

CHAPTER 7

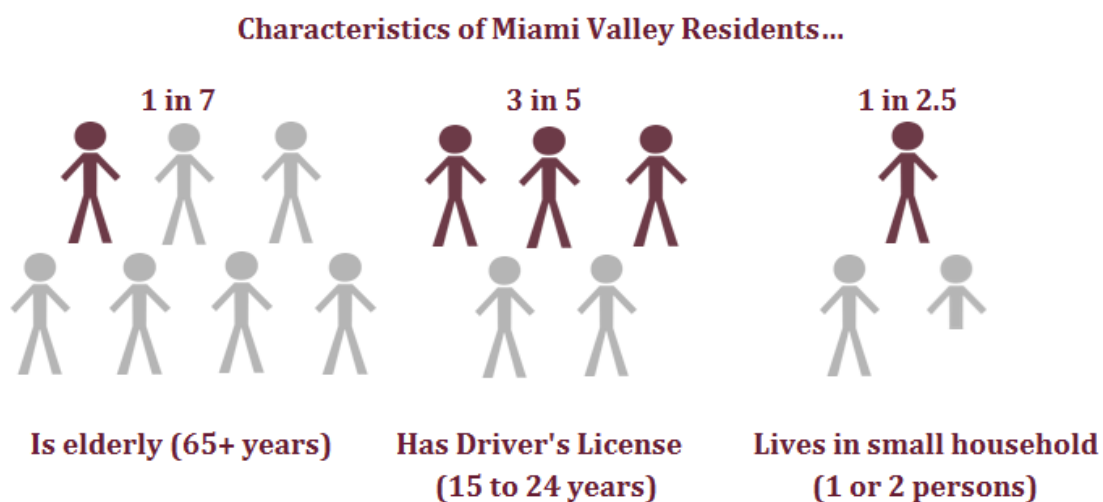
ALTERNATIVE MODES AND DEVELOPMENT CHOICES

7.1 Overview

As the Region grows, it is essential to plan a comprehensive transportation system that serves the needs of travelers using all modes of transportation, allowing for reasonable mobility choices for all residents. The 2040 LRTP addresses future transportation needs by including programs and projects that provide alternatives to traditional forms of transportation and thereby aid in curtailing the demand for single occupancy vehicle travel, reducing congestion, harmful emissions, and the reliance on petroleum-based products. Alternative modes and development choice strategies can also spur economic development in existing communities, create strong places with a sense of community, and help preserve open space and environmentally sensitive areas.

7.1.1 Trends

Between 2000 and 2010, the Region's elderly population (older than 65 years) increased by 16 percent while also experiencing a subtle increase in the amount of that population that lives in suburban and rural areas. At the same time, younger people are increasingly delaying the age at which they get their first driver's license. In 2013, approximately 62 percent of the population between the ages of 15 to 24 years had driver's licenses in the Miami Valley, and while this rate is higher than the national average, it is still lower than previous decades. Younger drivers are also more likely to drive less if driving costs increase and generally have a higher preference for living close to work. It is also important for elderly residents to live in an environment in which they are not being pushed to drive beyond the ages at which it is safe to do so.



On the household front, 40 percent of the household population in the Region now lives in a 1 or 2 person household, a 9 percent increase since 2000. Younger generations are also choosing to postpone homeownership; as a result, the region experienced a 10 percent increase in the population living in rental housing units between 2000 and 2010.

Population changes, transportation, and living preference shifts are combining into a non-traditional demand for varied living arrangements and transportation choices. On the housing end there is strong demand for senior/elderly housing as well as infill and urban housing. There is also interest in development of suburban areas near transit and other amenities. Successful regions will need to address these preferences to retain existing residents and attract new ones.

Improvements in transportation technologies are addressing some of these challenges. Car-sharing, bike-sharing, and ride-sharing services, such as Uber and Lyft, are providing a reasonable alternative/supplement to automobile ownership with new models, such as GetAround (car-sharing of privately owned automobiles), also emerging. On a longer horizon, emerging self-driving and autonomous vehicle technologies will also impact congestion, mobility, safety, and development patterns. Additional information about Dayton's Bike Share program, Link, is provided later in this chapter.

These demographic, socio-economic, and technology-oriented shifts are expected to continue into the future so it is increasingly important for regions to plan for and provide alternatives.

7.2 Funding Outlook

Financial forecasts for the programs and projects described in this chapter are based on annual averages as shown in the current SFY 2016-2019 TIP and are assumed to be in 2015 dollars. A summary is provided in Table 7.1 below and additional details can be found in the Financial Analysis Summary.

*Table 7.1 — 2040 Forecasted Cost and Revenues for Alternative Modes
(in millions of 2015 / Year of Expenditure dollars)*

Program	Cost/Revenues					
	Four Year TIP (2016-2019)	Annual Average	Short Term Plan-5 years (2016-2020)	Long Term Plan-10 years (2021-2030)	Long Term Plan-10 years (2031-2040)	For Full 25 Year Plan
RIDESHARE	1.73	0.43	2.16	4.32	4.32	10.81
Vanpool Subsidy	0.56	0.14	0.70	1.40	1.40	3.50
Air Quality	1.65	0.41	2.06	4.12	4.12	10.30
Bikeway/Pedestrian	4.89	-	4.89	-		4.89
Total (2015 dollars)	8.83	-	9.81	9.84	9.84	29.50
Total (YOE dollars)	8.83	-	9.94	12.43	15.54	37.91

Source: MVRPC

7.3 Ridesharing Programs

Ridesharing and other travel demand management strategies are expected to continue to be important elements in the effort to reduce ground-level ozone (smog) and particle pollution. The RIDESHARE Program celebrated its 35th anniversary in 2014.

MVRPC's RIDESHARE Program is available for free to anyone who lives, works or attends college/school in Montgomery, Greene, Miami, Preble, Darke, and Clinton counties. When commuters register for RIDESHARE, the matching software tries to link them with others who live and/or work/attend college near them. They then receive a match list of people who have similar schedules and destinations. Commuters can call those on the list and make arrangements to form a carpool or vanpool.

MVRPC teamed up with CCSTCC and developed a Commuter Club Card which included year-long discounts to local and national retailers throughout the Miami Valley. The cards were developed as a way to say "Thank You" to residents participating in the program and along with a short survey regarding commuting, were sent to everyone in the RIDESHARE database and distributed throughout the year at special events.

Additionally, as a way to encourage ridesharing, MVRPC coordinates with the Dayton Dragons minor league baseball team and the City of Kettering's Frazee Pavilion to offer special carpool parking at specific home games and concerts. Attendees can pre-register for the parking if they intend to rideshare to the event as a carpool of 4 people. The designated parking is conveniently located and specifically reserved for them. Special promotions, such as these, allow residents the opportunity to be rewarded for using alternative modes and to get used to thinking about ridesharing no matter where they need to go.

There will be a continued effort to incorporate innovative promotions and incentives to encourage the use of alternative transportation including construction awareness campaigns like the I-75 Modernization Project and other planned, large-scaled, reconstruction projects.

Over the years, rideshare service improvements have included:

- The development of a *Guaranteed Ride Home Program* that allows commuters to take a taxicab or rent a car for one day, up to four times a year, and are reimbursed 80% of the full fare/rental fee.
- Improvements to www.miamivalleyrideshare.org that allow commuters to register for the service on-line. The RIDESHARE hotline, 1-800-743-SAVE and 937-223-SAVE, is available to those without Internet access. Both are on the RIDESHARE road signs, which continue to be one of the top three ways that people learn about the program (behind television and radio advertising).
- The addition of local bike routes/paths so cyclists could be matched with others who want to bike to work or college (Pedal Pals Program).



- A new feature was enabled on the RIDESHARE website to allow users to receive an email notification to alert them when new users match their commuting parameters (route, destination, start/end timeframe, etc.).

7.3.1 Vanpool Program

The vanpool program continues to be a very attractive commuting option for people traveling longer distances to work. Two recognized vanpool providers, vRide (formerly VPSI) and Enterprise Holdings, Inc., work with local businesses, most notably, Wright-Patterson Air Force Base, to present vanpooling information to their employees. Generally, anyone travelling more than 25 miles one-way can benefit by joining a vanpool. Vans are available in seven, nine, and fifteen-passenger models and made available for lease on a monthly basis to groups traveling longer distances. MVRPC has applied for and received CMAQ funds to offer vanpool lease subsidies of \$500 per month, for up to 36-months, to encourage vanpooling.

7.4 Air Quality Program

The Regional Ozone Action Program was developed in 1994 as a public information/behavior modification campaign to inform Dayton/Springfield residents about ground-level ozone issues and how the general public's behavior can impact not only air quality, but also the Region's economy. In 2004, it was expanded to include particle pollution and renamed the Miami Valley Air Quality Program. RAPCA monitors the Miami Valley's air pollution levels year-round and MVRPC, in coordination with RAPCA, issues Air Pollution Advisory (APA) notices when air pollution levels begin to rise. The general public, the top 100 local businesses, member jurisdictions, day care centers, senior citizen centers, Ear, Nose and Throat doctors, and local media are alerted, and citizens are encouraged to take action to reduce air pollution. The website, www.miamivalleyair.org, includes information about air quality and pollution prevention.



In 2011, an "Air Pollution Advisory" logo was developed for Dayton/Springfield, Columbus, and Cleveland and it is distributed to the media. In addition, the Dayton Daily News and Springfield Daily Sun feature the words "An Air Pollution Advisory has been issued for today" on the front page, above the masthead, of both papers on days when an APA is in effect and tips on how to reduce air pollution are included on the newspapers' local pages. The logo is featured in a 30-second television commercial explaining what an "APA" is, how it relates to the Air Quality Index (AQI), and suggested air pollution reduction strategies.

Extensive advertising, focusing on actions that the general public can take to reduce air pollution and incorporating FHWA's slogan, "It All Adds Up to Cleaner Air" include:

- Driving less by carpooling, vanpooling, taking the bus, riding a bike or walking (coordination with MVRPC's RIDESHARE/ Alternative Transportation Program is emphasized);
- Keeping vehicles properly tuned, not "topping off" the tank, making sure the gas cap fits tightly, and refueling in the evening when smog is less likely to form;
- Mowing lawns after 6:00 pm and limiting the use of gasoline-powered lawn equipment such as weed-whackers, leaf blowers, snow blowers, and chain saws; and
- Eliminating outdoor burning, including leaves, wood, or trash; mulching or composting leaves/yard waste; reducing or eliminating fireplace and wood stove use – consider retrofitting wood stoves with a filter or use gas logs instead.



MVRPC partnered with RAPCA in 2015 to develop an Idle-Free Education Campaign. The two agencies developed a toolkit to provide to local schools, libraries, daycare centers, hospitals, parks and municipalities, to inform visitors that their campus is an Idle-Free Zone. Outdoor signage and informational brochures were made available free-of-charge to any organization wanting to implement the program. This campaign received funding through the Ohio Environmental Education Fund Mini Grant.

7.5 Bikeway and Pedestrian Program and Projects

Bikeways and sidewalks are both important components of an intermodal transportation network since all transportation trips contain a pedestrian element at some point. In addition to maintaining a project listing of actual projects being implemented or planned for the future, MVRPC also conducts extensive outreach and planning efforts related to bikeway and pedestrian mobility.

7.5.1 The Miami Valley Comprehensive Local – Regional Bikeways Plan

This plan, originally adopted by the Board of Directors in December 2008, and updated in 2015, inventories bicycle facilities and identifies future bikeway connections at both the regional and local network levels. The purpose of the plan is to create a complete system of bicycle facilities that connect people to desired destinations – including their homes. Further, the plan encourages policies and programs that will foster increased bicycle use across the Miami Valley Region. The 2015 Update assesses both national and regional data regarding safety, barriers to cycling, and preferred cycling environments to highlight the general support for bike facilities that provide greater degrees of physical separation from motor traffic.

Adapting the “Level of Traffic Stress” (LTS) analysis methodology⁶ for a regional (versus municipal) scale, the 2015 Update identifies locations where new low stress locations could improve bicycle connectivity for all. MVRPC staff mapped the entire Region to identify where the low-stress islands

⁶ Mineta Transportation Institute, 2012

already exist. The initial premise was that the Miami Valley Trails network is a large low-stress (LTS 1) set of facilities as are residential streets. Roads that are federally functionally classified were assessed using the scale developed by the Mineta Institute. Most were found to be LTS 4 facilities (≥ 35 mph speeds), with a small minority found to be LTS 3 (≥ 30 mph speeds and/or 4 lanes). Using GIS analysis, the largest low stress islands were identified in terms of population and visual review was applied to the largest islands to identify potential projects that would provide low-stress connections from those islands to either the trails network or neighboring islands.

Figure 7.1 illustrates the LTS analysis using the transportation network in the Kettering/Beavercreek area. The complete regional maps can be found at <http://www.mvrpc.org/transportation/bikeways-pedestrians/mvrpc-bikeways-plan>.

The 2015 Update does not alter MVRPC's regional focus to bikeway infrastructure in the Miami Valley and completing key regional bikeways connections and filling gaps in existing corridors remains a primary focus for the agency. But in addition, the 2015 Update calls on jurisdictions in the Region to identify and build safe, convenient, and low stress, connections from the regional bikeways to neighborhoods, parks, commercial centers, and downtowns that will enlarge the reach of the regional bicycle network. Each connection makes the whole system more valuable.

Since 2008, significant progress has been made to implement the recommendations of the Plan. In addition to bicycle infrastructure, a number of non-infrastructure strategies have been initiated across the region by MVRPC and/or partner agencies including:

Development of Complete Streets Policies — MVRPC adopted its Regional Complete Streets Policy in January 2011. The cities of Dayton, Riverside and Piqua have also adopted similar policies for their jurisdictions.

Creation of a Regional Bikeways Committee — The committee evolved from an existing committee of trail managing agencies, with the significant inclusion of member jurisdictions interested in adding on-street bike infrastructure to their communities. Active participants have included Dayton, Kettering, Riverside, Springboro, Troy, and Yellow Springs.

Bicycle and Pedestrian Counts — With the cooperation of the trail managing agencies, comprehensive Trail User Surveys were completed in 2009 and 2013. MVRPC initiated a multi-faceted bicycle count program in 2015 including aggregations of trail counter data and use of on-road bicycle counters.

Continued support for the Regional Bikeways Map — MVRPC and partner agencies last updated the regional bikeways map in 2014. In addition, the cities of Dayton, Piqua, Kettering, and Springboro, and the village of Covington developed and distributed their own map of bike routes and bike-friendly streets.



The map displays the city of Portland with various roadways and islands. The legend indicates the following categories:

- Trails Network & Connected Islands (Green line)
- Medium Low-Stress Islands (Cyan line)
- Large Low-Stress Islands (Blue line)
- LTS - 3 Roadways (Yellow line)
- LTS - 4 Roadways (Red line)

Key roads labeled on the map include: WOODLEY RD, AIRWAY RD, SPINNING RD, GRANGE HALL RD, KEMP RD, LANTZ RD, SHAKERTOWN RD, INDIAN RIPPLE RD, FACTORY RD, BROOK RD, FAIRFIELD RD, STUTSMAN RD, SWIGART RD, WAGNER RD, STROOP RD, DOROTHY LN, VALE DR, FORRER BLVD, WATERVLIET AVE, SMI FVILLE RD, ARBOR AVE, PHILLIPS AVE, ILLINOIS AVE, WEBER ST, NICKLURE ST, IRVING AVE, NEWIRE AVE, CORCORAN AVE, SHROVER RD, DAVID RD, RMAN BLVD, BAHN RD, ER RD, GRANGE HALL RD, KEMP RD, LANTZ RD, SHAKERTOWN RD, INDIAN RIPPLE RD, FACTORY RD, BROOK RD, FAIRFIELD RD, STUTSMAN RD, SWIGART RD, WAGNER RD, STROOP RD, DOROTHY LN, VALE DR, FORRER BLVD, WATERVLIET AVE, SMI FVILLE RD, ARBOR AVE, PHILLIPS AVE, ILLINOIS AVE, WEBER ST, NICKLURE ST, IRVING AVE, NEWIRE AVE, CORCORAN AVE, SHROVER RD, DAVID RD, RMAN BLVD, BAHN RD, ER RD.

Miami Valley Cycling Summits — MVRPC, Bike Miami Valley, and numerous regional partners have held four Summits in Dayton (2009 and 2011), Springfield (2013), and Piqua (2015). Planning is underway for the 2017 Summit to be held in Fairborn.

Partnerships — MVRPC and regional partners Greater Dayton Regional Transit Authority, Five Rivers MetroParks, and the Miami Conservancy District have continued the Drive Less Live More campaign each year since its inception in 2007.



Continued Support for Bike Month/Bike to Work Week/Bike to Work Day — MVRPC and the Drive Less Live More program continued the downtown Dayton Bike to Work Day program and saw significant growth in attendance over the last seven years. With the event at RiverScape MetroPark, more than 700 riders attended in 2015.

Coordinated Marketing — In early 2012, MVRPC and a consortium of partners, including park districts, transit agencies, and convention and visitors bureaus re-launched a one-stop cycling information web site for the Miami Valley, www.miamivalleytrails.org. The 2015 Bikeway Plan Update also includes a number of policy recommendations to develop a supportive cycling ecosystem in the Miami Valley including:

- Continued support for funding bicycle and pedestrian infrastructure, at the federal, state, regional, and local levels.
- Promotion of the Miami Valley Trails as a regional transportation asset, a business development opportunity, and a draw for out-of-region tourists.
- Enhanced partnerships: Continue to develop relationships with Bike Miami Valley to amplify the agency's voice and increase the reach of the agency's messages. Develop connections to the League of American Bicyclists and continue to encourage jurisdictions in the area to seek Bike Friendly Community status.

The 2015 plan also lists numerous program suggestions under the other Es: Education, Encouragement, Enforcement, Equity, and Evaluation. The plan recognizes that effective implementation of these non-engineering programs is essential to achieving the success of the Region's bicycle transportation goals.

7.5.2 Bikeway and Pedestrian Projects

Table 7.2 lists projects with local, state, or federal funds committed for implementation. These projects represent approximately \$4.27 million of investment. The Long Range Regional Bikeway and Pedestrian Project list presented in Table 7.3 includes proposed long range regional bikeway and pedestrian projects for the east-west and north-south corridors, with a total cost of \$97.19 million. Figure 7.2, Regional Bikeway and Pedestrian Projects, shows the location of all existing and proposed regional bicycle/pedestrian ways.



Table 7.2 — Funded Regional Bikeway and Pedestrian Projects
(Cost in year of expenditure dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Dayton-Kettering Connector	J1	Installation of bike lanes on Jefferson Street from Buckeye Street to E. Fifth Street.	Dayton	On-Street	NA	0.3	\$627,000
North-South	Great Miami River Trail	K10b	Construct trail on the west bank of the Great Miami River from current trail terminus at Courtyard Hotel to W. River Road.	Dayton	Off-Street	12	1.0	\$481,000
East-West	Old National Road Trail	Z1b	Construct a bikeway paralleling US 40 from Northmont Schools Property to Hoke Road in Clayton.	Clayton	On/Off-Street	10	1.0	\$635,000
East-West	Old National Road Trail	Z2	Construct a bikeway through Englewood MetroPark using marked park roads, new shared use path, and a new covered bridge.	Five Rivers MetroParks/ Englewood	Off-Street	12	2.3	\$3,150,000
Regional Totals for Short Range Projects							4.6	\$4,893,000

Source: MVRPC

Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Ohio-to-Indiana Trail	A1	From the existing Cardinal Trail bike route, traveling north on High St. to abandoned Conrail ROW, then east along Conrail ROW.	Miami County	Off-Street	10	3.5	\$778,179
East-West	Ohio-to-Indiana Trail	A2	Construct shared use path between Piqua and Miami/Champaign county line via Garbry's Big Woods Reserve/Sanctuary.	Miami County	Off-Street	10	9.0	\$1,878,626
East-West	Possum Creek Jefferson Township Connector	AA1	Construct trail on/along West River Road to Sun Watch Village and Guthrie Road to Possum Creek MetroPark.	Dayton	On/Off-Street	Varies	3.6	\$895,277
East-West	Possum Creek Jefferson Township Connector	AA2	Construct trail from Possum Creek MetroPark to Arthur Fisher Park and along Dayton-Liberty Road to Union Road.	Jefferson Twp., Montgomery County	On/Off-Street	Varies	3.8	\$570,000
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B1	Construct shared use path between South St. and Xenia Dr.; add bike lanes on Xenia Dr. between shared use path and Yellow Springs-Fairfield Rd.	Fairborn	Off-Street	10	1.6	\$471,892
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B3	Widen/add shoulders on Black Lane, Armstrong Road, W Enon Road, N Enon Road and Yellow Springs-Fairfield Road to the Little Miami Scenic Trail.	Greene County, Fairborn, Yellow Springs	On-Street	6	8.2	\$3,295,240
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B4	Widen shoulders on SR 343 and SR 72 between Yellow Springs and Cedarville.	Greene County	On-Street	6	7.7	\$2,633,212
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C1	Construct shared use path along Twin Creek between Main St. and SR 4/SR 725 intersection.	Germantown	Off-Street	10	1.0	\$286,691
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C10	From Sackett-Wright Park in Bellbrook to the Little Miami Scenic Trail.	Greene County	Off-Street	10	4.6	\$1,100,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C11	Widen shoulders between Spring Valley and Bowersville via Spring Valley-Pointersville Rd. and Hussey Rd.	Greene County	On-Street	6	16.3	\$5,512,398
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C2	Widen shoulders on Lower Miamisburg Rd./Riverview Ave./Maue Rd. between SR 4 and Alexandersville Rd.	Montgomery County, Miamisburg	On-Street	Varies	6.8	\$2,837,899

Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C4	Retrofit Spring Valley Pike to include bike lanes between Yankee St. and McEwen Rd.	Washington Township	On-Street	6	0.4	\$123,532
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C5	Traveling east from McEwen Rd., along residential streets, to Alexandersville-Bellbrook Pike.	Washington Township, Centerville	On-Street	NA	5.0	\$1,432,103
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C7	From existing SR 725 bikeway, traveling east from Marwyck Dr. to Wilmington Pike.	Centerville	Off-Street	12	0.7	\$253,113
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C8	Traveling east along SR 725, from Wilmington Pike to 0.02 miles east.	Bellbrook	Off-Street	12	0.0	\$25,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C9	Traveling east along SR 725, from Bellevue Dr. to Rosecrest Dr.	Bellbrook	Off-Street	12	0.5	\$123,127
East-West	Iron Horse Trail	D1	Sign/stripe bike facility along Valleywood Drive from Dorothy Lane to Wilmington Pike (.89 mi) and then construct a .25 mile bikeway along Wilmington Pike to the Wilmington/Stroop Intersection.	Kettering	On/Off-Street	Varies	1.2	\$80,000
East-West	Iron Horse Trail	D2	Construct a new bikeway from Galewood St. along Little Beaver Creek and Woodman Blvd. to Vale Dr.	Kettering	Off-Street	12	0.4	\$99,475
East-West	Mad River Trail	E4	Northeast from existing Mad River Corridor Bikeway along former railroad to Enon.	Greene County Park District	Off-Street	10	2.8	\$599,592
East-West	Great Miami-Little Miami Connector Trail	F1	Construct shared use path along SR 123 between downtown Franklin and Clear Creek; construct shared use path along Clear Creek between SR 123 and Lower Springboro Rd.	Warren County	Off-Street	12	3.6	\$971,212
East-West	Great Miami-Little Miami Connector Trail	F2	Widen shoulders on Lower Springboro Rd. between proposed Clear Creek Trail and US 42.	Warren County	On-Street	6	8.7	\$2,984,977
East-West	Wolf Creek Trail	G2a	Construct multi-use path on the east side of the roadway.	City of Trotwood	Off-Street	10	1.6	\$6,383,000

Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Wolf Creek Trail	G2b	Installation of 6,550' of bike path to connect Wolf Creek Trail near the intersection of Wolf Creek Pike and NW Connector (SR 49) and the intersection of Olive Road and Modern Way in the City of Trotwood.	City of Trotwood	Off-Street	10	1.3	\$191,000
East-West	Wolf Creek Trail	G3	Construct Shared use path between existing Wolf Creek Trail (near Dodson) and Montgomery/Preble County line.	Five Rivers MetroParks	Off-Street	12	2.2	\$532,040
North-South	Bellbrook-Fairborn Connector Trail	I1	Signed shared roadway from SR 725 along W. Walnut St. to existing bikeway at Bellbrook Park.	City of Bellbrook	On-Street	Varies	0.3	\$135,402
North-South	Bellbrook-Fairborn Connector Trail	I4	WSU to Kauffman Ave. Bikeway traveling north from Colonel Glenn Hwy. to Wright State Road.	Wright State University	Off-Street	10	1.0	\$231,788
North-South	Bellbrook-Fairborn Connector Trail	I5	Construct sidepath from Old Mill Lane to Kemp Rd.	Beavercreek	Off-Street	8	2.5	\$1,000,000
North-South	Iron Horse Trail	J3a	Construct a bicycle/pedestrian crossing at I-675, 0.33 mi east of Loop Rd and extend the trail to Alex Bell Rd. (See J3b for alternate alignment.)	Centerville	On/Off-Street	Varies	0.5	\$5,000,000
North-South	Iron Horse Trail	J3b	Construct a bicycle facility along Whipp and Hewitt to the existing Sidepath on Bigger Rd, crossing I-675 to Clio Rd. (See J3a for alternate alignment.)	Centerville/Kettering	On/Off-Street	Varies	1.5	\$250,000
North-South	Iron Horse Trail	J4	Extend Iron Horse Trail from Boyce Road to Social Row Road using Clareridge Lane, Spring Valley and Atchison Roads.	Centerville	On-Street	Varies	2.4	\$675,493
North-South	Great Miami River Trail	K12	Replace Bridge in Piqua with ADA Compliant Structure.	Miami County Park District	Off-Street	10	0.5	\$3,124,885
North-South	Great Miami River Trail	K7	Traveling north from Johnston Farm to the County Line.	Miami County Park District	Off-Street	10	2.1	\$456,557
North-South	Great Miami River Trail	K9	Construct Great Miami River Trail between Baxter Drive and Miami River Preserve Park.	Franklin, Middletown, Miami Conservancy District	Off-Street	12	2.0	\$1,386,572
North-South	Stillwater River Trail	L1	From existing bikeway at Sinclair Park, traveling north to Grossnickle Park.	Five Rivers Metro-Parks/Various	Off-Street	10	4.7	\$2,990,725

Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Stillwater River Trail	L3	From the existing Englewood Reserve Bikeway, traveling north along the Stillwater River corridor, to SR 55.	Miami County Park District	Off-Street	10	10.4	\$3,413,921
North-South	Stillwater River Trail	L5	Construct shared use path roughly paralleling SR 48 between Covington and Ludlow Falls.	Miami County Park District	Off-Street	10	10.0	\$2,051,460
North-South	Wolf Creek Connector Trail	M1	Widen shoulders along Union Rd. from the Wolf Creek Bikeway to the existing path at I-70.	Englewood, Trotwood	On-Street	6	4.1	\$1,688,055
North-South	Wolf Creek Connector Trail	M2	Widen shoulders along US 40 from Union Blvd. to the Englewood Reserve (also serves the Old National Road Trail).	Englewood	On-Street	6	0.6	\$249,370
North-South	Wolf Creek Connector Trail	M3	Widen shoulders on Union Rd. between Existing Wolf Creek Trail in Trotwood and SR 725.	Montgomery County	On-Street	6	11.6	\$3,975,305
East-West	Great-Little Trail	N1	Construct shared use path along Miamisburg-Springboro Rd./Austin Pike/Social Row Rd. between Medlar Rd. and Wilmington-Dayton Rd.; widen shoulders on Ferry Rd./Lytle Rd. between Wilmington-Dayton Rd. and North St. in Corwin; develop signed on-street bikeway.	Mont. County, Centerville Washington	On/Off-Street	Varies	10.7	\$2,491,329
North-South	Bowersville-Jamestown-Clifton Connector Trail	O1	Widen shoulders on SR 72 between Bowersville and Jamestown.	Greene County	On-Street	6	5.4	\$1,842,903
North-South	Bowersville-Jamestown-Clifton Connector Trail	O2	Widen shoulders on Charleston Rd. and Selma-Jamestown Rd. between Jamestown and Greene/Clark County line.	Greene County	On-Street	6	10.4	\$3,506,843
North-South	Troy-Fletcher Connector Trail	P1	Widen shoulders along SR 55 and SR 589, providing an on-street bikeway linking Troy, Casstown, and Fletcher.	Troy, Miami County	On-Street	6	10.6	\$3,596,324
East-West	Cardinal Trail	Q1	Widen roadway shoulders along the Cardinal Trail route (Covington-Gettysburg Rd.) between Covington and the Miami/Darke County line.	Miami County	On-Street	6	4.7	\$1,564,309
East-West	Cardinal Trail	Q2	Widen roadway shoulders along the Cardinal Trail route between Covington and the Miami/Champaign County line. (Spring St., CR 30, Farrington Rd., Peterson Rd., Alcony-Canover Rd., Loy Rd.)	Miami County	On-Street	6	20.1	\$6,722,240

Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Laura-Troy Connector Trail	R1	Construct shared use path along former railroad corridor between Laura and Ludlow Falls.	Miami County	Off-Street	10	6.6	\$1,388,219
East-West	Laura-Troy Connector Trail	R2	Construct shared use path roughly paralleling SR 55 and along former Penn Central Railroad between Ludlow Falls and Troy.	Miami County	Off-Street	12	7.6	\$1,920,678
North-South	SR 741 Bikeway	T1a	Construct bike facility along SR 741 from the Cox Arboretum entrance to the north terminus of the facility constructed under PID #90289.	Montgomery County	On/Off-Street	Varies	0.5	\$183,000
North-South	SR 741 Bikeway	T1b	Construct bike facility along SR 741 between Mall Park Drive and Ferndown Drive.	Montgomery County	On/Off-Street	Varies	1.7	\$623,000
North-South	SR 741 Bikeway	T1c	Construct a bike facility along SR 741 from entrance to Waldruhe Park to Austin Pike.	Montgomery County	On/Off-Street	Varies	0.6	\$220,000
North-South	SR 741 Bikeway	T2a	Construct bike lanes on SR 741 between Austin Pike and the current terminus of the bike lanes approx. 1,000 feet south of W. Tech Drive.	Springboro, Warren County	On-Street	6.0	0.2	\$56,000
East-West	Carriage Hills Connector Trail	U1	Connect Great Miami River Trail and Carriage Hills MetroPark via shared use path through Carriage Trails development.	Various	Off-Street	12	4.2	\$1,063,000
North-South	Carriage Hills Connector Trail	U2	Connect Carriage Hills MetroPark and New Carlisle via widened shoulders on SR 202, Singer Rd., Palmer Rd., SR 571, Dayton-Brandt Rd., and shared use path on former railroad corridor between Dayton-Brandt Rd. and New Carlisle.	Miami County, Montgomery County	On/Off-Street	Varies	8.0	\$2,431,000
North-South	Carriage Hills Connector Trail	U3	Connect Huffman MetroPark and Carriage Hill MetroPark via Union School House, Baker, Kitridge, and Bellefontaine Roads.	Montgomery County, Five Rivers MetroParks	On-Street	Varies	8.3	\$2,302,289
East-West	Great Miami River-Centerville Connector Trail	V1	Construct trail following local streets and shared use paths connecting Moraine, West Carrollton, Washington Township, Centerville, and Bellbrook via Cox Arboretum, Yankee Park, Grant Park and Pleasant Hill Park.	Various	On/Off-Street	Varies	8.2	\$1,881,895
East-West	Great Miami River-Creekside Connector Trail	X1	Construct trail extension roughly paralleling US 35 to 4th St. along RR ROW then west to Keowee St and north to Monument Avenue.	Dayton, Five Rivers MetroParks	Off-Street	12	3.1	\$770,679

Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
NA	Troy Bikeway Hub	Y1	Construct Troy Bike Hub structure.	Troy	NA	NA	0.0	\$200,000
NA	Piqua Bikeway Hub	Y2	Redevelop a historical building into a Bike Hub at the intersection of the GMR trail and the Piqua-Covington Fletcher Trail.	Piqua	NA	NA	0.0	\$500,000
East-West	Old National Road Trail	Z1a	Construct a bikeway paralleling US 40 from the intersection with The Wolf Creek Trail to Northmont Schools property.	Montgomery County, Five Rivers MetroParks	On/Off-Street	Varies	5.9	\$1,467,259
East-West	Old National Road Trail	Z1c	Construct a bikeway paralleling US 40 from Centennial Park in Englewood to Englewood MetroPark.	Englewood	On/Off-Street	Varies	0.8	\$106,400
East-West	Old National Road Trail	Z3	Construct bikeway paralleling US 40 from Frederick Pike to the Taylorsville Dam (Great Miami Trail) through Dayton Airport property and City of Vandalia.	Vandalia, Dayton	On/Off-Street	Varies	6.3	\$1,894,334
Regional Totals for Long Range Projects							272.62	\$97,418,820

Source: MVRPC

7.5.3 Dayton Bike Share Program — Link

The Dayton Bike Share program, Link, opened for operation on May 5, 2015 and was made possible by a strategic partnership of more than a dozen entities. The original capital improvements were funded by MVRPC's Surface Transportation Program (STP). The Greater Dayton RTA maintains the bike share equipment and balances the distribution of bikes across the network and Bike Miami Valley handles customer memberships, organizational partnerships, education, as well as marketing and promotions. Bike sharing offers several economic, livability, transportation, environmental, and health benefits to the businesses, employees, visitors, and residents of downtown Dayton and surrounding neighborhoods. It reduces the carbon footprint and frustration with moving a car and parking. Link features 24 strategically located stations, within an approximate two mile radius of downtown Dayton. In 2015, users took over 26,000 trips, rode over 65,000 miles, and burned over 2,500,000 calories. The program attracted over 4,000 unique users and sold over 450 annual memberships and 6,800 24-Hour memberships.

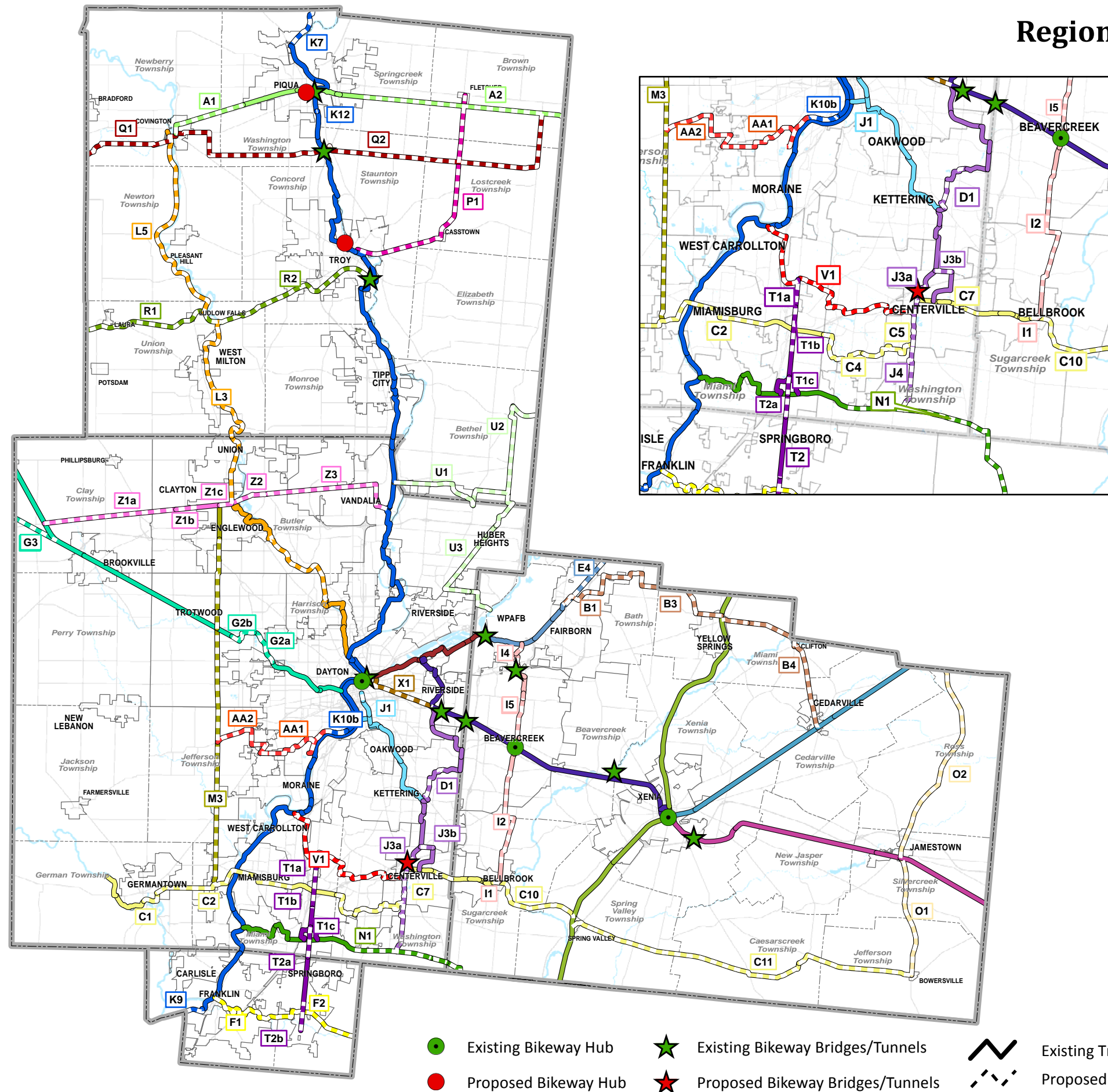


7.6 Development Choices – Going Places

In April 2012, the MVRPC Board of Directors endorsed the Concentrated Development Vision resulting from the Going Places initiative. In this Vision, development would be concentrated around regional assets and in areas that already have infrastructure; rehabilitation and/or repurposing of vacant and underused structures would be encouraged; and the preservation of agricultural land and other open space would be a priority. More specific characteristics are detailed below and illustrated in Figure 7.3.

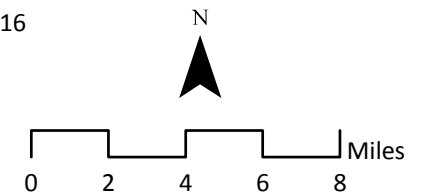
- Encourage the rehabilitation and/or repurposing of existing structures.
- Focus on the maintenance of existing infrastructure.
- Locate any new development in areas with existing infrastructure .
- Revive the Region's older communities.
- Preserve prime farmland and support agricultural enterprise.
- Improve the quality of educational opportunities throughout the Region.
- Foster a sense of connection and cooperation between the Region's communities.
- Increase the number and quality of transportation options.
- Encourage development around the Region's assets.
- Encourage the rehabilitation and/or reuse of vacant industrial sites.
- Encourage energy-efficient building practices and the retrofitting of older structures for energy efficiency.
- Use land in a way that builds a sense of community.
- Maintain and expand the Region's parks, natural areas, and recreation amenities.
- Encourage the development of quality, realistic, affordable housing throughout the Region.
- Revive the Region's core city—the City of Dayton.

Figure 7.2 Regional Bikeway & Pedestrian Network



- Bellbrook-Fairborn Connector (I)
- Bowersville-Jamestown-Selma Connector (O)
- Cardinal Trail (Q)
- Carriage Hills Connector (U)
- Creekside Trail
- Dayton-Kettering Connector (J - Updated)
- Fairborn-Yellow Springs-Cedarville Connector (B)
- Germantown-Bowersville Connector (C)
- Great Miami River Trail (K - Updated)
- Great Miami River-Centerville Connector (V)
- Great Miami River-Creekside Connector (X)
- Great Miami-Little Miami Connector (F)
- Great-Little Trail (N - Updated)
- Iron Horse Trail (J)
- Laura-Troy Connector (R)
- Little Miami Scenic Trail
- Mad River Trail
- Ohio to Indiana Trail (A)
- Ohio-to-Erie Trail
- Old National Road Trail (Z - New)
- Possum Creek Jefferson Township Connector (AA)
- SR 741 Corridor (T)
- Simon Kenton Trail
- Stillwater River Trail (L)
- Troy-Fletcher Connector (P)
- Wolf Creek Connector (M)
- Wolf Creek Trail (G)
- Wright Brothers-Huffman Prairie Trail (E)
- Xenia-Jamestown Connector

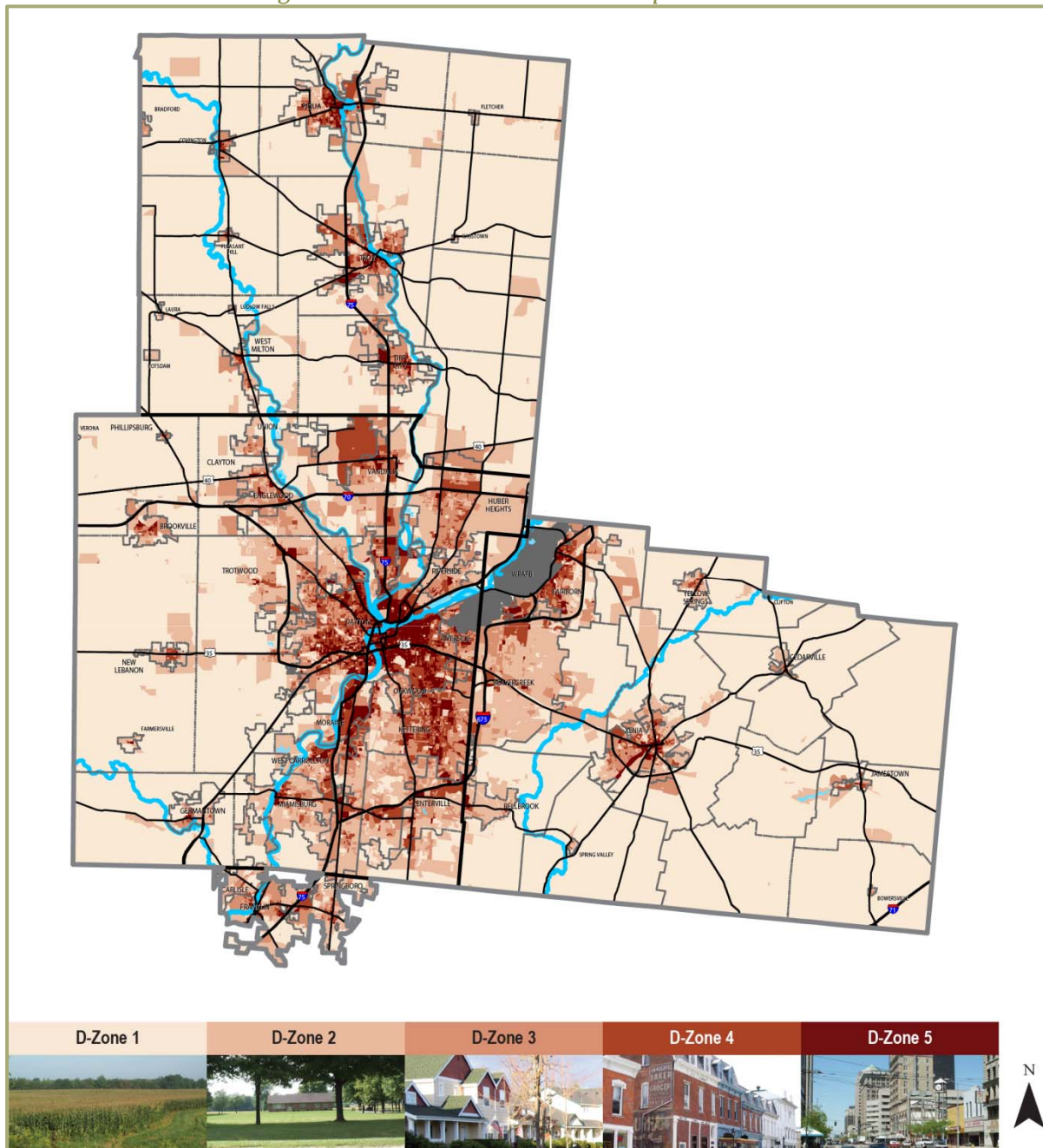
May 2016



Going Places committees also identified a set of eleven implementation tools to support the Concentrated Development Vision. The tools address the following major needs:

- Providing better information for strong decision making,
- Strengthening regional collaboration, and
- Building the Region's capacity for solutions.

Figure 7.3 — Concentrated Development Vision



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