

**VILLAGE OF WOODLAWN, OHIO
CITY OF WYOMING, OHIO**

SPRINGFIELD PIKE (SR 4) IMPROVEMENT PLAN

**AUGUST 2024
FINAL REPORT**



ACKNOWLEDGMENTS

Village of Woodlawn, Ohio

Tim Engel
Cyndi Chandler
Robert Johnson
Robert Lawson

City of Wyoming Representative

Ethan Pagliaro

Alloy Development Co.

Daniel Ferguson
Michael Whidden

GRANT FUNDING



This project has been funded in part by Hamilton County, Ohio's 2022 CDBG Mini-Grant Planning Program.

PREPARED BY:



City of Wyoming, Ohio

Megan Statt Blake
Tana Bere
Rob Nicolls
Rusty Herzog
Rachel Leininger

Village of Woodlawn Representative

Robert Johnson

Wyoming Committee

Chris Harmon
Sara Aschliman
Ethan Pagliaro
Dean Lutton
Maureen Geiger
L.R. Hunley
Isis Arrieta-Dennis
Todd Wales

Thank you to the many residents and business owners of the Village of Woodlawn and City of Wyoming who provided valuable feedback and insights throughout this project!

Your attendance at events and the input provided greatly contributed to the development of your final Springfield Pike Improvement Plan.

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PROJECT OVERVIEW

This document represents two communities coming together to strategize improvements to a complex corridor that passes through them. The City of Wyoming and Village of Woodlawn are committed to improving safety, functionality, and character within their communities through the implementation of sound design strategies developed with these guiding principles:

1. **Community-driven process** – engaging with residents, business owners, and visitors within both communities
2. **Safe and accessible transportation facilities for all** – focusing on improvements that promote walking and biking along the Springfield Pike Corridor
3. **Supporting private development** – Focusing on public infrastructure improvements that will positively impact residents and business owners
4. **Collaborative placemaking** – creating a recognizable gateway element between Wyoming and Woodlawn and consistent corridor improvements that will unite two communities but also highlight their uniqueness

The Springfield Pike corridor connects the City of Wyoming and Village of Woodlawn physically, and presents significant opportunity moving forward as they work to continue the momentum of recent improvement and planning efforts.



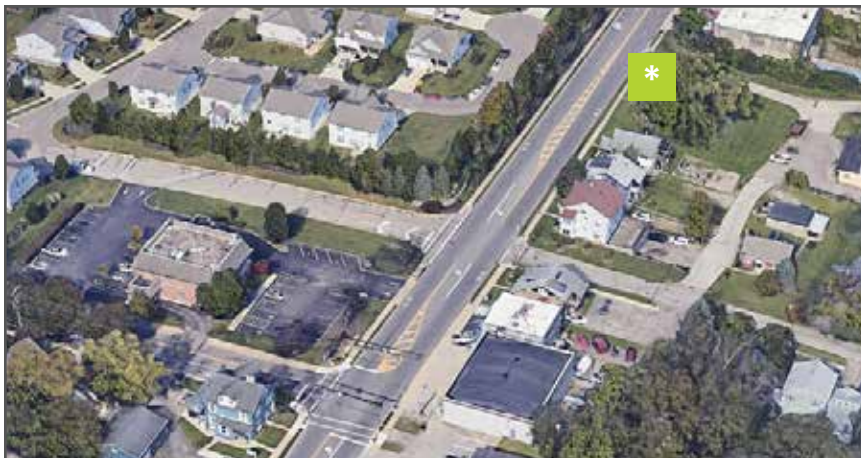
WOODLAWN & WYOMING

SHARED GATEWAY

SHARED GATEWAY

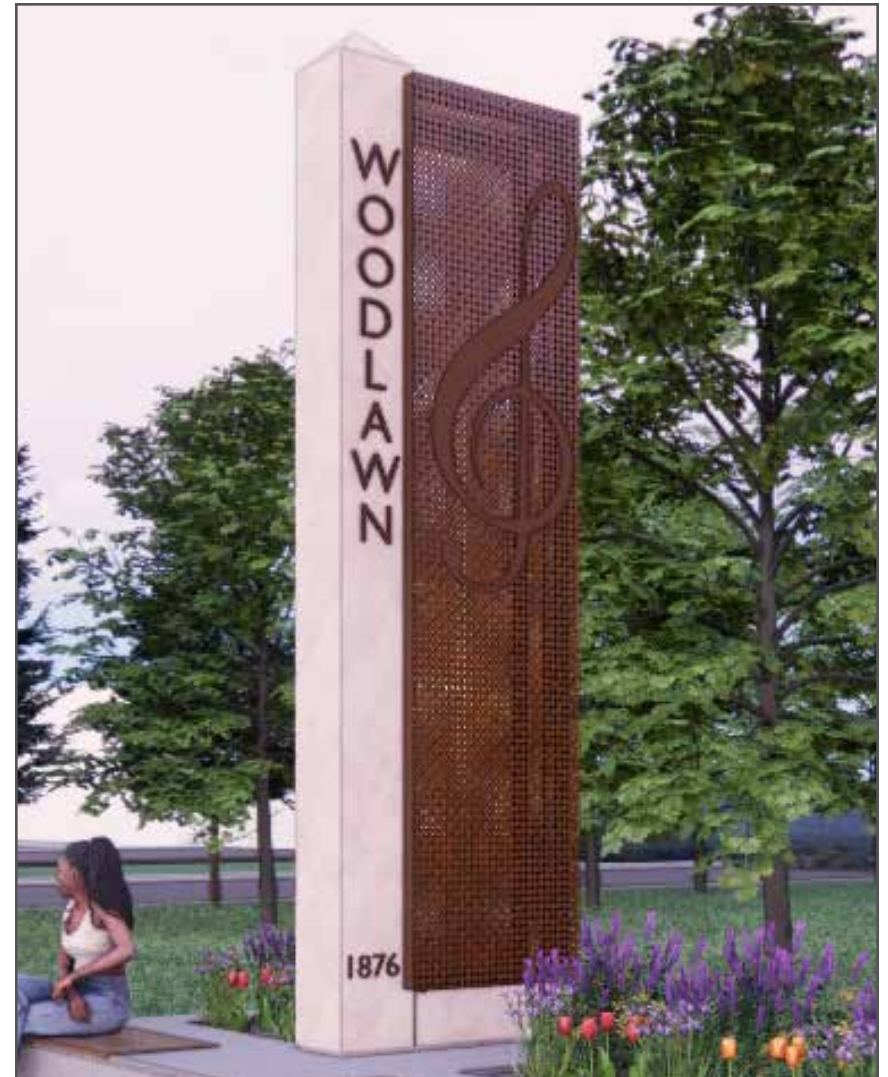
A core concept of this plan is incorporating a shared gateway element along Springfield Pike for the Village of Woodlawn and City of Wyoming. Three thoughtful designs that complement both municipalities were developed that pay tribute to Wyoming's signature trees and Woodlawn's desire to incorporate a harmonious musical and/or performing arts theme.

Several concepts were developed as part of the Gateway Concept process that were further vetted by each community's stakeholder groups. This was a collaborative effort that led to the preferred design included in this report.



Gateway Location:

Located on NB side of Springfield Pike between Terrace and Barron Drives





Looking NB on Springfield Pike toward the Village of Woodlawn

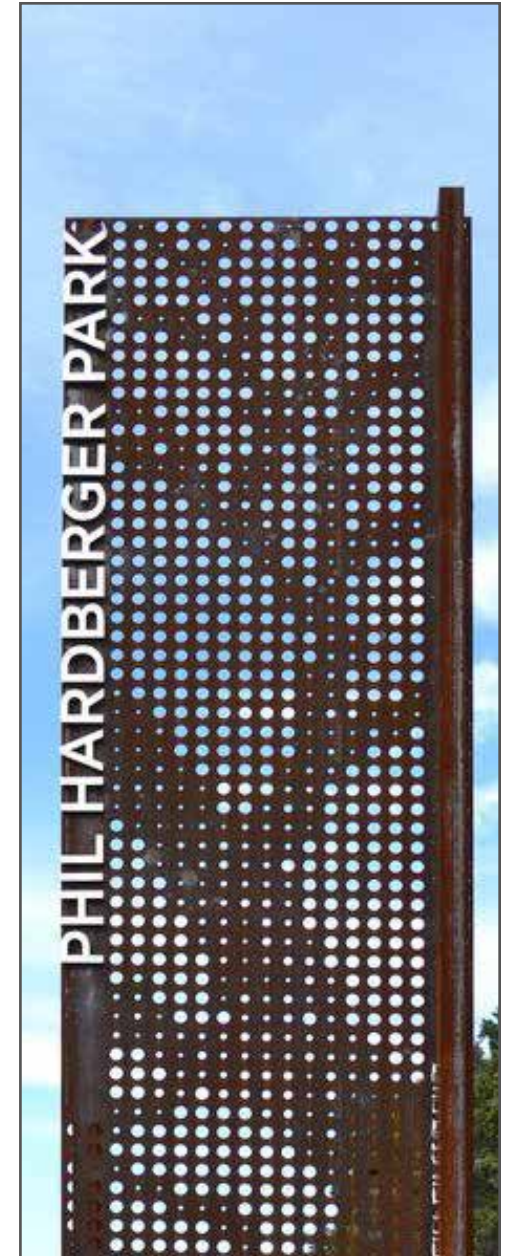
VILLAGE OF WOODLAWN, OHIO



Looking SB on Springfield Pike toward the City of Wyoming

CITY OF WYOMING, OHIO

GATEWAY SIGNAGE INSPIRATION



GATEWAY SIGNAGE INSPIRATION



VILLAGE OF WOODLAWN, OHIO



CITY OF WYOMING, OHIO

Cost Estimate - Woodlawn & Wyoming Gateway Sign

Qty	CSI Number	Description	Unit	Total
3.000	01311 320 0200	Field personnel, project manager, average	Week	16,310.54
6.000	01311 320 0260	Field personnel, superintendent, average	Week	30,478.08
1.000	01541 950 0100	Crane crew, daily use for small jobs, 12-ton truck-mounted hydraulic crane, portal to portal	Day	4,047.87
5.000	01562 310 0500	Barricades, plastic, 24" wide, foldable	Ea.	1,318.34
100.000	01562 650 0100	Temporary fencing, chain link, 6' high, 11 ga	L.F.	1,206.42
1.000	01712 313 1400	Boundary & survey markers, crew for roadway layout, 4 person crew	Day	3,531.97
240.000	02411 317 5800	Demolish, remove pavement & curb, remove concrete, mesh reinforced, to 6" thick, hand held equipment. excludes hauling and disposal fees	S.F.	1,021.02
200.000	03111 385 0260	C.I.P. concrete forms, wall, brick shelf, add to wall form, 4" wide, 1 use, includes erecting, bracing, stripping and cleaning, use wall area above shelf	SFCA	6,286.10
200.000	03111 613 5800	CIP concrete form liner, ABS plastic, add to wall forming cost, 4" wide aged wood, 1 use, includes erecting, stripping and cleaning	SFCA	2,603.34
4.000	03305 340 4250	Structural concrete, in place, free-standing wall (3000 psi), 8" thick x 14' high, includes forms(4 uses). Grade 60 rebar, concrete (Portland cement Type I), placing	C.Y.	5,809.88
12.000	03311 370 4600	Structural concrete, placing, slab on grade, direct chute, over 6" thick, includes leveling (strike off) & consolidation. excludes material	C.Y.	365.74
70.000	03451 350 0250	Precast wall panel, smooth, gray, uninsulated, low rise, 16' x 8' x 4" thick, 3000 psi	S.F.	4,666.96
70.000	03451 350 1200	Precast wall panel, smooth, gray, for white finish, add	S.F.	425.36
70.000	03451 350 1250	Precast wall panel, smooth, gray, for exposed aggregate, add	S.F.	108.78
160.000	06221 340 2750	Exterior trim and moldings, door and window casing, redwood, clear all heart, 1" x 12"	L.F.	2,717.63
100.000	07135 310 0400	Elastomeric sheet waterproofing, EPDM, plain, nylon reinforced sheets, 60 mils thick	S.F.	584.16
56.000	07443 310 0400	Metal faced panels, textured aluminum, 4' x 8' x 5/16" plywood backing, single face	S.F.	817.83
50.000	09971 323 6540	Paints and protective coatings, gloss topcoat, sprayed	S.F.	119.06
1.000	26051 955 1600	Underground feeder cable, copper with ground, #14, 3 conductor, type UF	C.L.F.	441.30
1.000	00000 000 0000	LED Lighting System, controllable	Ea.	19,000.00
15.000	31231 613 0050	Excavating, trench or continuous footing, common earth, 3/8 C.Y. excavator, 1' to 4' deep. excludes sheeting or dewatering	B.C.Y.	213.11
50.000	31231 616 6035	Structural excavation for minor structures, bank measure, for spread and mat footings, elevator pits, and small building foundations. common earth. 3/4 C.Y.	B.C.Y.	1,706.46
12.000	31232 313 0015	Backfill, light soil, by hand, no compaction	L.C.Y.	628.61
10.000	32911 316 0100	Soil preparation, mulching, aged barks, 3" deep, hand spread	S.Y.	146.83
1.000	00000 000 0000	Landscaping, Seeded Lawn	L.S.	4,000.00

Construction Total \$108,555

Contingency 20%

TOTAL ESTIMATED CONSTRUCTION COST \$ 130,266

VILLAGE OF WOODLAWN, OHIO

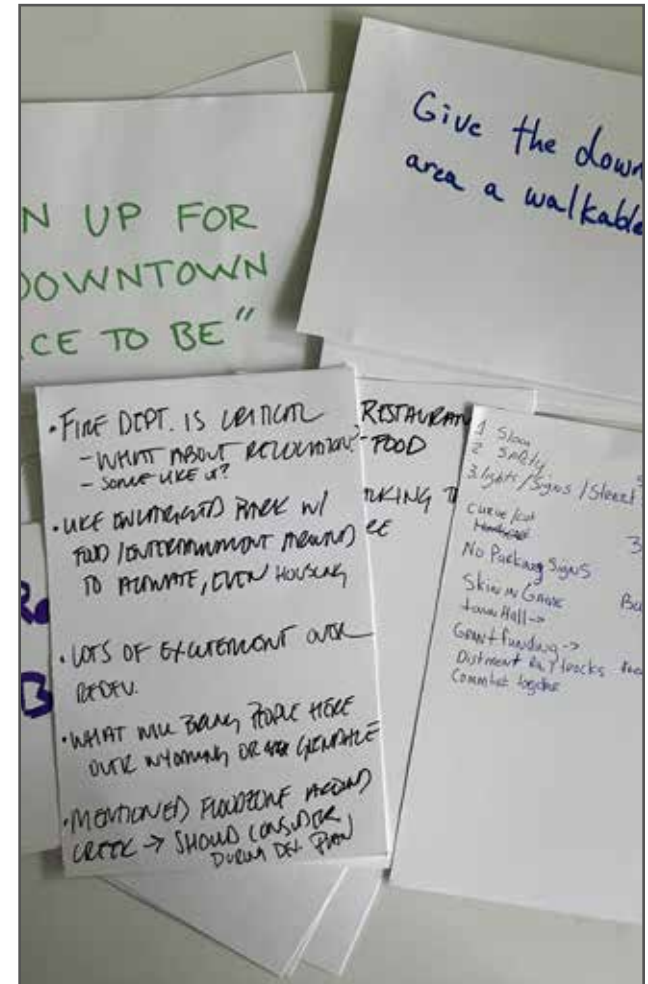
PEDESTRIAN & BICYCLE SAFETY IMPROVEMENT PLAN

SPRINGFIELD PIKE (SR 4)

PROJECT GOALS

As part of this planning process, the Stakeholder Group participated in an exercise where they provided valuable input to establish the project's goals and objectives. These goals served as the guiding principles for our efforts to enhance the visual and functional aspects of Springfield Pike and the Village of Woodlawn.

- 1 Improve safety, walkability and accessibility along Springfield Pk**
 Aims to improve mobility and safety along the Corridor by implementing measures such as sidewalk improvements, high-visibility crosswalks, mid-block crossings, and various elements highlighted in our plan. By prioritizing these factors, Woodlawn can become a more welcoming place for everyone.
- 2 Enhance the visual appeal**
 Springfield Pike to have a positive visual appeal, which can be accomplished through landscaping, lighting, public art installations, and aesthetic improvements. Creating a more attractive community can increase civic pride and attract visitors and potential new residents.
- 3 Create a viable Village Square**
 Establish a Village Square for Woodlawn that serves as a hub for community activity and commerce. A lively, pedestrian-friendly area will offer a variety of residential uses, shops, restaurants, and public spaces for residents and visitors to enjoy.
- 4 Foster community participation and awareness**
 Community participation and awareness are essential to the success of planning efforts. This means actively engaging with local residents and business owners to gain their input and support, as well as clearly communicating project goals and progress to the broader community.
- 5 Develop gateways and branding recommendations**
 Gateways and community branding promote a cohesive identity for our community. This includes options for signage, public art, or other visual elements that help distinguish the Village of Woodlawn and create a sense of place for residents and visitors alike.



Various goals identified in the initial project Kickoff Meeting.
April 2023

PUBLIC INVOLVEMENT

Throughout the project, the Village of Woodlawn and the design team collaborated in three community engagement events. These events were strategically timed in order to allow attendees to contribute feedback towards the initial stages of the Improvement Plan development and respond to preliminary concepts of the Village Square. Attendees were able to review interactive boards and participate in a community survey, enabling them to provide valuable input towards the success of the Plan.

Events Summary

8/17 & 8/24/2023 - Pop-Up Events at the Summer Concert Series at the Caboose

9/14/2023 - Open House held at the Woodlawn Community Center

The following items were gathered from the design team's conversations with attendees, who discussed the project goals with a focus on improving safety and spurring development at the Village Square of Woodlawn between Grove and Riddle Roads. Their responses provided insight into what this development could potentially look like.

- Sidewalks needed at Goodwill
- DORA around Dairy Queen area
- More local business and restaurants
- Recommended coffee shops, wine bars, etc.
- Opening local businesses will make it a destination
- More businesses that will attract people (like a Dairy Queen)
- More senior housing because of the proximity to the bus system
- Road diet may congest traffic
- More street trees are needed
- Safe walking to school
- Like the "village" feel – want to keep it – "we aren't a big city"
- Focus on properties more so than roads
- Mixed use along the pike would be beneficial
- East-side of the street would be ideal for a bike lane
- No need for parks – prefers hardscape plaza/gathering spaces



Summer Concert Series Pop-up Event (8/13/2023)

EXISTING CONDITIONS



EXISTING CONDITIONS

Existing conditions along Springfield Pike (SR 4) were discussed with the project team, presented to the community during events, and analyzed by the design team and inventoried as **POSITIVE ELEMENTS & OPPORTUNITIES FOR CHANGE**. These comments and observations led the design for the Improvements Plan development and influenced the design of the Village Square Concept.

POSITIVE ELEMENTS

What we Heard and Observed:

- Existing assets exist along Springfield Pike include the Mill Creek, specific businesses such as Dairy Queen, resident-owned businesses, co-located fire and public services, and more.
- There is a diverse mix of uses that exist along, or are adjacent to, Springfield Pike; primarily residential, light industrial, and commercial.
- Woodlawn has begun the process of purchasing properties along the Pike in the Village Center area.
- The Village is open to right-of-way acquisition to construct wider sidewalks, bicycle facilities, and bringing potential development closer to Springfield Pike.
- The area between Grove and Riddle Roads is the heart of Woodlawn, and with thoughtful design and community participation, can successfully create a sense of place within the Village.
- The connection and proximity to existing regional trail networks is a major community asset (Hike/Bike Trail, Glenwood Gardens to Winton Woods Trail, and the Mill Creek Greenway).
- Opportunities for shared parking lots are present in retail strip-centers on the east (northbound) side of the road.

OPPORTUNITIES FOR CHANGE

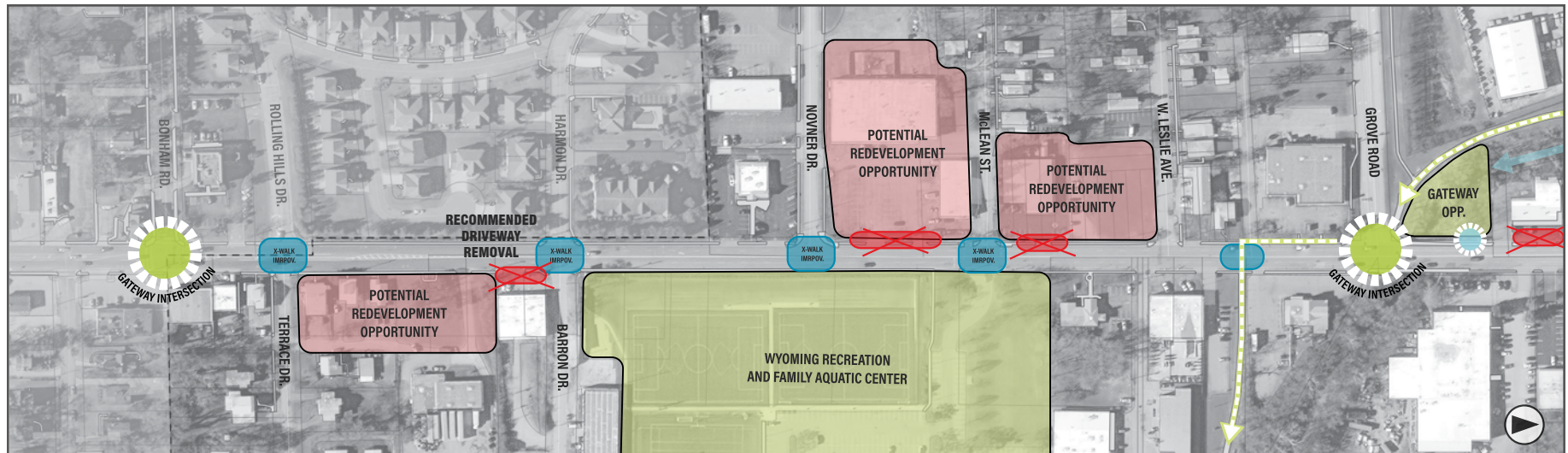
What we Heard and Observed:

- There is a lack of street trees and landscaping.
- The southern gateway near Wyoming's Rec Center could be improved specifically around Novner Drive/light industrial area.
- Dairy Queen queuing during peak hours creates significant traffic and safety concerns for motorists and pedestrians.
- The corridor feels extremely car-centric.
- Vehicles speed up where left-lane ends southbound before entering Wyoming between Novner and Barron Drives.
- Existing right-of-way (ROW) is constrained in some areas and may require purchase of additional ROW to construct new, compliant sidewalks and pedestrian facilities.
- There are a lack of uses along the Pike that activate spaces during non-workday hours such as restaurants, shops, nightlife, etc.
- A lack of crossings is causing pedestrians to walk in the roadway at non-signalized points.
- Some businesses with parking directly off of the roadway require patrons to back-out directly onto Springfield Pike.



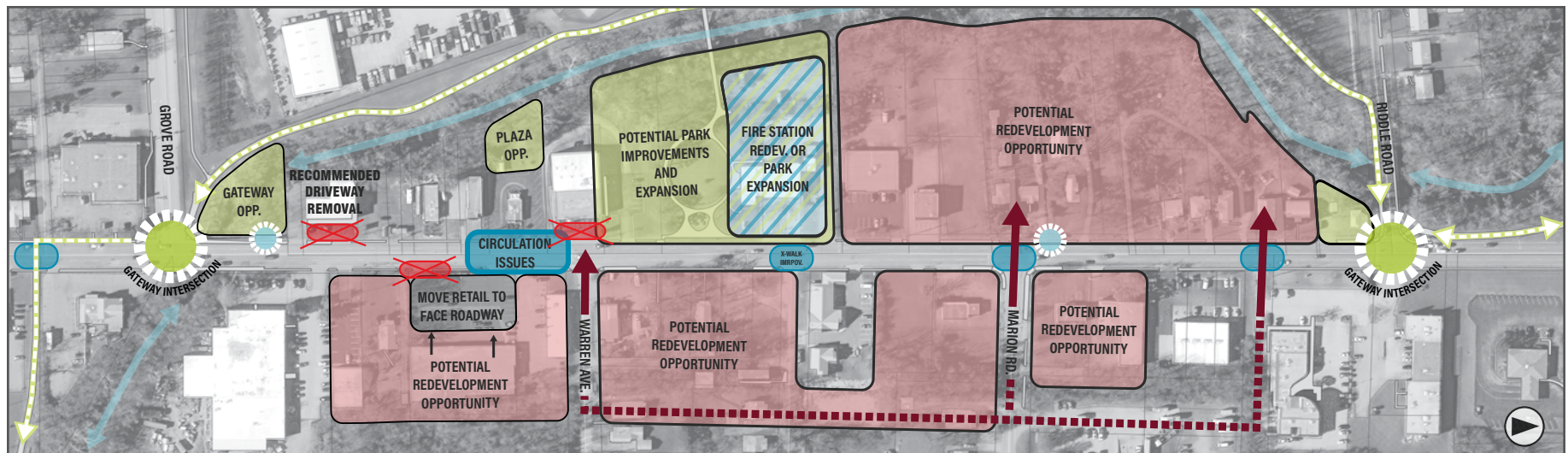
Existing Conditions Photo Key:

1. View looking south at the Dairy Queen with narrow sidewalks at roadway
2. Covered bus shelter before Grove Road intersection
3. Looking northbound at Warren Avenue intersection at wide driveway aprons
4. Vacant property along Springfield Pike targeted for potential development
5. Gateway element at an existing Trailhead at Grove Road
6. Grove Road intersection with faded crosswalk markings



Existing Conditions - South Pike:

Analysis from the Southern Gateway (Bonham Road) of Springfield Pike to Grove Road.



Existing Conditions - North Pike:

Analysis of the North Pike/Village Square area of Springfield Pike between Grove and Ridge Roads.

The maps above are intended to show general conceptual areas marked for "Potential Redevelopment" in the future. It is not intended to indicate the desire to remove or demolish any existing buildings or businesses within these areas. The actual scope and timeline of future changes in these areas will depend on a variety of factors including business and community input. Please consider this information for general reference purposes only.



PEDESTRIAN & BIKE SAFETY RECOMMENDATIONS

The following recommendations were strategically developed for the Village of Woodlawn's constraints along Springfield Pike. Extensive analysis was conducted to ensure all proposed changes fit within the existing roadway. All recommendations were developed with the Village, project's stakeholder group, and community input in mind. All roadway changes are aligned with the proposed recommendations for the City of Wyoming's Pedestrian and Bicycle Safety Improvement Plan (*included later in this document*) along Springfield Pike, creating a coordinated corridor between the two communities.

Design Recommendations:

Construct ADA-compliant sidewalks that are min. 6-8' wide along both sides of Springfield Pike and improve pedestrian infrastructure.

- Upgrade sidewalks, provide enhancements to existing bus stops, and high-visibility crosswalks, pedestrian refuge islands, mid-block crossings and pedestrian signals.

Construct a cycle-track along Springfield Pike that is min. of 9' wide (include buffer).

- Continue the proposed cycle track will connect Woodlawn and Wyoming along the southbound (western) side of SR 4. The cycle-track will become a significant asset connecting major regional and local trails and provide a catalyst for future development along Springfield Pike.

Implement a roadway reconfiguration that will reduce from four lanes to three, making room for a center turn lane to improve safety for motorists and aid in calming traffic.

- Reduce lane widths to 12' in each direction and a 9' center-turn lane. This will create shorter distances for pedestrians to cross, allow for easier left turns exiting businesses, and encourage drivers to drive at permitted, slower speed.

Plant street trees and add landscaping along the roadway and/or on private property adjacent to sidewalks. It is recommended to space trees at increments of 50' where possible, no more than 100'.

- Introduce landscaping, specifically street trees and native plantings along the Springfield Pike corridor to provide aesthetic improvements and screen existing parking areas. Additionally, plantings could be located within the center-lane medians proposed as part of this plan.



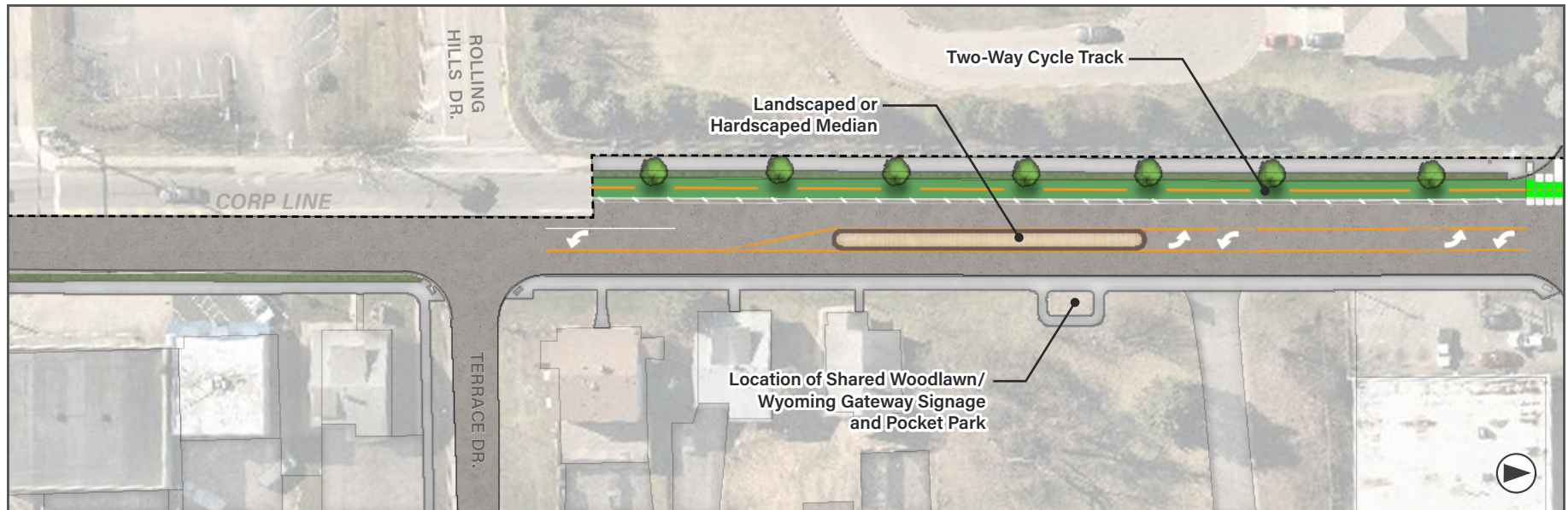
Existing Roadway Conditions

Details current roadway conditions, sidewalk widths, and buffers.

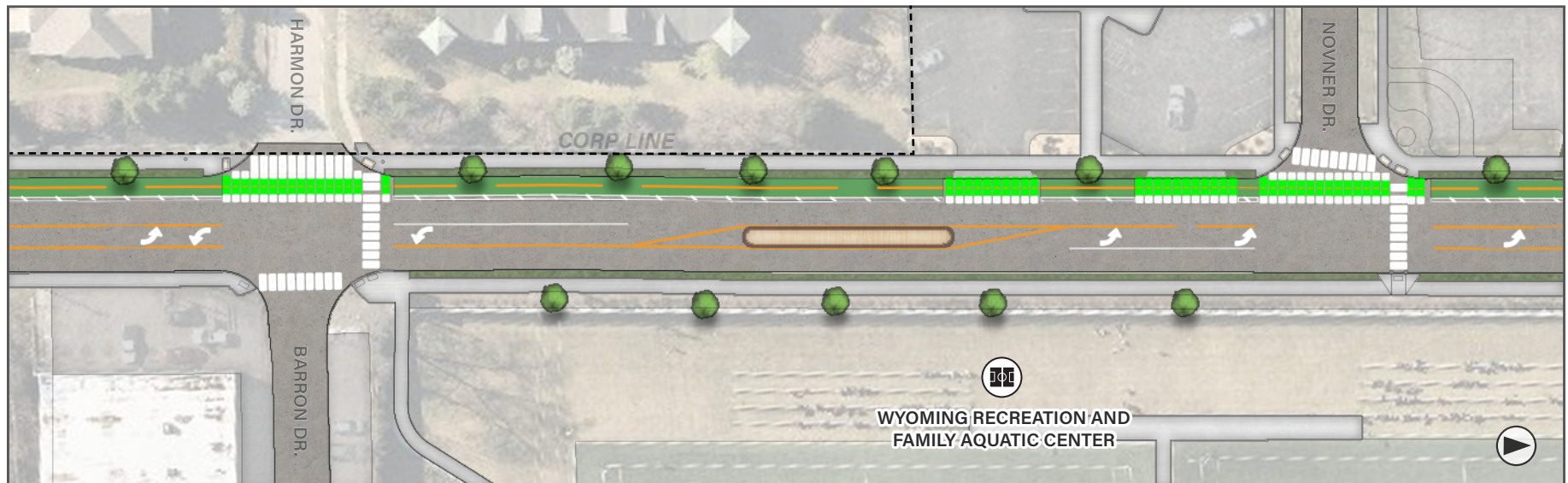


Proposed Roadway Concept

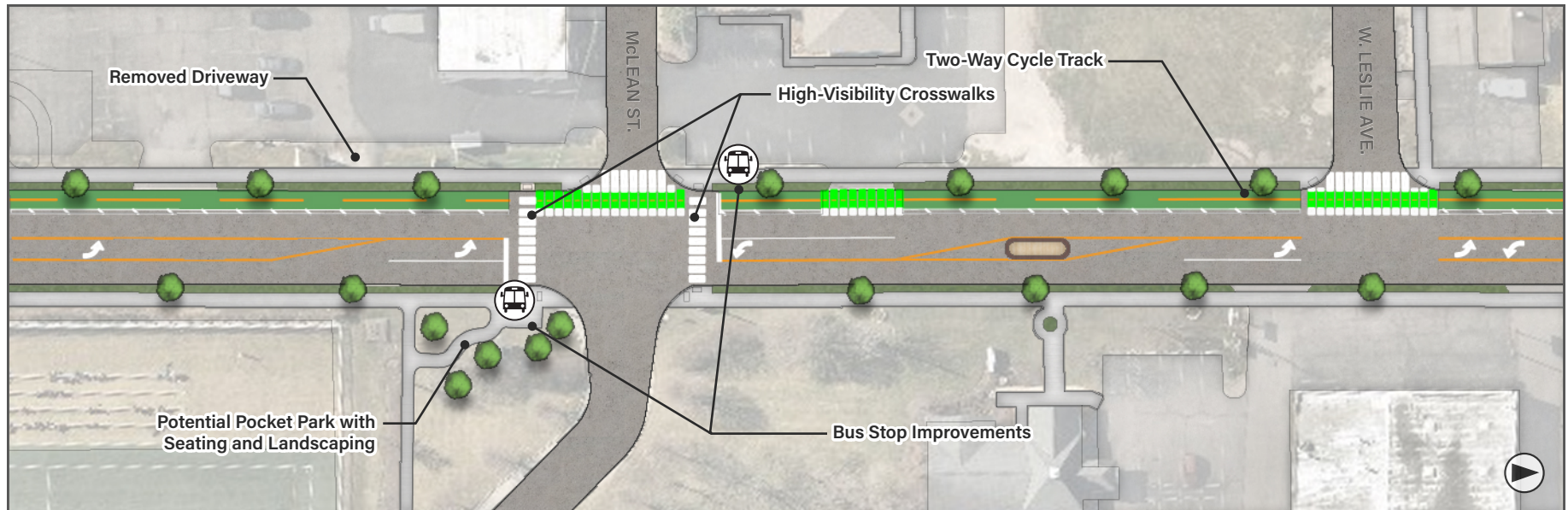
Showing maximum cycle-track widths (12') and road diet configuration.



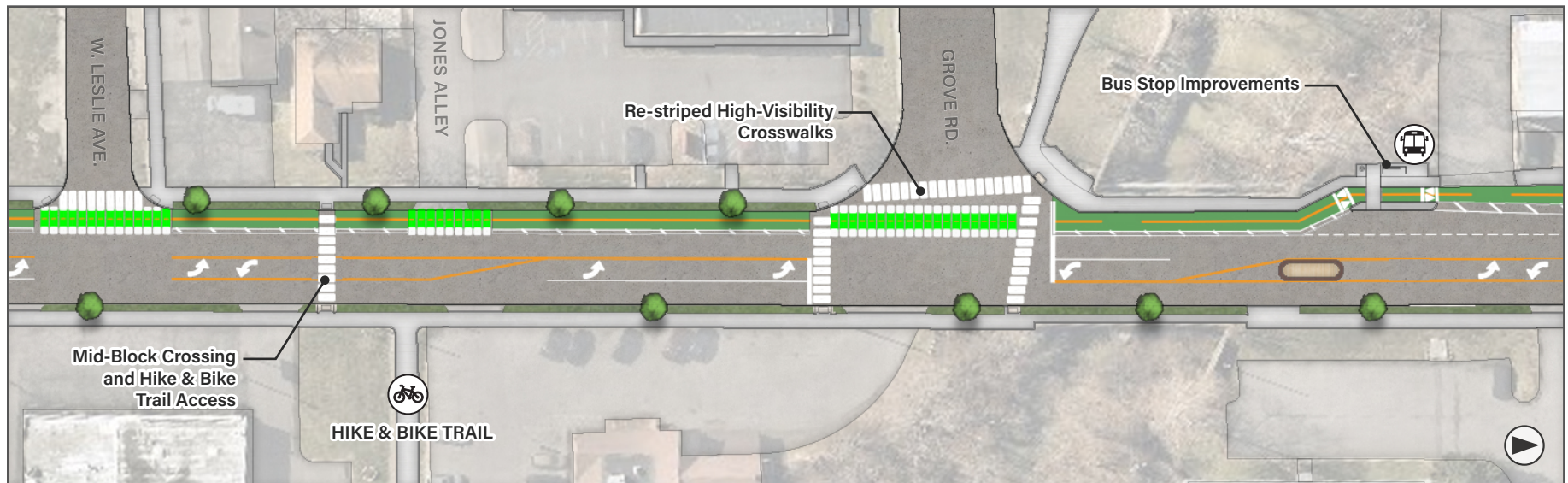
Springfield Pike (SR 4) - Bonham Road to Rolling Hills Drive / Terrace Drive
Southern Project Boundary - Shared Boundary with the City of Wyoming



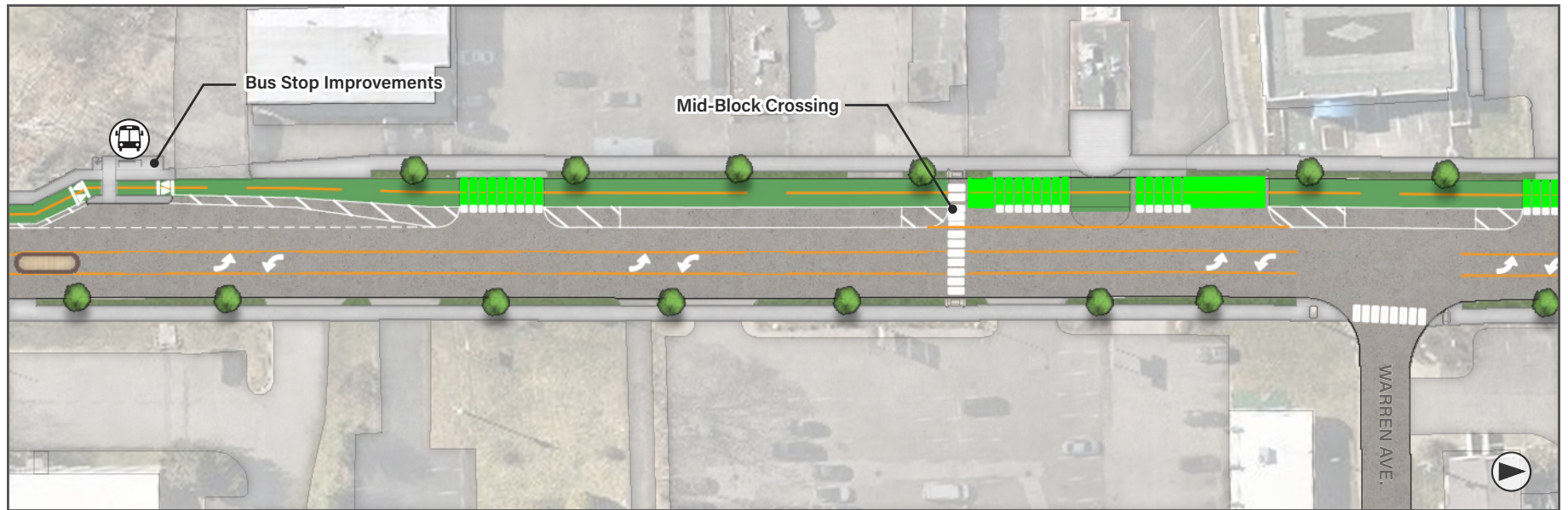
Springfield Pike (SR 4) - Rolling Hills Drive / Terrace Drive to Novner Drive



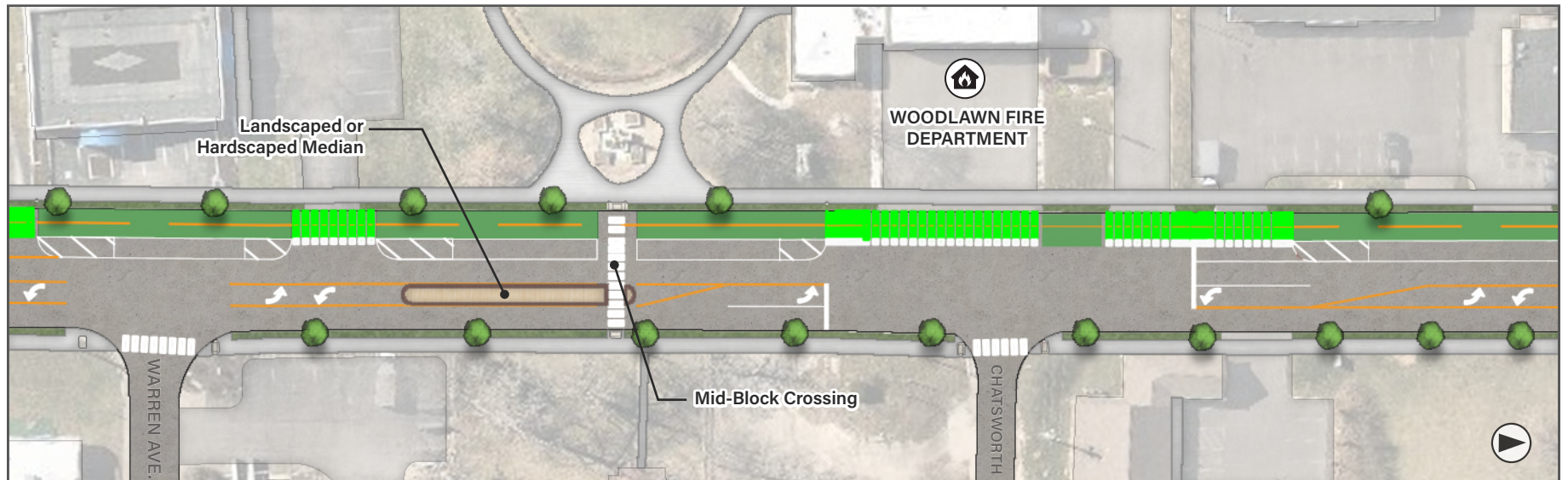
Springfield Pike (SR 4) - Novner Drive to W. Leslie Avenue



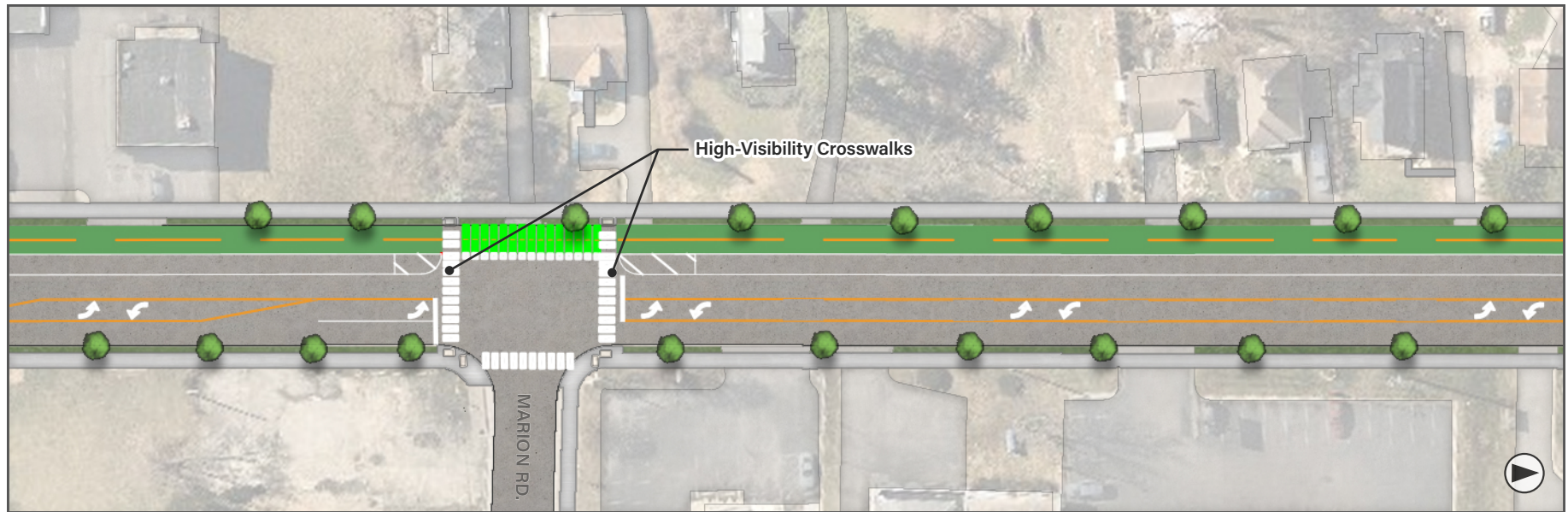
Springfield Pike (SR 4) - W. Leslie Avenue to Grove Road, south of west Fork of the Mill Creek



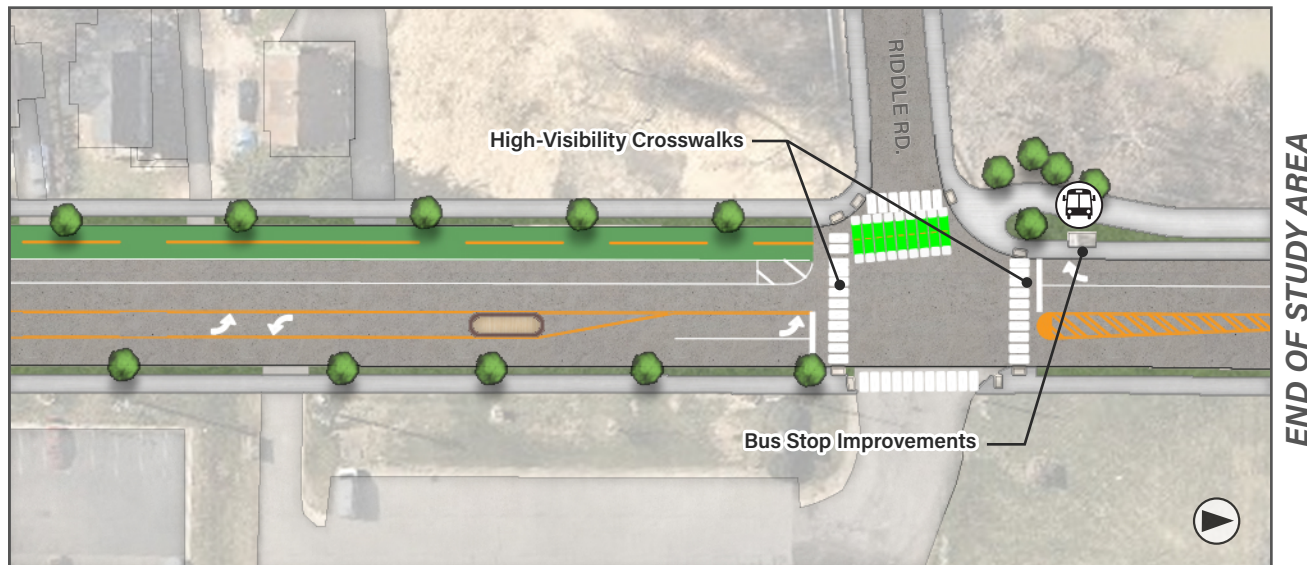
Springfield Pike (SR 4) - Grove Road to Warren Avenue



Springfield Pike (SR 4) - Warren Avenue to Chatsworth Avenue



Springfield Pike (SR 4) - North of Chatsworth Avenue



Springfield Pike (SR 4) - North of Marion Road to Riddle Road
Northern Project Boundary, Entrance to Glenwood Gardens Trail

VILLAGE SQUARE MASTER PLAN



VILLAGE SQUARE MASTER PLAN

As part of the Village of Woodlawn's Springfield Pike Pedestrian and Bicycle Safety Improvement Plan, the area between Grove and Riddle Roads is envisioned as an urban, mixed-use neighborhood business district. The studied area spans over 2,000 linear feet of roadway and is bordered by the Mill Creek to the west and the Baltimore and Ohio Railroad (BO) to the east.

Community input was essential in the development of this concept with residents and stakeholders providing valuable feedback regarding potential uses, residential typologies, building heights and density, and overall aesthetics of the proposed area, through design charrettes and a review with the stakeholder group. Summarized feedback is detailed below:

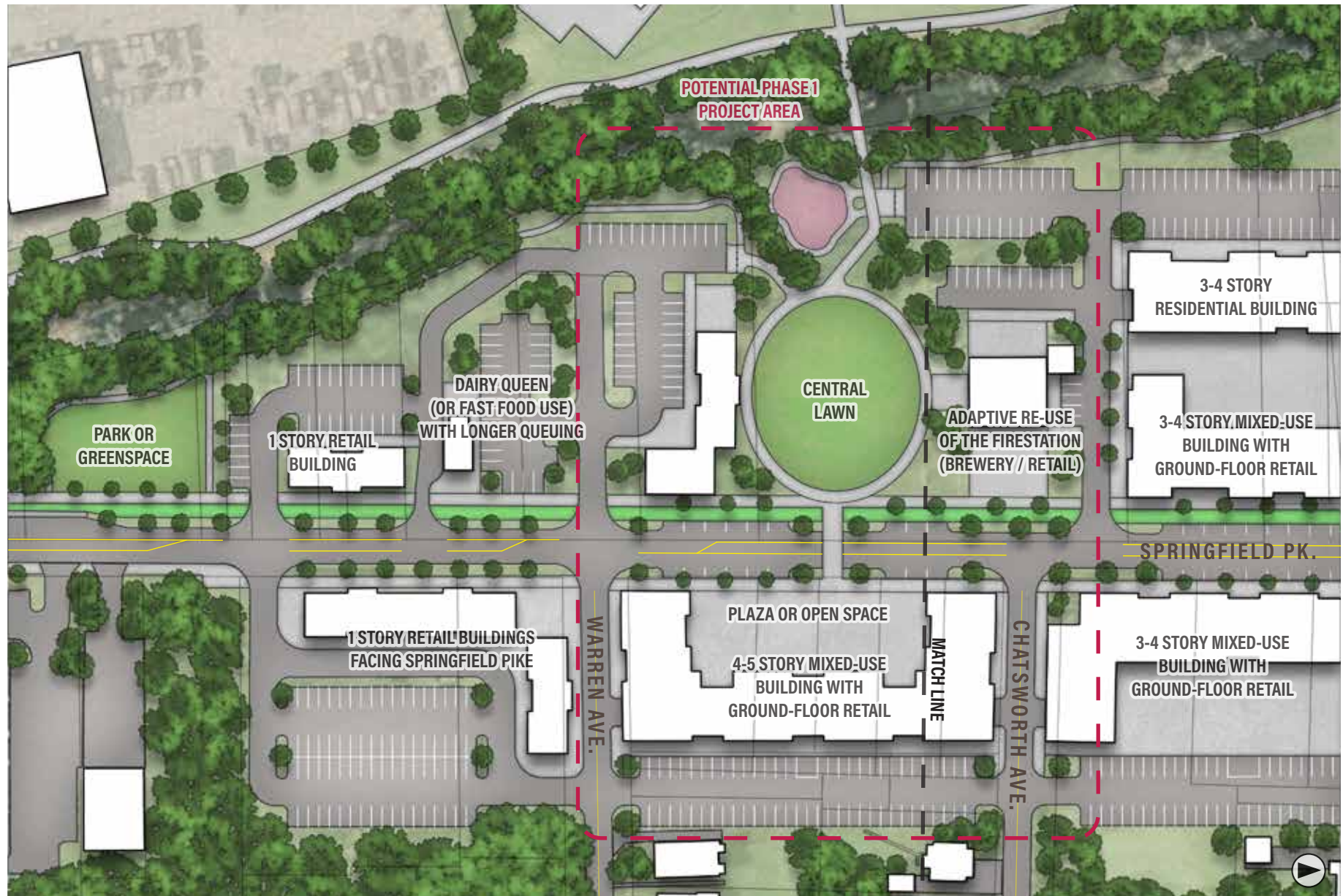
Sidewalks are needed at various locations in order to improve pedestrian safety. It's important to ensure that pedestrians have safe and easily accessible routes in order to reduce the risk of accidents. There should be a targeted effort with new development that would occur along the Pike to include self-contained plaza spaces. Attendees mentioned that sight-lines into the Mill Creek should be created or preserved with opportunities for viewing platforms or direct interaction with the waterway. Street trees are needed throughout the area to provide shade and aesthetic value.

In order to improve the local economy and make the area a destination for visitors, it's important to focus on bringing in local businesses and restaurants. By opening coffee shops, wine/bourbon bars, and other establishments, this area can become more attractive to visitors and residents alike. Additionally, more existing businesses that attract people, such as a Dairy Queen, can be enhanced to provide a boost to the local economy. In terms of housing, the area could benefit from more senior housing, particularly given its proximity to the bus system and the aging population.

All information included in this section is **conceptual** – the series of renderings and plans are not indicating a desire to demolish or relocate existing residents or businesses, but are to show how the Village of Woodlawn, residents, and developers can strategically develop this portion of Springfield Pike as a catalyst for long-range, future development.



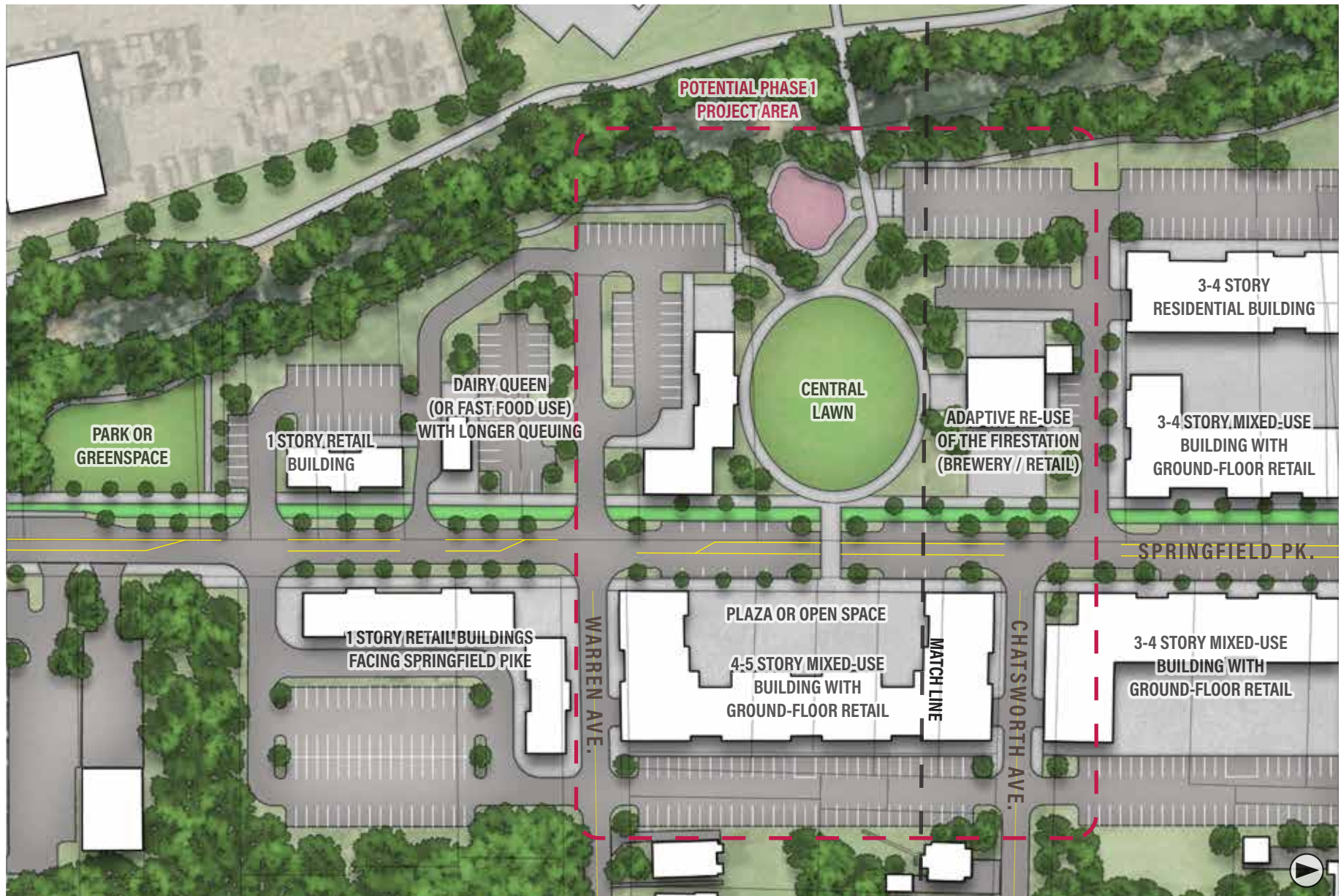
Village Square Study Area, looking NW



Town Center, Option 1: The map above is intended to show a conceptual Village Square for Woodlawn. It is not intended to indicate the desire to remove or demolish any existing buildings or businesses within these areas. The actual scope and timeline of future changes in these areas will depend on a variety of factors including business and community input. Please consider this information for general reference purposes only.



Town Center, Option 1: The map above is intended to show a conceptual Village Square for Woodlawn. It is not intended to indicate the desire to remove or demolish any existing buildings or businesses within these areas. The actual scope and timeline of future changes in these areas will depend on a variety of factors including business and community input. Please consider this information for general reference purposes only.



Town Center, Option 2: The map above is intended to show a conceptual Village Square for Woodlawn. It is not intended to indicate the desire to remove or demolish any existing buildings or businesses within these areas. The actual scope and timeline of future changes in these areas will depend on a variety of factors including business and community input. Please consider this information for general reference purposes only.



Town Center, Option 2: The map above is intended to show a conceptual Village Square for Woodlawn. It is not intended to indicate the desire to remove or demolish any existing buildings or businesses within these areas. The actual scope and timeline of future changes in these areas will depend on a variety of factors including business and community input. Please consider this information for general reference purposes only.



North Transitional Zone, looking SE:

Aerial perspective view of the low-density residential and transitional zone in front of the west fork of the Mill Creek and Riddle Road intersection.



Southern Transitional Zone, looking NE

Aerial perspective view from above the Community Center Trailhead, in front of the Ohio National Guard lot.



Town Center, looking North:

Re-imagined corridor at the Fire Station site with pedestrian improvements, plaza spaces, and mixed-use buildings that have views of a Village Lawn.



Town Center, looking South:

Higher-density residential adjacent to Transitional Zones showing variety of building heights and pedestrian and bike safety improvements.

VILLAGE SQUARE AND STREETSCAPE INSPIRATION



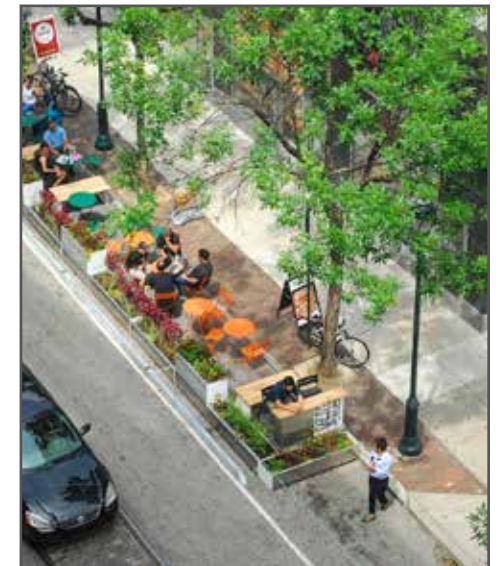
VILLAGE SQUARE AND STREETSCAPE INSPIRATION



VILLAGE SQUARE AND STREETSCAPE INSPIRATION



VILLAGE SQUARE AND STREETSCAPE INSPIRATION



CITY OF WYOMING, OHIO

PEDESTRIAN & BICYCLE SAFETY IMPROVEMENT PLAN

SPRINGFIELD PIKE (SR 4)

PROJECT GOALS

As part of the development of the Springfield Pike (SR 4) Improvement Plan, the Stakeholder Group participated in three meetings to develop goals for the project and review ideas for the corridor. These meetings were set around major project milestones and included review of all studies, designs and project materials.

1 Improve safety for pedestrians and bicyclists

Enhance mobility and safety along the Corridor through actions like improving sidewalks, implementing high-visibility crosswalks, adding mid-block crossings, and incorporating other elements specified in this plan.

2 Beautify the corridor, add greenspace and trees

Fill in gaps in along Springfield Pike with the addition of greenspace and trees to beautify this roadway further. Look at opportunities to incorporate pocket parks and seating areas along the corridor to provide additional amenities for pedestrians and bicyclists while maintaining continuity.

3 Create a “gateway” between Wyoming and Woodlawn

With the Village of Woodlawn, study the opportunity of a shared gateway between the two municipalities. This could provide options for signage, public art, or other visual elements that help distinguish the Village of Woodlawn and City of Wyoming and create a sense of place for residents and visitors alike.

4 Reflect the style and aesthetic of the community

Carefully consider the existing style and aesthetic of Wyoming when constructing sidewalks, plaza spaces, and additional streetscape elements. Wyoming can further create a sense of place that stands out as unique and memorable.

5 Coordinate with the Village of Woodlawn

The City of Wyoming and Village of Woodlawn are neighboring communities with distinct characteristics, but they recognize the value in working together to foster collaboration and mutual growth.



Existing streetscape showing mature trees and seating areas

PUBLIC INVOLVEMENT SUMMARY

The City of Wyoming welcomed community members to an open house on Tuesday, June 27, 2023 at 6:00 p.m. at the Wyoming Civic Center. The Open House was an opportunity to gather the community's thoughts and consider conceptual designs that could lead to safety and streetscape improvements on Springfield Pike. KZF Design led the discussion on potential design concepts such as enhanced sidewalks and gathering places, crosswalks, bike lanes, and more.

Open House Summary

More than 70 attendees were able to voice their opinions and concerns, which led to sharing of ideas and feedback. In addition, six consultants and City staff participated. The meeting was organized and facilitated where everyone had an opportunity to engage a representative in discussions resulting in a productive event.

Attendees were offered a variety of methods to provide input at the meeting. A **Feedback Form** was given to each guest upon arrival that contained a brief project description and space for comments and feedback. Several large boards were located throughout the space containing potential roadway configurations, pedestrian and streetscape improvements, and a link to an **Online Survey**, which was also distributed prior to the Open House.

A **Pedestrian Improvements Board** featured precedent images of different elements that can help improve pedestrian safety along Springfield Pike. Attendees had the ability to place a dot under each image that appealed to them or that they believed would benefit the community. The following bike and pedestrian safety improvements were presented: curb bump-outs, high-visibility crosswalks, and refuge islands.

A **Bike and Pedestrian Improvements Board** featured sharrows, one-way on-road bike lanes, and a two-way cycle track. Additionally, sections and precedent images were provided that indicated what these potential facilities could look like along Springfield Pike.

Finally, a **Streetscape Improvements Board** featured precedent images of different elements that can help improve the streetscape along Springfield Pike. Like the other boards, attendees were able to place dots under the images that appeal to them and would like to see along the Pike. The following streetscape improvement categories were presented on this board: gathering space, medians, and gateways.



Public Open House Presentation (6/27/2023)

An aerial photograph of a residential and commercial area in South Pike. The map is overlaid with numerous small, rectangular feedback tags. These tags are placed along the main road and at various intersections, often pointing to specific locations like buildings or street corners. Some tags have red dots, while others have green dots. The background shows houses, trees, and some commercial buildings like 'ST. JAMES OF THE VALLEY' and 'WYOMING CIVIC CENTER'. The title 'SOUTH PIKE EXISTING CONDITIONS FEEDBACK' is written in large, bold, white letters at the top left.

[illegible]

PUBLIC INVOLVEMENT SUMMARY

South Pike/Promenade Map Comments (from south to north – left to right on map):

- **Something I Don't Like:** Transition from 2 lanes to 1
- **Something I Don't Like:** No places for dogs to drink, water fountain?
- **Something I Don't Like:** Center lane used as passing lane
- **Safety Concern:** Why have bike lanes on Pike? We have other places to bike
- **Safety Concern:** Standalone crosswalks not safe. Need light. [unreadable]
- **Places I Go in Wyoming:** where is Mt. Pleasant?
- **Pedestrian Improvement Needed:** more patrols to ticket red light runners
- **Pedestrian Improvement Needed:** reduce red light time to cross
- **Safety Concern:** Pike @ Mt. Pleasant
- **Pedestrian Improvement Needed:** crosswalk at Mt. Pleasant
- **Safety Concern:** merging speed
- **Safety Concern:** hard to exit from E. Mills, Clark, Allen
- **Something I Like:** I like flower boxes but they need some nice flowers in them
- **Safety Concern:** speed on Pike
- **Safety Concern:** hard to exit from Allen, East Mills
- **Something I Don't Like:** current planters are an embarrassment – sparse plantings
- **Something I Don't Like:** no places to drink + water fountain
- **Something I Don't Like:** too few crosswalks
- **Something I Don't Like:** Mt. Pleasant light length is awful
- **Safety Concern:** traffic is horrible getting out of my driveway
- **Safety Concern:** jaywalking
- **Safety Concern:** Indy 500 past Clark Street
- **Something I Like:** open green fields
- **Something I Like:** bistro lights on patio
- **Something I Don't Like:** everyone thinks speed limit is 25
- **Places I Go in Wyoming:** Civic Center
- **Pedestrian Improvement Needed:** walking light is really really slow
- **Safety Concern:** checking cell phones while driving
- **Something I Like:** parking for businesses!
- **Something I Like:** parking areas
- **Something I Like:** outdoor seating
- **Safety Concern:** no U-turn signs by WyCoCo
- **(2) Places I Go in Wyoming:** WyCoCo
- **Places I Go in Wyoming:** school (Wyoming Middle ASC School)
- **Something I Don't Like:** don't tear up what is already beautiful
- **Pedestrian Improvement Needed:** needs better crosswalks
- **Safety Concern:** Wyoming/Springfield intersection
- **Pedestrian Improvement Needed:** stop for pedestrian needed at all crosswalks
- **Safety Concern:** more no turn on red signs by library
- **Something I Like:** parking options
- **Something I Like:** open sidewalks, bench seating throughout, tables + chairs for public, trees
- **(3) Places I Go in Wyoming:** Library
- **Something I Like:** more parking
- **Pedestrian Improvement Needed:** more trash cans
- **Safety Concern:** lanes too wide
- **Something I Like:** trees (keep 'em coming)
- **Something I Like:** wide road
- **Something I Don't Like:** wide lanes encourage speeding (and distracted driving)
- **Something I Like:** ability to turn left into driveways
- **Something I Like:** Trees
- **Pedestrian Improvement Needed:** crosswalk w/ median (nearby crosswalks are far away)
- **Bike Improvements Needed:** Southbound bike lane
- **Something I Like:** Trees
- **Something I Don't Like:** loud music from motorcycles + cars lower quality of life
- **Something I Don't Like:** loud music continued: safety issue, interferes with social gathering
- **Something I Don't Like:** center lane used for passing
- **Something I Like:** Trees
- **Safety Concern:** reckless driving
- **Something I Like:** Trees
- **Safety Concern:** cars accelerate to go through double lights at Oliver when yellow

Total of 62 comments/stickers on the South Pike/Promenade board:

- 17 “**Safety Concern**” comments
- 16 “**Something I Like**” comments
- 12 “**Something I Don't Like**” comments
- 8 “**Pedestrian Improvement Needed**” comments
- 8 “**Places I Go in Wyoming**” comments
- 1 “**Bike Improvements Needed**” comments

PUBLIC INVOLVEMENT SUMMARY

North Pike Map Comments (from south to north – left to right on map):

- **Something I Don't Like:** spending money on beautification when infrastructure needs work
- **Safety Concern:** Fleming Light: cars push the turn light and don't watch for pedestrians
- **Safety Concern:** eastbound traffic on Fleming aggressively entering intersection challenges pedestrians in crosswalk
- **Pedestrian Improvement Needed:** crossing to play at tot lot = scary
- **Places I Go in Wyoming:** Tot lot :)
- **Pedestrian Improvement Needed:** more patrols to ticket red light runners
- **Something I Don't Like:** need more flowers in boxes
- **Something I Don't Like:** loud music from motorcycles
- **Something I Don't Like:** need more covered area for pickleball
- **Places I Go in Wyoming:** Pickleball courts
- **Something I Don't Like:** lack of outdoor seating, trees, hangout
- **Places I Go in Wyoming:** Santos
- **Safety Concern:** crossing to walk to school
- **(2) Places I Go in Wyoming:** Tela
- **Safety Concern:** vote #2 planter & parking in front of Tela make right turns blind
- **Safety Concern:** blind corner turning onto Pike from Chestnut
- **Something I Don't Like:** maybe no turn on red all the time, not just school hours
- **Something I Don't Like:** keep bikes the same
- **Something I Don't Like:** rush hour – no ability to turn left
- **Something I Don't Like:** center lane used as passing lane
- **Safety Concern:** lots of young kids walk across Ritchie to school + drivers turning off Pike
- **Safety Concern:** uneven sidewalk along the pike
- **Safety Concern:** Reckless driving
- **Pedestrian Improvement Needed:** Pike sidewalk in front of Vermont playground
- **Safety Concern:** people cross to Vermont School from the apartments on foot
- **Safety Concern:** jaywalking to Vermont School
- **Places I Go in Wyoming:** School (Vermont School)
- **Pedestrian Improvement Needed:** road lights crosswalk
- **Safety Concern:** cars too fast for me to safely bike with them
- **Places I Go in Wyoming:** LaRosa's
- **Safety Concern:** water on corners not draining
- **Something I Like:** trees
- **Something I Don't Like:** when I cross on bike here (E. Charlotte), the light doesn't change for me

- **Something I Don't Like:** blight
- **Something I Like:** Planters
- **Places I Go in Wyoming:** Arepa

Total of 43 comments/stickers on the North Pike board:

- 13 "**Safety Concern**" comments
- 13 "**Something I Don't Like**" comments
- 9 "**Places I Go in Wyoming**" comments
- 5 "**Pedestrian Improvement Needed**" comments
- 3 "**Something I Like**" comments
- 0 "**Bike Improvements Needed**" comments

NORTHERN GATEWAY AREA EXISTING CONDITIONS FEEDBACK



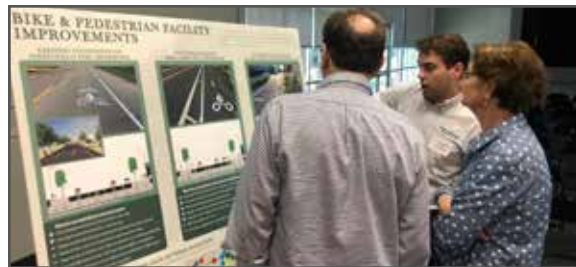
Northern Gateway/Rec Center Area Map Comments (from south to north – left to right on map):

- **Something I Don't Like:** boneheads think there are still 2 lanes and drive in turn lane – median
- **Places I Go in Wyoming:** Fifth Third Bank
- **Pedestrian Improvement Needed:** sidewalks both sides of street
- **(2) Safety Concern:** speed of merging in
- **Something I Don't Like:** too dangerous to bike to Skyline here
- **Something I Don't Like:** sidewalk too close to the road
- **Something I Don't Like:** No trees
- **Something I Don't Like:** unsightly + too much parking
- **Pedestrian Improvement Needed:** getting dinner after pool day – scary to cross here!
- **Pedestrian Improvement Needed:** ^agree and also very unpleasant to walk right by traffic
- **Something I Don't Like:** need a turn lane into rec center
- **Places I Go in Wyoming:** lacrosse practice (Rec Center)
- **Places I Go in Wyoming:** the pool!
- **Something I Like:** Hike and Bike Trail

Total of 15 comments/stickers on the North Pike board:

- 6 **"Something I Don't Like"** comments
- 3 **"Pedestrian Improvement Needed"** comments
- 3 **"Places I Go in Wyoming"** comments
- 2 **"Safety Concern"** comments
- 1 **"Something I Like"** comments
- 0 **"Bike Improvements Needed"** comments

PUBLIC INVOLVEMENT SUMMARY



FEEDBACK FORM

**City of Wyoming
Springfield Pike Improvements**

Project Description:
The City of Wyoming is making a conscious effort to improve the safety and streetscape along Springfield Pike. The aim is to transform three key areas along the Springfield Pike corridor: the Promenade, North Pike, and the Northern Gateway. The Plan seeks to promote connectivity, improve the visual character, and enhance the pedestrian-friendly environment along the Pike.

Comments:
Your feedback is important to us, please write any comments, thoughts, or knowledge you may have regarding potential safety and streetscape improvements along Springfield Pike.

current street signs & planters look dated and run down
Drinking fountain & bottle filler would be great
I am very concerned about the increase in "jaywalking" w/ the 3 lane structure. Particularly by Vermont School. If a crosswalk can't be added there, special consideration should be given to the school zone where.

THANK YOU FOR YOUR FEEDBACK!

FEEDBACK FORM

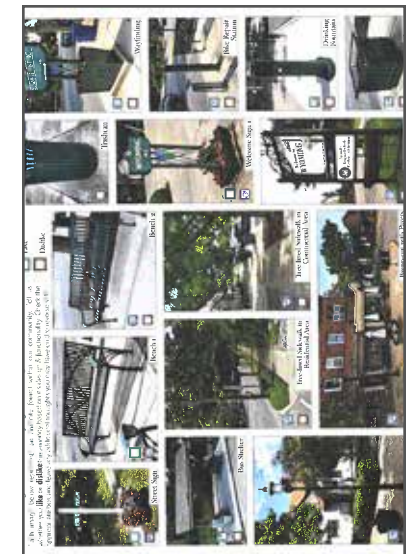
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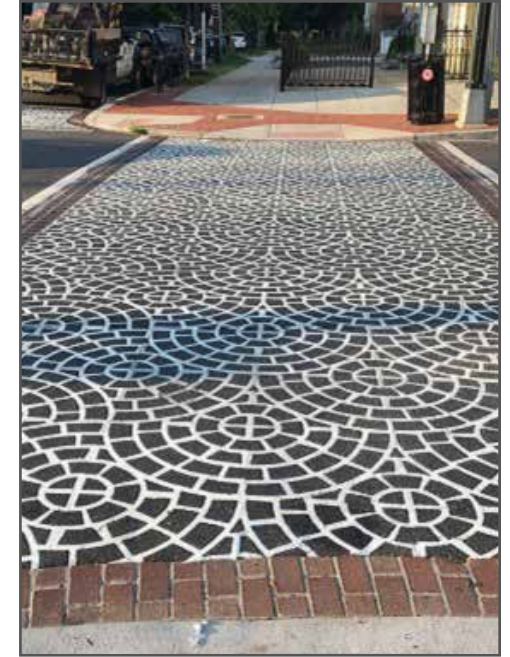
Comments:
Your feedback is important to us, please write any comments, thoughts, or knowledge you may have regarding potential safety and streetscape improvements along Springfield Pike.

I appreciate that we are taking pedestrian and bike safety seriously but I would like to see more crosswalks or intersections. Most where people are going to school that is what makes me recommending bike out as first of all intersections need to clearly delineate which lane is for bikes, pedestrians and a painted sidewalk is better than nothing but it's a lot more that does not take the position seriously. Customer vehicles are a much more serious danger than bikes and pedestrians need to be told that when crossing drivers that they are crossing the shoulder of an intersection leaving the control of the vehicle and it's not a safe zone.

THANK YOU FOR YOUR FEEDBACK!



VISUAL PREFERENCE SURVEY - PREFERRED CHOICES



VISUAL PREFERENCE SURVEY - PREFERRED CHOICES



PEDESTRIAN & BIKE SAFETY RECOMMENDATIONS

The following recommendations were strategically developed for the City of Wyoming along Springfield Pike. Extensive analysis was conducted to ensure all proposed changes fit within the existing roadway. All recommendations were developed with the City, the project's stakeholder group, and community input in mind. Proposed changes are aligned with the recommendations for the Village of Woodlawn's improvement plans as well (*included earlier in this document*), creating a more coordinated corridor between the two communities.

Design Recommendations:

Improve pedestrian infrastructure on both sides of Springfield Pike.

- Construct ADA-compliant sidewalks that are minimum 5' wide, making sure to avoid and protect existing mature trees.
- Construct high-visibility crosswalks, pedestrian refuge islands, mid-block crossings and pedestrian signals; and provide enhancements to existing bus stops.
- Incorporate seating areas offering respite along the roadway for gathering and spontaneous interactions. Concepts include seating, landscape and signage.

Construct a cycle-track that is min. of 9' wide (including buffer).

- Continue the proposed cycle track connecting Wyoming and Woodlawn along the southbound (western) side of SR4, connecting to regional and local trails like the East Fork of the Mill Creek Trail.
- Reduce lane widths to 12' in each direction and a 9' center-turn lane to create shorter crossing distances and encourage drivers to drive at permitted speeds.

Enhance the streetscape and plant trees and add landscaping along the roadway and/or on private property adjacent to sidewalks.

- It is recommended to space trees at increments of 50' where possible, no more than 100'.
- Introduce landscaping, specifically street trees and native plantings along the Springfield Pike corridor to provide aesthetic improvements and screen existing parking areas. Additionally, plantings could be located within the center-lane medians proposed as part of this plan.



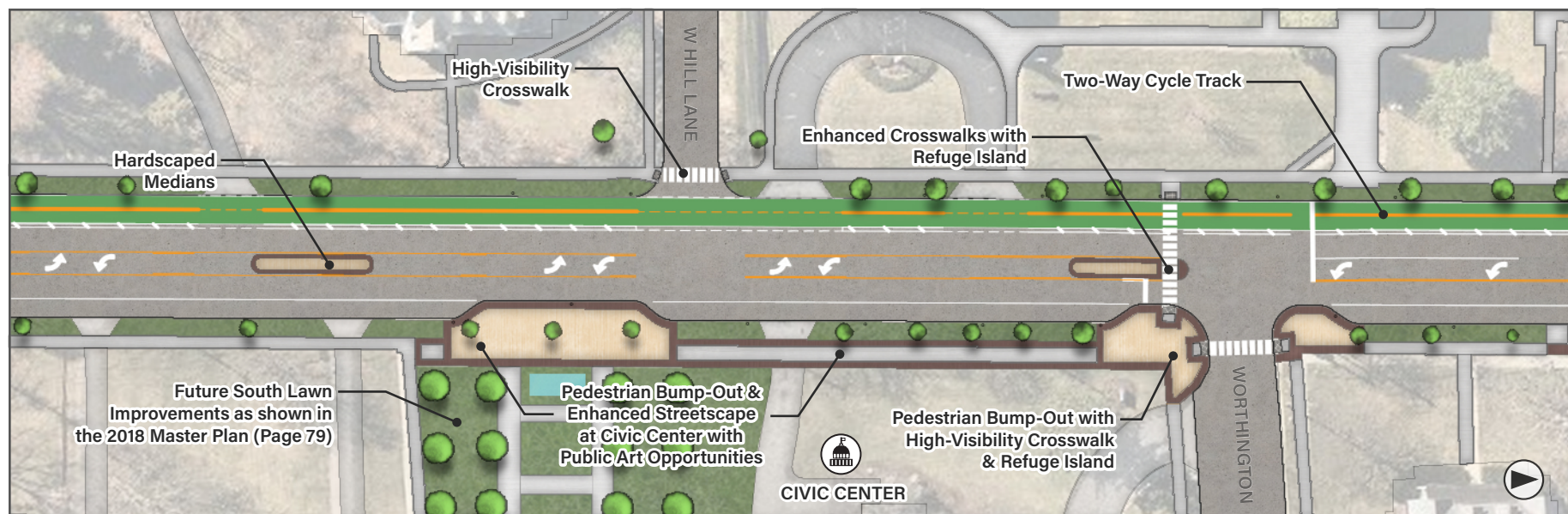
Existing Roadway Conditions

Details current roadway conditions, sidewalk widths, and buffers.



Proposed Roadway Concept

Showing maximum cycle-track widths (12') and road diet configuration.

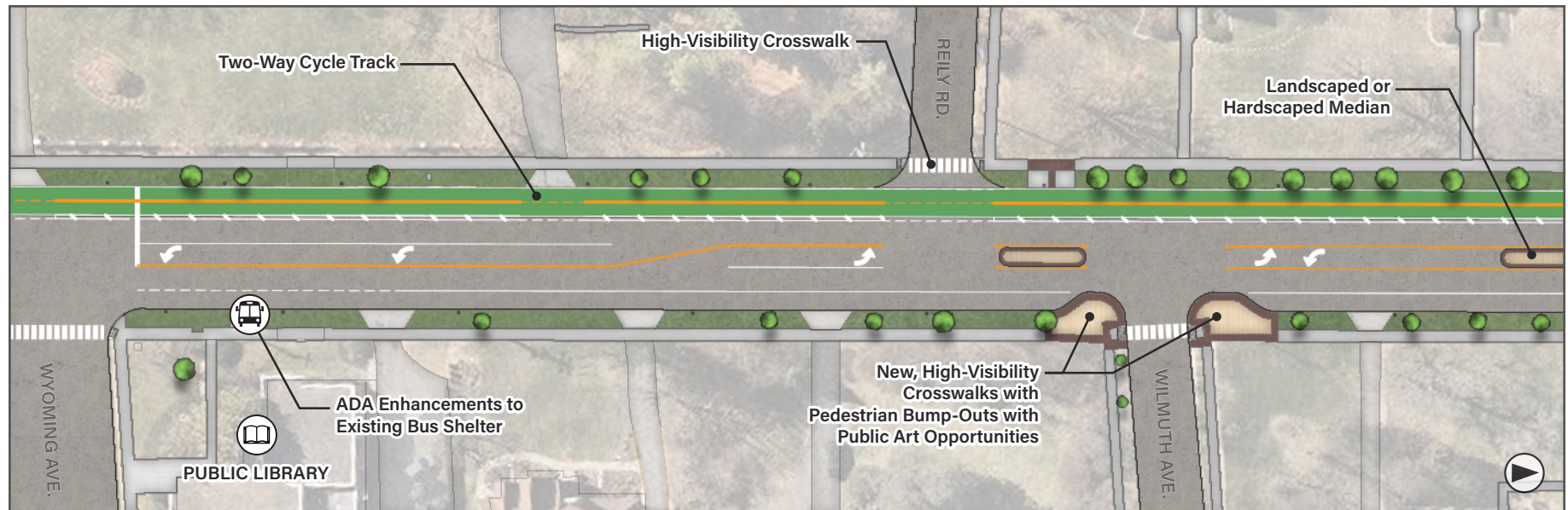


Springfield Pike (SR 4) - W Hill Lane to Worthington Avenue

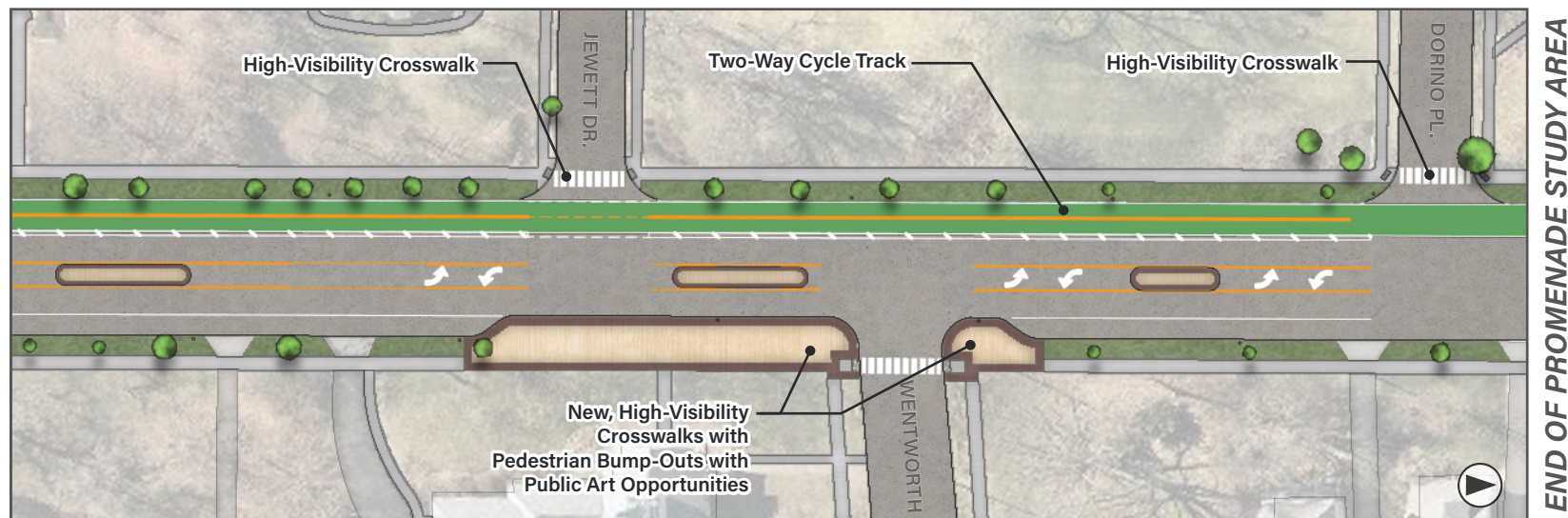
Southern Boundary of the Promenade Study Area



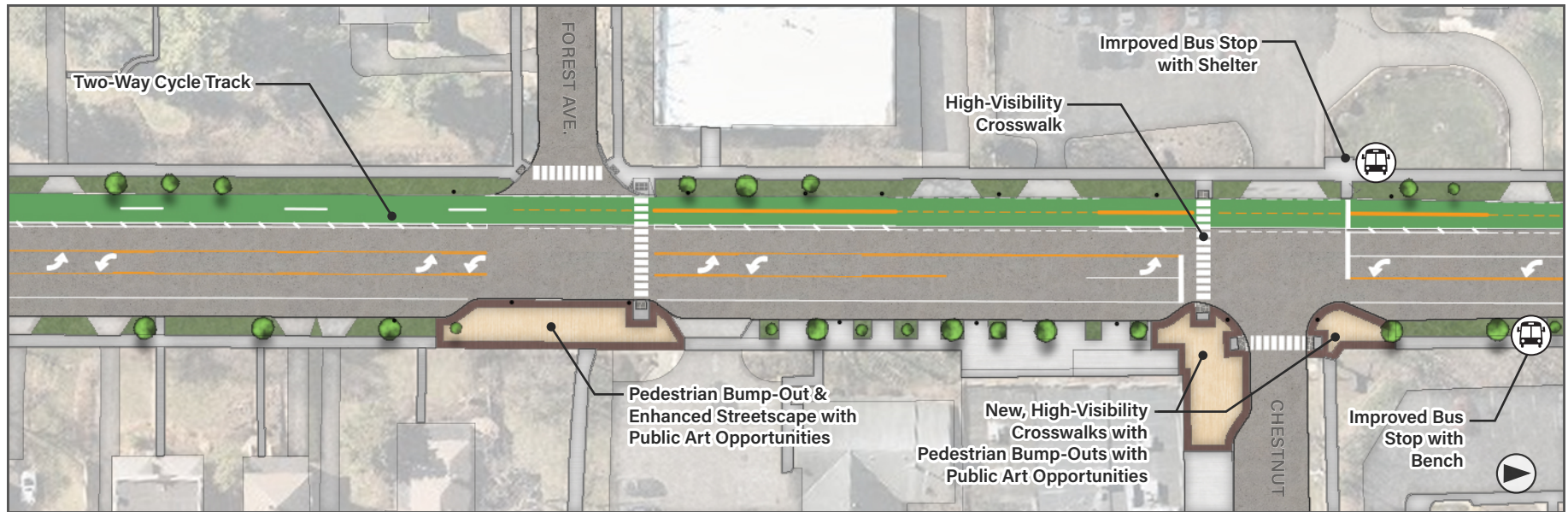
Springfield Pike (SR 4) - Worthington Avenue to Wyoming Avenue



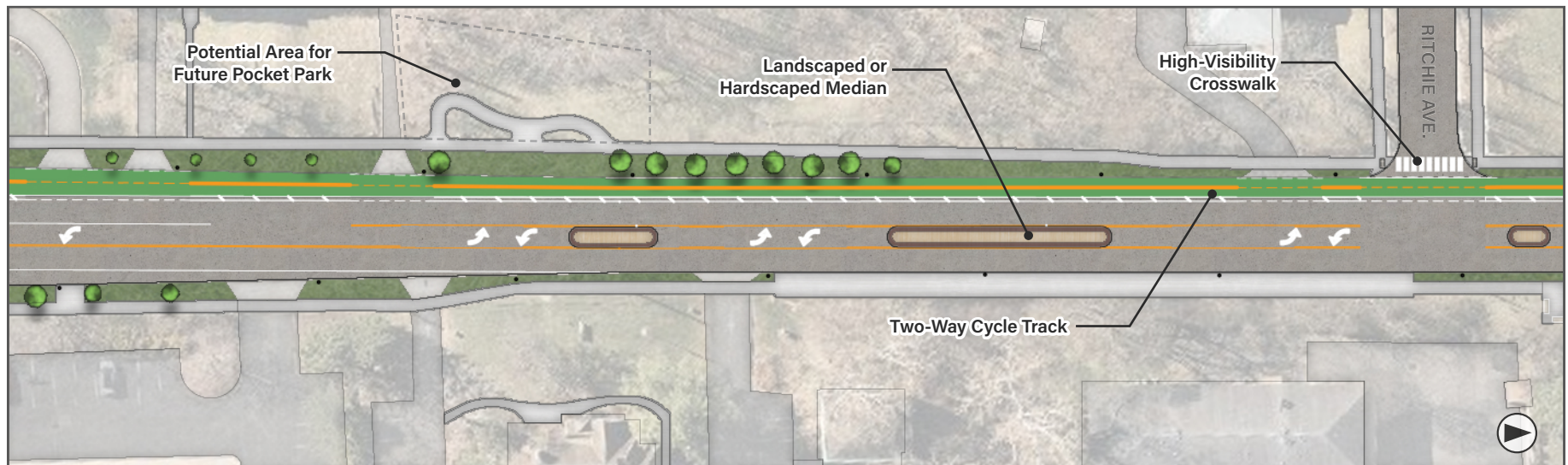
Springfield Pike (SR 4) - Wyoming Avenue to Wilmuth Avenue



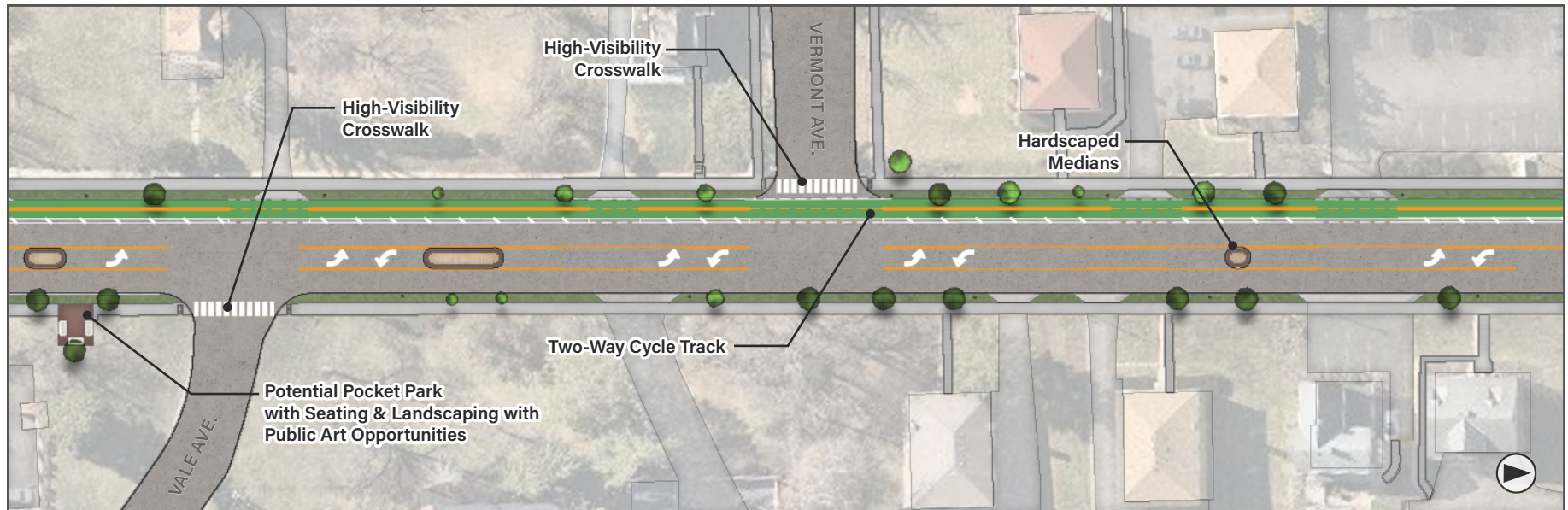
Springfield Pike (SR 4) - Wilmuth Avenue to Dorino Place
Northern Boundary of the Promenade Study Area



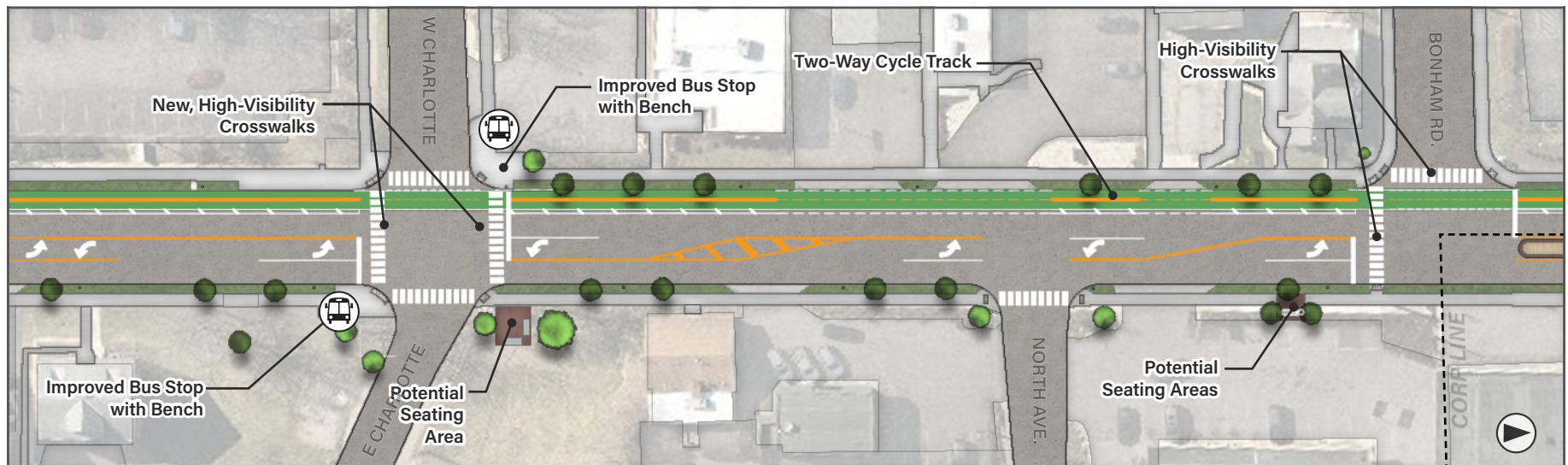
Springfield Pike (SR 4) - Forest Avenue to Chestnut Avenue
Southern Boundary of the North Pike Study Area



Springfield Pike (SR 4) - Chestnut Avenue to Ritchie Avenue



Springfield Pike (SR 4) - Vale Avenue to Charlotte Avenue

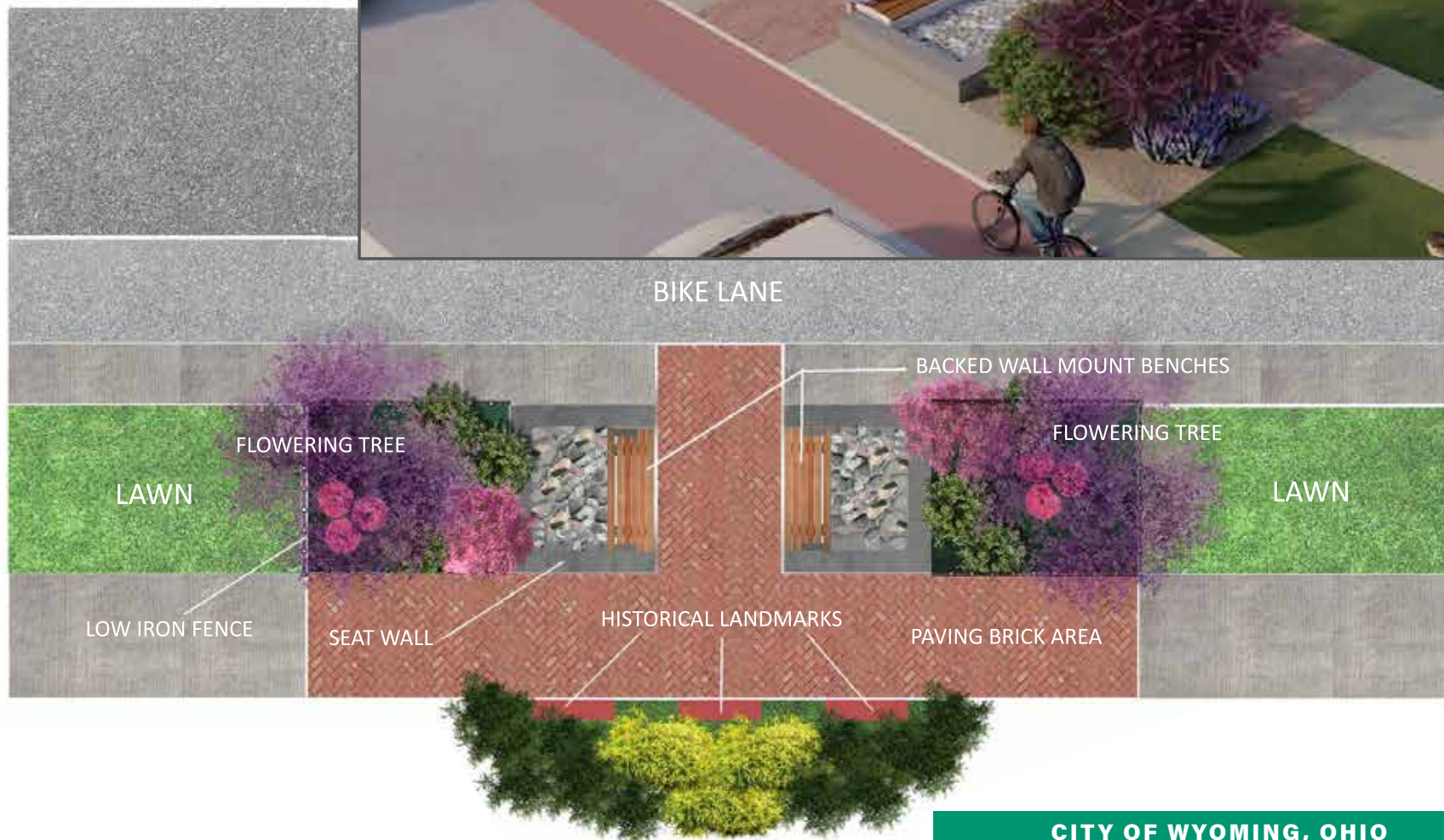


Springfield Pike (SR 4) - Charlotte Avenue to Bohnam Road / Rolling Hills Drive

Northern Boundary of the North Pike Study Area

SEATING AREA OPTION #1

Seating areas identified on the previous plan sheets offer respite areas along the roadway for gathering and spontaneous interactions.



SEATING AREA OPTION #2

Concepts include seating, landscape, signage and other items.



LANDSCAPING STREET TREES

Potential landscaping options are included on the following pages. Landscaping recommendations should be based on space available, utilities, salt and drought tolerance, aesthetics, etc. to suit the specific planting area.



Common Name: Sugar Maple
Botanical Name: *Acer saccharum*



Common Name: Downy Serviceberry
Botanical Name: *Amelanchier arborea*



Common Name: Valley Forge American Elm
Botanical Name: *Ulmus americana* 'Valley Forge'



Common Name: Cockspur Hawthorn
Botanical Name: *Crataegus crus-galli inermis*



Common Name: Eastern Redbud
Botanical Name: *Cercis canadensis*



Common Name: Ivory Silk Japanese Tree Lilac
Botanical Name: *Syringa reticulata* 'Ivory Silk'

LANDSCAPING SHRUB OPTIONS

When selecting shrubbery, special attention should be made to ensure proper site distance and adequate visibility at intersections and within medians.



Common Name: Sweet Fern
Botanical Name: *Comptonia peregrina*



Common Name: Silky Dogwood
Botanical Name: *Cornus amomum*



Common Name: Shrubby Cinquefoil
Botanical Name: *Potentilla fruticosa*



Common Name: Shrubby St. John's-wort
Botanical Name: *Hypericum prolificum*



Common Name: Northern Bayberry
Botanical Name: *Myrica pensylvanica*



Common Name: Fragrant Sumac
Botanical Name: *Rhus aromatica* 'Gro-Low'

LANDSCAPING PERENNIALS AND ORNAMENTAL GRASSES



Common Name: Nodding Pink Onion
Botanical Name: *Allium cernuum*



Common Name: Canadian Columbine
Botanical Name: *Aquilegia canadensis*



Common Name: Butterfly Milkweed
Botanical Name: *Asclepias tuberosa*



Common Name: Purple Dome New England Aster
Botanical Name: *Symphyotrichum novae-angliae* 'Purple Dome'



Common Name: Blue Mistflower
Botanical Name: *Conoclinium coelestinum*



Common Name: Dense Blazingstar
Botanical Name: *Liatris spicata*

LANDSCAPING PERENNIALS AND ORNAMENTAL GRASSES



Common Name: Raspberry Wine Bee Balm
Botanical Name: *Monarda* 'Raspberry Wine'



Common Name: Garden Phlox
Botanical Name: *Phlox paniculata*



Common Name: Sullivant's Coneflower
Botanical Name: *Rudbeckia fulgida* var. *sullivantii*



Common Name: Karl Foerster Reed Grass
Botanical Name: *Calamagrostis* × *acutiflora* 'Karl Foerster'



Common Name: Purple Lovegrass
Botanical Name: *Eragrostis spectabilis*



Common Name: Little Bluestem
Botanical Name: *Schizachyrium scoparium*

LANDSCAPING BENCH AND TRASH RECEPTACLES

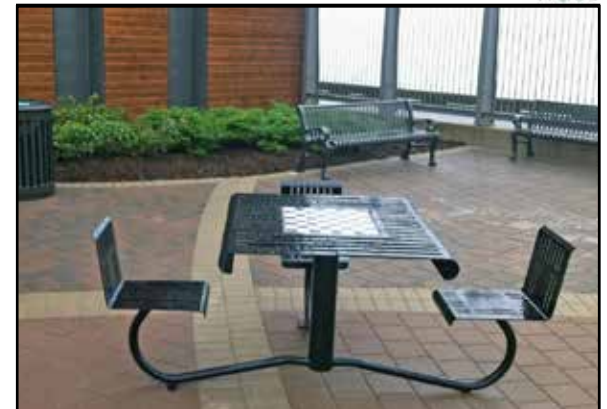
New furnishings will be coordinated with those recently installed at the Village Green



Company Name: Canterbury Designs
Model: Bowery Bench



Company Name: Maglin Site Furniture
Model: 700 Series - 720 Backed Wall Mount Bench



Company Name: Streetscapes
Model: MLB 700 Bench



Company Name: Landscape Forms
Model: Chase Park Litter Receptacle



Company Name: Thomas Steele
Model: Chandler Litter Receptacle



Company Name: Canterbury Designs
Model: Pennsylvania Ave. - Model 102

CONTACT US:

VILLAGE OF WOODLAWN

10141 WOODLAWN BLVD.
WOODLAWN, OH 45215

WWW.BEAUTIFULWOODLAWN.US

CONTACT US:

CITY OF WYOMING

800 OAK AVE.
WYOMING, OH 45215

WWW.WYOMINGOHIO.GOV