



2026-2030 Plan

INTRODUCTION

The City of Hudson Walk & Bike Plan is an ongoing effort to provide safe, community-wide bicycle and pedestrian connectivity while increasing awareness and usability of non-vehicular routes. The 2021-2025 Plan was approved by City Council in February 2021. The plan is updated every 5 years and takes approximately 10 months to complete, including multiple rounds of Council discussion, public engagement, and plan development.

This document guides investment in sidewalk infrastructure for the next 5-year budget period, makes recommendations for medium to long-term sidewalk and trail planning, and proposes actions to increase safety, public awareness, and usage of existing routes.

The Walk & Bike Plan was previously called the Sidewalk & Trails (Connectivity) Master Plan.

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ENGAGEMENT REPORT

The following chapter contains the full, original engagement report that was completed during the Walk & Bike Plan development process. The full *appendix* to the engagement report is one of several appendices referenced within this document. See Appendix D, which includes meeting notes and survey data to support the following engagement report summary.

Engagement Timeline

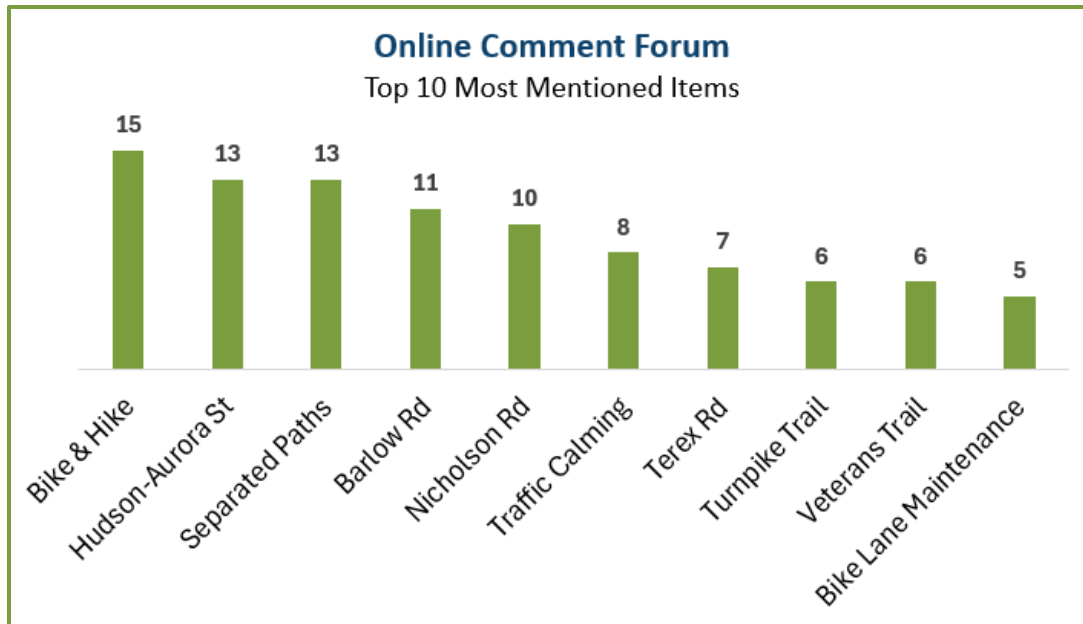


Online Engagement

A commenting forum and an interactive map were available on the project website for approximately two months. The website received the following activity:

- **Page Views:** 1,100+
- **Ideas & Comments Posted by Residents:** 200+
- **Pins Placed on the Map:** 74





Comment Forum

The following are the highest supported actions in the comment forum. Out of 100+ unique suggestions proposed by residents, these had the most agreement and are listed in order of support.

- Complete Barlow from Nicholson to Terex, connecting residents to the Hike & Bike
- Prioritize separated paths with physical barriers from vehicular traffic
 - Asphalt, multipurpose paths preferred over sidewalks along high-traffic roads; consider adding paths that do not necessarily follow roads
- Complete segment on Hudson-Aurora connecting East & West Firelands subdivision ('Z' on map)
- Improve biking along Hudson-Aurora
- Increase traffic calming features, especially on St Rt 303
- Consider additional connections along the turnpike, especially from Hudson-Aurora to Rt 91
- Complete Veterans Trail connections, especially south of Downtown
- Keep bike lanes free of debris and provide separation from vehicle lanes where possible

Interactive Map Comments

The following are the highest supported actions in the interactive map comments. Out of 70+ unique suggestions proposed by residents, these had the most agreement and are listed in order of support.

- Create safe connections to the Bike & Hike near the Barlow/Terex intersection
- Address missing links/sidewalks & bike lanes that end abruptly
- Complete segments that have been scheduled but are yet to be complete
- Add more multipurpose, paved trails
- Consider crosswalks on Terex, Barlow, & Stow
- Improve Hudson-Aurora for bikes

Full comments from the comment forum and interactive map are available in the Appendix.

Ward Focus Calls

Council members nominated ward representatives for focus group meetings. Meetings were held via video call on April 10 and 11 with approximately with 5-8 residents per call, for a total of 26 resident representatives. 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.

Common points of agreement across all ward focus groups were:

- **Connect residents to regional trails and parks, especially Cuyahoga Valley National Park (CVNP) along the Bike & Hike**
- **Add sidewalks on collector streets**
- **Improve traffic safety measures, especially on arterials**
- **Improve education and promotion of existing paths**

Ward 1

- Connections to regional parks and other destinations could promote tourism and economic strength; specific comments for connecting to CVNP and Akron
- Connections to trails are a priority
- Sidewalks on collector streets in neighborhoods are a priority, such as Haymarket
- Bike riding lanes & laws are unclear to riders & drivers; more education needed
- Support for traffic safety enhancements such as crosswalks and separated paths, esp. at areas such as 303/91, Prospect/Hines Hill, and Hunting Hollow

Ward 2

- Connection to CVNP is a priority, esp. since Ward 2 is the gateway to the park
- Support for completing key connections along Barlow, Terex, and Stow with considerations for safety enhancements such as crosswalks and separated paths
- Connect Ashbrooke, Majestic Oaks, and Towbridge to downtown
- Complete Boston Mills to downtown and Nicholson to Barlow
- Prioritize segments from the 2021-2025 plan over new segments
- Interest in trails at City-owned property (former YDC) on Hines Hill

Ward 3

- Interest in connections to parks in and around Hudson, esp. Trumbull Woods, Oak Grove, & Silver Springs (Stow); connections to parks are most valuable, downtown is a far walk
- Complete Barlow to connect Weston Hills to S. Hayden and the schools
- Even if Stow Rd had complete sidewalks, residents would be hesitant to use due to traffic; safe crossings would be key to usability
- Extend down Ravenna St toward Stone Rd, connecting to funded segments
- More signage and education needed to make residents aware of existing paths

Ward 4

- Complete Veterans Trail into Akron and connect to Silver Springs Park in Stow; Hines Hill should connect to Boston Heights, Bike & Hike, and CVNP
- Sidewalks on collector streets in neighborhoods are a priority and the north/south roads are more imperative than east/west due to being used as thru-streets more often
- Connections to parks and schools are most valuable, downtown is a far walk
- Even if Valley View Rd had complete sidewalks, residents would be hesitant to use due to traffic; safe crossings would be key to usability
- Support for traffic safety enhancements such as crosswalks and separated paths
- More signage and education needed to make residents aware of existing paths

Detailed ward meeting summaries are included in the Appendix.

Public Input Table & Popup Engagements

Staff set up several large poster maps and encouraged residents to add stickers in the locations of desired connections. Staff hosted a public input table at the City's Earth Day event and engaged with residents at one of the poster maps. The other maps were 'pop-up' engagements that were unstaffed and had brief instructions and stickers available for use. Pop-ups were available in the City Hall lobby and Hudson High School lobby. Key connections were:

- Veterans Trail
- Stow Rd from Barlow to Ravenna
- Barlow Rd from Oak Grove to Barlow Park
- Barlow and Terex to the Hike & Bike
- Weston Drive, Ogilby Drive, and Nicholson Drive



Large images of the poster maps with stickers are included in the Appendix.

Regional Calls

In addition to public engagement, staff completed regional outreach to gather 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 had four engagements with six entities:

City of Stow

- interest in completing Young Rd corridor to Silver Springs Park
- interest in possible Stow-Hudson-Metroparks joint grant application for project to connect Wood Hollow/Barlow Farm to Silver Springs/Bike & Hike along Stow Rd
- Hudson and Stow both interested in adding sidewalks on Norton Rd; potential collaboration

City of Kent

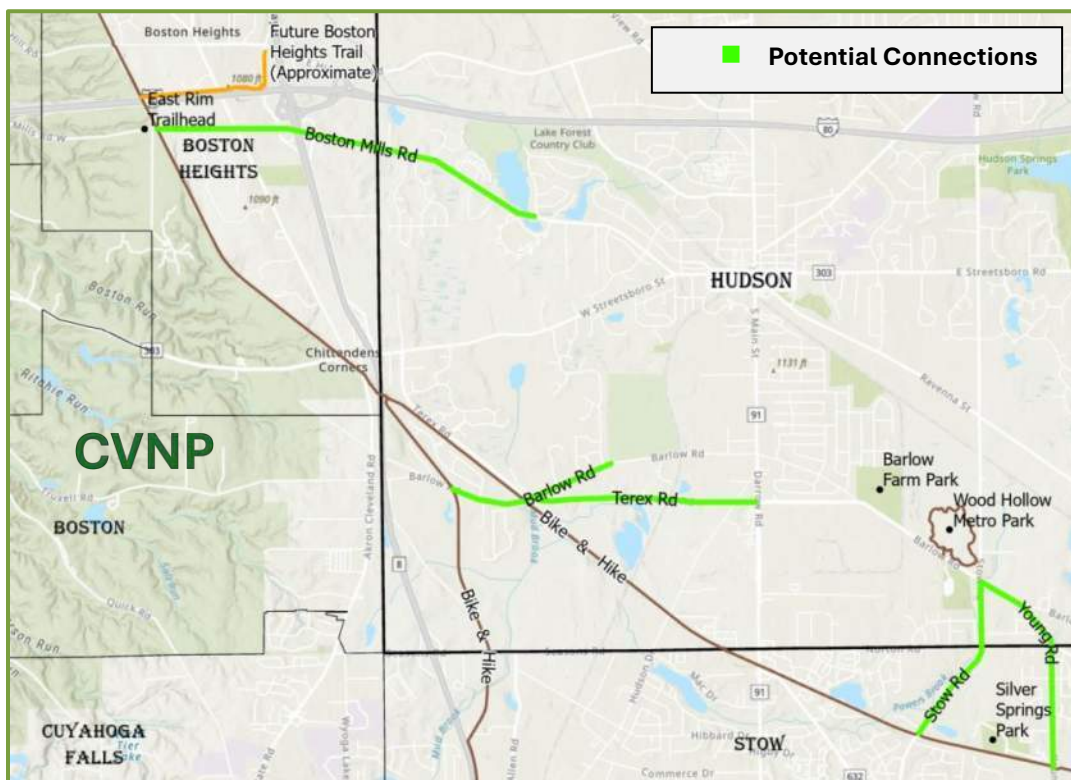
- Working on visionary Lake Rockwell Trail (no timeline) that would connect to existing Bike & Hike along south side of Silver Springs; completing a Hudson connection to Silver Springs could indirectly connect residents to downtown Kent in the long-term

Village of Boston Heights, CVNP, and Summit Metro Parks (joint meeting)

- Boston Heights Trail from Bike & Hike to Rt 8 (along turnpike) anticipated bid in Fall 2024
- Metro Parks interest in expanding Hudson connections to the Bike & Hike
- CVNP is enhancing the East Rim Trailhead and parking area (Boston Mills Rd)
- CVNP seeking to connect the Towpath and Bike & Hike at Sagamore Township and Stanford Rd/Brandywine Falls; connections at Akron-Peninsula Rd or St Rt 303 considered but not high priority

City of Streetsboro was contacted but did not have current projects that would impact the Hudson Walk & Bike Plan. Detailed summaries of the regional calls are included in the Appendix.

Regional Map (prepared by City staff as reference for key points noted above):



Bike & Brainstorm

A bike and brainstorm event was held on May 11 in partnership with Akron Metropolitan Area Transportation Study (AMATS). The bike ride portion was canceled due to weather, but the brainstorming discussion was held in an open-house style at Hudson Library. Twenty (20) residents attended in addition to City staff, the mayor, and two Council representatives.



Key themes from the discussion were:

- Create a city map or app to help make residents aware of existing paths
- Consider an educational campaign about bike laws and bike safety/etiquette
- Desire to physically separate bike paths from vehicular traffic, and to separate bikes from pedestrians on multipurpose trails
- Bike lanes need to be clear of debris, gravel, garbage cans, vehicles, and signs
- Add facilities like restrooms and picnic tables along bike routes
- Suggest designated bike routes in town - signed, named, mapped
- Crossings on arterials need further safety improvements

RANKING METHODOLOGY & RESULTS

Note: Some of the sidewalk segment locations and their labels were revised throughout the process, causing changes in the labels seen on the original public engagement map compared to the final ranking map and cost tables. See Appendix A for details on how the letter-labels changed.

With City Council input, staff developed a preliminary ranking matrix to prioritize segments for investment based on their scores for several factors such as proximity to schools, parks, and regional trails. The ranking matrix was adjusted multiple times prior to final scoring to ensure that the methodology aligned with Council input and resident-identified values. Proposed sidewalk segments were ranked according to the following matrix.

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

After reviewing the results of the above ranking, City Council determined that additional points should be awarded to segments that connect a neighborhood which currently has no direct access to the existing sidewalk network. Additional analysis was completed to create a map of disconnected areas and assign points accordingly. The ranking was then revised a final time (see Appendix B).

Estimated costs for each segment were determined based on various factors such as the general cost of materials, additional costs associated with construction at highway or railroad crossings, cost of required permits, estimated inflation, and more (see Appendix C). See the next page for a summary table of the ranking results and associated cost estimates.

Cost Summary

The following table is the final ranking and cost summary after incorporating additional points for disconnected neighborhoods and incorporating City Council input for ranking changes/removals:

| Cost Summary | | | | | | | |
|--|------------|----------|-------|---------|---|-----------------------|---------------------|
| Note: The 39 segments below include several tied scores, resulting in only 11 ranked positions. In some cases, two segments are combined as one because Engineering has determined that it would be cost-effective to build them as one project. | | | | | | | |
| Count | Orig. Rank | New Rank | Score | Segment | Description | Project Cost (TOTAL)* | Cumulative Cost |
| 1 | #1 | #1 | 85 | HH | Barlow Rd - From Trail (Lincoln Blvd) east to Nicholson (crosses Terex) | \$2,335,000 | \$2,335,000 |
| 2 | #4 | #2 | 60 | RR | Stow Rd - Chamberlin Drive to Pine Trails (Twinsburg Township) | \$570,000 | \$2,905,000 |
| 3 | #8 | #4 | 40 | CC | Norton Rd - From existing sidewalk to Sapphire Dr | \$857,000 | \$3,762,000 |
| 4 | #3 | #4 | 40 | C & KK | Barlow Road (east) - Oak Grove Park to Stone Creek Way; Young Rd - Stow Road to Norton Road | \$2,583,000 | \$6,345,000 |
| 5 | #5 | #6 | 30 | D | Ogilby Dr - From Stoney Hill Dr to Barlow Rd | \$1,397,000 | \$7,742,000 |
| 6 | #5 | #6 | 30 | OO | Lascala Dr - From Middleton Rd to Herrick Park | \$1,208,000 | \$8,950,000 |
| 7 | #5 | #6 | 30 | H | Heather Ln, Lauren Dr, Londonairy, Oldham and Bridgewater | \$1,774,000 | \$10,724,000 |
| Top 5 (includes 7 segments due to tied scores): | | | | | | | \$10,724,000 |
| 8 | #6 | #7 | 25 | EE | Huntington Rd - From Middleton Rd to Hayward Dr | \$1,573,000 | \$12,297,000 |
| 9 | #6 | #7 | 25 | GG | Hudson Park Dr - From Middleton Rd to Leeway Dr | \$1,322,000 | \$13,619,000 |
| 10 | #6 | #7 | 25 | I | Canterbury Drive - E. Streetsboro (303) to Stow Road | \$1,359,000 | \$14,978,000 |
| 11 | #6 | #7 | 25 | K | Hayward Rd, Ashton Dr, Stonebridge Ct & Huntington Dr | \$2,183,000 | \$17,161,000 |
| 12 | #6 | #7 | 25 | P | Haymarket Way - From Middleton Rd to SR 91 | \$2,793,000 | \$19,954,000 |
| 13 | #6 | #7 | 25 | R | Ashbrooke Way - From Walters Rd to Norbury Dr + Norbury Dr from Ashbrooke to Burntwood | \$1,964,000 | \$21,918,000 |
| 14 | #6 | #7 | 25 | A | Stow Rd - Ravenna Street to Barlow Rd | \$3,854,000 | \$25,772,000 |
| 15 | #6 | #7 | 25 | SS | Hines Hill Road - Prospect St to Valley View Rd | \$1,019,000 | \$26,791,000 |
| 16 | #6 | #7 | 25 | T | Stow Rd - From Barlow Rd to Brafferton Ave | \$1,088,000 | \$27,879,000 |
| 17 | #6 | #7 | 25 | DD | Weston Dr - From Norton Rd to Stow Rd | \$1,171,000 | \$29,050,000 |
| Top 10 (includes 12 segments due to tied scores): | | | | | | | \$29,050,000 |
| 18 | #7 | #8 | 20 | L | Blue Heron Dr - From Hudson Park Dr to Hudson Park Dr | \$1,881,000 | \$30,931,000 |
| 19 | #7 | #8 | 20 | Y | Valley View Rd - From Middleton Rd to Hines Hill Rd | \$2,104,000 | \$33,035,000 |
| 20 | #7 | #8 | 20 | M | Edgeview Dr - From SR 91 to Lascala Dr | \$1,299,000 | \$34,334,000 |
| 21 | #8 | #9 | 15 | O | Danbury, Salem Ave, Brunswick Ln & Winterberry Dr - From Brunswick Ln to Middleton Rd | \$3,724,000 | \$38,058,000 |
| 22 | #8 | #9 | 15 | N | Leeway Dr - From Lascala Dr to Hudson Park Dr | \$900,000 | \$38,958,000 |
| 23 | #8 | #9 | 15 | II | Canterbury Dr, Dunbarton Dr, Hammontree Dr, Thackery Dr - From SR 303 to Dunbarton Dr | \$2,944,000 | \$41,902,000 |
| 24 | #8 | #9 | 15 | J | Windsor Rd - From Doug Ave to SR 303 | \$869,000 | \$42,771,000 |
| 25 | #8 | #9 | 15 | LL | Norton Rd - Stow Rd to Young Rd | \$944,000 | \$43,715,000 |
| 26 | #8 | #9 | 15 | VV | Valley View Rd - Middleton Road to N Corp. Line | \$1,510,000 | \$45,225,000 |
| 27 | #8 | #9 | 15 | W | Norton Rd - Weston Dr to Stow Rd | \$1,434,000 | \$46,659,000 |
| 28 | #8 | #9 | 15 | WW | Stone Rd - E. Streetsboro (303) to Ravenna Street | \$3,587,000 | \$50,246,000 |
| 29 | #8 | #9 | 15 | X | Ravenna St - Stow Road to Stone Road | \$2,492,000 | \$52,738,000 |
| 30 | #8 | #9 | 15 | Z | Aurora Street - E. Firelands Dr to W. Firelands Dr | \$567,000 | \$53,305,000 |
| Top 10 (includes 12 segments due to tied scores): | | | | | | | \$53,305,000 |
| 31 | #9 | #10 | 10 | S | Norbury Dr - from Walters Rd to Burntwood Way | \$422,000 | \$53,727,000 |
| 32 | #9 | #10 | 10 | QQ | Paderborne Drive - Hammontree Rd to Wessington Dr (ex Sidewalk) | \$888,000 | \$54,615,000 |
| 33 | #10 | #11 | 0 | B | Georgetown Rd - From SR 91 to the end of Georgetown Rd | \$1,737,000 | \$56,352,000 |
| Cumulative costs are shown in the right column. The cumulative cost of all 33 segments above is approximately \$56 M. | | | | | | | \$56,352,000 |

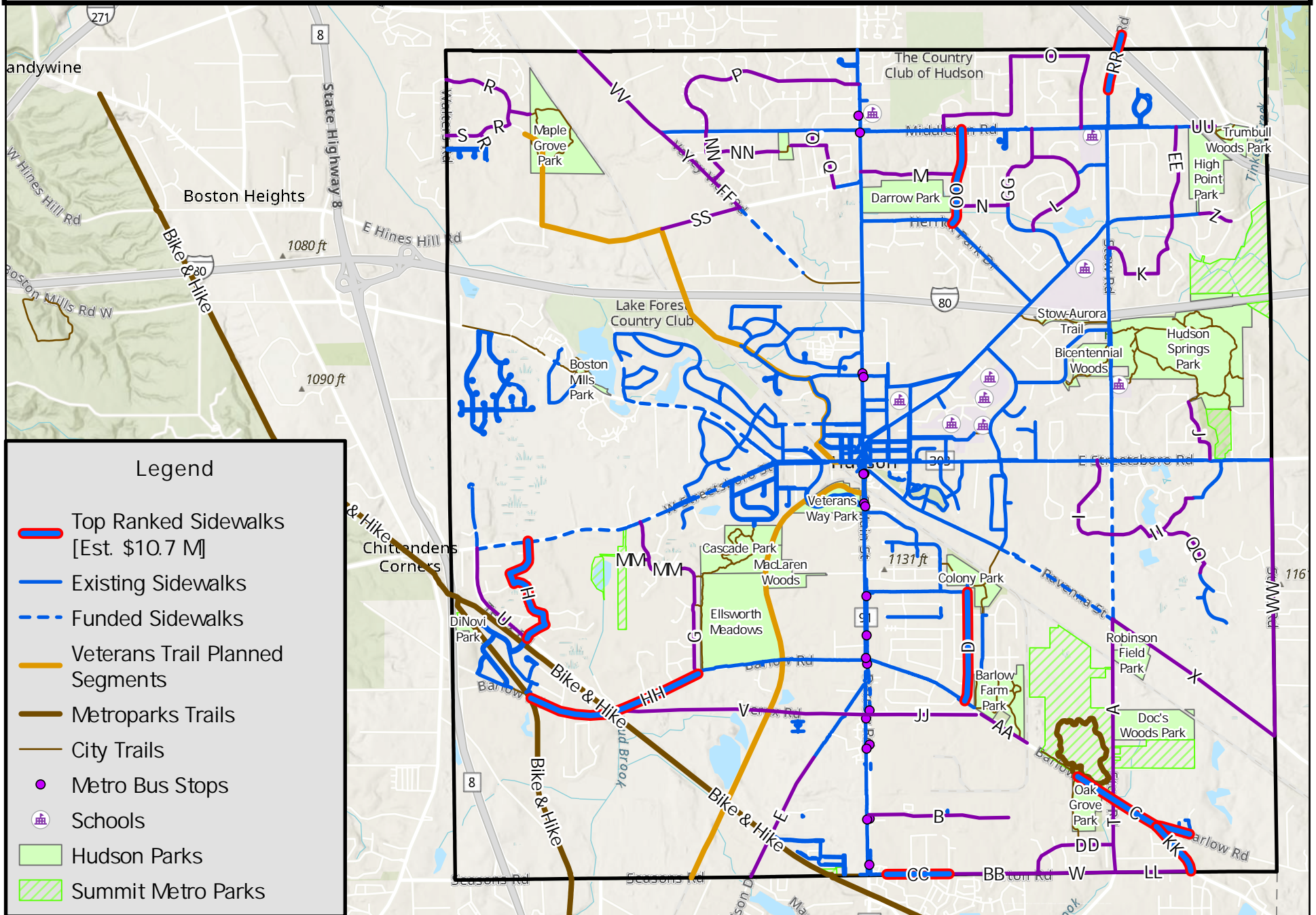
| Removed from Ranking | | | |
|---|---------|---|---------------------|
| Score | Segment | Description | Project Cost |
| 45 | AA | Barlow Rd (East) - From Terex Rd to Norfolk Southern Railroad | \$718,000 |
| 40 | Q & NN | Winsted, Groton Dr, Ashley Dr and Marblehead Dr | \$2,925,000 |
| 35 | E | Hudson Dr - Existing sidewalk to Norton Rd | \$2,032,000 |
| 30 | G & MM | Nicholson Dr - From SR 303 to Barlow Rd | \$2,485,000 |
| 30 | UU | Middleton Rd - Trumbull Woods Park over I-480 to Middleton Rd Ext | \$3,566,000 |
| -- | BB | Norton Rd - from Sapphire to Weston | \$1,219,515 |
| Cost of the Above Segments Removed from Ranking: | | | \$12,945,515 |

| Terex Rd segments are not included in the ranking or cumulative costs above. Costs are as follows: | | Project Cost |
|--|---|--------------------|
| U | Terex Rd - W. Streetsboro (303) to Bridgewater Blvd | \$1,518,000 |
| JJ | Terex Rd - From 91 to Barlow (east) | \$1,322,000 |
| V | Terex Rd - From 91 to Barlow (west) | \$4,935,000 |
| Cost of Terex Rd Segments Only (also removed from ranking): | | \$7,775,000 |











Total Value of all Segments Studied but Removed from Ranking: \$20,720,515

* The Project Cost (Total) is an estimate accounting for several factors. The estimate assumes 2.5 years of inflation based on construction anticipated to begin in 2026-2027. See Appendix C for details.

Top-Ranked Sidewalk Segments



Legend

-  Top Ranked Sidewalks [Est. \$10.7 M]
-  Existing Sidewalks
-  Funded Sidewalks
-  Veterans Trail Planned Segments
-  Metroparks Trails
-  City Trails
-  Metro Bus Stops
-  Schools
-  Hudson Parks
-  Summit Metro Parks

5-Year Budget & Construction Timeline

The following table shows the recommended timeline. Actual timelines are finalized by City Council through the annual budget process.

= Design Costs
 = Construction Costs

| Rank | Score | Segment | Description | 2026 | 2027 | 2028 | 2029 | 2030 |
|---------------|-------|---------|--|--------------------|--------------------|--------------------|--------------------|--------------------|
| 1 | 85 | HH | Barlow Rd - Lincoln to Nicholson - Design | \$325,000 | | | | |
| 1 | 85 | HH | Barlow Rd - Lincoln to Nicholson - Construction | | \$2,010,000 | | | |
| 2 | 60 | RR | Stow Rd - Chamberlin to Pine Trails - Design | \$0 | | | | |
| 2 | 60 | RR | Stow Rd - Chamberlin to Pine Trails - Construction | \$570,000 | | | | |
| 3 | 40 | CC | Norton Road – existing sidewalk to Sapphire - Design | \$122,000 | | | | |
| 3 | 40 | CC | Norton Road – existing sidewalk to Sapphire - Construction | | \$735,000 | | | |
| 3 | 40 | C & KK | Barlow Rd (east) Oak Grove to Stow to Young - Design | | \$400,000 | | | |
| 3 | 40 | C & KK | Barlow Rd (east) Oak Grove to Stow to Young - Construction | | | \$2,183,000 | | |
| 5 | 30 | D | Ogilby Dr - Stoney Hill to Barlow Rd - Design | | | | \$215,000 | |
| 5 | 30 | D | Ogilby Dr - Stoney Hill to Barlow Rd - Construction | | | | | \$1,182,000 |
| 5 | 30 | OO | Lascala - Middleton Rd to Herrick Park - Design | | | | \$185,000 | |
| 5 | 30 | OO | Lascala - Middleton Rd to Herrick Park - Construction | | | | | \$1,023,000 |
| 5 | 30 | H | Heather Ln, Lauren, Londonairy, Bridgewater - Design | | | \$275,000 | | |
| 5 | 30 | H | Heather Ln, Lauren, Londonairy, Bridgewater - Construction | | | | \$1,499,000 | |
| Totals | | | | \$1,017,000 | \$3,145,000 | \$2,458,000 | \$1,899,000 | \$2,205,000 |

REGIONAL PLANNING

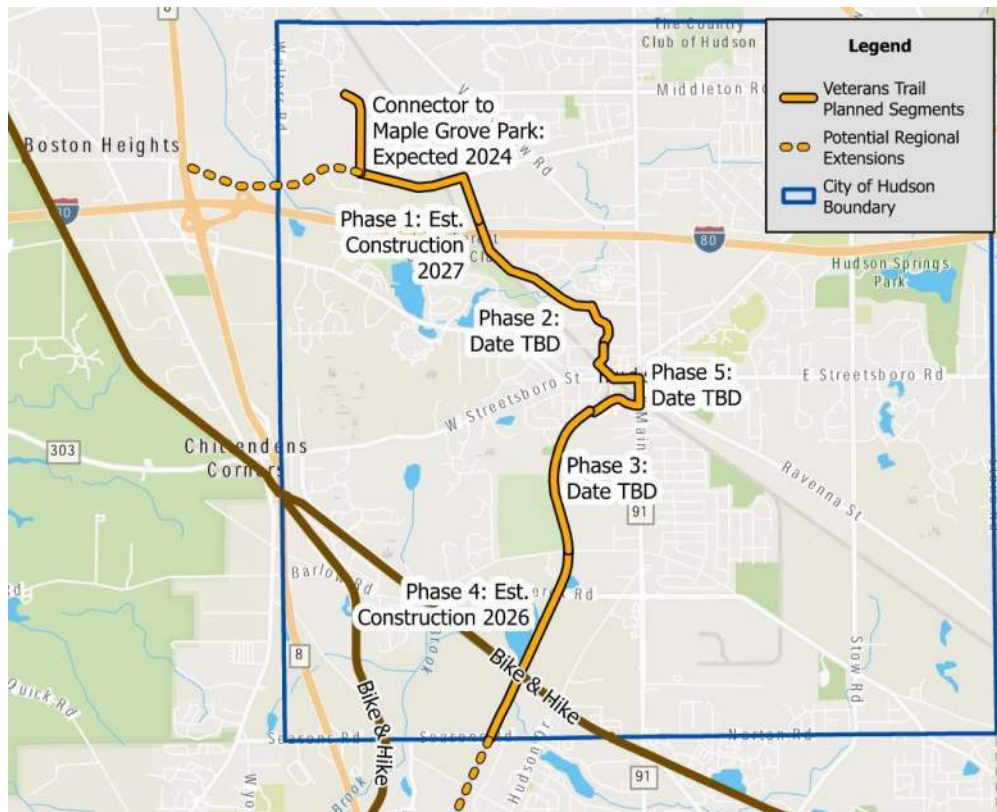
Veterans Trail & Regional Connections

The City of Hudson has long planned Veterans Trail, which was first documented in the Hudson Parks Master Plan of 2000. The trail is envisioned as a 10ft multipurpose asphalt path connecting the north and south sides of Hudson as well as linking the overall city to regional trail networks. The trail is anticipated to be developed in phases.

Community engagement during the 2024 Walk & Bike Plan process indicated a strong desire to see regional connections completed. Residents discussed opportunities to connect to regional destinations such as Cuyahoga Valley National Park (CVNP), the downtown Akron business district, City of Stow Silver Springs Park, and other locations. Veterans Trail could become the primary link connecting Hudson to a broader network of trails and amenities.

As of 2024, the City is in the process of acquiring a portion of the Norfolk Southern railroad track with the goal of completing a 'rails to trails' effort to advance Veterans Trail. Paved trails are to be constructed along the inactive rail corridors.

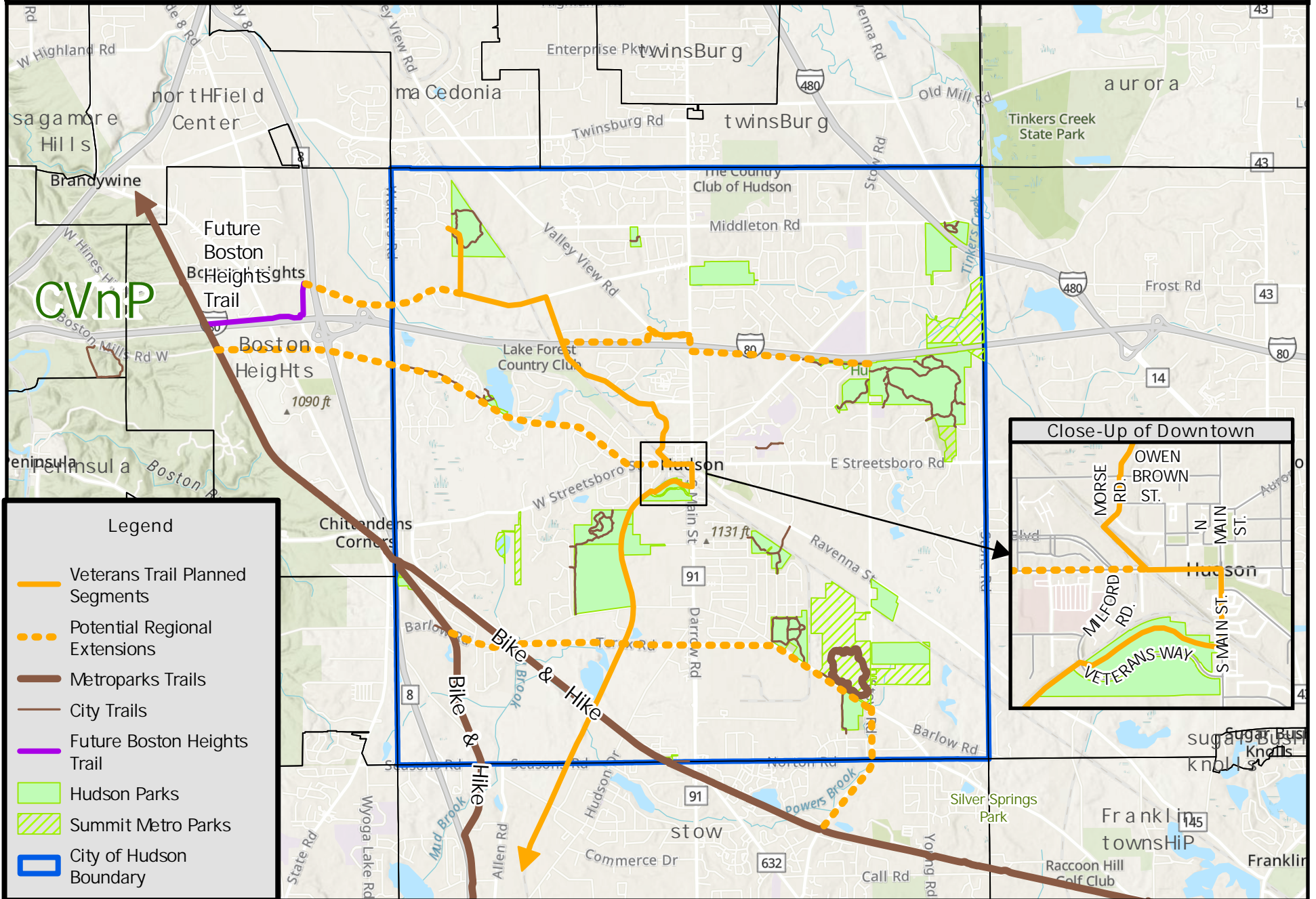
The following map shows the estimated construction timeline for phases of Veterans Trail where dates are known. Some phases have not yet been scheduled for design and construction. Construction timelines for the remainder of Veterans Trail are expected to be known in the next two to three years.



The map on the following page shows a broader potential outline for future regional connections based on completion of Veterans Trail.

Multi-Purpose Trail Connections

Veterans Trail and Regional Extensions



EDUCATION & ENHANCEMENTS

Input

In addition to identifying new priority connections, community input identified the following opportunities to improve the usability of existing non-vehicular routes:

- **Route Awareness:** provide resources to help residents determine which routes connect to various points of interest
- **Route Safety:** provide resources and infrastructure updates to improve safety for pedestrians and bike riders along existing routes
- **Route Amenities:** provide minor amenities along existing routes, such as repair stations and benches

Actions

The City of Hudson was certified by the League of American Bicyclists as a Bike Friendly Community (BFC) from 2016-2020, but has since lost the status as the standards for certification have become more stringent. The application process provides a helpful template of actions that can be taken to advance items such as those listed above, ultimately increasing both bike and pedestrian safety and promoting non-vehicular travel throughout the community. City staff will pursue re-certification of Bike Friendly Community status in 2025-2026. The following actions may be considered to address educational and safety opportunities:

Route Awareness

- Develop promotional materials that identify routes by name, color, or other symbol
- Develop street signs or pavement markers to guide users along routes, similar to trail route signage commonly used in parks
- Consider use of QR codes in marketing materials and signs for efficient access to information
- Research opportunities for interactive maps or apps that would allow users to search for routes
- In all visuals, differentiate between paved and unpaved infrastructure so users can determine whether routes are suitable for their needs
- Adopt a resolution proclaiming May as National Bike Month
- Increase social media outreach to highlight common destinations that can be reached by bike

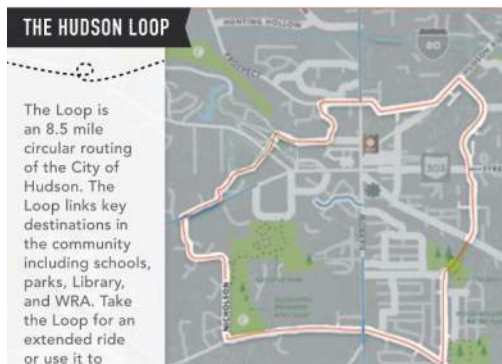


Image of Routes Identified on Hudson Map



Examples of Routes Identified on Signs

Route Safety

- Collaborate with pedestrian and bike-focused organizations to host educational events
- Increase social media outreach to educate about local bike laws and rider safety tips
- Hold safety workshops in conjunction with Hudson Police
- Distribute handouts on bike laws and safety at additional community events
- Consider adding physical barriers such as flex posts along challenging non-vehicular routes
- Consider painting bike lanes to differentiate between bike lanes and street shoulders
- When planning for new construction, consider separated asphalt paths instead of concrete sidewalks along streets, where feasible
- Present potential bike lane safety improvements to the Traffic Safety Committee for consideration (document data on crashes, current and potential countermeasures, etc)



Image of Hudson Educational Flyer (snippet)



Example of Painted Bike Lane & Flex Posts

Route Amenities

- Evaluate locations for installation of bike repair stations (downtown, parks, parking lots, along trails, etc)
- Increase opportunities to rest along non-vehicular routes (benches, picnic tables, etc)
- Add amenities into future trail route planning and budgeting
- Install bike racks in all public parking lots, including the downtown parking garage
- Consider requiring bike racks and/or repair stations in site plans for new development



Image of Bike Rack in Downtown Hudson



Examples of Bike Repair Stations