



CLARK COUNTY-SPRINGFIELD

TRANSPORTATION COORDINATING COMMITTEE

Cooperative - Comprehensive - Continuing



RideShare

Railways

Transit

Pedestrian Walkways

2011
MULTI MODAL
Needs
ASSESSMENT

Roadways

Air Quality

Bike Trails

Alternative Transportation





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The contents of this Plan reflect the views of the Clark County-Springfield Transportation Committee, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views and policies of the Ohio Department of Transportation or the U.S. Department of Transportation. This document does not constitute a standard, specification or regulation.



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Introduction

The Clark County-Springfield Transportation Coordinating Committee (TCC) was established in February 1964 to comply with the requirements of the Federal-Aid Highway Act of 1962. The TCC is the Metropolitan Planning Organization (MPO) responsible for transportation planning in the Clark County-Springfield area as designated by the Ohio Department of Transportation acting in behalf of the Governor in accordance with federal law (23 USC 134). The study area encompasses all political subdivisions in Clark County with a total population of 138,333.

The TCC is responsible for meeting all the federal requirements of the cooperative, comprehensive and continuing transportation planning process, which became known as the 3-C process. The 3-C process was first required by the 1962 Surface Transportation Assistance Act and 1964 Federal Transit Act. The TCC staff maintains this planning process through work elements that are developed annually for the Planning Work Program (PWP). The PWP describes the work necessary to maintain the transportation planning process and serves as a budgeting mechanism.

The 2011 Multi-Modal Needs Assessment is one of the elements that is outlined in the Fiscal Year 2011 PWP's short range planning work elements. The needs assessment shall outline Clark County's vision for multi-modal connectivity, a current inventory of multi-modal transportation infrastructure, multi-modal transportation needs, and recommended projects and priorities for multi-modal connectivity. Staff has worked with local governments in Clark County, as well as citizen groups that have formed to address multi-modal transportation issues. These citizen groups include the Greater Springfield Friends of the Trail who are advocates for trail use in and around Clark County, the Transit Riders Advisory Committee who are advocates for transit issues concerning the SCAT system in Springfield, and the TCC Citizens Advisory Committee who serves as a citizen sub-committee to address all transportation issues in Clark County. Staff also hosted two public open houses, where the goal was to gain public insight on the multi-modal needs of Clark County.

In addition, several alternative transportation projects have been identified in the Clark County Long Range Transportation Plan. The Transportation Plan is one of the major requirements of the 3-C planning process, and is used to provide the overall direction for the planning process. The Transportation Plan projects the area's transportation needs for the next 25 years. The Long Range Plan is due to be updated in FY12. The Multi-Modal Needs Assessment will be one of the documents that help shape the Long Range Plan.



In summary, the 2011 Multi-Modal Needs Assessment, in conjunction with the TCC's Long Range Plan, Transit Development Plan, and Multi-use Trail Plan, is an attempt to focus on the multi-modal needs of Clark County. The 2011 assessment will attempt to address the gaps that exist in the multi-modal system, as well as suggest funding sources to fund the projects that bridge those transportation gaps.

Multi-Modal Objectives and Strategies

Objective 1: Provide a transportation network in Clark County which supports all methods of transportation.

- Enhance the quality of life for the residents of Clark County by providing a multi-modal system that considers safety, security, increased mobility, and environmental factors.
- Pursue connections between transit and bike/pedestrian transportation routes that allow users maximum efficiency from the transportation system without relying on personal vehicles.
- Review and update plans such as the Multi-Use Trail Plan and Transit Development Plan to efficiently prioritize multi-modal projects with the help of public participation.

Objective 2: Support the economic vitality of Clark County by targeting the multi-modal system, and concentrating on improvements that connect residential populations to economic developments and places of interest.

- Construct and maintain a multi-modal transportation system that residents can use to curb the rising cost of fuel and vehicle ownership.
- Provide a balanced multi-modal system that allows residents a safe and reliable method to and from their place of employment.
- Use multi-modal transportation facilities as a vehicle to spur economic development.

Objective 3: Balance multi-modal needs against fiscal constraints for efficient use of resources.

- Preserve and maintain existing facilities by promoting maintenance and improvements to existing infrastructure before constructing new infrastructure.
- Encourage Clark County jurisdictions to seek both State and Federal grant opportunities to maximize financial resources.
- Conduct corridor and sub-area studies to develop and verify the need for transportation projects.



Purpose

The purpose of the 2011 Multi-Modal Needs Assessment is to complete a current inventory, as well as define the needs of the multi-modal system in Clark County. The TCC has completed several plans and studies regarding transit, bicycling, and pedestrian transportation, but has never analyzed all of the modes as one system. In doing this, the TCC hopes to further enhance the transportation network for the citizens of Clark County.

The 2030 Transportation Plan states that making the area more conducive for multi-modal transportation is one of the most important initiatives in the plan. The 2030 Transportation Plan calls for more of a focus on the bicycle/pedestrian and transit system. It is the goal of the TCC to identify gaps in this multi-modal system. The Multi-Modal Needs Assessment will attempt to do this by processing and evaluating the needs of the multi-modal transportation system based on analyzing the gaps in the current system, particularly connections between areas of dense residence, employment, recreation, and other points of interest.

Current Inventory

The Clark County transportation system is comprised of many different modes. This network contains approximately 1,631 miles of paved roadways, 35.2 miles of dedicated multi-use paths, 77 miles of active rail, and 111.5 miles of dedicated fixed route transit service. The 2010 Census showed a decrease in population for Clark County. The 2010 Clark County population was 138,333, which was a decline of 6,549 people from the 2000 Census. Springfield's population dropped from 65,358 in 2000 to 62,060 in 2010. Even with the slight decline in population, it is important to have a well balanced, complex transportation system. Although the primary method of transportation in Clark County is the motor vehicle, it is still important to maintain a balanced transportation system. This limits the dependence on any particular mode, but also aids in limiting congestion. Congestion carries several social, economic, and environmental impacts including wasted time, increased stress, carbon emissions reducing air quality, and wasted fuel. On the following pages is an inventory of the different types of multi-modal transportation Clark County has to offer.



Multi-Use Trails

The transportation system offers bicyclists several routes to get around town. This includes the extensive multi-use trail system which contains over 35 miles of paved trails in Clark County. The Clark County trail system consists of five trails. These trails include the Little Miami Scenic Trail, Simon Kenton Trail, Prairie Grass Trail, Buck Creek Scenic Trail and the Tecumseh Trail. These trails, which were primarily built along abandoned rail beds, are a part of a much larger regional system which connects to Cincinnati, Dayton, Yellow Springs, Urbana, Troy, Piqua, Xenia, London, among other places.

In addition to the current trail system, there are two funded improvements to the existing trail network. The TCC policy board recently adopted the FY12-15 Transportation Improvement Program. The TIP has funding available for two trail projects in Clark County. Both projects are consistent with the 2011 Multi-Use Trail Plan. Both projects also address multi-modal needs of the County. The descriptions below explain the projects and the need they address.

Project	Description
Little Miami Trail Extension: From John Street to Leffel Lane and from Fair Street to Johnny Lytle	This project will connect two portions of the trail that currently are on street routes. This project will provide a continuous trail corridor from just north of Cincinnati to Urbana
Tecumseh Trail Phase II	The project will extend the Tecumseh Trail from its current termini at SR 235 to the old YMCA building. This is phase II of a three phase project to connect the City of New Carlisle to the unincorporated Park Layne in Bethel Township.



Bicycling

In addition to dedicated multi-use trail facilities, Clark County also has several roadways that are suitable for bicycling. Roadways are typically deemed bicycle appropriate by a level of service (LOS) calculation. There are several different LOS calculations available, and many have been used across the country to generate data. For the purposes of this analysis, the LOS analysis that was chosen was formed by the League of Illinois Bicyclists. The website can be viewed at www.bikelib.org. Factors that were analyzed in this calculation were:

- Roadway through lanes per direction
- Width of the outside lane (riding lane)
- Width of outside lane stripe to pavement edge
- Bi-directional traffic volume
- Posted speed limit
- Percentage of truck traffic
- Federal Highways pavement condition rating
- Percentage of road segment with occupied on street parking
- On street parking time limit
- Is the route a residential area?

In a couple of instances throughout these calculations, the default value had to be used. The default values had to be used because it was not possible to gather all of the data in the above calculations. TCC staff is confident however that the default values provided mirror real life conditions fairly closely. The two primary default values used were:

- A 2% value for truck traffic
- A value of 4 for FHWA pavement condition rating

It is important to remember that the level of service maps do not take the following factors into consideration: terrain, grade, and road geometry. Users of the level of service maps should be aware of potential hazards on any of these routes and should bear the full responsibility for his or her safety. The TCC and its local partners in no way warrant the safety of any of the routes.

The maps on the following pages illustrate the county roadway system and the City of Springfield roadway system and how they project in terms of bicycle LOS. The LOS scale is as follows A= Extremely High, B=Very High, C=Moderately High, D=Moderately Low, E= Very Low, F= Extremely Low.



Transit

Urban public transit services are currently offered in the City of Springfield within established service boundaries. The City of Springfield is the designated recipient of Federal Transit Administration (FTA) funding and is responsible for local share of the services. Public transit services are offered Monday through Friday, 6:40am-5:40pm, excluding 9 holiday closures. The routes cover 111.5 miles and approximately 1,050 miles per day system wide. Routes operate on 30 and 60 minute headways with a transfer focal point in downtown Springfield. All fixed route vehicles are equipped with a low floor configuration for passenger convenience and accommodate 2 wheelchairs. Fixed route vehicles are also equipped with bicycle racks that accommodate 2 bicycles.

The fixed route system provides nearly 300,000 trips annually and offers stops at all corners along the route that are deemed safe stops. The transit system offers 4 shelters at the

Downtown transfer center including a large enclosed, heated, ADA accessible shelter. The system also offers 16 shelters along its 10 routes for passenger comfort and convenience. The City of Springfield has several ADA compliant sidewalks with truncated corner ramps for ease of travel throughout the city. This amenity has proven to be quite convenient for passengers who are wheelchair or mobility aid dependent. The addition of these access points has also offered passengers more transit options, as passengers who were unable to utilize fixed route due to accessibility to stops are now able to get to those points.

Other public transit services include complementary ADA paratransit curb-to-curb services which provide service to patrons who, due to his/her disability, are unable to utilize fixed route service. ADA paratransit services are offered during the same hours as fixed route. Operators of the ADA paratransit service are specially trained in securement and working with special needs of disabled passengers.

Dial-A-Ride service is a select curb-to-curb service designed for patrons who prefer a more direct trip to his/her destination. Dial-A-Ride is a little more expensive to the passenger but tends to eliminate the frustration of navigating the fixed route system and saves time in transit.

Clark County-Springfield TCC works closely with the City of Springfield and the public transportation service provider. Through our cooperative relationship, Clark County-Springfield TCC also assists the current system with seeking funding partnerships in an effort to offset some operating cost of the system and aid in seeking funding opportunities for expansion of public transportation services. Efforts have been focused on the Springfield public transit system but have recently reached out into other Clark County communities that have identified need and have met the requirement for local share funding. These efforts have been assisted greatly through access to Job Access - Reverse Commute (JARC) funding and New Freedom



funding. Future efforts may rely on assistance from Congestion Mitigation and Air Quality (CMAQ) federal funding as well.

In 2011, City of New Carlisle recently submitted an application for JARC funding that will connect New Carlisle to Mad River Township and the City of Springfield. The proposal is currently under review with the Ohio Department of Transportation (JARC designated recipient) before being forwarded to the FTA. Once approved, this public transportation option will complement the City of Springfield system and the recently implemented Greene County transportation connector, a one day per week service that runs between Springfield and the Village of Yellow Springs.

The Greene County connector is a collaborative effort between Clark County-Springfield TCC and the Greene County Transit Board (Greene CATS). Local funds are provided by the Community-Mercy Foundation which is matched with federal funding through a 2010 New Freedom grant.

Coordinated Transportation

Beginning in 2007, public transit - human service projects funded through federal sources are required to be derived from a locally developed Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan). In accordance with this requirement and our Coordinated Plan, Clark County-Springfield TCC aids in connecting human service agencies with needed transportation services and assists such agencies with grant funding in acquiring vehicles.

Clark County currently has several "coordinated transportation partners" who experience some down time with vehicles and personnel and offer assistance to agencies, at cost, for human services trips. Human services transportation includes a population of seniors, people with disabilities, and the economically disadvantaged.

Clark County-Springfield TCC maintains a directory of human services transportation providers and, due the smaller size of our communities, communicate and work very closely with these agencies on a regular basis. The directory information is updated on Coordinated Plan update cycles and as changes are identified. Directories include a summary of services, cost, and eligibility requirements for each provider.

Rideshare

The Clark County Springfield TCC is responsible for operating the Rideshare program for Clark County. The Rideshare program is a free program that matches travelers that live and work near one another. To register for Rideshare, travelers must log onto the website at www.rideshareohio.com. Once registered, the traveler will be contacted with commuters that



have similar schedules and destinations. The Rideshare Ohio database not only includes commuters from Clark County, but also includes commuters from Champaign and Logan County, as well as users from the Dayton, Cincinnati and Columbus regions.

Another aspect of the Rideshare program that commuters take advantage of is the Park and Ride lots. These lots allow commuters to park their cars free of charge while commuters carpool to their destination. These lots are especially useful for those travelers who commute to the same place, but do not live directly by one another. Clark County has 3 lots for commuters to take advantage of. The lots are located at SR 54 and I-70, Leffel Lane and SR 72, SR 4 and Middle Urbana Rd.

The Clark County Springfield TCC continues to promote the Rideshare program in various ways. The TCC recently launched a “Think Green, Save Green” campaign aimed at promoting greener lifestyles while at the same time saving money. The TCC will run commercial advertisements on WHIO TV for 6 months in 2011. The TCC also started a Facebook page where interested patrons may receive updates and information pertaining to the Rideshare program.

Multi-Modal Needs Criteria

Clark County faces several opportunities, as well as challenges over the next several years. There has been a push in the transportation sector to navigate away from automobile methods of transportation and rely more on active and public transportation. The automobile comprises the overwhelming majority of trips in the Clark County region. That is to be expected, as the transportation system is predominantly focused on moving the car from place to place. For the past 60 years, automobile transportation made sense as the most popular method of transportation. Cars were relatively cheap, quick, and convenient. Because of this, the United States has built infrastructure which is incredibly expensive to maintain. There is nothing wrong with the automobile being the main method of transportation, as it probably will be for the foreseeable future. However, the recent push for communities to support more pedestrian, cycling and public transportation infrastructure has not been ignored. As you can see by the maps on the following pages, Clark County, and in particular Springfield, has a fairly extensive multi-modal transportation network. Clark County has spent a lot of resources on public transportation and multi-use trails. As good as the multi-modal system is in Clark County, there are still some gaps that could be addressed to promote economic vitality, connectivity, and safety.

When analyzing the multi-modal system in Clark County, it is important to identify where cycling, pedestrian, and public transportation trips are most likely to occur. System connectivity is crucial when promoting multi-modal transportation. People are going to use the most convenient, affordable, and safe method to get around the transportation system. If the different methods of transportation link to one another, they are more likely to generate use. Since SCAT vehicles have bike racks on the front of them, it is imperative to make sure that the



transit and trail systems are connected. The Springfield multi-modal system map displays how the systems support one another. Connections like these support the system and promote its success. There are also certain instances where enhanced cycling infrastructure makes sense, while other times it may make more sense to extend public transit service. Not all modes of transportation solve the gaps that exist in the system. Below are some examples of when certain modes of transportation may be most efficiently utilized

Bike and Pedestrian	Public Transportation
Schools	Employment Centers
Employment Centers	Downtowns
Parks and Recreational Destinations	Higher Density Residential Neighborhoods
Libraries	Medical Facilities
Downtown	Commercial Centers
Higher Density Residential Neighborhoods	Schools

Funding Sources

Finally, it is important to analyze fiscal feasibility when looking to the gaps in the multi-modal infrastructure system. In an ideal community, public transportation would hit every street in a timely fashion, all roads would have bike lanes, and Clark County would be completely connected via multi-use trails. In reality, such a place cannot exist because of financial resources. Public transit, pedestrian facilities, and multi-use trails are expensive. Costs often prohibit beneficial projects from happening. One of the goals of the TCC is to leverage as much Federal, State, and local grant dollars as possible to enhance the multi-modal system. With municipal budgets shrinking, it will take creativity and perseverance to fund projects to create a complete transportation system. Below are some of the funding options available:

Congestion Mitigation and Air Quality (CMAQ) - Federal funding source with a primary focus to eliminate congestion and improve health and quality of life by reducing harmful emissions. These funds are sub-allocated by ODOT to the TCC on behalf of the Federal government. Certain types of bike, pedestrian, and transit projects are eligible CMAQ expenses.

Surface Transportation Program (STP)-Federal funding which is sub allocated by ODOT to the TCC. This program is used to fund resurfacing (including trails), reconstruction, rehabilitation, restoration, and operational improvements, for highways and bridges. STP funding can also fund transit capital projects.

Transportation Enhancements (TE) - TE funds are transportation related activities that are used to strengthen the cultural, aesthetic, and environmental aspects of the intermodal



transportation system. This funding is for non-traditional projects such as restoration of historic facilities, and landscaping and scenic beautification. Bike and pedestrian facilities are also eligible expenses for funding.

Safe Routes to School (SRTS)- Provides reimbursable funds to eligible applicants (non-profit organizations, state, local, and regional agencies) for projects that enable students to ride their bikes or walk to school. The money can be used for capital or non-capital expenses. Examples may include sidewalks, bike facilities, education programs, and training seminars. The SRTS program in Clark County is monitored by the TCC

Job Access Reverse Commute (JARC)/ New Freedom -The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by low-income persons seeking to obtain and maintain employment. Eligible recipients of JARC funding include states and public bodies. Capital, planning, and operating expenses are eligible expenses under the JARC program.

Clean Ohio Trail Fund (COTF) - The Clean Ohio Trail Fund is a State funding source which works to improve trail opportunities for all Ohioans. Special emphasis is given to trails that are consistent with the statewide trail plan, complete regional trail systems, link population centers with recreational facilities, and provide links in urban areas to support commuter access and provide economic benefit.

Recreational Trails Program (RTP) – Federal funding source which provides money to each State to develop and maintain recreational trails and trail related facilities. These funds benefit recreation including hiking, biking, skating, equestrian use, and off road motorized vehicles.

Transportation Review Advisory Council (TRAC) – Federal and State funding mechanism for projects greater than \$5 million which are critical to advancing the State’s mobility, economic development, and quality of life. Examples of TRAC funded projects include intermodal facilities, major transit facilities, ITS systems, or Interstate enhancements.



Multi-Modal Needs of the Community

After analyzing the gaps in the Clark County multi-modal system, the TCC has identified the following projects to enhance the multi-modal infrastructure.

- 1) Promote multi-modal connectivity along Bechtle Avenue between SR 41 and St. Paris Pike.
 - Bechtle Avenue serves as Clark County's main commercial hub. It is a main destination for dining and shopping in the Springfield/Clark County area. It also serves as a main hub of employment for the area. Currently the infrastructure rates as a Bicycle LOS F (extremely low). The corridor also lacks sidewalks for those pedestrians that would like to walk.
 - The area is serviced by transit and Dial-A-Ride.
- 2) Promote multi-modal connectivity to the residential areas north of Villa Rd
 - The residents of Kingsgate Commons and Northridge currently do not have a safe method to get to Springfield outside of a personal vehicle. The three primary roads that connect the areas to Springfield are Middle Urbana Rd (Bicycle LOS E), Derr Rd (Bicycle LOS C), and Villa Rd (Bicycle LOS E).
 - In March of 2011 SCAT experimented (90 day trial) with expanding its fixed route service in the Northridge area. Some alternatives to offset the local match to continue running the service could include JARC funding for the area.
- 3) Promote multi-modal connectivity to the unincorporated area of Park Layne and Crystal Lakes.
 - The unincorporated area of Park Layne and Crystal Lakes is located just south of the City of New Carlisle. A multi-use trail to extend the Tecumseh Trail in New Carlisle to Raynor Park in Park Layne is in the 2011 Multi-Use Trail Plan. This project would enhance the multi-modal connectivity in western Clark County. US Route 40 which is the primary connection between the area and Springfield has a high bicycle LOS. The issue is the St Route 68, US 40, Upper Valley Pike, Lower Valley Pike intersection. This crossing is very dangerous to cyclists. Pedestrian enhancements to this intersection would be beneficial to cyclists.
 - In 2012, it is highly probable that the City of New Carlisle and Mad River Township's JARC grant will begin service. The route which connects Springfield with the City of New Carlisle and Mad River Township can also accommodate Park Layne and Crystal Lakes. The proposed JARC grant is an ideal way for the area to receive transit connectivity to Springfield. The TCC is dedicated to helping the township find local match sources to help offset the local match.



- 4) Extend SCAT service to operate later into the evenings and during weekends.
 - The barrier to this has always been fiscal constraint. The City of Springfield would support extensions in service, but the cost has been too high in the past. SCAT officials, the City of Springfield, and the TCC will continue to explore avenues to accommodate extended evening hour and weekend service.

- 5) Promote pedestrian and bicycling enhancements to the gateways into the City of Springfield.
 - While the City of Springfield has relatively high bicycle LOS ratings, the routes available to cyclists have a low LOS. Already mentioned was the US 68, US 40, Upper Valley Pike, Lower Valley Pike intersection on the westside of Springfield and the Derr Rd/ Villa Rd intersection to the north. To the south, the Yellow Springs street corridor has a relatively high LOS, while the SR 72 LOS is low. To the east, Old Columbus Rd and US 40 have a LOS F, while SR 41 has a high LOS. The SR 41 corridor becomes difficult to navigate at the Springfield City limits at SR 41 and I-70 by the fairgrounds.

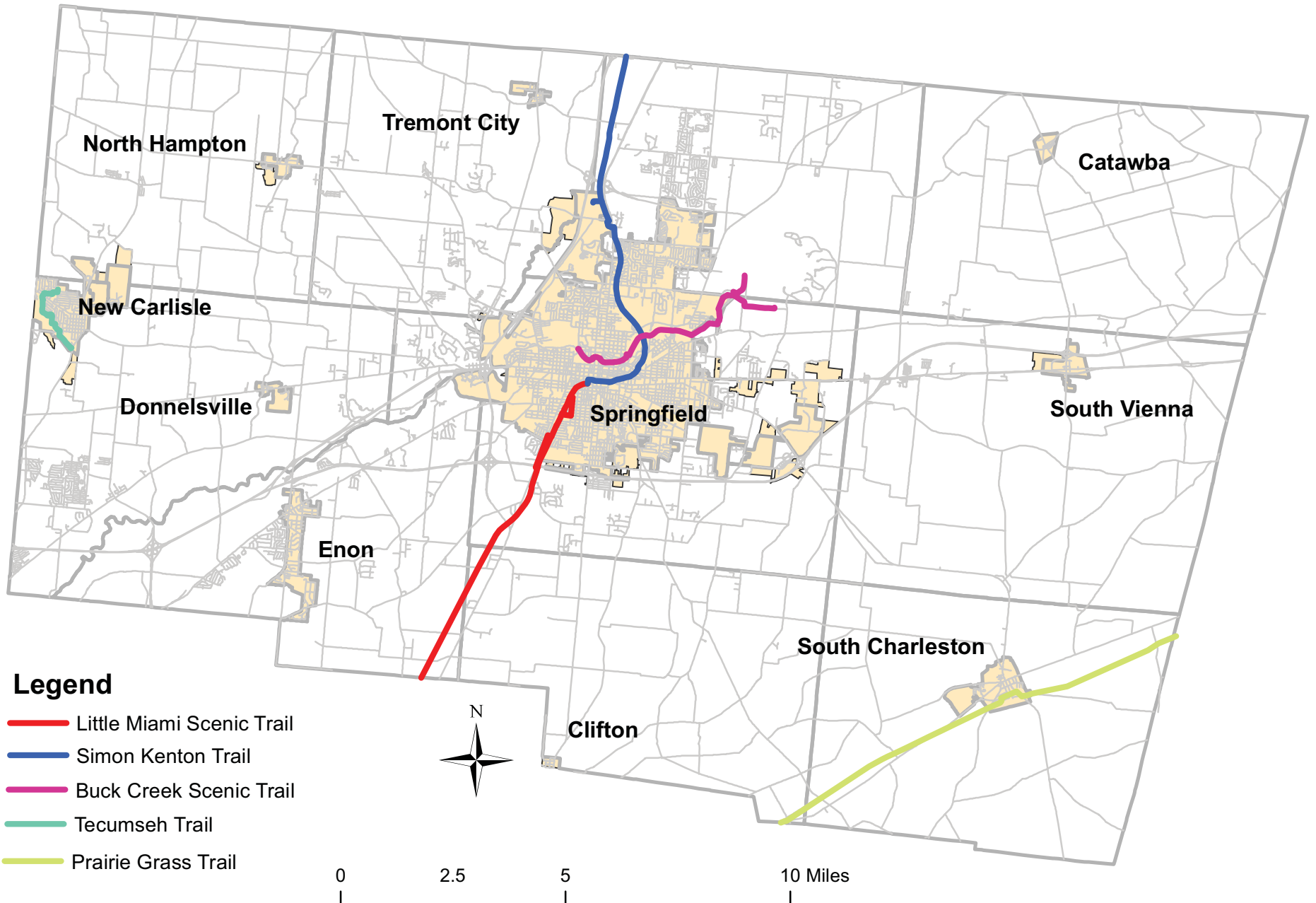


CLARK COUNTY-SPRINGFIELD
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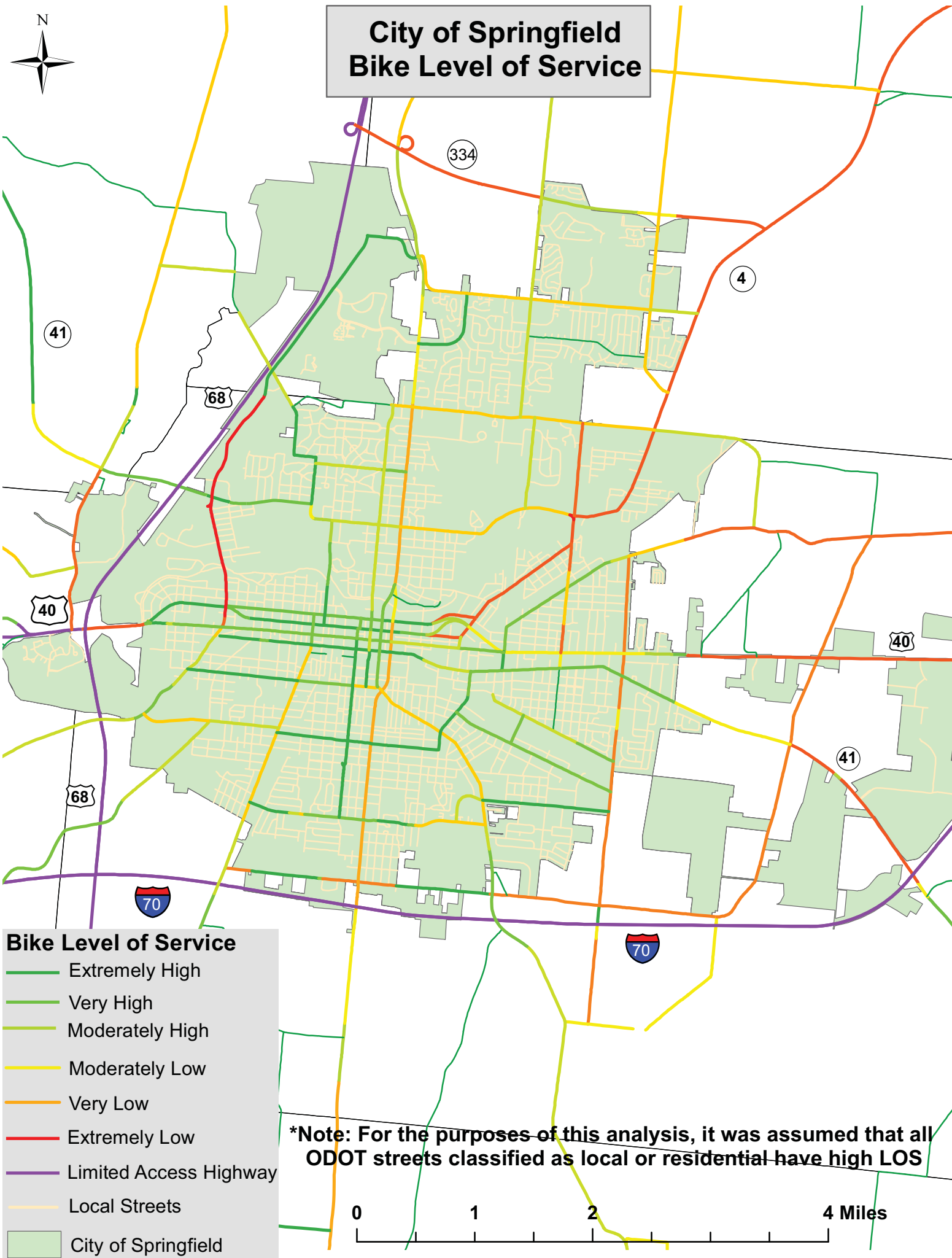
Appendix A through G
on following pages



Clark County Multi-Use Trail System



City of Springfield Bike Level of Service



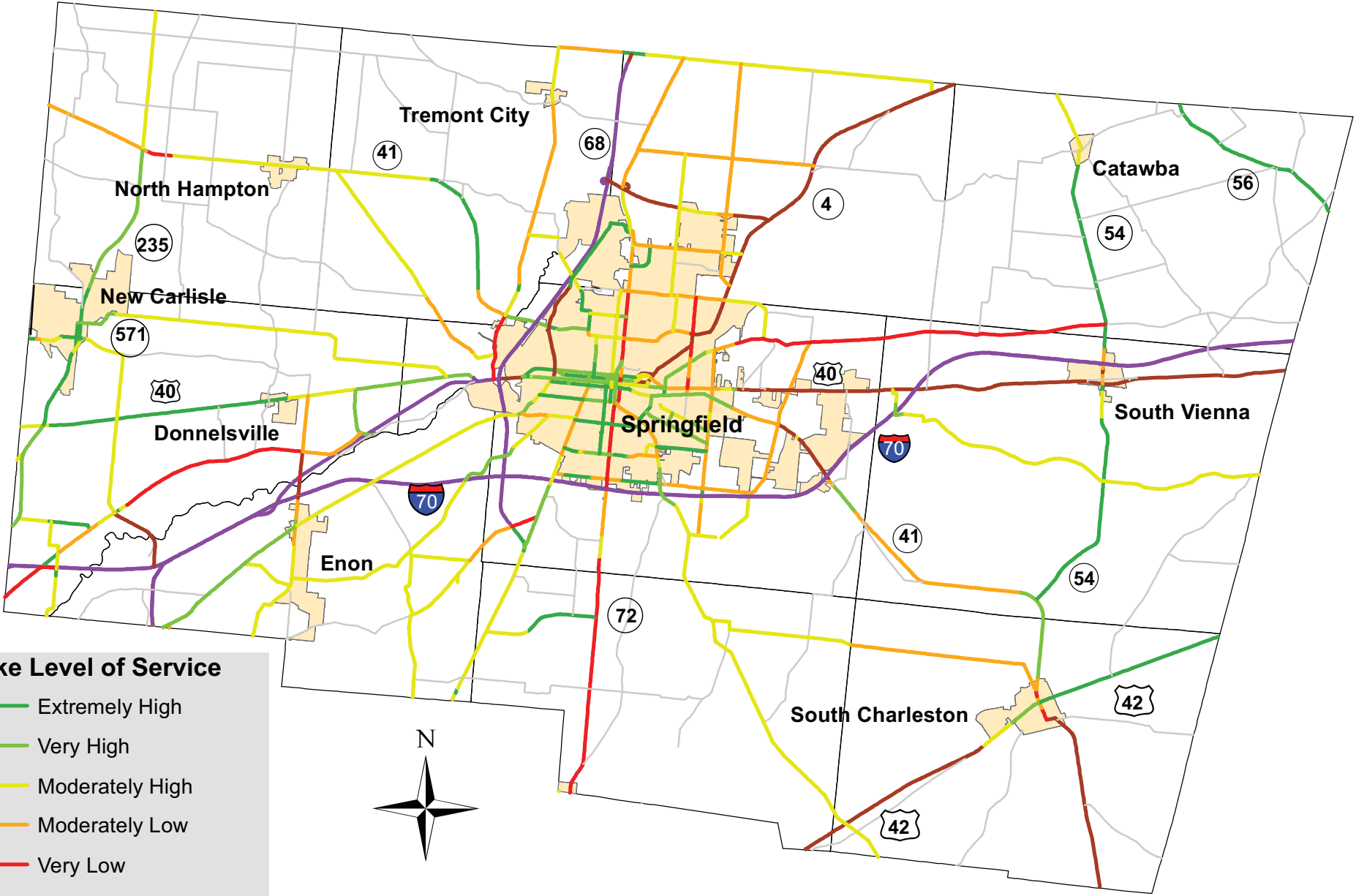
Bike Level of Service

- Extremely High
- Very High
- Moderately High
- Moderately Low
- Very Low
- Extremely Low
- Limited Access Highway
- Local Streets
- City of Springfield

***Note: For the purposes of this analysis, it was assumed that all ODOT streets classified as local or residential have high LOS**

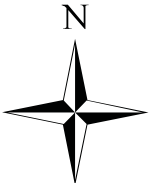


Clark County Bicycle Level of Service



Bike Level of Service

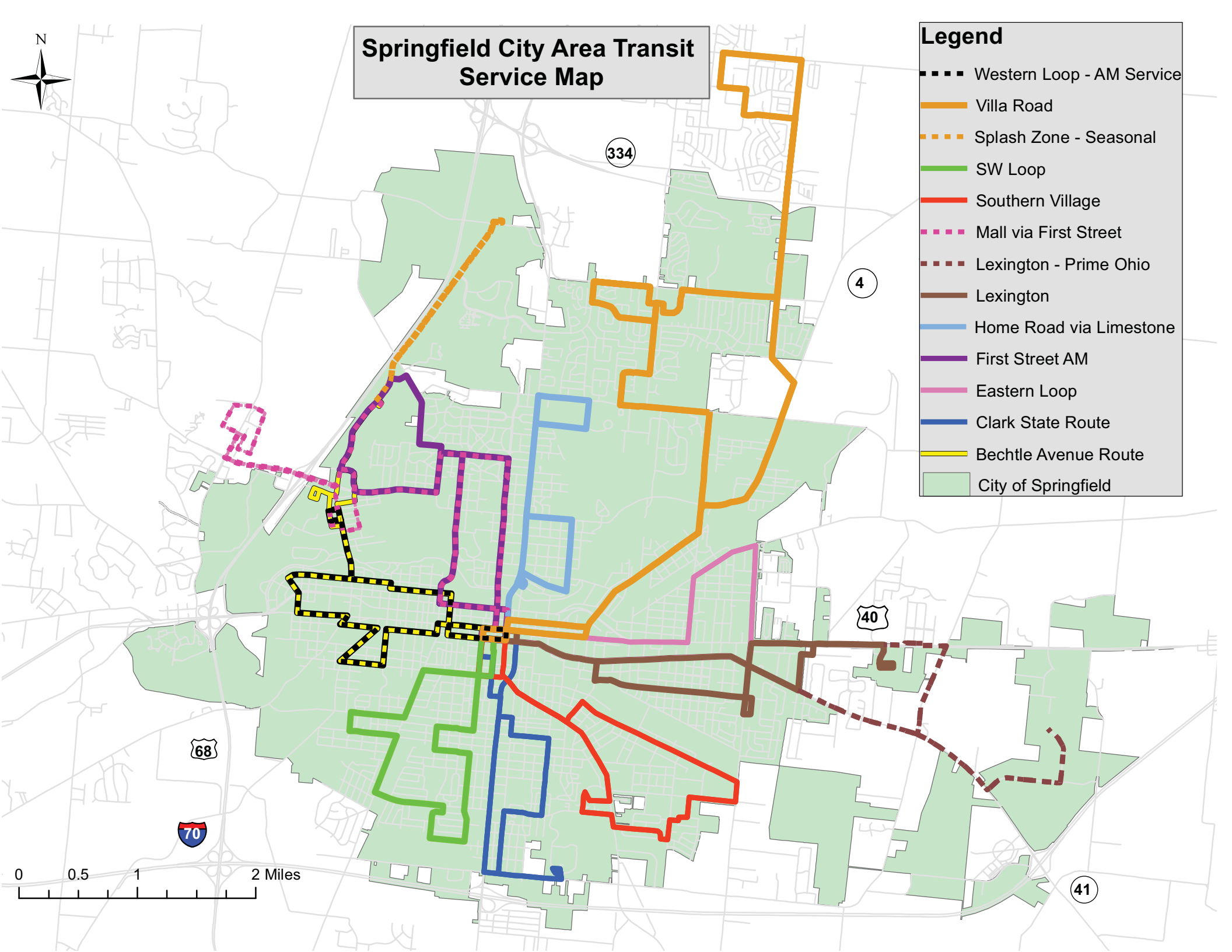
- Extremely High
- Very High
- Moderately High
- Moderately Low
- Very Low
- Extremely Low
- Limited Access Highway
- County Roads
- Municipalities

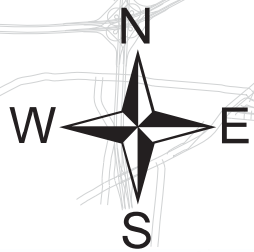
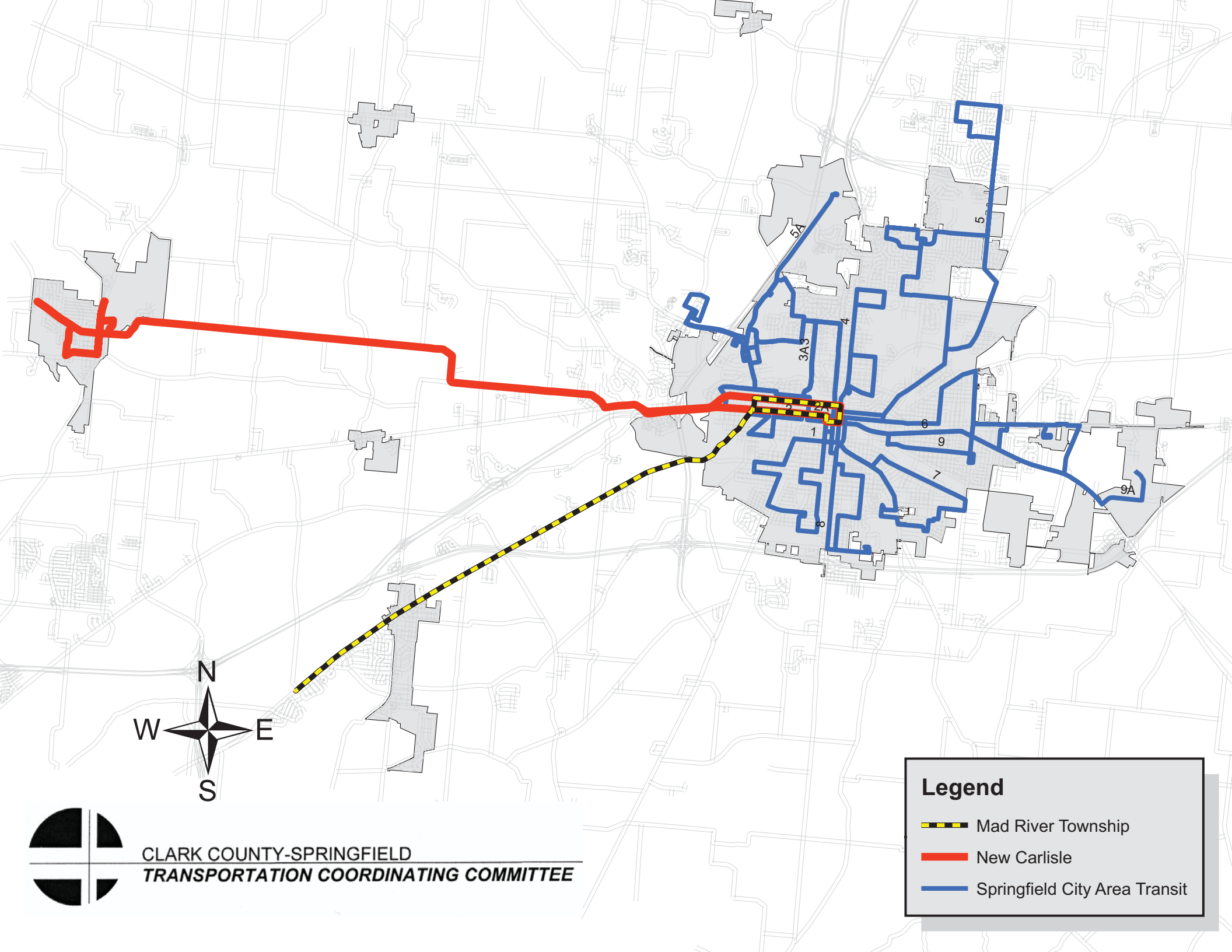


0 2.5 5 Miles

Springfield City Area Transit Service Map

- ### Legend
- Western Loop - AM Service
 - Villa Road
 - Splash Zone - Seasonal
 - SW Loop
 - Southern Village
 - Mall via First Street
 - Lexington - Prime Ohio
 - Lexington
 - Home Road via Limestone
 - First Street AM
 - Eastern Loop
 - Clark State Route
 - Bechtle Avenue Route
 - City of Springfield



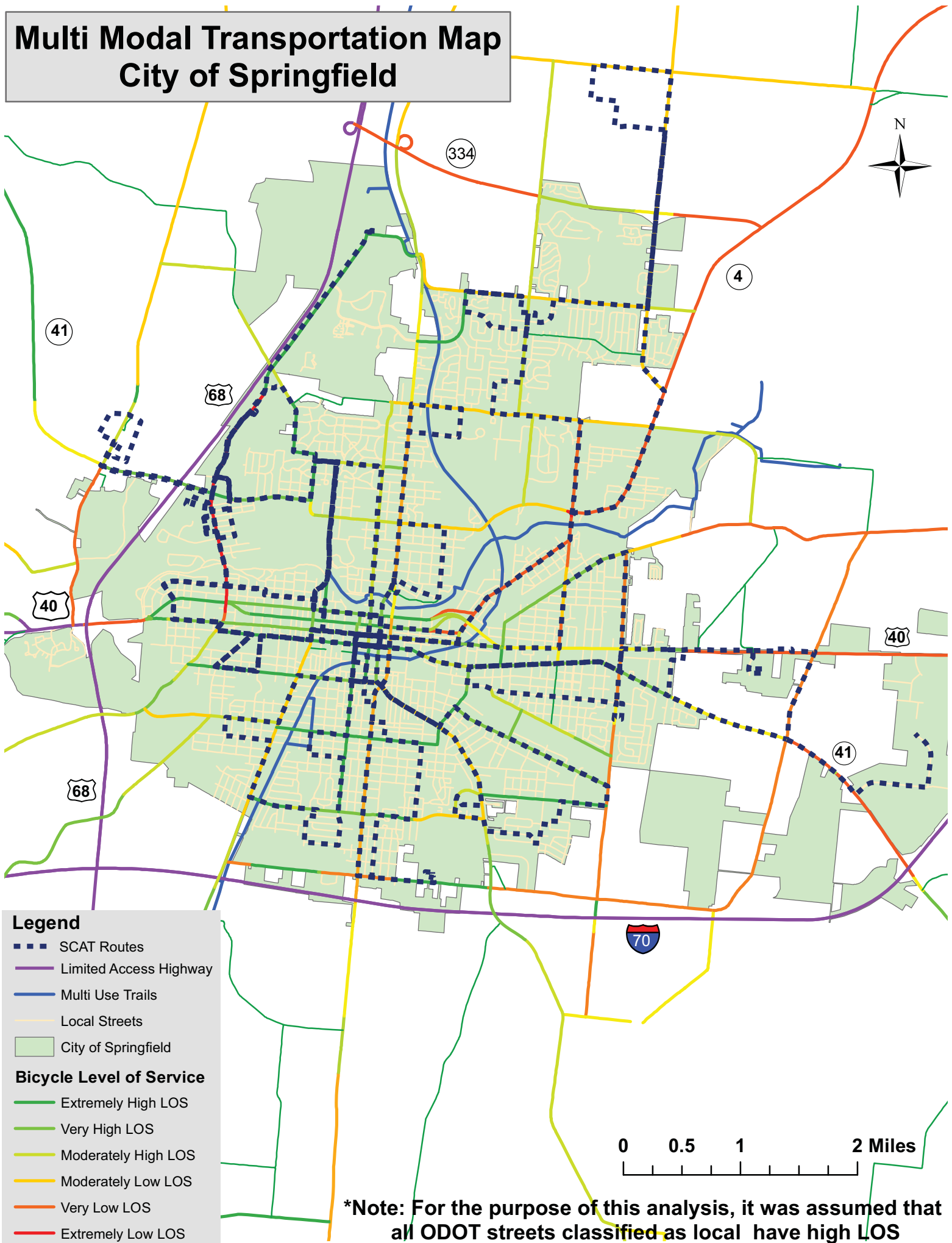


CLARK COUNTY-SPRINGFIELD
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Legend

-  Mad River Township
-  New Carlisle
-  Springfield City Area Transit

Multi Modal Transportation Map City of Springfield



Legend

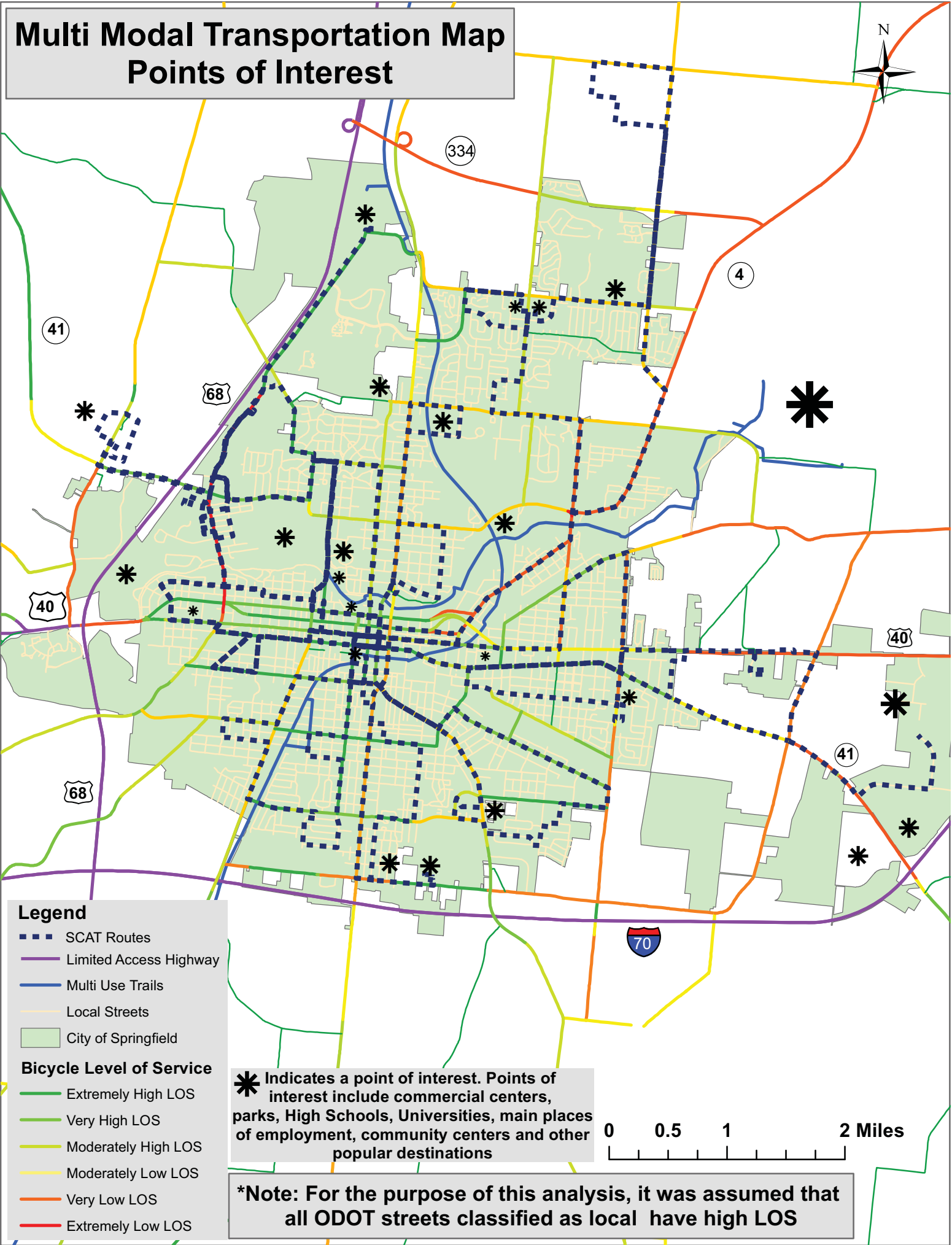
- SCAT Routes
- Limited Access Highway
- Multi Use Trails
- Local Streets
- City of Springfield

Bicycle Level of Service

- Extremely High LOS
- Very High LOS
- Moderately High LOS
- Moderately Low LOS
- Very Low LOS
- Extremely Low LOS

***Note: For the purpose of this analysis, it was assumed that all ODOT streets classified as local have high LOS**

Multi Modal Transportation Map Points of Interest



Legend

- - - SCAT Routes
- Limited Access Highway
- Multi Use Trails
- Local Streets
- City of Springfield

Bicycle Level of Service

- Extremely High LOS
- Very High LOS
- Moderately High LOS
- Moderately Low LOS
- Very Low LOS
- Extremely Low LOS

***** Indicates a point of interest. Points of interest include commercial centers, parks, High Schools, Universities, main places of employment, community centers and other popular destinations

0 0.5 1 2 Miles

***Note:** For the purpose of this analysis, it was assumed that all ODOT streets classified as local have high LOS