



# AMATS 2016 Connecting Communities Planning Grant



## Preliminary Design for Veterans Trail – Downtown Phase

### 1. Applicant/Sponsor:

Community/Agency	City of Hudson
Project Manager	Greg Hannan, AICP, City Planner
Phone Number	(330) 342-1881
Fax Number	(330) 342-1722
Email address	ghannan@hudson.oh.us
Mailing Address	115 Executive Pkwy, Suite 400, Hudson, Ohio 44236

### 2. Project Co-Sponsor: N/A

### 3. Planning Study Summary: Preliminary Design for Veterans Trail – Downtown Phase

The City of Hudson is pursuing preliminary design for trail routing to connect Downtown Hudson to the regional trail network. The study will determine acceptable routing between the currently funded sections of Veterans Trail which extend north and south from the outer vicinity of downtown. The vision for this trail segment includes a full developed linear greenway to provide recreational and transportation alternatives while linking First and Main to the adjacent Downtown Phase II development. Trail routing within downtown Hudson requires a focused preliminary design study due to the numerous curb cuts, existing infrastructure, and design challenges. The study area also provides the greatest opportunity for trail development within the community as it will formally link downtown to the regional trail network, be a highly visible project, and significantly enhance the availability for alternative transportation within the community.

#### 4. Study Area and Map:

Below is a brief summary of the study area described from Owen Brown Street southward to Veterans Park (see attached map).

North to South	Length	Observations
Crossing Owen Brown Street then east along the right of way	225 ft	Traffic calming feature is needed to transition Downtown Phase II development from the historic Owen Brown Street residential neighborhood.
South along the west side of Brandywine Creek to Village Way	700 ft	Routing through public owned land connecting to existing trail segment on Library property. Section provides strong opportunity for public art, interactive landscape features.
South along the west side of Brandywine Creek to West Streetsboro Street	550 ft	Opportunities for natural setting along the stream corridor.
Routing A		
East along St Rt 303 to St Rt 91	875 ft	Significant number of curb cuts and existing infrastructure.
South along St Rt 91 to Veterans Park	1,000 ft	Few curb cuts, relatively open until the narrow rail underpass. Scope will also study trail routing behind the existing development, along the stream corridor.
Routing B		
West along St Rt 303 to Atterbury Blvd.	500 ft	Narrow rail underpass presents significant challenge. Corridor is underserved for pedestrians and cyclists. Significant opportunity to better connect the segmented portion of the downtown area.
South along Milford Road to Veterans Parkway	1,000 ft	Significant number of curb cuts along the east side of Milford Rd. Scope will also study trail routing behind the existing development, along the rail corridor.
Southeast along Veterans Parkway to Veterans Park	1,550 ft	Significant grade change as Veterans Parkway travels over rail corridor.

Traffic Calming at Owen Brown St



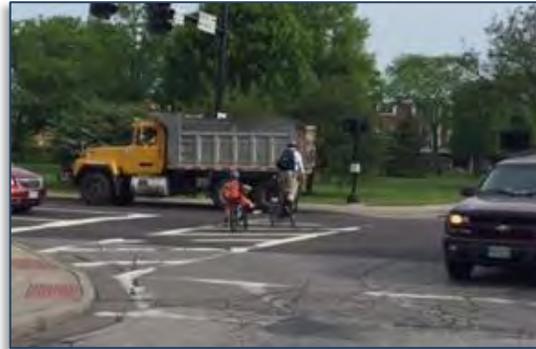
Narrow rail underpass at ST Rt 303



## 5. Purpose and Need:

Transportation issues: Downtown Hudson contains a well preserved, historic downtown; however, the narrow rights of way and dense urban environment present significant transportation challenges and issues:

- Narrow railroad underpasses exist along State Route 303 and State Route 91.
- The well preserved historic public greens create a limited and congested right of way.
- Downtown Phase II will create several hundred dwelling units and significant office space. The downtown is in need of enhanced connections to ease congestion, improve safety, and to create a walkable district attractive to office workers and residents.
- St Rt 91 and St Rt 303 contains traffic volumes of over 30,000 ADT.



Addressing needs to improve the community:

Incorporation of a trail through downtown will be responsive to the above issues. Study of the routing alternatives will determine the most practical and cost efficient manner of installation within the constraints of the rail underpasses and existing infrastructure. The trail corridor will ease the amount of pedestrians and bicycles navigating the central intersection of State Routes 91 and 303. The study will determine routing within the existing rights of ways or behind businesses without encroaching into the historic greens. The trail will also provide a significant amenity and transportation choice to the First and Main and Downtown Phase II occupants.

Current projects that demonstrate commitment to addressing these issues:

Veterans Trail: The city has aggressively pursued trail funding over the past five years for the Veterans Trail. The southern portion (2019 construction) will link the Summit Metroparks Hike and Bike Trail northward to Veterans Park. The northern portion (2017 construction) will extend from the intersection of Morse Road and Owen Brown Street northward along Morse Road and West along West Prospect Street to Hines Hill Road.

Connectivity Plan: The City is presently implementing the adopted Connectivity Plan. The plan prioritizes all missing pedestrian and multipurpose trail connections within the community. Each is ranked by numerous categories including proximity to downtown, employment center, and schools.

Success with AMATS funding: The City has demonstrated a solid track record of advancing preliminary design into developed project in a timely manner. The City of Hudson administration has adequate resources to aggressively proceed with implementation of the project.

## 6. Outcomes:

The City of Hudson expects the primary outcome for the study to be determination of the preferred multipurpose path routing and preparation of a preliminary cost estimate. This information will allow the city to proceed toward final design and construction within the coming years. The study will also engage the general public and adjacent property owners to assess interest and feedback from applicable stakeholders.

The future installation of the Veterans Trail – Downtown phase will provide several significant outcomes for the community.

- **Bicycle Use:** Establishment of the trail and greenway will significantly increase the bike infrastructure in the community and allow cycling to become a viable means of transportation in the community.
- **Increased Safety:** The establishment of dedicated bike routing through the downtown will provide increase safety for pedestrian, cyclists, and vehicular traffic.
- **Quality of Life:** Connecting Downtown Hudson to the regional trail network will provide a significant quality of life enhancement to residents and visitors.

### Project Success:

Completion of preliminary design work will allow the city to proceed toward trail development. The final pathway development will create significant benefit for the community. Project success will look like:

- The linear greenway creates a significant recreational and alternative transportation corridor along one of the busiest street segments in the AMATS region.
- The path and greenway provides the connection between the First and Main and Downtown Phase II developments, creating a connected downtown with the greenway at its focus.
- Bicycle travel is significantly expanded within the community for recreation and transportation
- Downtown Hudson becomes a trail town providing regional visitors access to shopping, dining, and entertainment amenities along the regional trail network.



## 7. Connecting Communities Principles

The proposed project significantly advances the goals of Connecting Communities outlined below:

### Increase alternative transportation options to connect people and places

The completion of a regionally connected trail in downtown Hudson will promote a more livable community and provide alternatives to vehicular transportation. Recreational biking is popular along the community's existing bike lanes and regional trails. The tight infrastructure, dense built environment, and lack of bike infrastructure; however, discourage bike access as an alternative form of transportation to the downtown offices, shops, and civic spaces.

### Promote Complete Street principles to create vibrant and safe places for all users.

The proposed project will be modeled with complete streets principles to accommodate at all users. The city has appropriately kept the existing travel corridor narrow to preserve the small, pedestrian scale of the downtown; however, accommodations for pedestrians, bicycles, and transit are lacking. This new multi-purpose trail amenity will allow expanded user groups to be accommodated within the existing infrastructure system. The downtown network presently contains buildings built to the sidewalk, pedestrian scaled architecture and on-street parking. The proposed bike and pedestrian amenities will fill a key void in making the downtown street network complete. The study area is also located along Metro routes with frequent use. Improvements within the study area will provide enhanced access to public transit within the downtown.

### Leverage transportation projects/funding to develop places which support alternative transportation and complete streets through land use and design.

The City of Hudson has taken great strides to create a mixed use, walkable downtown. The city has recently completed a year long comprehensive plan and focused area plan for Downtown Phase II, 20 acres of land west of First and Main. This area is targeted from dense office and residential development including 100,000 square feet plus of office space and over 200 dwelling units. Construction is anticipated to begin in 2017 and be phased in over several years with a completion by 2020. Incorporation of a linear greenway to the east of the development will create a focal point to community and link the redevelopment area to the existing downtown.



## 8. Level of Use

**As a result of the project, what is the anticipated level of use/positive impact you expect to have?**

Several key statistics speak to the significant level of use within the study area and the need to incorporate complete street accommodations:

- Average Daily traffic of 30,000+ ADT (AMATS 2015 average daily traffic).
- State Route 91 and State Route 303 intersection currently performs as level of service E, one of only four such locations in the AMTAS region.
- State Route 91 and State Route 303 are listed as priority corridors in the AMATS 2012 Bike Plan.
- Significant employment density within downtown district (AMATS 2015 Pedestrian Plan).
- Three pedestrian related crashes within the study area are indicated within the AMATS 2015 Pedestrian Plan.



The preliminary design and subsequent completion of the downtown trail will provide alternative modes of transportation for the high traffic volumes in the study area. The installation of complete streets principles and linear greenway design elements will create a highly visible demonstration project within a key corridor within the larger region.

The positive impact of the project will include:

- Improved safety for all users within the corridor by better accommodating pedestrians, cyclists, and transit users.
- Increased alternative transportation choices within the downtown.
- Establishment of a visible demonstration project to highlight the value of incorporating complete street principles within existing built environments.

## 9. Project Cost

Requested funding: \$19,000  
Local match: \$16,000 (46%)  
Total project cost: \$35,000

City administration has reviewed the scope of the study area (4,500 foot corridor) and the existing conditions to confirm the proposed scope can accommodate the following:

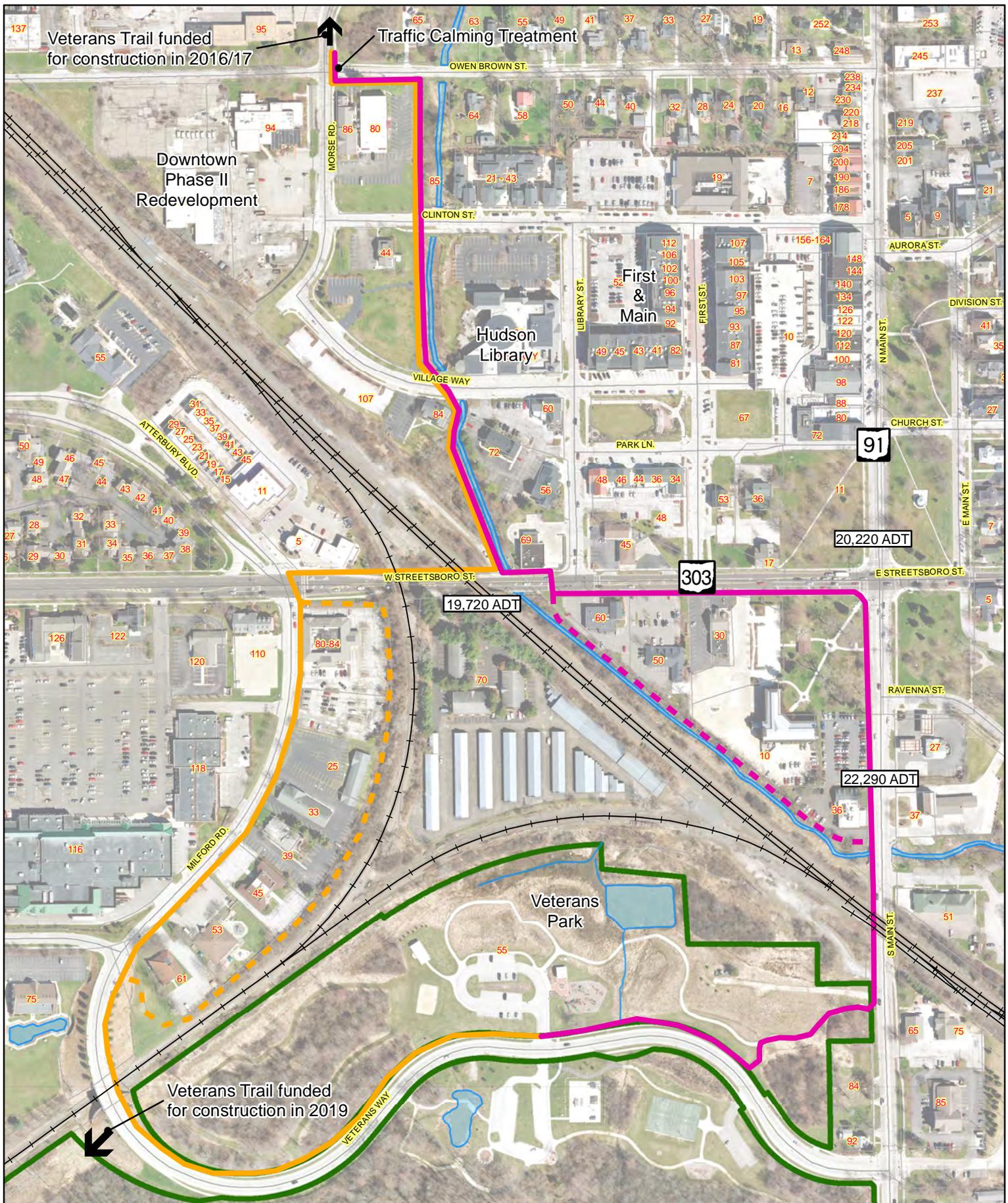
1. Field observations of existing conditions
2. Preliminary survey work to identify right of way, existing conditions, and suitability of accommodation g pathway, and identifying location where right of way purchase may be needed.
3. Conducting of public engagement to obtain feedback from the adjacent property/business owners and the general public.

Staff from the Community Development and Engineering Department will be available to AMATS and consultant staff to provide applicable support and coordination. Council legislation (Resolution 16-82) authorizing the City to apply and confirming the requested local match is attached.

## **APPENDIX**

The following resource documents have been provided:

1. Aerial layout of the study area
2. Overview of Regional trail network
3. City of Hudson Resolution No. 16-82
4. Imagery photographs of trail concept
5. Existing condition photographs



## Veterans Trail Downtown Phase

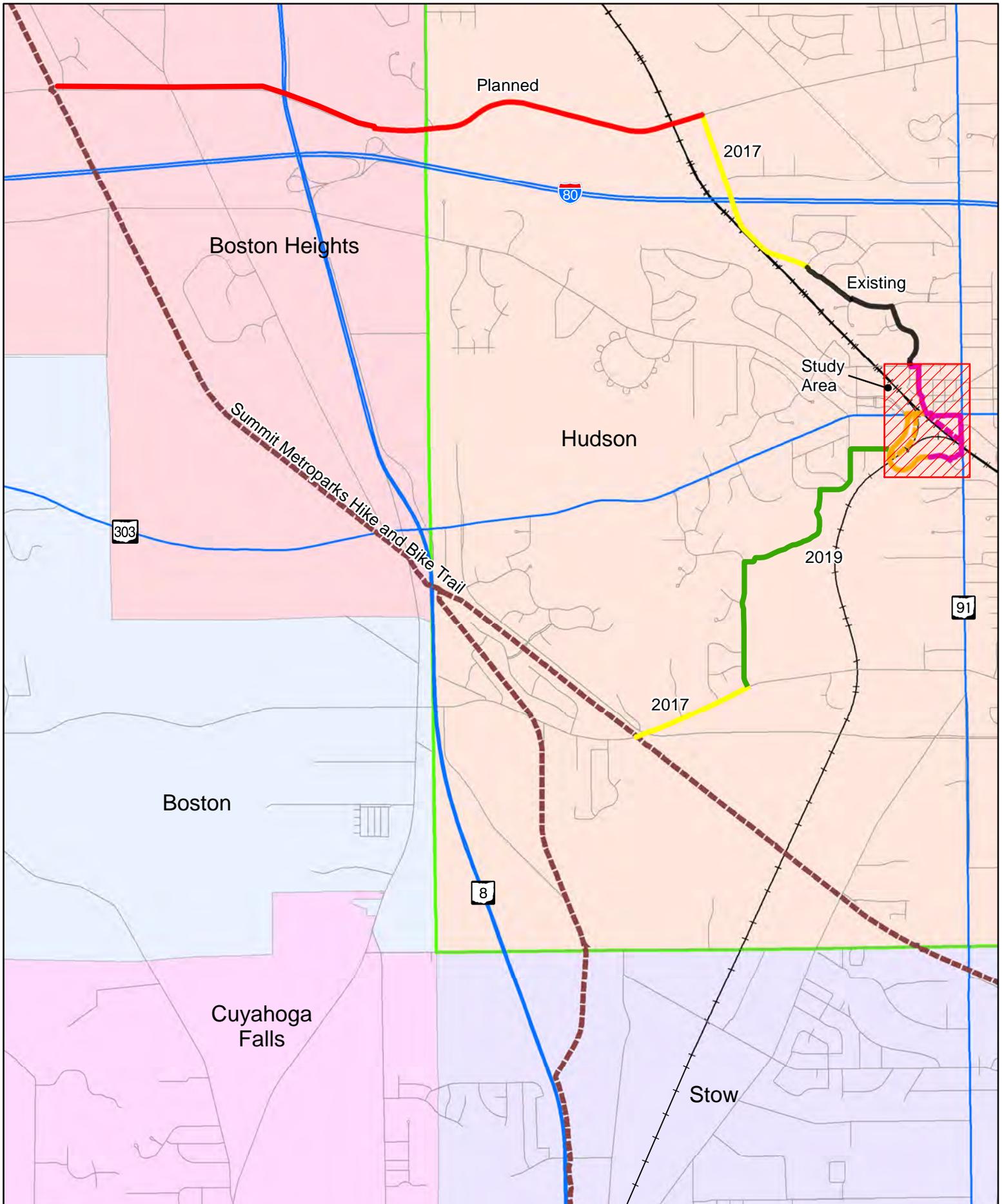
	Railroads		Rivers & Streams
	Proposed Trail Alignment		Streets
	Route 1 Alternate		City Parks
	Route 2		Lakes & Ponds
	Route 2 Alternate		Parcels



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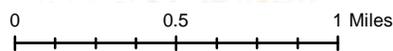
DISCLAIMER:  
All data on this map were created for the City of Hudson to assist City Departments in management and planning activities. The suitability of this map for any other use is not guaranteed and the user assumes all risk for such uses. The City of Hudson, Ohio, assumes no legal responsibility 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.

Map Compiled: May 2016



## Hudson Veterans Trail Regional Connections

Proposed Trail Alignment	
	2019
	Planned
	Existing
	Main Roads
	Roads
	Railroads
	Hudson City Limits
	Summit Metroparks Bike Path
	2017
	Route 1
	Route 1 Alternate
	Route 2
	Route 2 Alternate



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A RESOLUTION AUTHORIZING THE CITY MANAGER, OR HER DESIGNEE, TO SUBMIT AN APPLICATION TO THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY ("AMATS") FOR "CONNECTING COMMUNITIES" PLANNING GRANT FUNDS FOR THE PRELIMINARY DESIGN OF VETERANS TRAIL – DOWNTOWN PHASE; AND DECLARING AN EMERGENCY.

WHEREAS, the downtown phase of Veterans Trail is critical to connecting the community to the regional trail network; and

WHEREAS, the downtown phase of Veterans Trail will provide alternative forms of transportation to access the congested downtown district and serve as a significant public amenity to the community; and

WHEREAS, a focused plan is needed to study the various challenges and site constraints related to routing a multipurpose trail through the downtown.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Hudson, County of Summit, State of Ohio, that:

Section 1. The City Manager, or her designee, is hereby authorized to apply for Connecting Communities Planning Grant Funds programmed by AMATS for the following feasibility study:

Preliminary Design for Veterans Trail – Downtown Phase; a targeted plan to determine the routing of Veterans Trail through Downtown Hudson from Owen Brown Street south to Veterans Park; with an estimated project cost of \$35,000 and a grant request of \$19,000.

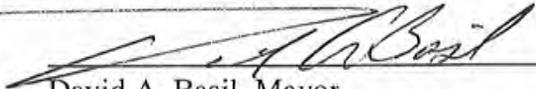
Section 2. The City of Hudson acknowledges and understands the AMATS "Funding Policy Guidelines" and confirms to the best of its knowledge that the information contained in the project application is accurate, that it intends to diligently pursue that project, and that a local share will be provided.

Section 3. It is found and determined that all formal actions of the Council concerning and relating to the passage of this Resolution were taken in an open meeting of this Council and that all deliberations of this Council and of any of its committees that resulted in such formal action were meeting open to the public and in compliance with the law.

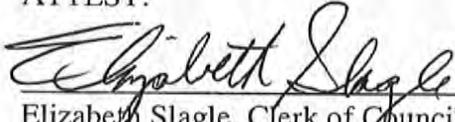
Section 4. This Resolution is declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety convenience and welfare of the City of Hudson and the inhabitants thereof and for the reason that it must apply for this funding within the next 10 days; and this Resolution shall be in effect immediately upon its passage, provided it receives the affirmative vote of five members of Council, except that six affirmative votes shall

be required if all members are present; otherwise, it shall be in full force and effect from and after the earliest period allowed by law.

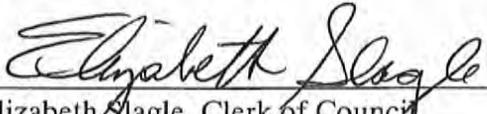
PASSED: May 17, 2016

  
David A. Basil, Mayor

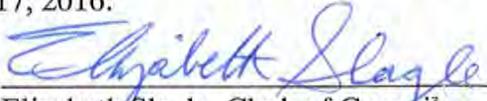
ATTEST:

  
Elizabeth Slagle, Clerk of Council

I certify that the foregoing Resolution was duly passed by the Council of said Municipality on May 17, 2016.

  
Elizabeth Slagle, Clerk of Council

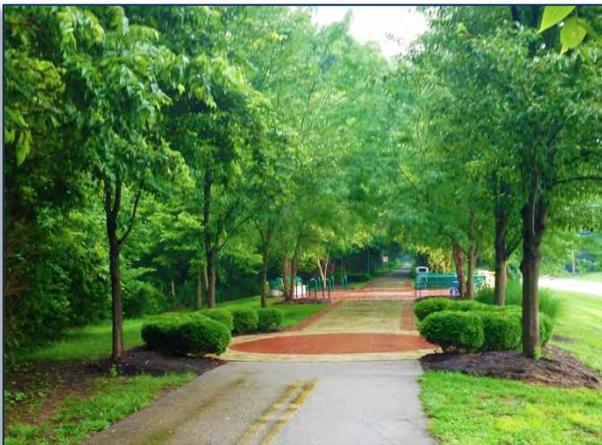
I hereby certify that the foregoing is a true and accurate copy of Resolution No. 16-82, which was passed by Hudson City Council on May 17, 2016.

  
Elizabeth Slagle, Clerk of Council

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**Veterans Trail – Downtown Phase**

**Imagery photographs**





**Northern Terminus– Intersection of Owen Brown Street and Morse Road (facing west)**



**Existing segment of pathway Between Clinton Street and Village Way (facing north)**



**Rail underpass at St Route 303 (facing east)**



**Milford Road (facing south)**



**Intersection of Stat Routes 91 and 303**



**State Route 303 (facing west)**



**State Route 91 at rail underpass (facing north)**



**Southern terminus at Veterans Park on veterans Parkway (facing east)**