

City of Springboro Bicycle & Pedestrian Plan

Public Visioning Workshop –Documentation of Input

August 24, 2012

List of Figures

Public Input

A Public Visioning Workshop was held on August 7, 2012 from 6:00 PM to 8:00 PM for the City of Springboro Bicycle & Pedestrian Plan. Thirty-five people were counted in attendance and Thirty-one people signed in. During the public workshop, participants were given the opportunity to give input through a variety of individual and group exercises. The workshop began with an overview of best practices and web survey results and then a role playing exercise was conducted to get people to look at non-motorized transportation from the perspective of someone else. Following the role playing exercise there were a number of different exercises that focused on project goals and objectives, corridor improvements, neighborhood connector routes and regional trail connections.

The following pages document the input that was collected during the workshop.

1. Goals and Objectives Exercise
2. Priority Corridor Evaluation Exercise
3. Neighborhood Connector Routes and Pathways Exercise
4. Regional Trail Connections Exercise
5. Comment Cards



Goals and Objectives Exercise

Each participant was given a Draft Goals and Objectives Input worksheet and was asked review and note if they agreed, agreed but with modifications or disagreed with the goals and objectives. Participants were also encouraged to include any additions, modification or strong objections they had regarding any of the draft goals and objective. Documented below is a list of all of the responses.

Purpose of the Plan and Community Vision:			
<i>The purpose of the plan is to establish a family friendly bicycle and pedestrian community that provides safe, convenient and comfortable access to parks, schools and business areas around town as well as connections to regional trails.</i>			
Strongly Agree	Agree, with Modifications	Disagree	
23 (92%)	2 (8%)	0 (0%)	
Comments:			
<i>Using the word FAMILY may lose support of people without children and possibly run into the same support problems that our schools are experiencing</i>			
<i>Differentiating Springboro from surrounding areas is both infrastructure and culture</i>			
<i>Due to school locations and age level for particular schools it is doubtful access to schools is possible in short term</i>			
<i>What areas may not be included in the stated areas above? Could "all destinations" be substituted?</i>			

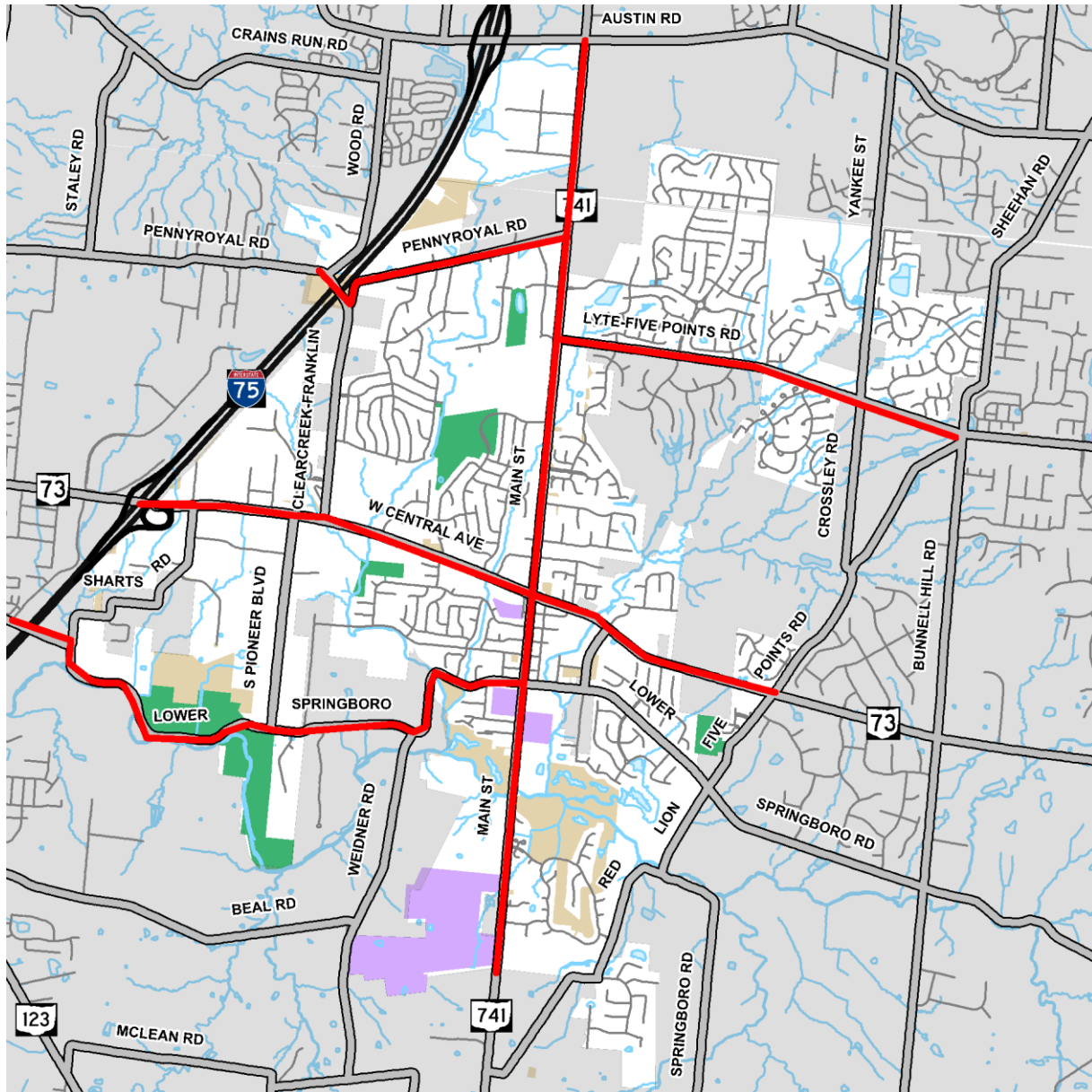
Goal #1:			
<i>Establish a multi-faceted bicycle and pedestrian infrastructure to serve the needs of a variety of bicyclists and pedestrians.</i>			
Strongly Agree	Agree, with Modifications	Disagree	
25 (100%)	0 (0%)	0 (0%)	
<i>Goal: Connections to Warren Transit? Senior Transit Issues?</i>			
Objectives:			
<i>1. Ability to walk to all destinations through the city on a complete network of sidewalks</i>			
Strongly Agree	Agree, with Modifications	Disagree	
18 (70%)	8 (30%)	0 (0%)	
<i>Objective 1: Ability to walk to (change all to MOST) destinations through the city on a complete network of sidewalks</i>			
<i>Objective 1: Different word than "Ability" - maybe "Ability of Infrastructure, or something else, ability is what the person would have</i>			
<i>Objective 1: Ability to walk to (change all to MOST) destinations through the city on a complete network of sidewalks</i>			
<i>Objective 1: Ability to walk to destinations through the city on a complete network of sidewalks, THROUGHOUT ALL SPRINGBORO NEIGHBORHOODS</i>			
<i>Objective 1: May not be all destination to walk but certainly local or area attractions like parks</i>			
<i>2. A network of bike trails separate from roadways</i>			
Strongly Agree	Agree, with Modifications	Disagree	
12 (46%)	13 (50%)	1 (4%)	
<i>Objective 2: A network of bike trails separate from roadways WHERE APPLICABLE</i>			
<i>Objective 2 and 3 should be a lower priority than 1. Objective 4 is a must with objective 1.</i>			
<i>Objective 2: A network of bike trails separate from roadways , WITH NEIGHBORHOOD CONNECTIONS THAT MAY INCLUDE ON-STREET/SHARED STREET</i>			
<i>Objective 2: A network of bike trails separate from roadways , COMBINE WITH OR USING NEIGHBORHOOD TRAILS</i>			
<i>Objective 2: Trails and paths need not be separate (exclusive)</i>			
<i>Objective 2: Road infrastructure is already in place, if I want to be separate from roadways , I would go to a recreational trail, however there may be corridors that would benefit from bike trails separate from roadways</i>			
<i>Objective 2: A network of bike trails separate from roadways PREFERABLY FOR THE SEGMENTS WHERE BIKING IS CHALLENGING DUE TO ROAD CONDITIONS (IE. CAR TRAFFIC, HIGH SPEED LIMIT)</i>			
<i>Objective 2: A network of bike trails separate FROM OR SAFELY INTERLAYING EXISTING ROADWAYS</i>			
<i>3. Safe and Comfortable connections to surrounding communities and regional trails</i>			
Strongly Agree	Agree, with Modifications	Disagree	
23 (96%)	1 (4%)	0 (0%)	
<i>Objective 3: Safe, comfortable, and CONVENIENT connections to surrounding communities and regional trails</i>			
<i>4. A system of bike lanes and road crossing improvements on the major roadways</i>			
Strongly Agree	Agree, with Modifications	Disagree	
21 (88%)	3 (12%)	0 (0%)	
Other Comments:			
<i>It seems Greenleaf Village was ignored in all planning including safe crossings for pedestrians and cyclists</i>			

Goal #2:			
<i>Inspire residents of Springboro and surrounding areas to walk and bicycle more for both recreation and transportation</i>			
Strongly Agree	Agree, with Modifications	Disagree	
23 (92%)	2 (8%)	0 (0%)	
<i>Goal: Inspire AND RELEASE residents of Springboro and surrounding areas to walk and bicycle more for both recreation and transportation</i>			
<i>Goal: inspire residents of Springboro and surrounding areas to walk and bicycle more for both recreation, transportation AND EXERCISE</i>			
Objectives:			
1. Increase in the number of children walking and bicycling to school			
Strongly Agree	Agree, with Modifications	Disagree	
16 (70%)	7 (30%)	0 (0%)	
<i>Objective 1: Increase in number of children walking and bicycling to school IN SAFETY</i>			
<i>Objective 1: I believe in this being alternative transportation</i>			
2. Improve the safety for those who choose to bike or walk through the number of users and education			
Strongly Agree	Agree, with Modifications	Disagree	
24 (92%)	2 (8%)	0 (0%)	
<i>Objective 2: Improve the safety for those who choose to bike or walk through the number of users, education AND SIGNAGE</i>			
3. A marked improvement in community health achieved through increased physical activity			
Strongly Agree	Agree, with Modifications	Disagree	
21 (81%)	3 (12%)	2 (7%)	
<i>Objective 3: How could this be measures?</i>			
<i>Objective 3: In order to see a "marked" improvement, money would need to be spent to measure this now and later. I really don't think that money would be well spent. Visual evidence of increased bike riding and walking will be sufficient</i>			
4. Encourage increased walking through well maintained facilities and community outreach			
Strongly Agree	Agree, with Modifications	Disagree	
19 (73%)	7 (27%)	0 (0%)	
<i>Objective 4: Encourage increased walking AND BIKING through well maintained facilities and community outreach</i>			
Other Comments:			
<i>Change objective 2 to objective 1</i>			
<i>Promotion of the above needed to generate interest in the fun and benefits</i>			
<i>Need more facilities to encourage</i>			
<i>Liberate impaired users to move around the community as they have wanted too but were prevented from doing by lack of facilities</i>			








Goal #3:			
<i>Institute a culture that embraces all modes of transportation and promotes understanding between individuals regardless of their means of transportation or abilities</i>			
Strongly Agree	Agree, with Modifications	Disagree	
22 (81%)	3 (11%)	2 (8%)	
<i>Goal: too broad of a goal, someone might wish to includes horses, ect.</i>			
<i>Goal: not that important</i>			
<i>Goal: Not sure there's a lack of this in our community- does it need to be a goal?</i>			
Objectives:			
<i>1. Ability of persons with physical or cognitive impairments to travel throughout the community independently and with dignity</i>			
Strongly Agree	Agree, with Modifications	Disagree	
20 (83%)	4 (17%)	0 (0%)	
<i>Objective 1: Without endangering potential tiering of practical methods</i>			
<i>Objective 1: Institute?</i>			
<i>2. Improved understanding of the key safety issues between the different modes</i>			
Strongly Agree	Agree, with Modifications	Disagree	
21 (91%)	2 (9%)	0 (0%)	
<i>Objective 2: Not sure exactly what this means</i>			
<i>3. Reduction in the number of harassment and verbal altercation between different modes</i>			
Strongly Agree	Agree, with Modifications	Disagree	
19 (82%)	4 (18%)	0 (0%)	
<i>Objective 3: How could this be measured?</i>			
<i>Objective 3: Do we have any harassment and verbal altercations?</i>			
<i>Objective 3: This is very important</i>			
<i>Objective 3: This will come with awareness and education</i>			
Other Comments:			
<i>Might want to "license" bikes to insure standardize education is the riding protocol</i>			

Priority Corridor's Evaluation Exercise

Based on feedback from the web survey priority corridors were identified. Those corridors and are shown on the map below.



As a group, participants were asked to discuss the potential improvements for each of the corridors and then individually select the improvements that they would like to see along each corridor. The following matrix documents the number of votes for the desired facility improvement in each corridor.

	SIDEWALKS	BIKE LANES	CYCLE TRACK	PARALLEL NEIGHBORHOOD CONNECTOR ROUTE	MID-BLOCK CROSSING IMPROVEMENTS	LEAVE AS IS	REMOVE BIKE LANE
							
S.R. 741/ N.Main Street (North of SR 73)	18	17	4	3	18	3	
S.R. 741/ S.Main Street (Old Historic Downtown Springboro)	Existing	Difficult to add due to Historic Streetscape	Difficult to add due to Historic Streetscape	15	10	2	
S.R. 741/ S.Main Street (South of Old Historic Downtown Springboro)	14	15	3	6	17	0	
S.R. 73/ W.Central Ave (West of S.R. 741)	21	13	4	7	12	0	
S.R. 73/ E.Central Ave (East of S.R. 741)	15	10	5	5	9	1	
Lytle-Five Points Road	21	10	6	9	11	1	
Lower Springboro Road/ W. Mill Street (West of S.R. 741)	Extremely Challenging	Difficult to add due to terrain and vegetation	Difficult to add due to terrain and vegetation	9	7	1	
Pennyroyal Road	21	12	4	6	7	1	

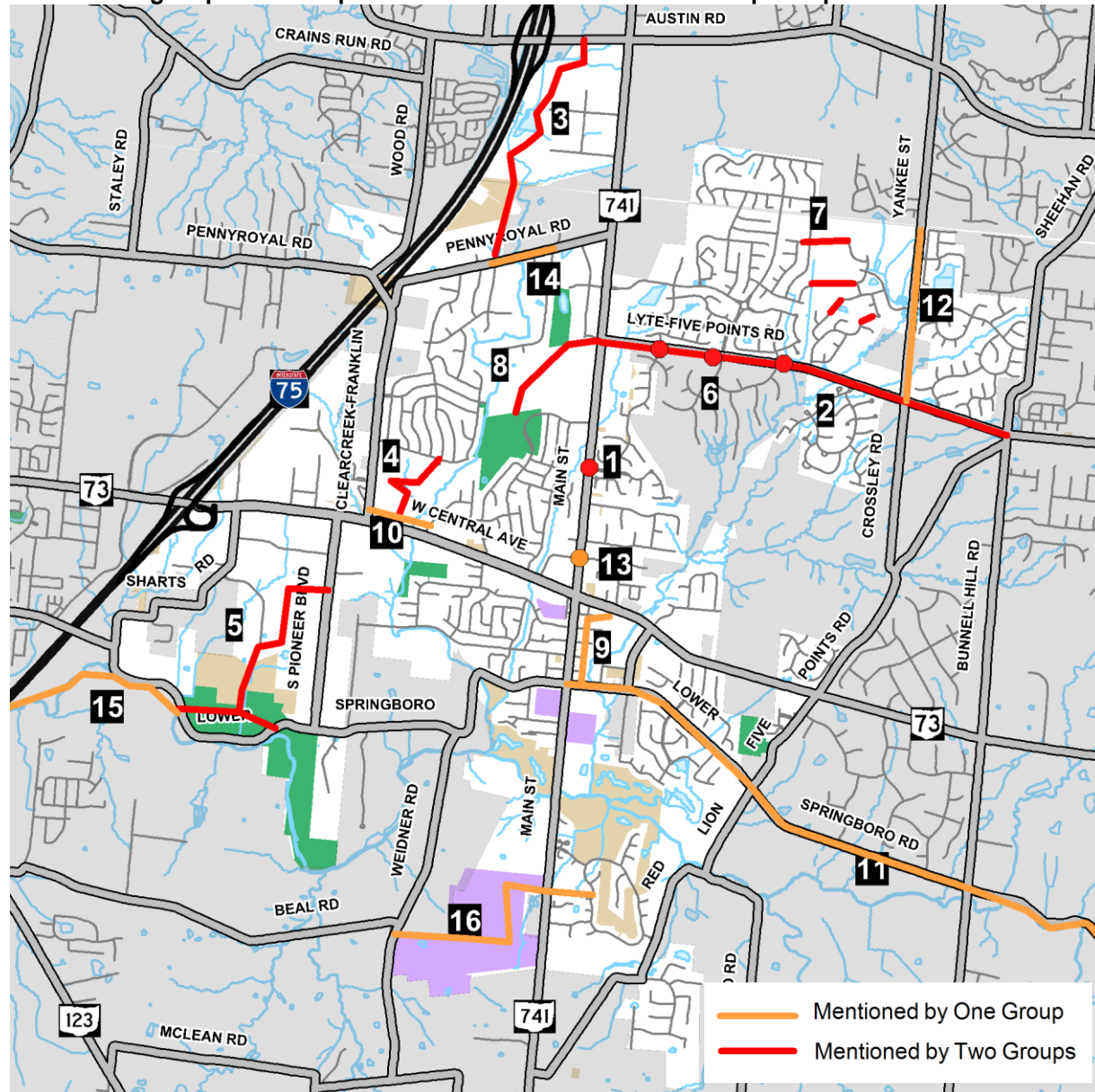
There was a comment to add a shared lane marking to SR 741/S. Main Street in the Historic District and to Lower Springboro Road and W Mill Street west of SR 741.

Overall, the majority of respondents would like to see sidewalks and bike lanes on many of these corridors with mid-block crossing improvements. A parallel neighborhood connector route was desired on SR 741 through downtown, Lytle-Five Points Road and W Mill St/Lower Springboro Road.

Nighborhood Connectors and Pathways Map Exercise

As a group, participants were asked to think about the neighborhood connector routes and pathways that they currently use or would like to use to get to destinations in Springboro. Participants were asked to evaluate the provided potential routes, pathways and road crossings and note directly on the large map any changes or concerns they had with the routes. The following maps document the input.

The following map identifies potential recommendations that the participants **AGREED** with.

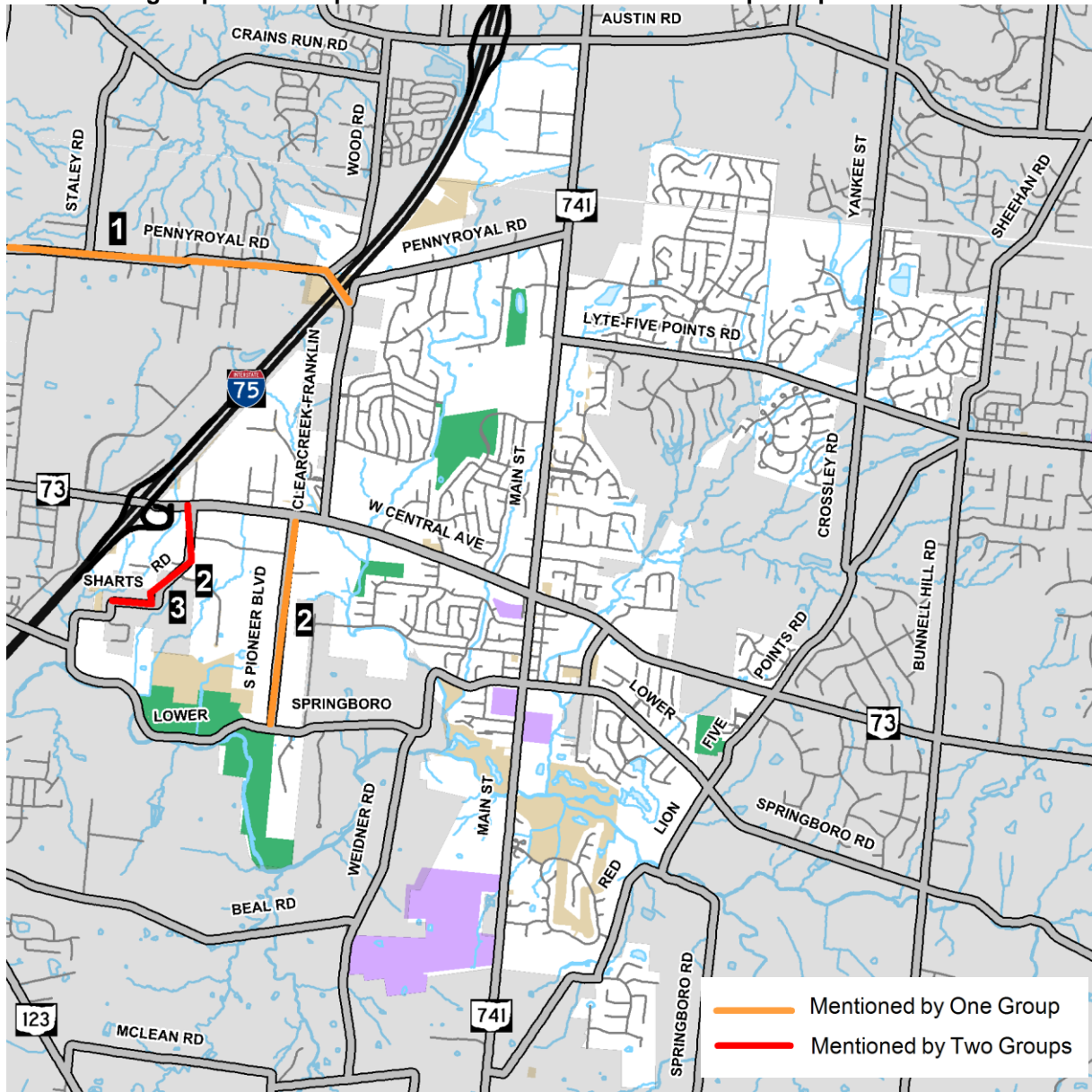


Agree With:

1. Like the proposed road crossing improvement at 741 and McCray needed (x 2)
2. Like the proposed sidewalks on Lytle-Five Points (x 2)

3. Like the potential pathway through the South Tech Business Park between Pennyroyal Road and Austin Road (x 2)
4. Like the proposed pathway at the northeast parcel of Clearcreek-Franklin Road at SR 73 (x 2)
5. Like to proposed path through Springboro Business Park connecting Clearcreek Park to Pioneer (x 2)
6. Like all the proposed road crossings on Lytle-Five Points (x 2)
7. Like the neighborhood connections on future roadways identified in Settlers Walk, maybe build temporary gravel paths here (x 2)
8. Like the conceptual pathway through Agricultural land south of Gardner Park (x 2)
9. Like the proposed bike route on East St in the Downtown
10. Like proposed sidewalk on north side of SR 73 between Clearcreek-Franklin Road and Springwood Dr
11. Like regional bike route on Lower Springboro Road to the East
12. The proposed bike lane on Yankee Rd would be helpful
13. Like the proposed road crossing improvement at 741 and Parker Drive
14. Like the proposed Bike Lane on Pennyroyal Road
15. Like the path along the Clear Creek under I-75 to the Great Miami River Trail
16. Like the potential pathway connection through the school campus connecting to the Heatherwoode Subdivision

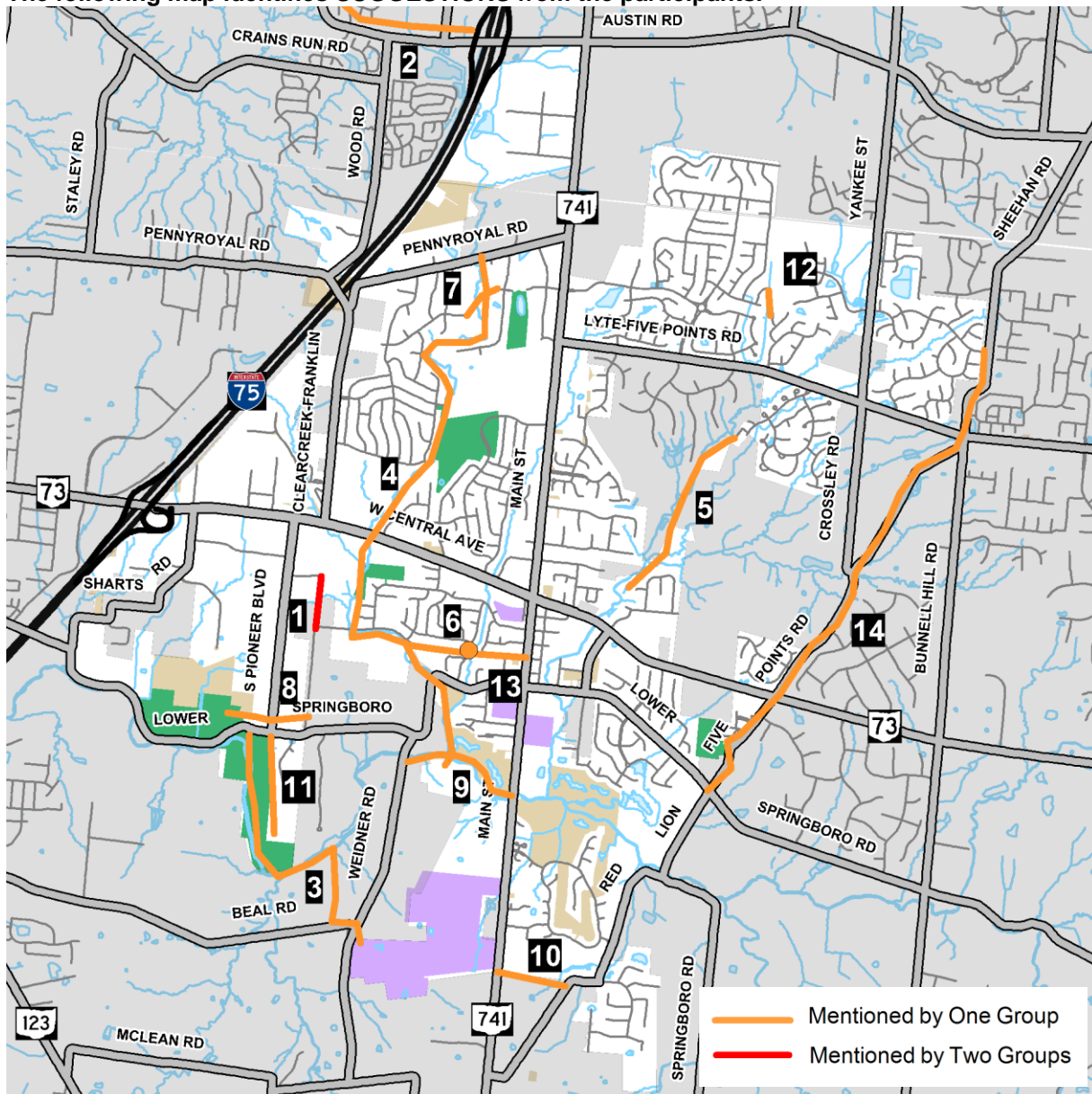
The following map identifies potential recommendations that the participants **DISAGREED** with.



Disagree With:

1. Do not like the regional bike route on Pennyroyal Road to the Great Miami River Trail, use Wood to Crain instead
2. Traffic does not warrant bike lane on Sharts Road or Pioneer Blvd
3. No not like the proposed bike lane and sidewalk on Shartz Rd

The following map identifies **SUGGESTIONS** from the participants.

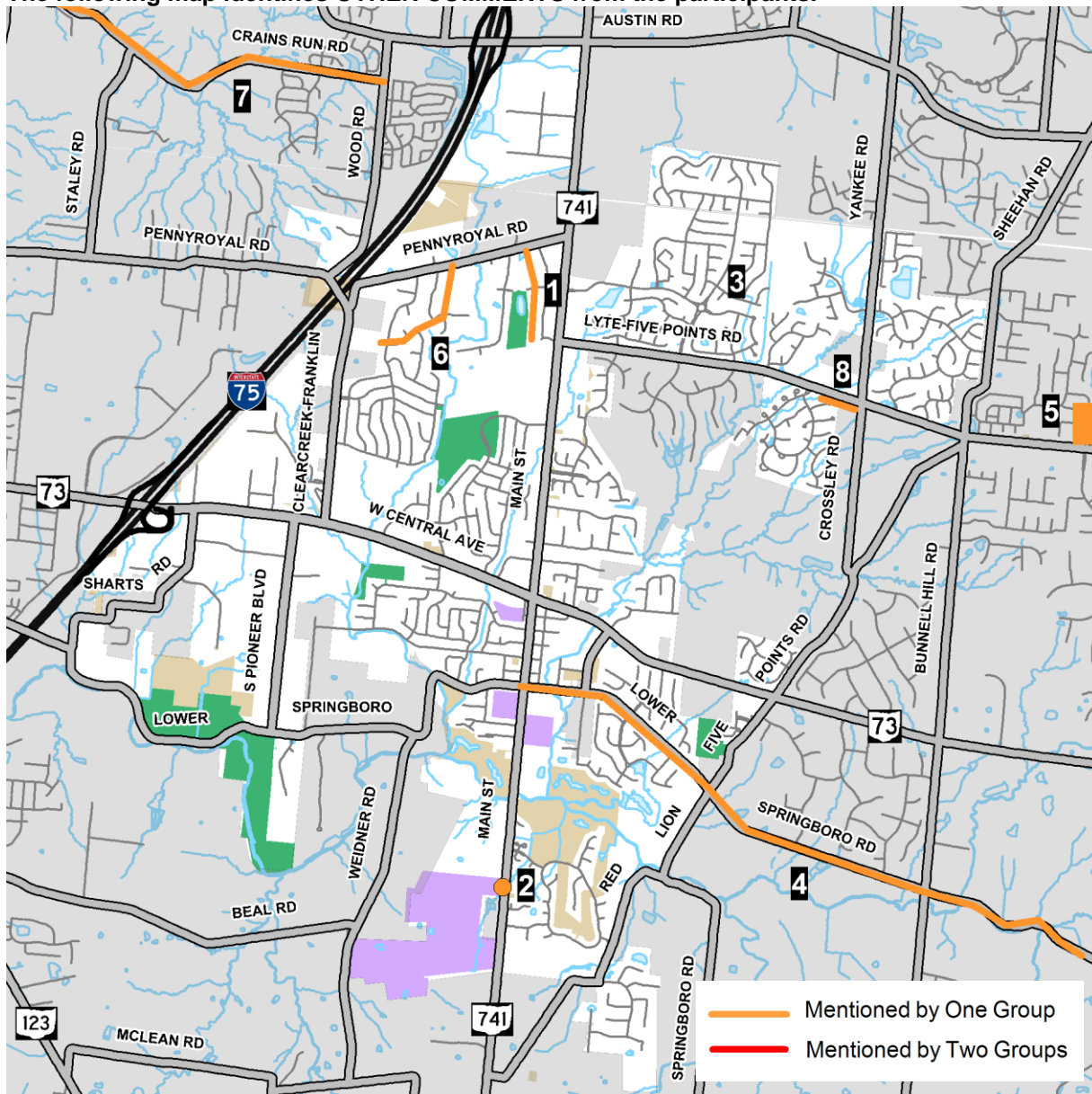


Suggestions:

1. Suggested connection trail connection between Victory Lane and W Factory (x 2)
2. Suggested pathway on Miamisburg Springboro Road to go all the way to Great Miami River Trail
3. Suggested trail along creek through E. Milo Beck Park connecting to the school campus
4. Suggested trail along the creek that runs north/south on the west side of 741
5. Suggested off road trail through Sycamore Hills Country Club
6. Suggested crossing improvement at Factory Road and Myers Creek Lane

7. Suggested pathway between Westminster Way and Village Park Blvd to avoid Pennyroyal Road and to get to the parks
8. Suggested separated path between Factory Road and Clearcreek Park along the north side of Lower Springboro Road
9. Suggested path along the creek through the Heatherwoode Golf Course
10. Suggested path along the south boundary of town connecting schools to Red Lion-Five Points Road
11. Suggested bike path into E Milo Beck Park
12. Suggested connection between Clearsprings Drive and Stone Brook Ct
13. Suggested bike route on W Factory Rd
14. Suggested Bike Lane on Red-Lion Point Road from Lower Springboro to Reed Rd

The following map identifies **OTHER COMMENTS** from the participants.



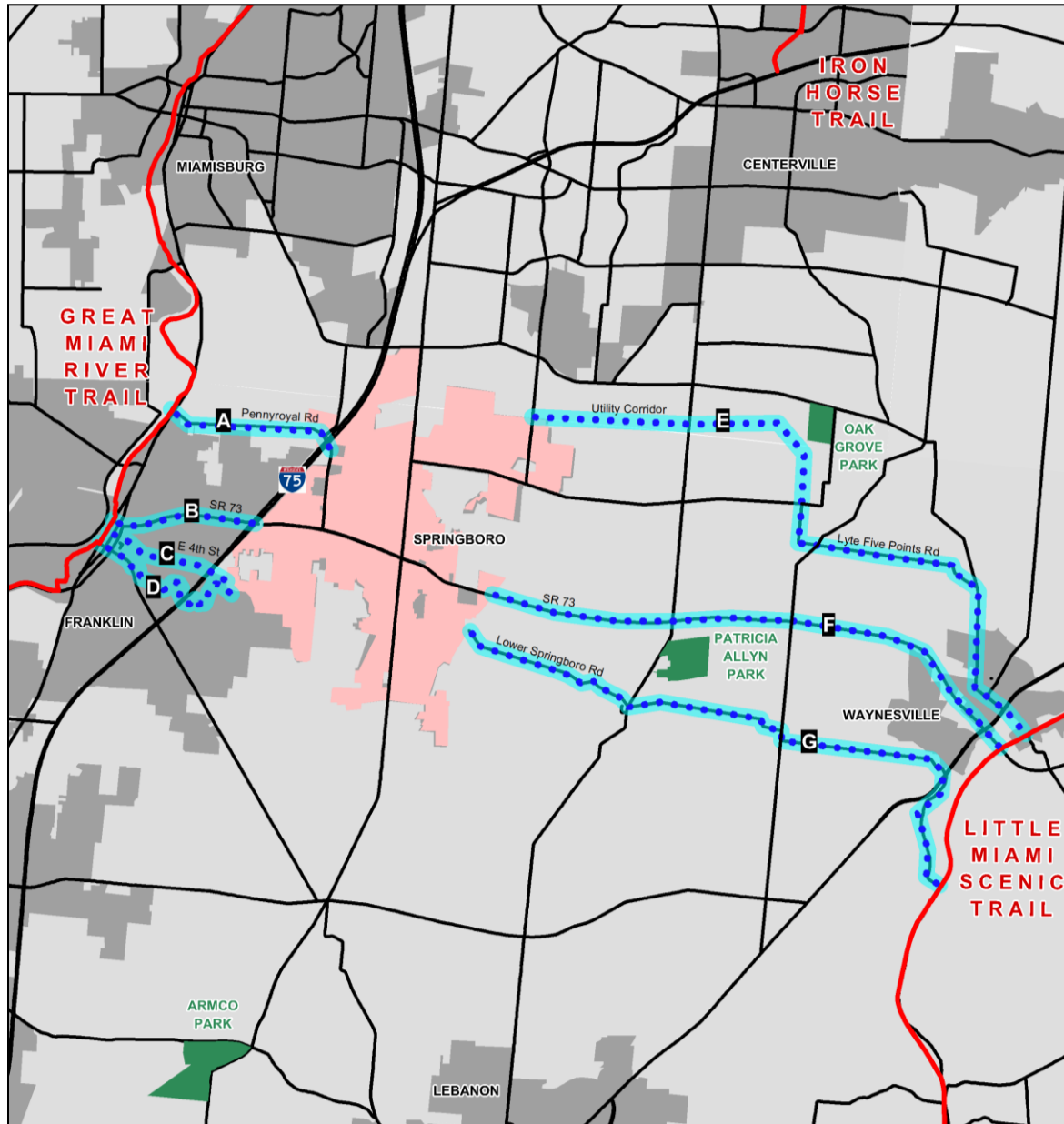
Other Comments:

1. At Village Park Shopping Center there is land for trails included in approved plat
2. There is a signal at northern entrance to the school campus
3. Need a way for neighborhoods on the Northeast side of town near Lytle-Five Points and Yankee Rd to get to the Marketplace and Downtown
4. Need signage along Lower Springboro Road to the East
5. Improve connections to Five Points Elementary
6. Prefer the neighborhood route on Westminister Way and Queensgate Road to Pennyroyal Road
7. Crains Run is not a bad road to ride on
8. Sidewalk does not exist on south side of Lytle-Five Points Road just to the west of Yankee Rd

Regional Trail Connections Exercise

The Regional Trail Connections Map displays some of the more obvious connection to the near-by regional trails. Participants were asked to determine which route they thought was the most appropriate way to get to the near-by regional trails and identify some of the current issues with those routes.

Regional Trail Connection Alternatives



The responses are documented below.

Greater Miami River Trail Preferred Route:				
<i>Choose the route you believe is the best way to the Greater Miami River Trail:</i>				
A	B	C	D	OTHER
5 (18%)	1 (4%)	8 (28%)	13 (46%)	1 (4%)
Comments:				
<i>A: I live near Lytle Five so the north route would be more convenient</i>				
<i>A: Less traffic, avoids 73</i>				
<i>A: Dangerous</i>				
<i>A: too tortuous, steep</i>				
<i>A: Gets to Great Miami River Trail</i>				
<i>A: Do not do A, alternative is Wood to Crain's Run</i>				
<i>A: Accessible to my house</i>				
<i>A: North most route, convenient to Dayton and southern cliental</i>				
<i>B: Traffic will be an issues, infrastructure/utility costs expensive</i>				
<i>B: Narrow, high speed traffic</i>				
<i>B: Dangerous</i>				
<i>C: I live off Lower Springboro</i>				
<i>D: I like D because it will be scenic and fairly level, and will appeal to people who are not on their way to the GMR Trail</i>				
<i>D: Signed Bike Route</i>				
<i>D: By the creek, less traffic and more scenic</i>				
<i>D: Dangerous Curves</i>				
<i>D: This may be the cheapest and most desirable route - It avoids major grade issues and avoids major up grades needed if route follows Lower Springboro Road</i>				
<i>D: It's not Pennyroyal!!</i>				
<i>D: Would love D but not sure it is worth cost</i>				
<i>D: Designated bike path, shorter than A or B (not sure if it's shorter than C)</i>				
<i>D: More expensive to cut a new trail where there's no road/trail at all, would need (be enhanced by) the conceptual pathway through the park to get from the city, which involves additional money</i>				
<i>D: Land is flood prone, easier (cheaper to acquire) but isn't near anything that is a destination other than the GM Trail</i>				
<i>Other: Austin Road to either Crain's Run Park or Rice Field with cooperation with surrounding cities</i>				
<i>Other: Austin Road to enter Crain's Run Park</i>				
<i>There needs to be a "safe" way - maybe the Lower Springboro is best</i>				

Little Miami Scenic Trail			
Choose the route you believe is the best way to the Little Miami Scenic Trail:			
E	F	G	OTHER
11 (44%)	1 (4%)	13 (52%)	0 (0%)
Comments:			
E: Lower Springboro Road is too narrow in sections and curvy in spots, I believe there is not cross road at 42 to bike path			
E: Closest to highest concentration, easily accessible by all communities, existing grading easy, minimized excavation, and connection to other non-Springboro communities			
E: Follows utility line			
E: Avoids high speed corridor of SR 73 and twists and turns and grade changes found on Lower Springboro Road			
E: Avoids 73 at all costs, too much truck traffic, was also considered by state for widening as an east/west connector between 71 & 75			
E: Convenient to populated areas			
E & G: Choice depends on cost and which path would be most direct for most people			
G: More scenic			
G: More rural, less traffic than 73			
G: I am familiar and comfortable with this route			
G: Being selfish - it's closer to my house in SE corner probably less car travel			
G: Don't know distance, but they all look long would prefer to connect a little further north on LMRT			
G: Further to go but a better trail destination (LM Trail), unfortunately it involves a uphill climb			
G: Lower Springboro Road to Patricia Allyn Park			
G: Lower Springboro Road already a designated Route			
G: Dangerous			
F: Dangerous			
F: High speed, nasty unless off-road trail			
F: Not safe			
There is no safe way to the Little Miami Scenic Trail			
Use the River as the best safe way			

Other Routes to Regional Destinations
<i>Are there are any other regional routes that you would like to share with the design team please describe them below.</i>
Comments:
<i>To Lebanon to connect with their route</i>
<i>Bike path along Bunnell Hill north to Centerville Kroger's and Library</i>
<i>Off Road trail from North Park and Village Park area north to Austin Landing is low hanging fruit. Building this connection would influence/encourage large numbers of adults to commute to work.</i>
<i>741 south at 73 to schools</i>

Comment Cards

Participants were given the opportunity to share any additional information regarding the project on comment cards. The comments are posted below.

Comment Card
<i>If you have something that you would like to share with the design team beyond the standard sheets please take a moment and fill in this sheet.</i>
Comments:
<i>I would like to see a temporary fix to connect Sycamore Springs, Brookside and Points east to Marketplace & Downtown</i>
<i>Need for bike racks/places to secure bikes a various destinations</i>
<i>Finish sidewalk between Sycamore Drive & Hickory Hills</i>
<i>Finish sidewalk between Yankee & Sycamore Drive</i>
<i>Finish sidewalk between Springwood & Clearcreek Franklin</i>
<i>Crosswalk for Greenleaf Village on Lytle</i>
<i>Sidewalk or Bike trail from W. Factory Road to Clearcreek Road</i>
<i>Thanks, interesting , like the maps</i>
<i>City has permitted too much segmentation of sidewalks and curbs, provide property will always trump community in Springboro</i>
<i>Communities on the northeast side of town can not safely get downtown to use the nice bike paths and sidewalks</i>
<i>Thanks!</i>
<i>I strongly prefer raised intersections for traffic calming. I believe it is the most effective way to communicate to drivers that they do not have total carte blanche</i>