

Hudson Bike-N- Brainstorm

May 9, 2015

Comment Summary

On Saturday morning, May 9, the City of Hudson and AMATS, Akron Metropolitan Area Transportation Study, hosted a Bike-N-Brainstorm. The purpose of the event was to engage the cycling community through a group bike ride and discussion to get input on the community's biking needs. Over 30 cyclists participated. Below is a summary of the comment forms filed out after the ride.

1. Experience on the Ride

Overall the community was very happy that the City of Hudson engaged the cycling community and enjoyed the ride. Below are comments on participants experience on the ride.

- Slow , mixed surfaces, a few rough with heavy traffic
- 303 was very narrow (took short route)
- Enjoyable, except Barlow Rd
- Well done! Great idea!
- Excellent ride except for Barlow
- Superbly organized
- Rides on 303, 91, & Barlow were artificial conditions
- Great exposure to a range of road conditions
- Nice idea, cars need to know cyclists have a right to the road
- Had hoped the ride would show new routes – didn't
- Lots of rough roads and deep sewer covers
- Nice, varied ride route
- Good route (shows problems). Good experience.
- Enjoyed it!
- Great. Road in areas hadn't seen before.
- Good to hear about Phase 2 of downtown planning
- Good ride
- Fun ride
- Thank you for organizing! I enjoyed meeting the Hudson cyclists and sharing experiences.
- Ride logistics:
 - Need to encourage people to ride two abreast, stay close, ride to the right, etc.
 - Police escort nice, but not real world.
 - Need to break into groups based on ability.
 - Bike riders and drivers need much more education on the rules of the road
 - Started a little scary with different levels of riders. Smaller groups based of level towards the end was much better.
 - Large group slows down traffic
 - Riders generally inexperienced

2. Functionality and Comfort of the Existing Bike Infrastructure

(1 = least functional, 5 = most functional)

North Main St

- 1 – 4%
- 2 – 22%
- 3 – 39%
- 4 – 30%
- 5 – 1%

Prospect St

- 1 – 0%
- 2 – 9%
- 3 – 39%
- 4 – 26%
- 5 – 26%

W Streetsboro St

- 1 – 5%
- 2 – 18%
- 3 – 23%
- 4 – 36%
- 5 – 18%

Barlow Rd

- 1 – 68%
- 2 – 23%
- 3 – 9%
- 4 – 0%
- 5 – 0%

Darrow Rd/S Main St

- 1 – 23%
- 2 – 41%
- 3 – 27%
- 4 – 9%
- 5 – 0%

3. What Can Be Done to Improve Biking in Hudson?

The majority of the riders liked the existing bike infrastructure and wanted to see more of it, particularly bike lanes and trails. Connecting to the Bike and Hike Trail and other destinations was also a priority. Street sweeping and maintenance was also a big issue. Below is a summary of the comments received.

- **More bike lanes**
 - Increase connections to destinations, especially the Bike & Hike Trails, to develop connected system
 - Should be continuous and protected
 - Sharrows and bike may use full lane signs when bike lanes aren't feasible
 - Signage indicating start and stop of bike lanes
- **Maintenance**
 - Road conditions play a large impact on bikeability
 - Bike lanes and shoulders must be cleared of debris

- Attention and manhole covers is needed
- **More bike paths for users of all ages**
- **Education of cyclists and drivers**
 - Cyclists need to know how to ride, especially in a large group
- Hudson should become gold standard community supporting healthy lifestyles
- Decide what is your goal for the bike paths/lanes (kids, families, destinations, shopping, etc.)
- Additional bike racks near shopping plazas
- Specific road recommendations
 - Extend bike path along Turnpike to Prospect
 - Barlow Rd is in terrible shape, but could be a great connector if the pavement was improved and bike amenities added.
 - Extend bike path on Prospect up to Hines Hill, then on Hines Hill to Rt. 8
 - 303 from city center to where bike lanes starts need sharrows and Hudson/Aurora NE to the High School
 - Owen Brown RR underpass need improvement
 - Improve Darrow Rd/S Main St
 - Dedicated bike lanes from 303 and S Main St/Barlow to Bike and Hike
 - Either eliminate the bike lane on SR 91 South or make extend it all the way.
- Wider shoulders are needed on all roads if there is no bike lane
- Better signage of bike routes and alternatives
- Prohibit large trucks that are through traffic, especially on 303
- When roadwork is completed, blacktop patches need to be smoother and match road surface.