

# City of Springboro, Ohio Bicycle and Pedestrian Plan Preliminary Plan Open House



Tuesday September 18, 2012  
3:00 to 5:00 PM  
and  
6:00 to 8:00 PM  
City Hall

Norman Cox, LLA, ASLA  
Carolyn Prudhomme, BLA

The Greenway Collaborative, Inc.  
Ann Arbor, Michigan



THE GREENWAY  
COLLABORATIVE, INC.



# Tonight's Agenda

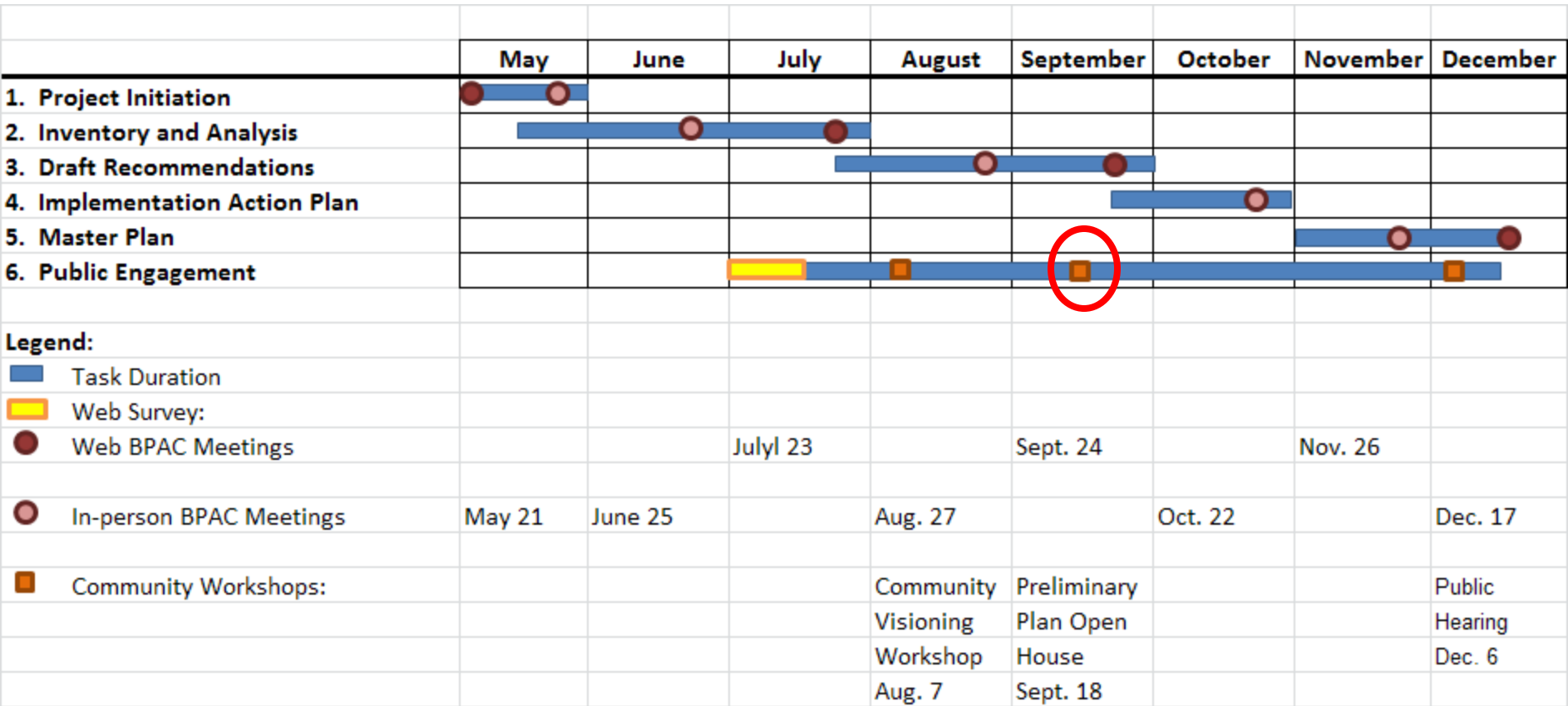
- Overview of key elements in Preliminary Plan
- Review of plan elements at stations on your own time
  - Provide comments
  - Prioritize improvements



The purpose of today's meetings is to review the course for the preliminary plan



# Project Schedule







# Bike Lanes

- Designated travel lane for bicyclists
- Delineated by solid white stripe, bike icon pavement markings and signs
- Bicyclists travel the same direction as motorized vehicles
- 5' minimum width, increase width as speeds and traffic volumes increase

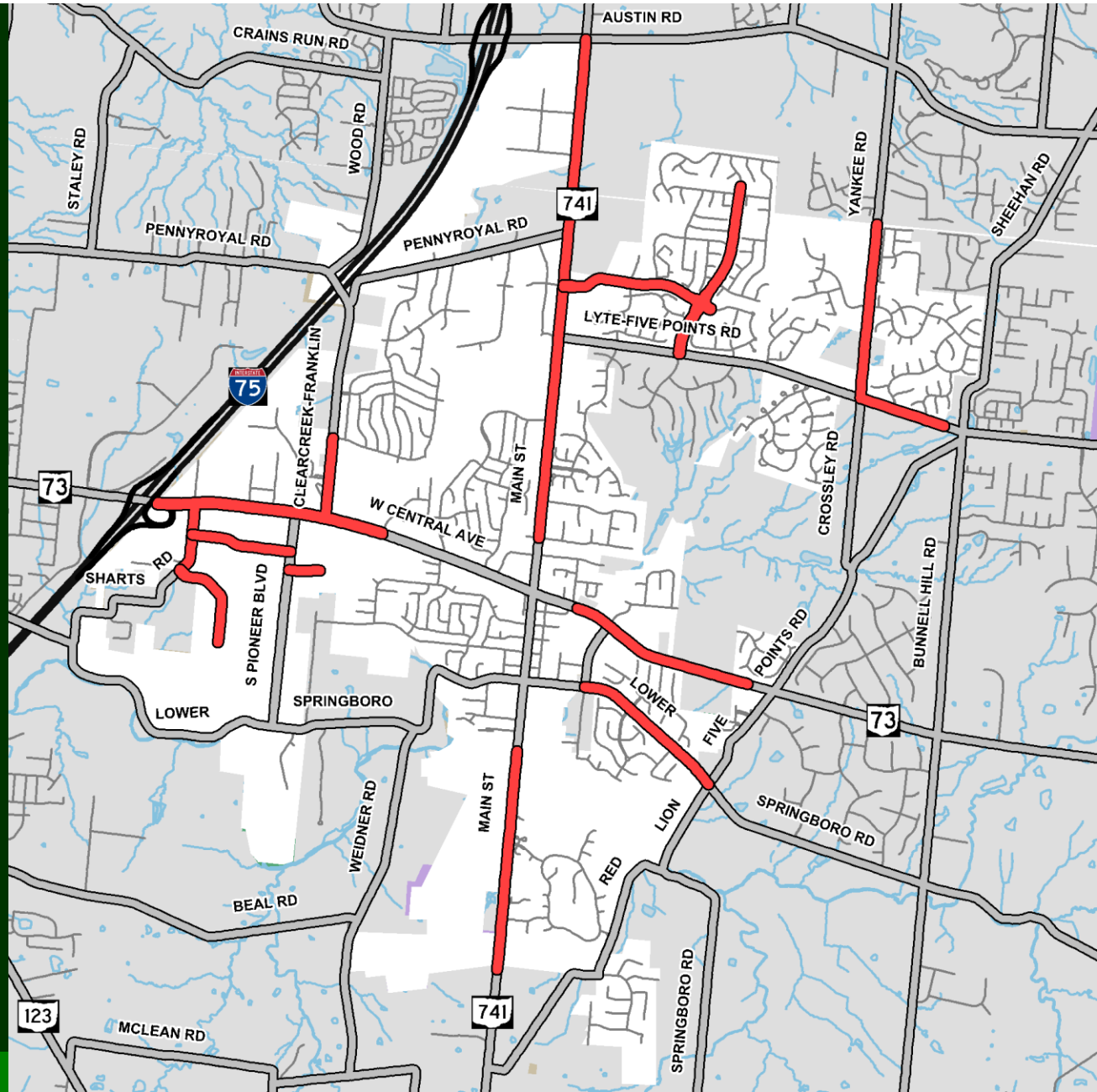






# Near-term Bike Lanes

- Existing Bike Lane
  - 741 (ends at county line)
- New Bike Lanes
  - Lane narrowing
  - Marking paved shoulders
  - 3 to 2 lane conversion on Clearcreek – Franklin
- Not a complete system
- Add bike lanes when roads rebuilt





# Shared Lane Marking

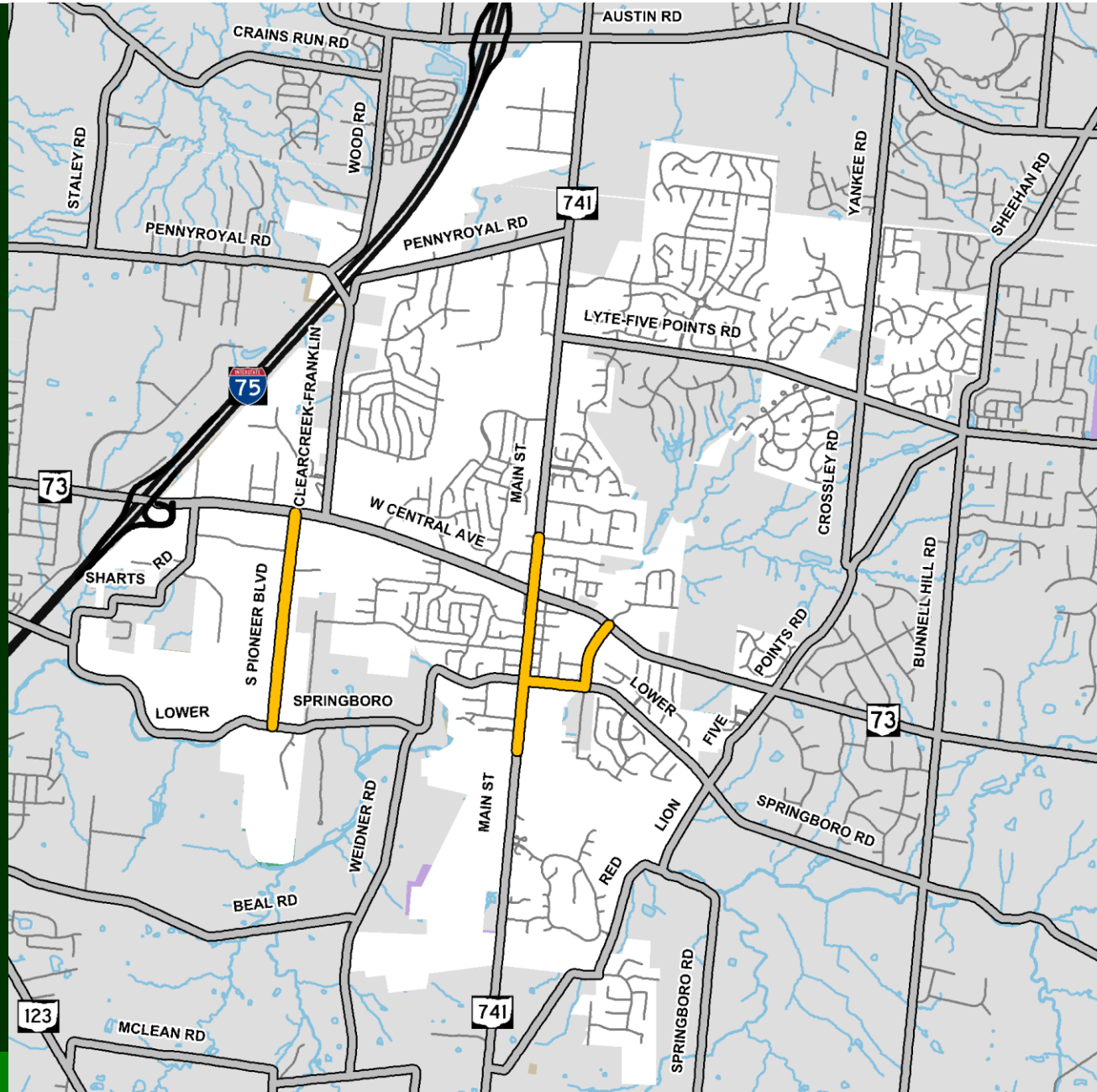
- Used where a bike lane is not feasible and / or desirable
- Indicated to motorists to expect bicycles
- Indicates to bicyclists to:
  - Ride with traffic
  - Ride a safe distance away from car doors





# Shared Lane Markings

- Existing Shared Lane Marking on 741 just north of Downtown
- Proposed Shared Lane Markings:
  - Downtown on Main Street
  - Short segment of Lower Springboro just east of downtown
  - Pioneer Blvd
  - Richards Run

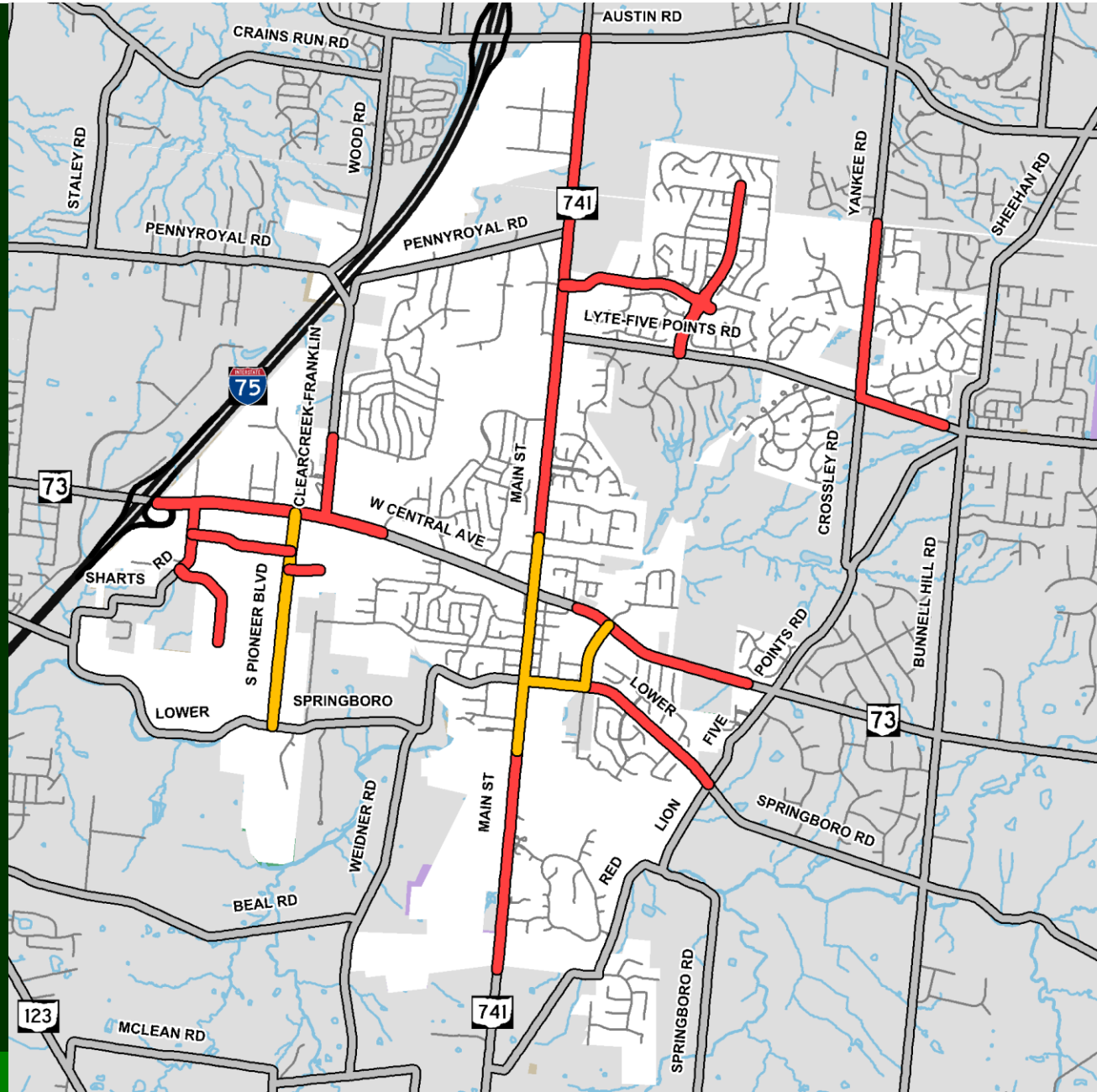






# Bike Lanes and Share Lane Markings

- Reasonable Near-term network
- Gaps
  - Central Ave
  - Lytle-Five Points Road
  - Pennyroyal
  - North part of Clearcreek-Franklin
  - Lower Springboro



— Near-term Bike Lanes  
— Near-term Shared Lane Markings



# Neighborhood Connectors

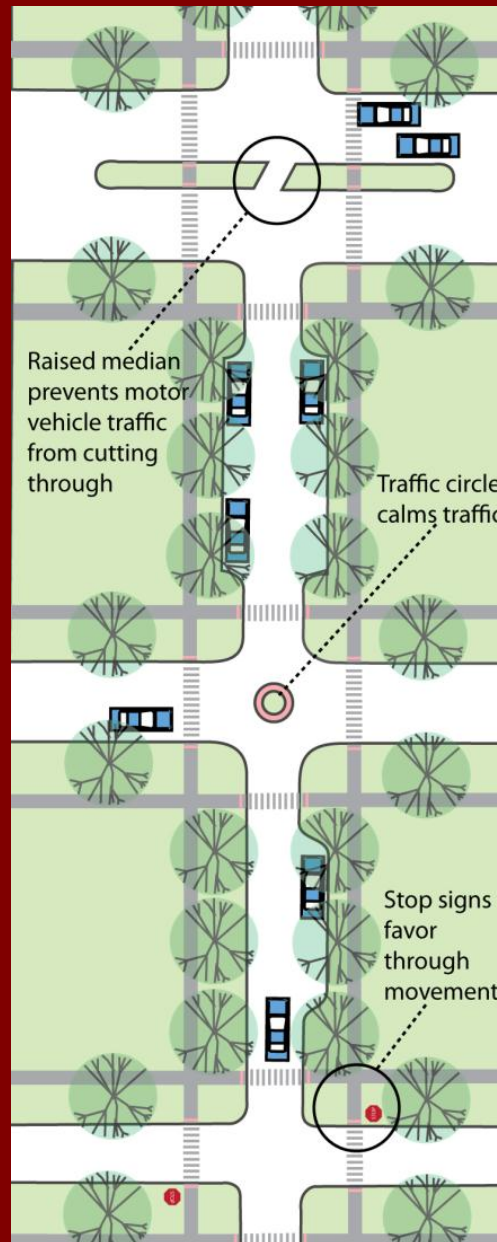
- Signs provide wayfinding to key destinations using routes appropriate for most bicyclists
- Often provide a low traffic alternate route to a major road
- Help to identify routes that may not be obvious





# Neighborhood Connectors

- Also known as Bicycle Boulevards
- Can include traffic calming if needed
- Also may include short connecting pathways



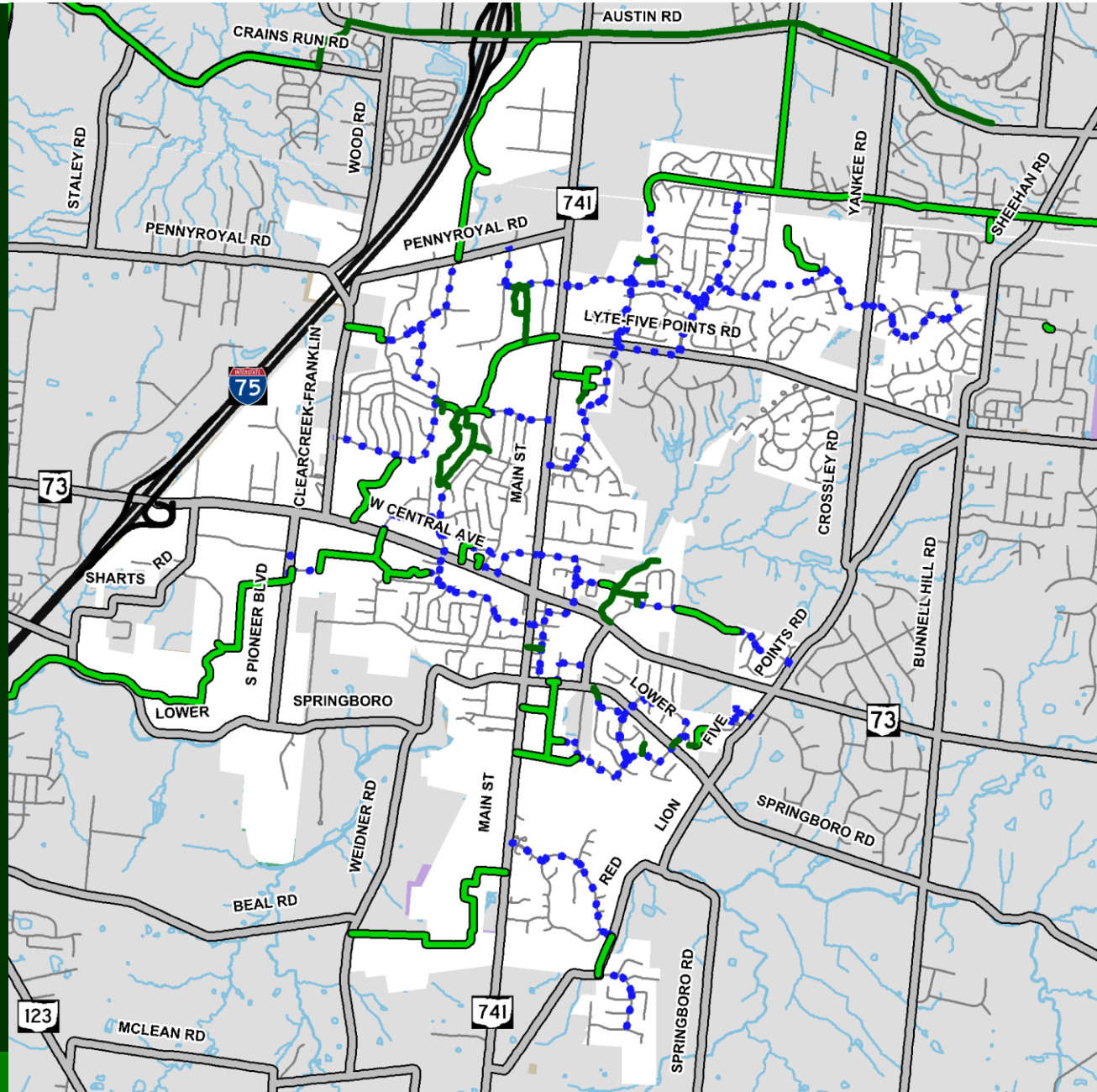
Target audience:  
“Interested but  
Concerned” bicyclists





# Neighborhood Connectors

- Provide alternative to busy roads such as 741 and 73
- Provide connections to parks and schools
- Provide access to commercial areas
- Link neighborhoods



- Neighborhood Connector Route
- Existing Pathway
- Potential Pathway



# Neighborhood Greenways

- Neighborhood Connector Plus
  - Rain gardens
  - Permeable pavements
  - Native plantings
- Can be avant-garde or traditional in appearance



Many design elements serve multiple functions; making the street more pedestrian and/or bicycle friendly while introducing sustainable elements





# Additional Neighborhood Greenways Elements

- Art – linear art park
- Community gardens
- Bicycle parking
- Pedestrian amenities
- Make It “Special”

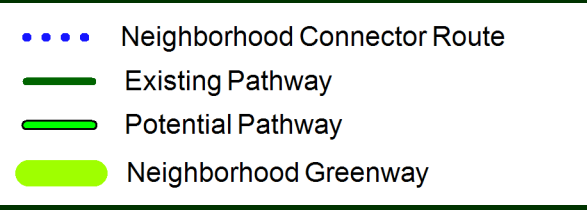
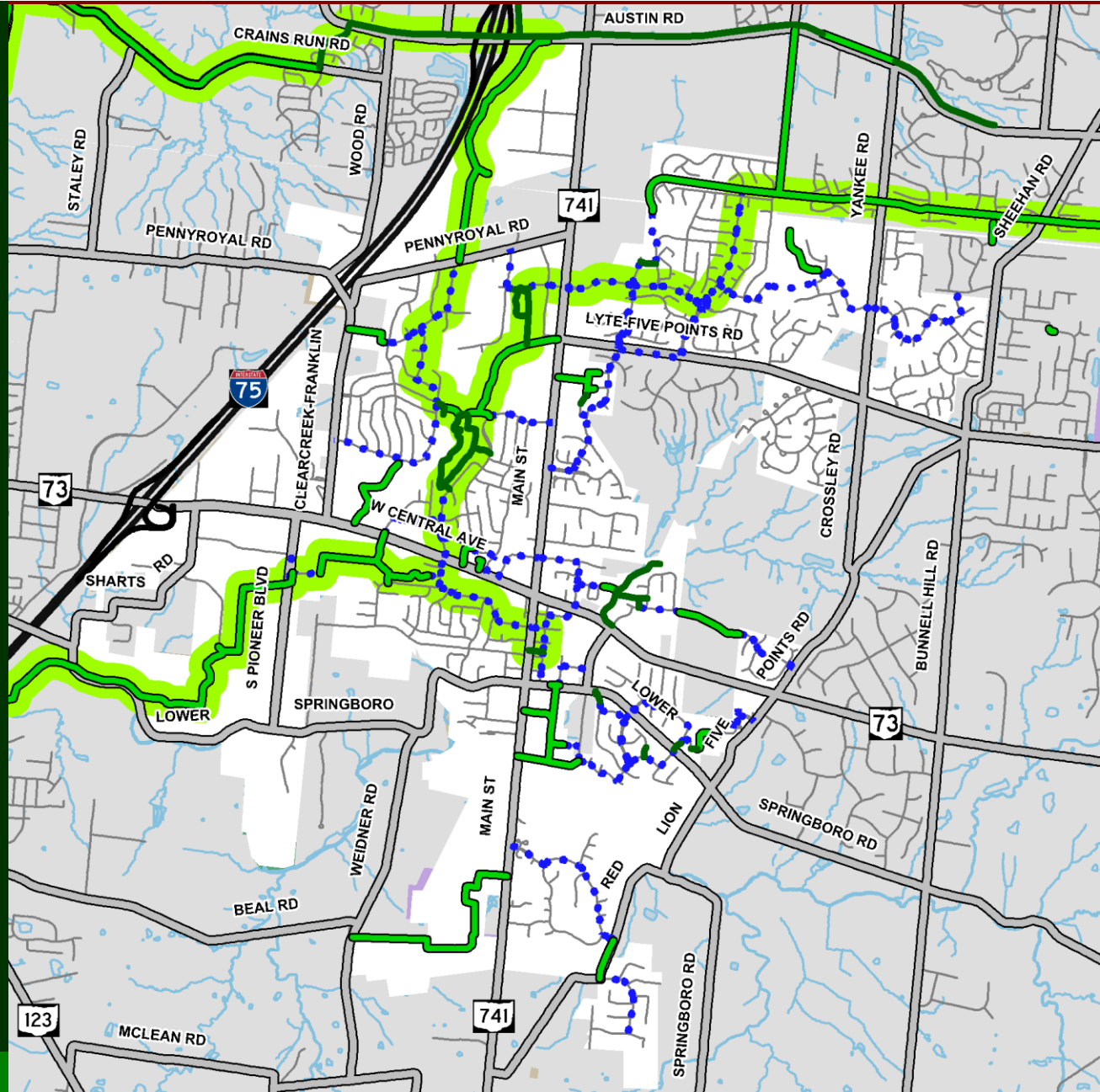






# Springboro Neighborhood Greenway

- Idea to create a greenway across the City
- Links major parks and the downtown
- Links into regional trail connections
- Developed over time





# Developing a Neighborhood Connector

- Start with a typical local roadway



Evolution of a neighborhood connector



# Developing a Neighborhood Connector

- Mark Bike Routes
  - Include destinations and distances
- Put in basic pedestrian facilities



Evolution of a neighborhood connector





# Developing a Neighborhood Connector

- Add traffic calming
  - Mini-roundabouts
  - Curb extensions
  - Medians



Evolution of a neighborhood connector





# Developing a Neighborhood Connector

- Add sustainable street elements
  - Permeable pavements
  - Rain gardens in the curb extensions



Evolution of a neighborhood connector



# Active Transportation Hubs

- Information Kiosk
  - Local Walking Map
  - Bicycling Map of Area
  - Events
  - General Tourism Information
- Water Fountain
- Air Pump
- Bike Parking
- Bench
- Trash/Recycle
- Lighting



Support and encourage active transportation options

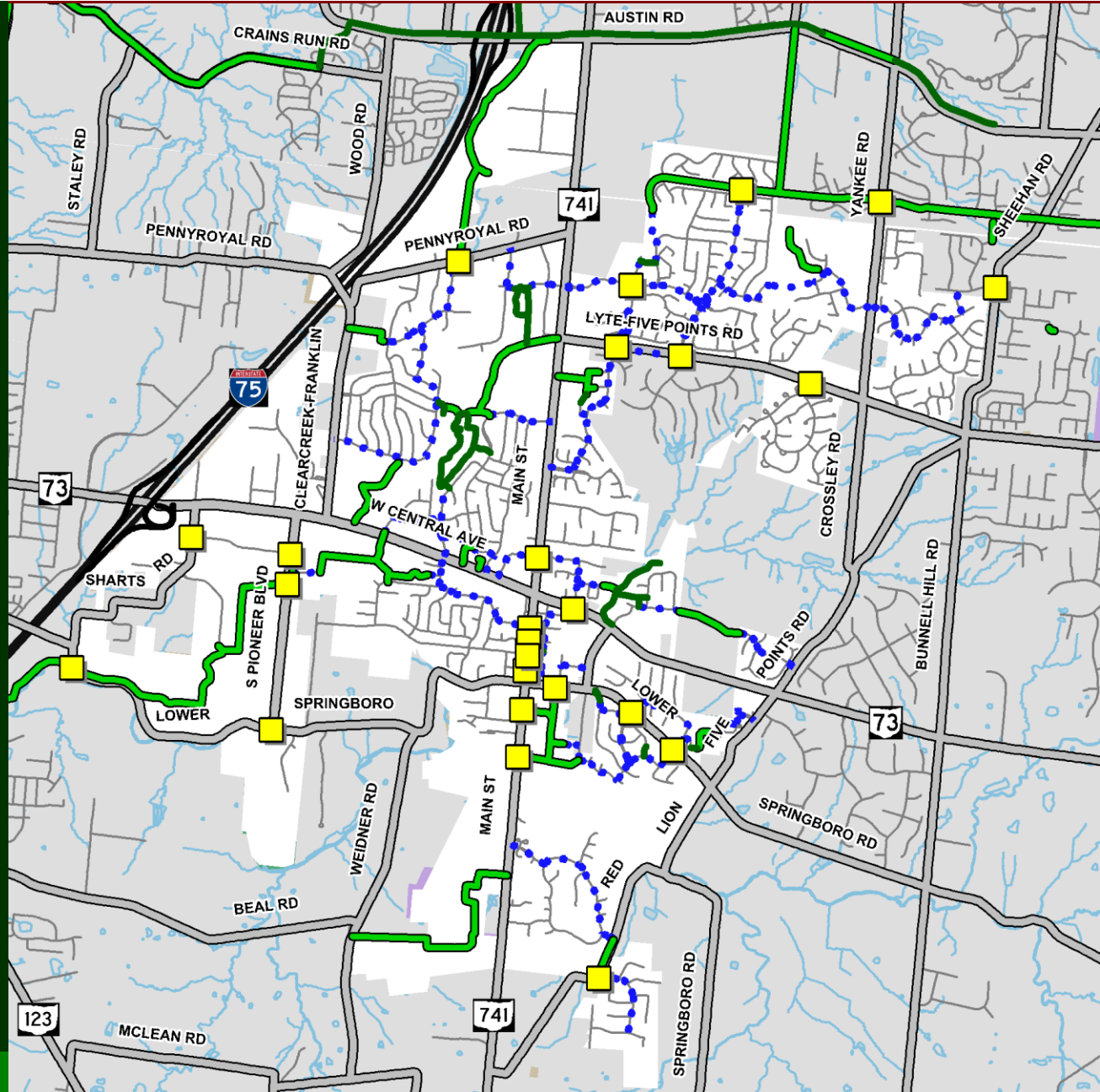
Could coordinate with bike rental / bike sharing locations





# Neighborhood Connectors and Crossing Improvements

- Neighborhood Connectors don't work unless there is a safe way to get across the busy roads

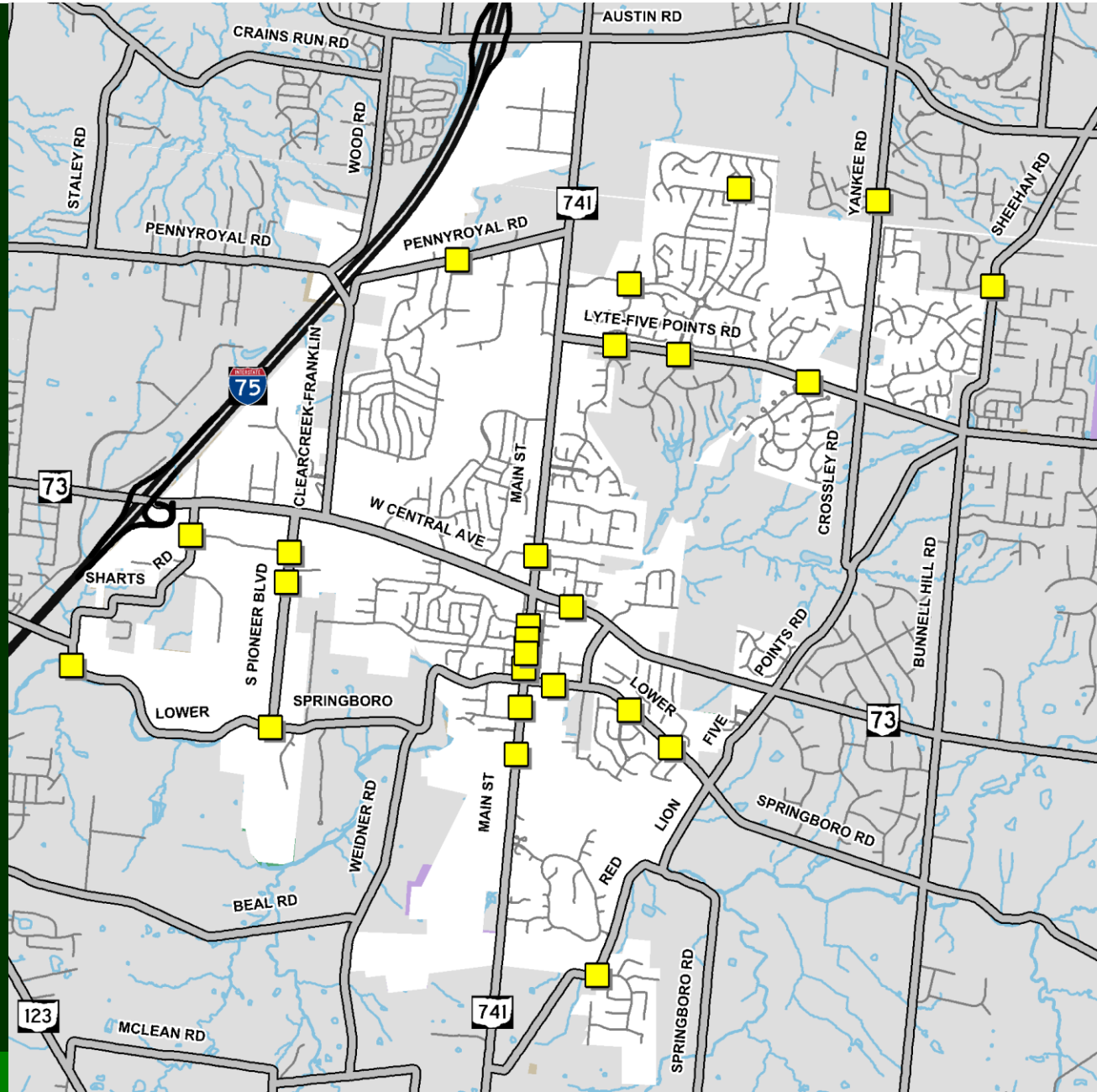


- Neighborhood Connector Route
- Existing Pathway
- Potential Pathway
- Crossing Improvements



# Crossing Improvements

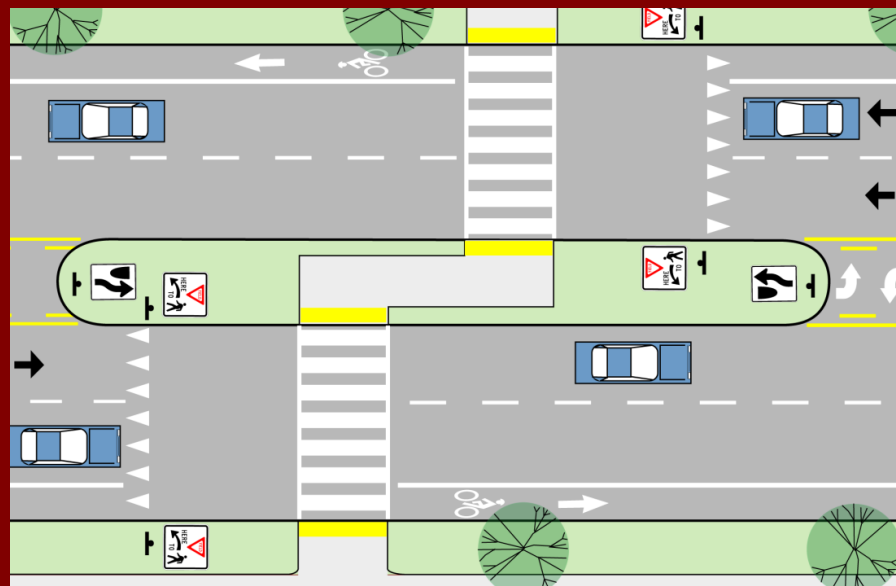
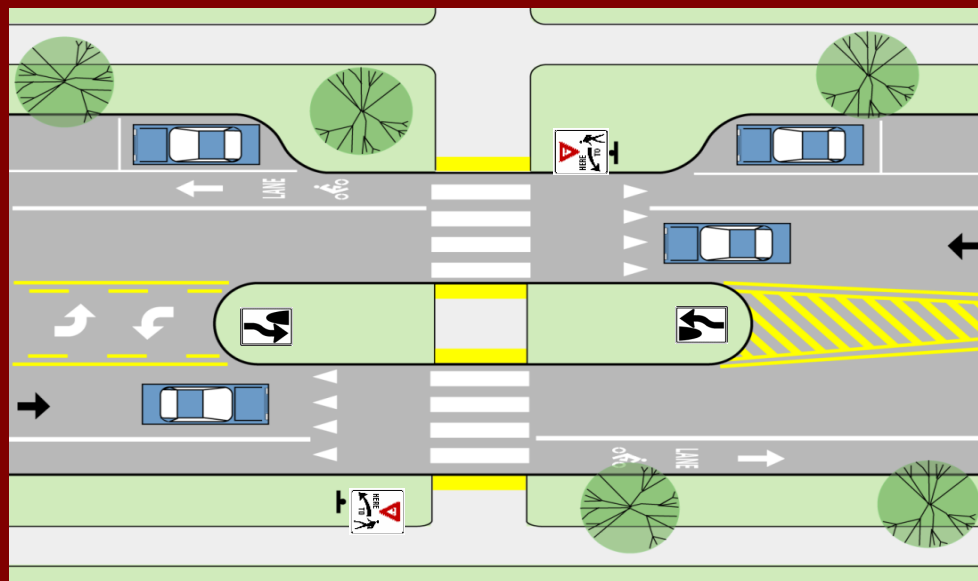
- Crossing improvements may take many forms depending on the situation
- Each location will require additional study to determine the best option





# Crossing Islands

- Ability to cross the street in two stages
- Only requires a gap in traffic from one direction at a time
- Zig-Zag Crossing Provide Room for Multiple Bicycles, Trailers and Tandems
- Lighting is key







# Rectangular Rapid Flash Beacon

- High intensity LED flashers that are paired with crosswalk signs to get motorists attention when the crosswalk is in use
- Push-button or passively activated (automatic detection)
- Can be linked to advanced warning signs with LED flashers
- Can be used in conjunction with crossing islands



Most important aspect is that the flashers are only on when someone is about to or is crossing the road



# Pedestrian Hybrid Beacon

- Good for locations where crossing islands are not practical or feasible
- Evaluation of 21 locations found a 69% reduction in pedestrian crashes after installation
- Minimal delay to motorized vehicles



Dark Until Activated



Flashing Yellow



Steady Yellow



Steady Red during Pedestrian Walk Interval



Alternating Flashing Red During Pedestrian Clearance Interval

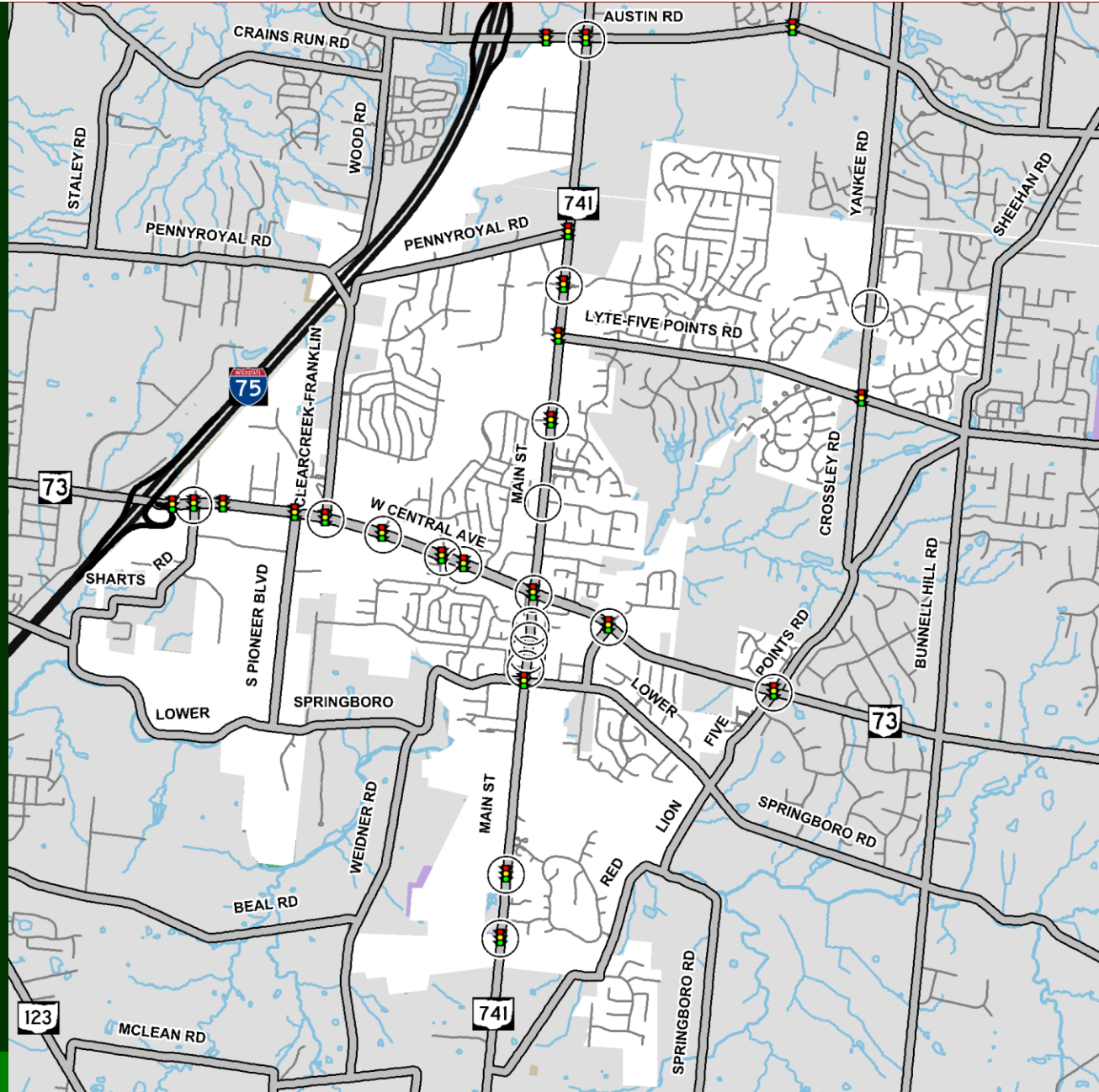


Alternating Flashing Red During Pedestrian Clearance Interval



# Intersection Improvements

- Mostly Signalized Intersections
- Mostly minor changes to improve safety



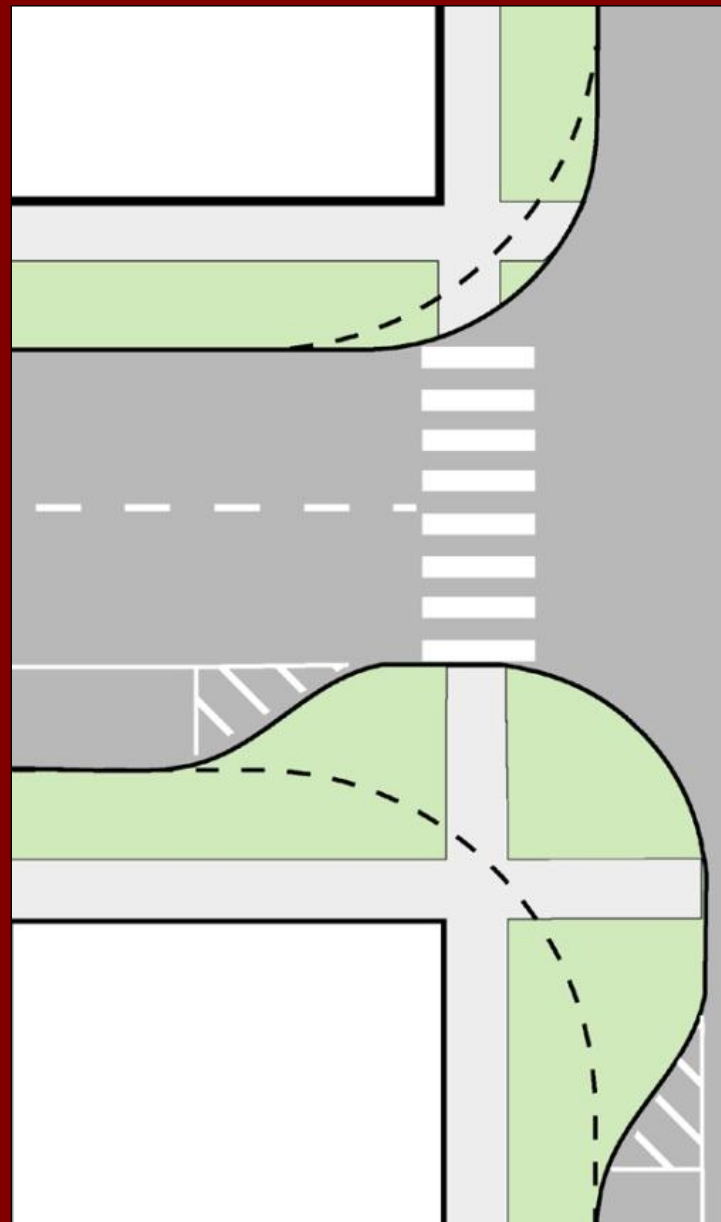
	Existing Signal
	Intersection Improvements





# Curb Extensions

- Minimizes crossing distance
- Better for seniors
- Better visibility at corners
- Reduces illegal parking
- Shorter crosswalk equals longer “walk” signal time and reduces the clearance interval (flashing “don’t walk” time)
  - Walking “pace” used to calculate signal timing being slowed from 4 feet per second to 3.5 feet per second





# Raised Intersections

- The entire intersection is raised to the level of the sidewalk
- Gentle ramp up to intersection provides a traffic calming effect
- Can be used in combination with special paving to further emphasize pedestrian nature of the area

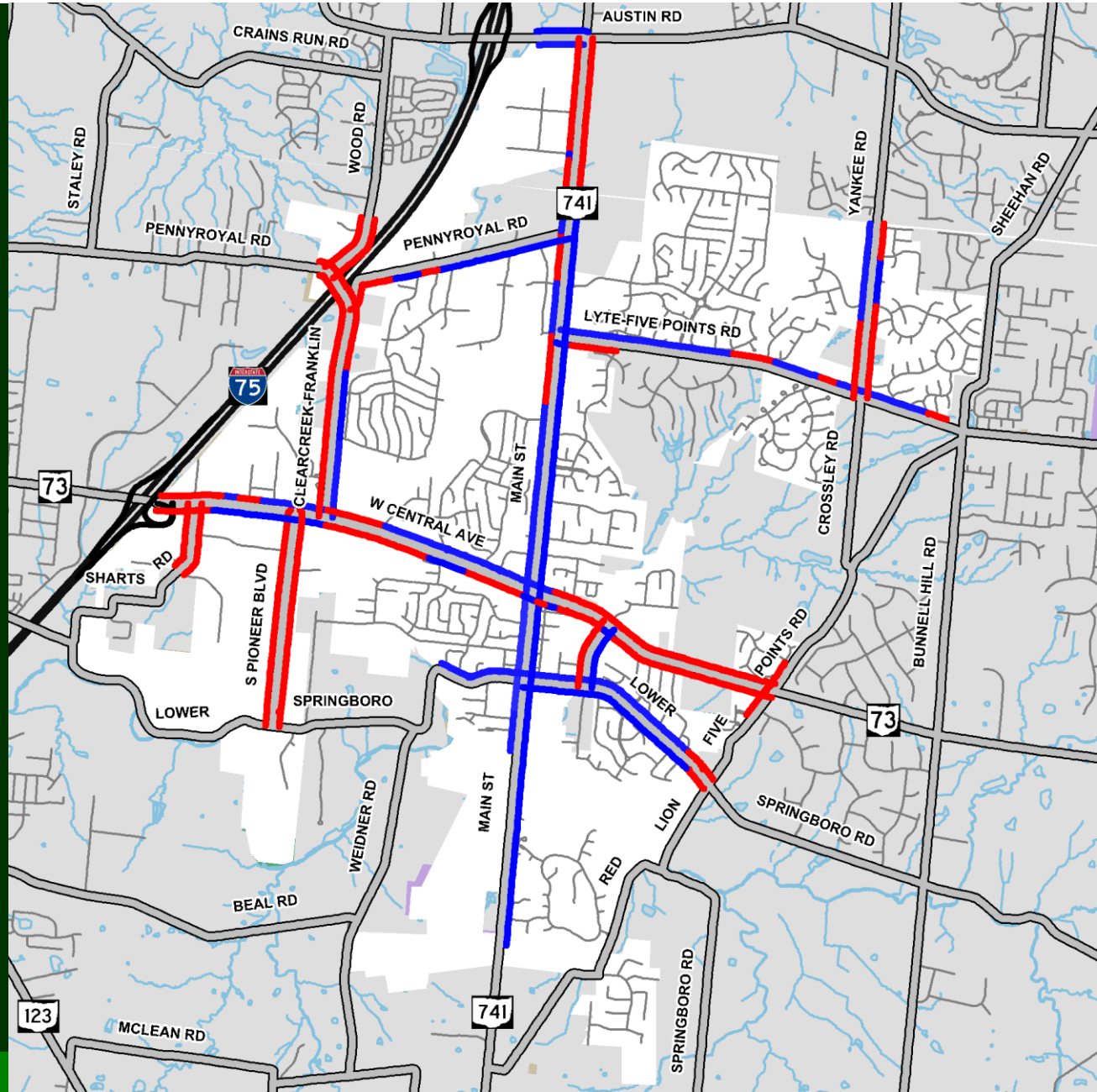






# Sidewalks Along Primary Roads

- Priority to fill in small gaps in commercial areas
- Buffer sidewalk from street



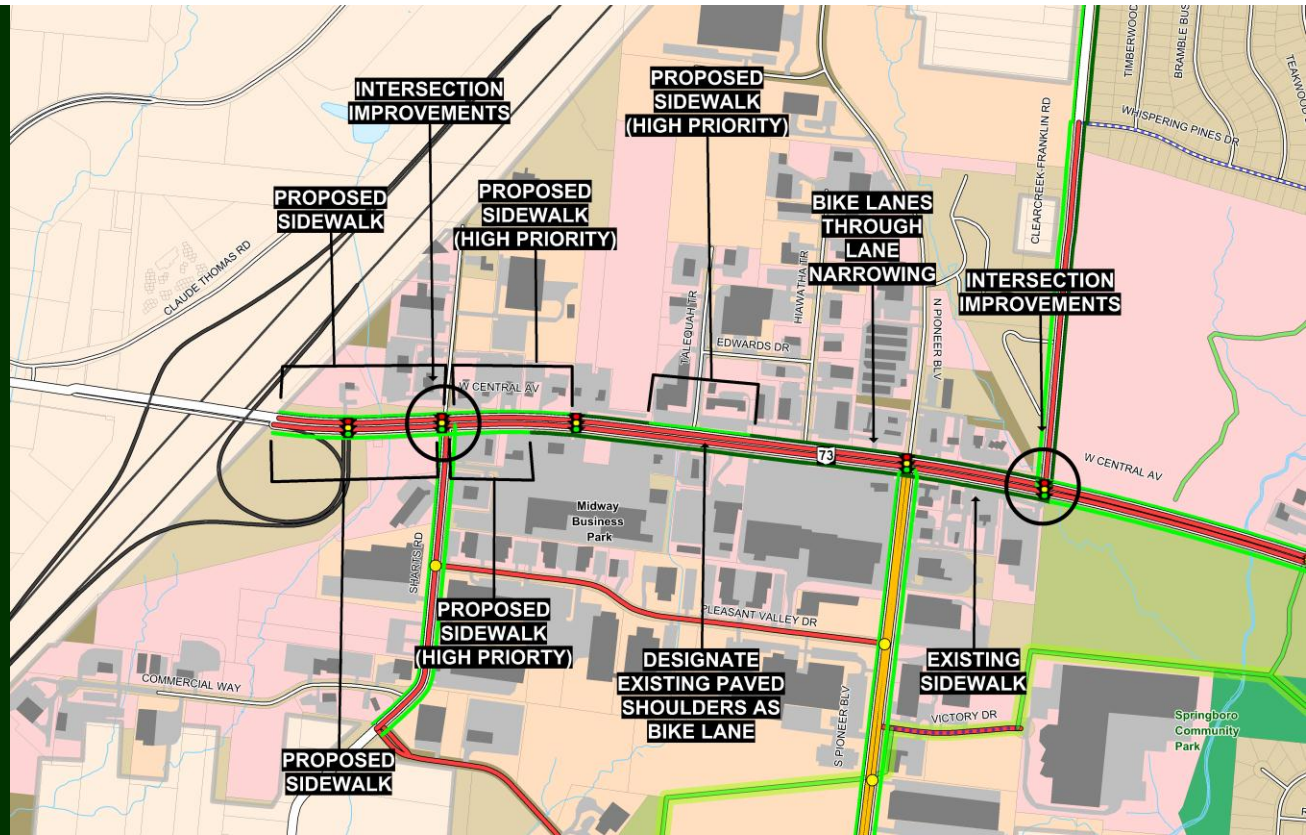
- Existing Sidewalk
- Proposed Sidewalk





# SR 73 from I-75 to Clearcreek-Fanklin

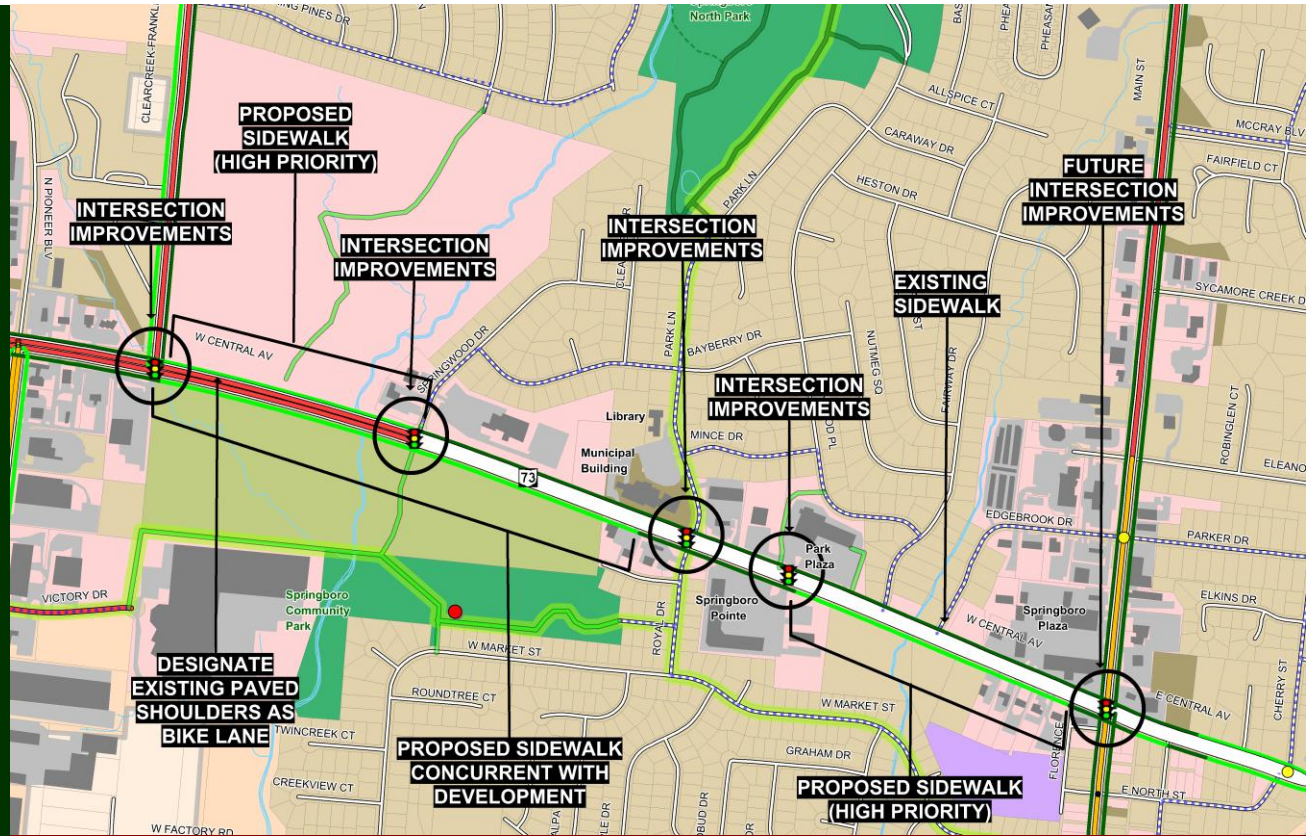
- High priority sidewalks connections in commercial areas
- Bike lanes on SR 73





# SR 73 from Clearcreek-Franklin and SR 741

- High priority sidewalks on the north and from Springboro Plaza to Main Street on the south
- Other gap to be completed when area developed
- Neighborhood Connector to south provide alternative to stretch of road without bike lanes

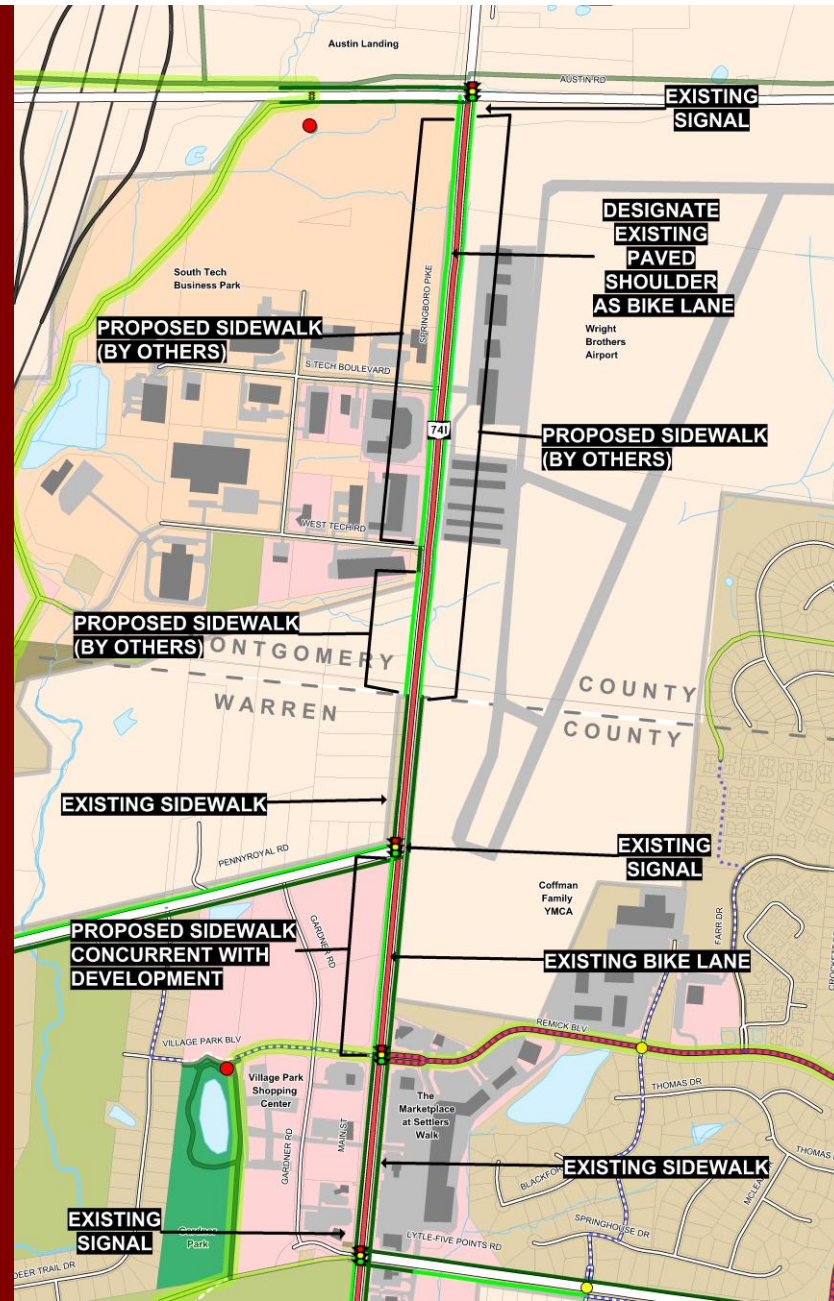






# SR 741 from Austin to Lytle-Five Points

- Extend bike lanes and sidewalks to Austin to get to regional trail connections

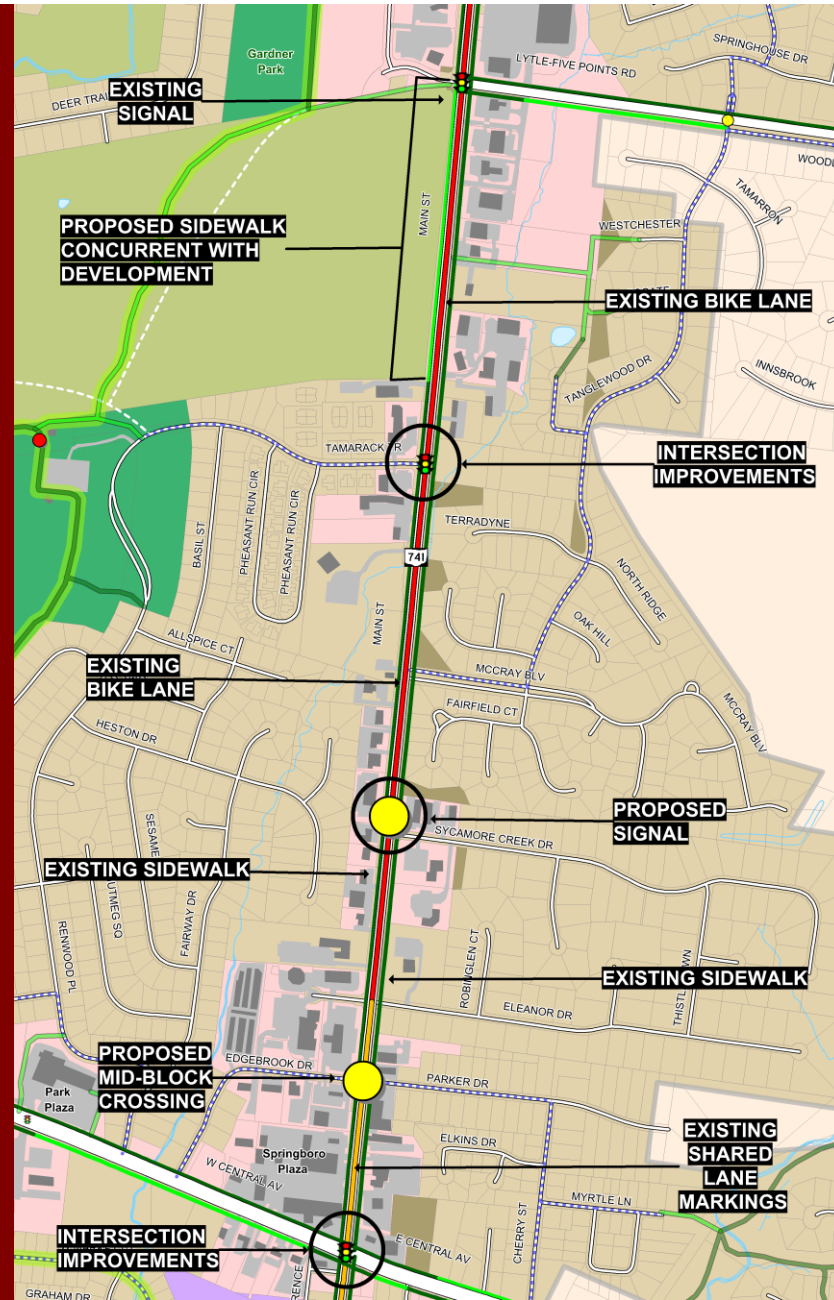






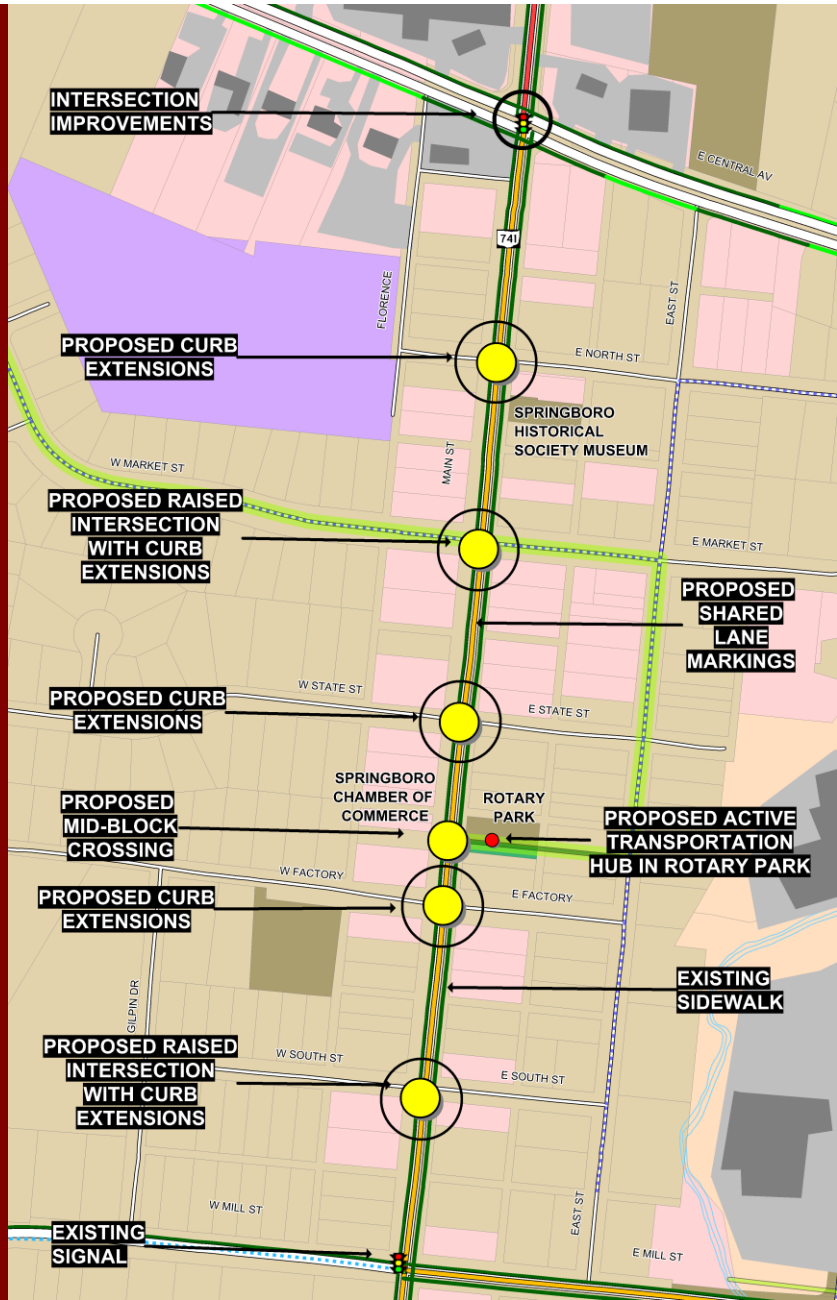
# SR 741 from Lytle-Five Points to SR 73

- Complete sidewalk gaps
- Two new crossings
- Intersection improvements



# SR 741 from SR 73 to Mill Street (Downtown)

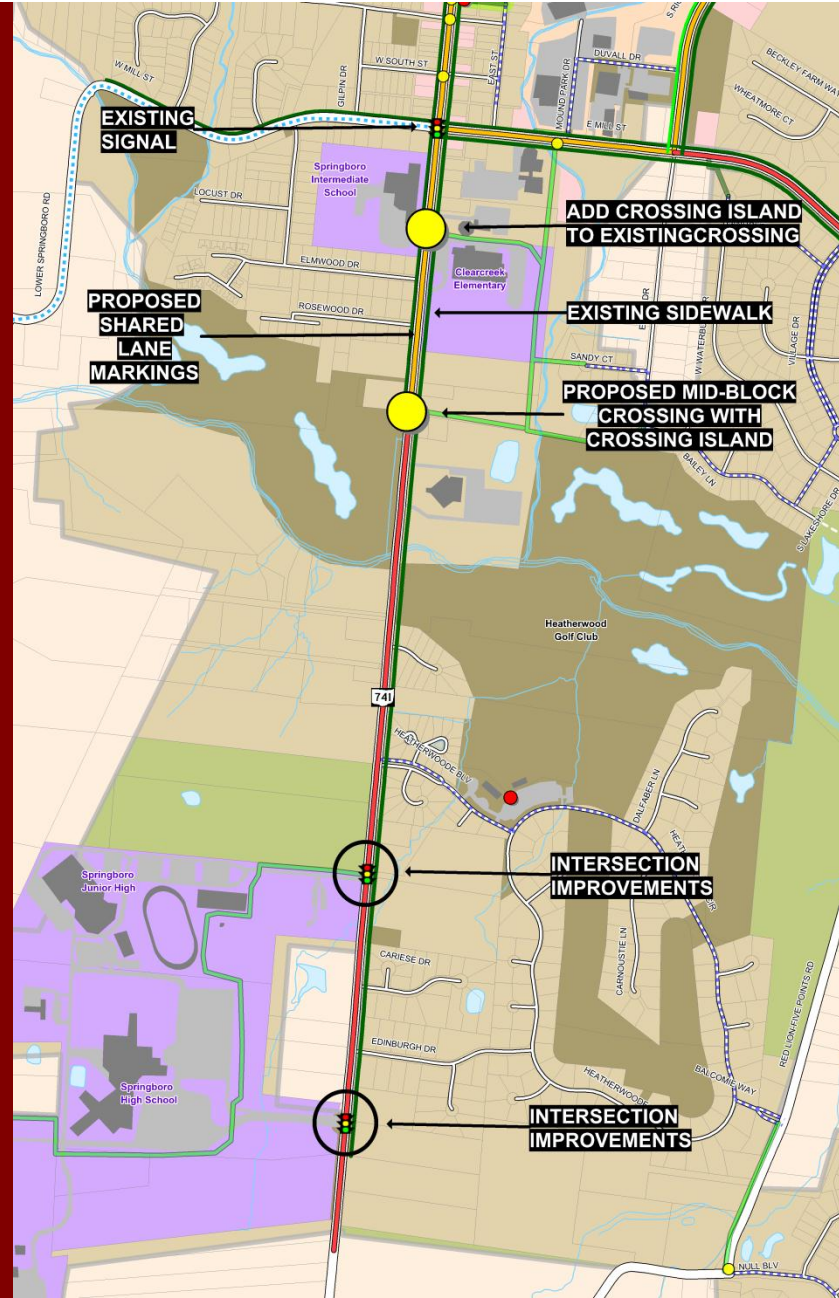
- Shared lane markings
- Raised intersections at Market St and South Street
- Curb extensions at other intersections





# SR 741 from Mill Street to School Campus

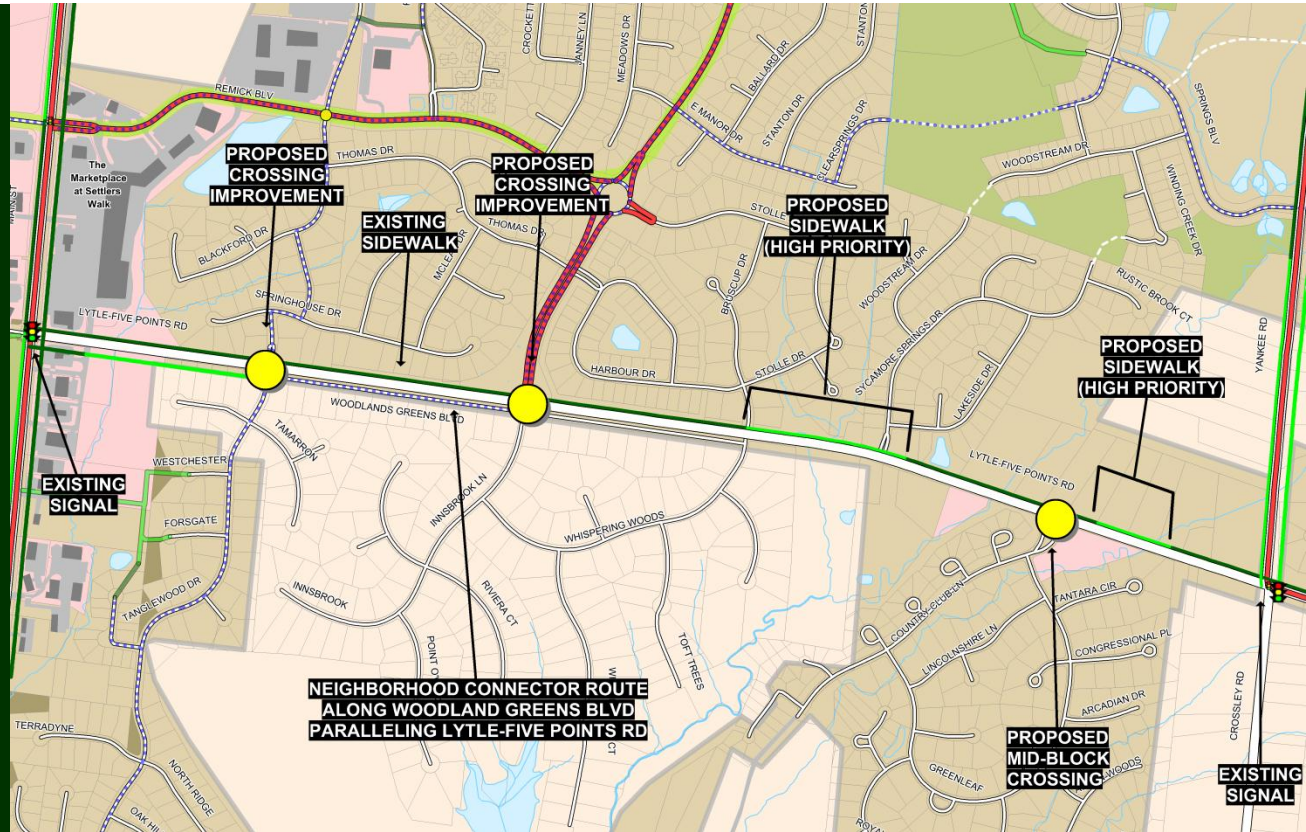
- Improved mid-block crossing between Springboro Intermediate School and Clearcreek Elementary
- Bike lanes to School Campus





# Lytle Five Points from SR 743 to Yankee Road

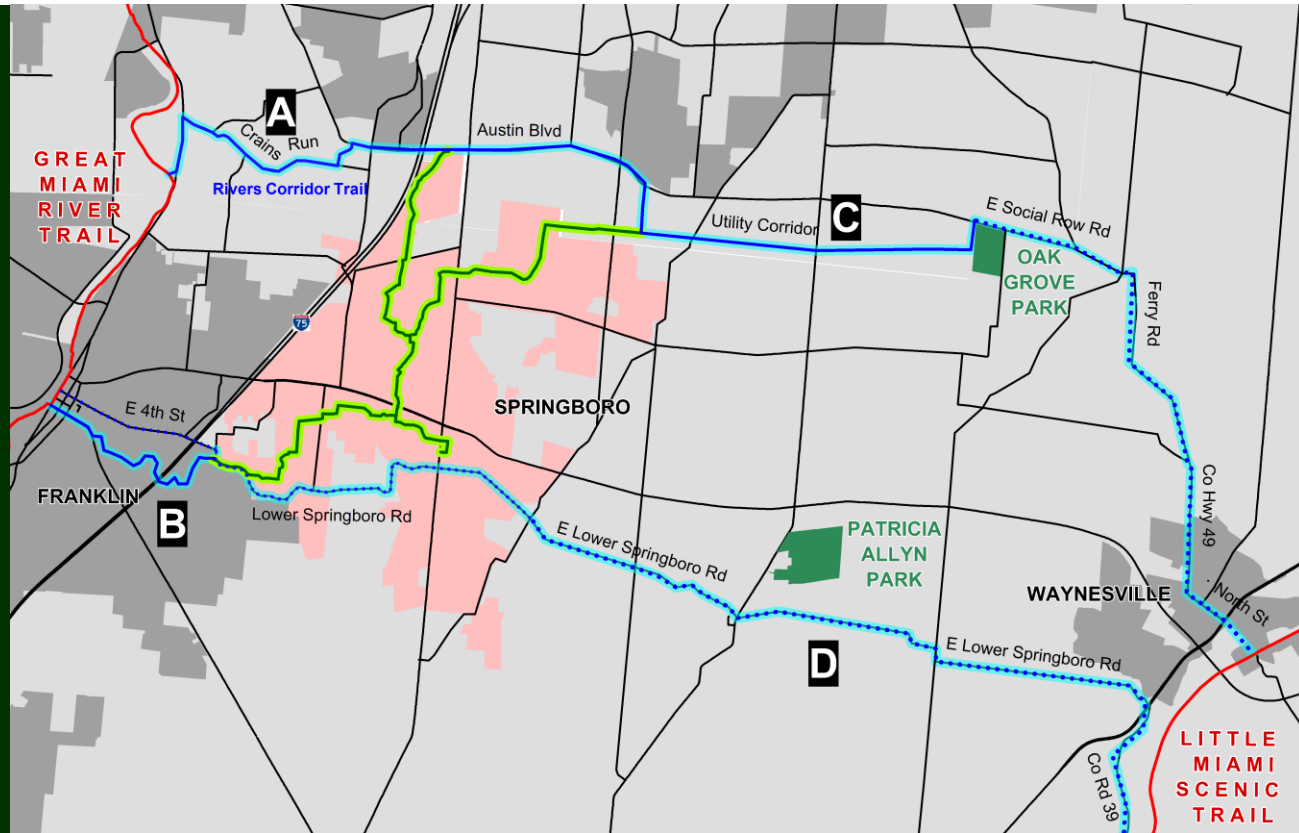
- Three road crossing improvements
- Complete sidewalk on north side





# Regional Trail Connections

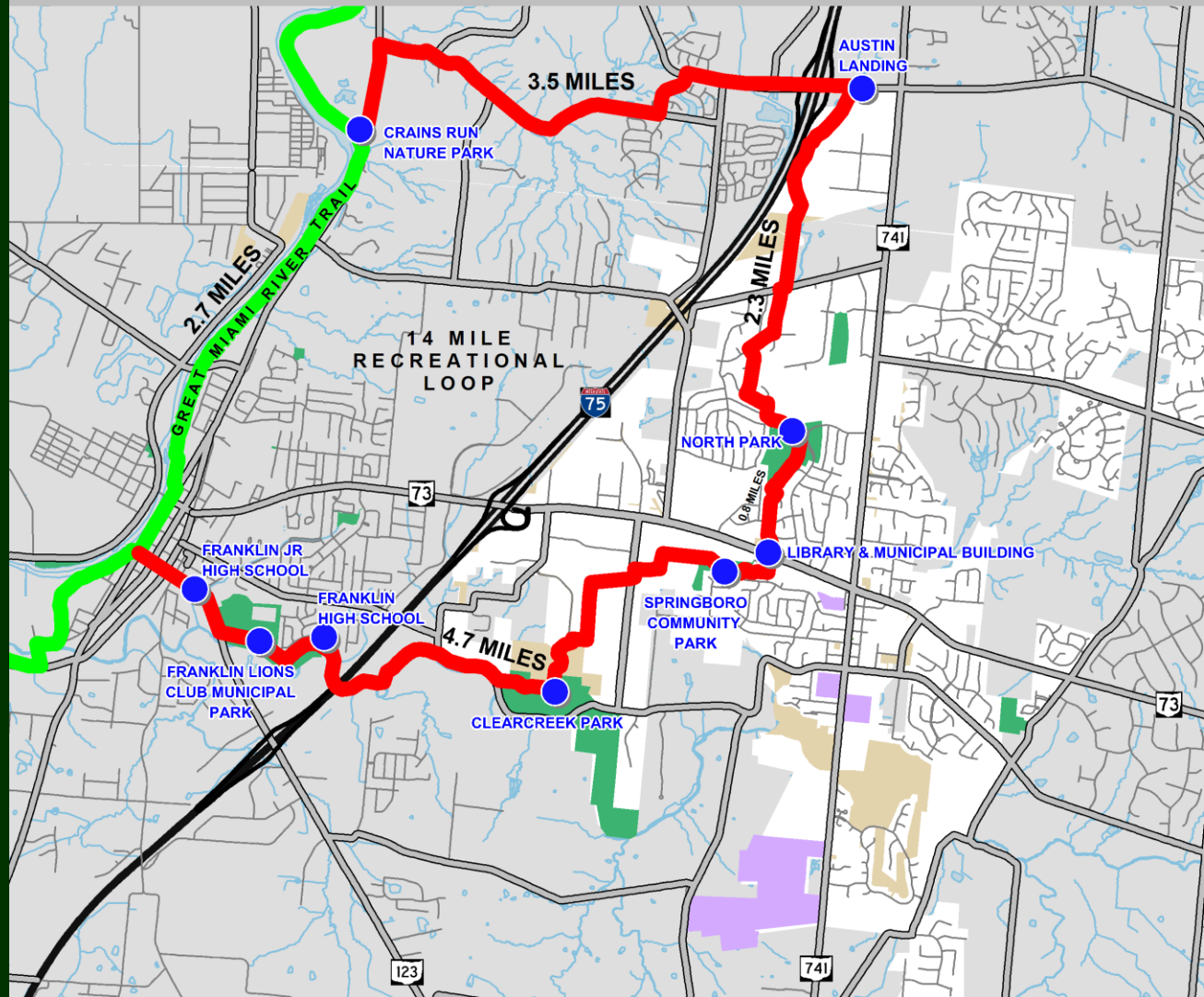
- Off-road trail connections to Great Miami Trail
- Mostly bike route connections to the Little Miami Scenic Trail
- Incorporates links in regional non-motorized plan





# 14 Mile Recreational Loop

- Nice distance
- Link to regional trail system







# Participant Worksheet

- Please rank the priority corridors and regional trail connectors

PRELIMINARY PLAN OPEN HOUSE - PARTICIPANT WORKSHEET

Station Number	PRIORITY CORRIDORS	Rank In Order of Priority from 1 to 7 (1 highest)
1	SR 741 from Austin Road to Lytle-Five Points	3
2	SR 741 from Lytle-Five Points to SR 73	1
3	SR 741 from SR 73 to Mill St (Downtown)	4
4	SR 741 from Mill St to Springboro High School	2
5	73 from I-75 to Clearcreek-Franklin Rd	8
6	73 from Clearcreek-Franklin Rd to SR 73	5
7	Lytle-Five Points between SR 741 and Yankee	7

Station Number	REGIONAL TRAIL CONNECTIONS	Rank In Order of Priority from 1 to 4 (1 highest)
8	Great Miami River Trail – Route A	4
8	Great Miami River Trail – Route B	1
9	Little Miami Scenic Trail – Route C	2
9	Little Miami Scenic Trail – Route D	3

Should the city financially support the regional trail connections outside the city limit? (circle one)

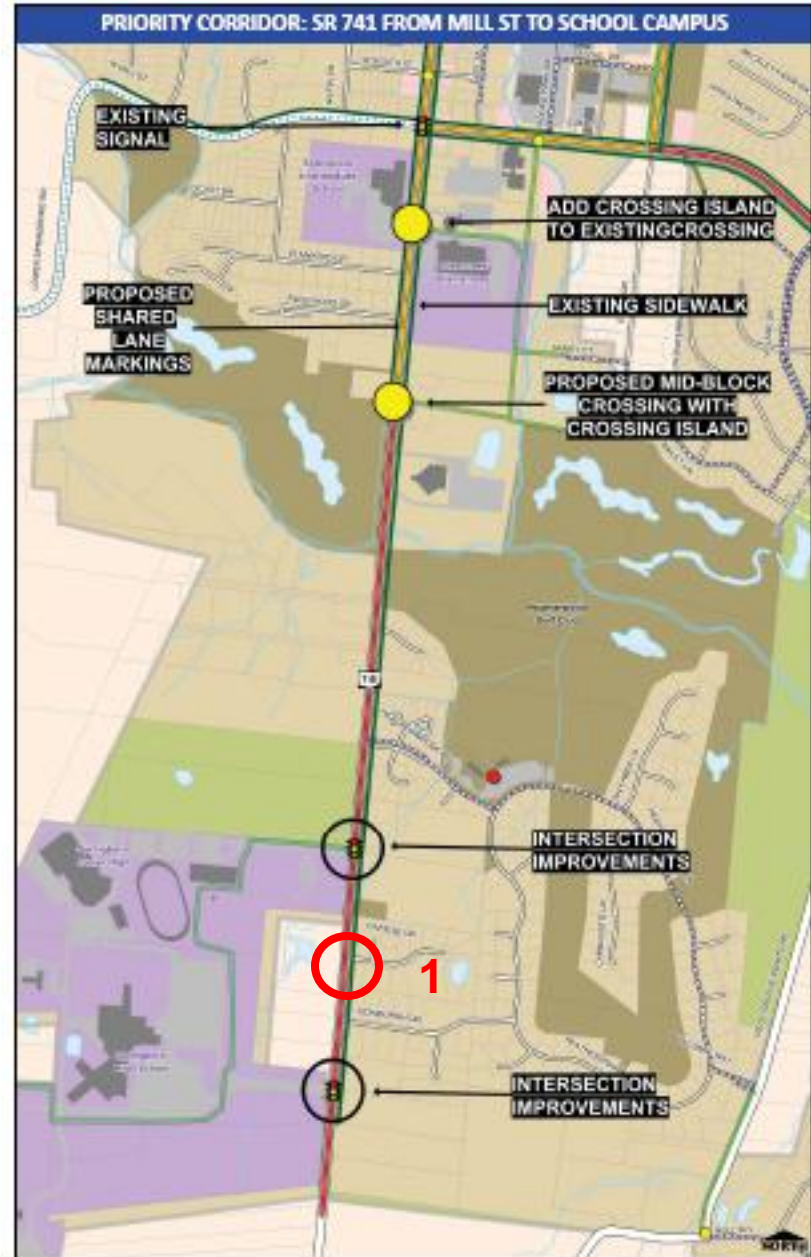
Agree       Disagree       Not Sure

Please provide specific comments regarding improvements you would like to see or things you disagree with at that station's comment sheet



# Priority Corridor Map Input

- Review the corridors you are interested in
- Mark the maps with any ideas or concerns





# Priority Corridor Input

- Correlate your notes on map with a number on the input sheets
- Offer alternatives, new ideas or note concerns
- Review other's comments and note if you agree or disagree

#	ADD COMMENTS BELOW	SELECT IF YOU AGREE OR DISAGREE WITH OTHER PARTICIPANTS COMMENTS	
		AGREE	DISAGREE
	Write the corresponding number on the map to locate your comment		
1	Add crossing improvement	///	/
2			
3			
4			
5			
6			
7			
8			





# Prioritization Worksheet

- If you had \$100, how would you allocate between:
  - Priority Corridors
  - Neighborhood Greenways
  - Regional Connections
  - Policies and Programs
- With each category, what are your priorities

## PRIORITIZATION EXERCISE

If you had \$100, how would you allocate it to the following four general categories? And within each category, how important do you feel each item is? The total for all three categories should equal \$100.

### Priority Corridors:

<b>\$ 40</b>	Total Dollar Allocation for Category	Prioritization		
		High	Medium	Low
	Bike Lanes	X		
	Complete Sidewalk Gaps			X
	Additional and Safer Road Crossings		X	

Comments:

### Neighborhood Greenway:

<b>\$ 50</b>	Total Dollar Allocation for Category	Prioritization		
		High	Medium	Low
	Rain Gardens			
	Art Installations			
	Benches			
	Interpretive Signs			
	Community Vegetable Gardens			
	Ornamental Gardens			
	Wayfinding Signage			
	Traffic Calming (bump outs, mini traffic circles)			
	Active Transportation Hubs			

Comments:



# Prioritization Worksheet

- If you had \$100, how would you allocate between:
  - Priority Corridors
  - Neighborhood Greenways
  - Regional Connections
  - Policies and Programs
- With each category, what are your priorities

## Regional Connections:

\$	Total Dollar Allocation for Category	Prioritization		
		High	Medium	Low
	Mapped Routes			
	Wayfinding Signs			
	Paved Shoulders			
	Off-Road Trails			

Comments:

## Policies & Programs:

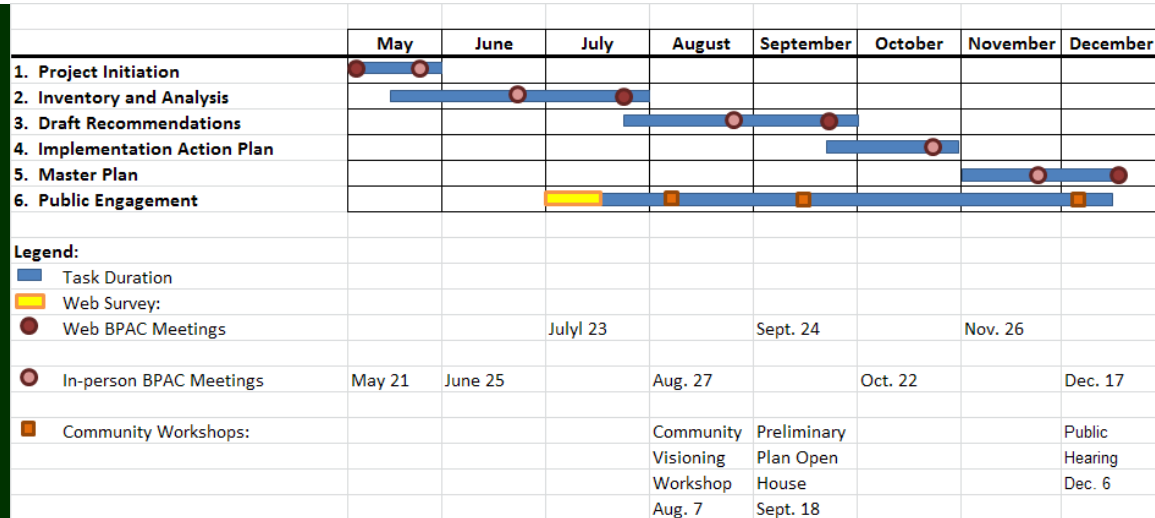
\$	Total Dollar Allocation for Category	Prioritization		
		High	Medium	Low
	Anti-theft Programs			
	Distribute Bicycle Law Enforcement Guide			
	Community Education of New Bicycle Facilities and Locations			
	Establish Maintenance Contact Information Program, such as stickers with a hotline number or web address placed at signalized road crossings and other locations around town			
	Off-Road Trail Amenities, such as benches, drinking fountains, lighting, bicycle parking, wayfinding signs and maps			
	Bicycle Safety Programs			
	Motorists Education Programs			

Comments:



# Next Steps

- Refine the plan based on input
- Phase and cost improvements
- Phase and cost policies, programs and metrics
- When draft document is ready for review we will send out notices







# Comment Cards

- Due to the tightly structured meeting, comment cards are available for any additional comments you would like to share with the design team

City of Springboro Bicycle & Pedestrian Plan  
Tuesday, August 7, 2012

## Comment Card

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. Your contact information is optional. If you would like, you may take this home and mail it or fax it to us, our contact information is listed at the bottom of the page.

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### Optional Contact Information:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

E-mail: \_\_\_\_\_

Please notify me of project meetings

I prefer to be contacted by:  Mail  E-mail

Please feel free to mail or fax this form or any other comments after the meeting to:

The Greenway Collaborative, Inc  
205 Nickels Arcade  
Ann Arbor, MI 48104-2410  
734-668-8848 Fax: 734-668-8820  
www.greenwaycollab.com  
normancox@greenwaycollab.com

# Questions or Comments



**Norm Cox, LLA, ASLA**  
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