



**O**n May 16, 2013, the City Council adopted a comprehensive Bicycle & Pedestrian Plan to be implemented City-wide. The plan will serve as a guide for Springboro City Council, its boards and commissions, and City staff for making decisions on bicycle and pedestrian infrastructure and policies in the future. The plan was produced by the City and the City's Bicycle & Pedestrian Advisory Committee (BPAC), with the assistance of the consulting firm The Greenway Collaborative, Inc. Special thanks go out to the members of the BPAC who worked tirelessly to bring this plan to fruition: Chairman Steven Dickey, Robert Stomel, Janice Burke, Hans Landefeld, Aaron Rourke, and City-staff liaison Dan Boron.

This publication will give a brief overview of the plan, how it will positively affect the City and its citizens, and how the City plans to implement the plan in the future. For more specific information about the plan, to view the entire plan and to download bicycle maps, please visit the City website at [www.ci.springboro.oh.us](http://www.ci.springboro.oh.us).

**Get Biking Boro!**

## Why Adopt a Bicycle & Pedestrian Plan?

The Bicycle & Pedestrian Plan is needed to provide a long-range vision for the development of a non-motorized transportation system for the community. The plan's implementation will allow for the places where Springboro residents live, shop, work, learn and play to be more easily reached by bike or foot, especially for trips less than two miles in length. The plan identifies preferred connections for Springboro residents to more easily access the Miami Valley's excellent regional trail system.

The system proposed in the plan will augment the existing motorized transportation system and in many cases be based upon the motorized system by means of sidewalks and bike lanes. For most residents it will provide a transportation alternative that reduces greenhouse gas emissions and dependence on the automobile while at the same time promoting a healthy lifestyle inherent to walking and cycling.

## Plan Implementation – From Paper to Pavement

The Bicycle & Pedestrian Plan is just one of many initiatives being pursued by the City at this time alongside essential services--street maintenance, police protection, public utilities and parks--that the City is responsible for providing to its residents. The plan allows for its recommendations to be built in a methodical way, using a phased approach that takes advantage of existing streets, right-of-way and easements to keep its implementation as affordable as possible. The plan is also based on the completion of a number of known projects--such as new street construction, road widening projects and resurfacing programs--that will allow for the consideration of the needs of the cyclist as well.

The plan will be built in a phased manner over the next 10 to 15 years. The first phase will be accomplished with relatively little expense by modifying the existing street system such as the marking of bike lanes and erecting new bicycle

signage. Overall 17.3 miles of new facilities are proposed that will form the backbone of the bike/pedestrian system.

The second phase identifies more substantial improvements that include multi-phased projects that depend on the acquisition of easements that are planned concurrent with future development; overall 8.2 miles of new facilities are proposed. This phase's emphasis is on implementing the neighborhood connector system and connections to the regional trail system.

The third phase completes the overall system and includes 34 miles of new facilities and includes a comprehensive sidewalk system, completion of the neighborhood connector system and road crossings to improve pedestrian and bicycle safety.



# Bike Safety

Safety is of utmost importance for the City and safety was certainly in mind when the City adopted the Bike & Pedestrian Plan. We want to provide safety tips for both motorists and bicyclists to heed when enjoying a stroll on the bike lanes, biking through a neighborhood or when a motorist may encounter a bicyclist on a main thoroughfare.

Safety is a shared responsibility for all road users, including motorists and bicyclists. Acting as an alert, cautious, and responsible bicyclist (or motorist) will create a safer and more comfortable environment for all road users and will provide a positive example for others. The following are some tips to improve road safety for everyone:

## Safety tips for bicyclists

- 1. Always ride with traffic and follow the rules of the road.** Forget what you might have heard in the past, you are better off riding with the flow of traffic, not against it. Ride in a straight line, not in and out of cars, and use hand signals when turning and stopping. Obey traffic signs, signals, and lane markings and yield to traffic when appropriate, including pedestrians.
- 2. Don't ride on the sidewalk.** Although you might think it's a safer option, motorists are simply not looking for bicyclists on the sidewalk, especially those riding against traffic. So at every driveway and intersection, you are at much greater risk of being hit by a motorist than if you were riding on the road with traffic. Pedestrians will thank you for riding on the road as well.
- 3. Ride on the trail, paved shoulder, bike lane, or bike route.** But, you still need to follow the rules of the road and watch out for your fellow travelers. Ride to the right, signal your turns, obey traffic signs and signals.
- 4. Be predictable and visible.** Try not to be hesitant or do things that motorists and other travelers may not be expecting. Make sure everyone can see you and knows where you are and where you are going. If riding in the dark, use headlights, taillights and reflectors, and wear reflective materials and brightly colored clothing. Do not wear headphones or talk on a cell phone while bicycling.

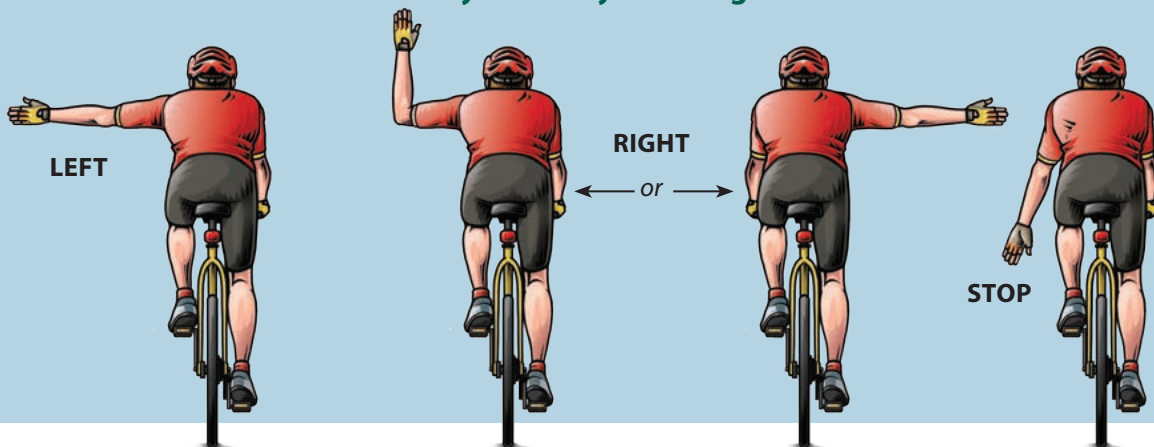
- 5. Watch for items on the road or trail that might make you fall or swerve.** Rocks, trash, storm grates, wet leaves, potholes, gravel, railroad tracks, and even wet pavement markings can all send you flying. Also watch for parked cars, doors opening, and cars pulling in and out of driveways.
- 6. Watch for turning traffic.** Perhaps rather surprisingly, the crash data reveals that getting hit from behind is extremely unlikely. Most car/bike collisions happen at intersections and driveways when motorists or bicyclists are turning. So, at every intersection and driveway, keep a careful eye out for:
  - Motorists turning right in front of you—you may be going faster than they think.
  - Motorists turning left across your path—drivers are looking for gaps in traffic and may not be paying attention to anything other than other motor vehicles.

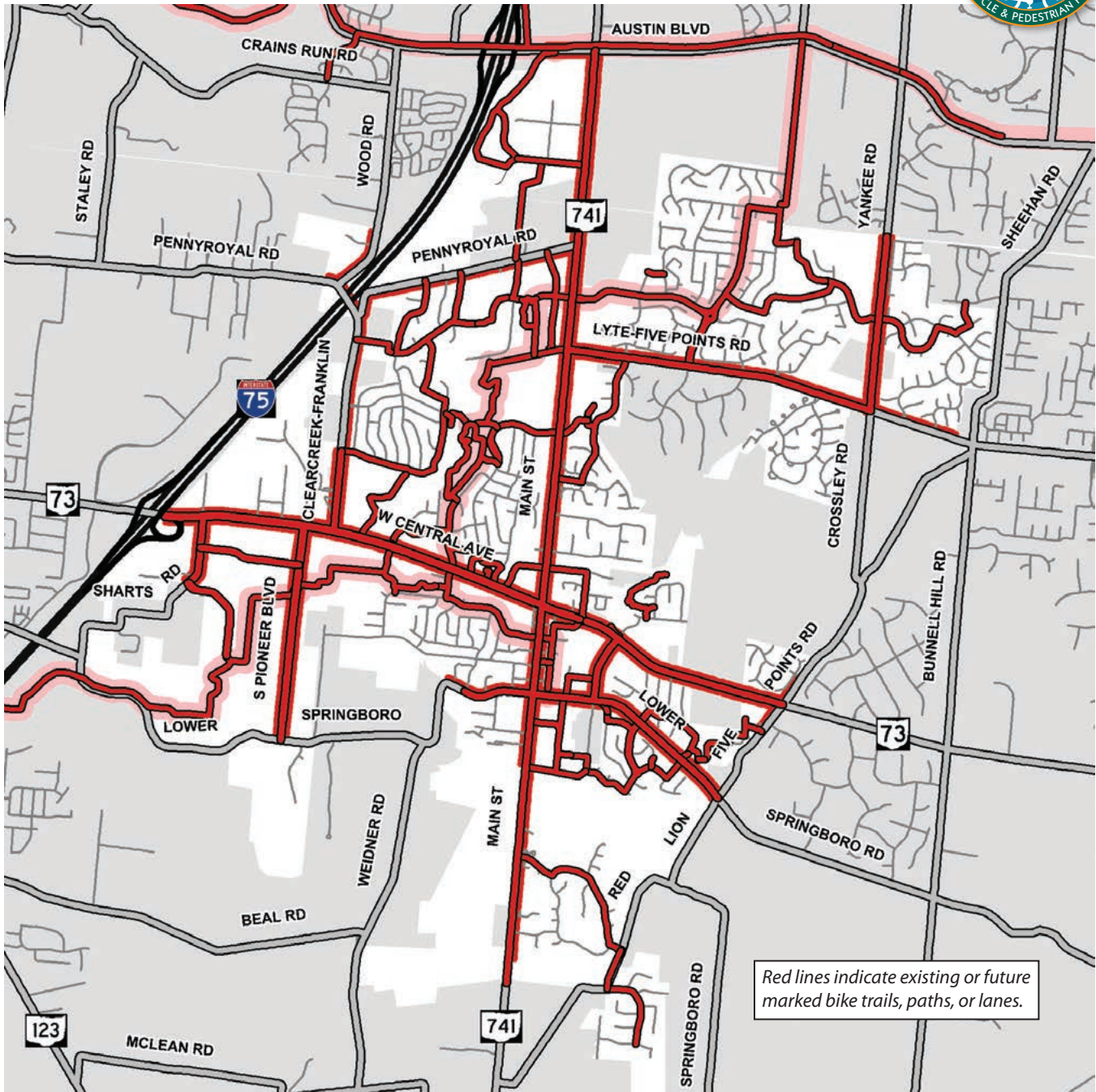
## Safety tips for motorists

- 1. Watch for Bicyclists at all Times.** Bicycles are vehicles and bicyclists may take the entire lane. Scan for bicyclists in traffic and give them the appropriate right-of-way. Children and novice riders can be unpredictable; so expect the unexpected. Watch for bicyclists before opening car doors. Don't drive distracted or after consuming alcohol or other drugs.
- 2. Drive the Speed and Avoid Aggressive Maneuvers.** Obey speed limits and come to a complete stop at stop signs. Allow extra time for bicyclists to traverse intersections. Recognize hazards that bicyclists may face and give them space to maneuver.
- 3. Pass Bicyclists with Care.** Treat bicyclists as you would a slow-moving car—don't tailgate, and do wait until traffic conditions allow you to safely pass the bicyclist. Reduce speed when passing bicyclists and allow at least 3 feet of passing space. Check over your shoulder after passing a bicyclist before moving back. Please don't blast your horn in close proximity to bicyclists.

Safety information provided by: [Bicyclinginfo.org](http://Bicyclinginfo.org), [Pedestrian and Bicycle Information Center](http://Pedestrian and Bicycle Information Center).

## Bicycle Safety Hand Signals





## Bike & Pedestrian Websites

For those of you that may be new to bicycling, new to walking, or an aspiring rider in the Tour de France that just wants to learn more about bicycling, there is an abundance of information available on the Internet. Here are a few good websites to check out:

- **Ohio Department of Transportation (ODOT) - [www.dot.state.oh.us](http://www.dot.state.oh.us)**  
*(search Bike & Pedestrian Program)*
- **US Department of Transportation - [www.fhwa.dot.gov/environment/bikeped](http://www.fhwa.dot.gov/environment/bikeped)**
- **League of American Bicyclists – [www.bikeleague.org](http://www.bikeleague.org)**
- **Pedestrian and Bicycle Information Center – [www.bicyclinginfo.org](http://www.bicyclinginfo.org)**
- **Alliance for Biking and Walking – [www.peoplepoweredmovement.org](http://www.peoplepoweredmovement.org)**
- **National Center for Bicycling and Walking – [www.bikewalk.org](http://www.bikewalk.org)**





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## Active Transportation Hubs – SPARC and GO’s!

One major component of the plan - Active Transportation Hubs - at various locations on the bike routes, will be an immediate focal point of implementation. These hubs (pictured below), are called SPARC and GO’s, will serve a dual purpose.

SPARC refers to “Springboro Area Re-charging Center” meaning these hubs will be available for bicyclists and pedestrians alike to stop to “recharge”, grab a drink of water, use the restrooms and gather information, maps, etc., of the bike trails and

routes throughout the town. Another use of the SPARC and GO’s will be for people to be able to “recharge” their cellphones, ipods, ipads, etc., as they are traveling through town.

A second purpose of the SPARC and GO’s will be for community wide emergencies whereby the electricity might be out for an extended period of time. In the event of an emergency, these “community shelters” will be open for citizens to come to, grab a cup of coffee, recharge cell-phones or essential electronic items and

gather for a few hours to “get out of the house”. All the SPARC and GO locations will have backup generators to power the facilities and charging stations.

The first SPARC and GO will be constructed in Downtown Springboro next to Rotary Park. Construction is underway and expected to be completed by the end of September. A second SPARC and GO will be constructed at 510 North Main at the former Beyond the Green house location. Other facilities will be constructed at various locations through the City.

