

PROPOSED NON-MOTORIZED NETWORK



SIDEWALKS

- Existing
- Proposed



BIKE LANES

- Proposed within existing roadway
- Proposed when road reconstructed

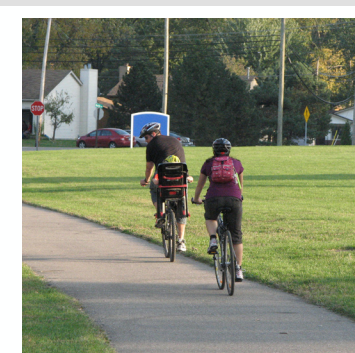
*Proposed bike lanes within the existing roadway include the existing bike lanes on SR 741



SHARED LANE MARKINGS

- Proposed

*Includes existing shared lane markings on SR 741



OFF-ROAD TRAILS

- Existing Paved
- Existing Un-Paved
- Conceptual Trail Alignment
- Conceptual Trail Alignment (by others)

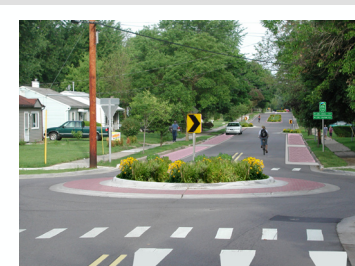
*Proposed conceptual trail alignments may include sidewalks, bike lanes or neighborhood connectors depending on how a site is redeveloped



NEIGHBORHOOD CONNECTOR ROUTES

- Proposed Signed Bike Route on Local Roadways
- Proposed Signed Bike Route with Bike Lane

*Provides signage to key destinations and often incorporate off-road trail segments as well



NEIGHBORHOOD GREENWAY

- Proposed

*The organizing framework of a non-motorized system that incorporates neighborhood connector routes and off-road trail segments and provides connections to key destinations throughout the city



ACTIVE TRANSPORTATION HUB

- Proposed

*They serve as orientation and resource centers for non-motorized trips and help introduce people to new walking and bicycling opportunities



ROAD CROSSING IMPROVEMENTS

- Proposed

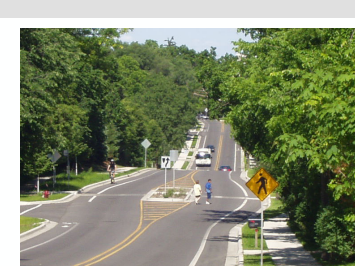
*Examples include: raised crosswalks, crossing islands, rectangular rapid flash beacons and pedestrian hybrid beacons



INTERSECTION IMPROVEMENTS

- Proposed

*Examples include: ramps, curb extensions, detectable warnings, pedestrian signals, push buttons, high visibility crosswalks markings and other ADA accessibility considerations



EXISTING ROAD NETWORK

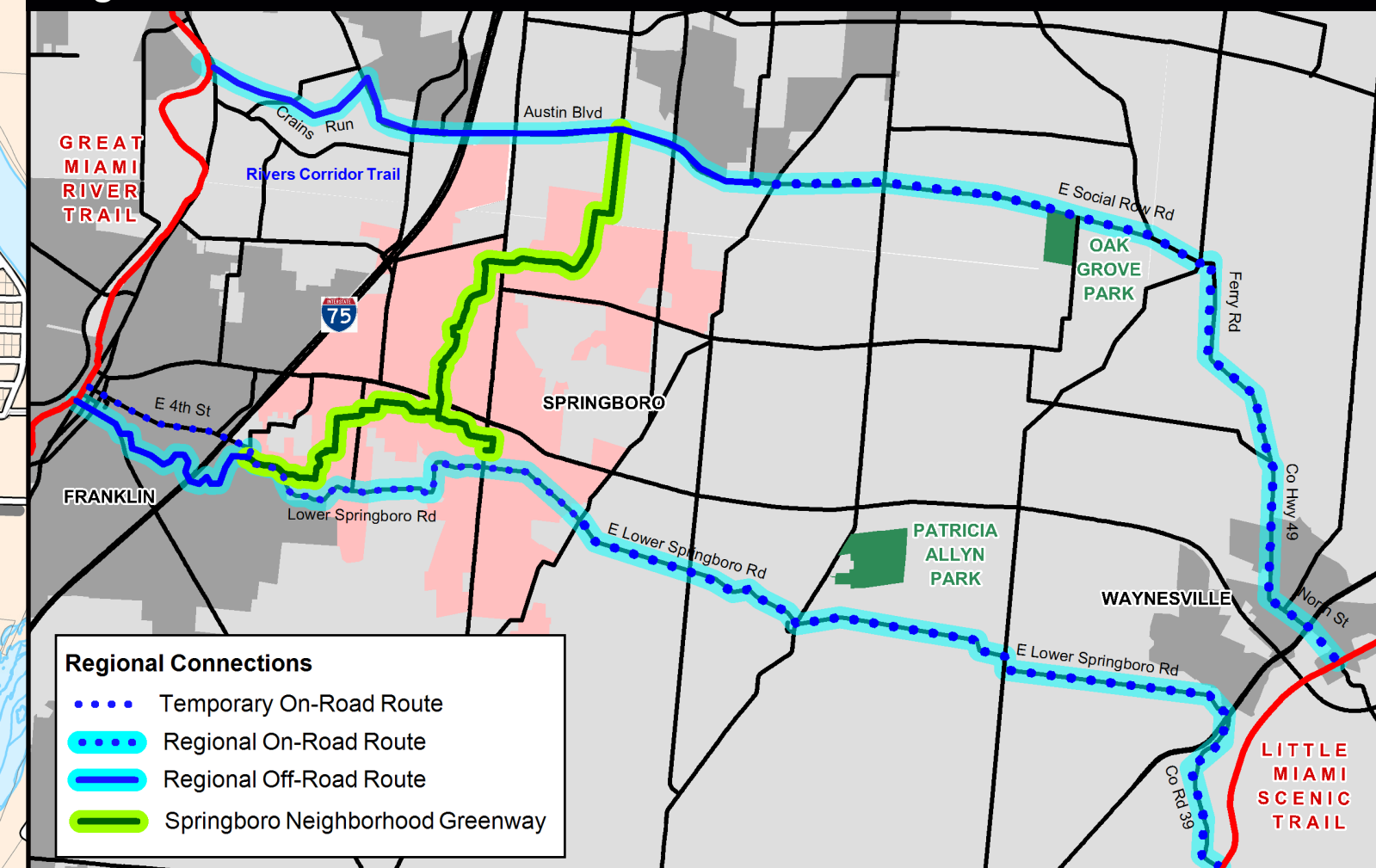
- Signalized Intersections
- Unsignalized Pedestrian Crossings
- Primary Roads
- Local Roads
- Limited Access Freeway



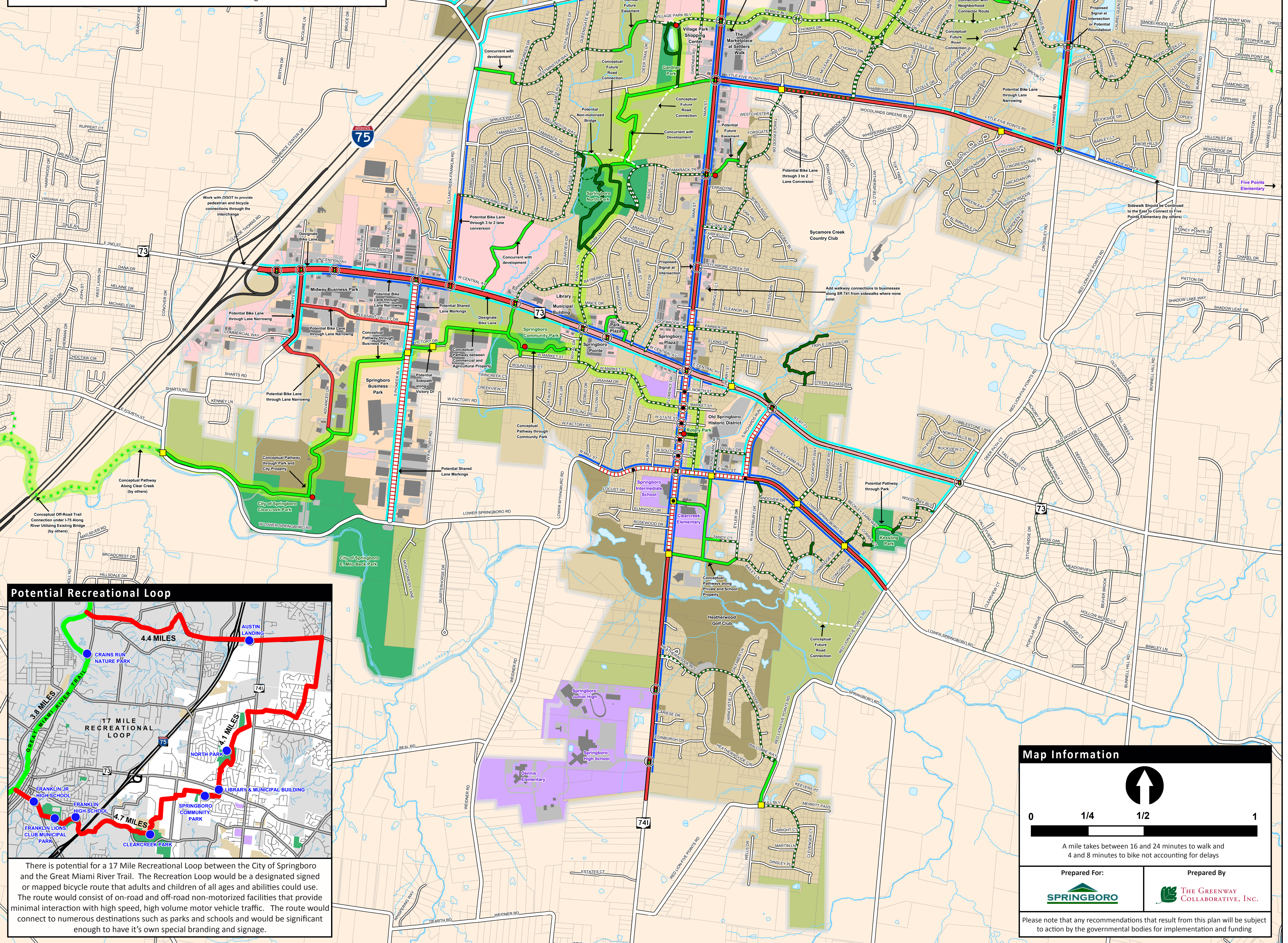
EXISTING LAND COVER

- Lakes, Ponds, Rivers, & Streams
- Agricultural
- Commercial
- Industrial
- Parks
- School Property
- City Property
- Buildings
- Parking Lots
- Parcel
- City Boundary

Regional Trail Connections



Based on the MVRPC 2008 Miami Valley Comprehensive Local-Regional Bikeway Plan, four potential regional trail connections have been identified between the City of Springboro and the nearby regional trails. It is important to note that many of these connections are located outside the city jurisdiction and the success of these corridors depends on partnerships with neighboring communities, acquisition of easements and available funding.



Potential Recreational Loop

