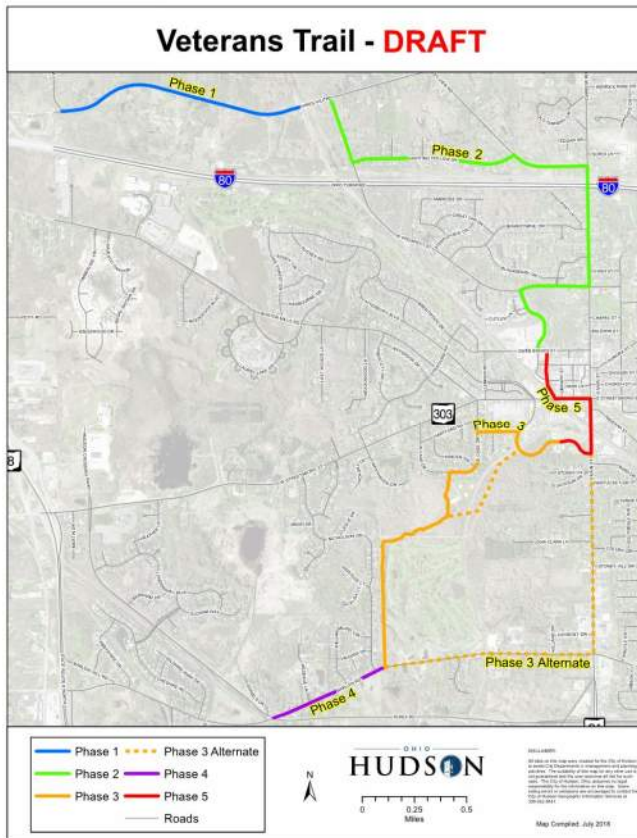


Fig. 6 - Veterans Trail Map

Veterans Trail: Was originally conceived in the 2000 Hudson Parks Master Plan to make Hudson a more cohesive community and link it with the surrounding region. It was further developed through the 2017 Downtown Hudson Trail & Greenway Concept Plan. Veteran's Trail is an all-purpose trail connecting Downtown Hudson to the regional trail network. The trail will extend north and south and provide safe, dedicated access for Hudson's residents and visitors to the Summit Metro Parks Bike and Hike Trail. The 2018 Connectivity Plan Update will integrate Veteran's Trail with Hudson's current and proposed paths and sidewalks to further benefit alternative transportation in the City of Hudson.

VI. Summary of Results

- High priority segments are generally clustered around schools, parks and the downtown core.
- Lowest scoring segments were generally located outside of the downtown core in rural and industrial zoned areas.
- Segments were clustered with similar scores. Though they have been sorted by cost, the priority rankings map should primarily be referenced when making future decisions.
- Segments providing multiple connections scored high.
- High and medium priority segments are clustered around funded segments.
- There is an even number of high priority sidewalks and trails.
- Veterans trail and its alternate routes generally scored high. Veterans Trail segments were clustered with similar scores.

Refer to the following Appendices for scoring results and map references:

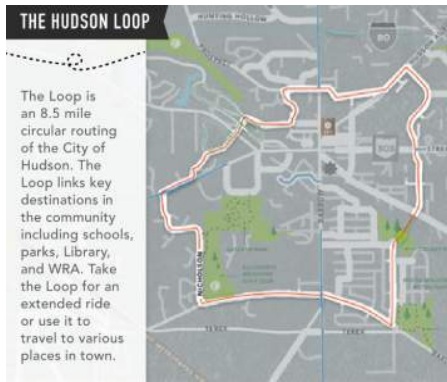
- *Appendix A: 2018 Connectivity Plan Rankings Map*
- *Appendix B: Funded Segments*
- *Appendix C: Funded Segments Reference Map*
- *Appendix D: Scoring Calculations*
- *Appendix E: Referenced Plans*
- *Appendix F: 2013/2018 Comparison Map*

VII. Looking Ahead

The 2018 Connectivity Plan provides a framework for future investment in sidewalks and trails. In addition to the connectivity plan, there are several activities and programs that support bike and pedestrian activities in the community. Staff provides some brief comment on the following:

- **American League of Cyclists:** Hudson was awarded a Bronze Level Bike friendly designation in the Fall of 2016. The designation is valid for a four-year time period. To consider re application in 2020, expanded efforts in encouragement and planning should be significantly expanded.
- **Complete Streets:** Complete Streets programs encourage communities to routinely design and operate public rights of way to enable safe access for all users. City Council approved a Resolution 16-113 expressing support for the Complete Street initiative. Hudson is already a regional leader in bike and pedestrian accommodations and could expand such complete streets principles in the future.



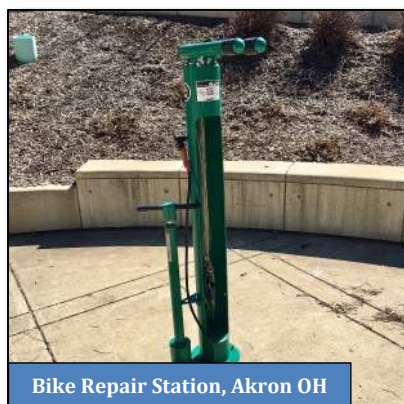


- **Encouragement:** Hudson presently has well established Safe Routes Bike/walk to school days, regular rides hosted by local clubs, and special events supporting VeloSano. Additional promotional programs could be expanded such as Bike/walk commuting challenges, historic tours, National Bike Month programs (May), and Open Streets/Ciclovia Rides.

- **Wayfinding/Branding:** Wayfinding is not only a useful tool for bikers and pedestrians, it also improves the sense of place and connectedness throughout the community. Veterans Trail and its alternate routes could benefit greatly from distinct wayfinding and signage to guide users and highlight its significance as a regional connector. A more expansive city-wide wayfinding system can be studied to guide users to important destinations.



- **Bike Share Programs:** These programs are ideal for visitors and spur of the moment trips. They typically include a series of bikes attached to a docking station. The docking stations are automated and allow users to check out the bikes for a short period of time. Bike share programs introduce people to the benefits of biking as they are inexpensive and easy to use. A bike share program could be introduced to Hudson at key locations such as Veteran’s Way Park and First and Main.



- **Bike Repair Stations:** Repair stations are a great benefit to potentially stranded riders. A typical system offers the tools to perform basic repairs and maintenance, such as fixing a flat tire or adjusting brakes. The tools are attached to the system, which is anchored to the ground, making maintenance easier for the operator. Bike repair stations should be considered along high traffic bike routes near existing or planned infrastructure including bike racks and water fountains throughout the City.



- **Private Investment and Commuting:** Bike infrastructure planning should not be limited to publicly owned properties such as parks, right-of-ways and civic buildings. Policies can be adopted to also facilitate private investment to support commuting. For example, the construction of parking facilities can be incentivized in the Land Development Code. Parking requirements can be reduced for new construction or changes in occupancy if bicycle parking facilities are provided. A requirement for bicycle facilities, in

addition to the current requirement for pedestrian/bicycle linkage, could even be considered for certain types of construction or in designated corridors, such as along Veterans Trail. These policies will not only encourage commuting, but also increase the overall health of Hudson’s workforce.

VIII. Conclusion

The 2013 Plan along with the commitment to funding have positioned Hudson to become a regional leader in non-vehicular connectivity. In the coming years the city should expand the connectivity infrastructure and support non-infrastructure investments such as wayfinding and advocacy programs.

Due to the changing dynamics of the Connectivity Plan, the 2018 Working Group recommends future updates be performed at minimum every 5 years. After each period, staff will study and re-evaluate the plan’s methodology to align with real time factors.

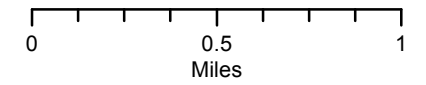
Appendix A: 2018 Connectivity Plan Rankings Map

Connectivity Plan Priority Rankings 2018 DRAFT Priority Label

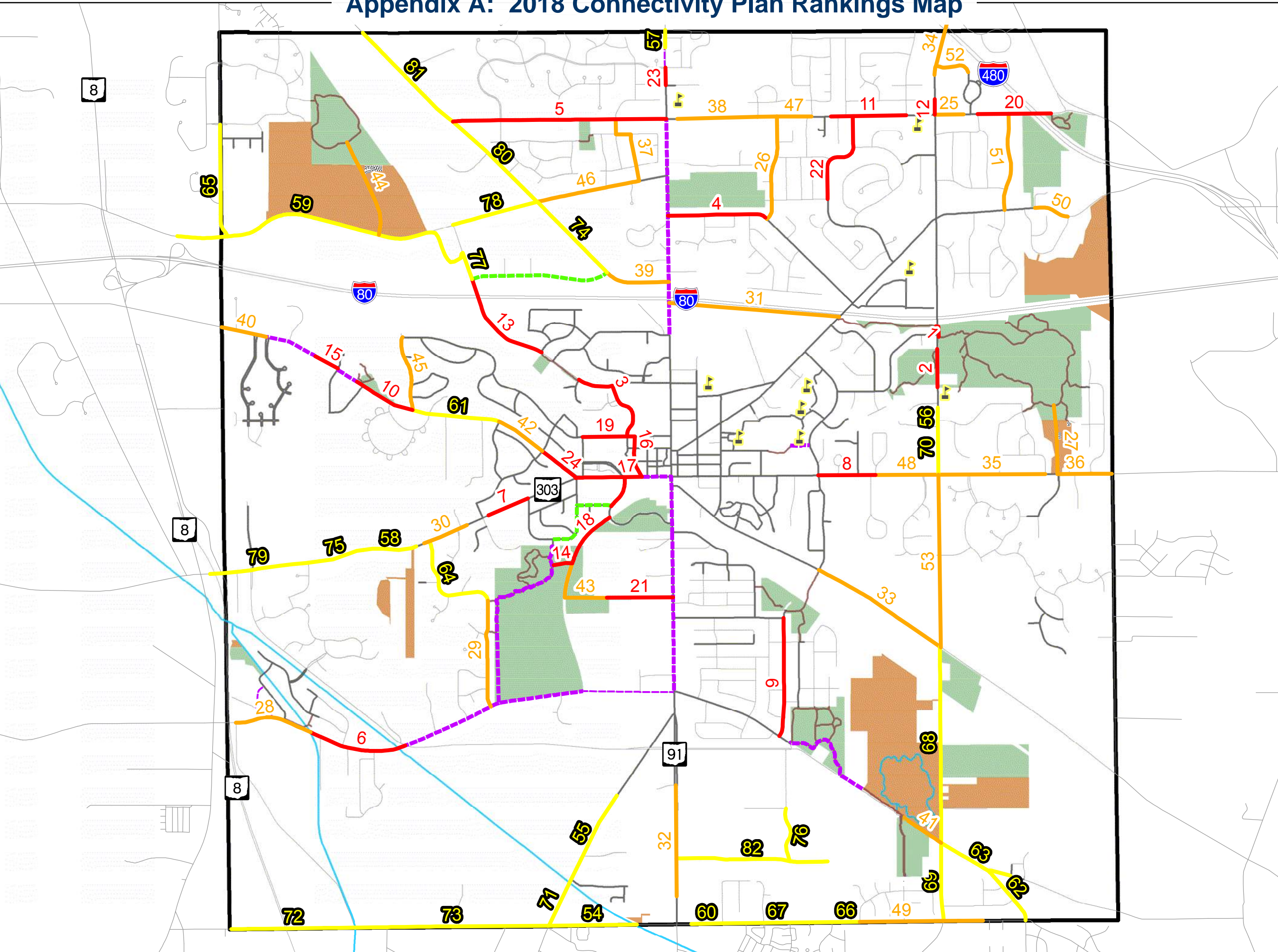
Priority

- High
- Medium
- Low
- - - Share the Road Bike Lanes
- - - Funded Trail
- - - Funded Sidewalk
- Hudson Schools
- Existing Walkways
- Existing Park Trails
- Metro Parks Trails
- Proposed Metro Parks Trails
- City Limits
- Parks
- Summit Co. Metro Parks

Map Revised: 10-17-2018



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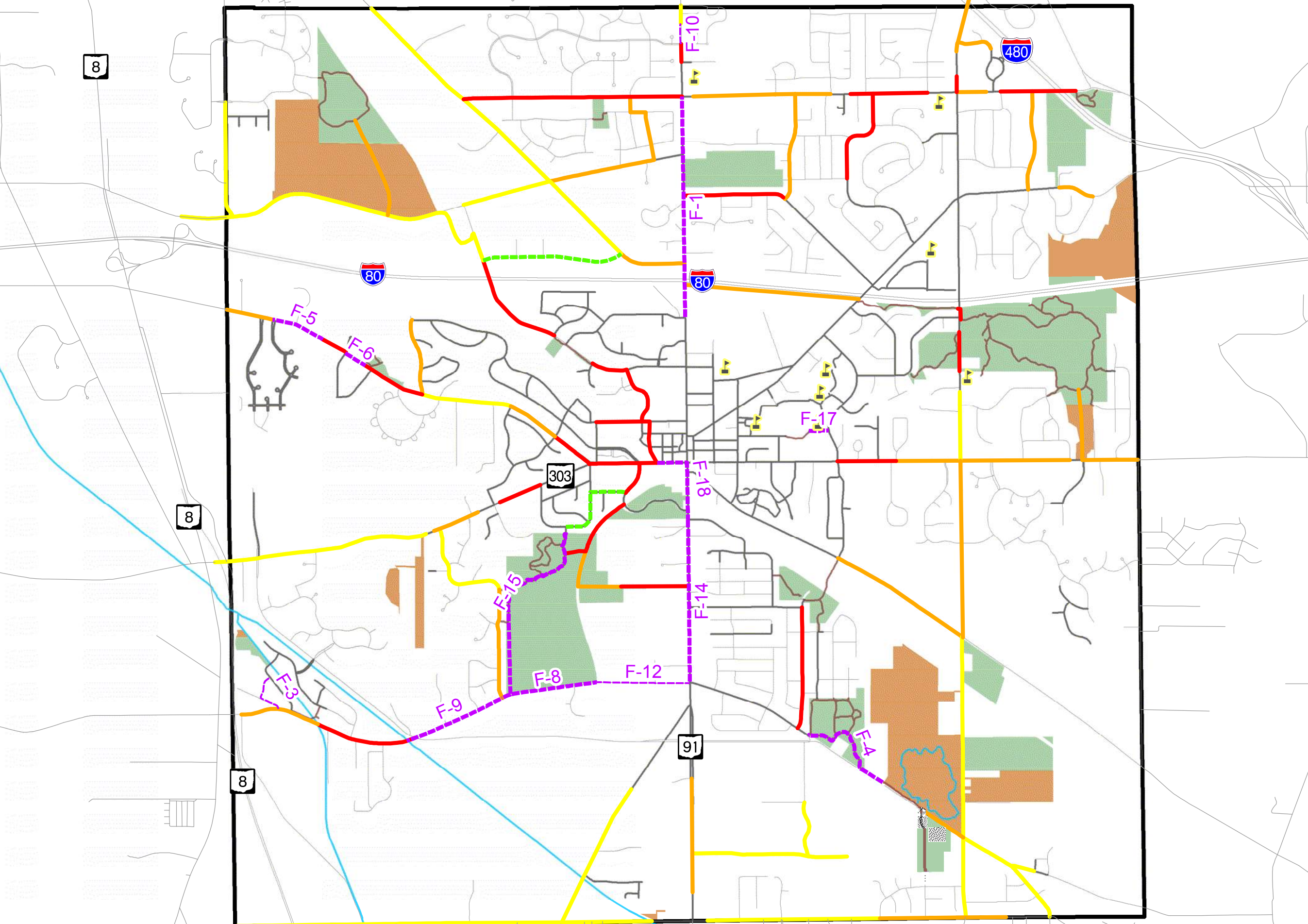


Appendix B: Funded Segments

ID	Type	Description	Funding Source	Estimated Completion Date
F-1	Trail	Darrow Rd. between Brandywine Dr. and Middleton Rd.	ODOT/Local	2020
F-3	Walkway	Brookshire Dr. between Barlow Hill Rd. and Abbeyshire Dr.	Developer cost	2018-2019
F-4	Trail	Barlow Farm Park	Parks Fund	2019
F-5	Trail	Boston Mill Rd. between Executive Parkway and Omni Lake Office Park	Private Developer (Pulte/River Oaks)	2018
F-6	Trail	Boston Mills Rd. between Omni Lake Pkwy and Boston Mills Park	Private Developer (Danbury of Hudson)	2018-2019
F-8	Trail	Barlow Rd. between Nicholson Dr. and Norfolk Southern Railroad	ODNR/Local	2019
F-9	Trail	Barlow Rd. between Bike and Hike Trail and Nicholson Dr.	ODNR/Local	2019
F-10	Walkway	Darrow Rd. between Haymarket Way and Partridge Meadows Dr.	Local	2019-2020
F-11	Trail	Majestic Oaks Dr. (Reserve at River Oaks Subdivision)	Developer cost	2018
F-12	Walkway	Barlow Rd. between Norfolk Southern Railroad and Darrow Rd.	Local	2019
F-14	Trail	S. Main Street between Bard Dr. and Barlow Rd	ODOT/Local	2021
F-15	Trail	Barlow Road/Cascade Park connection (Veteran's Trail Ph 3)	ODOT/Local	2020
F-16	Trail	Between W. Streetsboro Street and Regal Woods Dr. (Reserve at River Oaks Subdivision)	Developer cost	TBD
F-17	Trail	Hudson Middle School/Evamere Elementary	Hudson School District	2021
F-18	Trail	Intersection of S. Main St. and W. Streetsboro St.	ODOT/Local	2022

Appendix C: Funded Segments Reference Map

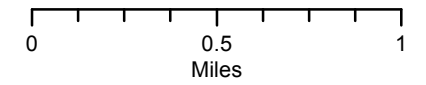
Connectivity Plan Funded Segments 2018 DRAFT



Priority

- High
- Medium
- Low
- - - Share the Road Bike Lanes
- Funded Trail
- - - Funded Sidewalk
- Hudson Schools
- Existing Walkways
- Existing Park Trails
- Metro Parks Trails
- - - Proposed Metro Parks Trails
- Existing Roads
- City Limits
- Parks
- Summit Co. Metro Parks

Map Revised: 10-17-2018



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Appendix D: Scoring Calculations

Priority Rank	ID	Type	Priority	Description	Within 1 Mile of Dvntn	Dvntwn Value	Within 1 Mile of Schools	Schools Value	SRTS Identified	SRTS Value	Connect to Existing Walkway	Existing Walkway Value	Connect Hudson Spoke Plan	Spoke Plan Value	Connects to Park	Park Value	Connect existing Park Trail	Park Trail Value	Connect to Reg Trail	Reg Trail Value	Households	Household Walkways	Household Value	Direct Connecs Nghbrhd	Nghbrhd Value	Total Score	Est Cost	Cost/Household Value	Unit Cost	Segment Length (Ft.)
1	V	Path	High	Park trail from Hudson Springs Park north to existing trail.	No	0	Yes	10	No	0	Yes	20	No	0	Yes	20	Double	40	No	0	0	0	No	0	90	\$23,403.86	\$0.00	\$60	390.06	
2	19	Walk	High	Stow Road from sidewalk to sidewalk. (Near Hudson Springs Park)	No	0	Yes	10	No	0	Double	40	No	0	Yes	20	Double	40	No	0	0	0	No	0	90	\$138,363.60	\$0.00	\$120	1153.03	
3	N	Path	High	W Prospect Street and Morse Road from Clayton Court to Owen Brown Street.	Yes	20	Yes	10	No	0	Double	40	No	0	No	0	Yes	20	No	0	0	0	No	0	90	\$172,534.11	\$0.00	\$60	2875.57	
4	15	Walk	High	Herrick Park Dr. from Darrow Road to Lasca Drive.	No	0	Yes	10	No	0	Double	40	No	0	No	0	Yes	20	No	0	232	20	No	0	90	\$356,569.78	\$1,536.00	\$120	2971.41	
5	20	Walk	High	Middleton Road from Darrow Road to Valley View Road	No	0	Yes	10	No	0	Yes	20	No	0	Yes	20	Yes	20	No	0	253	20	No	0	90	\$772,272.77	\$3,052.00	\$120	6435.63	
6	F	Path	High	Barlow Road from Terex Road to Metro Parks trailhead.	No	0	No	0	No	0	Yes	20	Yes	10	No	0	Yes	20	Yes	15	208	20	No	0	85	\$179,232.41	\$861.00	\$60	2987.21	
7	4	Walk	High	W. Streetsboro St. from W. Case Drive west to existing sidewalk.	Yes	20	No	0	No	0	Double	40	Yes	10	No	0	No	0	No	0	30	10	Yes	5	85	\$155,631.98	\$5,187.00	\$120	1300.29	
8	3	Walk	High	E. Streetsboro Street from N. Hayden Pkwy. east to Pinelake Drive.	No	0	Yes	10	Yes	5	Double	40	Yes	10	No	0	No	0	No	0	153	10	Yes	5	80	\$207,235.36	\$135.00	\$120	1726.96	
9	48	Walk	High	Ogley Drive from Barlow Road to Stoney Hill Drive.	No	0	No	0	No	0	Double	40	No	0	No	0	Yes	20	No	0	280	20	No	0	80	\$430,391.64	\$1,537.00	\$120	3586.60	
10	B	Path	High	Boston Mills Road from Lake Forest Drive west to proposed park trail.	No	0	No	0	No	0	Yes	20	Yes	10	Yes	20	Yes	20	No	0	40	10	No	0	80	\$113,857.81	\$2,846.00	\$60	1897.63	
11	1	Walk	High	Middleton Road from Winterville Drive, west to existing sidewalk.	No	0	Yes	10	Yes	5	Double	40	Yes	10	No	0	No	0	No	0	156	10	No	0	75	\$272,999.36	\$0.00	\$120	2274.99	
12	8	Walk	High	Stow Road from Middleton Road north to existing sidewalk.	No	0	Yes	10	No	0	Double	40	Yes	10	No	0	No	0	No	0	39	10	Yes	5	75	\$90,171.13	\$2,312.00	\$120	751.43	
13	G	Path	High	W Prospect Street from Steepleview Drive to Hunting Hollow Drive.	No	0	Yes	10	No	0	Yes	20	Yes	10	No	0	Yes	20	No	0	41	10	Yes	5	75	\$195,772.28	\$4,774.00	\$60	3262.87	
14	D	Path	High	Cascade Trail Tie In from Veterans Way west to Cascade Park.	Yes	20	Yes	10	No	0	No	0	No	0	Yes	20	Yes	20	No	0	0	0	No	0	70	\$34,018.24	\$0.00	\$60	566.97	
15	S	Path	High	Boston Mills Road from Omni Lake Parkway west to funded trail.	No	0	No	0	No	0	Double	40	Yes	10	No	0	Yes	20	No	0	0	0	No	0	70	\$45,924.49	\$0.00	\$60	765.41	
16	O	Path	High	First and Main from Owen Brown Street to W Streetsboro Street.	Yes	20	Yes	10	No	0	Double	40	No	0	No	0	No	0	No	0	0	0	No	0	70	\$90,109.78	\$0.00	\$60	1501.83	
17	P	Path	High	Milford Road from W Streetsboro Street to Veterans Way.	Yes	20	Yes	10	No	0	Double	40	No	0	No	0	No	0	No	0	0	0	No	0	70	\$92,729.77	\$0.00	\$60	1545.58	
18	E	Path	High	Cascade Trail Tie In from Veterans Way west to Cascade Park.	Yes	20	Yes	10	No	0	Yes	20	No	0	Yes	20	No	0	No	0	0	0	No	0	70	\$109,845.84	\$0.00	\$60	1830.76	
19	51	Walk	High	Owen Brown Street from Lennox Drive to Morse Road.	Yes	20	Yes	10	No	0	Double	40	No	0	No	0	No	0	No	0	0	0	No	0	70	\$161,788.47	\$0.00	\$120	1348.24	
20	9	Walk	High	Middleton Road from Red Fox Trail east to High Point Park.	No	0	Yes	10	No	0	Yes	20	No	0	Yes	20	Yes	20	No	0	0	0	No	0	70	\$266,181.18	\$0.00	\$120	2218.18	
21	17	Walk	High	John Clark Lane from Darrow Road to dead end.	Yes	20	Yes	10	No	0	Yes	20	No	0	Yes	20	No	0	No	0	0	0	No	0	70	\$239,782.41	\$0.00	\$120	1998.19	
22	18	Walk	High	Hudson Park Drive from Leeway Drive to Middleton Road.	No	0	Yes	10	No	0	Yes	20	No	0	No	0	No	0	No	0	428	40	No	0	70	\$363,116.07	\$848.00	\$120	3025.97	
23	6	Walk	High	Darrow Road from Garden Lane north to Haymarket Way.	No	0	Yes	10	No	0	Double	40	Yes	10	No	0	No	0	No	0	45	10	No	0	70	\$63,765.07	\$1,417.00	\$120	531.38	
24	M	Path	High	Boston Mills & W Streetsboro from Stratford east to Atterbury	Yes	20	Yes	10	No	0	Yes	20	Yes	10	No	0	No	0	No	0	45	10	No	0	70	\$165,780.39	\$3,684.00	\$60	2763.01	
25	5	Walk	Med	Middleton Rd. from Stow Road east to existing sidewalk.	No	0	Yes	10	No	0	Double	40	No	0	No	0	No	0	No	0	39	10	Yes	5	65	\$109,426.74	\$2,651.00	\$120	861.89	
26	36	Walk	Med	Lasca Drive from Herrick Park Drive to Middleton Road.	No	0	Yes	10	No	0	Yes	20	No	0	Yes	20	Yes	20	No	0	129	10	Yes	5	65	\$377,143.50	\$2,923.00	\$120	3161.53	
27	Z	Path	Med	Hudson Springs Park to E Streetsboro Street	No	0	No	0	No	0	Yes	20	No	0	Yes	20	Yes	20	No	0	0	0	No	0	60	\$78,000.00	\$0.00	\$60	1300.00	
28	46	Walk	Med	Barlow Road from Summit County Hike and Bike Trail west to the corp. line.	No	0	No	0	No	0	Yes	20	Yes	10	No	0	No	0	Yes	15	30	10	No	0	55	\$283,145.49	\$0.00	\$120	2359.55	
29	40	Walk	Med	Nicholson Drive	No	0	No	0	No	0	No	0	No	0	No	0	Double	40	No	0	132	10	Yes	5	55	\$386,273.69	\$2,926.00	\$120	3218.95	
30	10	Walk	Med	W. Streetsboro from existing sidewalk to existing sidewalk	No	0	Yes	10	No	0	Double	40	Yes	10	No	0	No	0	No	0	0	0	No	0	50	\$165,452.48	\$0.00	\$120	1402.57	
31	K	Path	Med	WRA trail from Darrow Road to Hudson Aurora Road.	No	0	No	0	No	0	Yes	20	No	0	No	0	Yes	20	No	0	0	0	No	0	50	\$308,737.23	\$0.00	\$60	5145.62	
32	11	Walk	Med	Darrow Road from Corporate Drive south to existing sidewalk.	No	0	No	0	No	0	Double	40	Yes	10	No	0	No	0	No	0	0	0	No	0	50	\$402,021.97	\$0.00	\$120	3350.18	
33	52	Walk	Med	Ravenna Street from S Hayden Parkway east to Stow Road.	No	0	Yes	10	No	0	Yes	20	No	0	Yes	20	No	0	No	0	0	0	No	0	50	\$520,540.54	\$0.00	\$120	4337.84	
34	Z	Walk	Med	Stow Road from Chamberlin Boulevard to corp. line.	No	0	Yes	10	No	0	Yes	20	Yes	10	No	0	No	0	No	0	39	10	No	0	50	\$188,356.15	\$4,727.00	\$120	1536.30	
35	21	Walk	Med	E. Streetsboro Street from Stow Road east to existing sidewalk.	No	0	Yes	10	No	0	Yes	20	Yes	10	No	0	No	0	No	0	74	10	No	0	40	\$386,305.92	\$5,220.00	\$120	3219.22	
36	12	Walk	Med	E. Streetsboro St. from Chestwick Lane east to the corp. line.	No	0	Yes	10	No	0	Yes	20	No	0	No	0	No	0	No	0	78	10	Yes	5	45	\$195,970.99	\$2,512.00	\$120	1634.46	
37	34	Walk	Med	Glastonbury Drive from Hines Hill north to Middleton Road.	No	0	Yes	10	No	0	Yes	20	No	0	No	0	No	0	No	0	108	10	Yes	5	45	\$279,519.84	\$2,588.00	\$120	2329.33	
38	7	Walk	Med	Middleton Road from Valerie Lane west to existing sidewalk.	No	0	Yes	10	No	0	Yes	20	No	0	No	0	No	0	No	0	139	10	Yes	5	45	\$360,591.45	\$2,594.00	\$120	3004.93	
39	J	Path	Med	Valley View Road from Hunting Hollow Drive to Darrow Road.	No	0	Yes	10	No	0	No	0	No	0	No	0	Yes	20	No	0	41	10	Yes	5	45	\$116,637.80	\$2,844.00	\$60	1943.96	
40	R	Path	Med	Boston Mills Road from Majestic Oaks Drive west to corp limit.	No	0	No	0	No	0	Yes	20	No	0	No	0	Yes	20	No	0	0	0	No	0	40	\$82,822.93	\$0.00	\$60	1380.38	
41	Q	Path	Med	Barlow Road from Barlow Farm Park Trail east to Stow Road	No	0	No	0	No	0	No	0	No	0	Yes	20	Yes	20	No	0	0	0	No	0	40	\$83,929.98	\$0.00	\$60	1398.83	
42	A	Path	Med	Boston Mills Road from Stratford Road to Jefferson Drive.	No	0	No	0	No	0	Yes	20	No	0	Yes	20	No	0	No	0	40	10	No	0	40	\$91,938.79	\$0.00	\$60	1582.31	
43	I	Path	Med	Alron Secondary Trail, John Clark Lane to proposed trail.	Yes	20	No	0	No	0	No	0	No	0	Yes	20	No	0	No	0	0	0	No	0	40	\$140,234.48	\$0.00	\$60	2337.24	
44	Y	Path	Med	Maple Grove Park to East Hines Hill	No	0	No	0	No	0	No	0	No	0	Yes	20	Yes	20	No	0	0	0	No	0	40	\$144,000.00	\$0.00	\$60	2400.00	
45	22	Walk	Med	Norton Road from Lake Forest Drive	No	0	No	0	No	0	Double	40	No	0	No	0	No	0	No	0	0	0	No	0	40	\$272,335.92	\$0.00	\$120	2269.47	
46	35	Walk	Med	Hines Hill Road from W. Prospect St. east to existing sidewalk.	No	0	Yes	10	No	0	Yes	20	No	0	No	0	No	0	No	0	109	10	No	0	40	\$376,702.98	\$0.00	\$120	3139.19	
47	56	Walk	Med	Middleton Road from Valerie Lane west to existing sidewalk.	No	0	Yes	10	No	0	Yes	20	No	0	No	0	No	0	No	0	139	10	No	0	40	\$126,056.38	\$906.00	\$120	1050.14	
48	57	Walk	Med	E. Streetsboro Street from Pinebrooke Drive to Stow Road.	No	0	Yes	10	Yes	5	No	0	Yes	10	No	0	No	0	No	0	153	10	Yes	5	40	\$227,433.33	\$1,486.00	\$120	1895.28	
49	44	Walk	Med	Norton Road from Weston Drive east to existing sidewalk	No	0	No	0	No	0	Yes	20	No	0	No	0	No	0	No	0	204	20	No	0	40	\$445,680.66	\$2,184.00	\$120	3714.01	
50	38	Walk	Med	Hudson Aurora Road from Crown Point Drive to E Firelands Drive	No	0	Yes	10	No	0	Yes	20	No	0	No	0	No	0	No	0	46	10	No	0	40	\$126,139.57	\$2,742.00	\$120	1051.16	
51	54	Walk	Med	Huntington Road from Middleton Road south to Hudson Aurora Road.	No	0	Yes	10	No	0	Yes	20	No	0	No	0	No	0	No	0	113	10	No	0	40	\$354,070.53	\$3,133.00	\$120	2950.59	
52	13	Walk	Med	Chamberlin Blvd. from Stow Road to existing sidewalk.	No	0	Yes	10	No	0	Yes	20	No	0	No	0	No	0	No	0	39	10	No	0	40	\$129,724.94	\$3,326.00	\$120	1081.04	
53	25	Walk	Med	Stow Road from E. Streetsboro St. south to Ravenna Road.	No	0	Yes	10	No	0	No	0	No	0	Yes	20	No	0	No	0	114	10	No	0	40	\$624,989.68	\$5,482.00	\$120	5208.25	
54	U	Path	Low	Norton Road from Summit County Hike and Bike Trail west to Hudson Drive.	No	0	No	0	No	0	No	0	No	0	No	0	Yes	20	Yes	15	0	0	No	0	35	\$159,159.67	\$0.00	\$60	2652.66	
55	14	Walk	Low	Hudson Drive from Summit County Hike and Bike Trail north to existing sidewalk.	No	0	No	0	No	0	Yes	20	No	0	No	0	No	0	Yes	15	0	0	No	0	35	\$359,839.03	\$0.00	\$120	2998.66	
56	32	Walk	Low	Stow Road from Deer Hollow north to existing sidewalk.	No	0	Yes																							

Appendix E: Referenced Plans



2013 Hudson Connectivity Plan

https://www.hudson.oh.us/DocumentCenter/View/1296/11_12_13-Final-Report-Hudson-City-Council-Ad-Hoc-Connectivity-Plan



<http://saferouteshudson.blogspot.com>

Connect Hudson Spoke Plan

<http://www.hudson.oh.us/documentcenter/view/1153>

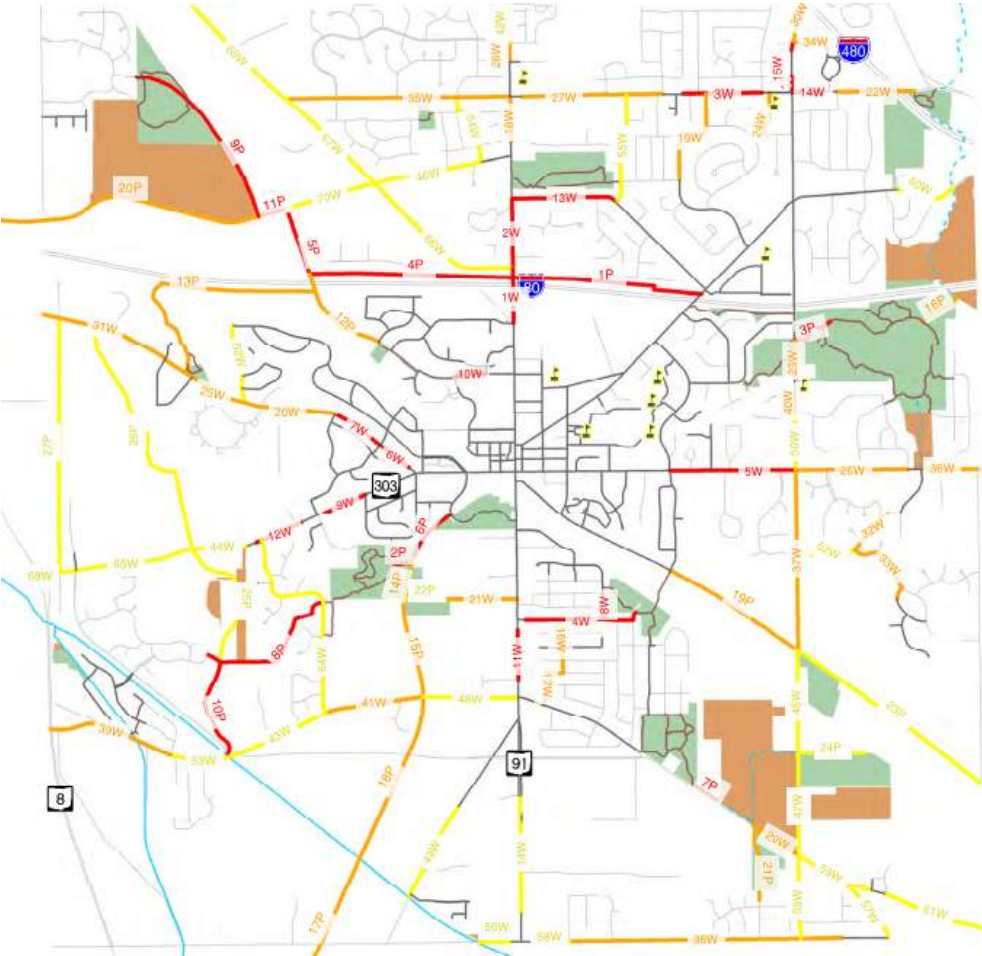


http://amatsplanning.org/wp-content/uploads/Downtown-Hudson-Trail-and-Greenway-Report_FINAL_2017.11.10-1.pdf



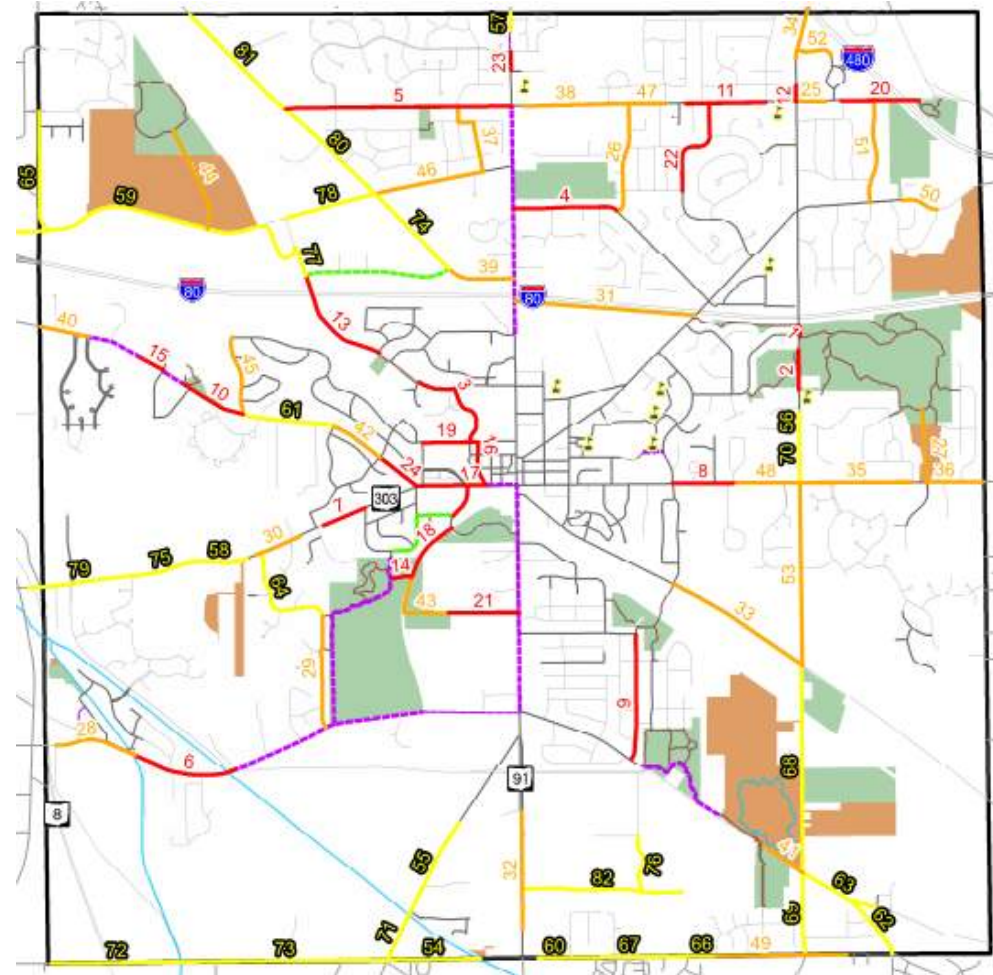
<http://www.hudson.oh.us/DocumentCenter/View/803>

Appendix F: 2013/2018 Comparison Map



2013 Connectivity Plan

Note: Scoring in 2013 was separated between walkways and pathways. On the map above, Walkways are identified with a "W" and Pathways are identified with a "P"



2018 Connectivity Plan

Hudson Park Trail Status

As of 10/8/18	TRAIL NAME	Connectivity ID Path	Parks Master Plan Priority Rank	Connectivity Plan Priority Rank	Length in feet	ESTIMATED COST	Outside Funding Source	Outside Funding Source Dollar Amount	Parks Funding	STATUS				REMARKS	
										DESIGN	RIGHT OF WAY	START DATE	TIME TO COMPLETE		
1	Veterans Trail Phase 1 on hold	59	1	Low	7,787	TBD	grant pending	None	TBD	Pre-design 2015	TBD	TBD	TBD	Design pending Park Board route selection based on engineering cost estimates.	
2	Veterans Trail Phase 2	3	1	High/Funded	2,006	\$1,000,000	None	returned 300000	TBD	2016	TBD	2016	TBD	EDG Inc. has performed the category exclusions for this project. Final selection for the design of this project will occur by the end of 2017.	
3	Veterans Trail Phase 3-2019	F-15	1	Funded	2,996	\$1,200,000	AMATS	\$500,000	\$700,000	2016	TBD	2019	2019	Design will analyze several alignment scenarios through Cascade Park T Veterans Way Park and to Barlow Rd. Michael Baker International will design.	
4	Veterans Trail Phase 4-2019	F-9	1	Funded	3,685	TBD	None	\$500,000	TBD	2016	N/A	2019	2019	Design will be re-routed in conjunction with the Barlow Rd. renovation project. Will meet the regional requirement that originally passed along railway.	
5	Hudsons Springs Connector/complete	N/A	3	Complete	1,265	\$175,000	None	None	\$175,342	2015	N/A	2016	2016	Was scheduled for 2015, no bidders on the project, moved to 2016 in conjunction with city asphalt program.	
6	Barlow Farm Park Connector-2019	F-4	2	Funded	689	\$95,000	None	None	\$65,000	2017	TBD	2018/19	TBD	Summit County Metroparks to complete route from Wood Hollow Park.	
7	Cascade Trail Connector/included in 3	F-15	1	Funded	567	\$34,000	None	None	\$34,000	2017	N/A	2018	2018	Estimated cost is not confirmed. Will now be done in conjunction with Veterans Trail phase 3.	
8	Oak Grove Trail-2018/complete	N/A	2	Complete	2,298	\$163,000	None	None	\$165,600	2017	N/A	2018	TBD	Completion in conjunction with Summit County Metro	
9	Maple Grove Connector-on hold	27	3	Med	5,593	\$275,000	None	None	\$275,000	2017	N/A	2017	TBD	Possible construction from Summit County Metro Parks.	
10	Turnpike Trail Phase 2	31	2	Med	5,887	\$353,220	None	None	\$353,220	TBD	First Energy	TBD	TBD	In conjunction with First Energy easement.	
11	Turnpike Trail Phase 3	31	2	Med	5,505	\$330,300	None	None	\$330,300	TBD	First Energy	TBD	TBD	In conjunction with First Energy easement.	
3	Boston Mills Trail	15,10	1	High	7,435	\$446,098	Developer	None	TBD	2018	TBD	TBD	TBD		
TOTALS					45,713	\$4,071,618	\$0	\$1,000,000	\$2,098,462						

Priority Trail Maps: Parks Master Plan

