

TRAIL CONCEPT



The Linkage Concept

The City of Hudson is composed of the historic village and surrounding township. The 1994 consolidation into a single city brought together two entities, each with its own distinct image and character. The weaving together and connectivity of the entire city is a goal of the Master Plan. The Hudson Trail Network is seen as the thread that will bind together a cohesive community, and link it with the surrounding region.

The trails will be built over time and a system of prioritizing has been developed with each set of new links expanding the previous network. The Priority 1 trails will extend from the village center to the corners of the community. Priority 2 trails link the parks to one another and link into the original framework laid down by the Priority 1 system. Trails within neighborhoods, and connectors to surrounding communities have a Priority 3 status. These trails are important to the overall network, however it is envisioned that their construction will be embraced by neighborhoods, special interest groups or cooperative actions between Hudson and other communities. These trails should be turned over for ownership and maintenance by the HPB.



Paved Trail Loop

Most of the trails in the Hudson Trail Network are envisioned as being designed to accommodate several uses together. These multipurpose trails will probably have an initial construction of stone dust or wood chip surface. Current demand for the incorporation of roller blading within the network will necessitate asphalt or concrete paving on specific loops. By paving a portion of the Brandywine Trail, the Turnpike Trail, and the Hudson Aurora Trail, a loop can be developed that allows the trails' hub to be located within the town center.

- Trail Priority*
-  Priority 1
 -  Priority 2
 -  Priority 3
 -  Paved Loop
 -  Existing Parks

In addition to the main trail network, the city should adopt a policy that requires new city streets to incorporate a multipurpose trail separated from the roadway but parallel to it. With the adoption of such a policy, trails would have to be evaluated and determined to be consistent with the overall Hudson network of trails and be designed to have a natural tie in with the system.

Priority 1 Trails

The primary backbone of the entire Hudson Trail Network consists of only five trails. Not all sections of the city can be served by these trails, but over time additional connections will be added. Four of the five primary trails will run adjacent to existing roadways and the construction of these might be best accomplished in conjunction with any future road or utility improvements. Three of the trails appear on the regional trail map produced by AMATS and therefore are eligible for ODOT funding. Within the Priority 1 category, the Spine Trail is of the highest importance and then the Mud Brook Trail. These Priority 1 trails will serve the greatest number of people and fulfill many of the trail system goals. These trails will establish the framework necessary for a connected community.



Priority 1 Trails

The Spine Trail - The Spine Trail is the highest priority trail for the Hudson Parks. Connecting the Metroparks trail to downtown Hudson is essential to the success of the entire Hudson network of trails. A portion of this important off-road trail is also on the AMATS map of regional trails and therefore qualifies it for ODOT funding.

The trail originates at the southern edge of the City of Hudson and parallels the proposed future commuter rail line corridor into the center of the village. There are only three road crossings along the entire length of the trail however, each of them is significant. Beginning at the southern boundary of Hudson, the first crossing occurs at Terex Road and the second at Barlow Road. Both of these crossings should be handled with official at-grade crosswalks on the roads, and stop/dismount signs on the trail. The third crossing is vital to the success of the Hudson Trail Network. This involves navigating the very active SE/NW rail line and Highway 303. An engineered structure would be highly desirable in this area. The Spine Trail terminates at the proposed site of the new library and redevelopment area in downtown Hudson. The importance of this connection is increased with the introduction of the proposed downtown “active use” park and its associated recreational component consisting of a pool and/or youth/activity center.



Mud Brook Trail - Mud Brook is the second highest priority trail and parallels one of the most prominent network of creeks and wetlands in the Ohio. Its importance has made it the highest priority of the Hudson Land Conservancy for preservation and restoration. All of the Mud Brook headwaters fall within Hudson with a large section located in District 6 where extensive development is anticipated in the near future.

The preservation and enjoyment of Mud Brook will contribute enormously to the quality of life associated with Hudson and to the ecological health of the area. It will take hands-on participation from the public and the HPB to work with developers to insure its preservation.

While its exact location has not been delineated, the trail is to begin at the Turnpike Trail and weave its way south through the Executive Parkway development and past the intersection with Boston Mills Park Trail. At Boston Mills Road an official crosswalk must be established to allow the trail to safely continue south. The sensitive nature of this wetland area may preclude a paved surface trail and bicycle and roller blade traffic may be routed to the trail along the Terex Road extension.



The Trail will skirt the eastern edge of the approved 75 unit residential development and continue south along the channelized stream bed to Route 303. The trail continues south onto land owned by the City of Hudson for wellhead protection and proceeds south on the shores of Mud Lake. The trail crosses Terex Road and finally connects with the Metroparks Trail.

Hudson Aurora Trail - One of the most challenging trails to build will also be one of the most heavily used. The Hudson-Aurora Trail will parallel the road of the same name and run from the old village center northeast to the Hudson/Twinsburg boundary. It will pass between Western Reserve Academy and the Hudson Schools Campus, cross the Ohio Turnpike and run onto Hudson High School property. At the Stow Road intersection, the road and trail turn due east and proceed to the city line. The Hudson-Aurora Trail is intersected by these north-south trails: Colony Trail at the Hayden Parkway intersection, the Turnpike Trail at the Turnpike, and Tinkers Creek Trail at the southern tip of the Boyd property.

The Hudson Aurora Trail will need to take the form of a traditional sidewalk as it weaves through the old village fabric. This walk will accommodate pedestrians only. Additional on-road dedicated lanes will need to be established to insure bicycle safety.



The Trail Network

Brandywine Trail - David Hudson first arrived in the Western Reserve in 1799. He made his way from the Ohio Erie Canal following Brandywine Creek. He then moved to a ridge line that is now known as Hines Hill Road and into the township that would be named after him.

The trail begins at the Hudson and Boston Mills boundary and runs parallel to Hines Hill Road. If a right-of-way can be obtained along the Cuyahoga County Welfare property, this trail could be constructed adjacent to the existing Hines Hill right-of-way.

At the intersection of Hines Hill Road and Prospect Street, the trail turns southwest along Prospect Street and weaves its way into the historic village center. Due to the heavy use anticipated for this trail, effort should be made to construct it as a two-way, multipurpose trail separated from the road. It should have an asphalt pavement to accommodate all modes of recreational activity. The adjacent relationship to the rail line along Prospect Street could provide the necessary right-of-way for the trail's location. Effort should be made to secure this right-of-way from either the railroad or adjacent landholders. The city maintenance yard and utility substations located along the tracks could provide much of the needed land.

The trail continues parallel to Prospect Street until it crosses Brandywine Creek and turns south along the creek into the downtown redevelopment area and new library site. One of the most important connections in the Hudson Trail Network will be between Brandywine Trail and Spine Trail to the south. This connection will most likely be an elevated structure passing above Route 303.

Ravenna Trail - The Ravenna Trail is the link from southeastern Hudson into the Town Center. This trail will link Robinson Field to the north-south Colony Trail and continue west into town. The trail should terminate before it intersects with Route 91 and turn north on Oviatt Street. In order to avoid the traffic of the town center, Oviatt Street will become a bypass on the trail network.

In the future, should any opportunity become available to use lands associated with the railway corridor, the Ravenna trail could be moved from the road and constructed in the right-of-way. This trail would have all of the advantages of the Ravenna Trail with the increased safety factor of being removed from automobile conflicts.





Priority 2 Trails

Trails that fall into the Priority 2 level of importance create essential links between many of the parks and between neighborhoods. These trails weave the web connecting the community and lend creativity to the trail framework established with Priority 1 trails

Priority 2 Trails

Barlow Trail - The Barlow Trail is important to the City of Hudson as an east-west connection between the Metroparks Trail and the “active use” parks centered on Barlow Farm Park. Part of the trail is important on a regional level as a link in the AMATS overall alternative transportation plan and will link the city of Hudson to the surrounding communities. The Trail begins where Barlow Road intersects the Metroparks Trail and goes east to the extreme southeastern corner of the city. A fork in the road finds one branch of the trail extending south along Stow Road to Silver Springs Park and the other proceeding east into Streetsboro stopping to link with the Ravenna Trail. Two north-south trails connect into Barlow Trail, the Spine Trail near Ellsworth Meadows, and Colony Trail which begin at Barlow Farm Park and extends to the Hudson Schools Campus. A spur trail intersects the Barlow Trail at Oak Grove Park and connects the neighborhood to the south on a pipeline easement.



The Turnpike Trail - The Ohio Turnpike carves a 200' swath across the City of Hudson from east to west separating one half of the city from the other. The distance is connected in only five locations. Development of the Turnpike Trail can be seen as one means of connecting the community back together.

The Trail will be located within the right-of-way (ROW) along the south side of the Ohio Turnpike. The 10-15' wide trail would be bounded on the south by the existing highway fence and on the north by a new 4' high chain link fence. Running between Mud Brook Trail to the west and Stow Road to the east, this trail could create a vital link between east and west Hudson. Along this portion of the Turnpike (sta. 530+00 to sta.640+00) the highway has been designed with a centerline slope between .5% and 2%. This relatively flat roadway extends through the surrounding glaciated terrain in a manner that allows the roadway to be above the turnpike pavement elevation along some portions of the road and below it in others. These variations in the trail design would allow the user to experience a variety of terrain, views and vistas all on a very gradually graded path.

The trail would be constructed at grade with a smooth asphalt surface designed not to interrupt the existing drainage patterns. The only exception to the at-grade construction would be areas where drainage ways run perpendicular to the Turnpike. In these areas, boardwalk-type crossing structures would have to be constructed to allow for the unimpeded flow of water to occur. Right-of-way widths along the trail vary from 130' (measured from the centerline of the median gutter to the ROW line) to 150'. These variations in ROW widths have been used to reduce side slopes between the roadway and the ROW limits. In addition to reduced side slopes, these varied ROW widths allow for a relatively flat area adjacent to the ROW fencing. This flat area could easily accommodate a trail between western Hudson and Hudson Springs Park.



Hines Hill Trail - The Hines Hill Trail begins at the intersection of Hines Hill Road and Prospect Street. Here the Brandywine Trail turns south, and Hines Hill Trail continues along Hines Hill Road where the residential architecture provides a glimpse of the grandeur that was Hudson's history. At Route 91 the trail turns south. A safe connection must be established between Hines Hill Road and Darrow Park, and could include an official crosswalk. Once the trail enters Darrow Road Park it is off-road and will require bridging or boardwalks to permit bicycle traffic across wetlands and streams. Only the main east-west part of the Darrow Park trail system will need to be accessible by bicycle. In Hudson Park Estates the trail rejoins the road at Leeway Drive and winds its way to the Hudson High School Campus. In areas where trails pass through an established neighborhood development, a marked bicycle lane should be added to the street system to compliment the pedestrian sidewalks.



Colony Trail - The major north-south connection of the Hudson Trail Network, which has potential for the highest amount of use by school age children, is the Colony Trail. This trail begins at Barlow Farm Park, the heart of the "active use" district, and connects to the Hudson Schools Campus to the north. From Barlow Farm Park, the trail provides a sidewalk for pedestrians that is separate from the roadway and from the marked bicycle lane adjacent to Brewster Drive. The trail enters Colony Park through an easement at the northern end of Brewster Street. Within the park the trail intersects with MacLaren Trail but continues north over the structural rail crossing where it intersects with the Ravenna Trail. The Colony Trail joins the Hayden Parkway and is again a divided trail of separate pedestrian and bicycle lanes, passing the schools campus and terminating at the Hudson-Aurora Trail.



Priority 3 Trails

Priority 3 Trails

Priority 3 Trails complete the network of trails for the City of Hudson. Many of these trails reach into specific neighborhoods to bring them into a connected community. While there are many potential trails throughout Hudson that qualify in this category, those listed below are deemed to be of the greatest value to the entire community. The total length of priority 3 trails is unlimited and expands with each new development built within the city limits.

Tinkers Creek - Tinkers Creek is a very important watershed and wildlife corridor in northeast Ohio. A trail along it could be of great benefit to the community. The Tinkers Creek trail begins at Hudson Springs Park and crosses under the Ohio Turnpike. The Turnpike Authority must grant permission and a raised path needs to be constructed to keep the path out of the surrounding wetlands. The trail hugs the creek tributary east of Firelands Drive before intersecting with the Hudson-Aurora Trail.



Tinkers Creek Trail leaves the roadway and proceeds north along the easement ravine into the Boyd Property. From the lands' northern boundary the trail crosses 1-480 and enters into Trumbull Woods before turning north and rejoining the creek side. Tinkers Creek Trail should seek to tie into any trail system currently serving Tinkers Creek State Park and future trails developed along it by the cities of Twinsburg or Streetsboro.

MacLaren Trail - The MacLaren Woods is the intersection of the Cascade, Spine and MacLaren Trails and provides a small parking area to serve as a trailhead.



The MacLaren Trail connects Cascade trail across the commuter rail tracks, east through the park and onto John Clark Lane. The Trail then crosses Route 91 with a new official crosswalk and proceeds down Colony Drive and into Colony Park. This short trail establishes an important connection between the north-south Spine Trail and the north-south Colony Trail. The trail will be developed with an unpaved surface within the park, and will use John Clark Lane between the park and 91. Once the trail connects with Colony Drive, a dedicated bicycle lane will be established while existing sidewalks accommodate pedestrian movement.

Brandywine North Trail - The Witt Property is an environmentally sensitive area containing wetlands and a Palustrine Forest. The trail system which runs through the 100 acre property needs to be extended south through property acquisition or a right-of-way agreement with the Cuyahoga County Welfare property. It can then be connected to the east-west Brandywine Trail. Due to the sensitive nature of the lands in this area, an unpaved trail would be recommended that incorporates bicycle usage into the design.



Ring Trail - The compact nature of a downtown Hudson makes trail travel near the 303/91 intersection and railroad corridor very difficult for anything but pedestrian travel. The development of a well-marked bicycle lane or multipurpose trail needs to be developed which routes traffic around the center and connects all of the Priority 1 Trails.



The Ring Trail should parallel Oviatt Street on the east, turn west on College Street which becomes Prospect Street running east-west. The Ring Trail intersects Brandywine Trail, which forms the western edge of the north-south Ring Trail. The connection between the Ring Trail to the Spine Trail and Village South Development will be over an engineered structure.

Due to the rail corridor, the Ring Trail is not a complete loop. It will, however, still link the framework trails together.

Boston Mills Trail - Boston Mills Park contains a small parking area, picnic tables and hiking trail down to the lake edge. The recent development of the Executive Parkway may provide the opportunity to link the development to Boston Mills Park in a walking loop. Additionally, this trail could also link into the Mud Brook Trail. A safe passage should also be developed along Boston Mills Road from the park, east to Lake Forest Drive to allow the neighborhood access to the trails to the west.



Twinsburg/Streetsboro/Stow Cooperation - The movement of people throughout the area does not stop at the city limits. To create a network of trails, a cooperative arrangement needs to be developed with surrounding communities. Neighborhood connections and links into Tinkers Creek State Park and Silver Springs Parks should be viewed as an integral part of the Hudson Trail Network. The link from Oak Grove Park south into Stow will bring those neighborhoods on both sides of the city limits into Hudson and vice versa. The extension of Barlow Trail east on Cackler Road and the Ravenna Trail east into Streetsboro, enlarge the service area and also provide a long loop trail for running or bicycle exercise.