

AGENDA

1. Open Meeting
2. Pledge of Allegiance
3. Roll Call
4. Minutes – October 15, 2025
5. Presentations: Metropolitan Sewer District – Sanitary Sewer Credit Program
TEC Engineering, Inc. – Safe Streets for All Study
6. Communications
7. Communications from the Audience (*Five minutes each speaker, Springdale Code §30.05*)
8. Ordinances and Resolutions

Ordinance No. 43-2025 (Second Reading)

AN ORDINANCE DECLARING CERTAIN CITY PROPERTY AS SURPLUS PROPERTY AND AUTHORIZING THE SALE, DISPOSAL, OR TRANSFER OF SURPLUS PROPERTY

Ordinance No. 44-2025 (First Reading)

AUTHORIZING A PRELIMINARY ORDINANCE WITH THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION FOR BRIDGE SIZE CULVERT IMPROVEMENTS AT STATE ROUTE 747 AND INTERSTATE 275 WITHIN THE CITY OF SPRINGDALE

Ordinance No. 45-2025 (First Reading)

AN ORDINANCE AMENDING CHAPTER 94 OF THE SPRINGDALE CODE OF ORDINANCES REGULATING TAXATION

Resolution No. R18-2025

A RESOLUTION ADOPTING THE "SS4A AND VISION ZERO PLAN: SHAPING THE FUTURE OF SPRINGDALE STREETS" SAFE STREETS FOR ALL ACTION PLAN FOR THE CITY OF SPRINGDALE, OHIO

9. Old Business
 - America 250
 - Maximum Residential Occupancy Limits – Ohio Municipal League
10. New Business
11. Meetings and Announcements
12. Communications from the Audience (*Five minutes each speaker, Springdale Code §30.05*)
13. Recap of Legislative Items
14. Legislation in Development
15. Adjournment

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President of Council Anderson called Council to order on October 15, 2025.

The governmental body and those in attendance recited the Pledge of Allegiance.

Mr. Vanover provided the Invocation.

Ms. Browder took roll call. Council members Anderson, Gleaves, Jacobs, McFarland, Sullivan-Wisecup, Vanover and Webster were present.

The minutes of the October 1, 2025, meeting were considered. Mr. Vanover made a motion to accept the minutes; Ms. Sullivan-Wisecup seconded. The minutes were approved with seven affirmative votes.

President Anderson: Before we get to Committee and Official Reports, I just wanted to give note to Council. In our meeting last time, we had mentioned that there was going to be a presentation from KZF at tonight's meeting. It wasn't put on the agenda specifically but just note that we'll get to that presentation during number seven "Communications" to Council, so that's when we'll have that presentation we talked about last meeting.

Committee and Official Reports

Civil Service Commission

Mr. Coleman: Good Evening Council. The Springdale Civil Service Commission met on October 2nd, 2025, in the Springdale Municipal Building. Members of the Commission in attendance were Mrs. Kathy McNear, Mr. James Dunigan, Assistant City Administrator, Stephanie Morgan, and Human Resources Administrator Renetta Edwards, along with myself, Chairman of the Civil Service Commission, Robert Coleman. Referencing reports to the Commission, Ms. Edwards reported that Taryn Radford was promoted to the position of Finance Account Clerk II. And this is important because it started a chain of events as a result of her getting promoted, which therefore left vacancies which then caused us to take a look at our hiring position. So, as a result of the promotion of Ms. Radford to the Finance Clerk II position, an Account Clerk I vacancy followed, and due to this situation, a new hiring timeline was presented to fill this vacancy. Mr. Dunigan made a motion to approve the timeline as requested and it was seconded by Mrs. McNear, and that motion passed 3-0. Next up, a new hiring timeline for a Police Clerk vacancy was presented for approval by the Commission and, again, this was a result of a recent vacancy within the Police Department. Mr. Dunigan made the motion to approve this timeline, and Mrs. McNear seconded the motion and that motion passed 3-0 as well. Lastly, a request from Administration was presented to waive the civil service testing requirement for the Police Clerk position. That was necessary in order to make sure that the individual had the required skills and qualifications necessary for the position. It was thought that the testing would slow the process down and may not produce the quality candidate that we were looking for, so Mr. Dunigan made a motion to waive the testing requirement. Mrs. McNear seconded,

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Mr. Coleman (continued): and the motion passed 3-0. The next meeting is scheduled for November 6th at 2:00 p.m. That concludes my report.

Rules and Laws

Mr. Jacobs

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No report

Finance Committee

Mr. Vanover: General Fund beginning balance as of September 1, was \$7,686,383.00. The revenues for September were \$1,899,838.00. The expenditures for September were \$1,713,308.00, thus giving us a General Fund Ending Balance of \$7,872,913.00. That would conclude my report.

Planning Commission

Ms. Sullivan-Wisecup: We had Beyond Hello from 12140 Springfield Pike come. They were coming for a minor modification. It was for buffers, landscaping on the north and east side. They wanted to cut it down to zero, and we told them that they needed to work with the City about getting more vertical so that it breaks up some of the brick on the side of that building because it is going to be quite a large building on site, so they will be getting with the staff from the City and approving what will be planted over there. That is everything that I had unless Ms. McFarland had anything or any questions. That did pass with a 7-0 vote. Sorry.

Board of Zoning Appeals

Mr. Gleaves

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No report

Board of Health

Ms. McFarland: The Board of Health met last Thursday, October 9th. It started with the Commissioner's Report. We did have an update on the Wawa opening date which I think we all know now is November 7th. Slick City did open on the 10th which was this past Friday. We did have our second reading and Public Hearing for Regulation R1-2025, R2-2025, and R3-2025, which are our license fees for food operations, public pools and spas, and hotels and motels. We will have our third reading and pass those or vote on those at our next meeting in November. We did recognize several months of employee of the month from the Health Department including Charles Noble, Marley Broenner, Pushkar Bhatia, Emily Butcher, and Becky Carassco. The Commissioner did present some information to us regarding the recent Executive Order from Governor DeWine regarding the hemp 8 products that are being removed from locations around the State. They are being mistaken for candy and given to children. So, that is something that I definitely would advise you to go check out. It's not something you want your kids to get their hands on. So, the last thing we had was our Nurse's Report. We did have no Narcan uses in September. We had our vaccine clinic for the month with 19 people and 55 vaccines given. We had three new referrals for home visits. Our Blood Pressure Clinic had 42 of our seniors. And then we did have an update on the Health Fair which was held at the Rec Center and was very well attended. Our next meeting is November 13th.

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Capital Improvements Ms. Sullivan-Wisecup - No report

O-K-I

Mr. Anderson: OKI did meet. Board of Directors did meet on October 9th and we reviewed the Executive Committee Meeting from the month prior. Two major actions occurred that Council should be aware of. The first one is the TIP project update. This is one of the bigger grant blocks where money comes for projects like what we have in Northland Boulevard. Things like that flow through these monies. This is where the STB the surface Transportation grants get approved and other federal funds. The Board did approve \$82 million dollars worth of projects which represented 52 of the 62 applications. That's up from \$50 million dollars that were approved last year so there was a lot of money that was moving and actually able to flow to projects in our region. Two of them that are local that people might see. One of them is in Forest Park on Winton between Kemper and Sharon. One of the projects approved was a multi-use path there. That was just over \$1 million dollars that was approved. There was also 15 simple repaving projects approved. This was the program that I told you about in a previous meeting where it was a pilot program where simple repaving projects could now be paid for through some of these funds. All 15 apps that were submitted were approved and around \$11 million dollars of local match was covered by toll revenues. So, these ended up being just complete pass-through projects for the communities that deployed them. One of the projects that is also in Forest Park that was approved that was again repaving on Winton was also approved through this program. So, it's a good opportunity. The intent is to have that program run again so we should be looking for deadlines and opportunities to use that. They really are looking for ways to make this money flow quickly to projects that are shovel ready and ready to go. So, we should keep an eye out on that. And then, the last thing that was included was a TIP amendment. This was an update to projects. One of them that people might see in the near future is I-275; a new connector between Reed Hartman and I-71. That's a problem area and a new connector is now being funded through this program. So, that's something that should help at least for highway traffic as people flow from 275 over there and then going south to avoid some of the delays, so that will be nice. That's it for OKI unless there's any questions.

Mayor's Report

Mayor Hawkins: A number of things. First off, we had a ribbon cutting at Microland on September 25th of this year. Very classy affair. Looked like it should be a black-tie event. They had a red carpet, representatives from all over the country as well as the world from their corporation. Had several elected officials there and City staff. Microland was very excited to expand into Springdale and puts them closer to some of their main clients, including GE Aerospace. So, that was great, and we welcome Microland. We had a ribbon cutting for Tinker's Treasures on October 4th. It's over there by Sam's Club and it's a business with several businesses within it, so people rent booths and then sell their wares. Lots of interesting things for folks to see in there and buy and they can go and check that out. I had the opportunity to tour the Hamilton County Convention Center. I'm on the Convention Facility Authority Board and so the

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Mayor Hawkins (continued): expansion down there has been moving along quickly. The renovation will have a total of 750,000 square feet. An exhibit hall is going to be 200,000 square feet. The exterior façade is being renovated, and across Fifth Street they're going to build a bridge where there will be a hotel eventually at that site. There's also going to be a new feature with regard to an outdoor plaza that's going to be there and that should be opened up probably by December. They're hoping to have ice skating out there, and some other events for this winter. They also are going to have a rooftop area where you can go out as well as an extension of the exhibit space. Our Fire Department had their annual open house on October 4th. It was well attended and a great event as usual. Lots of things you can see. My first time using an fire extinguisher, so that was fun. They did a demonstration where they were cutting up a car, so, as usual, they're bringing up fire safety to the community. And, we also had our Health Fair on October 4th and a variety of information was made available. A good number of providers in healthcare partners were present. It was also an opportunity to get vaccination shots and flu shots. I got my flu shot while I was down there too, as referenced by Ms. McFarland, Slick City is open and they're going to have their grand opening on October 28th at 4:00 p.m. So, that's when they'll do their ribbon cutting. At the Rec Center, the Senior Room renovations are complete and noting again that was paid for with a block grant so that was good to save money from our General Fund coffers. Also, with regard to the Rec Center, the Rec Commission is accepting Memorial Hall of Fame nominations and so the Rec Commission decided to open that up as well to the Community. You can go online. There's information with regard to making nominations, or you can drop them off at the Rec Center as well. We're almost winding down. Two more things. Susan Wyder, a long-time Springdale resident of over 40 years and educator of the Princeton School District and on the Princeton School Board had retired from service and was honored on October 13th with an Open House and at the Board meeting where several proclamations were read. I think every Mayor or First Lady were present at that event with regard to all six of our municipalities. And everyone honored Ms. Wyder with regard to her long time of service, and she left some indelible marks with work that she did over the years and she touched many, many people with regard to her time serving in that capacity. Lastly, wanted everyone to know we're going to reseal the time capsule on December 1st. We're still working on a time, and to be reopened December 1, 2050; 25 years from now. Myself, Department Heads, are going to be writing letters in reference to innovations that have been made, challenges we face, goals we're working towards. We're encouraging each Councilmember, if they are so inclined, you don't have to, but we're encouraging you seven to write a letter to future Councilmembers from 25 years out similarly in terms of your experiences and what you're dealing with and what you're hoping for the future. From Council, we're asking to have those to the Administration by November 1st so that we can include those as well and get those sealed. And, we will have more information with regard to that forthcoming. That concludes my report, unless there's any questions.

Ms. Webster: This is a question for Mayor Hawkins. Have they decided who's going to take over the Closet, or what's going to happen to it?

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Mayor Hawkins: Yes ma'am. So, Anna Johnson, who is another Princeton grad, she's already taken over the Closet and there were some jokes with regard to how it was, at one point, moved to the bus garage, and Ms. Wyder was not happy about that and Tom Burton, former Superintendent was present and asked to come up and speak and he said, "I'm the one who made it get moved to the garage." So, everyone was laughing at that. But Ms. Johnson actually has moved it over to what used to be Walton's in Sharonville, right off of 42. It used to be a Walton's Pinball and Game Arcade. So, it's over there now, has its own home and she's running the show and excited to do it.

Ms. Webster: She did a wonderful job with that.

Mayor Hawkins: She did.

Ms. Webster: A wonderful job.

Mayor Hawkins: She did.

Ms. Webster: It was a real plus. Thank you.

Administrator's Report

Mr. Uhl: Just a follow up item regarding the bodega that had been asked about a couple of meetings ago and I reported out that there was some right-of-way permits that were pulled, but nothing on the interior and whatnot. Ms. Hays did reach out to the Sugaright just to ask them if their intention was to continue to move forward and they said they're continuing to work on their plan, but they don't have any definitive start date yet. So, just wanted to provide Council with that quick update. Also, you'll notice our leaf collection has started. So, residents are reminded to rake their leaves down to the curb and our crews will be through to pick those up. I did drive around yesterday and noticed several areas that have more leaves down than others, but nonetheless, Public Works is trying to get ahead of everything so they're grabbing what they can. You may also see the chipper out from time to time. We are doing some tree work and removing some ash trees, so the chipper is not running. That service ended back in September, but, if you do see it out, it's because we're chipping what we're cutting down in various locations throughout the City. That's the end of my report.

Mr. Jacobs: Just congratulations and kudos to the City. I noticed the Veteran's Memorial got a really nice pressure washing and cleanup. It looks fantastic, just in time for Veteran's Day, so, great job to the City staff.

Law Director's Report

Mr. Jeffrey Levine (interim)

No report

Mr. Levine: Thank you all very much for having me. Joe has been pretty sick all week. It takes a lot for him not to be here, so he's pretty down for the count. But it's always good for me to be here and see you all. Thank you for having me. I was able to talk to him earlier today, and he has no report.

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President Anderson: I always say the more Jeff's at the podium, the better, so thank you for being here.

Mr. Levine: Agreed Mr. Anderson.

Engineer's Report

Mr. Riggs: Just a few quick things. So, Northland Boulevard; the contractor did switch over to the Phase III Maintenance Traffic, so basically, they're maintaining traffic on the outside lanes. They closed the two inside lanes while they continue to work on the landscaping inside the median. That work in the median is probably going to take through the winter and going into the spring and next year then they'll come back, the contractor will come back and start paving final surface and putting in the final paving markings on. The East Kemper Phase I Improvements; we're wrapping up 90% plans where we're working to get those out to the utilities by the end of the month to finalize our utility coordination efforts. The Kemper Northland Intersection Realignment and Kemper Road Shared Use Path that's basically Northland Boulevard Phase II. We completed the feasibility study back in August. We received partial ODOT Review comments on October 8th. We're working through to address those as they come in. But we're hoping to get all the comments addressed here probably in the next month so we can go into final engineering within the next month or so; probably two months from now. The Springdale Industrial Park Concrete Repairs and Catch Basin Reconstruction; so, the bulk of that work probably will not happen until the spring, but the contractor is out today, actually. I drove by this afternoon, and they were working on removing that old railroad crossing on Tri Con, so that is going to be done probably by the end of the week. It looks like they're halfway through today. And that's all I have.

Rental Program Committee

Mr. Vanover: The Rental Committee met on October 8th, and we discussed and looked at some data from an intense month of enforcement from the Building Department. We had 25 violations, 12 were owner-occupied; 13 were rental properties, and all but two of them had been taken care of. And, really, discussion kind of headed in a path that we will be disbanding. We have gone as far as we can go at this point. The Committee started about four years ago and the first two years we started and worked on enforcement, Building Department regulations. I'm very happy with what we've got and the program there, and the last couple of years we've worked on the parking problems and conditions over in Heritage Hill which actually resulted in a number of parking spaces pulled off the street for safety reasons. And we are wrapping it up. But, there is one item that we would like to bring forward and that is a request for a resolution going to Columbus to beg, borrow, steal, and plead to get more support from the legislative side because there are a lot of issues that the federal government or State has cut our legs out from underneath us, and we need support from them and this is a problem that is going throughout the area. It's not just Springdale, it's everywhere. So, I would like to ask for Council's concurrence that the resolution be brought forward and presented at our next meeting, and, with that, that would conclude my report.

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President Anderson: And, just for Council's benefit, what Mr. Vanover is speaking to is really about one of the issues that we ran into with the Rental Program Committee that Springdale wasn't really able to address is really around occupancy. Springdale has an occupancy limit on its books based on the size of the house, the type of location it is, and there's a belief that some of the health and safety issues that go along with that are a challenge for us to address as a City. There isn't a resolution that the Council could bring forward to enforce it because the types of things that we would need to do to enforce that ordinance are prohibited by State or Federal law. So, the Committee had asked Council to consider looking at a request to the State and Federal agencies to kind of look at what they're doing that is affecting us, and we can take that up under New Business. We'll take that up as a Council that request, but that would be when we can talk about that more there. But, as Mr. Vanover mentioned, the Rental Program Committee did decide as part of its meeting that we think that we've taken that as far as we could as that Committee's scope was originally set out to look at the issues that we already took care of. So, with that, I want to thank Mr. Vanover for chairing that Committee for the last three and a half years and then also for Ms. Megan Sullivan-Wisecup who was a part of it along the way with me. That was one of the more collaborative committees that I've been a part of. I think the Committee did a really good job bringing forward that nuisance law that's been used to good effect. We had really good collaboration with Administration and all the Department Heads as we went along there, and I think it was a good model for how those committees could work, so, I appreciate the leadership that was shown there. But, with that, I am, just for the record, disbanding the Rental Program Committee as it was originally scoped to do, so we won't see that on our reports going forward, but that ends with my thanks.

Zoning Code Revision Committee

Mr. Gleaves: Zoning Code Revision Committee met on October 13th with attendees including City Staff, representatives from McBride Dale Clarion, and Planning Commission, and even Mayor Hawkins stopped in on us to grace us with his presence. The Committee reviewed a list of areas within the Zoning Code identified for improvement. In-depth discussions were held to develop appropriate changes aimed at enhancing enforcement and interpretation. Due to the length of the proposed changes, weekly meetings will be held to ensure timely review and development of Code recommendations. That's all I have if there's any questions.

President Anderson: Thank you for that. Although, I will mention that there are probably two or three things that the Rental Program Committee did kick over to Zoning, so we appreciate you taking those torches and dealing with them because they're really outside the scope of what we're doing there.

Communications – KZF Presentation

President Anderson: As I mentioned, one of the first things we're going to do is part of Communications to Council is a presentation from KZF on the Mill Creek Presentation. So, if KZF wants to come forward and go ahead and take us through this. I'm sorry. I know your name is Eric, but I apologize, I don't know your last name, or I would have said that.

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Mr. Anderson: Anderson. Eric Anderson.

President Anderson: Anderson. Okay, that's fine. Thank you for that. Well, we do need more Andersons at the dais too, so you're welcome to take the mic.

Mr. Anderson, Vice President of KZF Design presented an update on the Mill Creek Connector Feasibility Study that was completed in September. The City of Springdale applied for a mini planning grant from Hamilton County in 2024 and funds were awarded to study a shared use path that connects the planned bike and pedestrian facilities that Mr. Riggs mentioned along Northland Boulevard going towards Glenview Gardens to Winton Woods shared use path. The purpose of the feasibility study was to identify and recommend a preferred alignment to connect those two areas as well as estimate construction costs. The information would then be used to apply for grant funds that can be used for construction of the path. Once presentation was completed, Mr. Anderson asked if there were any questions.

President Anderson: While people are thinking of them, I have two questions for you. I can tell you I know the transportation alternatives program was something, that, at our last OKI meeting we did approve six of the eight applications that went in. They're all bikes and these same type of programs. One of the bigger ones that took a lot of money that last cycle was the Ohio River Trail, down by Sawyer Point that took a lot of funds. It's that same type of project that we have here. A question that I had for you on the proposed alternative; I understand why you want to be on Route 4 on the east side of the road, but the way that you've designed it, that means there's two crossings then to get to the north. Is there something that we'd have to do different at that intersection to account for that? So, at that intersection where Route 4 comes down, if you're on the east side, that means a biker would have to stop and wait for crossing Route 4, and then again to cross Sharon. Are there things that people do in those types of busy interchanges to make it easier for the bike trail to continue?

Mr. Anderson: Yes. I mean we looked at this. We were looking at costs in a variety of things. You could do an evaluation of the intersection and look at improvements to cross. I mean, it was just approved less than a year ago I think with new crosswalks and signals. But you could improve it. You could add signage like rapid flashing beacons to aware drivers. They can be started with a little push button, so, you can do signage, signal improvements, I'm sure there's a variety of other items that you could do to improve it as well.

President Anderson: So, that's something that we'd look at that next phase once engineering would start. We'd try to find the right way to make that a safer interchange.

Mr. Anderson: The study that we're presenting here is to figure out if you can build it and kind of how much, and what are the constraints. And then, you'll work through those things in more detail in design and engineering.

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Mr. Gleaves: Thank you for coming down. Is there any thought to someone like myself, I live right behind Hooters, and we would have to physically put our bikes on a rack or something in our truck to physically drive, take it out, and use the trail. Is there any loading or unloading stations? Any thought for anything like that where you could park, take your bike out?

Mr. Anderson: We didn't really look at parking areas as part of this study. But there are plenty of available properties. I've done studies with other communities where we've looked at partnering with private property owners for shared parking, allowance to allow people to park in a specific area or including bike parking like bike racks for people to use, but we didn't really look at that as part of this study. It was more feasibility of the pathway. Does that make sense?

Mr. Gleaves: Thank you.

Mayor Hawkins: Appreciate the work that you and the design firm did. This is all helpful. A lot of what we see and hear, particularly when we get to Sheffield, is going to involve some collaboration with obviously you referenced the City of Cincinnati, but also Springfield Township and Forest Park as you're going down that roadway. When you're looking at all of it in terms of cost, is the biggest cost probably going to be what we see along Sheffield in terms of that topography and having to build that up to be able to put a bike path on that roadway in terms of what you've seen?

Mr. Anderson: Yes. Most of the alignment is "flat at grade" or will require minimum grading. The Sheffield Road section involves more walls and more widening of the roadway corridor.

Mayor Hawkins: Do you know in terms of, at least from your guys' standpoint, have you had anyone reach out from Forest Park or Springfield Township with regard to this idea of connectivity? I know that they've been involved with the Mill Creek Canoes and Conversation, but has anybody specifically from either of those municipalities reached out with regard to any of these plans?

Mr. Anderson: No. We did not reach out to them as part of the study. I am the Project Manager for the Glenwood Gardens Winton Woods Project, so I have been in touch with them for the last five years almost working on that project. I don't think Forest Park or Springfield Township would be involved in any reviews necessarily except for utility coordination. We did go through and exercise with the City of Forest Park to get Sheffield Road right-of-way. It had been dedicated but not accepted, and we worked with Forest Park to get that whole corridor documented as existing right-of-way. I think we've cleared a lot of the hurdles through other projects in getting this stretch designed and constructed.

Mayor Hawkins: Thank you.

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Mr. Vanover: Looking over the horizon, is there a thought process or an intention to extend that further north beyond the Crescentville Road or well downtown Springdale because once you get up into Fairfield and you get up to the Mack Road extension, you lose that shoulder because they took the road down to go over the railroad track. Any thought along the sustained line because there's going to be some negotiation of Route 4 and I know in other places, bike-friendly, they have installed new sensors on the signals that will pick up because most of the sensors that we are using today will not pick up the metal of a bicycle now. So, unless you have access to a manual trigger, then you're kind of left hanging out there.

Mr. Anderson: So, this would be like a side path separate from the roadway, so, you wouldn't necessarily need the detection in the roadway. I would think users using this path would use the push buttons at the signals.

Mr. Vanover: Well, where Mr. Gleaves was talking, coming down Ray Norrish to Route 4, they're on the west side, so they come into the southbound lane, they have to negotiate that to get to the northbound side where the path would be. So, there's got to be some way, one way or the other whether it's a dedicated crosswalk or a multi-use crosswalk, or improved signalization to be able to access that side since it's on the northbound side.

Mr. Anderson: We didn't really look at the types of signal improvements that would occur. This was a pretty high-level study. I can't speak to the City's plans to improve that necessarily.

President Anderson: We can take that.

Mr. Uhl: Eric, thank you very much for the work that you put into this. I do believe Eric is probably their regional expert when it comes to a lot of these shared use and multi-use paths and whatnot, and especially as we engaged KZF years ago to begin our connectivity plan and what that would look like, one of the things we focused on was the jewel that we realized was just to the south of us at Glenwood Gardens and how are we able to connect into that pathway to allow our residents the opportunity to engage a bigger bike and pedestrian network down in there. So, this was kind of that offshoot; that was that next step to "is this even a possibility". It was something that we had in discussions, I believe, probably during the course of those meetings and whatnot and this small grant gave us the ability to say, "Can we do it or not?" And, so, thank you for putting this together and just to address one of the other questions Mr. Gleaves had was, I know Mr. Riggs, and we looked at a grant earlier this year about connecting communities that are bisected by highways. And we weren't successful with that grant application, but next time it rolls around or something else that we could qualify for, we need to better connect our City to get underneath the highway both on Route 4 and also on 747, so, we realized there's opportunities to connect up into Butler County with their connectivity plan up there with the Miami to Miami connection. So, there's a couple of sights that we could potentially feed to or

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Mr. Uhl (continued): route to. As we move forward with different developments and whatnot to include the Slate Apartments they'll have a multi-use path along Crescentville that will help get us to extend our reach on the northern end and so as new developments are coming through, we're making sure that this is kind of a priority to help better connect all these different areas, but we do realize there's a few choke points along the way but we're trying very hard to make those connections from the north and south.

Mr. Anderson: If I can just add one thing. If you're looking at this map, this is 275 and we did identify some locations where you could improve crossings on the east and west, but the highway does present a significant challenge trying to even just get around what's there right now.

President Anderson: Again, these are just opportunities. As we have these plans in place, we're able to see these grants come forward and as developments happen, then we can tie into them so this work is important because now we can say we have an approach and a plan, and we can go after dollars to do it each time as it comes along. I do want to say, "Thank you Mr. Anderson" for the work KZF does, especially from a cycling and pedestrian background. As an avid cyclist, I've seen the improvement in our region, and when I see OKI approving more of these transportation alternative grants it is something that more and more communities are looking at. So, the work that you're doing to help communities is appreciated, so thank you for this.

Mr. Anderson: Thank you and thank you for having me.

There were no Communications per Ms. Browder.

Communications from the Audience

Mr. Webster: Hello, my name is Doyle Webster; 12142 Peak Drive here in Springdale. I wanted to talk a little bit this evening about SOS. It's that time of year again where we're starting to make plans for the holidays. Reaching out to needy families and reaching out to donor families. If you'd like to help us out, we can always use the help. We're going to restructure it a little bit this year. We're not going to be dealing with food. We're not going to collect them from the office buildings, and we're not going to offer them to people. We're going to offer to the ones in need, we're going to offer them gift cards, and we just don't have the staff, the facilities to handle that influx of food. Last year I think we did I think 26 families, and it was a monumental effort. We had maybe 20 people working one Sunday afternoon for about three hours over at the Kemper Pond Office Park and it was a monumental effort just for those 26 families. And that's just the first part of it, then the families have to go over there and pick it up. Somebody has to be there, and some of these people aren't able to load their own vehicle, so anyway, we've decided we will not be doing food this year. Presents yes. We're reaching out to not only children, but I think this year we're going to be helping some elderly also. We're very proud of that. It's been a very eventful year. We've helped three families that were in bad shape with hoarding and a few years ago we had a

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Mr. Webster (continued): presentation at the Board of Health about hoarding. I never knew that was a problem, but evidently, it's a major problem, especially with some of the elderly, and so we've got a list of several families there that we're going to help this year with the hoarding problem. So, anyway, if you would be so inclined, donations, make checks payable to SOS. You can drop them off here at the City building. I guess SOS has a mailbox over there. Or you can give us a call. Julie Tudor will be taking the calls; (513) 505-5707, and if you want to call to get on the list of families, she'll be taking care of that for us. So, anyway, open up your hearts, and your wallets. Thank you very much.

President Anderson: Thank you. And I will also mention I believe the SOS is the beneficiary of our upcoming December Holiday run. I think the money that is raised for that also goes to SOS along with some funds from the Vendor Village. Certainly, another way if you don't have the opportunity to give directly, those activities are good for the Community and also help SOS.

Ms. Demus: Hi. Frieda and Clem Demus; 595 Observatory Drive. A street comes into us from Lafayette. I would say over the last nine months we've been having quite a few problems in the neighborhood. Directly next to us it is owner-occupied, but it appears to be at least four or five additional families that are living there. And, when you multiply that times the number of cars, a lot of illegal parking, the trash has gotten out of control to where they can't completely close...they have two large containers, and it's still not enough. So, they're not completely closed. So, we're also getting more feral animals. It's kind of like a buffet over there, and so not only that, but when the wind blows and of course the trash kind of travels down. There's also been some other issues with some items that were taken from my yard without permission and also oil changes made on the property and the oil poured in our front yard. Those are the most significant. There are some other little minor things that are more nuisance types of things, but I didn't know exactly how to approach it, so, I did talk to one of the Councilmen; David (Gleaves), thank you very much. He was very helpful, who then referred me to Dan, and Dan was extremely responsive, I think within 24 hours, and I appreciate your help. I guess the question is, and I kind of got my answer today, maybe we're experiencing this in other areas and kind of what is the overall plan. Do we have a pretty decent relationship with our neighbor? We've talked to him about some of these. Sometimes it becomes a language barrier and sometimes a cultural barrier where he doesn't quite understand property boundaries and so I've also been talking to Officer Keenan (Riordan). He also is dealing with a few different departments so that they can also figure out who needs to address what; what is legal, what is just kind of a nuisance type of a thing. So, I wanted to present it to Council just to make sure that you understood that we were experiencing this problem. We've talked to other neighbors, and nobody wants to come forward. So, it's not like we're the only ones. Everyone is talking about it, but nobody really wants to say anything. So, that's pretty much it. Thank you for your time.

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President Anderson: I don't know if anyone wants to address that, but I can tell you, as you heard earlier when we were talking about the Rental Program Committee one of the things that we talked about was there was several stories of that in different parts of the neighborhood. It's not unique to where you are. It's not unique to Springdale either. So, one of the things that the Rental Program Committee brought forward that Council approved was a nuisance property ordinance that if there's repeat offenders for things that are citable, and that's where Officer Keenan would be good at coordinating that work, and the Building Department is engaged with. As those things come forward, the more times they're documented, the more opportunity the City has to help you bring that property up to be a better Community member. It's not that we're trying to penalize people who for cultural reasons, but you still have rights as a property owner that you should be able to enjoy your property too. We heard that story not just from you but from a lot of people around the City, which is why we took that action. So, the nuisance property is one of the things that we did. We also heard about Officer Keenan probably showed you our notices that were updated that shows how multiple departments can now work on the same problems again and again and they document those to help the homeowner. Those are some things that Council has been able to do so far. The challenge that we have that you heard me speaking on earlier that Mr. Vanover mentioned was the occupancy issue. We do have an occupancy limit that's on our books, but it's not something that's easily enforced because we're not able to go into a house to verify that. If it's a rental property, there's a voluntary program for each time a lease turns over. They're supposed to tell the City who the new lessees are, who's in the building and that's a health and safety issue. The City isn't able to go into that just to check occupancy. There has to be a different reason, and that's where you heard Mr. Vanover and the Rental Program Committee say that we're going to take up asking the State and federal government for help with that because the way the laws are written there's not much more we can do at the City level, but as you see these things externally, you're doing the right thing to let the City know each time; the non-emergency line or the Building Department and they'll send somebody out each time it's cited, hopefully will get people to understand what's expected. So, you're doing the right things. Thank you for coming forward. I think a couple of other people wanted to give you some comments as well.

Mr. Jacobs: I'm glad you came out. I saw firsthand the problems you were dealing with. There were mattresses in the back yard. It was very off-putting, and I know you had other issues with parking. I remember kids riding down the middle of the street on bicycles. So, it's a multitude of problems. I appreciate you coming out to share it with everybody and as was mentioned, it does take residents like you putting it on record and then a clock starts ticking. It still will take time, but, again, I appreciate you coming out and reaching out to us in the first place. Hopefully you'll get some resolutions at least on that property next year or as soon as possible.

Ms. Demus: Okay. Good. And, once again, I wanted to thank David (Gleaves) and you also for an extremely quick response and it was very helpful in helping me kind of determine what was legal, what was a nuisance, what was old people just worried about stuff. So, appreciate your time.

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President Anderson: You've got a couple more people. You've touched a nerve. This is something that people always want to talk about because quality of life is important. It's hard to come forward and we appreciate that.

Mr. Gleaves: Thank you so much for coming down and bringing it forward. We've just got to get a grip, basically as a nation. This is a national problem. You know you watch the tv, see two or three companies that are buying your home; we don't care what condition it's in. There's no home ownership. They're renting them out. We've got to find a way of knowing who these people are. Who owns the homes and making sure that we have legislation where we just make sure that they're doing what they're supposed to be doing. And we're going to work on that.

Ms. Demus: Thank you. Appreciate it. Now, just to be more specific, the home is owner-occupied, but there are at least four to five other families and I say four to five because sometimes it's hard to tell because sometimes it changes, and if you multiply that times the number of cars parking on the wrong side of the street; sometimes on the grass also, so it is owner-occupied.

President Anderson: We hear you.

Mayor Hawkins: As it's been said, if there's something that comes up, make sure you contact the City. If you want to contact an Elected Official to get you to the right spot with the City, do that. There is, I don't know if you're aware of this or not, but there is an open case with the Building Department regarding your neighbor. And I want to make sure Council is aware of that.

Ms. Demus: No, I was not aware of that.

Mayor Hawkins: There's an open case with regard to that that's being dealt with. I wanted to make sure you know, Council knows and anybody else who's watching is aware.

Ms. Demus: Okay. It's good to know we're not the only one.

Mayor Hawkins: But the main thing is to contact the City of there's an issue that comes up so we can address it. Sometimes it's something that's already on the radar. Sometimes it may be something new. If it's something that's being addressed, that process takes some time, people can get cited into Mayor's Court if they're not fixing what the issue is, but it is on Building Department's radar.

Ms. Demus: Okay. I appreciate your time.

President Anderson: You've got one more. Mr. Vanover wants to share his thoughts as well.

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Mr. Vanover: And thank you, again. Actually, what brought me to form the Committee happened probably five or six years ago. I was listening to a nationally syndicated radio station out of Nashville Tennessee, and this was their discussion and the ramifications of this happening, multiple families, increased vehicles. Streets were not designed for that. So, that was my impetus, and I realized that if Nashville has the problem, and I live in Heritage Hill and I have been harping at that and listening to people. I have been out since August talking to residents in my district and Rental Committee heard it the other night or the other afternoon, that is the common thread. How do we control this. And, unfortunately, federal government cut our legs out from under us several years ago on the rental program. It used to be a mandatory inspection once every three years, or an occupancy change. They said, "No, you can't do that". Well, as is usually the case, the people that make those decisions don't live in our neighborhoods. And, they don't have to look at their neighbor and see the problem and the pain that you endure. So, that's part of my impetus is that I spoke earlier of getting a resolution and sending it to Columbus. That's our first step. We go up the ladder and get some assistance from them because we need it and, again, it's not unique to Springdale. I know our legal attorney was talking in our meeting that Reading was having the same issue. So, it's there. And just because the Committee has ended, it will not stop there. We are going to push up to the next level and make phone calls and get our Elected Officials at that level to become involved and give us some solutions because that's part of their job.

Ms. Demus: Agreed.

Mr. Vanover: Thank you.

Ms. Demus: Okay. Thank you.

President Anderson: One more, I think.

Mr. Uhl: Well, Frieda thank you for coming in and it's odd seeing you in this capacity because normally you're the one sitting behind the counter at the Community Center and now we're the ones sitting behind the counter (laughter). I just want to let you know and just to echo what the Mayor said. Feel free to reach out to us at any point in time. If it's an issue or problem and you're not sure where it goes, you don't even have to think about it, just let Mr. Wilson know. He'll make sure it gets to the right people.

Ms. Demus: Okay. Great. I appreciate that. Thank you.

President Anderson: Thank you for coming in.

Mr. Uhl: Also, Frieda, we do appreciate everything you do back at the Community Center as well. You're a very, very, valued employee. Thank you.

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Ordinances and Resolutions

Ordinance No. 42-2025 (Second Reading with Emergency Clause)

AN ORDINANCE ESTABLISHING COMPENSATION AND COST-OF-LIVING ADJUSTMENTS FOR THE OFFICES OF MAYOR, PRESIDENT OF COUNCIL, AND MEMBERS OF CITY COUNCIL, CONSISTENT WITH STATE STATUTES AND DECLARING AN EMERGENCY

Mr. Vanover made a motion to adopt Ordinance No. 42-2025; Ms. Sullivan-Wisecup seconded.

Mr. Jacobs: At our last meeting, we removed a section that we had discussed in terms of providing health insurance to our members. I don't know if there's that last "whereas" section where it does bring up health insurance, vision, and dental insurance still in the ordinance. But I also wanted to make a motion to strike Section 6 and I'm open to discussion on it. Personally, I feel like purchasing a membership is almost an obligation of Councilmembers, and I think especially with the fact that we would be receiving an adjustment in our compensation, I'd like to see us put that money right back into the City and buy our own Rec Center passes. That's my position on Section 6. Thank you.

President Anderson: So, just to be clear, so you're giving deliberation there. If you're making a motion, you need to make a motion.

Mr. Jacobs made a motion to strike Section 6 from Ordinance No. 42-2025; Ms. Webster seconded.

President Anderson: So, at this point, I'm open for deliberation around the motion to amend, to strike Section 6. Are there questions or discussion on that motion?

Mr. Gleaves: Well, to be clear, I don't really have a problem with it. I don't see an issue with it. We work hard. I think we work hard. Our job is to work for the Community, and I appreciate the Mayor bringing this forward to bring us more with the team. This is something that's been given to other City employees and maybe there needs to be some clarification on what we are. What body we are, but I think we're a City employee, and I don't see any issue with this. I just wanted to state that.

Mayor Hawkins: I just want to remind everybody. Folks did this the last time this came up in the last meeting. There's a lot of "we", "me", "I". It's important, again, people get caught up in this. This isn't for anybody who's sitting on this dais in a current capacity right now. So, the terminology needs to be "for whomever she or he is that fills those seats". Whether it's a district, whether it's at large, whether it's the Mayor. Whoever she or he may be, that's what this is for. So, it's not about whether I want to have health insurance or I want to go to the Rec Center. It's about what do you think for that person that's going to sit in that seat, what should their compensation be? Very important. So, a lot of this happened last time too. It's not about what you think for you. It's what you think for that next person. Okay? Thank you.

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President Anderson: Thank you for that clarification.

Mr. Jacobs: I appreciate the intent behind all of this. My view on Section 6; it's not that this is going to save some vast amount of money, and that's not the reason, but I will say the "I" in the messages, I don't think a member of Council should receive this benefit. I do believe that Councilmembers of the future should be expected to pay that out of their own pocket. That's just where I'm sitting on whether it's future Councilmembers or the principal of the matter. But, again, I appreciate the intent behind all of this. Thank you.

Ms. Sullivan-Wisecup: Number one, I know that Mr. Gleaves had asked what we are. We're Elected Officials. We're not employees. We're not hired by anyone other than the electors. And, so, that makes it different than an employee because an employee is that you interview, you get a job, you do your job, whatever. It's a little bit different. I don't know if that matters or not when it comes to that. My question was I know that we're not allowed to accept gifts from outside things. We can't accept presents over a certain amount, or gifts or things. Would this be considered part of compensation? Would it be like when we go to file our taxes, is the money for the membership on this, or is it just a gift? And, if so, is that a problem? I just want to make sure of that. I honestly will not be here because I'm not running, so I know for a fact this has no bearing on me. I want to understand so that whomever in the future is going to be sitting in this seat, I want clarification on that. That's my question.

Mayor Hawkins: Excellent question. And, we went over this with regard to Mr. Braun and Mr. Braun had looked at these things too. There was no issue with regard to this being a gift or anything that would run afoul. There are a number of different communities that have different sets of compensation for Elected Officials. So, Administratively we looked at that, presented that to Finance Committee as well in terms of being able to see sort of what some other places do. But this would just be something that's in alignment with compensation, not necessarily a gift. Whatever Council thinks is what it is. I don't care beyond the fact that I think that it's important that Elected Officials should be above the minimum for OPERS. Beyond that, there are ideas that came up and like I said, the Rec Center thing was something that when we're dealing with employees having it, I was thinking that Elected Officials should have that too, but whatever Council thinks with regard to it is fine by me.

President Anderson: And we're still talking just about the motion to remove Section Six.

Ms. Webster: Thank you. I am looking at this with different eyes. I don't have any doubt in my mind that all of us up here, including myself, ran for the betterment of this City. And, to do a job, but I think that these perks, and I call them perks, are going to get people to run just to get them. And will not have the City's interest at their best. And that's the way I'm looking at this. And, when I looked at it in Finance Committee, it all sounded good, and I studied it later and thought about it, and that's where I'm coming from. I just feel that this could happen. It might be happening now. Thank you.

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Mr. Vanover: Well, I would beg to differ with Ms. Sullivan-Wisecup. You get a W-2, you have to pay tax on it. How we got to this point is different, but our electorate interviews us, and that's what it is. So, we are an employee. Plain and simple. Ms. Webster, I respect you, and I respect your opinion on this, but quite honestly if we look at that as a perk, payroll is a perk. And if somebody's going to run for this position because they get paid, there's not much we can do except be aware and be an intelligent voter and make sure that before we pull that trigger that they're there. So, it matters not to me. Again, it does not go into effect until December 1, 2027. I've reached the glorious stage that I have Silver Sneakers and so this benefit doesn't really affect me personally, but, again, this is for the next group. And that's kind of what you look at. I mean when I started down this path, my philosophy was I found this seat in a certain position and my goal is to leave it in better or at least the very same position I found it. So, and I pray that that's the mentality that anybody that gets up here operates from. But I really don't have a problem with the membership. Yes, they can pay. I mean it's not a big deal, but it is offered to employees. Now, the membership differs from the healthcare issue that we deleted because that definitely could run people afoul and cost them money. So, it was checked and found that at least under the current IRS tax codes that this is not a taxable benefit. So, now, tomorrow, it might change, or five years down the road that might change and then that's something and again this is not cut in stone. I mean we can always go back and revisit that issue. But, if that would change, I personally don't have a hard negative feeling on that.

Ms. McFarland: Personally, I think it's a nice benefit, whatever word you want to use for it. I do think about the future potential of where our Community Center may go if the cost increases, I would hate to see an Elected Official not be able to afford that and feel like they are not serving their Community to their best ability because they cannot provide that membership. I certainly don't have a problem with people choosing to pay it if they choose to, but to leave it as an option to somebody that if they want to accept that as a benefit that the City is giving then that's something we can do as well. And I'm not sure if that's even an option, but everybody has their opinions and is that something that we can keep that in there, but people can continue to pay for that if they wish.

President Anderson: We're still discussing the motion to strike Section Six. Any other questions or discussion on that? I will say for my part I think it's such a minor thing and I think it gives a message too that the Elected Official is a part of the Community Center too. I don't think it's about the money. I think it's about removing a barrier that may or may not exist. I don't think anybody I've ever talked to that has run for Council or been on Council before has ever said that a membership would change their opinion or desire to help or work. I do think that it's in line with the way that employees are treated in general and members of the Community, so I don't have any problem with the membership. And, with that, I don't see any other lights. So, at this point, we're going to poll Council on it, but just understand a vote of "Yes" is a vote to strike Section Six from the legislation. A vote of "No" is a vote to leave it in. So, a vote of "yes" strikes it, a vote of "No" is to leave it in.

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Motion to strike Section six fails 1-6.

President Anderson: We're still in the motion and discussion for Ordinance No. 42-2025 as a whole. Before we continue, there was a question about the "whereas" clause is that my understanding is that's a scrivener's error and could be stricken. We don't need to do a motion to amend to remove that line from the whereas.

Mr. Levine: Correct. No motion is necessary.

President Anderson: So, you can strike that off of your own as you're considering it that, that is a scrivener's error and that will just be removed from the final version.

Mrs. Webster (off mic): I didn't understand what you just said.

President Anderson: So, Ms. Webster, there was a comment that Mr. Jacobs brought forward on the "whereas" clause. It still references health, vision, and dental insurance which our last amendment removed as a motion we did in our last meeting. So, what the Law Director stand-in has confirmed is that we do not need a motion to strike that from the "whereas". It's considered a scrivener's error, meaning it's just a typo, and we can continue in the final version those words won't be there. Does that make sense? Okay.

Mr. Vanover: In reviewing this and going over this with the Finance Committee and I've had further discussions with the Administration because there was a question about Council having a marker on what this increase is going to be, that will be presented at the Budget, and Finance Committee so we will have a chance prior to, if we deem it out of line, then we can check it at that point and make an adjustment from there. So, that's the assurances that I've gotten from the Administration and I feel comfortable at that level.

President Anderson: I do have a question related to this. This ordinance deals with the Elected Officials. I think it was around last year there was a request brought forward around Boards and Commissions, maybe it was two years ago that we haven't reassessed those in some time. At that point, that research showed that we were still very much in line with other communities, but I suspect that that has changed or should change as well. I guess it's not directly related to this but is there intent to also address that as part of the budgeting process going forward because I would expect that to come in the December/January time when we adjust City employee wages. Is that something that's being considered or could be considered along with this? I just don't like even the message that we're dealing with Elected Officials but then ignoring the Commissions that also do this important work.

Mr. Uhl: Yes, we'd looked at other Boards and Commissions in surrounding communities. We were the anomaly. I would say the vast majority are non-compensated for Boards and Commissions. There's only a few. I know Sharonville's Civil Service Commission is compensated. Part of that is because they do a lot of work

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Mr. Uhl (continued): with the School Board as well. So, a lot of work on them for that. But, when we looked at surrounding communities and not just in our County, but other surrounding counties, we were the anomaly.

President Anderson: But specifically, if we wanted to address that we still have the opportunity to do that, just as part of the normal process and budgeting. I just know that I look at the work that Planning and BZA and the Civil Service Commission especially do. Those are monthly meetings too, and that hasn't changed in almost as long as ours hasn't changed. So, I hope that we can look at that and maybe that's a conversation for offline.

Mayor Hawkins: As Mr. Uhl indicated and my predecessor I think has stated this once before too when I think that issue came up. Most folks aren't getting paid to do those tasks. Mr. Uhl is on the Planning Commission.

Mr. Uhl: Zoning Commission.

Mayor Hawkins: Zoning Commission. He's still waiting for his first check. Okay. So, it's something that shows an appreciation. Someone may say it's a nominal amount, but the fact that the City of Springdale for decades has done that for people that are on Board of Health, Planning, Rec Commission, and BZA really speaks to showing some type of value for them, but it is not something that other communities typically do. And when we talk about our one neighbor and some of the amounts that they're paying for their elected officials; they're not doing it. So, it's says something with regard to that it's more of an anomaly. But, again, Council is controlling the purse strings, but, just in terms of a point of reference, most folks don't get paid to do those things.

President Anderson: Alright, but that's something Council could address later separate from this if we wanted to.

Mr. Vanover: Mayor Hawkins mentioned the Board of Health, and actually they are a recent addition to the pay because I remember years back when I was on that Board it was volunteer. The State dictated that you could not pay them. So that has changed and that obviously we reflect it that way.

President Anderson: Any other questions or discussion on Ordinance No. 42-2025? I will remind Council that as it has the emergency clause now, it does take five affirmative votes to pass as an emergency measure meaning what it would take for it to take effect in the timeline that would be needed for the dates included. A vote of only four votes for, it still would pass just without the emergency clause.

Ordinance No. 42-2025 passes with seven affirmative votes.

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Ordinance No. 43-2025 (First Reading)

AN ORDINANCE DECLARING CERTAIN CITY PROPERTY AS SURPLUS PROPERTY AND AUTHORIZING THE SALE, DISPOSAL, OR TRANSFER OF SURPLUS PROPERTY

President Anderson: Council, this was the first reading of Ordinance No. 43-2025. Any questions or discussion this evening? Seeing none, we will see this again at our next meeting.

Resolution No. R17-2025

A RESOLUTION OF THE CITY OF SPRINGDALE, OHIO SUPPORTING THE OHIO COMMISSION FOR THE UNITED STATES SEMIQUINCENTENNIAL (AMERICA 250)

Mr. Vanover made a motion to adopt Resolution No. R17-2025; Ms. Sullivan-Wisecup seconded.

President Anderson: I will remind Council this was the resolution that Council requested through a vote in the last meeting which is why you also see it under Old Business which is part of our rules. I do see that this fulfills the needs or the requests from our last meeting. So, we can act on this tonight. If this passes, just understand that there's additional work that Council and Administration will be required to do. There's a Committee that will be formed. We'll be asked to put together some activities. I think one of the keystone ones that every community is supposed to do is a reading of the Declaration of Independence. That happens as a community event during the celebration and then other activities that might happen. I don't know if there's anything else that Administration wanted to add to that.

Mr. Gleaves: I just want to thank Administration for getting that pdf out to us. That helped a lot. I appreciate that. Thank you.

President Anderson: Alright, and the other thing I will mention that is if this passes, in Old Business something else we're going to have to talk about is the forming of a Committee. So, one of the requirements is that some group is put together to help spearhead the work that would happen, and we can decide the best way to do that if this passes.

Resolution No. R17-2025 passes with seven affirmative votes.

Old Business – America 250

President Anderson: As I mentioned, there's an item, America 250 that we just passed a resolution that we're going to become an America 250 community. So, I don't know if people had thoughts on the best way to do that. What I would propose is that now that we know that we've done this to review the material that they sent. There's a description inside of it for a Committee that needs to be formed or a group that would work. I would assume that it would include members of Council and Administration if they're willing as we figure out what that calendar of events would look like, so I'm going

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President Anderson (continued): to propose that just we think about that work and then at our next meeting come prepared to discuss it as part of Old Business. So, we'll leave this on the agenda for our next meeting. My expectation is that we'll form a Committee that will do whatever work is required there because there's some Administrative work that will have to happen.

Mr. Vanover: The only word of caution I would say is that because we have elections pending in front of us that we postpone the committee formation until afterwards, and the people have given their voice.

President Anderson: That's one of the reasons I didn't want to do it tonight is because our next meeting would be after the election, and we'd have some more visibility there. There is a requirement as part of joining it that we form a committee I think within 30 days of it being accepted. So, there will be a timer, but to your point I agree. That's the reason I want to make sure that we've got good coverage there.

Mayor Hawkins: Thank you.

President Anderson: He's checking his cheat sheet. If you're looking at the flow chart, the next step is they accept us and then we have to form a committee.

Mayor Hawkins: So, this is something that administratively we talked about while this process was coming through and coming to Council. And, so, part of it, it would appear, and we can double-check with legal counsel, that within 30 days we have to have either designees or committee formed. And, so, administratively part of what we were thinking was we can make designees administratively and allow the new Council post December 1 to formulate that committee at that time. So, as a suggestion we've taken care of the designee part that I think is within the 30 days. We can double check with legal counsel, but I think that we're in good stead with regard to that and allow our Council to move forward with that after we have the election.

President Anderson: I think so. I think the 30-day counter is after they accept us. So, I think we've got time either way, but nonetheless, I don't think we have to do any action tonight. But it's just to make people aware that since we've passed it you might want to look at that again and see if there's other things we can address, and we'll take that up at our next meeting.

New Business

Mr. Vanover: I would ask Council's concurrence that we draw up a resolution and forward to Columbus asking for their support and legislation addressing the issues of some of the rental and actually was sitting here thinking we might be able, it might be beneficial to either reach out to the Center for Local Government and maybe give the other communities an opportunity because there is safety in numbers and it's a louder voice than just us calling in the wilderness.

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President Anderson: So, I guess that's an item for discussion. It's not a motion yet, but what does Council think about engaging with our lobbyist first before we write a letter. Either way we can write a stern letter. We've done that before with other things where we've written a letter with a motion to describe the issue to our legislative State-level reps and beyond that. So, we can write a letter ourselves, or we can engage with the Center for Local Government first. What do people think about that? This is around the occupancy limit that we were talking about earlier where federal and state law has really prevented us from being able to enforce the rules that we think are important for health and safety. What do people think?

Ms. McFarland: I couldn't agree more with Mr. Vanover. We had the audience member just tonight with these concerns and it wasn't even a rental property. So, I think certainly maybe partnering with some of our communities nearby as we think we all know this isn't a Springdale issue. So, I don't think it would be hard to find some back up to go to the State with us to try and get some attention on the matter.

Ms. Sullivan-Wisecup: I agree also. I think that it would have a little more traction up at the State if we had some more voices with us.

President Anderson: There's nothing that prevents individual Elected Officials to speak to other Elected Officials and get that support. The question is what's the best way to engage our lobbying arm. Is that something I don't know if Mayor Hawkins or Mr. Uhl would want to speak to. Is that something that you think we should do first in your experience with that, or should we just start as a legislative body down that path?

Mr. Uhl: If Council wishes, I think maybe a better lobbying arm would be the Ohio Municipal League. I think they're probably a little more impactful, especially with this. The Center for Local Government is more of almost a regional council of governments, so I think OML is probably our best recourse. I can look into reaching out to them a little bit further to find out what, if anything, that they've done up to this point, and then kind of report back to Council at our next meeting.

President Anderson: I certainly think that's a great approach is that if you could do the research before we take any sort of action. I don't want to get in front of that research. Mr. Vanover, do you feel that that's appropriate? I know we talked about this at the Rental Committee. I don't want to step on those motions that we made.

Mr. Vanover: I have no problem with that.

President Anderson: Okay. Do you need anything else from us. I think you understand the issue. You've been to all the meetings. Okay. So, we'll go ahead and include that in Old Business on our next agenda and update from the OML and the occupancy issue, and we'll have that at our next meeting to discuss.

City of Springdale Council

October 15, 2025

Meetings and Announcements

Ms. Sullivan-Wisecup: Planning Commission will meet in these chambers at 7:00 p.m. on November 11th.

Mr. Uhl: Have two events going on back at our Community Center. On Saturday, October 18th, we will have our Shred Event and that starts at 9:30 a.m. and runs until noon or until the truck is full. Residents are requested to present a photo I.D. indicating that they are a Springdale resident. The second event that we have back at our Community Center is on Saturday, the 25th. That is our Spooky Boo Bash and that runs from 2:00 p.m. until 4:00 p.m. And that is for kids ten and under to partake in games, haunted rooms, treats and a costume contest.

Mr. Gleaves: Zoning Code Revision Committee will be meeting this Monday, the 20th at 2:30 p.m. And BZA will be meeting the 28th. We have a training session that will start at 6:00 p.m., and our meeting will start at 7:00 p.m. right here in these chambers. That's all I have. Thank you.

Communications from the Audience - None

Recap of Legislative Items

Mr. Jacobs: Council, as you review your Legislative Summary, Item I; An Ordinance Establishing Compensation and Cost-of-Living Adjustments for the Offices of Mayor, President of Council, and Members of City Council, Consistent with State Statutes and Declaring an Emergency received a second reading. It was addressed by Ordinance No. 42-2025 receiving seven affirmative votes. Item II; A Resolution of the City of Springdale, Ohio, Supporting the Ohio Commission for the United States Semiquincentennial (America250) celebration was addressed by Resolution No. R17-2025 and will be back or no we supported that with seven affirmative votes. And Item III received a first reading; An Ordinance Declaring Certain City Property as Surplus Property and Authorizing the Sale, Disposal, or Transfer of Surplus Property. That was addressed by Ordinance No. 43-2025. Again, receiving a first reading.

Legislation in Development

Mr. Jacobs: Items in Development include Item IV; An Ordinance Amending Chapter 94 of the Springdale Code of Ordinances Regulating Taxation. That will be in front of Council at our November 5th meeting for a first reading. Item V; A Resolution Adopting a Safe Streets For All Safety Action Plan for the City of Springdale, Ohio will also receive a first reading at our November 5th meeting. That's all unless Administration has anything else.

City of Springdale Council

October 15, 2025

Adjournment

President Anderson: All that's left before us is Item 16.

Ms. Sullivan-Wisecup: Move to adjourn.

President Anderson: We're adjourned. Thank you everyone.

Council adjourned at 8:41 p.m.

Respectfully submitted,

Nicole Browder
Clerk of Council

Minutes Approved:
Jeffrey Anderson, President of Council

_____, 2025

ORDINANCE NO. 43-2025

AN ORDINANCE DECLARING CERTAIN CITY PROPERTY AS SURPLUS PROPERTY AND AUTHORIZING THE SALE, DISPOSAL, OR TRANSFER OF SURPLUS PROPERTY

WHEREAS, Council has determined that certain property of the City is no longer needed by the City for municipal purposes or useful as such, absolutely or temporarily.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Springdale, Ohio, _____ members elected thereto concurring:

Section 1. That consistent with Article VIII, Section C(3) of the Charter of the City, and as permitted by Ohio Revised Code Section 721.15, the items listed on the attached Exhibit A owned by the City are hereby declared to be surplus property no longer needed for municipal purposes or useful as such, absolutely or temporarily, and that such property may be sold, by internet auction or otherwise, transferred or disposed of by the City.

Section 2. That the City Administrator is hereby authorized to dispose of said property in the manner specified herein.

Section 3. That Council hereby finds and determines that all formal actions relative to the passage of this legislation were taken in an open meeting of this Council, and that all deliberations of this Council and of its committees, if any, which resulted in formal action, were taken in meetings open to the public, in full compliance with applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

Section 4. That this ordinance shall take effect on the earliest date allowed by law.

Passed this 5th day of November, 2025.

President of Council

Attest:

Clerk of Council

Approved:

Mayor

Date

ORDINANCE NO. 43-2025**EXHIBIT A**

Asset ID Qty Description

Police

PD-01	16	Body Armor Panels
PD-02	1	Acer Monitor X193W, Serial No. 1802364985
PD-03	1	AOC Monitor 195LM00002, Serial No. FSGFBHA102177
PD-04	1	HP Laptop ProBook 450 G7, Serial No. 5CD0352SVP
PD-05	1	AT&T Master Controller 4X200T-II, Serial No. M274320
PD-06	1	AT&T Monitor CRT-CVGA-33D, Serial No. MATT5001427 P 1
PD-07	1	HP Computer HP Pro Desk 400 G5 SFF, Serial No. MXL91934NJ
PD-08	1	HP Monitor HSTND-2A08, Serial No. CNC701QYQM
PD-09	1	HP Computer HP Pro Desk 400 G5 SFF, Serial No. MXL91934PF

Public Works

PW-1	1-Lot	Four 2-Door Metal Storage Cabinets (Almond color; Approx. H 6'x D2'x W4')
PW-2	1	Truck Headache Rack, Black w/ Yellow Lights
PW-3	1-Lot	(15) Used McCain Traffic Signal Lights
PW-4	1	2008 International 7400 SFA 4x2 Dump Truck, VIN#1HTWDAAR09J063000
PW-5	1	Storage Tank 2,000 Gallon Calcium Chloride (L 12'x D 5'6"x H 7')
PW-6	1	Werk-Brau Backhoe/Excavator Bucket (1.5ft wide)
PW-7	1	Campbell Hausfield Air Compressor 6HP 60 GAL VT619501AJ, Serial No. L12/19/95-39431

Parks and Recreation

PK-1	1	2017 Whelen Liberty II, Super-LED, 48" IW8BRBR Lightbar
PK-2	1	Whelen 48" IX8BRBR Light Bar
PK-3	1-Lot	Brown Leather (1) Couch (92"x40"x38") (2) Recliners (37"x42"x42")
PK-4	1-Lot	(2) Wood 5-Shelf Bookshelves (H 6.5' x W 2')
PK-5	1-Lot	Onkyo Stereo Receiver, 7 Surround Speakers, 1 Sub-Woofer, Model TX-SR604
PK-6	1-Lot	(1) Wood Coffee Table (4'x2'4"x18") and (2) Side Tables (2'x2'4"x23")
PK-7	1	Toshiba Regza 42" Flat Panel LCD HDTV , Serial No. AM326005571 w/Wall Mount
PK-8	1-Lot	(45) Upholstered Metal Banquet Chairs (Brown/Beige; 24 w/Armrests)
PK-9	1	Philip Reinisch Wood/Glass 2-Door 4-Shelf Curio Cabinet (3'9"x 1'3"x 6'5"), Model 904, Serial No. D-51-119
PK-10	1	1999 Ford F550 Truck w/Dump Bed, VIN#1FDAF56S3XEE52395
PK-11	1	ID Card Printer, Polaroid PCID 3500S
PK-12	1	Woods Rotary Cutter Tractor Attachment, Model D80

Building

BLDG-1	1	2014 Dodge Charger, Black, VIN#2C3CDXAG1EH122086
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ORDINANCE NO. 44-2025

AUTHORIZING A PRELIMINARY ORDINANCE WITH THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION FOR BRIDGE SIZE CULVERT IMPROVEMENTS AT STATE ROUTE 747 AND INTERSTATE 275 WITHIN THE CITY OF SPRINGDALE

WHEREAS, the Ohio Department of Transportation (“ODOT”) has determined the need to pave inverts of bridge size culverts and perform other related repairs including HAM-747-0195, HAM-126-1700, HAM- 74-1681, & HAM-275-2448 in the City of Springdale (the “Project”).

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Springdale, Ohio, _____ members elected thereto concurring:

Section 1. That it being in the public interest, the City of Springdale gives consent to and shall cooperate with the Director of Transportation to complete the Project.

Section 2. That the City shall enter into an LPA Federal ODOT Let Project Agreement, if applicable, as well as any other agreement necessary to develop and construct the Project.

Section 3. That the State of Ohio shall assume and bear 100% of all the costs of the improvements associated with the Project.

Section 4. That the City agrees to pay 100% of the cost of those features requested by the City which are determined by the State of Ohio and Federal Highway Administration to be unnecessary for the Project.

Section 5. That the City agrees to acquire and/or make available to ODOT, in accordance with current State and Federal regulations, all necessary right-of-way required for the Project. The City also understands that right-of-way costs include eligible utility costs.

Section 6. That the City agrees that all utility accommodations, relocations, and reimbursements will comply with the current provisions of 23 CFR 645 and the ODOT Utilities Manual.

Section 7. That upon completion of the Project, and unless otherwise agreed, the City shall: (1) provide adequate maintenance for the Project in accordance with all applicable State and Federal laws, including, but not limited to, Title 23, U.S.C., Section 116; (2) provide ample financial provisions, as necessary, for the maintenance of the Project; (3) maintain the right-of-way, keeping it free of obstructions; and (4) hold said right-of-way inviolate for public highway purposes.

Section 8. That the Mayor and City Administrator are hereby authorized to enter into contracts with the Director of Transportation which are necessary to complete the Project and to execute contracts with ODOT pre-qualified consultants for the preliminary engineering phase of the Project.

Section 9. That, upon request of ODOT, the Mayor and City Administrator are hereby authorized to execute any appropriate documents to affect the assignment of all rights, title, and interests of the City of Springdale to ODOT arising from any agreement with its consultant in order to allow ODOT to direct additional or corrective work, recover damages due to errors or omissions, and to exercise all other contractual rights and remedies afforded by law or equity.

Section 10. That Council hereby finds and determines that all formal actions relative to the passage of this legislation were taken in an open meeting of this Council, and that all deliberations of this Council and of its committees, if any, which resulted in formal action, were taken in meetings open to the public, in full compliance with applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

Section 11. That this Ordinance shall take effect from and after the earliest time allowed by law.

Passed this _____ day of _____, 2025.

President of Council

Attest:

Clerk of Council

Approved:

Mayor

Date

ORDINANCE NO. 45-2025

**AN ORDINANCE AMENDING CHAPTER 94 OF THE SPRINGDALE
CODE OF ORDINANCES REGULATING TAXATION**

WHEREAS, the Council of the City of Springdale, Ohio (“Council”), has previously adopted certain regulations contained within Chapter 94 of the Springdale Code of Ordinances (the “Code”) that govern taxation within the City of Springdale; and

WHEREAS, Council seeks to revise Chapter 94 to align the Code with revised provisions contained in the Ohio Revised Code.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Springdale, Ohio, _____ members elected thereto concurring:

Section 1. That Chapter 94 of the Springdale Code of Ordinances shall be amended in relevant part as indicated in the attached Exhibit A which is incorporated herein by reference.

Section 2. That this Council hereby finds and determines that all formal actions relative to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and of its Committees, if any, which resulted in formal action, were taken in meetings open to the public, in full compliance with applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

Section 3. That this Ordinance shall be effective from and after the earliest period allowed by law.

Passed this ____ day of November, 2025.

Attest:

Clerk of Council

President of Council

Approved:

Mayor

Date

EXHIBIT A
ORDINANCE NO. 45-2025

CHAPTER 94: TAXATION (EFFECTIVE BEGINNING JANUARY 1, 2016)

Section

- 94.01 Authority to levy tax; purposes of tax; rate
- 94.02 Effective date
- 94.03 Definitions
- 94.04 Income subject to tax for individuals
- 94.05 Collection at source
- 94.06 Income subject to net profit tax
- 94.07 Declaration of estimated tax
- 94.08 Credit for tax paid
- 94.09 Annual return
- 94.10 Penalty, interest, fees and charges
- 94.11 Audit
- 94.12 Rounding
- 94.13 Authority and powers of the Tax Administrator
- 94.14 Confidentiality
- 94.15 Fraud
- 94.16 Opinion of the Tax Administrator
- 94.17 Assessment; appeal based on presumption of delivery
- 94.18 Local Board of Tax Review; appeal to Local Board of Tax Review
- 94.19 Actions to recover; statute of limitations
- 94.20 Adoption of rules
- 94.95 Election to be Subject to R.C. §§ 718.80 to 718.95
- 94.97 Collection of tax after termination of chapter
- 94.98 Savings clause
- 94.99 Violations; penalty

EXHIBIT A
ORDINANCE NO. 45-2025

§ 94.03 DEFINITIONS.

~~—(28) PENSION. Any amount paid to an employee or former employee that is reported to the recipient on an IRS form 1099-R, or successor form. Pension does not include deferred compensation, or amounts attributable to nonqualified deferred compensation plans, reported as FICA/Medicare wages on an IRS form W-2, Wage and Tax Statement, or successor form.~~

(28)(a) “Pension,” for tax years 2019 and prior, means any amount paid to an employee or former employee that is reported to the recipient on an IRS form 1099-R, or successor form. Pension does not include deferred compensation, or amounts attributable to nonqualified deferred compensation plans, reported as FICA/Medicare wages on an IRS form W-2, Wage and Tax Statement, or successor form.

(b) “Pension” for tax years 2020 and after, means a retirement benefit plan, regardless of whether the plan satisfies the qualifications described under section 401(a) of the Internal Revenue Code, including amounts that are taxable under the “Federal Insurance Contributions Act”, Chapter 21 of the Internal Revenue Code, excluding employee contributions and elective deferrals, and regardless of whether such amounts are paid in the same taxable year in which the amounts are included in the employee’s wages, as defined by section 3121(a) of the Internal Revenue Code.

§ 94.08 CREDIT FOR TAX PAID.

94.081

~~—(A) Where a resident of this municipality is subject to a municipal income tax in another municipality and/or county, they shall not pay a total municipal income tax on that portion of income taxed by another municipality and/or county greater than the tax imposed at the higher rate.~~

~~—(B) Income taxable under this chapter that is subject to an earnings tax in another municipality and/or county shall be allowed a credit (subject to the provisions of division (C) below) against the tax imposed by this chapter. The credit shall be the amount of tax assessed by the other municipality and/or county and paid by or on behalf of the taxpayer to such other municipality and/or county. The credit shall not exceed the tax assessed by this chapter on that portion of income earned in such other municipality and/or county where such tax is paid.~~

~~—(C) Credit will be given for municipal and/or county taxes only to the extent that the tax is used for the general operating and capital expenditures of a municipality and/or county and is the equivalent of the earnings tax levied by this city. Credit will not given for municipal and/or county taxes specifically dedicated for mental health, schools, and the like.~~

EXHIBIT A
ORDINANCE NO. 45-2025

~~(D) No claim for credit or refund shall be allowed unless the taxpayer provides employer documentation identifying each municipality and/or county for which tax was withheld from the taxpayer's wages, salaries, commissions and/or all other compensation for other municipalities and/or counties.~~

(A) Every individual taxpayer domiciled in the City of Springdale who is required to and does pay, or has acknowledged liability for, a municipal tax to another municipality on or measured by the same income, qualifying wages, commissions, net profits or other compensation taxable under this Chapter may claim a nonrefundable credit upon satisfactory evidence of the tax paid to the other municipality. Subject to division (B) of this section, the credit shall not exceed the tax due the City of Springdale under this Chapter.

(B) If the amount of tax withheld or paid to the other municipality is less than the amount of tax required to be withheld or paid to the other municipality, then for purposes of division (A) of this section, "the income, qualifying wages, commissions, net profits or other compensation" subject to tax in the other municipality shall be limited to the amount computed by dividing the tax withheld or paid to the other municipality by the tax rate for that municipality.

(C) The City of Springdale shall grant a credit against its tax on income to a resident of the City of Springdale who works in a county that imposes an income tax, to the same extent that it grants a credit against its tax on income to its residents who are employed in a municipal corporation. Credit will not be given for school district income taxes paid.

(D) No claim for credit or refund shall be allowed unless the taxpayer provides employer documentation identifying each municipality and/or county for which tax was withheld from the taxpayer's wages, salaries, commissions and/or all other compensation for other municipalities and/or counties.

§ 94.09 ANNUAL RETURN.

94.091 RETURN AND PAYMENT OF TAX.

(A) (1) An annual return with respect to the income tax levied on municipal taxable income by the municipality shall be completed and filed by every taxpayer for any taxable year for which the taxpayer is subject to the tax, regardless of whether or not income tax is due.

(2) The Tax Administrator shall accept on behalf of all nonresident individual taxpayers a return filed by an employer, agent of an employer, or other payer located in the municipality under Section 94.051(C) of this chapter when the nonresident individual taxpayer's sole income subject to the tax is the qualifying wages reported by the employer, agent of an employer, or other payer, and no additional tax is due to the municipality.

(3) All resident individual taxpayers, ~~19-18~~ years of age and older, shall file an annual municipal income tax return with the municipality, regardless of income or liability.

EXHIBIT A
ORDINANCE NO. 45-2025

94.093 USE OF OHIO BUSINESS GATEWAY; TYPES OF FILINGS AUTHORIZED.

(A) Any taxpayer subject to municipal income taxation with respect to the taxpayer's net profit from a business or profession may file any municipal income tax return or, estimated municipal income tax return, or extension for filing a municipal income tax return, and may make payment of amounts shown to be due on such returns, by using the Ohio Business Gateway.

(B) Any employer, agent of an employer, or other payer may report the amount of municipal income tax withheld from qualifying wages, and may make remittance of such amounts, by using the Ohio Business Gateway.

(C) A taxpayer that is not an individual and that files an annual net profit return electronically through the Ohio Business Gateway or in some other manner shall either mail the documents required under this division to the Tax Administrator at the time of filing or, if electronic submission is available, submit the documents electronically through the Ohio Business Gateway.

~~(D)~~ Nothing in this section affects the due dates for filing employer withholding tax returns or deposit of any required tax.

~~(E)~~ The use of the Ohio Business Gateway by municipal corporations, taxpayers, or other persons does not affect the legal rights of municipalities or taxpayers as otherwise permitted by law. The State of Ohio shall not be a party to the administration of municipal income taxes or to an appeal of a municipal income tax matter, except as otherwise specifically provided by law.

~~(F)~~ Nothing in this section shall be construed as limiting or removing the authority of any municipal corporation to administer, audit, and enforce the provisions of its municipal income tax.

94.094 EXTENSION OF TIME TO FILE.

(A) Any taxpayer that has duly requested an automatic six-month extension for filing the taxpayer's federal income tax return shall automatically receive an extension for the filing of a municipal income tax return. The extended due date of the municipal income tax return shall be the 15th day of the tenth month after the last day of the taxable year to which the return relates. For tax years ending on or after January 1, 2023, the extended due date of the City's income tax return for a taxpayer that is not an individual shall be the 15th day of the eleventh month after the last day of the taxable year to which the return relates.

EXHIBIT A
ORDINANCE NO. 45-2025

94.203 RESIDENT/BUSINESS REGISTRATION.

All resident individuals, ~~19-18~~ years of age and older, and all businesses located within the municipality or businesses conducting business within the municipality, shall complete and submit a Tax Registration form to the Tax Administrator.

§ 94.95 ELECTION TO BE SUBJECT TO R.C. 718.80 TO 718.95.

(A) The City of Springdale hereby adopts and incorporates herein by reference R.C. §§ 718.80 to 718.95 for tax years beginning on or after January 1, 2018.

(B) A taxpayer, as defined in division (C) of this section, may elect to be subject to R.C. §§ 718.80 to 718.95 in lieu of the provisions of this Chapter.

(C) "Taxpayer" has the same meaning as in R.C. § 718.01, except that "taxpayer" does not include natural persons or entities subject to the tax imposed under R.C. Chapter 5745. "Taxpayer" may include receivers, assignees, or trustees in bankruptcy when such persons are required to assume the role of a taxpayer.

RESOLUTION NO. R18-2025

A RESOLUTION ADOPTING THE “SS4A AND VISION ZERO PLAN: SHAPING THE FUTURE OF SPRINGDALE STREETS” SAFE STREETS FOR ALL ACTION PLAN FOR THE CITY OF SPRINGDALE, OHIO

WHEREAS, the United States Department of Transportation launched the Safe Streets for All (the “SS4A”) program to support local and regional initiatives to prevent roadway fatalities and serious injuries; and

WHEREAS, the City of Springdale (the “City”) was awarded funding through the SS4A grant program in 2024 to develop a Comprehensive Safety Action Plan; and

WHEREAS, the City engaged the professional services of TEC Engineering, Inc. for the preparation of the Comprehensive Safety Action Plan; and

WHEREAS, TEC Engineering, Inc., in coordination with the SS4A Task Force comprised of engineering professionals and City officials, has completed the development of the SS4A and Vision Zero Plan: Shaping the Future of Springdale Streets (the “Plan”), a plan focused on the goal of zero traffic deaths and serious injuries, better known as a Vision Zero goal; and

WHEREAS, the Plan outlines specific strategies, projects, and policy recommendations to improve roadway safety for all users, including pedestrians, cyclists, motorists, and transit riders; and

WHEREAS, adoption of the Plan demonstrates the City's commitment to improving public safety and supports eligibility for future implementation funding through the SS4A program and other funding sources; and

WHEREAS, the Council of the City of Springdale (the “Council”) finds that adoption of the Plan as the Comprehensive Safety Action Plan is in the best interest of public health, safety, and welfare.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Springdale, Ohio, _____ members elected thereto concurring:

Section 1. That the Council of the City of Springdale does hereby adopt the SS4A and Vision Zero Plan: Shaping the Future of Springdale Streets in its entirety, a copy of which is attached as Exhibit A and incorporated herein by reference.

Section 2. That the City Administrator is hereby directed to submit the SS4A and Vision Zero Plan: Shaping the Future of Springdale Streets to the United States Department of Transportation in fulfillment of the Safe Streets for All Grant requirements.

Section 3. That the City Administrator is hereby authorized to pursue grant funding opportunities and implement projects and recommendations identified in the SS4A and Vision Zero Plan: Shaping the Future of Springdale Streets.

Section 4. That Council hereby finds and determines that all formal actions relative to the passage of this legislation were taken in an open meeting of this Council, and that all deliberations of this Council and of its committees, if any, which resulted in formal action, were taken in meetings open to the public, in full compliance with applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

Section 5. That this Resolution shall take effect on the earliest date allowed by law.

Passed this _____ day of _____, 2025.

President of Council

Attest:

Clerk of Council

Approved:

Mayor

Date



**SS4A & VISION
ZERO PLAN:
SHAPING THE FUTURE OF
SPRINGDALE STREETS**

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Key Terms

VISION ZERO – A planning initiative aiming to eliminate severe crashes through consideration of human factors and limitations.

ACTION PLAN – A set of strategies, policies and analytical methods to use to attain the goals of Vision Zero.

COMPLETE STREETS – A policy that aims to create streets capable of supporting all modes of transportation – primarily passenger cars, public transit, bicycles, and pedestrians.

CRASH SEVERITY – A classification of the destruction caused by a crash. A breakdown and explanation of the crash severity levels can be found in *Appendix B*.

CRASH TYPE – The manner in which a collision occurred, usually specified by the relative direction of travel between both units prior to the crash. A full list of crash types can be found in *Appendix B*.

DISADVANTAGED AREAS – Census Tracts found to be relatively disadvantaged through the EPA’s former EJScreen tool. Communities could be disadvantaged through Climate & Disaster Risk Burden, Environmental Burden, Health Vulnerability, Social Vulnerability, and Transportation Insecurity.

TASK FORCE – A group of individuals affiliated with the City of Springdale who are tasked with implementing strategies to achieve the Vision Zero initiative.

Common Abbreviations

SS4A – Safe Streets for All

ODOT – Ohio Department of Transportation

USDOT – United States Department of Transportation

ADA – Americans with Disabilities Act, a civil rights law that governs design of curb ramps

VRU – Vulnerable Road Users, roadway users who are more susceptible to injury in the event of a crash. Definitions vary, but for the purposes of this Plan includes pedestrians, bicyclists, motorcyclists, users of other micromobility devices, and generally those without the protective features of a motor vehicle.

SBPCP – Springdale Bike and Pedestrian Connectivity Plan, adopted November 2022

SORTA – Southwest Ohio Regional Transit Authority

ODPS – Ohio Department of Public Safety

Acknowledgements

As Springdale continues its journey to rethink and revitalize the City, attention must be given to the City's street, pedestrian, and bicycle network; these networks have been, and continue to be, foundations for the City's proper operation.

Acknowledgement is given to Springdale city officials and Springdale residents that provided invaluable input during the study. It is hoped that the projects and procedures extracted from this study will form a safer, more accessible transportation network for Springdale in future years.

Acknowledgement is given to those who've suffered loss of life, injury, and damage of property on Springdale streets. The City hopes to eliminate future roadway deaths and reduce injury incidents in line with the Vision Zero initiative.

SS4A TASK FORCE

Brian Uhl – City of Springdale, City Administrator
Stephanie Morgan – City of Springdale, Assistant City Administrator
Kevin McKinney – City of Springdale, Director of Public Works
Chris Miller – City of Springdale, Assistant Public Works Director
Dave Okum – Springdale Planning Commission, Chairman
Melissa Hays – City of Springdale, Chief Building Official
Thomas Butler – Springdale Police, Police Chief
Anthony Stanley II – Springdale Fire, Fire Chief
Shawn Riggs – Verdantas

SPRINGDALE CITY COUNCIL

David E. Gleaves
Lavonne Webster
Jeffrey Anderson
Michelle L. McFarland
Dan Jacobs
Thomas Vanover
Meghan Sullivan-Wisecup



CONSULTANT TEAM

TEC Engineering, Inc.



Commitment Statement: City of Springdale

INTRODUCTION



Introduction

The City of Springdale has retained TEC Engineering, Inc. for the completion of a Safe Streets for All (SS4A) Study. The SS4A program was created by the U.S. Department of Transportation (USDOT) to provide the funds necessary for communities to begin implementation of the Vision Zero Initiative (a planning initiative aimed at ending roadway-related fatalities and serious injuries). The program funds the creation of an SS4A Action Plan, which details Springdale’s present and future commitment to Vision Zero.

Vision Zero differs from conventional transportation planning philosophies in several ways, which can be seen in Figure 1. One of the strategies utilized is the use of the Safe Systems Approach, which acknowledges the imperfect nature of drivers and the importance of safety considerations in street design. This strategy is used primarily when identifying safety concerns and selecting countermeasures.

SS4A focuses on identification of safety concerns through quantitative crash data (identifies areas where crashes have occurred) and community engagement (identifies areas where crashes have not occurred). Special consideration is given to vulnerable road users (VRUs) who are more likely to face death or injury in the event of a crash.

Socio-economic and demographic data are also analyzed to identify disadvantaged communities in the study area; disadvantaged communities receive a separate crash analysis, which is compared with the overall crash analysis. If the disadvantaged crashes differ substantially from overall crash patterns, care is taken to ensure equitable countermeasures are implemented.

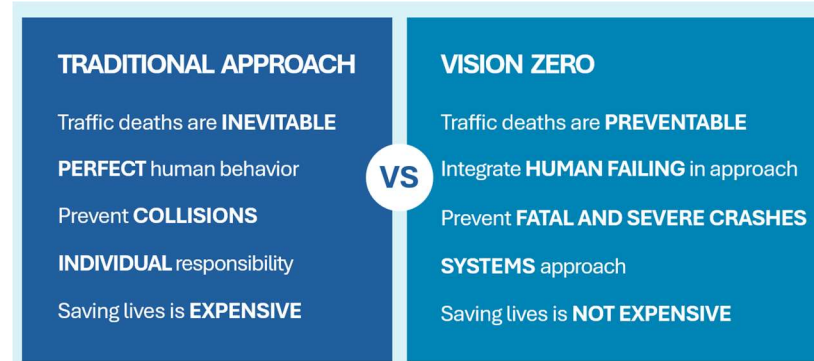


Figure 1: Comparison of Vision Zero planning strategies vs. Traditional planning strategies, courtesy of Vision Zero Network.

Safe Systems = Safe Mobility



Figure 2: Safe Systems Approach, courtesy of Vision Zero Network.

This Action Plan is divided into several sections, briefly summarized here:

Introduction

Background & Past Planning – A discussion of Springdale’s regional context, history, concerns, and past planning efforts; these past planning efforts are invaluable when determining proposed countermeasures.

Equity & Engagement – Details the disadvantaged areas in Springdale, as well as strategies used to obtain input via community engagement.

Crash Analysis – Provides a broad overview of crash patterns in the City, and discusses the causes of high injury crashes, as well as their impact on the community. Special attention is given to vulnerable road users, and isolated analyses are presented for pedestrians, bicycles, motorcycles, and semi-tractors.

Priority Listing – Details the methodology used in transforming the crash analysis into a list of hotspots, and presents the existing crash hotspots identified during the study.

Proposed Improvements – Combining the input collected from community engagement with the priority listing, the high-ranking priority list items are reviewed for identifiable crash patterns and presented here with proposed countermeasures. Drawings and cost estimates are presented.

Conclusion – Details the outcome of the study, next steps, and implementation timeline for the proposed improvements.



Figure 3: Wayfinding signs on W Kemper Rd.

BACKGROUND & PAST PLANNING



Background: The City of Springdale

The City of Springdale, near the intersection of I-275 and I-75, is a 4.97 square mile city in Hamilton County, and is part of the greater Cincinnati area. The City had a population of 11,073 as of 2023. Springdale's Public Works Department maintains 44 centerline miles/139 lane miles of roadway in the City (not including I-275).

The city of Springdale has a balanced mixture of residential, retail, office, and industrial space. The City has many major restaurants, supermarkets, and specialized stores (music stores, furniture stores) which attract commerce from nearby residential areas. The City also has numerous office spaces and industrial facilities that provide employment opportunities for residents, and attract commuters seeking work.

Although Springdale has a significant retail presence, the City's economy has seen a decline in patronage of department stores. The Tri-County Mall, formerly a main destination in Springdale, has ceased operations and sits vacant on a 75 acre lot. The City recognizes that such a drastic change in local economy necessitates adaptation to remain relevant in the region and attract residents. The potential redevelopment of this lot into a multi-use walkable complex is a significant factor in the City's planning initiatives, and is expected to increase pedestrian and bike traffic in the City.

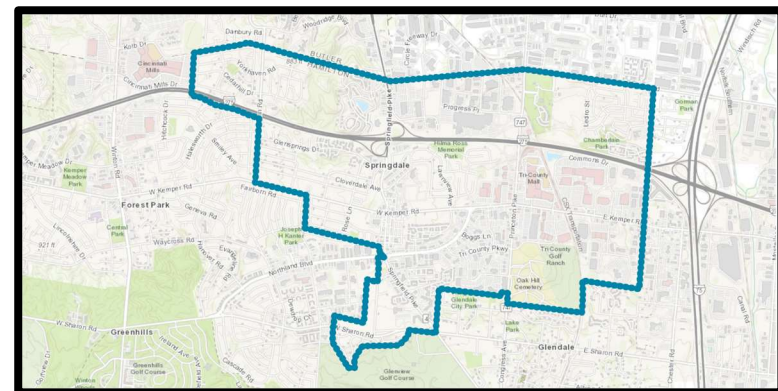


Figure 4: City of Springdale - study area.

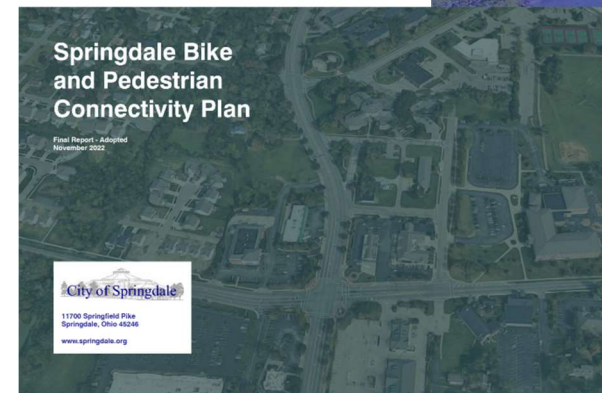
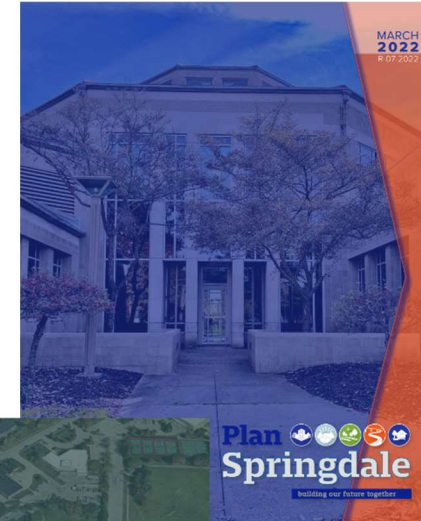
Past Planning

In March 2022, the City updated their Comprehensive Plan, which was last updated in 2002. Springdale’s Plan, dubbed “Plan Springdale”, is a 20-year vision for the City’s future that considers the City’s economic vitality, housing, transportation and connectivity, parks and recreation, and land use maps. Considering the recent volatility of Springdale’s economy, a fresh vision of Springdale’s future could hardly come at a better time.

Among other recommendations, the action plan for Plan Springdale recommended 8 transportation related improvements:

- Add bike infrastructure to the city’s existing roads, i.e. striped bike lanes, sharrows.
- Consider employing a bike/scooter sharing program to operate within the city
- Continue to collaborate with the Southwest Ohio Regional Transit Authority (SORTA) to expand services within the city
- Incorporate passenger loading spaces into existing developments for ride-sharing pick-up and drop-off
- Encourage electronic vehicle charging stations in all new and redevelopment projects
- Utilize sustainable infrastructure design in city projects and streets, where possible - this could include bioretention and bioswales in medians, stormwater curb extensions, stormwater planters, and permeable pavers.
- Explore opportunities to redevelop share use paths throughout the city to join surrounding community’s connectivity plans and the Great Parks Master Plan.
- Creation of a Bike and Pedestrian Connectivity Plan

The Springdale Bike and Pedestrian Connectivity Plan (SBPCP) was created shortly after, being published in November 2022. The SBPCP includes a map of the City’s then-existing pedestrian and bike facilities, detailing sidewalk and multi-use path locations in Springdale and the surrounding communities. The City released a 2-phase public survey as part of the SBPCP to learn residents’ thoughts on the existing network (Phase 1) and their thoughts on preliminary proposed network improvements (Phase 2). In Phase 1, 101 surveys were collected, and 17 surveys were collected in Phase 2. Many improvements were recommended as part of the Plan, which the SS4A team reviewed in conjunction with this Action Plan’s recommendations.



The Springdale Thoroughfare Plan, adopted in 1979, was updated in March 2025. Although the Thoroughfare Plan and SS4A Plan both discuss the street network, SS4A is heavily focused on improving *safety on existing* roads through quantitative crash data and crash pattern recognition. The Thoroughfare Plan focuses more on improving the capacity, accessibility, and uniformity of the City's street network. The latest revision of the Thoroughfare Plan references both the SBPCP and the Comprehensive Plan.

The Comprehensive Plan and Thoroughfare Plan, as well as the full list of SBPCP recommendations, can be found by downloading the respective documents on the City of Springdale's website.



ACTIVE IMPROVEMENTS



Active Improvements

NORTHLAND BOULEVARD MAJOR REHABILITATION

This project involves replacing deteriorated pavement, replacing mast arm signals at the intersection of Northland Blvd and Tri-County Pkwy, adding sidewalks to fill existing gaps, improving roadway drainage with bioswales, and implementing access management improvements via driveway density reduction. Construction began July 8th, 2024 and is slated to be completed August 3rd, 2026.

KEMPER ROAD & NORTHLAND BOULEVARD SHARED-USE PATH/INTERSECTION IMPROVEMENTS

The intersection of Kemper Rd & Northland Blvd will undergo a major redesign – as part of that redesign, a shared-use path will be installed between Lawnview Ave and Princeton Pike (SR 747), as well as roughly 450 ft down Northland Blvd. Construction is expected to begin July 1st, 2027 and is expected to conclude on November 22nd, 2027.

INTERSTATE 275 BRIDGE & CULVERT PRESERVATION

ODOT will be completing Bridge Preservation projects for the segments of I-275 passing over Princeton Pike (SR 747), Springfield Pike (SR 4), and Kenn Rd. Construction is expected to begin on February 1st, 2027 and is expected to conclude on October 1st, 2027.

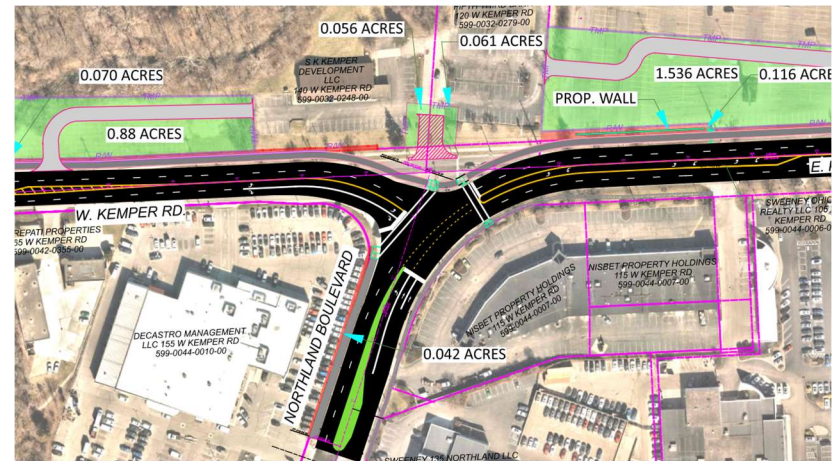


Figure 5: Draft plan of Kemper & Northland intersection improvements.



Figure 6: I-275 Bridge over Kenn Rd.

KEMPER ROAD & CENTURY BOULEVARD SHARED-USE PATH

A shared-use path is planned for E Kemper Rd from Chesterdale Rd to Tri County Pkwy. The proposed path runs along the north side of Kemper, and eliminates the existing #3 WB through lane for its entire length. Phase 1 of the project, which is being planned as of this writing, extends from Chesterdale Rd to Century Blvd.

WEBSTER WAY EV CHARGING

This project will occur along Webster Way and will involve installation of EV charging stations in the municipal parking lot and the parking lot near Springdale Elementary School. Construction is expected to begin August 3rd, 2026 and is expected to conclude December 4th, 2026.



Figure 7: Webster Way, near the Springdale Municipal Center.

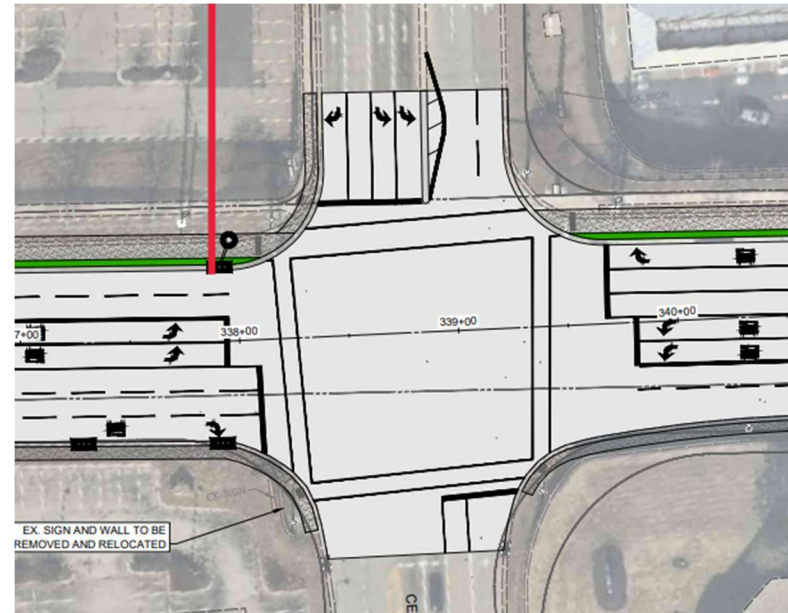


Figure 8: Preliminary plan of shared-use path at Kemper & Century Blvd.

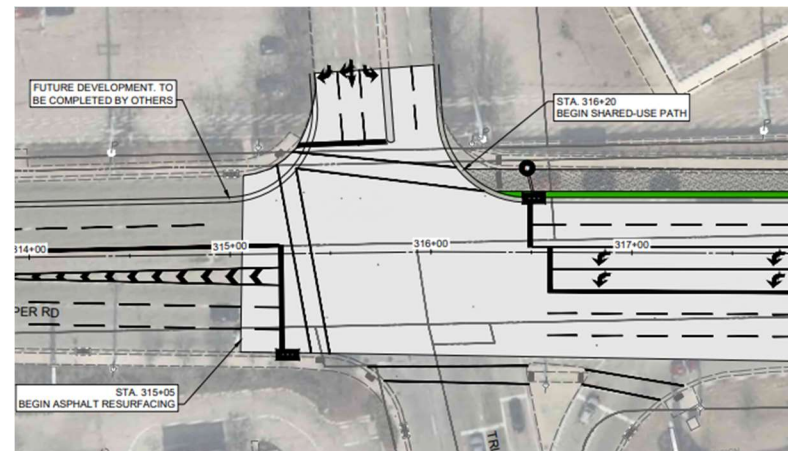


Figure 9: Preliminary plan of shared-use path at Kemper & Tri-County Pkwy.

EQUITY & ENGAGEMENT



Study Overview

SS4A Grants are awarded to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

SPRINGDALE

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Equity & Engagement

Although the crash analysis identifies which locations have the most prevalent safety issues, it may not identify locations where:

- Safety issues are present, but crashes have not occurred
- Crashes have occurred, *but have not been reported*
- Certain modes of transportation are disproportionately affected by safety issues

Although quantitative data is not currently available for near-miss and unreported crashes, qualitative data can be obtained through issuance of a public survey to Springdale’s community. Locals have a level of familiarity with the City’s streets that allows them insight into the City’s “worst” areas – once these areas have been identified, the issue’s presence can be verified and a countermeasure implemented.

The location of “Disadvantaged Census Tracts” is a good starting point for identifying areas where alternative transportation modes (i.e. pedestrians and bicyclists) are subject to worse safety conditions than motorists. The “disadvantaged tract” boundaries are also considered during crash analysis (to check for a disproportionate number of crashes inside the disadvantaged area) and during the project selection process.

It is good to acknowledge, however, that the preceding methodology for analyzing disadvantaged tracts does not perfectly apply to Springdale. Nearly all of Springdale’s commercial and retail areas, which are notorious for attracting regional traffic, are located inside disadvantaged tracts, thus a higher crash rate inside the disadvantaged area is to be expected.

DISADVANTAGED AREAS

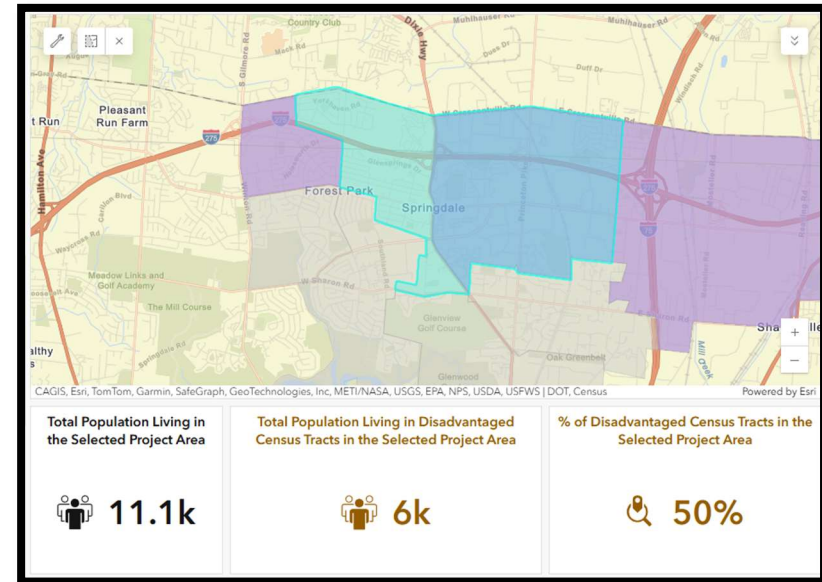


Figure 10: Springdale census tracts, shaded in blue. Disadvantaged tracts shaded in purple, courtesy of USDOT ETC Explorer.

Springdale consists of two main census tracts divided by SR 4, and a small portion of a larger census tract south of the City.

The tract east of SR 4 is disadvantaged in four categories: Climate & Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability.

The tract is disadvantaged in the Climate category for two reasons: the high coverage of impervious surfaces in the city (increases reliance on storm sewer system), and the potential loss of property due to a natural disaster.

The tract is disadvantaged environmentally for two reasons: presence of industrial processing sites within the City, and proximity to existing transportation thoroughfares (railway, airport, and interstate).

The tract is disadvantaged in the Health Vulnerability category because of high asthma, cancer, high blood pressure, and diabetes prevalence rates in the community.

The tract is disadvantaged socially for many reasons – residents below poverty line, no high school diploma, unemployed, uninsured, lack of internet access, and limited English proficiency are among the contributing factors.

DISADVANTAGED CRASHES

About 70% of Springdale’s crashes occurred in the disadvantaged tract, which is partially due to the density of commercial traffic and proximity to the I-275/I-75 interchange. The non-disadvantaged part of Springdale is mostly residential and hosts less traffic. Nine pedestrian crashes, two bicycle crashes, eight motorcycle crashes, and nearly 80% of the high-injury crashes occurred within the disadvantaged area.

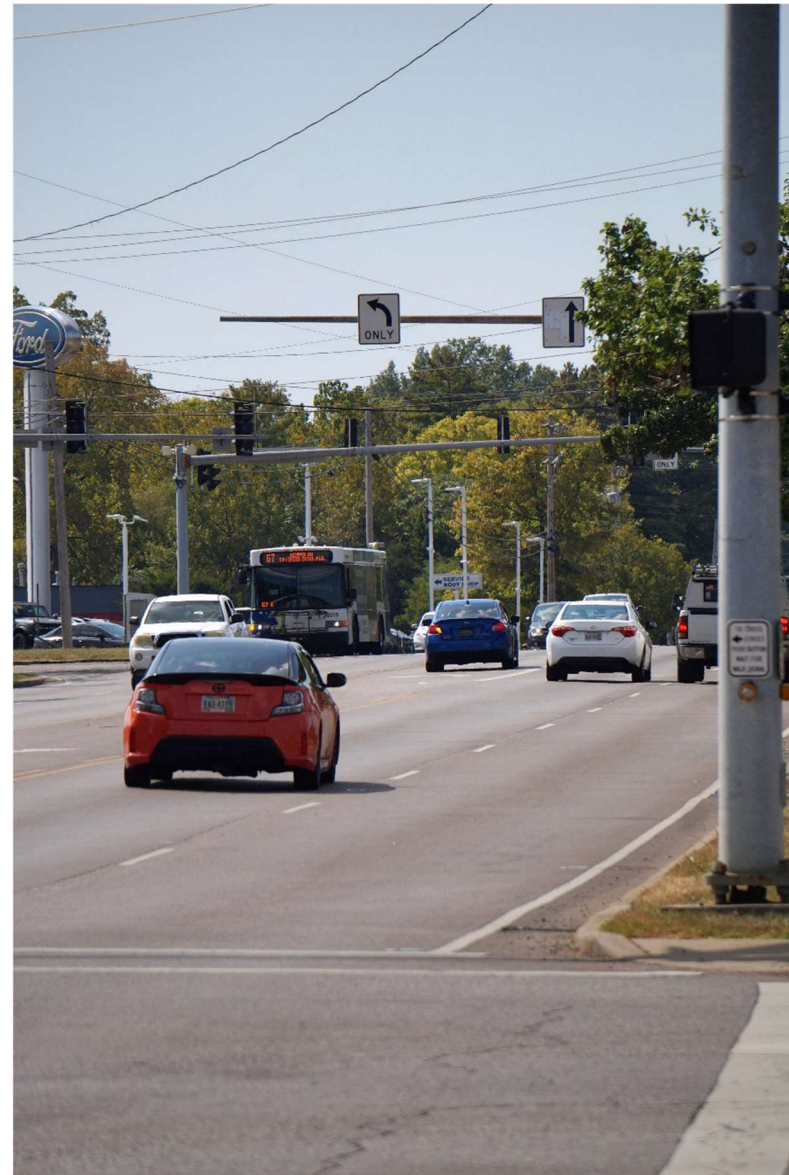


Figure 11: Public transit near Jake Sweeney Pl.

PUBLIC INPUT: COMMUNITY SURVEY

A public survey was published online for the purpose of collecting feedback on Springdale’s road, pedestrian, and bike networks. The survey was open to responses for 2 months, during which 18 responses were recorded. The survey featured an interactive GIS map in which participants could mark locations with a pin wherever they felt there were safety issues. Nine participant-submitted concerns were identified through the GIS map. The full list of responses can be viewed in *Appendix C*.

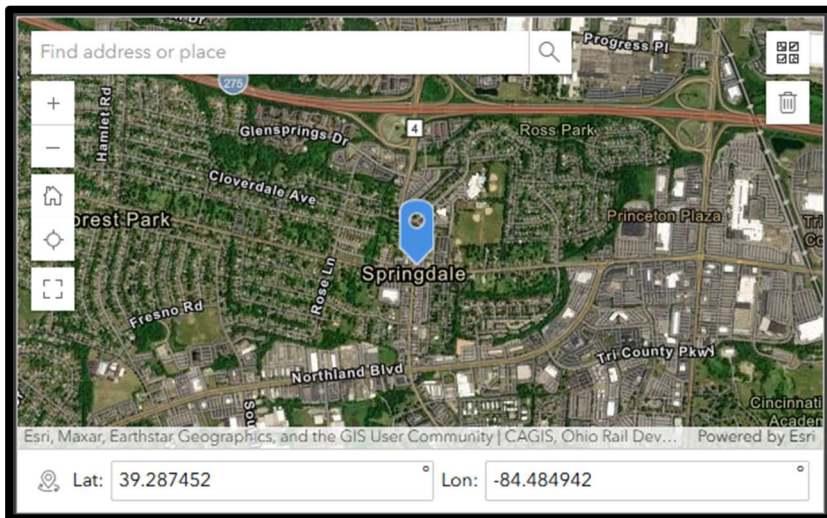


Figure 12: Interactive GIS Map featured in the public survey.

Respondents were primarily residents of Springdale who worked in Springdale. Most respondents heard about the survey through social media – demographic data is summarized in the following tables.

Respondent Connection to Springdale	# of Respondents
Resident	13
Business Owner	3
Visitor	1
Prefer Not to Answer	1

Table 1: Respondent connection to Springdale.

Respondent Living/Working Relation to Springdale	Yes	No
Lives in Springdale	14	4
Works in Springdale	11	7

Table 2: Respondent living/working relation to Springdale.

Where Respondents Heard About Survey	# of Respondents
Social Media	11
City of Springdale Website	6
City Newsletter	2
Other: City Council	1
Other: Email	1

Table 3: Where respondents heard about survey.

Respondents were asked to rate and evaluate the safety of Springdale’s modal networks. Ratings were generally slightly favorable, but comments expressed some concern with Springdale’s networks. Lack of sidewalks and lack of respect for traffic control devices (red-light running & stop sign running) were mentioned several times.

AVERAGE NETWORK SAFETY RATING

STREET NETWORK: 3.4/5



PEDESTRIAN NETWORK: 3.1/5



BICYCLE NETWORK: 2.8/5



Street Network Safety Rating	# of Responses	Explanation of Safety Rating Summary
1 (Very Poor)	0	N/A
2	1	Prominent red-light running - comments on insufficient police enforcement.
3 (Fair)	9	Comments of speeding in residential neighborhoods, including Kenn Rd - lack of sidewalks on W Kemper Rd - high city crime rate - drivers running stop signs.
4	8	Responses generally satisfied with street safety - comment about wrong-way truck traffic
5 (Excellent)	0	N/A

Table 4: Street network safety rating summary.

Pedestrian Network Safety Rating	# of Responses	Explanation of Safety Rating Summary
1 (Very Poor)	1	N/A
2	3	Comments on streets lacking sidewalks, specifically W Kemper Rd.
3 (Fair)	7	Lack of crosswalks in busy areas, including near schools and daycares. Comment on speeding in neighborhoods
4	7	Comments generally satisfied with pedestrian network - comment on repairing sidewalks to limit fall hazards
5 (Excellent)	0	N/A

Table 5: Pedestrian network safety rating summary.

Bicycle Network Safety Rating	# of Responses	Explanation of Safety Rating Summary
1 (Very Poor)	4	Comment on need for bike lanes - lack of bike network
2	2	Drivers not stopping at stop signs, loud stereo music, and speeding make biking unsafe
3 (Fair)	6	Speeding, lack of bike lanes, inadequate infrastructure - comment on lack of bike riders
4	6	Generally satisfied with bike network, although respondents do not personally ride around Springdale
5 (Excellent)	0	N/A

Table 6: Bicycle network safety rating summary.

Respondents were asked about the biggest safety issues on Springdale’s streets, and what improvements might help address those safety issues. Respondent answers are summarized in the following tables.

Biggest Safety Issues on Springdale Streets	# of Selections
Lack of sidewalk/bike lane use	6
Lack of bike lanes	10
Lack of ADA access	2
Issues at bus stops	2
Issues at traffic signals/crosswalks	7
Street design	4
Other: Lack of sidewalk	2
Other: Lack of traffic law compliance	1
Other: Poor crosswalks	1

Table 7: Perceived safety issues on Springdale streets.

Potential Improvements to Address Safety Issues	# of Selections
More bicycle and pedestrian infrastructure	12
More traffic calming measures	9
Increased traffic law enforcement	8
Improved visibility and/or more roadway lighting	7
Enhanced crosswalks and accessible curb ramps	8
Other: Fixing traffic light cycles on Springfield Pike	1

Table 8: Potential safety improvements to address safety concerns.

The nine GIS points obtained via the interactive map had some overlap – stop sign running, lack of sidewalks, and speeding on residential streets were the top three reported safety concerns.

Safety Concern	# of Comments
Stop sign running on Kenn Rd	2
Lack of sidewalks on Kemper Rd	3
Rush-hour backup at Princeton Pike & Crescentville Rd	1
Speeding & red-light running at Tivoli Ln	2
Conflicting left turns at Benadir Rd & Crescentville Rd	1

Table 9: Summary of safety concerns identified via GIS Map.

STAKEHOLDER TASK FORCE MEETINGS

As part of the study, a task force of project stakeholders was assembled to provide input on the project, crash patterns, known safety issues, and any proposed improvements.

The task force met in full two times, once on April 11th, 2025 (Kickoff meeting) and once on July 18th, 2025 (meeting to discuss proposed projects).

The task force includes members from the consultant team, the City of Springdale, the Springdale Police Department, the Springdale Fire Department, and Verdantas (the City's Engineer of Record).

Sign-in sheets and photos of the task force meetings can be found in *Appendix D*.

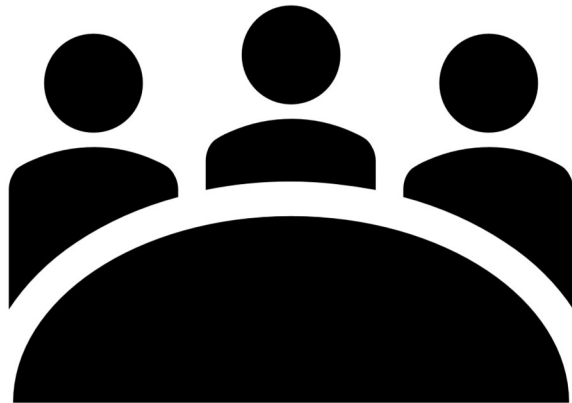


Figure 13: First (kickoff) task force meeting.



Figure 14: Second task force meeting.

Crash Analysis

Crash data for the City of Springdale was obtained from ODOT’s GCAT system, which utilizes the Ohio Department of Public Safety (ODPS) database. Crash data from 2020-2024 was used for a five-year study period. Traditionally, three years would be adequate, but the five-year study period helps account for the fluctuating traffic patterns of 2020-2022. Injury crash data was scrubbed to ensure accuracy.

The presence of an interstate through Springdale’s city limits necessitates some adjustment to the crash analysis, as interstate highways are not intended to be analyzed in an SS4A Study. Pedestrians and bicyclists are not permitted on the interstate, and the interstate is not owned by Springdale, making it unfit for inclusion in the analysis.



Figure 15: Springdale PD responding to a roadside incident.

INTERSTATE 275

Springdale’s city limits contain a section of I-275, and two sets of ramps – one set between I-275 and SR 4, and another between I-275 and SR 747. Given that the Ohio Department of Transportation (ODOT) maintains I-275, and the interstate cannot be improved by Springdale, crashes on the interstate have been largely removed from the analysis. Crashes on ramps have been included, as they intersect with Springdale city streets. A brief discussion of I-275 crashes follows for informational and contextual purposes.

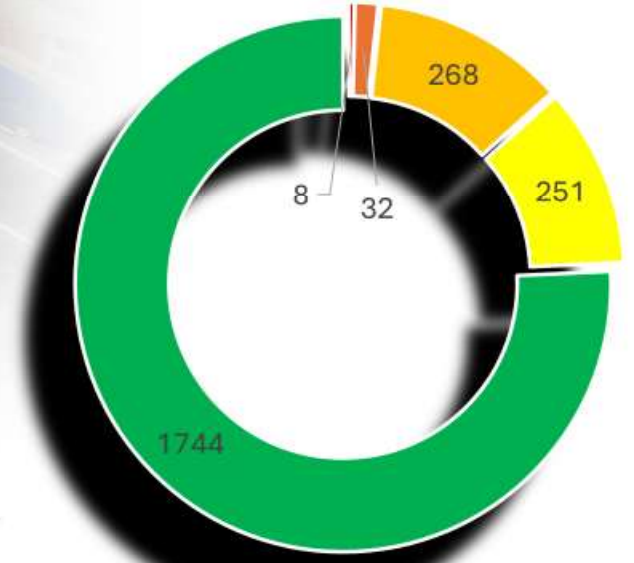
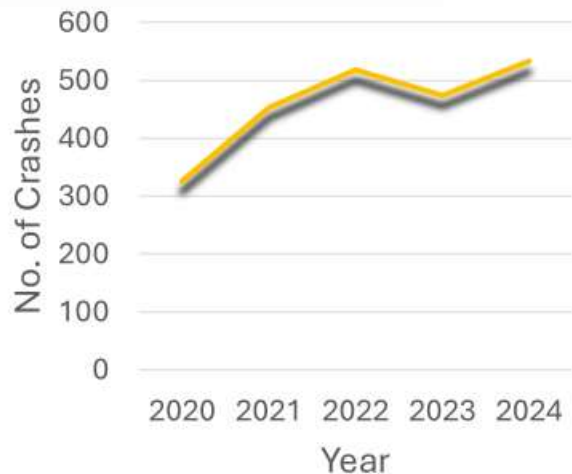
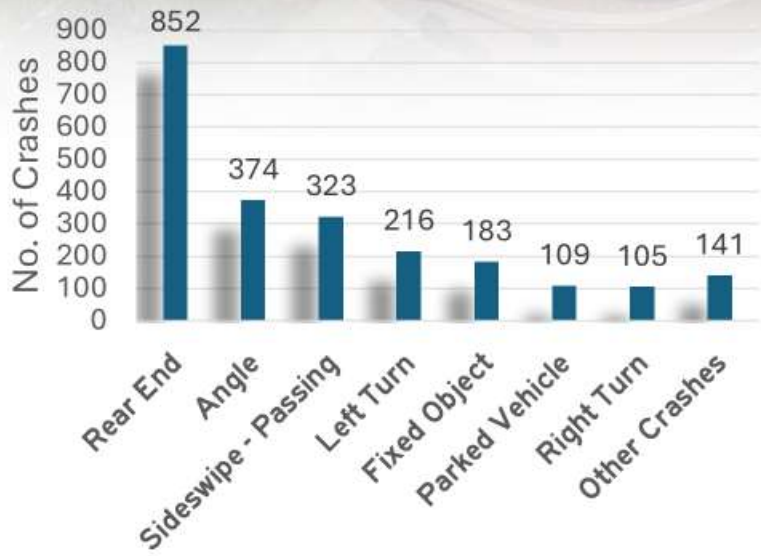
The interstate’s crash patterns are predictable due to the simplicity of traffic movements. The three highest crash types account for 92% of crashes – sideswipes (40%), rear ends (36%), and fixed object crashes (16%). The interstate has a moderate-to-high injury rate of 26.5%. No fatalities occurred on the interstate itself, but several fatalities occurred on the interstate’s ramps. There were 19 serious injury crashes, and an average of 134.2 crashes per year.

A walkthrough of how to complete the crash analysis using geospatial software is presented in *Appendix A*.

CRASH OVERVIEW

5 YEAR PERIOD
2,303 CRASHES
24.3% INJURY RATE
8 FATALITIES

Shown is data on all crashes in the City of Springdale, excluding I-275 crashes. For roads running adjacent to city limits (Crescentville, Chesterdale, Kenn, etc.) the analysis area was expanded beyond city limits to include relevant crashes.



- Fatality
- Serious Injury Suspected
- Minor Injury Suspected
- Injury Possible
- Property Damage Only

COMPLETE CRASH HISTORY – OVERVIEW

Springdale’s high-level crash statistics reflect the city’s urban, high-volume, and heavily-signalized roadway network. Signalized intersections are known to cause rear-end crashes, but rear-ends (and their relatively low injury rate) are often seen as an acceptable trade-off to the capacity and accessibility improvements that accompany signalization. Springdale’s injury rate is largely the same as Ohio’s injury rate for the same period (25.9%).

HIGH INJURY CRASHES

High Injury crashes received an isolated analysis, as well as being analyzed in the “all injury” dataset. Examining high injury crashes reveals patterns on where the most severe crashes are occurring, as well as any contributing factors.

During the study period, there were a total of 32 serious injury crashes and 8 fatal crashes in Springdale. An average of 8 high injury/fatal crashes occurred annually.

Only half of the 8 fatalities involved exclusively passenger vehicles. The other 4 involved:

- A motorcyclist on an onramp
- A Bobcat tractor on the roadway (fatality was an elderly woman who rear-ended the Bobcat)
- A cyclist on a sidewalk, discovered deceased in the snow
- A pedestrian (who was previously driving a semi-truck) on an off-ramp

The fatal crashes have been summarized by narrative and common contributing factor below.



Figure 16: Pick-ups at Jake Sweeney Chevrolet.

Doc. Number	Crash Type	Crash Summary	Alcohol Involved?	Elderly Involved?	Non-Passenger Car Involved?	Unbelted Driver Involved?
20213142663	Overtuning	A motorcyclist took the on-ramp to 275 too quickly and ran off the road. She was not equipped with any safety equipment.	No	No	Yes	N/A
20223004244	Rear End	An elderly woman rear-ended a Bobcat vehicle on the road. The elderly woman suffered fatal injuries.	No	Yes	Yes	No
20223029844	Unknown	A cyclist was discovered deceased on a sidewalk with a damaged bike.	Yes	No	Yes	N/A
20233138230	Fixed Object	A young man, under the influence of alcohol, was speeding, lost control of his vehicle and struck a galvanized steel pole.	Yes	No	No	Yes
20233136695	Fixed Object	Under the influence of alcohol, a man ran a red light, ran off the road, and struck a tree.	Yes	No	No	Yes
20243048729	Fixed Object	An elderly man slowly runs a red light, then accelerates rapidly, losing control and striking a utility pole.	No	Yes	No	Yes
20243094510	Left Turn	A left-turn collision between two passenger cars results in the unbelted passenger of the left-turning vehicle to suffer fatal injuries.	No	No	No	Yes
20243160181	Pedestrian	The driver of a truck parked on the shoulder of an off-ramp, and exited his vehicle to inspect his truck. A semi-truck struck the rear of the parked truck, which consequently crushed the driver of the truck.	No	No	Yes	No

Table 10: Summary of fatal crashes and contributing circumstances.

HIGH INJURY CRASHES: IMPACTED GROUPS

Age demographics are useful for understanding groups affected by high injury crashes. In Springdale, there are far more high injury crashes involving young drivers than any other age group. The 17-29 year old age group makes up roughly 43% of high injury crashes.

Generally, the commonalities between fatalities don't seem as applicable to serious injury crashes. Only 6 of the 32 serious injury crashes involved the elderly, 4 involved non-passenger cars, 4 involved unbelted drivers, and 1 involved alcohol. However, 16 of the 32 involved young drivers (24 y/o or younger).

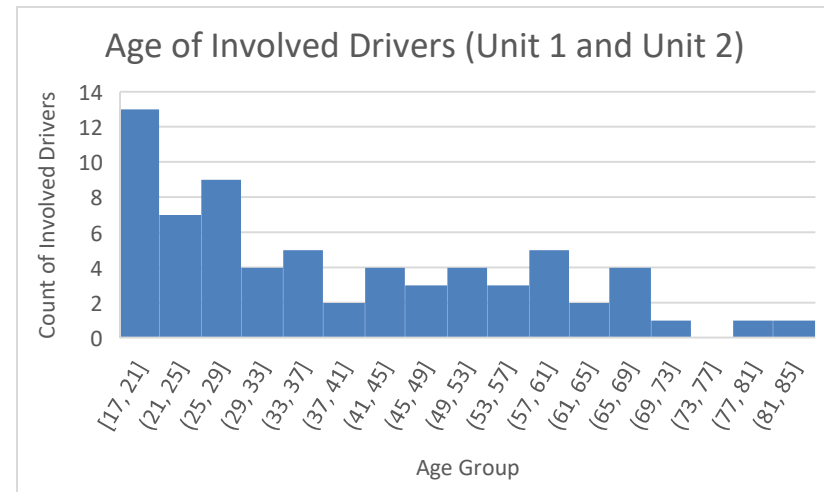


Figure 17: Age of drivers involved in high-injury crashes in Springdale.

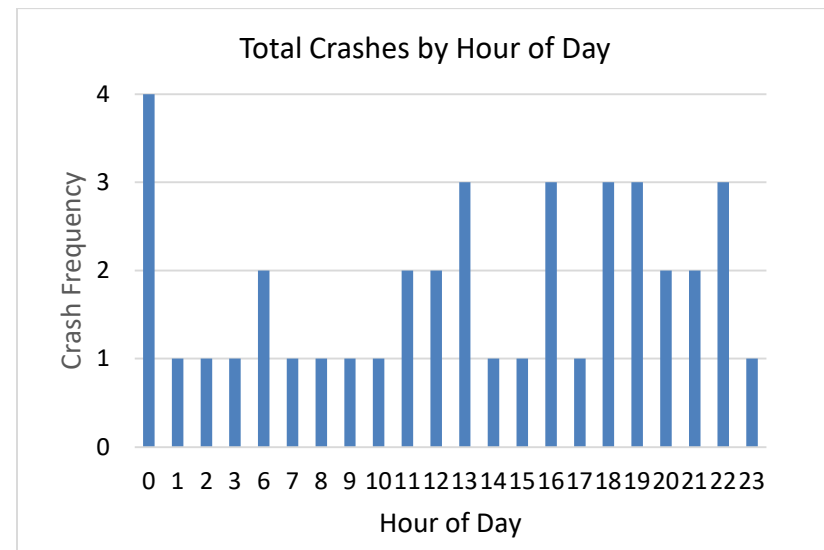


Figure 18: Serious Injury & Fatal Crashes by Hour of Day, 2020-2024

HIGH INJURY CRASHES: CONTRIBUTING CRASH FACTORS

Fixed object, rear end, and angle crashes were the most common types of high injury crashes. Note that in this analysis, “fixed object” includes crashes where drivers lose control, run off road, spin out, etc.

The most common discernable contributing factors were following too closely, running red lights, and unsafe speeds. Assured Clear Distance Ahead (ACDA) can be attributed to distracted driving, whereas driving at unsafe speeds and red light running can be attributed to reckless driving.

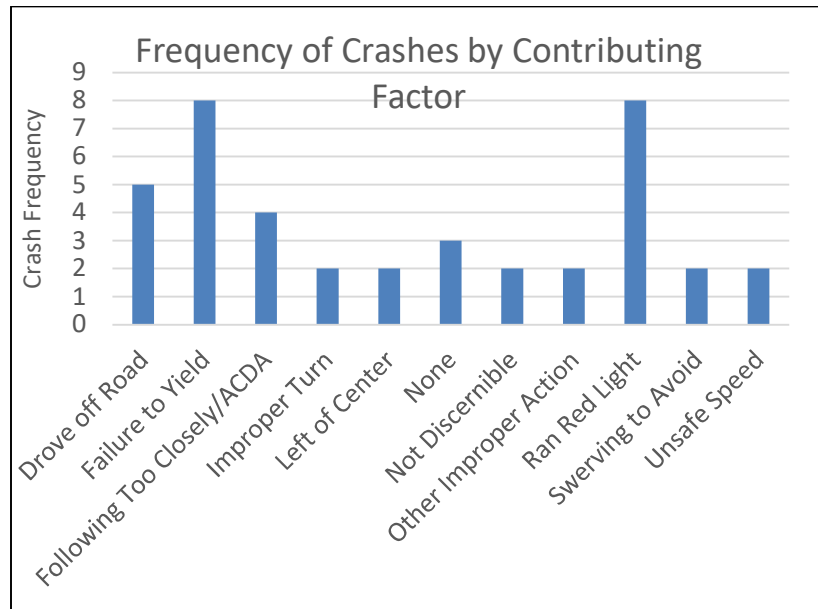


Figure 19: Frequency of high injury crashes by contributing factor. 2020-2024

Crash Type	Injury Level		Grand Total
	(1) Fatal	(2) Serious Injury Suspected	
Angle	0	10	10
Left Turn	1	7	8
Rear End	1	5	6
Fixed Object	3	2	5
Head On	0	4	4
Pedestrian	1	1	2
Unknown	1	1	2
Parked Vehicle	0	2	2
Overturning	1	0	1
Grand Total	8	32	40

Table 11: Fatal and serious crashes divided by type. 2020-2024

VULNERABLE ROAD USERS

“Vulnerable road user” (VRU) is the name given to those users of the transportation network that are at higher risk of injury in event of a crash. Pedestrians and bicyclists are universally acknowledged as VRUs, but motorcyclists are only occasionally recognized as VRUs due to the recreational nature of motorcycling. For this analysis, motorcyclists have been regarded as vulnerable road users. Over the study period of 2020-2024, there were **11 pedestrian-related crashes, 3 bicycle-related crashes, and 8 motorcycle-related crashes** in Springdale.

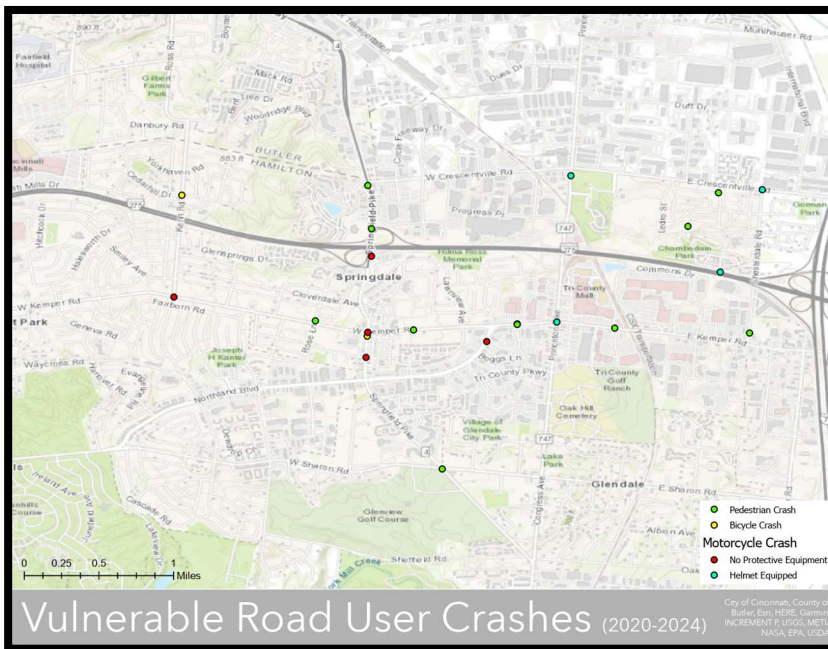


Figure 20: VRU crashes for the study period 2020-2024.



Figure 21: A VRU crossing W Kemper Rd at Princeton Pike.

PEDESTRIAN CRASHES

Pedestrians are among the most vulnerable of road users due to their complete lack of protection in the event of a collision, which results in a higher injury rate. Depending on the environment, pedestrians can also be *unexpected* road users – rural areas and areas without sidewalks are much less likely to have a pedestrian along the road, which makes it more alarming for drivers when they do see a pedestrian. Turning vehicles at intersections can also neglect to check for pedestrians before executing their turn, which causes the vehicle to strike the pedestrian.

5 of the 11 pedestrian crashes involved turning vehicles striking crossing pedestrians (although 2 of these were the fault of the pedestrian). Another 3 of these involved pedestrians crossing at unmarked crosswalks.

Additionally, it seems drivers are more likely to execute a hit-and-run maneuver if their victim is a pedestrian. 4 of 11 (roughly 36%) crashes were hit-and-runs in which the driver was not caught, compared to the 20% hit-and-run rate for all crashes in Springdale.



Figure 22: Pedestrian pushbutton at Kemper Rd & Tri-County Pkwy.

Total Crashes	
Crash Type	Grand Total
(1) Fatal	1
(2) Serious Injury Suspected	1
(3) Minor Injury Suspected	4
(4) Injury Possible	4
(5) PDO/No Injury	1
Grand Total	11

Table 12: Pedestrian crashes by severity. 2020-2024

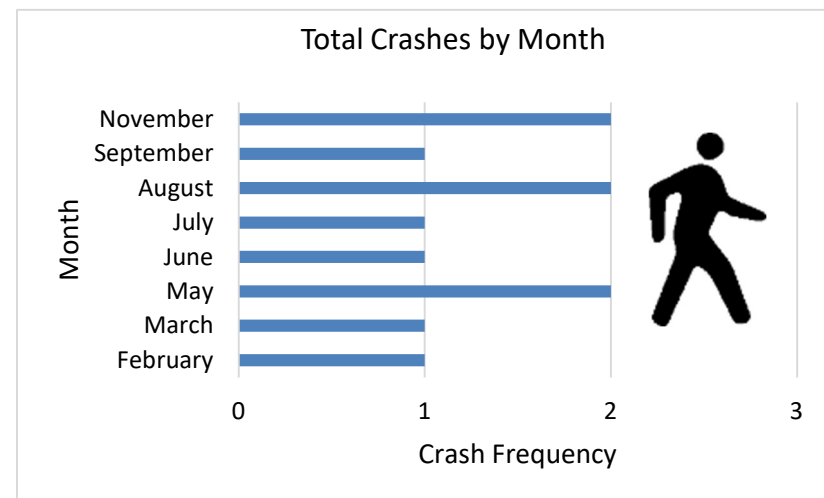


Figure 23: Pedestrian crashes by month. 2020-2024

BICYCLE CRASHES

Springdale saw a low cyclist crash rate for the study period, although the crashes that did occur were severe. Only 3 crashes are on record – one fatal crash (the circumstances of which are unknown), one PDO crash (in which the cyclist was deemed at fault), and one minor injury crash (where a driver did not see a cyclist).

Cyclists, like pedestrians, can face issues of conspicuity when traversing the road. Some cyclists equip their bikes with flashing beacons, reflectors, and other devices to draw attention to themselves, but even so their visibility to drivers is limited. This is exemplified in the minor injury crash.



Little can be said about the fatal crash since the circumstances of its occurrence are unknown. There are several factors that could have contributed to the crash, including time of day (body was discovered at 12:40 AM), weather conditions (snow on ground), and alcohol (rider’s blood-alcohol-content (BAC) was 3 times the legal limit for vehicle operation). The rider’s bicycle was reported to be damaged in the rear.

Crash Severity	Crashes	%
(1) Fatal	1	33.33%
(3) Minor Injury Suspected	1	33.33%
(5) PDO/No Injury	1	33.33%
Grand Total	3	100.00%

Table 13: Bicycle crash severity summary. 2020-2024



Figure 24: Bicycle lane use sign on Princeton Pike.

MOTORCYCLE CRASHES

As one of Springdale’s fatalities was a motorcycle rider, a separate analysis was conducted on motorcycle-involved crashes. Riders wore a helmet in 38% of crashes, and no protective equipment in 62% of crashes.

The monthly crash distribution is typical for motorcyclists, increasing in the summer months and decreasing in the winter months.

Motorcycles were involved in 1.25% of injury crashes in Springdale, lower than the national average of 3.5%. One motorcycle fatality raised the fatality rate to 12.5%, below the national average of 14.6%.

The fatal crash was caused by a rider losing traction on an onramp due to high speed – while the crash may have been survivable under different circumstances, she was not wearing any protective gear, and thus sustained fatal injuries.

Severity	Total Crashes
(1) Fatal	1
(2) Serious Injury Suspected	3
(3) Minor Injury Suspected	3
(5) PDO/No Injury	1
Grand Total	8

Table 14: Severity of motorcycle crashes. 2020-2024

Month	Total Crashes
March	1
April	1
July	3
August	3
Grand Total	8

Table 15: Motorcycle crashes by month. 2020-2024



Figure 25: Motorcyclists enjoying Springdale's roads in the spring months.

SEMI-TRACTOR CRASHES

A fair number of industrial and processing facilities are located in and around Springdale, increasing the truck traffic in the city. Semi-tractors are somewhat bound by their size, weight, and immobility on city streets, and this influences the crash types associated with semis.

The most common type of crash is a sideswipe; over half of these sideswipes are from attempted lane changes, while around a fifth are attributed to turning vehicles. Semi crashes appear to be more common in the morning hours.

Crash Type	Injury Level				Grand Total
	(1) Fatal	(3) Minor Injury Suspected	(4) Injury Possible	(5) PDO/No Injury	
Sideswipe - Passing	0	3	1	25	29
Rear End	0	1	0	13	14
Angle	0	3	3	4	10
Left Turn	0	1	0	9	10
Fixed Object	0	0	0	7	7
Backing	0	0	0	5	5
Right Turn	0	1	0	3	4
Parked Vehicle	0	0	1	2	3
Other Non-Collision	0	0	0	2	2
Head On	0	0	0	1	1
Pedestrian	1	0	0	0	1
Grand Total	1	9	5	71	86

Table 16: Summary of semi crash type and severity. 2020-2024

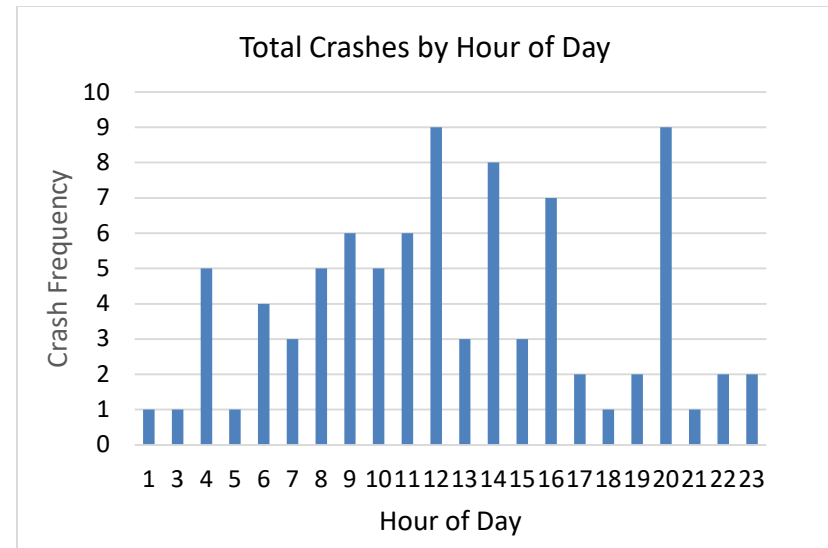


Figure 26: Semi crashes by hour of day. 2020-2024



Figure 27: A typical semi-tractor headed north on Springfield Pike near Crescentville.

PRIORITY LISTING



Priority Listing

Rankings were completed for spots and segments based on the number of Injury, High Injury, Pedestrian, and Bicycle crashes. Two ranking systems were used for both spots and segments – one prioritizing the *frequency* of crashes (i.e. the sheer number of crashes), and one prioritizing the *rate* of crashes (the number of crashes per million vehicles hosted). Low-volume roads tend to not rank highly using the frequency method, even if a significant safety issue is present, and have a better chance of ranking highly using the rate method. The technical methodology for the priority listing process can be seen below.

METHODOLOGY – CRASH RATE

The following process is a list of steps outlining the methodology used to evaluate and organize a list of spots and segments.

Using ODOT’s GCAT (GIS Crash Analysis Tool), a crash data search was conducted utilizing the following parameters:

- Latest 5 years of data (2020-2024)
- All Crash Severities
- Located in, or immediately around, the City of Springdale

All crash severities were obtained, but only injury crashes (1-4) were used when determining crash hotspots. Roughly 770 injury crashes were “scrubbed” (manually reviewed) to ensure accurate severity, crash type, and location/coordinates.

Four categories of crashes were used when ranking locations for potential projects:

- All Injury Crashes
- Fatal and Serious Injury Crashes (High Injury)
- Pedestrian Crashes
- Bicycle Crashes

Crash points were imported into ArcGIS with the coordinates provided in crash reports.

Crash points within 200’ of an intersection were then joined to the intersection, were assigned as “spot crashes” and were separated from the master crash point dataset. The remaining crash points within 50 feet of a segment were joined and assigned to segments.

Once relevant points had been assigned, the total frequency of crashes was imported into a priority list spreadsheet. Intersections with 4 or more all-injury crashes were considered, and segments with 5 or more all-injury crashes were considered.

Crash rates were calculated using the formulas outlined in Section 3.2 of the Roadway Safety Information Analysis published by the Federal Highway Administration. Crash rates for intersections were expressed as crashes per million entering vehicles, and crash rates for segments were expressed as per million vehicle miles.

A score and rank were calculated for all intersections and segments based on the relative severity of crashes. The spots and segments with the highest crash rate received a rank of 1. Intersections with fewer than 4 all-injury crashes were removed from intersection analysis due to low-crash volume.

The number of high injury, pedestrian, and bicycle crashes were determined by exporting the crashes at each location back into Excel, and analyzing the crashes in table format.

An overall score and rank were determined for each intersection and segment based on the scores of the intersections for each of the four categories.

METHODOLOGY - FREQUENCY

Utilizing the tables from the crash rate methodology, new tables based on crash frequency were created for both spots and segments. These tables assigned a rank to each of the 4 crash types based on their respective frequency. For intersection locations, the frequency was equal to the total number of crash points within a 200' radius. For segment locations, the frequency was determined as the number of crashes relating to the roadway segment (that were not already analyzed in an intersection).

The location with the highest frequency received a rank of 1. After each separate table was calculated, an overall table that took the weighted average of each frequency type was calculated. The same weights that were used to calculate the overall crash rate table were applied to the overall frequency table. These averages were then converted to a ranking based system, with the highest average receiving a rank of 1.

PRIORITY RANKING

For both the frequency and crash rate analysis, weighted rankings were completed using the following weights:

- All Injury Crashes (20%)
- Serious Injury and Fatal Crashes (40%)
- Pedestrian Involved Crashes (20%)
- Bicycle Crashes (20%)

These priority lists were developed for intersection locations, as well as segments. This analysis, priority listings and separate categories, represent each type of safety concern.

The following tables are presented as examples of the data analysis completed throughout this process. They demonstrate the segment and spot locations listed by crash frequency and crash rate. The crash frequency can often over emphasize locations with high volumes. Developing supplemental ranking based upon crash rates allows a review of crashes per volume (or length) which can highlight disproportionately dangerous locations with lower volumes and/or non-congestion related crashes.

SEGMENT PRIORITIES (FREQUENCY)

SEGMENT	STARTING POINT	ENDING POINT	LENGTH (mi)	ESTIMATED AADT	CRASHES PER 100 MILLION VEHICLE MILES TRAVEL ALL INJURY	FREQUENCY ALL INJURY	RANK ALL INJURY (30%)	CRASHES PER 100 MILLION VEHICLE MILES TRAVEL FATAL & SERIOUS INJURY	FREQUENCY FATAL & SERIOUS INJURY	RANK FATAL & SERIOUS INJURY (30%)	CRASHES PER 100 MILLION VEHICLE MILES TRAVEL PEDESTRIAN	FREQUENCY PEDESTRIAN	RANK PEDESTRIAN (20%)	CRASHES PER 100 MILLION VEHICLE MILES TRAVEL BICYCLE	FREQUENCY BICYCLE	RANK BICYCLE (20%)	NUMBER OF SURVEY COMMENTS	SURVEY COMPLAINT RANK	OVERALL SCORE	OVERALL RANK
CHESTERDALE RD	WELCOME SUITES SPRINGDALE	CHESTERWOOD CT	0.53	6488	207.15	13	1	15.93	1	1	0	0	3	0	0	1	0	5	1.05	1
W KEMPER RD	KENN RD	SOUTHLAND RD/OBSERVATORY DR	0.41	11113	108.23	9	2	0	0	7	0	0	3	0	0	1	3	1	0.675	2
PRINCETON PIKE	I-275 W	E CRESCENTVILLE RD	0.54	40752	19.92	8	3	2.49	1	1	0	0	3	0	0	1	0	5	0.675	2
E KEMPER RD	PRINCETON PIKE	KEMPER COMMONS CIR	0.54	19085	42.53	8	3	0	0	7	0	0	3	0	0	1	0	5	0.6	4
RAMP FROM SR 4 SPRINGFIELD PIKE TO IR 275	SPRINGFIELD PIKE SB	I-275 EB	0.37	8238	125.84	7	5	0	0	7	0	0	3	0	0	1	0	5	0.525	5
NORTHLAND BLVD	SPRINGFIELD PIKE	W KEMPER RD	0.82	11457	29.16	5	7	5.83	1	1	0	0	3	0	0	1	0	5	0.45	6
W KEMPER RD	SOUTHLAND RD/OBSERVATORY DR	SPRINGFIELD PIKE	0.63	11113	46.96	6	6	0	0	7	0	0	3	0	0	1	3	1	0.45	7
CHESTERDALE RD	E KEMPER RD	WELCOME SUITES SPRINGDALE	0.09	6488	469.20	5	7	0	0	7	93.84	1	1	0	0	1	0	5	0.425	8
E CRESCENTVILLE RD	COMMERCE PARK DR	DAYCREST DR	0.29	12295	76.84	5	7	0	0	7	0	0	3	0	0	1	1	4	0.375	9
SPRINGFIELD PIKE	I-275 EB RAMPS	I-275 WB RAMPS	0.27	45363	22.37	5	7	0	0	7	0	0	3	0	0	1	0	5	0.375	9
SPRINGFIELD PIKE	I-275 WB RAMPS	W CRESCENTVILLE RD	0.31	45363	19.48	5	7	0	0	7	0	0	3	0	0	1	0	5	0.375	9
PRINCETON PIKE	KEMPER RD	I-275 EB RAMPS	0.35	29352	26.67	5	7	0	0	7	0	0	3	0	0	1	0	5	0.375	9
KENN RD	W KEMPER RD	I-275 BRIDGE	0.51	7666	56.06	4	13	14.02	1	1	0	0	3	0	0	1	0	5	0.375	9
W CRESCENTVILLE RD	SPRINGFIELD PIKE	PRINCETON PIKE	1.05	14802	14.10	4	13	0	0	7	0	0	3	0	0	1	0	5	0.3	14
CONGRESS AVE	OAK HILL CEMETERY	WASHINGTON AVE/CORAL AVE	0.11	10641	140.44	3	15	46.81	1	1	0	0	3	0	0	1	0	5	0.3	14
RAMP FROM SR 4 SPRINGFIELD PIKE TO IR 275	SPRINGFIELD PIKE NB	I-275 EB	0.28	5672	103.51	3	15	34.50	1	1	0	0	3	0	0	1	0	5	0.3	14
W KEMPER RD	SPRINGFIELD PIKE	238 W KEMPER RD	0.38	14277	30.30	3	15	0	0	7	10.10	1	1	0	0	1	3	1	0.275	17
TRI COUNTY PKWY	NORTHLAND BLVD	E KEMPER RD	1.12	3776	38.87	3	15	0	0	7	0	0	3	0	0	1	0	5	0.225	18
E KEMPER RD	CENTURY BLVD	CHESTERDALE RD	0.26	19827	31.89	3	15	0	0	7	0	0	3	0	0	1	0	5	0.225	18
SMILEY AVE	KENN RD	DEAD END	0.89	896	206.14	3	15	0	0	7	0	0	3	0	0	1	0	5	0.225	18

SEGMENT PRIORITIES (RATE)

SEGMENT	STARTING POINT	ENDING POINT	LENGTH (mi)	ESTIMATED AADT	CRASHES PER 100 MILLION VEHICLE MILES TRAVEL ALL INJURY	FREQUENCY ALL INJURY	RANK ALL INJURY (30%)	CRASHES PER 100 MILLION VEHICLE MILES TRAVEL FATAL & SERIOUS INJURY	FREQUENCY FATAL & SERIOUS INJURY	RANK FATAL & SERIOUS INJURY (30%)	CRASHES PER 100 MILLION VEHICLE MILES TRAVEL PEDESTRIAN	FREQUENCY PEDESTRIAN	RANK PEDESTRIAN (20%)	CRASHES PER 100 MILLION VEHICLE MILES TRAVEL BICYCLE	FREQUENCY BICYCLE	RANK BICYCLE (20%)	NUMBER OF SURVEY COMPLAINTS	SURVEY COMPLAINT RANK	OVERALL SCORE	OVERALL RANK
CHESTERDALE RD	E KEMPER RD	WELCOME SUITES SPRINGDALE	0.09	6488	469.195	5	1	0	0	7	93.839	1	1	0	0	1	0	5	12.500	1
CONGRESS AVE	OAK HILL CEMETERY	WASHINGTON AVE/CORAL AVE	0.11	10641	140.438	3	4	46.813	1	1	0	0	3	0	0	1	0	5	9.745	2
RAMP FROM SR 4 SPRINGFIELD PIKE TO IR 275	SPRINGFIELD PIKE NB	I-275 EB	0.28	5672	103.506	3	7	34.502	1	2	0	0	3	0	0	1	0	5	7.182	3
CHESTERDALE RD	WELCOME SUITES SPRINGDALE	CHESTERWOOD CT	0.53	6488	207.154	13	2	15.935	1	3	0	0	3	0	0	1	0	5	5.864	4
SMILEY AVE	KENN RD	DEAD END	0.89	896	206.139	3	3	0	0	7	0	0	3	0	0	1	0	5	3.295	5
KENN RD	W KEMPER RD	I-275 BRIDGE	0.51	7666	56.061	4	9	14.015	1	4	0	0	3	0	0	1	0	5	3.142	6
RAMP FROM SR 4 SPRINGFIELD PIKE TO IR 275	SPRINGFIELD PIKE SB	I-275 EB	0.37	8238	125.838	7	5	0	0	7	0	0	3	0	0	1	0	5	2.011	7
W KEMPER RD	KENN RD	SOUTHLAND RD/OBSERVATORY DR	0.41	11113	108.234	9	6	0	0	7	0	0	3	0	0	1	3	1	1.730	8
NORTHLAND BLVD	SPRINGFIELD PIKE	W KEMPER RD	0.82	11457	29.162	5	15	5.832	1	5	0	0	3	0	0	1	0	5	1.401	9
E CRESCENTVILLE RD	COMMERCE PARK DR	DAYCREST DR	0.29	12295	76.839	5	8	0	0	7	0	0	3	0	0	1	1	4	1.228	10
W KEMPER RD	SPRINGFIELD PIKE	238 W KEMPER RD	0.38	14277	30.300	3	14	0	0	7	10.100	1	2	0	0	1	3	1	1.022	11
W KEMPER RD	SOUTHLAND RD/OBSERVATORY DR	SPRINGFIELD PIKE	0.63	11113	46.959	6	10	0	0	7	0	0	3	0	0	1	3	1	0.751	12
PRINCETON PIKE	I-275 W	E CRESCENTVILLE RD	0.54	40752	19.920	8	18	2.490	1	6	0	0	3	0	0	1	0	5	0.717	13
E KEMPER RD	PRINCETON PIKE	KEMPER COMMONS CIR	0.54	19085	42.534	8	11	0	0	7	0	0	3	0	0	1	0	5	0.680	14
TRI COUNTY PKWY	NORTHLAND BLVD	E KEMPER RD	1.12	3776	38.869	3	12	0	0	7	0	0	3	0	0	1	0	5	0.621	15
E KEMPER RD	CENTURY BLVD	CHESTERDALE RD	0.26	19827	31.888	3	13	0	0	7	0	0	3	0	0	1	0	5	0.510	16
PRINCETON PIKE	KEMPER RD	I-275 EB RAMPS	0.35	29352	26.669	5	16	0	0	7	0	0	3	0	0	1	0	5	0.426	17
SPRINGFIELD PIKE	I-275 EB RAMPS	I-275 WB RAMPS	0.27	45363	22.369	5	17	0	0	7	0	0	3	0	0	1	0	5	0.358	18
SPRINGFIELD PIKE	I-275 WB RAMPS	W CRESCENTVILLE RD	0.31	45363	19.482	5	19	0	0	7	0	0	3	0	0	1	0	5	0.311	19
W CRESCENTVILLE RD	SPRINGFIELD PIKE	PRINCETON PIKE	1.05	14802	14.102	4	20	0	0	7	0	0	3	0	0	1	0	5	0.225	20

SPOT PRIORITIES (FREQUENCY)

SPOT NAME	MAJOR STREET	MINOR STREET	FREQUENCY ALL INJURY	RANK ALL INJURY (30%)	FREQUENCY FATAL & SERIOUS INJURY	RANK FATAL & SERIOUS INJURY (30%)	FREQUENCY PEDESTRIAN	RANK PEDESTRIAN (20%)	FREQUENCY BICYCLE	RANK BICYCLE (20%)	NUMBER OF SURVEY COMPLAINTS	SURVEY COMPLAINT RANK	OVERALL SCORE	OVERALL RANK
Springfield Pike (SR 4) & Glensprings Dr	Springfield Pike (SR 4)	Glensprings Dr	28	1	1	6	0	8	0	3	0	4	2.175	1
Princeton Pike (SR 747) & W/E Kemper Rd	Princeton Pike (SR 747)	W/E Kemper Rd	26	2	2	2	0	8	0	3	0	4	2.1	2
Springfield Pike (SR 4) & W Kemper Rd	Springfield Pike (SR 4)	W Kemper Rd	19	6	4	1	0	8	2	1	0	4	1.825	3
W/E Crescentville Rd & Princeton Pike (SR 747)	W/E Crescentville Rd	Princeton Pike (SR 747)	22	3	1	6	0	8	0	3	1	2	1.725	4
Springfield Pike (SR 4) & Northland Blvd	Springfield Pike (SR 4)	Northland Blvd	22	3	0	18	0	8	0	3	0	4	1.65	5
Springfield Pike & W Crescentville Rd & Ray Norrish Dr	Springfield Pike	W Crescentville Rd	20	5	0	18	1	2	0	3	0	4	1.55	6
Princeton Pike (SR 747) & I-275 WB Ramps	Princeton Pike (SR 747)	I-275 WB Ramps	19	6	1	6	0	8	0	3	0	4	1.5	7
E Kemper Rd & Tri County Pkwy	E Kemper Rd	Tri County Pkwy	15	8	1	6	1	2	0	3	0	4	1.25	8
Springfield Pike (SR 4) & I-275 WB Ramps	Springfield Pike (SR 4)	I-275 WB Ramps	12	10	2	2	1	2	0	3	0	4	1.1	9
W Kemper Rd & Jake Sweeney Pl	W Kemper Rd	Jake Sweeney Pl	13	9	0	18	2	1	0	3	0	4	1.075	10
Springfield Pike (SR 4) & W Sharon Rd	Springfield Pike (SR 4)	W Sharon Rd	12	10	1	6	1	2	0	3	0	4	1.025	11
W Kemper Rd & Kenn Rd	W Kemper Rd	Kenn Rd	11	14	2	2	0	8	0	3	0	4	0.975	12
Springfield Pike (SR 4) & Strategic Pkwy & Gas Station Drives	Springfield Pike (SR 4)	Strategic Pkwy	12	10	0	18	0	8	0	3	0	4	0.9	13
Princeton Pike (SR 747) & Progress Pl	Princeton Pike (SR 747)	Progress Pl	12	10	0	18	0	8	0	3	0	4	0.9	13
Princeton Pike (SR 747) & Francis Dr	Princeton Pike (SR 747)	Francis Dr	11	14	1	6	0	8	0	3	0	4	0.9	13
E Kemper Rd & Chesterdale Rd	E Kemper Rd	Chesterdale Rd	11	14	0	18	0	8	0	3	0	4	0.825	16
Springfield Pike (SR 4) & Peach St	Springfield Pike (SR 4)	Peach St	10	17	1	6	0	8	0	3	0	4	0.825	16
E Kemper Rd & Century Blvd/Commons Dr	E Kemper Rd	Century Blvd/Commons Dr	10	17	0	18	0	8	0	3	0	4	0.75	18
Springfield Pike (SR 4) & I-275 EB Ramps	Springfield Pike (SR 4)	I-275 EB Ramps	8	20	1	6	1	2	0	3	0	4	0.725	19
Princeton Pike (SR 747) & I-275 EB Ramps	Princeton Pike (SR 747)	I-275 EB Ramps	9	19	0	18	0	8	0	3	0	4	0.675	20
Princeton Pike (SR 747) & Tri-County Mall Drive	Princeton Pike (SR 747)	Tri-County Mall Drive	8	20	1	6	0	8	0	3	0	4	0.675	20
W Kemper Rd & Rose Ln	W Kemper Rd	Rose Ln	7	22	1	6	1	2	0	3	0	4	0.65	22
E Kemper Rd & Kemper Commons Cir	E Kemper Rd	Kemper Commons Cir	7	22	1	6	0	8	0	3	0	4	0.6	23
Princeton Pike (SR 747) & Tri County Pkwy	Princeton Pike (SR 747)	Tri County Pkwy	7	22	0	18	0	8	0	3	0	4	0.525	24
Northland Blvd & Olde Gate Dr	Northland Blvd	Olde Gate Dr	6	25	0	18	0	8	0	3	0	4	0.45	25
E Crescentville Rd & Strategic Pkwy	E Crescentville Rd	Strategic Pkwy	6	25	0	18	0	8	0	3	0	4	0.45	25
E Crescentville Rd & Tivoli Ln	E Crescentville Rd	Tivoli Ln	4	27	2	2	0	8	0	3	1	2	0.45	25
W Kemper Rd & Greenlawn Ave	W Kemper Rd	Greenlawn Ave	4	27	1	6	0	8	0	3	0	4	0.375	28
Kenn Rd & Cedarhill Dr	Kenn Rd	Cedarhill Dr	4	27	0	18	0	8	1	2	2	1	0.35	29
Springfield Pike (SR 4) & Walnut St	Springfield Pike (SR 4)	Walnut St	4	27	0	18	0	8	0	3	0	4	0.3	30
W Kemper Rd & Walnut St	W Kemper Rd	Walnut St	4	27	0	18	0	8	0	3	0	4	0.3	30
Kenn Rd & Smiley Ave	Kenn Rd	Smiley Ave	4	27	0	18	0	8	0	3	0	4	0.3	30

SPOT PRIORITIES (RATE)

SPOT NAME	MAJOR STREET	MINOR STREET	CRASHES PER MILLION ENTERING VEHICLES ALL INJURY	FREQUENCY ALL INJURY	RANK ALL INJURY (30%)	CRASHES PER MILLION ENTERING VEHICLES FATAL & SERIOUS INJURY	FREQUENCY FATAL & SERIOUS INJURY	RANK FATAL & SERIOUS INJURY (30%)	CRASHES PER MILLION ENTERING VEHICLES PEDESTRIAN	FREQUENCY PEDESTRIAN	RANK PEDESTRIAN (20%)	CRASHES PER MILLION ENTERING VEHICLES BICYCLE	FREQUENCY BICYCLE	RANK BICYCLE (20%)	NUMBER OF SURVEY COMPLAINTS	SURVEY COMPLAINT RANK	OVERALL SCORE	OVERALL RANK
Springfield Pike (SR 4) & W Sharon Rd	Springfield Pike (SR 4)	W Sharon Rd	0.775	12	1	0.065	1	5	0.065	1	2	0	0	3	0	4	0.139	1
Springfield Pike (SR 4) & W Kemper Rd	Springfield Pike (SR 4)	W Kemper Rd	0.443	19	8	0.093	4	2	0	0	7	0.047	2	2	0	4	0.109	2
E Crescentville Rd & Tivoli Ln	E Crescentville Rd	Tivoli Ln	0.336	4	18	0.168	2	1	0	0	7	0	0	3	1	2	0.108	3
W Kemper Rd & Jake Sweeney Pl	W Kemper Rd	Jake Sweeney Pl	0.593	13	3	0	0	18	0.091	2	1	0	0	3	0	4	0.107	4
W Kemper Rd & Rose Ln	W Kemper Rd	Rose Ln	0.447	7	7	0.064	1	6	0.064	1	3	0	0	3	0	4	0.107	5
W Kemper Rd & Kenn Rd	W Kemper Rd	Kenn Rd	0.512	11	5	0.093	2	3	0	0	7	0	0	3	0	4	0.091	6
Kenn Rd & Cedarhill Dr	Kenn Rd	Cedarhill Dr	0.384	4	14	0	0	18	0	0	7	0.096	1	1	2	1	0.087	7
E Kemper Rd & Tri County Pkwy	E Kemper Rd	Tri County Pkwy	0.483	15	6	0.032	1	10	0.032	1	4	0	0	3	0	4	0.079	8
Springfield Pike (SR 4) & Glensprings Dr	Springfield Pike (SR 4)	Glensprings Dr	0.663	28	2	0.024	1	13	0	0	7	0	0	3	0	4	0.075	9
Princeton Pike (SR 747) & W/E Kemper Rd	Princeton Pike (SR 747)	W/E Kemper Rd	0.442	26	9	0.034	2	8	0	0	7	0	0	3	0	4	0.058	10
Springfield Pike (SR 4) & Northland Blvd	Springfield Pike (SR 4)	Northland Blvd	0.592	22	4	0	0	18	0	0	7	0	0	3	0	4	0.057	11
W Kemper Rd & Greenlawn Ave	W Kemper Rd	Greenlawn Ave	0.270	4	23	0.068	1	4	0	0	7	0	0	3	0	4	0.056	12
Springfield Pike (SR 4) & Peach St	Springfield Pike (SR 4)	Peach St	0.386	10	13	0.039	1	7	0	0	7	0	0	3	0	4	0.055	13
Springfield Pike (SR 4) & I-275 EB Ramps	Springfield Pike (SR 4)	I-275 EB Ramps	0.198	8	28	0.025	1	12	0.025	1	5	0	0	3	0	4	0.044	14
Northland Blvd & Olde Gate Dr	Northland Blvd	Olde Gate Dr	0.441	6	10	0	0	18	0	0	7	0	0	3	0	4	0.043	15
W/E Crescentville Rd & Princeton Pike (SR 747)	W/E Crescentville Rd	Princeton Pike (SR 747)	0.341	22	17	0.015	1	16	0	0	7	0	0	3	1	2	0.040	16
Kenn Rd & Smiley Ave	Kenn Rd	Smiley Ave	0.402	4	11	0	0	18	0	0	7	0	0	3	0	4	0.039	17
E Crescentville Rd & Strategic Pkwy	E Crescentville Rd	Strategic Pkwy	0.402	6	12	0	0	18	0	0	7	0	0	3	0	4	0.039	18
E Kemper Rd & Kemper Commons Cir	E Kemper Rd	Kemper Commons Cir	0.230	7	25	0.033	1	9	0	0	7	0	0	3	0	4	0.037	19
E Kemper Rd & Chesterdale Rd	E Kemper Rd	Chesterdale Rd	0.372	11	15	0	0	18	0	0	7	0	0	3	0	4	0.036	20
Princeton Pike (SR 747) & I-275 WB Ramps	Princeton Pike (SR 747)	I-275 WB Ramps	0.293	19	20	0.015	1	17	0	0	7	0	0	3	0	4	0.035	21
E Kemper Rd & Century Blvd/Commons Dr	E Kemper Rd	Century Blvd/Commons Dr	0.358	10	16	0	0	18	0	0	7	0	0	3	0	4	0.035	22
Springfield Pike & W Crescentville Rd & Ray Norrish Dr	Springfield Pike	W Crescentville Rd	0.278	20	22	0	0	18	0.014	1	6	0	0	3	0	4	0.035	23
Princeton Pike (SR 747) & Francis Dr	Princeton Pike (SR 747)	Francis Dr	0.244	11	24	0.022	1	14	0	0	7	0	0	3	0	4	0.033	24
W Kemper Rd & Walnut St	W Kemper Rd	Walnut St	0.293	4	19	0	0	18	0	0	7	0	0	3	0	4	0.028	25
Princeton Pike (SR 747) & Tri County Pkwy	Princeton Pike (SR 747)	Tri County Pkwy	0.291	7	21	0	0	18	0	0	7	0	0	3	0	4	0.028	26
Princeton Pike (SR 747) & Tri-County Mall Drive	Princeton Pike (SR 747)	Tri-County Mall Drive	0.169	8	30	0.021	1	15	0	0	7	0	0	3	0	4	0.026	27
Springfield Pike (SR 4) & I-275 WB Ramps	Springfield Pike (SR 4)	I-275 WB Ramps	0.108	4	32	0.027	1	11	0	0	7	0	0	3	0	4	0.022	28
Springfield Pike (SR 4) & Strategic Pkwy & Gas Station Drives	Springfield Pike (SR 4)	Strategic Pkwy	0.204	12	26	0	0	18	0	0	7	0	0	3	0	4	0.020	29
Princeton Pike (SR 747) & Progress Pl	Princeton Pike (SR 747)	Progress Pl	0.198	12	27	0	0	18	0	0	7	0	0	3	0	4	0.019	30
Princeton Pike (SR 747) & I-275 EB Ramps	Princeton Pike (SR 747)	I-275 EB Ramps	0.178	9	29	0	0	18	0	0	7	0	0	3	0	4	0.017	31
Springfield Pike (SR 4) & Walnut St	Springfield Pike (SR 4)	Walnut St	0.159	4	31	0	0	18	0	0	7	0	0	3	0	4	0.015	32

PROPOSED IMPROVEMENTS



Proposed Improvements

The high-ranking locations on the priority listings received a special crash analysis that identified the potential cause of crashes at the intersection; with those causes in mind, countermeasures were developed to address safety issues at the following locations. Preliminary designs and cost estimates have been developed for six of the proposed projects, which can be viewed in *Appendix E*.

SEGMENTS

Chesterdale Rd (E Kemper Rd to Chesterwood Ct)

Chesterdale is primarily a two-lane, two-way road with a sidewalk along the west side of the road. The north section of Chesterdale provides access to the Heritage Hill Elementary School. The southern section of Chesterdale has a high crash rate and high injury rate, with the primary crash types being rear-ends and left turns. Many of the crashes can be attributed to slowing, turning traffic.

The proposed improvement would add a two-way-left-turn-lane (TWLTL) along the south section to allow safe separation of turning traffic from through traffic. A midblock crossing would also be installed between the Burger King and King Quick food mart, as regular pedestrian traffic was noted by the members of the task force (and was verified by a field visit).



Figure 28: Chesterdale Rd north of Welcome Suites.

Princeton Pike (I-275 W to E Crescentville Rd)

The intersection of Progress Place, Princeton Pike, and the I-275 off ramps is an unconventional signal configuration that is geometrically constrained to certain patterns of operation. The cluster of signals functions off of one controller, and is heavily dependent on overlaps (rather than independent phases) in its programming. Simply, the signal functions more-so on the *potential* for demand rather than the presence of demand itself. This pattern of operation causes significant queueing and congestion southbound.

The right-in/right-out at Strategic Pkwy has, historically, seen an issue with vehicles attempting to turn left out of the intersection. Further, the NBL turning movement into Thorntons has been the cause of many crashes along the corridor.

There are several possible improvements, some of which can be implemented simultaneously:

Alternative 1: Pavement tattoos (route lane markings) are proposed on the southbound lanes of SR 747 approaching I-275, to show which lane leads to I-275W and which lane leads to I-275E. This improvement supplements the overhead route signs mounted on the elevated train crossing.



Figure 29: Princeton Pike & Strategic Pkwy.

Alternative 2: A raised concrete median could be installed between the #1 and #2 NB thru lanes on 747, between the exit from Strategic Pkwy and Crescentville Rd. This median will prohibit Strategic Pkwy traffic from turning south onto 747, as well as west onto Crescentville. Strategic Pkwy traffic will instead be routed to the intersection of Strategic Pkwy and E Crescentville Rd to exit the complex.

Alternative 3: The I-275W to 747NB ramp could be reoriented to run alongside the I-275W to 747SB ramp. This reorientation reduces the geometric constraints present at the intersection, and allows the signals to operate with standard phasing.

Alternative 4: The striped median could be converted to a raised, concrete median immediately south of Strategic Pkwy and Sunoco to deter left-turns into Strategic Pkwy from SB SR 747.



Figure 30: Thorntons near Princeton and Crescentville.



Figure 31: Princeton Pike & Progress Pl/I275 W.

Springfield Pike (I-275 EB Ramps to I-275 WB Ramps)

This short span of road does not see a high volume of crashes, but it does have an abnormally high injury rate (55.6%) and abnormal peak crash hours (11PM and 1AM being the hours with the most crashes).

The proposed improvement involves city-wide policy – one continuous policy for evaluating street lighting, and an evaluation of the city’s speed limits. Concern has been expressed over the gradation of speed limits along SR 4, beginning as 50 mph in Fairfield, dropping to 40 mph just north of the city border, and eventually dropping to 35 mph just north of Kemper Rd. A reevaluation of the city’s speed limits has the potential to reduce these speed limit gradations.



Figure 32: Springfield Pike & I-275 ramps.

Springfield Pike (I-275 WB Ramps to W Crescentville Rd)

The intersection of the I-275 WB ramps and Springfield Pike is a signalized intersection with a right-turn slip ramp. The slip ramp adds a 3rd through lane to NB Springfield Pike, which creates a weaving section for through traffic attempting to turn right at Crescentville. Additionally, development at Pictoria Dr has the potential to worsen the weaving section.

The proposed improvement would signalize the right-turn slip ramp to eliminate the weaving section (basically bringing this free flow right turn under the control of the signal, and making it more of a 90 degree turn, thus slowing down the freeway traffic). This could affect queueing on the off-ramp, and would need capacity analysis to ensure adequate storage.

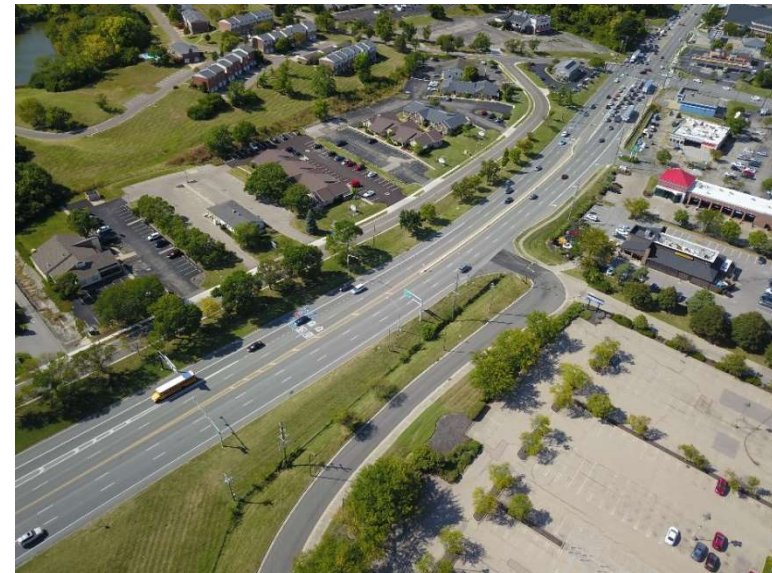


Figure 33: Springfield Pike weaving section near Pictoria Dr.

SPOTS

Springfield Pike & W Kemper Rd

The proposed improvement involves closing driveways on the northeast and northwest corner properties to reduce slowing and turning adjacent to the intersection.



Figure 34: Springfield Pike & Kemper Rd.

W Kemper Rd & Jake Sweeney Pl

The proposed improvements are intended to increase pedestrian safety and streamline pedestrian movements at the intersection. The improvements include combining the bus stops on the northeast and southwest corner, and the striping of high visibility crosswalks. This location will be influenced by the intersection improvements at Northland & Kemper, and will likely see consolidation of driveways on the east and west approaches. A shared-use path will also be present on the north side of the intersection.

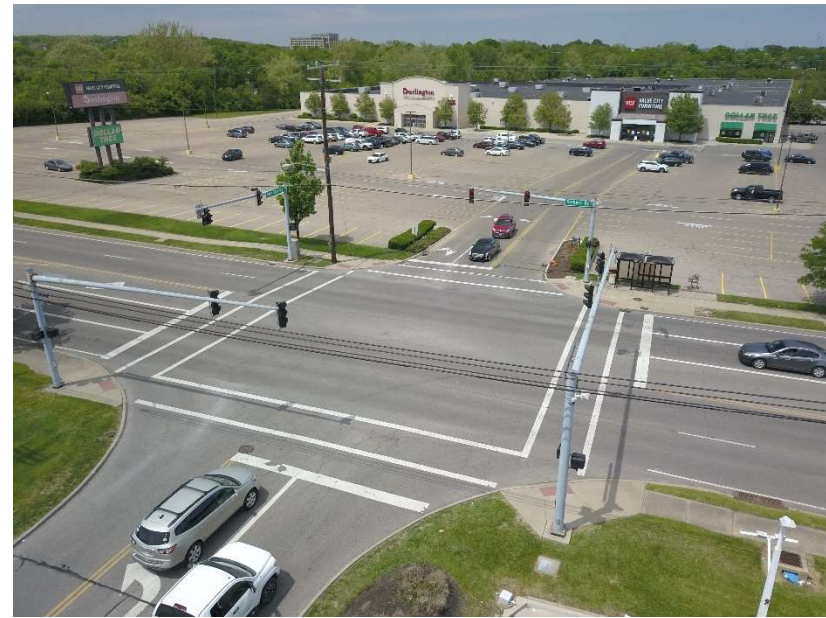


Figure 35: Kemper Rd & Jake Sweeney Pl.

E Kemper Rd & Tri County Pkwy

The proposed improvement is to eliminate 1 NBR turn lane, and reorient the remaining turn lane to intersect Kemper at a near-90 degree angle. The angled slip ramp configuration causes difficulty when checking for crossing traffic, and has been a factor in several rear-ends. This intersection will eventually have a shared-use path installed on the northeast side, and the WB #3 lane will be removed.

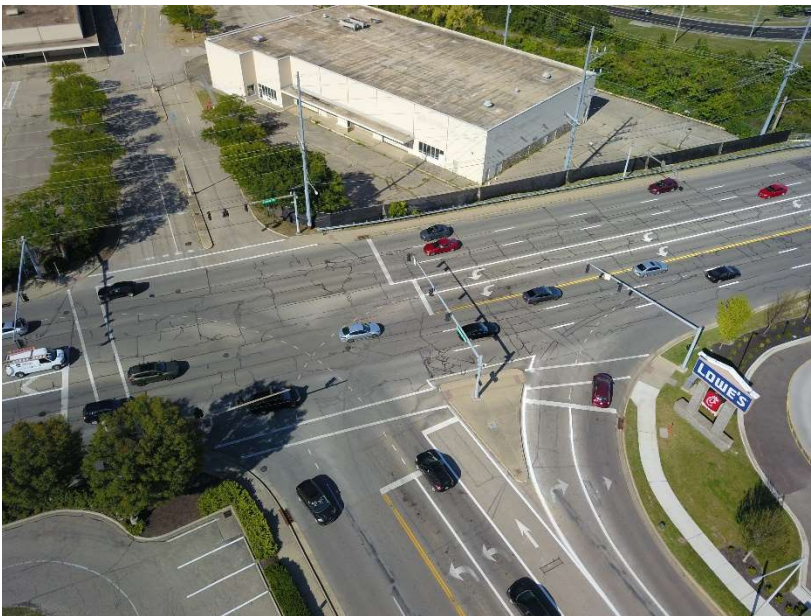


Figure 36: E Kemper Rd & Tri County Pkwy.

W Kemper Rd & Kenn Rd

The proposed improvement converts the intersection to a single-lane roundabout, reducing speeds and decreasing delay. Visibility issues occur with NBL and SBL turns, which are mitigated by conversion to a roundabout.

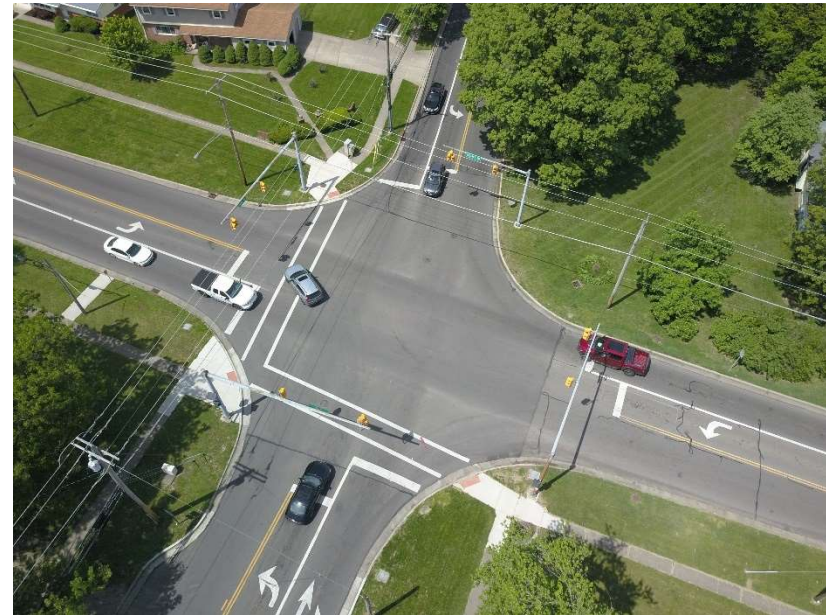


Figure 37: W Kemper Rd & Kenn Rd.

W Kemper Rd & Greenlawn Ave

The proposed improvement converts the intersection to an unsignalized, micro-roundabout configuration to slow traffic on Kemper Rd.

W Kemper Rd & Rose Ln

Two possible proposed improvements can be applied to this intersection – implementation of all-way stop signage, or conversion to a micro-roundabout. A micro-roundabout is preferred for operational purposes.

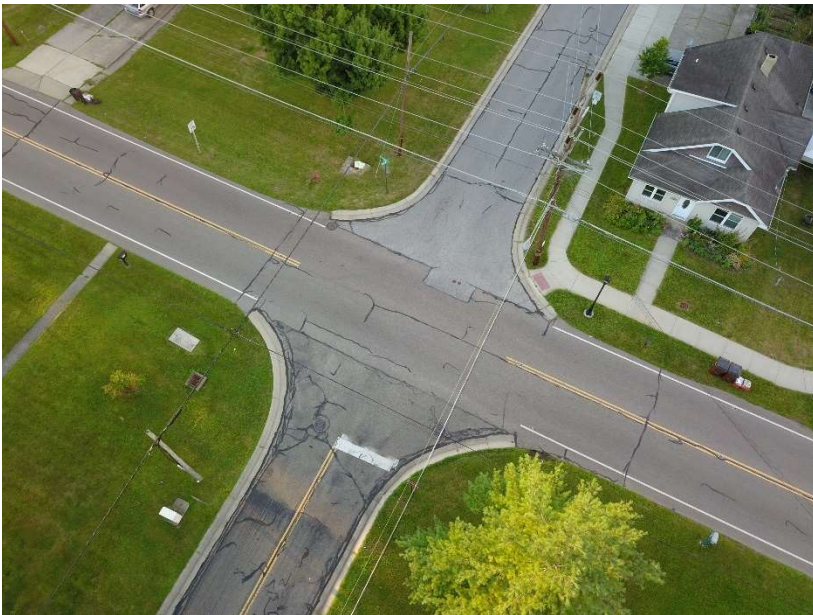


Figure 38: W Kemper Rd & Rose Ln.

Systemic Improvements

A number of issues identified in the study are general safety improvements, which may not reduce crashes by a measurable amount, but are generally accepted safety improvements (such as street lighting making it easier for a pedestrian to see on a sidewalk). These safety improvements can be applied anywhere in the City.

LIGHTING

There has been concern in the City over insufficient lighting of the street network. The City will implement a maintenance plan for the City's lighting network, which will include bi-monthly reviews of luminaires, bridge lighting, and street lighting. Following notice of faulty lighting, the City will notify the respective owners of the lighting for repair.

HIGH-VISIBILITY CROSSWALKS

The City has historically striped "Standard" style crosswalks at intersections with pedestrian crossings, although this style tends to lack visibility at larger intersections (and is susceptible to tire damage over time). High-visibility crosswalks are designed to avoid the path of tires while being more visible than conventional crosswalks. The City has already begun restriping crosswalks as high-visibility (see Kemper Rd & Princeton Pike). For future projects, the City will seek to stripe high-vis crosswalks instead of standard crosswalks.



Figure 39: High-visibility crosswalks at Princeton Pike & Kemper Rd.

CITY SPEED LIMITS

Although it isn't known exactly when Springdale's speed limits were set, it is likely true that the adjacent properties and developments along many Springdale roads have changed drastically since that time, and will continue to change as pedestrian and bike traffic increases in the City. Springdale wishes to reevaluate the City's speed limits to increase safety for road users.



Figure 40: 40 mph speed limit on Springfield Pike.

Policy

As Springdale strives towards the Vision Zero Initiative, several policies are to be adopted to guide the city towards zero roadway deaths. These policies also aim to make the City more accessible and safer for vulnerable road users.

INJURY CRASHES

The City will regularly (every 1-3 years) recomplete the crash analysis portion of the study to evaluate crash trends. The analysis shall include the past 3-5 years of crash data, even if these crashes have been analyzed in a prior dataset.

STAKEHOLDER TASK FORCE MEETINGS

Following recompletion of the crash analysis, the task force will convene to discuss crash hotspots and potential countermeasures. If a feasible countermeasure for a safety issue is found, the City will seek to implement the countermeasure.

AFTER STUDIES

Following implementation of countermeasures, the City will monitor crash patterns to confirm the safety issue has been properly addressed and reduced from its prior dangerous condition.

TRANSPARENCY & PROGRESS

The Springdale SS4A Plan, and any after-studies conducted for countermeasures identified in the Plan, will be made publicly available for viewing on the City of Springdale's website.

CITY-WIDE LIGHTING PLAN

As mentioned in the "Systemic Improvements" section, the City will implement a plan for the maintenance and upkeep of the City's street lighting, and will adopt a policy that encourages the addition of street lighting in future projects.

Implementation Timeline

This implementation timeline details the improvements proposed in this project alongside their estimated completion dates.

Strategy	Projects	Quantity	Completion Date
Pedestrian Improvements	High Visibility Crosswalks	10 intersections	2028
	Pedestrian Crossings at Existing Intersections	5 intersections	2032
Intersection Improvements	Traffic signal rebuilds	5 Intersections	2032
	Major Intersection Improvement (Roundabout, Geometric changes, etc.)	1 Location	2035
Corridor Improvements	Review Street Lighting Coverage	Citywide	2028
	Wayfinding	2 Corridors	2030
	Expand pedestrian network	3 Corridors	2035
	Review Speed Limits	Citywide	2028

Conclusion

Springdale hopes to see revitalization with the redevelopment of the Tri-County Mall, which will bring increased pedestrian and bicycle traffic to the city. As this traffic increases, traffic patterns will change and crash hotspots may shift in location – but through utilization of the procedures outlined in this Action Plan, the City can continually address safety concerns in the changing environment.

The procedures outlined in this Plan have already aided in identification of crash hotspots, and have reinforced a number of the City’s preexisting priority areas for improving safety. Generally, the City has prioritized the following:

1. Expansion of Multi-Modal Network
2. Expansion of Street Lighting Network
3. Speed Management
4. Safety Improvements at High-Crash Locations

Although the City remains focused on preparing streets for increased bike and pedestrian traffic, the existing safety issues for *vehicular* traffic are a significant priority. While vehicular collisions are not as likely to cause injury as VRU-related collisions, injuries *do still occur*, and vehicular collisions often cause substantial property damage and distress in the community.

The multi-modal network will be expanded through continued installation of shared-use paths, installation of sidewalks, improved pedestrian facilities, and mid-block crossings.

The improvement of the street lighting network will increase both pedestrian and vehicular safety in dark conditions, providing benefit for all road users. Expansion of the street lighting network will occur primarily in future roadway projects, and will be maintained by the appropriate owners.

Speed management, primarily along congested roads, residential roads, and roads with a high VRU presence, is another safety improvement that reduces risk of injury for all users. The proposed improvements on Kemper Rd (micro-roundabouts) are examples of speed management countermeasures.

Areas with high crash rates will be reviewed during crash analysis, and countermeasures will be implemented if a significant and prominent crash pattern is observed (i.e., an excessive number of left-turn crashes).

Partners



APPENDICES



Appendix A: Crash Statistic Update Procedure

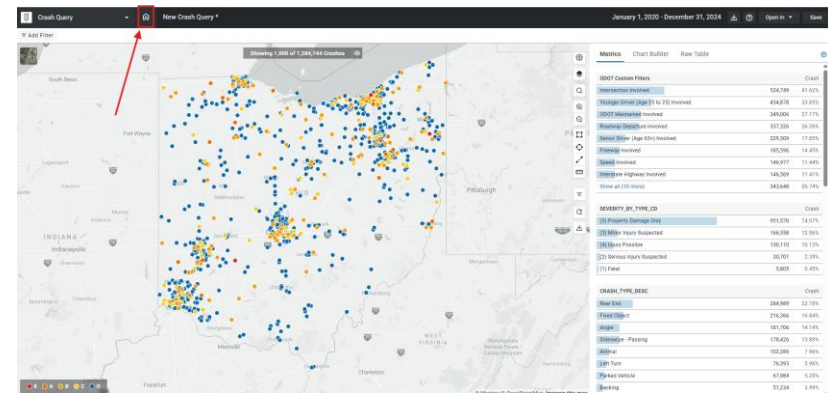
At regular intervals (between 1-3 years), the City should periodically analyze crashes since the last analysis. The priority listings and crash maps shown in this plan are the first implementation of this periodic analysis. For the benefit of future analysts, the step-by-step process for how to complete a periodic analysis is detailed in this Appendix.

Step 1: Obtaining Crash Data

Crash data can be obtained via ODOT’s “AASHTOWare Safety” web client, which requires a username and password to access. In order to gain access to crash data, you will need to request an account from ODOT from the following link:

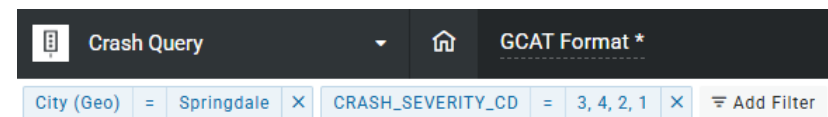
https://odot.formstack.com/forms/aashtoware_safety_access_request

Once your account is approved, ODOT will send a link to the AASHTOWare Safety Client – enter your credentials, and you’ll be logged into the web client. Navigate to the “Home” tab, and select the “GCAT Format” crash query template.

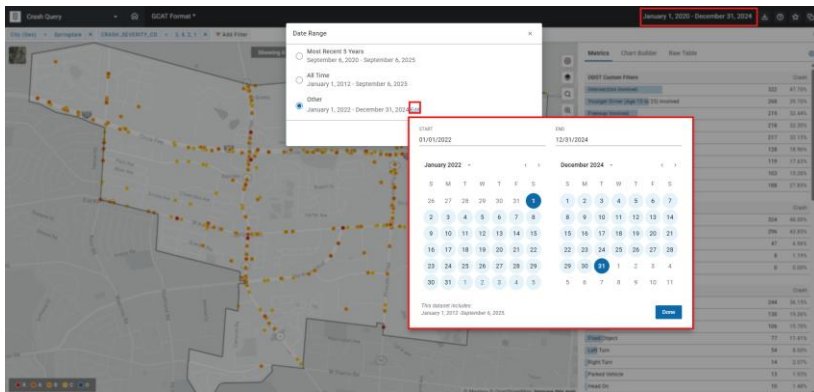


Name	Category	Updated
GCAT Format	GCAT	Jul 26, 2023
Springdale Elementary School Crashes	Training 6/2	Jan 17, 2025
Post Crashes in Cleveland	Training	Jan 17, 2025

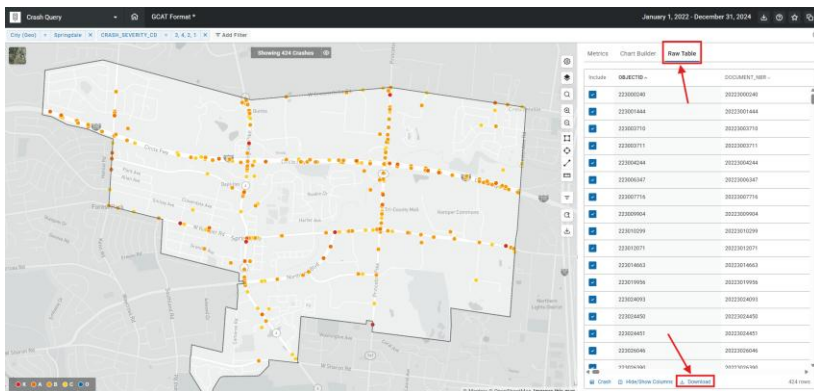
Navigate to the “Add Filter” tab, and select the “City (Geo)” filter, then enter “Springdale” as the city. Then add the “CRASH_SEVERITY_CD” filter, and select 1, 2, 3, and 4 as selected severities; these represent the 4 types of injury crashes that will be used in the analysis.



Next, set your analysis dates by clicking on the dates shown in the upper right corner. The analysis can span anywhere from 3 to 5 years, but only whole years (not partial years) should be analyzed.

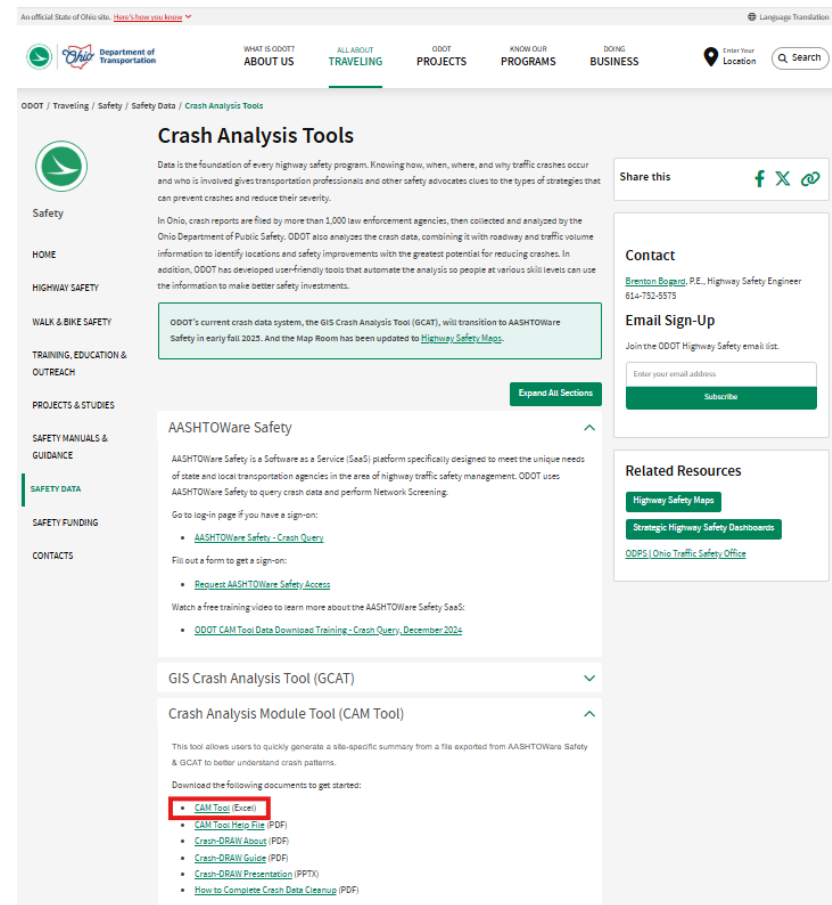


Next, navigate to the “Raw Table” tab and click “Download”. This will export the relevant crash data in a .csv format.



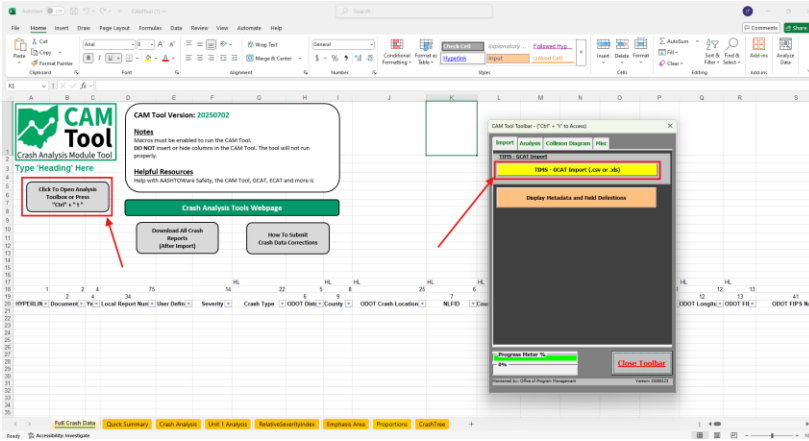
Step 2: Organize Crash Data

Navigate to ODOT’s “Crash Analysis Tools” page. Scroll down to the “Crash Analysis Module Tool (CAM Tool)” tab, and download the CAM Tool (Excel) file.



Once the file has been downloaded, ensure macros are enabled in the file’s security settings, then open the file.

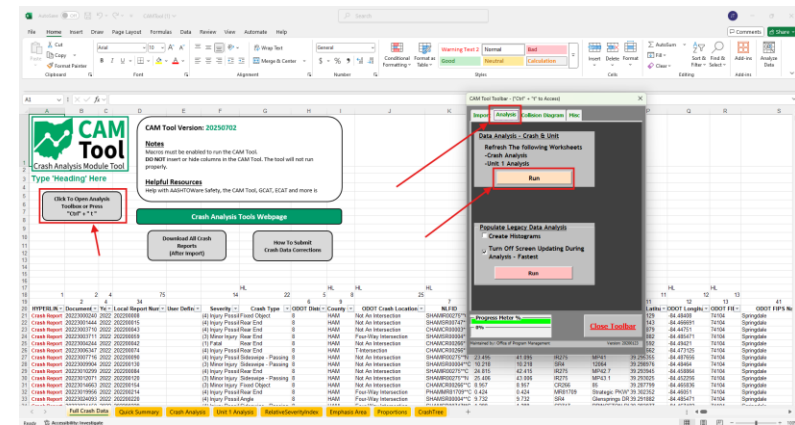
Navigate to the left side of the workbook, and open the Analysis Toolbox. Select the “TIMS – GCAT Import (.csv or .xls) button, and navigate to the .csv file that was downloaded in Step 1 and import the file. The sheet should populate with crash data from the .csv file.



If data scrubbing is completed, save the scrubbed data in a new .csv file for use in Step 4.

Step 3: Obtain Quick Crash Statistics

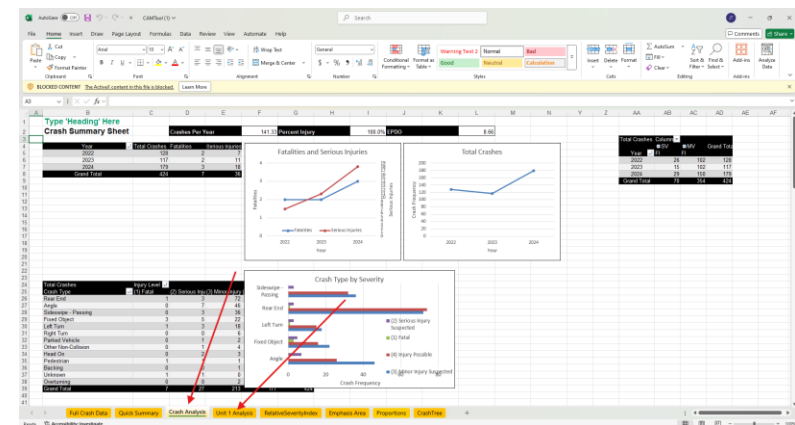
Navigate back to the Analysis Toolbox. Click on the “Analysis” tab, and run the “Data Analysis – Crash & Unit” tool. A number of quick statistics will populate the “Crash Analysis” and “Unit 1 Analysis” worksheets.



Step 2.1: Scrub Crash Data (Optional)

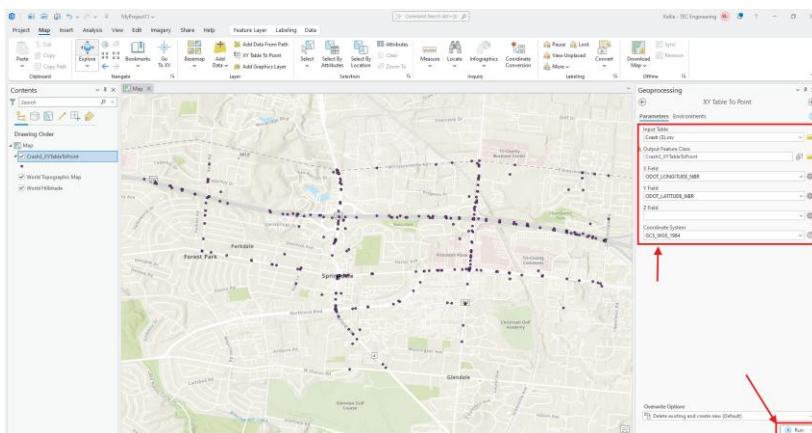
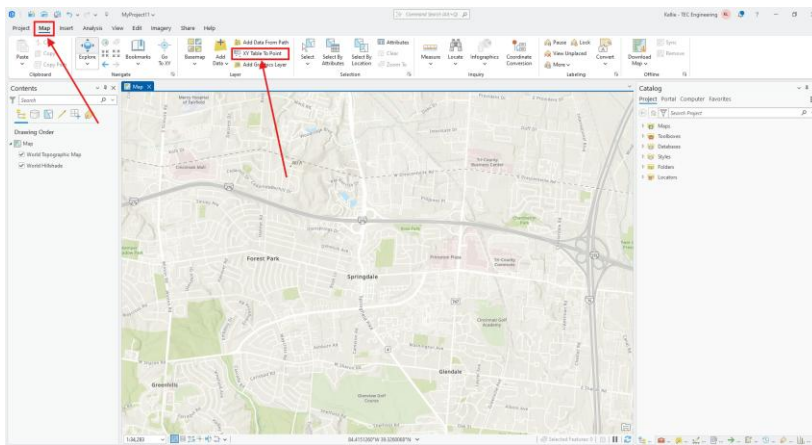
Occasionally crash data such as latitude and longitude, crash type, and crash location type will be misinput in the crash report or misread by the system. A lengthy process, scrubbing the crash data involves looking at each report carefully to fix any misinput data. Lat/long can be input into a GIS application and compared to the narrative location given in the crash report, and if they don't match, the lat/long can be replaced with the lat/long of the narrative location (i.e. the intersection of ___ and ___). Crash location type (intersection, segment, driveway, etc.) is especially prone to errors, with many points registering as “Data Not Valid or Not Provided”. The datapoints can be verified/fixed by comparing narrative location type with data location type. Occasionally, the GIS coordinates tied to a crash report will be outside city limits – in this case, if the crash was truly outside city limits, it can be removed from crash lists.

This process is tedious and optional, but the analyst should consider this step if a small study period (1-2 years) is used.



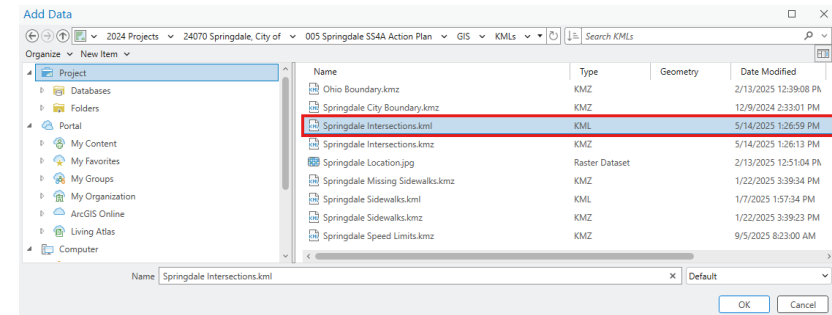
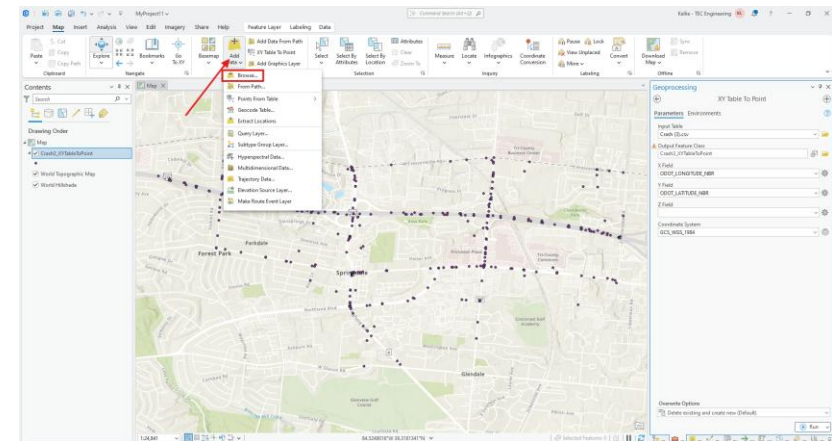
Step 4: Import Crash Data into ArcGIS

Open ArcGIS and zoom into Springdale. Under the “Map” tab in the ribbon, click “XY Table to Point”, and navigate to the .csv file downloaded from AASHTOWare (or, if applicable, the file created in Step 2.1). Set the x field and y field to ODOT Longitude and ODOT Latitude respectively, and run the command. The data populates the map.



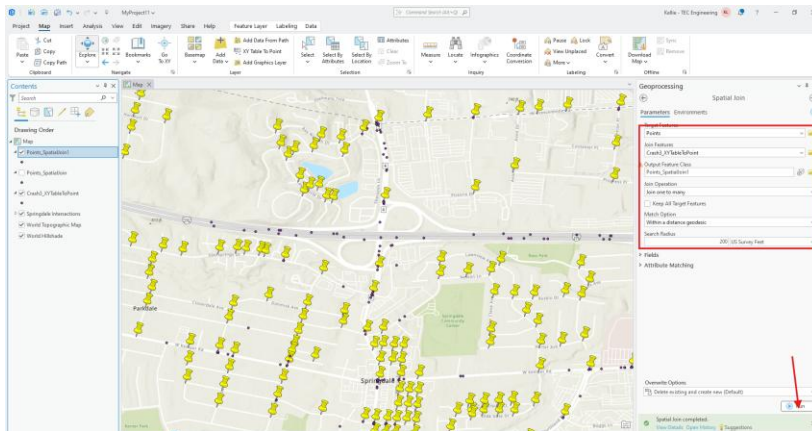
Step 5: Crash Assignment for Spots

For small analysis periods (1-2 years), it may be acceptable to assign crashes to spots and segments manually due to low crash volume. For larger crash volumes, import the intersection GIS file (delivered with this plan) into ArcGIS using the “Add Data” command.

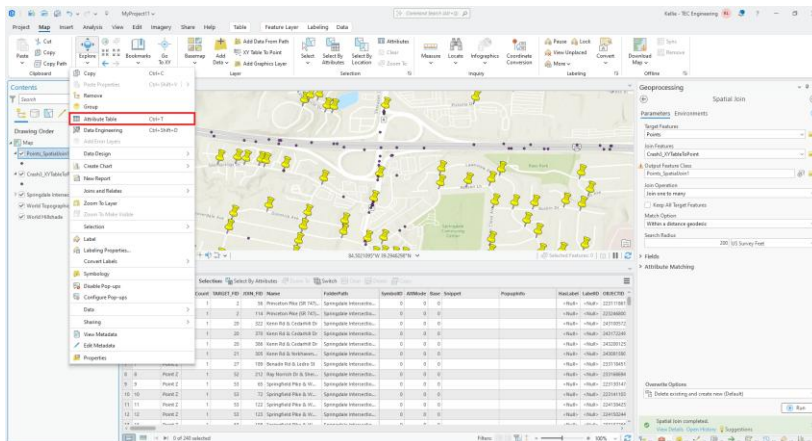


Next, initiate a “spatial join” command and set the intersection point layer as the “Target Feature”, and the crash point layer as the “Join Feature”. Set the join operation as “one-to-many”, and uncheck the “keep all target features” box. Set the Match Option to

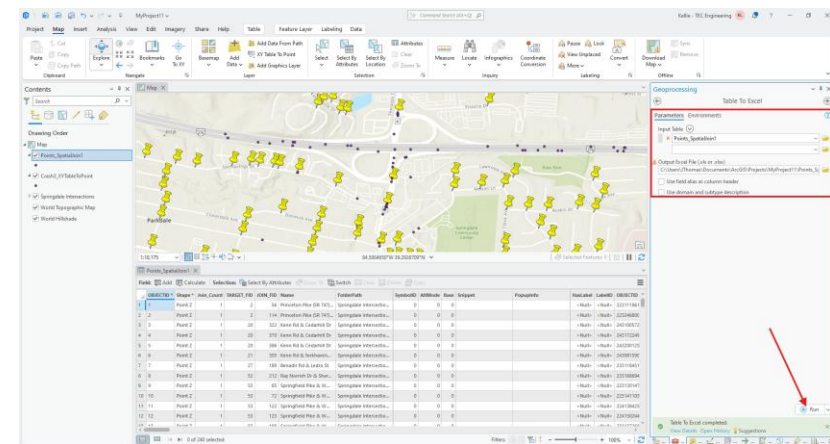
“within a distance geodesic”, set the search radius to 200 US Survey Feet, and run the command. The new spatially joined layer is created.



Right click on the new layer in the “Contents” pane, and select “Attribute Table”.



Initiate the “Table to Excel” command, and select the attribute table that was just created as the input table. Select a location for the output file, and run the command. Each crash point that was spatially joined to an intersection is now labelled with the intersection it was joined to; by counting the crashes labelled with a particular intersection, the crash frequency can be determined for peak intersections. This same dataset can be used to determine the frequency of high injury crashes, pedestrian crashes, and bicycle crashes.

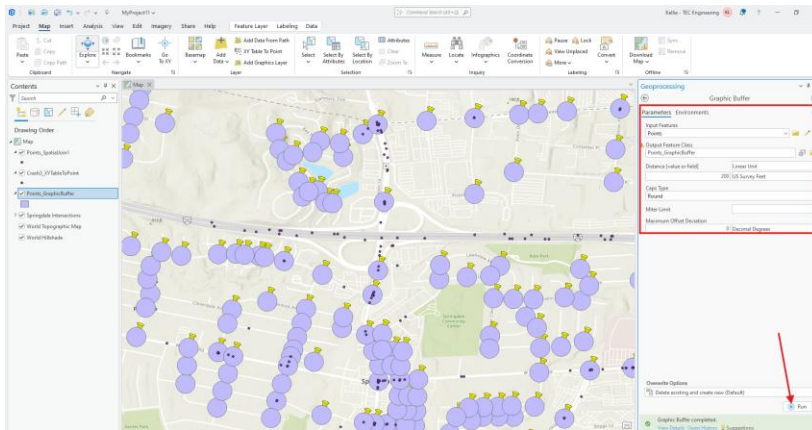


A caution to this method is that, for crashes located within the 200’ buffer zone of two intersections, it is possible the crash will be counted twice in the priority listing. This double-counting can be mitigated by using the “remove duplicates” feature in Excel.

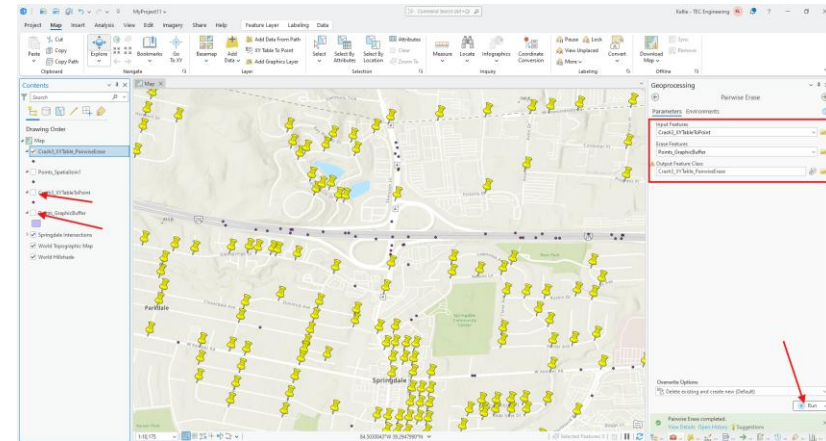
The crash frequency can be used to calculate frequency priority listings and crash rate priority listings based on arbitrary weightings.

Step 6: Crash Assignment for Segments

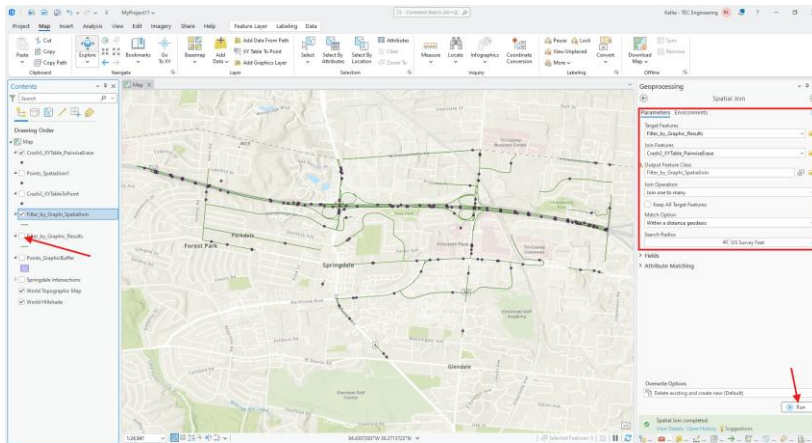
First, the crashes attributed to spots must be removed from the crash point dataset. Do this by running a “Graphic Buffer” command on the Intersection Points layer – set the buffer distance as “200 US Survey Feet”, set the cap type to “Round”, and run the command. Polygons are created around the intersection points, which encompass all crashes attributed to spots.



Initiate the “Pairwise Erase” command. Set the “Input Features” as the crash point layer, set the “Erase Features” as the graphic buffer layer, and run the command. A new crash point layer is created with the “spot crashes” removed. Hide the old crash point layer and the graphic buffer layer in the “Contents” pane to reduce clutter.



Next, roadway geometry is necessary to assign crashes to segments. Import the Roadway Geometry shapefile (provided alongside this plan) into ArcGIS using the same import procedure outlined in Step 5. Initiate the “Spatial Join” command and set the roadway geometry layer as the Target Feature set the crash point layer (without spot crashes) as the Join Feature, set join operation as one-to-many, and uncheck “keep all target features”. Set the Match Option to “within a distance geodesic”, and set the Search Radius as 40 US Survey Feet. Run the command, and a new layer of roadway geometry will be created. Hide the roadway geometry layer, and only segments with crashes will be visible.



Once the frequency of crashes for each segment is identified, the segments can be imported to the frequency and crash rate priority listing.

Step 7: Stakeholder Priority Listing Assessment and Evaluation

The stakeholders should meet after each analysis and arrange an action plan based on the new priority listings.

Open the Attribute Table for this new layer, then initiate the “Table to Excel” command and follow the steps outlined previously to save the file. Each crash will be matched to a particular roadway segment while retaining all relevant crash data. The roadway segments will be defined by NLF_IDs and begin/end log points – post processing is necessary to ascertain exactly where a specific segment is located geographically. For example, the section of SR747 adjacent to Tri-County Mall has an NLF_ID of SHAMSR00747**C, which applies to several segments of 747 in Springdale; to specifically define the bounds of the segment, “County Log” points must be used to define the beginning of the segment as “1.628” and the end of the segment as “1.942”. These log points can be found on ODOT’s TIMS service.

Caution should be taken when dealing with segments near ramps, or other segments that are within 40 feet of each other. If a crash falls within 40 feet of more than one segment, it will be counted more than once in the crash counts. As before, Excel’s “remove duplicates” feature can mitigate this occurrence.

Appendix B: Crash Severity & Crash Types

From 2012 onward, Ohio has categorized crashes into five categories in line with the FHWA’s KABCO injury scale. As reported on police crash reports, the categories are:

(K) Fatal – Any injury that results in death within a 30-day period after the crash occurred.

(A) Serious Injury Suspected – Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as (needing help from the scene.)

(B) Minor Injury Suspected – Any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene, such as bruises, lacerations, or a bloody nose.

(C) Injury Possible – Complaint of pain without visible injury, such as whiplash or headache.

(O) Property Damage Only (PDO) – When a crash only results in the damage of property, or if no injury has been reported, the crash is categorized as PDO.

There are 9 crash types described in the Ohio Crash Investigation Procedure Manual:

1. Not Collision Between Two Vehicles in Transport

Unless there are two motor vehicles in transport involved in the crash, the manner of collision is “1”. If a motor vehicle in transport hits a parked vehicle, the manner of collision is “1”. If a motor vehicle in transport strikes a pedestrian/bicyclist and does not strike another motor vehicle in transport, the manner of collision is “1”.

2. Rear-End

Vehicles must be travelling in the same direction.

3. Head-On

Vehicles must be traveling in opposite directions and the majority of the impact is the front area of both units.

4. Rear-to-Rear

One vehicle backs into the rear of another vehicle that is either parked or moving in a reverse direction, and the majority of the impact is the rear area of both units.

5. Backing

A unit backs into the side or front of another other unit that is either parked or moving forward.

6. Angle

When vehicles are traveling in perpendicular directions.

7. Sideswipe, Same Direction

When vehicles are traveling in the same direction and the majority of the damage is related to the side of the units.

8. Sideswipe, Opposite Direction

When vehicles are traveling in opposite directions and the majority of the damage is related to the sides of the units.

9. Other/Unknown

ODOT's CAM Tool uses other data in the crash report to make more specific crash types. In addition to the 9 types outlined earlier, 13 extra types are outlined in the CAM Tool, 5 of which depend on the units involved in the crash:

- 1. Parked Vehicle**
- 2. Pedestrian**
- 3. Animal**
- 4. Train**
- 5. Pedalcycles**

If a crash involves any of the above, the manner of collision is disregarded and the crash type is described by the involved unit. The remaining categories can be somewhat ambiguous:

- 6. Other Non-Vehicle**
- 7. Fixed Object**
- 8. Other Object**
- 9. Falling From or In Vehicle**
- 10. Overturning**
- 11. Other Non-Collision**
- 12. Left Turn**
- 13. Right Turn**

Appendix C: Public Survey Results

Q1: What is your first and last name? (8 Answered)

Q2: What is your email address? (10 Answered)

Q3: How did you hear about this survey? (18 Answered)

Social Media: **11**

City of Springdale Website: **6**

City Newsletter: **2**

Other: **2 (see below)**

- City Council
- Email

Q4: Select the option that best describes your connection to Springdale. (18 Answered)

Resident: **13**

Business Owner: **3**

Visitor: **1**

Prefer not to answer: **1**

Q5: Select the option that best describes your living and working situation in Springdale. (18 Answered)

Live in Springdale, work in Springdale: **8**

Live in Springdale, work outside Springdale: **6**

Live outside Springdale, work in Springdale: **3**

Live outside Springdale, work outside Springdale: **1**

Q6: How would you rate the safety of Springdale’s existing street network? (18 Answered)

1 (Very Poor): **0**

2: **1**

3 (Fair): **9**

4: **8**

5 (Excellent): **0**

Q7: Describe your evaluation of Springdale’s street safety. (12 Answered)

- Need to have better speed control in residential neighborhoods. (Rating: 3)
- by udf, Trucks driving on the other side of road and turning left in the right lane (Rating: 4)
- Amount of vehicles running red lights is obscene. Cops just park in lots and creep neighborhoods. (Rating: 2)
- No sidewalks on parts of W Kemper Rd is a huge safety hazard to those who have to walk on the road. (Rating: 3)
- Speeding is out of control on Kenn Road (Rating: 3)
- Overall good; in a few areas road safety/congestion could be improved thru engineering enhancements. (Rating: 4)

- There's high violent and property crimes here. The city crime rate is on a whole different level (Rating: 3)
- The safety is more good because they are very good (Rating: 4)
- Springdale's street safety is moderate. (Rating: 4)
- Springdale has some rough areas for a moderately sized city with a relatively medium rate of crimes (Rating: 3)
- The streets are in better condition than the surrounding municipalities (Rating: 4)
- We have stop signs, working traffic lights some areas aren't safe with people running stop signs. (Rating: 3)

Q8: How would you rate the safety of Springdale's existing pedestrian network? (18 Answered)

1 (Very Poor): 1

2: 3

3 (Fair): 7

4: 7

5 (Excellent): 0

Q9: Describe your evaluation of Springdale's pedestrian safety. (14 Answered)

- Need to have better crossing for people on the busy roads. (Rating: 3)
- I am a walker and the sidewalks are in pretty good condition (Rating: 4)
- There are several streets that don't have sidewalks (Rating: 2)

- Too many cars going too fast in neighborhoods (Rating: 3)
- Much of Springdale isn't walkable or bike friendly. You can't even leave my neighborhood on foot. (Rating: 2)
- No sidewalks on parts of W Kemper Rd is a huge safety hazard to those who have to walk on the road. (Rating: 2)
- Need for sidewalk repairs to limit fall hazards (Rating: 4)
- Springdale has many areas with sidewalks to increase pedestrian safety. (Rating: 4)
- pedestrian safety is a concern and the City has taken steps to improve necessary infrastructure (Rating: 4)
- More excellent (Rating: 4)
- Issues of lack of crosswalks, particularly in areas near schools and daycares is a major concern (Rating: 3)
- Mostly safe (Rating: 3)
- Some areas could use lighting and crosswalks (Rating: 3)

Q10: How would you rate the safety of Springdale's existing bicycle network? (18 Answered)

1 (Very Poor): 4

2: 2

3 (Fair): 6

4: 6

5 (Excellent): 0

Q11: Describe your evaluation of Springdale’s bicycle safety. (13 Answered)

- The roads are not wide enough to safely ride a bike. Need to have bike lanes. (Rating: 1)
- Don’t know (Rating: 3)
- I haven’t ridden a bike around here (Rating: 4)
- See previous comments. (Rating: 1)
- Drivers not stopping at signs loud music and speeders make it unsafe (Rating: 2)
- Increased bike safety = enhanced appeal to younger demographic. Also highlights COS good esthetics (Rating: 4)
- Springdale bicycle network prioritize safety and there’s been just a handful of accidents reports (Rating: 4)
- More focusing on the road (Rating: 4)
- Factors like inadequate infrastructure,high traffic speeds,and lack of dedicated bike lanes (Rating: 3)
- Seems like it is continually improving. (Rating: 3)
- Im not aware Springdale has a bike network (Rating: 1)
- Not many bike riders in the area (Rating: 3)

Q12: Do you have any additional comments or concerns? (3 Answered)

- Traffic light sensor and cars running red lights are the top issues.
- Road safety and traffic concerns should be looked properly into
- need bicycle lanes

Site-Specific Survey Questions:

Q13: Is the problem area an intersection or segment? (13 Answered)

Intersection: **7**

Segment: **6**

Q14-Q17: Describe the problem with the area marked above. (12)
| How often do you observe this issue? (14) | If the problem is
most prevalent around a certain time, enter the time below. (6) |
How severe is the safety concern at this area? (1 = Not Severe, 10 =
Extremely Severe) (14)

- (39.30180, -84.45560) The cars speed down Crescentville Road and run the RED light at Tivoli Ln all the time. I see it all the time in the morning. | 2-3x per week | 07:00 | 8
- (39.30029, -84.45537) People are always speeding in the neighborhood streets also where the speed limit is only 25 and they think Tivoli Ln is a speed track. | Daily | N/A | 10
- (39.30293, -84.46549) The intersection of 747 & Crescentville is always backup during rush hour times. The lights need to be change to help with the back up on 747 to flow better down to the freeway. | 2-3x per week | 17:00 | 8
- (N/A, N/A) N/A | 2-3x per week | N/A | 5
- (N/A, N/A) Driving on wrong side of road | Daily | 13:30 | 10
- (N/A, N/A) Traffic light cycle sensors and constant running red lights...no sidewalks to get to recreation center or municipal buildings if biking or walking. | Daily | N/A | 10
- (39.28741, -84.47891) No sidewalks for multiple blocks of W Kemper Rd. | Daily | N/A | 10
- (N/A, N/A) Lack of sidewalks | Daily | N/A | 10
- (N/A, N/A) N/A | 2-3x per week | 17:00 | 8
- (39.28723, -84.48495) Insufficient bicycle and pedestrian infrastructure | Daily | 08:00 | 7
- (39.30147, -84.45113) Have a middle turn lane, but there is people turning onto Benadir and people turning into an apartment complex across the street. | 2-3x per week | N/A | 7
- (39.28732, -84.48063) Lacking sidewalk | Daily | N/A | 8
- (39.30032, -84.50319) Cars routinely barely stop or go through stop signs. especially traffic on Kenn Road | 2-3x per week | 09:24 | 7
- (39.30024, -84.50314) Individuals often run stop signs here. | Daily | N/A | 9

Appendix D: Task Force Meeting Documentation

Sign-in sheets and photos for the task force meetings are provided in the following pages.

04/11/2025 Task Force Kick-Off Meeting



Springdale SS4A Task Force Meeting
April 11, 2025

S | S
4 | A

SIGN IN SHEET

Name	Affiliation
Andrea Harth	TEC
Chris Miller	Springdale
BRIAN UAL	SPRINGDALE
Tom Butler	Springdale
Anthony Stanley	Springdale Fire
STEPHANIE MORGAN	SPRINGDALE
Ariisa Nicholson	TEC
John Thomas	TEC
Melissa Huys	Springdale
Ed Williams	TEC
David Okum	Springdale Planning Com



07/18/2025 Task Force Meeting



Springdale SS4A Task Force Meeting
July 18, 2025

S | S
4 | A

SIGN IN SHEET

Name	Affiliation
Andrea Harth	TEC
STEPHANIE MORGAN	SPRINGDALE
David Okum	Springdale
SHAWN RIGGS	VERANIAS
Melissa Hays	Springdale
Tom Butler	Springdale
Kevin McKinney	Springdale
Chris Miller	Springdale
John Thomas	TEC
Aiissa Nicholson	TEC
BRIAN UHL	SPRINGDALE
Anthony Stanley II	Springdale Fire





Appendix E: Proposed Projects - Preliminary Designs, Cost Estimates, Capacity Analysis, and Counts