MVRPC Active Transportation Plan

Summary of Public Input Meetings

January 4, 2022 Draft

The Miami Valley Regional Planning Commission conducted a month-long series of public input meetings and focus groups to receive public input regarding current conditions and proposed improvements for walking, bicycling and transit access. Table 1 lists the dates and locations of the input sessions.

Table 1: Public Input Sessions	
Date	Location
November 1, 2021	Trotwood Branch Library
November 3, 2021	Springboro Public Library
November 8, 2021	Centerville Public Library
November 8, 2021	Troy-Miami County Public Library
November 9, 2021	Fairborn Community Library
November 16, 2021	Dayton Metro Main Library
November 23, 2021	Xenia Community Library
November 30, 2021	Milton-Union Public Library
December 8, 2021	Focus group with National Federation of the Blind - Online

All library based sessions were conducted in an open house format, with maps and the online survey available to all attendees. The sessions were conducted from 1:30 p.m. until 7:00 p.m. at all locations. The focus group was held with the Miami Valley Chapter of the National Federation of the Blind on the Zoom platform. It was conducted from 6:00 p.m. to 7:15 p.m.

Tables 3 and 4 following this summary list all inputs received on the maps at the input sessions, as well as through the online survey tool map exercise. A total of 185 unique mapped comments were received; duplicate comments have been combined in to single comments. Verbal comments received during the NFB focus group session were translated into mapped comments as appropriate by MVRPC staff. The tables separate comments in the form of segments or lines and those that are simply points. The Key numbers correspond to the mapped comments on the input maps available from the MVRPC web site.

A majority of the line inputs (72 of 104) were comments related to bicycling. A majority of point inputs (45 of 81) were related to pedestrian infrastructure. This result makes intuitive sense given the more local nature of walking for transportation, compared to cycling which can serve trips between communities. Many of the Transit Access comments are also pedestrian in nature.

Those using the online survey were able to select a category that described the nature of the input being provided. The available categories included inputs related to sidewalks (Add sidewalk, Fill in sidewalk gaps, Add crosswalk, Update sidewalk, Repair sidewalk) and inputs

related to bicycling facilities (Add bike lane, Separate bike path, Bike path connectivity). General categories such as Improve Safety, Add Signage could apply to either mode. Inputs collected in the physical maps were added to a GIS geodatabase and categories were assigned as appropriate by MVRPC staff.

A summary of the public survey results will be presented separately.

The following bullets summarize aspects of the mapped public input received:

- Comments and suggested improvements came from all parts of the MVRPC transportation planning area (MPO area). This reflects the efforts made by MVRPC staff to hold sessions in all counties in the MPO area.

Table 2: Inputs by County		
County	Points	Lines
Montgomery	50	70
Greene	22	30
Miami	3	8
Warren	2	2
Other	4	4

- Not surprisingly most comments reflected conditions within the urbanized area of the region, the locations where active transportation is more likely to occur. All point comments and all but six line comments were within the Census-determined urbanized area (2010).
- Pedestrian related comments for new infrastructure were about equally divided between "Add sidewalk" and "Add crosswalk" indicating crossings are as important to pedestrians as walking along corridors.
- Bicycle related comments for new infrastructure were decidedly in favor of separated facilities. 32 of 47 comments were for separate bike paths, while only the remaining fifteen specified adding a bike lane.
- Overwhelmingly, inputs suggesting safety improvements were associated with point locations (38 of 44). A majority of these suggestions were associated with pedestrian facilities (25 of 44).
- The ODOT Walk.Bike.Ohio process developed data at the Census block group level to identify "High Need" areas where populations are likely to be more reliant on active transportation. Of the public input suggestions 44 percent of points and 36 percent of lines are located within block groups in the highest quartile (top 25 percent) of need.

Broad themes from the public input process can be used to guide project and policy prioritization for the overall Active Transportation Plan.

Urban/Rural: the urbanized area of our Region is where most active transportation trips are likely to take place. Continued and increased emphasis of the importance of complete streets elements in future projects in these areas will have better return on active transportation

investment. That said, safety and connectivity of local pedestrian networks in rural villages, and continued development of connecting bikeways in rural parts of the region will benefit all, as well.

Pedestrian Facilities: it will be important in the future to emphasize pedestrian crossings equally with sidewalks and paths in evaluating future projects and roadway design.

Bicycle Facilities: building on findings from the 2015 Bike Plan Update, we see a continued preference for separated facilities for bicycling. Protected bike lanes, shared use paths and side paths in some contexts should be incorporated preferentially into complete streets project designs as opposed to shared lanes or ordinary bike lanes.

Safety: while important for all non-motorized users of our transportation system, public perceptions tend to emphasize safety concerns for pedestrians. Safety may be a particular barrier to walking for transportation.

Populations: Locations with the highest proportions of people who rely on active transportation garnered a disproportionate share of the suggestions from the public input process. Census block groups identified as having high active transportation need should receive increased active transportation infrastructure investment to improve safety and convenience of active modes.

Table 3: Active Transportation Plan Public Input - Lines

Line Key	Mode	Update/Need	Comment
1	Bike	Bike_path_connectivity	Connect the Wolf Creek Trail
2	Ped	Fill_in_sidewalk_gaps	Continue sidewalks along Free Pike
3	Ped	Add_sidewalk	Sidewalks needed along Olive from 49 to Shiloh Springs
4	Ped	Fill_in_sidewalk_gaps	Wingate community has to walk to Olive to cross. It's a long walk and many people jaywalk. Sidewalks are incomplete
5	Ped	Add_sidewalk	Sidewalks needed along Westbrook as development occurs
6	Bike	Bike_path_connectivity	Extending the Bike trail in some way to connect Englewood trail and the trail at Taylorsville MPs. Maybe using airport property?
7	Bike	Separate_bike_path	Create a path from West Milton near bridge/camp to Troy along 55, connecting to existing trail
8	Bike	Separate_bike_path	Connection from school to downtown
9	Bike	Separate_bike_path	Many inputs for Social Row access/connections
10	Bike	Bike_path_connectivity	Create a path/trail along private property that links School House Park and Oak Grove Park. Presently there is no safe method to walk. path or trail made of crushed limestone would be perfect. I feel every park should have safe access by foot or bicycle.
11	Bike	Add_bike_lane	Signed bikeway bike lane along Yankee
12	Bike	Add_bike_lane	North/south route bike lane - signed
13	Bike	Bike_path_connectivity	Bikeway ends near airport
14	Bike	Add_bike_lane	Bunnel Hill is scary to ride on with kids
15	Bike	Bike_path_connectivity	Multiple inputs for Clyo road access and north/south trail connectivity
16	Ped	Add_crosswalk	Multiple inputs for addition of a safe crossing point across Yankee
17	Bike	Add_signage	Bike path along Alex Bell ends at Marwyck Dr. It would be useful to have signage to assist bikes/pedestrian crossing into the Black Oak neighborhood allowing connection to Centerville Bike Route 12.

Line Key	Mode	Update/Need	Comment
18	Ped	Add_sidewalk	Create short path/sidewalk along Wilmington Pike on west side to connect Ambridge (bike Rt 12) to Bellemeade w/ a crosswalk w/ flashing lights. Connects C'ville to Bellbrook
19	Ped	Update_sidewalk	Check for existing sidewalks and paths along Feedwire not shown on map
20	Ped	Add-sidewalk	Additional accessibility to Southview Medical Center
21	Ped	Connect_sidewalk_to_GDRTA_stop	Several bus stops along this section that has missing sidewalks
22	Bike	Improve_safety	Many inputs for major safety improvements along Stewart between Edwin C. Moses, Patterson and Brown intersections
23	Bike	Bike_path_connectivity	Connect powerline strip to Washington Church Rd. and Washington Church Trail North and South
24	Ped	Repair_sidewalk	Bryn Mawr is in good condition, Harvard and Amherst have many broken sidewalk areas.
25	Bike	Bike_path_connectivity	Connect Loop Rd. to Village South Park and Iron Horse Park
26	Bike	Add_bike_lane	Multiple inputs for bike lane/safe crossing over 675 overpass
27	Bike	Add_signage	"Share the Road" signs in front of Centerville High School along bike Rt 12 to educate students on their obligations
28	Bike	Separate_bike_path	Acquire this strip of land to connect Zengle Park to Centerville High School
29	Bike	Separate_bike_path	Need a trail to connect bike Rt 12 to Forest Field Park to Bill Yeck Park and into Sugarcreek Metro Park via Centerville Station
30	Bike	Add_bike_lane	Sidewalk/path along Yankee St. from Social Row to Warren County line to connect to bike lane in Warren County
31	Bike	Improve_safety	OH-48 is horrible to ride on and needs additional design features to make it safer for bicycles and walking. Speed limit is too high
32	Bike	Separate_bike_path	Suggested north/south route
33	Ped	Add_sidewalk	Improve roadway or create path/sidewalk along Rahn between Greatland and Far Hills to create access to Rahn, east of Far Hills to reach Ackerman and Kettering

Line Key	Mode	Update/Need	Comment
34	Bike	Separate_bike_path	Create path along I-675 between Wilmington and Far Hills on ODOT property - right of way
35	Bike	Add_bike_lane	North/south route bike lane - signed
36	Bike	Separate_bike_path	Create natural path (crushed limestone or wood chips) under existing high tension power lines to connect long stretch between Clyo and west of Yankee St. through Waterbury Woods
37	Ped	Add_sidewalk	Create wide access/path/sidewalk along west side of Wilmington between Whipp and Dillie Dr. in Cornerstone. Allows for crossing Wilmington at a safe location
38	Bike	Add_bike_lane	The stores at Cornerstone have attracted so much traffic, it is no longer safe to walk or bike. The Whole section from Troni's Pizza to Lowes, needs to have sidewalks and bike lanes to make it safe to navigate and cross Wilmingotn Pike near the highway
39	Bike	Add_bike_lane	Add a protected walk/bike lane along the north side of Alex Bell, over I675 so that residents west of I675 can access shopping and such at Cross Point Center. An example of this is Lyons Rd across I75.
40	Ped	Fill_in_sidewalk_gaps	Missing sidewalks along W. Stroop Rd. in Kettering
41	Bike	Separate_bike_path	Suggested north/south loop
42	Ped	Add_sidewalk	Add sidewalks to the west side of Progress Dr.
43	Ped	Add_sidewalk	Sidewalk to Dollar General
44	Bike	Separate_bike_path	Yellow Springs to Fairborn connector trail is badly needed
45	Bike	Separate_bike_path	Dayton Yellow Springs Rd urgently needs a bike path. This road is a vital connector, but has a traffic volume that is completely unsafe for on the road bicycling. Ideally this should also connect to a bike path along Hyde Rd, to make a connector to Hyde.
46	Bike	Separate_bike_path	Hyde Road could be an important connector between Yellow Springs and Fairborn, but it is not safe for bicycling as is.
47	Bike	Bike_path_connectivity	Connect bike trail to Glenn Thompson Reserve and overpass to connect the neighborhoods

Line Key	Mode	Update/Need	Comment
48	Ped	Add_sidewalk	This road needs sidewalks/ bike paths to accommodate bikers/ walkers to/ from areas such as Narrows Reserve, The Greene, and other areas of Greene County
49	Bike	Bike_path_connectivity	Extend bike path to connect to other areas
50	Bike	Separate_bike_path	Extend bike path to connect to other areas
51	Bike	Separate_bike_path	Access connecting Taylorsville Dam to Carriage Hill through Huber
52	Bike	Separate_bike_path	Allow users to access the trail using this route via Old River/NCR
53	Ped	Add_traffic_calming_to_slow_tra	Target Philadelphia for some traffic calming
54	Ped	Fill_in_sidewalk_gaps	Complete sidewalks on Shiloh Springs
55	Ped	Add_sidewalk	Siebenthaler does not have a sidewalk. There is a school there and I have seen kids walking from school on lawns
56	Bike	Separate_bike_path	Multiple inputs for Englewood Metro to Stillwater trail connections
57	Bike	Maintenance	City of Dayton - repave road in Wegerzyn that is trail
58	Ped	Connect_sidewalk_to_GDRTA_stop	Sidewalk does not extend all the way to the bus stop on Riverside.
59	Bike	Add_bike_lane	Add a bike lane or narrow the road and widen the sidewalk; the road is wide enough for 2 cars. There is prime opportunity to add a bike lane and connect to the paved paths.
60	Bike	Add_bike_lane	E. 3rd is an urban highway. It is dangerous to bike, unpleasant to walk, and crossing anywhere between Linden and Keowee is dangerous. A lot is needed, but traffic calming and a protected bike lane, among other things would be a good start to improve it.
61	Ped	Add_sidewalk	Lots of missing absent sidewalks in neighborhood south of 35
62	Ped	Add_sidewalk	No sidewalks around Belmont Park area or bike parking. Sidewalks would be critical for mobility access
63	Bike	Bike_path_connectivity	Connect Woodman Fen trails to Iron Horse Bike Path
64	Gen	Improve_safety	Multiple inputs for improving bike and pedestrian safety along N. Main St. between Hillcrest and Santa Clara neighborhoods

Line Key	Mode	Update/Need	Comment
65	Gen	Improve_safety	Road diet on Riverview from Patterson to Siebenthaler to support Dayton Riverfront master plan
66	Ped	Add_sidewalk	Theodore is a bus route, but lacks sidewalks
67	Ped	Add_sidewalk	Lots of businesses in the area and employees don't have anywhere to walk at lunch or for walking meetings. more sidewalks and connections to miller lane would help
68	Bike	Add_bike_lane	Needmore Rd. is very close to the bike path and could connect people to businesses and work places, but is very unsafe for bikers
69	Bike	Add_bike_lane	A separate bike path on Wayne would be ideal, although even a bike lane would help.
70	Bike	Separate_bike_path	Walnut Hills and Belmont area - no signed route or trail into these neighborhoods to bike and climb
71	Bike	Improve_safety	Multiple inputs for bike safety along 5th and Burkhardt
72	Bike	Separate_bike_path	Bike path around eastern Circle Rd at Wright State
73	Bike	Update_bike_lane_data	Paved bike lane exists here
74	Bike	Add_bike_lane	Multiple inputs for Colonel Glen/Old Yellow Springs Rd bike lane or path
75	Gen	Add_bridge	Consider a pedestrian bridge/mountain bike path
76	Bike	Add_bike_lane	Main St. needs a bike lane or road share
77	Bike	Add_bike_lane	Safe bike connection to west side of Troy
78	Bike	Improve_flood_path	This area floods frequently, needs a flood path
79	Bike	Bike_path_connectivity	Linear Park west from village to Miami county line to meet their trail on abandoned railroad
80	Bike	Separate_bike_path	Linear Park east from village to Heck Hill Rd. to connect to Graham HS
81	Bike	Improve_flood_path	This area floods frequently, needs a flood path
82	Bike	Bike_path_connectivity	Complete trail between Piqua and Sidney to have off-road trail between Dayton and Sidney. This would provide a much better route for US Bike Route 25 than the roadway options that are currently planned for use.

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83	Bike	Separate_bike_path	Connect new Old North Dayton trail to Eintracht Club
84	Bike	Separate_bike_path	Suggested north\south loop
85	Bike	Separate_bike_path	Have long term plans to connect George Rogers Clark Park and Snyder Park in Clark County. Will take much coordination to acquire land from property owners. It's in the plans, but not moving forward right now.
86	Bike	Separate_bike_path	Would be nice to connect my location to either New Carlisle or the trail in Beatty. This concept has fallen off the map even though there is infrastructure under Route 4 and a bridge available across the Mad River nearby..
87	Bike	Separate_bike_path	Connect Mad River bike trail to the new Mad River Gorge Climbing Park
88	Gen	Add_sidewalk	Find routes for walking/biking to new high school
89	Bike	Separate_bike_path	Trail connection from Fairborn to Xenia
90	Gen	Improve_safety	Suggest emergency call boxes along Little Miami Scenic Trail between Xenia and Yellow Springs
91	Bike	Separate_bike_path	Trail along Hebble Creek from Central to Broad St.
92	Trans	Add_route_stop	GreeneCATS blue line to the senior center/Fairborn apartments
93	Bike	Separate_bike_path	Safe route for cyclists under bridge
94	Bike	Separate_bike_path	Connect to existing campsite at Jacoby Canoe Launch
95	Bike	Bike_path_connectivity	Trail somewhat exists in North Xenia, add orange line. Also connect trail to N. Detroit St. and the other trail (Little Miami)
96	Bike	Separate_bike_path	Keowee is the best and most efficient connection from the Inner East to the River Bike Path. Riding a bike on Keowee is extremely dangerous. Providing a better connection to the bike path and OND from the East would be amazing.
97	Bike	Separate_bike_path	Natural surface side trail
98	Bike	Separate_bike_path	Access along Brandt Pike/201 for bus routes and retail/grocery stores
99	Bike	Add_sidewalk	Multiple inputs for access along new Trebein Rd. development

Line Key	Mode	Update/Need	Comment
100	Bike	Separate_bike_path	Easier access from the corner of Chautauqua and Dayton Cinci Rd. to the Great Miami bike trail
101	Bike	Bike_path_connectivity	Potential connection from Little to Great trail. Would require road improvements, widening/shoulder
102	Ped	Update_sidewalk	There is a new sidewalk for US 42 to Health Center for Wilberforce
103	Ped	Connect_sidewalk_to_GDRTA_stop	Lack of accessible path to/from bus stops and the Dayton Mall
104	Bike	Improve_trail_amenities	Improve parking, trails and amenities along this section of trail

Table 4: Active Transportation Plan Public Input - Points

Point Key	Mode	Update/Need	Comment
1	Ped	Add_traffic_calming_to_slow_tra	Busy intersection with unsafe crossing. No stop sign or crosswalk.
2	Ped	Add_crosswalk	Kroger is in the middle of the block, and across the street from a bus stop. Many people crossing this busy road in the middle trying to access the grocery store.
3	Ped	Add_traffic_calming_to_slow_tra	Something needed to slow traffic turning right from Steward onto Patterson. That is one of the places that I always seem to have issues trying to cross the street. Drivers are looking north up Patterson and go into the crosswalk without stopping.
4	Ped	Add_traffic_calming_to_slow_tra	At Main & Riverview in Downtown Dayton add Basic Hardened Centerline for the left turn from Main onto Riverview. Cars turn too fast and are not looking for pedestrians.
5	Ped	Add_traffic_calming_to_slow_tra	Stewart and Patterson & Stewart and Edwin C. Moses are high traffic intersections for bike/ped/vehicle conflict. Bump outs or less costly improvements like a hardened center line for left turns or a slow turn wedge would reduce the severity of conflict.
6	Ped	Add_traffic_calming_to_slow_tra	Very difficult to cross Social Row at Paragon
7	Ped	Add_crosswalk	Add a flashing crosswalk to cross Alex Bell to access the path at Marwyck along the north side of Alex Bell.
8	Ped	Extend_traffic_signal_timing	Input provided at regional trails meeting Nov 5
9	Bike	Maintenance	The bike path crosses this apparently defunct Norfolk Southern rail line while making a 90 degree turn. There are large gaps around the recessed rails, making this a difficult and unsafe turn. Repair or improve rail crossing
10	Gen	Other	Nothing needs improved. Most of us do not want more bike lanes, public transit or walking traffic, stop trying to force it on us.

Point Key	Mode	Update/Need	Comment
11	Ped	Improve_safety	Allow peds & bikes to control the light interval rather than cars when the people need to cross the intersection, trail, etc. Make the light a scramble light with push buttons allowing all non-motorized people to go all at once. Get rid of right on red.
12	Ped	Add_signage	No right turn on red - add scramble light button to default to non-motorized to get to where they need to go. Why cross the crosswalk twice to get from the Dragon's stadium to RiverScape? Cross once diagonally. No right turn on red.
13	Ped	Add_traffic_calming_to_slow_tra	This crosswalk is dangerous. Cars don't stop at the light when the button is pushed & they're going fast. The button takes forever to change anyway. There needs to be improvements for non-motorized. It's also a blind crossing going east to west for peds.
14	Ped	Add_traffic_calming_to_slow_tra	This intersection is dangerous. There are so many things to walk to but I would cross here on foot if you paid me. Slow the cars.
15	Ped	Other	People already doing this and not using crosswalk buttons at CareSource and RTA Hub. Just formalize scramble cross walks at all intersections on Main St downtown. Slow the cars, put people first. Add scramble light crosswalks to all crossings on Main St
16	Ped	Extend_traffic_signal_timing	Give more time for slower people.
17	Bike	Other	Bike racks needed all over Cross Pointe Center. All drug stores need bike racks
18	Bike	Add_curb_cut	Open access to Stubbs Park from Peachcreek by adding curbcut ramp onto sidewalk and making surface permanent
19	Ped	Add_sidewalk	Main St./W.. Riverview intersection is a key part of the "2nd story" bike path and used when that stretch of the river floods. Not convenient to cross (only crosswalks on one side, no curb cuts), poor visibility of ped and bikes.
20	Ped	Add_crosswalk	35 and Abbey - Need safe crosswalks to get from surrounding neighborhoods to the new west Dayton Library
21	Ped	Improve_lighting	Wawyne/Wyoming - limited visibility of ped/bikes, especially at dawn/dusk and dark

Point Key	Mode	Update/Need	Comment
22	Bike	Add_signage	The point where the path goes under Rosedale is very steep for bikers traveling on bike Rt 50 with heavy gear and moving quickly. Maybe more signs or paint warnings on path
23	Bike	Separate_bike_path	Traffic turning right south onto Patterson from Stewart does not stop at the line and typically drifts into crosswalk. I have had many near misses there and know many others have, too. Would be nice to have travel under bridge.
24	Bike	Add_signage	Add a safety beacon
25	Bike	Maintenance	I currently ride my bike on trails. I would ride my bike more in the city if roads were paved/repaired, had better lighting and clearly marked bike paths
26	Trans	More_amenities_at_transit_stop	Bus stops near grocery stores should be closer and better optimized for shopping
27	Bike	Add_traffic_calming_to_slow_tra	Busy intersection that encompasses an existing bike way. Added safety improvements would be useful
28	Ped	Add_traffic_calming_to_slow_tra	Main and Riverview needs traffic calming to slow left turning cars
29	Bike	Separate_bike_path	No convenient place for bikes to cross
30	Ped	Add_traffic_calming_to_slow_tra	Traffic calming needed to slow cars on turn. Pedestrian leading interval at signal
31	Ped	Add_crosswalk	Abbey Ave. and 35 needs safe crossing to new west Dayton Library
32	Ped	Improve_lighting	N. Main St. at Hillcrest needs better lighting and safer crosswalks
33	Ped	Improve_lighting	N. Main St. at Santa Clara needs better lighting and safer crosswalks
34	Bike	Add_signage	There is currently no signage at Baxter Dr. for GMRT users to direct them to turn left to continue north on the trail
35	Bike	Add_traffic_calming_to_slow_tra	GMRT intersection here is so dangerous. "No right on red" needed
36	Bike	Add_traffic_calming_to_slow_tra	GMRT intersection here needs improvement
37	Bike	Add_traffic_calming_to_slow_tra	GMRT intersection here needs improvement
38	Bike	Add_signage	Improve signage around JAmestown connector at Xenia Station
39	Bike	Separate_bike_path	Improve access to Jamestown connector at Xenia Station

Point Key	Mode	Update/Need	Comment
40	Ped	More_amenities_at_transit_stop	Bus stop at Alex -Bell west of 48 needs a sidewalk a handicapped waiting area
41	Bike	Other	Bridge is closed. Is there any plan to re-establish the connection?
42	Ped	Add_crosswalk	Pedestrians crossing over 35 on Bellebrook Ave unsafely
43	Ped	More_amenities_at_transit_stop	Battery charging stations for mobility devices
44	Ped	Add_crosswalk	Where lights were eliminated on Main St. - have signaled pedestrian crosswalks to cross Main St. and King St. for disabled and seniors living a block away
45	Ped	Add_crosswalk	Where lights were eliminated on Main St. - have signaled pedestrian crosswalks to cross Main St. and S. West St. for disabled and seniors living a block away
46	Trans	More_amenities_at_transit_stop	Battery charging stations for mobility devices
47	Trans	More_amenities_at_transit_stop	Battery charging stations for mobility devices
48	Bike	Other	Does this exist?
49	Trans	Add_route_stop	GDTRA service to this location would be helpful. City council meetings held there
50	Ped	Add_bridge	Pedestrian bridge across Wolf Creek to N. Broadway PArk
51	Ped	Add_crosswalk	Crosswalk needed and implimented safely
52	Ped	Add_crosswalk	Crosswalk needed and implimented safely
53	Trans	Add_sidewalk	Connect_sidewalk_to_GDRTA_stop
54	Ped	Add_crosswalk	Add crosswalk to cross from library
55	Ped	Improve_lighting	This area needs better lighting
56	Bike	Add_traffic_calming_to_slow_tra	Austin Blvd. and 741 is not safe for cyclists. Very difficult intersection
57	Ped	Improve_safety	Concerned with crossing downtown Troy roundabout for pedestrians
58	Ped	Add_traffic_calming_to_slow_tra	Conflict with pedestrians/cyclists at roundabout. High speed-through/low pedestrian area
59	Bike	Add_signage	Blind curve, dangerous location to bike
60	Bike	Add_signage	Need a "No Turn on Red" arrow at intersection
61	Bike	Add_signage	Trail signage to continue on Dayton St.
62	Bike	Add_signage	Add "Bike Crossing" sign at Smithville and Springfield St. Diagonal crossing typically occurs becasue of odd configuration

Point Key	Mode	Update/Need	Comment
63	Bike	Other	Waco Air Field could be a nice Park and Ride location and a future campsite
64	Ped	Add_crosswalk	Upper Bellebrook Rd on 35 needs pedestrian facility for crossing 35 safely
65	Ped	Improve_safety	Better signals needed at this intersection
66	Ped	Add_crosswalk	Add crossing along 35 between 35 and Dayton-Xenia Rd
67	Ped	Add_crosswalk	Add crossing along 35 between 35 and Dayton-Xenia Rd
68	Ped	Add_crosswalk	Hard to cross 35 at Progress
69	Gen	Other	Red light camera needed at Detroit and Main
70	Ped	Improve_safety	Whiteman and Main is dangerous to cross. Add an activated crossing light
71	Gen	Other	Red light camera needed at Detroit and Church
72	Trans	More_amenities_at_transit_stop	Need better waiting area at Xenia transfer point at Xenia Town Center
73	Trans	More_amenities_at_transit_stop	Improve GreeneCATS waiting area in Xenia Town Center
74	Ped	Other	Blind pedestrian access - Accessible Pedestrian Signals needed in Trotwood
75	Ped	Other	Blind pedestrian access - Accessible Pedestrian Signals needed along West Third Street in Jefferson Township
76	Bike	Extend_traffic_signal_timing	Keowee is too wide, the signal is too quick to cross, and generally is unsafe. Not to mention the disconnect that it creates between Downtown and the Inner East.
77	Ped	Add_signage	signage to improve traffic control
78	Bike	Add_curb_cut	Provide curb cut so cyclists can cross Social Row from Waterbury Ridge or Falls Creek and and get on paved path. A protected crossing would be ideal.
79	Bike	Add_crosswalk	Provide light, crosswalk, or protected crossing of Social Row at Paragon. It is very difficult for cyclists to cross Social Row safely anywhere between Yankee Street and Sheehan.
80	Ped	Add_signage	Add a sign to let people know there is a bus stop location there.

Point Key	Mode	Update/Need	Comment
81	Ped	Extend_traffic_signal_timing	Lakewood apartments across the street is a large apartment complex for older adults and people with disabilities. Often see folks struggling to cross the street with mobility challenges in the current traffic light timing.