CHAPTER 5. RECOMMENDED BIKEWAY NETWORK

5.1. INTRODUCTION

Chapters 5 and 6 provide a blueprint for how MVRPC and local agencies can accommodate, plan for, and promote bicycling. Chapter 5 focuses on infrastructure improvements including the recommended on- and off-street bicycle network. Chapter 6 focuses on programmatic measures to improve bicycling in the Miami Valley. The Comprehensive Local-Regional Bikeways Plan envisions an interconnected network of well-designed, well-signed, and well-maintained bicycle facilities serving all sections of the region, allowing people to bicycle for recreation and to reach major destinations.

5.2. PROJECT DEVELOPMENT

The project development process began with the review and documentation of the existing on- and off-street bikeway network and programs, and a review of existing opportunities and constraints, as explained in Chapter 3 of this Plan. The Needs Analysis (described in Chapter 4) provided the Project Team a better understanding of current bicyclist issues and needs. The Project Team also reviewed bicycle maps and planning documents from MVRPC, local agencies, and other organizations to understand previously-proposed and planned network facilities. Miami Valley residents also provided extensive input during three rounds of public meetings, identifying over 800 bicycle-related improvement recommendations. The public also provided feedback on preliminary bikeway network recommendations, which are reflected in this Plan. The Bikeways Plan Steering Committee, established specifically to inform the planning process for this Plan, provided valuable input as well. Finally, the Project Team conducted extensive field work, often by bicycle, to evaluate existing and potential bikeway corridors.

5.2.1. Committed Projects

Summarized in Table 14, the MVRPC 2008-2011 Transportation Improvement Plan (TIP) has committed funds for planning, design, and constructing several bicycle-related projects in the region.

Table 14. MVRPC 2008-2011 TIP Bicycle Projects

County	Project	Description
Greene	Bellbrook Trail Connector	Construct shared use path between Sackett-Wright Park in Bellbrook and the Little Miami Scenic Trail in Spring Valley
Greene	Xenia-Jamestown Connector Trail	Completion of 3.7-mile shared use path between Xenia Station and Jasper Road (includes tunnel under U.S. 35 and bridge over U.S. 68)
Greene	Beavercreek Station	Construct bicycle park-and-ride facility with restrooms and trail information on N. Fairfield Road north of U.S. 35
Greene	Grange Hall Road	Construct bikeway along Grange Hall Road between SR 835 and Dayton-Xenia Road
Greene	Yellow Springs Bike Connector	Construct bikeway between Cemetery Street and the Little Miami Scenic Trail
Greene	Indian Ripple Road	Construct bikeway as part of Indian Ripple Road improvements between Sylvania Drive and Darst Road

County	Project	Description
Greene	I-675 Pedestrian/Bicycle Bridge	Construct bicycle/pedestrian bridge over I-675 west of N. Fairfield Rd.
Miami	Great Miami River Recreation Trail	Construct shared use path on the west bank of the Great Miami River (following the Miami-Erie Canal) between Old Springfield Road and Kyle Park, and between City Park and Monroe/Concord Township Line
Miami	Great Miami River Recreation Trail	Construct shared use path between Eldean Road and Peterson Road
Miami	Great Miami River Recreation Trail	Construct bicycle/pedestrian bridge over Great Miami River at Peterson Road
Miami	Great Miami River Recreation Trail	Construct shared use path between Canal Lock Park and Kyle Park
Miami	Troy Bikeway Connector	Construct shared use path along levee between Market Street and Riverside Drive
Miami	Adams Street Bridge Improvements	Include 10-ft. wide shared use path as part of new bridge in Troy
Miami	Adams Street Bridge Improvements	Incorporate aesthetic enhancements to the planned Adams Street bridge replacement in Troy
Miami	SR 571/W. Main Street Streetscape (Phase 4)	Replace curbs, sidewalks, ADA access ramps, trees, shrubs, bike racks, and decorative lighting on SR 571/W. Main Street between CSX and 3rd Street in Tipp City
Miami	SR 571/W. Main Street Streetscape (Phase 5)	Replace curbs, sidewalks, ADA access ramps, trees, shrubs, bike racks, and decorative lighting on SR 571/W. Main Street between CSX and 3rd Street in Tipp City
Montgomery	Great Miami River Recreation Trail	Construct shared use path between Triangle Park and Rip Rap Road
Montgomery	Dryden Road Shared Use Path	Construct shared use path along Dryden Road between Main Street and Northlawn in Moraine
Montgomery	Kettering Trail (Iron Horse Trail)	Construct shared use path through Kettering between Centerville city limits and Kettering State Farm Park
Montgomery	Mad River Recreation Trail	Construct shared use path between Eastwood MetroPark and Huffman MetroPark
Montgomery	Monument Avenue Bridge Bike Stairs	Construct “bike stairs” connecting a re-constructed Monument Avenue Bridge and the Great Miami River Recreation Trail
Montgomery	Wolf Creek Recreation Trail	Construct shared use path between Vickwood Lane and James H. McGee Blvd.
Montgomery	Austin Center Improvements	Construct aesthetic and landscape enhancements, including pedestrian walkways, pedestrian lighting, signalized intersections and a bike path at the Austin Pike/I-75 interchange, Wood & Byers intersection, and the SR 741/Austin Pike intersection
Montgomery	Austin Pike/Yankee Street Improvements	Construct shared use path along one side of Austin Pike between Washington Church Road and Yankee Street in conjunction with planned street widening project; construct shared use path along one side of Yankee Street between Austin Pike and Winding Green Way
Montgomery	Byers Road Relocation	Construct sidewalks and shared use path along Byers Road between Miamisburg-Springboro Pike and 1,000 feet north of Belvo Road in conjunction with planned street widening project

County	Project	Description
Montgomery	Stewart Street Bridge Improvements	Incorporate aesthetic features at plazas at the four corners of the reconstructed bridge, including landscaping, benches, trash receptacles, and bike racks
Regional	Trail signage	Develop trail signage in Greene, Miami, and Montgomery counties
Regional	Sustainable growth program	Develop walkable communities handbook, continue Drive Less.Live More campaign
Regional	National Rec. Trails (bridge inspections)	Statewide line item for bridge inspections in Greene, Miami, Montgomery, and portions of Warren counties
Regional	Safe Routes to Schools (bridge inspections)	Statewide line item for bridge inspections in Greene, Miami, Montgomery, and portions of Warren counties
Regional	Rideshare Program	Program matching commuters interested in carpooling to work/school; also includes outreach for ridesharing, transit use, bicycling, and walking

5.3. RECOMMENDED BIKEWAY NETWORK

The recommended bikeway network builds upon the existing system and planned improvements. The proposed network has been developed to fill system gaps, continue the expansion of the regional trail network, formalize existing routes used by bicyclists, and improve access between residential, employment, civic, and commercial destinations and the current bikeway network.

Map 5-1 depicts the recommended bikeway network for the entire Miami Valley region. Maps 5-2 and 5-3 break out the existing and recommended network into two broad categories: "In-corridor bikeways" (Map 5-2) and "Off-street bikeways" (Map 5-3). Similar to today, shared use paths would comprise the region's future off-street bikeway system. Off-street bikeways imply full separation from vehicle traffic, appropriate design to accommodate multiple users (e.g., bicyclists, pedestrians, in-line skaters, etc.), and appropriate treatments where shared use paths intersect roadways. The "In corridor" designation indicates a desired bicycle transportation route without a pre-determined facility design. Depending on their location and context, the Miami Valley's in-corridor bikeway network could include any of the following facilities:

- Shared use paths (also referred to as "multi-use paths" and "trails"): Often used by various non-motorized users, including pedestrians, cyclists, in-skaters, and runners, shared use paths are typically paved (asphalt or concrete) but may also consist of an unpaved smooth surface as long as it meets Americans with Disabilities Act (ADA) standards.
- Bike Lanes: Designated exclusively for bicycle travel, bike lanes are separated from vehicle travel lanes with striping and also include pavement stencils. Bike lanes are most appropriate on Arterial and Collector streets where higher traffic volumes and speeds indicate a need for greater separation.
- Shoulder Bikeways: Typically found in rural areas, shoulder bikeways are paved roadways with striped shoulders wide enough for bicycle travel. Shoulder bikeways often, but not always, include signage alerting motorists to expect bicycle travel along the roadway. Shoulder bikeways also accommodate pedestrians in rural areas.
- Signed Shared Roadways: A signed shared roadway accommodates vehicles and bicycles in the same travel lane. The most suitable roadways for shared vehicle/bicycle use are those with low posted speeds (25 MPH or less) or low traffic volumes (3,000 ADT or less). In addition to bike route and directional signs, shared roadways may also include on-route pavement markings and pavement

markings at intersections (e.g., crosswalks, bicycle turn lanes, etc). Relatively inexpensive treatments like new signage, pavement markings, striping and signal improvements could be provided on many streets to facilitate bicyclists' mobility and safety. Other shared roadway treatments include wide outside lanes (14 to 16 feet wide) on higher-volume streets.

- Bicycle Boulevards: An enhanced version of signed shared roadways, Bicycle Boulevards are developed through a combination of traffic calming measures and other streetscape treatments, and are intended to slow vehicle traffic while facilitating safe and convenient bicycle travel. Appropriate treatments depend on several factors including traffic volumes, vehicle and bicycle circulation patterns, street connectivity, street width, physical constraints, and other parameters.
- Rural Bike Corridors: the concept of rural bikeways can be applied to rural roads in the Miami Valley based on the following potential levels of service:
    - 1. Basic Level of Service: Where rural roads have appropriate motor vehicle speeds and volumes, good pavement quality, adequate sight distances and rural land uses, two lane rural roads will serve as facilities for skilled bicyclists who are capable of sharing the road with other forms of traffic. Improvements to these roads can include "share the road" signage, speed limit enforcement techniques, motorist education, pothole / crack sealing repairs, vegetation management and other routine maintenance.
    - 2. Improved Level of Service: Where right-of-way, funding, and land use conditions are appropriate, paved shoulders can provide an improved level of service for all rural road users. Paved shoulders can help pavement last longer, provide safety benefits for motorists, serve as school bus stops, and provide space for both pedestrians and bicyclists. In some cases, paved shoulders can be provided by modifying the width of the existing travel lanes to minimize construction costs.
    - 3. Enhanced Level of Service: In areas where adjacent land uses are favorable to increased use of bicycling, such as school zones, rural main street areas and near new developments, bikeway improvements can be made either along the road or in the corridor. These improvements can include the construction of bike lanes, paved shoulders, or shared use paths separated from the roadway, if right-of-way, funding and community support, and maintenance agreements exist.

Though shown on specific routes, in some locations and contexts In Corridor bikeways may be established along parallel routes.

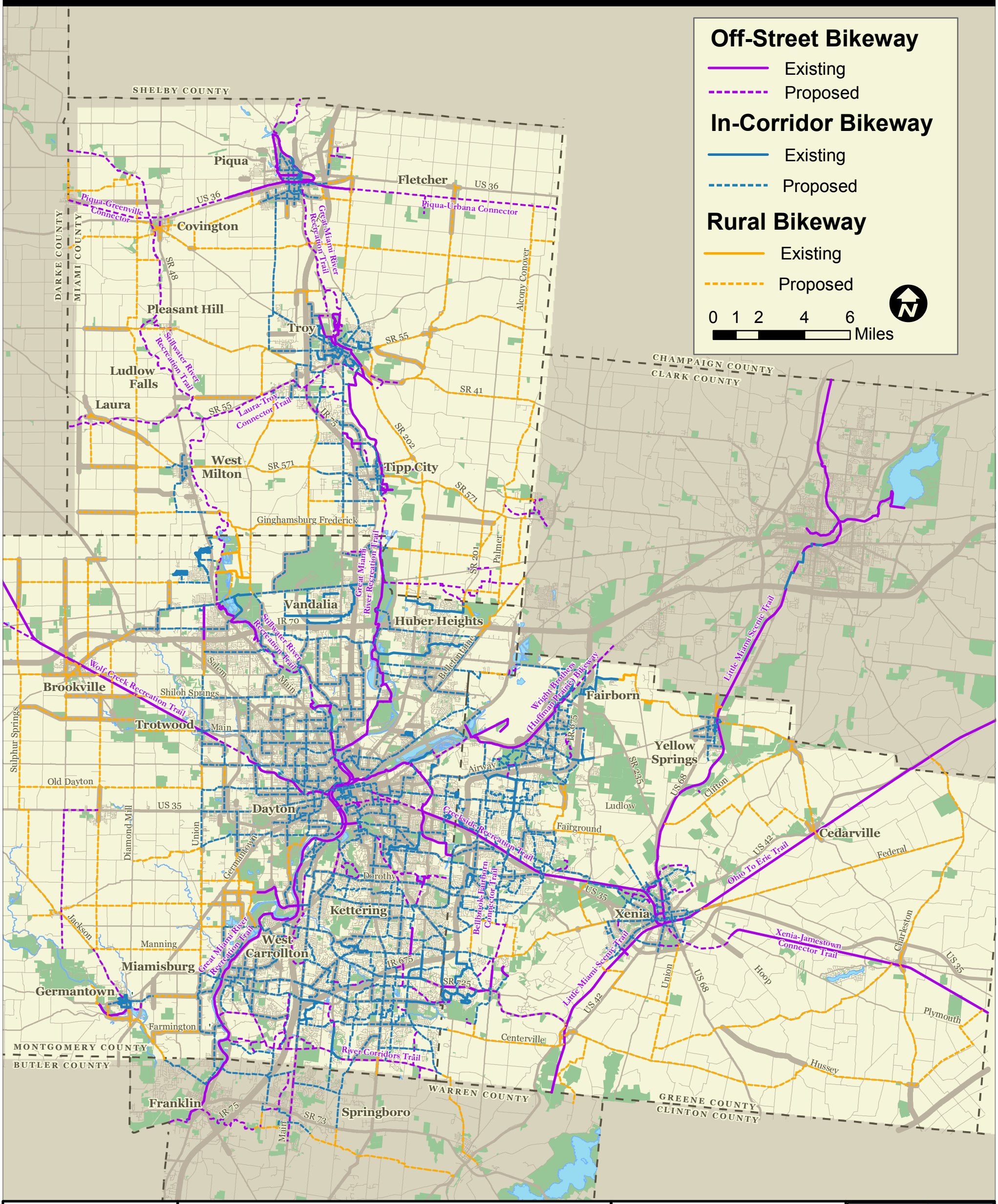
Later sections of this chapter identify specific treatments for several recommended bikeways in this Plan. For other bikeways appearing on the network maps but not specifically listed in the project tables, further engineering and analysis would be necessary to identify specific appropriate treatments.

Map 5-4 illustrates certain elements of the Miami Valley bikeway network in relation to neighboring county bikeways. Specifically, the map depicts on- and off-street bikeways designated as "regional" projects in MVRPC's Long Range Transportation Plan, along with existing and proposed off-street bikeways in Clark, Darke and Preble counties. Map 5-5 represents the version of the regional bikeways map found in the Long-Range Transportation Plan.

Maps 5-6, 5-7, and 5-8 depict the recommended bikeway network for Greene, Miami, and Montgomery/Northern Warren counties, respectively. Similar to the Miami Valley regional bikeways map (Map 5-1), these maps break out the existing and recommended network into "in-corridor," "off-street," and "rural bikeways."

It should be noted that establishment of a bikeway network does not imply that bicycles should not be accommodated on streets outside of the network. Unless specifically restricted, bicyclists are legally allowed to ride on all roadways regardless of whether the roads are a part of the designated bikeway network or not.

Miami Valley Comprehensive Local-Regional Bikeways Plan



MAP 5-1
Existing and Proposed Bikeways: Miami Valley Region, OH

Miami Valley Comprehensive Local-Regional Bikeways Plan

Data Provided by: MVRPC, State of Ohio, City of Beavercreek, Clark County

Map Prepared by: Alta Planning+Design, Nov 2008

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mvrpc

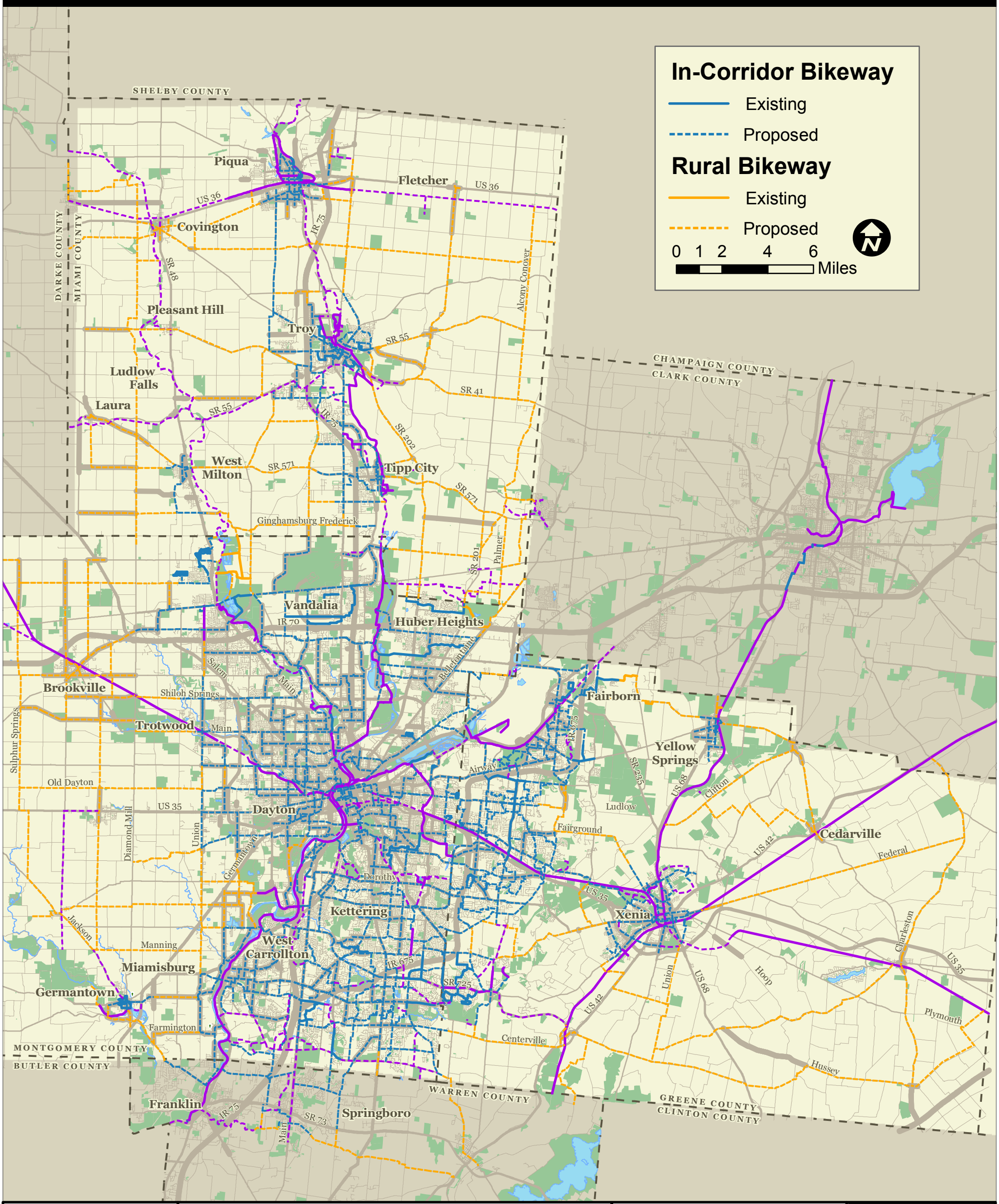
BURGESS & NIPLE

MIAMI PARK

FIVE RIVERS METROPARKS

MIAMI CONSERVANCY DISTRICT

Miami Valley Comprehensive Local-Regional Bikeways Plan



MAP 5-2
Existing and Proposed In-Corridor and Rural Bikeways:
Miami Valley Region, OH

Miami Valley Comprehensive Local-Regional Bikeways Plan

Data Provided by: MVRPC, State of Ohio, City of Beavercreek, Clark County

Map Prepared by: Alta Planning+Design, Nov 2008

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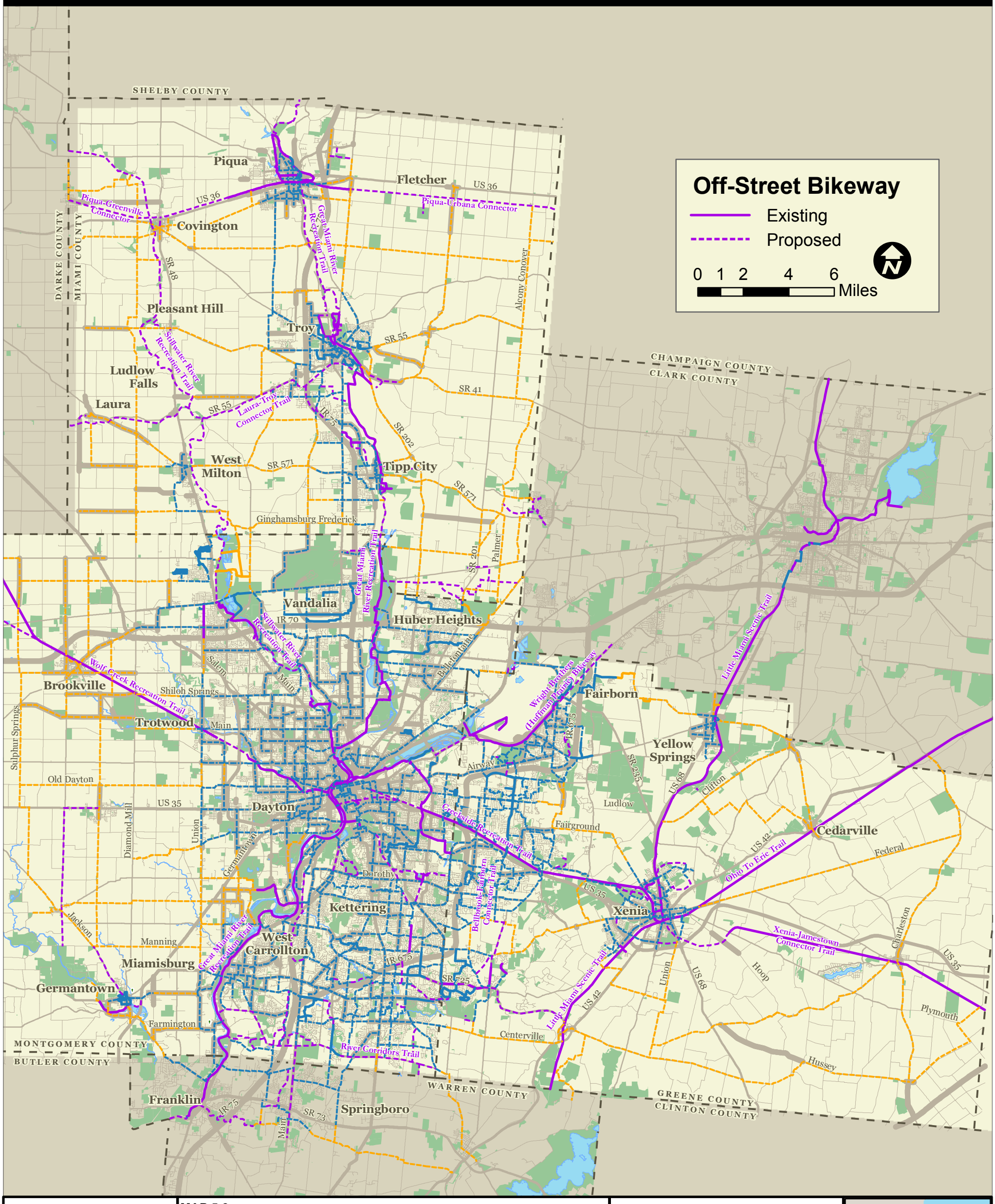
MIAMI PARK DISTRICT

FIVE RIVERS METROPARKS

MIAMI CONSERVANCY DISTRICT

Miami Valley Comprehensive Local-Regional Bikeways Plan



MAP 5-3
Existing and Proposed Off-Street Bikeways: Miami Valley Region, OH

Miami Valley Comprehensive Local-Regional Bikeways Plan

Data Provided by: MVRPC, State of Ohio, City of Beavercreek, Clark County

Map Prepared by: Alta Planning+Design, Nov 2008

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FIVE RIVERS METROPARKS

MIAMI CONSERVANCY DISTRICT

Miami Valley Comprehensive Local-Regional Bikeways Plan

MAP 5-4 Inter-Regional Bikeway Connections

Off-Street Bikeway
- Existing
- LRTP Proposed

In-Corridor Bikeway
- Existing
- LRTP Proposed

Rural Bikeway
- Existing
- LRTP Proposed

Proposed Troy Bikeway Hub

0 2 4 8 Miles

mvrpc

Miami Conservancy District

Miami Park | Five Rivers MetroParks

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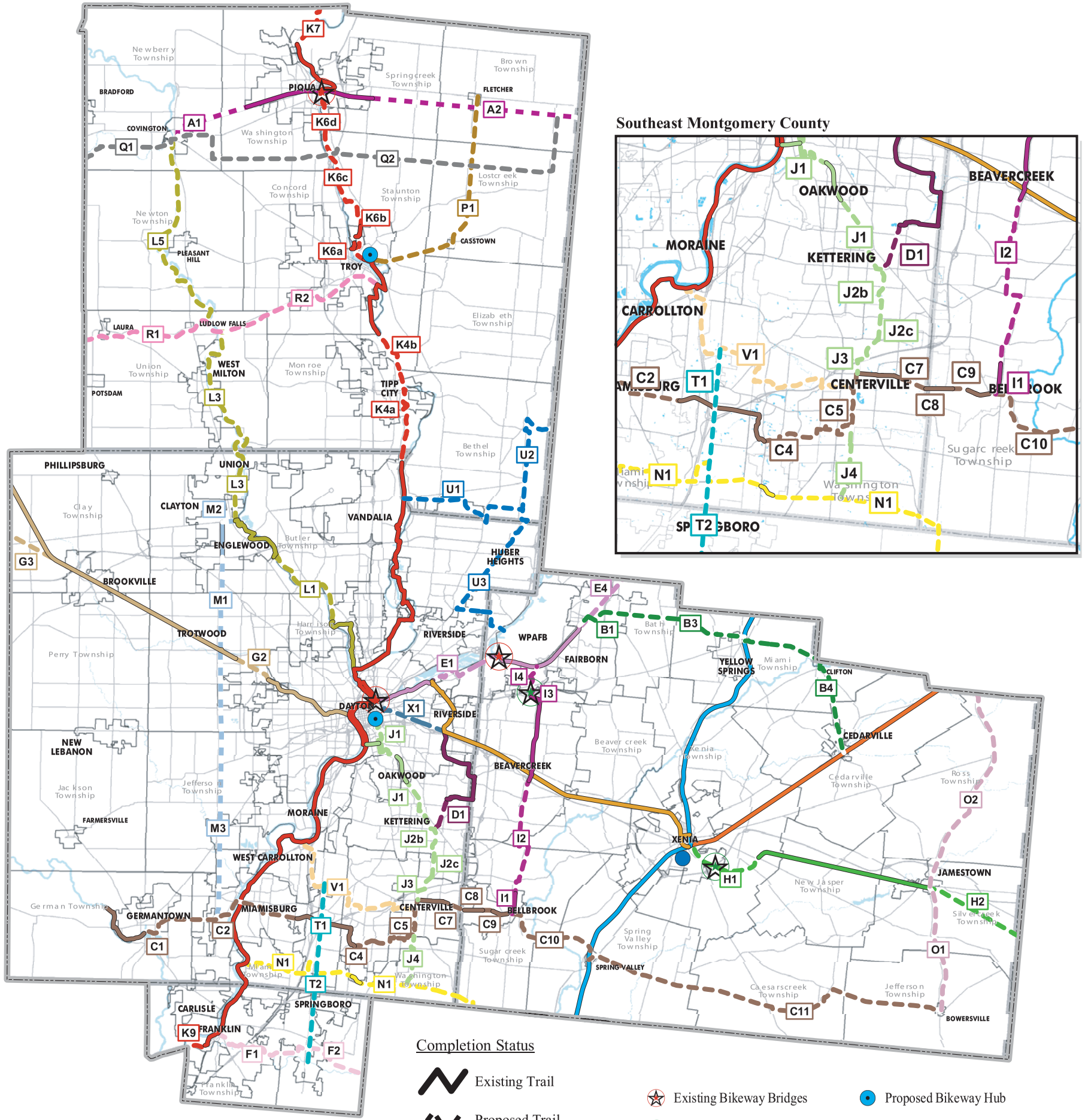
Data Provided by: MVRPC, State of Ohio, City of Beavercreek, Clark County

Map Prepared by: Alta Planning+Design, Nov 2008

Map 5-5
Regional Bikeway and Pedestrian Projects



- Bellbrook-Fairborn Connector Trail
- Bowersville-Jamestown-Clifton Connector Trail
- Cardinal Trail
- Carriage Hill Connector Trail
- Centerville-Dayton Connector Trail
- Covington-Piqua-Fletcher Connector Trail
- Creekside Trail
- East-West Corridors Connector Trail
- Fairborn-Yellow Springs-Cedarville Connector Trail
- Germantown-Bowersville Connector Trail
- Great Miami River Trail
- Great Miami River-Centerville Connector Trail
- Great Miami River-Creekside Connector Trail
- Great Miami-Little Miami Connector Trail
- Kettering Trail
- Laura-Troy Connector Trail
- Little Miami Trail
- Mad River Trail
- Ohio To Erie Trail
- River Corridors Trail
- Stillwater River Trail
- Troy-Fletcher Connector Trail
- Wolf Creek Trail
- Wolf Creek Connector Trail
- Xenia-Jamestown Connector Trail

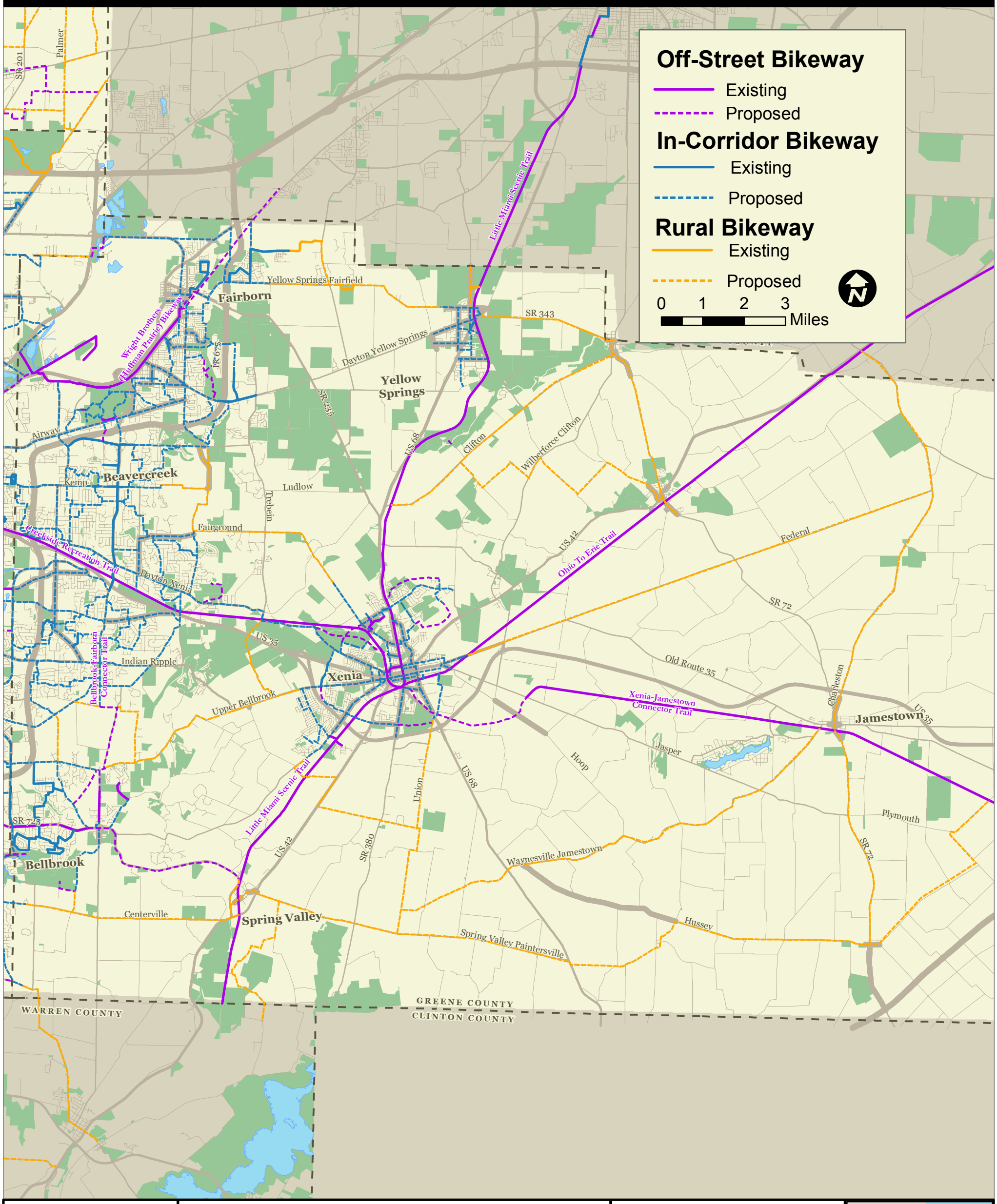
Source: MVRPC
May 2008

0 2 4 6 8 Miles

Note: Refer to project descriptions in Tables 7.2 and 7.3

Miami Valley
Regional Planning Commission
One Dayton Centre
One South Main Street Suite 260
Dayton, OH 45402
Phone - (937) 223 - 6323
Fax - (937) 223 - 9750
Web - www.mvrpc.org

Miami Valley Comprehensive Local-Regional Bikeways Plan



MAP 5-6
Existing and Proposed Bikeways: Greene County, OH

Miami Valley Comprehensive Local-Regional Bikeways Plan

Data Provided by: MVRPC, State of Ohio, City of Beavercreek, Clark County

Map Prepared by: Alta Planning+Design, Nov 2008

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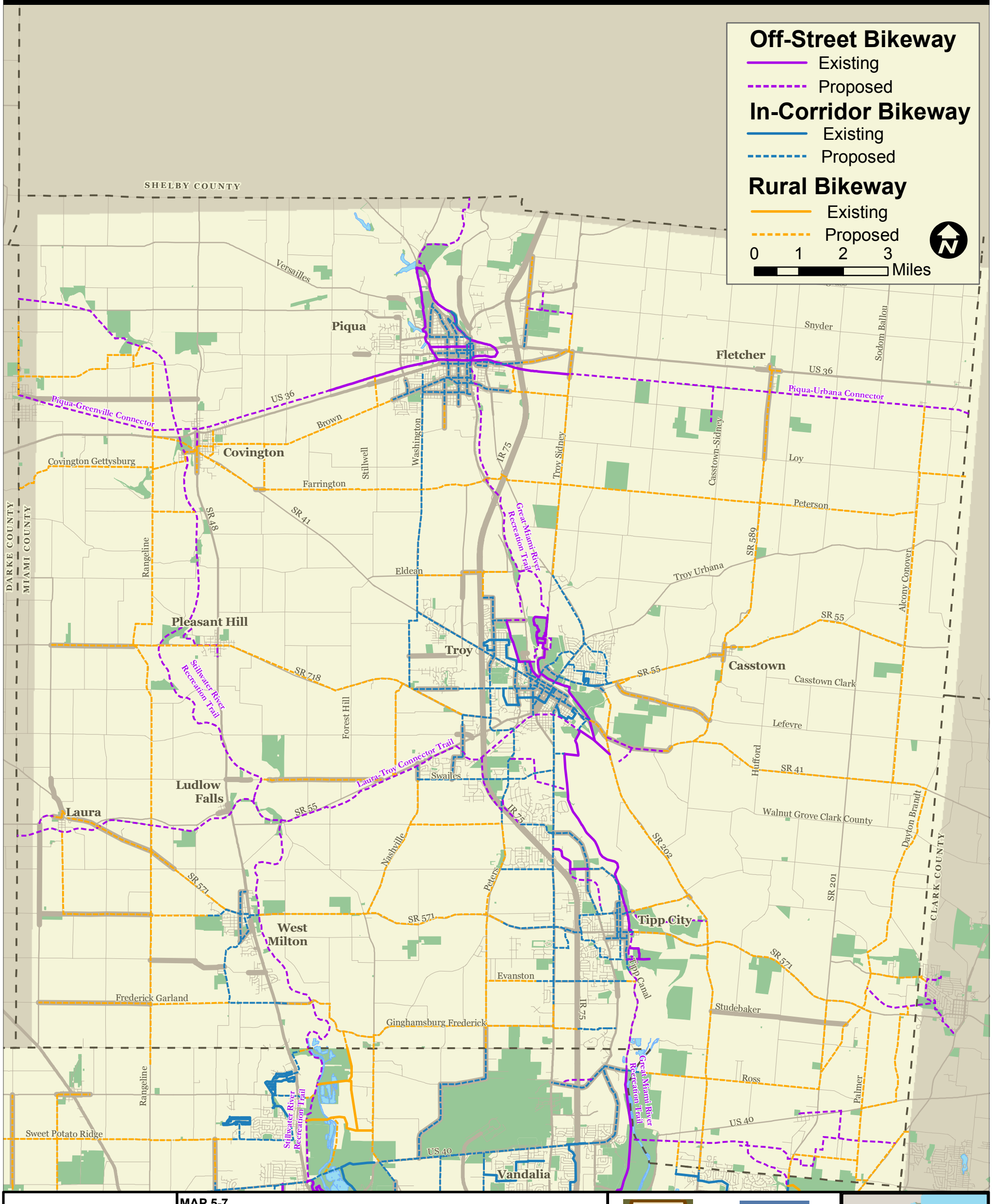
Miami County Park District

Five Rivers MetroParks

Miami Conservancy District

Miami Valley Comprehensive Local-Regional Bikeways Plan



MAP 5-7
Existing and Proposed Bikeways: Miami County, OH

Miami Valley Comprehensive Local-Regional Bikeways Plan

Data Provided by: MVRPC, State of Ohio, City of Beavercreek, Clark County

Map Prepared by: Alta Planning+Design, Nov 2008

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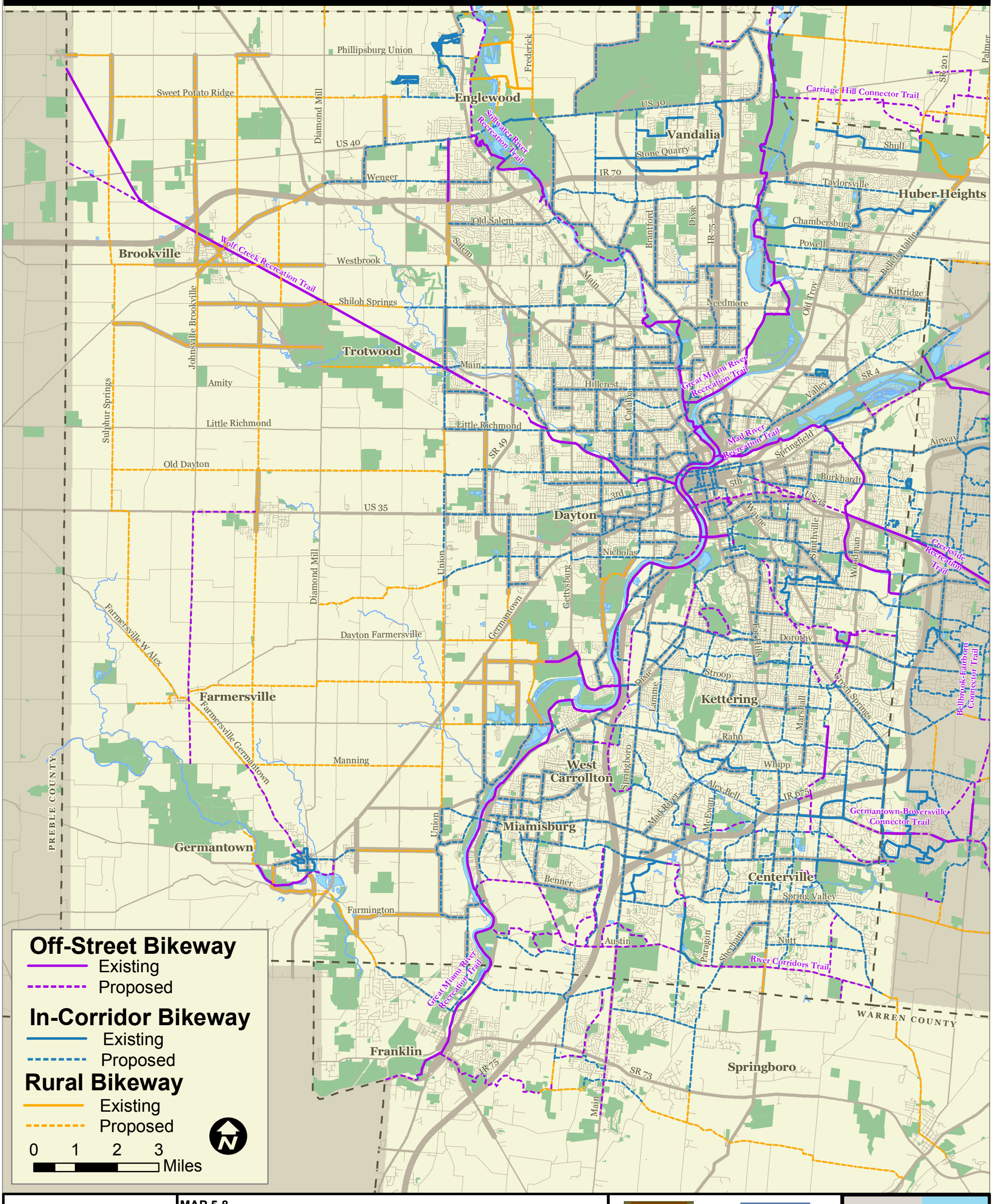
Miami County Park District

Five Rivers MetroParks

Miami Conservancy District

Miami Valley Comprehensive Local-Regional Bikeways Plan



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MAP 5-8
Existing and Proposed Bikeways: Montgomery and Northern Warren Counties, OH

Miami Valley Comprehensive Local-Regional Bikeways Plan

Data Provided by: MVRPC, State of Ohio, City of Beavercreek, Clark County

Map Prepared by: Alta Planning+Design, Nov 2008

MIAMI COUNTY PARK DISTRICT

FIVE RIVERS METROPARKS

MIAMI CONSERVANCY DISTRICT

5.4. PROJECT PRIORITIZATION

This section describes the methodology used for prioritizing the Miami Valley's recommended bikeway improvements. The Project Team evaluated over 800 project ideas originating from previous local and regional planning efforts, the Steering Committee, resident input at public meetings, the on-line survey, and other sources. The Project Team also considered bikeway improvement needs resulting from the Needs Analysis discussed in Chapter 4 of this Plan. Working closely with MVRPC staff and the Steering Committee, the Project Team identified approximately 100 specific projects for more-detailed consideration. These "high-priority" projects were repeatedly suggested throughout the planning process, and are consistent with the goals developed for this Plan. This High-Priority list also includes some projects already in the planning stages that could receive funding in the near future. In developing this list, the Project Team also considered the need for geographic distribution of bikeway improvements. It should also be noted that the projects identified on the bikeway network maps, but not appearing in the High-Priority list, still represent important system improvements. This Plan recognizes those projects as important long-term improvement strategies.

Map 5-9 depicts the High-Priority bikeway network for the entire Miami Valley region, while Maps 5-10, 5-11, and 5-12 illustrate the High-Priority network for Greene, Miami, and Montgomery/Northern Warren counties, respectively. Table 15 lists the High-Priority bikeway network projects, suggesting facility types solely for the purpose of developing cost estimates presented in Chapter 8. It should be noted also that the maps and table focus on infrastructure improvements. Chapter 6 discusses programmatic strategies for improving bicycling in the Miami Valley. As mentioned, Chapter 8 provides planning-level cost opinions for the High-Priority projects, as well as funding and implementation strategies.

Table 15. High-Priority Bikeway Projects

County	Map Label #	Project	Facility Type
Greene	GRE-1	Construct shared use path between Sackett-Wright Park in Bellbrook and the Little Miami Scenic Trail in Spring Valley	Off-street
Greene	GRE-2	Complete bikeways on Grange Hall Rd./National Rd. between Kauffman Ave. and Indian Ripple Rd.	In-corridor/ off-street
Greene	GRE-3	Construct the Three Counties Trail between Wright Brothers (Huffman Prairie) Bikeway and Haddix Rd.	Off-street
Greene	GRE-4	Construct a pedestrian/cyclist bridge over I-675 near Center Park Blvd.	Off-street
Greene	GRE-5	Complete bikeways on Shakertown Rd. between County Line Rd. and U.S. 35/Factory Rd.	In-corridor/ off-street
Greene	GRE-6	Widen shoulders on Yellow Springs-Fairfield Rd. between Xenia Drive and Little Miami Scenic Trail	In-corridor/ rural bikeway
Greene	GRE-7	Construct bikeways along Fairfield Rd., Swigart Rd., and Alpha-Bellbrook Rd. between Seajay Dr. and existing shared use path north of Bellbrook	In-corridor/ off-street
Greene	GRE-8	Complete shared use path on New Germany-Trebein Rd. between Varsity Dr. and Beaver Valley Rd.	In-corridor/ off-street
Greene	GRE-9	Widen shoulders on SR 343 between Yellow Springs and Clifton	In-corridor/ rural bikeway
Greene	GRE-10	Widen shoulders on SR 72 between Clifton and Cedarville	Rural bikeway

County	Map Label #	Project	Facility Type
Greene	GRE-11	Retrofit Wilmington Pike to provide bike lanes between Clyo Rd. and Brown Rd.	In-corridor
Greene	GRE-12	Widen Indian Ripple Rd. bridge over I-675 and roadway approaches to provide a bikeway	In-corridor/ off-street
Greene	GRE-13	Integrate bikeway with future Factory Rd. overpass at U.S. 35	In-corridor/ off-street
Greene	GRE-14	Complete bikeway on Beaver Valley Rd. between Dayton-Xenia Rd. and New Germany-Trebein Rd.	In-corridor/ rural bikeway
Greene	GRE-15	Widen shoulders on Charleston Rd. and Selma-Jamestown Rd. between Jamestown and Greene/Clarke county line	Rural bikeway
Greene	GRE-16	Widen shoulders on SR 72 between Bowersville and Jamestown	Rural bikeway
Greene	GRE-17	Develop on-street bikeway connection (widened shoulders) between Spring Valley and Bowersville via Spring Valley-Paintersville Rd. and Hussey Rd.	Rural bikeway
Miami	MIA-1	Construct Troy Bike Hub structure	Off-street
Miami	MIA-2	Construct shared use path connecting Treasure Island and Duke Park in Troy	Off-street
Miami	MIA-3	Widen shoulders along SR 55 and SR 589, providing an on-street bikeway linking Troy, Casstown, and Fletcher	In-corridor/ rural bikeway
Miami	MIA-4	Construct shared use path along former railroad corridor between Laura and Ludlow Falls	Off-street
Miami	MIA-5	Construct shared use path roughly paralleling SR 55 and along former Penn Central Railroad corridor between Ludlow Falls and Troy	Off-street
Miami	MIA-6	Construct shared use path between Piqua and Miami/Champaign county line via Garbry's Big Woods Reserve/Sanctuary	Off-street
Miami	MIA-7	Widen shoulders on County Road 25A between Swailes Rd. and Dye Mill Rd.; widen shoulders on Dye Mill Rd. between County Road 25A and the Great Miami River Recreation Trail	In-corridor
Miami	MIA-8	Retrofit Dorset Rd. to include bike lanes between Market and Main streets	In-corridor
Miami	MIA-9	Widen shoulders on Swailes Rd. between Nashville Rd. and County Road 25A	In-corridor
Miami	MIA-10	Widen roadway shoulders along the Cardinal Trail route between Covington and the Miami/Champaign county line (Spring St., County Road 30, Farrington Rd., Peterson Rd., Alcony-Canover Rd., Loy Rd.)	Rural bikeway
Miami	MIA-11	Implement bicycle/pedestrian improvements at intersections of Market St. at Staunton St., and Adams St. at Staunton St.	In-corridor
Miami	MIA-12	Conduct trail feasibility study identifying east-west trail corridor north of Dayton Int'l. Airport	Feasibility study
Miami	MIA-13	Widen roadway shoulders along the Cardinal Trail route (Covington-Gettysburg Rd.) between Covington and the Miami/Darke county line	Rural bikeway
Miami	MIA-14	Construct shared use path roughly paralleling SR 48 between Covington and Ludlow Falls	Off-street
Miami	MIA-15	Construct shared use path along the Stillwater River between Ludlow Falls and Englewood	Off-street
Miami	MIA-16	Expand shared use path systems in Troy and Piqua to connect residential areas with neighborhood parks	Off-Street

County	Map Label #	Project	Facility Type
Miami	MIA-17	Construct sidewalks on SR 41 between Washington Rd. and Market St.	Off-street
Miami	MIA-18	Repave existing shared use paths in Duke Park	Off-street
Miami	MIA-19	Construct shared use path along SR 41 between SR 202 and Lost Creek Preserve	Off-street
Miami	MIA-20	Widen shoulders along Tipp-Elizabeth Road between 3rd St. and Honey Creek Preserve	In-corridor/ rural bikeway
Miami	MIA-21	Construct bike lanes and complete sidewalk gaps on McKaig Ave. between SR 718 and Monroe St.	In-corridor
Miami	MIA-22	Develop on-street bikeway connection (widened shoulders) between Bradford and Stillwater Prairie Preserve via Klinger Road, Greenville Falls-Clayton Rd., and County Road 85	Rural bikeway
Miami	MIA-23	Widen shoulders on Washington Rd. between SR 41 and Farrington Rd. (Cardinal Trail)	In-corridor
Miami	MIA-24	Widen shoulders on SR 41 between Washington Rd. and Market St.	In-corridor
Montgomery	MONT-1	Implement shared roadway improvements on Hempstead Station Dr. between David Rd. and southern terminus; construct shared use path between Hempstead Station Dr. southern terminus and future shared use path paralleling I-675	In-corridor/ off-street
Montgomery	MONT-2	Construct the "SE Corridor" Trail between Kettering and downtown Dayton via former active railroad, Dayton Sewer Access Rd, Univ. of Dayton campus, South Park neighborhood, U.S. 35 bicycle/pedestrian bridge	In-corridor/ off-street
Montgomery	MONT-3	Construct Creekside Recreation Trail extension roughly paralleling U.S. 35 between the Iron Horse Trail and 4th St. in the Huffman Historic Area; implement shared roadway improvements on Terry St. between future Creekside Recreation Trail and Monument Ave.	In-corridor/ off-street
Montgomery	MONT-4	Construct Stillwater River Recreation Trail between Sinclair Park and Grossnickel Memorial Park	Off-street
Montgomery	MONT-5	Retrofit select streets in downtown Dayton to include bike lanes/shared lane markings	In-corridor
Montgomery	MONT-6	Improve Wolf Creek Recreation Trail access from Broadway/Barker St.	Off-street
Montgomery	MONT-7	Construct bicycle/pedestrian facilities along SR 741 between Austin Pike and Alex Bell Rd.	In-corridor/ off-street
Montgomery	MONT-8	Construct on- and off-street bikeway connecting Moraine, West Carrollton, Washington Township, Centerville/Washington Township, and Bellbrook via Cox Arboretum, Yankee Park, Grant Park, Pleasant Hill Park, Forest Walk Park, Black Oak Park, Black Oak East Park, Sugarcreek MetroPark	In-corridor/ off-street
Montgomery	MONT-9	Construct shared use path through future residential area in Miami Township (near Medlar Rd.). connecting the Great Miami River Recreation Trail with Miamisburg-Springboro Rd,; 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 along North St./Corwin Rd. to Little Miami Scenic Trail	In-corridor/ off-street/ rural bikeway
Montgomery	MONT-10	Connect Great Miami River Recreation Trail and Carriage Hill MetroPark via shared use path through Carriage Trails development (Huber Heights); connect Carriage Hill MetroPark and New Carlisle via widened shoulders on SR 202, Singer Rd., Palmer Rd., Dayton-Brandt Rd., and shared use path on former railroad corridor between Dayton-Brandt Rd. and New Carlisle	In-corridor/ off-street/ rural bikeway
Montgomery	MONT-11	Construct bike lanes on Helena St. between Stanley Ave. and Forest Ave., connecting Five Oaks Park with Island MetroPark	In-corridor

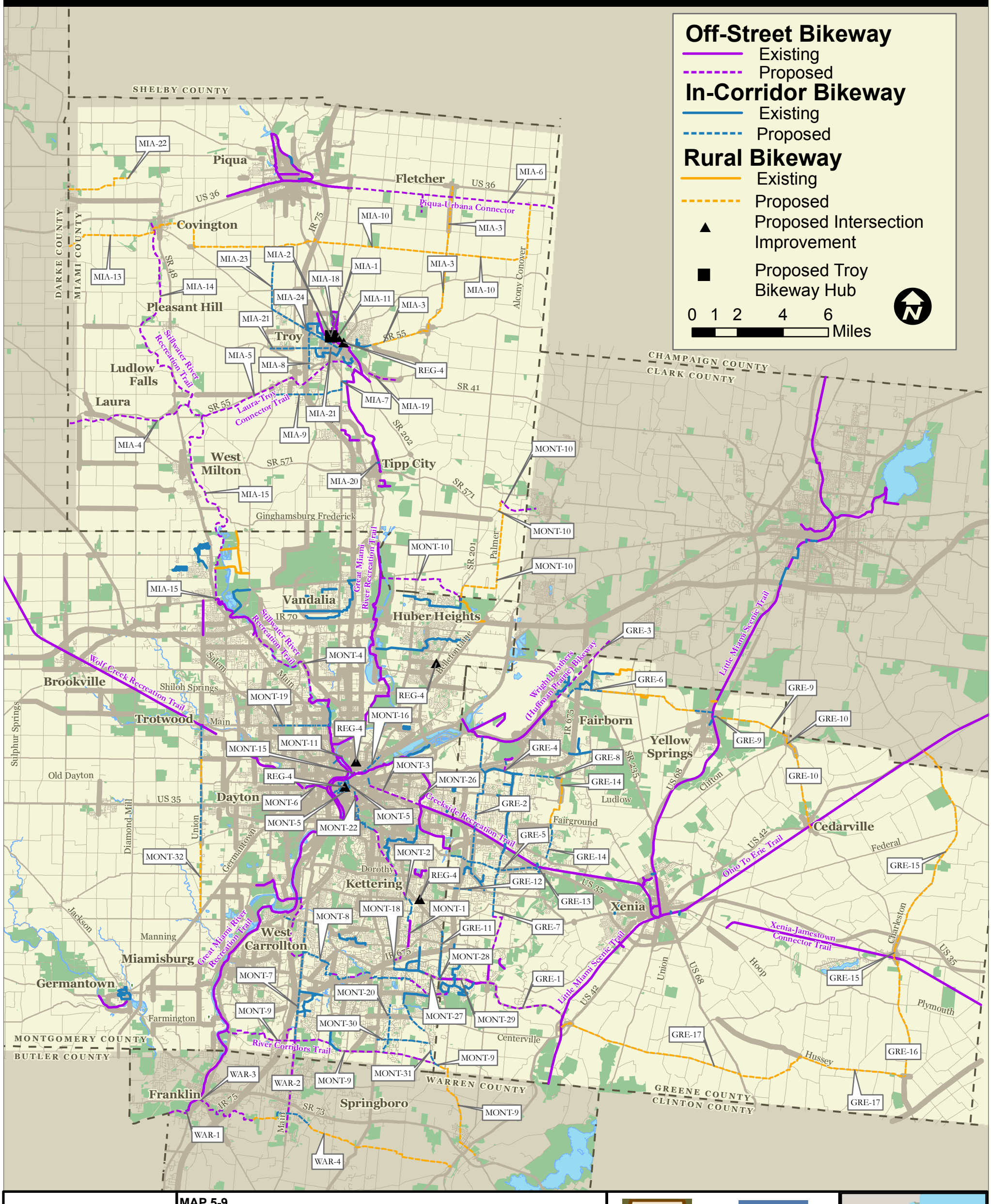
County	Map Label #	Project	Facility Type
Montgomery	MONT-12	Conduct trail feasibility study identifying trail corridor linking Carriage Hill MetroPark, Englewood MetroPark, and the Wolf Creek Recreation Trail	Feasibility study
Montgomery	MONT-13	Improve Wolf Creek Recreation Trail access from the Dunbar Bridge	Off-street
Montgomery	MONT-14	Improve Wolf Creek Recreation Trail access from Monument and Salem avenues	Off-street
Montgomery	MONT-15	Improve Mad River Recreation Trail access from Tech Town in downtown Dayton	Off-street
Montgomery	MONT-16	Retrofit Valley St. to include bike lanes between Keowee St. and Stanley Ave.	In-corridor
Montgomery	MONT-17	Improve Great Miami River Recreation Trail access from Sinclair Comm. College in downtown Dayton	Off-street
Montgomery	MONT-18	Construct shared use path along I-675 between future Iron Horse Trail and Loop Rd.; implement shared roadway treatments on Loop Rd. between shared use path and Alex-Bell Rd.	In-corridor/ off-street
Montgomery	MONT-19	Retrofit Siebenthaler Ave. to include bike lanes between Salem Ave. and Deweese Pkwy.	In-corridor
Montgomery	MONT-20	Implement shared roadway improvements on Clareridge Ln., Spring Valley Rd., and Atchinson Rd. between Boyce Rd. and Social Row Rd.	In-corridor
Montgomery	MONT-21	Improve on-street bikeway connections to Wright-Patterson Air Force Base	In-corridor
Montgomery	MONT-22	Rehabilitate U.S. 35 bicycle/pedestrian bridge between downtown Dayton and South Park neighborhood	Off-street
Montgomery	MONT-23	Develop transit and on-street links to MetroPark facilities	In-corridor/ off-street
Montgomery	MONT-24	Improve trail access from Sunrise Park in downtown Dayton	Off-street
Montgomery	MONT-25	Trail infrastructure improvements (trail access, parking, hub facilities)	Off-street
Montgomery	MONT-26	Construct shared use path linking Creekside Recreation Trail with Kemp School in Dayton	Off-street
Montgomery	MONT-27	Construct shared use path along Alex-Bell Rd. between Marwyck Dr. and Wilmington Pike	Off-street
Montgomery	MONT-28	Construct shared use path along Alex-Bell Rd. between Wilmington Pike and 0.02 mile east of Wilmington Pike	Off-street
Montgomery	MONT-29	Construct shared use path along Alex-Bell Rd. between Bellevue Dr. and Rosecrest Dr.	Off-street
Montgomery	MONT-30	Construct shared use path along Nutt Rd. between SR 48 and Clyo Rd.	Off-street
Montgomery	MONT-31	Construct bike lanes and pedestrian paths on Clyo Rd. between Social Row Rd. and Franklin St.	In-corridor/ off-street
Montgomery	MONT-32	Widen shoulders on Union Rd. between Wolf Creek Recreation Trail and SR 725	In-corridor/ rural bikeway
Warren	WAR-1	Construct Great Miami River Recreation Trail between Baxter Drive and Miami River Preserve Park	In-corridor/ off-street
Warren	WAR-2	Construct shared use path along SR 741 between Springboro High School and Austin Pike	Off-street
Warren	WAR-3	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.	Off-street
Warren	WAR-4	Widen shoulders on Lower Springboro Rd. between proposed Clear Creek Trail and U.S. 42	In-corridor/ rural bikeway

County	Map Label #	Project	Facility Type
Warren	WAR-5	Conduct trail feasibility study identifying trail corridor linking Germantown and Carlisle	Feasibility study
Regional	REG-1	Trail infrastructure improvements (lighting, trail markings, trail/roadway crossing treatments)	In-corridor/ off-street
Regional	REG-2	Develop a regional on- and off-street bikeway signage and wayfinding plan	In-corridor/ off-street/ rural bikeway
Regional	REG-4	Implement bicycle/pedestrian improvements at Top 5 crash locations	In-corridor
Regional	REG-5	Construct bicycle facilities for roadways yielding on-street bicycle suitability analysis scores of "3" or better[1]	In-corridor/ rural bikeway
Regional	REG-6	Evaluate greenway/bikeway connection needs	In-corridor/ off-street/ rural bikeway

Note: Projects labeled as "In-corridor/ off-street" include both on-street bikeway segments as well as off-street shared use path segments (or sidewalks to accommodate pedestrians).

1 See Chapter 4 for a description and results of the on-street bicycle suitability analysis.

Miami Valley Comprehensive Local-Regional Bikeways Plan



MAP 5-9
Existing and Proposed High-Priority Bikeways: Miami Valley Region, OH

Miami Valley Comprehensive Local-Regional Bikeways Plan

Data Provided by: MVRPC, State of Ohio, City of Beavercreek, Clark County

Map Prepared by: Alta Planning+Design, Nov 2008

alta PLANNING + DESIGN

mvrpc

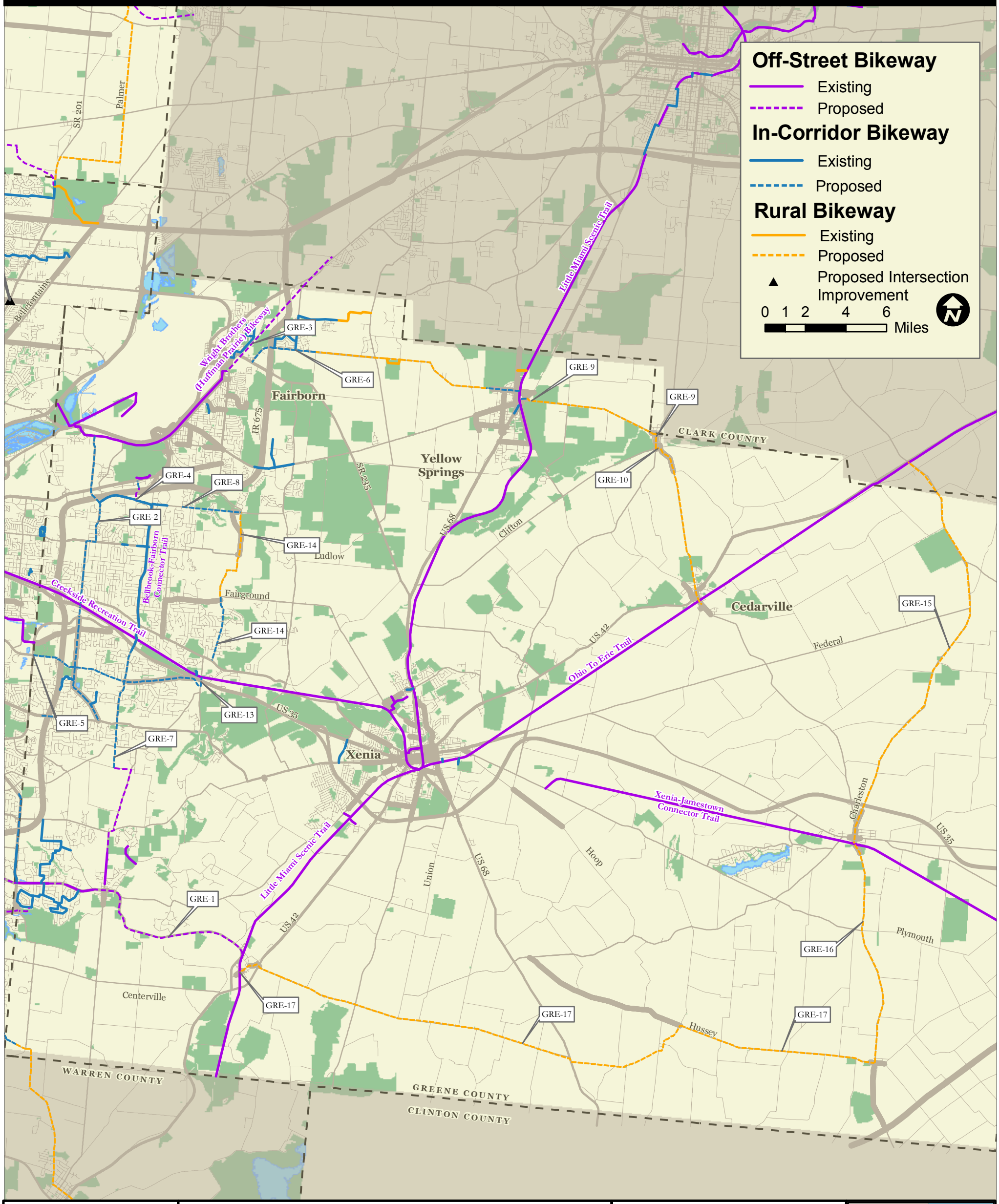
BURGESS & NIPLE

Miami County Park District

Five Rivers MetroParks

Miami Conservancy District

Miami Valley Comprehensive Local-Regional Bikeways Plan



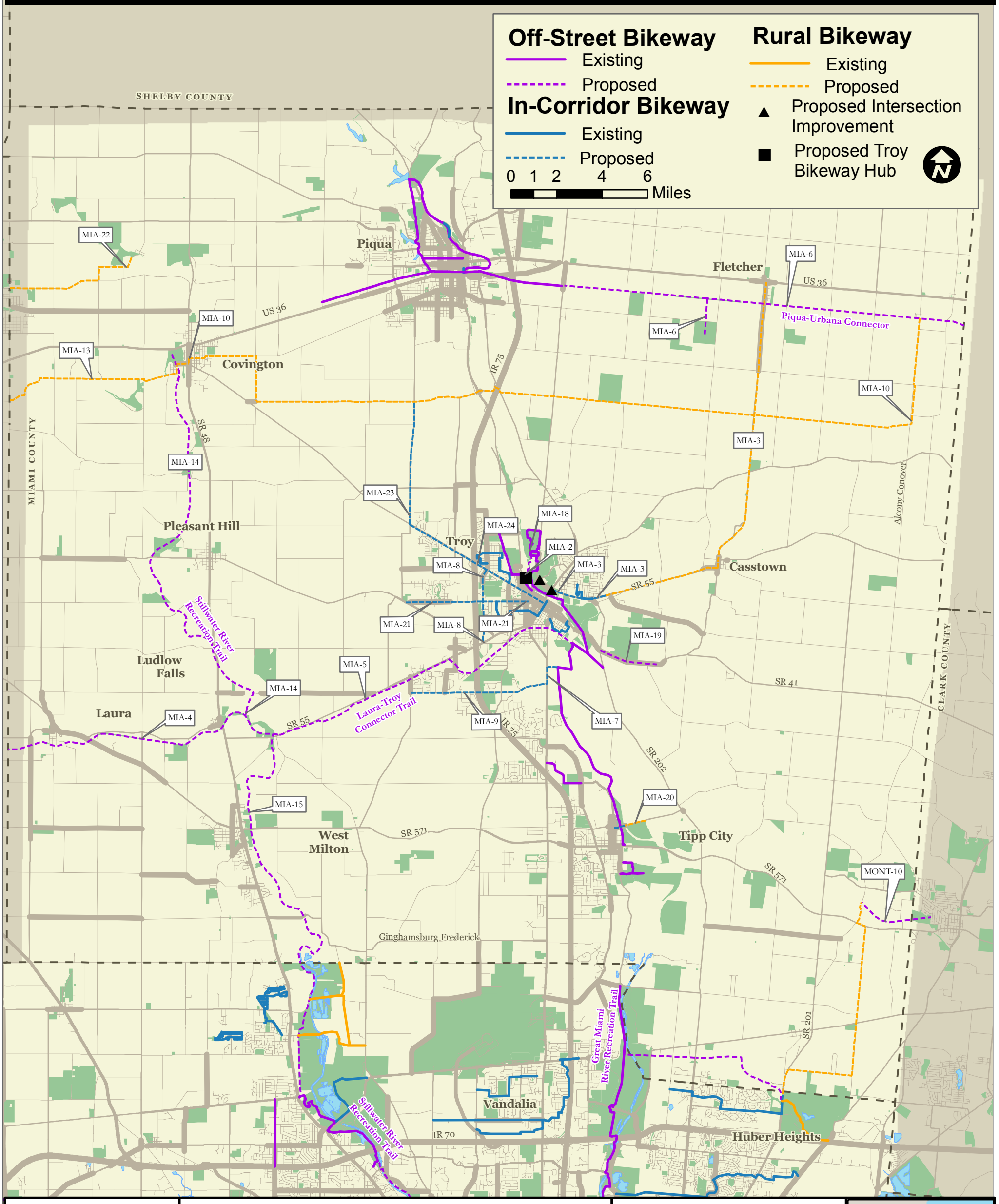
MAP 5-10
Existing and Proposed High-Priority Bikeways: Greene County, OH

Miami Valley Comprehensive Local-Regional Bikeways Plan

Data Provided by: MVRPC, State of Ohio, City of Beavercreek, Clark County

Map Prepared by: Alta Planning+Design, Nov 2008

Miami Valley Comprehensive Local-Regional Bikeways Plan



MAP 5-11
Existing and Proposed High-Priority Bikeways: Miami County, OH

Miami Valley Comprehensive Local-Regional Bikeways Plan

Data Provided by: MVRPC, State of Ohio, City of Beavercreek, Clark County

Map Prepared by: Alta Planning+Design, Nov 2008

alta PLANNING + DESIGN

mvrpc

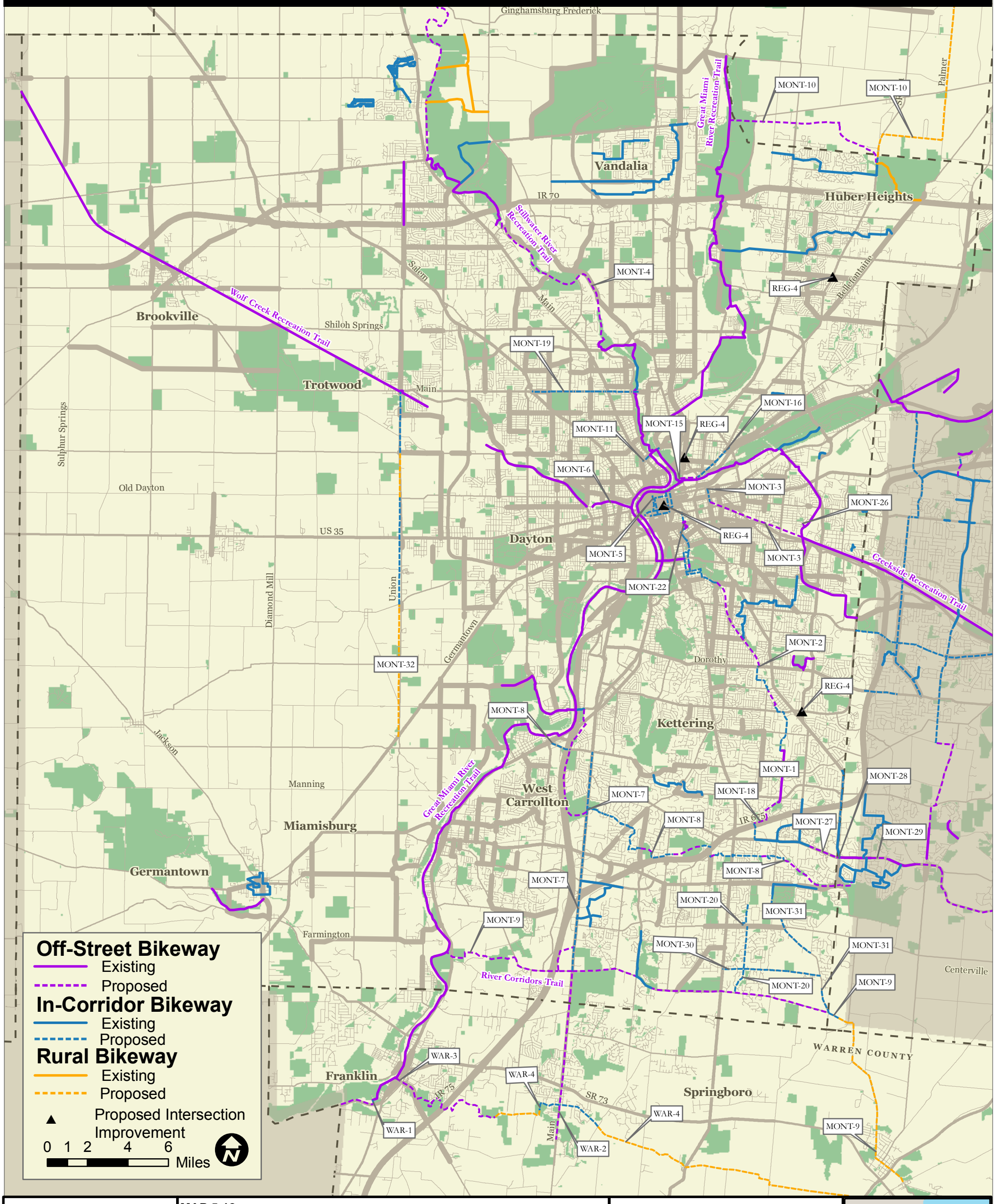
BURGESS & NIPLE

Miami County Park District

Five Rivers MetroParks

Miami Conservancy District

Miami Valley Comprehensive Local-Regional Bikeways Plan



MAP 5-12
Existing and Proposed High-Priority Bikeways: Montgomery and Northern Warren Counties, OH

Miami Valley Comprehensive Local-Regional Bikeways Plan

Data Provided by: MVRPC, State of Ohio, City of Beavercreek, Clark County

Map Prepared by: Alta Planning+Design, Nov 2008

alta PLANNING + DESIGN

mvrpc

BURGESS & NIPLE

Miami County Park District

Five Rivers MetroParks

Miami Conservancy District

5.4.1. Top-Priority Projects

Working closely with the Steering Committee, the Project Team evaluated the approximately 100 High-Priority projects to arrive at a shorter "Top-Priority" list. The Top-Priority list, consisting of about 20 projects, represents an immediate strategy for implementing this Plan and to demonstrate MVRPC's commitment to improving the local and regional bikeway system.

Listed in Table 16, the Project Team developed an extensive list of evaluation criteria for which the approximately 100 High-Priority projects were measured. The criteria include a broad array of elements ranging from project cost to anticipated quality of life benefits. Each major criterion was further divided into sub-criteria, enabling the Project Team to examine specific components of each proposed project. The criteria included a range of possible points (also shown in Table 16), enabling the Project Team to evaluate projects based on a numeric scoring system.

Table 16. Project Evaluation Criteria and Scoring Ranges

Criterion	Points	Total Maximum Possible Score
Transportation: Increases the use of bicycle travel to destinations	Access to schools: 0-3 points max	19
	Access to employment and retail: 0-3	
	Access to parks and recreation: 0-3	
	Access to transit: 0-3	
	Access to residential neighborhoods: 0-3	
	Improves traffic safety: 0-4	
System Connectivity: Provides an essential link in creating a continuous bikeway system within the study area	Provides an essential link in the proposed network; without this link, the system could not be completed: 15-20 points	20
	Important as a "stand-alone" project, but not critical to the overall system: 5-15 points	
	A long-term element and potential future link in the system: 0-5 points	
Quality of Life Benefits: Project will provide quality of life benefits to the residents, visitors and businesses of the Miami Valley	Increases tourism: 0-4 points max	16
	Environmental/energy benefits: 0-4	
	Potential to attract/retain businesses: 0-4	
	Increases public health/fitness: 0-4	
Multiple Use: Allows for a variety of user groups	Bicyclists: 0-5 points max	15
	Pedestrians/runners: 0-5	
	Water trail/equestrian/cross-country skiing: 0-5	
Agency and Public Support: Project is supported by the organizations(s) responsible for its implementation and management	Project has full agency and public support: 7-10 points max	10
	Project has potential to receive agency and public support: 4-6	
	Project may be able to receive future support: 0-3	
Cost: Project can be implemented within the costs provided based on identified opportunities and	Project can be implemented within the following range of unit costs:	10

Criterion	Points	Total Maximum Possible Score
constraints	Less than $200K/mile or location: 8-10 points max	
	$200K-$500K/mile or location: 3-7	
	Greater than $500K/mile or location: 0-2	
	Non-capital projects: 0-10 points based on ability to reach the widest range of people per unit of cost required to develop policy or program	
Implementation: Project or program is ready to be advanced to implementation	Feasible and ready for implementation: 8-10 points max	10
	Requires further study but has the potential to be advanced: 3-7	
	Presents significant constraints: 0-2	

Note: For the "system connectivity," "agency and public support," "cost," and "implementation" criteria, the total maximum possible score is based on the selection and scoring of one sub-criterion from the list.

For each project, the Project Team summed the individual criterion scores to arrive at an aggregate project score. Projects fulfilling the greatest number of evaluation criteria received higher scores, correspondingly leading to higher rankings within the overall list. From this list, the Project Team identified the approximately 20 highest ranking projects. Staff refined this list to ensure geographic equity in Top-Priority project distribution.

Table 17 lists the Comprehensive Local-Regional Bikeways Plan Top-Priority projects. It should be noted that this table focuses on infrastructure improvements, suggesting facility types solely for the purpose of developing cost estimates presented here. Chapter 6 discusses programmatic strategies for improving bicycling in the Miami Valley. Finally, it is important to remember that the bikeway system and the recommended Top-Priority projects serve as guidelines to those responsible for implementation. The system and segments themselves may change over time as a result of changing bicycling patterns, funding availability, and implementation constraints and opportunities. Chapter 8 provides planning-level cost opinions for the Top-Priority projects, as well as funding and implementation strategies.

Table 17. Top-Priority Bikeway Projects

County	Map Label #	Project	Facility Type
Greene	GRE-2	Complete bikeways on Grange Hall Rd./National Rd. between Kauffman Ave. and Indian Ripple Rd.	In-corridor/ off-street
Greene	GRE-3	Construct the Three Counties Trail between Wright Brothers (Huffman Prairie) Bikeway and Haddix Rd.	Off-street
Greene	GRE-4	Construct a pedestrian/cyclist bridge over I-675 near Center Park Blvd.	Off-street
Greene	GRE-5	Complete bikeways on Shakertown Rd. between County Line Rd. and U.S. 35/Factory Rd.	In-corridor/ off-street
Greene	GRE-6	Widen shoulders on Yellow Springs-Fairfield Rd. between Xenia Drive and Little Miami Scenic Trail	In-corridor/ rural bikeway
Miami	MIA-1	Construct Troy Bike Hub structure	Off-street
Miami	MIA-2	Construct shared use path connecting Treasure Island and Duke Park in Troy	Off-street

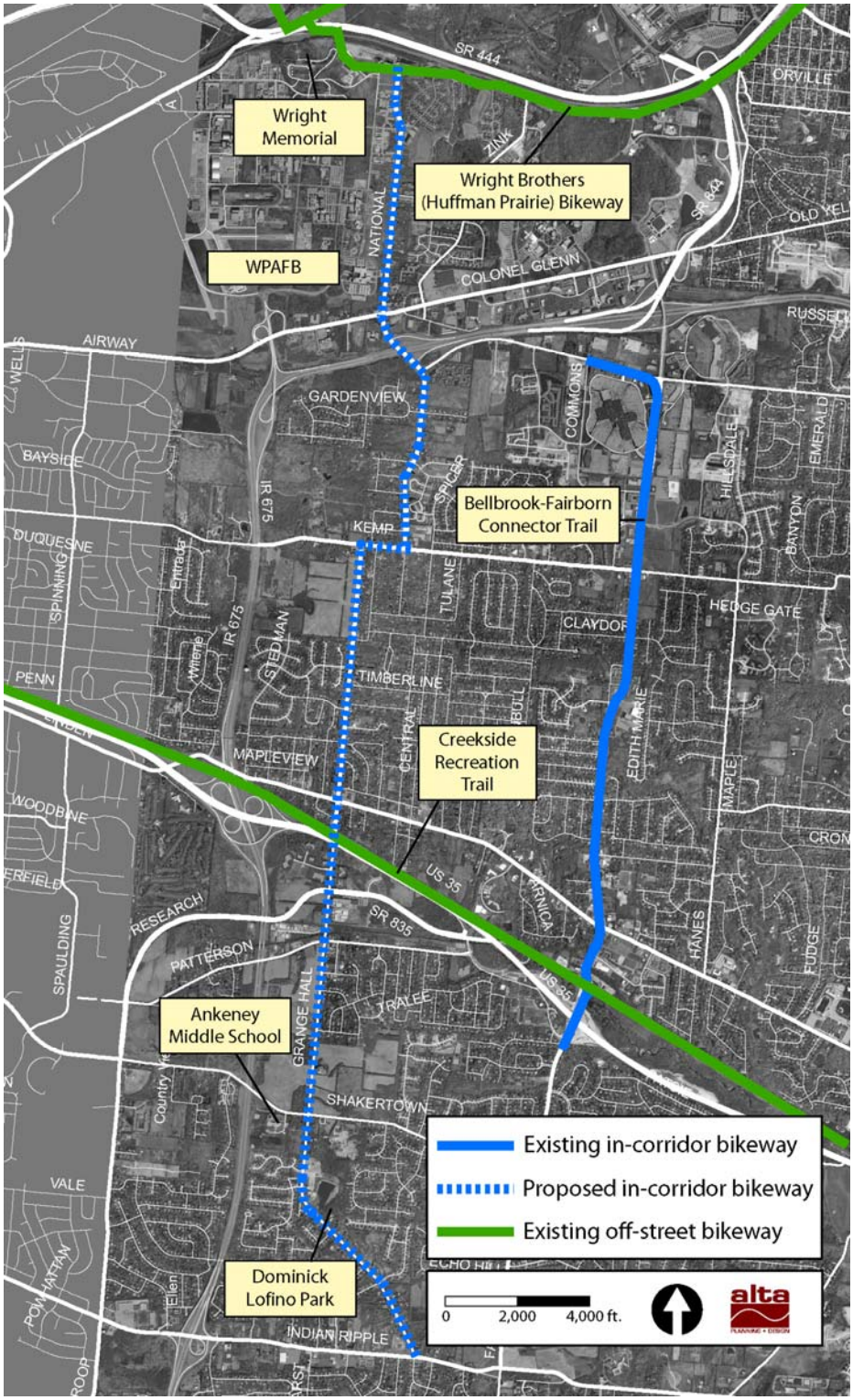
County	Map Label #	Project	Facility Type
Miami	MIA-3	Widen shoulders along SR 55 and SR 589, providing an on-street bikeway linking Troy, Casstown, and Fletcher	In-corridor/ rural bikeway
Miami	MIA-5	Construct shared use path roughly paralleling SR 55 and along former Penn Central Railroad corridor between Ludlow Falls and Troy	Off-street
Montgomery	MONT-2	Construct the "SE Corridor" Trail between Kettering and downtown Dayton via former active railroad, Dayton Sewer Access Rd, Univ. of Dayton campus, South Park neighborhood, U.S. 35 bicycle/pedestrian bridge	In-corridor/ off-street
Montgomery	MONT-3	Construct Creekside Recreation Trail extension roughly paralleling U.S. 35 between the Iron Horse Trail and 4th St. in the Huffman Historic Area; implement shared roadway improvements on Terry St. between future Creekside Recreation Trail and Monument Ave.	In-corridor/ off-street
Montgomery	MONT-5	Retrofit select streets in downtown Dayton to include bike lanes/shared lane markings	In-corridor
Montgomery	MONT-7	Construct bicycle/pedestrian facilities along SR 741 between Austin Pike and Alex Bell Rd.	In-corridor/ off-street
Montgomery	MONT-9	Construct shared use path through future residential area in Miami Township (near Medlar Rd.). connecting the Great Miami River Recreation Trail with Miamisburg-Springboro Rd,; 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 along North St./Corwin Rd. to Little Miami Scenic Trail	In-corridor/ off-street/ rural bikeway
Montgomery	MONT-10	Connect Great Miami River Recreation Trail and Carriage Hill MetroPark via shared use path through Carriage Trails development (Huber Heights); connect Carriage Hill MetroPark and New Carlisle via widened shoulders on SR 202, Singer Rd., Palmer Rd., Dayton-Brandt Rd., and shared use path on former railroad corridor between Dayton-Brandt Rd. and New Carlisle	In-corridor/ off-street/ rural bikeway
Warren	WAR-1	Construct Great Miami River Recreation Trail between Baxter Drive and Miami River Preserve Park	In-corridor/ off-street
Regional	REG-4	Implement bicycle/pedestrian improvements at Top 5 crash locations	In-corridor

Note: Projects labeled as "In-corridor/ off-street" include both on-street bikeway segments as well as off-street shared use path segments (or sidewalks to accommodate pedestrians).

5.4.2. Top-Priority Project Description Sheets

In addition to identifying a recommended local and regional bikeway network, the Comprehensive Local-Regional Bikeways Plan includes about 20 Top-Priority projects (listed in Table 17 above) representing the first stage of Plan implementation. The following pages provide project description sheets with specific recommendations and maps for these projects. Specific recommendations were based on extensive field visits, high-resolution aerial photos, discussions with local and regional planning staff, and system users. Each map depicts the recommended bikeway under focus, as well as selected other nearby bikeway connections. Please refer to the larger system maps for the project's context within the overall surrounding bikeway network.

Grange Hall/National Road Corridor



Grange Hall/National Road Corridor (continued)

Description

This project would retrofit bicycle and pedestrian treatments to the Grange Hall Road/National Road corridor between Indian Ripple Road and Kauffman Avenue. Pedestrian improvements could include sidewalks and pedestrian paths (which are similar to sidewalks but without traditional curb-and-gutter). Bicycle improvements could include striped bike lanes. Bicycle/pedestrian improvements would tie in with existing sidewalk and path segments along the corridor.

An improved Grange Hall Road/National Road corridor would provide a continuous north-south bicycle/pedestrian corridor through Beavercreek, and would provide non-motorized connections to numerous destinations and other existing and proposed bikeways, including the Creekside Recreation Trail and the Wright Brothers (Huffman Prairie) Bikeway.

Proposed Improvements

- Widened shoulders throughout corridor as an interim measure
- Pedestrian paths throughout corridor as a potential secondary interim measure to physically separate pedestrians from motorists
- Bike lanes and sidewalks on Grange Hall Road between Indian Ripple Road and Kemp Road
- Bike lanes and sidewalks on Kemp Road between eastern and western Grange Hall Road intersections
- Bike lanes and sidewalks on Grange Hall Road between Kemp Road and Kauffman Avenue

Potential Issues

- Several existing bridges serve as pinch points (with no bicycle/pedestrian facilities), including north of Indian Ripple Road, north of Patterson Road, and at I-675
- Shoulder widening and sidewalk/pedestrian path construction would require retaining walls, culverts, and light pole relocation in several locations

Lead Agency(ies)

City of Beavercreek, Greene County

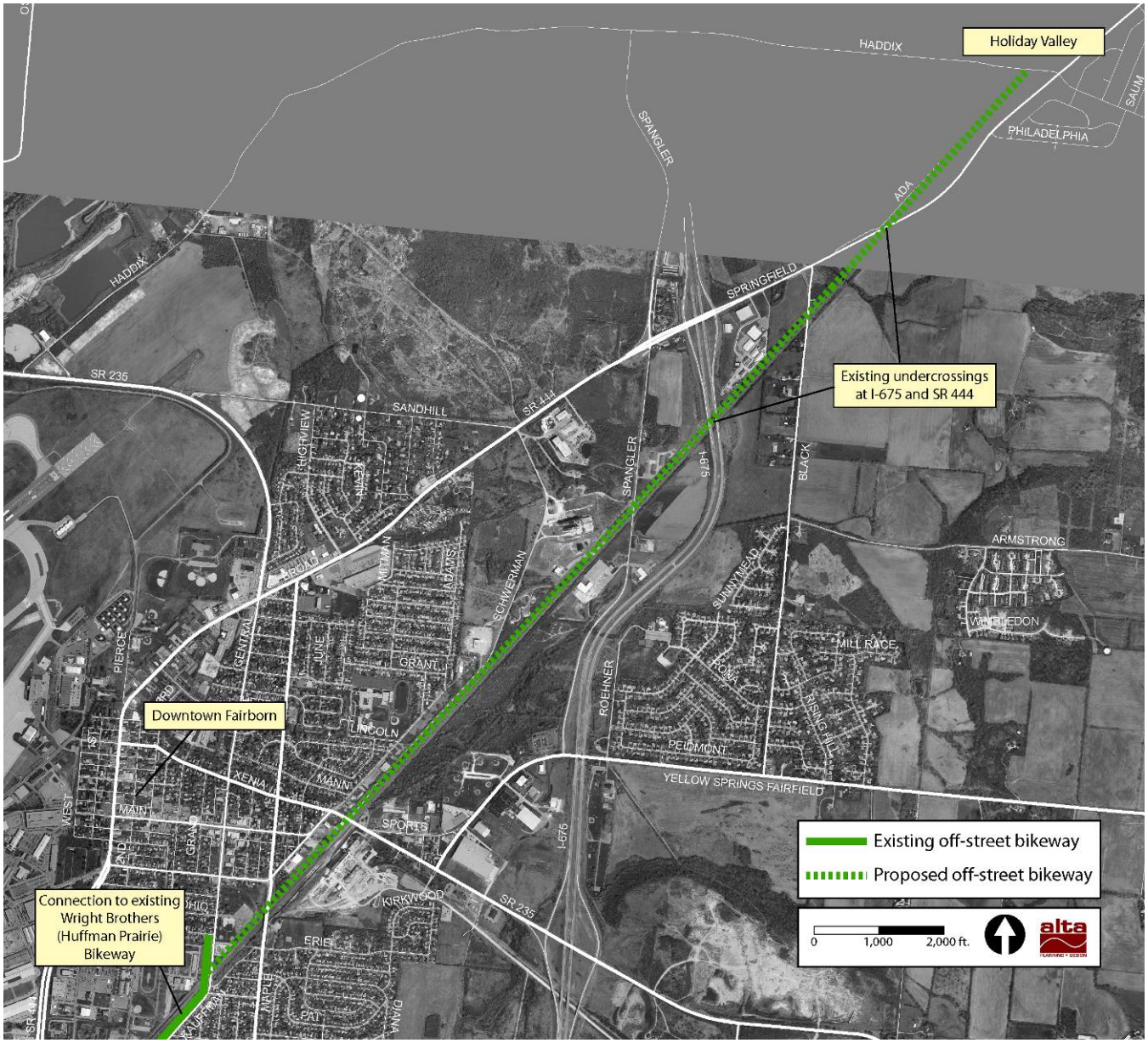
Planning-Level Cost Opinion

$2,523,000

Sufficient room exists to add bike lanes and sidewalks/ pedestrian paths along Grange Hall Road near Plainview Avenue

Improvements to the Grange Hall Road/National Road corridor would tie in with existing pedestrian facilities

Three Counties Trail



Three Counties Trail (continued)

Description

This project would complete the Three Counties Trail between Greene and Clark counties. The trail would follow an existing railroad between Kauffman Avenue in Fairborn and Haddix Road in Holiday Valley. This trail would take advantage of several grade-separated crossings, thereby enhancing the trail user experience while improving user safety.

Serving as an extension of the Wright Brothers (Huffman Prairie) Bikeway, the Three Counties Trail would connect additional Fairborn and Holiday Valley residents to the regional trail system. This project would also connect with several other existing and proposed bikeways in Greene County. The trail extension would also set the stage for future trail expansions beyond Holiday Valley in Clark County.

Proposed Improvements

- 12' shared use path between Kauffman Avenue and Haddix Road (trail would occupy former railroad tracks in double-track areas; trail would be sited on an existing railroad maintenance road in single-track areas)
- Major bicycle/pedestrian crossing treatments (e.g., flashing warning lights, signage, crosswalks) at Kauffman Avenue, Maple Avenue, Xenia Drive
- Minor bicycle/pedestrian crossing treatments (e.g., crosswalks and signage) at Sprangler Road, Black Lane

Potential Issues

- Railroad setback requirements could complicate trail development on this corridor
- Agreement with railroad may be necessary if trail and railroad maintenance road share the same alignment (northern portion of corridor)

Lead Agency(ies)

City of Fairborn, Greene County Park District, Clark County

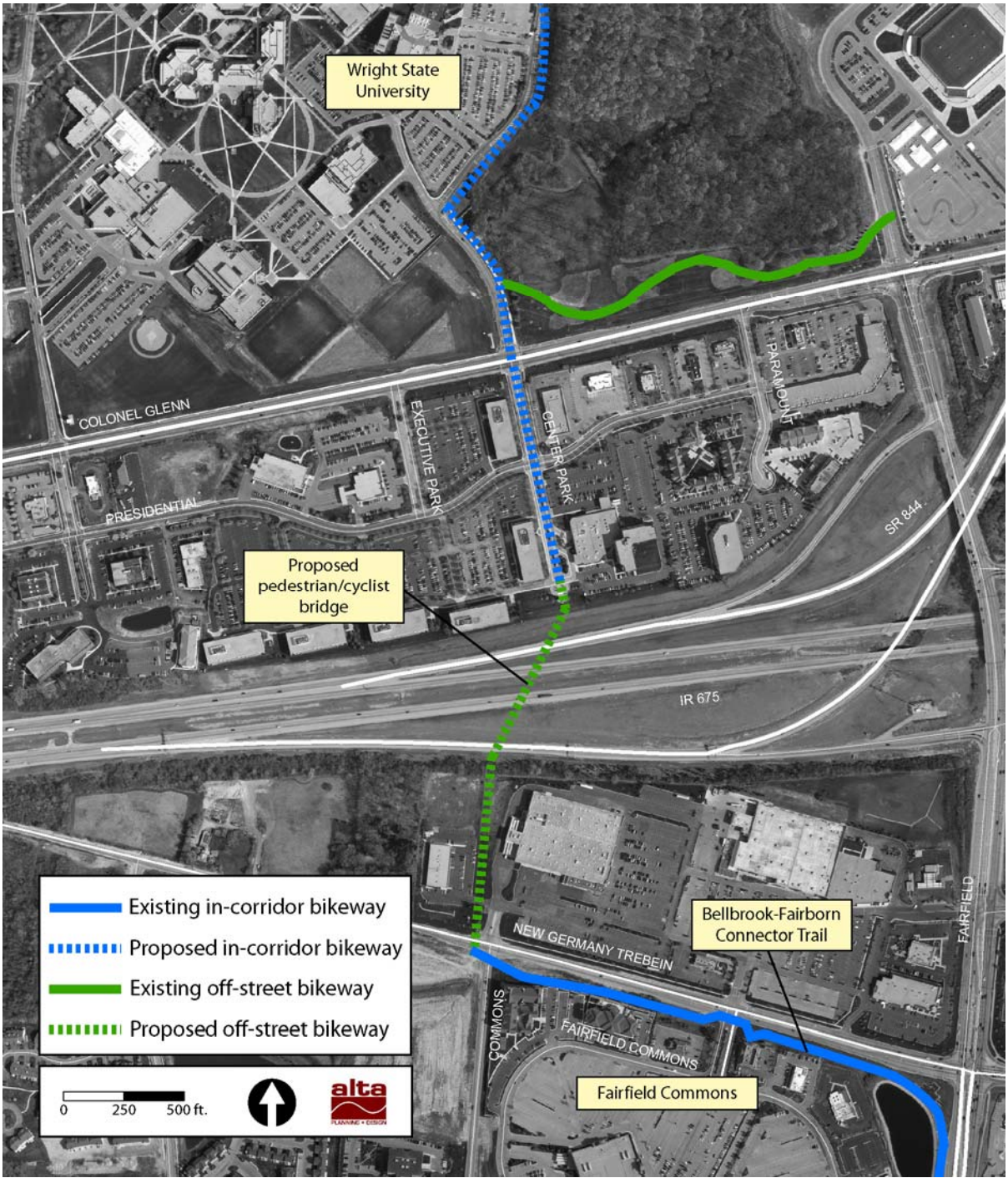
Planning-Level Cost Opinion

$535,000

The trail would utilize a former railroad track alignment in Fairborn

The trail would utilize an existing railroad maintenance road between Fairborn and Holiday Valley

Interstate 675 Pedestrian/Cyclist Bridge



Interstate 675 Pedestrian/Cyclist Bridge (continued)

Description

This project would construct a pedestrian/cyclist bridge over Interstate 675 west of Fairfield Road. The project, connecting numerous destinations immediately north and south of the freeway, has been discussed since the 1970s. The bridge's location, roughly following the alignments of Center Park Boulevard and Commons Boulevard, resulted from a bridge feasibility study conducted by ODOT. The bridge's north side would touch down at the existing terminus of Center Park Boulevard, while the south side would connect with a shared use path leading to the intersection of New Germany-Trebein Road at Commons Boulevard.

The I-675 pedestrian/cyclist bridge would significantly improve north-south connectivity between Beavercreek and Fairborn, and would provide a safe freeway crossing option for non-motorized users. Destinations within the bridge's immediate vicinity include The Mall at Fairfield Commons, employment centers along Center Park Boulevard, and Wright State University. The bridge would also connect Beavercreek and Fairborn residents with the Wright Brothers (Huffman Prairie) Bikeway and the Bellbrook-Fairborn Connector Trail.

View of proposed bridge site from Center Park Boulevard on the north side of I-675

Proposed Improvements

- Pedestrian/cyclist bridge over I-675
- 12' shared use path linking pedestrian/cyclist bridge with New Germany-Trebein Road
- Bike lanes on Center Park Boulevard between pedestrian/cyclist bridge and Colonel Glenn Highway

The pedestrian/cyclist bridge could serve as a visual icon celebrating the communities of Beavercreek and Fairborn

Potential Issues

The elevation gain necessary to meet vertical clearances over I-675 could expand the footprint of bridge approach ramps (ramps must meet ADA grade requirements)

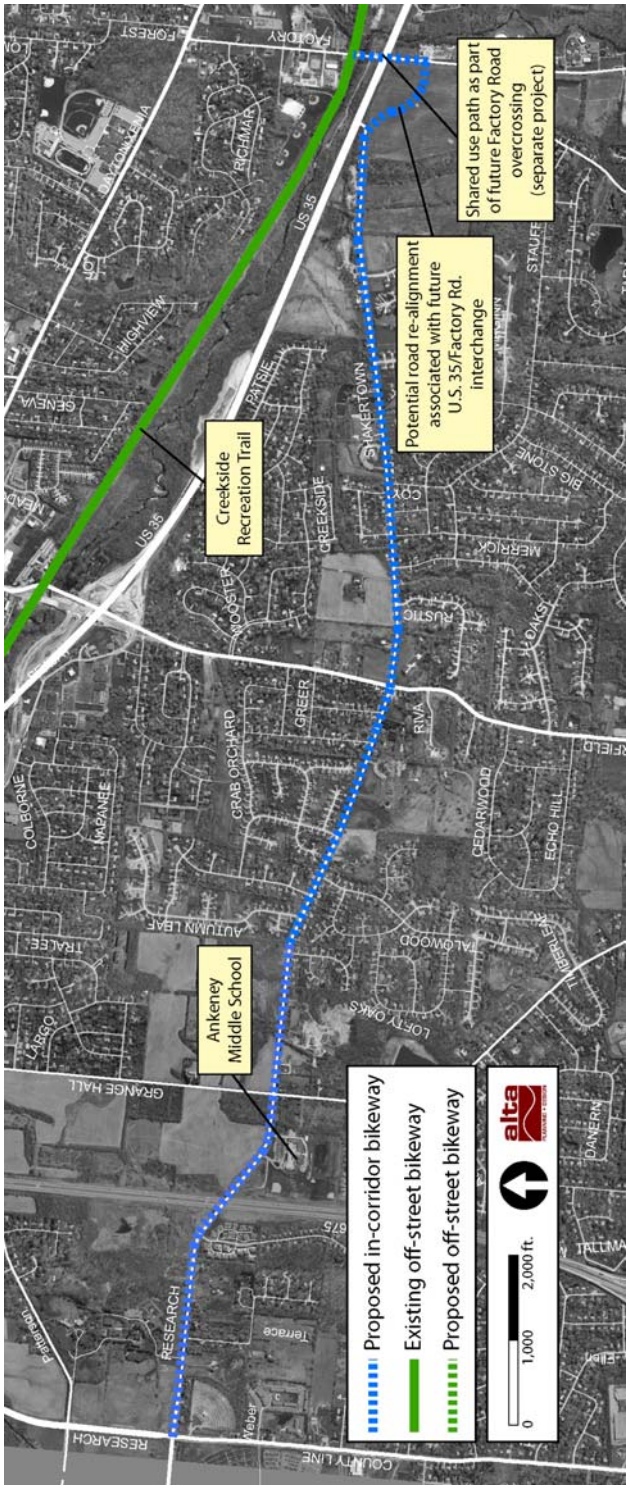
Lead Agency(ies)

ODOT, City of Beavercreek, City of Fairborn

Planning-Level Cost Opinion

$3,000,000

Research Boulevard/Shakertown Road Corridor



Research Boulevard/Shakertown Road Corridor (continued)

Description

This project would retrofit bicycle and pedestrian treatments to the Research Boulevard/Shakertown Road corridor between County Line Road and the future U.S. 35/Factory Road interchange. Pedestrian improvements could largely consist of sidewalks and pedestrian paths (which are similar to sidewalks but without traditional curb-and-gutter). Bicycle improvements could include striped bike lanes. The proposed improvements would tie in with existing sidewalk and path segments along the corridor. This project could be implemented in a phased approach, with Phase 1 including widened shoulders on both sides of the road, and a pedestrian path on the road's south side. Phase 2 would complete sidewalks on both sides of the road.

An improved Research Boulevard/Shakertown Road corridor would provide a continuous east-west bicycle/pedestrian corridor through Beavercreek, and would provide non-motorized connections to numerous destinations and other existing and proposed bikeways, including the Creekside Recreation Trail as well as a shared use path along the future Factory Road bridge over U.S. 35.

Pedestrian paths exist along some segments of Shakertown Road

Proposed Improvements

- Phase 1: Pedestrian path on the corridor's south side; bike lanes on both sides
- Phase 2: Sidewalks on both sides

Potential Issues

- The corridor includes numerous physical constraints that would need to be addressed (e.g., drainage issues)
- Culverts, cut-and-fill, retaining walls and light pole relocation would be necessary in several locations
- Bridge over I-675 includes shoulders but lacks sidewalks (bridge widening would be necessary)

The addition of bike lanes and sidewalks/pedestrian paths would require culverts, bioswales and/or other treatments to address drainage issues

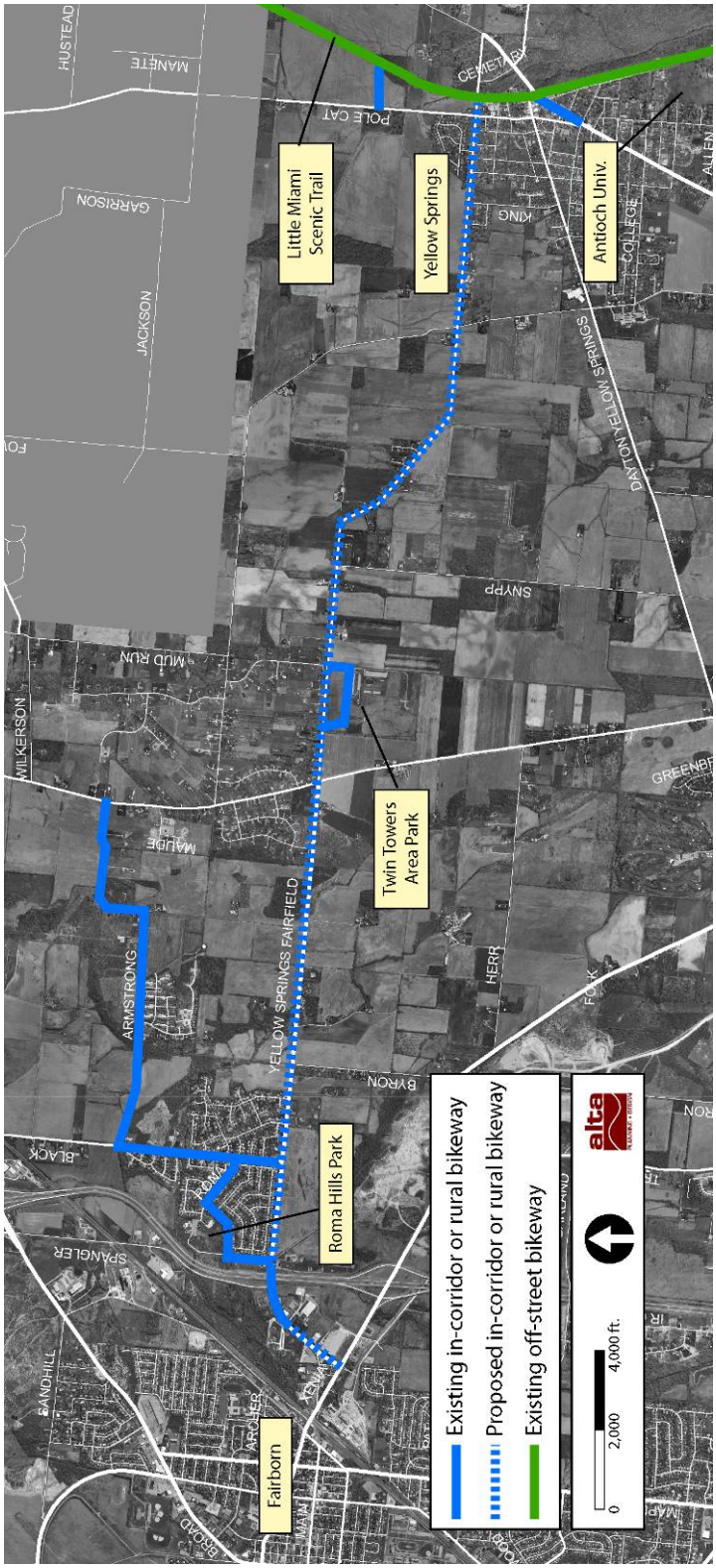
Lead Agency(ies)

City of Beavercreek, Greene County

Planning-Level Cost Opinion

$7,534,000

Yellow Springs-Fairfield Road Corridor



Yellow Springs-Fairfield Road Corridor (continued)

Description

This project would widen shoulders on Yellow Springs-Fairfield Road to provide a continuous on-street bikeway linking Fairborn and Yellow Springs. The roadway's shoulders are currently 0-3' wide in most locations, creating an uncomfortable and potentially unsafe riding environment. This project would provide 6' shoulders on both sides of the roadway, enabling cyclists to ride far enough from the edge while maintaining a comfortable distance from adjacent vehicle traffic.

Improvements to the Yellow Springs-Fairfield Road corridor would directly link bicyclists between Fairborn and Yellow Springs. This project would also simplify bicyclist connections to intermediate destinations including Twin Towers Area Park and rural residential areas. The project's eastern terminus would connect with recently-completed "bike stairs" leading to the Little Miami Scenic Trail.

Proposed Improvements

6' shoulders on both sides of road between Xenia Drive and the Little Miami Scenic Trail

Potential Issues

The project would need to address numerous physical constraints, including drainage issues, abrupt cross-slopes, narrow bridges, and presence of light poles and mailboxes in areas targeted for shoulder widening

Lead Agency(ies)

Greene County, City of Fairborn, City of Yellow Springs

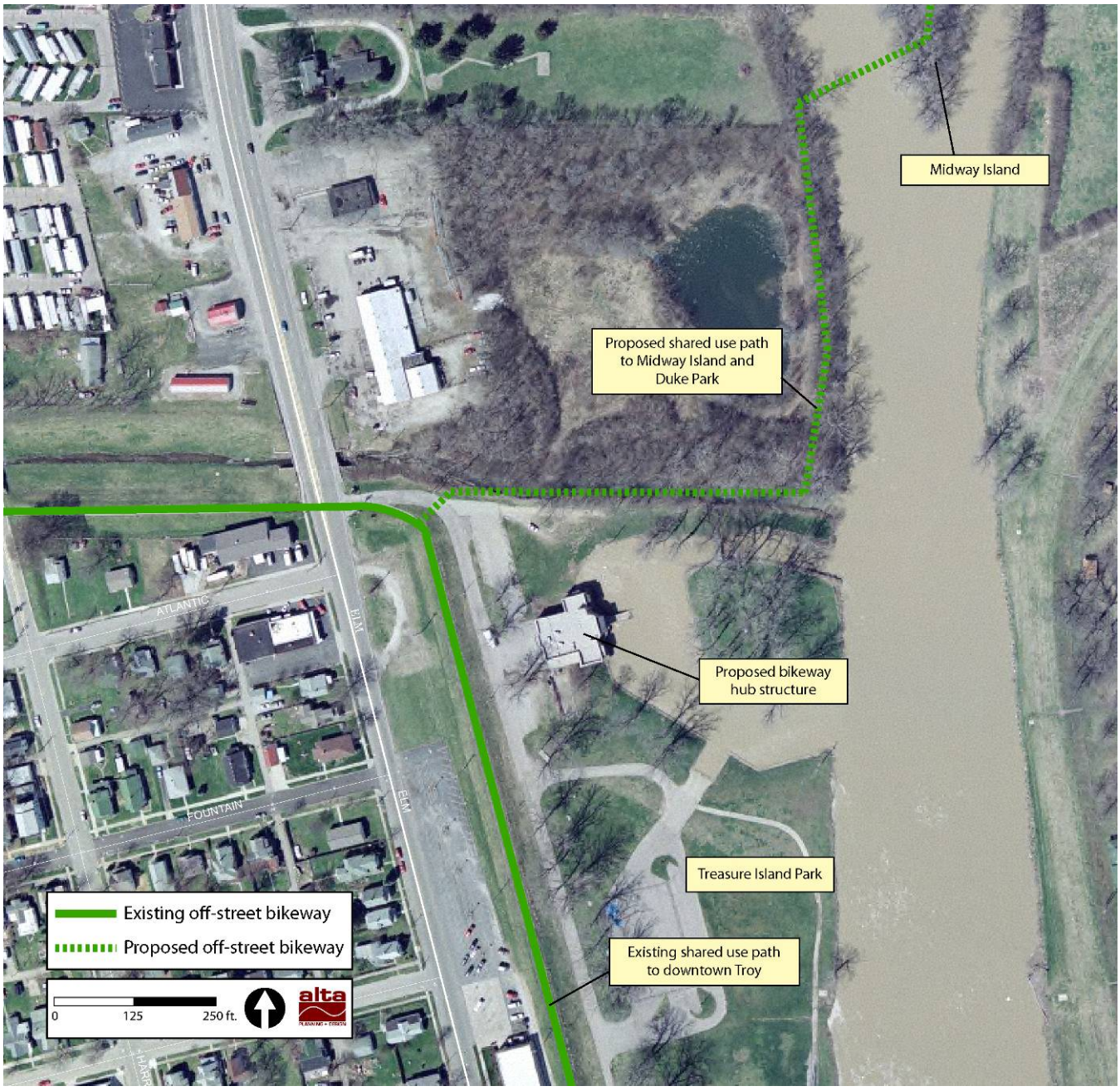
Planning-Level Cost Opinion

$3,710,000

Yellow Springs-Fairfield Road currently lacks shoulders in most locations

Shoulder widening would necessitate relocation of signs and mailboxes in some locations

Troy Bikeway Hub

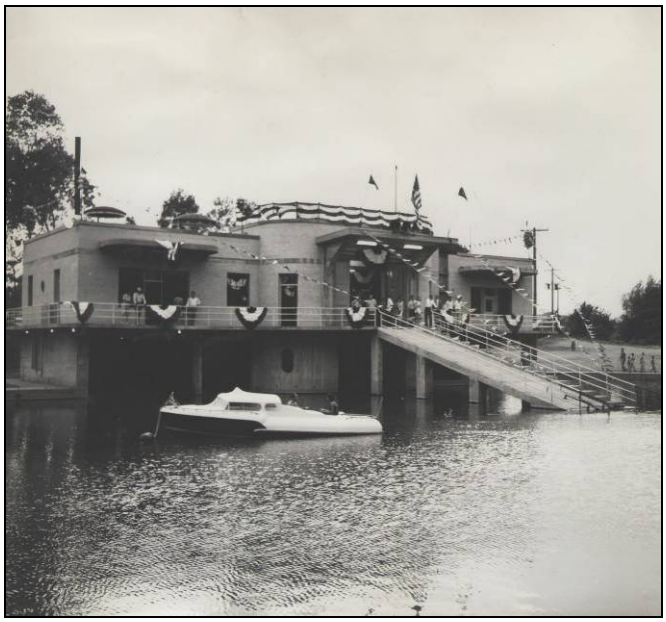


Troy Bikeway Hub (continued)

Description

This project would renovate and restore the art deco inspired Hobart Marina boathouse in Treasure Island Park. Part of a larger effort to transform Treasure Island Park into a recreation corridor, the historic boathouse would serve as a "trail center" and could accommodate other bicycle/pedestrian-related services such as bicycle rentals, and trail system information. The restored boathouse would also link with several existing and proposed trails, including the proposed Treasure Island-Duke Park Connector and the Great Miami River Recreation Trail.

The Bikeway Hub could serve as the centerpiece of Troy's bikeway system expansion. Combined with other efforts to expand bicycle facilities, this project would attract numerous residents and visitors to the Troy area.



Hobart Marina boat house in 1946 (photo provided by City of Troy)

Proposed Improvements

Renovation and restoration of the Hobart Marina boathouse into a Bikeway Hub

Potential Issues

None

Lead Agency(ies)

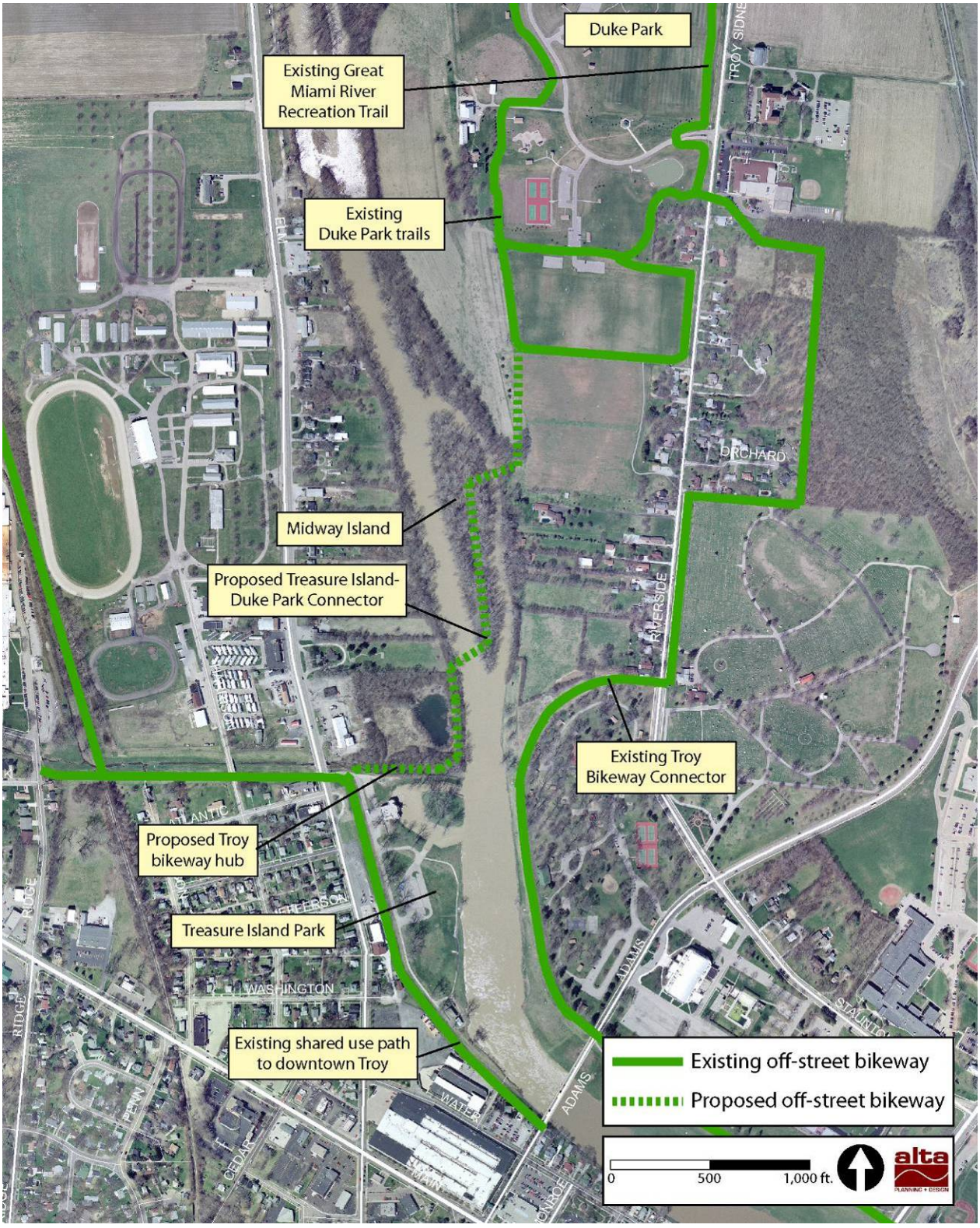
City of Troy

Planning-Level Cost Opinion

$1,650,000

Artist's rendition of proposed Bikeway Hub (photo provided by City of Troy)

Treasure Island - Duke Park Connector



Treasure Island - Duke Park Connector (continued)

Description

This project would connect Treasure Island Park, Midway Island and Duke Park via a shared use path and two pedestrian/bicycle overcrossings spanning the Great Miami River. From Treasure Island Park, the trail would extend northeast, and cross the Great Miami River to the southern tip of Midway Island. The trail would travel to Midway Island's northern end before crossing the Great Miami River via a second bridge. The shared use path would then turn north into Duke Park, connecting with an existing shared use path system.

This project presents a tremendous opportunity for the City of Troy to expand its bikeway network and provide direct connections between major bicycle/pedestrian destinations. In addition to connecting existing trails in Treasure Island with Duke Park's extensive trail system, this project would also connect users on the Great Miami River's east side with the proposed Troy Bikeway Hub. Bicyclists and pedestrians in Treasure Island Park would also have direct access to the Great Miami River Recreation Trail.

Proposed Improvements

- 10' shared use path
- Two bridges (consisting of reclaimed steel beams) crossing the Great Miami River

Potential Issues

None

Lead Agency(ies)

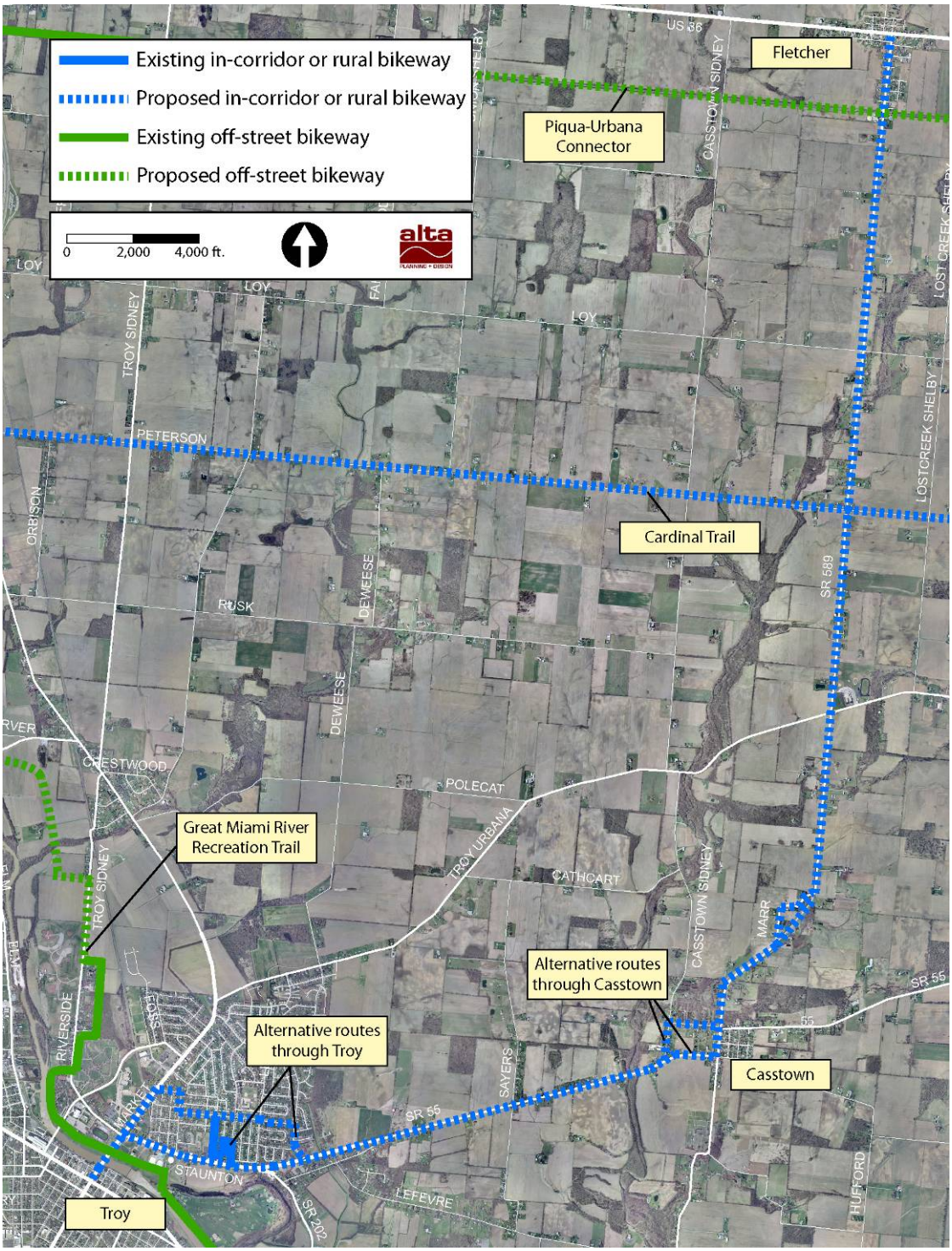
City of Troy

Planning-Level Cost Opinion

$900,000

The Treasure Island-Duke Park Connector with link bicyclists and pedestrians on the Great Miami River's east side directly with Treasure Island Park (above)

Troy-Casstown-Fletcher Connector



Troy-Casstown-Fletcher Connector (continued)

Description

This project would create a continuous on-street bikeway between the communities of Troy, Casstown and Fletcher. Improvements would largely consist of shoulder widening on SR 55 between Troy and Casstown, and on SR 589 between Casstown and Fletcher. Alternative parallel routes on lower-volume streets in Troy and Casstown would also provide local choices for bicyclists. These alternative routes could include signed shared roadway and/or bicycle boulevard improvements to enhance the bicycling experience.

This project would provide seamless bicycle connections between Troy, Casstown and Fletcher, and better connect these communities with the regional on- and off-street bikeway network.

SR 55 east of SR 202 near Troy

Proposed Improvements

- 6' shoulders on the rural portions of SR 55 between Troy and Casstown
- 6' shoulders on the rural portions of SR 589 between Casstown and Fletcher
- Shared roadway treatments (signage) on the urban portions of SR 55 and SR 589
- Bicycle boulevard treatments on alternate parallel routes in Troy and Casstown

Potential Issues

- Shoulder widening may require relocation of light poles, mailboxes and other obstructions
- Potential drainage issues in some locations

SR 589 northbound entering Fletcher

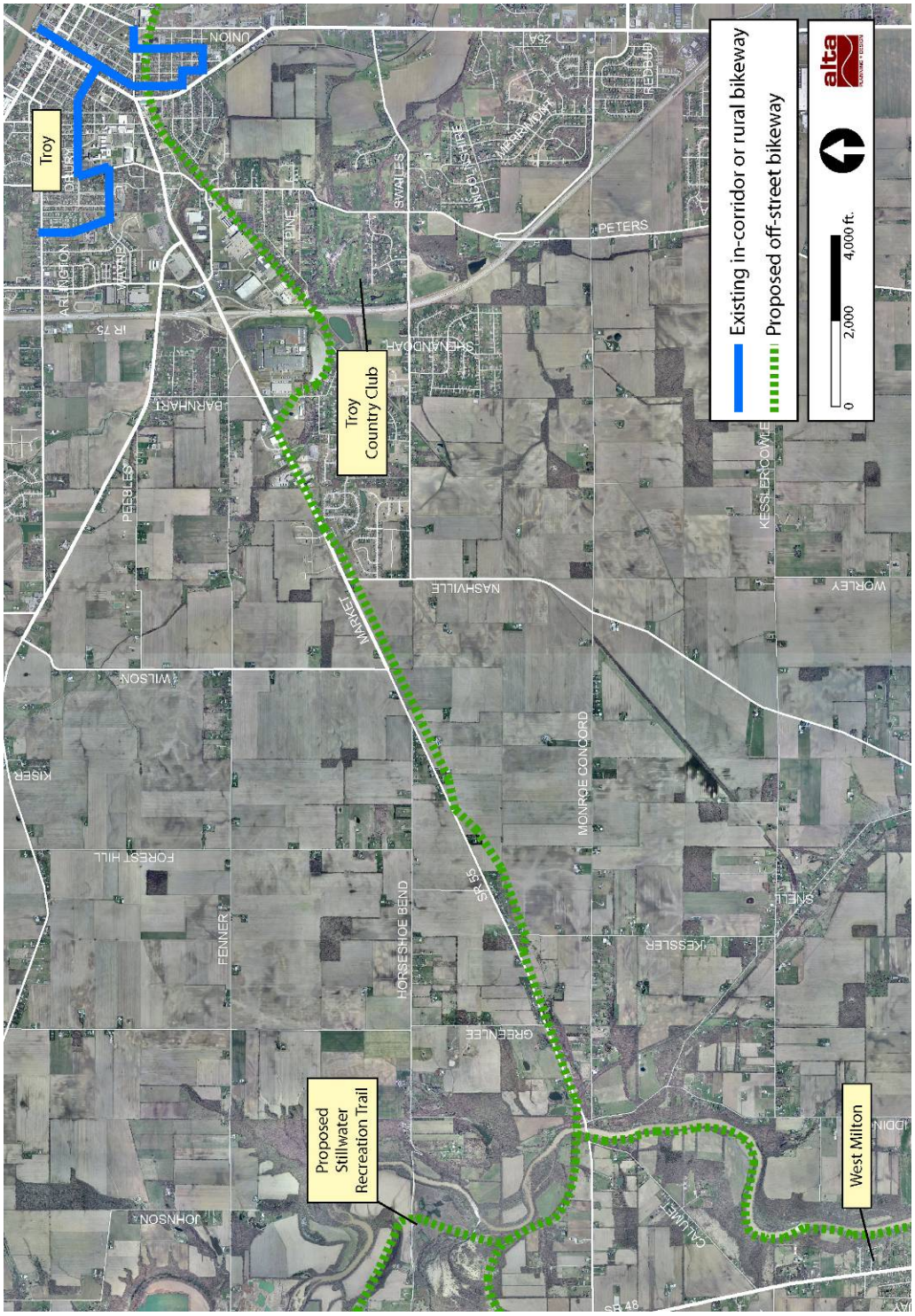
Lead Agency(ies)

ODOT, Miami County, Village of Casstown, City of Troy

Planning-Level Cost Opinion

$547,000

Laura-Troy Connector Trail (East End)



Laura-Troy Connector Trail (East End, continued)

Description

This project would construct a shared use path on the former Penn Central Railroad corridor between Ludlow Falls and Troy. The project's western terminus would be located near the Stillwater River, where the proposed Stillwater Recreation Trail and other bikeways would provide access to West Milton, Covington and other Miami County communities. Continuing east toward Troy, the trail would cross over or under I-75 before connecting with existing on-street bikeways in downtown and surrounding neighborhoods.

The Laura-Troy Connector Trail would provide a continuous east-west bicycle route through Miami County. This trail would connect several Miami County users with the existing regional trail network, as well as proposed on- and off-street bikeways.

Proposed Improvements

- 12' shared use path on former Penn Central Railroad alignment between Ludlow Falls and downtown Troy
- Bicycle/pedestrian overcrossing or undercrossing at I-75
- Minor bicycle/pedestrian crossing treatments (e.g., crosswalks and signage) at intersecting roadways along corridor

Potential Issues

Coordination with ODOT would be necessary for location and design of I-75 crossing

Lead Agency(ies)

Miami County

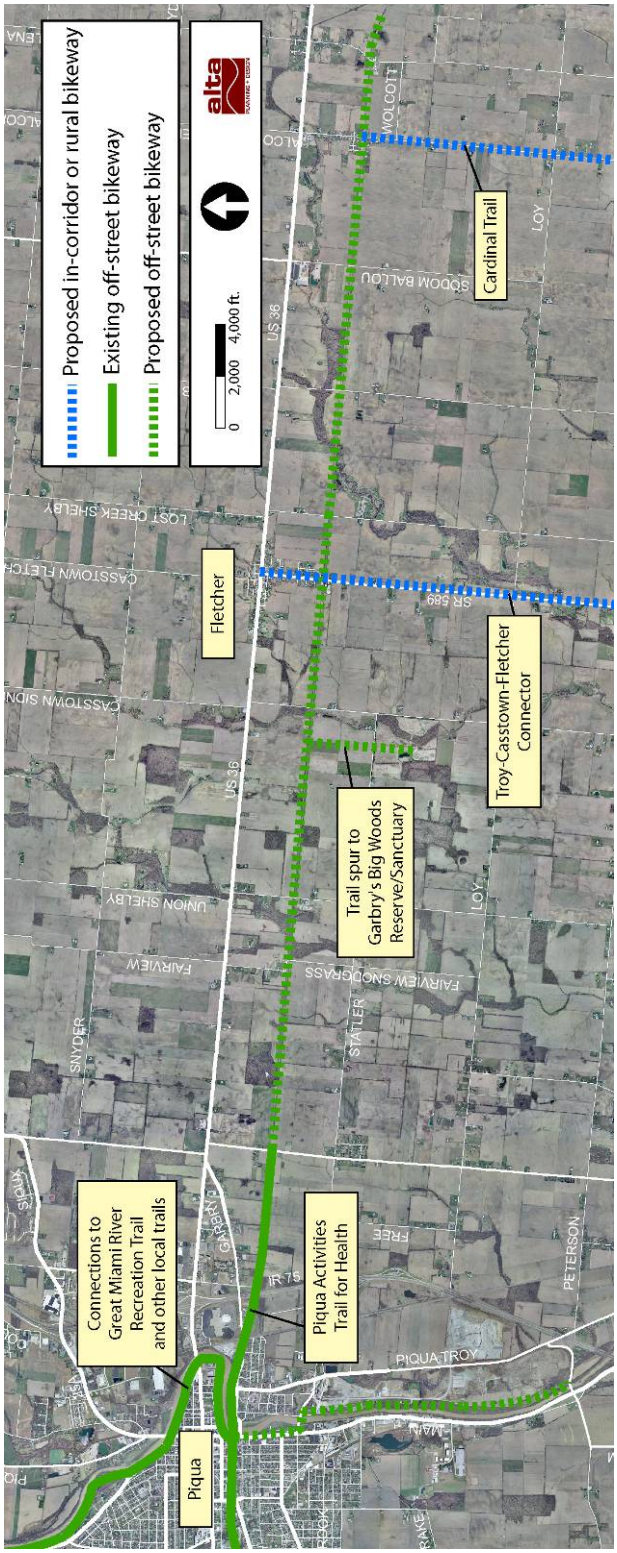
Planning-Level Cost Opinion

$1,950,000

A portion of the trail would roughly parallel SR 55 near Wilson Road west of Troy

North of West Milton, the trail would connect with another proposed shared use path along the Stillwater River

Piqua-Urbana Connector



Piqua-Urbana Connector (continued)

Description

This project would extend the existing Piqua-Covington Connector (also known as Linear Park and the PATH Trail) east to Champaign County. From the existing trail terminus near Troy-Sidney Road, the new trail would continue east along a former railroad corridor. This project could also include a trail spur to Garbry's Big Woods Sanctuary Reserve near Fletcher.

The Piqua-Urbana Connector would help complete a continuous east-west trail corridor through Miami County. In addition to connecting with Piqua's extensive trail network, this project would also connect existing and proposed segments of the Piqua-Greenville Connector in western Miami County, the Great Miami River Recreation Trail, and the Troy-Casstown-Fletcher Connector. This trail would also provide bicycle/pedestrian access to Garbry's Big Woods Sanctuary/Reserve, as well as the community of Fletcher.

Proposed Improvements

- 12' shared use path on former railroad alignment between Piqua and Miami/Champaign county line
- Major bicycle/pedestrian crossing treatments (e.g., flashing warning lights, signage, crosswalks) at Troy-Sidney Road, SR 589, and Alcony-Conover Road
- Minor bicycle/pedestrian crossing treatments (e.g., crosswalks and signage) at other trail/roadway crossings along corridor

Potential Issues

- Coordination with ODOT necessary to determine appropriate trail/roadway crossing treatments where trail intersects State highways
- Coordination with Champaign County necessary to determine appropriate trail alignment and implementation timeline in Champaign County

Lead Agency(ies)

Miami County

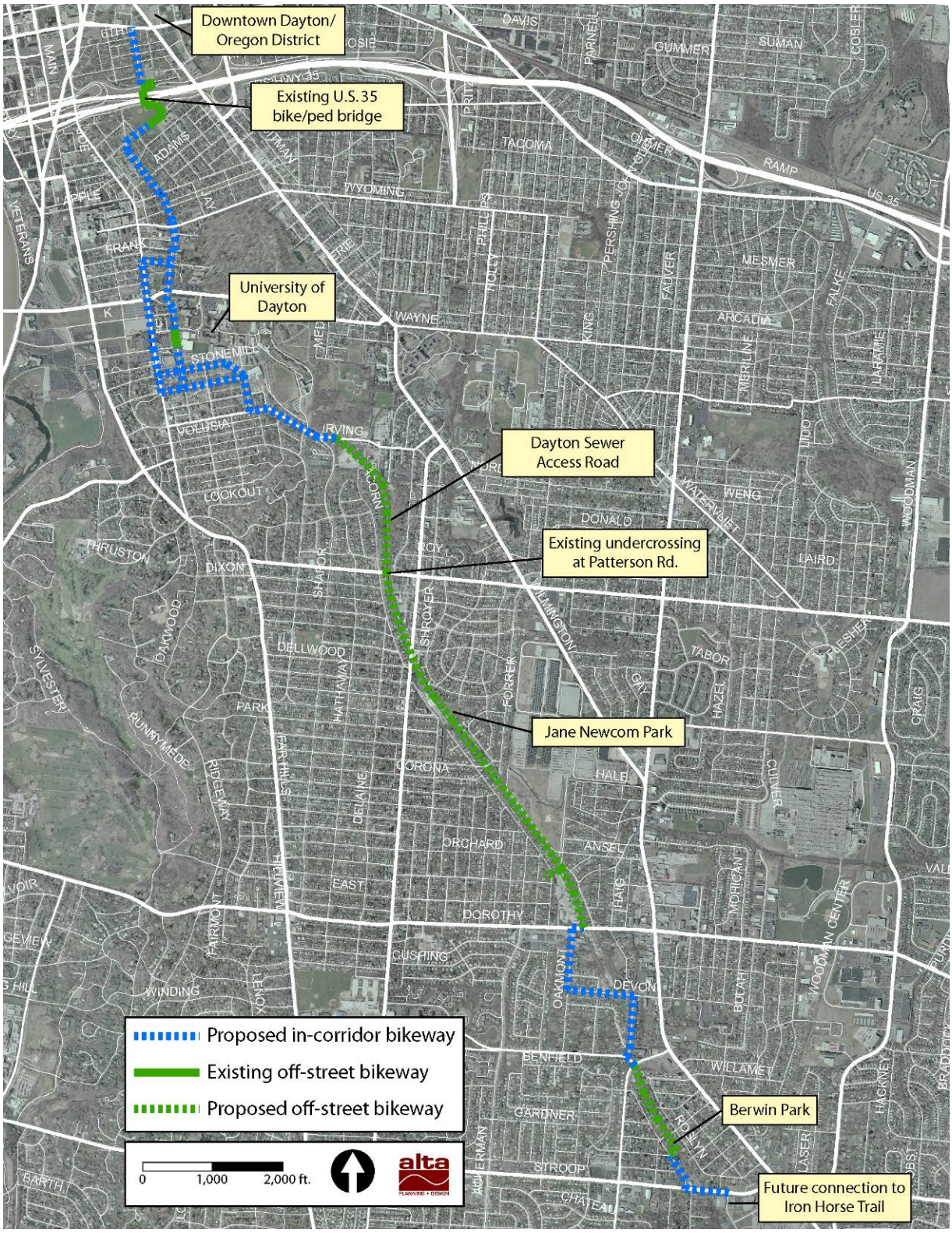
Planning-Level Cost Opinion

$1,442,000

The Piqua-Urbana Connector would provide direct connections to Linear Park and other trails in Piqua. (photo courtesy of Ohio's Historic West)

The trail would pass within close proximity of Garbry's Big Woods Reserve/Sanctuary (photo courtesy of Ohio's Historic West)

SE Corridor Trail



SE Corridor Trail (continued)

Description

This project would construct the SE Corridor Trail, utilizing on- and off-street bikeways linking Kettering, Oakwood and Dayton. In Kettering, the trail would follow several residential streets and an abandoned railroad corridor. The trail would join the former Dayton Sewer Access Road in Oakwood, and take advantage of an existing grade-separated crossing at Patterson Road before joining Irving Avenue. The trail could either pass directly through the University of Dayton campus, and/or utilize nearby streets before joining Alberta Street in Dayton's South Park neighborhood. The trail would utilize the existing U.S. 35 bicycle/pedestrian bridge and connect with Brown Street in Dayton's Oregon District.

The SE Corridor Trail provides tremendous opportunities to expand Montgomery County's trail system, and connect non-motorized users with several destinations and other existing/proposed bikeways. Destinations include Berwin and Jane Newcom parks, University of Dayton, Dayton's South Park neighborhood and the Oregon District. The trail would also connect with the future Iron Horse Trail, proposed bike lanes in downtown Dayton, and several other on- and off-street bikeways.

Proposed Improvements

- Bicycle boulevards: Claybourne Rd., N Marshall Rd., Sharon Ave., Oakmont Ave., Evanston Ave., Stonemill Rd., Kiefaber St., Alberta St., Brown St.
- Bike lanes or shared lane markings: Irving Ave., Main St.
- 12' shared use paths: Former railroad alignment between Berwin Park and Marshall Rd.; former railroad alignment between Dorothy Lane and Shroyer Rd.; former Dayton Sewer Access Road between Shroyer Road and Irving Avenue; existing shared use path on UD campus
- Bicycle/pedestrian overcrossings/undercrossings: Patterson Rd. (existing); U.S. 35 bicycle/pedestrian bridge (existing)
- Major bicycle/pedestrian crossing treatments (e.g., flashing warning lights, signage, crosswalks) at Marshall, Dorothy, Shroyer, Irving
- Minor bicycle/pedestrian crossing treatments (e.g., crosswalks and signage) at other trail/roadway crossings along corridor

Potential Issues

Specific routing through (or around) University of Dayton contingent on Campus Master Plan implementation

Lead Agency(ies)

City of Kettering; City of Dayton; City of Oakwood

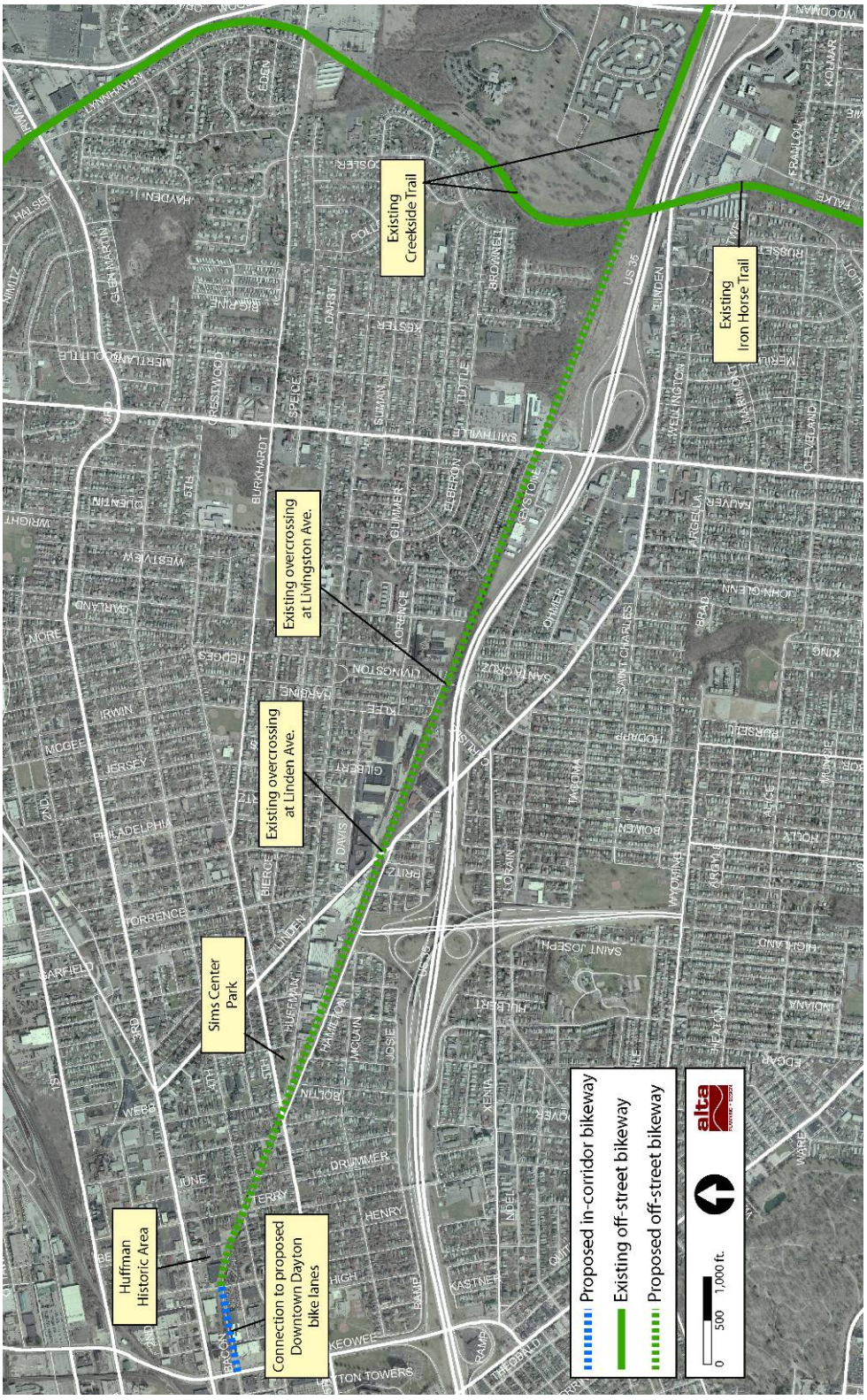
Planning-Level Cost Opinion

$510,000

The trail would follow a former railroad alignment through Kettering

The trail would follow the former Dayton Sewer Access Road in Oakwood and Dayton

Creekside Recreation Trail



Creekside Recreation Trail (continued)

Description

This project would extend the Creekside Recreation Trail west from the Iron Horse Trail to the Huffman Historic Area near downtown Dayton. This trail would utilize an abandoned railroad corridor generally following U.S. 35 and Hamilton Avenue. The trail alignment would take advantage of several grade-separated crossings, thereby enhancing the trail user experience and improving user safety.

The trail would provide a direct connection between the existing Creekside Recreation Trail and downtown Dayton, and provide additional bicycle/pedestrian connections to the Iron Horse Trail, Sims Center Park, and Dayton's Huffman Historic Area. The Creekside Recreation Trail extension would also link with a proposed network of on-street bikeways in downtown Dayton.

Abandoned railroad alignment paralleling Hamilton Avenue west of Linden Avenue

Proposed Improvements

- 12' shared use path on former railroad alignment between existing Creekside Recreation Trail/Iron Horse Trail junction and Huffman Historic Area
- Shared roadway treatments on Bacon Street between Dutoit and Keowee streets
- Shared roadway treatments on Terry Street between trail and Monument Avenue
- Major bicycle/pedestrian crossing treatments (e.g., flashing warning lights, signage, crosswalks) at Smithville, 5th, 4th
- Minor bicycle/pedestrian crossing treatments (e.g., crosswalks and signage) at local streets in Huffman Historic Area

The trail would pass directly through the Huffman Historic Area on an abandoned railroad corridor (background)

Potential Issues

Coordination with ODOT may be necessary for trail/roadway crossing at Smithville due to its close proximity to the U.S. 35/Smithville interchange

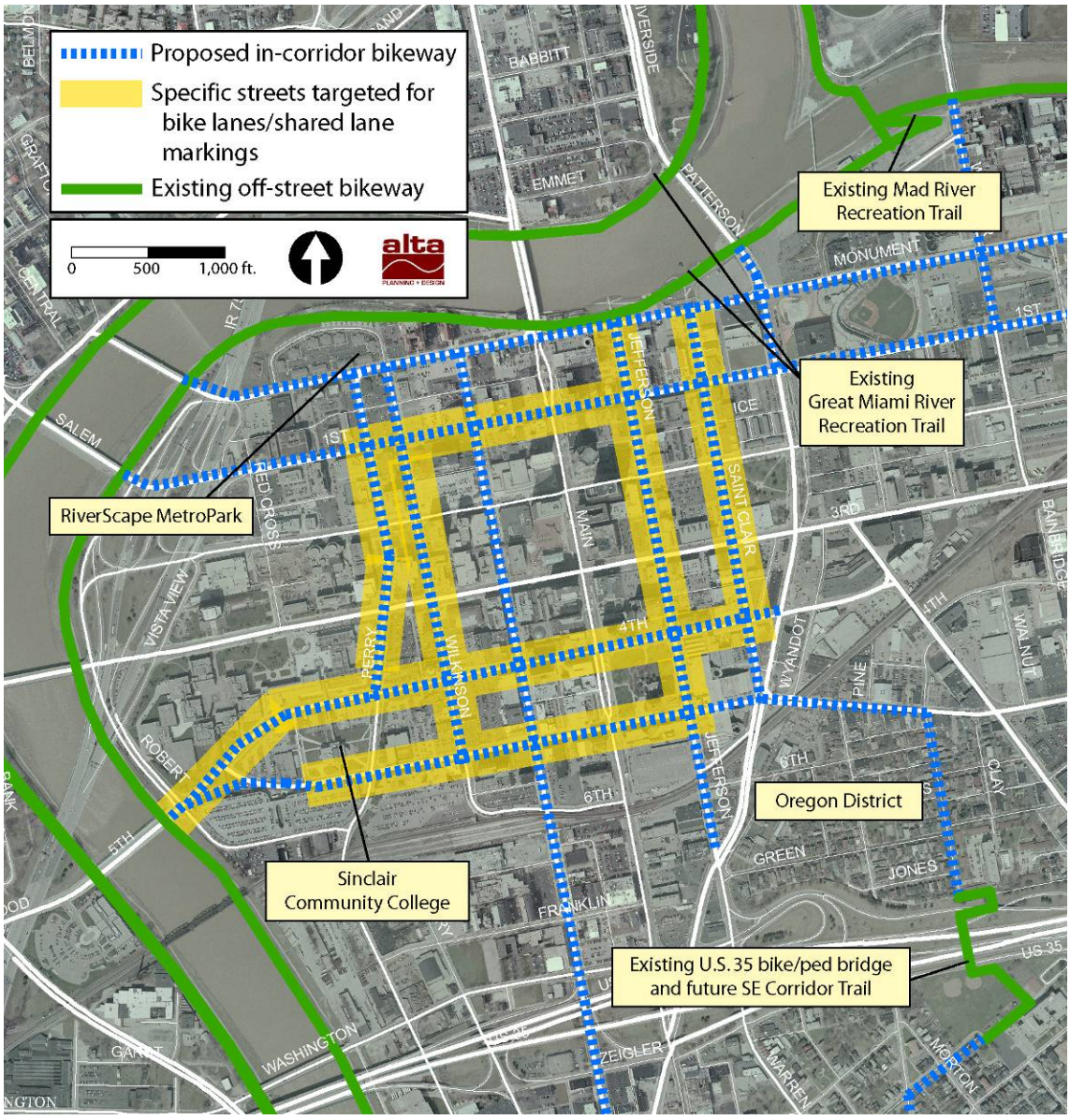
Lead Agency(ies)

City of Dayton; Five Rivers MetroParks

Planning-Level Cost Opinion

$500,000

Downtown Dayton Bike Lanes/Shared Lane Markings



Downtown Dayton Bike Lanes/Shared Lane Markings (continued)

Description

This project would re-stripe several downtown Dayton streets to provide dedicated bike lanes and shared lane markings. Most downtown streets currently have excess vehicle capacity, and re-allocation of this extra space would greatly enhance bicycle travel by providing a delineated space for bicyclists. The street retrofit projects could be achieved mainly through re-striping and adding signage, with little need for physical construction.

Bike lanes and shared lane markings in Dayton's central business district would greatly enhance bicycle connectivity within the downtown core while also providing seamless connections to other existing and proposed bikeways, including the Great Miami River Recreation Trail, Mad River Recreation Trail, and the proposed SE Corridor Trail. Bike lanes and shared lane markings would also simplify access to several downtown destinations including City Hall, RiverScape MetroPark, Sinclair Community College and the Oregon District.

Proposed Improvements

- Southbound bike lane on Perry (Monument to 4th)
- Northbound bike lane on Wilkinson (5th to 1st)
- Northbound bike lane on Jefferson (5th to Booher)
- Northbound shared lane markings on Jefferson (Booher to 1st)
- Northbound bike lane on Jefferson (1st to Monument)
- Southbound bike lane on St. Clair (Monument to 4th)
- Eastbound bike lane on 5th (St. Marys to Wilkinson)
- Eastbound shared lane markings on 5th (Wilkinson to Jefferson)
- Westbound bike lane on 4th (St. Clair to east of Main)
- Westbound shared lane markings on 4th (east of Main to Wilkinson)
- Westbound bike lane on 4th (Wilkinson to 5th)
- Eastbound bike lane on 1st (Wilkinson to Jefferson)

Potential Issues

- Final outcome of Downtown Dayton Two-Way Street Grid study could impact elements of this project
- Additional treatments may be needed to address bicyclist safety at intersections and other vehicle/bicycle conflict points

Lead Agency(ies)

City of Dayton

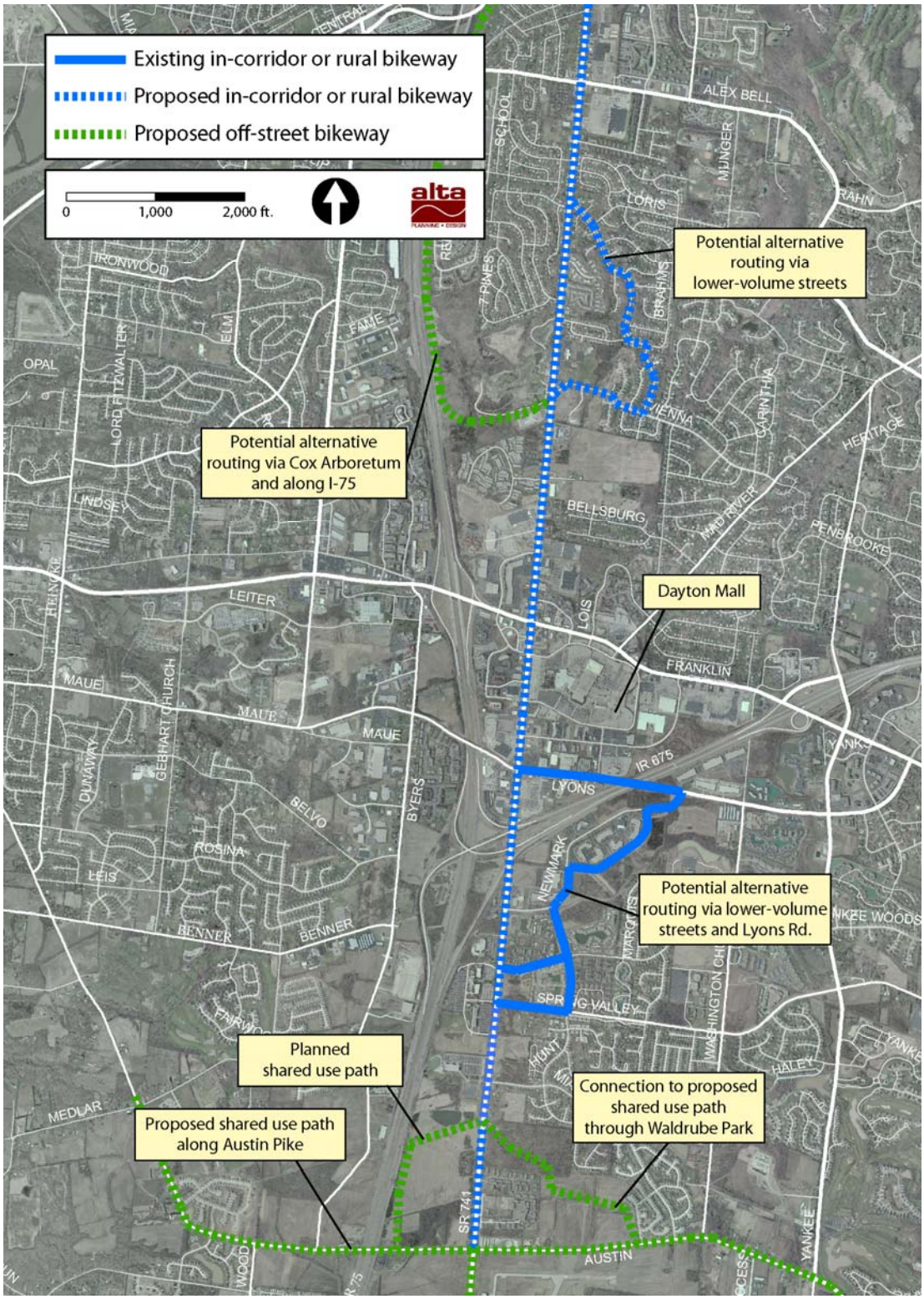
Planning-Level Cost Opinion

$40,000

Portions of Jefferson Street could be re-striped to include a dedicated bike lane

Excess vehicle capacity on 4th Street could be re-allocated to accommodate bicyclists

SR 741 Corridor



SR 741 Corridor (continued)

Description

This project would retrofit bicycle and pedestrian treatments to SR 741 between Austin Pike and Alex Bell Road. Pedestrian improvements would include sidewalks and pedestrian paths (which are similar to sidewalks but without traditional curb-and-gutter). Bicycle improvements would include striped bike lanes, and wide outside lanes on physically-constrained segments. Several lower-volume streets could also serve as parallel bicycle routes. Opportunities also exist to construct parallel shared use paths in some locations. The project would also integrate previously-planned improvements, including a shared use path west of SR 741 between Austin Pike and Miami Village Drive.

An improved SR 741 corridor would provide a continuous north-south bicycle/pedestrian corridor connecting Springboro, Moraine and other nearby communities. The improved corridor would also provide connections to other existing and proposed bicycle/pedestrian facilities.

Proposed Improvements

- 10' shared use path on west side of SR 741 between Austin Pike and Miami Village Drive (previously-planned improvement)
- Pedestrian paths and bike lanes between Austin Pike and Lyons Road (pervious pavement and culverts on pedestrian path segments to address drainage issues)
- Sidewalks and wide outside lanes (with warning signage) between Lyons Road and Alex Bell Road; alternative parallel bicycle facilities should be considered (e.g., shared use path along I-75 north of Cox Arboretum; bicycle boulevards on local streets east of SR 741)

Potential Issues

- Physical constraints could preclude dedicated bike lanes between Lyons Road and Alex Bell Road
- The corridor's northern half could potentially accommodate bike lanes, but this would require removal and reconstruction of existing curbs
- Discontinuous surrounding street system limits opportunities to develop an alternate parallel bicycle route

Lead Agency(ies)

ODOT, Montgomery County

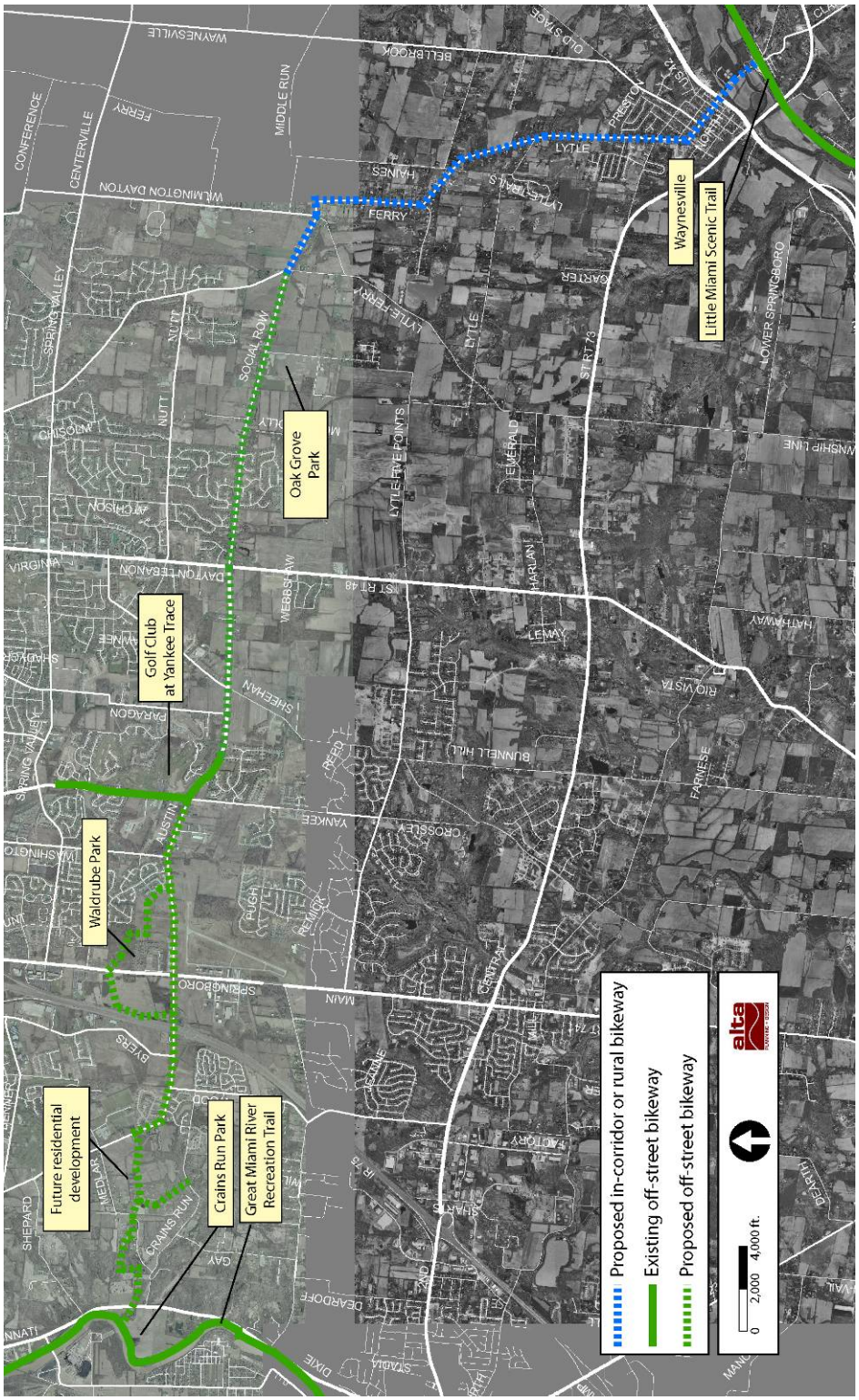
Planning-Level Cost Opinion

$1,218,000

Sufficient roadway width exists to add bike lanes and pedestrian paths on SR 741 between Austin Pike and Lyons Road

The lack of bicycle and pedestrian facilities on SR 741 creates challenging conditions for users accessing transit stops

Southern Great Miami River Rec. Trail - Little Miami Scenic Trail Connector



Southern Great Miami River Rec. Trail - Little Miami Scenic Trail Connector

Description

This project would create a continuous on-/off-street bikeway linking the Great Miami River Recreation Trail near Crains Run Park with the Little Miami Scenic Trail near Waynesville. From Crains Run Park, a shared use path would pass through a planned residential development in Miami Township, and parallel Miamisburg-Springboro Road toward Springboro. The shared use path would cross SR 741 at Waldrube Park before continuing east on Austin Pike. The trail would take advantage of an existing shared use path segment on Austin Pike near the Golf Club at Yankee Trace, and continue east as Austin Pike becomes Social Row Road in Washington Township. The shared use path would transition to wide shoulders on Ferry and Lytle roads east of Clyo Road. Wide shoulders and signed shared roadways would accommodate bicyclists on North Street in Waynesville to the Little Miami Scenic Trail.

This project, also known as the River Corridors Trail, would enhance east-west bicycle connectivity in Southern Montgomery and Northern Warren counties. The new bikeway corridor would link several communities, as well as major bicyclist destinations (e.g., parks).

The planned replacement of the Austin Pike bridge over I-75 presents an opportunity to add dedicated bicycle/pedestrian facilities

Proposed Improvements

- 12’ shared use path through future residential development between Crains Run Park and Miamisburg-Springboro Road
- 12’ shared use path along Miamisburg-Springboro Road, Austin Pike, and Social Row Road
- Shoulder widening on Ferry and Lytle roads between Clyo Road and Waynesville
- Signed shared roadway treatments on North Street in Waynesville
- Bicycle/pedestrian crossing treatments (e.g., high-visibility crosswalks, signage, etc.) at major intersections along corridor

This project would include widened shoulders on Lytle Road

Potential Issues

Coordination with ODOT necessary to ensure adequate bicycle/pedestrian facilities are provided in future I-75/Austin Pike interchange area

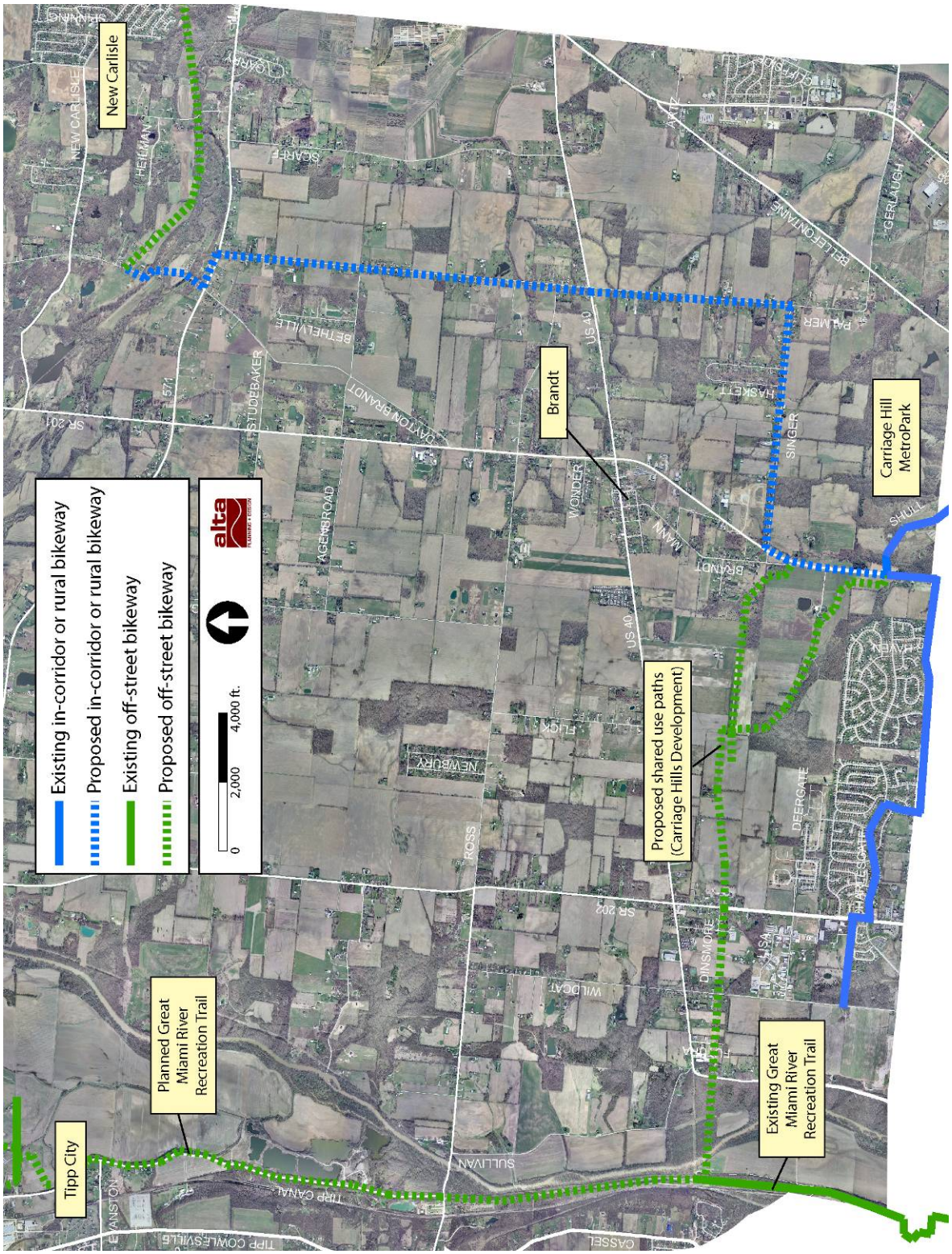
Lead Agency(ies)

Montgomery County

Planning-Level Cost Opinion

$4,770,000

Great Miami Riv. Rec. Tr. - Carriage Hill MetroPark - New Carlisle Connector



Great Miami Riv. Rec. Tr. - Carriage Hill MetroPark - New Carlisle Connector

Description

This project would create a continuous on-/off-street bikeway corridor linking the Great Miami River Recreation Trail with New Carlisle via residential areas in Huber Heights and Carriage Hill MetroPark. From the Great Miami River Recreation Trail, a new trail would travel east, crossing U.S. 40 and SR 202, leading to a series of new trails within the Carriage Hills residential area in Huber Heights. These trails would provide direct connections to Shull Road and Carriage Hill MetroPark. North of the MetroPark, wide shoulders would accommodate bicyclists on SR 201, Singer Road and Palmer Road. The final connection to New Carlisle would follow an abandoned railroad corridor east of Dayton-Brandt Road.

This project would greatly enhance bikeway network connectivity, especially for Huber Heights and New Carlisle residents, as well as Carriage Hill MetroPark visitors. This corridor would provide connections to several other on- and off-street bikeways, thereby improving access to the local and regional bikeway network.

This project would widen existing shoulders on Palmer Road

Proposed Improvements

- 12' shared use path between Great Miami River Recreation Trail and Carriage Hills development
- 12' shared use paths in Carriage Hills development between SR 202 and SR 201/Carriage Hill MetroPark
- Wide shoulders on SR 201 between Shull and Singer roads
- Wide shoulders on Palmer Road between Singer Road and SR 571
- Wide shoulders on SR 571 between Palmer Road and Dayton-Brandt Road
- Wide shoulders on Dayton-Brandt Road between SR 571 and abandoned railroad corridor
- 12' shared use path on abandoned railroad corridor between Dayton-Brandt Road and New Carlisle

This project would provide direct bicyclist connections to Carriage Hill MetroPark from Huber Heights and other surrounding areas

Potential Issues

Additional environmental analysis may be necessary for bridge over Great Miami River

Lead Agency(ies)

ODOT, Miami County, Montgomery County, City of Huber Heights

Planning-Level Cost Opinion

$3,494,000

Great Miami River Recreation Trail (Franklin-Middletown Connector)

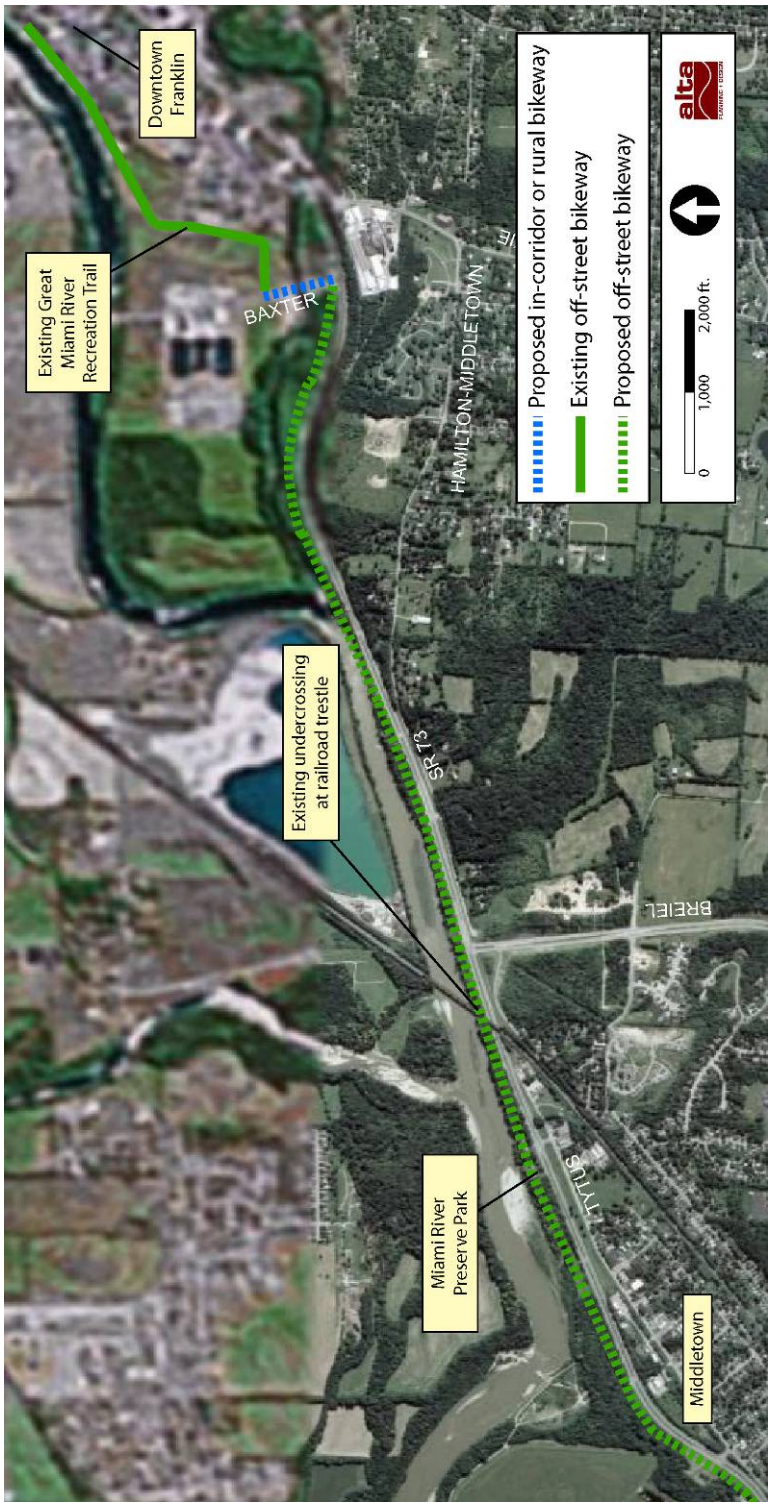


Photo source: Google Earth

Great Miami River Recreation Trail (Franklin-Middletown Connector)

Description

This project would extend the Great Miami River Recreation Trail from its existing terminus at Baxter Drive (in Franklin) to the Miami River Preserve Park in Middletown. West of Baxter Drive, the trail would follow an alignment between SR 73 and the Great Miami River. The trail alignment would cross Clear Creek on the existing Baxter Drive bridge, and take advantage of an existing grade-separated railroad crossing near the Franklin/Middletown city limits.

The Franklin-Middletown Connector would provide a seamless bicycle/pedestrian connection between Warren and Butler counties, and connect with planned trail extensions as far south as Hamilton. When completed, this project would help complete a continuous Great Miami River Recreation Trail system passing through several Western Ohio counties and regions.

Proposed Improvements

- Shared roadway treatments on Baxter Drive bridge over Clear Creek
- Shared use path on north side of SR 73 between Baxter Drive and Miami River Preserve Park
- Culverts at 7 stormwater outlet locations along trail corridor
- Retaining wall (approx. ¼ mile long) near Breiel Boulevard

Potential Issues

- Potential trail encroachment into ODOT right-of-way in some locations
- Physical constraints east of Breiel Boulevard

Lead Agency(ies)

City of Franklin; City of Middletown; Miami Conservancy District; OKI

Planning-Level Cost Opinion

$1,120,000

The Franklin-Middletown Connector would cross Clear Creek via the Baxter Drive bridge.

The Franklin-Middletown Connector would provide direct bicycle/pedestrian access to Miami River Preserve Park

Top 5 Bicycle/Pedestrian Crash Locations

Crash Locations

Most reported collisions involving bicyclists and pedestrians occurred at intersections, where several motorized/non-motorized conflict points exist. The following intersections experienced the highest number of bicycle/pedestrian-related collisions between 2002 and 2004:

- Stroop Road at Woodman Drive (Kettering): 6 crashes (5 bicycle, 1 pedestrian)
- SR 201 at Fishburg Road (Huber Heights): 5 crashes (2 bicycle, 3 pedestrian)
- Keowee Street at Webster Street (Dayton): 4 crashes (0 bicycle, 4 pedestrian)
- Main Street at 3rd Street (Dayton): 4 crashes (2 bicycle, 2 pedestrian)
- Market Street at Staunton Street (Troy): 4 crashes (2 bicycle, 2 pedestrian)

Major Contributing Causes

Major contributing crash causes included the following:

- Right-turning motorist striking through bicyclist
- Through bicyclist striking right-turning motorist
- Through motorist striking pedestrian
- Right-turning motorist striking pedestrian

Intersection Characteristics

The five intersections each have similar characteristics that challenge the walking and bicycling environment, including:

- High vehicle speeds and volumes
- Low-visibility or faded crosswalk markings
- Motorists' occasional disregard of traffic control devices (e.g., running red lights)
- Motorists failing to yield the right-of-way to bicyclists and pedestrians

Lower-visibility crosswalk markings characterize the Stroop Road/Woodman Drive intersection

High volumes of motorists and bicyclists/pedestrians cross paths at the intersection of Main Street and 3rd Street in downtown Dayton

Top 5 Bicycle/Pedestrian Crash Locations (continued)

Description

This project would implement improvements at high crash locations to improve bicycle and pedestrian safety and comfort.

Proposed Improvements

A variety of countermeasures exist to address safety concerns at intersections, including:

- Bike boxes/advanced stop bars: Vehicle stop bar placed several feet upstream from the intersection, enabling bicyclists to move to the "head of the line" at a red light; bike box area includes signage and pavement markings advising motorists not to encroach into the bike box; right-turn-on-red movements for motorists are prohibited
- Leading pedestrian interval: WALK signal activates 3-4 seconds before the green light for adjacent vehicle traffic; gives pedestrians a head start into the intersection, enabling them to clear the conflict area where adjacent motorists make right turns
- Pedestrian countdown signals: Traditional pedestrian signals supplemented by a countdown signal displaying the number of seconds remaining for the individual to complete their crossing
- Accessible pedestrian signals: Traditional pedestrian signals with supplemental indications with audible and/or vibrotactile information; intended to make real-time pedestrian signal information accessible to visually-impaired pedestrians
- High-visibility crosswalk markings: "Ladder" or "zebra" markings clearly indicating the pedestrian zone in an intersection

Potential Issues

- Due to their absence in Miami Valley, bike boxes would require an education component regarding proper use
- Leading pedestrian intervals could minimally impact vehicle traffic operations
- Additional crosswalk markings could require more-frequent maintenance

Lead Agency(ies)

Varies; depends on intersection location and jurisdictional ownership of roadways under focus

Planning-Level Cost Opinion

$1,000,000 ($200,000 per intersection)

Pedestrian countdown signals clearly indicate how much time remains for pedestrians to complete a crossing.

High-visibility crosswalk markings could better catch drivers' attention to the presence of pedestrians in the roadway