

Cedar Brook Road Improvements

BACKGROUND

The City of New Albany spent 2026 exploring resident interest in potential streetscape or roadway improvements within Cedar Brook subdivision. Exploration included two rounds of public engagement with residents: an online survey, then a public open house. The survey data and open house feedback have shaped staff recommendations for potential future projects related to Cedar Brook improvements.

PROGRAM TOTAL

\$300k+

Design and construction
pending the study

COUNCIL PRIORITY

Maintenance

ENABLING PROJECTS

3

1 complete, 2 proposed

PROPOSED PROGRAM

The proposed program would fund a Stormwater/Drainage & Pedestrian Connectivity Study in 2027, and the design and construction of potential improvements derived from the study in 2028.

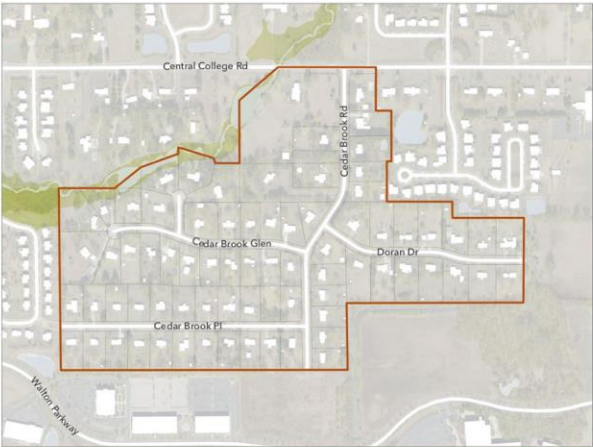
WHERE WE ARE TODAY

The concept plan is complete. The remaining work is grouped in the table and moves as one program.

ENABLING PROJECTS

ENABLING PROJECT	PHASE	COST	STATUS	YEAR
Cedar Brook Subdivision Concept Plan / Public Engagement	Planning	\$38,500	Complete	2026
Stormwater/Drainage & Pedestrian Connectivity Study	Study	\$300,000	Proposed	2027
Subdivision Streetscape Improvements	Design & Construction	TBD*	Proposed	2028
Total proposed items		\$300,000+		

*Design and construction costs are pending completion of the stormwater/drainage & pedestrian connectivity study.



How we engaged residents

The city reached out to Cedar Brook residents twice. The first round asked whether residents wanted improvements at all and which ones. The second round put five specific street concepts in front of them and asked which they preferred.

ROUND 1 · SPRING ONLINE SURVEY

61

 responses

An online survey gauged interest in future roadway improvements and asked residents to name the improvements they most wanted to see.

ROUND 2 · PUBLIC OPEN HOUSE, AUGUST 31

56

 worksheets

About 45 households attended an open house held on the survey results. Residents reviewed five concepts and marked a preference on a worksheet.

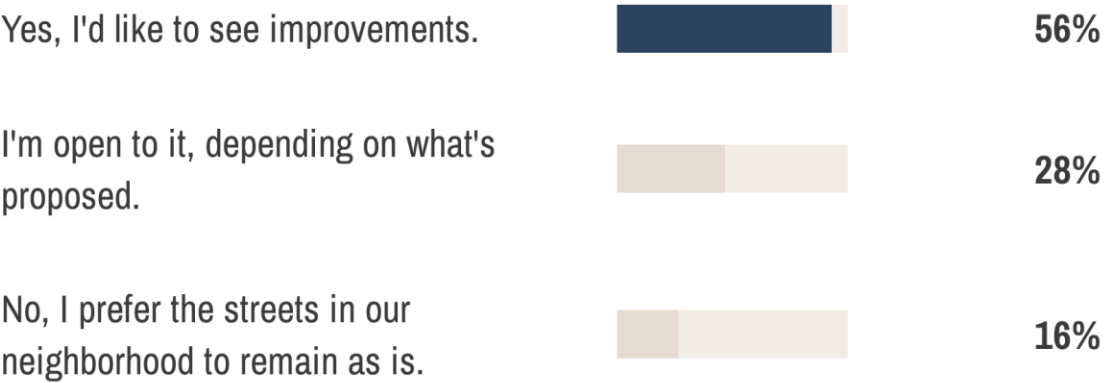


Open house held with Public Service. Project lead: Chelsea Nichols. Consultant: MKSK.

Round 1: what the survey found

Sixty-one residents answered the spring survey. A majority were open to improvements, and streetlights, sidewalks, and drainage were the improvements named most often.

INTEREST IN IMPROVEMENTS (RESPONDENTS = 61)



Eighty-four percent of respondents said yes or were open to it. Only 16 percent wanted the streets left as they are.

TOP REQUESTS (RESPONDENTS = 39)



Concepts shown at the open house

PROPOSED STREET CONCEPTS



Please use the back of your worksheet to provide feedback on the proposed concepts below.

Typical Street Section	Concept Name	Pros	Cons	Other Considerations
A	No-Build, Resurfaced Pavement Only	No disturbance or visual impact to existing front yards	- Does not address pedestrian safety concerns noted by residents - Does not integrate Cedar Brook streets into New Albany's neighborhood street character - No established pedestrian or bike connection	No potential impact to County property assessments brought on by street improvements
B	Un-curbed Improvements with Leisure Trails	- Consistent leisure trail connection tied into Central College Road - Safety and lighting improvements 2' Shoulder allows for future curbing	- Will impact existing front yards within the right-of-way - Temporary disruptions due to construction - Residents will be required to maintain/repair their portion of the leisure trail	- Lower infrastructure cost for the city due to uncurbed improvements - Streetscape elements like sidewalks and leisure trails are one of many potential variables accounted for in future county property assessments
C	Un-curbed Improvements with Sidewalks	- Sidewalks take up less space, more room to handle stormwater - Safety and lighting improvements 2' Shoulder allows for future curbing	- Will impact existing front yards within the right-of-way - Temporary disruptions due to construction - Residents will be required to maintain/repair their portion of the sidewalk	- Lower infrastructure cost for the city due to uncurbed improvements - Streetscape elements like sidewalks and leisure trails are one of many potential variables accounted for in future county property assessments
D	Curbed Improvements with Sidewalks	- Curbed streets allow for less R/W needed for paved surfaces and stormwater management, which has less visible impact to front yards - Consistent tree planting, may also help calm down vehicular behavior - Pedestrian safety and lighting improvements	- Will impact existing front yards within the right-of-way - Temporary disruptions due to construction - Residents will be required to maintain/repair their portion of the sidewalk	- Higher infrastructure cost for the city due to curbed improvements and new stormwater utilities - Streetscape elements like sidewalks and leisure trails are one of many potential variables accounted for in future county property assessments
E	Curbed Improvements with Leisure Trails	- Curbed streets allow for less R/W needed for paved surfaces and stormwater management, which has less visible impact to front yards - Consistent tree planting, may also help calm down vehicular behavior - Pedestrian safety and lighting improvements	- Will impact existing front yards within the right-of-way - Temporary disruptions due to construction - Residents will be required to maintain/repair their portion of the leisure trail	- Higher infrastructure cost for the city due to curbed improvements and new stormwater utilities - Streetscape elements like sidewalks and leisure trails are one of many potential variables accounted for in future county property assessments

FIVE CONCEPTS, A THROUGH E

- **A** No-build, resurfaced pavement only
- **B** Un-curbed, with leisure trails
- **C** Un-curbed, with sidewalks
- **D** Curbed, with sidewalks
- **E** Curbed, with leisure trails

Each concept was shown with a typical street section, pros, cons, and other considerations, including cost to the city, impact to front yards, and resident maintenance of sidewalks or trails.

Street concepts by MKSK.

Round 2: what the open house found

SOME IMPROVEMENT 27 sheets · 48%	RESURFACE ONLY 27 sheets · 48%	NO PREFERENCE 2 sheets · 4%
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Preferences landed evenly. Residents did not reject improvements; the neighborhood was divided on how far to go. All 23 residents who picked a concept wanted a pedestrian facility, and 17 of the 23 wanted it curbed. Separately, 11 of the 27 resurface-only sheets also asked for drainage fixes or intersection lights.

CONCEPT PICKED

Curbed, with sidewalks		10
Curbed, with trails		7
Hybrid, written in		4
Uncurbed, with trails		3
Uncurbed, with sidewalks		3

PREFERENCE BY HOME ADDRESS

Cedar Brook Drive		8 of 8
Cedar Brook Glen		5 of 10
Doran Drive		6 of 14
Cedar Brook Place		4 of 14

Support for improvements drops with distance from Cedar Brook Drive, the main collector street.

WHAT CHANGED AFTER SEEING CONCEPTS

- No-build support grew
- Crosswalk requested at Central College Road
- Interest in trail or sidewalk on one side of Cedar Brook Drive
- Cost and assessment concerns grew
- Concerns about snow removal and repair liability on property owners for pedestrian infrastructure
- Desire to bury power lines
- Preference for a neighborhood entry sign

WHAT WE HEARD IN BOTH ROUNDS

- No new road connections
- Drainage improvements are widely preferred
- Streetlights preferred at intersections only
- Curbed streets strongly preferred over uncurbed streets
- Sidewalks slightly preferred over trails
- No new street trees

The case for funding now

- 01 **Repaving was uncontested.** Streetlights were the top Round 1 request, 24 of 39 responses, and both rounds point to lights at intersections only. No sidewalks, trails, or new street trees on the side streets.
- 02 **Stormwater was the only ask shared by both halves,** including 11 of the 27 resurface-only sheets. A drainage study would determine where curbs are needed to carry the drainage improvements. Every resident who wanted improvements wanted a pedestrian facility somewhere; the disagreement was over form, not need. Studying drainage and pedestrian connectivity together keeps curb placement and walkway adjustment on one schedule.
- 03 **Cedar Brook Drive is one street with clear consensus.** All eight Cedar Brook Drive residents that participated chose a build option. It is the primary road connecting every other street to Central College Road, the only way in or out, and it carries the neighborhood bus stop. Pedestrian facilities there advance the same goal as the top-prioritized project from the TAPASAG special committee's 2023 charrette and a short-term priority in the US-62 Interchange Focus Area Plan: better pedestrian connectivity between Central College Road and Walton Parkway.

WHERE RESIDENTS LANDED

Residents were split down the middle on how far to take the improvements. Everyone agreed on the basics: fix the drainage, no new road connections, and lights at intersections only. About half wanted more than repaving, but that half never landed on one clear roadway concept. What they did share is that every concept picked included a sidewalk or a trail.

PROPOSED BY YEAR

\$300,000

2027 · Stormwater/drainage & pedestrian connectivity study

TBD

2028 · Design and construction

Subdivision context map



Cedar Brook Drive is the only way in or out of the subdivision and connects every other street to Central College Road. A pedestrian connection along it would tie into the existing leisure trail network north of Central College Road and toward Walton Parkway.

Existing leisure trail network

Proposed pedestrian/bike connection

Context map by MKSK.

