

City of Hudson residents and stakeholders,

Thank you for the comments received during and after the August 2 Veterans Trail, Phase 3, public meeting. We received many thoughtful questions and comments regarding the project and have assembled a list of questions and answers below. Thank you for your participation in the project.

1. Could the trail be routed along the west side of the Norfolk Southern rail lines north and east of Cascade Park?

Real estate acquisition is outside the scope of this project, as is a high level bridge over the Norfolk Southern alignment. Therefore, the final alignment is contained within a combination of city right-of-way and city park land. It is the City's understanding that the rail owner would not permit such a use on the railroad right of way nor do they recommend it in proximity to tracks.

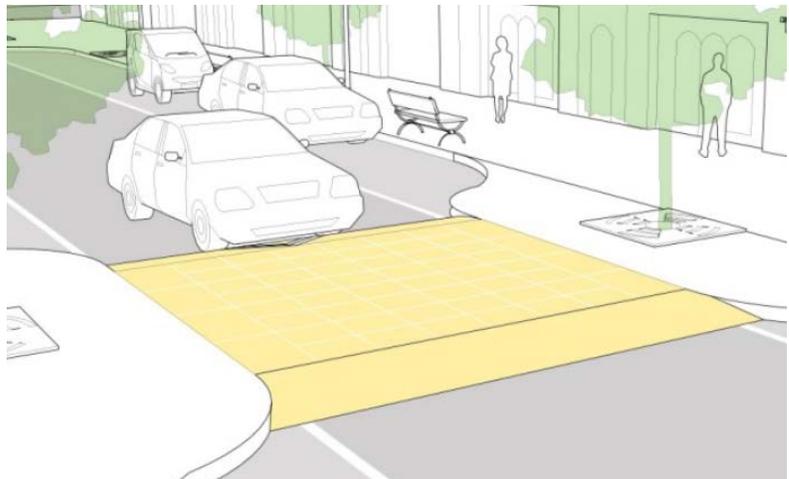
2. Consider removing the widening of the sidewalk along Milford Drive.

Widening of the Milford Drive sidewalk has been removed from the project. Existing street trees will not be removed as part of this project.

3. Consider increased traffic controls and enforcement along Milford Drive to reduce and slow traffic to the posted speed limit. The City should consider traffic calming measures along the "cut-through" route between SR 303 and Veterans Way.

The existing traffic calming (narrowed roadway width) on Milford will be maintained. To more effectively slow motorists, the roadway will be raised at the narrow point to create a speed table. The speed table is designed to reduce motorists' speeds and facilitate the merging of bicycle and motor vehicle traffic to navigate the narrow point. See graphic below for an example of a speed table.

Example of speed table at narrowing, NACTO Urban Street Design Guide



4. Please clarify whether Milford Drive will include street markings for bicyclists as on East Case Drive.

Both East Case Drive and Milford Drive will have painted street markings and signage to remind motorists to share the road with cyclists.

5. For the portion of the trail behind Nicholson Drive, would the City consider running the path closer to Ellsworth Meadows Golf Course or to have a plan to create a natural privacy barrier for the homeowners by installing some trees with height?

The design team is currently evaluating potential revisions to the trail alignment just north of Barlow Road, including running the path closer to the golf course for approximately 600' immediately north of Barlow Road. From a point approximately 600' north of Barlow Road northward to Cascade Park, the path is proposed to generally follow the existing access drive and trail. Additional landscaping and/or split rail fence is being considered for inclusion in the project to separate the trail from private property.

6. I am concerned about the trail's impact on wildlife and trees.

Impacts to wildlife will be considered and if necessary, mitigated, through the environmental process required of this and all Federally funded projects. New trees may also be proposed as part of the project.

7. The speed of bikers going downhill from Cascade Park alongside/passing walkers is an issue.

The path is being designed using the AASHTO Guide for the Development of Bicycle Facilities. Sight distance in the AASHTO manual guides the establishment of sight lines based on horizontal/vertical curvature, design speed, and profile grades. Low vegetation adjacent to the trail will be cleared and replaced with grasses, and low limbs of trees will be removed to improve sight lines and avoid blind corners.

8. The cost seems high.

Shared use path costs for previous projects in Northeast Ohio have varied from \$500,000 per mile to \$5M per mile. This project is at the lower end of this cost range.

9. What is the proposed path width?

Where the trail is an independent shared-use path (Cascade Park to Barlow Road), the width is generally proposed at 10'. No sidewalk widening on Case or Milford is proposed.

10. Is there really a need/interest from cyclists in our community?

Cyclists are regularly observed on many of the unpaved trails in Cascade Park. In combination with other phases, the project will also provide connectivity from the center of Hudson to the Summit County Bike & Hike Trail.

11. Please consider a way to minimize parts of the trail that "share the road."

Real estate acquisition and/or reduction of width of existing roads would be required to construct a fully independent alignment to the corner of Veterans Way and Milford without

sharing the roadway. This has been conceptually considered and was not deemed the preferred alternative.

12. Could a portion of Milford be closed with traffic routed through the shopping center?
This was considered but was not deemed the preferred alternative.

13. What is the impact of the paved trail and loss of trees on storm water problems?

Tree loss will be minimized by removing lower limbs of trees where feasible rather than clear cutting. While the project adds a small amount of impervious area to Cascade Park, the project will be designed to meet current best management practices for treating storm water.

14. Would a different trail surface, such as crushed stone, have less impact on storm water issues and be more appropriate for this natural area?

Crushed limestone and other natural surfaces bring maintenance concerns, especially when installed on hilly terrain like that of Cascade Park. Asphalt provides a durable, maintainable surface that accommodates a wide range of users and is considered an appropriate surface in the Federal manual on bicycle facility design.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.