CALL TO ORDER. Mayor Agenbroad called the Springboro, Ohio City Council Work Session to order on Thursday, July 2, 2020 at 6:00 PM in Council Chambers at the Springboro Municipal Building, 320 W. Central Avenue, Springboro, Ohio.

ATTENDANCE. Council: Deputy Mayor Chmiel, Mr. Brunner and Ms. Ridd were absent. Staff: Mr. Pozzuto, Mr. Shackelford, Mr. McDonald and Ms. Martin were present. Finance Director Jonathan Hudson, IT Director Matt Lang and City Planner Dan Boron were also present.

Mayor Agenbroad noted that a motion would be in order at tonight’s Regular Meeting to excuse Deputy Mayor Chmiel and Council Members Brunner and Ridd.

At this time, Mr. Pozzuto presented the City of Springboro Master Fiber Plan. (A copy of the presentation is filed with the minutes for the record.)

Mr. Pozzuto’s comments are summarized as follows: Mr. Pozzuto commented that he is very excited to present this project to the City Council and the City. Staff has been working on this project for the past six to twelve months. Mr. Pozzuto first wanted to thank Mr. Lang and Mr. Hudson and introduce Jeff Gamrath, who is with Ice Miller LLP in Columbus and has a lot of experience dealing with these types of fiber master plans that he will be unveiling tonight. Both Mr. Gamrath and Mr. McDonald have helped put the format of the plan together. Mr. Pozzuto also commented that this is one of the most exciting projects he has worked on in the City and it will be a game changer for Springboro.

This project started with the Fiber Master Plan and the Fiber Ring that the MVCC (Miami Valley Communications Council) put in and that the City has been a part of for the past two years and was recently lit up with fiber optics for high-speed internet. Mr. Pozzuto explained that he met with staff, based on all of the comments on social media from people who are desperate for high-speed internet in the City, and discussed using the fiber ring and their contacts at MVECA (Miami Valley Education Computer Association), who helped put the fiber
ring together, to help bring high-speed internet into the City, which is what they are unveiling tonight.

Mr. Pozzuto referred to the slide presentation beginning with “Smart Homes require Smart Cities” slide. Everybody is connected to everything now such as thermostats, computers, TVs, even garage doors are connected to WiFi, but every one of those units pull down data from the internet. The more devices that are connected to WiFi and the internet, the faster the speed needs to be. What they are proposing with this fiber plan that they are unveiling tonight is a hybrid fiber system that will encourage more competition in the area. As everybody knows, we only have one internet provider in the area and it is definitely not high-speed although it is advertised that way. What this plan is going to do is to encourage different internet services providers (ISPs) to offer up to 1 Gigabyte (GB) of speeds to our residents.

“Why do we need a 1 Gigabyte Internet?” People are connecting more and more devices to WiFi and the internet and the more things you connect the slower the speeds; therefore, 1 GB really allows you to run many different devices at your home e.g. telecommuting, education at home, etc. 1 GB internet really allows you to take advantage of the internet as it was meant to be. Plus, with COVID-19, it has certainly taught us that with many people working from home, kids at home trying to attend school on-line, etc., high-speed internet is needed now more than ever and that is what we are trying to provide to our residents with this plan.

“What is Fiber?” Fiber is actually a bundle of glass that allows data to travel at the speed of light, which would be the fastest transmission possible; however, many internet service providers use coaxial cable and it just does not have the bandwidth that fiber does. Fiber is the next generation and the way to go as far as internet speeds are concerned. Mr. Pozzuto referred to a slide titled “Copper Coaxial lines Data/Call Limits” showing how far superior fiber is compared to coaxial cables. If you have a copper line running into our house, which most people do, it only has six data pulls before signal detrition sets in, which means you can set up six devices in your house and then your internet speeds really start to deteriorate. However, fiber lines can handle 2,500,000 data pulls, which no one would ever come close to using. The chart on the slide shows that a 4-minute song at 5 Megabytes (Mbps) takes 5 seconds to download, but at 1GB it takes 0.03 seconds, and a 2-hour HD movie (e.g. streaming Netflix, Hulu, etc.) at 5 Mbps takes 72 minutes to download, but at 1 GB it takes 25 seconds, making the download that much faster.

“What options are available now?” Springboro has three basic providers; however, two of those providers are satellite and they are not counting those because satellite is not very reliable; therefore, we technically only have one internet cable service provider. This service provider advertises speeds approaching 940Mbps; however, that is download speed. What they are trying to bring to the City is 1GB download AND upload speeds. For example, if students were required to upload a video to their teacher, the upload speed then becomes critical, and where we lack in many of the service providers is the upload speed. They always say they have quick upload speed, but when you are trying to upload a video to your teacher, for example, it is not really that fast. What we are trying to accomplish here is true 1GB upload and download speeds. Mr. Pozzuto referred to a slide showing how many ISPs there are in the entire country that can accommodate 1GB upload and download. Based on the map, the tan/yellow color covers a lot of the country and shows that about 77% of the entire country only has 0 to 1 ISPs in their area that offer up to 1GB upload and download speeds. We are trying to change that map to make Springboro the blue color because the blue color would mean that if we can get even three ISPs to offer 1GB upload and download speeds in the City it would put us in the top 0.08% of the entire country, and that is what we are trying to accomplish with this plan.

Ms. Iverson asked Mr. Pozzuto to clarify which blue color on the map he is referring to.

Mr. Pozzuto replied the deeper blue (showing 3 or more broadband providers), which you hardly see anywhere on the map and which you are usually only going to find in major metropolitan areas e.g. San Francisco, New York, Chicago, which is why you can hardly see any blue on the map. A majority tend to be in the 1-2 internet providers range, but that is only
1.5% of the entire country. If we can accomplish this plan, it will really put Springboro on the map in the blue area showing that we have multiple service providers that can provide that speed.

“Benefits of True High Speed Networks” include every facet and every resident in our entire City. There are many projects in the community that only serve a certain facet of the community such as the Performing Arts Center or the new turf field at Hazel Woods Park; however, these projects are built for the greater good of the entire community while this project literally touches every single demographic in the community.

“Economic Growth & Quality Jobs” is one of the benefits of the fiber network; it will spur economic development. Businesses are always looking for locations with high-speed internet because they are using so much data for their companies and their customers. From an economic standpoint, offering fiber to our businesses in absolutely the way to go.

“Health Care” As far as health care, medical charts, appointments, etc. are all being made available on the internet and this fiber is one way to attract and keep health care providers in the City.

“Education” Fiber is a big benefit to education especially with the COVID-19 pandemic and more and more schools offering on-line interactivity. Some schools are using a hybrid plan of having some students in class and some at home and having high-speed internet is absolutely the way to go for our educational system in the City.

“Senior Citizens” also use high-speed internet to, for example, keep in touch with their loved ones in another state, etc.

“Energy and Environment” For example, thermostats are attached to WiFi and need high-speed internet. Everything is going to an internet-based system and we have to keep up with the times and try to offer high-speed internet for energy and environmental purposes such as reducing consumptions and costs.

“E-Government & Civic Participation” For example, the City is trying to keep up during COVID-19 by offering online and Zoom tax appointments to cut down on in-person traffic, we stream Council Meetings and we are currently working on online registrations for our park shelter reservations. More and more governments are trying to adapt to internet services and are providing more online services to the community, and high-speed internet will help with that.

“Enabling People with Disabilities” People with disabilities can benefit from high-speed internet programs that read text and describe visual contents aloud, which enable people who are blind. Video relay services, which assist people who are deaf, require high-speed internet. Again, this fiber network would touch every demographic in the City through high-speed internet service.

“So that’s the benefit... What’s the Plan?” The thought is that the City would partner with a group called MVECA (Miami Valley Educational Computer Association), which is a council of governments that organizes the computer systems for 31 Dayton area schools. They were created as a school based organization, but recently a change in state law allowed them to sell internet to municipalities. The City connected with MVECA through the MVCC Fiber Ring that the City participated in. How the hybrid plan would work is we would by internet from Columbus through MVECA and then run conduit from the City Building out to our various neighborhoods through the main thoroughfares. The conduit would be run to the entrances of all of the neighborhoods in Springboro. From there, the internet service providers would then lease that conduit and run their fiber optics through our conduit to get to every home in Springboro. Mr. Pozzuto referred to a slide on which the red represents the internet that would come to the City from Columbus through MVECA and the City would then run conduit to every neighborhood in Springboro. From there, the internet service providers that come to Springboro would then run their fiber optics and their 1GB service to each resident in the City.

Ms. Iverson asked if you could potentially have different neighborhoods with different internet service providers.
Mr. Pozzuto replies yes, this plan will spur competition among internet service providers. Mr. Pozzuto emphasized that the City is NOT the internet service provider. Again, this plan will encourage competition to come into the community, which will do two things, make the one provider improve their service and usually lower their prices. Mr. Pozzuto reiterated that the City is NOT providing the internet service for the different ISPs that we hope to attract. Mr. Pozzuto explained it in these terms: The City is building the road, the internet service provider is providing the trucks and the cars on that road and the resident gets to pick what trucks or cars they want parked in their garage.

The plan includes six conduits with one conduit containing 72 fiber strands running the entire City for purposes such as connecting to water towers, city-owned facilities, parks, etc. Again, one tube with 72 fiber strands will be for municipal purposes. The other five tubs of conduit would be potentially used by five different new internet service providers that we bring into the community.

“City Conduit Routes” Mr. Pozzuto referred to a slide showing all of the conduits throughout the City by hitting all of our basic main routes or thoroughfares in town –SR73, SR741, Pennyroyal, Clearcreek, Pioneer, Lower Springboro (both directions), Red Lion, Lytle Five Points and S. Main St. By running the conduit in this configuration, we literally can connect to every single neighborhood in Springboro.

“Course of Action” includes installing 6 conduit tubes throughout major thoroughfares in the City and one of those tubes will have 72 strands of fiber that the City will put in and populate to connect to city facilities e.g. water towers, service garage, parks, etc. Five conduit tubes will be available for lease to internet service providers the City hopes to attract. The potential internet service providers will run their own fiber through this conduit and extend it to neighborhoods and residences.

Ms. Iverson asked what the project would look like in terms of installing the conduit.

Mr. Pozzuto explained that the conduit would be bored under the roadway with the exception of a few vaults that would have to be installed to splice the fiber together in order to branch out to different locations. There will not be much digging; it is just a directional bore by a machine that would run the conduit under the ground and you would not really know it is there. From the end of the conduit where the internet service providers start getting involved, what they typically do is microtrenching in the street to extend the fiber to each home and you would not know it is there.

Mr. Pozzuto continued his comments by stating that, as part of this plan, the City will provide rack space, power and a connection point to Columbus right here in the City Building. The internet will come into the City Building and then the internet service providers will set up their communication racks in the City Building’s upstairs maintenance room and from there they take their internet service out to residents in the neighborhoods. As part of any deal under which the City would lease conduit to these ISPs, the ISP will dedicate four more strands of their fiber to the City to use for municipal needs, which would be in addition to the 72 strands dedicated to the City. If all five conduits were leased by ISPs, the City would have access to a total of 20 additional strands of fiber for our own use for parks, water towers, etc.

“Business Points” With respect to cost, the City is estimating through MVECA, who we are working with to give us a firm cost of what this conduit and the 72 fiber strands would cost, that the cost would be approximately $2.5 million for six conduit tubes and the fiber strands that we would run through that conduit. Each internet service provider would lease space at the City Building for the equipment they use to get their internet out to the community at a cost of $700 per month. The ISP will then be able to lease the conduit space to run the fiber starting at $0.38 per linear foot along the route. In general terms, the conduit plan runs approximately 23 miles of conduit throughout the entire City. At $0.38 per linear foot, the City would receive about $48,000 per year from the ISP to help recoup some of our costs. The ISPs will then pay a usage fee to the City for each customer served via that leased conduit space. For example, if a resident signs up for 1GB of service, they will pay $3.99 to the ISP who will then pay that
The CITY of SPRINGBORO Ohio CITY COUNCIL MINUTES · JULY 2, 2020

usage fee to the City. The plan does include usage fees for non-city residents because some of this conduit runs by township areas and we do not want to preclude them from getting this internet service. Obviously, they will pay more because it is the City investing income tax dollars that the township residents have not paid into; therefore, non-city residents will pay 150% of that cost versus City residents.

Ms. Iverson asked if there was a chance for people living on the outskirts of town to tie into this project.

Mr. Pozzuto replied yes; however, they have not worked out those details because his direction to the ISPs that they have talked to is that they are going to provide service to City residents first before going outside the City. Mr. Pozzuto emphasized that he wanted City residents taken care of first.

Mr. Pozzuto summarized the fiber plan’s “Benefits for the City” as expanded internet options for residents and businesses. Again, the City basically has one internet service provider and the public routinely asks if there are any other internet service providers and are asking for other internet service providers, which is what the City is trying to accomplish with this project. Benefits also include increased internet speeds up to 16,000% for uploads and increased marketplace competition. Mr. Pozzuto reiterated that the City is NOT providing the internet service; we are providing an opportunity for more competition to come into the community to provide high-speed internet service. Other benefits include the ability to attract businesses, workers and families, and to help students who may have to study remotely through the schools and to spur economic development.

Mr. Pozzuto explained that the next step would be to, at the next meeting, have representatives from a company called Point Broadband, Chris Cooper, based out of Athens, Ohio. Staff has been talking with Mr. Cooper for the last several months about the possibility of this plan and he and his company are very interested in being the first one to come in and lease that first tube of conduit to reach residents in the neighborhoods. They will present the broader points of their company and what they are looking to do in Springboro. Mr. Pozzuto further explained that if the City does reach an agreement with MVECA to build this network and Council approves the project, the first step would be to enter into a contract with MVECA to build the conduit system. Then, the City would have three sets of agreements with any internet service provider that comes in—the conduit lease, the colocation agreement to store their computers and switches at the City Building, and the internet agreement for the internet access that we would sell to them and in turn they would sell to the customer. The hope is to accomplish all of this by December 31 at the latest, which is aggressive, but they wanted to establish a deadline.

Ms. Iverson asked how many internet service providers there are because she is only familiar with the providers we currently have access to.

Mr. Pozzuto commented that most people are aware of the major providers such as Spectrum, Cincinnati Bell, Comcast, but there are also many smaller service providers everywhere. For example, the ISP that the City has been working with, Point Broadband, has 80,000 customers.

Ms. Iverson commented that this project might spur more people to develop ISP companies as well.

Mr. Pozzuto commented that the City is willing to talk to any internet service providers who are capable of providing internet service to the community. Again, the City would be willing to lease ISPs internet because we want to create competition, which provides faster speeds and lower prices to the customer.
Mr. Hanson asked if there were any other municipalities in Ohio right now that have this type of fiber network.

Mr. Pozzuto replied that Dublin might be the only one.

Mr. Gamrath commented that Dublin does have a fiber network, but they do not provide it to the home. Mr. Gamrath also commented that the fiber model that Mr. Pozzuto, Mr. Lang and Mr. Hudson created is really unique. This plan got the attention of Point Broadband and they are very interested in making Springboro one of their first cities, or will be their first city, to provide service to since Point Broadband bought out Intelliwave, and they are very excited about the project.

Mr. Hanson asked what city is closest to Springboro that would have a fiber network like this.

Mr. Gamrath commented that Sidney has a fiber network that they built about five years ago, but not under the same model.

Mr. Pozzuto commented that he would get an answer for Mr. Hanson. He further commented that there are some cities with a fiber network and many of the larger cities are looking at this type of project like Charlotte, NC, but there are not many ones our size that have a fiber network.

Mr. Harding asked about the redundancy back to the fiber ring for the residents. Mr. Harding commented that if it is all located at the City Building, where is the redundancy when this building is down.

Mr. Lang explained that we have safeguards with respect to the fiber, but the network could actually be fed from two different directions. It can be fed from the south by SWOCA (Southwest Ohio Computer Association) and it can be fed from the north by MVECA in case of an emergency. These organizations have agreements in place to support each other’s networks.

Mr. Hanson asked what the timetable is for the initial costs to be paid back based on the model presented.

Mr. Pozzuto explained that Point Broadband, as one of the ISPs, would generate approximately $100,000 of revenue for the City per year. If we just had Point Broadband we would at least have two internet service providers; therefore, the timetable to recoup the initial costs would be 25 years, but we have the possibility of having up to five internet services providers based on the model. Mr. Pozzuto stated that while revenue is important, he looks at this fiber plan as more of a community development project. While we always want to recoup the expense, we build roads, we resurface roads, etc., but we do not always get a direct benefit back from those projects, but residents will see a direct benefit from this project by allowing them to use these channels to get to the internet. To answer Mr. Hanson’s question, the City can anticipate approximately $100,000 per year in revenue from each ISP. The more ISPs we can bring into the community the more revenue we can generate and the faster we can recapture the cost.

Ms. Iverson commented that although we hope that the circumstances created by COVID-19 are temporary, she is seeing more companies trending toward more homebased employees. For example, LexisNexis is already looking at that scenario as one company in the area. Ms. Iverson commented that, in her opinion, this service is going to draw people to live here. Ms. Iverson further commented that her internet service does well in the morning, but about 2:00 PM when all of her teenagers are awake, the internet service is horrible.
Mr. Pozzuto agreed that he believes many people can attest to Ms. Iverson’s comment on the current internet service.

Mayor Agenbroad commented that he thinks the City is on the cutting edge of technology and what could result from this project is endless. Mayor Agenbroad further commented that there are two big points, first, internet service is an issue that City residents have consistently complained about, and second, he really sees this fiber project as a resource for the 200 acres of undeveloped business land in the City. This fiber will draw larger companies with higher payrolls to the community, which will help pay for it through tax base growth.

Mr. Pozzuto commented that one of the first questions they are asked for economic development purposes is, “What is your internet service like?” If the City can offer 1GB speeds, it would help attract more and bigger businesses. Just as a caveat, staff has met with six or seven of Springboro’s larger businesses and every one of them has asked when the City is building the fiber network because they want to connect to it. This fiber network definitely has a strong economic development component to it.

Ms. Iverson commented that many college students are looking at all of the virtual learning being offered in addition to the high schools and the elementary schools. Ms. Iverson stated that she sees a lot more people using distance learning for college.

Mr. Pozzuto reiterated that this fiber project touches every demographic in the City.

Mr. Pozzuto thanked City Council for their indulgence with respect to presenting this project. He added that Chris Cooper from Point Broadband would attend the next Work Session to present their plans with respect to this project. Staff also will be working on agreements for the internet access, etc. and he hopes to have a firm number for Council on the estimates for the project by the next meeting. Staff is working with Thor Sage, Executive Director of MVECA, to obtain those estimates and they hope to bring an agreement to Council for action in August.

Mayor Agenbroad thanked Mr. Pozzuto for his presentation.


1) EMERGENCY ORDINANCE: THIRD READING. AN ORDINANCE AMENDING THE CODIFIED ORDINANCES OF THE CITY OF SPRINGBORO, PART TWO, ADMINISTRATIVE CODE, TITLE 6, CHAPTER 230, CONTRACTING AUTHORITY AND PROCEDURES, SECTIONS 230.03 (b) AND 230.03 (d) FOR PURPOSES OF SETTING A NEW BID STANDARD FOR CITY CONTRACTS DETERMINED TO BE IN THE BEST INTERESTS OF THE CITY, AND DECLARING AN EMERGENCY.

No discussion.

2) ORDINANCE: FIRST READING. AN ORDINANCE AMENDING THE PLANNING AND ZONING CODE TO AMEND THE CODE PROVISIONS REGULATING FOOD TRUCKS IN THE CITY OF SPRINGBORO.

Mayor Agenbroad noted that this item is the subject of the Public Hearing at tonight’s Regular Meeting.

3) RESOLUTION: A RESOLUTION ADOPTING THE BICYCLE & PEDESTRIAN PLAN FOR THE CITY OF SPRINGBORO

Mayor Agenbroad noted that this item is the subject of a presentation at tonight’s Regular Meeting.
ITEM 4. CITY MANAGER. – Issues/Reports.

Mr. Pozzuto reported that the City is preparing for the fireworks display on July 4 at 10:00 PM at Springboro High School. Due to COVID-19, the City is encouraging everyone to follow the social distancing recommendations. However, for those that do not want to watch the fireworks outside or in that setting, the City has made it possible through the Miami Valley Communications Council (MVCC) to livestream the fireworks. The livestream will be available on the City’s website, Facebook and on the MVCC’s website and is being promoted via social media.

In addition, the Warren County Health Department has granted permission through our COVID-19 plan to allow the City to sponsor the summer concert series. The first three concerts were canceled due to COVID-19, but the City is allowed to offer the remaining scheduled concerts, which begin on Friday, July 10 with “The Little Mermens.” The concerts will continue every Tuesday night (7 PM) and Friday night (7:30 PM) throughout July at North Park. Wee Panthers Football will be selling beer at the concerts. Social distancing will be encouraged and masks are recommended. Staff will be available to hand out masks to people who want to wear them. For people who are not comfortable attending the concerts due to COVID-19, the MVCC will livestream the Friday night concerts through the City’s website and Facebook as well. The City is trying to make every accommodation possible in the midst of the COVID-19 pandemic to make sure we can reach as many people as possible with City events. The feedback the City has received has been good and people seem to want to get outside and enjoy life. Again, the City is trying to set up these events in the safest possible manner using social distancing, etc.

In addition, the South Main Street resurfacing project managed by ODOT has gone incredibly smooth; the contractor paved the entire roadway in three days. The next step will be to install the decorative crosswalks similar to those at the SR73/SR741 intersection, which should begin next week. Mr. Pozzuto thanked ODOT for managing the project so well. The City’s annual street resurfacing program is complete with 12 more streets resurfaced this year. Kacie Jane Park is open and has been very well received and busy. There is a dedication ceremony for Kacie Jane Park on Tuesday, July 7 at 5:00 PM and the Hausfeld Family will be there. The City will recognize the Hausfelds once again for their generous donation, which enabled the City to develop the park.

ITEM 5. CLERK OF COUNCIL. – Issues/Reports.

Calendar Events: The Fourth of July Holiday will be observed on Friday, July 3; whereby, the City Offices will be closed. The Tree Authority meeting for July has been canceled. Ms. Martin also noted that committees continue to use video conferencing to conduct meetings and she continues to post information to public about how to view those meetings.

ITEM 6. CITY COUNCIL. – Issues/Reports.

Ms. Iverson – Ms. Iverson commented that she loves hearing about all of the great things we are doing to develop this great town; it is very exciting how forward thinking we are and she thanked Mr. Pozzuto and staff for all their efforts. Ms. Iverson wished everyone a Happy Fourth of July holiday.

Mr. Hanson – Mr. Hanson wished everyone a Happy Fourth of July holiday. Mr. Hanson also commented that the fiber project is very exciting and will put Springboro at the forefront; other places will be looking at Springboro as a leader in this service.

Mr. Harding – No reports.

At this time, a guest in the audience requested to speak to Council.
Mayor Agenbroad explained that Council does not receive Guest Comments at the Work Session, but if there are no objections he would invite the guest to the podium to speak to Council.

Irene Delaney, 1000 S. Main Street, Springboro – Ms. Delaney’s comments are summarized as follows:

Ms. Delaney commented that she lives at 1000 S. Main Street with her elderly parents. Ms. Delaney further commented that she has severe asthma and epilepsy, but even as bad as her health, is it is better than her parents’ health and she is the supply go-getter for her family during the COVID-19 crisis. As low as the numbers are here in Springboro, when she goes shopping at the Kroger’s on W. Central Avenue everybody wears their mask and that is why she prefers to shop at that Kroger’s store. However, today, since Dayton has implemented their mask policy everybody has come down from Dayton to shop at this Kroger store without their masks and they are not social distancing. She and her son were there this evening and they were literally on top of them, no manners whatsoever, and she grabbed the very basics that her family needed and got out of there. She felt literally scared, beyond uncomfortable, scared.

Ms. Delaney continued her comments by stating that she is here tonight to ask Council to implement a mandatory mask policy for Springboro because she would like to keep the community’s COVID-19 numbers low especially with students getting ready to go back to school. She wants students to go back to school and be able to be safe. She wants people to be able to go shopping, not just at Kroger’s, but also the shops up and down Main Street, which she loves including the ice cream stand. She was not aware that Kacie Jane Park had opened and she would love to visit and take her children there, who are teenagers. They are always looking for some COVID-19 safe place to go and they think of Springboro as their haven. Her children live in Springfield, but they have come to stay here because Springboro has low COVID-19 numbers and where they live with their father the numbers have doubled so Springboro is safe for them and it is safe for her parents.

Ms. Delaney also commented that when she received her stimulus package she bought a sewing machine and started sewing masks for her family. If Council implements a mask law, she promises that if anyone cannot afford a mask she will make them and their family masks – at least one mask per family if not two so they can wash one, wear one. Ms. Delaney finally commented that she is begging Council to strongly consider mandating masks and to vote on it.

Ms. Delaney’s mother also commented, which is summarized as follows:

She commented that she is shocked to see that no Council Members are wearing masks.

Mayor Agenbroad pointed out that Council is practicing the recommended social distancing by properly spacing the seating around the room.

She also commented that she could guarantee that if she gave a Council Member AIDS she could go to prison for murder and she feels the same way. If a Council Member gives her COVID-19, she thinks they should go to prison for murder and that is how strongly she feels about it. She thinks that COVID-19 is here to stay until we find some cure. In the meantime, can’t we keep as many people alive as we can instead of saying that we are social distancing, no one is in the room breathing so it should be safe. She stated that she is very adamant about this issue. She had a plumber come to her house and he told her he could not come in until he wore a mask and then he tried to bring his son into the house and she told him that he could not bring his son in because he did not have a mask. She is not going to put her family in danger and she does not want to put Council in danger; she would hope that Council would feel the same way. She thanked Council for their time and patience and for listening to her.
Ms. Iverson asked how Ms. Delaney how she knows that the people shopping at Kroger without masks are coming from Dayton.

Ms. Delaney answered that she saw their license plates and most of them were from Montgomery County and a few of them were from out of state, probably from states where they know that Ohio does not have a mandatory mask requirement.

Ms. Iverson confirmed that we do not know for a fact that people are coming here to shop because masks are not mandated.

Ms. Delaney stated that she was assuming because many of the license plates were from Montgomery County. She further stated that she knows all of the regulars that shop at that Kroger store and they were the only regulars there that night and there were maybe five people wearing masks.

Ms. Delaney’s mother commented that their concern is that Dayton has just made a law that if you are out in public and not wearing a mask you have to pay an $85 fine and in California, the fine is $300 for not wearing a mask. Some states have ordered “No Shirts, No Shoes, No Masks, No Service.” Ms. Delaney’s mother further commented that she is sure she would not be allowed in Kroger’s without her shoes so why would she be allowed in Kroger’s without her mask. To her, it is safer to go in with no shoes than it is with no mask.

Ms. Delaney added that they have found that the masks with the valves in them only filter the air coming in, not the air going out. Ms. Delaney thanked Council for their time.

Mayor Agenbroad commented that he appreciates Ms. Delaney and her mother attending the meeting and their comments are duly noted for the record.

**ITEM 7. ADJOURNMENT.** With no further discussion, Mayor Agenbroad adjourned the Thursday, July 2, 2020 City Council Work Session at approximately 6:45 PM.
City of Springboro
Fiber Master Plan

City Council Meeting 7/2/2020
Smart Homes require Smart Cities....
Both require Smart Infrastructure
Why do we need a 1 Gigabyte Internet?

- The need to fully perform multiple functions online at once requires it.
- As more people work, study, play, and create at home the need for a proper digital roadway for the City magnifies.
- Current infrastructure and product offerings are fundamentally lacking core requirements to meet 21st Century demands.
What is Fiber?

- A fiber optic cable is a bundle of glass threads which each transmit data via light waves
- These cables have much greater bandwidth than copper and metal cables
- They are also much less susceptible to interference
- Allows for upstream traffic at true speeds
Copper Coaxial lines Data/Call Limits

- Copper lines can handle 6 data pulls before signal degradation sets in.
- Fiber Lines can handle **2,500,000** data pulls before signal degradation sets in.
- This excess capacity allows data to transmit at much faster speeds.

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<td>2-hour HD movie</td>
<td>72 minutes</td>
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* 3 providers allow up to 25 MB down and 3 MB up
  • 2 of these 3 are satellite options with one providing coaxial copper cables
  • The 3rd provider “offers” speeds approaching 940mb…. True performance is still limited by product type and throughput constricting
  • **ZERO** providers offer true 1GB up and down speeds
Benefits of True High Speed Networks

- Economic Growth & Quality Jobs
- Work From Home
- E-Government & Civic Participation
- Health Care
- Senior Citizens
- Public Safety
- Education
- Energy and Environment
- Enabling People with Disabilities

Fiber truly touches and benefits every demographic of our residents
Economic Growth & Quality Jobs

- High speed connections accelerate business development by providing new opportunities for innovation, expansion, and e-commerce.
The number of strenuous patient transfers, such as from a nursing home to a doctor’s office, or for expectant mothers seeking prenatal care from a distant hospital, can be significantly reduced through remote monitoring and online consultations only possible through a high speed Internet connection.

A study from the University of Texas Medical Branch estimates that the U.S. healthcare system can save $4.28 billion from the elimination of patient transfers alone.
Two-way, interactive video conferencing allows busy parents to confer with their students’ teachers more frequently and conveniently.

Fast connection speeds allow students to easily form online study groups and work on school projects both in face to face and virtual communities.

Broadband connections unlock new resources previously unavailable at every level of schooling.

Virtual Field Trips and Virtual Concerts
Broadband enables improvements in health care delivery

Access to high-speed connections allows seniors to interact with new government tools including online presentations and chats that explain everything from changes in Medicare to tax policy.

High-speed internet allows seniors to stay connected to family and friends.
Energy and Environment

- Smart meters, smart buildings, and smart grids built with high speed Internet capabilities can increase control over home and building energy consumption, reducing energy use and cost.

- The Networking the Green Economy report projects that smart grid technologies would reduce power disturbances across the U.S. and save the economy $49 billion per year.
E-Government & Civic Participation

- Government forms completed online from websites open 24 hours a day are faster, cheaper, and consume fewer resources than hard copies.
- High speed Internet allows a wide range of government services to be completed electronically.
- Two-way video streaming opens public government meetings to interaction.
Enabling People with Disabilities

- People with disabilities use the internet half as much as others.
- Live streaming video and instant text communication liberate people who are deaf, or hard of hearing, and those with speech disabilities, from dependency on the phone.
- High speed Internet makes new services available to people with physical disabilities.
- Programs that read text and describe visual contents aloud in a synthetic voice or a Braille display enable people who are blind or visually impaired to search the Internet, understand videos, and communicate online.
- For persons with certain mental conditions or learning disabilities, slow download speeds discourage Internet use.
- Video relay services (VRS), which require high speed Internet to run, allow people who are deaf to have phone conversations in their native sign language by means of an online interpreter.
So that’s the benefit… What’s the Plan?
City Conduit Routes
City will install 6 conduit tubes throughout major thoroughfares

One tube will be populated with 72 strands of fiber for City and economic development use

City will use some strands to connect Water, Waste Water, and Lift Stations with dedicated fiber

5 Conduit Tubes will be available for Lease to Internet Service Providers (ISP)
ISP’s will run their own fiber through this conduit and extend it to neighborhoods and residences.

City will provide rack space, power, and a connection point to Cologix via MVECA in a dedicated secure space at the City Building to ISP’s.

ISP’s will dedicate four strands of fiber to the City with each fiber run through leased conduit. They will also pay a per user fee to the City for every customer serviced via City conduit.

First ISP Contact is estimated to bring Annual receipts of $100,000 to the City.
Business Points

- Cost of installation is estimated to be $2.5 million for 6 conduit tubes and a Fiber strand run for City uses.
- Internet Service Providers (ISP’s) will rent space at the City Building to host their co-location network hosting equipment.
- ISP’s will be able to lease conduit space to run Fiber starting at $0.38/FT along the route.
- ISP’s will pay a Usage Fee to the City for each customer served via leased Conduit Space.

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<th>25 MB</th>
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<tr>
<td>Non-City Residents</td>
<td>$2.99</td>
<td>$4.49</td>
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Benefits for the City

- Expanded Internet options for residents and businesses
- Improved Digital Roadway and Infrastructure to meet current and future demands
- Increased internet speeds up to 16,000% for uploads
- Increased marketplace competition
- Ability to attract businesses, workers, and families
ITEM 1. CALL TO ORDER. Mayor Agenbroad called the Springboro, Ohio City Council Regular Meeting of Thursday, July 2, 2020 to order at 7:00 PM in Council Chambers at the Springboro Municipal Building, 320 W. Central Avenue, Springboro, Ohio.

ITEM 2. PLEDGE OF ALLEGIANCE. Mayor Agenbroad led the Pledge of Allegiance.

Invocation by Pastor Terry Carlisle, Springboro United Church of Christ.

PUBLIC HEARING

IN ACCORDANCE WITH OHIO REVISED CODE SECTION 713.12, A PUBLIC HEARING WAS HELD BEFORE THE CITY COUNCIL OF THE CITY OF SPRINGBORO, OHIO AT 7:00 P.M. ON THURSDAY, JULY 2, 2020. THE PUBLIC HEARING WILL TAKE PLACE IN COUNCIL CHAMBERS AT THE SPRINGBORO MUNICIPAL BUILDING, 320 WEST CENTRAL AVENUE IN SPRINGBORO.

PUBLIC HEARING: THIS PUBLIC HEARING WAS IN REGARDS TO AN ORDINANCE CONTAINING A RECOMMENDATION TO AMEND THE PLANNING & ZONING CODE, PART XII OF THE CODIFIED ORDINANCES OF THE CITY OF SPRINGBORO, AND WHERE FOOD TRUCKS ARE ALLOWED, THE MANNER IN WHICH FOOD TRUCKS ARE REGULATED AS TO PLACEMENT, AND HOW THEY ARE DEFINED. THE AMENDMENTS WOULD ALLOW FOOD TRUCKS IN ALL ZONING DISTRICTS THROUGH AN AMENDMENT TO SECTION 1263.04, PERMITTED USES BY DISTRICT, REVISE RESTRICTIONS FOR THE PLACEMENT OF FOOD TRUCKS ON PUBLIC AND PRIVATE PROPERTY AS WELL AS OTHER PERMIT PROVISIONS THROUGH AMENDMENTS TO SECTION 1264.41, DEVELOPMENT STANDARDS FOR SPECIFIC USES, FOOD TRUCKS, AND REVISE THE DEFINITION OF FOOD TRUCKS TO INCLUDE A CROSS-REFERENCE TO STATE LAW THROUGH AN AMENDMENT TO SECTION 1290.02, DEFINITIONS.
THIS PUBLIC HEARING WAS HELD IN ACCORDANCE WITH CHAPTER 1287, AMENDMENTS, OF THE PLANNING AND ZONING CODE. THE PUBLIC HEARING WAS LIMITED TO 30 MINUTES; 15 MINUTES RESERVED FOR THE OPPONENTS, AND 15 MINUTES RESERVED FOR THE PROPONENTS.

MAYOR AGENBROAD STATED THAT IN KEEPING WITH PROTOCOL, COUNCIL WOULD BEGIN BY HEARING PROPONENTS FOLLOWED BY OPPONENTS.

CITY PLANNER DAN BORON PRESENTED BACKGROUND INFORMATION REGARDING THE RECOMMENDATION FROM THE SPRINGBORO PLANNING COMMISSION TO AMEND THE SPRINGBORO PLANNING AND ZONING CODE AS FOLLOWS:

THE PROPOSED ORDINANCE MAY APPEAR TO BE RESTRICTIVE, BUT ACTUALLY IT MAKES THE OPERATION OF FOOD TRUCKS MORE PERMISSIVE BY ALLOWING THEM TO BE PERMITTED ONLY FOR COMMERCIAL DISTRICTS BY LAW TO THE ENTIRE COMMUNITY. IN EXCHANGE FOR THAT PROVISION, THE ORDINANCE ALSO PLACES RESTRICTIONS WITHIN THOSE 13 ZONING DISTRICTS IN THE RULES AND REGULATIONS FOR THOSE LOCATIONS. THE ORDINANCE ALSO PROVIDES SOME CLARIFICATION BASED ON SOME PRACTICES AND ISSUES THAT HAVE ARisen IN THE LAST COUPLE OF YEARS WITH FOOD TRUCKS THAT HAVE OPERATED IN THE COMMUNITY. THIS ORDINANCE HAS BEEN WRITTEN WITH INPUT FROM THE FOOD TRUCK INDUSTRY AND THE CITY LAW DIRECTOR, WHO HAS BEEN INVOLVED IN THE REGULATION AND PRACTICE OF THIS ACTIVITY IN OTHER COMMUNITIES, AS WELL AS COMMUNICATING WITH OTHER COMMUNITIES IN THE MIAMI VALLEY. IT IS IMPORTANT TO STATE THAT THIS ORDINANCE IS CROSS REFERENCING STATE LAW AND NOT MAKING STATE LAW, BUT IS USING STATE LAW TO ACHIEVE A MORE PERMISSIVE USE. BECAUSE OF THE COVID-19 OUTBREAK, THE CITY FOUND THAT THIS SERVICE WAS BEING REQUESTED MORE AND MORE AT EVENTS HAPPENING IN NEIGHBORHOODS AND PARKS WITHIN THE COMMUNITY. THIS RECOMMENDATION WAS DISCUSSED AT THE PLANNING COMMISSION WORK SESSION ON MAY 13, 2020 AT WHICH TIME STAFF RECEIVED SOME VERY GOOD FEEDBACK FROM THE COMMISSION MEMBERS AND MADE SOME REVISIONS. THE PROPOSED ORDINANCE WAS RECOMMENDED TO CITY COUNCIL FOR ADOPTION AT THE MAY 27, 2020 PLANNING COMMISSION MEETING. MR. BORON CONCLUDED HIS COMMENTS BY OFFERING TO ANSWER ANY QUESTIONS.

THERE WERE NO QUESTIONS OR COMMENTS OF COUNCIL.

MAYOR AGENBROAD THANKED MR. BORON FOR HIS PRESENTATION REGARDING THIS RECOMMENDATION.

MAYOR AGENBROAD INVITED ANY PROPONENTS, AND SUBSEQUENTLY ANY OPPONENTS, TO APPROACH THE PODIUM, STATE THEIR NAME AND ADDRESS FOR THE RECORD AND MAKE THEIR COMMENTS ACCORDINGLY.

PROPONENTS: NO OTHER PROPONENTS.

OPPONENTS: NO OPPONENTS.

MAYOR AGENBROAD CLOSED THE PUBLIC HEARING AT APPROXIMATELY 7:05 PM.

At this time, Mayor Agenbroad pointed out that City Council is following the recommended social distancing guidelines during this meeting in an effort to keep everyone safe and healthy.
ITEM 3. ROLL CALL. Agenbroad, Present; Brunner, Absent; Chmiel, Absent; Hanson, Present; Harding, Present; Iverson, Present; Ridd, Absent. Staff: Mr. Pozzuto, Mr. Shackelford, Mr. McDonald and Ms. Martin were present. City Planner Dan Boron was also present.

Mayor Agenbroad called for a motion to excuse Deputy Mayor Chmiel and Council Members Brunner and Ridd.

Mr. Harding motioned. Ms. Iverson seconded the motion.

No discussion.

VOTE: Agenbroad, Yes; Hanson, Yes; Harding, Yes; Iverson, Yes. [4-0]


Mayor Agenbroad presented the minutes for additions/corrections. No additions/corrections.

Mayor Agenbroad called for a motion to approve the Minutes.

Mr. Harding motioned. Mr. Hanson seconded the motion.

No discussion.

VOTE: Harding, Yes; Hanson, Yes; Agenbroad, Yes; Iverson, Yes. [Approved]

ITEM 5. PRESENTATIONS: SPRINGBORO BICYCLE AND PEDESTRIAN PLAN UPDATE PRESENTED BY NORMAN COX OF THE GREENWAY COLLABORATIVE. (A copy of the presentation is filed with the minutes for the record.)

At this time, Bicycle & Pedestrian Advisory Committee (BPAC) Chairperson John Nelson made the following comments: Mr. Nelson thanked Council for the opportunity to make this recommendation regarding the Springboro Bicycle and Pedestrian Plan Update and commented that he was appointed to the BPAC and the Tree Authority approximately three years ago. Mr. Nelson further commented that the BPAC went through a very thorough process to hear the community and to understand their concerns with respect to this plan. Mr. Nelson commented on how timely this whole process was especially with the COVID-19 pandemic hitting in the middle of the plan update when the Springboro community was using the streets to walk and ride their bikes more than ever. Mr. Nelson stated that he thinks they felt that connection to the work the BPAC has been doing for the past decade, and this plan is really exciting as we look to the future.

Mr. Boron commented that in addition to the BPAC’s work on this project over the last fourteen months, they also have a recommendation from the Planning Commission. There were two Planning Commission reviews of the plan in June and the BPAC received some good feedback and made two amendments, which are included in the plan being proposed for approval tonight. Mr. Boron also reported that the plan received three endorsement letters. One letter was received from our MPO, the Miami Valley Regional Planning Commission, which is important because some of the money the City will need to implement this plan will come through that organization. The other two endorsement letters were received from Bike Miami Valley and Tri-State Trails. The City is the hinge point of two very big regions, Cincinnati and Dayton, and we have support from both of these regions as we move forward with the plan. These letters will be important when the City requests letters of support outside of the region.

At this time, Mr. Boron introduced Norm Cox of The Greenway Collaborative, the City’s bike/ped plan consultant, who was the consultant for the City’s 2013 plan. Mr. Boron
commented that staff and the BPAC enjoyed so much their work, thoroughness and familiarity with the community that they brought The Greenway Collaborative back in 2020 to consult on the plan update.

Norm Cox, The Greenway Collaborative, presented information regarding the process and the bike/ped plan update as follows: Mr. Cox thanked Council for the opportunity to speak about the plan and for the opportunity to work on the plan. The approach with the previous plan and this plan is an iterative one where they set the policies and the stage for the planning and implementation of the plan. Mr. Cox congratulated the City on building phase one of the plan. Mr. Cox commented that they love seeing a plan implemented and the way things have been promoted. Mr. Boron has done a lot of promotion through events such as bike rides and hikes to raise awareness of the trails in the community.

Mr. Cox continued his comments by stating that they began the planning process for phase two of the plan by evaluating what they did right and what they need to do better. This is very much a plan involving public engagement, a publicly driven plan. This plan reflects what they heard from the community. They had a project website, kickoff meetings, which included some Council Members, a couple of public workshops and seven meetings with the BPAC that were instrumental. They had both digital and paper surveys to collect public input. The letters of support the City received from the neighboring regions really speaks to the coordination with those communities about this plan and demonstrates that we are working together. They also raised awareness by planning various events around the City. This plan is not his, Carolyn’s and Dan’s plan, it is the community’s plan reflecting what we heard. The vision that came out of all of the public input was an attractive, family centered community where people of ages and abilities can comfortably explore, be afoot and bicycle Springboro’s rich natural and cultural heritage. Mr. Cox thanked the BPAC for their devotion and going through all of the materials and refining them throughout the entire process. The BPAC group has been great to work with and we owe them a debt of gratitude for all the work that went into this plan.

What came out of this plan were three major themes. First, the idea of a central greenway, which is the spine that links all of your parks and neighborhoods. Second, recreational trails within the parks that would be linked to expand the opportunities for both pedestrians and bicyclists within those parks. Third, a network plan that addresses daily mobility allowing people to safely move about the community regardless of which mode of travel they choose. The central greenway vision, the one that is linking all of these parks is a bit of challenge. It goes through about a third of the parkland, a third in the public right-of-way and a third on private lands, some of which are currently developed and some of which will likely be developed in the future, and trying to figure out how this would work was a major element. This plan does not just link the parks in Springboro; this plan is tied into a regional system that goes up to the Great-Little Trail, ties into the Great Miami Trail and the trail that is being developed through Franklin. Therefore, the trail is not just within the City, but loops into a regional system, which helps generate funding and expands the opportunity for the people in the community. They looked at a lot of the amenities along the trail and a good part of the effort was trying to work out some of the details of how this plan would work through the different parks and other areas. They have 12 different segment plans looking at all of the issues and providing alternatives should they run into some roadblocks or as things may develop or complimentary ways that things could develop i.e. they looked at a lot of detail in regard to how the central greenway could come together.

With the recreation trails, again they looked at how in the existing park system would there be more ways to interpret walking trails in these parks. One idea that came out of the public engagement was an idea nicknamed the BoroEnduro. With a diverse group of bicycle people, they should highlight different aspects of bicycling such as the BMX street bike area or pump tracks or cyclocross loops to provide many different opportunities especially for kids in the community to go to a local park to try these different features and use the trail to link the different opportunities. Working with four of the parks in the system, The BoroEnduro really adds a completely new opportunity and together a whole new tilt on the community trail system.
With the park plans themselves, they looked at where they could enhance some of the nature trails and interpretive areas within the different parks. With the proposed network, which is the daily mobility element of the plan, there are nineteen specific actions based on looking at how they would enhance the existing public right-of-way and make better, safer pedestrian crossings, which are also better for people driving by making them aware of pedestrians crossing and making the pedestrians feel much safer.

They looked at many things to build on the work that has been done already to really enhance the network. They are looking at taking things a little further than they have before. If they received public feedback with respect to some nice things that were done in phase one of the plan, they really wanted to take that to the next step and that is what this infrastructure is, looking at the best ways and best practices that are currently in place.

They also looked at details with respect to Wright Station and the downtown area and how to cross some of those busier roads, as well as access to developing areas, and making sure it is easy, walkable and bikeable. They revisited the programs and highlighted a series of programs they think will help such as possibly integrating some vehicle to infrastructure features perhaps with the fiber optics discussed earlier this evening, and continuing some existing programs.

During the Planning Commission review of the plan, commission members commented that there is so much interest in the business community and citizen groups, i.e. “friends of” groups and the idea of giving them the tools they need to help out with these trails and getting them engaged in putting this plan on the ground. They also recommended policies and metrics in the plan to make sure they are implementing this plan correctly and they are tracking their progress.

This is a quick overview of the plan. The is a digital index in the plan and anything and everything you want to know about this plan is captured in that appendix including all of the input they received and documented, the large display plans and a detailed GIS system that Mr. Boron can reference as the plan is being implemented and put on the ground. The website will continue to be available for the community to access the plan; the illustrations and all of the information can be found at WalkBike.Info/Springboro. They encourage people who are hearing about this plan for the first time to visit the website. Mr. Cox thanked City Council for their support stating that it is always a pleasure working with Springboro. Springboro is a community they enjoy working with and getting to know as well as hearing what people want to see built as part of the plan. Mr. Cox offered to answer any questions.

Ms. Iverson thanked Mr. Cox for attending the City’s Planning Commission meetings. She commented that it was very helpful for the Planning Commission members to talk with him before he presented the proposed plan to Council.

Mayor Agenbroad commented that City Council appreciates Mr. Cox being here this evening and for his guidance. Mayor Agenbroad also thanked Mr. Boron, Mr. Nelson and the BPAC members for all of their efforts on this project as well stating that the plan is a great for the community.

Mr. Pozzuto also thanked Mr. Cox and his group stating that they do a great job and have been working with the City for a long time. Mr. Pozzuto commented that, from a staff perspective, he would like to thank Mr. Boron, who is a one-man band with respect to the bike plan; he is really a go-getter with respect to biking in Springboro. Mr. Boron has really pushed the bike/ped initiative in Springboro and has done the yeoman’s work on it and Mr. Pozzuto again thanked him for his work.

Mayor Agenbroad thanked everyone involved for their efforts regarding the bike/ped plan.

ITEM 6. LEGISLATION: City Council held a Work Session at 6:00 PM tonight for approximately 45 minutes to discuss the following legislative items as well as other City business.
1) **EMERGENCY ORDINANCE: THIRD READING.** AN ORDINANCE AMENDING THE CODIFIED ORDINANCES OF THE CITY OF SPRINGBORO, PART TWO, ADMINISTRATIVE CODE, TITLE 6, CHAPTER 230, CONTRACTING AUTHORITY AND PROCEDURES, SECTIONS 230.03 (b) AND 230.03 (d) FOR PURPOSES OF SETTING A NEW BID STANDARD FOR CITY CONTRACTS DETERMINED TO BE IN THE BEST INTERESTS OF THE CITY, AND DECLARING AN EMERGENCY.

Mayor Agenbroad stated that a motion is in order to table legislative item one due to the fact that an emergency ordinance requires an affirmative vote of five members of Council. If Council were to pass this legislation, it would require a 30-day waiting period before it goes into effect. If this item is tabled tonight and passed two weeks from tonight on July 16, it will go into effect immediately.

Mayor Agenbroad called for a motion to table Legislative Item 1, an Emergency Ordinance.

Mr. Harding motioned. Mr. Hanson seconded the motion.

No discussion.

**VOTE:** Harding, Yes; Iverson, Yes, Agenbroad, Yes; Hanson, Yes. [4-0]

2) **ORDINANCE: FIRST READING.** AN ORDINANCE AMENDING THE PLANNING AND ZONING CODE TO AMEND THE CODE PROVISIONS REGULATING FOOD TRUCKS IN THE CITY OF SPRINGBORO, was read by the Clerk of Council. Mr. Boron's comments are summarized as follows:

This is the first reading of an ordinance amending the City’s Planning and Zoning Code to amend the code provisions regulating food trucks in the City of Springboro. This ordinance was the subject of the Public Hearing held at the beginning of tonight’s meeting. This ordinance was prepared by City staff and the Planning Commission with input from City Law Director Jerry McDonald, the food truck industry and other communities in the Miami Valley. As mentioned earlier, this ordinance actually makes food truck business more permissive in practically the entire portion of the community. Staff looks forward to implementing this ordinance, once it takes effect, through a change to the City’s regulation and permitting process. Staff appreciates Council’s support of this action and recommends approval of this ordinance at the appropriate time.

Mayor Agenbroad presented the item for questions/comments of Council. No questions/comments.

**No action required at this time.**

3) **RESOLUTION R-20-17:** A RESOLUTION ADOPTING THE BICYCLE & PEDESTRIAN PLAN FOR THE CITY OF SPRINGBORO, was read by the Clerk of Council. Mr. Boron’s comments are summarized as follows:

This resolution adopts the City’s Bicycle & Pedestrian Plan. Mr. Boron thanked City Council and Mr. Pozzuto for the nice comments made following the presentation of the plan earlier in the meeting. Mr. Boron commented that it is great to work in a community like this with all of the support provided by City Council, the City Manager and Staff, and the boards and commissions represented by members such as BPAC Chairman John Nelson and bicycle riders in the community. Staff is seeking Council’s support of this plan, which helps the City obtain funding for implementation. The City has received past funding to support the bike/ped plan and is looking forward to future funding to implement this phase of the plan. Mr. Boron...
further commented that according to statistics, during this COVID-19 outbreak, the ridership on the pathways is through the roof and they have seen it in the community every day. Mr. Boron stated that he personally looks forward to implementing the plan and he appreciates Council’s support over the last 10 years that the BPAC has been underway to make this happen.

Mayor Agenbroad presented the item for questions/comments of Council. No questions/comments.

Mayor Agenbroad called for a motion to adopt Resolution R-20-17.

Ms. Iverson motioned. Mr. Harding seconded the motion.

No discussion.

VOTE: Iverson, Yes; Agenbroad, Yes; Hanson, Yes; Harding, Yes. [4-0]

ITEM 7. REPORTS: Mayor’s Report – Fourth of July holiday observed on Friday, July 3; whereby, the City Offices will be closed. Fireworks will take place on Saturday, July 4 at 9:45 PM at Springboro High School. The community is encouraged to practice social distancing guidelines during the fireworks display. Summer concerts will begin on July 10 with “The Little Mermen,” which is a Disney themed group, and Disney costumes are welcome. Concerts will continue through July on Tuesday evenings at 7:00 PM and Friday evenings at 7:30 PM. Food vendors will be available, the Springboro Wee Panthers Football organization will be in charge of beer sales and the Springboro Rotary Club will manage the concession stand. Social distancing guidelines will be in effect. Please continue to follow City events and programs on our website, social media and newsletters for details.

The next City Council Work Session will be held on Thursday, July 16 at 6:00 PM followed by the Regular Meeting at 7:00 PM in Council Chambers.

Mayor Agenbroad also reported that he and Council Members Harding and Iverson as well as the City’s business retention liaison Nick Motto attended the Ribbon Cutting for the new McDonald’s building located on W. Central Avenue. Mayor Agenbroad commented that the new McDonald’s restaurant has been very popular and busy since they reopened.

City Manager’s Report – Mr. Pozzuto reported that due to the COVID-19 pandemic, the City is recommending social distancing and masks for all of these City events e.g. concerts, fireworks, etc. However, for those people who are not comfortable going into a group setting, the City has made arrangements with the Miami Valley Cable Council (MVCC) to livestream the fireworks and the four Friday night concerts. Again, to avoid the crowds, the public can watch these events live on the City’s Facebook page, website or the MVCC website. Mr. Pozzuto wished everyone a happy Fourth of July Holiday.

Mayor Agenbroad commented that he wished to compliment Mr. Pozzuto and staff on the video board at the northeast corner of SR73/SR741. The City has received many compliments especially when the Springboro High School graduates, who could not participate in a traditional graduation ceremony, were showcased on the sign.

Mr. Pozzuto commented that Maureen Russell Hodgson (City Public Relations Director) helped work on that project and it was a great cooperative effort with the schools. The City works well with the school district and coordinated that event as well as helping with their virtual graduation and parade. Mr. Pozzuto added the Ms. Hodgson also came up with the idea to promote positive messages on the video board, and the City has received many requests from citizens to post their positive messages.

Committee Reports –
Ms. Iverson – Ms. Iverson, who attended the McDonald’s ribbon cutting yesterday, commented that one of the things she really liked about the new building is the dual drive through, which is a huge upgrade. The restaurant also has an appreciation bell in the lobby for customers and you can order online at kiosks i.e. there are many high tech upgrades including a phone app.

Mr. Hanson – No reports.

Mr. Harding – No reports.

ITEM 8. OTHER BUSINESS. No Other Business.

ITEM 9. FINAL COUNCIL AND MANAGER COMMENTS. Mayor Agenbroad commented that the country will be celebrating Independence Day this weekend and we have a lot to be thankful for in this country. Although we are facing challenges, we are a strong people and will overcome these challenges, as always. If we stay in this together, we will get out of this together.

ITEM 10. GUEST COMMENTS. Mayor Agenbroad asked any guests that wished to be heard to approach the podium, state their name and address for the record, and make their comments accordingly.

1) Craig Salmon-Gilmore, Clearcreek Township, Owner of The Goddard School – Mr. Salmon-Gilmore's comments are summarized as follows: Mr. Salmon-Gilmore thanked Mayor Agenbroad for working with him, Mr. Pozzuto and many others in the community to start the conversation that needs to continue, and we are continuing, about racial equity not only here in Springboro, but throughout the country. It starts by changing one heart at a time and that is the premise upon which they started this whole thing with his family. Mr. Salmon-Gilmore commented that he was really honored and surprised at how quickly Mayor Agenbroad responded to Mr. Pozzuto and getting everyone together at the YMCA for the initial meeting. From that meeting, several different working groups are continuing to meet. One of which is meeting on July 10 with Mayor Agenbroad and some other government officials. Mr. Salmon-Gilmore further commented that change is coming when you look around when you are driving or walking.

When he first moved to Springboro 17 years ago and started the Goddard School with his wife and sister-in-law, there were not many people that looked like him in the community. Now, there are more and more people that look like him and different shades of him, and it is a wonderful thing. The challenge for us is that we really need to help those who are narrow minded or close minded or just do not understand or just filled with hate in their hearts to really turn them around and the only way we can do that is through love in one heart at a time. Mr. Salmon-Gilmore further commented that he is not a protest guy, he is a “change the individual” guy, and in changing the individual that person changes another individual because he cannot get to everyone and neither can you, but we can do it together. He encourages Council to have the conversation. If you are not friends with a person of color, feel free to come and get in the conversation and let us help you really understand the challenges that we face.

When the incident happened on Memorial Day with George Floyd, he was paralyzed emotionally for a week and really could not leave his home, and he is 55 years of age and he travels for a living in medical sales. Mr. Salmon-Gilmore explained that if he had that fear at that time for about a week, and it is not really of the police; that incident was just really was a symptom of the climate, how would a 7 year old or a 17 year old young man or woman manage what they saw when he had trouble processing it. With that said, he started the People Empowering Children of Color. Mr. Salmon-Gilmore welcomed Council to come to his home on July 16. They have families coming by to meet—white families, black families, bi-racial families, Indian
families, Asian families, Latinx families. They invite them over because children are the most important priority and we want them to feel confident and comfortable in our community. Mr. Salmon-Gilmore also commented that Pastor Terry Carlisle of Springboro United Church of Christ had a meeting with the other pastors in the community yesterday to go over their initiatives on the church front.

Mr. Salmon-Gilmore continued his comments by stating that what he would like to propose to Council for consideration is capitalizing on our heritage in Springboro; the heritage of being a Quaker community, the heritage of being an Underground Railroad stop. To that end, where we can capitalize on that and make a public statement in our community and around the Southwestern Ohio area, is having a celebration. Many of you are now aware and as many African Americans have become aware of Juneteenth, which is June 19th, which is two years after the Emancipation Proclamation (1863) that these folks in southern Texas found out that they were actually free two years before, but did not find out until June 19, 1865. Fortunately, Juneteenth falls on a Saturday and he is asking for consideration that we have a parade, a celebration, paralleling the same process that Christmas in Springboro does. This would be an economic benefit to the community in that we would not just do it next year, but it would be honored and celebrated annually. We would have Christmas in Springboro and then the Memorial Day Parade and ARTFest, but we would also have another activity to capitalize on our rich heritage as an Underground Railroad stop and the Quaker faith. That is what he is proposing for consideration and conversation.

Mr. Salmon Gilmore stated that the last thing he would like to say is that he would ask the City to really look into taking a position on diversity and making a proclamation of where we stand as a city again on the foundation of the Underground Railroad and that freedom. Mr. Salmon-Gilmore further stated that he had a meeting with Chamber Director Carol Hughes, Mr. Pozzuto, Jerry and Chuck Baker from State Farm on Monday morning and he did not know, but according to Ms. Hughes, 120 years ago Springboro was 40% black. Where did all of those people go? Now it may have been 500 with 200, but still percentage wise it sounds good, but the thing is, that is our heritage and we do not know it. He thinks that we need to really let that be known, that we are a community that is built on cultural diversity and that is our strength and that is how we will continue to grow. He wants folks that look like him to feel welcome in the community and not to feel that they do not belong because we all belong here; this is our home. He, his wife, his sister-in-law and his kids try to make everyone feel welcome no matter where they are from. Again, he would like to consider doing a proclamation and a parade to celebrate our rich heritage. Mr. Salmon-Gilmore thanked Council for the opportunity to present before Council. He did not have anything written down except talking points one, two, three and four and everything else was ad-libbed and thanked Council.

Mayor Agenbroad commented that when it comes from the heart it is better. Mayor Agenbroad further commented that he has strengths and weaknesses, but one of his strengths he would say is follow up so when Mr. Pozzuto reached out to him obviously he wanted to follow up on that meeting. Mayor Agenbroad also commented that this is a special place that we all call home and we all come from various diversities. Mayor Agenbroad added that he plans to have Don Ross, who was involved in the local history of the Underground Railroad at the next meeting. Mayor Agenbroad stated that he is attending Mr. Ross’ 80th birthday on Sunday and will confirm that he is available to attend the meeting.

Mayor Agenbroad finally commented that he appreciates Mr. Salmon-Gilmore’s comments and everyone on Council feels the same way, that this is a great community. We are all one; we laugh together, we cry together, we live together.
Mr. Salmon-Gilmore reiterated that we are all one and that is what he tells everyone that comes the meetings, that we are one. Mr. Salmon-Gilmore continued to comment by stating that he was not born here, he was born in Costa Rica and came here when he was 10 years old. His wife was not born here she is from India; however, his kids were born here. They have friends that are from Jamaica and friends that are from different countries in Africa, and they want everyone to feel welcome. This is the land of opportunity; this is where we are all made one and we are all Americans. No precursor, we are all Americans and that is the bottom line. Mr. Salmon-Gilmore asked Mayor Agenbroad if he would talk with Don Ross about the meeting on July 16th and if he is available to help with some of the challenges people experience. He explained that his wife was sharing a story with him about a young man in their pre-school this week who is going through some emotional challenges and he can relate to this young man. This is a young black boy who is going through rejection so having someone like Mr. Ross or like him, a mature male figure, who could come by and just share their stories, that is what they are looking for.

Mayor Agenbroad commented that Mr. Ross served on City Council and was a schoolteacher for 35 years and a historian of the Underground Railroad; he will definitely be at the meeting on July 16th.

Mr. Salmon-Gilmore wished everyone a great Fourth of July.

Mayor Agenbroad thanked Mr. Salmon-Gilmore for attending tonight’s meeting and for his comments.

No other guests came forward.

ITEM 11. EXECUTIVE SESSION. No Executive Session.

ITEM 12. ADJOURNMENT. Mayor Agenbroad thanked the MVCC for tonight’s telecast and scheduled rebroadcasts of this Springboro City Council Meeting.

Mayor Agenbroad called for a motion to adjourn the Thursday, July 2, 2020 Springboro City Council Regular Meeting at approximately 7:35 PM. Mayor Agenbroad wished everyone a wonderful Fourth of July Holiday and be safe!

Ms. Iverson motioned. Mr. Hanson seconded the motion.

VOTE: Harding, Yes; Iverson, Yes; Agenbroad, Yes; Hanson, Yes. [4-0]

—MEETING ADJOINED—

John H. Agenbroad, Mayor

John H. Agenbroad, Presiding Officer

Lori A. Martin, Clerk of Council
CITY OF SPRINGBORO
BICYCLE AND PEDESTRIAN PLAN
UPDATE 2020
A **project website** was developed and used to share project updates with the public. All project materials were posted to the website and online surveys and crowdsourcing maps were available through the website for public input.

A **project kickoff meeting** was held with city staff and local stakeholders which included a lunch + learn discussion followed by a walking and biking tour of Springboro.

Two **public workshops** were held at Community Room to gather input on the plan. Workshops included a short presentation followed by opportunities to provide input and mark-up maps.

7 monthly meetings with the **Bicycle and Pedestrian Advisory Committee** were held to help guide the development of the plan.

105 **surveys** were completed through the project website or during a public workshop and 48 **comments** provided through the online crowdsourcing map.

Meetings were held with **adjacent communities** and **Miami Valley Trails** to coordinate nonmotorized plans.

The plan was presented and promoted at multiple community events including **Bike the Boro, National Trails Day, Christmas in Springboro**, and **Hometown Expo**.
**VISION:**
An attractive, family-centered community where people of all ages and abilities can comfortably explore, via foot and bicycle, Springboro’s rich natural and cultural heritage.

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**Bicycle & Pedestrian Advisory Committee**

The BPAC was established in 2009 and has been instrumental in implementing the City of Springboro Bicycle and Pedestrian Plan. For the 2020 plan update, the BPAC acted as a steering committee and met regularly to help guide the process.

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**Members**

- Dan Boron - Staff
- David Ciesko
- Lynne Collins
- John Davies*
- Janet Irvin*
- Candi Morris
- John Nelson
- Cindy Sitzman

* past member
**Major Themes**

**Central Greenway Vision**

The **Central Greenway** is the spine that links parks and neighborhoods.

**Recreation Trails**

The **Recreational Trails** provide additional opportunities in parks linked by the Central Greenway.

**Proposed Network & Plan**

The **Proposed Network Plan** addresses transportation access and safety needs across the city.
Central Greenway Vision

Overview
The Springboro Central Greenway will be the backbone of the City’s pedestrian and bicycle transportation system. It will link neighborhoods, parks and people together and to the greater regional trail system. The greenway will be a family-friendly route, composed of shared-use pathways, signed bike routes/bike lanes on neighborhood roads and safe road crossings.

Trail Oriented Development
Some portions of the Central Greenway will be implemented concurrent with site development. Housing, office and retail establishments all benefit by embracing and orienting towards this community asset. Likewise, the trail itself benefits when well integrated into development projects.

Easements & Property
The proposed greenway passes through City Parks, along road rights-of-way, and through private property.

About 2.5 miles of the proposed greenway is in private property, so easements or acquisition will be required. Fortunately, a majority of the proposed trails along private land could be implemented concurrent with new developments.

Alternatives
As with any master plan, big vision ideas are presented, and there is a good chance that routes may change as new information becomes available. Alternatives to the main greenway route are provided should new opportunities arise or changes need to be made to the primary route.

The Central Greenway is the spine that links parks and neighborhoods.
Regional Connections with Local Amenities

Connecting to the Region
One of the main goals of the Central Greenway is to encourage direct connections from the City of Columbus to the suburban areas, including the Greenway Parklands, Scioto Greenway Trails, and the Buckeye Trail, which are part of the Mid-Ohio Trail System. This network of trails connects with many local parks and natural areas, as well as communities, schools, parks, historic landmarks, and other regional attractions and services. The network of trails provides a convenient and accessible way for people to connect with their communities, enjoy nature, and engage in outdoor activities.

Central Greenway Overview Map

Infrastructure
The Central Greenway is designed to be accessible and enjoyable for all users. It is equipped with benches, lighting, and signage, as well as other amenities such as picnic areas, restrooms, and play areas. The trail is also designed to be visually appealing, with landscaping and natural features that enhance the overall experience. The Central Greenway is a great example of how a regional greenway can provide both recreational and environmental benefits to the communities it serves.

Example Shared Use Path

The example shared use path is a great example of how greenways can be designed to accommodate a variety of users. This path is wide enough to accommodate both cyclists and pedestrians, and is designed to be safe and enjoyable for all users. It is also equipped with features such as benches, lighting, and signage, which make it accessible and welcoming for all users.

Central Greenway Segment Map

Refer to the "Implementation Strategies" chapter on page 59 for details on each segment of the greenway.

Potential Central Greenway Trail Amenities
Trail amenities encourage recreation by providing a comfortable, convenient, and safe place to exercise and experience nature. The following are three examples of some of the trail amenities that could be incorporated on the Central Greenway:

- Overlooks: The Central Greenway provides overlooks along its route, such as the one shown in the image. These overlooks allow users to enjoy the natural beauty of the area while taking a break from the trail.
- Bike Parking: Bike parking is provided along the Central Greenway, allowing users to store their bikes safely while they enjoy the trail.
- Trailheads Signs: Trailheads signs are placed at the entrance of the trailhead to provide information about the trail and its features, as well as any nearby amenities or services.

Bicycling Tips
- Always obey traffic laws, and respect other trail users.
- Wear appropriate safety gear, such as a helmet and reflective clothing.
- Use appropriate equipment, such as gloves and proper footwear.
- Know your limits and start slowly, building endurance over time.
- Stay within your skill level and avoid taking unnecessary risks.

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12 Segment Detailed Plans and Alternatives

Segment A: Hazel Woods Park to Clearcreek Park
Two options have been considered for connecting Hazel Woods Park to Clearcreek Park. The preferred route involves a return connection between both parks through a bridge over Clearcreek and the provision of a rectangular split road across West Lower Springfield Road.

The alternative route would require construction of a new road with bridges over Streams.

Segment B: Clearcreek Park
Two options have been considered for the Greentree primer through Clearcreek Park. The preferred option involves constructing a new 4.7-mile pathway through the middle of the park with a rectangular split road across West Lower Springfield Road.

The alternative route would include the existing split road that follows West Lower Springfield Road around the park perimeter.

The advantage of the proposed route is to complement the existing walking path system by giving the path users more options and creating opportunities.

Segment C: E. Milo Beck Park
Since the 2013 Plan, the City has expanded numerous connections to the City's Trail Network through E. Milo Beck Park, South Pioneer Blvd, and Factory Road. The preferred route involves maintaining the existing pathways and adding new connections. The alternative route would require construction of a new 3.5-mile pathway through the park.

The preferred route is the most feasible and would be consistent with the existing infrastructure.

Segment D: Factory Road/South Pioneer Blvd - South
Numerous connections between E. Milo Beck Park, and South Pioneer Blvd and Factory Road. South Pioneer Blvd has a challenging connection due to two signs of ways, street improvement and new traffic control options. Factory Road, running South Pioneer Blvd, can accommodate additional traffic and would be consistent with the existing floodplain.

The preferred route involves expanding the south-side of Factory Road. With some up-solving, the path would have the potential to provide a larger road network and increasing the usability of the residential floodplain.

The critical issue is to connect the intersection of South Pioneer Blvd and South Lower Springfield Road to a new way in to provide a service road for new development.
12 Segment Detailed Plans and Alternatives

Segment E: Factory Road / South Pioneer Blvd - North

The preferred segment route follows Factory Road north, then enters a Composite Loop for 3/4 miles. This is due to the high speed of the intersection, which would require the preferred route to follow Factory Road north, crossing over Interstate 680. This route would be regarded as the ability to continue north.

The alternative route follows Factory Road north, then enters a Composite Loop for 3/4 miles. This route would be regarded as the ability to continue north.

Segment F: Community Park & SR 73

The connection to Community Park requires a bridge over Tecton Creek Park. The preferred route follows an existing bridge over Tecton Creek. The alternative route follows an existing bridge over Tecton Creek. The alternative route is closed to the south and north.

The alternative route follows the existing bridge over Tecton Creek. This route would be regarded as the ability to continue south and north.

Segment G: SR 73 to North Park

The preferred segment route follows SR 73 to the north. The alternative route follows the existing bridge over Tecton Creek. This route would be regarded as the ability to continue north.

The alternative route follows the existing bridge over Tecton Creek. This route would be regarded as the ability to continue north.

Segment H: North Park

Two options have been considered: the first is to connect to North Park via a bridge or via a trail. The preferred route follows the existing bridge over Tecton Creek. The alternative route follows an existing trail.

The alternative route follows the existing bridge over Tecton Creek. This route would be regarded as the ability to continue north.
12 Segment Detailed Plans and Alternatives
Recreational Trails

Overview
Springboro has spectacular parks with hundreds of acres of open space and natural areas that can be used for recreational trails. The key is to provide the appropriate facility in the right location. Throughout the planning process it was stressed that there is a strong desire to keep E. Mille Beck Park and Gardner Park more natural and passive. Whereas, North Park and Community Park should be programmed for more active recreation that serves the nearby neighborhoods.

Walking + Wayfinding
It is recommended that the city expand walking trails in parks and provide wayfinding and interpretive signs. There are opportunities to expand on the existing nature trails in North Park, and to provide new natural surfaced single track hiking trails in Hazel Woods Park, Clearcreek Park, and Community Park.

Many of the existing trails are hidden from plain sight. Trail head signs should be provided where nature trails meet paved trails and/or parking areas. There are also opportunities to incorporate interpretive signs that illustrate cultural, historical or natural aspects of the area. Based on input received during the planning process, there are local community members who would be interested in contributing information for the interpretive sign boards.

Bike Features
Recommendations for new bike features in parks came from public input. There is a group of community members who would love to see more bicycle opportunities for children, teenagers and families in the City. Beyond the basic linear trail or bike lane, some residents expressed the desire to see more bike features in parks, such as pump tracks, mountain bike loops and BMX street areas. These bike features could be designed for all age groups and skill levels with different features in each city park. Check out “The Boro Enduro” on page 30 for recommendations on bike features in parks.

Large summary poster available at walkbike.info/springboro

The Recreational Trails provide additional opportunities in parks linked by the Central Greenway.
The Boro Enduro

A family-friendly cross-city bike route that links bike features in parks. Each park contains different obstacles and challenges for all ages and skill levels. Users have the option to visit different parks along the bike route if they wish for a longer mileage experience.

North Park - BMX Street Area
An area of man-made obstacles dedicated to Street BMX. Includes features such as poles, handrails, steps, ledges, curved walls and architectural oddities.

Community Park - Pump Track
A continuous loop of dirt berms and mounds where riders build momentum as they roll around the track without pedaling. Pump tracks can be designed for cyclists of all ages and skill levels.

Clearcreek Park - Mountain Bike Loop with Skills Area
Off-road single track trail that is typically one-way travel with a mixture of climbs and descents. Route options that provide a variety of balancing, jumping and pumping opportunities for all skill levels.

Hazel Woods Park - Cyclocross Loop
A cyclocross course may feature a variety of surfaces and obstacles that may require a bicyclist to dismount and remount their bicycle.

Potential bike features in parks have been presented. Further analysis is required to determine feasibility and design options.
6 Park Plans

Hazel Woods Park Recreation Trails

In 2023, the City of Springfield will open Hazel Woods Park. This 55-acre park includes diverse natural habitats, a dog park, picnic areas, and walking trails. The park features a wetland area, a forested area, and a open grassland. The park is accessible via a network of trails that connect to the existing park system.

Clear Creek Park Recreation Trails

Clear Creek Park is a 25-acre park located on the north side of the city. The park features a variety of trail systems, including nature trails, bike paths, and pedestrian walkways. The park is a popular destination for outdoor enthusiasts, offering opportunities for hiking, biking, and picnicking.

E. Milo Beck Park

E. Milo Beck Park is a 55-acre park located on the west side of the city. The park features a mixture of natural and developed areas, including a wetland area, a forested area, and a open grassland. The park is accessible via a network of trails that connect to the existing park system.

Community Park

Community Park is a 100-acre park located on the south side of the city. The park features a variety of trail systems, including nature trails, bike paths, and pedestrian walkways. The park is a popular destination for outdoor enthusiasts, offering opportunities for hiking, biking, and picnicking.

North Park Recreation Trails

North Park is a 30-acre park located on the north side of the city. The park features a variety of trail systems, including nature trails, bike paths, and pedestrian walkways. The park is a popular destination for outdoor enthusiasts, offering opportunities for hiking, biking, and picnicking.

Gardner Park Recreation Trails

Gardner Park is a 40-acre park located on the south side of the city. The park features a variety of trail systems, including nature trails, bike paths, and pedestrian walkways. The park is a popular destination for outdoor enthusiasts, offering opportunities for hiking, biking, and picnicking.
Proposed Network

Overview
Nonmotorized transportation, commonly referred to as bicycle and pedestrian travel, is vitally important to Springboro residents. Walking and biking serves as a means of transportation - getting people to important places in their daily lives; and as a means of recreation - better connecting residents to nature and their community. The proposed improvements to the nonmotorized network focus on improving these connections and providing access for a wider range of users.

People Who Walk and Bike
There is no such thing as a typical bicyclist or pedestrian. A bicyclist or pedestrian may change their route based on the weather, comfort level, or purpose of their trip. When designing a network, it is important to provide a variety of options, so the user can pick a route best suited to their comfort and abilities.

The Nonmotorized Network
As noted in the first chapter, the City of Springboro already has the first phase of a nonmotorized network in place which provides a great foundation to build from. The existing network primarily consists of sidewalks and on-road bicycle facilities, including bike lanes on major roads and signed bike routes through neighborhoods. The next phase of the network should focus on developing more off-road and separated bicycle and pedestrian facilities, so a wider range of people will have access to the network.

Infrastructure Opportunities
Regardless of the source of funding, it is advantageous for bicycle and pedestrian projects to be coordinated with other road and infrastructure projects. If included early in the planning and design phases of roadway projects, there is potentially more design flexibility and economies of scale. A number of communities and road agencies throughout Ohio have made significant progress by including pedestrian and bicycle facilities, striping, crosswalks, signals, ramps, signage, etc. into larger road improvement projects.

Large summary poster available at walkbike.info/springboro
19 Specific Action Items

Map Notes:

A. SR 741: Work with township to extend bike lanes north on existing shoulder.
B. Mountain Bike Trail: Provide a mountain bike trail that links the city parks (may need to work with private property owners on trail alignments).
C. SR 741: Upgrade to separated bike lanes (formerly 10’ bike lane on each side).
D. SR 75/West Central Ave: Upgrade to separated bike lanes.
E. Crossing I-75: Work with Franklin to provide sidewalk access across I-75, sidewalk on north side of SR 75 to avoid free-flow ramps.
F. Advanced Buses: Remove signed bike route once greenway has been implemented.
G. South Pioneer: Planned bike lanes for 2030.
H. Hazel Woods Park: Work with City of Franklin to provide trail connection on the city’s right-of-way between Gensach Road and Hazel Woods Park.
I. New Development: Provide bicycle connection between Red Lion Five Points and SR 741 with new development.
J. Red Lion Five Points: Provide pathway with new development.
K. Signed Bike Route: Provide signed bike route connecting neighborhoods in northeast area of city.
L. Lytle Five Points Road and Yankee Road: Add bike lanes.
M. County Club Lane: Add rectangular rapid Flash beacon with crossing island on west side of intersection.
N. Central Greenway: See Page 20 for details on proposed greenway.
O. Yankee Road: Work with township to provide pathway along east side of Yankee Road north of Waterbury Woods Drive.
P. Springs Blvd: Add rectangular rapid Flash beacon on south side of intersection.
Q. Lytle Five Points Road: Work with township to continue bike lanes on Lytle-Five Points Road.
S. Explore options for a direct trail connection between the SPARC and GCP on SR 741 at Turnagain Trail and Tanglewood Drive.
T. On Lytle Five Points Road, add crosswalks with Rectangular Rapid Flash Beacons at the intersections with Tanglewood Drive/Great Oak Drive and Settlers Walk Blvd/Innsbrook Lane.
Infrastructure Overview

While safely moving various routes through and along corridors is important, getting vulnerable modes including pedestrians and bicyclists safely across corridors is essential. The examples here illustrate various ways to get people across corridors. Specific design treatments vary based on distance, speeds, volumes, etc.
Urban Village District Detail Area

The Urban Village District is a developing area of the City that people who walk and bike want to and need to access. One of the busiest intersections in the city bisects the center of this area, making it a challenging environment to navigate.

A loop network has been proposed to help people who walk and bike safely access destinations in the district. The proposed improvements include a combination of bike lanes, signed bike routes, shared use pathways, sidewalks and road crossings. There are also opportunities for pedestrian connections utilizing the existing alleyways behind the businesses along South Main Street.

As the Urban Village District develops, bicycle and pedestrian connections need to be incorporated, along with amenities, such as bike parking, benches and pedestrian scale lighting. The economic “health” of a city is reflected in the number of people who are visible walking and bicycling in commercial area or downtowns. This activity attracts the attention of passing motorists encouraging them to stop by indicating that it is a safe and desirable place to be.

Wright Station is one of the newest developments in the Urban Village District and includes the Performing Arts Center and Warped Wing Brewery.
Programs

Expand Bike Parking Program
Continue the existing bike rack program to make sure that convenient bike parking is available at all shopping, civic buildings, and public parks. Require bike parking that follows the Association of Pedestrian and Bicycle Professional Guidelines for all new developments.

Motorist Education Paired with Enforcement
As new and unfamiliar facilities are constructed, there will be confusion on issues such as who yields to whom. When first constructed, police should use discretion with penalties and provide violators with education materials that provides information on why they were stopped and what the penalty would normally be. After an introductory period, focused enforcement should be employed as needed.

Expand and Maintain the Bicycle Route Wayfinding System
Add wayfinding signs for new bike routes in Seltzer’s Walk neighborhood. Establish maintenance program to replace damaged, missing, obsolete, and worn out signs.

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

Expand Organized Rides and Walks
Expand the existing walk and ride program to incorporate family and kid oriented programs. Develop new educational bicycling and walking tours such as the successful Underground Railroad tour that explore the City’s historic and natural places. Hire a summer intern to manage the expanded program and promote through the City’s social media.

Establish Citizen Support Groups
For natural area preservation work, specialized bicycle facilities, and trails, establish citizen and corporate “adoption” and “friends of” programs to help improve and maintain the parks and facilities. The City should promote and recognize these groups and provide the volunteers and organizations with the tools and resources they require for their volunteer efforts.

New Facility Bicyclist Education and Outreach
Use the completion of a new project as an opportunity to introduce the public to the new facilities in a controlled environment of a special event and raise awareness on how to safely use something that they may not be familiar with. Also use temporary banners to help people understand how to interact with new on-street bicycle facilities.

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

**Complete Streets + Vision Zero Ordinance**
Adopt policy that places human life paramount and establishes that safe, comfortable, convenient, and accessible transportation for all users is a priority for the City. Then establish the necessary inter-departmental coordination, roles and responsibilities, and performance measures to implement the policy. Additionally, update the 2001 thoroughfare Plan to incorporate bikes.

**Manage Autonomous Vehicles (AV) and Micromobility Device Space and Use**
Develop policies and plans for AV vehicle pick-up/drop-off zones in the downtown and guidelines for private commercial areas. Develop a policy to restrict nuisance parking and unnecessary travel of AVs during down times. Define what class e-bikes, and what micromobility devices may be used on pathways and bike lanes.

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

**Continue Regional Trail Coordination**
Continue to work with adjacent communities to establish a 17 mile loop that incorporates the proposed Springboro Central Greenway, Clear Creek Trail, Great Miami River Trail, and the Great-Little Trail. Also continue to improve the existing bike routes to the Little Miami Scenic Trail.

**metrics**

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

**Bicycle Friendly Community Award**
After making progress on the proposals in this document, apply for the Bicycle Friendly Community Award. The Bicycle Friendly Community program provides guidance on how to improve conditions for bicycling and make your community a better place for bicycling. The City of Springboro was presented with a Bronze Medal in 2016.

This is not an exhaustive list, but rather focuses on the policies, programs and metrics that should be addressed over the next five to ten years.

For the full list of policy, program and metric recommendations refer to the Appendix Section of the 2013 Plan for details.
APPENDIX

The project website at http://walkbike.info/springboro includes a detailed digital appendix with a wealth of information on how the plan was developed and supporting materials. The appendix includes the following:

STEERING COMMITTEE MEETING MATERIALS
- Agendas
- Notes
- Presentations

MAY 2019 PUBLIC ENGAGEMENT
- Meeting Materials
- Results

SEPTEMBER 2019 PUBLIC ENGAGEMENT
- Meeting Materials
- Results

LARGE FORMAT PLANS
- Central Greenway
- Recreational Trails
- Network Plan

COST ESTIMATES AND IMPLEMENTATION
- Planning level cost estimates for the preferred route segment

2013 BICYCLE & PEDESTRIAN PLAN
- Report
- Appendix D

GEOGRAPHIC INFORMATION SYSTEM
- A large GIS database, which includes all of the existing and proposed multimodal facilities, was created as part of this project and transferred to the City for future use
The City of Springboro has made significant progress since implementing the 2013 Bicycle and Pedestrian Plan but there is still a lot of work to do. In the past six years, there have been significant changes nationally, regionally and locally that warrant revisiting the plan. The 2019 update of the plan will identify community priorities and provide detailed recommendations on where to focus future improvements. Click here to view the draft plan.