



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

October 16, 2020

MEMORANDUM

To: City Council Members

From: Nick Sugar, City Planner

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

Subj: 2020 Connectivity Plan

Staff is providing some brief additional information for the upcoming Connectivity discussion of October 27, 2020. Please note the following:

Connectivity mapping updates:

1. The Hines Hill Road segment from Ashbrooke to Valley View has been revised to route from Ashbrooke to Hunting Hollow. This route is significantly shorter and aligns with Veterans Trail.
2. Boston Mills Rd has been revised to the funded list (Parks Capital)
3. Barlow Road from Wood Hollow to Barlow Farm Park has been revised to the funded list (Parks Capital).
4. Veterans Trail has been depicted on the plan

Implementation Plan: The attached plan ranks each segment with possible funding source.

Parks Capital: Several segments (\$4,485,000) are already within the Parks five-year plan

Bond Fund: A total of \$10,755,600 has been proposed for bond funding. The Finance Department is preparing additional correspondence regarding carry forward which could be considered to reduce or replace a bond along with sustained annual funding.

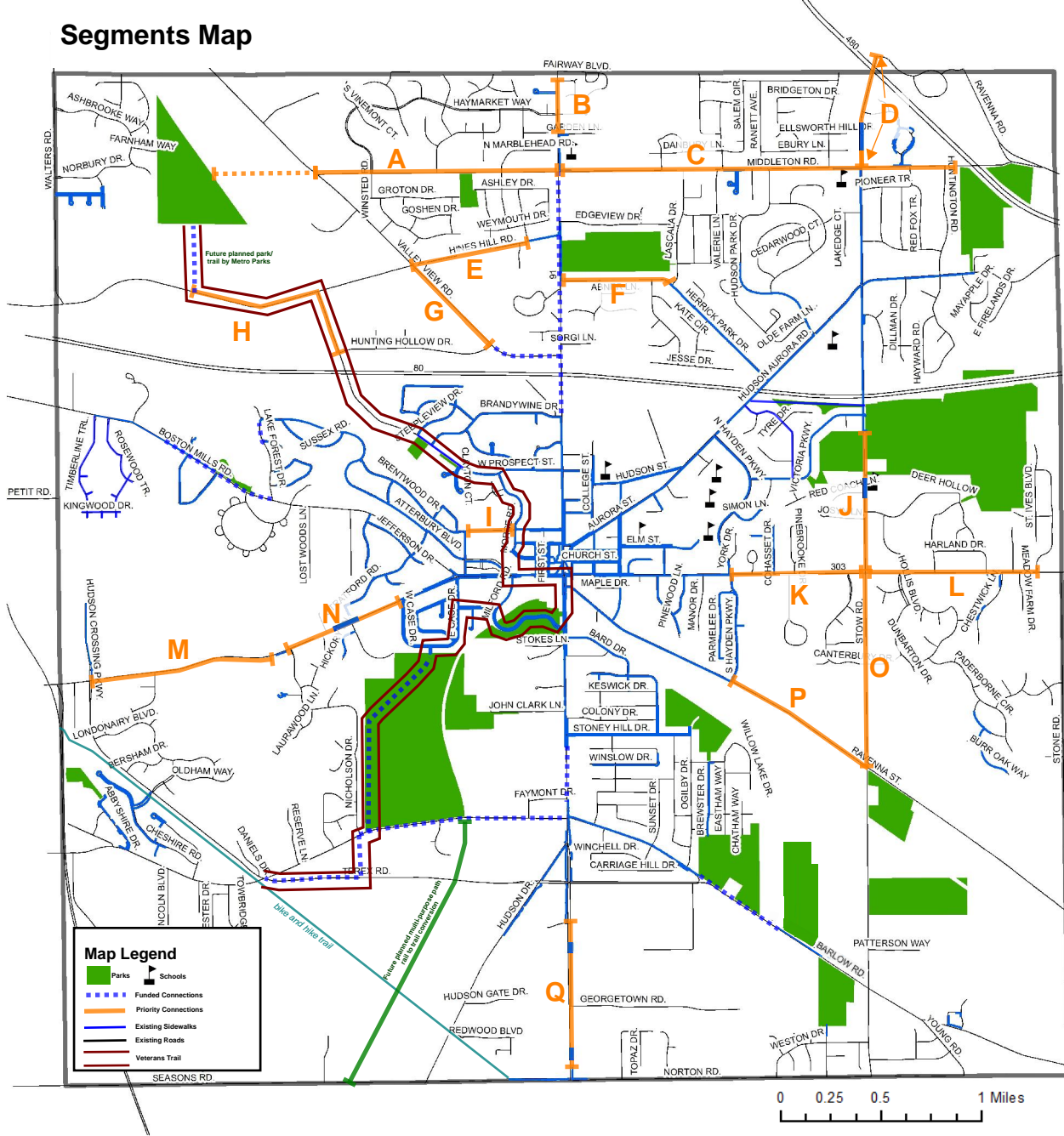
AMATS: Two smaller sidewalk segments totaling \$972,200 have been targeted for upcoming AMATS funding; however, such funds would not be available until 2026-2027 and would require a 20% local match.

Future Projects: Several lower scoring segments have been noted for consideration as part of a future funding effort.

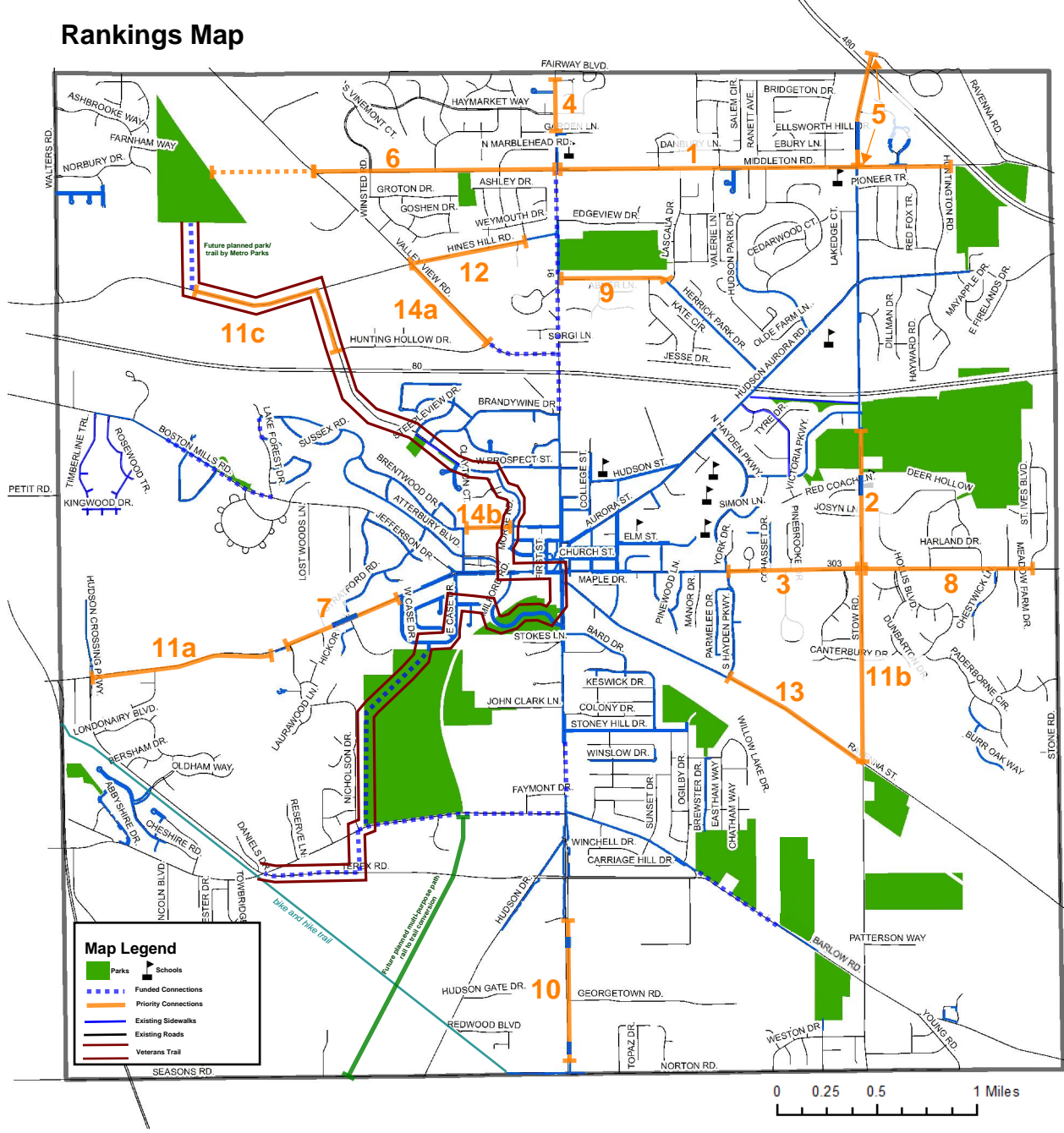
Resident Feedback: Staff has issued a constant contact notice and website posting of the draft plan and encouraged resident feedback. The attached provides responses received.

ID	Rank	Designation	Description	Total Score	Estimated Cost	Funding	Notes
PARKS CAPITAL FUND							
		Multi-Purpose	Barlow Road - SR 91 to Nicholson Drive		\$875,000	Parks Fund	2021 Construction
		Multi-Purpose	Veterans Phase IV - Nicholson to Terex/Barlow		\$380,000	Parks Fund	2021 Construction
		Multi-Purpose	Boston Mills Road from Boston Mills Park to Lake Forest Drive	44	\$900,000	Parks Fund	2022 Construction
		Multi-Purpose	Veterans Trail Phase III - Cascade Park to Barlow Road		\$1,000,000	Parks Fund	2022 Construction
		Sidewalk	Valley View Road from SR 91 to Hunting Hollow Drive	10	\$580,000	Parks Fund	2023 Construction
		Multi-Purpose	Barlow Road from Barlow Farm Park to Wood Hollow Metro Park	40	\$750,000	Parks Fund	2023 Construction
			Parks Capital Subtotal		\$4,485,000	Design work included or already seperately funded	
BOND FUND							
C	1	Sidewalk	Middleton Road from 91 to High Point Park	73	\$2,762,000	Bond	
J	2	Sidewalk	Stow Rd From Hudson Springs to 303, west on 303 to N Hayden	71	\$833,000	Bond	
K	3	Sidewalk	ST RT 303 From N Hayden Pkwy to Stow Rd	65	\$404,000	Bond	
B	4	Sidewalk	ST RT 91 from northern corp line to Garden Lane	59	\$145,000	Bond	
D	5	Sidewalk	Stow Road from Corp line to Middleton Rd	55	\$420,000	Bond	
A	6	Sidewalk	Middleton Road from Maple Grove Park to 91	53	\$1,941,000	Bond	
N	7	Sidewalk	ST RT 303 from Nicholson Drive to West Case Drive	48	\$739,000	Bond	
L	8	Sidewalk	ST RT 303 from Stow Road to St. Regis Boulevard	42	\$993,000	Bond	
F	9	Sidewalk	Herrick Park Dr. from Darrow Road to Lascala Drive.	41	\$426,000	Bond	
I	14b	Sidewalk	Owen Brown Street from Morse Road to Lennox Road	10	\$300,000	Bond	Low score -Install for safety enhancement
					\$8,963,000		
			Engineering/Design costs (+20%)		\$1,792,600		
			Bond Subtotal		\$10,755,600		
POTENTIAL AMATS FUNDING							
Q	10	Walkway	SR 91 from Corporate Drive to existing sidewalk	34	\$249,000	AMATS request	Funds not available until 2026-2027
M	11a	Multi-Purpose	SR 303 from Hudson Crossing Parkway to existing sidewalk	32	\$567,000	AMATS Request	Funds not available until 2026-2027
			subtotal		\$816,000		
			Engineering/Design costs (+20%)		\$163,200		
			AMATS Subtotal		\$979,200		
TOTAL IMPLEMENTATION							
			Parks Capital Total		\$4,485,000		
			Bond Total		\$10,755,600		
			AMATS Total		\$ 979,200		
			Total Connectivity Investment		\$ 16,219,800		
Future Projects (not funded at this time)							
O	11b	Sidewalk	Stow Road from 303 to Ravenna Street	32	\$1,286,000	TBD (Future)	Lower benefit connection
H	11c	Multipurpose	Veterans Trail I - Hines Hill Rd from Valley View to Hunting Hollow	32	\$1,435,000	Parks Capital	County Metroparks, future Parks Capital
E	12	Sidewalk	Hines Hill Road from Valley View to Glastonbury Drive	24	\$1,646,000	TBD (Future)	Lower benefit connection
P	13	Sidewalk	Ravenna Street from South Hayden Parkway to Stow Road	20	\$1,322,000	TBD (Future)	lower benefit connection
G	14a	Sidewalk	Valley View Road from Hines Hill Road to Hunting Hollow Drive		\$826,000	TBD (Future)	lower benefit connection

Segments Map



Rankings Map



Ward	Comments
Ward 4	As a resident of Connecticut Colony residing on Valley View Rd. I am disappointed to see that there is nothing planned between Hines Hill and Middleton Rd. The speed limit needs to be reduced to 35 and a sidewalk installed to make it safe to walk or bike.
Ward 1	I have no problem with the plan as it seems well thought out but I am strongly against an income tax increase. Figure out an alternative funding plan but we pay more than enough in income/Rita taxes.
Ward 3	I urge you to consider installing a cross walk system with button activated light for bicyclists and pedestrians at intersection of Stow Rd. and Canterbury. This would allow a safe connection of Canterbury on the Lakes to downtown Hudson and the schools. Furthermore, traffic along Stow Rd between Streetsboro Rd and Ravenna Rd is completely unchecked with vehicles reaching speeds well over 50 mph in this 35 mph zone. If a cross walk will not be considered for connectivity purposes, perhaps a traffic light would be a better option to ensure safety of pedestrians and vehicles. Also, please consider placing a button activated lighted cross walk at Hudson Springs Park. Numerous sporting events take place at this park as well as high school runners crossing the road. Again vehicles reach high speeds in this area and are often inconsiderate and aggressive to those needing to cross here. Our kid safety should be a top priority. Thirdly, consider continuation of the bike path past Seton Catholic School along Stow Rd between Streetsboro Rd and Hudson-Aurora Rds to allow for a complete connection of this part of the city.
Ward 4	<p>Consider that all parks are not created equal. There are a lot of green spots (parks) on the map and some are almost never visited. Consider ranking the parks by visitations. High volume parks might get more points.</p> <p>Does the City know how many people visit the parks? Have we done any counts? I have seen counters on trails in the National parks that help them understand the traffic volume to help prioritize improvements. We should do the same.</p> <p>Also, one of the highest point feature is to connect a neighborhood to a school. I really had to use creative thinking to rationalize some of the scores in the results. Like #5 and #10 on the list.</p> <p>Finally, what's with dotted line extension of Middleton road to the west that connects with Maple Grove. Is that a legitimate property for a path or road. I know it's access to the gas/oil wells in the park but is it really an option?</p> <p>Thanks for listening.</p>
Ward 4	I'm happy to see that a sidewalk on Middleton Rd. between Stow and Rt 91 is #1 priority. This is desperately needed for safety, among many other reasons. Please consider opening up currently owned park land that has not been developed (Future Site of...) to primitive hiking. The city and residents have owned this land since the late 90's and yet almost none of the land bought at that time has been opened to the public to enjoy. Short of full blown development of these parks, just open them up to primitive hiking and walking. This will support connectivity. Thank you.
Ward 3	I am resident of the Pine Trails neighborhood and is particularly interested in Section D of the most recent connectivity plan. The description states "From Chamberlain to existing sidewalk." However, the graphic shows a new sidewalk to Pine Trails Circle. The existing sidewalk only occurs in front of the church. If following the description, this seems very limited and a cause for concern. The proposed cost of the project leads me to believe that the sidewalk would extend from Pine Trails to Middleton. Currently, our children cannot safely ride bikes out of the neighborhood for fear of the fast traffic on Stow (not to mention no sidewalks) and we are totally isolated. Please clarify the intent on this section.
Ward 4	Hudson Aurora Rd has quite a bit of traffic that picks up speed as cars head from downtown towards the high school. Lots of children from Hudson Park Estates. White Horse Acres, and Western Reserve Estates ride their bikes to school. The sidewalk is difficult to navigate with walkers and bikers. It is dangerous. A bike trail on the opposite side of the road from the sidewalk would allow much more connectivity from this sector to downtown.
Ward 2	Hi, I noticed on the Connectivity Plan it does have planned sidewalk funded construction at the end of Lake Forest by Atterbury, but the rest of Lake Forest does not have a sidewalk. The families who live on Chadbourne Drive and Lake Forest deal who ride their bikes to Lake Forest or to Atterbury have to deal with cars speeding down Lake Forest all the time. Why can't we connect Lake Forest with a sidewalk all the way through the entire street and to Chadbourne Drive which does have a sidewalk?