

Proposed Network & Plan



SPRINGBORO 2019 BICYCLE + PEDESTRIAN PLAN

Legend

Bikeways
 Existing: Solid red line
 Planned: Dashed red line
 Bike Lanes: Solid blue line
 Paved Shoulder: Solid orange line
 Shared Lane Marking: Dashed orange line
 Signed Bike Route: Solid purple line

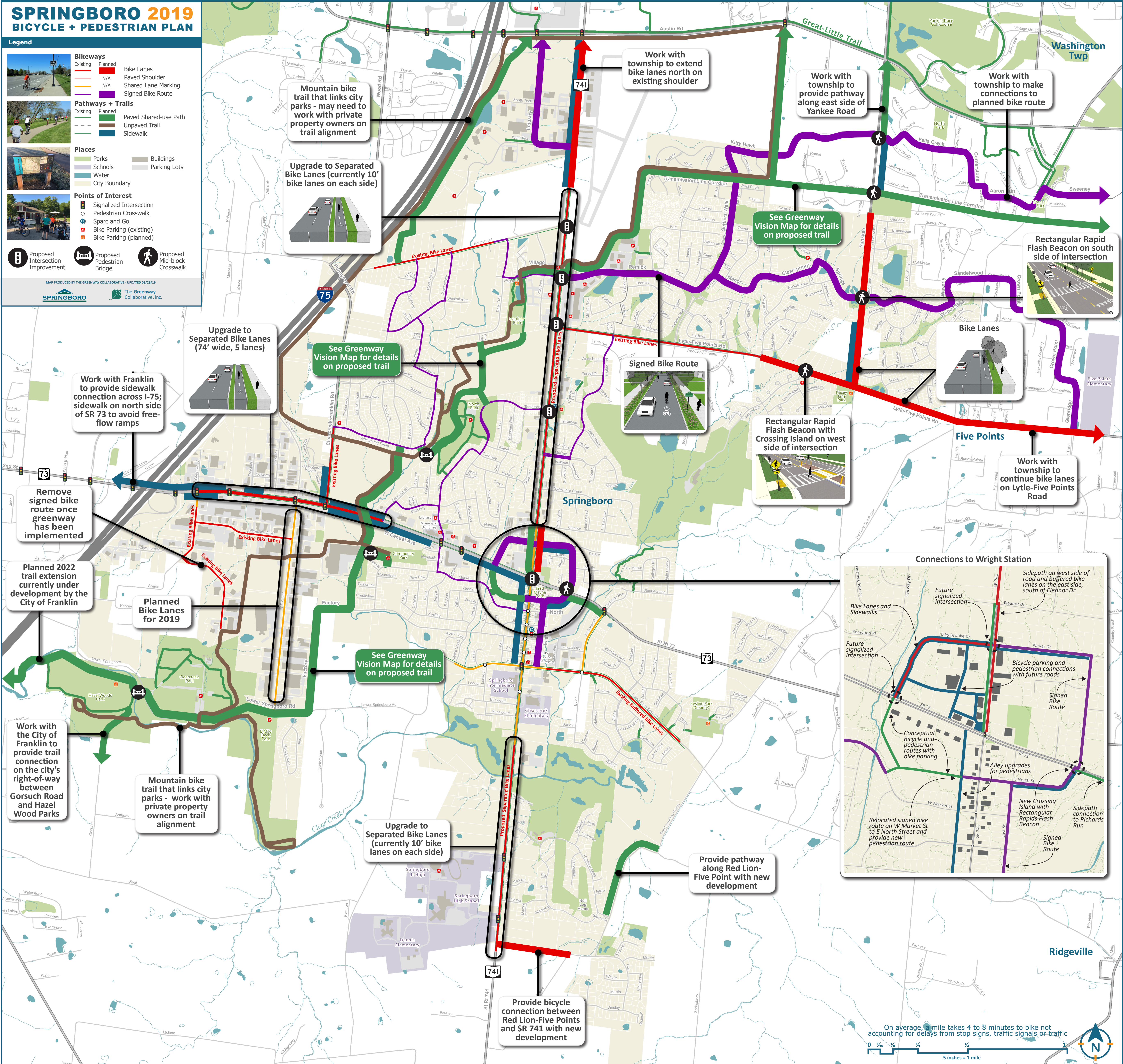
Pathways + Trails
 Existing: Solid green line
 Planned: Dashed green line
 Paved Shared-use Path: Solid light blue line
 Unpaved Trail: Solid dark blue line
 Sidewalk: Solid grey line

Places
 Parks: Green outline
 Schools: Yellow outline
 Water: Blue outline
 Buildings: Grey outline
 Parking Lots: Light grey outline
 City Boundary: Dotted grey line

Points of Interest
 Signalized Intersection: Circle with 'S'
 Pedestrian Crosswalk: Circle with 'P'
 Spac and Go: Circle with 'S'
 Bike Parking (existing): Square with 'B'
 Bike Parking (planned): Square with 'B' and dashed border

Proposed Improvements
 Proposed Intersection Improvement: Circle with 'I'
 Proposed Pedestrian Bridge: Circle with 'PB'
 Proposed Mid-block Crosswalk: Circle with 'MC'

MAP PRODUCED BY THE GREENWAY COLLABORATIVE - UPDATED 08/29/19
 SPRINGBORO The Greenway Collaborative, Inc.



The following is not an exhaustive list, but rather focuses on the POLICIES, PROGRAMS + METRICS that should be addressed over the next five to ten years.



Complete Streets + Vision Zero Ordinance
 Adopt policy that places human life paramount and establishes that safe, comfortable, convenient, and accessible transportation for all users is a priority for the City. Then establish the necessary inter-departmental coordination, roles and responsibilities, and performance measures to implement the policy.



Develop an Americans with Disability Act Transition Plan
 Assess the existing pedestrian network for ADA compliance. Develop a system and guidelines for private commercial areas. Develop a policy to restrict nuisance parking and unnecessary travel of AV's during down times. Define what class e-bikes, and what micromobility devices may be used on pathways and bike lanes.



Manage Autonomous Vehicles and Pedestrian Device Space and Use
 Develop policies and plans for AV vehicle pick-up/drop-off zones in the downtown and guidelines for private commercial areas. Develop a policy to restrict nuisance parking and unnecessary travel of AV's during down times. Define what class e-bikes, and what micromobility devices may be used on pathways and bike lanes.



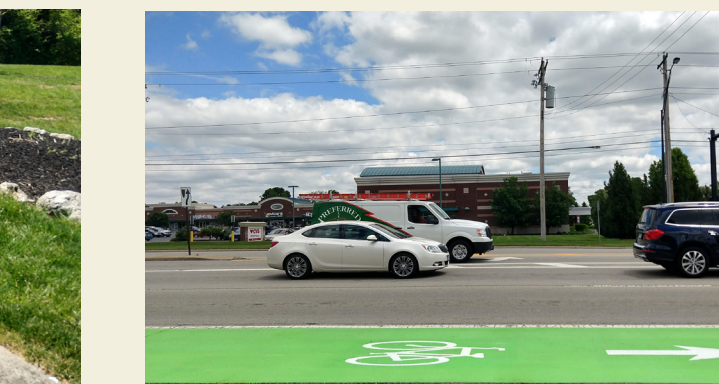
Continue Regional Trail Coordination
 Continue to work with adjacent communities to establish a 17 mile loop that incorporates the proposed Springboro Central Greenway, Clear Creek Trail, Great Miami River Trail, and the Great-Little Trail. Also continue to improve the existing bike routes to the Little Miami Scenic Trail.



Establish Permanent Bicycle and Pedestrian Counter Program
 As major facilities such as the greenway and separated bike lanes are implemented, place permanent counters at strategic locations. For greenways use counters that can distinguish between different types of users.



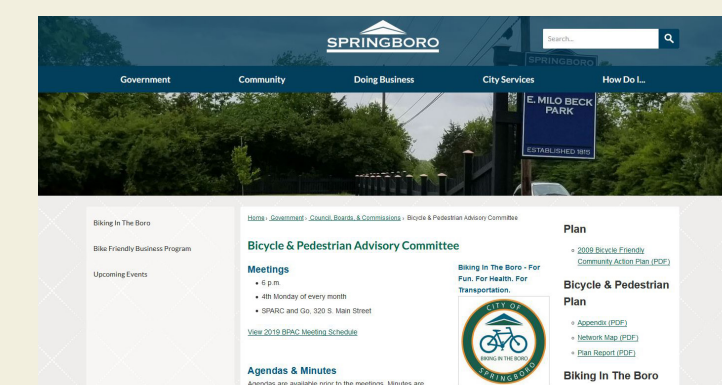
Expand Bike Parking Program
 Continue the existing bike rack program to make sure that convenient bike parking is available at existing all shopping, civic buildings, and public parks. Require bike parking that follows the Association of Pedestrian and Bicycle Professional Guidelines for all new developments.



Education Paired with Enforcement
 As new and unfamiliar facilities continue there will be confusion on issues such as who yields to whom. Initial action should be education based with no penalty that provides information on why they were stopped. After an introductory period, focused enforcement should be employed as needed.



Expand and Maintain the Bicycle Route Wayfinding System
 Add wayfinding signs for new bike routes in Settler's Walk neighborhood. Establish maintenance program to replace damaged, missing, obsolete, and worn out signs.



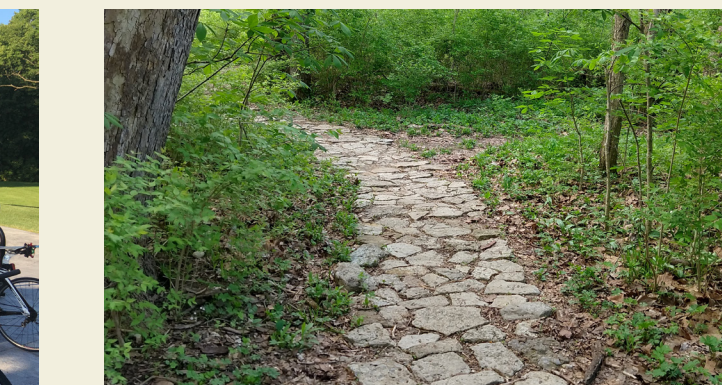
Expand Local Web Resources
 Work with regional partners such as Bike Miami Valley to create web resources that address pedestrian and bicycle issues and provides a dashboard that track progress on local and regional goals. The website should provide an interactive experience where users can explore existing and proposed facilities, comment on things they would like to see in future plans, and report maintenance issues.



Coordinate with Park Planning
 Recognizing the demand for recreation based pedestrian and bicycle facilities, work with City Staff and the Parks Board to integrate the recommendations included in the Bicycle and Pedestrian Plan into park planning. This would include bringing existing park pathways up to current design standards, expanded interpretive and wayfinding, and a strategic implementation plan coordinated with the City's Capital Improvement Plan.



Expand Organized Rides and Walks
 Expand the existing walk and ride program to incorporate family and kid oriented programs. Develop new educational bicycling and walking tours such as the successful Underground Railroad tour that explore the City's historic and natural places. Hire a summer intern to manage the expanded program and promote through the City's social media.



Establish Citizen Support Groups
 For natural area preservation efforts and construction and maintenance of specialized bicycle facilities in the parks, establish citizen committees and provide these groups with the tools and resources they need to help improve the parks. Promote these groups and recognize the volunteer efforts through official city communications.



Natural Area Preservation
 Work with the City's Parks Board and Tree Authority to develop a program with professional support to identify, restore, and preserve natural areas in the City. This would include reduction in invasive species, waterway erosion issues, and water quality enhancement programs. The program would engage citizen support groups for major work efforts.



New Facility Education and Outreach
 Use the completion of a new project as an opportunity to introduce the public to the new facilities in a controlled environment of a special event and raise awareness on how to safely use something that they may not be familiar with. Also use temporary banners to help people understand how to interact with new on-street bicycle facilities.