

Date: 07/06/2026

To: City Manager Thomas Sheridan; Members of City Council

From: Chief Perry Tabak

Subject: Review and Recommended Updates to Hudson Codified Ordinance 478.01 – Operation of Low-Speed Vehicles, Under-Speed Vehicles, Utility Vehicles, and Mini-Trucks

Background

On **September 16, 2025**, City Council adopted **Ordinance No. 25-119**, sponsored by Councilman Sutton, establishing regulations under **Hudson Codified Ordinance 478.01** governing the operation of low-speed vehicles, under-speed vehicles, utility vehicles, and mini-trucks in Hudson.

The current ordinance relies almost entirely on the minimum standards contained in the Ohio Revised Code, without adding local restrictions, operational limitations, or enhanced safety provisions beyond those state requirements. As interest in these vehicle types has increased since the ordinance's adoption, the Police Department has encountered growing safety and traffic concerns related to where these vehicles may operate, their visibility, their interaction with higher-speed traffic, and their use along pedestrian and vehicle-dense corridors.

Because Councilman Sutton was the sponsor of the original legislation, conversations were had directly with him to review these concerns and discuss whether updated local standards could help address Hudson-specific roadway conditions. We collaborated to outline a set of proposed updates that extend beyond the basic state-minimum requirements, with the goal of improving safety, clarifying operational expectations, and better aligning the ordinance with Hudson's roadways.

These proposed adjustments were presented to the Safety Committee on June 17, 2026, for discussion, with the intent of bringing the matter before full Council for policy direction.

Summary of Tentatively Agreed-Upon Updates

1. Category-Specific Operational Restrictions

- **Under-Speed Vehicles (USVs):** Not permitted in Hudson; consistent with ORC. USVs have a maximum speed of 15 mph and are not eligible for roadway use.
- **Low-Speed Vehicles (LSVs):** Permitted only on **25 mph** road sections.
- **Utility Vehicles:** Permitted on **35 mph** road sections.
- **Mini-Trucks:** Permitted on **35 mph** road sections.

2. Universal Rules for All Permitted Vehicle Types

- No operation after **9:00 PM**
- Must vacate **DORA** by **6:00 PM**
- Seatbelts required for all occupants
- No passengers requiring child safety restraints (ORC 4511.81)
- VIN required (no homemade or modified non-compliant vehicles)

3. Inspection Requirements

- **Initial HPD inspection only** (no annual renewal cycle)
- Vehicle must display HPD inspection sticker

Next Steps for Council Consideration

In addition to the items already reviewed by the Safety Committee, several broader policy issues require Council direction. During the Committee discussion, these topics were identified as areas where additional consideration may be appropriate:

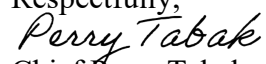
- **State Route Restrictions:** Whether to limit or prohibit these vehicles from operating on state routes within city limits based on traffic volume, speed limits, and safety concerns.
- **Additional DORA Limitations:** Whether Council wishes to impose further operational restrictions within or near the DORA beyond the current 6:00 PM requirement.
- **Speed-Based Roadway Limitations:** Whether to limit these vehicles on roadways above **25 mph**.
- **Other Location-Specific Restrictions:** Council may evaluate particular corridors or neighborhoods where operational limitations may enhance safety, pedestrian mobility, or traffic flow.

Conclusion

The updates described above reflect observed safety concerns, operational challenges, and resident questions since the adoption of Ordinance No. 25-119. The Police Department and Councilman Sutton have developed a preliminary framework addressing these issues, and the Safety Committee has reviewed the proposed changes.

City Council's guidance is now requested regarding both:

1. The **specific updates** summarized in this memo, and
2. The **broader policy questions** concerning operation on state routes, DORA-related restrictions, and speed-based roadway limitations.

Respectfully,

Chief Perry Tabak