



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

MEMORANDUM

To: City Council

From: Emily Fernandez, Community Project Planner; Greg Hannan, Community Development Director; Brad Kosco, City Engineer

CC: Thom Sheridan, City Manager

Date: September 24, 2024

Subject: Update on Hudson Walk & Bike Plan (2026-2030)

Background

Staff presented the public engagement summary from the Walk and Bike Pan at the June 4, 2024 Council Workshop. Council directed staff to adjust the scoring matrix, then proceed to rank the proposed segments and return with a final proposed plan including cost estimates. The attached final draft plan includes the engagement report that Council previously received as well as the new information on scoring and costs. Notes below are grouped by plan's section headings.

Engagement Report

Council received the engagement report in June 2024. This section of the plan has not changed.

Ranking Methodology & Results

Methodology

Matrix 1, below, was approved by Council after discussion to prioritize high-speed roads over connections within neighborhoods. Staff completed the ranking as directed but observed that the results of Matrix 1 did not appear to adequately achieve Council's intent to prioritize high-speed roads. For Council's consideration, staff created an alternate Matrix 2 that awards additional points to arterials and major collectors rather than awarding the same number of points to all streets with speeds of 35 MPH and above. Points for minor collector streets, which have speeds of 25 MPH, did not change. The revised matrix results in a greater number of high-speed roads at the top of the ranking and creates greater differentiation in the point spread among all segments.

Matrix 1	
Description	Pts.
Connects to a Regional Trail	15
Connects to a Park	15

High Speed (≥ 35 MPH)	15
Is a Minor Collector Street	10
Connects a Neighborhood to a School	10
Links Multiple Existing or Funded Connections	5
Pts. Possible	70

Matrix 2	
Description	Pts.
Connects to a Regional Trail	15
Connects to a Park	15
Is an Arterial Street	25
Is a Major Collector Street	15
Is a Minor Collector Street	10
Connects a Neighborhood to a School	10
Links Multiple Existing or Funded Connections	5
Pts. Possible	95

Results

Matrix 2 was used to establish the ranking within the current draft of the plan. The following are the top results* by total score. Scoring details are in Appendix B of the plan.

Segments that Scored in the Top 10				
Count	Rank	Score	Segment	Description
1	#1	60	HH	Barlow Rd - From Lincoln Blvd to Nicholson (crosses Terex)
2	#2	45	AA	Barlow Rd (East) - From Terex Rd to Norfolk Southern Railroad
3	#3	40	Q & NN	Winsted, Groton Dr, Ashley Dr and Marblehead Dr
4	#4	40	C	Barlow Road (east) - Oak Grove Park to Stone Creek Way
5	#5	35	E	Hudson Dr - Existing sidewalk to Norton Rd
6	#7	35	RR	Stow Rd - Chamberlin Drive to Pine Trails (Twinsburg Township) <i>(under I-480)</i>
7	#8**	30	D	Ogilby Dr - From Stoney Hill Dr to Barlow Rd
8	#8**	30	G & MM	Nicholson Dr - From SR 303 to Barlow Rd
9	#8**	30	H	Heather Ln, Lauren Dr, Londonairy, Oldham and Bridgewater
10	#8**	30	OO	Lascala Dr - From Middleton Rd to Herrick Park
11	#8**	30	UU	Middleton Rd – Trumbull Woods Park to Middleton Rd Ext. <i>(over I-480)</i>
				Est. Total Cost: \$21 M

*Segments on Terex Rd have been removed from the ranking for the following reasons:

- The cost of the Terex segments alone (\$7,775,000) would deplete potential funding for connections that may be more impactful
- Public engagement did not indicate demand for sidewalks on Terex Rd
- Existing/funded East and West connections on Barlow Rd offer alternatives to a Terex Rd route

** Scores tied for Top 8-10.

Estimates in the **Cost Summary** (pg. 8 of the plan) are listed in order of the Matrix 2 ranking. The estimated cost to complete the eleven (11) segments listed above is \$21 Million and the estimated cost to complete all segments studied is \$69 M. Detailed cost estimates are available in Appendix C of the plan.

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Regional Planning

The plan includes a map of anticipated Veterans Trail phases with estimated construction years, as well as a map showing the relation of Veterans Trail to a broader vision of potential regional extensions. Regional extensions were discussed during engagement with the public and with representatives of key stakeholders (surrounding cities, CVNP, Summit Metro Parks). The mapped extensions are realistic goals based on regional support. Staff is interested in Council input about the level of priority for each phase and the overall regional vision.

Education & Enhancements

Staff previously reported that public engagement indicated strong interest in resources to help people identify and utilize existing non-vehicular infrastructure. There was input on interactive or printed maps, route navigation signage, and route-supporting amenities such as racks or repair stations. The plan includes several potential actions to help achieve the educational and safety goals identified during public input. Staff will continue to research opportunities and implement activities in connection with an anticipated 2025-2026 application to the League of American Bicyclists 'Bike Friendly Community' program.

Discussion

Staff requests Council input on

- Confirmation of Matrix 2 ranking
- Suggested segment additions or removals
- Overall level of funding desired
- Educational efforts & route-supporting amenities

Staff is seeking comments from City Council which could be incorporated into a final plan including a 5-year construction timeline for Council's adoption. A first reading or consent consideration could be targeted for 2024.