

# Proposed Network & Plan



## SPRINGBORO 2020 BICYCLE + PEDESTRIAN PLAN

**Legend**

**Bikeways**  
 Existing: Solid line  
 Planned: Dashed line  
 Bike Lanes: Red line  
 Paved Shoulder: Orange line  
 Shared Lane Marking: Yellow line  
 Signed Bike Route: Purple line

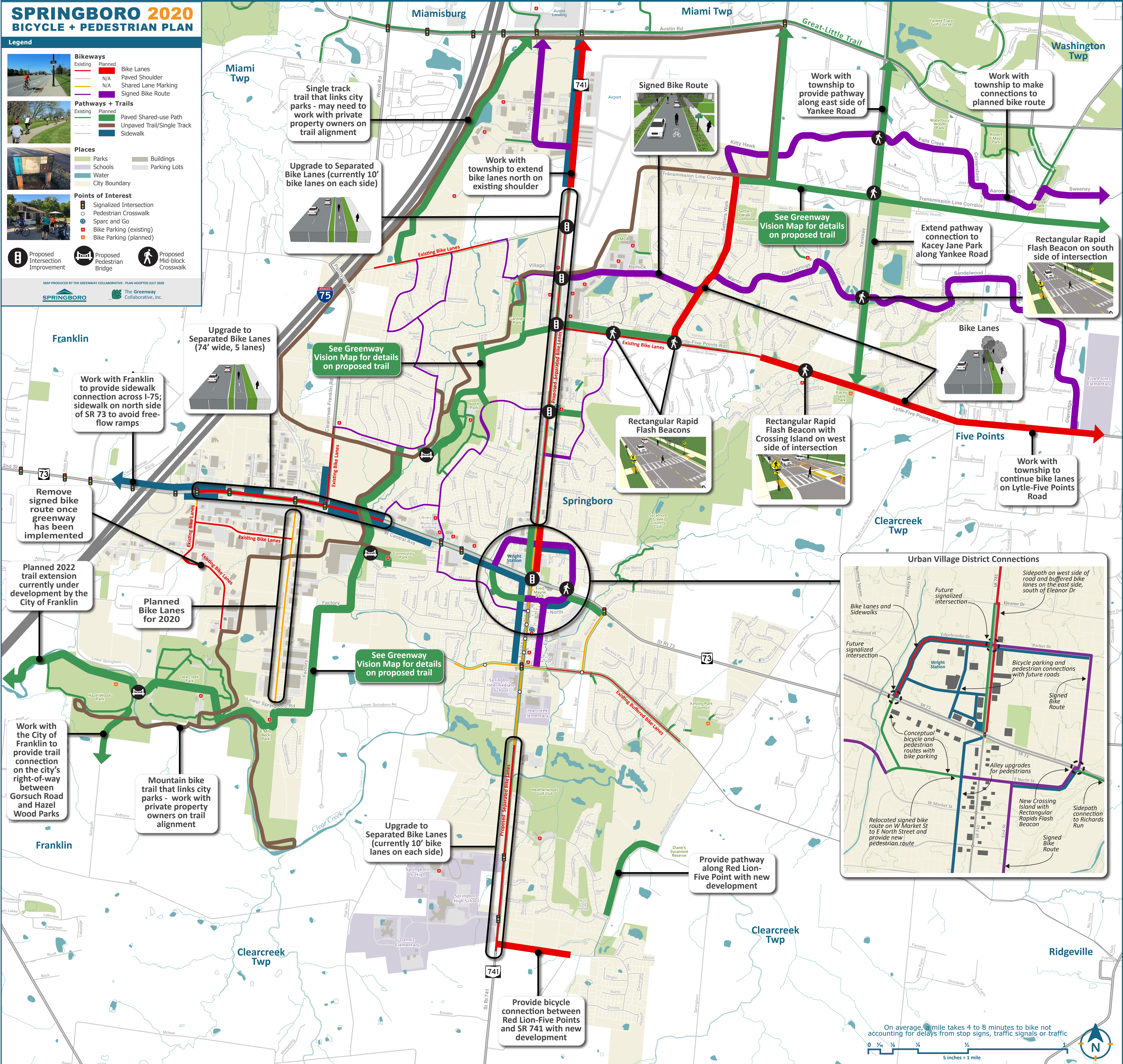
**Pathways + Trails**  
 Existing: Solid line  
 Planned: Dashed line  
 Paved Shared-use Path: Green line  
 Unpaved Trail/Single Track: Blue line  
 Sidewalk: Grey line

**Places**  
 Parks: Green area  
 Schools: Yellow area  
 Water: Blue area  
 City Boundary: Dotted line

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

**Proposed Improvements**  
 Proposed Intersection Improvement: Circle with 'I'  
 Proposed Pedestrian Bridge: Circle with 'P'  
 Proposed Mid-block Crosswalk: Circle with 'C'

MAP PRODUCED BY THE GREENWAY COLLABORATIVE - PLAN ADOPTED JULY 2020  
 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. Additionally, update 2001 thoroughfare Plan to incorporate bikes.



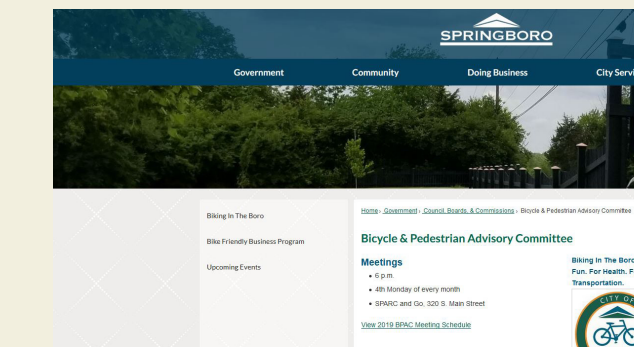
**Coordinate with Park Planning**  
 Recognizing the demand for recreation based pedestrian and bicycle facilities, work with City Staff and the Parks Board to integrate the recommendations included in the Bicycle and Pedestrian Plan into park planning. This would include bringing existing park pathways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



**Manage Autonomous Vehicles & Micromobility Device Space & Use**  
 Develop policies and plans to 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.



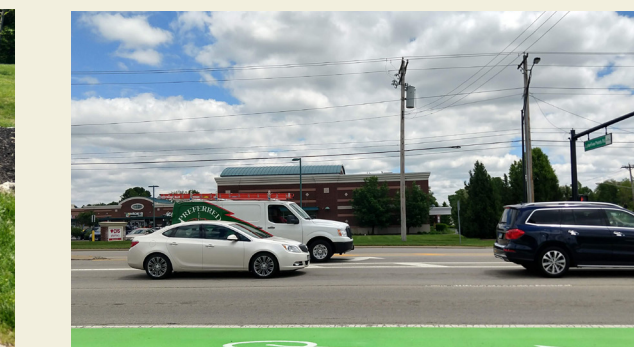
**Continue Regional Trail Coordination**  
 Continue to work with adjacent communities to establish a 17 mile loop that incorporates and guidelines for private commercial areas. Clear Creek Trail, Great Miami River Trail, and the Great-Little Trail. Also continue to improve the existing bike routes to the Little Miami Scenic Trail.



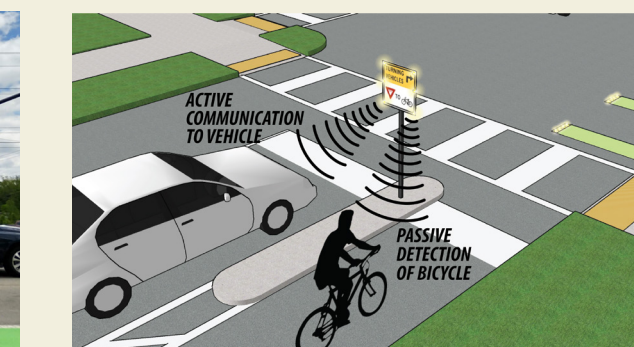
**Expand Local Web Resources**  
 Work with regional partners such as Bike Miami Valley to create web resources that address pedestrian and bicycle issues and provides a dashboard that track progress on local and regional goals. The website should provide an interactive experience where users can explore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



**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 come online 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.



**Vehicle-to-Infrastructure (V2I) Innovation**  
 V2I technology should be employed at conflict points between micromobility and motorized vehicles. V2I technology should be capable of passively detecting micromobility and pedestrians with the ability to transmit to smart vehicles and activate warning beacons as well as perform traffic counts. These devices should be integrated into the city's proposed high-speed fiber network and smart road plans.



**Expand & 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.



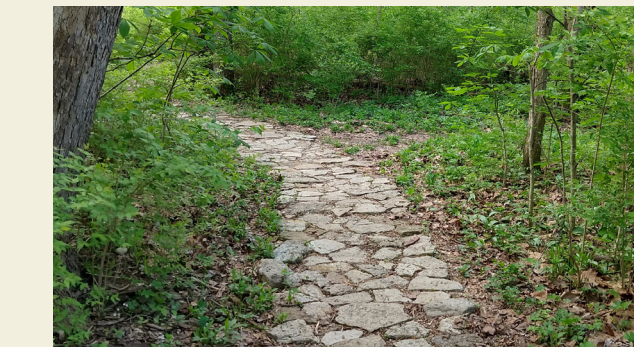
**Establish Permanent Bicycle and Pedestrian Counter Program**  
 As major facilities such as the greenway and separated bike lanes are implemented, place permanent counters at strategic locations. For greenways use counters that can distinguish between different types of users.



**Develop an Americans with Disability Act Transition Plan**  
 Assess the existing pedestrian network for ADA compliance. Develop a system to respond to complaints of inaccessible routes. Implement proactive measures to eliminate barriers to key public destinations within the city.



**Expand Organized Rides & 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 work, specialized bicycle facilities, and trails, establish citizen and corporate "adoption" and "friends of" programs to help improve and maintain the parks and facilities. The City should promote and recognize these groups and provide the volunteers and organizations with the tools and resources they require for their volunteer efforts.



**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 & 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.



**Bicycle Friendly Community Award**  
 Reapply for the Bicycle Friendly Community Award. The Bicycle Friendly Community program provides guidance on how to improve conditions for bicycling and make your community a better place for bicycling. The City of Springboro was presented with a Bronze Medal in 2016.