



Comment Sheet for:
Downtown Pedestrian Improvements Ph 2, (PID 120285)

Comments may be submitted:

- Verbally or in writing after the public meeting
- By email at engineering@hudson.oh.us
- By telephone at 330-342-1770
- By visiting the project website:
<https://letstalk.hudson.oh.us/downtown-pedestrian-improvements-phase-2>



PLEASE SUBMIT COMMENTS BY NOVEMBER 13, 2024

Contact information is not required but will ensure you receive a response, should one be required.

Name: THOMAS BARRY

Mailing address (or nearest cross streets): 163 SOUTH MAIN ST

Email address: BARRYTOM163@GMAIL Phone: 234-837-1792

Business/Organization Name: _____

Business/Organization Address: _____
(if different from above)

Area, Intersection or Address of project area of concern: _____

What is your interest in the proposed project? (Select all that apply.)

- Area Resident Area business owner or employee Commuter

Other: _____

How often do you travel in the project area?

- Daily A few times a week Weekly A few times a month Monthly

Other: _____

How do you usually travel through the project area? (Select all that apply)

- Automobile Bicycle Walk Other: _____

Are you in favor of a sidewalk being constructed along S. Main Street (SR 91) between Colony Drive and Nantucket Drive? If you have any concerns or suggestions, please use the comment section on the next page.

- Yes, I am in favor No, I am not in favor No Preference

Other: YES PLEASE COME OVERDUE!!



How often do you utilize the existing sidewalk on the west side of S. Main Street (SR 91) between Colony Drive and Nantucket Drive?

- Daily A few times a week Weekly A few times a month Monthly Never

Additional comments:

WALK TO LIBRARY REGULARLY.

Are you in favor of the crosswalk island, with Rectangular Rapid Flashing Beacon (RRFB), on S. Main Street at Colony Drive?

- Yes, I am in favor No, I am not in favor No Preference Other

Please elaborate below:

Are there any other safety concerns that you feel should be addressed at the locations in the proposed plans?

- No Yes. Please elaborate below

25 MPH SPEED LIMIT NEEDED

Are there any other safety concerns that you feel should be addressed at the locations outside the work areas shown in the proposed plans?

- No Yes. Please elaborate below

Other Comments:

THANK YOU FOR MAKING THIS HAPPEN!



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Contact information is not required but will ensure you receive a response, should one be required.

Name: Daniel Steidl
Mailing address (or nearest cross streets): 178 S. Main Hudson Oh, 0
Email address: Daniel1205@AOL.com Phone: 330 807 8354
Business/Organization Name: Retired
Business/Organization Address: —
(if different from above)

Area, Intersection or Address of project area of concern: South Main St. Hudson

What is your interest in the proposed project? (Select all that apply.)

- Area Resident Area business owner or employee Commuter
 Other: _____

How often do you travel in the project area?

- Daily A few times a week Weekly A few times a month Monthly
 Other: _____

How do you usually travel through the project area? (Select all that apply)

- Automobile Bicycle Walk Other: _____

Are you in favor of a sidewalk being constructed along S. Main Street (SR 91) between Colony Drive and Nantucket Drive? If you have any concerns or suggestions, please use the comment section on the next page.

- Yes, I am in favor No, I am not in favor No Preference
 Other: _____



How often do you utilize the existing sidewalk on the west side of S. Main Street (SR 91) between Colony Drive and Nantucket Drive?

- Daily A few times a week Weekly A few times a month Monthly Never

Additional comments:

Are you in favor of the crosswalk island, with Rectangular Rapid Flashing Beacon (RRFB), on S. Main Street at Colony Drive?

- Yes, I am in favor No, I am not in favor No Preference Other *Not Sure*

Please elaborate below:

Are there any other safety concerns that you feel should be addressed at the locations in the proposed plans?

- No Yes. Please elaborate below

*Need to slow traffic - down to 30 mph.
Traffic signal at Nantucket or Stoney Hill*

Are there any other safety concerns that you feel should be addressed at the locations outside the work areas shown in the proposed plans?

- No Yes. Please elaborate below

Notify windstream of project

Other Comments:

1. Have you considered removing the parking spaces on Main Street? Cars have a hard time backing out. Why not remove those spaces and make it two lanes?

HResident, 21 Oct 2024, 22:34

Thank you for your inquiry about the removal of on-street parking along N. Main Street in Hudson.

While removing on-street parking stalls could alleviate congestion and reduce the risk of accidents caused by backing up vehicles, it would also have negative consequences for the downtown area. These parking spaces provide convenient access for customers visiting local businesses, which is crucial for a thriving downtown. Additionally, they act as a buffer between pedestrians and traffic, enhancing safety. Given the limited parking options downtown, on-street parking helps reduce the need for larger parking lots elsewhere.

City staff is currently assessing the geometry of on-street parking along N. Main Street to determine if modifications can be made to address sight distance issues caused by larger vehicles.

2. I see many new sidewalks going up in less populated areas, and was wondering when the sidewalk on the north side of 303 between Bradley Court and North Hayden Parkway will be constructed. There are many people that walk there, only to cross in the middle of the street after walking in some people yards. For those of us that do live on the street, we need to either walk through many peoples yards to get to the crosswalk OR cross 303 without a cross walk. How is this safe? The cross walk should really be finished where there is walking population, rather than adding sidewalks where there are only a few houses. I know that you want to make everyone assessable, but you should be working where the population is densest first, then do the more rural/less populated areas.

Minigal, 28 Oct 2024, 13:34

Thank you for your inquiry about the installation of new sidewalks along E. Streetsboro Road (SR 303) between Bradley Drive and N. Hayden Parkway.

The City's 2020-2025 Connectivity Plan prioritized the addition of new sidewalks along major corridors, aiming to create a more walkable community. As a result, new sidewalks have been or are currently being installed along SR 91, Middleton Road, and SR 303, amongst others, addressing areas where sidewalks were missing. Future phases of the plan will continue to expand sidewalk connectivity, linking neighborhoods to existing sidewalks and trails where no sidewalks exist along the roadway.

Furthermore, the city plans to pursue state funding to implement parallel sidewalks and improved crosswalks along major routes like SR 91 and SR 303. These enhancements will further improve pedestrian safety and connectivity along these busy corridors.

3. Since the intersection of Main St and Route 303 are included in this study, I believe it would be much safer for pedestrians at this intersection if traffic signals were installed for Main St at Ravenna St. Nobody can deny this is a problem spot. If the Northbound

traffic on S. Main was stopped at Ravenna St. few seconds before it is stopped at Rt. 303, that would create an empty area in that Northbound section. This would vastly improve the ability of the Emergency Services to get through that area when heading Northbound. I have witnessed several times the EMS not being able to get through this area in a timely manner. It would also be safer for pedestrians crossing the South side of the Main/303 intersection. I understand there is some difficulty implementing this, but I know I could figure it out if I put my mind to it, so I am confident that it can be done. Thank you.

jbitburg, 28 Oct 2024, 20:01

The intersection of Ravenna Street at S. Main Street (SR 91) had a separate Traffic Safety Study completed in July, 2023. The study evaluated various improvements at the intersection, including the introduction of a traffic signal, turn lanes, and signage to improve safety. The Ohio Revised Code requires that an engineering signal warrant study must be performed to determine whether the installation of a traffic signal is justified at a particular location amongst other criteria. A signal warrant study considers crash history, vehicle and pedestrian traffic volumes, signal/road network, school crossings or railroad crossings. Also, the Ohio Department of Transportation (ODOT) recommends that the spacing for traffic signals be at least one half-mile with a minimum of one-quarter mile. The adjacent traffic signal at SR 91 and SR 303 is approximately 300 feet away. The close proximity of two traffic signals would impact traffic progression along SR 91 and lead to increased congestion.

Based upon these criteria, the construction of a new signal at Ravenna Street and S. Main Street is not recommended.

To improve traffic flow and aid in emergency vehicle responses, the City is currently constructing the [Adaptive Signals Project](#). The new adaptive signal system uses fiber technology to adjust the timing of traffic lights in real-time to control the flow of traffic and reduce travel times. In addition, all signals in Hudson are having their emergency preemption systems upgraded. The new emergency vehicle preemption system uses artificial intelligence to predict the route of emergency vehicles and then coordinates traffic signals to give them priority, making their journey faster and safer.

- 4. My main questions are regarding bigger picture integration with the development of pedestrian infrastructure. One concern is regarding the simultaneous development and integration of bicyclist pathways and safety, as road safety often influences the shared use of sidewalks and crosswalks by both bicyclists and pedestrians. What safety mechanisms or separated bike paths are being integrated into the design of this project? Or other projects that might specifically address cycling infrastructure? Secondly, development of pedestrian infrastructure is also a good opportunity to consider integrated infrastructure just below the surface; for example stormwater drains, culverts, etc. Given the recent stormwater overflow incident in early August, it seems imperative that the city consider the adequacy and future needs of its existing stormwater and sewage systems in order to support the safety and resilience of its residents for many years to come. Considering this may be an opportunity for**

enhancing integrated design for city infrastructure, what actions or proposals are in place to improve storm and sewer systems simultaneously?

citizenof1world, 28 Oct 2024, 14:19

The goal of the Downtown Pedestrian Safety Improvements is to enhance pedestrian safety and comfort in and around downtown Hudson.

As part of the City's separate Walk and Bike Plan, public input sessions, including a Bike & Brainstorm Session with residents, were held earlier this summer. Similar suggestions regarding bike-specific improvements were discussed, such as the introduction of rumble strips along bike lanes, alternative pavement markings to enhance bike lanes, and where possible, physical barriers or increased separation of bike facilities near roadways. These types of improvements will be incorporated into future projects in 2025 at various locations throughout the City.

Where possible, the City will combine multiple improvement projects that enhance various infrastructure elements into a single project. For example, sidewalk improvements may be combined with flood control projects. By completing both projects simultaneously, the City can save costs and minimize impacts on nearby property owners and disruptions to the traveling public.

The City is actively analyzing the recent 500-year flood event that affected parts of the City and surrounding communities to identify short-term and long-term improvements to enhance flood resiliency. Given the significance and increasing frequency of intense flood events, the City will conduct comprehensive flood water studies in 2025 to identify major future capital projects that would alleviate flooding throughout the community. Additionally, the City is collaborating with the Summit County Department of Sanitary Sewer Services (DSSS) to identify potential improvements, beyond currently programmed projects, to the sanitary system to mitigate future flooding.

5. When will we get a crosswalk across Clinton Street at the intersection with Library Street?

Edwin, 29 Oct 2024, 8:20

The City of Hudson is planning to modify the entrance to the City's parking lot at the Heinen's grocery store to reduce crashes at the parking lot entrance. The improvements will include a new crosswalk at the intersection of Clinton Street and Library Street. These improvements are scheduled to be constructed in 2025 after the County's sanitary sewer replacement project is complete.

A concept plan of the proposed parking lot improvements is shown below:

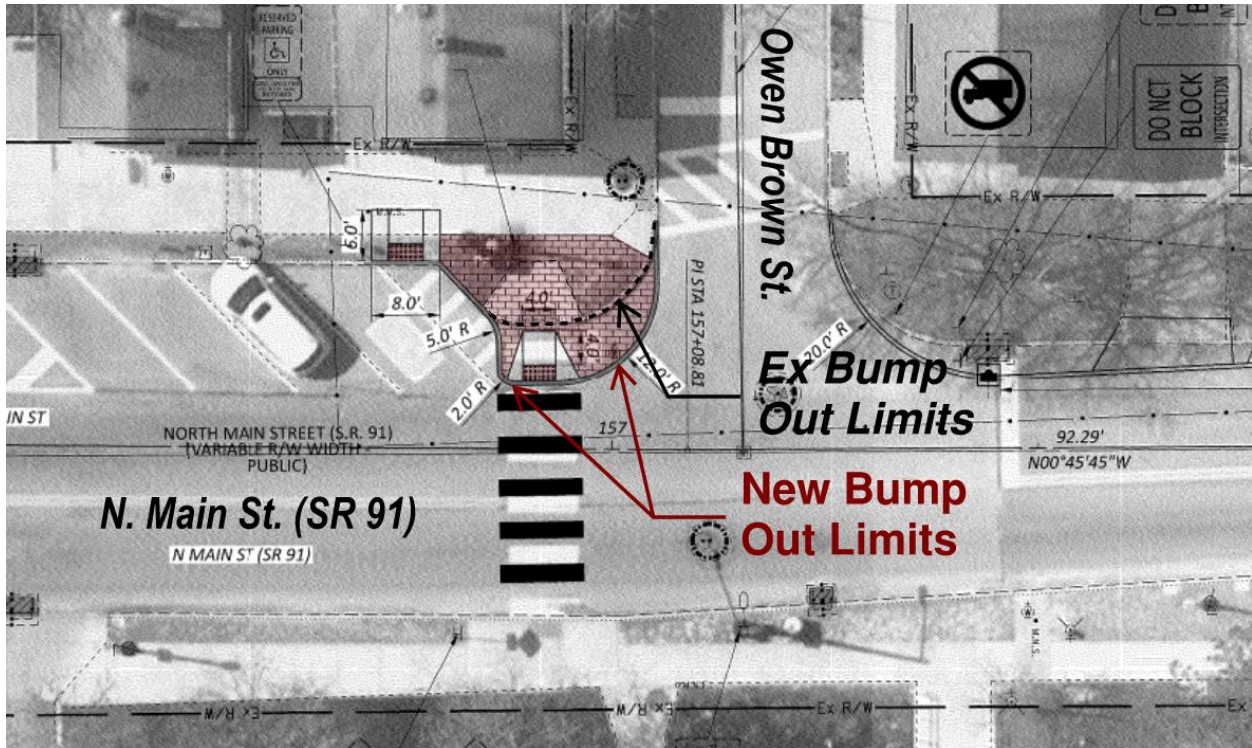


6. I commend the city for its work to improve safety throughout the downtown area and elsewhere around town with increased signage, flashing signals and repainted crosswalks. One crosswalk that remains sorely lacking of any safety upgrade is the crosswalk at the junction of Owen Brown and 91/North Main. There is NO sign of any kind indicating a cross walk as cars come south on 91 approaching that crosswalk (signage should be on the west side of 91 approaching that intersection). There is one sign on the east side of 91 (as cars go north away from the clock tower). When a pedestrian is waiting from either side, typically cars pay zero attention. When a pedestrian is waiting to cross from the west to east across 91 (North Main) if cars are back up at the stop light (which is common) it is impossible to see beyond the cars to see if there is traffic moving thru the intersection at Clinton/Aurora/91. Pedestrians must step behind cars, and peer around the cars. Clearly a danger to all involved! I have inquired about a flashing light at that intersection and was told that there is concern about the lights losing their impact if there are too many. The option of moving to the main intersection is a valid one and used on occasion, but when the 5 seconds of walking man across Main goes by the cars moving through from Aurora street use little caution in trying to move around pedestrians! This also causes more of a slow down of traffic flow at the main intersection at busy times of day, resulting in frustrated drivers reacting negatively to pedestrians. Other intersections have multiple signs in both directions, and/or the flashing signal available. PLEASE add this to the list ASAP! Thank you,

Ssacjl, 31 Oct 2024, 13:38

The Proposed Pedestrian Improvements at the intersection of Owen Brown Street and N. Main Street (SR 91) includes the enlargement of the “bump out” on the west side of the road. The improved bump out will project further out towards the vehicle travel way, allowing for greater visibility of pedestrians by drivers, and for pedestrians to have better site-lines to oncoming traffic.

The proposed improvements will maintain ADA ramp access and not remove any parking stalls. Additional signage will be reviewed as well. The concept layout for the improvements are shown below.



7. I am glad you are working on sidewalks. However, I live in what was once considered "the village" and walk many of the side streets like Elm, Division, College, church, Aurora, Hudson street etc. My friends and I are in our late seventies or eighties and walk frequently. Where we can we walk in the street do to uneven sidewalks. I have called and sent photos in but was told they must be at least one inch in height. It only takes 1/4 " to trip one of us. I see recently they have put blacktop on some spots but there are so many more. Some are at the edges but when you are walking side by side it is still serious. Even in the street on Elm there are small blacktop chucks which recently appeared and should be scraped even with the street level. It would be nice to relax in a relaxed manner. Thanks for listening. Barbara and Friends

BKH, 28 Oct 2024, 20:53

Thank you for submitting your concerns for sidewalk trip hazards on streets near the Historic Downtown, including Elm, Division, College, Aurora, and Hudson Streets.

Each year, the City allocates funds to repair or replace curb ramps and sidewalks that pose a tripping hazard to pedestrians. Our staff maintains a running list of these hazards for future repairs throughout the community.

This winter, the City's Engineering Department is conducting a citywide survey of sidewalks to identify all tripping hazards that are a quarter inch or larger. The survey of over 60 miles of sidewalks will inform future annual trip hazard repair programs.

Annual sidewalk repair programs typically focus on specific neighborhoods and the City will consider including the streets you mentioned in an upcoming program.

8. Has there been any consideration to additional crosswalks connecting the north side of E. Streetsboro St. to the sidewalk on the south side between Bradley Dr. and N. Hayden?

Joel F, 13 Oct 2024, 8:34

Currently, City staff has not considered installing crosswalks in this area, primarily because the north side of E. Streetsboro lacks a sidewalk between Bradley Drive and North Hayden Parkway. Crosswalks are typically placed at signalized intersections, intersections where traffic stops or yields, and other locations with proper pedestrian landings.

Engineering standards recommend that crosswalks are not installed indiscriminately, and that an engineering traffic safety study is typically required to determine the need and feasibility of a crosswalk at a particular location. Staff will forward this request to the City's Traffic Safety Committee to identify if a traffic study to evaluate crosswalks at this location or others along E. Streetsboro Road are recommended to be conducted. A follow up message will be provided pending the recommendation from the Traffic Safety Committee next meeting on November 6th, 2024.