

MEMORANDUM

To: MVRPC Technical Advisory Committee and Board of Directors
From: MVRPC Staff
Date: October 7, 2015
Re: Summary of Miami Valley Bike Plan Update 2015 Public Involvement

As part of the ongoing public outreach and engagement efforts, MVRPC Staff hosted a series of public involvement meetings, an online survey, and public open houses regarding the Miami Valley Bike Plan Update 2015. The purpose of the meetings was to share information and solicit input on the initial plan development and the various drafts at 80% and 100% completeness.

The first round of public involvement occurred in February 2015. The online survey was open from the last week of January through the first week of March and received 701 responses. The workshops were held on:

Tuesday, February 10th, 6-8 PM
Greene Co Parks & Trails, County Media Room
575 Ledbetter Rd, Xenia Ohio 45385

Wednesday, February 18th, 4-6 PM
Five Rivers Metroparks Classroom,
409 E. Monument Ave., Third Floor, Dayton, OH 45402

Monday, Feb 23rd, 4-6 pm
Springboro City Hall Community Room
320 West Central Avenue, Springboro, OH 45066

Thursday, February 26th, 4-6 PM
Troy Miami County Public Library,
419 W. Main St., Troy, Ohio 45373

The workshops drew more than 145 attendees, and emphasized public input. The suggestions and project ideas collected through the survey and meetings are listed in Appendix B of the Bike Plan Update 2015.

Draft Plan

From May 12th to June 11th, 2015, the 80% Draft Plan Update was made available on the MVRPC website and the agency hosted a Public Open House on June 3rd at MVRPC's offices, 10 N Ludlow Street, Suite 700, Dayton OH 45402. The meeting was publicized in a number of ways, including:

- developing a poster, in English and Spanish, that was distributed to partner organizations, libraries, transit hubs, and jurisdictions
- by advertising the Open House in the Dayton Daily News (May 20), Xenia Daily Gazette (May 20), Troy Daily News (May 20), Dayton City Paper (May 19-25), and La Journada Latina, (May 8-21)
- via Press Release from MVRPC dated May 13th
- including the information in the Executive Director's Update at TAC and Board of Directors meetings
- sending invitations to the Bike Interest contact group, approximately 240 individuals

A total of 28 people attended the meeting. Staff presented a summary slideshow and were available to explain information on the display boards. Paper comment forms were made available, and two laptops were set up so attendees could enter comments electronically. Staff reviewed the comments and incorporated them as appropriate into the revisions made to the plan document.

Twenty-one comments were received:

Public Comments on Draft 2015 Bikeway Plan Update, June 2015

1. Great job, comments are as follows:

- A. Page 7, under the Quality of Service, Outcomes, I would suggest we need to add a statement to the effect of develop a comprehensive see/click/fix utility to report problems on the bike system, potholes, downed trees, street sweeping needs.
- B. Page 10, under the Terms used in this Document table, provide a graphic for Bike Boulevards.
- C. Page 16, Under Complete Streets Policies, I would suggest we add text to the effect of developing an adaptable policy for use by individual communities in the Miami Valley.
- D. Page 18, 9th last bullet under High Priority Projects, delete OH after Hamilton.
- E. Same page and area, 3rd last bullet, change to: Springboro SPARC and Go station built in 2013; a second is under construction for 2015.
- F. Page 66, Proposed Scoring Sheet:
 - a. Left column under Criterion, Local Priority, change first sentence to "...identified in an adopted local plan."
 - b. Delete use of the League of American Bicyclist's (LAB) Bicycle Friendly Community program (BFC) in this metric. My concerns about the BFC process is that (1) we're introducing a non-quantifiable metric (BFC) into an otherwise well-designed and quantifiable scoring system. Having participated in the BFC process on two occasions, and with all due respect to LAB, BFC program developers and local reviewers, I've found the scoring vague and not explained well by LAB staff. (2) We're placing communities that do not have the staff or time commitments to participate in BFC at a

disadvantage. (3) Because the scoring is not well explained and the level of support amongst communities is inconsistent and the participation of local reviewers is inconsistent, we're putting local decision making on infrastructure at the discretion of a third party, BFC, and anonymous reviewers participating in the program. In support of this comment change the following:

- c. Delete the second sentence in the criteria.
 - d. Delete BFC/LAB scoring metric.
 - e. Changing the metric "Project identified in local...plan" to 15 points.
- G. Page 69, Cooperation with and support of Bike Miami Valley, modify to reference Ohio Bicycle Federation and other bicycle advocacy groups.
 - H. Page 69, Somewhere in this portion of the plan there needs to be references to (1) the need for a bike facility naming convention to avoid situations like the renaming of the Rivers Corridor Trail to Great-Little Trail. (2) Establish a convention for the naming and numbering of hubs and stations.
 - I. Page 70, second last paragraph, include reference to the need to sponsor and host instructor certification programs and classes.
 - J. For the revised project list, the Kittyhawk Drive to Washington Church Road Austin Boulevard connection is in Montgomery County though it obviously serves Warren County residents immediately to the south in Springboro and vicinity.

Thanks for your work on this and support of our bike efforts locally.”

2. Bikeway Classification for Roadways - LTS 5

No dedicated bike lane

Poor, narrow or none existent berm

Multiple or highly challenging line of sight issue(s)

Multiple or highly challenging grade issue(s)

35+ mph

Staff Reply to Comment: “I took a look at your LTS 5 description and have a couple questions - what do you mean by “LTS 5” ? We are using “Level of Traffic Stress ratings 1-4” in our bikeway plan analysis. Are you suggesting an LTS 5 category?”

Commenter: Correct, some roadway become extremely challenging, if not completely treacherous for bicycling. The scale and definitions being used do not go far enough when these conditions exist.
Research Spring Valley-Paintersville Road

3. Top Project for Plan – Greene County - “Missing Project” Bridge over Detroit Street to connect Xenia Station with the Ohio Erie Trail & Xenia Jamestown Connector.

4. Link bicycle rack needs to be more affordable the rates set by RTA is a little too demanding, like check in every thirty-minutes + the bikes cost too much (2,200.-) This whole plan needs to looked over again. Thank you

5. Crashes should include data from hospitals. Safety picture is incomplete.
6. Great plan – need more funding!! Need better connections across I-75 in Miami Township.
7. Is there a way to track & consolidate regional/local/individual interest + funds for routes? Any kickstarter/gofundme initiatives? I myself would like to see prioritization of “C” routes slashing ____ “islands” horizontally. Also love idea of airport route. I don’t think municipalities are necessarily aware of concerns/initiatives + funding efforts.
8. Is it possible for individuals, companies, or governments to put funds towards specific route segments? Is there a gofundme (Kickstarter-like) program for Germantown-Bowersville off-street routes?
9. How many of the rental bicycle locations are now located in the Dayton area? Has a map been put together of these locations
10. "Are bike lanes downtown going to be painted the bright green as the one on Jefferson (I believe)? As a cyclist and driver I HIGHLY prefer bike lanes that are bright and attention capturing such as the green one.
Also, I highly support all means that increase the bike lane frequency throughout the city!"
11. "(p9 of 78) How do communities join the regional bikeways committee? When do they meet? I would like to improve the involvement of Germantown, due to the large ridership through that community."
12. I like the ideas in the buffered bike lane guidance that is linked on p10. I would like to see the text recommend coloring of bike lanes (green or red) and bike symbols in a manner similar to bike boxes for on-street bike lanes and divided sidewalks/sidepaths. This was typical of places that I lived in Europe.
13. I like the ideas in the buffered bike lane guidance that is linked on p10. I would like to see the text recommend coloring of bike lanes (green or red) and bike symbols in a manner similar to bike boxes for on-street bike lanes and divided sidewalks/sidepaths. This was typical of places that I lived in Europe.
14. "The Es of Bike Planning: Education.
Teach bike safety and awareness, including discussion of local routes and how routes are expanded. Target elementary & middle school classrooms, senior centers, metroparks, and community centers. Attend local festivals and have informational booths."
15. "The Es of Bike Planning (p11): Evaluation
add counters that also trigger flashers at high threat intersections. Read out to local events (Twister bike tour etc) for routes and participation levels."

16. Long Range Transportation Plan Proposed Regional Bikeway Map - Add route letters to the map key. Some colors are hard to differentiate.

17. " 'Policy: MVRPC encourages local jurisdictions to apply for Bike-Friendly Community status with the League of American Bicyclists, with the goal of applying as a Bike-Friendly Region in the next 5 years.'

Consider including more information on the importance of this policy. There are still a lot of skeptics in our region that need to understand how the BFC program helps promote our community."

18. "bike friendly communities & businesses (p21):

add the following to the 4th requirement ""Kiosks with trail and business directions information and wayfinding are preferred for implementation"". Remove the paragraph after that ""Twenty businesses..." and replace with a list of participating cities/businesses as of 2015 or a reference to where this list can be found."

19. "5 Es" are listed in multiple areas throughout the plan with varying level of detail. These should be combined/consolidated and really only fully fleshed out in one place (1st instance).

20. Break bike friendly business requirements into 1 primary/mandated and 2 best practices/recommendations. Add kiosks and bike rack availability to 2.

21. "First let me comment on what wonderful work has already been done with the Miami Valley regional bikeways. It is so appreciated and one of the main reasons I intend to stay in the Dayton area. I gave up most road cycling several years ago as I saw too many acquaintances and others injured or killed in bike vs car accidents.

Because I live in Englewood, I would like to encourage the connection of the Stillwater River Trail from Garber to Sinclair Park! Such a beautiful river and with Englewood Metro Park being a gem of the 5Rivers MP, it would be a wonderful completion. I have biked along Needmore Rd to reach the connection, but will not do it again. There is just too much traffic and no sidewalk access in spots. So, I load up my bike and drive 10 minutes to the trail :(The completion of this connection would allow myself and hopefully many others to bike to work! into the city.

I know this completion is planned and I thank you for your extra consideration. "

Final Draft Plan

From August 12th to September 11th, 2015, the Final Draft Plan Update was made available on the MVRPC website and the agency hosted a Public Open House on September 2nd, at MVRPC's offices, 10 N Ludlow Street, Suite 700, Dayton OH 45402. The meeting was publicized in a number of ways, including:

- developing a poster, in English and Spanish, that was distributed to partner organizations, libraries, transit hubs, and jurisdictions
- by advertising the Open House in the Dayton Daily News (August 19), Xenia Daily Gazette (August 19), Troy Daily News (August 19), Dayton City Paper (August 18-24), and La Journada Latina, (August 14-27)
- via Press Release from MVRPC dated August 12th
- with an article published independently in The Bike Life blog on Dayton.com
- including the information in the Executive Director's Update at TAC and Board of Directors meetings
- sending invitations to the Bike Interest contact group, approximately 240 individuals

A total of 24 people attended the meeting. Staff were available to explain information showcased on the display boards and answer questions. Paper comment forms were made available, and two laptops were set up so attendees could enter comments electronically. Staff reviewed the comments and incorporated them as appropriate into the revisions made to the plan document. Fifteen comments were received:

Public Comments on FINAL Draft 2015 Bikeway Plan Update, September 2015

1. I would like to see an extension of the bikeway in West Carrollton along the top of the levee from where North Alex curves south to connect with the rest of the bikeway. This would eliminate the need to ride on the road down to the current bikeway. It would also keep that section of bikeway open during high water events, and finally, riders would not be "out of sight" like they are currently. I believe this would add to personal safety. This isn't as a big project and I think it would also better connect riders with attractions in West Carrollton.

2. "Page 17 of the draft notes that the Medlar Trail will be connected in October 2015, this connection was completed in August of 2015 and the Great-Little Trail could be listed as a trail in the trail table on page 17 as it is complete from the Great Miami River Trail east to Yankee Street in Washington Township

Medlar Trail was constructed by Miami Township in partnership with the Montgomery County TID and Five Rivers MetroParks, but the construction funding was provided by Miami Township."

3. "Comments about the Equity category items:

1. Please provide some mention of language barriers being addressed by including translations of maps, signs, websites, etc. to reach the non-English speaking audiences.

2. Edit reference to Life Enrichment Center's 'Earn-a-Bike' program. It doesn't not exist anymore, Jeff Sorrell mentioned this to me at a meeting in late July. They are currently giving away bicycles to those in need. The volunteer that ran the program has since moved on.

Comments about the Enforcement category items:

1. Mention of ""dedicated ticketing or bicycle license fees for maintenance funding."" I think this was suggested actually as ticketing car drivers and a portion of those ticket fees support maintenance funding, not just the bicyclists. This is a bit grey. And, I don't think it is ever

positive to talk about license fees for bicycles, that is an equity barrier, and it will result in cost hurdles. I think editing this to have "voluntary bicycle registration programs" would be the most universally accepted approach. Also, there is currently no bicycle driver's test. I don't think the State of Ohio would ever go that direction, so mentioning a bicycle license is not an option.

2. "Encourage location jurisdictions to use traffic calming measures..." I don't know if this belongs in Enforcement if it is "encouraged", unless there is a specific suggested policy change to regulate roads lists at 35mph to 25mph when bicycle infrastructure exists. The current bullet makes it seem like it is an "encouragement" option.

Evaluation Category comments:

1. I think there was a mention of walking audits and intercept surveys for bicyclists. I don't see it in the evaluation category. I should belong here and discuss best practices.

2. I wonder if there could be an addition of exploring newer technology beside pressure counters and infrared counters. There is technology out there that uses RFID commuter counters through mounted readers on street poles, technologies with video catalog options to determine bus, bikes, and cars from each other. If more agencies use these experimental technology paired with trending option now, the reporting rate may increase and price tags will go down as it becomes more mainstream. "

4. The City of Centerville is generally supportive of the MVRPC Bike Plan and its goals of connecting our citizens to the regional recreational trail network. However, the City has significant concerns with the proposal to tunnel or bridge the Iron Horse Trail across I-675 due to multiple factors, including project cost, long-term maintenance, and law enforcement patrol. A more logical proposal would be connecting the southern terminus of the Iron Horse Trail with Primary Village North and Village South Park. Additionally, a southern route past I-675 could be made via bicycle facilities within or along Whipp Road and Hewitt Avenue to connect with the existing trail network along Clio and Bigger Roads.

5. In the partner section, let's give businesses their own section or add them to the title where we list advocacy groups and clubs. If one of our goals is to partner with them to create culture change around cycling, let's call them out in a big way!

6. "Hello,

I am writing to add a comment about the possibility for some sort of Wayne Ave. bike lane option, or alternate route suggestion.

I understand Wayne Ave. is a narrow road to begin with, even for cars; however, as a commuter I wonder/worry about the accessibility of that road for bicyclists. I feel like I am a well versed surface street cyclist, but that thoroughfare scares me! And because it is a strong artery to downtown, I think its focus is important.

Thank you."

7. "Two personal comments:

The bicycle master plan focus on multi-use paths and bike lanes diminishes, undermines the rights of confident, skilled and lawful cyclists to roadway. I have become more aware of this folly on Fairborn's Dayton Street bike lane. Repaving the street was most welcome but the road-dieting, re-stripping has caused nothing but weekly gripping by drivers who expect (some demand) I must use the bike lane. As typical of bike lanes, they are dirty, road debris of every scale from grit, leaves, cans, tree limbs, trash cans on some days, poorly plowed for snow in the winter (pseudo sidewalks since most sidewalks are un-shoveled), utility covers with slick surfaces or uneven covers and off the course the whole thing is poorly striped. For more about the unintentional manufactured conflict device: <http://bit.ly/1K0y31P>

There is distinct lack of education and awareness for motoring public of cyclists right to the roadway. Building of more multi-use paths and bike lanes (which primarily planners desire) imply to the motoring public that all cyclist will leave the roadway. 'Share the Road' as a MUTCD sign and public awareness slogan is far too meek and confusing, see Steve Magas blog post: <http://bit.ly/1FAk2nc> MVRPC does not clearly identify that bike lanes are strictly optional under Ohio Revised Code."

8. City of Tipp City is building a bikeway/multiuse path from North Hyatt Street and Crane Road to the Great Miami River Bikeway, in planning now, construction after 2021

9. Miami County Eng/Park District is building the Kessler-Cowelsville Road to Concord Twp line bikeway, 10 wide from Robinson Branch YMCA to Donn Davis Way, connecting to the Great Miami River Trail, construction occurring 2016-2020

10. Item K11 on Long Range Transportation Plan Chart should be a different letter/trail designation from the Great Miami River Trail, as it takes a significantly different direction from the river. It could be combined with a facility from Possum Creek to Fisher Park to Union Road. A local route may continue on Dayton Liberty.

11. Not sure if the plan addresses this: During winter there are some year-round cycling commuters that would appreciate if city, village, and private snow removal would keep cycling paths clear of snow at intersections rather than intentionally dumping and pushing snow right onto the entrance of bike paths that last weeks longer than other snowfall, not to mention the debris, stones, trash that ends up at the intersections.

12. Oakwood Bike Path dead ends at U.D. Campus. Need road markings to find way through campus.

13. Huffman Prairie trail across WSU Kaufman Rd needs attention. The trail needs attention.

14. Commuter Friendly trails, or lanes rather than just tourist trails

15. I read over the plan and it looks really good. I would just like to have some response to the public input comments and to respond to some of them. Like connecting the Beaver Creek Station with Wright State down Fairfield. There are small neighborhood roads that are perfect and much better than

anything that could be done (Woods, Turnbull, Elementary School, and then the Commons bike trail over the new bridge.)

Text and map changes suggested by partner agency staff; incorporated at time of suggestion.