

# APPENDIX A: APPENDIX TO THE ENGAGEMENT REPORT



## APPENDIX June 2024

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(map used during public engagement activities)	

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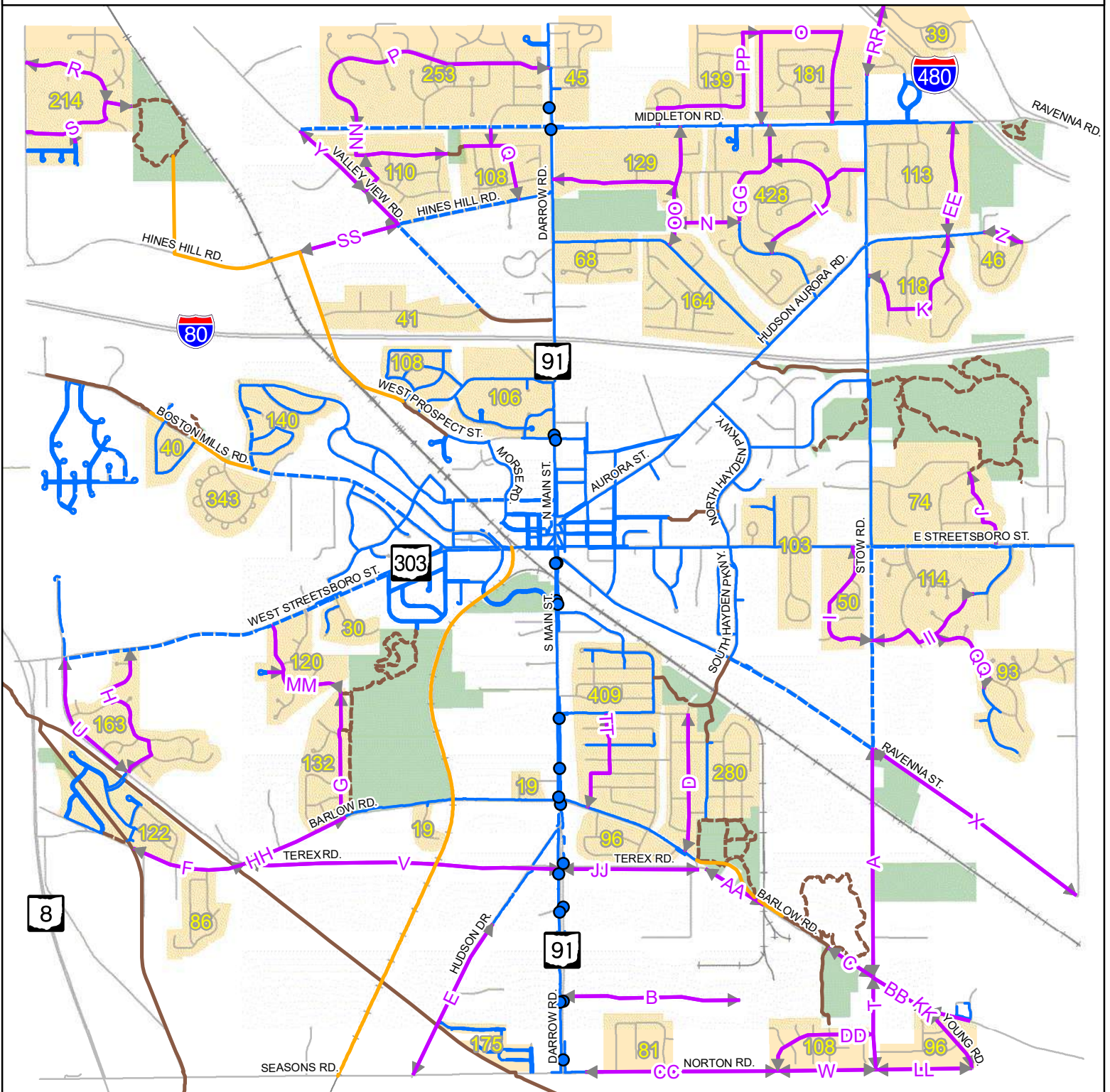
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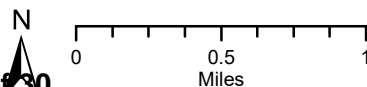
# Sidewalks and Trails



- Metro Bus Stops
  - Existing Sidewalks
  - Funded Sidewalks
  - Proposed Sidewalks
  - Existing Paved Trails
  - Existing Gravel Trails
  - Future Trails
  - Streets
  - Railroads
  - Hudson Parks
  - Neighborhood/ No. of Households\*
- \* Household counts are only displayed for neighborhoods along proposed segments.



**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.





## Ward Focus Calls

The Resident Representatives were nominated by City Council members.

The ward focus calls were held virtually via Microsoft Teams. The Ward Council representative made welcoming comments, if they were in attendance, and City Staff then provided a project overview with orientation to the map of proposed connections. Conversation was generally open dialogue. The following questions were also addressed:

- What are some locations where you're particularly interested in new connections?
- What areas & amenities are most important to connect with sidewalks or bike paths? (ex. is it more important to connect neighborhoods to schools, neighborhoods to transit centers, neighborhoods to businesses, etc.)
- What are your thoughts on the proposed Veteran's Trail connection? What is the most important aspect of the future trail?
- What are the biggest barriers in Hudson preventing you from traveling via sidewalk, trail, or bike path on a regular basis?
- Anything else that should be considered?

City Staff took meeting notes and prepared the following summaries of each ward focus call. The maps that were discussed on the calls are included at the end of this document.



## **WARD 1**

**4/10/24 at 7:00-8:00 PM**

### **Resident Representatives:**

1. Marilyn Orr
2. Megan Dzurec/Elene
3. Sue Brown
4. Jessie Obert
5. Rafia Mileti

**Also in attendance:** City Councilor Patricia Goetz; City staff Emily Fernandez and Brad Kosco

### **Notes:**

- There were questions on local and state bike riding laws
- Connect to existing trails to bring people into Hudson – visitors at CVNP end up eating in Peninsula because it's all that's there – they should be able to bike to Hudson
- Ward 1 is very well connected – however Hudson Parks Estates could use more sidewalks
- Preference for riding on sidewalks, does not feel safe on roads due to distracted drivers
- existing sidewalks have great visibility and lights; more sidewalks the better
- like sidewalks on major thoroughfares
- small paths like the one behind PD/Fire are nice because of wildlife, underknown; others preferred for it to be made more known with signage and lighting for safety
- Would like to see connectivity to Akron – should not drop off at Veterans Way
- Existing bike lanes are too close to roads
- Bike connectivity can promote tourism including patronage at restaurants and lodging
- Bike lanes seem safer in Denver
- 303/91 bike paths not safe
- Question the small amount of space b/w road to sidewalk with no curb
- make biking rules more clear
- comment that certain traffic studies show flashing red lights as more effective than flashing yellow- ex. Cincinnati
- bringing people into Hudson on trails from CVNP is a huge benefit for businesses; connecting to Peninsula & CVNP would be big for shopping & dining tourism
- main roads in neighborhoods should still be a priority, ex. Haymarket is dangerous
- drivers are always the biggest concern – add more police presence on roads?
- Can we ask school bus drivers to avoid 303? Can only fit 1 bus at 91 intersection, creates traffic backup
- Prospect St close to Morse is steep and note safe
- Add crossing at Prospect and Hines Hill



- Crossing at Hunting Hollow - should consider a lower speed limit
- Prioritize connections to trails
- Downtown Akron Main St bike lane, near Spaghetti Warehouse, is good example of separation on bike lane
- Sidewalks are not usable if vehicles don't adhere to speed limits
- Veterans would be excellent if continued thru Boston Hts the Hike & Bike to connect to CVNP
- General agreement that sidewalks on low-traffic/low-speed neighborhood streets are not a priority



## **WARD 2**

**4/10/24 at 8:00-9:00 PM**

### **Resident Representatives:**

1. Ed Dell
2. Megan Higgins
3. Kim Palmer
4. Jodi Johnson
5. Julie Shott
6. Bill Grega
7. Tom Mooney
8. Joseph Ortiz

**Also in attendance:** City Council President Chris Foster; City staff Emily Fernandez and Brad Kosco

### **Notes:**

- Ward 2 is unique because it's the gateway to the metroparks
- Some of 2021-2025 plan is delayed out to 2027 & beyond due to state/county funding
- Council has also received resident input that adding new sidewalks in front of houses is like adding new roads (creates an intersection)
- Would like to see connection from Nicholson west to Barlow; Barlow may need to be widened by several feet for a trail to avoid impeding on several front yards
- Complete sidewalks & trails on Terex – transit removed bus stop that was near the industrial park; sees people walking along that road, & making turn from Stow Rd
- Intersection of Terex & Barlow – gravel gets carried downhill & covers the bike trail, creating safety hazard (around segments F/HH)
- Questions about how the City factors in environmental impacts of sidewalks, such as runoff
- Request for interior connections, within neighborhoods
- Request for crossing lights at Stow Rd near Hudson Springs; staff noted this is planned
- Interest in trails at YDC property
- Think bigger picture, connect people to downtown Hudson and the national park
- Would have liked crushed limestone near Maple Grove, not a dirt path
- Hines Hill has many bikers but is not safe for them
- Connect Ashbrooke to downtown, and connect to CVNP
- Connect Boston Mills & Majestic Oaks to Lake Forest
- Improve safety on Boston Mills & connect all the way to downtown
- Prioritize connections to downtown over connections to regional
- Dislike that the trail becomes narrow in front of business park, near Fleet Response
- Crossing Terex from Towbridge is very dangerous
- Barlow has limited site lines



- Connect Towbridge to downtown
- Bike path to Stow, Akron, Cuy. Falls is great
- City should work with schools to teach students how to safely use the crosswalks; they turn the lights and walk before looking
- Segments identified in this plan should not take priority over segments in the 2021-2025 plan
- have to cross thru Bridgewater/Nottingham Gates to get to bike trail and it is not safe – would like to see marked crossings at Terex
- Main roads need more safety improvements
- Support for interior sidewalks but comments that neighborhoods are generally safe to ride around; would rather prioritize main roads, although sidewalks everywhere would be great
- Connection to Cascade Park – possibly down Barlow and Nicholson



## **WARD 3**

**4/11/2024 at 7:00-8:00 PM**

### **Resident Representatives:**

1. Alex Keleman
2. Sue Ramlo
3. Holly Schilthelm
4. Chelsea McCoy
5. Chris Ashbrooke
6. Brett Shriver – joined around 7:30
7. Greg Hall (*could not attend the meeting but sent notes via email to be included in the summary*)

**Also in attendance:** City staff Emily Fernandez & Brad Kosco.

*Councilman Sutton was unavailable.*

### **Notes:**

- Desire for a continuous path for all residents to get to downtown from southeast Hudson
- Connectivity to the schools
- connection across Barlow Rd to the park
- Would rather see sidewalks to trails from than sidewalk up Stow Rd; Stow would still be too unsafe to use due to multiple crossings required
- getting to Oak Grove
- segment DD would not be as valuable, it's not heavy traffic
- Heard ODOT is going to put sidewalk under the bridge; would like to see the sidewalk continue from Chamberlain – Pine Trail down to 480; this would potentially allow all of Pine Brook to get to the 480 underpass and connect to all of town; staff clarified ODOT would construct the sidewalk but it would be full funded by the City, and this is still being considered but has required several design changes
- the sidewalk near 480 should be modernized; it's a choke point, not wide enough; also concerned that weeds are overgrown and if there is a long-term maintenance plan
- the proposed accessible playground is great but is for younger kids, but paved paths are important for supporting people of all ages with various types of accessibility needs
- even experienced bikers avoid Stow Rd, not safe
- Stow onto Barlow is esp. dangerous due to the hill, and there's only a curb, no berm
- Want a paved path in Barlow
- Weston Hills could be connected all the way up to Hayden Pkwy with minor connections
- Suggested adding trail head icons to the maps
- Do not want to ride on sidewalks with a bike; consider a trail instead of sidewalk at the segment from Ravenna to 303 along Stow Rd





- Have more signage or info online that could tell you how to get to different destinations
- We have only considered connecting to parks in Hudson but should consider that there are other parks nearby that are worth connecting to
- Too unsafe to cross Barlow/Stow intersection; detour down Young Rd to get on the sidewalk
- Ward 3 can't connect to trails in Hudson without driving a car; often go to Stow instead
- Anything east of Stow Rd or south of Barlow, the biggest benefit would be to be able to get across Stow Rd – during fireworks, traffic is dangerous while residents are walking Stow
- Sidewalk on Norton
- Can only get on Bike & Hike by first going into Silver Springs
- Segments LL, T, or BB are not very valuable – KK would be most impactful
- bikers come down Middleton often, but it feels very dangerous
- Extend down Ravenna St toward Stone Rd, which would connect to the funded segment that will be installed along Stow Rd and Ravenna St up to S. Haden Pkwy
- connectivity to neighbors and neighborhood businesses
- connection to downtown is desirable but unsafe due to ditches on both sides of street
- Intersection at Stow/Ravenna is too dangerous to use
- Install quality pathways that will not need significant maintenance; review mix designs and on-site concrete tests, specifically slump tests, to ensure contractors are using mixes that will not crack; enforce the material standards during all projects
- Trumbull Woods parking lot is very small so would be helpful to connect via sidewalks/trails
- Residents on perimeters of the City may not need to access downtown on sidewalks (often drive due to the distance) but would like to be connected to parks



## **WARD 4**

**4/11/2024 at 8:00-9:00 PM**

### **Resident Representatives:**

1. Sara Thorne/Briechle
2. Ron Brubaker
3. Alex Salimian
4. Will Santos
5. Caitlin Gerber
6. Vince DiBasio
7. Scott Ruffer
8. Michael Evanovich

**Also in attendance:** City Councilor Mike Bird; City staff Emily Fernandez & Brad Kosco

### **Notes:**

- Great work has been done on the major roads, it would be good to focus on intra-neighborhoods areas
- Complete Veterans Trail into Akron and connect to Silver Springs
- Add more 'Your Speed Is \_\_\_' signs
- As a cyclist, would not use sidewalks because people backing out of driveways cannot see you coming on a bike
- Paths at Hines Hill should connect to Boston Heights & Bike & Hike, CVNP
- Agrees with sidewalks in neighborhoods on heavily traveled roads, esp. when connecting neighborhoods to schools or parks (not necessarily downtown, which can be a 3 mile/1 hour walk for some residents)
- interested in more safety measures for people who share walk/bike paths, can get crowded and the unwritten rules for bikers (hand signals, etc) are not always sufficient
- Use Denmark as inspiration
- Very interested in Veterans Trail
- Segment O is not very needed but OO is important
- Connect residents to Rt 91
- Connecting to schools is imperative for families with kids
- Value reaching parks from neighborhoods
- Near segment PP north of Middleton, there is a bad blind curve – would like to see PP adjusted to encompass curve in Holyoke
- Traffic on north/south roads goes faster; may be overall greater need for sidewalks on north-south roads in Ward 4



- Increase education & awareness with traffic calming; also educate about what existing paths are available to help people embrace the investment that's occurred
- Prioritize safety and paths to schools
- Sidewalks are proposed within Connecticut Colony but seem less needed; many would let kids travel there currently because it is low traffic
- Sidewalk on Valley View should connect to Connecticut Colony and should connect to downtown
- Haymarket is a cut through and it is very curvy; it needs sidewalks
- segment OO would be much more valuable north/south than on the portion that juts west to Darrow
- North/south streets have higher density/traffic compared to the east/west ones
- Consider signage suggesting use of cruise control or other creative tactics
- complete Valley View
- Kids should be able to walk to mailbox on Valley View safely
- Author Jeff Speck's 'theory of walkability' – walkways must be useful, safe, comfortable, and interesting
- Raised sidewalk behind Acme on Milford has a bump out that makes a big difference
- Connect outer neighborhoods to downtown; people in outer neighborhoods are not necessarily going downtown for everyday use but would still like to see connections toward town
- Connect schools – Valley View to Ellsworth
- Would not be comfortable even with a sidewalk on Middleton because of fast drivers
- Consider widening sidewalks on Darrow into more multi-use
- Interested in addressing small gaps like sidewalks that end abruptly
- Connection to Trumbull Woods
- More traffic calming features on side streets to differentiate from larger streets
- Can walk to the bus stop on 91/Middleton; cannot walk on Seasons but could use Hike & Bike to cut through – prioritize segment E
- Set up protective corridors during school times to indicate speed limit is strictly enforced



## Regional Outreach

Regional outreach was not part of public engagement but was part of the overall engagement strategy to gather relevant input on the Hudson Walk & Bike Plan. Staff completed outreach with several neighboring communities and regional entities to learn more about sidewalk and trail projects that may impact Hudson. The purpose was to determine if any segments should be prioritized differently considering regional factors. Discussions helped determine areas where collaboration may help reduce barriers and maximize funding impact. Staff compiled the following notes for the public's reference.



## **City of Stow**

Contacts: Zack Cowan, Mike Jones

- Community's focus is creating a few large, impactful loops around the city that touch as many households as possible
- Planned segments do not include a Stow Rd connection; residents unlikely to support prioritizing Stow Rd because Young was identified in their plan & Stow Rd has few households; Council likely to defer to the plan
- Hudson's proposed Stow Rd segment toward Silver Springs makes sense for families because it connects to the family-centric portion of the park, while Young Rd connection enters at the campground side
- 5-year budget does not include completing sections in NE Stow (i.e. areas that could connect to Hudson's proposed segments)
- Interest in exploring ODNR funds for a trail along Stow Rd; may be interested in a joint application with Hudson if that's ever pursued
- General agreement Norton may not need sidewalks on both sides, Hudson/Stow both seeking to fund same connection
- Young Rd segment may be more valuable to the Hudson plan than it initially seemed as it may have more support from Stow to fully complete a connection to Silver Springs; may be an interim solution until Stow Rd could be explored as part of a more regional effort, likely with grant money needed

## **City of Kent**

Contact: James Bowling

- Working toward the visionary Lake Rockwell Trail, no timeline yet
- Ideally will be 8-10' sidewalk along roadways, possible asphalt in less urban areas
- Current trail ends at Hudson/Judson Rd intersection but Portage Co is seeking to extend east to the proposed Rockwell Trail and ultimately to Towners Woods
- Would connect to existing Bike & Hike that runs along south side of Silver Springs
- Could indirectly connect to downtown Kent long-term
- City is assisting Franklin Twp. with bike lanes on Hudson Rd that would connect to Lake Rockwell and the schools, and potentially downtown Kent

## **City of Streetsboro**

Contact: John Cieszkowski

- recent grant application to AMATS for future regional plan connections was not funded; no plans to share
- considering partnership with Portage Parks District to study a connection to the regional path system to the south



### **Boston Heights**

Contact: Jeremy Hinte of OHM Advisors

- Focus is on getting residents to the Hike & Bike
- Developing a phased plan
  - Ph 1 along Rt 8 to Dean Memorial
    - going to bid Fall 2024
    - Boston Mills crosses more of interchange, esp. at Dean Memorial
  - Ph 2 along Hines Hill to Brandywine Creek
    - lengthy environmental review anticipated
    - Hines Hill connection crosses less of interchange, lower risk
- Industrial Pkwy on Hines Hill is owned by a nonprofit but Boston Heights can work within existing owned ROW
- Premiere Development owns the large parcel west of Etactics near Executive Pkwy West; no public plans for the land at this time
- Interest to connect to Mathew Thomas Park which could then be used as trailhead
- Seeking NatureWorks & Clean Ohio funds \$\$
- Noted proper space more important than physical barriers when planning for bike safety

### **Summit Metro Parks**

Contact: Mark Szeremet

- Priority to connect to Hudson via Hike & Bike
- Have existing trailhead near East Rim Trail at intersection of Boston Mills/Hike & Bike; point of contention that overflow vehicles currently tend to park on Akron-Peninsula Rd

### **CVNP**

Contacts: Ivan Kassovic, Patrick McMahon

- East Rim trailhead improvements are a priority; restrooms, changing facility, etc
- Working toward an Akron-Peninsula Rd connection per one of the following options, in order of likeliness:
  - 1) Sagamore – underway
  - 2) Stanford Rd - about to break ground on new trailhead; would not work as multipurpose trail due to being too steep near Brandywine Falls; could connect Stanford Rd > Brandywine > Hike & Bike > East Rim > Peninsula
  - 3) Akron-Peninsula Rd – route would impact CVNP ‘sensitive area’, unlikely to gain support
- Corridor up 303 – is an option but not a priority
- CVNP does not own old Akron-Peninsula Rd as it was never vacated
- A goal is to make park safer for road bikers but is currently a significant challenge



## Bike and Brainstorm

The Bike & Brainstorm was initially planned as a 4.3-mile bike ride that would be followed by discussion of the ride and overall non-vehicular infrastructure. The public was invited to attend an open house discussion even if they did not participate in the ride. The ride was canceled due to inclement weather. The open house was held from 10:00am-12:00pm. Representatives from All Around Cyclery and AMATS were in attendance to provide additional information about local bike resources and regional non-vehicular transportation efforts.

City staff provided a project overview and facilitated discussion about biking and pedestrian safety, biking education, and walking and biking infrastructure. Conversation was generally open dialogue. The following questions were also addressed:

- What are some locations where you're particularly interested in new connections?
- What areas & amenities are most important to connect with sidewalks or bike paths? (ex. is it more important to connect neighborhoods to schools, neighborhoods to transit centers, neighborhoods to businesses, etc.)
- What are your thoughts on the proposed Veteran's Trail connection? What is the most important aspect of the future trail?
- What are the biggest barriers in Hudson preventing you from traveling via sidewalk, trail, or bike path on a regular basis?
- Anything else that should be considered?

City Staff took meeting notes and prepared the following summary information.



**Date:** 5/11/2024, 10am-12pm

**Location:** Hudson Library Flood Room

**Attendees:**

Members of the Public: 18 adults, 5 children

City Staff: Thom Sheridan, Greg Hannan, Brad Kosco, Emily Fernandez

Also in attendance: Mayor Anzevino, Ward 1 Councilor Dr. Goetz, Ward 4 Councilor Dr. Bird, AMATS staff Phyllis Jividen, Matt Stewart, & Matt Mullen; All Around Cyclery Owner Brent Forrer

**Meeting Notes**

Discussion on amenities to connect to Library, Downtown, CVNP, Hike and Bike, Schools

Suggestion to create a city map of how to connect, and an educational campaign on paths available for walking/biking

Not clear if a sidewalk or road is good for bikes – ex. Valley View/Prospect – can you bike on that?

Comment on disconnected bike infrastructure segments, appear to connect on paper but not during actual riding due to needing to cross the street, etc

Strong desire for physical barrier to separate bike lanes – do not feel safe due to high traffic; discussion that signage is not effective

Suggestions to consider a tiered approach of implementing better signage, then painted paths, then physical barriers

Interest in colored paint for bike lanes

Multipurpose trails with line down the middle is safest; desire for separating bikes from pedestrians

Suggest three foot passing lane signage rather than only “share the road” or “bikes may use full lane” (noted examples of 3ft passing from Twinsburg to Medina)

Access to Hike and Bike – Barlow Rd hill signage –not safe, hill blocks line of sight for cars and bikes

Barlow Rd recurring issue with debris in bike lanes, unsafe to bike

First and Main – downtown conflicts with vehicles

Europe example – painting of the pavement surface

Connections are generally good to Hudson Parks; interest in access to regional parks esp. CVNP





Mix of infrastructure from Ravenna to DT – path, street, bike lane (example of difficulty traveling with children due to unexpected challenges not foreseeable on paper maps)

Most agreed it is unclear where to find information about existing non-vehicular routes

Some use Google maps biking layer or Bosch Kiox app (ability to plan your route in the Kiox eBike Flow app or import it from the Komoot app) to find existing routes

Suggestion to do a bike audit similar to Safe Routes to Schools walking audit

Could have volunteers/“stewards” ride routes to provide updates about maintenance needs, weather impacts such as flooding, etc so others would know if routes are usable on various dates

Challenges are garbage cans in bike lanes, city signs on sidewalks, vehicles blocking lanes, Barlow bike lane has gravel, cracks

Consider a mirror at Hike and Bike at Barlow Road

Veterans Trail - Metro RTA – appraisal

Consider if trails could follow power line rights of way

Can we have facilities along routes– restrooms and picnic tables

Discussion on segment ‘E’ and connecting new PW site to Summa to Hike and Bike

Bike lane along Terex near Sagamore Soils – not clean, bikes are forced into the roadway

Worry about crosswalk traffic – could we police/monitor such more

Shaker Heights signage example: bike can use full lane, change lanes to pass

Suggest designated bike routes in town - signed, named, mapped; could be ok with routes including partial segments on low traffic (residential) streets

As you get closer to downtown – more foot traffic on sidewalks, need to take the road – see Martha’s vineyard as example for bike routes into town

Discussion on Boston Mills routing to Veterans Trail

303 by Acme – traffic calming would help; City Engineering is currently studying this area

Talk with schools about connections through N Hayden campus – reduce gates to allow bikes, would allow more people to get downtown

Aurora St – parking, landscapers blocking access, overall difficult to travel

Suggestion to help promote biking & increase understanding of biking experience by having public officials (City staff, Council, Mayor) bike to work or public meetings at City Hall, Town Hall, etc

Hudson Dr and Terex – no crosswalk to get to City Hall, overall no good way to get to City Hall on bike; it should be a destination that is walkable/bikable



S Hayden crossing – traffic transitioning from 35 to 25 abruptly, people do not slow down in time

Boston Mills hill – can't see sign for speed change from 35 to 25 until very late, drivers take hill at 35

Hines Hill – Valley View to RT 8 not desirable – narrow lanes, rail crossing dangerous, bumpy wooden bridge is a hazard for bikes

Crossing 91 or 303 is difficult, unsafe, hard to get to the buttons when on a bike

303 crossings do not give enough time

Consider creating a Hudson centric bike app, QR code to maps, etc for awareness of existing paths

Discussion of the pedestrian safety plan on W 303 – overlap with trail planning

## Let's Talk Hudson - Comment Forum

"Title" is the title the respondent put on their comment and "Description" is the full comment. Both are included because people sometimes put the bulk of their comment in the title and sometimes in the description.

Title	Description
Connect the high school and middle schools to downtown with a bike path along Hudson Aurora Road	Biking downtown from NE Hudson is perilous. Hudson Aurora Road is narrow and sightlines are often obstructed by parked vehicles. The sidewalk is not navigable for bikes because of lifted slabs, sharp turns at corners, and being too narrow to share with pedestrians. Widening the existing sidewalk or adding a dedicated bike path on the opposite side of the road would greatly expand bike access to downtown for a significant part of the population.
Great continuation of the work past councils started. PLEASE emphasize to residents the need for them to WEAR REFLECTIVE CLOTHING/Biking Sidewalk down Barlow Rd (Nicholson to Terex). The hills in the road make it terribly unsafe to get to the walking path. As a Stone Rd resident, I'm please to see that a sidewalk is proposed for that easternmost section of Ravenna Rd. Thank you!	
Create a bike Veloway.	The city of Austin has a 3.1mile bike Veloway that provides a safe biking environment for experienced and new bikers. My first thought is that it could be placed along Hines Hill (YDC area) and connected with upcoming sidewalks or bike paths. Attached is a link for additional information <a href="https://www.austintexas.gov/department/veloway">https://www.austintexas.gov/department/veloway</a>
Add a path along the I-80 frontage to link all of north Hudson to the Boston Trailheads. Will require working with Boston Township Multi-use trails	Multi-use asphalt paths are better than concrete sidewalks + bike lanes.
Bravo	I applaud the effort. I use the sidewalks and trails frequently with my bicycle. Love the new sidewalks. I recommend better policing at crosswalks as cars are aggressive in Hudson and I've almost been hit several times. I say that drivers don't slow down at crosswalks in Hudson, they accelerate. I'm an adult and am very careful crossing streets, I'm scared for our kids who are less wary. We also need to do a better job of cleaning bike lanes along the major roads. The rocks, gravel, broken glass, sticks, limbs and trash in the lanes force bicyclists out onto the road with cars defeating the purpose of the lanes. We need to invest in street cleaning equipment and sweep the lanes regularly not just after complaints. But overall I'm very happy for and appreciate what the city is doing here.
Agree with earlier comment. Complete the bike trail along the N side of the Turnpike from Hudson Aurora to Rt 91. Connects N Hudson with HS Finish the path along Boston Mills near River Oaks that was promised a few years ago, but yet to be completed. Better linkage of Hudson into the Summit County Bike and Hike trail	
bike lanes - ROADS !	This plan does not show bike lanes in roads, existing and proposed. I ride down Stow Rd often. I am frustrated there is no share the road sign northbound when I lose my lane at Seton school, then when I get over the turnpike there is one. allows some of us who prefer that means of transportation to use it. I do not want cars honking at me to get on the sidewalk - I have a right to be on the road. More share the road signs would be appreciated.
Each driveway is an intersection	on trails/paths - each driveway is an intersection. It scares me when I hear about people potentially riding on 91 by Yours Truly. That would be deadly. A left hand turn into that parking lot, drivers are blind towards cyclists or walkers on paths. It is bad enough riding on the road, but any path on 303/ 91 by drives that is termed a path or trail needs extreme caution
What about a park bench every so often for seniors that enjoy walking or running? Not sure if it's in the plans? So why not?	
Extend Tumpike Trail to Rt 91	I would request extending the Turnpike Trail that runs from Hudson Springs Park to Hudson-Aurora Rd across Hudson-Aurora Rd and along the Turnpike to Rt 91 where, using the existing Rt 91 sidewalk over the Turnpike, it can connect with the new trail that was just constructed along Valley View Rd. This would also provide connectivity to Western Reserve Academy.
Find a solution to prevent the semi trucks from driving over the pedestrian sidewalk at Route 91 and Route 303 in order to make the turn. Walk-Bike path bridge over railroad repair surface	Repair the surface of the path. Now there are deep ruts across the path. It is rather bumpy to ride across
Sidewalk on Lascala Drive from Middleton Road to Herrick Park Drive. Linking to Darrow Road Park.	
Improve safe access to Bike and Hike @ Terex and Barlow	First, I commend and congratulate the efforts of the Team and City for the work completed. Bravo! As CVNP is so close and a rare amenity for any City it is still challenging to get to on a bicycle from the center or east of town. Using signage and bike path creation and / or road improvement (bike lanes like on 303 north of town) a bike route could be identified. It could begin in Cascade Park and cut through Nichols road to a new bike trail in the Mud Lake area. A bike path along side Daniels road would give access to Terex and across to the Bike and Hike path.

Finish Barlow road sidewalk/bike path	Various plans are posted on the website and have been promised, even "funded" yet the section from Nicholson to Terex (Bike-n-Hike) is still not done. Construction plans for 2024 don't show this on the docket
Please include bike lanes or 18'+ edge strips on all repaving of roads. In addition to the AWESOME addition of sidewalks.	Many cyclists are in the road too.
Add flashing lights to the 303 crosswalk at East Main. It's often difficult to cross 303 to get to evaporator works, postoffice, etc.	
Another vote for a connector to the bike and hike trail. A sidewalk or bike lane on Barlow between Nicholson and the Terex trailhead, eg	
Please extend the proposed Valley View sidewalk up to meet with the planned walk along Middleton Rd	Connecticut Colony neighborhood needs a connection to down town Hudson, too!
Please do not forget to prioritize connectivity to the three large neighborhoods on the southwest side of Hudson, NGE/Bridgewater/Towbridge.	Outermost neighbors need connectivity too.
What ever happened to the plan which diverted semi-trailer traffic to Seasons Rd. instead of through Hudson and along Terex neighborhoods?	Too much truck traffic - why not divert to Seasons Rd?
E Hines Hill Rd Bike Lane	E Hines Hill is a very popular route for cyclists. It has no bike lane and very limited shoulder space in some areas. During periods of high traffic volume, cars are often tempted to make unsafe passes. There is also a zone of unsafe interactions in the curves just east of Walters Rd due to visibility and elevation change. Bike lanes along E Hines Hill would improve cyclist safety while also improving traffic flow. The greatest improvement would be in the 45mph section. The new silent crossing now also adds a choke point along this route. Thank you for allowing input I love the great infrastructure for walking and biking around our community
Finish paving Barlow Park please	Would like to see the rest of Barlow Park (the circle) paved. On inclement weather days, it's a challenge using the circle because of the mud. The small rocks get into shoes every day too. Thank you for your consideration
Prioritize funding & construction of the rails to trails line from downtown Hudson south to Akron with connections to the Hiker Biker trail.	
Add sidewalk for the many pedestrians walking Barlow Rd up/down the hill to/from Terex and Bike/Hike trail. Safety issue w/speeding cars!!	You see families trying to ride bikes on road up this dangerous hill, as well as pedestrians trying to access the bike / hike trail. Needs addressed Thanks
Please budget for bike lane cleaning	I commend the city for adding bike lanes; however, they tend to gather all the debris from the road, fallen limbs, general garbage and garbage cans. Please consider budgeting for regular bike lane cleaning. A typical 'road bike' has higher pressure tires that aren't cheap anymore, so many will avoid the debris in the bike lanes and move over into the roadway. This basically cancels out the benefit of separating auto traffic from bicycle traffic. With an active cycling club in town, Hudson Velo, and many other enthusiasts, I think we can do better to facilitate a safe environment. Also, please consider changing out in-road storm drain covers with slots aligned with the road, to ones with slots perpendicular to the road, or otherwise safer for narrow bicycle tires.
I Hope that the Vet. Trail Ph 1 - Hines Hill & Prospect * From Hunting Hollow to Co. Metro Park. Trail, construction is happening in 2024	
Multi-Use Paths (MUPs) Preferred to Just Sidewalks	I absolutely second the opinion that multi use paths are much preferred over just sidewalks whenever possible. Vehicular cycling will never be safe, no matter how much John Forester (the coiner of the term) may say it is, and in order to see a true modal shift and reduce the outrageously high number of pedestrian and cycling deaths in this country, we need to follow the Dutch planning style with respect to the addition of bikeways and walkways. I have been honked at too many times and honestly, I agree with them that I should get out of the road and onto a safe, grade-separated, and protected cycle path.
Please install curbs along the new sidewalks installed on 303	I am concerned about the number of times vehicles have left the street, traveled over the newly installed grass and onto the new sidewalks. With 12 grandchildren using 303 between Stow Rd and South Hayden Parkway I feel these sidewalks are unsafe. At one time I counted 20 tire tracks going into the new sidewalks. There are curbs in only a portion of this new construction, we need them protecting the sidewalks in every stretch!
Bike path	Please finish sidewalk from Nicholson down to Terex to connect the hike and bike path! It is so dangerous to run/ bike on that road down to the trail. Also, there needs to be a people crossing light at the Terex intersection. It is so dangerous to cross over Terex by foot but the access to the hike and bike is right there.
Not to add anything but to say that I love the side walk project. Best thing that happened to Hudson, ever!	
Stone Rd Sidewalks	There are no available sidewalks for residents to safely get into town. Residents walk along this busy road to get the newly constructed sidewalks and it is very dangerous.
There should be sidewalks in the Canterbury on the lakes neighborhood. If nothing else we need a crosswalk at 303 at harlan rd	
Put 'rumble strips' along 303 bike lanes. People drive too fast and go into bike lanes on 303 near COTL.	
New sidewalks have poor drainage along 303 - they look horrible w/car tracks and need to drain the water from grass under the new sidewalks.	

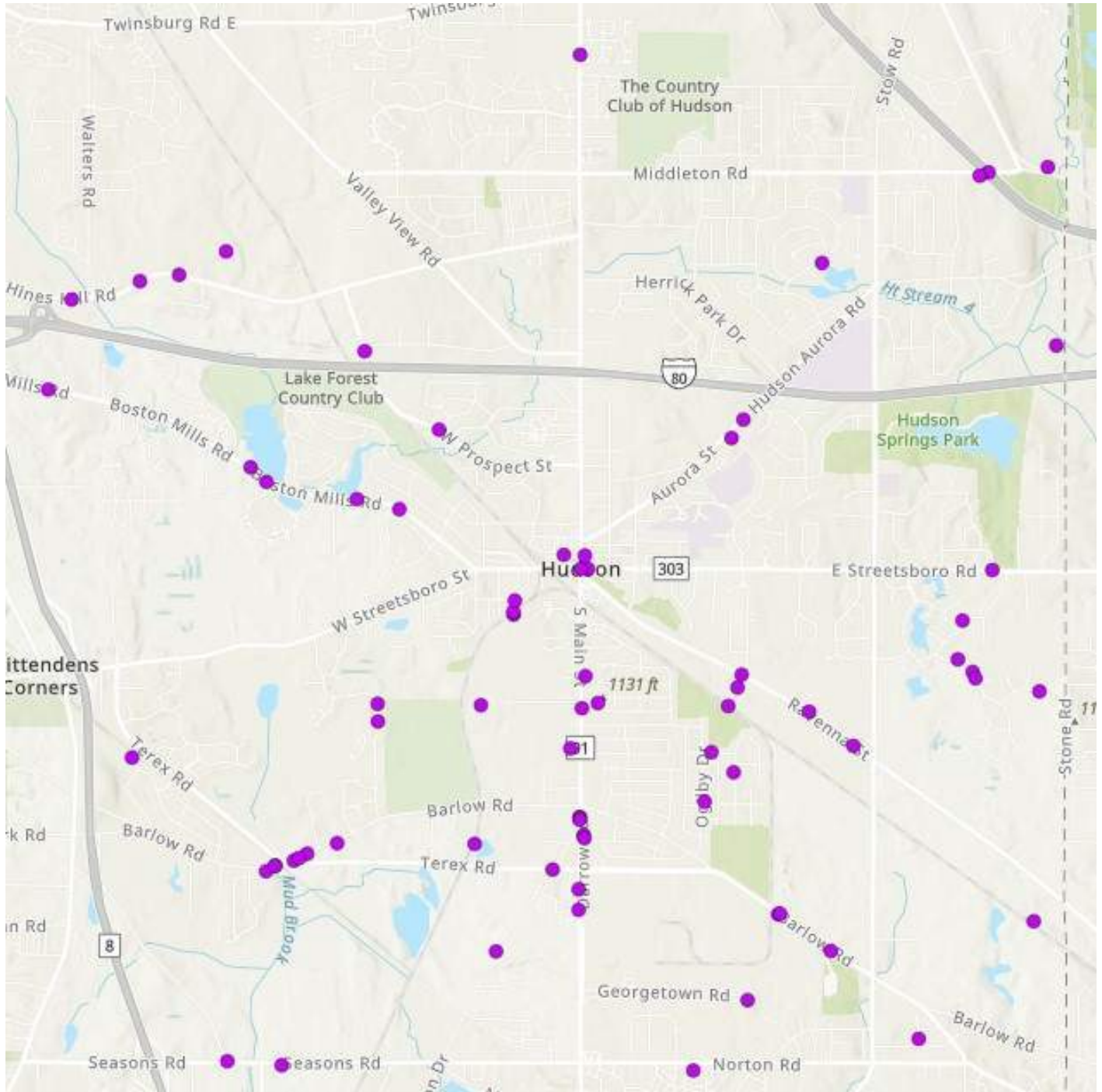
Increase bike lane safety on 303	Inattentive drivers routinely wander into the bike lane. On 303 between W. Case and Heather Lane, place rubber parking stops between the bike lane and the car lane to keep cars from encroaching on the bike lane. This would also provide safer access between downtown Hudson and the Hike and Bike trail via 303, Heather Lane, London air, Oldham, and Bridgewater
Connect Veteran's Way to Cascade Park	A bike path or gravel trail, either near the railroad, or MacLaren Woods
Route from Barlow Farm Park to Hudson Springs	Biking or running between these parks along Stow Rd is dangerous, and there may be space for a trail west of Stow Rd
A sidewalk connecting E Firelands to W Firelands along Hudson Aurora.	
Pins on maps	Lots of good ideas on the map. I don't see a way to like or respond to them. Let's make sure those get captured as well
Make use of the abandoned railroad tracks. Cooperate with Stow to put crossing signals on Norton road	
Bike paths	I'd prefer multi use asphalt paths that can accommodate bikes and walkers. Concrete tends to buckle, this makes it dangerous to run on sidewalks — asphalt is safer. Also, there are areas, such as under the bridge on 91 or along 303 in town where a bike lane in the street is not practical.
Add small lot for primitive hiking at High Point	High Point is a beautiful, large park that is completely unused. A small gravel parking lot could be added easily and the park open for primitive hiking for those so inclined. It is nice back there, with access to Tinkers Creek and a rock shelter/ledge formation
Add Land to Trumbull Park and Protect Tinkers Creek	The city should purchase the piece of land for sale where Middleton dead-ends into Ravenna. It is across the street from Trumbull, has Tinkers Creek frontage and is adjacent to protected state land, so would work as a wildlife corridor
Missing City Parks from Map	I notice the interactive map is missing at least 4 city parks. McLaren Woods, Doc's Woods, Dinovi Park and Robinson Park. All purchased in the 1990's as park land and marked with "Future Site of" signs ever since
Purchase Land for Park on 91	The land for sale across from Hudson Veterinary Hospital / Dogs With Style on route 91 backs up to the new bike/hike trail that is going in and would be adjacent to the golf course, McLaren Woods and Cascade Park. It would work as a great "Trail Connector" park with access downtown to Memorial Parkway or south to Akron, plus connections into Ellsworth and Cascade. Also access to McLaren Woods, which currently has no access.
Turnpike Trails!	We might as well utilize our turnpike and add additional trails along the turnpike to connect town. Hudson-Aurora to 91 has already been mentioned and is a no-brainer but there are others that would work too. Hudson Springs Park has land on the other-side of the turnpike, with Tinkers Creek frontage and a glacial kettle pond back there!
Sidewalks on Nicholson Drive	Add sidewalks on Nicholson Drive. There are always people walking/running/biking on this road and cars drive by very quickly. It is a cut through road for many drivers.
Safer boundaries for existing sidewalks	While I've been excited about the sidewalks connecting the 303/stow area I am disappointed there are no curbs or even better yet rails/fence to prevent cars from going onto the grass/ sidewalks. Cars go very very fast in this part of town and I've seen numerous cars go onto the grass/over to the sidewalk. Being this walkable to the schools I would've hoped for a safer option. To go along stow towards Seton there needs to be something in place preventing cars from the sidewalk. Same goes on 303 going from stow to Hayden.
Can we leverage city property to create a community pathway not based on roadway infrastructure? ie: bike/hike along the wetlands/railroads	Trail network away from traffic!
Increase physical barriers between cyclists and cars/paint isn't infrastructure	I live on Ravenna St and bike frequently. I consider myself to be very fortunate to have a variety of routes that I can take to a variety of areas to be able to access parks as well as various aspects of the community. I consider this to be a strong asset of Hudson. I challenge us as a city to really continue to go above and beyond and not rely on paint as infrastructure for our roads/bike lanes. Paint doesn't mean much to cars and drivers and does not give a barrier of safety to cyclists. Many of the connections that we have are inefficient (i.e. sidewalks that start and stop and do not connect to other areas) or are meant for cyclists to share the roads with drivers which doesn't feel safe. When sidewalks area available to ride on it is very challenging as a cyclist to navigate switching between residential slow speed roads to bike lanes to sidewalks and to make an educated decision on the best route to take that is safe. Having designated areas for cyclists with physical barriers like concrete berms/some sort of post like what has been put in throughout Kent would provide additional designation to car traffic to be aware of cyclists as well as to give additional physical protection to cyclists. WE NEED PHYSICAL BARRIERS ON THESE ROUTES. Paint doesn't signal to drivers -drivers/landscape trucks area often in bike lanes. This isn't safe. Cars cannot/do not see bikes often as they are passing parked cars. All of these moments are dangerous and can have dire consequences.  After biking our regularly rode routes we have found what works best for us that feels the safest but it often involves combining sidewalks/roads/bike lanes which took a lot of time and troubleshooting to figure out what combo was safest and often involved errors that could have had grave consequences because often we change our route when a negative experience occurs or we recognize that there is a high risk situation. I'd love to have a more systematic way to navigate as a cyclist and not to have to think as much about my route so that I can have more thought going into awareness of my surroundings because the more time that I am multitasking trying to do both of these things at one time the more likely I feel that I am to be in an accident because my attention to both of these things is being split. I would love to see the city and local cyclists work together to identify logical routes that use the current paths that we have available as well as to prioritize addressing the most dangerous areas (i.e. SR 91 stretches, Hudson Aurora Rd, Stow Rd, access to the Hike/Bike trail) to provide a more systematic way to enter and exit downtown as well as access some of these critical areas of town that bikers are often trying to commute to. I'd love to see a way to be able to divide the town up into different regions and have bikers in these areas provide feedback based on the routes that we take as well as to provide feedback about maintenance areas.
Connect bike paths/designated bike areas to Google Maps/mapping software or create separate Hudson App for increased navigation	Again, we have are very fortunate in Hudson to have so many bike paths/bike routes/sidewalks/etc but many of these routes are not highlighted in navigation software like in Google maps so many residents are not aware of them. Maybe we need a better app solution that is just designated to navigate Hudson? Maybe there is a way to integrate google maps/Bosch bike software for route planning?

## Let's Talk Hudson - Interactive Map

The public was encouraged to add pins on an interactive map to demonstrate locations where they would like to see new sidewalks, multipurpose trails, or bike paths. The following image shows the locations of the pins (data was exported from Let's Talk Hudson map into an Esri map for better visibility).

### Purple Dots (Online Engagement)

Gathered on the Let's Talk Hudson Walk & Bike project website, 3/11/24-5/24/24



## Let's Talk Hudson - Interactive Map Comments

**The following comments were added alongside pins that participants placed on the interactive online map. An image of the map with pins is available in the Appendix.**

Connect proposed Ogilby sidewalk to existing Brewster sidewalk to create a safe "loop" through and around Colony Park. Possibly extend to Eastham Way intersection because Mayflower Ln gets a lot of traffic.

Please add sidewalks here. There are a number of people who run and bike here to get to the hike and bike trail. Also though traffic gets bad with the trucks and rush hour traffic. It is not safe how it is.

The sidewalk ends right before the I-480 bridge. It would be really nice to extend to Trumbull Woods Park.

Sidewalk ends before the Woodlands development which has a 44236 area code. (It's technically in Twinsburg township.)

Sidewalk in front of NTB abruptly terminates, angled towards 91. Adding this would connect Barlow to Hudson Dr in a logical way.

The proposed Ogilby Drive sidewalk has been on the connectivity plan for years. At one point it was #11 in priority and then the last plan bumped it down. Let's make it happen.

The street here is very dangerous for cyclists. Between the massive potholes by this business and the narrowing of the lane by the train tracks, I'm hoping that the multi-purpose trail will fix this.

Rather than a sidewalk, this should be a multi-purpose trail as it can help connect the Hudson Parks (Oak Grove & Barlow) to the Bike and Hike off of Sowul.

It would be nice to connect Georgetown to Barlow via a trail behind the businesses.

Multipurpose trail along Seasons to connect the two Bike and Hike trailheads.

The "Trail" between Hines Hill Rd and the Maple Grove Park trail is now only planned to be a narrow dirt path as in many other Summit County Metro Parks. This will not be navigable very well by bike. The town needs to lobby Summit County Metro Parks to make this a more substantial trail like the crushed limestone trail in Maple Grove Park.

The trail along Prospect and Hines Hill Rd should be extended to the Hudson City Limit near Walters Rd to facilitate access to the Hike Bike Trail and the National Park. Biking on Hines Hill Rd is very dangerous with the very narrow shoulder that is often in bad condition.

A sidewalk on Blue Heron Dr connecting Hudson Park Dr to Parkside Dr and back to the other side of Hudson Park Dr would be very helpful and useful for residents to access the Hudson Park pool and connections to Ellsworth Hill and the Hudson High School

Sidewalk needed from west entrance of Laurel Lake eastward on Boston Mills Road to 303. Seniors, children, etc. need safe sidewalks on this busy main road.

Please add sidewalks to Olde Town Colony, safely connecting the neighborhood to nearby parks and shopping. Thank you.

The sidewalk ends at this location into a grass lawn. Please consider reconnecting the east sidewalk from Colony Drive to Nantucket Dr. Thank you.

Work with Boston Heights and add a side walk/bike path to connect to the bike trails and national park

The Cottager/Brafferton/Humelsine neighborhood is completely locked in by main roads with no sidewalks or bike lanes. To get to the parks on Barlow one must cross over Stow road between intersections to Weston. Sidewalks and/or bike lanes would be a welcome and much needed addition.

This is where

Add a sidewalk connecting stone rd. And Ravenna



Connect this area walker/runners and cyclist with the beautiful downtown Hudson. Boston mills road is very tight and could really use a side walk. There is also Laurel Lake and Springwood Hudson resident that could use the sidewalk. This would also connect Boston Mills Park and the beautiful Lake Forest.

Sidewalk along Terex Rd from Nottingham Gate Estates to Rt 303 would immediately connect at least 2 neighborhoods(NGE and Bridgewater) to the already funded 303 Sidewalk. It is a very direct and immediately transformative addition. Thank you for the consideration to connect the outermost neighborhoods safely to downtown.

Hines Hill is a popular cycling route with narrow shoulder, low sight lines, elevation changes, and 45mph speed limit. Bike lanes could improve traffic flow and increase cyclist safety. Please consider the higher speed limit may require added separation distance for cyclists.

I second the other commenter that this area needs to be addressed and that the bike lane suddenly terminates.

This little sidewalk section is difficult to manage with a larger cargo bike or a bike trailer with kids because of the sharp turn.

This section is difficult to cross on a bike because of the median area and not being able to see across the span of traffic to cross to the other sidewalk safely. Bikers are forced to try to cross onto the road and then complete a u-turn to safely see to cross to the southbound sidewalk along 91

There is no connection between the sidewalks on this side of the road between Hudson Pools and Spas down to the sidewalk at the Goddard school. Connecting the sidewalks with additional sidewalks would make more sense.

Improve the safety of this crossing (and Brandywine/Prospect crossing) to ODOT mid-block crossing standards at minimum. Cars do not stop for pedestrians here.

If a crossing is added here, it will be the third in a span of 3/4 mile. Please consider lowering the speed limit as cars are regularly driving 45 mph + and do not stop for pedestrians at the existing crossings at Brandywine/Steepleview.

bike/hike trail would greatly increase safety for riding our bikes into town. No shoulder even here & cars reluctant to slow for bikers. We ride this stretch often & feel very unsafe.

Completing this stretch along the old rails area would quickly connect a large portion of Hudson to the bike and hike trails. Now that Barlow has a sidewalk it provides easy access to get to a new rail to trail for areas both north and south of 91. Love to see this created sooner rather than later!!!

This is a high traffic area with lots of kids. We have lots of people walking so having a sidewalk would greatly benefit. Thank you!

We need a safe way to walk into town from Nantucket to Stony Hill without walking through people's yards or running across traffic on 91 to get to the sidewalk on the other side. Thx!

High traffic area, constant speeding and lots of blind spots due to curving road

high traffic area with lots of kids. We have lots of people walking so having a sidewalk would greatly benefit. Thank you!

Sporadic sidewalks, would be so nice to have them connected and have a safe place to walk and bike especially bc the neighborhood can be dark at dusk and on winter afternoons. So many speeding cars and delivery drivers plus contractor trucks parked on the streets! Cars are so quiet now that many cyclists/pedestrians don't hear them approaching!

A cross walk would be nice to make it safer to get to Hudson Springs park from the subdivisions

Please install a sidewalk on Paderborne. There are many pedestrians (adults and children) and drivers speed down this road.

The safety of this entrance to the Bike and Hike should be improved.

Please add a flashing crosswalk to this bike and hike crossing. This crossing is very dangerous and drivers need more warning that it is a pedestrian crossing.

Suggest a flashing light like in downtown for this crossing which is dangerous due to employees leaving Little Tykes and poor placement of signs which blocks line of sight.

Sidewalk or bike path would be helpful here for those on east part of town to access rest of paths safely.

The walking area area on either side of Boston Mills Road is narrow and has deep ditches. It is unsafe for the walking and biking currently done on the street. Our family (including dog) and neighbors would love to safely walk down town or to Boston Mills Park. For a main road into downtown it has the shortest side walk distance. Please consider prioritizing.

Buy this land for sale which backs up to the new bike/hike trail that is going in and would be adjacent to the golf course, McLaren Woods and Cascade Park. It would work as a great "Trail Connector" park with access downtown to Veterans Way or south to Akron, plus connections into Ellsworth and Cascade. Also access to McLaren Woods, which currently has no access.

High Point is a beautiful, large park that is completely unused. A small gravel parking lot could be added easily and the park open for primitive hiking for those so inclined. It is nice back there, with access to Tinkers Creek and a rock shelter/ledge formation.

The city should purchase this piece of land for sale. It is across the street from Trumbull, has Tinkers Creek frontage and is adjacent to protected state land, so would work as a wildlife corridor.

McLaren Woods needs added to the map. I am excited about this new trail, which will allow access to McLaren Woods for the first time. Big Pines back there!

I am very excited about this new Rail-to-Trail conversion! Please continue to work/push for the whole stretch to be completed. This trail would end at the Cuyahoga Valley Scenic Railroad Northside Depot in Akron if the whole unused railway stretch was converted.

Open access to this park land with Tinkers Creek frontage and a glacial kettle pond.

Please finish the sidewalk down Barlow from Nicholson to Terex. Seriously consider adding a crosswalk signal at the intersection of Terex and Barlow.

Add a sidewalk to Nicholson Drive. There are always people walking/running/biking on this road and cars drive by quickly. It is a cut through road for a lot of drivers.

Add a sidewalk to Barlow from Nicholson to Terex to connect to the Bike and Hike Trail.

Please add an additional sidewalk connection to this area. We have tried to use the road as a bike lane and have been dangerously passed at the hill by trucks. An additional sidewalk area or designated bike lane would be appreciated

This area is very treacherous for bikers/walkers entering and exiting the bike and hike trail to barlow. There is not a way to see as a biker whether there is oncoming traffic coming west onto Barlow Rd. A mirror would help in this area. A flashing crossing would also be great.

This section of road is very treacherous due to debris/lack of a bike lane area. Please complete this area to allow better access to the Hike and Bike trail as well as southern communities.

This area needs a crosswalk or flashing light of some sort or a stop sign. Families and young children try to cross here from South Hayden and Parmelee to go to Colony Park. Cars drive well above the 25mph speed limit due to it changing from 35mph very shortly before.

This bridge over the train tracks needs repaved or resurfaced. It's difficult for strollers, kids bikes and scooters.

Although there are sidewalks from N Hayden/Hudson Aurora Rd along Hudson Aurora Rd this area is not welcoming to bike traffic. Maybe lowering the speed of traffic in this area to 25 mph would be beneficial. We often are biking in this area and have to bike on the sidewalk which is very awkward but with the current speed/lack of bike lanes and the amount of traffic that exists it's just not feasible to bike on the road. Being able to get from Aurora St to Hudson Aurora Rd and then Herrick Park Drive is an important way to connect communities.

I also want to comment about the sidewalk suddenly ending. This needs to be addressed, especially given that it is the route to City Hall.

Please repave the bridge area. It is very rough for a bike to navigate this area due to bumps at the bridge as well as losing the bike lane when going north on the bridge toward Green Valley. I have biked this area several times now and can anticipate that but new people biking would be challenged to navigate that and to have bikes/cars share the plane unexpectedly is challenging.

There is no crosswalk here for crossing Terex. This is a very difficult intersection to navigate on a bike. It needs special attention given that it is the cute to City Hall.
I'll reiterate that a better solution needs to be put in for bikers and walkers regarding access to the Bike & Hike here. It's very dangerous.
Please add a bike lane or sidewalk. A sign that says bikes can use full and is not enough. This is a difficult hill to navigate with cars passing you if you use the road.
The bike lane suddenly ends here and it makes it difficult/ dangerous to reconvene with traffic. Please continue the bike lane to a more natural ending point.
Please add a flashing crosswalk here.
A bike lane needs added on Hudson Aurora from town to Stow Rd. There is no shoulder and there are walkers on the side walks due to the many neighborhoods, which make it difficult to navigate on a bike.
Consider options for bikes to safely cross 303 and 91. Using the sidewalks and crosswalks is very difficult on a bike, especially a cargo bike or biking as a family.
Bike lanes through First & Main are needed. The sidewalks are full of pedestrians and utilizing the roads are difficult given the patience of drivers.
Consider bike routes to town from the West, East, North & South where families can safely bike utilizing the roads. Bike racks and parking to then explore downtown and First & Main on foot would be a welcome addition.
Would be great to have sidewalk connect Terex to Barlow along 91 on this side.
There are steps at this path connection and a bike cannot manage steps/the change in surfaces. Addressing this area would make the connection much more usable.
This bridge is difficult to pass over on bike or with strollers.
Hines Hill is a popular cycle route to the valley. It would be great to have ample cycle lanes here given the twists and high speed limit.
Add sidewalk to Eastham Way and Mayflower to connect the two parks.

# Public Input Table & Pop-Up Poster Maps

The map below was used at two engagements and documents the collective feedback received from residents at both engagements.

## Red Dots (Earth Day Event)

Gathered at the public input table at the City's Earth Day Event, 4/20/24

## Orange Dots (Pop-Up at City Hall)

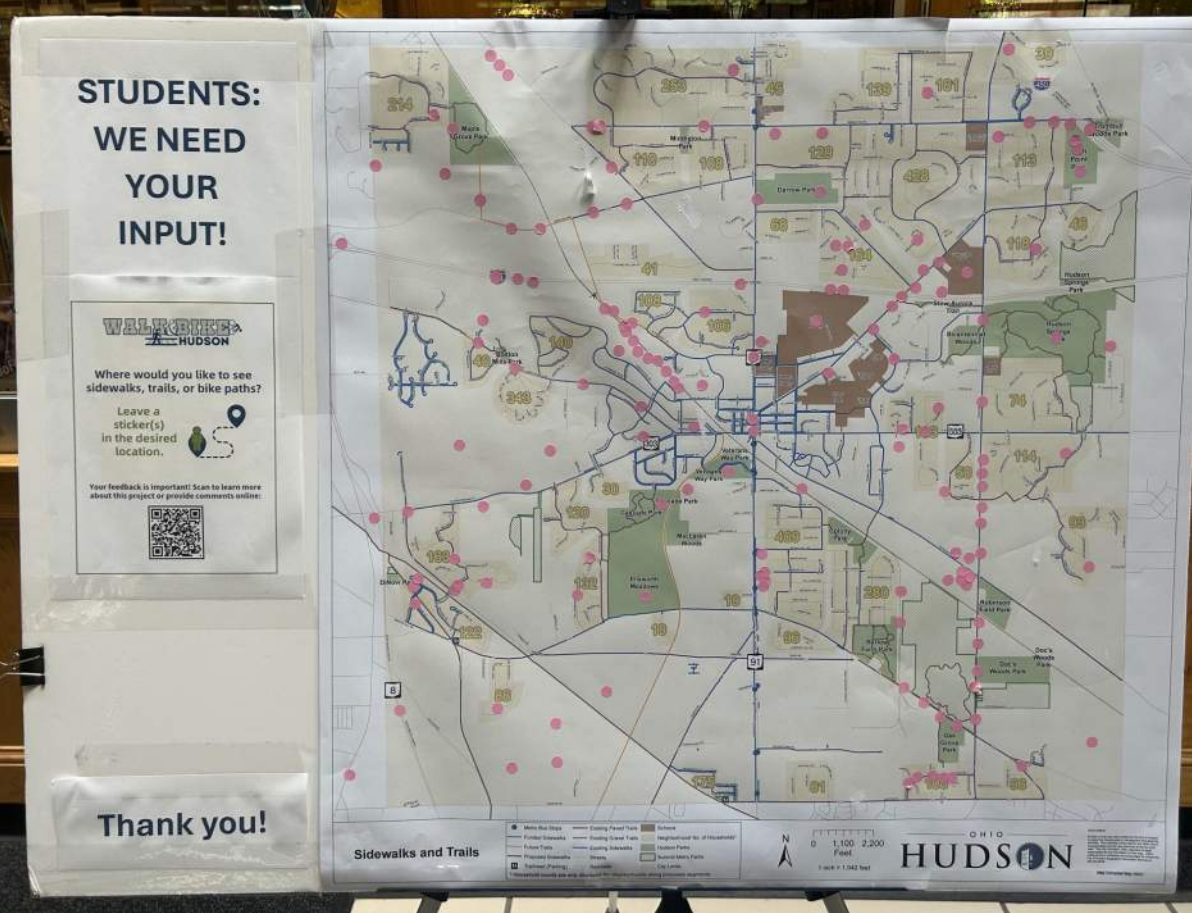
Gathered at the pop-up poster in the City Hall Lobby, 5/7/24-5/21/24



The map below is from a single engagement.

**Pink Dots (Pop-Up at High School)**

Gathered at the pop-up poster in the Hudson High School lobby, 5/14/24-5/24/24







# APPENDIX C: COST ESTIMATE DETAILS

## Cost Details

Project Costs noted in the 'Cost Summary' account for all factors noted in the columns below.

Segment Information							DESIGN ESTIMATE								
Count	Rank	Score	Seg	Description	Length (ft)	Right-of-Way (ft)	Comments	Base Design Cost (Survey, Meetings and Design, 15% of Construction)	Geotech (2% of Construction)	FEMA Impact Permitting	RxR Coordination	Bridge Design	RW Acq (Design + Appraisal Cost, Use \$5,000 per parcel)	Design Contingency (5%)	Total Design
1	#1	60	HH	Barlow Rd - From Trail (Lincoln Blvd) east to Nicholson (crosses Terex)	5700	60		\$228,750	\$30,500				\$25,000	\$76,250	\$360,500
2	#2	45	AA	Barlow Rd (East) - From Terex Rd to Norfolk Southern Railroad	1900	60	Construct with ODOT Resurf Project (2026-2027)	\$71,250	\$9,500					\$23,750	\$104,500
3	#3	40	Q & NN	Winstead, Grotton Dr, Ashley Dr and Marblehead Dr	7000	60/60/50/50		\$285,000	\$38,000			\$25,000	\$20,000	\$95,000	\$463,000
4	#3	40	C	Barlow Road (east) - Oak Grove Park to Stone Creek Way	4143	60		\$177,863	\$23,715			\$25,000	\$5,000	\$59,388	\$290,865
5	#4	35	E	Hudson Dr - Existing sidewalk to Norton Rd	4700	60	Construct with new PW Facility Waterline	\$198,750	\$26,500			\$25,000		\$66,250	\$316,500
6	#4	35	RR	Stow Rd - Chamberlin Drive to Pine Trails (Twinsburg Township)	1600	60	Safe Routes to School Section**, Plans Complete								
7	#5	30	D	Ogiby Dr - From Stoney Hill Dr to Barlow Rd	3700	60		\$138,750	\$18,500					\$46,250	\$203,500
8	#5	30	G & MM	Nicholson Dr - From SR 303 to Barlow Rd	6500	50	Construct with Waterline Project	\$243,750	\$32,500				\$25,000	\$81,250	\$382,500
9	#5	30	H	Heather Ln, Lauren Dr, Londonaire, Oldham and Bridgewater	4700	60		\$176,250	\$23,500					\$58,750	\$258,500
10	#5	30	OO	Lascala Dr - From Middleton Rd to Herrick Park	3200	60		\$120,000	\$16,000					\$40,000	\$176,000
11	#5	30	UU	Middleton Rd - Trumbull Woods Park over I-480 to Middleton Rd Ext	1200	60		\$345,000	\$46,000			\$75,000		\$115,000	\$581,000
12	#6	25	DD	Weston Dr - From Norton Rd to Stow Rd	3100	60		\$116,250	\$15,500					\$38,750	\$170,500
13	#6	25	EE	Huntington Rd - From Middleton Rd to Hayward Dr	4100	60		\$153,750	\$20,500	\$20,000				\$51,250	\$245,500
14	#6	25	GG	Hudson Park Dr - From Middleton Rd to Leeway Dr	3100	60	Safe Routes to School Section**	\$131,250	\$17,500					\$43,750	\$192,500
15	#6	25	I	Canterbury Drive - E. Streetsboro (303) to Stow Road	3600	60		\$135,000	\$18,000					\$45,000	\$198,000
16	#6	25	K	Hayward Rd, Ashton Dr, Stonebridge Ct & Huntington Dr	4500	60/60/60/60		\$213,750	\$28,500			\$25,000		\$71,250	\$338,500
17	#6	25	P	Haymarket Way - From Middleton Rd to SR 91	7400	80		\$277,500	\$37,000					\$92,500	\$407,000
18	#6	25	R	Ashbrooke Way - From Walters Rd to Norbury Dr + Norbury Dr from Ashbrooke to Burntwood	5203	60		\$195,113	\$26,015					\$65,038	\$286,165
19	#6	25	A	Stow Rd - Ravenna Street to Barlow Rd	6000	60		\$367,500	\$49,000		\$75,000	\$40,000	\$10,000	\$122,500	\$664,000
20	#6	25	SS	Hines Hill Road - Prospect St to Valley View Rd	2700	60		\$101,250	\$13,500					\$33,750	\$148,500
21	#6	25	T	Stow Rd - From Barlow Rd to Brafferton Ave	2400	60	Safe Routes to School Section**	\$105,000	\$14,000				\$25,000	\$35,000	\$179,000
22	#7	20	L	Blue Heron Dr - From Hudson Park Dr to Hudson Park Dr	4300	50	Safe Routes to School Section**	\$183,750	\$24,500			\$25,000		\$61,250	\$294,500
23	#7	20	Y	Valley View Rd - From Middleton Rd to Hines Hill Rd	3500	60	2024 Preliminary Plan in Process								
24	#7	20	M	Edgeview Dr - From SR 91 to Lascala Dr	3200	50		\$129,000	\$17,200					\$43,000	\$189,200
25	#8	15	O	Danbury, Salem Ave, Brunswick Ln & Winterberry Dr - From Brunswick Ln to Middleton Rd	9500	50/50/50/60		\$363,750	\$48,500				\$50,000	\$121,250	\$583,500
26	#8	15	N	Leeway Dr - From Lascala Dr to Hudson Park Dr	1700	50		\$86,250	\$11,500			\$25,000		\$38,750	\$151,500
27	#8	15	CC	Norton Rd - From existing sidewalk to Weston Dr	5500	60		\$206,250	\$27,500					\$68,750	\$302,500
28	#8	15	II	Canterbury Dr, Dunbarton Dr, Hammontree Dr, Thackery Dr - From SR 303 to Dunbarton Dr	7800	60/60/60/60		\$292,500	\$39,000					\$97,500	\$429,000
29	#8	15	J	Windsor Rd - From Doug Ave to SR 303	2300	50		\$86,250	\$11,500					\$28,750	\$126,500
30	#8	15	KK	Young Rd - Stow Road to Norton Road	2000	60		\$75,000	\$10,000					\$25,000	\$110,000
31	#8	15	LL	Norton Rd - Stow Rd to Young Rd	2500	60		\$93,750	\$12,500					\$31,250	\$137,500
32	#8	15	VV	Valley View Rd - Middleton Road to N Corp. Line	4000	60		\$150,000	\$20,000					\$50,000	\$220,000
33	#8	15	W	Norton Rd - Weston Dr to Stow Rd	2500	60		\$138,750	\$18,500			\$30,000		\$46,250	\$233,500
34	#9	15	WW	Stone Rd - E. Streetsboro (303) to Ravenna Street	9100	60		\$356,250	\$47,500					\$118,750	\$522,500
35	#8	15	X	Ravenna St - Stow Road to Stone Road	6600	60		\$247,500	\$33,000					\$82,500	\$363,000
36	#8	15	Z	Aurora Street - E. Firelands Dr to W. Firelands Dr	1500	60		\$56,250	\$7,500					\$18,750	\$82,500
37	#9	10	S	Norbury Dr - From Walters Rd to Burntwood Way	1117	50		\$41,888	\$5,585					\$13,963	\$61,435
38	#9	10	QQ	Paderborne Drive - Hammontree Rd to Wessington Dr (ex Sidewalk)	2350	60		\$88,125	\$11,750					\$29,375	\$129,250
39	#10	0	B	Georgetown Rd - From SR 91 to the end of Georgetown Rd	4800	70		\$172,500	\$23,000					\$57,500	\$253,000

Terex Rd segments are not included in the ranking or total cost above. Scores and costs are as follows:

--		45	U	Terex Rd - W. Streetsboro (303) to Bridgewater Blvd	3700	Varies		\$150,750	\$20,100					\$50,250	\$221,100
--		40	JJ	Terex Rd - From 91 to Barlow (east)	3500	Varies		\$131,250	\$17,500					\$43,750	\$192,500
--		40	V	Terex Rd - From 91 to Barlow (west)	8000	Varies		\$472,500	\$63,000		\$75,000	\$50,000	\$20,000	\$157,500	\$838,000

**Cost Details**

Project Costs noted in the 'Cost Summary' account for all factors noted in the columns below.

Segment Information						CONSTRUCTION ESTIMATE (Construction in mid-2026)						
Count	Rank	Score	Seg	Description	Length (ft)	Right-of-Way (ft)	Comments	Base Const (Sidewalk, storm piping, grading, striping, signage, minor electric and restoration @ \$50 S.F.)	RxR Crossing	Pedestrian Bridge	Retaining Wall (Estimate \$200/SF)	Total Construction
1	#1	60	HH	Barlow Rd - From Trail (Lincoln Blvd) east to Nicholson (crosses Terex)	5700	60		\$1,425,000			\$100,000	\$1,525,000
2	#2	45	AA	Barlow Rd (East) - From Terex Rd to Norfolk Southern Railroad	1900	60	Construct with ODOT Resurf Project (2026-2027)	\$475,000				\$475,000
3	#3	40	Q & NN	Winsted, Groton Dr, Ashley Dr and Marblehead Dr	7000	60/60/50/50		\$1,750,000		\$150,000		\$1,900,000
4	#3	40	C	Barlow Road (east) - Oak Grove Park to Stone Creek Way	4143	60		\$1,035,750		\$150,000		\$1,185,750
5	#4	35	E	Hudson Dr - Existing sidewalk to Norton Rd	4700	60	Construct with new PW Facility Waterline	\$1,175,000		\$150,000		\$1,325,000
6	#4	35	RR	Stow Rd - Chamberlin Drive to Pine Trails (Twinsburg Township)	1600	60	Safe Routes to School Section**, Plans Complete					
7	#5	30	D	Ogilby Dr - From Stoney Hill Dr to Barlow Rd	3700	60		\$925,000				\$925,000
8	#5	30	G & MM	Nicholson Dr - From SR 303 to Barlow Rd	6500	50	Construct with Waterline Project	\$1,625,000				\$1,625,000
9	#5	30	H	Heather Ln, Lauren Dr, Londonary, Oldham and Bridgewater	4700	60		\$1,175,000				\$1,175,000
10	#5	30	OO	Lascala Dr - From Middleton Rd to Herrick Park	3200	60		\$800,000				\$800,000
11	#5	30	UU	Middleton Rd - Trumbull Woods Park over I-480 to Middleton Rd Ext	1200	60		\$300,000		\$2,000,000		\$2,300,000
12	#6	25	DD	Weston Dr - From Norton Rd to Stow Rd	3100	60		\$775,000				\$775,000
13	#6	25	EE	Huntington Rd - From Middleton Rd to Hayward Dr	4100	60		\$1,025,000				\$1,025,000
14	#6	25	GG	Hudson Park Dr - From Middleton Rd to Leeway Dr	3100	60	Safe Routes to School Section**	\$775,000			\$100,000	\$875,000
15	#6	25	I	Canterbury Drive - E. Streetsboro (303) to Stow Road	3600	60		\$900,000				\$900,000
16	#6	25	K	Hayward Rd, Ashton Dr, Stonebridge Ct & Huntington Dr	4500	60/60/60/60		\$1,125,000		\$200,000	\$100,000	\$1,425,000
17	#6	25	P	Haymarket Way - From Middleton Rd to SR 91	7400	80		\$1,850,000				\$1,850,000
18	#6	25	R	Ashbrooke Way - From Walters Rd to Norbury Dr + Norbury Dr from Ashbrooke to Burntwood	5203	60		\$1,300,750				\$1,300,750
19	#6	25	A	Stow Rd - Ravenna Street to Barlow Rd	6000	60		\$1,500,000	\$500,000	\$200,000	\$250,000	\$2,450,000
20	#6	25	SS	Hines Hill Road - Prospect St to Valley View Rd	2700	60		\$675,000				\$675,000
21	#6	25	T	Stow Rd - From Barlow Rd to Brafferton Ave	2400	60		\$600,000			\$100,000	\$700,000
22	#7	20	L	Blue Heron Dr - From Hudson Park Dr to Hudson Park Dr	4300	50	Safe Routes to School Section**	\$1,075,000		\$150,000		\$1,225,000
23	#7	20	Y	Valley View Rd - From Middleton Rd to Hines Hill Rd	3500	60	2024 Preliminary Plan in Process					
24	#7	20	M	Edgeview Dr - From SR 91 to Lascala Dr	3200	50		\$800,000			\$60,000	\$860,000
25	#8	15	O	Danbury, Salem Ave, Brunswick Ln & Winterberry Dr - From Brunswick Ln to Middleton Rd	9500	50/50/50/60		\$2,375,000			\$50,000	\$2,425,000
26	#8	15	N	Leeway Dr - From Lascala Dr to Hudson Park Dr	1700	50		\$425,000		\$150,000		\$575,000
27	#8	15	CC	Norton Rd - From existing sidewalk to Weston Dr	5500	60		\$1,375,000				\$1,375,000
28	#8	15	II	Canterbury Dr, Dunbarton Dr, Hammontree Dr, Thackery Dr - From SR 303 to Dunbarton Dr	7800	60/60/60/60		\$1,950,000				\$1,950,000
29	#8	15	J	Windsor Rd - From Doug Ave to SR 303	2300	50		\$575,000				\$575,000
30	#8	15	KK	Young Rd - Stow Road to Norton Road	2000	60		\$500,000				\$500,000
31	#8	15	LL	Norton Rd - Stow Rd to Young Rd	2500	60		\$625,000				\$625,000
32	#8	15	VV	Valley View Rd - Middleton Road to N Corp. Line	4000	60		\$1,000,000				\$1,000,000
33	#8	15	W	Norton Rd - Weston Dr to Stow Rd	2500	60		\$625,000		\$200,000	\$100,000	\$925,000
34	#8	15	WW	Stone Rd - E. Streetsboro (303) to Ravenna Street	9100	60		\$2,275,000			\$100,000	\$2,375,000
35	#8	15	X	Ravenna St - Stow Road to Stone Road	6600	60		\$1,650,000				\$1,650,000
36	#8	15	Z	Aurora Street - E. Firelands Dr to W. Firelands Dr	1500	60		\$375,000				\$375,000
37	#9	10	S	Norbury Dr - from Walters Rd to Burntwood Way	1117	50		\$279,250				\$279,250
38	#9	10	QQ	Paderborne Drive - Hammontree Rd to Wessington Dr (ex Sidewalk)	2350	60		\$587,500				\$587,500
39	#10	0	B	Georgetown Rd - From SR 91 to the end of Georgetown Rd	4600	70		\$1,150,000				\$1,150,000

Terex Rd segments are not included in the ranking or total cost above. Scores and costs are as follows:

--		45	U	Terex Rd - W. Streetsboro (303) to Bridgewater Blvd	3700	Varies		\$925,000			\$80,000	\$1,005,000
--		40	JJ	Terex Rd - From 91 to Barlow (east)	3500	Varies		\$875,000				\$875,000
--		40	V	Terex Rd - From 91 to Barlow (west)	8000	Varies		\$2,000,000	\$500,000	\$500,000	\$150,000	\$3,150,000

**Cost Details**

Project Costs noted in the 'Cost Summary' account for all factors noted in the columns below.

Segment Information										Project Cost (SubTotal)	Construction Contingency (10%)	Project Cost (Rounded)	Inflation (Use 5% per year X 2.5 YRS=12.5%)	Project Cost (TOTAL)	Cost Per Foot (Higher than Avg. are Highlighted in Red)
Count	Rank	Score	Seg	Description	Length (ft)	Right-of-Way (ft)	Comments								
1	#1	60	HH	Barlow Rd - From Trail (Lincoln Blvd) east to Nicholson (crosses Terex)	5700	60		\$1,885,500	\$188,550	\$2,075,000	\$259,375	\$2,335,000	\$409.65		
2	#2	45	AA	Barlow Rd (East) - From Terex Rd to Norfolk Southern Railroad	1900	60	Construct with ODOT Resurf Project (2026-2027)	\$579,500	\$57,950	\$638,000	\$79,750	\$718,000	\$377.89		
3	#3	40	Q & NW	Winstead, Groton Dr, Ashley Dr and Marblehead Dr	7000	60/60/50/50		\$2,363,000	\$236,300	\$2,600,000	\$325,000	\$2,925,000	\$417.86		
4	#3	40	C	Barlow Road (east) - Oak Grove Park to Stone Creek Way	4143	60		\$1,476,615	\$147,662	\$1,625,000	\$203,125	\$1,828,000	\$441.23		
5	#4	35	E	Hudson Dr - Existing sidewalk to Norton Rd	4700	60	Construct with new PW Facility Waterline	\$1,641,500	\$164,150	\$1,806,000	\$225,750	\$2,032,000	\$432.34		
6	#4	35	RR	Stow Rd - Chamberlin Drive to Pine Trails (Twinsburg Township)	1600	60	Safe Routes to School Section**, Plans Complete	\$506,866	\$63,358	\$570,000	\$70,000	\$640,000	\$400.00		
7	#5	30	D	Ogilby Dr - From Stoney Hill Dr to Barlow Rd	3700	60		\$1,128,500	\$112,850	\$1,242,000	\$155,250	\$1,397,000	\$377.57		
8	#5	30	G & MM	Nicholson Dr - From SR 303 to Barlow Rd	6500	50	Construct with Waterline Project	\$2,007,500	\$200,750	\$2,209,000	\$276,125	\$2,485,000	\$382.31		
9	#5	30	H	Heather Ln, Lauren Dr, Londonary, Oldham and Bridgewater	4700	60		\$1,433,500	\$143,350	\$1,577,000	\$197,125	\$1,774,000	\$377.45		
10	#5	30	OO	Lascala Dr - From Middleton Rd to Herrick Park	3100	60		\$976,000	\$97,600	\$1,074,000	\$134,250	\$1,208,000	\$377.50		
11	#5	30	UU	Middleton Rd - Trumbull Woods Park over I-480 to Middleton Rd Ext	1200	60		\$2,881,000	\$288,100	\$3,170,000	\$396,250	\$3,566,000	\$2,971.67		
12	#6	25	DD	Weston Dr - From Norton Rd to Stow Rd	3100	60		\$945,500	\$94,550	\$1,041,000	\$130,125	\$1,171,000	\$377.74		
13	#6	25	EE	Huntington Rd - From Middleton Rd to Hayward Dr	4100	60		\$1,270,500	\$127,050	\$1,398,000	\$174,750	\$1,573,000	\$383.66		
14	#6	25	GG	Hudson Park Dr - From Middleton Rd to Leeway Dr	3100	60	Safe Routes to School Section**	\$1,067,500	\$106,750	\$1,175,000	\$146,875	\$1,322,000	\$426.45		
15	#6	25	I	Canterbury Drive - E. Streetsboro (303) to Stow Road	3600	60		\$1,098,000	\$109,800	\$1,208,000	\$151,000	\$1,359,000	\$377.50		
16	#6	25	K	Hayward Rd, Ashton Dr, Stonebridge Ct & Huntington Dr	4500	60/60/60/60		\$1,763,500	\$176,350	\$1,940,000	\$242,500	\$2,183,000	\$488.11		
17	#6	25	P	Haymarket Way - From Middleton Rd to SR 91	7400	80		\$2,257,000	\$225,700	\$2,483,000	\$310,375	\$2,793,000	\$377.43		
18	#6	25	R	Ashbrooke Way - From Walters Rd to Norbury Dr + Norbury Dr from Ashbrooke to Burntwood	5203	60		\$1,586,915	\$158,692	\$1,746,000	\$218,250	\$1,964,000	\$377.47		
19	#6	25	A	Stow Rd - Ravenna Street to Barlow Rd	6000	60		\$3,114,000	\$311,400	\$3,426,000	\$428,250	\$3,854,000	\$642.33		
20	#6	25	SS	Hines Hill Road - Prospect St to Valley View Rd	2700	60		\$823,500	\$82,350	\$906,000	\$113,250	\$1,019,000	\$377.41		
21	#6	25	T	Stow Rd - From Barlow Rd to Brafferton Ave	2400	60		\$879,000	\$87,900	\$967,000	\$120,875	\$1,088,000	\$453.33		
22	#7	20	L	Blue Heron Dr - From Hudson Park Dr to Hudson Park Dr	4300	50	Safe Routes to School Section**	\$1,519,500	\$151,950	\$1,672,000	\$209,000	\$1,881,000	\$437.44		
23	#7	20	Y	Valley View Rd - From Middleton Rd to Hines Hill Rd	3500	60	2024 Preliminary Plan in Process	\$1,870,000	\$187,000	\$2,057,000	\$257,125	\$2,314,000	\$661.14		
24	#7	20	M	Edgeview Dr - From SR 91 to Lascala Dr	3200	50		\$1,049,200	\$104,920	\$1,155,000	\$144,375	\$1,299,000	\$405.94		
25	#8	15	O	Danbury, Salem Ave, Brunswick Ln & Winterberry Dr - From Brunswick Ln to Middleton Rd	9500	50/50/50/60		\$3,008,500	\$300,850	\$3,310,000	\$413,750	\$3,724,000	\$392.00		
26	#8	15	N	Leeway Dr - From Lascala Dr to Hudson Park Dr	1700	50		\$726,500	\$72,650	\$800,000	\$100,000	\$900,000	\$529.41		
27	#8	15	CC	Norton Rd - From existing sidewalk to Weston Dr	5500	60		\$1,677,500	\$167,750	\$1,846,000	\$230,750	\$2,077,000	\$377.64		
28	#8	15	II	Canterbury Dr, Dunbarton Dr, Hammontree Dr, Thackery Dr - From SR 303 to Dunbarton Dr	7800	60/60/60/60		\$2,379,000	\$237,900	\$2,617,000	\$327,125	\$2,944,000	\$377.44		
29	#8	15	J	Windsor Rd - From Doug Ave to SR 303	2300	50		\$701,500	\$70,150	\$772,000	\$96,500	\$869,000	\$377.83		
30	#8	15	KK	Young Rd - Stow Road to Norton Road	2000	60		\$610,000	\$61,000	\$671,000	\$83,875	\$755,000	\$377.50		
31	#8	15	LL	Norton Rd - Stow Rd to Young Rd	2500	60		\$762,500	\$76,250	\$839,000	\$104,875	\$944,000	\$377.60		
32	#8	15	VV	Valley View Rd - Middleton Road to N Corp. Line	4000	60		\$1,220,000	\$122,000	\$1,342,000	\$167,750	\$1,510,000	\$377.50		
33	#8	15	W	Norton Rd - Weston Dr to Stow Rd	2500	60		\$1,158,500	\$115,850	\$1,275,000	\$159,375	\$1,434,000	\$573.60		
34	#8	15	WW	Stone Rd - E. Streetsboro (303) to Ravenna Street	9100	60		\$2,897,500	\$289,750	\$3,188,000	\$398,500	\$3,587,000	\$394.18		
35	#8	15	X	Ravenna St - Stow Road to Stone Road	6600	60		\$2,013,000	\$201,300	\$2,215,000	\$276,875	\$2,492,000	\$377.58		
36	#8	15	Z	Aurora Street - E. Firelands Dr to W. Firelands Dr	1500	60		\$457,500	\$45,750	\$504,000	\$63,000	\$567,000	\$378.00		
37	#9	10	S	Norbury Dr - from Walters Rd to Burntwood Way	1117	50		\$340,685	\$34,069	\$375,000	\$46,875	\$422,000	\$377.80		
38	#9	10	QQ	Paderborne Drive - Hammontree Rd to Wessington Dr (ex Sidewalk)	2350	60		\$716,750	\$71,675	\$789,000	\$98,625	\$888,000	\$377.87		
39	#10	0	B	Georgetown Rd - From SR 91 to the end of Georgetown Rd	4600	70		\$1,403,000	\$140,300	\$1,544,000	\$193,000	\$1,737,000	\$377.61		
											<b>Total Cost</b>		<b>\$69,298,000</b>		

Terex Rd segments are not included in the ranking or total cost above. Scores and costs are as follows:

--		45	U	Terex Rd - W. Streetsboro (303) to Bridgewater Blvd	3700	Varies		\$1,226,100	\$122,610	\$1,349,000	\$168,625	\$1,518,000	\$410.27
--		40	JJ	Terex Rd - From 91 to Barlow (east)	3500	Varies		\$1,067,500	\$106,750	\$1,175,000	\$146,875	\$1,322,000	\$377.71
--		40	V	Terex Rd - From 91 to Barlow (west)	8000	Varies		\$3,988,000	\$398,800	\$4,387,000	\$548,375	\$4,935,000	\$616.88