RESOLUTION NO. 43-2026

Introduced by Mark Claus

A RESOLUTION RATIFYING THE CITY MANAGER'S SUBMISSION OF AN APPLICATION TO THE ERIE COUNTY REGIONAL PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION (ERPC MPO) TRANSPORTATION ALTERNATIVES (TA) PROGRAM RELATING TO THE HURON WATERFRONT PARKS WALL STREET SEGMENT PROJECT IN AN AMOUNT NOT TO EXCEED TWO HUNDRED FORTY-SEVEN THOUSAND FOUR HUNDRED TWENTY-FIVE AND XX/100 DOLLARS ($247,425); AND FURTHER AUTHORIZING THE CITY MANAGER TO ACCEPT SAID GRANT AND ENTER INTO AN AGREEMENT WITH THE ERPC MCO SHOULD THE APPLICATION BE SUCCESSFUL.

WHEREAS, the City of Huron desires to seek grant funding from the ERPC MPO Transportation Alternatives (TA) project grant to partially subsidize construction of the Huron Waterfront Parks Wall Street Tail Segment Project (referred to as the "Project"); and

WHEREAS, the due date for submission of the application for financial assistance through the ERPC MCO Transportation Alternatives Program was April 30, 2026; therefore, it is necessary to ratify submission of this application;

WHEREAS, the Projects meets basic eligibility requirements for project funding as it has a direct relationship to transportation and to the MPO's long range plans, such that they enhance a current or proposed transportation system; and

WHEREAS, the City of Huron has the authority to apply for financial assistance and to administer the amounts received from the ERPC MPO; and

WHEREAS, the due date for submission of the application for financial assistance was due by April 30, 2026; therefore, it is necessary to ratify submission of this application;

WHEREAS, the City of Huron must direct and authorize the City Manager, Stuart Hamilton, to act as the Authorized Representative for the application and project if awarded ; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF HURON AS FOLLOWS:

SECTION 1. That the Council of the City of Huron ratifies the City Manager's submission of a grant application through the Erie County Regional Planning Commission Metropolitan Planning Organization (ERPC MPO) Transportation Alternative (TA) project grant to become eligible for potential funding assistance toward the construction of the Huron Waterfront Parks Wall Street Tail Segment Project. A copy of the grant application materials is attached hereto as Exhibit "A".

SECTION 2. That the City Manager is further authorized to sign any necessary documents related to said grant application, and has the authority both in applying and if the grant is awarded to sign off on any additional requirements.

SECTION 2. That this Council hereby finds and determines that all formal actions relative to the adoption of this Resolution were taken in an open meeting of the Council and that all deliberations of this

Council and of its committees, if any, which resulted in formal action, were taken in meetings open to the public in full compliance with applicable legal requirements, including O.R.C. §121.22 of the Revised Code

SECTION 4. That this Resolution shall go into effect and be in full force and effect immediately upon its passage.

Monty Tapp, Mayor

ATTEST: _____
Clerk of Council

ADOPTED: 12 MAY 2026

ERPC MPO Preliminary Project Application Form

Instructions: Complete and submit the project application form with any attachments by 4:00 P.M. on **April 30th, 2026** to the Erie County Office of Regional Planning and Development located at the Erie County Service Center, 3rd Floor, 2900 Columbus Avenue, Sandusky, Ohio 44870. Application instructions are available on ERPC's website and in the ERPC office. Staff can be reached by phone 419-627-7792, by fax 419-627-6670 or by e-mail at Planning@ErieCounty.OH.Gov to answer any questions. Additional sheets may be attached as needed. Basic eligibility for MPO project funding requires submitted projects to be compatible with the ERPC MPO Long Range Transportation Plan.

Proposed Project Details

1.) Sponsoring Agency: City of Huron
(If multiple project partners, specify lead agency and attach cooperation agreement)

2.) Project Title: Huron Waterfront Parks - Wall Street Trail Segment

3.) Contact Person (include phone, fax, and e-mail if available):
Stuart Hamilton, stuart.hamilton@huronohio.us, 419-433-5000

4.) Indicate State Fiscal Year, Amount, and Percentage of Costs Being Requested From MPO (PE phase includes all work completed up through environmental clearance):

Project Phases	State Fiscal Year	MPO Funds Requested		Percent Split	Total Local Funds/ Other Funding	Percent Split
		Surface Transportation Block Grant (STBG)	Transportation Alternative (TA)			
Preliminary Engineering (PE)		$	$	%	$	%
Right-of-Way (RW)		$	$	%	$	%
Utilities		$	$ 7,500	50 %	$ 7,500	50 %
Detailed Design (DD)		$	$ 27500	50 %	$ 27500	50 %
Construction (CO)		$	$ 196,130	50 %	$ 196,130	50 %
Construction Engineering (CE)		$	$ 16,295	50 %	$ 16,295	50 %
Total		$	$ 247,425	50 %	$ 247,425	50 %

5.) Project Funding: Describe all sources of non-MPO funding for the proposed project.

Local funds will be used to fund the non-MPO funded portion of the project.

6.) How does the project support the MPO's Long Range Transportation Plan (LRTP)?

The project will help reduce congestion by providing an alternative route for bicycles and pedestrians in the area. The trail provides a connection from adjacent residences and commercial properties to Lake Front Beach on the lakefront overlooking Lake Erie.

7.) Other than the LRTP, is this project the result of or linked to a planning study or report?

Yes, this project is linked to the Huron Waterfront Parks Plan completed in 2025. One of the primary goals of this study was to enhance public access and connectivity to Huron's three key lakefront parks. This included expanding trail networks, pathways, and entry points to ensure seamless access for all users, including pedestrians, cyclists, and individuals with disabilities. The Wall Street corridor was identified as a critical link between two of the three lakefront parks.

8.) Provide the most recent Average Daily Traffic (ADT) counts for the proposed project. For bicycle/pedestrian projects provide number of non-motorized users if available.

ADT 700

Number of Non-motorized users (bicycle/pedestrian projects)_____

Year Completed 2025

Location: MAIN ST BETWEEN WILLIAMS ST AND WALL ST (ID: 262298)

9.) Describe the proposed project, the problem that it is expected to resolve and any alternatives that may have been explored.

Improved access for all users, including enhanced pathways, and ADA-compliant designs, and improved beach access were all identified as priorities in the Huron Waterfront Parks planning study. Parking near the waterfront was also noted as an issue, and by improving bicycle and pedestrian pathways, the Wall Street segment will reduce the need for vehicular parking on the waterfront. The Wall Street segment will also provide a safe, designated pedestrian connection between Lake Front Park and the Showboat Property.

10.) Located in a High Crash Rate Area? (Yes/No) No **If yes, please provide summary of crash data and how the proposed project incorporates safety solutions to address crash problem. For bicycle/pedestrian projects provide summary of bicycle/ pedestrian crash data.**

According to ODOT's GIS Safety Map Viewer, Wall Street has an average annual daily traffic (AADT) count of 1-500 vehicles, which was last updated in March 2019. Additionally, Wall Street is identified as a Major Collector Road in functional class, per 2024 data.

chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.eriecounty.oh.gov/Downloads/Complete%20ERPC%20Regional%20Crash%20Summary%20Report%205-2-25.pdf?v=0

See ODOT's TIMS data viewer & files here:
P:\3000_3499\3002240050_Huron_Waterfront_Parks_Plan__PLACE\2026 ERPC MPO TAP Grant\Attachments

11.) Describe public involvement plan for the proposed project (level of public involvement to be commensurate with level of project complexity):

Community surveys were included in the Huron Waterfronts Park Plan.

12.) Proposed Project Cost Information: Provide a cost estimate certified by a professional engineer, architect or appropriate professional discipline for your proposed project.

Cost estimate is attached.

13.) What is the current status of the proposed project? (e.g. preliminary engineering, environmental complete, right-of-way plans, construction plans approved)

The project is currently in the preliminary engineering phase. Resolution for grant submission is scheduled for upcoming City Council session.

14.) Does the project impact any of the following? Check all that apply.

Bicycle/Pedestrian Facilities _x_ Congestion _____ Character of the Area _x_

User Fees _____ Public Use _x_ Environmental Justice Populations _____

ITS Components _____ Access Management _____ Local Economics _____

Tourism _x_ Environmental Impacts _x_ Historical Preservation/Impact _____

Multi-Modal Transportation _x_ Aesthetic _x_ Commercial/Industrial Areas _____

If "yes" to any of the above, please describe impacts. Attach additional documentation if necessary:

Bicycle/Pedestrian facilities: Per the Huron Waterfront Parks Plan, trail connections will include ADA compliant enhanced pathways and a shared-use trail for pedestrians and cyclists. Public feedback prioritized improved access for all users. Character of the area: Public feedback from the waterfront parks plan expressed a desire for simple and functional improvements while not diminishing existing greenspace. Trails will have a minimal footprint and visual impact, while maintaining existing features. Public Use: The proposed shared-use trail connection is intended to occupy the public right-of-way, thus ensuring public access for all ages and abilities. Tourism: Per findings of the Parks Plan, Huron's waterfront amenities are growing in popularity. Tourism may be positively impacted by increased and enhanced user connectivity, promoting Huron's economic growth. Environmental Impacts: The trail strives for low-impact enhancements while minimizing increased runoff. Stormwater management measures may include vegetated infiltration swales, filter strips, rain gardens, and permeable pavers where applicable. Trail alignment and construction will be sensitive to existing high-value ecological areas and erosion control needs. Multi-Modal Transportation: The Parks Plan prioritizes a shared-use trail, thus promoting access for multiple modes of transportation. The trail alignment and design will be include safety measures to mitigate potential conflicts with vehicular, bicycle, and pedestrian travel. Aesthetic: The proposed shared-use trail will continue the existing look and feel of other shared-use corridors throughout the region. It will also strengthen visual cohesion across public waterfront amenities by incorporating natural construction materials.

15a.) Will this be your first MPO funded project? ("yes" or "no") No
(if "yes", go to number 17)

15b.) If "no", indicate what percentage of MPO projects over the past three years that have been awarded on time. If a project did miss the award milestone date, please indicate reason for delay.

100%

16.) Number of missed Quarterly Project Review Meetings in the last year: 0

17.) Please self-score the proposed project by using the attached project evaluation form. This form must be completed and submitted with your application to be considered for funding. (Note—the MPO will review and may revise provided scores.)

Applications may be submitted by email to planning@eriecounty.oh.gov (email size not to exceed 13MB) or one hard copy may be submitted in-person to the ERPC Office at 2900 Columbus Avenue, Sandusky, Ohio 44870.

Required items to be submitted with application include:

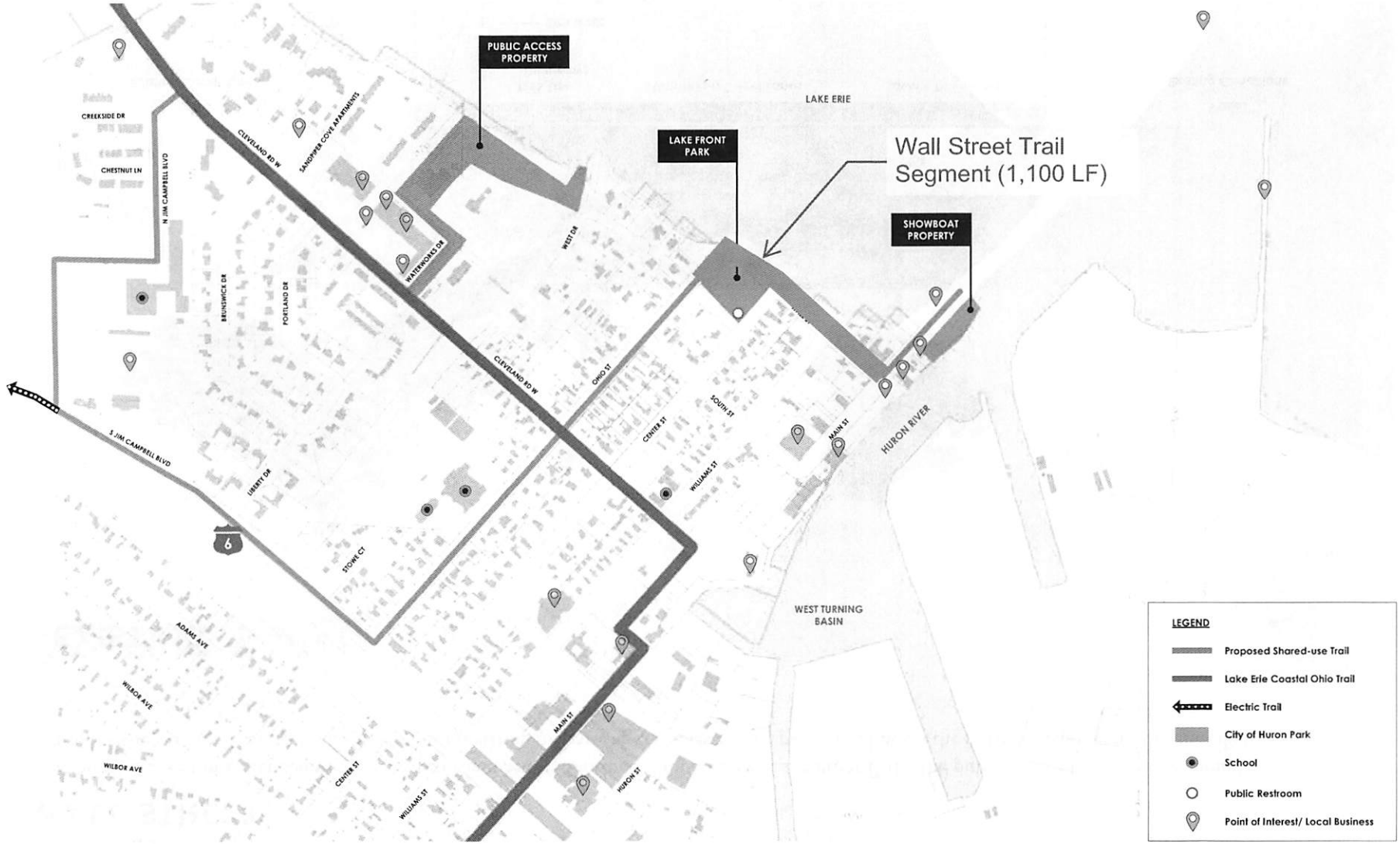
- [x] *Site map of the proposed project's location*
- [ ] *Letter of support from the project sponsor's governing body*
- [x] *Project cost estimate certified by a State of Ohio Professional Engineer*
- [x] *Self-scored project evaluation form*
- [ ] *Project priority listing if submitting more than one project application for MPO funding consideration*
- [ ] *Executed cooperation agreement if project involves multiple entities*
- [x] *Project maintenance plan if Transportation Alternative application*

ERPC - TA Project Selection Scoring Sheet

#	Question	Answers	Points	Score	Max Points
1	Is the project included in an adopted local transportation or community plan, including Safe Routes to Schools?	Yes	3	3	3
		No	0		
2	Does the project improve active transportation systems by either creating new, upgrading, or replacing existing facilities?	New Sidewalk or Sidepath including bike lanes	10	10	10
		Over 75% increase in size of existing pedestrian and bicycle infrastructure or new facilities including public transit stops.	6		
		75% to 26% growth of existing pedestrian and bicycle facilities	4		
		Replacement of existing infrastructure to original standards	2		
3	Does the project have a positive impact in an Demographics Analysis Target Area (ex: low income, minority, etc., see maps)?	3+ Groups	4	0	4
		2 Groups	3		
		1 Group	2		
		No Groups	0		
4	Will the public be given a chance to provide input regarding the project (commensurate with level of project complexity)?	Yes	3	3	3
		No	0		
5	Has the project sponsor attended ODOT LPA Project Meetings in the last calendar year? (if first time applicant or sponsor had no projects then 'No Projects' should be selected).	Attended All	5	5	5
		Missed One	3		
		Missed 2 or More	-2		
		No Projects	5		
6	What percentage of MPO projects has the project sponsor completed on time over the last three calendar years? (if first time applicant or sponsor had no projects then 'No Projects' should be selected)	67%-100%	10	10	10
		34%-66%	5		
		1%-33%	1		
		No Projects	10		
7	Does the project involve other regional partners (MPO area jurisdictions, private groups, and/or other governmental agencies)?	Yes	5	0	5
		No	0		
8	What percentage of the costs is project sponsor requesting MPO funding for?	1%-25%	10	1	10
		26%-50%	7		
		51%-70%	4		
		71%-80%	1		
9	Does the project meet a 'transportation' need (benefits other than recreational)?	Yes	5	0	5
		No	0		
10	Is a maintenance plan identified for the project?	Yes	5	5	5
		No	0		
11	Does the project extend a planned pathway serving to create a regional trail network?	Yes	5	5	5
		No	0		
12	Does the project close existing gaps on existing municipal active transportation network, including new sidewalks, sidepaths or bike lanes?	Yes	5	5	5
		No	0		

13	Does the project connect to logical or jurisdictional termini?	Close the gap or jurisdictional boundary	5	5	5
		One connection not closing the gap	3		
		No	0		
14	Does the project serve a community trip generators adjacent the proposed facility: *Residences* *Schools (Including Universities)* *Businesses/Employers* *Stores* *Restaurants/Hotels* *Parks* *Libraries* *Medical Facilities*	Five or More	6	4	6
		Three to Four	4		
		One to Two	2		
		None	0		
15	Does the project address an existing safety issue for bicyclists and/or pedestrians (as documented in application)?	New or upgraded infrastructure design to address safety concerns	5	5	5
		Repair or replacements of dilapidated facilities to correct safety concerns	3		
		Replacement or upgraded to similar standards	0		
16	Project serves to protect and enhance the historical or regional significance of properties with frontage along the project location.	Yes	3	3	3
		No	0		
17	Project promotes planned development patterns based on revitalization and reinvestment land uses.	Yes	3	0	3
		No	0		
18	Does this project have a positive impact on the environmental protections of the site?	Yes	5	5	5
		No	0		
19	Does the project design enhances the visual aesthetic of the site area through aesthetically pleasing design?	Yes	3	3	3
		No	0		
			Total:	72	/100

Rev. 12/25

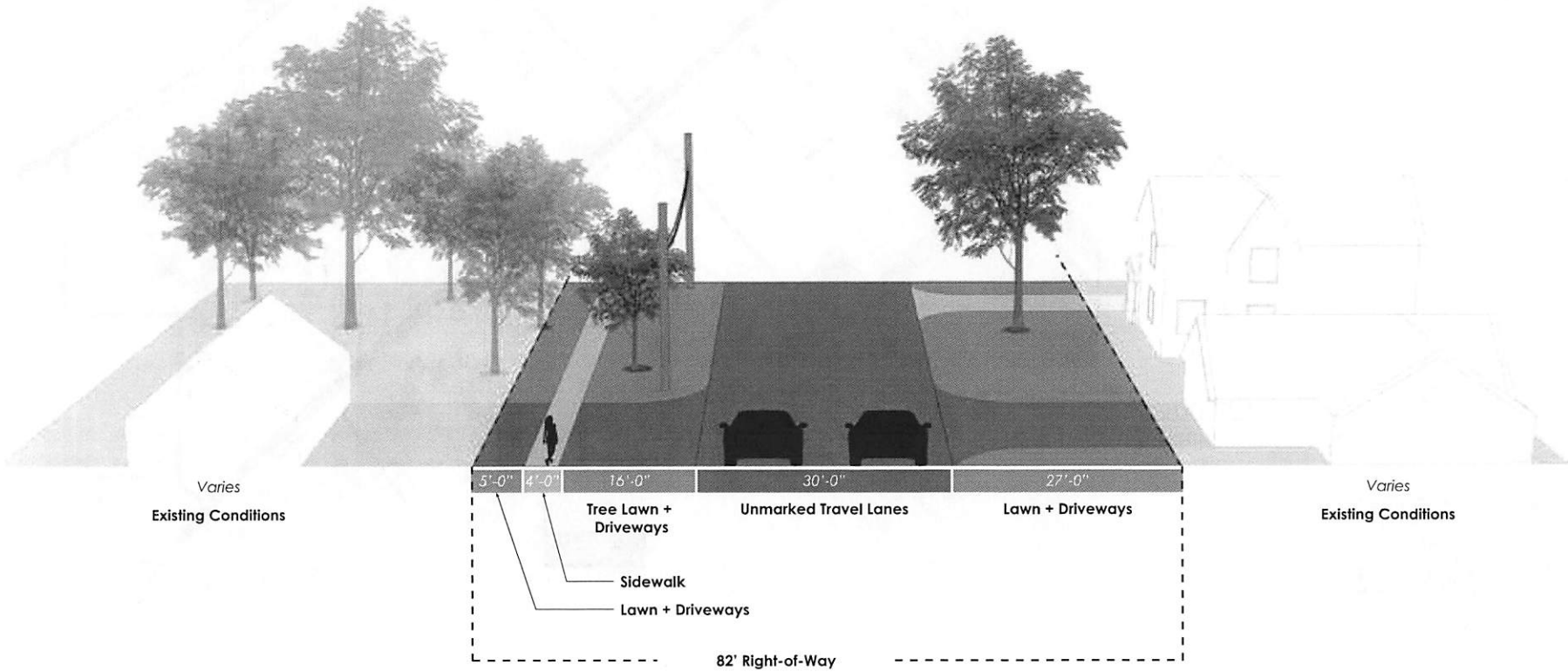

PUBLIC ACCESS PROPERTY
LAKE FRONT PARK
SHOWBOAT PROPERTY
Wall Street Trail Segment (1,100 LF)
LAKE ERIE
CREEKSIDE DR
CHESTNUT LN
N JIM CAMPBELL BLVD
CLEVELAND RD W
SANDPIPER COVE APARTMENTS
WATERWORKS DR
WEST DR
BRUNSWICK DR
PORTLAND DR
OHIO ST
SOUTH ST
CENTER ST
WILLIAMS ST
MAIN ST
HURON RIVER
S JIM CAMPBELL BLVD
LIBERTY DR
6
STOWE CT
ADAMS AVE
WILBOR AVE
WILBOR AVE
CENTER ST
WILLIAMS ST
MAIN ST
HURON ST
WEST TURNING BASIN
LEGEND
Proposed Shared-use Trail
Lake Erie Coastal Ohio Trail
Electric Trail
City of Huron Park
School
Public Restroom
Point of Interest/ Local Business

WALL STREET

Wall Street is the most direct connection between Main Street, Showboat Property, and Lake Front Park. The public right-of-way is wide enough that a ten-foot shared-use trail can be installed without impacting the existing travel lanes. The path would be on the northern edge, closest to the lakefront.

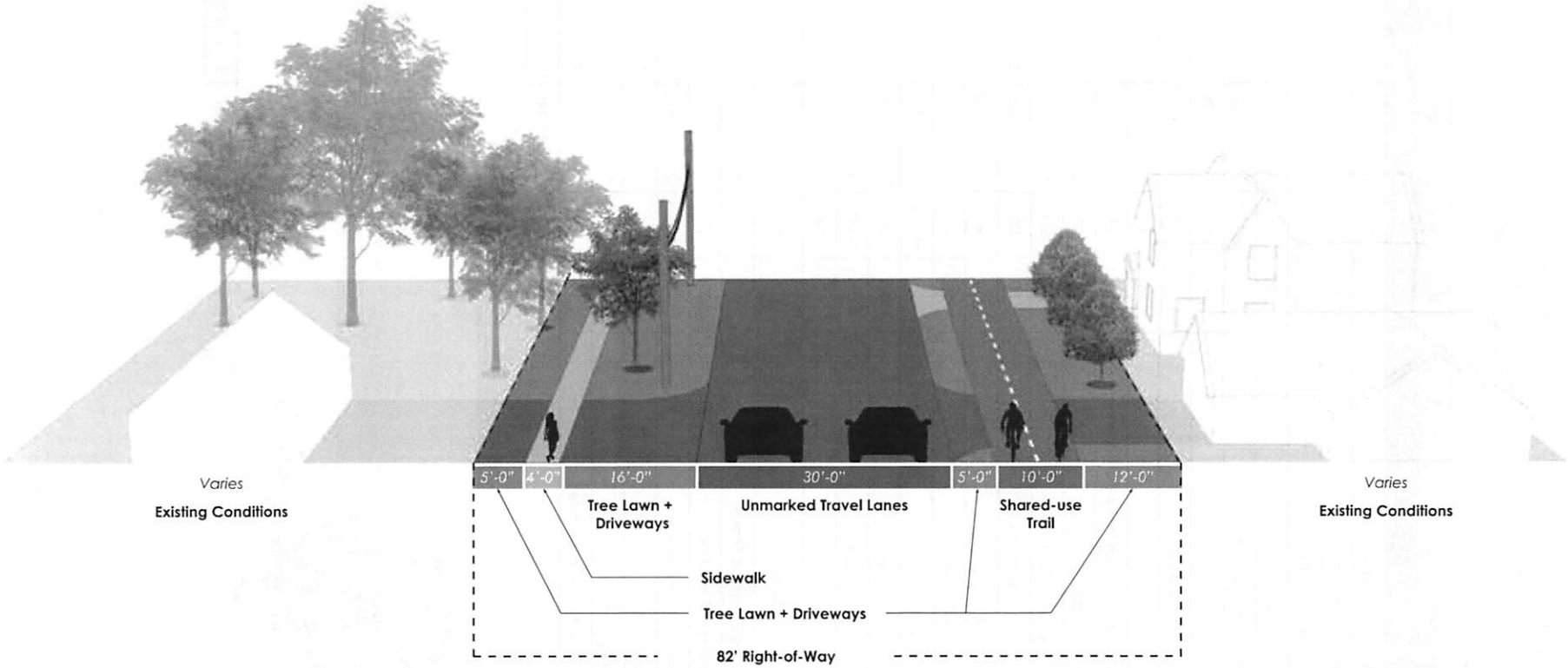
EXISTING

Location Map



PROPOSED

Location Map



City of Huron
Project: Wall Street Trail

OHM Advisors
6001 Euclid Avenue, Suite 130
Cleveland, OH 44103

OHM Advancing Communities

Thursday, April 30, 2026

No.	Description	Qty.	Unit	Unit Cost	Total	Notes
	SHARED-USE TRAIL (Main St. to Park St.)					
1	Driveway Removal	225	SY	$ 35	$ 7,875	
2	Sidewalk Removal	335	SY	$ 15	$ 5,025	
3	Concrete Bench Pad Removal	7	EACH	$ 250	$ 1,750	
4	Removal Misc.	1,100	LF	$ 5	$ 5,500	
5	Utility Pole Relocation	2	EACH	$ 7,500	$ 15,000	
6	Earthwork	1,100	LF	$ 28	$ 30,800	
7	Stormwater Drainage	1,100	LF	$ 15	$ 16,500	Includes basins, piping, and rip rap.
8	Trail Underdrain	1,250	LF	$ 22	$ 27,500	
9	Stormwater Pollution Prevention Measures	1,100	LF	$ 4	$ 4,400	
10	Aggregate Base	325	CY	$ 90	$ 29,250	
11	1.5" Asphalt Surface Course	60	CY	$ 400	$ 24,000	
12	2.5" Asphalt Intermediate Course	100	CY	$ 325	$ 32,500	
13	Tack Coat	110	GAL	$ 6	$ 660	.08 Gal / SY
14	Subgrade Compaction	1,500	SY	$ 3	$ 4,500	
15	Proof Rolling	2	HOURS	$ 450	$ 900	
16	Concrete Driveways	225	SY	$ 120	$ 27,000	
17	Concrete Curb Ramp	1	EACH	$ 3,500	$ 3,500	10' wide x 6' concrete curb ramp with truncated dome panels
18	4" Concrete Walk	1,500	SF	$ 10	$ 15,000	Connectors to existing walks
19	Topsoil Stripping	415	CY	$ 35	$ 14,525	Assumes 25' wide swath, 6" existing topsoil depth. Exceess topsoil to be hauled off site and legally dispose of
20	Placing Stockpiled Topsoil	335	CY	$ 25	$ 8,375	Assumes 8' average swath on both sides of trail, 6" depth.
21	Seeding and Mulching	2,000	SY	$ 3	$ 6,000	
22	Decidious Tree Plantings	12	EACH	$ 650	$ 7,800	
23	Planting Misc.	1,100	LF	$ 5	$ 5,500	
24	Signage Misc.	1,100	LF	$ 5	$ 5,500	Includes roadway, and trail signage
25	Repair Disturbed Lawn Areas	1,140	LF	$ 3	$ 3,420	

Subtotal:	**$ 302,780**
1.5% Maintenance of Traffic:	$ 4,550
1.0% Construction Layout and Staking:	$ 3,030
12% Mobilization:	$ 36,340
20% Contingency:	$ 60,560
Construction Total:	**$ 407,260**
1% Geotechnical Engineering:	$ 4,080
2.5% Topographic Survey:	$ 10,190
10% Design Engineering:	$ 40,730
8% Construction Engineering	$ 32,590
Project Total:	**$ 494,850**

STATE OF OHIO
JOSHUA J. SLAGA
E-76770
REGISTERED PROFESSIONAL ENGINEER

OHM
Advancing Communities

memorandum

Date: April 28, 2026

Re: Trail Maintenance Guidelines

Proper maintenance is essential to the long-term success of a trail. A trail facility that is consistently maintained has a lower cost over time than one that needs major rehabilitation work from a lack of consistent maintenance. Without consistent maintenance, trails can quickly fall into disrepair, making the trail unpleasant and even dangerous for users.

The primary reason to maintain a trail is to ensure the safety of trail users. Good maintenance practices also:

- Prolong the useful life of the trail
- Promote positive relationships with adjacent landowners
- Reduce potential legal liability when an accident occurs on the trail
- Help avoid costly repairs
- Create a sense of stewardship and pride in the community

Planning for maintenance should begin as early as possible in the trail development process. Determine who will be responsible for maintenance, how maintenance will be performed, anticipated maintenance costs and possible funding sources of maintenance before the trail is built as these will be crucial to the long-term sustainability of the trail.

Elements of a successful trail maintenance program:

1. Trail Inventory
    a. To help manage maintenance, start by creating an inventory of the physical assets of the trail, including the features along the trail including signage, seating, trash cans, fitness stations, restrooms and trailhead features. This database or list should be kept updated.
2. Inspections Checklist (see Figure 1)
    a. Generally, trails should be inspected at least two times per year and after severe storms, regardless of the trail surface material. Additional review may be needed if there is significant disturbance or change in usage.
3. Maintenance Priorities
    a. Define maintenance priorities i.e. high, medium and low priority tasks. Any activities necessary to keep trail users safe on the trail should be prioritized. Priorities don't need to be fixed and can be reassessed over time.
4. Maintenance Schedule (See Figure 2)
    a. A trail maintenance schedule should include the following:
        i. List of tasks
        ii. Frequency of tasks
        iii. Cost per application
        iv. Annual costs
        v. Responsible party
        vi. An instruction sheet or manual detailing just how to carry out these tasks might be helpful to have.

OHM Advisors
6001 EUCLID AVENUE SUITE 130
CLEVELAND OHIO 44103 T 216.865.1335 OHM-Advisors.com

5. User Reporting
    a. Figure out a mechanism that allows for trail users to report any observed defects or hazards on the trail. This can range from having contacts for the trail manager at trailheads, to a mobile app which allows them to submit requests directly to the party responsible. For some municipally-owned trails, residents can use the city's existing 311 (non-emergency) service to request trail maintenance. Mile markers are useful as they can help users pinpoint where the hazards are along the trail. Keep track of these requests and follow up with the user to maintain goodwill with the community.
6. Budgeting
    a. The costs of maintaining the trail should be factored into the long-term costs of trail management
7. Maintenance Plan
    a. All intended maintenance elements should be written down in a maintenance plan. Not only does the plan act as a reference – detailing maintenance tasks, activities, priorities, costs, funding sources, roles and responsibilities – it can also help protect against liability by showing that the trail management is not negligent about maintenance.
    b. OHM Advisors recommends adherence to maintenance standards outlined in Ohio Department of Transportation's Multimodal Design Guide, section 12 – Maintaining Pedestrian and Bicycling Facilities, published January 2026 (see attached pages at end of memo).

References

Helmandollar-Powell, M., Johnson, S., Villanueva, G., Wood, K., May, J., & Gabor, M. (2025). *Trail Maintenance and Construction Notebook.* Washington D.C.: U.S. Department of Agriculture.

Ohio Department of Transportation. (2026, 04 28). *Multimodal Design Guide*. Retrieved from ODOT Manuals & Design Standards : https://www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multimodal

Rails to Trails Conservancy. (2026, 04 28). *Rails to Trails Conservancy*. Retrieved from Maintenance Basics: https://www.railstotrails.org/trail-building-toolbox/maintenance-basics/

Note: The majority of the content of this memorandum was sourced from Rails to Trails Conservancy's Trail Building Toolbox – Maintenance Basics.

FIGURE 1

Trail Name: _____

Trail Segment: _____

Inspection Date: _____

Inspector Name: _____

PAVED TRAIL INSPECTION TEMPLATE

Follow-up Performed By: _____

Follow-up Date: _____

	Inspection Items:	✔ if "Yes"	Inspection Comment/Location	✔ if Maintenance is Complete	Follow Up Comments	Photos Taken During Inspection: Y/N
1	Pavement condition					
	a. Are there cracks, surface pitting, potholes, heaves or other deficiencies in the trail surface condition?					
2	Pavement markings					
	a. Are pavement markings fading or chipping?					
3	Overhead tree/brush trimming					
	a. Is there less than 10-feet of vertical clearance across the trail and clear zones?					
	b. Do the trail clear zones need to be cleared of woody vegetation?					
4	Intersection sight lines (road, driveway, other trail, sidewalk)					
	a. Does vegetation within the trail corridor need to be cleared to maintain sightlines from/to trail?					
5	Rain gardens					
	a. Is there standing water more than 48 hours after a rain event?					
	b. Are there weeds/volunteer plants growing in the rain garden?					
	c. Is sediment accumulating anywhere in the rain garden?					
	d. Do any rain garden plants need to be replaced?					
	e. Is more mulch needed?					
	f. Is there erosion or gullying?					
	g. Is there trash or debris in the rain garden?					
6	Erosion evidence/damage					
	a. Is there any erosion damage to the trail or shoulders?					
7	Drainage structures & culverts					
	a. Are any culverts clogged with debris?					
	b. Are any catch basins clogged or blocked? (trailhead parking lots)					
	c. Is there any erosion near culverts?					
8	Ditch clearing					
	a. Is there debris in the ditches? (trash, branches, sediment, etc.)					
	b. Is there standing water in the ditches?					
	c. Do ditches need mowing?					

FIGURE 1

	Inspection Items:	✔ if "Yes"	Inspection Comment/Location	✔ if Maintenance is Complete	Follow Up Comments	Photos Taken During Inspection: Y/N
9	Bridge/tunnel/boardwalk (Non-structural inspection)					
	a. Is there any graffiti that needs to be cleaned?					
	b. Are the railings bent, broken or in disrepair?					
	c. Is the decking in disrepair? (nail heads sticking up, cracks, etc.)					
	d. Is the paint or surface treatment chipping or cracking?					
	e. Is there any spalling?					
	f. Is there sediment accumulation on the trail?					
	g. Are the light fixtures in good shape?					
	h. Is there any visual sign of damage to the substructure?					
10	Railroad crossings (Non-structural inspection)					
	a. Is the crossing in disrepair? (not flush with trail, large gaps, etc)					
	b. Is trail signage at the railroad crossing blocked by vegetation or other obstructions?					
11	Trail amenities					
	a. Are any bike racks, trash receptacles, kiosks, picnic tables or benches broken or in disrepair?					
	b. Is there any sign of vandalism?					
	c. Do the concrete pads around amenities need repair?					
12	Pet stations					
	a. Do the pet station bags need to be re-filled?					
13	Restrooms (portable toilets)					
	a. Does the toilet need to be serviced?					
	b. Has the toilet been vandalized or is it in disrepair?					
	c. Is the concrete pad significantly cracked and does it require repair?					
14	Signage					
	a. Are any trail signs blocked by vegetation for other obstructions?					
	b. Is there any physical damage to trail signs?					
	c. Are connecting bolts and anchorages intact?					
15	Fences (chain link, wood)					
	a. Are there any holes or gaps in the fence fabric?					
	b. Are there any loose, bent or broken fence posts?					
	c. Are there any loose connections between the fence and posts?					
16	Sediment/debris on trail					
	a. Is there any sediment on the trail?					
	b. Is there any debris on the trail (storm, trash, etc.)					
17	Lighting					
	a. Does the fixture need to be replaced or repaired?					
	b. Does the light hardware need to be repaired? (pole, mast, etc.)					

FIGURE 2

TRAIL MAINTENANCE SCHEDULE TEMPLATE

	Maintenance Activity	Optimal Frequency							Notes
		Weekly	Monthly	Quarterly	Annually	Spring/Fall	After Storm	Other	
General									
1	Safety inspection								
2	General debris and trash pickup								
3	Vandalism inspection								
4	Encroachments								
Pavement									
1	Pavement survey								
2	Crack sealing								
3	Patching								
4	Fog seal								
5	Sealcoat								
6	Slurry seal								
7	Overlay								
8	Reconstruct								
9	Inspect pavement markings								
10	Repaint pavement markings								
Vegetation									
1	Mowing- clear zones, trailhead areas								
2	Brush trimming/overhead trimming								
3	Clear zone weed control								
4	Sight line trimming at intersections								
5	Tree removal								
6	Rain garden maintenance								
7	Trail sweeping/blowing								
8	Seeding								
9	Root cutting								
Drainage									
1	Erosion repair								
2	Culvert/catch basin clearing								
3	Ditch maintenance (clear of debris, trash, branches)								
4	Standing water repair								
Structures									
1	Bridge inspection (non-structural inspection)								
2	Tunnel inspection (non-structural inspection)								
3	Boardwalk inspection								
4	Railroad crossing inspection								
5	Retaining walls								

FIGURE 2

TRAIL MAINTENANCE SCHEDULE TEMPLATE

	Maintenance Activity	Optimal Frequency							Notes
		Weekly	Monthly	Quarterly	Annually	Spring/Fall	After Storm	Other	
Amenities									
1	Empty trash receptacles								
2	Restroom maintenance (portable toilets)								
3	Pet station re-stocking								
4	Information kiosk inspection								
5	Update information kiosk graphics/maps								
6	Bench, bike rack, picnic table, trash receptacle inspection								
7	Signage inspection								
8	Lighting inspection								
9	Fence inspection								
10	Bollard inspection								
Winter									
1	Install/remove winter use signage								
2	Install/remove bridge protection from snowmobiles								
3	Plow trail								
4	Plow trailheads and parking								
5	Install/remove protection at snowmobile trail crossings								
6	Ski trail grooming								

12 - Maintaining Pedestrian and Bicycling Facilities

Published: January 16, 2026

Contents

12.1 General

This chapter describes approaches to maintaining safe, comfortable, and accessible walkways and bikeways year-round through routine asset management and seasonal maintenance. Communities generally maintain on-street bikeways as part of routine street maintenance. However, sidewalks, separated bike lanes, and shared use paths require dedicated maintenance activities and, in some cases, equipment.

12.2 Management Approaches

Non-winter maintenance is broadly placed into two categories: infrastructure repair and year- round maintenance. Both types of maintenance should be supported by a robust inspection and compliance program. The Roadway Infrastructure Maintenance Responsibility Manual (RIMR) establishes all roadway infrastructure maintenance responsibilities throughout the state. In addition, WBO's Maintenance Overview

specifically summarizes the maintenance responsibility and activities for pedestrian and bicycle facilities as well as local and national sidewalk maintenance case studies. In addition, the report summarizes maintenance funding opportunities available to local governments.

12.2.1 Inspections/Rating system

Routine inspections and rating systems track pavement conditions of shared use paths, separated bike lanes, and sidewalks. The goal of a rating system is to build a program of surface maintenance which extends facility life, delaying expensive reconstruction projects and thereby saving money over the long run. No matter the surface of the facility (asphalt, concrete, gravel), these types of inspections should be completed on an annual or biennial basis for shared use paths and separated bike lanes, and every three to 10 years for sidewalks.

Inspection programs for sidewalks are described in detail in Chapter 4 of the Federal Highway Administration's (FHWA) Guide for Maintaining Pedestrian Facilities for Enhanced Safety.1 This includes inspection criteria, ADA requirements, and types of inspection programs. Inspection and maintenance should be coordinated with ODOT's Transportation Asset Management Plan.

12.3 Types of Maintenance

Year-round maintenance activities include pavement marking and sign repair, pavement preservation, vegetation management, and sweeping.

12.3.1 Signal, Signing, and Pavement Markings

Signing and pavement markings on and along pedestrian and bicycle facilities should be maintained to be clear and legible allowing these facilities to function safely and comfortably. Similarly, traffic signals on and along pedestrian and bicycle facilities shall be inspected a minimum of one time annually to ensure reliable function and identify signals and equipment to be replaced before failure. TEM Section 260, 360, and 460 provide inspection and maintenance guidance for signing, pavement markings, and signals respectively for roadways, which can also be applied to separated bike lanes and shared use paths. Facilities should be inspected per this guidance and repaired or replaced when necessary.

12.3.2 Street Buffer Treatments and Sidewalk Buffer Amenities

Vertical objects placed within a separated bicycle lane street buffer may be struck by motor vehicles and require regular replacement. Maintenance and operation crews should plan on replacing vertical objects placed in the buffer zone, refreshing pavement markings, and trimming any adjacent vegetation on a regular basis. If vertical objects are struck with significant regularity, adjustments to the design should be considered.

Other elements along walkways and bikeways that are provided to address pedestrian and bicyclist safety and comfort, such as lighting, benches, trash receptacles, etc., should also be inspected on a regular basis to ensure they are in good working condition, and when appropriate these elements should be repaired and/or replaced. Small plaques may be affixed to these elements, or signs added at trailheads, providing a method for the public to report damaged amenities.

12.3.3 Asphalt Paths and Separated Bike Lanes

Asphalt is the most common surface type for shared use paths and separated bike lanes. As discussed in Section 5.3.9, shared use paths are typically designed to accommodate less loading than a roadway; however, as pavement section thickness decreases, the susceptibility to cracking, settlement, and root uplift typically increases. In northern climates like Ohio, these facilities should be built with a minimum of 4.5 inches of Asphalt Concrete on 6 inches of aggregate base. Eventually all bicycle facilities must be reconstructed, but with proper maintenance techniques, it can be delayed up to 40 years. To extend the life of the pavement and maintain a smooth rideable surface, a regular maintenance schedule such as the one shown in Figure 12-1 should be adopted. Table 12-1 illustrates the relative costs of maintaining asphalt bicycling facilities.

Figure 12-1: Example shared use path maintenance schedule for a 38-year design life

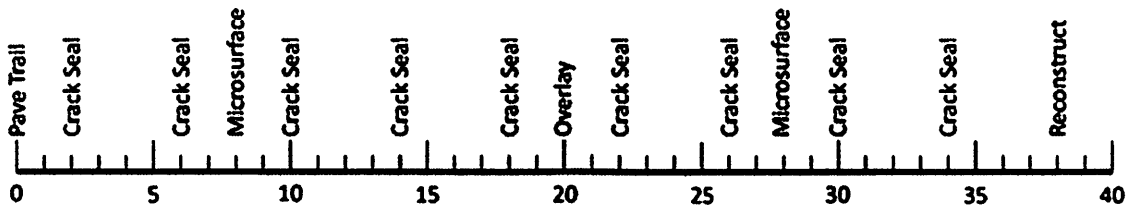


Table 12-1: Construction costs for typical asphalt pavement surfaces

Activity	Relative Cost/Mile
Maintenance: Crack Sealing	$
Maintenance: Microsurfacing	$$
Maintenance: Asphalt Overlay	$$
Reconstruction	$$$

Relative costs: $ = Thousands, $$ = Tens of Thousands, $$$ = Hundreds of Thousands

Crack sealing

Crack sealing extends the life of asphalt by diverting water from seeping through cracks that leads to erosion of the base layer of the pavement. The process of crack sealing includes blowing out debris with compressed air, heating the crack face with a lance, and then filling it with sealant. Sealants should be rubberized to seal the crack while staying flexible with the pavement's movement. Crack sealing should be applied within the first five years of pavement construction to achieve the maximum benefit, and then reapplied as needed thereafter. A layer of paper placed on top of crack sealing allows wheeled and foot traffic to continue after its application.

Figure 12-3: Reserved for Future Use

Microsurfacing

Microsurfacing is a thin (1/4 – 3/8 inches thick) surface coat of cold applied paving mixture composed of polymer-modified asphalt emulsion, 100 percent crushed aggregate, mineral filler, water, and other additives. Microsurfacing is used to retard raveling and oxidation, fill ruts, reduce the intrusion of water, improve surface friction, and remove minor surface irregularities.

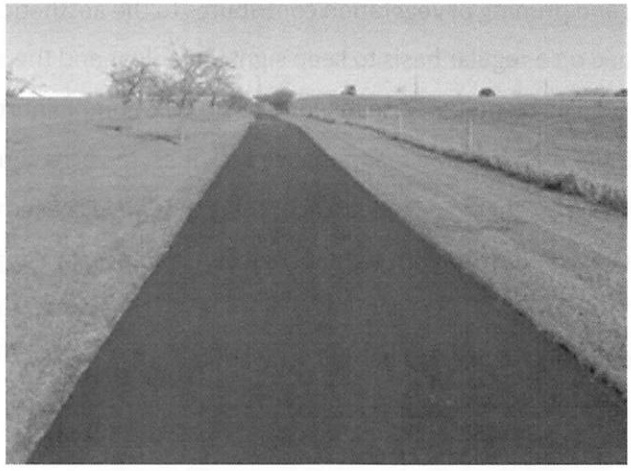
Figure 12-4: A shared use path with fresh microsurfacing.
(Photo credit: Three Rivers Park District)

Asphalt overlay

In instances where the pavement base materials are still intact and undamaged, asphalt can be overlaid on top of the existing asphalt. If existing asphalt is damaged on the surface but intact farther down, the top layer may be milled down (or scarified) before a new layer of asphalt is placed. The purpose of milling is to provide a stable asphalt base so that existing cracks do not reappear through the new layer. Besides reconstruction, asphalt overlays are the most expensive type of surface maintenance. However, it is still an

effective way to extend the life of a shared use paths and separated bike lanes in the same way it's used for roadway maintenance, since all of the existing material does not have to be removed or recycled, and a new base layer of aggregate does not have to be laid.

Figure 12-5: An asphalt overlay on top of an existing asphalt path, which previously had a deteriorated



Reconstruction

Shared use path and separated bike lane reconstruction is the process of entirely removing and/or recycling an existing pavement that has deteriorated to the point where it can no longer be maintained

Spot Repairs

If vertical surface discontinuities develop in the pavement, the pavement should be repaired appropriate to provide a smooth walking and biking surface:

- If they are less than 0.5 inches in depth, the surface may be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface.
- If they are more than 0.5 inches in depth, they may cause a ripping hazard and should be reconstructed to smooth out the surface.

12.3.4 Concrete Paths

Where concrete is used for shared use paths, FHWA's Guide for Maintaining Pedestrian Facilities for Enhanced Safety2 provides a comprehensive discussion for maintenance. The guide includes information on surfacing issues, grades, cross slopes, curb ramps, concrete patching, wedging, grinding, horizontal cutting, slab-jacking, and panel replacement.

12.3.5 Vegetation Management

Maintenance of vegetation next to sidewalks, shared use paths, and separated bike lanes is necessary both above and below ground to ensure the functionality and long-term condition of these paths are maintained.

Above ground mowing and pruning

Routine trimming, mowing, and pruning of vegetation contributes to the aesthetics and user safety. These activities should be performed on a regular basis to keep sight lines clear and the areas free from obstructions. Agencies should also be prepared to respond to specific complaints of low- hanging branches or downed trees as needed. When performing maintenance activities, the area should generally be cleared for 2 ft. on each side, as well as a height of 10 ft. clearance. Trees that are diseased can affect the safety of facility users—if they fall they may interfere with sight distances, clearance, or lighting. If they have the potential to fall on a walkway or bikeway, they should be removed. If they don't, they should remain undisturbed to preserve natural aesthetics and habitat for wildlife.

Below ground roots

Below ground tree and shrub roots may affect the pavement surface due to their proximity or size. In the case of asphalt pavement, roots can cause the surface to raise-up and create abrupt bumps and ripples that affect ADA compliance for pedestrians, serve as tripping hazards, and can create severe rideability issues for wheeled users. A root barrier can be used to help prevent root uplift, which can be installed as part of the original installation or as part of pavement spot repairs. A certified arborist should be consulted regarding tree proximity and health before root barriers are installed. Walkways and bikeways can also be routed around vegetation, or trees and shrubs may be removed during the design or maintenance process.

When root uplift does occur, sidewalks are often ground down at the root uplift to remove the surface discontinuity, but asphalt pavement typically needs to be milled and may require reconstruction to correct root uplift issues. Where the installation of root barriers is not desired due to tree health or proximity, another typical treatment for asphalt areas with root uplift damage is to replace the damaged area with pervious pavement surfaces such as rubberized pavement or pervious asphalt. The pervious surfaces will allow stormwater to reach the tree roots and reduce the damaging uplift; however, these areas will still require regular maintenance to correct surface deformations that are likely to continue.

12.3.6 Sweeping

Routine sweeping of walkways and bikeways is necessary in areas with overhanging trees and shrubs to remove leaves which may obscure potholes and other surface irregularities and which when wet or froze become slick and become dangerous to bicyclist ability to stop or control their direction of travel. Where walkways or bikeways intersect with gravel roads or driveways, these locations should be regularly swept to keep the pedestrian and bicycle path free of gravel. Paved approaches or aprons should be provided to

reduce gravel spread and overall maintenance needs where these conditions are present. Bikeways should also be swept immediately following a large storm events and where sand is spread for traction in winter and where facilities meet roads where sand is spread.

Large-scale sweeping efforts are most effective with special sweeping equipment, such as broom attachments for utility vehicles. Broom attachments can also be used for snow during winter maintenance. Sweeping on walkways and bikeways is typically handled by local agency maintenance staff, while sidewalk sweeping is usually carried out by adjacent property owners. Special service districts (or business improvement districts) will sometimes include sweeping services, and coordination with these districts should occur to find local opportunities to maintain specific facilities in their district.

12.4 Winter Maintenance

Winter maintenance activities include before, during, after winter precipitation techniques, equipment, design, and transit stops. Districts and local jurisdictions should develop a snow maintenance plan for the bicycle network to help prioritize which corridors are of higher importance to clear first, for example main routes to transit, work centers, or major destinations. As new bikeways are added to the network, the maintenance plan should be updated to account for the new facilities. The snow maintenance plan should also identify the equipment needed to maintain each bikeway so that the equipment deployment is understood and organized as part of the regular equipment deployment

12.4.1 Schedule

Like for motorists, the safest walking and bicycling surface for pedestrians and bicyclists is bare pavement. Achieving bare pavement may require action before, during, and after winter precipitation.

- **Before:** Pre-treating paths, walkways, or bikeways with salt brine or ice bite will lower the temperature at which liquid freezes, often keeping pavement surfaces wet and reducing the formation of ice.
- **During:** Clearing accumulated precipitation often prevents footsteps and bicycle tires from packing snow onto surfaces.
- **After:** Clearing snow and ice with equipment and spreading material (e.g., sand and salt) speeds melting and improves traction.

Liquid anti-icing mixtures such as salt brine and the beet-based ice bite are often used to pre- treat walkways and bikeways before a winter storm. Pre-treating or anti-icing offers many benefits over de-icing (i.e., applying salt after a snow storm), including faster salt activation and quicker melting, lower melting temperature, better salt penetration, and reduced salt loss due to a lower "bounce and scatter" rate, which saves money and reduces environmental impacts by using less material. Applying too much salt as a winter

treatment can be harmful to the local ecosystem as it eventually ends up in our lakes, rivers, streams, and wetlands. High levels of salt in waterways pollutes water supplies and is harmful to fish and other aquatic life. Once salt is in our waterways, it does not break down.

Figure 12-6: Sweeping leaves off a shared use path.
(Source: City of Brooklyn Center, MN)

Figure 12-7: Anti-icing spray after it has been applied to a buffered bike lane

Timing of snow and ice removal efforts is also an important consideration. Sometimes winter precipitation begins with rain, and with a subsequent drop in temperature, ends with ice and/or snow. Cold air often follows winter precipitation, freezing liquid into ice on a walkway or bikeway. To achieve bare pavement in these scenarios, keep the following in mind:

- If rain falls before ice or snow, spreading salt is ill-advised because rain will wash it away. Rain can also push salt into storm sewers and bodies of water, causing unnecessary harm to the water supply.
- If rain and snow has turned to slush, remove the combination from walkways and bikeways before the temperature falls very far below freezing. Otherwise this precipitation will stay frozen in place as

long as sub-freezing temperatures persist.

12.4.2 Equipment

Equipment for maintaining walkways and bikeways varies widely, from snow shovels to plows attached to pick-up trucks (see Figure 12-8). Operators also vary, from pedestrians and tractor operators to licensed drivers. Unlike roads, walkways, and separated bikeways (i.e., shared use path, side paths, separated bike lanes) are narrow facilities that may require smaller vehicles and lighter maintenance vehicles.

Figure 12-8: Variety of Maintenance Vehicles

Pickup truck with plow

Approximate Width: 8.5 ft./2.6 meters

Walkway/Bikeway Facility Types: Trails, side paths, 2-way separated bike lanes

Skid loader with snow blower

Approximate Width: 4 ft./1.2 meters

Walkway/Bikeway Facility Types: Walkways, trails, side paths, 2-way separated bike lanes, 1-way separated bike lanes

Miniature tractor with snow blower

Approximate Width: 4 ft./1.2 meters

Lawn mower tractor (converted to winter maintenance vehicle) with broom

Maintenance vehicle attachments such as plows, blowers, and brooms are vital pieces of winter equipment. Plows may be attached to many different types of vehicles and are used for pushing aside snowfalls of about 2 inches or more. Blowers and brooms are attached to smaller pieces of equipment. Blowers move large snowfalls (6 inches or more) and are also routinely used to move windrows, which are compacted piles of snow left over from road plows. Brooms are used to achieve a bare pavement surface and are typically used for snowfalls of 2 inches or less. Brooms may also be used to achieve bare pavement after plows or blowers have passed. Salt and sand spreaders may also be attached to maintenance vehicles.

12.4.3 Design

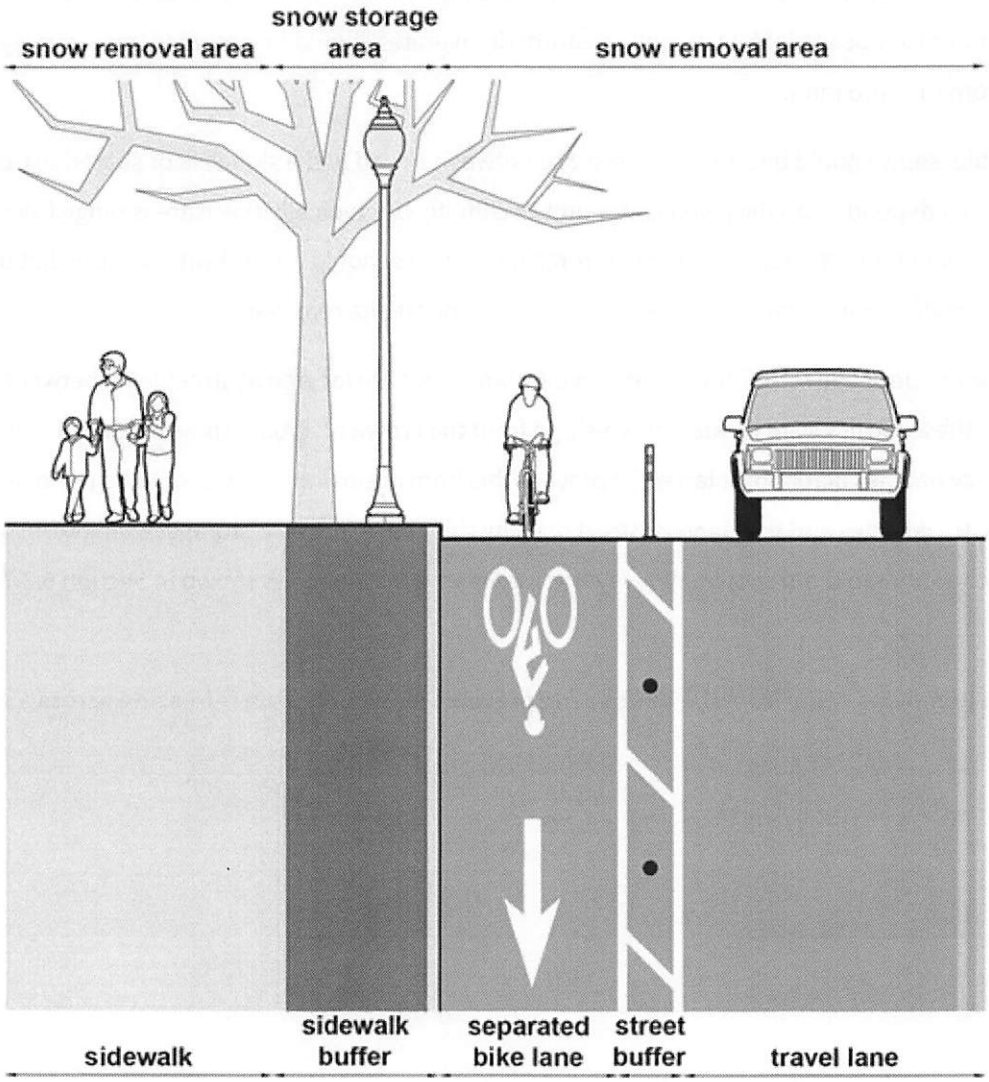
Several preventative measures can be taken during the design phase of a project to make winter walking and bicycling more feasible. Through careful design, walkways and bikeways can be engineered to avoid issues such as poorly drained facilities becoming icy and slippery because of the freeze/thaw cycle that often follows a winter precipitation event. As shown in Figure 12-9, designers should ensure that the areas next to the bikeway or walkway are graded away from the walking or biking surface, and that adequate drainage infrastructure should be provided to prevent standing water. For maintenance considerations for the placement of vertical elements in the street buffer along separated bicycle lanes, see Section 6.3.7.

Whenever possible, curb ramps should be located at the high point of an intersection to avoid standing water, and if this isn't possible, ADA compliant storm drain grates should be provided immediately upstream from the curb ramps.

When possible, snow should be stored in the space between a road and a sidewalk or shared use path. The dimensions will depend upon the given community's climate, but typically these areas range from 4 ft. to 8 ft. in width. Where there is no space for snow storage, designers should consult with the jurisdiction's maintenance staff to make plans to address snow storage or off-site removal.

Several communities have retrofitted separated bike lanes that are located at street-level between existing curbs. When these facilities are located down-slope from the crown of a road, snow often melts and re-freezes into icy patches across bike lanes. To prevent this from occurring, snow should be removed from between the travel lanes and bike lanes instead of using this space for snow storage. A long-term solution is to redesign the street to drain snowmelt away from separated bike lanes as shown in Section 6.3.7 - Drainage.

Figure 12-9: Removing snow from the buffer zone prevents snowmelt from refreezing across a separated bike lane



12.4.4 Transit stops

Transit stops may see high amounts of foot traffic in winter, making snow and ice removal on nearby walkways critical. Good winter maintenance near transit stops improves safety by keeping pedestrians out of the street and other dangerous areas. The clearing of snow at transit stops and on the walkways used to access transit stops is essential for maintaining access and is required to maintain ADA compliance.

Each community and agency should develop a well-defined understanding of who is responsible for maintaining transit stops. The responsible party may be state or municipal crews, transit agency crews, or adjacent property owners. While some communities have volunteer programs3, the most important principle is providing consistent and reliable maintenance that allows transit users to walk to and from their stops.

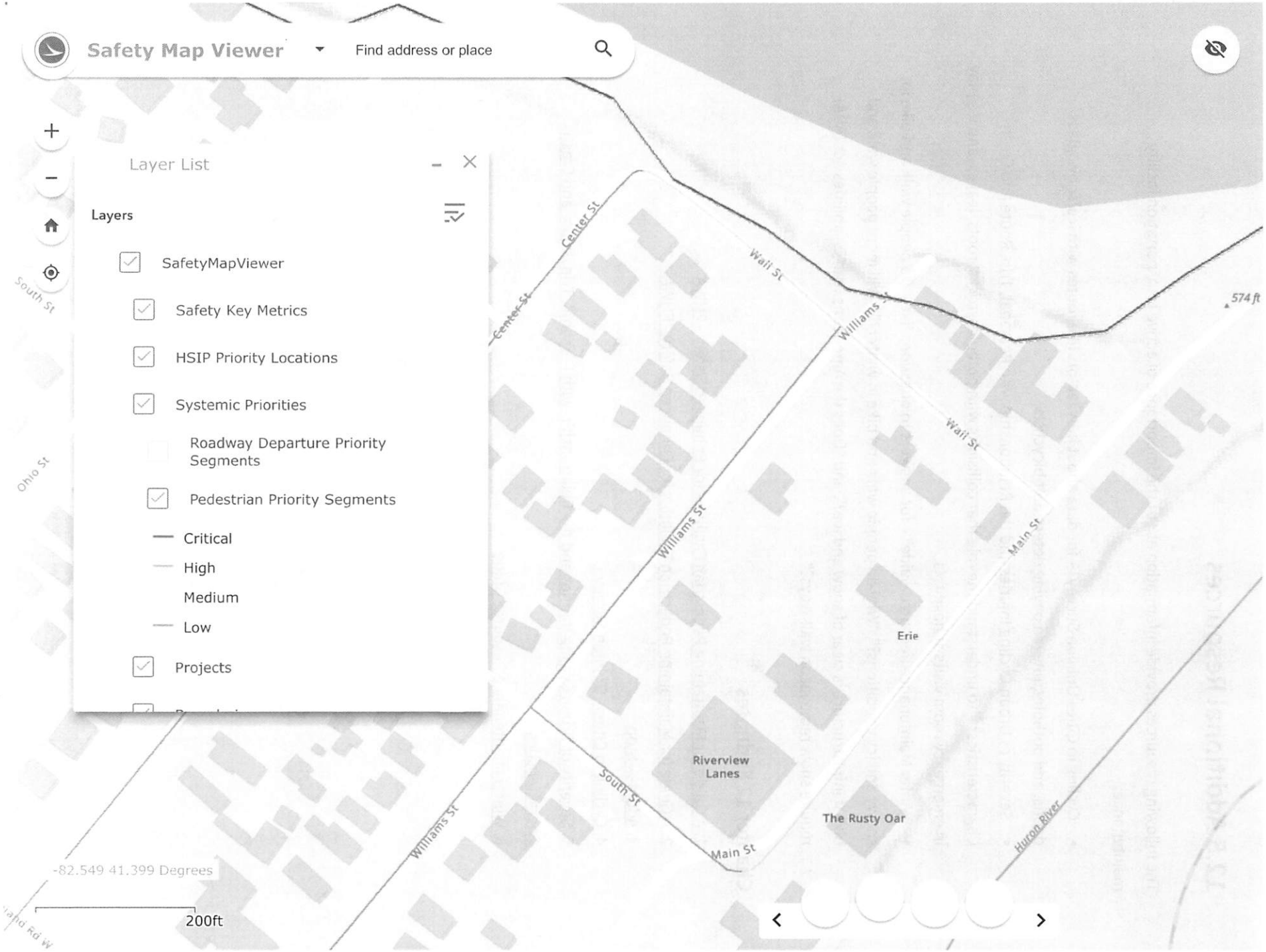
12.5 Additional Resources

The following resources provide information about the importance of active transportation facility maintenance:

- Cycling in Cities Opinion Survey[4] – for data about how factors like routes with ice/snow, glass/ debris, and potholes/uneven paving deter adult bicyclists.
- Severity of Urban Cycling Injuries and the Relationship with Personal, Trip, Route and Crash Characteristics[5] – to understand the role that collisions with potholes, rocks, roots, leaves, and ice play in emergency room visits at hospitals.
- Winter Maintenance Resource Guide[6] – for answers to questions like, "Do people walk and bike in snowy and icy conditions?", "Why do people walk and bike in winter?", "Will more people walk and bike if infrastructure is clear of snow and ice?", and "Does the Americans with Disabilities Act (ADA) require snow removal on walkways?"

Chapter 12 Endnotes

1. A Guide for Maintaining Pedestrian Facilities for Enhanced Safety - FHWA
2. A Guide for Maintaining Pedestrian Facilities for Enhanced Safety - FHWA
3. Adopt-A-Stop
4. Cycling in Cities - Opinion Survey
5. Severity of Urban Cycling Injuries and the Relationship with Personal, Trip, Route and Crash Characteristics
6. Winter Maintenance Resource Guide


Safety Map Viewer
Find address or place
Layer List
Layers
SafetyMapViewer
Safety Key Metrics
HSIP Priority Locations
Systemic Priorities
Roadway Departure Priority Segments
Pedestrian Priority Segments
Critical
High
Medium
Low
Projects
Center St
Wall St
Williams St
Main St
South St
Ohio St
574 ft
Erie
Riverview Lanes
The Rusty Oar
Huron River
-82.549 41.399 Degrees
200ft