

CITY OF SPRINGBORO

BICYCLE AND PEDESTRIAN PLAN APPENDIX

May 16, 2013



prepared for:



prepared by:



CITY OF SPRINGBORO BICYCLE & PEDESTRIAN PLAN

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ADDITIONAL SUPPLEMENTAL DOCUMENTS:

The following documents are not specific to Springboro but are provided as a reference guide for continued development of bicycle and pedestrian improvements.

PUBLIC POLICY BEST PRACTICES

PHYSICAL ENVIRONMENT BEST PRACTICES

COMMUNITY PROGRAM BEST PRACTICES

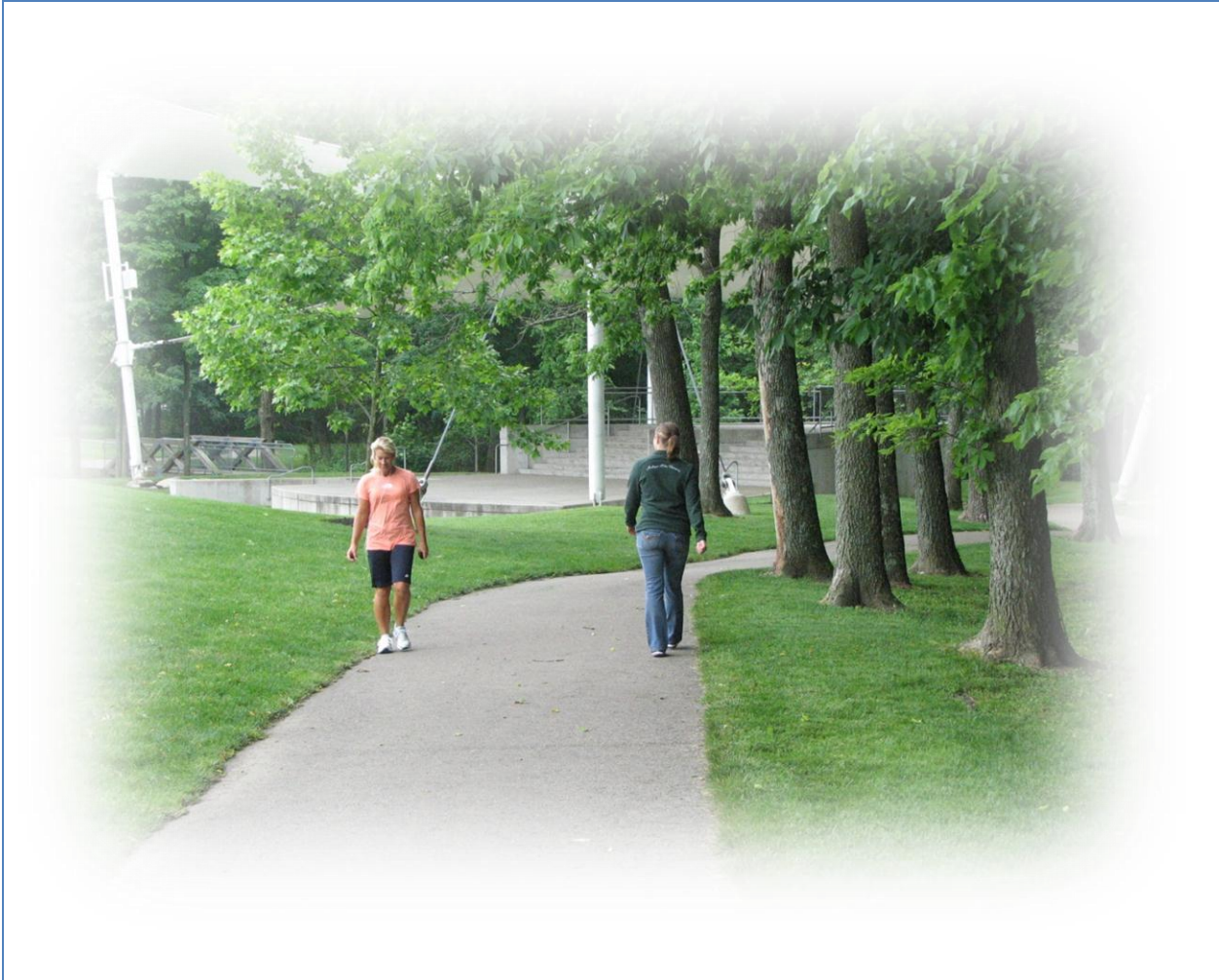
QUALITY OF LIFE BEST PRACTICES

TGC DESIGN GUIDELINES

CITY OF SPRINGBORO BICYCLE AND PEDESTRIAN PLAN

WEB SURVEY RESULTS

July 23, 2012



for consideration by:

submitted by:

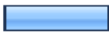


WEB SURVEY RESULTS

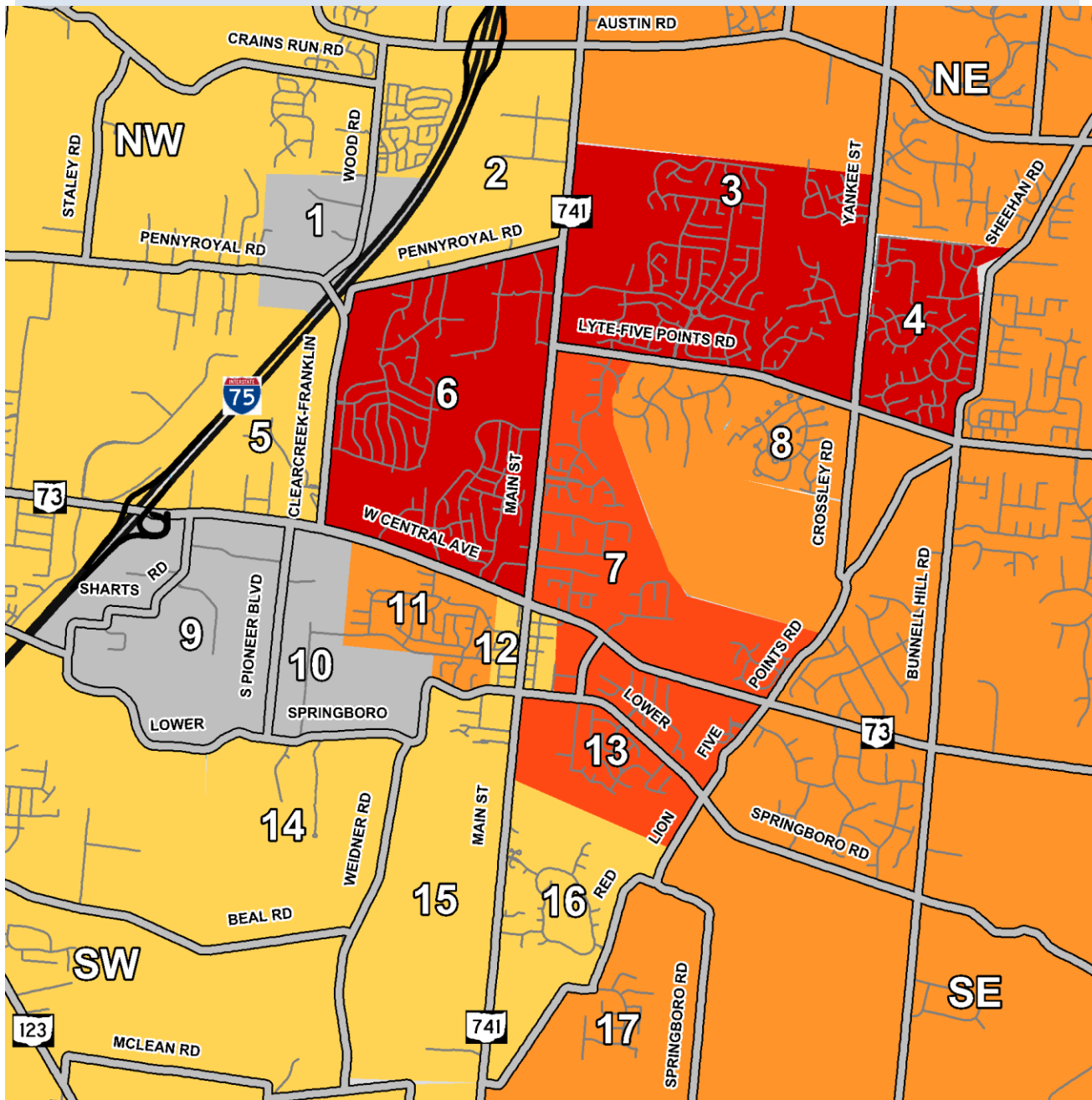
A web survey was available for two weeks in July, 2012 for the public to provide input on the City of Springboro Bicycle & Pedestrian Plan. 213 people began the survey and 180 completed the entire survey.

The survey begins by collecting general information about the survey respondents to help gauge the survey sample. It then asks questions regarding existing and future non-motorized travel. The last part of the survey asks for opinions on specific pedestrian and bicycle improvements as well as what you hope the plan will accomplish.

The following pages document the results of the survey.

1. Are you a Resident of the City of Springboro?			
		Response Percent	Response Count
Yes		82.9%	174
No		17.1%	36
answered question			210
skipped question			1

2A. WHERE DO YOU LIVE?

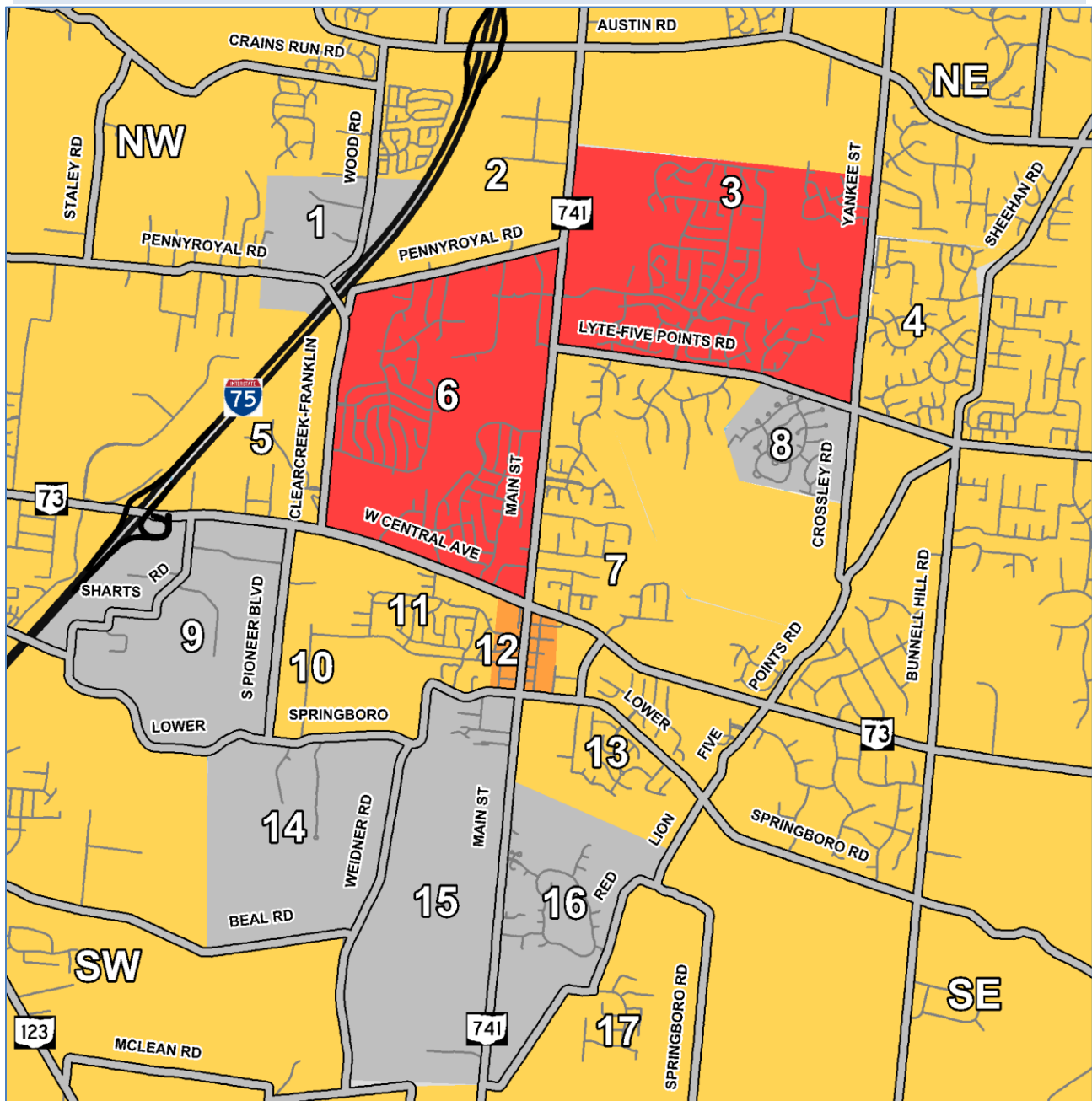


Where Survey Participants Live
 (# of survey participants)

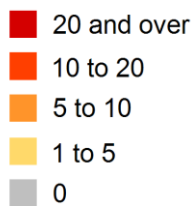
- 20 and over
- 10 to 20
- 5 to 10
- 1 to 5
- 0

180 participants completed the survey
 11 participants live outside of this map

2B. WHERE DO YOU WORK?

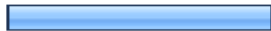


Where Survey Participants Work
 (# of survey participants)



180 participants completed the survey
 99 participants work outside of this map

3. Please indicate which of the following best describes your circumstance. For the purposes of this question, a household is considered any type of residence with one or more occupants.

		Response Percent	Response Count
I am less than 18 years old		1.0%	2
I am a full time college or university student		2.9%	6
I am part of a household without school age children		37.2%	77
I am part of a household with school age children		44.9%	93
I am a senior citizen (over 65)		14.0%	29
answered question			207
skipped question			4

4. Please indicate your gender

		Response Percent	Response Count
Male		46.9%	97
Female		53.1%	110
answered question			207
skipped question			4

5. What is your primary mode of transportation for the following types of trips? Please select walking, bicycling, bus, motorcycle, drive yourself, passenger or other. If you don't typically make a particular trip type select "Not Applicable".

	Not Applicable	Walking	Bicycling	Bus	Motorcycle	Drive Yourself	Carpool	Passenger	Other	Response Count
To Work	24.9% (51)	0.5% (1)	3.9% (8)	0.5% (1)	1.5% (3)	67.3% (138)	1.0% (2)	0.5% (1)	0.0% (0)	205
Education/School	65.5% (127)	0.5% (1)	1.0% (2)	10.8% (21)	0.0% (0)	19.1% (37)	1.0% (2)	1.5% (3)	0.5% (1)	194
Shopping & Personal Business	0.5% (1)	0.0% (0)	3.4% (7)	0.0% (0)	0.0% (0)	93.7% (193)	0.5% (1)	1.9% (4)	0.0% (0)	206
Leisure & Recreation	1.0% (2)	9.3% (19)	24.4% (50)	0.0% (0)	2.4% (5)	57.6% (118)	1.5% (3)	3.4% (7)	0.5% (1)	205
Other	25.7% (29)	20.4% (23)	15.9% (18)	0.0% (0)	0.9% (1)	31.0% (35)	0.9% (1)	0.9% (1)	4.4% (5)	113
Other (please specify) Show Responses										25
answered question										208
skipped question										5
1	Seasonally friendly bike to doctor's appointments, grocery small shopping.							Jul 23, 2012 11:27 AM		
2	exercise class, library							Jul 21, 2012 11:46 AM		
3	i run road to stay in shape.							Jul 18, 2012 8:42 PM		
4	Walk for exercise in adjacent neighborhood,							Jul 18, 2012 6:02 PM		
5	droop kids off at Boro schools in car							Jul 17, 2012 11:14 AM		
6	Sports Practices							Jul 17, 2012 9:13 AM		
7	running							Jul 16, 2012 9:51 PM		
8	Recreation							Jul 15, 2012 9:05 AM		
9	Use bicycle for anything that I don't have to drive to							Jul 14, 2012 1:10 PM		
10	To a friends house							Jul 14, 2012 10:45 AM		
11	Church, Vacations							Jul 13, 2012 3:34 PM		
12	Bicycling							Jul 12, 2012 10:07 AM		
13	I am a runner							Jul 12, 2012 8:17 AM		
14	exercise							Jul 12, 2012 12:15 AM		
15	Bicycling within Springboro for shopping and leisure							Jul 11, 2012 7:19 PM		
16	dog walking							Jul 11, 2012 2:25 PM		
17	running errands around town							Jul 11, 2012 2:06 PM		

18	church	Jul 11, 2012 11:20 AM
19	bicycling/trails	Jul 11, 2012 10:57 AM
20	Leisure and Rec...split between walking and Bikeing.	Jul 11, 2012 10:47 AM
21	Exercise	Jul 11, 2012 10:46 AM
22	to YMCA, Doctor, Dentist, Optician etc	Jul 11, 2012 10:01 AM
23	Exercise and fun	Jul 11, 2012 9:29 AM
24	Walk on our walking path within Richards Run	Jul 11, 2012 9:28 AM
25	My kids take the bus to school.	Jul 11, 2012 9:19 AM

6. Please describe how frequently you walk and bicycle for the following types of trips:

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Walk for fun and/or exercise	34.8% (69)	32.8% (65)	17.2% (34)	11.1% (22)	4.0% (8)	198
Walk for transportation	2.6% (5)	9.3% (18)	9.8% (19)	40.7% (79)	37.6% (73)	194
Bicycle for fun and/or exercise	13.4% (27)	30.8% (62)	14.9% (30)	18.4% (37)	22.4% (45)	201
Bicycle for transportation	4.7% (9)	11.5% (22)	6.3% (12)	25.5% (49)	52.1% (100)	192
Run/Jog for fun and/or exercise	16.8% (33)	14.3% (28)	7.7% (15)	18.4% (36)	42.9% (84)	196
Other (please specify)						3

answered question		201
skipped question		10
1	Commented to the side: bad knees and when weather allows.	Jul 23, 2012 11:27 AM
2	Rollerblading	Jul 11, 2012 9:53 AM
3	walk on our walking path within Richards Run	Jul 11, 2012 9:29 AM
4	Doing work	Jul 11, 2012 9:19 AM

7. If a system of sidewalks, pathways, crosswalks, bike lanes, etc. is constructed that you would be comfortable using, how do you think that would change your walking and bicycling habits?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Walk for fun and/or exercise	44.9% (88)	29.1% (57)	10.2% (20)	9.2% (18)	6.6% (13)	196
Walk for transportation	12.4% (24)	21.8% (42)	19.7% (38)	25.9% (50)	20.2% (39)	193
Bicycle for fun and/or exercise	28.1% (56)	32.2% (64)	16.6% (33)	8.5% (17)	14.6% (29)	199
Bicycle for transportation	16.9% (33)	21.5% (42)	14.4% (28)	20.5% (40)	26.7% (52)	195
Run/Jog for fun and/or exercise	22.2% (42)	15.9% (30)	8.5% (16)	12.7% (24)	40.7% (77)	189
Other (please specify)						5
answered question						200
skipped question						11
1	Commented to the side: bad knees and also when weather allows				Jul 23, 2012 11:27 AM	
2	Would not change anything				Jul 23, 2012 10:54 AM	
3	Safely bike to work/school				Jul 21, 2012 12:12 PM	
4	due to prior handicaps we are not bike people				Jul 15, 2012 1:42 PM	
5	sycamore springs has no sidewalk access to dorothy lane area				Jul 11, 2012 3:07 PM	
6	Rollerblading				Jul 11, 2012 9:53 AM	
7	Walk on walking path within Richards Run				Jul 11, 2012 9:29 AM	

8. For the following recreation areas, please indicate if you currently walk and/or bicycle to those destinations and if you would be interested in doing so in the future if there was a network of sidewalks, pathways, crosswalks, and bike lanes that you would be comfortable using

	Currently WALK TO	Would Like to WALK TO	Would Not WALK TO	Currently BIKE TO	Would Like to BIKE TO	Would Not BIKE TO	Response Count
Gardner Park	3.7% (6)	27.3% (44)	31.7% (51)	3.7% (6)	43.5% (70)	32.9% (53)	161
Springboro North Park	18.7% (34)	28.0% (51)	19.8% (36)	13.7% (25)	47.3% (86)	20.9% (38)	182
Springboro Community Park	6.2% (10)	11.7% (19)	42.0% (68)	7.4% (12)	38.3% (62)	37.7% (61)	162
City of Springboro Clearcreek Park	0.6% (1)	15.2% (25)	40.0% (66)	4.2% (7)	46.7% (77)	37.6% (62)	165
City of Springboro E. Milo Beck Park	1.2% (2)	13.3% (22)	41.0% (68)	4.8% (8)	43.4% (72)	39.2% (65)	166
Kessling Park	5.0% (8)	14.3% (23)	41.0% (66)	6.8% (11)	32.9% (53)	42.9% (69)	161
Coffman Family YMCA	20.4% (34)	28.1% (47)	21.6% (36)	15.0% (25)	41.3% (69)	26.3% (44)	167
Other (please specify)							16

answered question							188
skipped question							23
1	Main St/Central Ave stores						Jul 21, 2012 1:52 PM
2	Dorthy Lane Market Shopping Center						Jul 19, 2012 3:11 PM
3	I only ride for exercise (daily)						Jul 18, 2012 4:56 PM
4	most of these are too far with young children						Jul 15, 2012 1:44 PM
5	Bike to the trails from rails						Jul 13, 2012 1:04 PM
6	Would like to walk & bike to downtown Springboro businesses and schools.						Jul 12, 2012 10:11 AM
7	downtown						Jul 11, 2012 6:00 PM
8	no access from sycamore springs development						Jul 11, 2012 3:08 PM

9	Would like to wak to Library	Jul 11, 2012 1:25 PM
10	The entire city	Jul 11, 2012 12:30 PM
11	along Lytle-Five Points Road	Jul 11, 2012 12:19 PM
12	I'd like to walk/bike safely down Lytle 5 points to DLM or the new stuff coming in across the street.	Jul 11, 2012 11:23 AM
13	Anywhere on Central Ave. (73) Very dangerous now	Jul 11, 2012 10:49 AM
14	Downtown Springboro	Jul 11, 2012 9:43 AM
15	way too much traffic not safe environment	Jul 11, 2012 9:31 AM
16	Walk/bike to library, downtown, grocery, sports, music lessons, and more!	Jul 11, 2012 9:24 AM

9. For the following commercial areas, please indicate if you currently walk and/or bicycle to the destinations and if you would be interested in doing so in the future if there was a network of sidewalks, pathways, crosswalks, and bike lanes that you would be comfortable using

	Currently WALK TO	Would Like to WALK TO	Would Not WALK TO	Currently BIKE TO	Would Like to BIKE TO	Would Not BIKE TO	Response Count
Austin Center	0.6% (1)	18.8% (32)	37.6% (64)	6.5% (11)	55.3% (94)	28.8% (49)	170
Village Park Shopping Center (Graeter's)	17.9% (30)	31.5% (53)	23.2% (39)	16.1% (27)	51.8% (87)	17.9% (30)	168
The Marketplace at Settlers Walk (DLM)	23.4% (41)	27.4% (48)	19.4% (34)	19.4% (34)	52.0% (91)	15.4% (27)	175
Main Street Northeast Commercial Area	10.0% (16)	19.4% (31)	34.4% (55)	11.9% (19)	43.8% (70)	29.4% (47)	160
Main Street Southeast Commercial Area (Grismer's)	9.2% (15)	14.7% (24)	35.6% (58)	12.3% (20)	38.7% (63)	35.6% (58)	163
Main Street West Commercial Area	4.6% (7)	15.7% (24)	39.2% (60)	11.1% (17)	42.5% (65)	34.8% (53)	153
Springboro Plaza Shopping Center (IGA)	11.3% (19)	17.9% (30)	31.0% (52)	13.7% (23)	44.6% (75)	26.8% (45)	168
Springboro Pointe Shopping Center (Rooster's)	6.5% (11)	16.1% (27)	35.7% (60)	6.5% (11)	47.6% (80)	30.4% (51)	168
Park Plaza Shopping Center	8.4% (13)	12.9% (20)	39.4% (61)	9.0% (14)	41.3% (64)	32.9% (51)	155
Old Springboro Historic District	14.5% (25)	20.3% (35)	27.3% (47)	14.0% (24)	45.3% (78)	25.0% (43)	172
West Central / I-75 Commercial Area (McDonald's, Wendy's)	1.8% (3)	9.2% (15)	47.9% (78)	3.1% (5)	34.4% (56)	50.9% (83)	163
Other (please specify)							10
answered question							186
skipped question							25

1	Commented next to Austin Center: crossing stinks	Jul 23, 2012 11:32 AM
2	dont care...exercise only	Jul 18, 2012 4:58 PM
3	would like some paths on 73	Jul 17, 2012 1:51 PM
4	again most of these are too far to walk or bike with young children	Jul 15, 2012 1:49 PM
5	Would like to be able to bike to La Comedia	Jul 14, 2012 1:23 PM
6	Can't take kids on our road bc of cars	Jul 13, 2012 11:05 PM
7	Rails to trails.... bike to!	Jul 13, 2012 1:07 PM
8	Austin Center via alternate route to 741	Jul 12, 2012 5:41 AM
9	We walk to Kroger's /Burger King/Tractor Supply	Jul 11, 2012 1:31 PM
10	The kids should be able to bike to school	Jul 11, 2012 12:21 PM
11	not safe too much traffic	Jul 11, 2012 9:31 AM

10. For the following educational and institutional destinations, please indicate if you currently walk and/or bicycle to those destinations and if you would be interested in doing so in the future if there was a network of sidewalks, pathways, crosswalks, and bike lanes that you would be comfortable using

	Currently WALK TO	Would Like to WALK TO	Would Not WALK TO	Currently BIKE TO	Would Like to BIKE TO	Would Not BIKE TO	Response Count
Dennis Elementary School	2.7% (4)	10.3% (15)	52.7% (77)	2.7% (4)	26.7% (39)	52.1% (76)	146
Clearcreek Elementary School	5.6% (8)	9.9% (14)	50.7% (72)	7.0% (10)	22.5% (32)	51.4% (73)	142
Five Points Elementary School	4.1% (6)	14.3% (21)	46.9% (69)	5.4% (8)	34.0% (50)	44.9% (66)	147
Springboro Intermediate School	5.6% (8)	13.9% (20)	45.8% (66)	10.4% (15)	27.1% (39)	43.8% (63)	144
Springboro Junior High	2.0% (3)	15.0% (22)	49.0% (72)	2.0% (3)	34.7% (51)	44.9% (66)	147
Springboro High School	5.4% (8)	14.8% (22)	45.6% (68)	2.7% (4)	37.6% (56)	43.0% (64)	149
Franklin-Springboro Public Library	12.9% (21)	16.0% (26)	33.7% (55)	12.9% (21)	41.7% (68)	28.8% (47)	163
Springboro Municipal Building	12.6% (19)	14.6% (22)	39.1% (59)	9.9% (15)	35.8% (54)	36.4% (55)	151
Other (please specify)							6

answered question							171
skipped question							40
1	Five Points Elementary is particularly dangerous to bike to because there is basically no shoulder on Lytle Five Points from Bunnell to the school					Jul 21, 2012 12:13 PM	
2	Clear Creek Fire Department					Jul 19, 2012 3:15 PM	
3	Rails to trails.... Bike!					Jul 13, 2012 1:08 PM	
4	I thought it was great that a sidewalk was added down 741 from the HS, but it should have been on the same side as the schools.					Jul 12, 2012 8:30 AM	
5	schools should have bike paths					Jul 11, 2012 12:22 PM	
6	too much traffic not safe					Jul 11, 2012 9:32 AM	

11. For the following regional destinations, please indicate if you currently bicycle to the destinations and if you would be interested in doing so in the future if there was a network of sidewalks, pathways, crosswalks, and bike lanes that you would be comfortable using
Note: Do not answer that you currently bike to the destination if you transport your bike via vehicle, this question focuses on how you get to the destination

	Currently BIKE TO	Would Like to BIKE TO	Would Not BIKE TO	Response Count
City of Franklin (approximately 4 miles away)	8.1% (12)	38.9% (58)	54.4% (81)	149
City of Lebanon (approximately 9 miles away)	5.4% (8)	45.6% (68)	50.3% (75)	149
City of Miamisburg (approximately 8 miles away)	9.2% (14)	44.4% (68)	48.4% (74)	153
Village of Waynesville (approximately 9 miles away)	9.4% (14)	43.6% (65)	49.0% (73)	149
City of Centerville (approximately 10 miles away)	9.7% (15)	46.5% (72)	47.1% (73)	155
Armco Park (approximately 7 miles away)	1.4% (2)	36.4% (52)	62.2% (89)	143
Patricia Allyn Park (approximately 4 miles away)	2.0% (3)	54.7% (82)	43.3% (65)	150
Great Miami River Trail (approximately 4 miles away)	9.6% (16)	58.4% (97)	33.7% (56)	166
Little Miami Scenic Trail (approximately 9 miles away)	7.4% (12)	53.4% (87)	39.9% (65)	163

Other (please specify) 4

answered question			167
skipped question			44
1	Dayton Mall (would like to), Miami Township Library(would like to), Centerville Library (currently ride)	Jul 21, 2012 12:20 PM	
2	but i really enjoy seeing so many other people ride their bikes	Jul 15, 2012 1:52 PM	
3	We like long distance off main road bike trails.	Jul 11, 2012 1:33 PM	
4	Silly question - absolutely not safe way too much traffic	Jul 11, 2012 9:34 AM	

12. For those destinations on this and the previous page that you indicated that you would like to walk or bicycle to in the future, please indicate the importance of the following items in making that trip actually happen in the future.

	Very Important	Somewhat Important	Not Very Important	Not Important	Response Count
Bicycle parking	36.4% (55)	39.7% (60)	14.6% (22)	9.3% (14)	151
Complete sidewalk system	61.6% (98)	23.3% (37)	10.1% (16)	5.0% (8)	159
Complete bike lane system	64.5% (100)	21.3% (33)	5.2% (8)	9.0% (14)	155
Hands-on training on safe and effective bicycling	15.3% (23)	22.7% (34)	33.3% (50)	28.7% (43)	150
Lighting along sidewalks and pathways	37.6% (59)	33.8% (53)	17.8% (28)	10.8% (17)	157
Mid-block crosswalks	18.9% (28)	42.6% (63)	24.3% (36)	14.2% (21)	148
Map of available pedestrian and bicycle facilities	40.4% (63)	38.5% (60)	12.8% (20)	8.3% (13)	156
On-line customized walking and bicycling routes	34.0% (52)	35.3% (54)	19.0% (29)	11.8% (18)	153
Snow and ice removal from sidewalks and pathways	29.7% (46)	33.5% (52)	24.5% (38)	12.3% (19)	155
Wayfinding signs for suggested bicycle and pedestrian routes to key destinations	36.7% (58)	42.4% (67)	12.0% (19)	8.9% (14)	158

Other (please specify) 7

		answered question	166
		skipped question	45
1	Crosswalk from settlers walk across remick to the ymca	Jul 18, 2012 5:43 PM	
2	p	Jul 15, 2012 8:55 PM	
3	Equivalent training for motorists so they are aware of bicyclists and their obligations when operating vehicles around bicyclists	Jul 13, 2012 11:22 AM	
4	Improved cross walks on SR 741 & SR 73	Jul 12, 2012 5:09 PM	
5	Need safe routes from automobile traffic!	Jul 12, 2012 10:14 AM	
6	it's all so high traffic -- i'd like safety between cars and bikes/walking	Jul 11, 2012 11:29 AM	
7	lighting areas is best idea so far - should be done	Jul 11, 2012 9:34 AM	

13. Are you the parent of a school age child or a student yourself? An answer to this question is required as it determines if you are presented with some additional questions specific to school age children.

		Response Percent	Response Count
Yes		47.8%	87
No		52.2%	95
answered question			182
skipped question			29

14. Which schools do you or your children attend and how do you typically get to school?

How do you or your children typically get to school?

	Walk	Bike	Bus	Driven	Drive Yourself	Response Count
Dennis Elementary	0.0% (0)	0.0% (0)	93.3% (14)	0.0% (0)	6.7% (1)	15
Clear Creek Elementary	0.0% (0)	0.0% (0)	90.0% (9)	10.0% (1)	0.0% (0)	10
Five Points Elementary	5.7% (2)	0.0% (0)	80.0% (28)	5.7% (2)	8.6% (3)	35
Springboro Intermediate School	4.0% (1)	4.0% (1)	68.0% (17)	12.0% (3)	12.0% (3)	25
Springboro Junior High	0.0% (0)	0.0% (0)	83.3% (20)	8.3% (2)	8.3% (2)	24
Springboro High School	2.7% (1)	0.0% (0)	45.9% (17)	27.0% (10)	24.3% (9)	37
Other (please specify)						11

answered question						76
skipped question						135

1	Sinclair Community College, drive myself	Jul 23, 2012 11:01 AM
2	Bishop Liebold bus	Jul 18, 2012 8:51 PM
3	incarnation school-bus	Jul 17, 2012 8:42 AM
4	Bussed to Bishop Leibold School	Jul 16, 2012 10:00 PM
5	Homeschool	Jul 13, 2012 8:35 PM
6	Home schooled	Jul 13, 2012 3:42 PM
7	Bishop Fenwick	Jul 13, 2012 3:21 PM
8	for Junior high may take son to school to avoid the hr+ ride	Jul 12, 2012 11:30 PM
9	church of incarnation	Jul 12, 2012 9:55 PM
10	I drive my daughter to preschool	Jul 12, 2012 8:36 AM
11	Attends school out of the district	Jul 11, 2012 4:29 PM
12	Bishop Leibold School, they ride the Springboro bus	Jul 11, 2012 12:54 PM

15. How likely are you or your child to walk or bike to school in the future if there is a network of sidewalks, pathways, crosswalks, bike lanes, etc.?

		Response Percent	Response Count
Already walk or bike		1.2%	1
Likely to walk or bike most of the time		13.1%	11
Likely to walk or bike some of the time		42.9%	36
Not likely to start walking or biking		42.9%	36
answered question			84
skipped question			127

16. What concerns do you have about walking or bicycling to school?

	Major Concern	Somewhat of a Concern	Minor Concern	Not a Concern	Not Applicable or Not Sure	Response Count
Lack of sidewalks in the neighborhood	29.5% (23)	12.8% (10)	9.0% (7)	37.2% (29)	11.5% (9)	78
Lack of sidewalks or pathways along the main roads	80.2% (65)	3.7% (3)	2.5% (2)	4.9% (4)	8.6% (7)	81
Existing crosswalks too far out of way	19.7% (15)	21.1% (16)	21.1% (16)	22.4% (17)	15.8% (12)	76
Signalized intersections too busy	40.5% (32)	29.1% (23)	10.1% (8)	10.1% (8)	10.1% (8)	79
Too far to walk or bike	34.9% (29)	24.1% (20)	18.1% (15)	19.3% (16)	3.6% (3)	83
No bike racks at school	16.0% (12)	18.7% (14)	22.7% (17)	20.0% (15)	22.7% (17)	75
Weather	23.1% (18)	32.1% (25)	32.1% (25)	5.1% (4)	7.7% (6)	78
Poor lighting along route	23.7% (18)	32.9% (25)	23.7% (18)	9.2% (7)	10.5% (8)	76
Personal security concerns	42.0% (34)	25.9% (21)	18.5% (15)	4.9% (4)	8.6% (7)	81
Other (please specify)						7

		answered question	86
1	to dangerous	skipped question Jul 14, 2012 6:56 AM	125
2	No side is available back to Dennis Elementary and drivers are not looking for pedestrians.	Jul 12, 2012 8:36 AM	
3	traffic	Jul 11, 2012 6:47 PM	
4	Early morning arrivals at school (ride in the dark)	Jul 11, 2012 3:56 PM	
5	crossing intersection of rt 73 and rt 741...too many lanes with drivers turning right on red.	Jul 11, 2012 11:21 AM	
6	No light or cross walk help at intersection of Lytle 5 pts and Sycamore trails	Jul 11, 2012 11:00 AM	
7	we would not allow any of our children to ever walk or ride to school	Jul 11, 2012 9:35 AM	

17. Would you be comfortable riding a bike on an Off-road Trail?

		Response Percent	Response Count
Most Likely Yes		82.9%	150
I Am Not Sure		6.6%	12
Probably Not		3.9%	7
Definitely Not		6.6%	12
answered question			181
skipped question			30

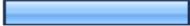
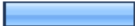
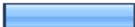
18. Would you be comfortable riding a bike on a Local Bike Route on a Residential Road?

		Response Percent	Response Count
Most Likely Yes		73.7%	132
I Am Not Sure		13.4%	24
Probably Not		5.0%	9
Definitely Not		7.8%	14
answered question			179
skipped question			32

19. Would you be comfortable riding a bike in a Bike Lane on a Minor Road?

		Response Percent	Response Count
Most Likely Yes		50.8%	91
I Am Not Sure		24.6%	44
Probably Not		11.7%	21
Definitely Not		12.8%	23
answered question			179
skipped question			32

20. Would you be comfortable riding a bike in a Bike Lane on a Major Road?

		Response Percent	Response Count
Most Likely Yes		31.8%	57
I Am Not Sure		22.3%	40
Probably Not		22.3%	40
Definitely Not		23.5%	42
answered question			179
skipped question			32

21. Would you be comfortable riding a bike on a Regional Bike Route on a Rural Road?

		Response Percent	Response Count
Most Likely Yes		20.7%	37
I Am Not Sure		23.5%	42
Probably Not		23.5%	42
Definitely Not		32.4%	58
answered question			179
skipped question			32

22. On a scale from 1 to 5 rate how important the following non-motorized facilities are to the City of Springboro. (1 least important and 5 most important)

	1	2	3	4	5	Response Count
Sidewalks along Major Roadways	14.7% (26)	6.8% (12)	13.0% (23)	17.5% (31)	48.0% (85)	177
Sidewalks in Residential Neighborhoods	11.4% (20)	8.6% (15)	26.9% (47)	17.1% (30)	36.0% (63)	175
Off-Road Trails	20.0% (35)	7.4% (13)	26.3% (46)	25.1% (44)	21.1% (37)	175
Local Bike Routes on Residential Roads	15.0% (26)	19.7% (34)	25.4% (44)	25.4% (44)	14.5% (25)	173
Bike Lanes on Minor Roads	14.5% (25)	15.6% (27)	24.9% (43)	24.3% (42)	20.8% (36)	173
Bike Lanes on Major Roads	21.8% (38)	10.3% (18)	20.1% (35)	21.8% (38)	25.9% (45)	174
Regional Bike Routes on Rural Roads	20.1% (35)	22.4% (39)	25.9% (45)	14.9% (26)	16.7% (29)	174
Bicycle Parking	18.0% (31)	23.3% (40)	27.9% (48)	17.4% (30)	13.4% (23)	172
Mid-block Road Crossings	26.7% (46)	17.4% (30)	32.6% (56)	12.8% (22)	10.5% (18)	172
answered question						178
skipped question						33

23. Desired Project Outcomes Visualize the impact of this plan. Think ten or so years into the future and visualize the City of Springboro as you would like it to be. How have walking, bicycling and other non-motorized trips changed in the area? What are you, your neighbors, visitors, or government doing differently? Tell us your priorities. Please concisely list your top three desired outcomes of the Bicycle and Pedestrian Plan based on your vision of the future. Try to focus on general ideas.

		Response Percent	Response Count
First Priority		100.0%	115
Second Priority		84.3%	97
Third Priority		64.3%	74
answered question			115
skipped question			96
First Priority			
1	I would like a designated bike path for Springboro localities so that cars wouldn't do swerve-arounds (near) me. I ride south on Yankee, west on Lytle-Five Points, south on 741, to the library, post office, town hall, etc. Some of the travel is fine. Other times I'm on a prayer.	Jul 23, 2012 11:39 AM	
2	Less traffic	Jul 23, 2012 11:03 AM	
3	Safe biking lanes for families	Jul 23, 2012 7:46 AM	
4	My son can ride his bike safely to the JH and HS	Jul 21, 2012 2:13 PM	
5	Ride for leisure more than just their local neighborhood	Jul 21, 2012 12:49 PM	
6	Safety-conscious, child-friendly bicycle routes to businesses and schools within 10 mi of home	Jul 20, 2012 10:25 PM	
7	Children have the ability to safely bicycle/walk to local schools and events. [Sidewalk to school] [Safety]	Jul 19, 2012 8:57 PM	
8	I don't bicycle myself but would love to see more people out who do enjoy it.	Jul 19, 2012 8:43 PM	
9	Be able to walk and bike safely in every street in the city [Safety]	Jul 19, 2012 8:35 PM	
10	Less cars on the road [non-moto trips increase]	Jul 19, 2012 3:25 PM	
11	Biking as a means to achieve routine physical exercise. [exercise, health]	Jul 19, 2012 3:24 PM	
12	more sidewalks and lanes connecting outlying developments to venter city [Sidewalk to buisnesses]	Jul 18, 2012 11:23 PM	
13	Making walking routes shorter in long neighborhoods. For example, the path to Kessling park from Fieldstone is great.	Jul 18, 2012 10:43 PM	

14	Cross walks and marked walking lanes across major streets at intersections (Lytle, 741, 73) [Crosswalks]	Jul 18, 2012 10:39 PM
15	The fittest city in America! [exercise, health]	Jul 18, 2012 9:00 PM
16	Off road bike trail [More off-road trails]	Jul 18, 2012 6:52 PM
17	Biking to another city on a designated bike way [regional connection]	Jul 18, 2012 5:57 PM
18	Work with township to sidewalk all roads. [Township sidewalks]	Jul 18, 2012 4:23 PM
19	Bike Lanes on Major roads [More Bike Lanes]	Jul 17, 2012 3:25 PM
20	safety on 73 for walkers and bikers [Safety]	Jul 17, 2012 1:59 PM
21	Bike path to Five Points elementary [Bike to School]	Jul 17, 2012 1:49 PM
22	Sidewalks to all schools [Sidewalk to school]	Jul 17, 2012 12:50 PM
23	more people active, more families active together [exercise, health] [family]	Jul 17, 2012 10:24 AM
24	Improve the ease of human powered movement between locations throughout the community [easier/convenient]	Jul 17, 2012 10:05 AM
25	To get from Laurel Glen to YMCA via walking or biking - currently not safe [Destinations]	Jul 17, 2012 9:28 AM
26	trails to the library or a bike lane to the library [to library]	Jul 17, 2012 8:48 AM
27	enjoy daily runs on different routes [Running routes]	Jul 17, 2012 8:16 AM
28	Bike lanes on all major roads [More Bike Lanes]	Jul 17, 2012 7:32 AM
29	Bike paths (either in road way or side-walk type) connecting major points of interest in the city. [Destinations]	Jul 16, 2012 10:38 PM
30	not applicabale to me	Jul 16, 2012 7:41 PM
31	Off Road connections to other bike off road routes (like Miami Valley Trail) [Connect existing trails]	Jul 16, 2012 6:39 PM
32	I don't want it to impede auto traffic. Losing turn lanes and impeding traffic flow is not acceptable.	Jul 16, 2012 7:09 AM
33	lighting in settlers walk along all sidewalks [Lighted Sidewalks]	Jul 15, 2012 11:06 PM
34	Bike friendly everywhere [bike friendly]	Jul 15, 2012 9:00 PM
35	safety [Safety]	Jul 15, 2012 1:59 PM
36	Safe way to walk or bicycle to Austin Landing [Sidewalk to buisnesses] [Bike to buisness]	Jul 15, 2012 9:37 AM
37	Connecting bike paths to other trail systems in area. [Connect existing trails] [regional connection]	Jul 15, 2012 8:37 AM
38	much more biking, exercise and less polution, traffic [exercise, health] [less polution]	Jul 14, 2012 4:10 PM
39	safe routes, cars are using bike lane to turn rt. onto Lytle 5 points from Main St. [Safety]	Jul 14, 2012 3:40 PM
40	Separated bike paths to major shopping, parks and linking to regional trail systems [More off-road trails] [Destinations] [Connect existing trails] [get to parks]	Jul 14, 2012 1:38 PM

41	Safer way for walkers and bikers to get to school, parks, and businesses without being in traffic [Destinations] [Bike to School] [get to parks]	Jul 14, 2012 1:11 PM
42	Bikers often impede traffic on major and minor roads. Provide a safe means for bikers that does not impede the true meaning of a road which is for driving.	Jul 14, 2012 11:00 AM
43	less having to drive [non-moto trips increase]	Jul 14, 2012 10:56 AM
44	Safe walking and biking paths to major shopping areas [Sidewalk to buisnesses] [Destinations] [Bike to buisness]	Jul 14, 2012 10:34 AM
45	bicycling for exercise more [exercise, health]	Jul 14, 2012 8:56 AM
46	Bike lanes [More Bike Lanes]	Jul 14, 2012 8:27 AM
47	Complete network of off road bike trails connecting to other communities [More off-road trails] [Network] [Connect existing trails] [regional connection]	Jul 14, 2012 7:22 AM
48	Bike paths that would allow students to ride their bikes to school (Settlers Walk to Lytle 5 Pts for example) [Bike to School]	Jul 14, 2012 7:19 AM
49	Knowledge [education]	Jul 13, 2012 11:11 PM
50	paved shoulders [more paved shoulders]	Jul 13, 2012 8:56 PM
51	Families can safely bike together for fun from (and back to) their neighborhood - not packing kids and bikes into car to drive somewhere safe to bike [family]	Jul 13, 2012 8:46 PM
52	More mixed use - not just cars [non-moto trips increase]	Jul 13, 2012 3:48 PM
53	Sidewalks connecting the suburbs to the city and important locations [Sidewalk to buisnesses]	Jul 13, 2012 3:25 PM
54	sidewalks in neighborhoods [Sidewalk in Neighborhoods]	Jul 13, 2012 2:35 PM
55	Being able to safely bike from one area of town to another. [Safety] [regional connection]	Jul 13, 2012 2:22 PM
56	Bike routs to the 2 major rails to trails, so I don't have to drive my car to get to them... [Connect existing trails]	Jul 13, 2012 1:20 PM
57	Safe route from Settlers Walk to Historic area [Settlers to historic]	Jul 13, 2012 11:23 AM
58	I think being able to get to larger bike paths and making springboro a great place on the way would be the greatest asset. [Connect existing trails]	Jul 13, 2012 11:17 AM
59	connecting bike/walking paths to other major biking paths (miamisburg/lebanon) from springboro. [Connect existing trails]	Jul 13, 2012 7:35 AM
60	bike lanes on major roads [More Bike Lanes]	Jul 12, 2012 11:32 PM

61	Access to parks [get to parks]	Jul 12, 2012 10:16 PM
62	dedicated bike/walking paths throughout the city, not just in parks [More off-road trails]	Jul 12, 2012 8:31 PM
63	Develop a bike system that the majority of the people will feel comfortable using [easier/convenient]	Jul 12, 2012 5:21 PM
64	easy and safe access to local places [Destinations] [Safety] [easier/convenient]	Jul 12, 2012 4:16 PM
65	fill in sidewalks on main roads where there are none [Sidewalk on major roads]	Jul 12, 2012 11:19 AM
66	safe crossing of 741 and 73 on bikes or walking. [Crosswalks]	Jul 12, 2012 10:25 AM
67	Safe bike and walking routes to parks, schools and commercial areas [Destinations]	Jul 12, 2012 10:24 AM
68	Being able to bike safely with my kids to one of the neighboring bike paths [Facility for kids] [Connect existing trails] [family]	Jul 12, 2012 8:48 AM
69	tie in bicycle lanes/paths to overall system in Ohio [regional connection]	Jul 12, 2012 7:04 AM
70	A large network of bike paths that connect not only Springboro neighborhoods but Springboro to other cities [Destinations] [Network]	Jul 12, 2012 5:49 AM
71	Bike lane along Lytle Five Points for the residence in Greenleaf, Brookside, and Sycamore Trails [More Bike Lanes]	Jul 12, 2012 1:08 AM
72	Increase of bike friendly paths to popular destinations [More off-road trails] [Destinations] [bike friendly]	Jul 12, 2012 12:40 AM
73	Sidewalks on BOTH sides of residential neighborhoods [Sidewalk in Neighborhoods]	Jul 11, 2012 11:54 PM
74	Clearly defined and marked bicycle paths within the city, and within the parks [More off-road trails]	Jul 11, 2012 7:57 PM
75	easy access to bike trails for recreation and exercise [More off-road trails] [exercise, health]	Jul 11, 2012 7:26 PM
76	I would love walking/biking access to stores and parks where none currently exists. [Sidewalk to businesses] [Bike to business] [non-moto trips increase]	Jul 11, 2012 7:08 PM
77	Sidewalks in Heatherwoode [Sidewalk Heatherwood]	Jul 11, 2012 6:53 PM
78	off road trails [More off-road trails]	Jul 11, 2012 6:46 PM
79	Sidewalks connecting entire city for access to businesses [Sidewalk to businesses]	Jul 11, 2012 6:12 PM

80	We are not using our cars for routine trips like day-to-day shopping, to get to parks and the historic district and other commercial areas. [non-moto trips increase]	Jul 11, 2012 4:38 PM
81	Safety [Safety]	Jul 11, 2012 4:02 PM
82	sidewalks on both sides of ALL streets [Sidewalks General]	Jul 11, 2012 3:38 PM
83	keep bikes off state routes and roads with speed limits of 30mph or faster	Jul 11, 2012 3:24 PM
84	Would like to be able to bike places instead of driving everywhere [non-moto trips increase]	Jul 11, 2012 3:11 PM
85	Major bicycling path dedicated throughout the city connection to the Miami bicycling corridor [More off-road trails] [Connect existing trails]	Jul 11, 2012 2:31 PM
86	safe DESIGNATED bike paths [More off-road trails]	Jul 11, 2012 2:30 PM
87	retraining and alerting the people using the streets (i.e. not wanting to share the road with bikes) [Motorist education]	Jul 11, 2012 2:16 PM
88	Finish sidewalk along 73 (north side) in front of Chase bank to Clearcreek. [Sidewalk on major roads]	Jul 11, 2012 1:40 PM
89	More offroad bike routes to avoid concerns with automobile traffic. [More off-road trails]	Jul 11, 2012 1:15 PM

90	Bike lanes on all roads in Springboro, such as the improvements to 741 [More Bike Lanes]	Jul 11, 2012 12:56 PM
91	Children can walk or bicycle to school and sporting events [Sidewalk to school] [Bike to School]	Jul 11, 2012 12:44 PM
92	Bike routes clearly labeled and interconnecting with other established routes [Bike Routes]	Jul 11, 2012 12:43 PM
93	Allow family to bike to local location, for exercise and recreation [exercise, health] [recreation use] [family]	Jul 11, 2012 12:34 PM
94	Sidewalks/walking paths in Heatherwoode neighborhood [Sidewalk Heatherwood]	Jul 11, 2012 12:22 PM
95	adding more sidewalks along major roadways [Sidewalk on major roads]	Jul 11, 2012 12:01 PM
96	safety - there's no way I'd let one of my kids travel down 741 towards Springboro without some sort of guards between cars and the newly installed bike path. Even then I am not sure. [Safety]	Jul 11, 2012 11:50 AM
97	Need safe, connecting walkways around the city [Sidewalks General]	Jul 11, 2012 11:49 AM
98	sidewalks on major roadways (lytle, 741, yankee, 73 etc.) [Sidewalk on major roads]	Jul 11, 2012 11:45 AM
99	Outdoor exercise increases, healthier population [exercise, health] [recreation use]	Jul 11, 2012 11:34 AM
100	can't make left hand turn out of housing area, made worse with bike lane	Jul 11, 2012 11:30 AM
101	Bicycle route between Great Miami and Little Miami bicycle trails [Connect existing trails] [Bike Routes]	Jul 11, 2012 11:30 AM
102	off road trails [More off-road trails]	Jul 11, 2012 11:24 AM
103	Sidewalks on both sides of 73 and Lytle Five Points Rd. [Sidewalk on major roads]	Jul 11, 2012 11:08 AM
104	Connecting neighborhoods currently cut off from each other (we have quite a few) [connect neighborhoods]	Jul 11, 2012 11:07 AM
105	Street lighting in all neighborhoods [Lighted Sidewalks]	Jul 11, 2012 11:05 AM
106	Off Road Trail's on SR 741, SR 73, Pennyroyal comming into city. [More off-road trails]	Jul 11, 2012 11:03 AM
107	Dedicated Bike Paths [More off-road trails]	Jul 11, 2012 11:03 AM
108	Sidewalks on all roadways & in all parts of neighborhoods [Sidewalks General]	Jul 11, 2012 10:33 AM
109	More people walking/cycling safely to local services [Destinations]	Jul 11, 2012 10:11 AM
110	None	Jul 11, 2012 10:08 AM
111	Safe and fun way to get families out and enjoy Springboro by foot or bike [Facility for kids] [family]	Jul 11, 2012 10:08 AM
112	It's easy & safe to get around Springboro by bike [Safety] [easier/convenient]	Jul 11, 2012 9:58 AM
113	More biking / walking paths away from roadways [More off-road trails]	Jul 11, 2012 9:57 AM
114	sidewalks [Sidewalks General]	Jul 11, 2012 9:56 AM

115	Using our bikes for more recreation & transportation. [non-moto trips increase] [recreation use]	Jul 11, 2012 9:51 AM
116	Lighted sidewalks for all [Lighted Sidewalks]	Jul 11, 2012 9:43 AM
117	No Bicycle waste of money for a few like the golf country club	Jul 11, 2012 9:28 AM
Second Priority		
2	Healthier citizens	Jul 23, 2012 11:03 AM
3	bike routes for recreational biking	Jul 23, 2012 7:46 AM
4	I'm able to reach grocery, workout facilities by bike daily	Jul 21, 2012 2:13 PM
5	Ride for short trips/errands in Springboro - library, the Y, ice cream, grocery, Schools	Jul 21, 2012 12:49 PM
6	Sidewalks and walking trails in the immediate neighborhood	Jul 20, 2012 10:25 PM
7	Many more people riding/walking to business districts, restaurants, grocery and entertainment. [Destinations]	Jul 19, 2012 8:57 PM
8	I would love to see more people out walking locally [non-moto trips increase]	Jul 19, 2012 8:43 PM
9	Having trails from different areas in the city to Dayton area's major bike trails [Connect existing trails]	Jul 19, 2012 8:35 PM
10	Healthier community [exercise, health]	Jul 19, 2012 3:25 PM
11	Biking as a means to perform local shopping. [Bike to business]	Jul 19, 2012 3:24 PM
12	green lighting for street lights in on roads connecting outter developments (brookside) [Lighted Sidewalks]	Jul 18, 2012 11:23 PM
13	Better sidewalks along 73 for entire route through Springboro. I would love to be able to walk to yoga or the library, but there is no curb or sidewalk. [Sidewalk on major roads]	Jul 18, 2012 10:43 PM
14	Signage and lanes marked for bicycles so drivers are constantly reminded to watch for walkers and bicyclists. [Motorist education] [Signage]	Jul 18, 2012 10:39 PM
15	Family friendly, healthy city to raise our children. [exercise, health] [family]	Jul 18, 2012 9:00 PM
16	Utilize one of the parks to put in a trail that can be used for bikes, unlike north park that doesnt allow bikes [More off-road trails]	Jul 18, 2012 6:52 PM
17	Safe crossing [Crosswalks]	Jul 18, 2012 5:57 PM
18	Sidewalk all city streets [Sidewalks General]	Jul 18, 2012 4:23 PM
19	Sidewalks for kids to walk to school safely and to the K [Sidewalk to school]	Jul 17, 2012 3:25 PM
20	continue routes on 741 [More Bike Lanes]	Jul 17, 2012 1:59 PM
21	sidewalks along Lytle Five Points to Five Points elementary [Sidewalk to school]	Jul 17, 2012 1:49 PM
22	Bike trails [More off-road trails]	Jul 17, 2012 12:50 PM
23	less congestion on the roads, [non-moto trips increase]	Jul 17, 2012 10:24 AM
24	Social improvement - getting to know neighborhoods, better health for all involved, becoming more involved in the community [exercise, health] [Social Improvement]	Jul 17, 2012 10:05 AM

25	To get from Laurel Glen to DLM shopping area - currently not safe [Destinations]	Jul 17, 2012 9:28 AM
26	bike lane to i-75 along 73 [More Bike Lanes]	Jul 17, 2012 8:48 AM
27	bike rides with my family [family]	Jul 17, 2012 8:16 AM
29	Educate bikers and drivers on rules of sharing the road. [Motorist education] [education]	Jul 16, 2012 10:38 PM
30	not applicable to me	Jul 16, 2012 7:41 PM
31	Off road connections to Austin Road Corridor [More off-road trails] [Destinations]	Jul 16, 2012 6:39 PM
34	Bike friendly everywhere [bike friendly]	Jul 15, 2012 9:00 PM
35	health [exercise, health]	Jul 15, 2012 1:59 PM
36	Bicycling common place, safety first [Safety] [bike friendly]	Jul 15, 2012 9:37 AM
37	Finishing side walk on Yankee St from Austin to Lytle Five Points [Sidewalk on major roads]	Jul 15, 2012 8:37 AM
38	social contacts/activities focused on biking [Programs and Activities]	Jul 14, 2012 4:10 PM
39	possibly more signage about bikes in residential areas, cars not looking for bikes & runners [Motorist education] [Signage]	Jul 14, 2012 3:40 PM
40	bike lanes in places where separated bike paths are not feasible [More Bike Lanes]	Jul 14, 2012 1:38 PM
42	Provide a safe means for students to walk or bike to school. [Sidewalk to school] [Bike to School]	Jul 14, 2012 11:00 AM
43	more exercise [exercise, health]	Jul 14, 2012 10:56 AM
44	Safe walking and biking to elementary schools [Sidewalk to school] [Bike to School]	Jul 14, 2012 10:34 AM
45	Being able to travel to local attractions via bicycle [Destinations]	Jul 14, 2012 8:56 AM
46	Safety of Bicyclists, Motorists, and Pedestrians [Safety]	Jul 14, 2012 8:27 AM
47	Less vehicular traffic and increase in cycling and walking as mode of local transportation [non-moto trips increase]	Jul 14, 2012 7:22 AM
48	A more bike friendly environment at parks (North Park has a sign prohibiting bike use there) [bike friendly]	Jul 14, 2012 7:19 AM
49	Safety [Safety]	Jul 13, 2012 11:11 PM
50	bike lanes/ side walks [Sidewalks General] [More Bike Lanes]	Jul 13, 2012 8:56 PM
51	Close-to-home errands could be done by bike (e.g., Library, small grocery run, etc.) [non-moto trips increase]	Jul 13, 2012 8:46 PM
52	Human-scale intersections and landings [Crosswalks]	Jul 13, 2012 3:48 PM
53	Bike lanes on the roads [More Bike Lanes]	Jul 13, 2012 3:25 PM
54	crosswalk mid-block [Crosswalks]	Jul 13, 2012 2:35 PM
56	All shopping I do in Springboro can be done using my bike.... [non-moto trips increase]	Jul 13, 2012 1:20 PM

57	Do not want to mix it up with cars...too many distracted drivers [More off-road trails]	Jul 13, 2012 11:23 AM
59	biking paths to all schools in springboro. [Bike to School]	Jul 13, 2012 7:35 AM
60	bike lanes on minor roads [More Bike Lanes]	Jul 12, 2012 11:32 PM
61	Access to shopping [Destinations]	Jul 12, 2012 10:16 PM
62	affordable equipment	Jul 12, 2012 8:31 PM
63	Improve cross walks crossing SR 741 at Remick, Lytle Five Points, Tamarack Trail [Crosswalks]	Jul 12, 2012 5:21 PM
64	connections to neighboring cities [regional connection]	Jul 12, 2012 4:16 PM
65	provide safe biking/walking/running paths on secondary roads [Bike Routes]	Jul 12, 2012 11:19 AM
66	Bicycle training for all who ride bikes and importance of obeying traffic laws, including stop signs. [education]	Jul 12, 2012 10:25 AM
67	Off road connectors to bike routes in other communities (this would allow safe commuting) [More off-road trails] [regional connection]	Jul 12, 2012 10:24 AM
68	Bike to work at Austin Interchange without dodging traffic that is coming out of all of the intersecting roads on 741 [Bike to work]	Jul 12, 2012 8:48 AM
71	Bike lane from Springboro to existing bike trails in Ohio (Franklin and Waynesville) [Connect existing trails] [More Bike Lanes]	Jul 12, 2012 1:08 AM
72	sidewalks connecting major roadways to destinations [Sidewalk on major roads]	Jul 12, 2012 12:40 AM
73	Bike PATHWAYS on all secondary roads [More off-road trails]	Jul 11, 2012 11:54 PM
74	Classes/training on bicycling safty [education]	Jul 11, 2012 7:57 PM
75	able to use bikes/walk for short local shopping trips [non-moto trips increase]	Jul 11, 2012 7:26 PM
76	I would appreciate the safety of sidewalks for walking on major roadways. [Sidewalk on major roads]	Jul 11, 2012 7:08 PM
77	No golf carts on Heatherwoode streets for pleasure use	Jul 11, 2012 6:53 PM
79	sidewalk connecting Jr. High and High School on school side of road [Sidewalk to school]	Jul 11, 2012 6:12 PM
80	I am using my bike for recreation and excerise within the community, along shared bike lanes and stand-alone facilities. [More off-road trails] [More Bike Lanes] [exercise, health] [recreation use]	Jul 11, 2012 4:38 PM
81	ease of mobility [easier/convenient]	Jul 11, 2012 4:02 PM
82	bikes share the sidewalks/paths with pedestrians (with rules for sharing)	Jul 11, 2012 3:38 PM
83	use the money for snow and ice removal [Maintenance]	Jul 11, 2012 3:24 PM
85	Bicycling paths that lead to all our city parks [More off-road trails] [get to parks]	Jul 11, 2012 2:31 PM
86	encourage residents to use paths or sidewalks instead of walking on the streets	Jul 11, 2012 2:30 PM
87	accss to the bike trails from Springboro [Connect existing trails]	Jul 11, 2012 2:16 PM
89	Well maintained sidewalks/paths (currently some are in need of repair and cause concerns around injury). [Maintenance]	Jul 11, 2012 1:15 PM

90	Safe bike access from Springboro to all the businesses at Austin Landing [Bike to buisness]	Jul 11, 2012 12:56 PM
91	Walking and bicycle access to civic activities.....parks, community buildings [get to parks]	Jul 11, 2012 12:44 PM
92	Educating motorists and cyclers [Motorist education] [education]	Jul 11, 2012 12:43 PM
94	Bicycle route to the miami valley bike trail [Connect existing trails] [Bike Routes]	Jul 11, 2012 12:22 PM
95	adding bike lanes to minor and major roadways [More Bike Lanes]	Jul 11, 2012 12:01 PM
96	walking/biking when possible to local establishments [Destinations]	Jul 11, 2012 11:50 AM
97	Need area benches to stop and rest during long walks	Jul 11, 2012 11:49 AM
98	crosswalks [Crosswalks]	Jul 11, 2012 11:45 AM
99	Friendlier community - bikers/walkers say Hi, passing cars don't [bike friendly] [Social Improvement]	Jul 11, 2012 11:34 AM
100	remove bike lane shared with car traffic on rt 741	Jul 11, 2012 11:30 AM
101	Teach young people to be patient with cyclists and not yell insults from cars [Motorist education]	Jul 11, 2012 11:30 AM
103	Bike Lanes similar to 741 on 73 and Lytle Five Points Rd. Bonus for 741 south of 73 [More Bike Lanes]	Jul 11, 2012 11:08 AM
104	Widening routes like Lytle-Five Pts to allow for bike lanes (like 741 has) [More Bike Lanes]	Jul 11, 2012 11:07 AM
105	Snow removal from all streets [Maintenance]	Jul 11, 2012 11:05 AM
107	Lighted Walking Routes [Lighted Sidewalks]	Jul 11, 2012 11:03 AM
108	A plan in place to clear the walkways in inclement weather [Maintenance]	Jul 11, 2012 10:33 AM
109	More people walking/cycling safely for leisure [non-moto trips increase]	Jul 11, 2012 10:11 AM
111	Trails to allow runners and bikers to maxamize their training starting from their own front door [More off-road trails]	Jul 11, 2012 10:08 AM
112	Springboro is know as a biking friendly community [bike friendly]	Jul 11, 2012 9:58 AM
115	Drivers are aware of, and are courteous to, pedestrians & bikers. [Motorist education]	Jul 11, 2012 9:51 AM
116	Improved roadways - many roads not walkable or rideable [Maintenance]	Jul 11, 2012 9:43 AM
Third Priority		
4	We are able to connect to the Great Miami and Little Miami bike trails easily	Jul 21, 2012 2:13 PM
5	Connect to trails and commute to work outside of Springboro	Jul 21, 2012 12:49 PM
6	Access to longer-distance (10-30 mi) cycling routes/trails	Jul 20, 2012 10:25 PM
7	People bicycling/walking for exercise and pleasure. [exercise, health]	Jul 19, 2012 8:57 PM
8	I would like for walking paths and destinations be dog friendly too	Jul 19, 2012 8:43 PM
9	Ease of biking for local area businesses and merchants [Bike to buisness]	Jul 19, 2012 8:35 PM
10	Greater community [Social Improvement]	Jul 19, 2012 3:25 PM
11	Biking to be able to use public transportaion to get to/and from work. [Bike to work]	Jul 19, 2012 3:24 PM

13	Bike parking is critical for shopping venues and parks.	Jul 18, 2012 10:43 PM
14	Better connections between neighborhoods and destinations to promote walking and bike riding. [Destinations] [Network] [connect neighborhoods]	Jul 18, 2012 10:39 PM
15	Eco-friendly [less pollution]	Jul 18, 2012 9:00 PM
19	Bike Lanes on Minor roads [More Bike Lanes]	Jul 17, 2012 3:25 PM
20	make it easier to cross the street from the HS and JRH to the sidewalk [Crosswalks]	Jul 17, 2012 1:59 PM
21	sidewalks in Woodland Greens subdivision [Sidewalk in Neighborhoods]	Jul 17, 2012 1:49 PM
22	Bike paths on roads	Jul 17, 2012 12:50 PM
23	less damage to the roads	Jul 17, 2012 10:24 AM
24	Reduced motor traffic making the area a destination for those who enjoy walking and biking [bike friendly]	Jul 17, 2012 10:05 AM
26	bike lane to high school [Bike to School] [More Bike Lanes]	Jul 17, 2012 8:48 AM
27	traveling by bike or walk with family to local shops [Destinations]	Jul 17, 2012 8:16 AM
29	Popular areas of bike trail (assuming it will be multi use - for runners/walkers too) lit. [Lighted Sidewalks]	Jul 16, 2012 10:38 PM
30	not applicable to me	Jul 16, 2012 7:41 PM
31	Off road connectors between residential developments and shopping areas [More off-road trails] [Destinations]	Jul 16, 2012 6:39 PM
34	Bike friendly everywhere [bike friendly]	Jul 15, 2012 9:00 PM
35	cost	Jul 15, 2012 1:59 PM
36	Feel like all areas are tied together as one, so bicycle several trips together. [Network]	Jul 15, 2012 9:37 AM
37	Bike Lanes on all major streets in Springboro [More Bike Lanes]	Jul 15, 2012 8:37 AM
38	money savings	Jul 14, 2012 4:10 PM
39	parking for bikes at DLM area. There is very, very little.	Jul 14, 2012 3:40 PM
40	signed bike routes [Signage]	Jul 14, 2012 1:38 PM
42	Enhance resale by providing an attractive community for leisure and recreational activities. [recreation use]	Jul 14, 2012 11:00 AM
43	being eco friendly [less pollution]	Jul 14, 2012 10:56 AM
44	Safe bicycling routes for longer distances like parks and for work commutes too [Safety]	Jul 14, 2012 10:34 AM
45	Allowing my children to bicycle to school (Five Points Elementary) [Bike to School]	Jul 14, 2012 8:56 AM
46	Cooperation by Bicyclists, Motorists, and Pedestrians	Jul 14, 2012 8:27 AM
50	bike racks	Jul 13, 2012 8:56 PM
53	Off road trails [More off-road trails]	Jul 13, 2012 3:25 PM

54	off road bike paths [More off-road trails]	Jul 13, 2012 2:35 PM
57	Mainly we bike for exercise and to run small trips to local stores [recreation use]	Jul 13, 2012 11:23 AM
59	biking paths to all major commerce areas in springboro. [Bike to buisness]	Jul 13, 2012 7:35 AM
60	a system in place to report vehicles that dont share the road	Jul 12, 2012 11:32 PM
61	Access to community activities [Destinations]	Jul 12, 2012 10:16 PM
63	Bike, pedestrian, and driver education [Motorist education] [education]	Jul 12, 2012 5:21 PM
64	n/a	Jul 12, 2012 4:16 PM
65	provide links to regional paths already in place [Connect existing trails]	Jul 12, 2012 11:19 AM
66	Something to walk or ride to. [Destinations]	Jul 12, 2012 10:25 AM
67	Ancillary facilities (bike parking, storage, crossing lanes, etc..) [Crosswalks]	Jul 12, 2012 10:24 AM
71	Sidewalks on major and minor roads [Sidewalk on major roads]	Jul 12, 2012 1:08 AM
72	off road bike paths to popular destinations [More off-road trails] [Destinations]	Jul 12, 2012 12:40 AM
73	Bike lanes on all major roadways [More Bike Lanes]	Jul 11, 2012 11:54 PM
74	Routes connected to outlying areas, the miami river, Franklin, Miamisburg etc [regional connection]	Jul 11, 2012 7:57 PM
76	I would like my destinations to become closer through short-cut routing.	Jul 11, 2012 7:08 PM
77	Wider Red Lions Five Points Rd for all traffic	Jul 11, 2012 6:53 PM
79	Bike racks	Jul 11, 2012 6:12 PM
80	Linkage to the region particularly the Little Miami bike trail. [Connect existing trails] [regional connection]	Jul 11, 2012 4:38 PM
81	restrooms	Jul 11, 2012 4:02 PM
82	walking trails IN the woods and along the creek at North Park to Penny Royal	Jul 11, 2012 3:38 PM
83	ask the community before making decisions on updates	Jul 11, 2012 3:24 PM
85	Sidewalks that provide space for both walkers & bicycling [Sidewalks General]	Jul 11, 2012 2:31 PM
87	sidewalks that actually connect like from Settlers WAlk all the way to Yankee [Sidewalks General]	Jul 11, 2012 2:16 PM
91	Connect the communities [connect neighborhoods]	Jul 11, 2012 12:44 PM
92	Become a Nationally recognised bike friendly community [bike friendly]	Jul 11, 2012 12:43 PM
95	adding bike trails [More off-road trails]	Jul 11, 2012 12:01 PM
96	less car traffic would be great	Jul 11, 2012 11:50 AM
97	Stop people from letting their dogs run loose within the city limits	Jul 11, 2012 11:49 AM
98	bicycle pathways [More off-road trails]	Jul 11, 2012 11:45 AM
100	priority on solving car issues before looking at biking and pedestrian issues, enforce traffic laws with bikers	Jul 11, 2012 11:30 AM

103	A safe bike route to the Little Miami and/or Great Miami trails. [Connect existing trails]	Jul 11, 2012 11:08 AM
104	Have safer routes for children to school if walking and biking is desired [Sidewalk to school] [Safety] [Bike to School]	Jul 11, 2012 11:07 AM
105	Police patrols	Jul 11, 2012 11:05 AM
108	signage for walkers & bikers to encourage their use [Signage]	Jul 11, 2012 10:33 AM
109	Vehicle drivers much more aware of and acting more safely around walker/cyclists [Motorist education]	Jul 11, 2012 10:11 AM
112	Springboro is known to rival Xenia as a hub for biking ... and a key connector between the Little Miami and Great Miami trails [bike friendly]	Jul 11, 2012 9:58 AM
115	Neighborhoods and commercial areas are properly planned to be pedestrian & biker friendly [bike friendly]	Jul 11, 2012 9:51 AM
116	Make homeowners keep up property - not too appealing to walk or ride past junky homes	Jul 11, 2012 9:43 AM

24. Needed improvements Recall the streets and trails that you frequent. Now think of those places at different times of the day, weather conditions and seasons. In these places that you are familiar with, please tell us about three specific areas that this project should address. These issue areas may be an off-road trail opportunity, a challenging intersection, a difficult road to cross, or a hard stretch of road to walk or bicycle along. Please note the location and concisely describe the issue.

		Response Percent	Response Count
Location One		100.0%	112
Location Two		75.0%	84
Location Three		50.9%	57
		answered question	112
		skipped question	99
Location One			
1	Crossing Yankee into Laurel Glen or Brookside	Jul 23, 2012 11:39 AM	
2	73 towards Main St. no continuous sidewalks	Jul 23, 2012 11:03 AM	
3	lower springboro road between Ridgeville and Springboro needs resurfaced	Jul 23, 2012 7:46 AM	
4	Historic Main St. has an enforced speed limit, possibly ped yield signs at each intersection, something to get drivers to acknowledge this is a walk friendly area!	Jul 21, 2012 2:13 PM	
5	Bike lane on Lytle Five points from 741 to Five Points Elementary	Jul 21, 2012 12:49 PM	
6	Lytle-5 Points lacks sidewalks/shoulders for ped/bicycling access	Jul 20, 2012 10:25 PM	
7	State Route 73. [73]	Jul 19, 2012 8:57 PM	
8	Austin Blvd from St. Rt. 741 towards Great Miami Valley Bike Trail [Austin Pike]	Jul 19, 2012 8:35 PM	
9	Lytle 5 Pts. Yankee to Settlers Walk [Lytle Five Points]	Jul 19, 2012 6:20 PM	
10	Residential sidewalks upkeep	Jul 19, 2012 3:25 PM	
11	Austin Pike up to Great Miami River Trail is very dangerous. Currently have to get there by car. [Austin Pike]	Jul 19, 2012 3:24 PM	
12	Sidewalks	Jul 19, 2012 2:06 PM	
13	connect brookside to settlers with sidewalks [Settlers Walk]	Jul 18, 2012 11:23 PM	
14	73 from Fieldstone/Lovely's into town and through. There is no paved curb or berm here so walking is a bit risky. Biking along the side of this road is out of the question. [73] [73 safety]	Jul 18, 2012 10:43 PM	

15	Intersection of 741 and Lytle Five Points - would like to be able to cross 741 at either intersection. [Lytle Five Points] [741] [Intersection 741 & Lytle] [Lytle Crossing] [741 intersection]	Jul 18, 2012 10:39 PM
16	keeping trees and bushes trimmed. [Vegetation Trim] [Maintenance]	Jul 18, 2012 9:00 PM
17	Remick @ 741-not an easy crossing especially with children. No defined crosswalk. [Remick]	Jul 18, 2012 7:07 PM
18	Better lighting in neighborhoods, such as Bayberry... there are no streetlights. Very dangerous [Better Lighting]	Jul 18, 2012 6:52 PM
19	No Bike path along Lytle 5 points- would like to be able to bike to waynesville from 741 [Lytle Five Points]	Jul 18, 2012 5:57 PM
20	rt 73 is too dangerous to bike on [73] [73 safety]	Jul 17, 2012 3:25 PM

21	Traffic light at Settlers walk Blvd & Lytle five Points Rd [Lytle Five Points] [Lytle at Settlers] [Lytle Crossing]	Jul 17, 2012 1:49 PM
22	741 south to Springboro High School - Cross walk important as well [741] [741 crossing]	Jul 17, 2012 12:50 PM
23	repair, repair, repair [Maintenance]	Jul 17, 2012 10:24 AM
24	Lytle Five Points Road between St Rt 48 and Yankee. Very busy roads and no means of walking or biking to destinations along these areas. [Lytle Five Points]	Jul 17, 2012 10:05 AM
25	Need sidewalks on Yankee Road from Laurel Glen subdivision up to Lytle Five Point Road [Yankee]	Jul 17, 2012 9:28 AM
26	along 741 traveling along 741, the speed limit is very high...slow down the traffic and more [741] [741 traffic]	Jul 17, 2012 8:48 AM
27	Bike lanes on all major roads [Bike Lanes]	Jul 17, 2012 7:32 AM
28	Crossing Remick at Blackford Drive (to the Y) is horrible. Lots of kids cross there and it is an ACCIDENT WAITING TO HAPPEN. [Remick]	Jul 16, 2012 10:38 PM
29	not applicable to me	Jul 16, 2012 7:41 PM
30	Sidewalk needed on north side of Lytle 5 Points between Syacamore Springs & Settlers Walk [Lytle Five Points] [Lytle Sidewalk]	Jul 16, 2012 7:16 PM
31	Crossing Remick to get to YMCA - need light and or better marked crosswalk [Remick]	Jul 16, 2012 6:39 PM
32	Bike friendly everywhere	Jul 15, 2012 9:00 PM
33	we used to walk a lot to the DLM area, but since the 5th3rd bank hold up we are now too afraid [DLM]	Jul 15, 2012 1:59 PM
34	Austin Landing [Austin Landing]	Jul 15, 2012 9:37 AM
35	Yankee St limited shoulder space for biking or walking, jogging. Need sidewalk or bake lane. [Yankee]	Jul 15, 2012 8:37 AM
36	Austin Pike [Austin Pike]	Jul 14, 2012 4:10 PM
37	Main St. & Lytle 5 points. (Keep cars out of bike lane) (ENFORCEMENT) [Lytle Five Points] [741] [741 traffic]	Jul 14, 2012 3:40 PM
38	Paved sidewalk on Lytle Five Points road between Yankee and Settler's walk [Lytle Five Points] [Lytle Sidewalk]	Jul 14, 2012 2:19 PM
39	Central Avenue/73 should be made to be bicycle friendly [73] [73 bicycle friendly]	Jul 14, 2012 1:38 PM

40	Central Avenue sidewalks [73] [73 Sidewalks]	Jul 14, 2012 1:11 PM
41	no comment	Jul 14, 2012 11:00 AM
42	the country roads [Country Roads]	Jul 14, 2012 10:56 AM
43	Lack of shoulders, bike paths and sidewalks on Bunnell Hill make walking and biking unsafe [Bunnell Hill]	Jul 14, 2012 10:34 AM
44	Austin Blvd Area - Traffic, however there is a bike trail on the Miamisburg side but it is difficult to get to the path from where we live due to lack of sidewalks [Austin Pike]	Jul 14, 2012 8:56 AM
45	Lytle Five Points Rd between Sycamore Springs and Stone Bridge- no sidewalk [Lytle Five Points] [Lytle Sidewalk]	Jul 14, 2012 8:27 AM
46	SR 73 [73]	Jul 14, 2012 7:22 AM
47	Lytle Five Points road needs a wider shoulder or a dedicated bike lane from 741 to 48 [Lytle Five Points] [Lytle Bike Lanes]	Jul 14, 2012 7:19 AM
48	Lower Springboro [Lower Springboro]	Jul 13, 2012 11:11 PM
49	73 west of Bank ONE on north side [73]	Jul 13, 2012 8:56 PM
50	Pennyroyal Road - not much room for bikes along some of it, and cars travel above speed limit [Penny Royal]	Jul 13, 2012 8:46 PM
51	Connecting road bike paths to off-road paths would make the off-road more usable, esp. for recreation.	Jul 13, 2012 3:48 PM
52	sidewalks	Jul 13, 2012 2:35 PM
53	Getting from Yankee Road to SR 741 on Lytle Five Points [Lytle Five Points]	Jul 13, 2012 2:22 PM
54	Complete existing side walks and paths. For example, from Yankee to Austen Rd, the paths stop and start [Yankee]	Jul 13, 2012 1:31 PM
55	I know it was just updated, but for bikes the intersection of 73 & 741 - we really lose the bike lane... [Intersection 73 and 741]	Jul 13, 2012 1:20 PM
56	Off road to waynesville would be good [Waynesville]	Jul 13, 2012 11:23 AM
57	Lower Springboro Road - East of Red Lion Five points, narrow and in need of repair [Lower Springboro Road] [Lower Springboro]	Jul 13, 2012 11:17 AM
58	getting from east of 741 to dennis/high/junior high safely. [High School]	Jul 13, 2012 7:35 AM
59	I would love to have off-road trails that would get me to LexisNexis [LexisNexis]	Jul 12, 2012 11:32 PM

60	Lytle 5 points [Lytle Five Points]	Jul 12, 2012 10:16 PM
61	poor snow removal on residential sidewalks [Maintenance]	Jul 12, 2012 8:31 PM
62	The city has to link an off-road trail to Austin Landing [Austin Landing]	Jul 12, 2012 5:21 PM
63	new lanes on 741 are hazarsous with so much traffic--narrow and crossing turn lanes [741] [741 traffic]	Jul 12, 2012 4:30 PM
64	safe connection between downtown Springboro and the west side	Jul 12, 2012 4:16 PM
65	add a sidewalk on 73 at 741 southeast corner to East street (I think that is the name) [73] [73 Sidewalks]	Jul 12, 2012 11:19 AM
66	Crossing 73 and 741 to get to parks, historical area and stores. [73] [741] [73 Crossing] [741 crossing]	Jul 12, 2012 10:25 AM
67	SR 73 is too dangerous to bike or walk near without seperate bike lanes. [73] [73 safety]	Jul 12, 2012 10:24 AM
68	The Austin interchange is a nightmare to bike through, going north on 741 to west on Austin, you cross 7 roads, each one going different directions with different traffic signals. [741] [Austin Interchange] [741 intersection]	Jul 12, 2012 8:48 AM
69	An alternate bike path (preferably off-road) to 741 [741] [741 bike path]	Jul 12, 2012 5:49 AM
70	Need of a bike lane on Lytle Five Points between Yankee and Settlers Walk [Lytle Five Points] [Lytle Bike Lanes]	Jul 12, 2012 1:08 AM
71	I do not frequent most streets and trails at this time. Just ride in my neighborhood.	Jul 12, 2012 12:40 AM
72	Lower Springboro is a horrible road to ride on: there needs to be signage, "share the road" [Lower Springboro]	Jul 11, 2012 11:54 PM
73	Lytle Five Points Rd-sidewalks for walking Five Points students [Lytle Five Points] [Lytle Sidewalk]	Jul 11, 2012 11:18 PM
74	Insure major crossing areas are marked and improve ease of crossing	Jul 11, 2012 7:57 PM
75	connecting off road trails to existing trails in dayton and cincy	Jul 11, 2012 7:26 PM
76	The western edge of Springboro North Park along the creek; would like access to Central and to North Park from the Tamarack area.	Jul 11, 2012 7:08 PM
77	Red Lions Five Points Road is too narrow.....waiting for a school bus/car accident to happen [Lytle Five Points] [Lytle Safety]	Jul 11, 2012 6:53 PM
78	Continue a sidewalk between East St. and Richard's Run	Jul 11, 2012 6:12 PM

79	SR 73 and SR 741. If it's bad for cars it's worse for bicycles and pedestrians. [73] [741] [73 safety] [741 safety]	Jul 11, 2012 4:38 PM
80	crossing 741 from market st. cars do not watch for pedestrians at crosswalks [741] [741 crossing]	Jul 11, 2012 4:12 PM
81	Stone Ridge residents riding through the field of Kesling Park to bike into town in order to stay off Lower Springboro Road [Lower Springboro]	Jul 11, 2012 4:02 PM
82	73 from 175 to 741 [73]	Jul 11, 2012 3:38 PM
83	do not put bike paths to the high school and junior high. They are new drivers accidents will happen	Jul 11, 2012 3:24 PM
84	sidealk needed between sycamore springs entrance and stoneridge entrance on lytle 5 pts rd [Lytle Five Points] [Lytle Sidewalk]	Jul 11, 2012 3:19 PM
85	Coordinated bike paths to all parks in the city. [parks]	Jul 11, 2012 2:31 PM
86	biking between Pennyrole and new Austing road intersection [Austin Landing]	Jul 11, 2012 2:16 PM
87	wood road	Jul 11, 2012 1:54 PM
88	I live on Clearcreek Rd. (Tamatack Sub) would like to walk to Llibrary but no sidewalk along 73 N. side [73] [73 Sidewalks]	Jul 11, 2012 1:40 PM
89	Increase off-road trail opportunities; allow bikes on some city park trails for general recreation and exercise. [parks]	Jul 11, 2012 1:15 PM
90	741 North to Austin Landing [Austin Landing]	Jul 11, 2012 12:56 PM
91	Lytle Five Points bridge between Green Leaf and Settlers Walk [Lytle Five Points]	Jul 11, 2012 12:44 PM
92	Lytle Five Points Signage to motorists [Lytle Five Points]	Jul 11, 2012 12:43 PM
93	Lytle-Five points road - from Yankee to Settlers walk [Lytle Five Points]	Jul 11, 2012 12:34 PM
94	741 - the new bike path -- there's NOTHING between cars and riders/walkers - and it leads to nowhere. Nice thought - but needs finished. [741]	Jul 11, 2012 11:50 AM
95	In North Park, wooded area near creek, fix area where water has breeched the path [North Park]	Jul 11, 2012 11:49 AM
96	lytle five points & country club drive (no connecting to any other neighborhood) or traffic light [Lytle Five Points]	Jul 11, 2012 11:45 AM
97	connect residential areas along lytle 5-points to DLM area [Lytle Five Points] [DLM]	Jul 11, 2012 11:34 AM

98	intersection of 73 and 741 very dangerous for bikers and walkers to cross. [73] [741] [Intersection 73 and 741] [73 safety] [73 intersection] [741 intersection] [741 safety]	Jul 11, 2012 11:30 AM
99	no sidewalk from on Pennyroyal from Evergreen to Royal Springs Dr [Penny Royal]	Jul 11, 2012 11:30 AM
100	YMCA	Jul 11, 2012 11:24 AM
101	No sidewalk on 73 south side west of the City Building. Tough to walk, impossible to bike [73] [73 Sidewalks]	Jul 11, 2012 11:08 AM
102	Lytle- Five Pts rd widening, to busy and narrow [Lytle Five Points] [Lytle Safety]	Jul 11, 2012 11:07 AM
103	Sidewalk or bike lane along Lytle 5 pts from Yankee to the 5 pts school. [Lytle Five Points] [Lytle Sidewalk] [Lytle Safety] [Lytle Bike Lanes]	Jul 11, 2012 11:06 AM
104	SR 741 south of city limits is dangerous [741]	Jul 11, 2012 11:03 AM
105	SR 73 [73]	Jul 11, 2012 11:03 AM
106	Lytle Five Points Road near Greenleaf Village to Settlers Walk is not safe to ride a bike on [Lytle Five Points] [Lytle Safety]	Jul 11, 2012 10:55 AM
107	along 73 from 741 towards Waynesville, there are no sidewalks, traffic is very busy at times & the sides of the road are inclined making it difficult to get into downtown Boro [73] [73 Sidewalks]	Jul 11, 2012 10:33 AM
108	Intersection near SettlersWalk Marketplace - requires a safe crossing to other side of street [Settlers Walk]	Jul 11, 2012 10:11 AM
109	None	Jul 11, 2012 10:08 AM
110	Think Settlers Walk (given pop density) could use bike lanes on SW Blvd and Remick ... yes there are trails, but a lot of walkers & young kids [Settlers Walk]	Jul 11, 2012 9:58 AM
111	73 and 741 difficult intersection. Unsightly closed gas station [73] [741] [Intersection 73 and 741] [73 intersection]	Jul 11, 2012 9:56 AM
112	Sidewalks & bike lanes are needed along 73 from Clearcreek-Franklin toward town on the north side of the road. [73] [sidewalk] [73 bicycle friendly] [73 Sidewalks] [73 Bike lanes]	Jul 11, 2012 9:51 AM
113	Lighted sidewalks for all [Better Lighting]	Jul 11, 2012 9:43 AM
114	Traffic on main - Future will see grid lock adding a bycycle mode increaes accidents [741] [741 traffic]	Jul 11, 2012 9:28 AM

Location Two

1	Traveling west (off Yankee) onto Lytle-Five Points till you get up the hill. And if you do the asphalt path there are no ramps (up or down) to allow west travel w/o riding on the grass.	Jul 23, 2012 11:39 AM
4	Pioneer Drive & Lower Springboro Rd., and the curve down the hill to Clearcreek Park, visually challenging	Jul 21, 2012 2:13 PM
5	Pennyroyal road, bike lane	Jul 21, 2012 12:49 PM
6	Access to Miami Trail system from Springboro	Jul 20, 2012 10:25 PM
7	West Lower Springboro Road. [Lower Springboro]	Jul 19, 2012 8:57 PM
8	Yankee Rd [Yankee]	Jul 19, 2012 8:35 PM
9	Yankee to Brookside entrance. [Yankee]	Jul 19, 2012 6:20 PM
11	Yankee Road needs continuous walkway system. Currently walkways are intermittent. [sidewalk] [Yankee]	Jul 19, 2012 3:24 PM
13	potholes adn cracks on lytle five points [Lytle Five Points] [Maintenance]	Jul 18, 2012 11:23 PM
14	No bike storage in town that I am aware of. Maybe at the new rotary park, but if so, I missed it. [Bike Parking]	Jul 18, 2012 10:43 PM
15	Would like crosswalks marked on Lytle Five Points between Great Oak and Tanglewood. [Lytle Five Points] [Lytle Crossing]	Jul 18, 2012 10:39 PM
16	restrooms	Jul 18, 2012 9:00 PM
19	Crossing remick from settlers walk- cars go fast down remick and don't yield to pedestrians [Remick]	Jul 18, 2012 5:57 PM
21	ramps in Settlers Walk along Lytle Five Points [Settlers Walk] [Lytle Five Points] [Lytle Ramps]	Jul 17, 2012 1:49 PM
22	Lower Springboro, west of 741 [Lower Springboro]	Jul 17, 2012 12:50 PM
23	wider roads	Jul 17, 2012 10:24 AM
24	Red Lyon Five Points road between Bunnell Hill Rd and Lower Springboro Rd is very narrow and not conducive to any type of transportation except driving [Lytle Five Points]	Jul 17, 2012 10:05 AM
25	Need sidewalks on Lytle Five Points Road up to SR741 [Lytle Five Points] [Lytle Sidewalk]	Jul 17, 2012 9:28 AM
26	people will bike/walk along 741 near graeters and more people will bike to north park [741] [North Park]	Jul 17, 2012 8:48 AM
28	Bike trail or off road area on Lytle 5 points from 741 to Grade school (currently just a non-continuous trail) [Lytle Five Points] [Lytle Bike Path]	Jul 16, 2012 10:38 PM
29	not applicable to me	Jul 16, 2012 7:41 PM
31	Need lights along Lytle Five Points for egress from Woodland Greens and Settlers Walk [Lytle Five Points]	Jul 16, 2012 6:39 PM
32	Bike friendly everywhere	Jul 15, 2012 9:00 PM
33	cars do not obey speed limits...very unsafe [speed limit]	Jul 15, 2012 1:59 PM
34	North Main Street 741 [741]	Jul 15, 2012 9:37 AM

36	intersection of 73 and 741 [73] [741] [Intersection 73 and 741] [741 intersection]	Jul 14, 2012 4:10 PM
37	Lytle 5 points and entrance to Settlers Walk Shopping, (very dangerous, as no one looking for bikes or runners) [Settlers Walk] [Lytle Five Points] [Lytle at Settlers]	Jul 14, 2012 3:40 PM
38	Paved sidewalk on Yankee south of Brookside [Yankee]	Jul 14, 2012 2:19 PM
39	741/Main St should be a major bicycle friendly route [741]	Jul 14, 2012 1:38 PM
40	Pennyroyal Road [Penny Royal]	Jul 14, 2012 1:11 PM
41	no comment	Jul 14, 2012 11:00 AM
42	area by dairy queen and roosters	Jul 14, 2012 10:56 AM
43	Lack of shoulders, bike paths and sidewalks along Lytle Five Points rd. make it unsafe for other than cars, especially for children [Lytle Five Points] [Lytle Safety]	Jul 14, 2012 10:34 AM
44	Lytle-Five Points and Yankee heading into town or to Five Points Elementary- no bike path or sidewalks [Lytle Five Points] [Lytle Sidewalk] [Lytle Bike Path]	Jul 14, 2012 8:56 AM
45	Red Lions Five Points- no bike lanes [Lytle Five Points] [Lytle Bike Lanes]	Jul 14, 2012 8:27 AM
46	Main & Central [73] [741] [741 intersection]	Jul 14, 2012 7:22 AM
47	W Mill St, and W Lower Springboro road needs a wider shoulder [Lower Springboro] [Mill St]	Jul 14, 2012 7:19 AM
49	Lytle 5 points east of Settler's walk [Lytle Five Points]	Jul 13, 2012 8:56 PM
50	A path from Gardner park to North Park and to Library, including access from Tamerack neighborhood [North Park]	Jul 13, 2012 8:46 PM
52	crosswalks	Jul 13, 2012 2:35 PM
53	Getting from Yankee Road to Austin Blvd Interchange at I-75. [Yankee]	Jul 13, 2012 2:22 PM
56	Safer trail to Austin intersection past the airport [Austin Pike]	Jul 13, 2012 11:23 AM
58	getting across 73 safely via red lion. [73] [73 Crossing]	Jul 13, 2012 7:35 AM
59	bike lane along 73 [73] [73 Bike lanes]	Jul 12, 2012 11:32 PM
60	Route 48 [Route 48]	Jul 12, 2012 10:16 PM
62	Paint pedestrain crossings on Lytle Five Points at Tanglewood, Settlers Walk Blvd., Wispering Woods Dr. [Lytle Five Points] [Lytle Crossing]	Jul 12, 2012 5:21 PM
65	Add sidewalk or bikepath on 73 west toward I75 and 73 east toward Fieldstone neighborhood [73] [73 Sidewalks]	Jul 12, 2012 11:19 AM
66	Lytle Five Point Road [Lytle Five Points]	Jul 12, 2012 10:25 AM
67	Lower Springboro Road [Lower Springboro]	Jul 12, 2012 10:24 AM
68	Biking anywhere along 73 [73] [73 bicycle friendly]	Jul 12, 2012 8:48 AM
69	a sidewalk/path from Clearcreek-Franklin Road to Royal Drive	Jul 12, 2012 5:49 AM
70	Need of a bike lane on Lytle Five Points between Yankee and 5pt. Elementary [Lytle Five Points] [Lytle Bike Lanes]	Jul 12, 2012 1:08 AM
72	Main St in Old Springboro.....drivers actually try to run you over...paint bike on the street! [741]	Jul 11, 2012 11:54 PM

73	S 741 -sidewalks for walking students of SI, Jr, High, Sr High [741] [741 sidewalks]	Jul 11, 2012 11:18 PM
74	Insure off-road trails and paths within parks are clearly marked	Jul 11, 2012 7:57 PM
75	bike lanes in major shopping areas to keep bikes of main road	Jul 11, 2012 7:26 PM
76	Would like walking or bike access to Garner Park and also E Milo Beck park. [parks]	Jul 11, 2012 7:08 PM
78	Continue a sidewalk from Cambridge Dr. to Kesling Park [parks]	Jul 11, 2012 6:12 PM
79	SR 73 both directions. There are major gaps in the sidewalk system to get to get to the west side of town, parks in SW Springboro and the Great Miami bikeway. [73] [73 Sidewalks]	Jul 11, 2012 4:38 PM
81	Helmet enforcement possibly up to 16 years of age, if not all riders	Jul 11, 2012 4:02 PM
82	741 north and south of central (Already done?) [741]	Jul 11, 2012 3:38 PM
83	remove the bike path at 741 and 73 People don't walk or ride the intersection. It's dangerous. [73] [741] [Intersection 73 and 741] [73 intersection] [741 remove bike lane]	Jul 11, 2012 3:24 PM
85	Sidewalks at least on one side of all neighbors in the City of Springboro	Jul 11, 2012 2:31 PM
86	being able to cycle on the minor roads around Springboro safely	Jul 11, 2012 2:16 PM
87	franklin township rd	Jul 11, 2012 1:54 PM
88	Would like to access bike trail along little Miami River without riding on major traffic roads.	Jul 11, 2012 1:40 PM
89	Safer ways to cross 741 near Settler's Walk due to increase traffic with the Austin expansion [741] [741 crossing]	Jul 11, 2012 1:15 PM
92	See above for any location	Jul 11, 2012 12:43 PM
93	Lytle-Five points road - from Yankee to Five points school [Lytle Five Points]	Jul 11, 2012 12:34 PM
94	sidewalk all the way down Lytle 5 points. There's no safe way to travel that road. [Lytle Five Points] [Lytle Sidewalk]	Jul 11, 2012 11:50 AM
95	Gardner park, extend black top path either to Max & Irma's and/or through Easton property to North Park [parks]	Jul 11, 2012 11:49 AM
96	Brookside crosswalks with connection to west side of town [Brookside]	Jul 11, 2012 11:45 AM
97	provide a safe and pleasant route to bike/walk from areas north to historic Springboro [Historic Springboro]	Jul 11, 2012 11:34 AM
98	remove bike land shared with car traffic on 741 [741] [741 remove bike lane]	Jul 11, 2012 11:30 AM
99	Rt 73 in Springboro [73]	Jul 11, 2012 11:30 AM
101	No sidewalk on 741 near Airport and no way to cross 741 in that area on foot or bike [741] [741 crossing] [741 sidewalks]	Jul 11, 2012 11:08 AM
102	St Rt 73 also too busy for general bike use [73]	Jul 11, 2012 11:07 AM
104	SR 73 into City from east is doable for bike but not walking [73]	Jul 11, 2012 11:03 AM
105	SR 741 [741]	Jul 11, 2012 11:03 AM

106	Route 73 is not safe from 741 to LaComedia [73] [73 safety]	Jul 11, 2012 10:55 AM
107	Some neighborhoods only have partial sidewalks throughout	Jul 11, 2012 10:33 AM
108	Austin Place etc sidewalks/crossing points to enable people to walk to the new businesses	Jul 11, 2012 10:11 AM
110	Expand the new bike lanes along 741 around the turn on Central Ave down to near I-75 ... and North to Ausin Center (yes I know its out of the city & county, but perhaps link up with Montgomery Co.) [741]	Jul 11, 2012 9:58 AM
112	It is very difficult to get out of the Tamarack neighborhood on bike. We end up dragging our bikes up the paths in the woods and riding thru North Park, which is actually prohibited. The paths are steep, and get very muddy in rain, too. SR 73 is too busy to ride safely on, with the way the sidewalks are, and Pennyroyal is not a good choice to get into town. [North Park]	Jul 11, 2012 9:51 AM
113	improved roadways - many roads not walkable or rideable [Maintenance]	Jul 11, 2012 9:43 AM
Location Three		
1	741/73 crossing is ridiculous.	Jul 23, 2012 11:39 AM
4	SR 73 and Royal/Park, needs better timing for crossing for peds and turn lanes for cars (on 73)	Jul 21, 2012 2:13 PM
5	Clearcreek Franklin Rd needs bike lane	Jul 21, 2012 12:49 PM
7	South Main Street [741]	Jul 19, 2012 8:57 PM
8	Lytle Five Points Rd [Lytle Five Points]	Jul 19, 2012 8:35 PM
11	West Lytle Five Points Road needs continuous walkway system. Currently walkways are intermittent. [Lytle Five Points] [Lytle Sidewalk]	Jul 19, 2012 3:24 PM
13	level uneven sidewalks [Maintenance]	Jul 18, 2012 11:23 PM
14	I would love to have an off road trail opportunity to the Little Miami or Big Miami trail. It would be great to have a safe route to those already established trails.	Jul 18, 2012 10:43 PM
15	Would like crosswalk marked on Remick between Blackford Dr. and the YMCA driveway entrance. [Remick]	Jul 18, 2012 10:39 PM
16	pedestian crosswalks with clear signs	Jul 18, 2012 9:00 PM
19	Need a sidewalk to connect Yankee to Lytle [Lytle Five Points] [Yankee] [Lytle Sidewalk]	Jul 18, 2012 5:57 PM
20	connect Little Miami Trail between Franklin and Corwin	Jul 17, 2012 3:25 PM
21	better street lighting along main sidewalks/bike paths [Better Lighting]	Jul 17, 2012 1:49 PM
22	73 from UDF to Arby's [73]	Jul 17, 2012 12:50 PM
23	increase in # of signs to make drivers aware of bicyclists	Jul 17, 2012 10:24 AM
24	Side walks in some of the subdivisions (specifically mine - Glenridge) are not set up on all sides of the roads. In messy winter weather, I drive my child to school because there are no sidewalks on my side of the street and, in the entrance area, the sidewalk is on one side of the road only. Additionally, not everyone clears the sidewalks so we end up walking in the street which is a major safety concern.	Jul 17, 2012 10:05 AM

28	Maybe work with Montgomery County to continue Bike Path North on 741? THANK! [741] [741 bike path]	Jul 16, 2012 10:38 PM
29	not applicable to me	Jul 16, 2012 7:41 PM
32	Bike friendly everywhere	Jul 15, 2012 9:00 PM
33	make sure people clean up after their pets!!!!	Jul 15, 2012 1:59 PM
34	From Downtown to Austin Landing [Austin Landing]	Jul 15, 2012 9:37 AM
36	rt. 73 [73]	Jul 14, 2012 4:10 PM
37	741 & 73, get the cross walks to all work, N/E and S/W corners, (push buttons for crosswalk have been broken/and or not working in past year) [73] [741] [Intersection 73 and 741] [73 Crossing] [741 crossing]	Jul 14, 2012 3:40 PM
38	Paved sidewalk on Bunnell Hill to connect Brookside with subdivision on NE corner of Bunnell Hill and Lytle Five Points (forgot name of subdivision) [Bunnell Hill]	Jul 14, 2012 2:19 PM
41	no comment	Jul 14, 2012 11:00 AM
42	down by five points [Lytle Five Points]	Jul 14, 2012 10:56 AM
43	Lack of shoulders, bike paths and sidewalks along Rte. 73 east of 741 all way to Rte. 48 [73] [73 Sidewalks]	Jul 14, 2012 10:34 AM
44	Settler's Walk area and North Park - no good way to get to that area via bicycle from where I live and I would enjoy being able to travel to that area via bicycle [Settlers Walk] [North Park]	Jul 14, 2012 8:56 AM
45	SR 741 by the highschool- no sidewalks [741] [741 sidewalks]	Jul 14, 2012 8:27 AM
46	Lower Springboro [Lower Springboro]	Jul 14, 2012 7:22 AM
47	Pennyroyal/Clearcreek-Franklin Road might be a good candidate to develop into a bike friendly route [Penny Royal]	Jul 14, 2012 7:19 AM
49	73 Southside from Tractor supply to 741 [73]	Jul 13, 2012 8:56 PM
56	Safer to downtown vs. 741 traffic [741] [Historic Springboro] [741 safety]	Jul 13, 2012 11:23 AM
59	extend the bike lane/share road on 741 through Austin interchange and south to	Jul 12, 2012 11:32 PM

	the schools [741] [Austin Interchange]	
62	Complete sidewalk along the north side of Lytle Five Points in the vicinity of Sycamore Springs Road. [Lytle Five Points] [Lytle Sidewalk]	Jul 12, 2012 5:21 PM
65	would love off road paving/bike path from Patricia Allen park to clearcreek park [parks]	Jul 12, 2012 11:19 AM
66	Lower Springboro Road [Lower Springboro]	Jul 12, 2012 10:25 AM
67	All school locations	Jul 12, 2012 10:24 AM
68	From Creekside development, there is no easy way to get north of 73 without dealing with major traffic	Jul 12, 2012 8:48 AM
70	Need of a bike lane on Penny Royal to existing bike path in Franklin [Penny Royal]	Jul 12, 2012 1:08 AM
72	Good job on ST RT 741 N as I find people are trying to be aware but drivers are not happy to share [741]	Jul 11, 2012 11:54 PM
76	Would like designated bikeways in downtown; there are some new ones along SR 741, a good start. [741] [Historic Springboro]	Jul 11, 2012 7:08 PM
78	Bike lane on Lower Springboro Rd. from 741 to Rt. 48 [Lower Springboro]	Jul 11, 2012 6:12 PM
79	Historic District. Speeds are too high for cars, cars don't stop for pedestrians. It's the place that has destinations and can easily accommodate bikers and walkers with a little work. [Historic Springboro]	Jul 11, 2012 4:38 PM
82	Penny Royal sidewalks on north and south sides [Penny Royal]	Jul 11, 2012 3:38 PM
86	difficulty crossing 48 at Lytle 5 Points on a bike [Lytle Five Points] [Lytle Crossing]	Jul 11, 2012 2:16 PM
87	pennyroyal [Penny Royal]	Jul 11, 2012 1:54 PM
89	Ensure existing sidewalks/trails are maintained. Several are in need of repair and are a concern for injury due to buckling and cracks. [Maintenance]	Jul 11, 2012 1:15 PM
93	Rt73 - Richards run to downtown [73]	Jul 11, 2012 12:34 PM
94	Main street would need to allow bikers on the sidewalks. a safe way to cross 73. a safe way to cross 741 to the newly developing area with Max and Erma's etc. [741] [741 crossing]	Jul 11, 2012 11:50 AM
97	provide safe bike/walk ways between residential developments	Jul 11, 2012 11:34 AM
99	Traffic Light at UDF on 73 (Park Lane) does not change for bicycles (you have to press ped. button) [73] [73 Crossing]	Jul 11, 2012 11:30 AM

101	No sidewalk on 741 south of Gardner Road on West side. [741] [741 sidewalks]	Jul 11, 2012 11:08 AM
106	Pennyroyal Road is not safe to ride a bike on [Penny Royal]	Jul 11, 2012 10:55 AM
107	Cherry St is difficult at rush hours or during seasonal festivals to get out of as well as turning left out of any IGA exit	Jul 11, 2012 10:33 AM
110	Long-term ... a bike lane along SR73 linking the Little Miami and Great Miami trails [73] [73 Bike lanes]	Jul 11, 2012 9:58 AM
112	Lower Springboro by E Milo Beck is so twisty and narrow, and people fly along it, it's not safe for riding. It is beautiful like it is, though, and I'd hate to see trees cut down to widen it, or have it straightened - boring. [Lower Springboro]	Jul 11, 2012 9:51 AM
113	Clean up nasty propertyys - make homeowners responbile for upkeep of propertyys	Jul 11, 2012 9:43 AM

25. On Tuesday, August 7 from 6:00 PM to 8:00 PM there will be a Public Workshop at the City Building. The purpose of the workshop will be to identify key issues and review preliminary concepts. Do you plan on attending that workshop?

		Response Percent	Response Count
Yes		10.9%	19
No		40.0%	70
Not sure		49.1%	86
answered question			175
skipped question			36

26. On Tuesday, September 18 from 6:00 PM to 8:00 PM there will be a Public Workshop at the City Building. The purpose of the workshop will be to review the draft plan. Do you plan on attending that workshop?

		Response Percent	Response Count
Yes		12.0%	21
No		37.7%	66
Not sure		50.3%	88
answered question			175
skipped question			36

27. Would you like to receive e-mail notices of future public workshops and when draft documents are available for review? If yes, please enter the contact information below.

		Response Percent	Response Count
Yes		54.7%	94
No		45.3%	78
answered question			172
skipped question			39

28. Optional Contact Information Your name and e-mail will only be used for notices related to this project.

		Response Percent	Response Count
Name		98.9%	88
e-Mail Address		100.0%	89
answered question			89
skipped question			122

29. If there are any additional thoughts or ideas regarding the City of Springboro's Bicycle & Pedestrian Plan that you would like to share with the design team, please describe below:

			Response Count
			53
answered question			53
skipped question			158
3	I do not feel this city is anywhere near bike/walk friendly, but does have potential. We have a long way to go, I appreciate that some are willing to work for the future! Connecting to the major bike paths would make our city so much more attractive!	Jul 21, 2012 2:16 PM	
4	Education to drivers is necessary as well. I've been yelled out, honked at, and almost been run over by motorists who think we have no right on the road.	Jul 21, 2012 12:54 PM	
5	opens door for possible law suits	Jul 20, 2012 2:34 PM	
6	Should not be allowed near major highways or state routes..is such a hazard for them and the drivers. They take their time and can never get past them. So dangerous.	Jul 19, 2012 4:14 AM	
7	Thanks for working so hard to develop this! I love that my tax dollars are going to something I'll use frequently. :)	Jul 18, 2012 10:47 PM	
8	Fully support the idea. I only wish Springboro had done this before it was as developed as it is. Very important to include bike and pedestrian plans in all new developments and neighborhoods and much easier to build new than to retrofit old.	Jul 18, 2012 10:42 PM	
9	Springboro has many young families. Children love to ride bikes, but with bike paths on main roadways, it is not a safe thing to do. In the long run I think the type of paths that will be the most used are the off-road paths where people feel more comfortable not having to ride along the side of the road with cars. As an adult, I like to ride bikes, but I'm not comfortable riding on main roads either so I wouldn't use a bike lane on a major road.	Jul 18, 2012 7:13 PM	
10	Portland Oregon is the most bicycle friendly city in the US. They would be a good case study.	Jul 17, 2012 3:27 PM	
11	I don't mean to harp on this, but addressing the issue of crossing Remick at Blackford to the YMCA should be discussed. Some entitled motorists speed through there at 40+ mph and do not slow down for the children trying to cross to the Y. It is an accident waiting to happen as cars speed through there, cars are trying to turn out of the Y or the Estates, and kids are trying to cross. They have to run to avoid being hit. Nothing expensive; a cross walk with a "Yield to Pedestrians" sign may even be effective. Or a 4 way stop. If money is an issue, you could raise funds by putting a policeman behind the shopping center to catch speeding cars. You'd have the funds in a week, guaranteed! (: Thank you!	Jul 16, 2012 10:45 PM	
12	While I appreciate the idea of a walkable city, that kind of city is usually a big city such as Portland, New Orleans, etc. Springboro is a suburb and therefore	Jul 16, 2012 7:13 AM	

	spread out, making bikeability difficult except for serious cyclists. The last thing I want to see is normal, effective traffic flow to be slowed down and complicated due to this plan. We've already lost all the turn lanes along 741, which is extremely vexing. I avoid the road when possible.	
13	Please make springboro bike friendly everywhere!!!!!!!!!!	Jul 15, 2012 9:02 PM
14	i love that you are doing this!!!!	Jul 15, 2012 2:00 PM
15	Thanks for trying to make the city safer and more conducive to and for biking.	Jul 14, 2012 4:12 PM
16	Utilize the Police Bike Patrol. Have an officer sit in bike lane on Main & Lytle and let them see how many cars are using it. Current signage of "Do not drive in marked Lane" is very confusing as the marked stripes are no longer on the road. Neighbors ask me (retired police officer) what the law is, and I tell them to call the city police dept. as I don't even understand it.	Jul 14, 2012 3:43 PM
17	Keep doing what you are already doing to make sure you provide what the citizens feel they need the most. Thank you!	Jul 14, 2012 11:18 AM
18	I think bike paths throughout Springboro would be awesome. I try to bike around down by Five Points and I find it very hard to get around without fearing cars. As a driver i always hate having to drive by bikers/walkers/runners on those country roads with no shoulders. That is where I feel needs the most improvement with trails and paths. This is an excellent plan and I hope all goes well. This will make Springboro better as a community.	Jul 14, 2012 11:00 AM
19	It would be great if there was a way to get safely from neighborhoods to offroad bike paths by bike... without having to load-up all of the family's bikes and drive them to a destination.	Jul 13, 2012 3:51 PM
20	The latest upgrade for bikes was great -- keep jup the good work!	Jul 13, 2012 1:21 PM
21	Are there any other opportunities for citizens to assist?	Jul 13, 2012 7:37 AM
22	For the question below I felt the options did not reflect how it would change for me. My answers were the same as for the question before it on my current use. But it would expand the number of locations I could go to. "If a system of sidewalks, pathways, crosswalks, bike lanes, etc. is constructed that you would be comfortable using, how do you think that would change your walking and bicycling habits"	Jul 12, 2012 11:32 PM
23	I think connecting the residents of Springboro to many of the activities, shopping, and recreation centers will help Springboro become a more desirable community over the next few years, especially since it is apparent that this region (Austin landing / south) is in store for quite a bit of continued development.	Jul 12, 2012 10:20 PM
24	Dedicated bike paths, though more expensive, provide the ultimate safety for children and adults. I would be very inclined to allow even my young children to bike on a dedicated path (off road) whereas I am not comfortable allowing them to bike on actual roads (bike lanes)	Jul 12, 2012 8:33 PM
25	Several years ago there was talk of a loop connecting all the neighborhoods with bike paths. The plan called for locating the paths under bridges on major highways as a way to provide for the safe crossing on the highways. This loop was to run along the creeks within the city. I understand there was opposition to this plan because several people did not want a bike path in their back yard. This proposal may need to be looked at again.	Jul 12, 2012 10:30 AM
26	Everyone involved should be commended for their work to make Springboro a more bicycle and pedestrian friendly community. This is sorely needed and if implemented will improve the quality of life in the community. Thanks!	Jul 12, 2012 10:26 AM

27	We live in the Creekside development and it would be great if I could bike with my kids to a bike path (off road) without loading the bikes on the car. We currently drive to Corwin to get on the path.	Jul 12, 2012 8:50 AM
28	My boys and I love riding our bikes throughout Springboro. However, Lytle Five Points is very dangerous for riders between Yankee and Settlers Walk. I have seen several close calls with bikers and walkers in that area. There is not a safe way for residence in Brookside, Greenleaf Village or Sycamore Trails to ride downtown. That would be my top priority for improvements. It is only a matter of time before someone gets hurt in that area. I love the bike lanes on 741.	Jul 12, 2012 1:08 AM
29	I truly thing the City awareness is a 10 now and I am so grateful that we are doing such positive improvements toward allowing bikes to share the road and to raise awareness toward biking safety held at North Park. We really need to "police" downtown so folks SLOW down for pedestrians and for bikers as drivers are absolutely NOT thinking about either. The new Cross Walks are awesome yet pedestrians can stand there (yes, in the actual crosswalk) until the last cars have cleared before ever being able to cross the streets! We need a police presence on Main and maybe the bike patrol is best so folks will slow down for bikers and pedestrians.	Jul 11, 2012 11:59 PM
30	concern of bike paths on 741 for cars turning right. Cars need to pass through bike lane and may not always be watching for bikers while turning right. (ie S on 741 and turning right onTamarack by Rainbow child care)	Jul 11, 2012 11:21 PM
31	As a kid outside DC, we walked to everything: the library, school, shops, ice cream, movies, and the bus line which also connected us to additional shopping and other destinations. We walked all the time, and I would love to be able to again. This is a great beginning.	Jul 11, 2012 7:11 PM
32	School busses should not be allowed to drive on south bound Red Lions Five Points Rd between West Lower Springboro Rd and Null Blvd, until the roadway is widened. An accident waiting to happen at the dangerous curve on Red Lions.	Jul 11, 2012 7:00 PM
33	Love the bike lanes on 741	Jul 11, 2012 6:13 PM
34	Hell Carolyn, I'm not sure if this invalidates my answers but thanks for all your work on this and see you 8/7. Dan.	Jul 11, 2012 4:40 PM
35	Only issues I have are those stated above.	Jul 11, 2012 3:47 PM
36	would like to make suggestions to the park board about installing swings (like porch swings) in all the parks so we adults would have places to rest our weary bones after walking to them? NORTH PARK please...	Jul 11, 2012 3:42 PM
37	thrilled to see the new bike lanes on Main St. Now we need to educate the people to have a mindset of sharing the roads with bikers...	Jul 11, 2012 2:17 PM
38	Access from Springboro (Settlers Walk in particular) North to Austin landing could use some major work. I realize that this would require cooperation from neighboring municipalities. It would be so nice to be able to walk or bike North to this growing development (especially once the movie theater and new restaurants are completed). Thanks for all you do!	Jul 11, 2012 12:59 PM
39	Make plans to connect with other paths. Make plans to educate cyclists, motorists etc. via email and city publications on the safe rights of everyone. Become a recognized bike friendly community. It is important to people looking to move into the community. Educate parents and children concerning bike safety. I see kids in helmets and parents without as a for instance. Establish a free "Kids on Kids" program Road riding is fun but unfortunately our community motorists lack an understanding of "Share the Road"	Jul 11, 2012 12:50 PM

40	Thank you!	Jul 11, 2012 12:48 PM
41	Glad to see that plans are in the works. I think the new bike lane along 741 is a good start. This is somewhat self-serving, but it would be nice to have bike/walking paths in the Heatherwoode neighborhood that could then be connected out to various other paths or parks, such as the Kessling park. Thank you	Jul 11, 2012 12:25 PM
42	I love the fact that the City of Springboro is actively looking into adding bicycle and pedestrian plans. I think this is a great idea and will help improve our city. I would love to be able to walk and/or bike to locations rather than using my vehicle!	Jul 11, 2012 12:06 PM
43	While the new developments will give people something to ride/walk to -- it's also going to bring in more traffic. HUGE attention needs to be paid to true safety. The city shouldn't be encouraging people to ride/walk to HIGH traffic places without barriers between them and people that may or may not be watching for walkers/riders. Putting bike paths on major roads with just a little white line to separate a rider from a teenager who "knows" better than to text and drive isn't enough. While I appreciate the thought - I won't be lettering my kids ride that way any time soon. Also - THANK YOU for not bringing in bussing. I hope we keep it that way.	Jul 11, 2012 11:56 AM
44	741 bike lane is great. Need to occasionally streetsweep it as gravel and glass accumulate in lane. Make springboro a destination for cyclists form other communities.	Jul 11, 2012 11:36 AM
45	if bikeways and walkways are to be constructed, make away from roads because there is way too much traffic on the major roads in springboro	Jul 11, 2012 11:31 AM
46	I applaud any efforts to improve the walkways and bike paths in the City. I use the newly marked bike lane on 741 to go to work and I feel a little bit safer because diligent drivers are more aware that there could be bicycles on the road. I've noticed fewer bikes on the sidewalk on 741 and that's a good thing. I wish they could have easily been extended all the way south to 73. It can get "exciting" biking down to and through the Historic District. A sign reminding drivers to share the road might be a nice starting point. I was very happy to see the sidewalks installed on 741 going to the High School. Keep up the good work!	Jul 11, 2012 11:16 AM
47	Thank you for making Springboro area a great place to get out and walk/ride. It has been nice to see not only the improvements that have already been made but to see the community using the improvements.	Jul 11, 2012 11:08 AM
48	Mobility inside city is good. Need to coordinate County wide for best results	Jul 11, 2012 11:04 AM
49	I'm happy you're finally implementing this program. I don't bike much but my husband really enjoys it. I am excited at all the sidewalks being built as I would like to walk more with my toddler but I don't feel it's safe leaving the house on foot with her. We usually just drive somewhere else to walk around.	Jul 11, 2012 10:38 AM
50	I believe this is a great and forward thinking investment plan. As a daily walker my only real concern is for the safety of people using the paths and routes. In general drivers in the US are not used to pedestrians and cyclists mixing in with traffic and crossings. I regularly witness the potential dangers. Both local drivers and those unfamiliar with Springboro's plans need to be made aware of their safety responsibilities alongside pedestrians/cyclists behaving in a safe manner. Thanks.	Jul 11, 2012 10:16 AM
51	My main purpose for the bike trails/paths is for daily exercise as I am retired, currently waik in my neighborhood daily & am wanting to expand my exercise routine.	Jul 11, 2012 10:15 AM

52	Don't just limit Springboro to bikes and walking/running. Make the roads/trails/path useable for rollerblades/inline skating as well.	Jul 11, 2012 10:13 AM
53	Overall, I think things are being done well. It would be nice if more emphasis could continue to be placed on increasing walking traffic in the old Springboro downtown and surrounding areas.	Jul 11, 2012 9:59 AM
54	Seems like a waste of time when so many other areas need our attention. Our roads need improvement, our police department needs some PR training (they work poorly with the public), we have an intersection at ST 741 and ST 73 that needs to be cleaned up and revamped. Tear down the Sunoco station and build something that will attract people to our area. The same thing applies for the IGA corner that has been let go and almost is now an embarrassment to the people and residents of Springboro. Either fix it up or tear it down - it looks bad. Our tax dollars and are assessments need to go to improving what we already have in place. There are enough places to ride a bike - too dangerous of an activity in the crazy world we live in. Drivers don't care about anyone on a bike or motorbike.	Jul 11, 2012 9:49 AM
55	I hope any decision is based on the the financial burden it would increase on non-users vs. useage by a few. This has the makings of another golf money hole. How many bycycles are there that they need a special roadway or senic route designed and maintained at public cost? How many would support it if they know their tax burden would increase. The resent bike lane north, is a primary example of poor planing and needless costs for what amounts to the use of a handful. Springboro is not Florida and just how much useage does this proposal really expect year around. Sure students will bike year round - RIGHT.	Jul 11, 2012 9:43 AM

CITY OF SPRINGBORO BICYCLE AND PEDESTRIAN PLAN

PUBLIC VISIONING WORKSHOP RESULTS

August 24, 2012



for consideration by:

submitted by:



DOCUMENTATION OF INPUT

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.

- Goals and Objectives Exercise
- Priority Corridor Evaluation Exercise
- Neighborhood Connector Routes and Pathways Exercise
- Regional Trail Connections Exercise
- 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>			

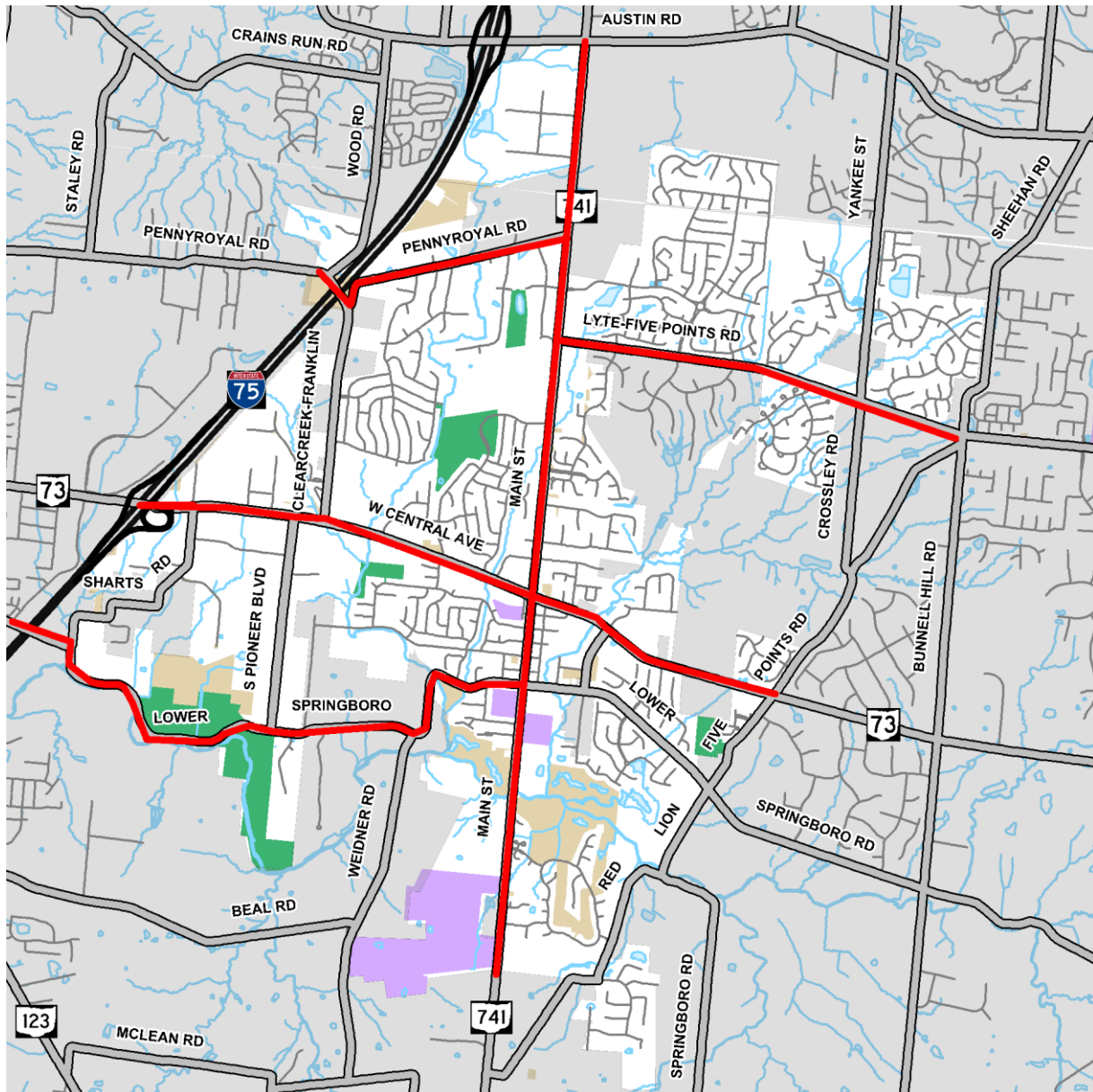
Goal #1:			
<i>Establish a multi-faceted bicycle and pedestrian infrastructure to serve the needs of a variety of bicyclists and pedestrians.</i>			
Strongly Agree	Agree, with Modifications	Disagree	
25 (100%)	0 (0%)	0 (0%)	
<i>Goal: Connections to Warren Transit? Senior Transit Issues?</i>			
Objectives:			
1. Ability to walk to all destinations through the city on a complete network of sidewalks			
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>			
2. A network of bike trails separate from roadways			
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>			
3. Safe and Comfortable connections to surrounding communities and regional trails			
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>			
4. A system of bike lanes and road crossing improvements on the major roadways			
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)	Extreamly 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	

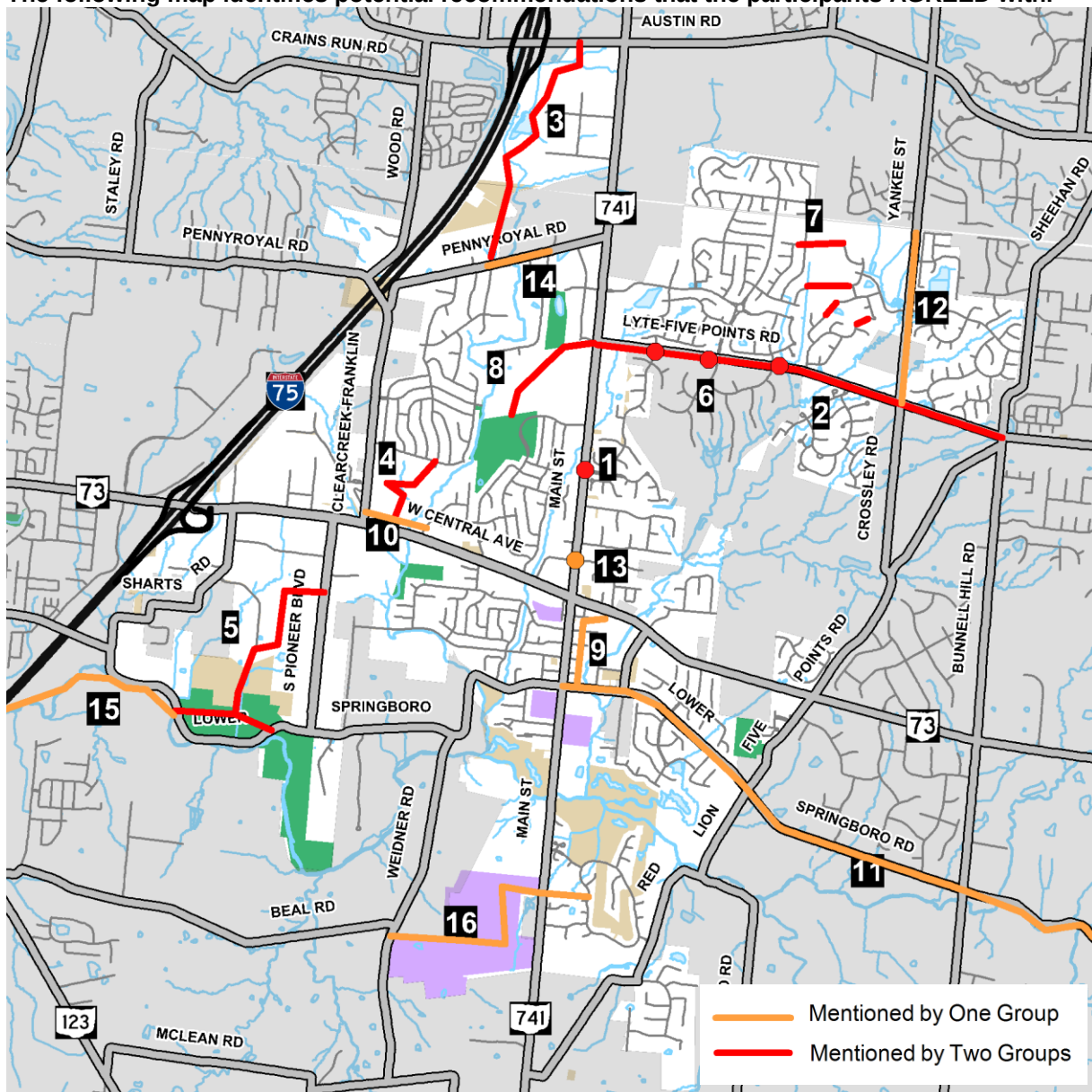
There was a comment to add a shared lane marking to SR 741/S. Main Street in the Historic District and to Lower Springboro Road and W Mill Street west of SR 741.

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.

NEIGHBORHOOD 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.

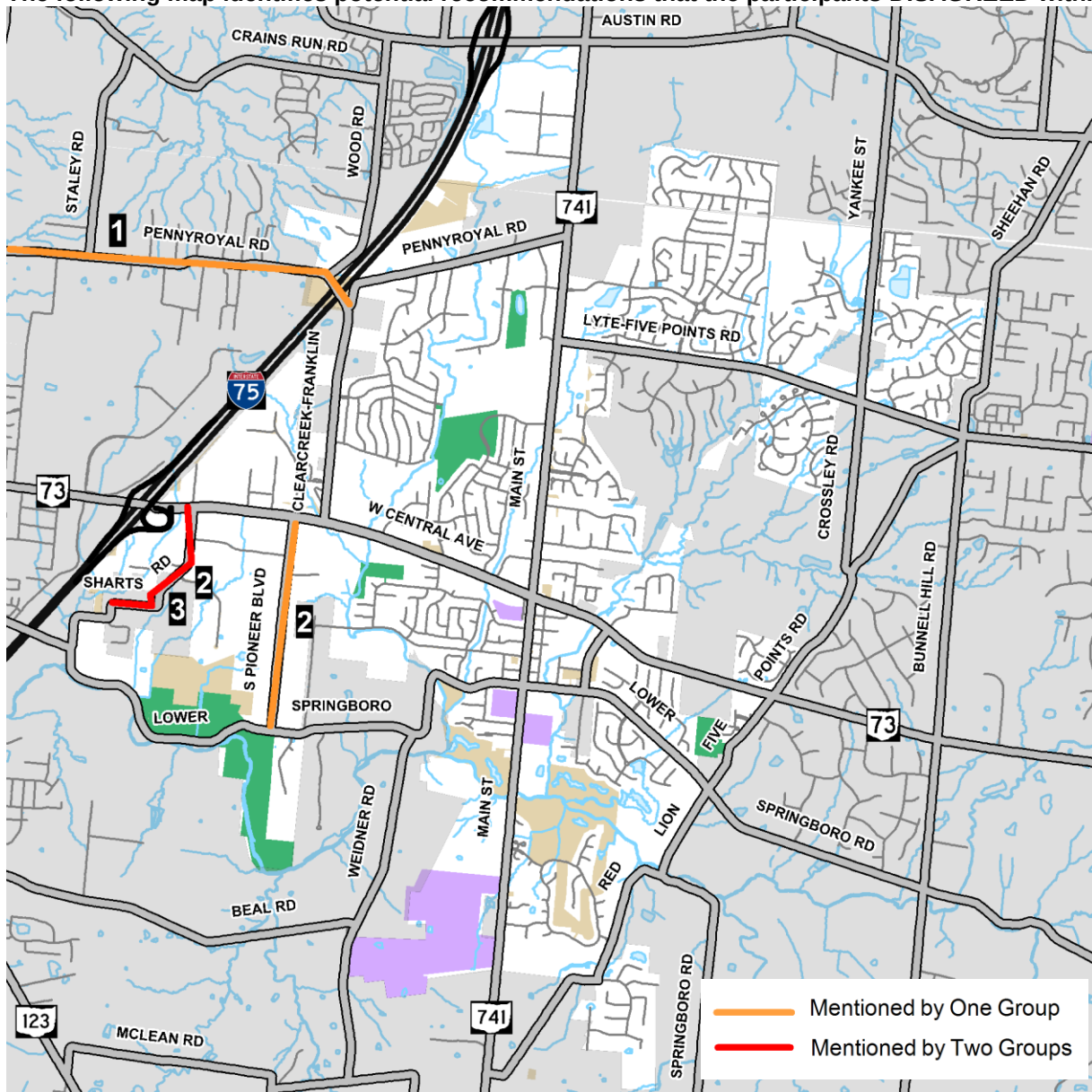


Agree With:

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

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

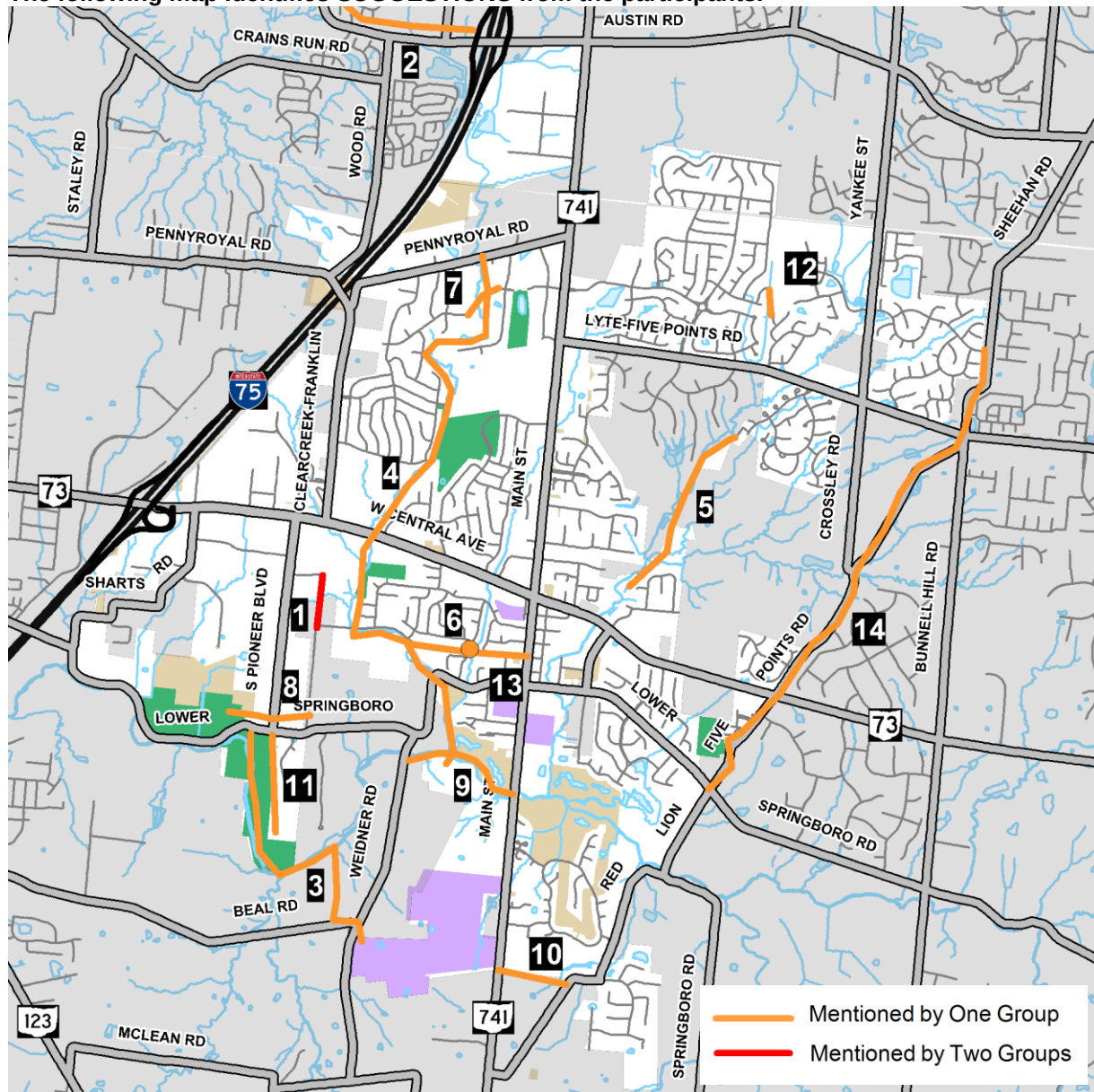
The following map identifies potential recommendations that the participants **DISAGREED** with.



Disagree With:

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

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

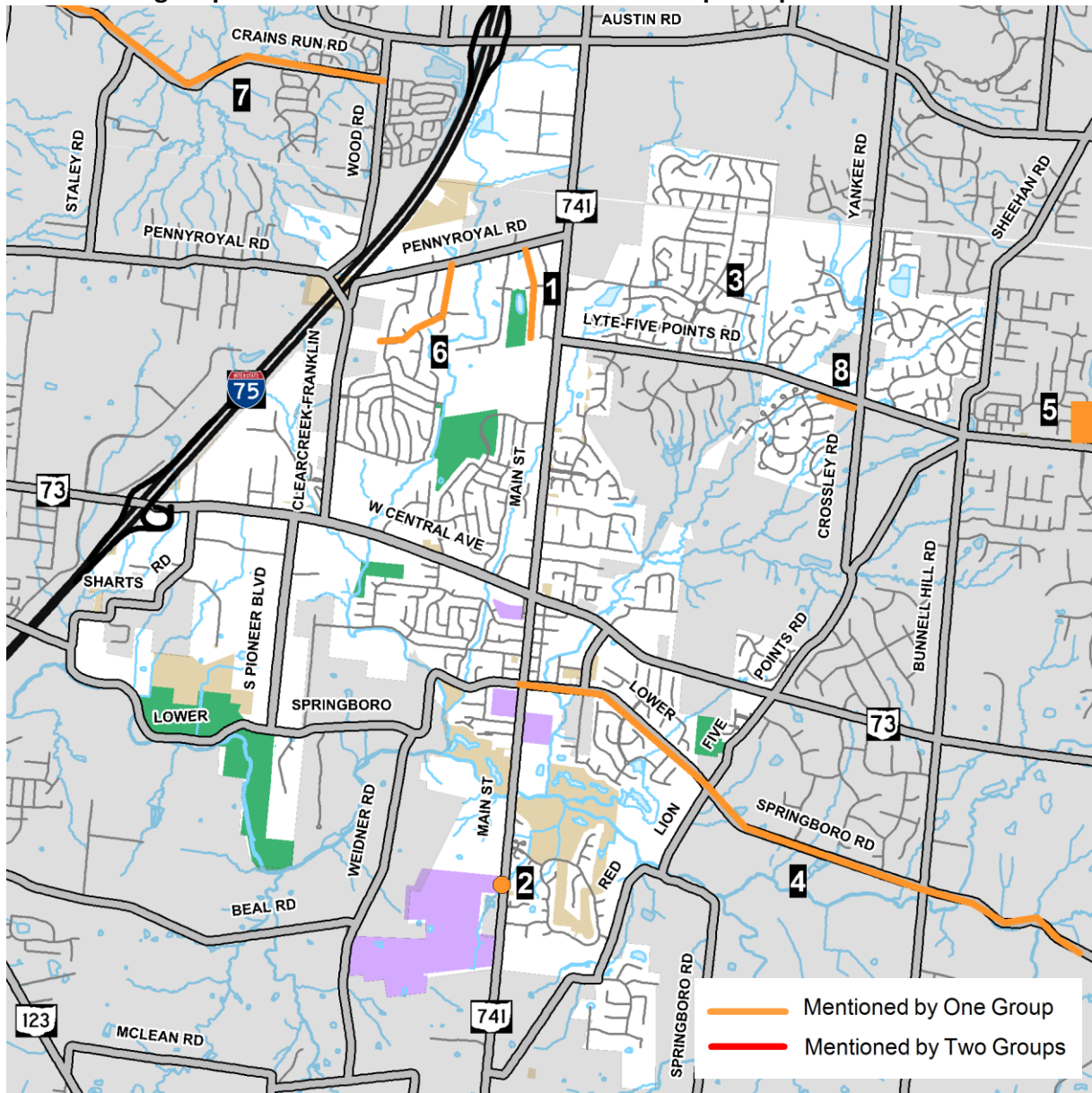


Suggestions:

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

- Suggested separated path between Factory Road and Clearcreek Park along the north side of Lower Springboro Road
- Suggested path along the creek through the Heatherwoode Golf Course
- Suggested path along the south boundary of town connecting schools to Red Lion-Five Points Road
- Suggested bike path into E Milo Beck Park
- Suggested connection between Clearsprings Drive and Stone Brook Ct
- Suggested bike route on W Factory Rd
- Suggested Bike Lane on Red-Lion Point Road from Lower Springboro to Reed Rd

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



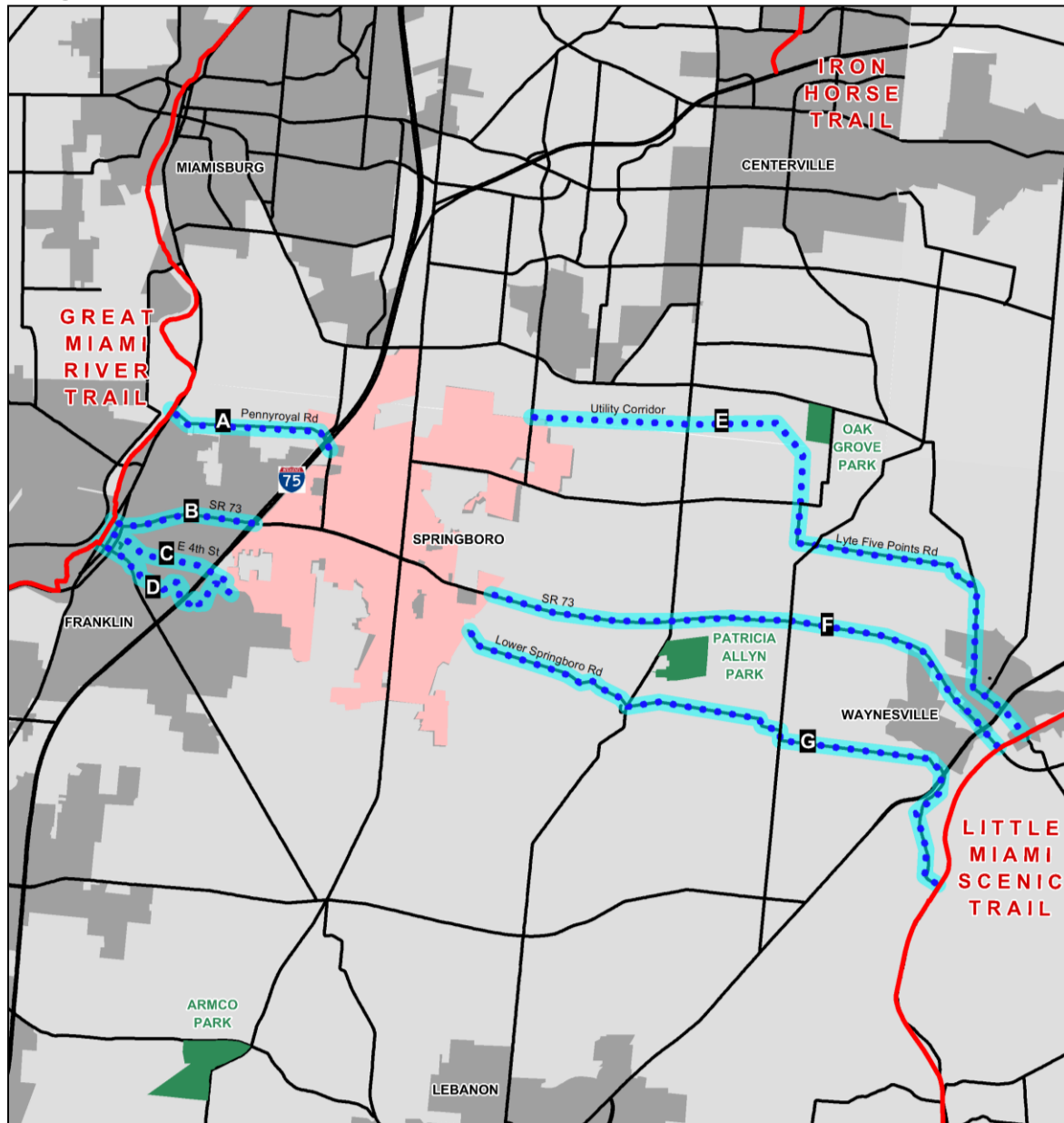
Other Comments:

- At Village Park Shopping Center there is land for trails included in approved plat
- There is a signal at northern entrance to the school campus
- 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
- Need signage along Lower Springboro Road to the East
- Improve connections to Five Points Elementary
- Prefer the neighborhood route on Westminster Way and Queensgate Road to Pennyroyal Road
- Crains Run is not a bad road to ride on
- 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:

Choose the route you believe is the best way to the Greater Miami River Trail:

A	B	C	D	OTHER
5 (18%)	1 (4%)	8 (28%)	13 (46%)	1 (4%)

Comments:

A: I live near Lytle Five so the north route would be more convenient

A: Less traffic, avoids 73

A: Dangerous

A: too tortuous, steep

A: Gets to Great Miami River Trail

A: Do not do A, alternative is Wood to Crain's Run

A: Accessible to my house

A: North most route, convenient to Dayton and southern cliental

B: Traffic will be an issues, infrastructure/utility costs expensive

B: Narrow, high speed traffic

B: Dangerous

C: I live off Lower Springboro

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

D: Signed Bike Route

D: By the creek, less traffic and more scenic

D: Dangerous Curves

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

D: It's not Pennyroyal!!

D: Would love D but not sure it is worth cost

D: Designated bike path, shorter than A or B (not sure if it's shorter than C)

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

D: Land is flood prone, easier (cheaper to acquire) but isn't near anything that is a destination other than the GM Trail

Other: Austin Road to either Crain's Run Park or Rice Field with cooperation with surrounding cities

Other: Austin Road to enter Crain's Run Park

There needs to be a "safe" way - maybe the Lower Springboro is best

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

Are there any other regional routes that you would like to share with the design team please describe them below.

Comments:

To Lebanon to connect with their route

Bike path along Bunnell Hill north to Centerville Kroger's and Library

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.

741 south at 73 to schools

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>

CITY OF SPRINGBORO BICYCLE AND PEDESTRIAN PLAN

PRELIMINARY PLAN OPEN HOUSE RESULTS

September 18, 2012



for consideration by:

submitted by:



DOCUMENTATION OF INPUT

LIST OF FIGURES

Public Input

A Preliminary Plan Open House was held on September 18, 2012 with two identical sessions held from 3:00 PM to 5:00 PM and from 6:00 PM to 8:00 PM for the City of Springboro Bicycle & Pedestrian Plan. The total attendance for both sessions was twenty-five people. Each session began with a short presentation of the preliminary plan recommendations. Following the presentation, stations were set-up around the room where participants could provide feedback and agree or disagree with other participant's comments to help build a consensus. Prioritization worksheets were provided to each participant as well to rank the recommendations in order of priority.

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

- Prioritization Exercises
- Priority Corridors
- Regional Trail Connections
- Neighborhood Greenways
- Network Map
- Comment Cards



PRIORITIZATION EXERCISE 1

A prioritization worksheet was provided to each participant and they were asked to how they would allocate \$100 between the Priority Corridors, Neighborhood Greenway System, Regional Connections and Politics & Programs. Then within each of the four categories they were asked to rate how important they felt each item was. The following is a summary of the input.

Priority Corridors:

\$ 45 Total Dollar Allocation for Category	Prioritization		
	High	Medium	Low
Bike Lanes	16 Votes	4 Votes	1 Vote
Complete Sidewalk Gaps	10 Votes	7 Votes	4 Votes
Additional and Safer Road Crossings	5 Votes	12 Votes	4 Votes

Comments:

- **Bike Lanes and Sidewalks Everywhere**
- **To Get to Five Points Elementary**

Neighborhood Greenway:

\$ 19 Total Dollar Allocation for Category	Prioritization		
	High	Medium	Low
Rain Gardens	4 Votes	5 Votes	12 Vote
Art Installations	0 Votes	4 Votes	17 Votes
Benches	2 Votes	7 Votes	12 Votes
Interpretive Signs	3 Votes	8 Votes	10 Vote
Community Vegetable Gardens	1 Votes	5 Votes	15 Votes
Ornamental Gardens	0 Votes	2 Votes	19 Votes
Wayfinding Signage	9 Votes	9 Votes	3 Vote
Traffic Calming (bump outs, mini traffic circles)	10 Votes	9 Votes	2 Votes
Active Transportation Hubs	4 Votes	10 Votes	7 Votes

Comments:

- **Rain Gardens are Beautiful!**

Regional Connections:

\$ 25

Total Dollar Allocation for Category

Prioritization

	High	Medium	Low
Mapped Routes	7 Votes	3 Votes	5 Vote
Wayfinding Signs	8 Votes	7 Votes	5 Votes
Paved Shoulders	10 Votes	7 Votes	3 Votes
Off-Road Trails	12 Votes	6 Votes	2 Vote

Comments:

- Making route currently frequented (like Lower Springboro Safer)

Policies & Programs:

\$ 11

Total Dollar Allocation for Category

Prioritization

	High	Medium	Low
Anti-theft Programs	2 Votes	4 Votes	14 Vote
Distribute Bicycle Law Enforcement Guide	5 Votes	4 Votes	11 Votes
Community Education of New Bicycle Facilities and Locations	5 Votes	5 Votes	10 Votes
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	1 Votes	4 Votes	15 Vote
Off-Road Trail Amenities, such as benches, drinking fountains, lighting, bicycle parking, wayfinding signs and maps	4 Votes	13 Votes	3 Votes
Bicycle Safety Programs	6 Votes	11 Votes	3 Votes
Motorists Education Programs	8 Votes	7 Votes	5 Vote
Bicycle Map	9 Votes	9 Votes	2 Votes
Walking Map	8 Votes	9 Votes	3 Votes

Comments:

- Maps & online guides are all you need if people are interested they will find them
- Tie in the regional mapping
- I feel motorists need to be informed about signage, rules of the road (both pedestrian and sharing of the roadways with cyclists and pedestrians)

PRIORITIZATION EXERCISE 2

A prioritization worksheet was provided to each participant and they were asked to rank the Priority Corridor Recommendations and the Regional Trail Connection Recommendations in order of priority. They were then asked if they believed the City should financially support the Regional Trail Connections outside the city limit. The following is a summary of the input. The table lists the recommendations in order of priority.

Rank in Order of Priority (1 highest)	Priority Corridor Recommendation
1	Lytle-Five Points between SR 741 and Yankee
2	SR 73 from Clearcreek-Franklin to SR 741
3	SR 741 from Austin Road to Lytle-Five Points
4	SR 741 from SR 73 to Mill St (Downtown)
5	SR 741 from Mill St to School Campus
6	SR 741 from Lytle-Five Points to SR 73
7	SR 73 from Clearcreek-Franklin to I-75

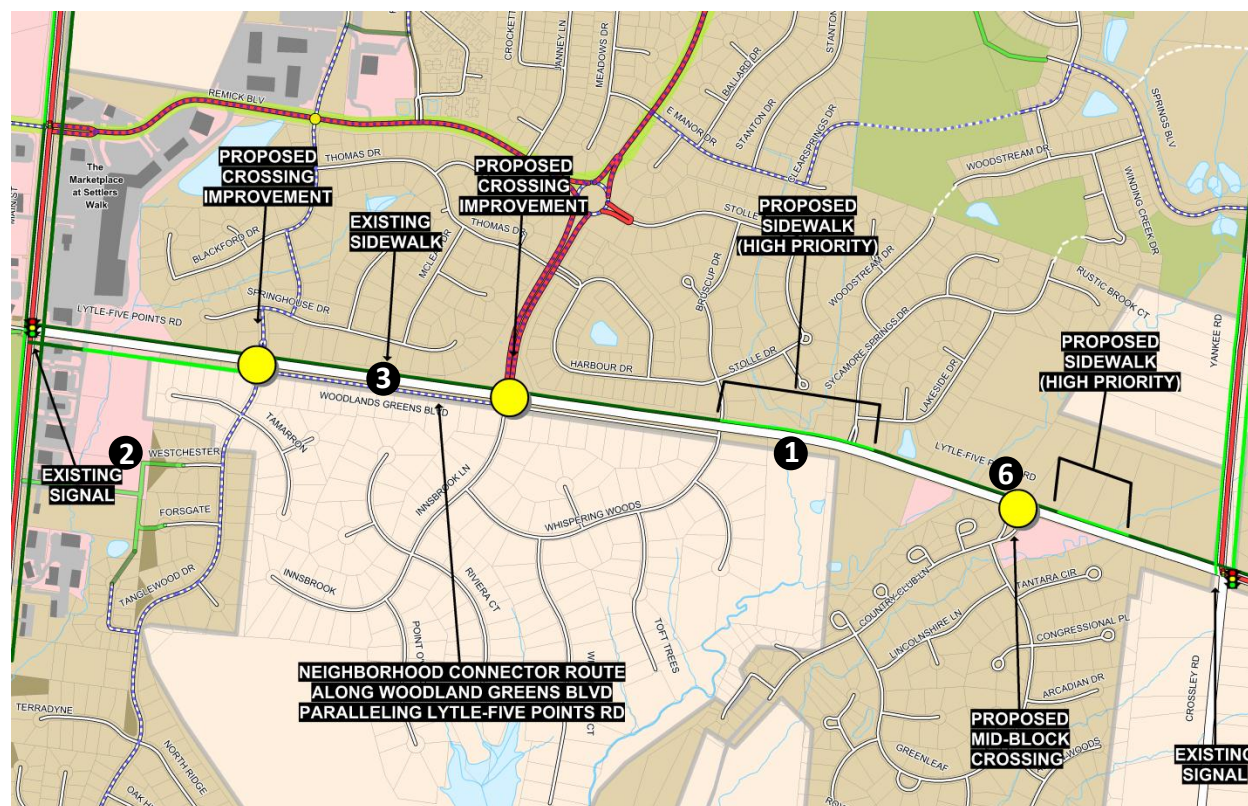
Rank in Order of Priority (1 highest)	Regional Trail Connections
1	Route B – Along Clearcreek to Great Miami River Trail
2	Route A – Paralleling Crain's Run to the Great Miami River Trail
3	Route C – Utilizing Utility Corridor out to Little Miami Scenic Trail
4	Route D – Lower Springboro Road to the Little Miami Scenic Trail

Should the City Financially Support the Regional Trail Connections Outside the City Limit?		
<i>Agree</i> 18 Votes	<i>Disagree</i> 1 Votes	<i>Not Sure</i> 1 Votes

Additionally, comment sheets were provided at each station where participants were asked to provide specific comments regarding that stations recommendations. Participants were then asked to "Agree" or "Disagree" with other people comments to help built a consensus.

In order of priority, the following pages give an overview of the recommendations and summarize the input for each station.

Lytle-Five Points between SR 741 and Yankee Road

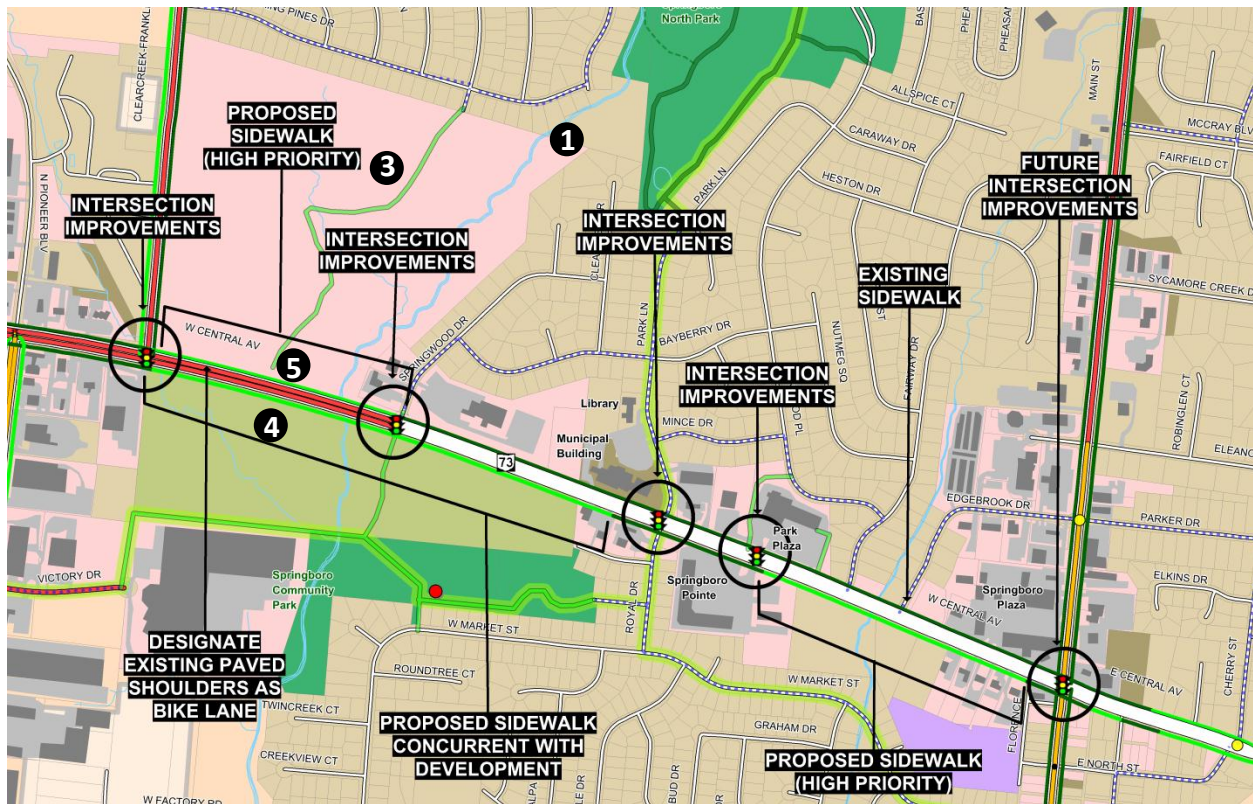


Overall Priority Rank (1 highest, 7 lowest):

1

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
• Add crossing improvement at Whispering Woods	0	0
• Great idea to add walk access here	1	0
• What about mid-block between Tanglewood and Innsbrook rather than at Roads?	1	0
• Great idea for residents of NE Springboro to get connected to shopping center on SR 741	1	0
• Really Need Sidewalks finished (Highest Priority)	1	0
• Crossing at Country Club Lane needed (lack of visibility)	0	0
• Would like sidewalks finished from Yankee to SR 741 – our family could bike to DLM and Graeters!	1	0

SR 73 from Clearcreek-Franklin Road to SR 741

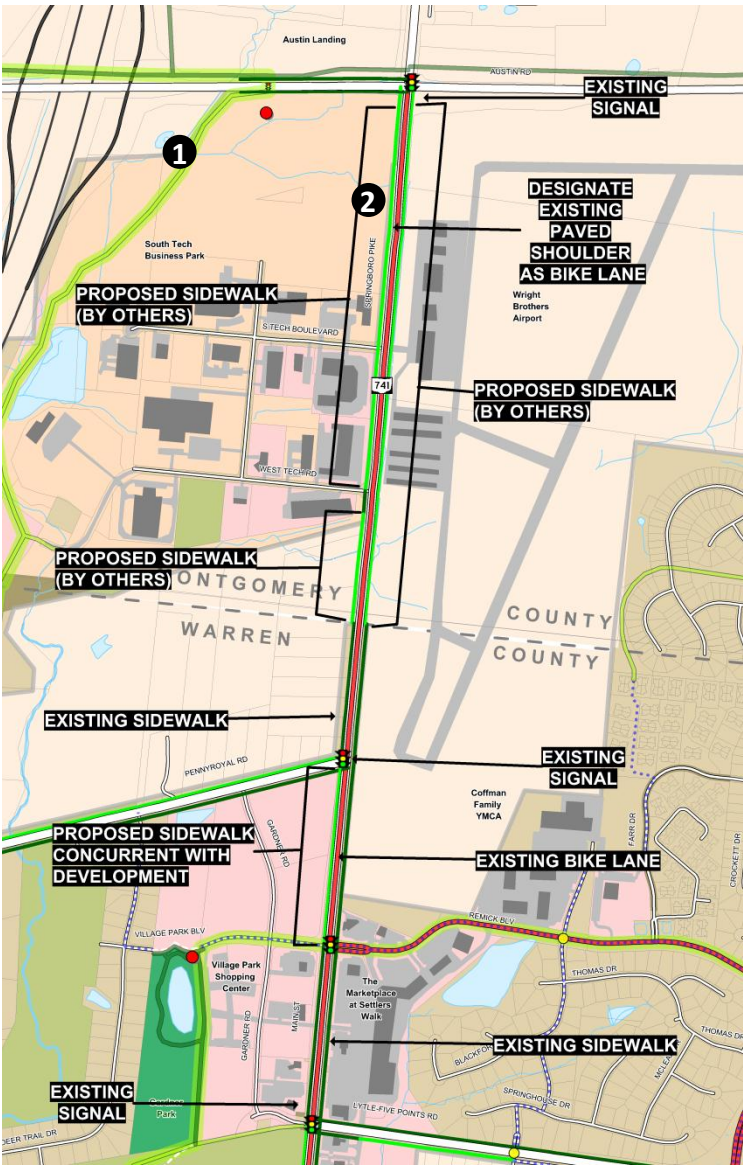


Overall Priority Rank (1 highest, 7 lowest):

2

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
• Add connection to North Park	1	0
• Great Idea	1	0
• Buy this and make it a park	1	0
• Buy this one too	0	0
• Really needs the sidewalk between Springwood and Clearcreek	0	0

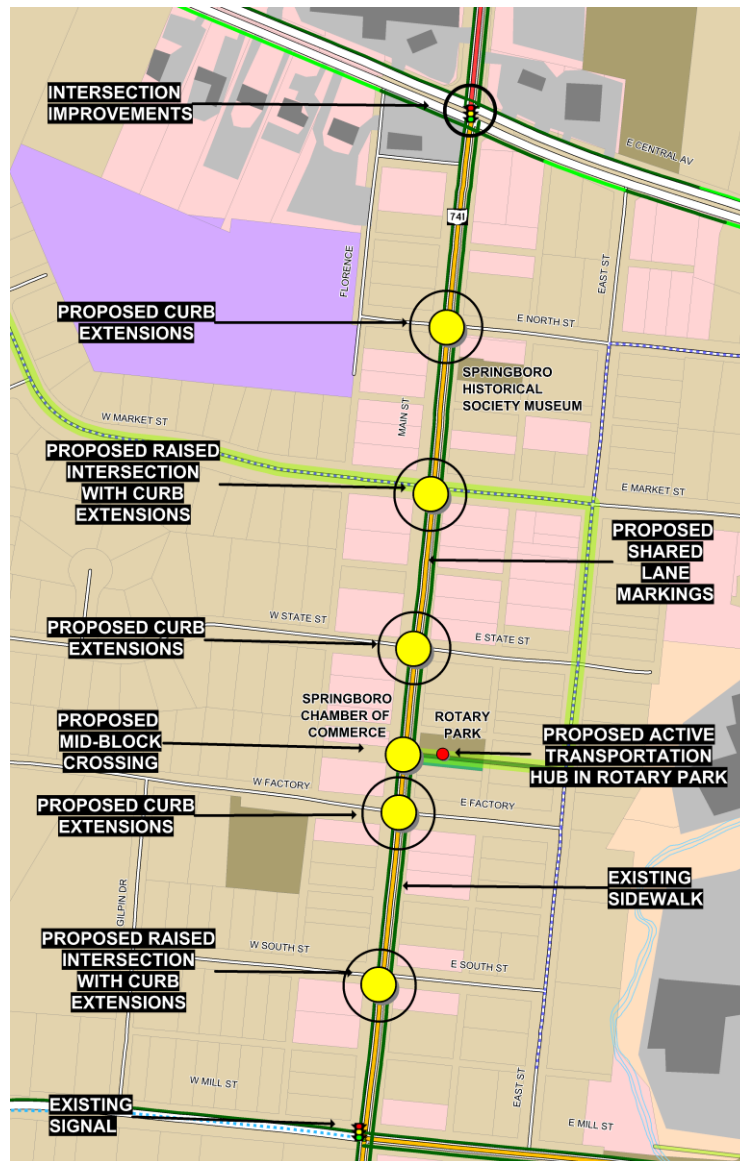
SR 741 from Austin Blvd to Lytle-Five Points Road



Overall Priority Rank (1 highest, 7 lowest):	
3	

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
a. Prioritize development of this segment, it connects to employers where residents work	5	0
b. Finish marking road up to Austin	1	0

SR 741 from SR 73 to Mill Street (Downtown)

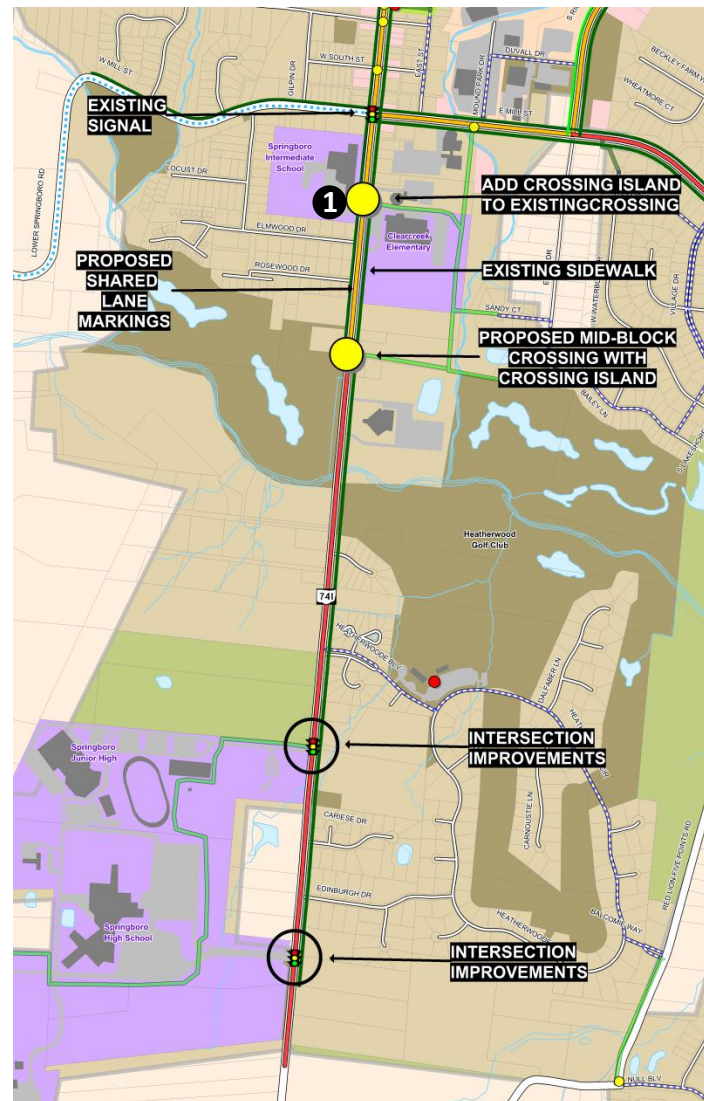


Overall Priority Rank (1 highest, 7 lowest):

4

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
a. Like the addition of bike markings	0	0
b. Raised intersections are an excellent idea, return the downtown from cars to pedestrians	0	0

SR 741 from Mill St to School Campus

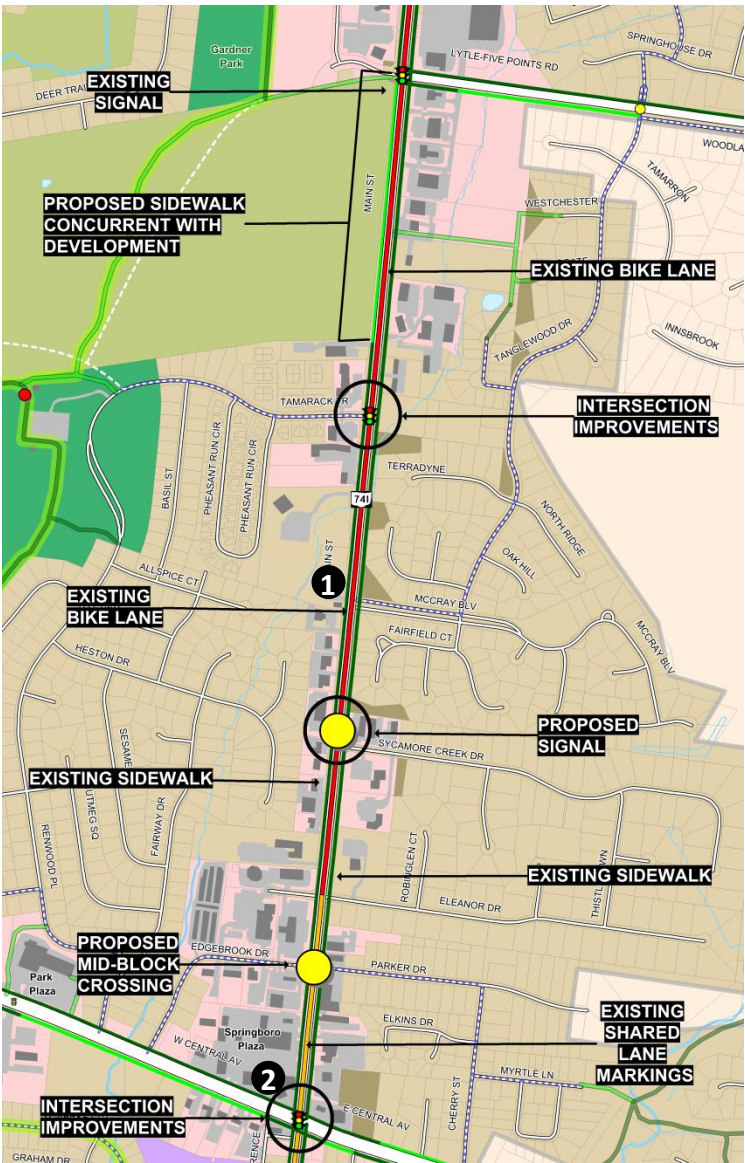


Overall Priority Rank (1 highest, 7 lowest):

5

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
a. Great idea for crossing at schools	4	0
b. Already have police during main events	0	0
c. Get Police to patrol at start/end of school to assist/protect peds/cycling students	0	0

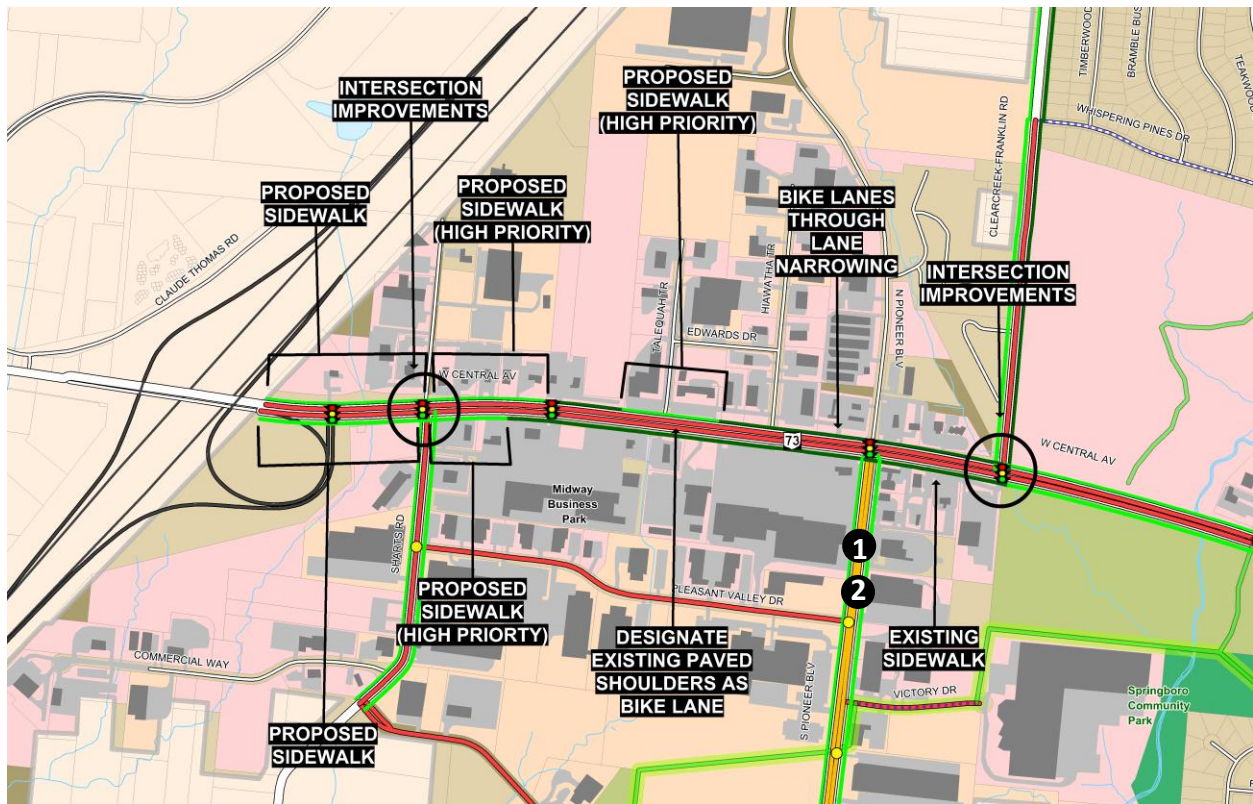
SR 741 from SR 73 to Lytle-Five Points



Overall Priority Rank (1 highest, 7 lowest):		
6		

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
• Add crossing signal/light to go to McCray and then south	0	0
• Add bike block to avoid get in high speed lane for a long distance	1	0

SR 73 from Clearcreek-Franklin Road to I-75

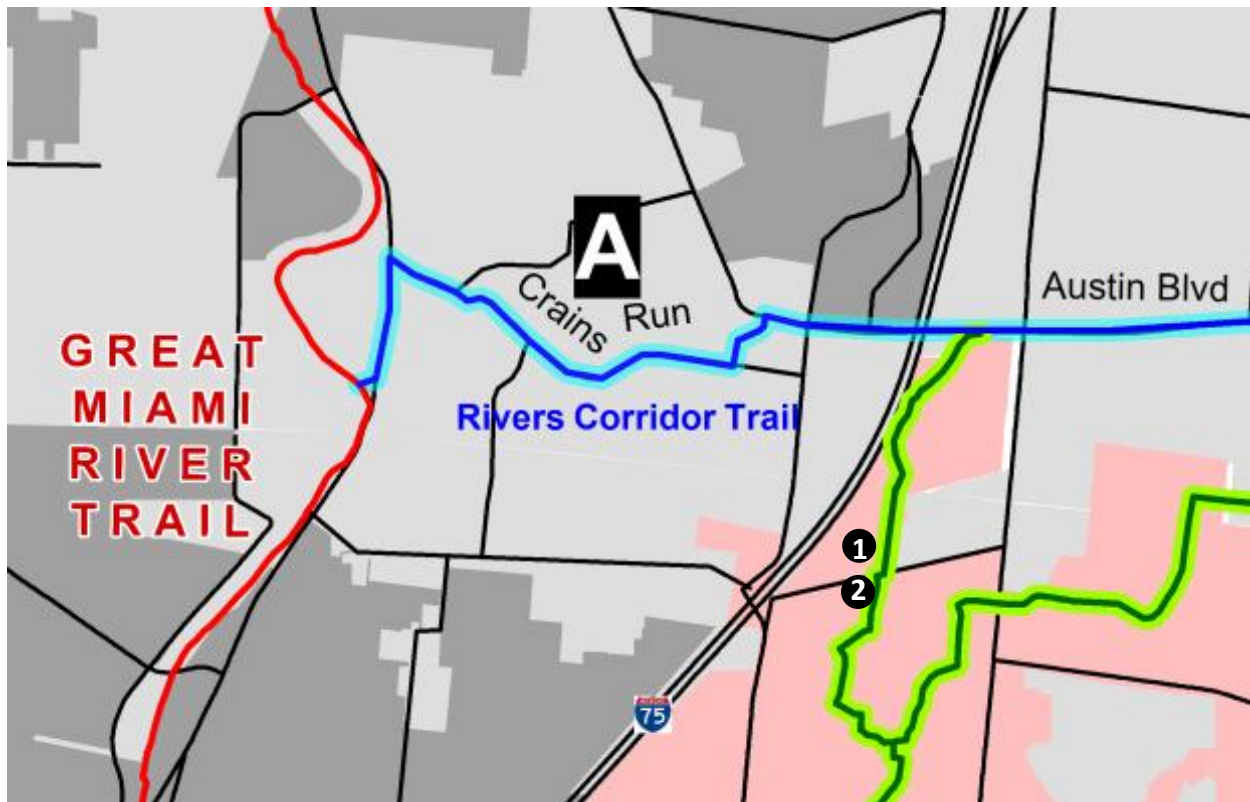


Overall Priority Rank (1 highest, 7 lowest):

7

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
Pioneer too narrow for a shared lane marking	0	1
Pioneer needs a bike lane, only priority area on this map	1	0

Regional Connection – Route A

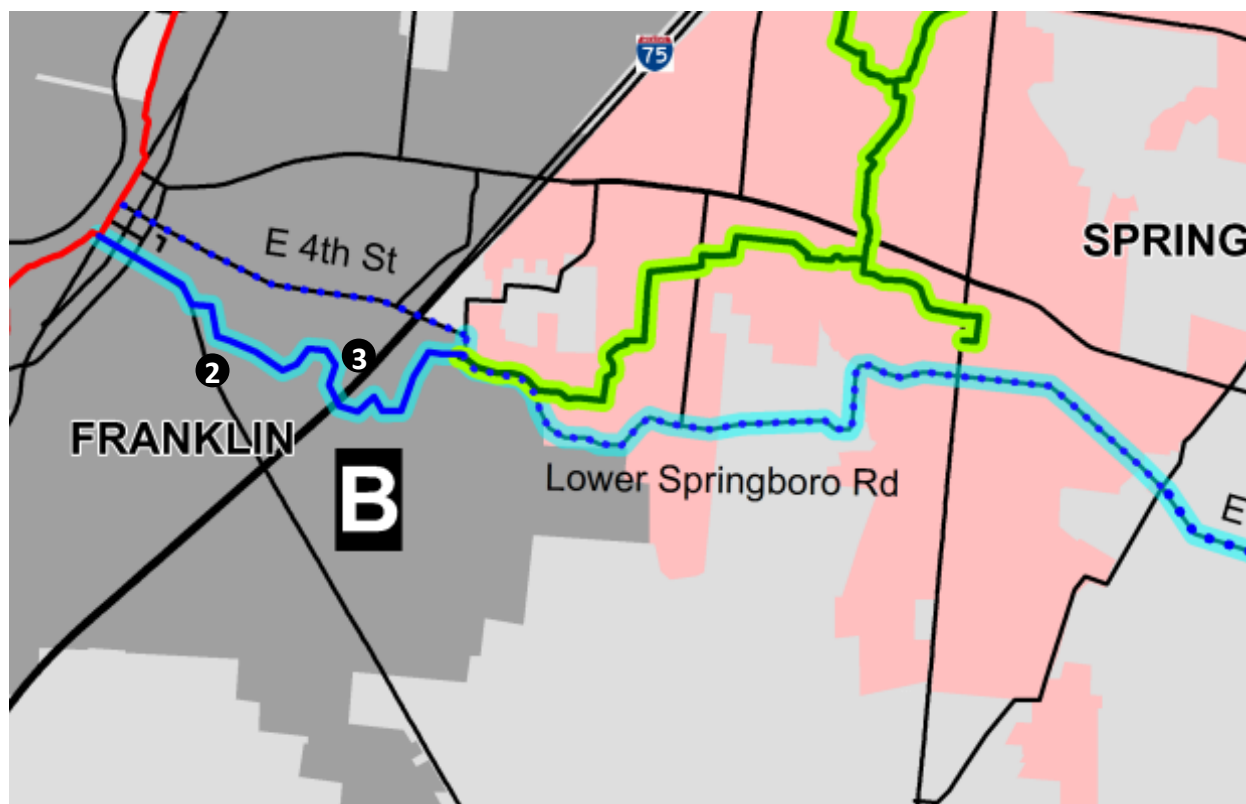


Route A proposes a signed or mapped bike route transitioning to a sidepath as funds become available. This route is identified as the Rivers Corridors Trail (MOT-9) in the MVRPC 2008 Miami Valley Comprehensive Local-Regional Bikeway Plan.

Priority Rank of Regional Connections (1 highest, 4 lowest):
1

*Although there were no written comments, representatives of Miami Township provided a map with a planned bike route that connects Austin Blvd to the Great Miami River Trail. The route is an off-road trail that Parallels Crain's Run to the north.

Regional Connection – Route B



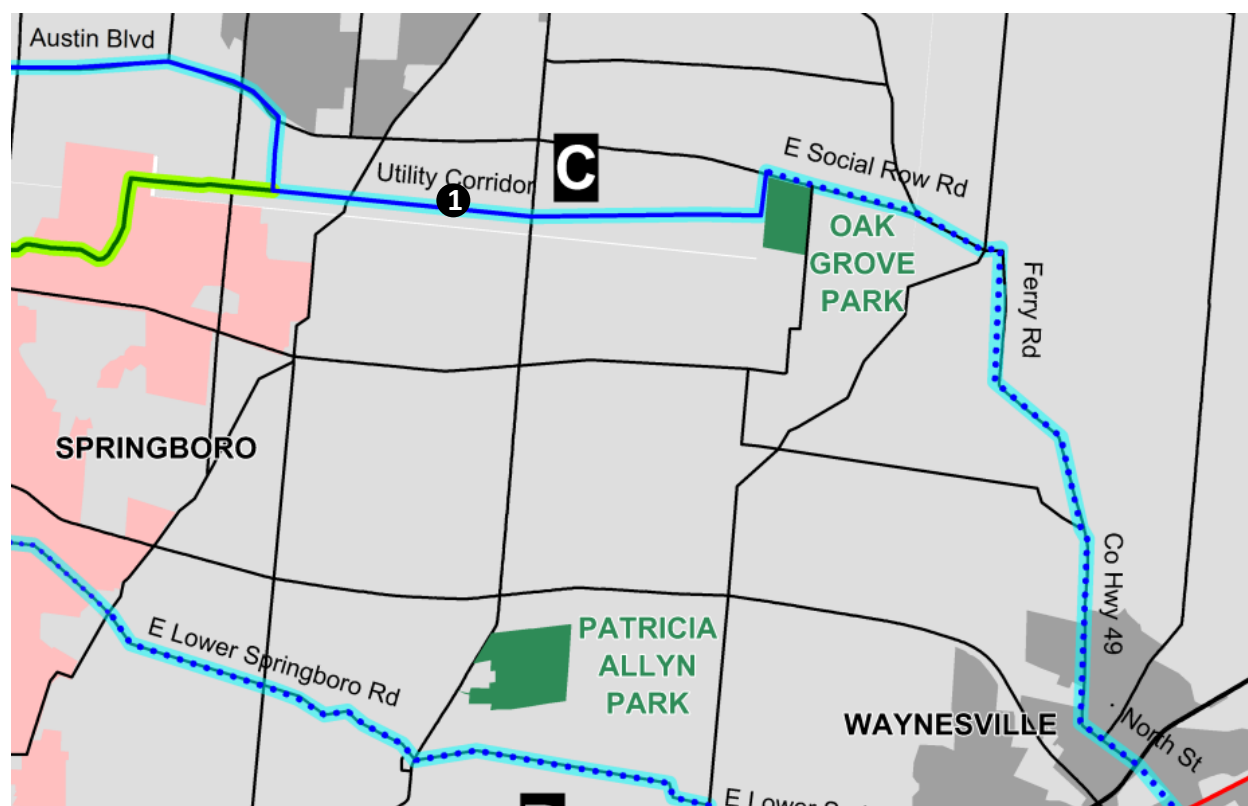
Route B proposes an off-road trail along Clear Creek shown as WAR-3 in the MVRPC 2008 Miami Valley Comprehensive Local-Regional Bikeway Plan. In the near-term, 4th street would be used as a temporary mapped or signed bike route until an off-road trail can be built.

Priority Rank of Regional Connections (1 highest, 4 lowest):

2

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
Route B will negotiate the flood plane at Clear Creek	0	0
Establishing this connection could help river conservation as a secondary benefit and much of the land is already partially owned and contains schools and parks	0	0
Join the two parks should be a priority	0	0

Regional Connection – Route C



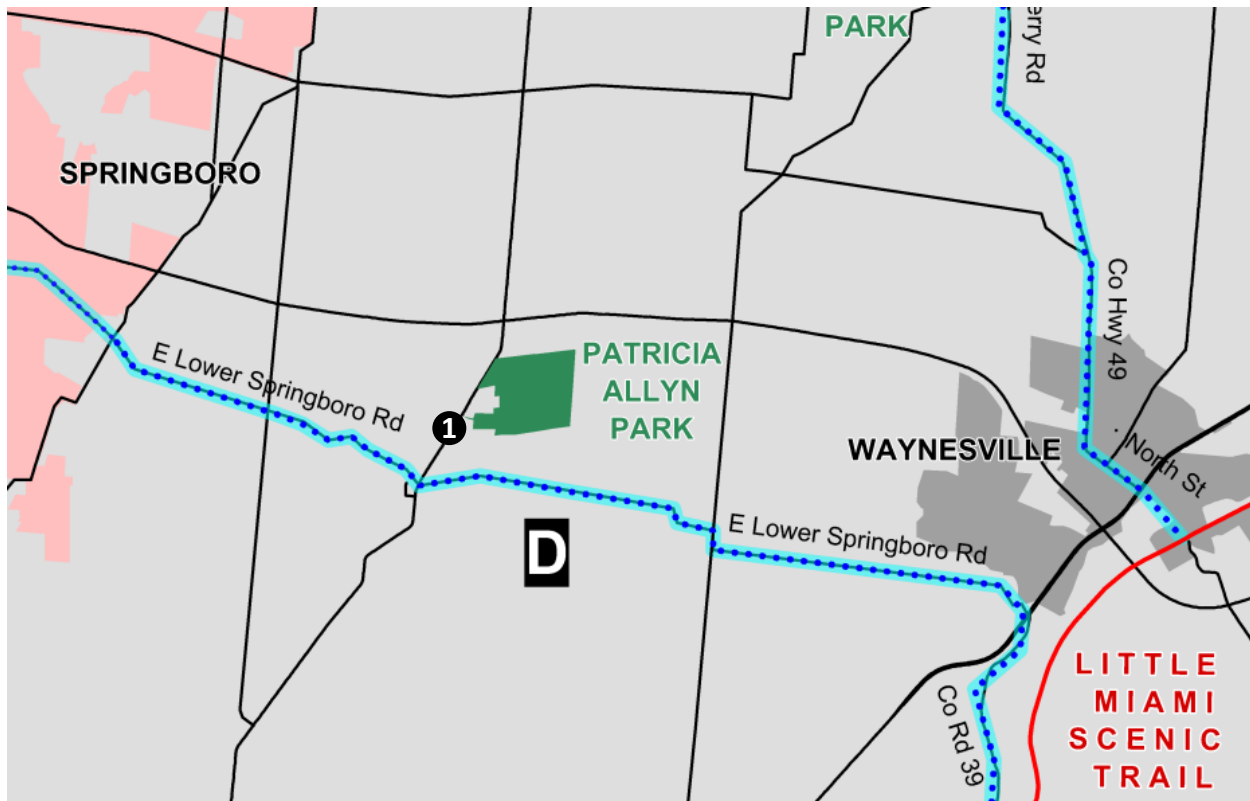
Route C proposes an off-road trail that follows the Utility Corridor to Oak Grove Park, and then the route becomes a signed or mapped bike route following Social Row Road, Ferry Road, Co. Hwy. 49 and North Road, with the potential to add a paved shoulder to the on-road routes. This route closely follows the Rivers Corridor Trial (MOT-9) identified in the MVRPC 2008 Miami Valley Comprehensive Local-Regional Bikeway Plan. However, the route is moved a half block to the south between Yankee Road and Oak Grove Park to follow the Utility Corridor.

Priority Rank of Regional Connections (1 highest, 4 lowest):

3

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
☐ Don't do utility corridor – Austin Rd path continuation to east is in planning	0	1

Regional Connection – Route D

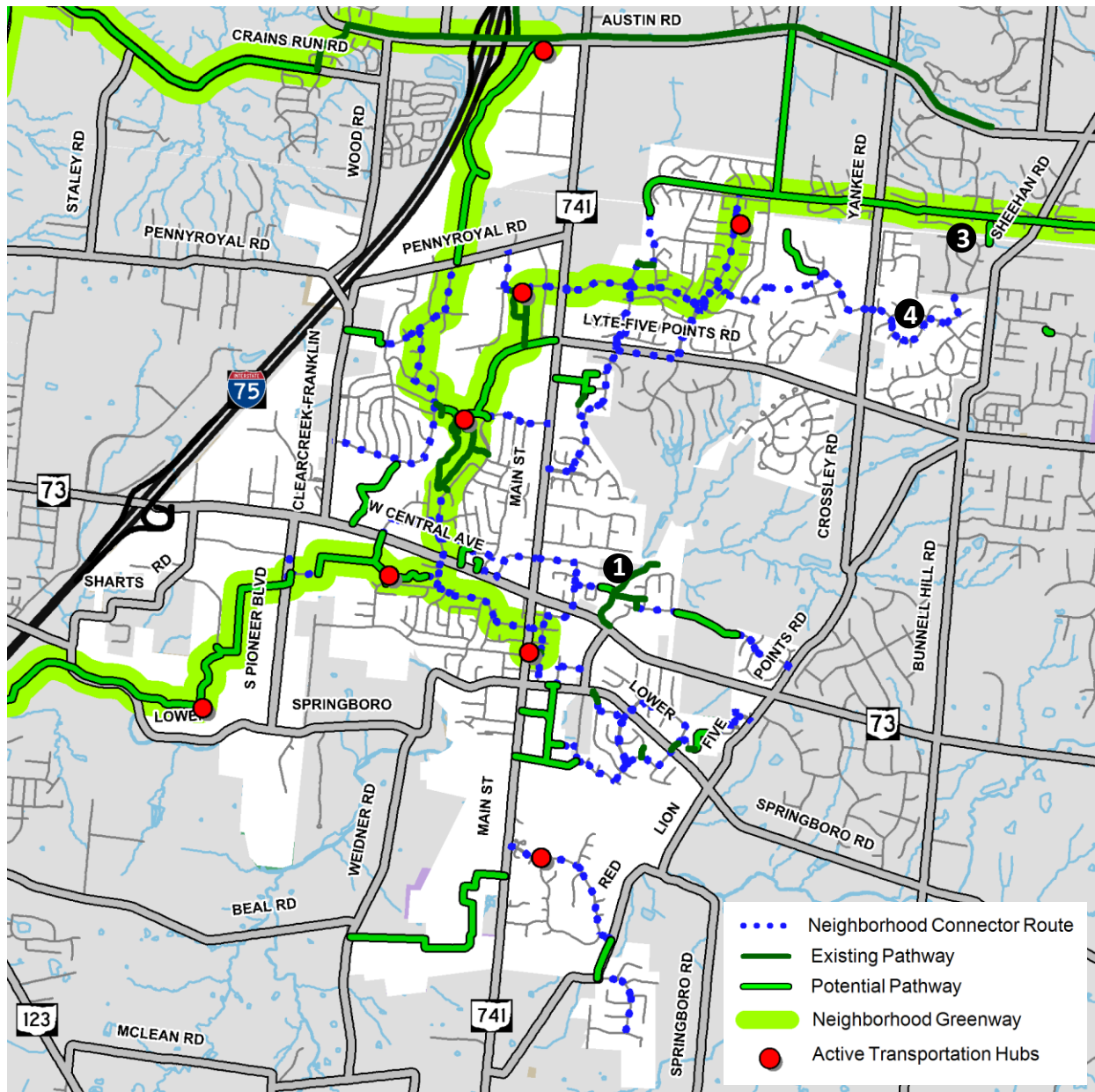


Route D proposes a signed or mapped bike route along Lower Springboro Road as shown in the MVRPC 2008 Miami Valley Comprehensive Local-Regional Bikeway Plan.

Priority Rank of Regional Connections (1 highest, 4 lowest):
4

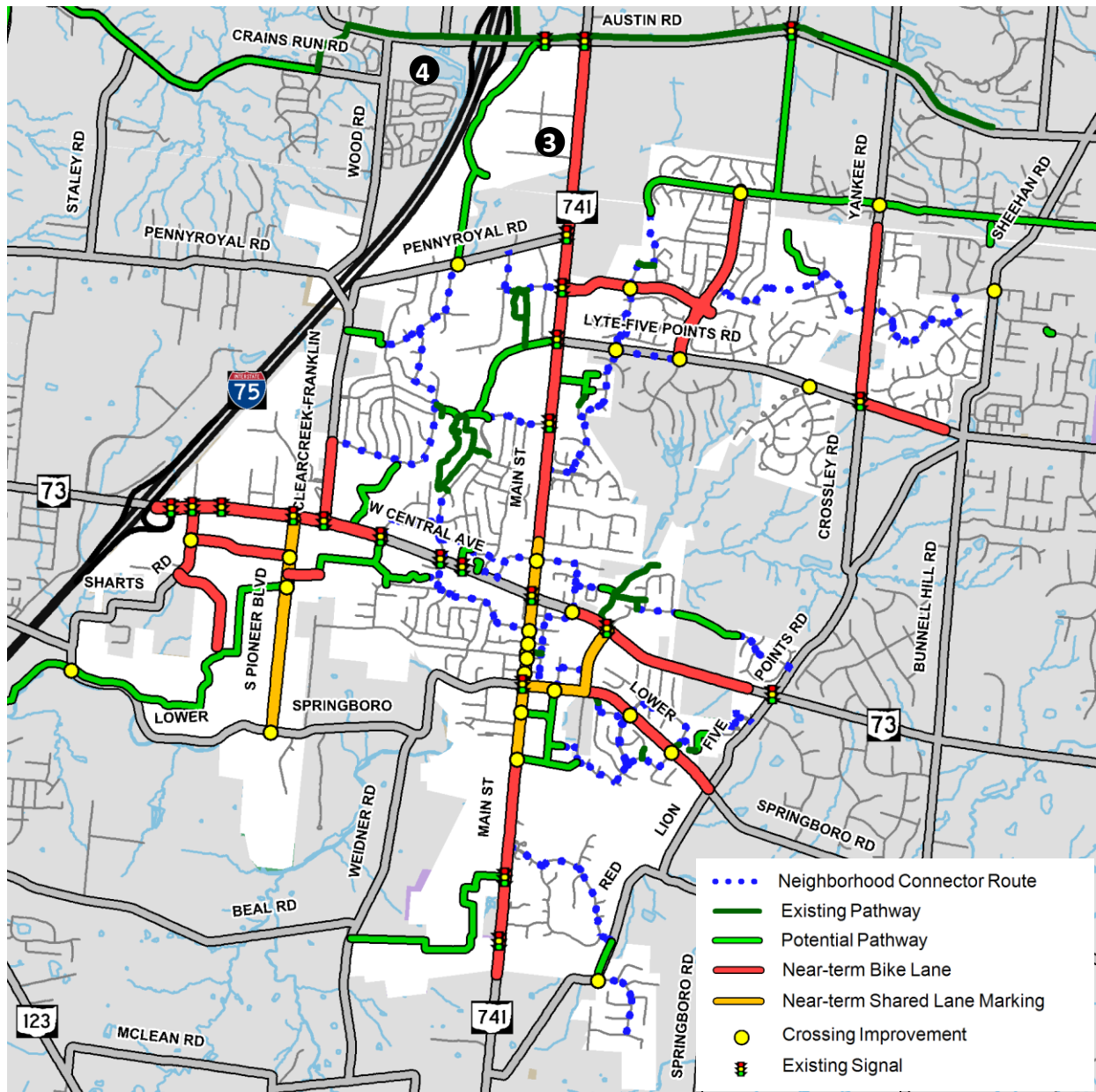
Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
☐ Patricia Allyn Park is a better resource than I knew until 2 weeks ago – I biked out Lower Springboro Road to RT 48 – need a connection from Lovers Springboro.	1	0

Neighborhood Greenways



Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
• Don't see the purpose – path to nowhere	1	1
• This is a good way to use the roads!	0	1
• This spur would open up a lot of access	0	1
• Locate Active Transportation Hub in Park	0	0

Network Map



Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
☐ Difficult for cars now to cross Main Street due to visibility	1	0
☐ Like lane from parks to Franklin	1	0
☐ 8' Existing Path	0	0
☐ Planned Pathway around Lake	0	0

COMMENT CARDS

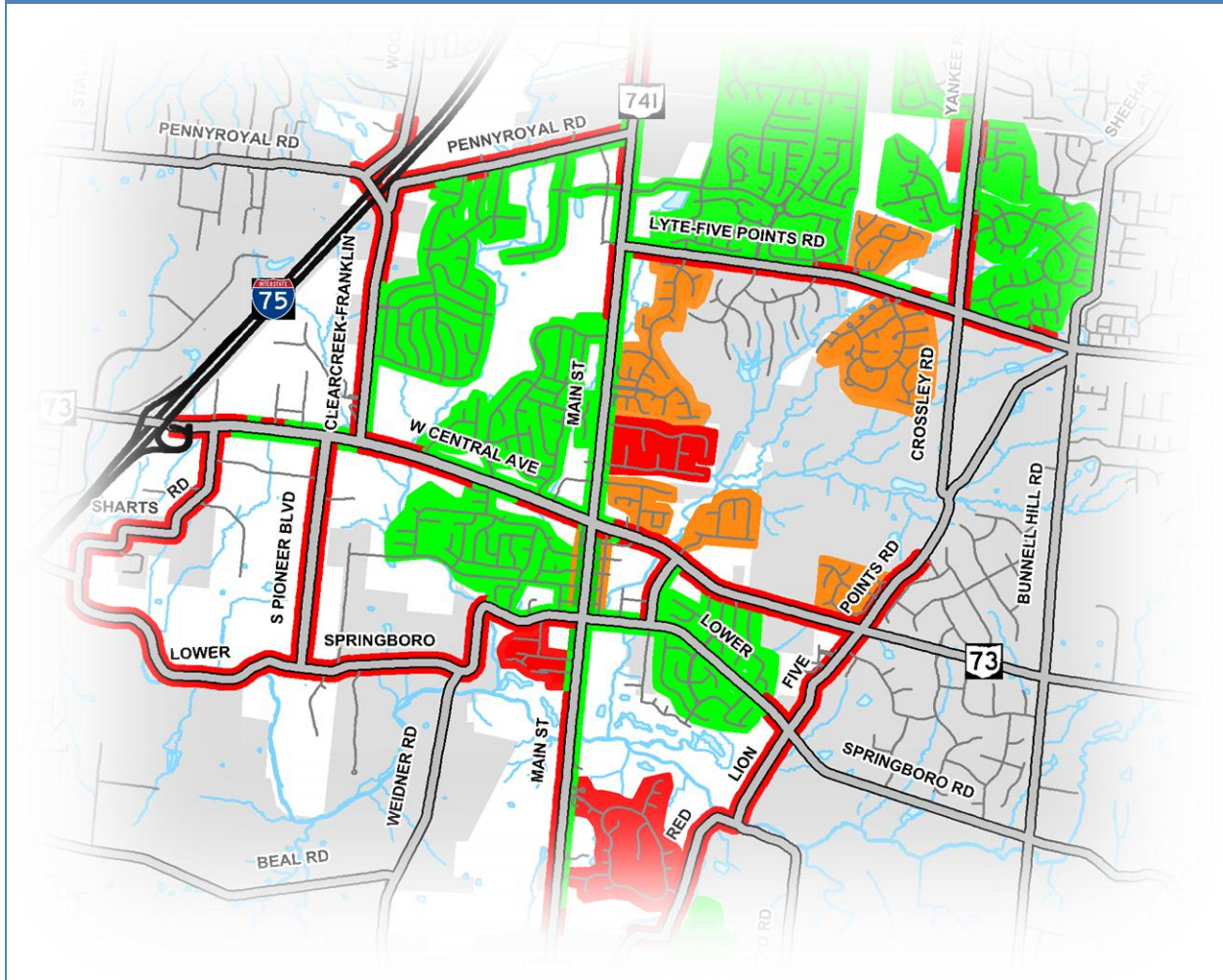
Participants were given the opportunity to share any additional information regarding the project on comment cards. The comments are posted below.

- ☐ Cyclist's education is a priority and must accompany infrastructure. The advantage of a Regional Safe Routes to School, Safe Kids Coalition, and Park Programs. Tie in with encouragement activities.
- ☐ Add more about enforcement.
- ☐ A way to trigger lights for bicycles.

CITY OF SPRINGBORO BICYCLE AND PEDESTRIAN PLAN

INVENTORY & ANALYSIS MAPS

May 16, 2013



for consideration by:

submitted by:



LIST OF FIGURES

The following maps provide a general summary of the existing conditions in the City of Springboro.

GENERAL CONDITIONS:

- Existing Non-motorized Facilities
- Regional Connections
- Slope
- Existing Land Use
- Population Density
- Employment Centers
- Block Size Analysis
- Existing Road Cross Section
- Speed Limit
- Average Daily Traffic Volumes
- Potential Future Roadways

PEDESTRIAN CONDITIONS:

- Pedestrian Crash Locations
- Existing Sidewalk Level of Service
- Neighborhood Sidewalk Coverage
- Sidewalk Connectivity
- Crosswalk Spacing
- Existing Pedestrian Activity
- Potential Pedestrian Activity

BICYCLE CONDITIONS:

- Bicycle Crash Locations
- Existing On-Road Bike Facilities
- Existing Off-Road Trails and Pathways
- Existing Bicycle Activity
- Potential Bicycle Activity
- Existing Regional Bicycle Activity
- Potential Regional Bicycle Activity
- Potential Bike Lane Opportunities

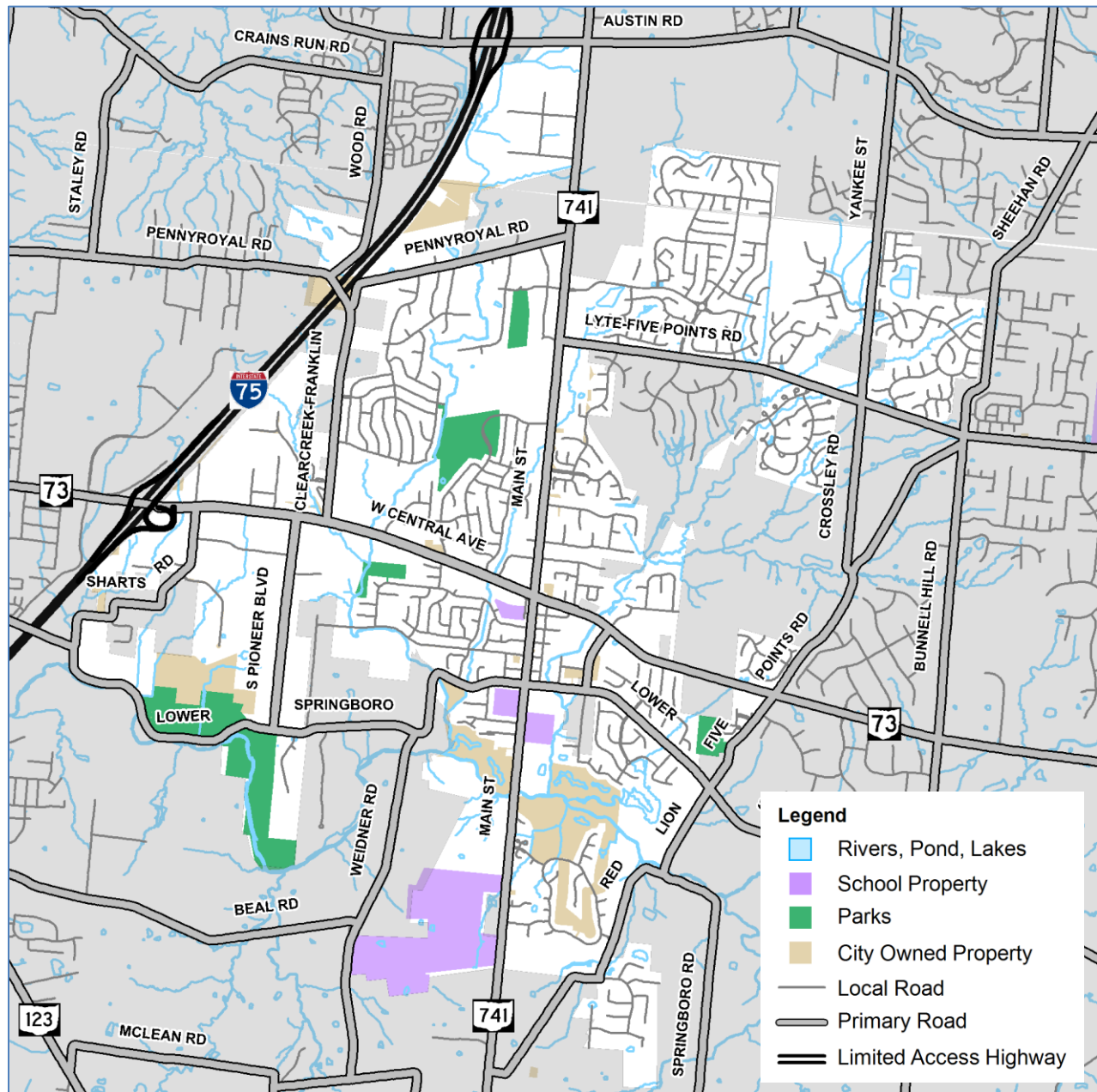
GENERAL CONDITIONS:

The City of Springboro, Ohio is located in both Montgomery County and Warren County and is among the fastest growing cities in Ohio. The I-75 expressway runs along the west boundary of the city, providing a short drive to the cities of Dayton and Cincinnati.

The City consist of a historic downtown, with numerous commercial developments along SR 741 and SR 73 and business and industrial areas on the north and west side of the city. Most of the remaining land has been developed into residential neighborhoods with a few areas of agriculture still in use.

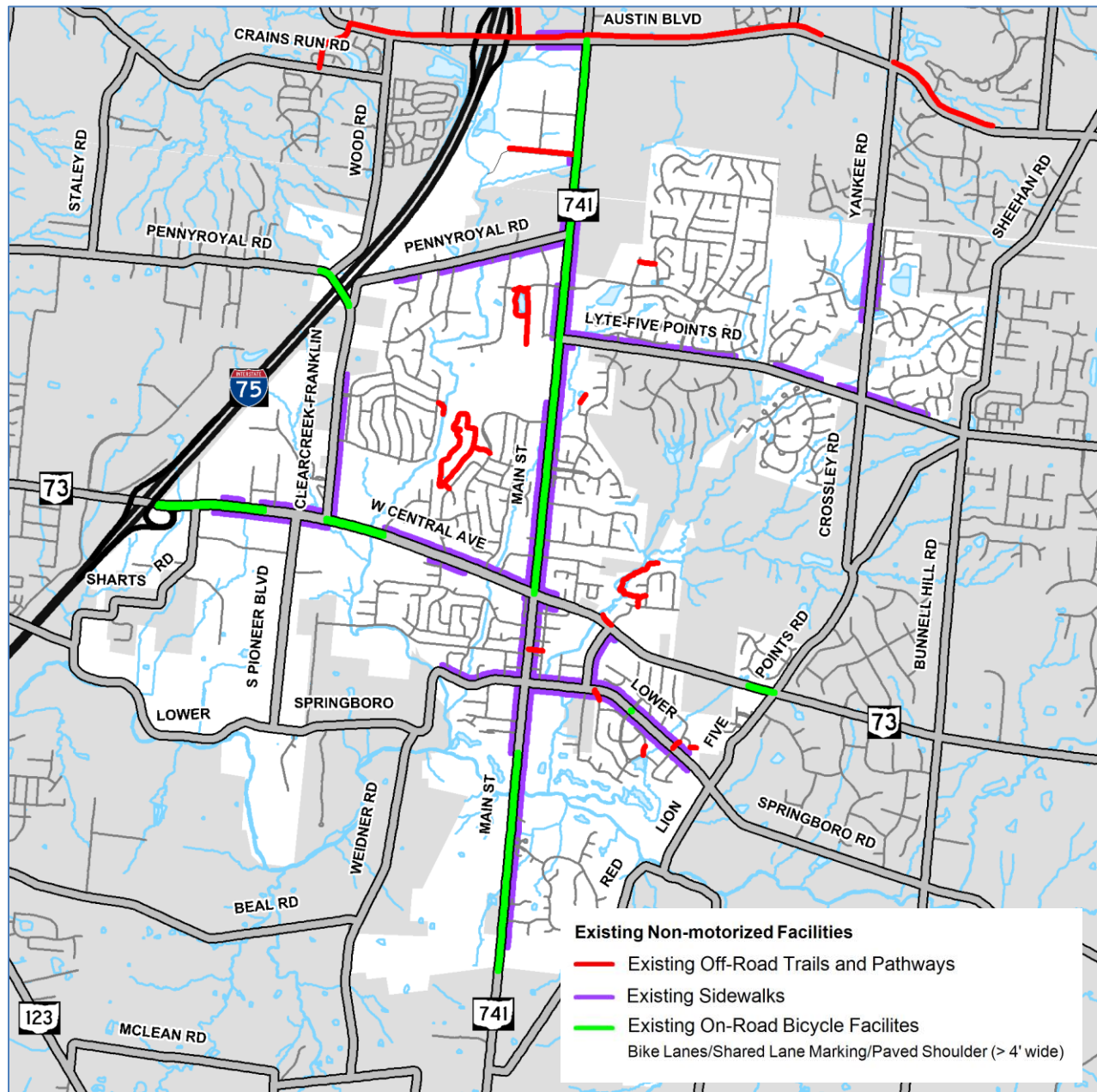
In general, bicycle and pedestrian travel outside of neighborhood streets generally follows the primary road system with limited sidewalks and paved shoulders. Opportunities to cross the primary roads are limited with poor bicycle and pedestrian connectivity between neighborhoods that are located on opposite sides of the roadway. Topography, streams and the artificial barriers of five-lane arterial roads tend to fragment the community from a non-motorized standpoint. The result is a non-motorized environment that is generally not favorable to walking and bicycling for everyday transportation.

CITY OF SPRINGBORO OVERVIEW



Located between Dayton and Cincinnati the City of Springboro is a fast growing community with 17,409 residents. The community has consistently been recognized for its excellent school system, parks and historic district and in 2009 and 2011 CNN Money Magazine recognized Springboro as one of its 100 "Best Places to Live".

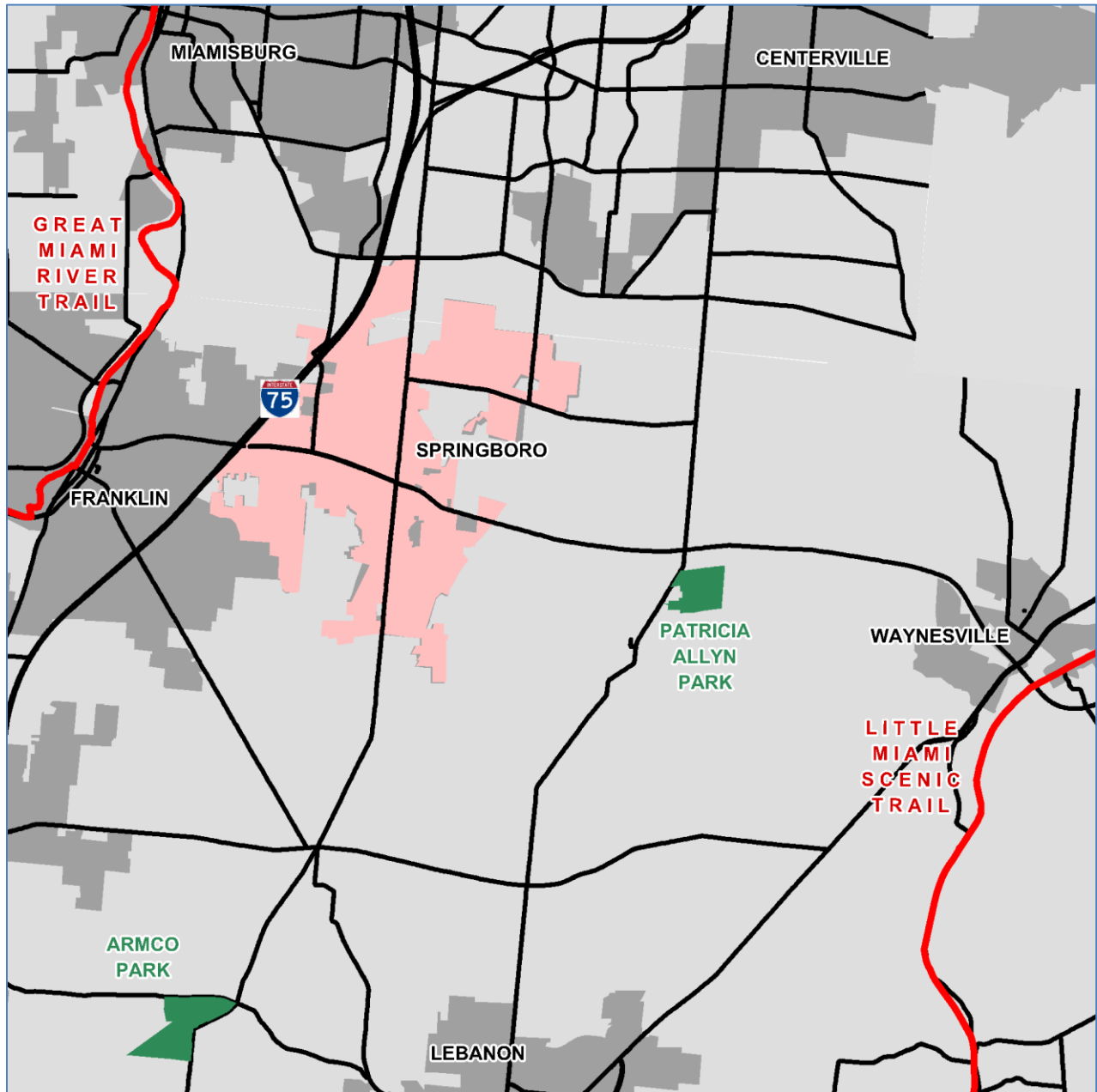
EXISTING NON-MOTORIZED FACILITIES



There are approximately 7 miles of on-road bicycle facilities, 2.5 miles of off-road trails and pathways and 14 miles of sidewalks along primary roads.

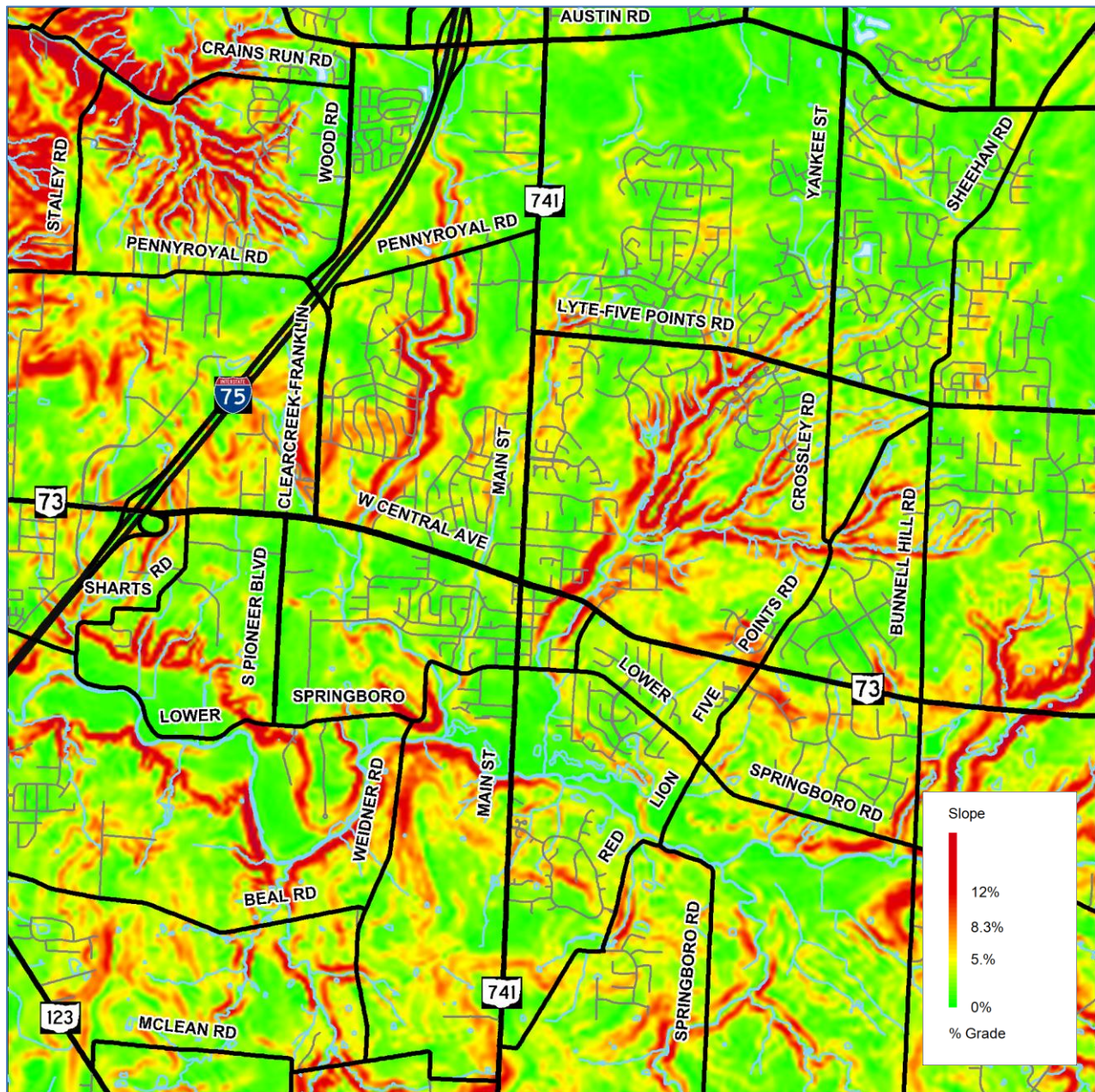
Although there are some existing bicycle and pedestrian facilities, they are unconnected and do not provide a complete network.

REGIONAL CONNECTIONS



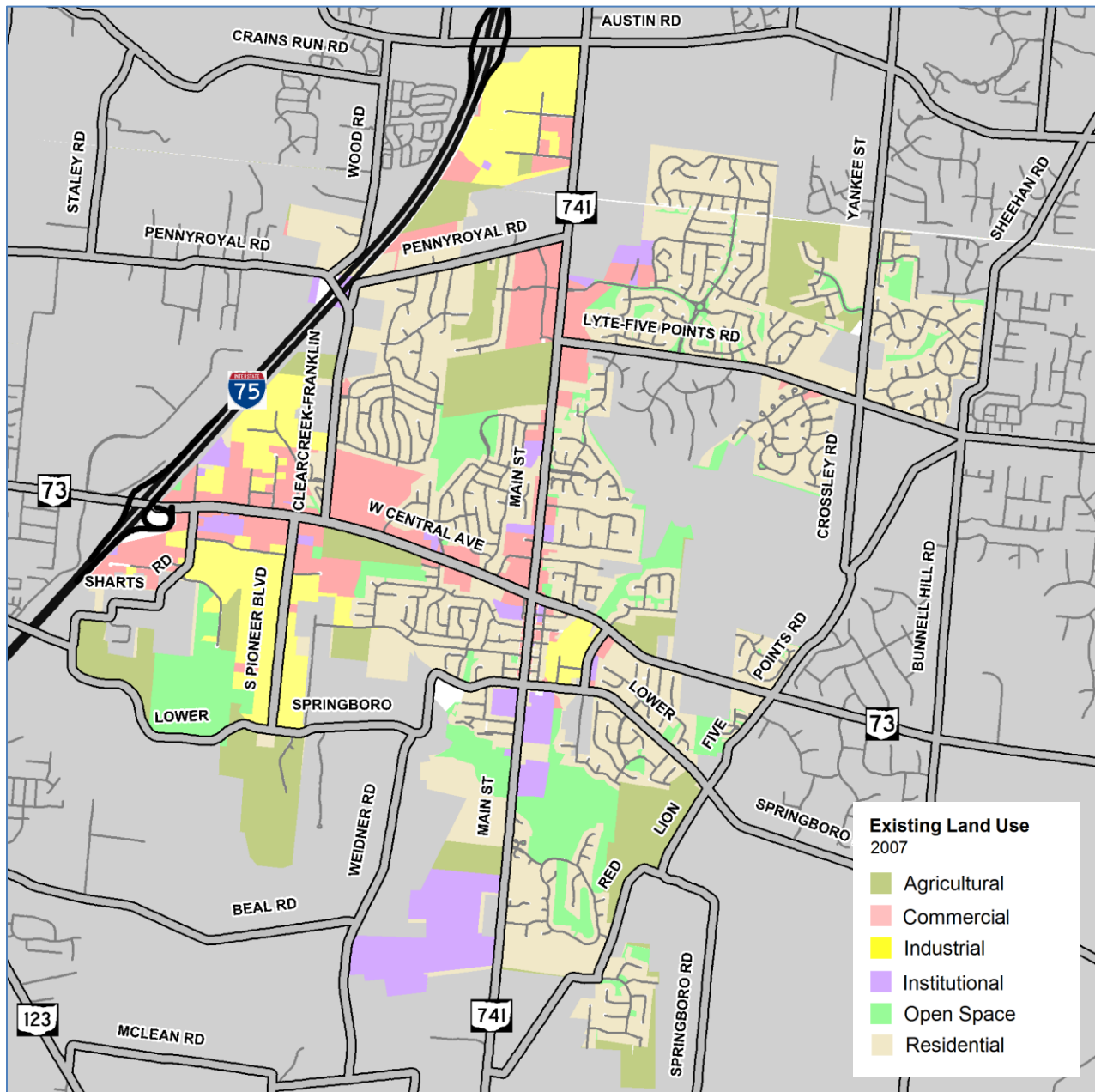
Two regional trails are located near the City of Springboro. The Great Miami River Trail is about 4 miles to the west and the Little Miami Scenic Trail is about 9 miles to the east.

SLOPE



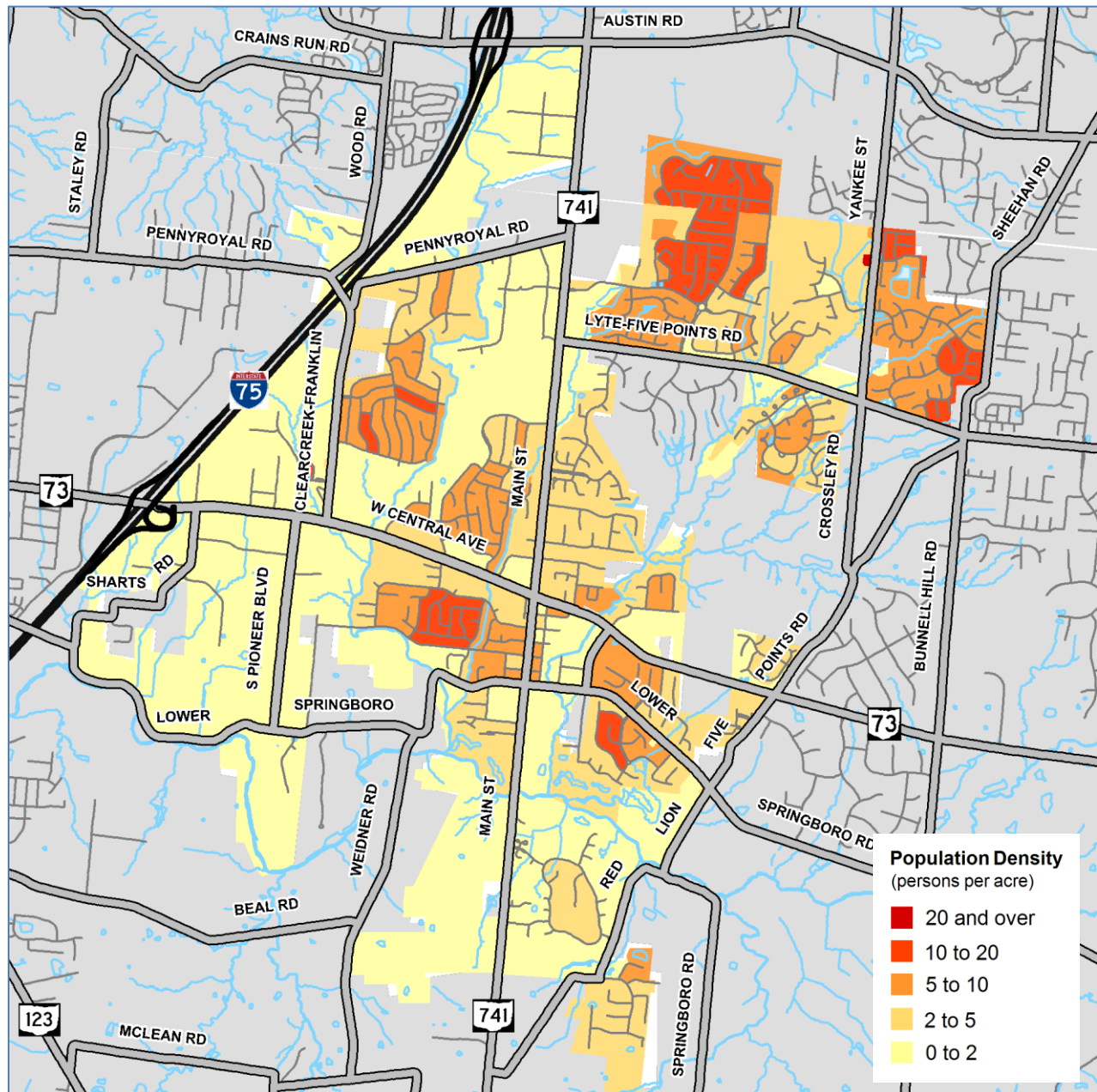
Springboro's elevation ranges from 693' to 1,010', a range of 317'. This may not seem substantial, but there are some sections of primary roads such as Lower Springboro that have slopes that can be challenging for bicyclists and pedestrians to climb. One study has shown that utilitarian cyclists would travel 27% farther to avoid each 1% of additional upslope. When steep slopes are combined with sharp turns such as on Sharts Road, the combination can be challenging for cyclists going downhill as well.

EXISTING LAND USE



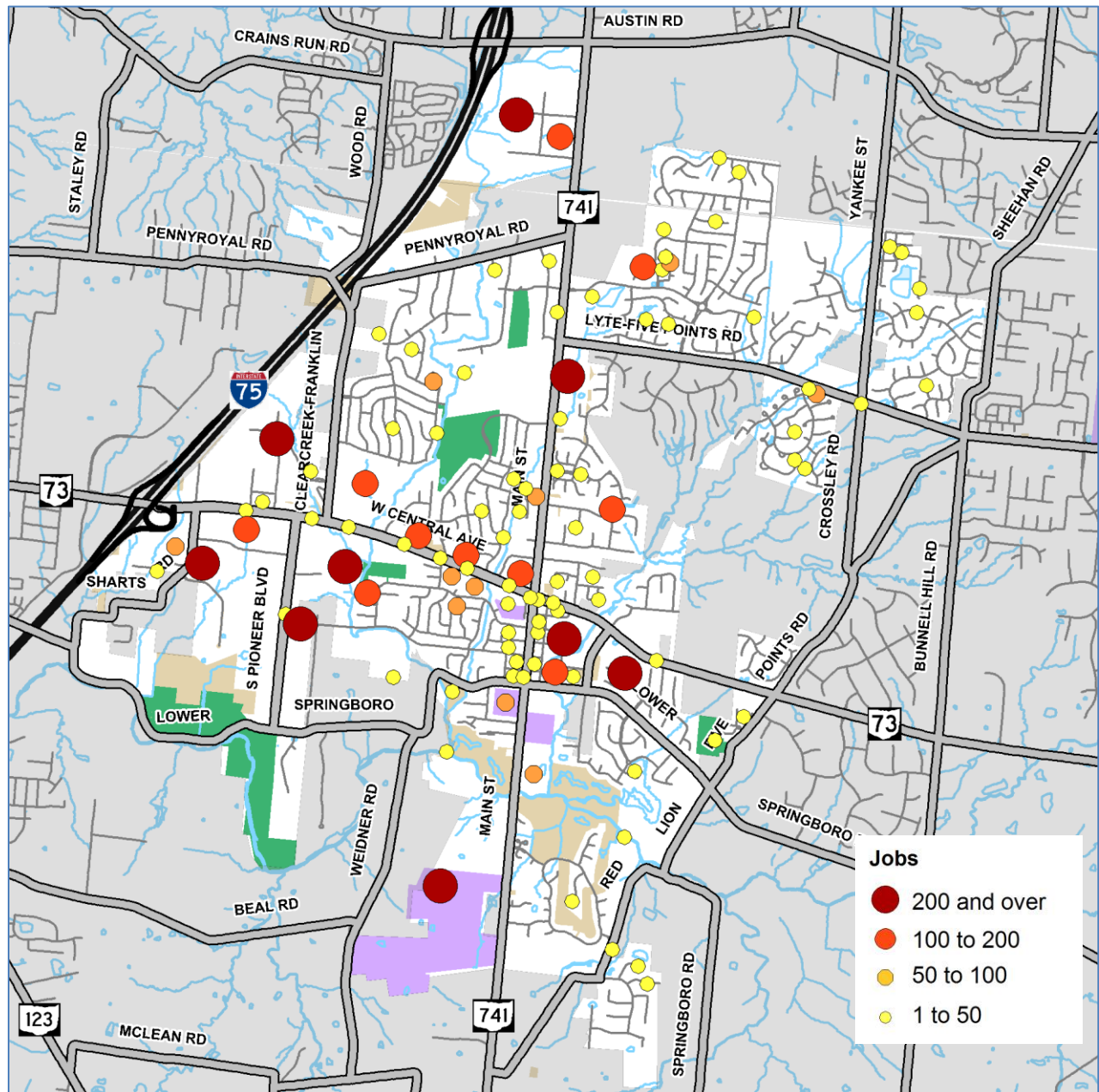
Springboro is a growing community with a unique mix of residential, commercial and agricultural land uses. Different types of non-motorized facilities are appropriate for different types of landscapes.

POPULATION DENSITY



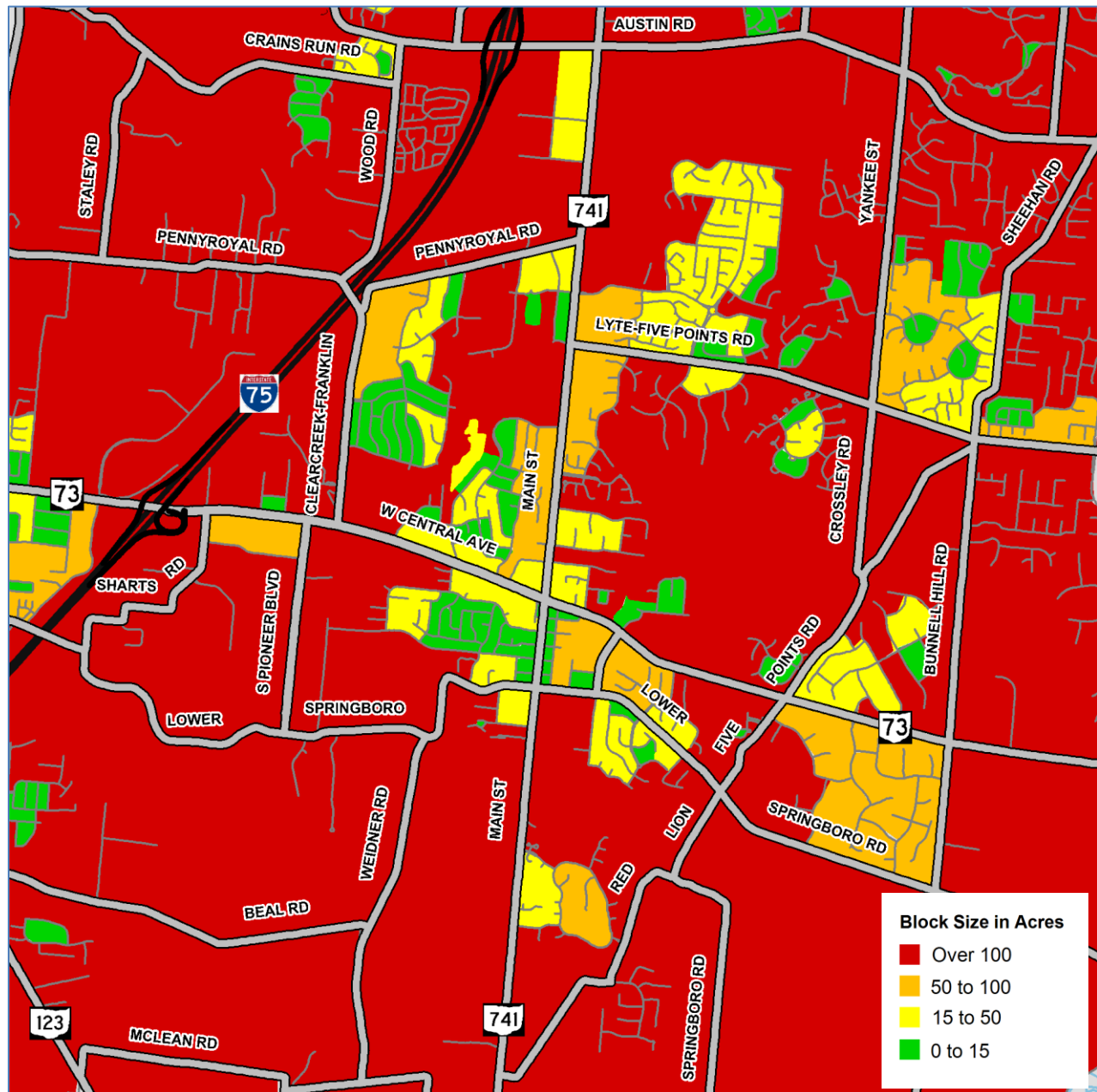
As of the 2010 census, the City of Springboro population was 17,409. Around 48% of the households have children under the age of 18 and about 34% of households have someone between the age of 25 and 44.

EMPLOYMENT CENTERS



Most of the employment centers are along West Central Avenue and Main Street with a few major exceptions.

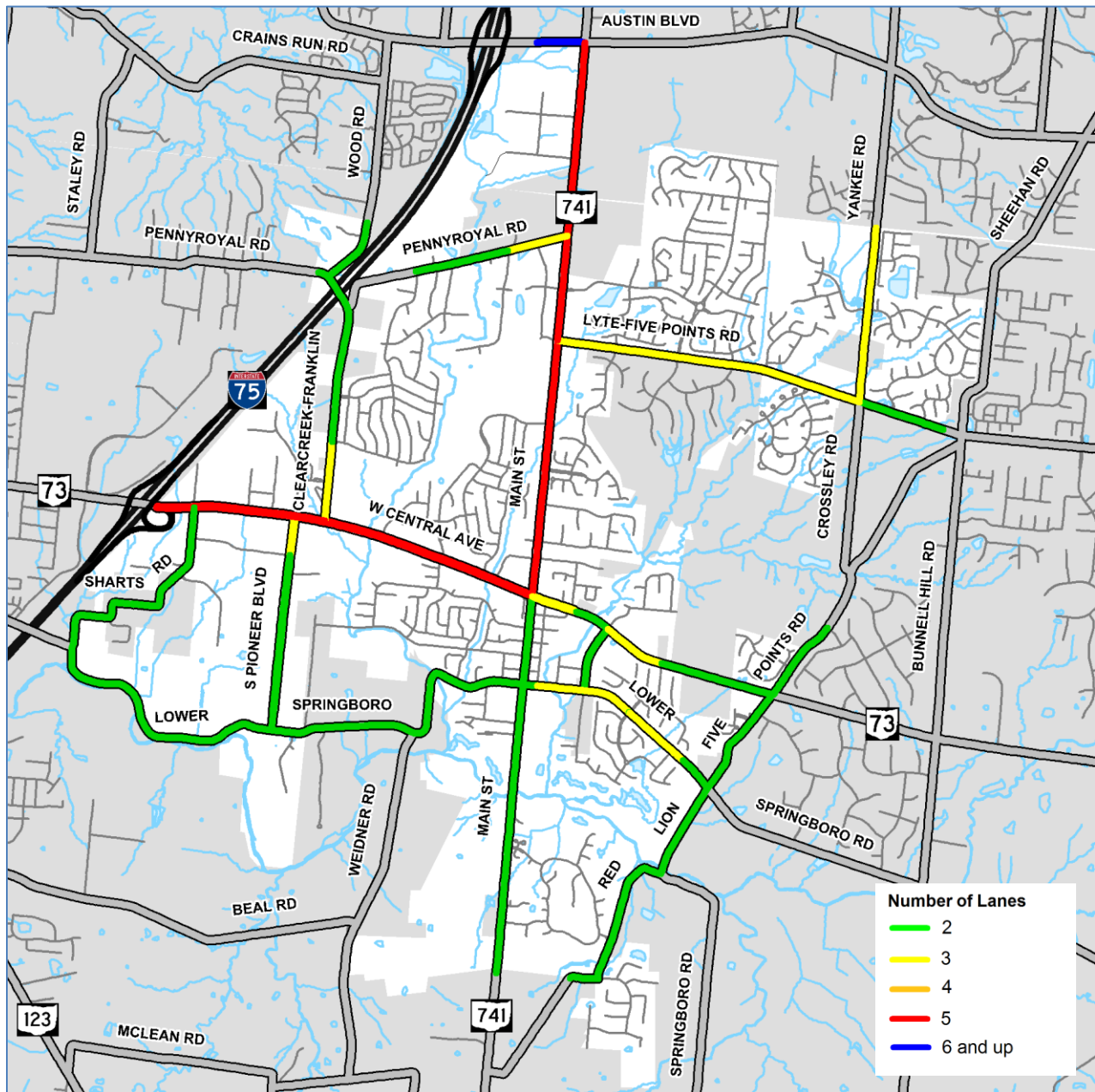
BLOCK SIZE ANALYSIS



Block size is an excellent measurement of directness of travel and a key indicator in the level of pedestrian activity. A block is defined as an area that a person cannot pass through. These areas usually do not have any sidewalks, roadways or bike paths allowing access between two points. One example is an expressway where you may have to go a mile or more out of your way just to get to the other side.

The majority of the City of Springboro has blocks over 100 acres in size. This presents a challenging landscape for non-motorized transportation. Connections between isolated areas will be important to improving the directness of travel throughout the community.

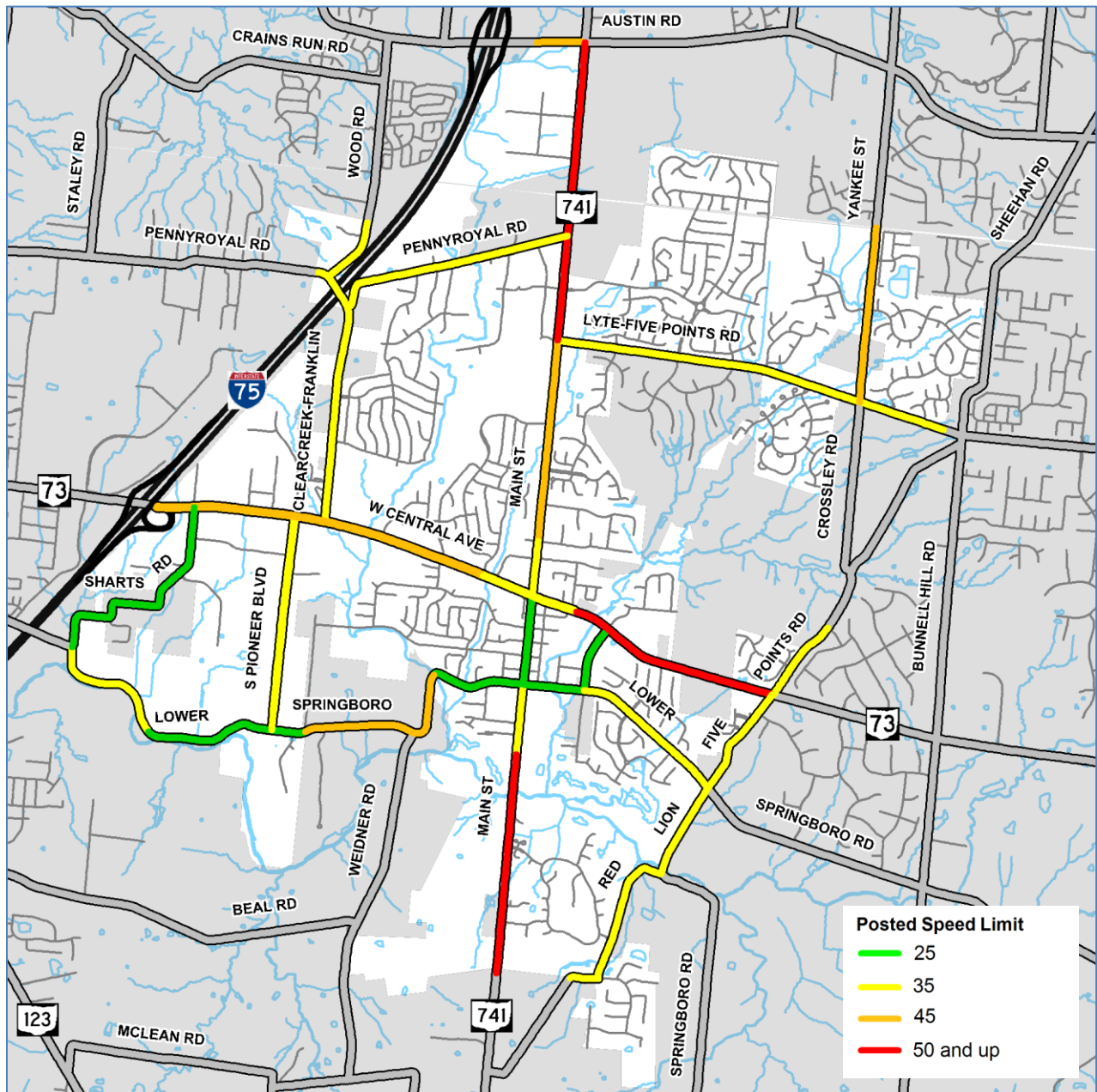
EXISTING ROAD CROSS SECTION



The majority of the roads in the area are two lane roads. The widest roads for the most part are bordered by commercial centers.

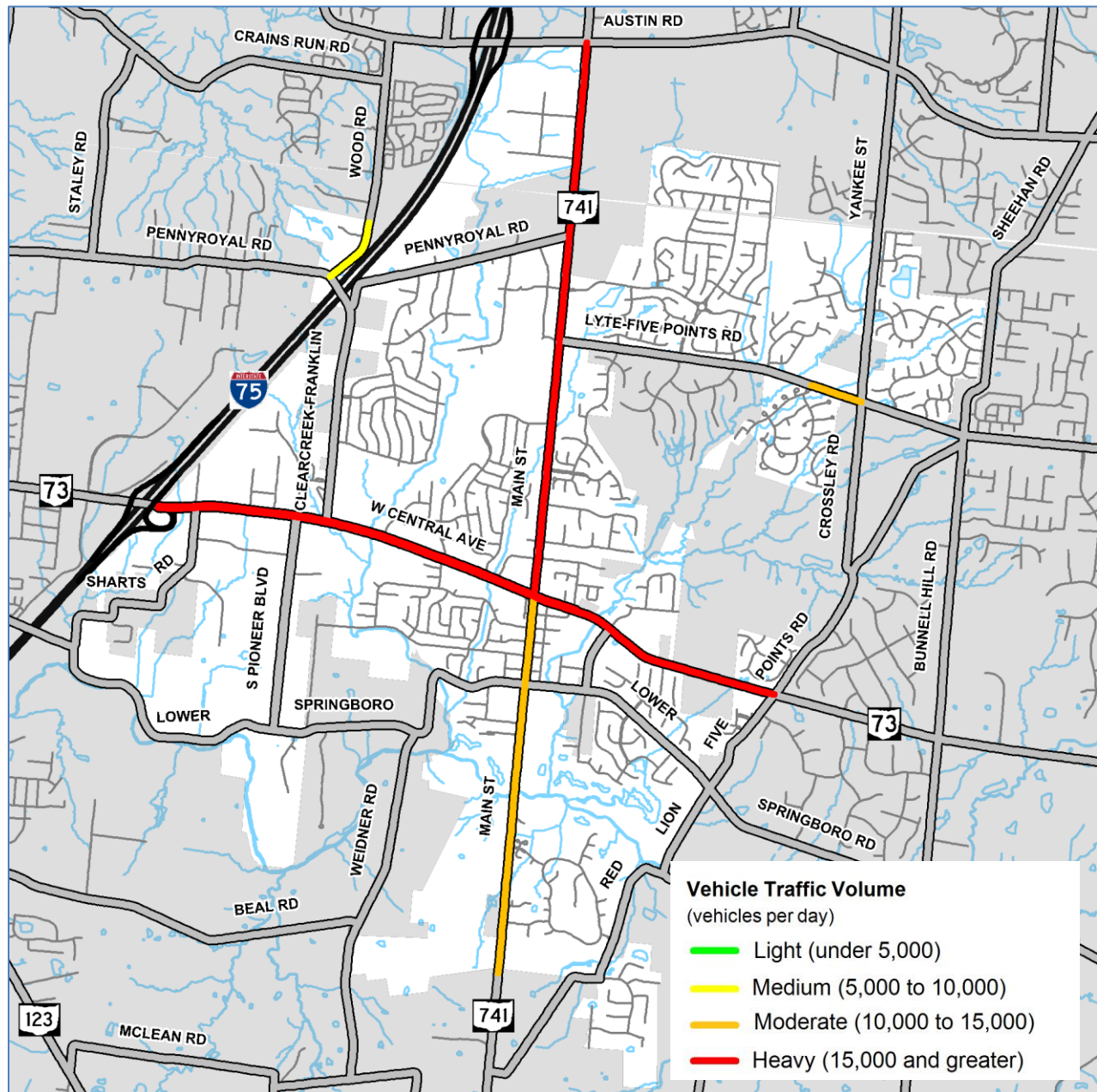
Generally, roadways with numerous lanes present challenges when trying to get bicyclists and pedestrians across the roadway, especially where demand between commercial centers and neighborhoods exists on both sides of the road.

SPEED LIMIT



Roadways with high speeds can reduce the comfort level for bicycles and pedestrians traveling along a road corridor, any may even discourage bicycle and pedestrian use all together. Please note that on some roads actual running speeds may be higher.

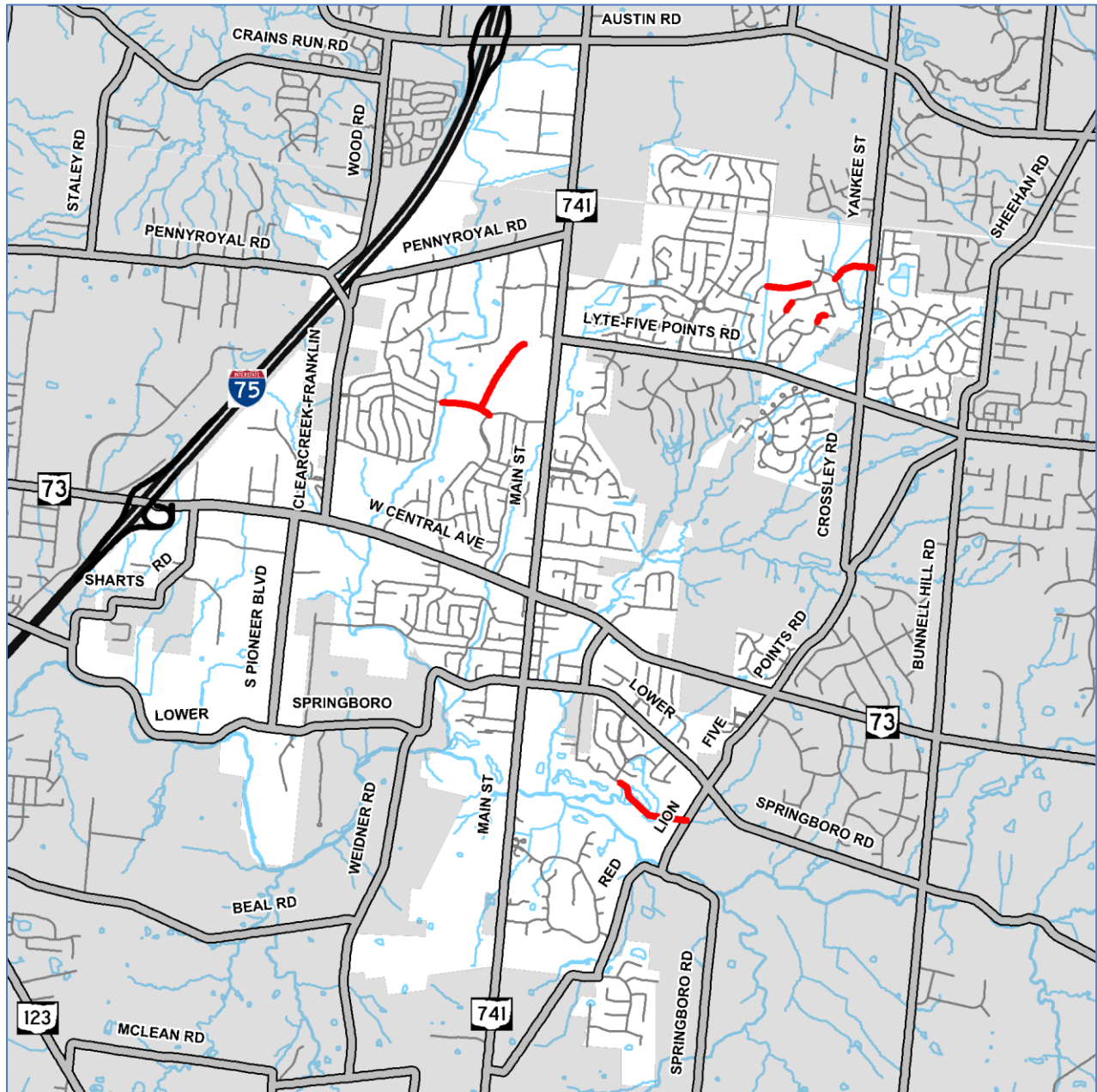
AVERAGE DAILY TRAFFIC VOLUMES



Annual Average Daily Traffic (AADT) is an estimate of traffic volumes. The volumes are based on total two-way traffic over a 24-hour period and may vary by season or day of the week. The volumes are determined from a combination of actual traffic counts and modeling. Volumes for S.R. 741 and S.R. 73 are actual counts from 2010. Due to a lack of data the remaining roads are an estimate.

The gradations used generally reflect noticeable changes in the comfort level of bicyclists sharing a roadway with motorists, all other factors being equal.

POTENTIAL FUTURE ROADWAYS



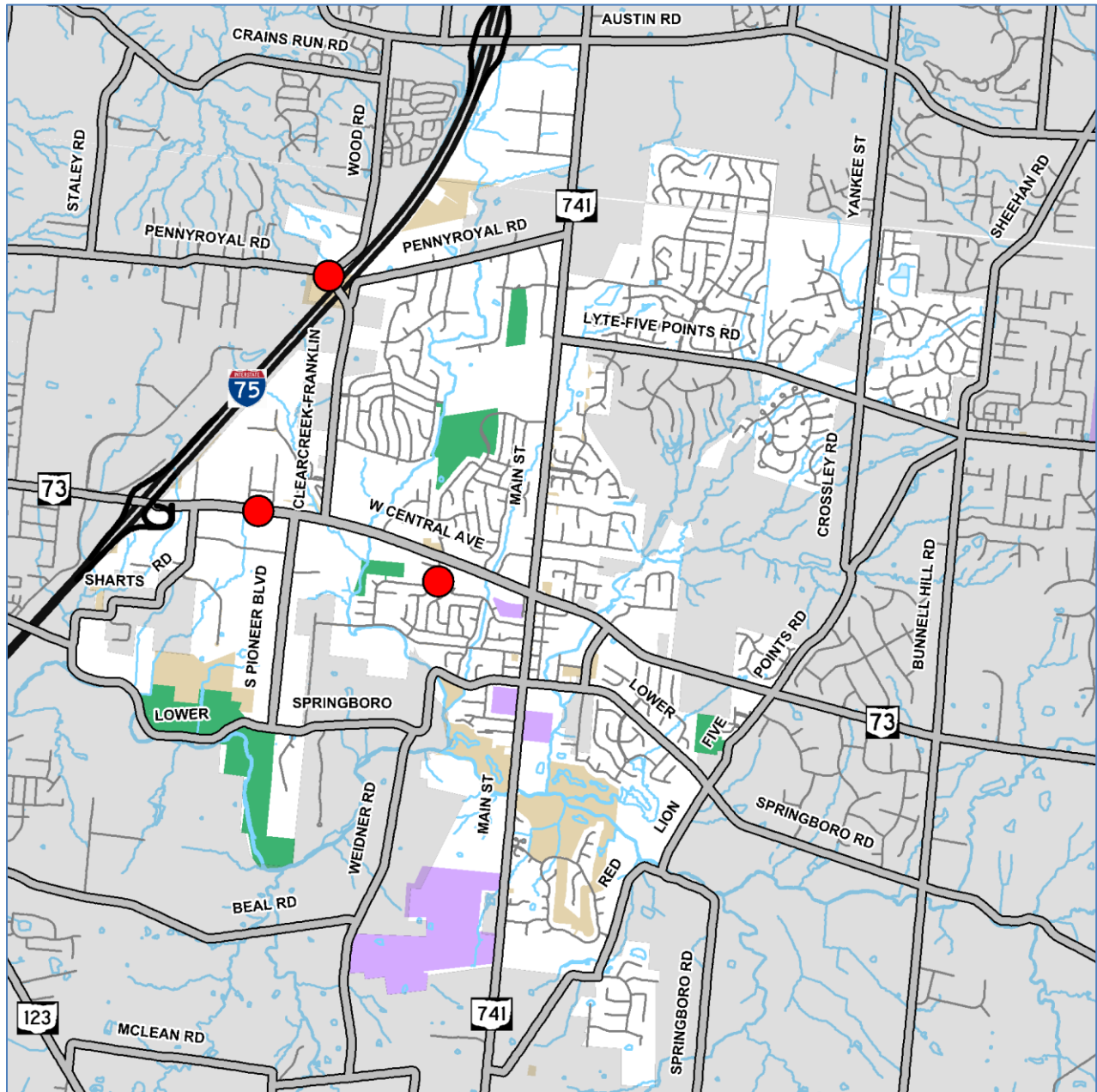
Identified above in red are the conceptual locations of potential future roadways. These potential connections have been discussed and formally identified in the Cities of Springboro's Mobility Master Plan 2001.

PEDESTRIAN CONDITIONS:

The City of Sprinboro has a partially complete sidewalk system along the major roadways, especially in areas outside of the downtown neighborhoods. There are still significant gaps along roadways especially in the more rural parts of the city. The quality of the pedestrian experience on these sidewalks varies greatly throughout the City. Some sidewalks have little if any buffer such as a row of trees or parked cars, between the sidewalk and the roadway. This lack of a barrier has been shown to have a significant adverse impact on the quality of the walking experience.

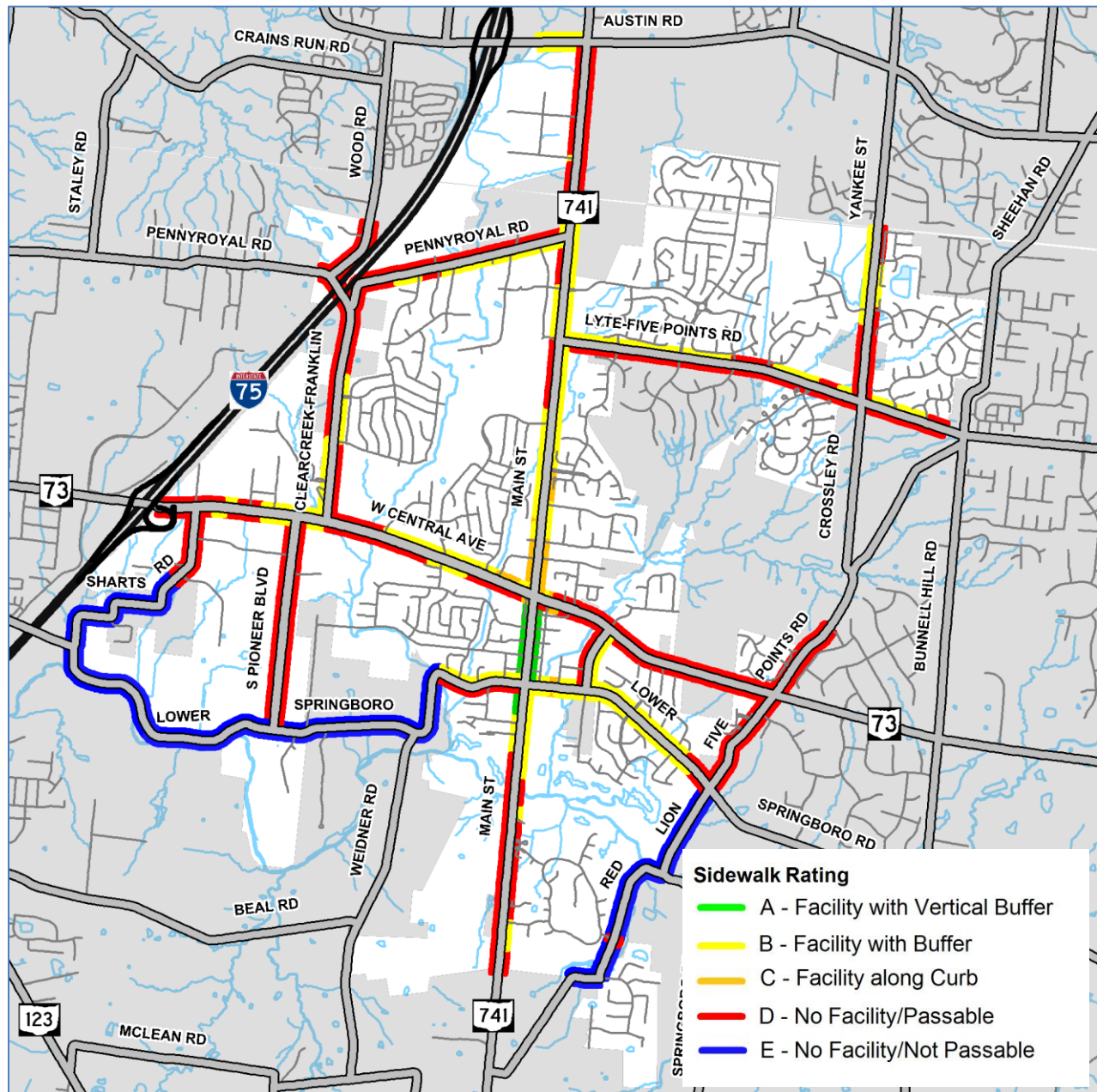
Another major issue lies with cross-roadway accommodations. There are significant stretches of the major thoroughfares that provide no means to cross the roadway safely. There are also places where logical crossings are not accommodated. Even where there are marked crosswalks, they are often inadequate. Many times the existing crossings are missing key safety features, making them difficult to cross, especially on high speed multi-lane roadways.

PEDESTRIAN CRASH LOCATIONS



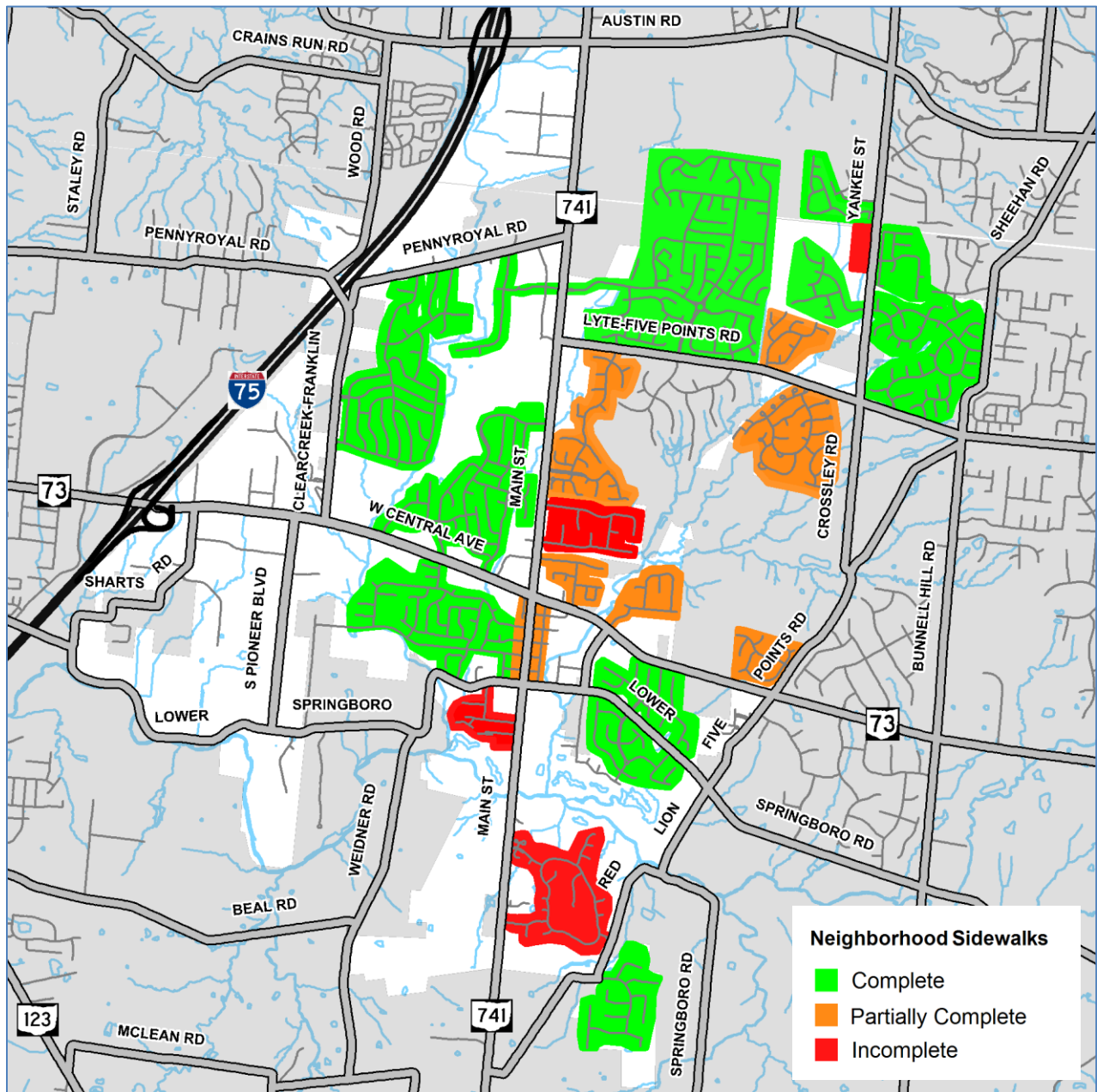
There were only 3 pedestrian crashes during the 5 year period (2006 – 2011) for the City of Springboro. No fatalities were reported.

EXISTING SIDEWALK LEVEL OF SERVICE



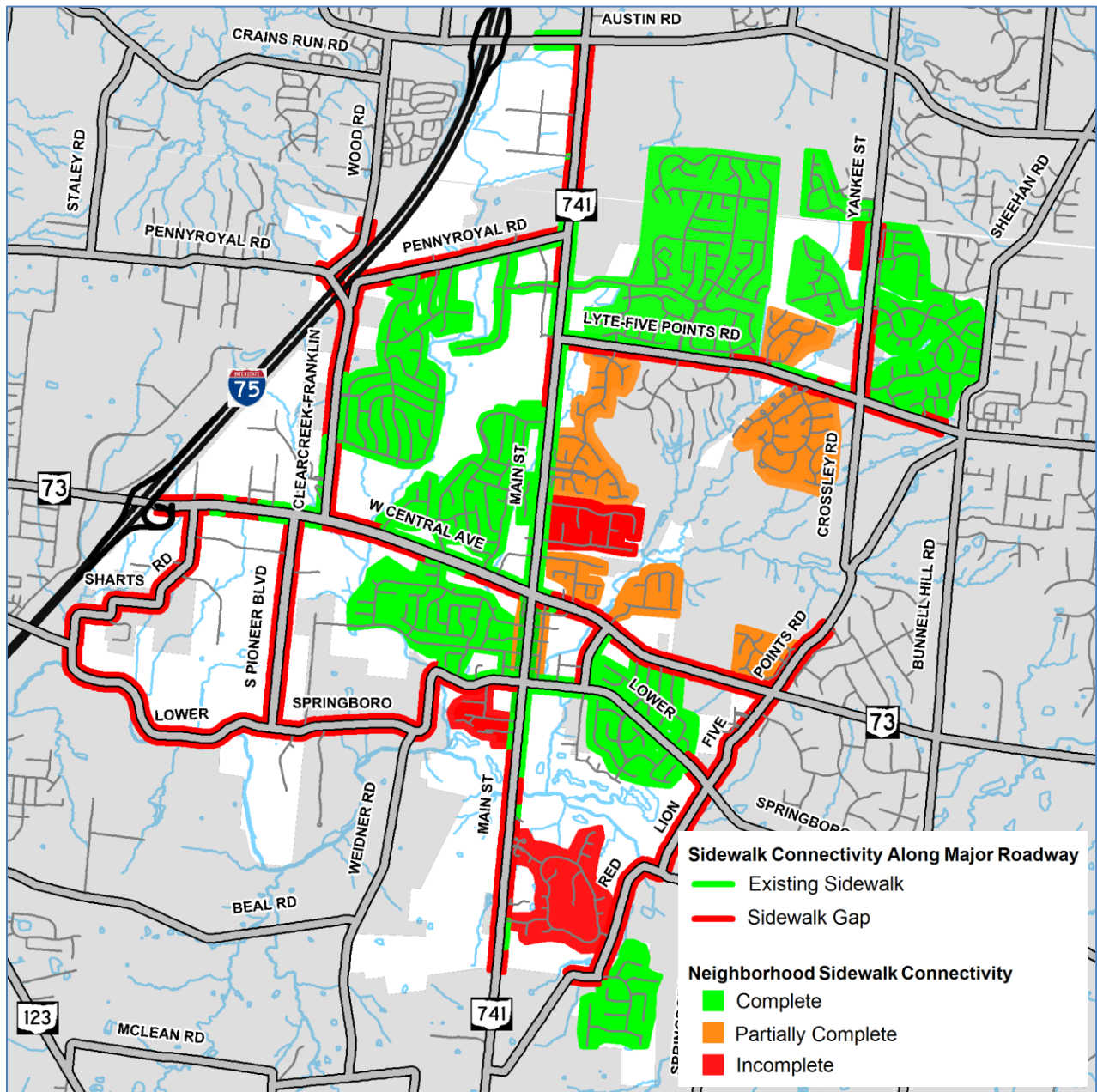
There are approximately 14 miles of existing sidewalks in the City of Springboro. A key factor to a pedestrians comfort on a sidewalk is the degree of separation from the roadway. Buffer (lawn extensions) and vertical elements such as trees and light poles increase the pedestrians comfort level.

NEIGHBORHOOD SIDEWALK COVERAGE



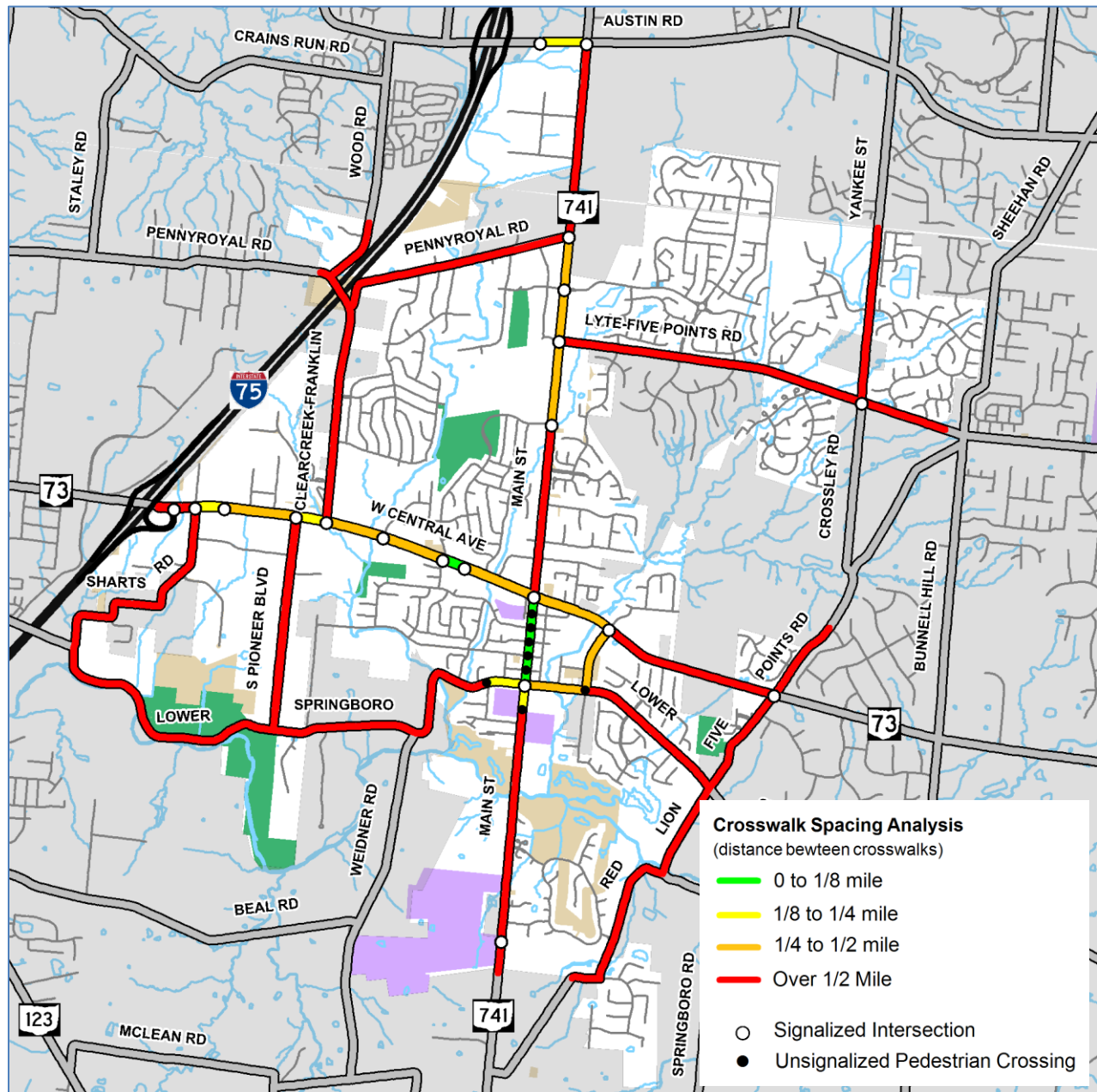
Most of the neighborhoods in the City of Springboro have a complete sidewalk system. However a few newer subdivisions have no sidewalks.

SIDEWALK CONNECTIVITY



This map gives an overview of the pedestrian mobility around town. In some cases, there may be sidewalks within a subdivision but there are no ways to get to destinations outside of the subdivision as a pedestrian.

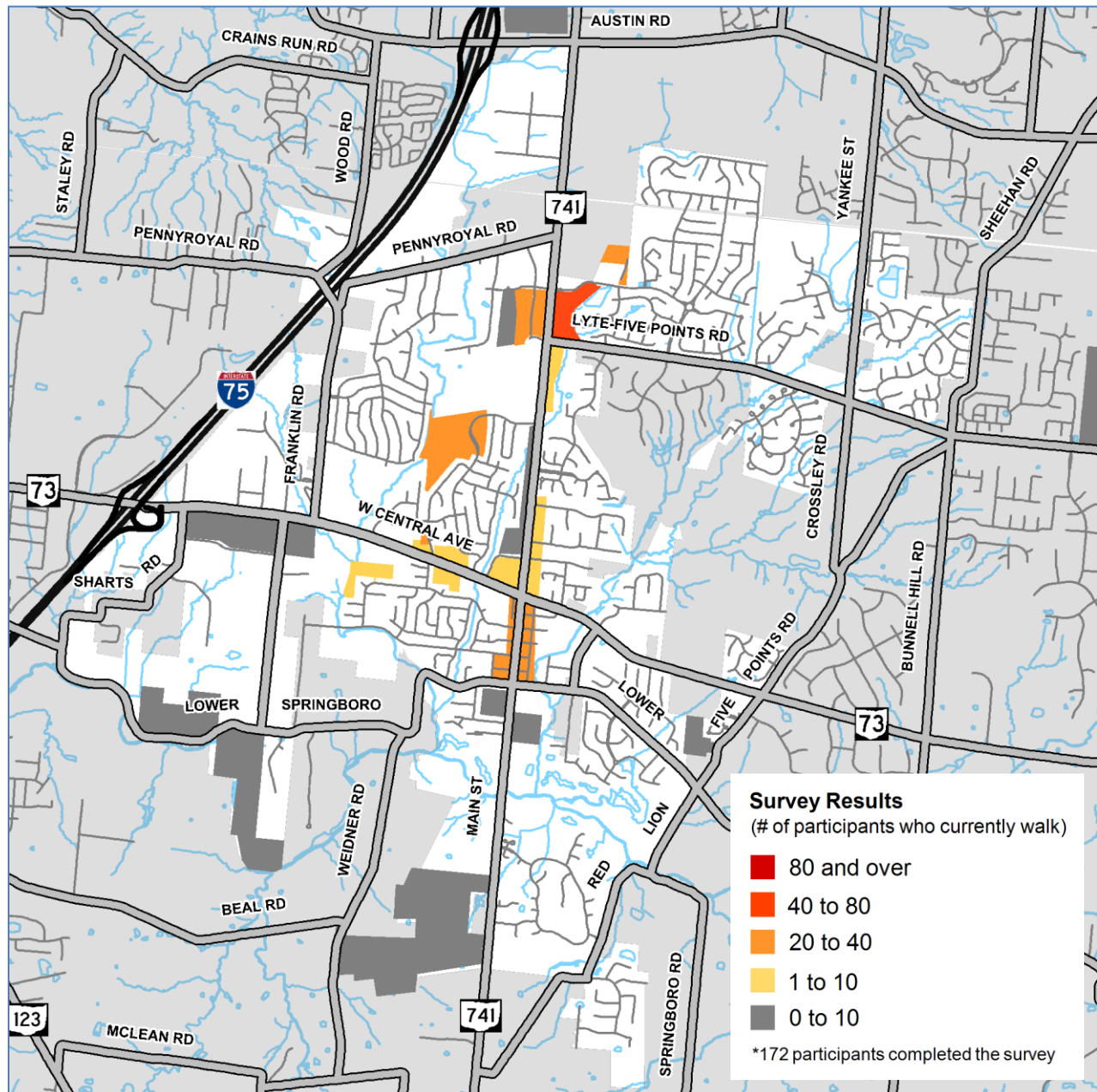
CROSSWALK SPACING



Crosswalk spacing is a key factor in directness of travel. Most pedestrian trips for personal business (like walking to the store) are about $\frac{1}{2}$ mile long. Where there is demand to cross the road and crosswalk spacing is over $\frac{1}{8}$ of a mile apart, midblock crossings are likely to occur.

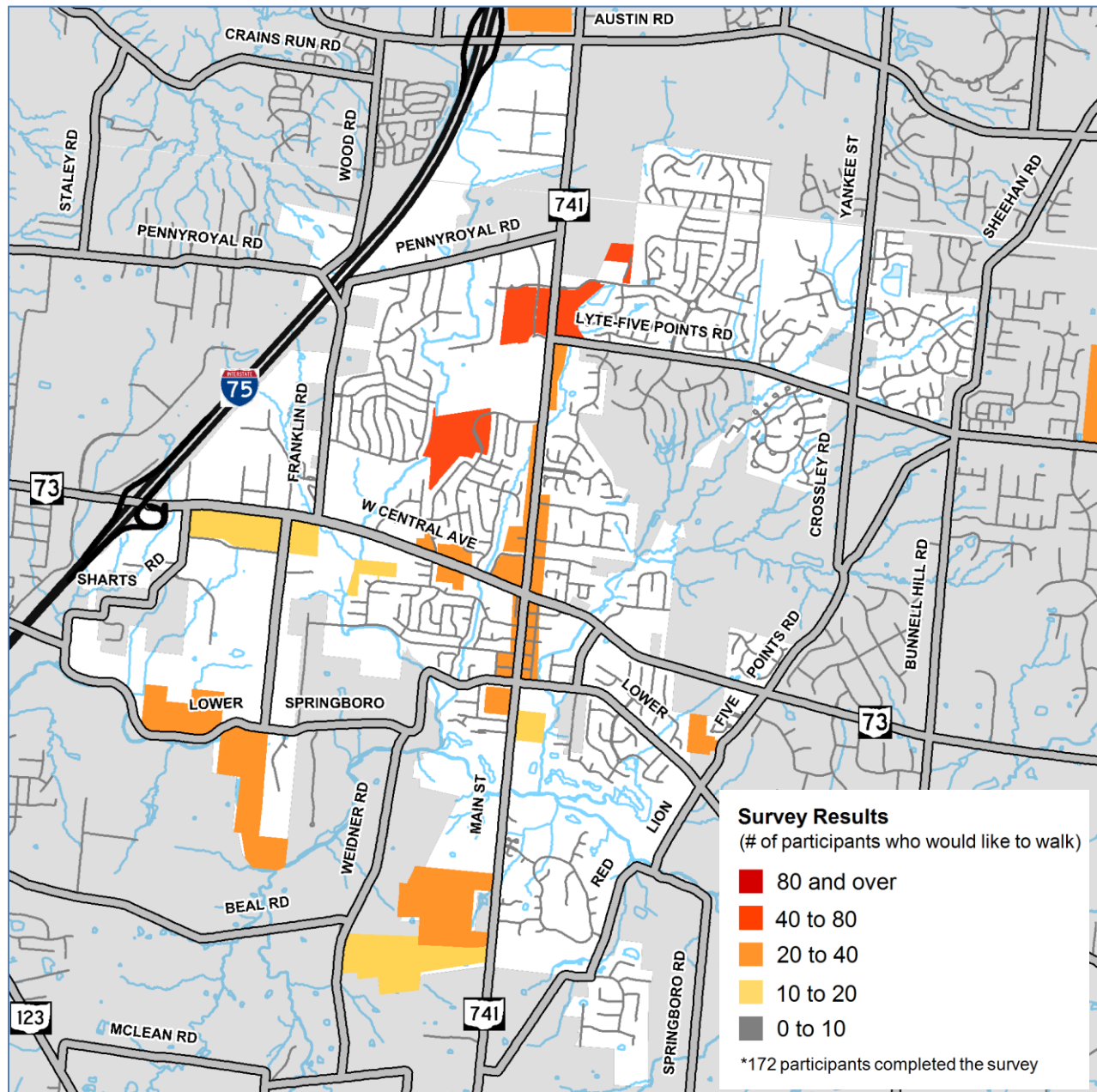
It is important to note that although there may be an existing pedestrian crossing or signalized intersection, they do not always provide an easy and safe way to get across the street. Many times additional improvements are need at those locations to make them accessible to everyone.

EXISTING PEDESTRIAN ACTIVITY



According to the web survey, The Marketplace at Settlers Walks generates most of the current pedestrian activity. The YMCA, Historic Downtown Springboro, Springboro North Park, The Village Park Shopping Center and the Library also generate a large amount of pedestrian activity.

POTENTIAL PEDESTRIAN ACTIVITY

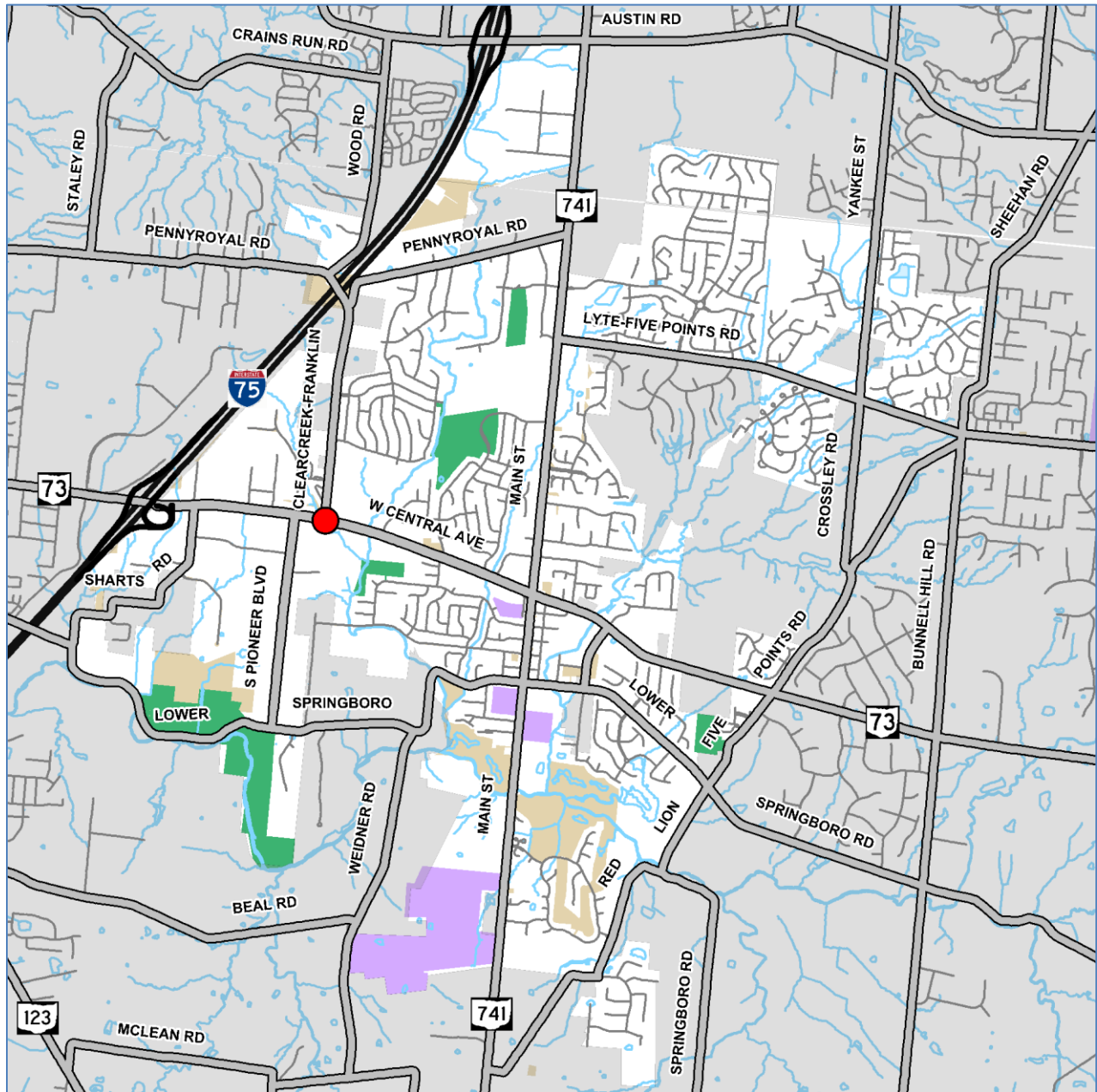


According to the web survey, if a complete and safe non-motorized network was established the Austin Center, Gardner Park, Clearcreek Park, and E. Milo Beck Park would see the most growth by non-motorized users based on feedback from the online survey. Many of the current areas of high pedestrian activity such as The Marketplace at Settlers Walk, Springboro North Park, Village Park Shopping Center and YMCA would still be in high demand as well.

BICYCLE CONDITIONS:

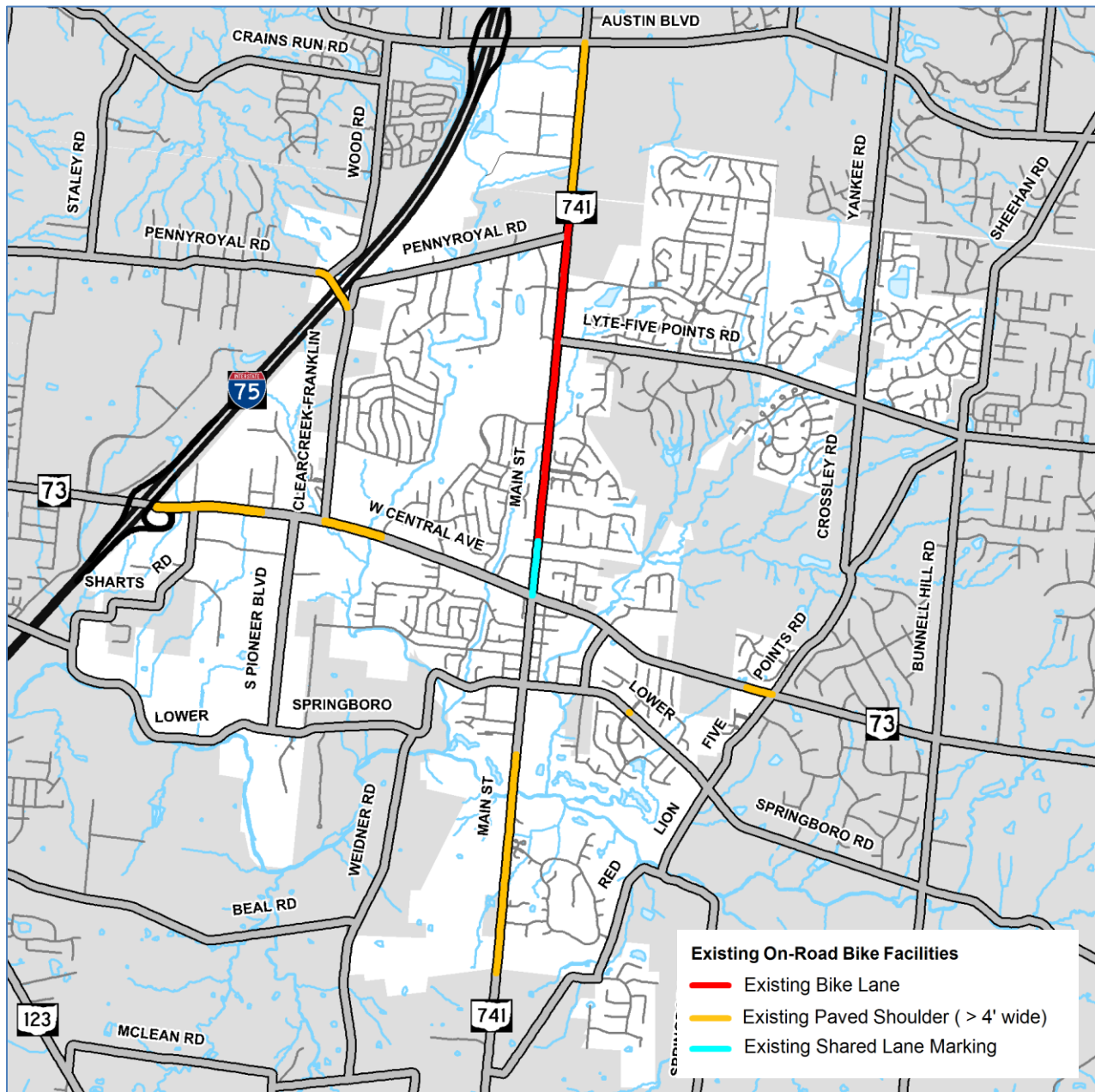
The approach to handling bicycles in the City of Springboro is inconsistent and incomplete. These are a few short segments of existing bike lanes and paved shoulders in the city but they do not connect or create a system. The on-road facilities are not logical or convenient.

BICYCLE CRASH LOCATIONS



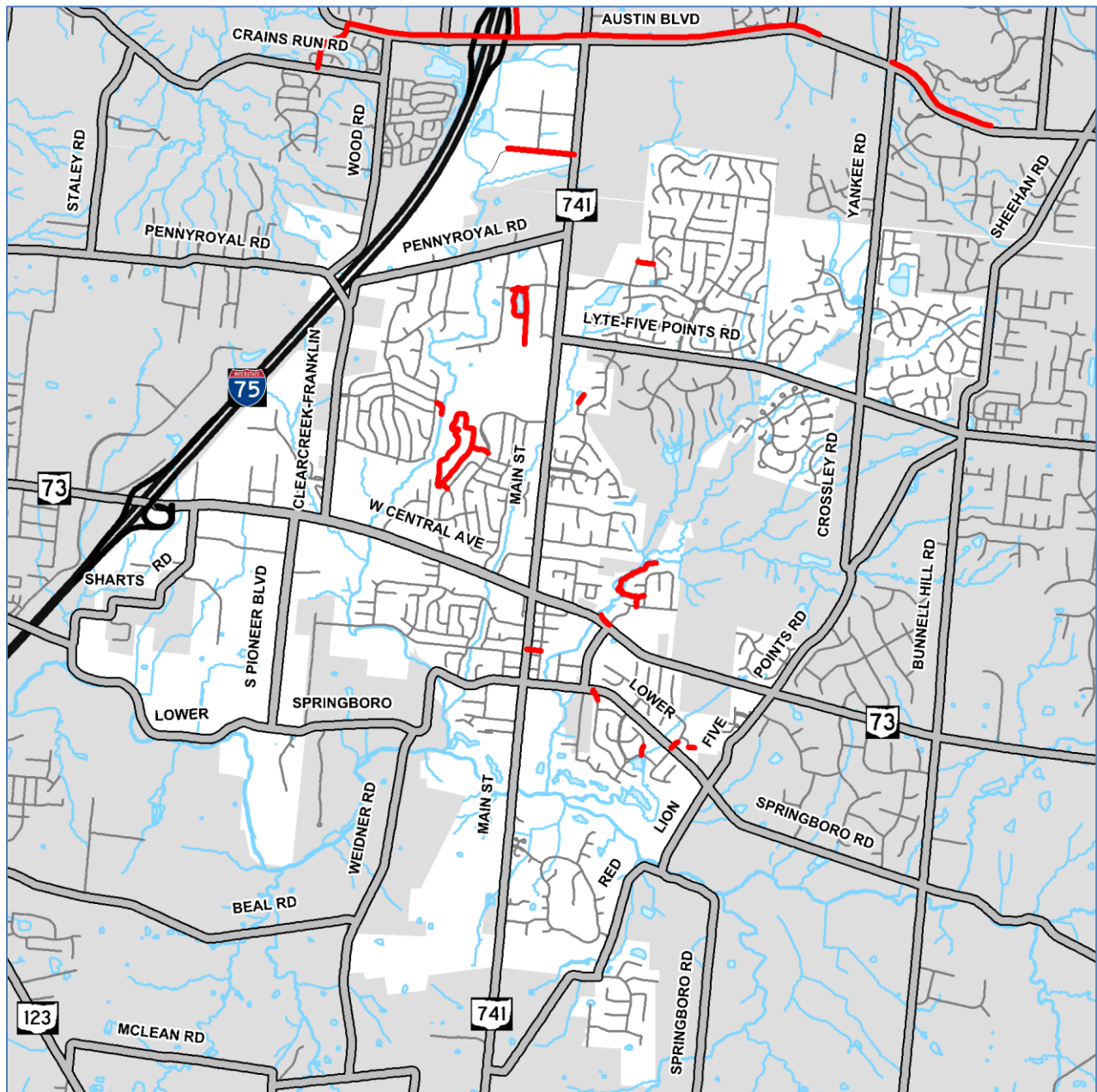
There was only 1 bicycle crash during the 5 year period (2006 – 2011) for the City of Springboro. No fatalities were reported.

EXISTING ON-ROAD BIKE FACILITIES



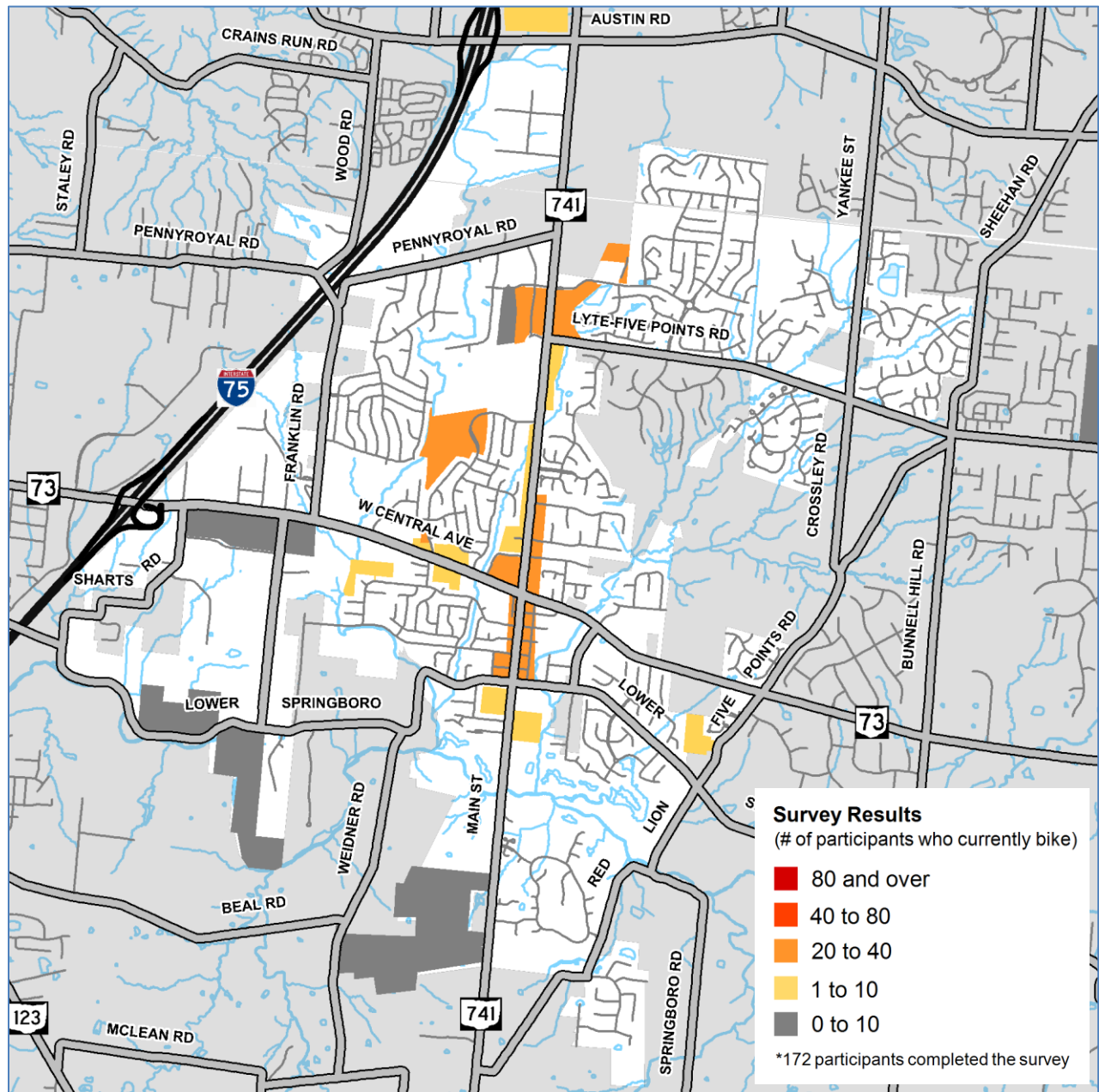
There are approximately 1.7 miles of bike lanes, 3 miles of paved shoulder (> 4' wide), and 1/4 miles of shared lane markings. The existing network is inconsistent and do not connect to make a complete system.

EXISTING OFF-ROAD TRAILS AND PATHWAYS



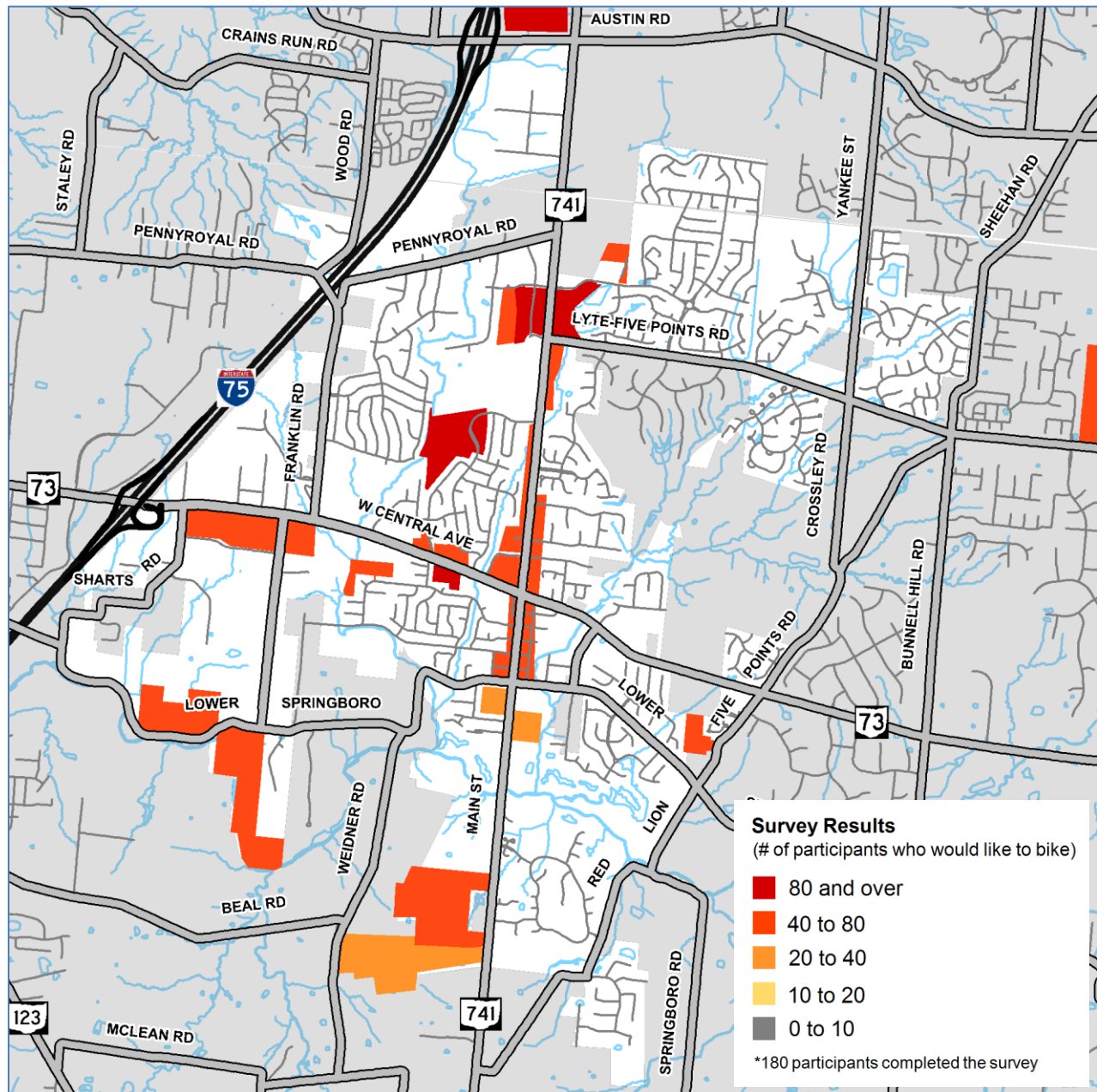
There are approximately 2.5 miles of existing trails and pathways in the City of Springboro. Some of the very short spurs of pathways between neighborhoods are important to improving the connectivity of the non-motorized network.

EXISTING BICYCLE ACTIVITY



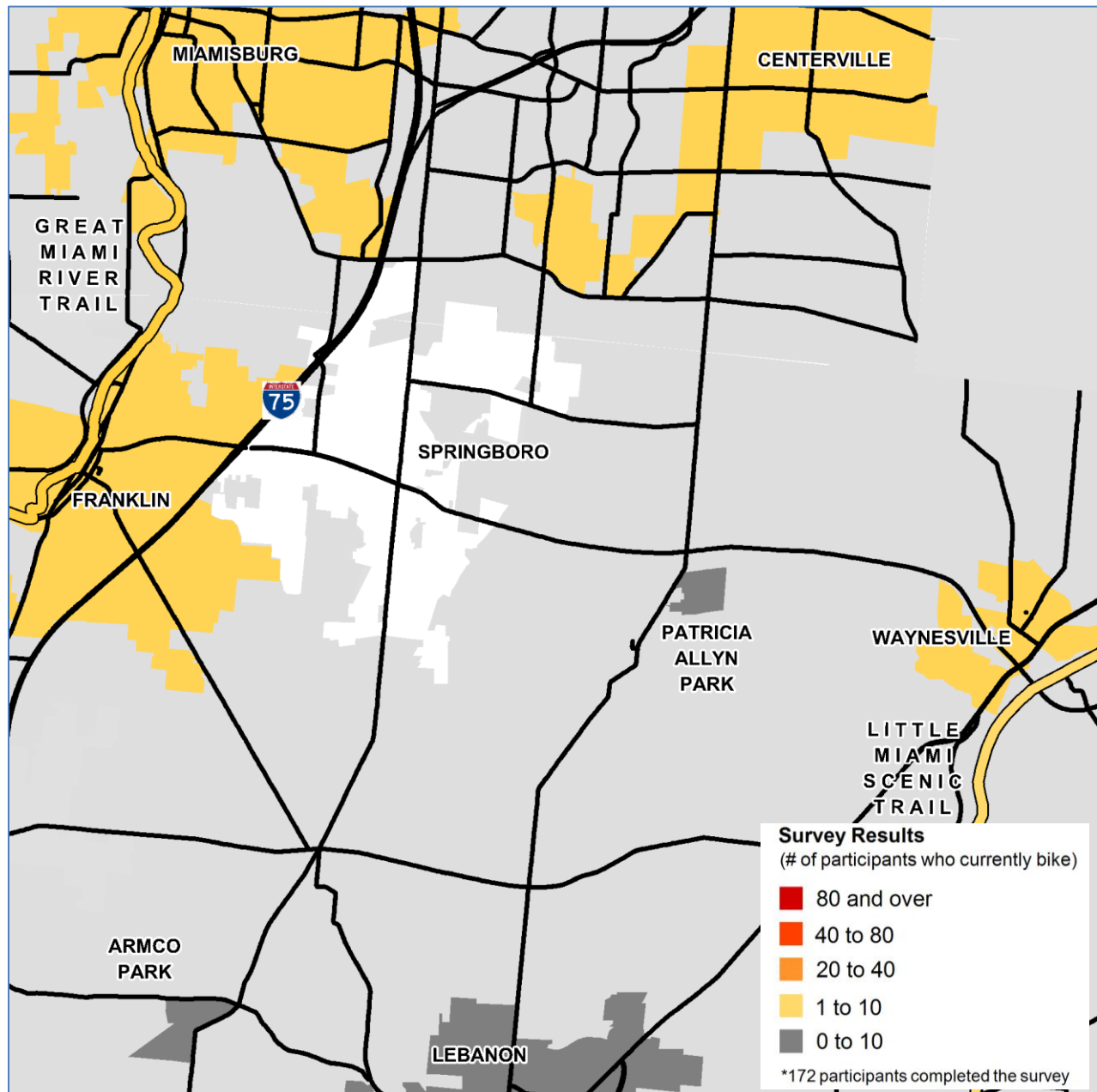
According to the web survey, commercial centers along SR 741, Historic Downtown Springboro, Springboro North Park, YMCA and the Library generate most of the current bicycle activity.

POTENTIAL BICYCLE ACTIVITY



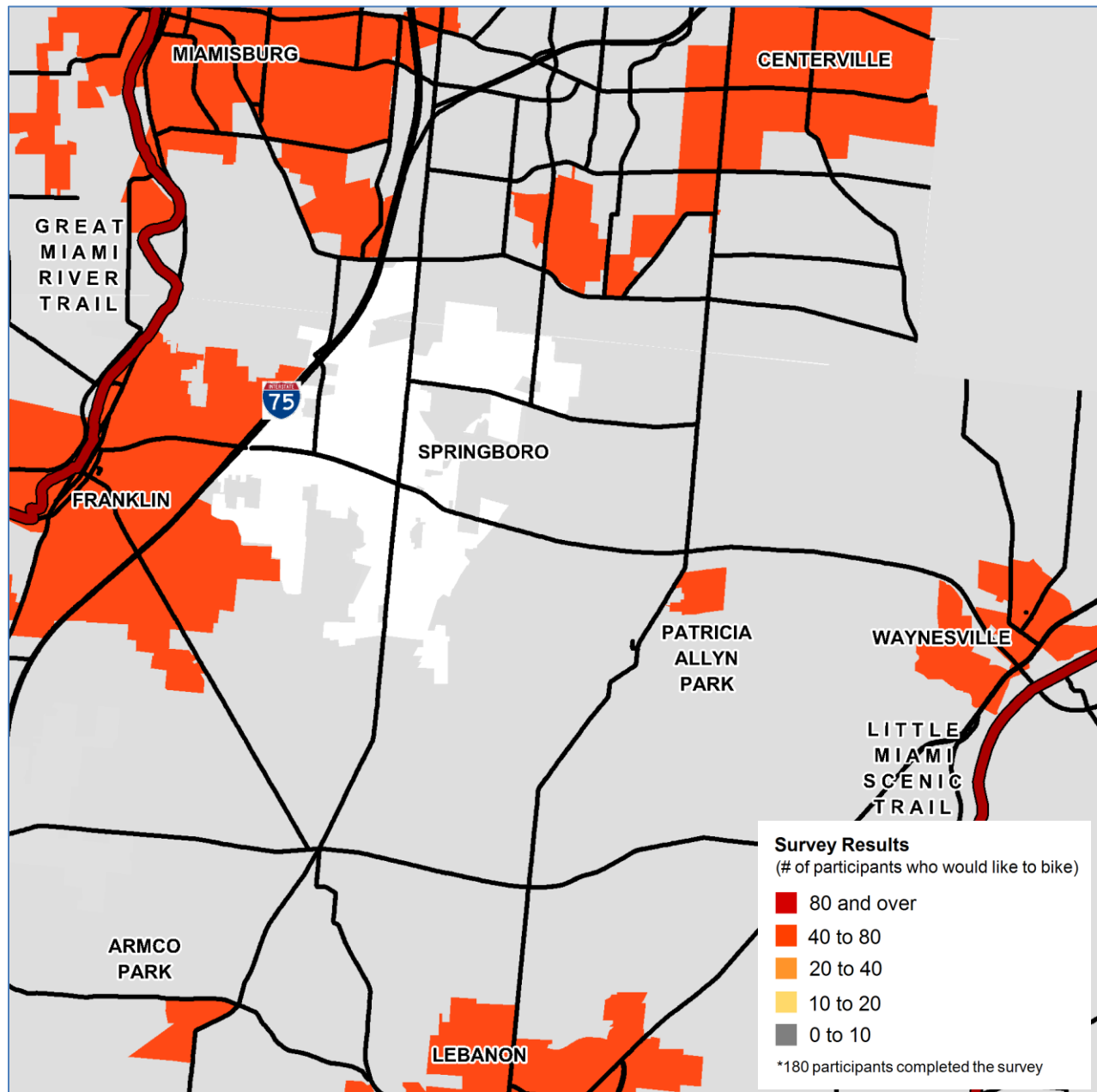
According to the web survey, if a complete and safe non-motorized network was established Austin Center, Springboro Pointe, Clearcreek Park, E. Milo Beck Park, and Gardner Park would see the most growth by non-motorized users based on feedback from the online survey. Many of the current area of high pedestrian activity such as The Marketplace at Settlers Walk, Springboro North Park, and the Village Park Shopping Center would still be major generators as well.

EXISTING REGIONAL BICYCLE ACTIVITY



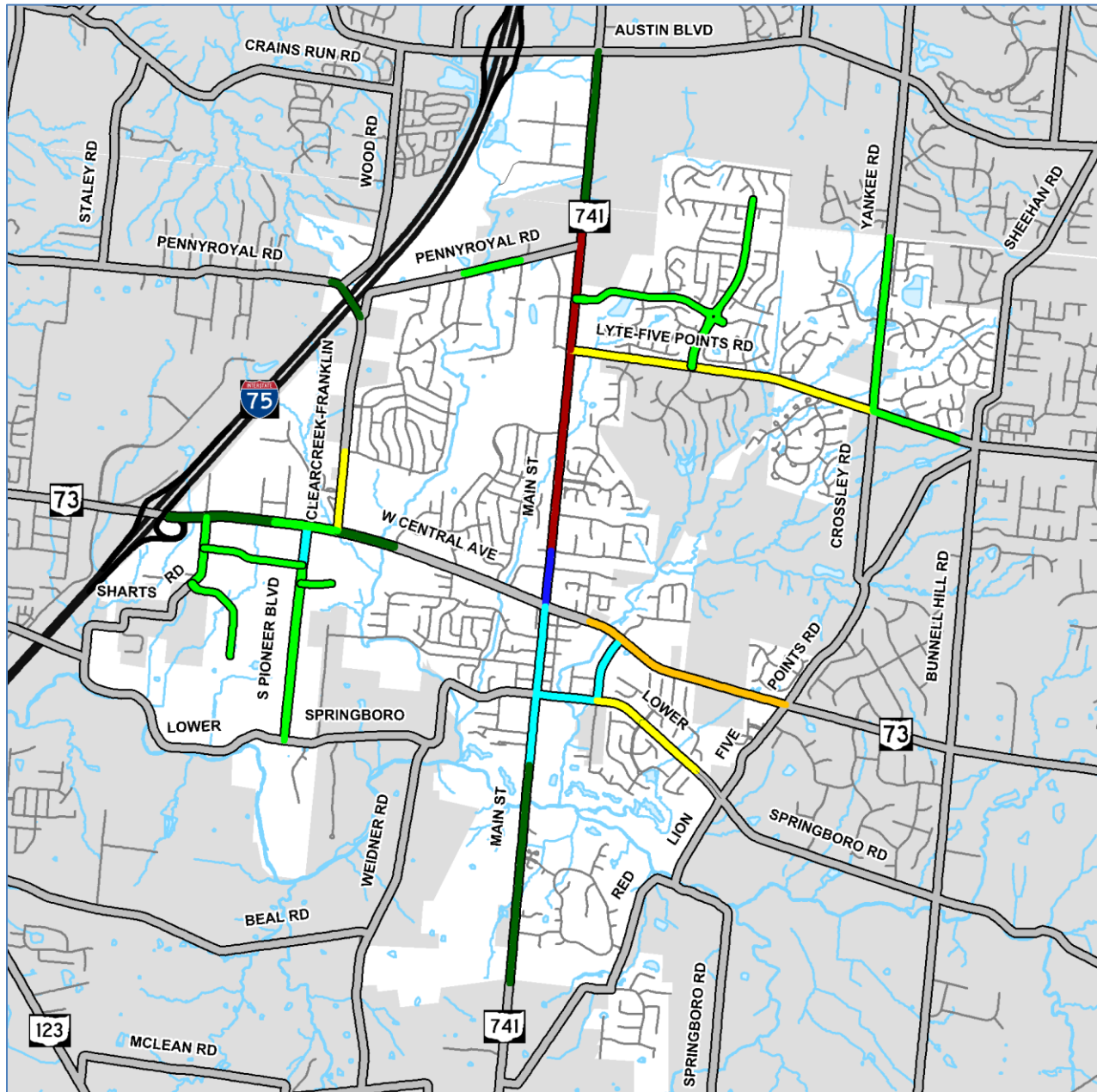
According to the web survey, the near-by trails and the communities of Franklin, Miamisburg, Waynesville and Centerville generate most of the current bicycle activity.

POTENTIAL REGIONAL BICYCLE ACTIVITY



According to the web survey, if a complete and safe non-motorized network was established there, the Little Miami River Trail, Great Miami Scenic Trail, and Patricia Allyn Park would see the most growth by non-motorized users based on feedback from the online survey.

POTENTIAL BIKE LANE OPPORTUNITIES



There is potential to add bike lanes to a few of the primary roads in the near future just by restriping the roadway.

Due to the existing road width, limited paved shoulder, steep elevation changes and turns and existing vegetation, many of the two-lane roads in the city will be difficult to add bike lanes to in the near-future.

Potential Near-Term Bike Lane Opportunities

- Existing Bike Lane
- Existing Shared Lane Markings
- Designate Existing Paved Shoulder as Bike Lane
- Bike Lane through Lane Narrowing
- Bike Lane through 3 to 2 Lane Conversion
- Bike Lane through Paved Shoulders
- Add Shared Lane Markings