CHAPTER 5 :

Existing Conditions & Network Analysis

Existing Conditions

The AT Plan for the Miami Valley Region includes counties in southwest Ohio covering Montgomery, Miami, Greene and northern Warren Counties, including the municipalities of Franklin, Franklin Township, Carlisle, and Springboro. This chapter examines several elements to include the existing active transportation systems, plans and policies from various perspectives to include equity, safety and connectivity of the Miami Valley Region.

Pedestrian Network

Sidewalks are consistently present along most centerline streets miles within the urbanized area. An analysis of current MVRPC sidewalk data indicates that approximately 70 percent of street and road centerline miles within the urbanized area have sidewalk on at least one side. This figure excludes limited access highway miles where pedestrians are not permitted. Communities with significant roadway miles that are not served by sidewalk include Beavercreek, Clayton, Harrison Township, Miami Township (Montgomery County) and Washington Township. Additionally, the portion of Jefferson Township that is in the urbanized area has very few roads served by sidewalks.

Not unexpectedly, sidewalk infrastructure in the region's rural areas is only found within village boundaries. Cedarville, Covington, Farmersville, Germantown, Jamestown, New Lebanon, and Yellow Springs are villages with well-developed sidewalk networks. Even some of the very smallest villages in the Region – Bowersville, Casstown, Fletcher, Laura, Ludlow Falls, Potsdam, and Spring Valley have some sidewalk to serve internal mobility. The distances between these rural communities makes inter-village pedestrian travel impractical; non-motorized travel between these locations is more sensibly a bicycle trip.

This AT Plan sets measurable goals for development of pedestrian facilities (see Chapter 3, Vision and Goals) within the High Need and High Demand locations as developed by the Ohio Department of Transportation's Walk.Bike.Ohio process. Based on the current set of sidewalk data, this goal will be tracked using a sidewalk density calculation of miles of sidewalk per square mile. Baseline figures for this goal are as follows:

- Within the High Need Census block groups sidewalks are found at an average density of 0.75 miles of sidewalk per square mile. Sidewalk density ranges from over 14 miles per square mile to none at all. Fully 104 of the 178 high need Census block groups have less than a half mile of sidewalk per square mile.
- Within the high demand Census block groups sidewalks are found at an average density of 0.84 miles of sidewalk per square mile. Sidewalk density ranges from just under 8 miles per square mile to none at all. About half of high demand Census block groups (64 out of 123) have less than a half mile of sidewalk per square mile.

MVRPC staff developed simple sidewalk line data in 2016 from aerial photography. No comprehensive update of this data has been conducted since, though some localized additions have been made. This data does not include characteristics such as width and condition, which would be needed to describe the quality of the sidewalks in various communities in the Region.

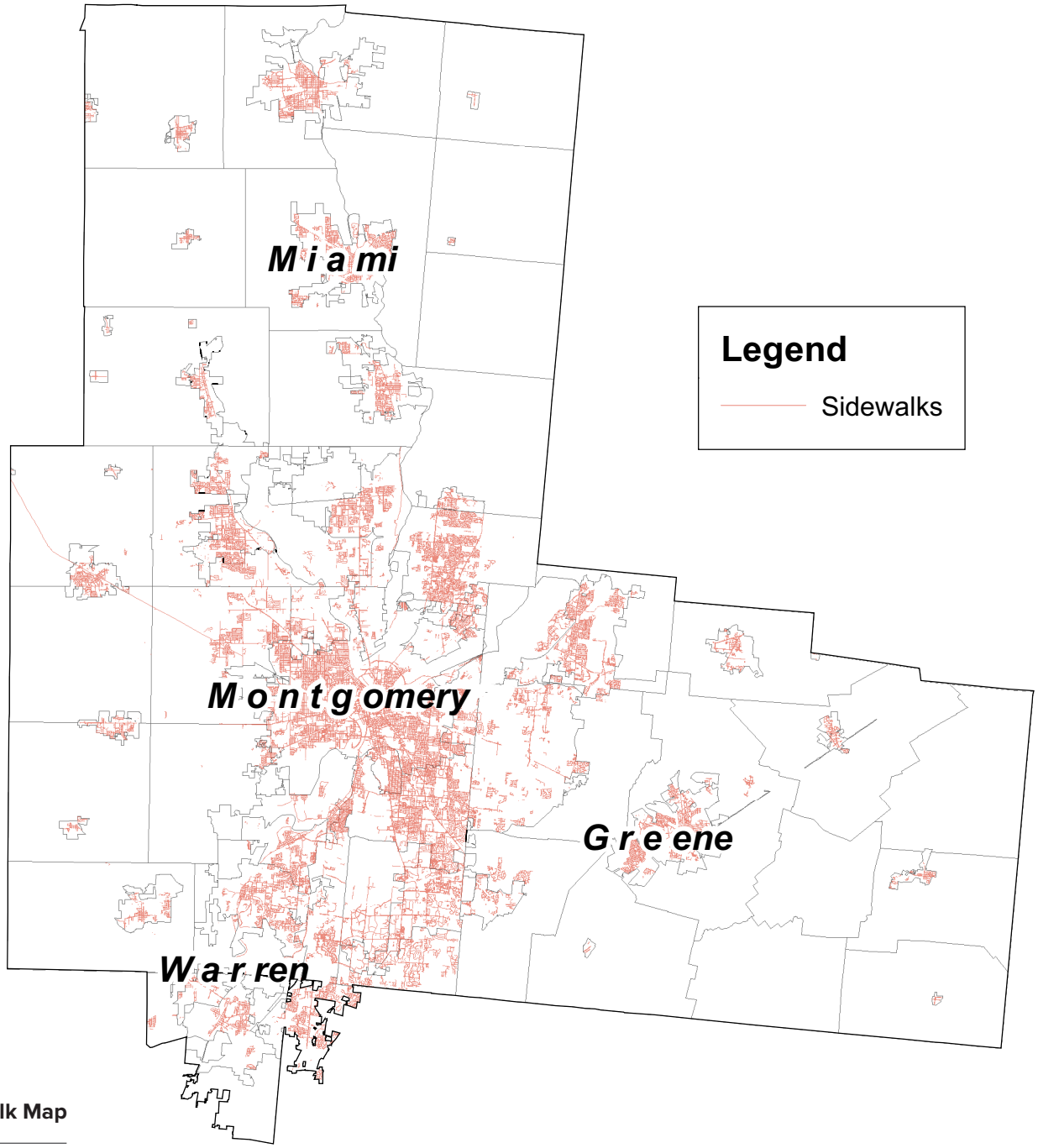


Figure 15: Existing Sidewalk Map

Bicycle Network

The regional network of shared use paths and regional on-road bike routes, commonly known as the Miami Valley Trails, serves communities in all counties of the region. Totaling over 330 miles of bikeways these routes include rail trails, river corridor trails and more recently, on-road routes that make critical connections where separated facilities were not an option. Planning and funding construction of these regional routes is the heart of MVRPC's regional bikeways planning process.

MVRPC staff tracks development of local bike facilities, particularly those connecting to existing (or proposed) segments of the regional bikeways network. Existing local bikeways total over 255 miles of facilities across the planning area. These include bike lanes, sidepaths and also simpler facilities such as "sharrow" routes and even signed bike routes. In addition, MVRPC is aware of over 150 miles of proposed local bike facilities. These facilities are in differing levels of planning with some already funded to others that are simply proposals without a timeline or certain funding.

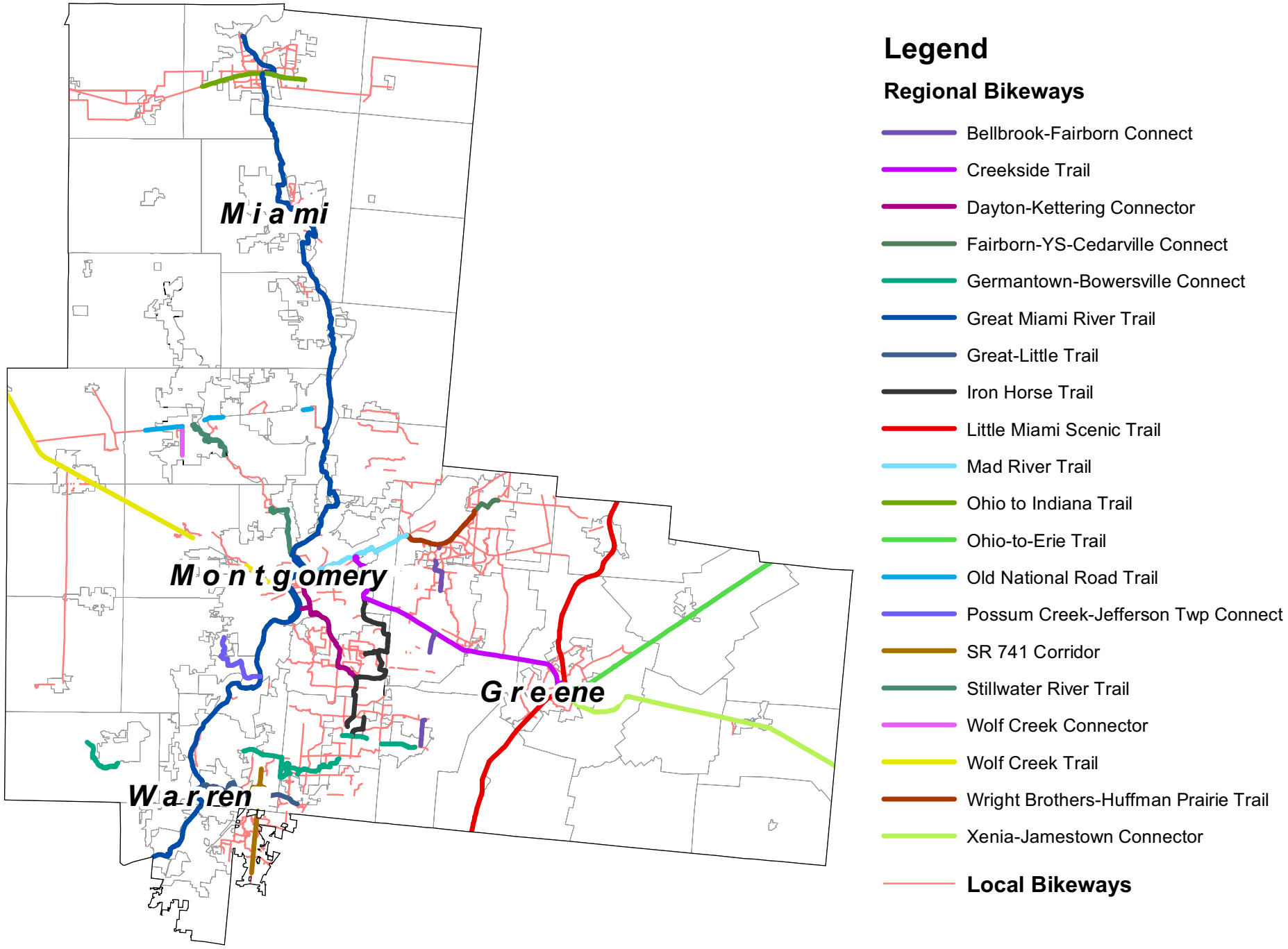


Figure 16: Existing Bikeways Map

Public Transit Network

Transit services in the MVRPC region significantly vary from county to county. Warren and Miami County use demand-response, door-to-door services. Demand-response services also exists in Greene County, but as of March 2022 a flex route system is in operation serving much of the urbanized western half of Greene County with extensions into Montgomery County. Greater Dayton Regional Transit Authority operates a comprehensive fixed-route transit system, along with complementary paratransit services, in a service area that covers most of urbanized Montgomery County and extends into Greene County.

Greater Dayton Regional Transit Authority (GDRTA)

Greater Dayton RTA completed a comprehensive transit network redesign plan in 2020 called What Drives You. The current system is primarily on a fixed-route hub-and-spoke system where most transfers occur in downtown Dayton. Additionally, Greater Dayton RTA provides county-wide paratransit services as well as providing services three-fourths of a mile off fixed-route services outside of the county and has recently launched an on-demand door-to-door service in unserved and underserved areas. The future system redesign will focus on improving fixed-route connections from north to south and east to west, providing more direct trips and less transfers for passengers. It is anticipated Greater Dayton RTA will continue to implement many aspects of the plan in the coming years.

Greene CATS Public Transit

The current Greene CATS Public Transit system is a combination of traditional demand-response service and flex-route services. Flex-routes are defined routes with scheduled time points where an individual can flag a bus down by standing on the street and waving at the driver in locations where speed limits are 35 miles per hour or less. All of Greene CATS Public Transit services are wheelchair accessible and serves a mix of fare-paying and contract riders for various human service organizations. In addition, the Greene County Transit Board works with local social services agencies through its Mobility Management Program to help coordinate social service transportation and provide a wider range of transportation options to riders. Greene CATS Public Transit continues to see increasing demands for Non-Emergency Medical Transportation and continues to grow other contracts with various human service agencies across Greene County.

Miami & Warren County Transit

Both Miami County Transit & Warren County Transit Systems provides demand-response services for Miami and Warren Counties. Miami County Transit provides continued increases in benefits for local human service organizations. Many of these organizations have the opportunity to utilize Miami County Transit as a method of expanding existing programs. Miami County Transit has in the past looked into the option to create a county-wide flex route and if funds are available and there is a demand to sustain the need, may be a viable option in the future.

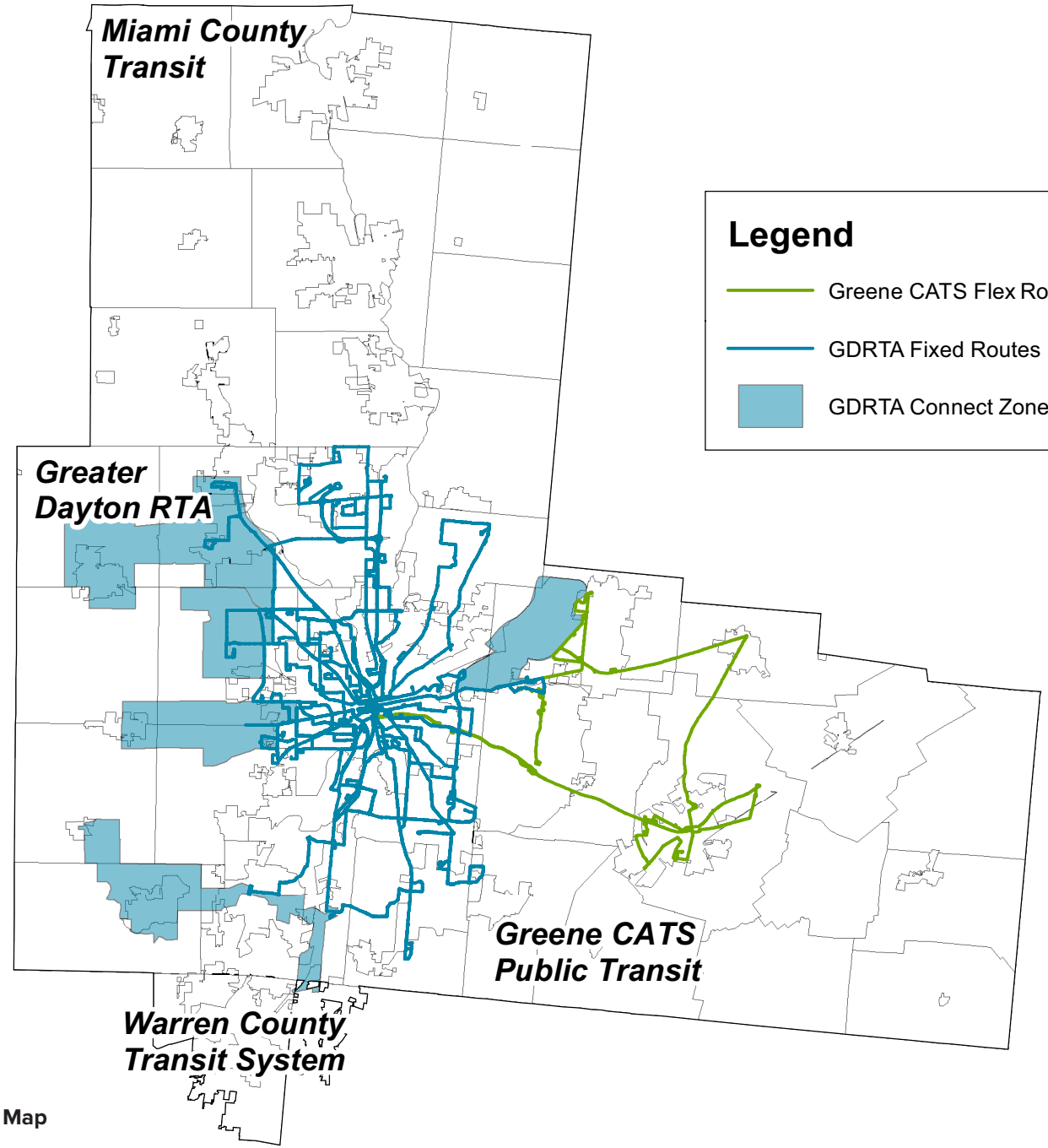


Figure 17: Existing Transit Map

Local Plans & Policies

The AT Plan builds on prior plans and policies developed by local jurisdictions in the Miami Valley. The plan reviews project recommendations and conditions data from local plans such as comprehensive plans, bike and pedestrian plans, ADA transition plans and Safe Routes to School Travel Plans. It also identifies and promotes local policies or supportive programs such as complete streets policies which are designed to promote and enhance active transportation systems.

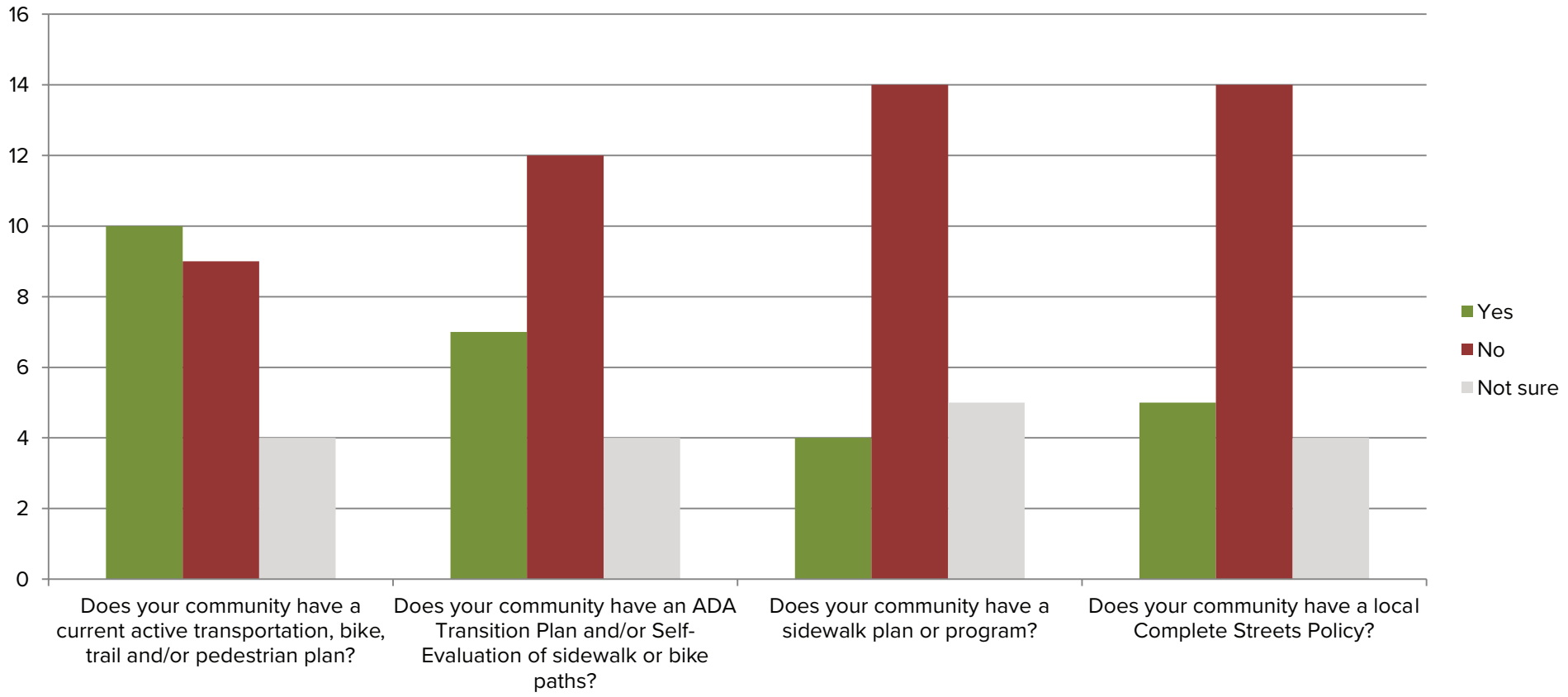


Figure 18: Local Plans & Policies Survey Results

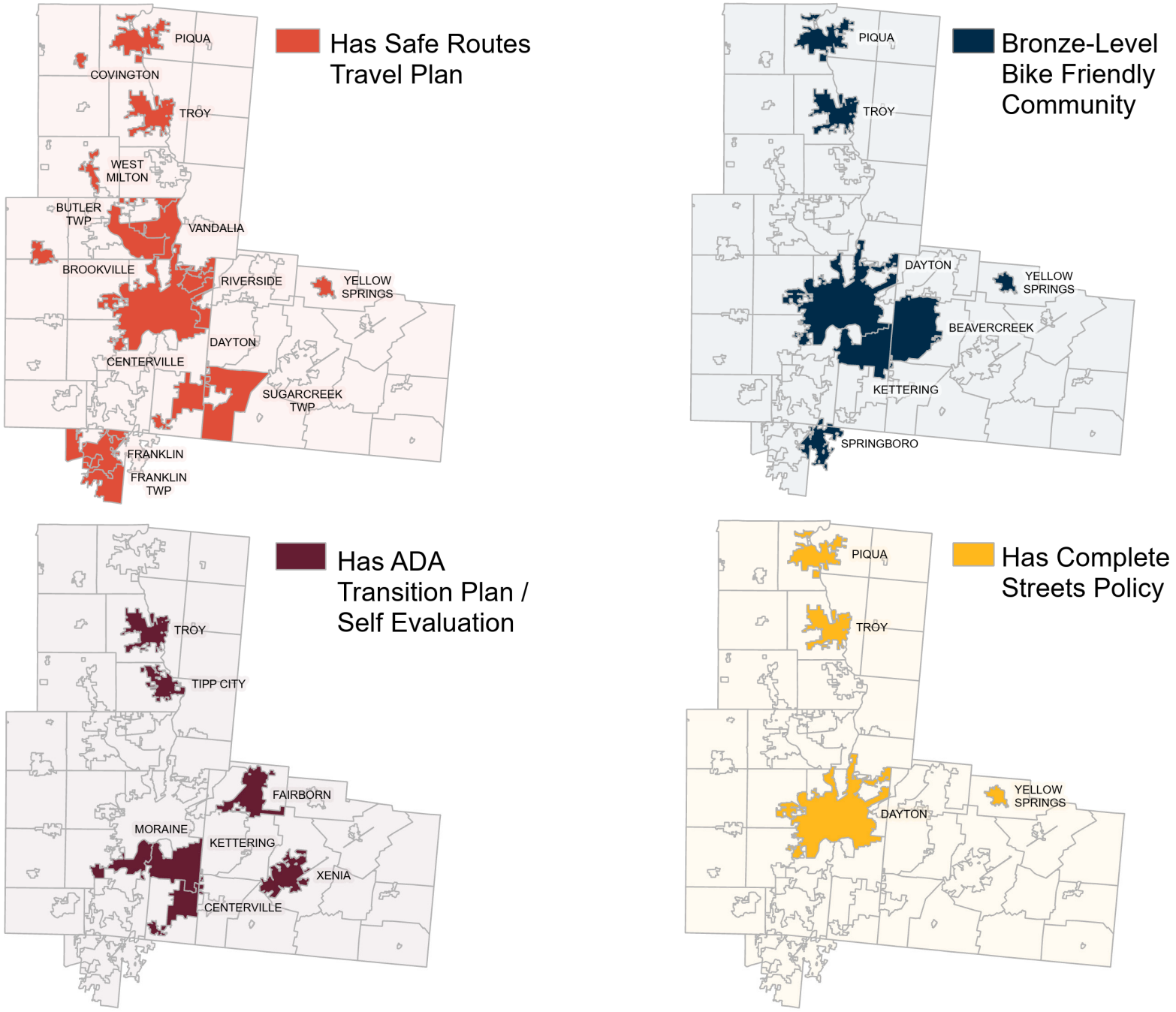


Figure 19: Local Plans & Policies Map

Bike & Pedestrian Plans

Bicycle and pedestrian plans establishes a framework to increase walking and biking and improve connectivity of non-auto paths and trails in local communities. Plans typically include policies and planning methods to encourage active transportation.

Plans reviewed

Centerville Create the Vision Plan (2004)

Dayton Bicycle Action Plan (2011)

Fairborn Bikeway Plan (2017)

Kettering Bicycle Task Force Report (2013)

Piqua Placemaking Initiative (2016)

Springboro Bike & Pedestrian Plan (2020)

West Carrollton Bicycle Friendly Community Action Plan (2009)

Yellow Springs Active Transportation Plan (2019)

Greene County Master Trails Plan[20]

The Greene County Master Trails Plan is a long-range plan that takes a comprehensive approach to improving connectivity of the trail network across multiple jurisdictions in Greene County. The plan was developed through a process of broad public engagement, a review of existing plans and policies to identify key priorities for the county such as infrastructure projects, policies and programs. Such recommendations include encouraging local jurisdictions to adopt Complete Streets policies, engage local business owners and chambers of commerce to encourage trail use, improve trail wayfinding, and encourage projects, partnerships and programming that prioritizes walking and biking as a viable form of transportation throughout Greene County.

Comprehensive Plans

A comprehensive plan is a long-range plan usually covering a 10 to 20 year planning period which generally are designed to guide the future development of a community. It presents a vision for the future and establishes long-range goals and objectives to work towards the future vision.

Plans reviewed

Beavercreek Thoroughfare Plan (2019)

Bellbrook Comprehensive Plan (2019)

Clayton Comprehensive Plan (2018)

Fairborn Comprehensive Plan (2016)

Greene County Master Trails Plan (2021)

Huber Heights Brandt Pike Revitalization Plan (2017)

Kettering Comprehensive Plan (2002)

Miami County Trail Plan (2017)

Piqua Historic East Plan (2015)

Springboro Draft Master Plan (2021)

Tipp City Thoroughfare Plan (2018)

Xenia Comprehensive Plan - X-Plan (2013)

Vandalia Comprehensive Plan (2020)

West Carrollton West Central Ave Strategic Plan (2018)

ADA Self-Evaluation & Transition Plans

This Americans with Disability Act (ADA) Self-Evaluation and Transition Plan is intended to identify deficiencies in policies, procedures, practices and physical assets in community efforts to ensure programs, services, and facilities are all accessible. The ADA Transition Plan also provides guidance for the removal of accessibility barriers, outlines progress to date and identifies steps necessary to bring the community programs into compliance with ADA regulations.

Any construction or alteration of a public facility that provides access to pedestrians must be made accessible to persons with disabilities. Projects that alter the use of the public right of way that affects or could affect access, circulation, or use by affecting the structure, grade, or use of the roadway must incorporate pedestrian access improvements within the scope of the project to meet the requirements of the ADA. Alterations include reconstruction, major rehabilitation, widening, resurfacing, signal installation and upgrades, and projects of similar scale and effect.

Plans reviewed

Centerville ADA Transition Plan (2020)

Fairborn ADA Transition Plan (2021)

Kettering ADA Transition Plan (2021)

Moraine ADA Transition Plan (2020)

Tipp City ADA Transition Plan (2020)

Troy ADA Transition Plan (2020)

Xenia ADA Transition Plan (2019)

SPRINGBORO

Springboro Bicycle + Pedestrian Plan[21]

The City of Springboro has a comprehensive local bicycle and pedestrian planning program including an active Bike/Pedestrian Advisory Committee, encouragement rides, walks and events, and educational programming in the winter months. Springboro updated its 2013 Bike and Pedestrian Plan in July 2020. With the 2020 plan, the city embraced the challenge of connecting residents and businesses to the Miami Valley Trails network by envisioning the “Springboro Central Greenway” – a trail corridor through the city linking to both the Great-Little Trail and the Great Miami River Trail (through Franklin). This local plan also addresses recreational cycling interests in the city with the “Boro Enduro” – a set of four off-road cycling experiences in city parks including BMX, a pump track, mountain biking, and a cyclo-cross course. Local plans like Springboro’s enable communities to assess and meet the active transportation needs of their residents in a direct way, with greater detail than the regional AT Plan can deliver.

Safe Routes to School Travel Plans

The Ohio Department of Transportation funds the development of the Safe Routes to School (SRTS) School Travel Plans. Any school building that houses instruction for Kindergarten through hight school students is eligible for funding to implement projects found in an approved School Travel Plan. The following communities or school districts have approved School Travel Plans within the Miami Valley planning area: Brookville, Centerville, Covington, Dayton, Franklin, Piqua, Riverside, Sugarcreek, Troy, Vandalia-Butler, West Milton, and Yellow Springs. MVRPC staff is participating in the planning process for a new School Travel Plan for the Beavercreek Schools. For the purposes of the AT Plan, only plans adopted in the past 5 years were reviewed.

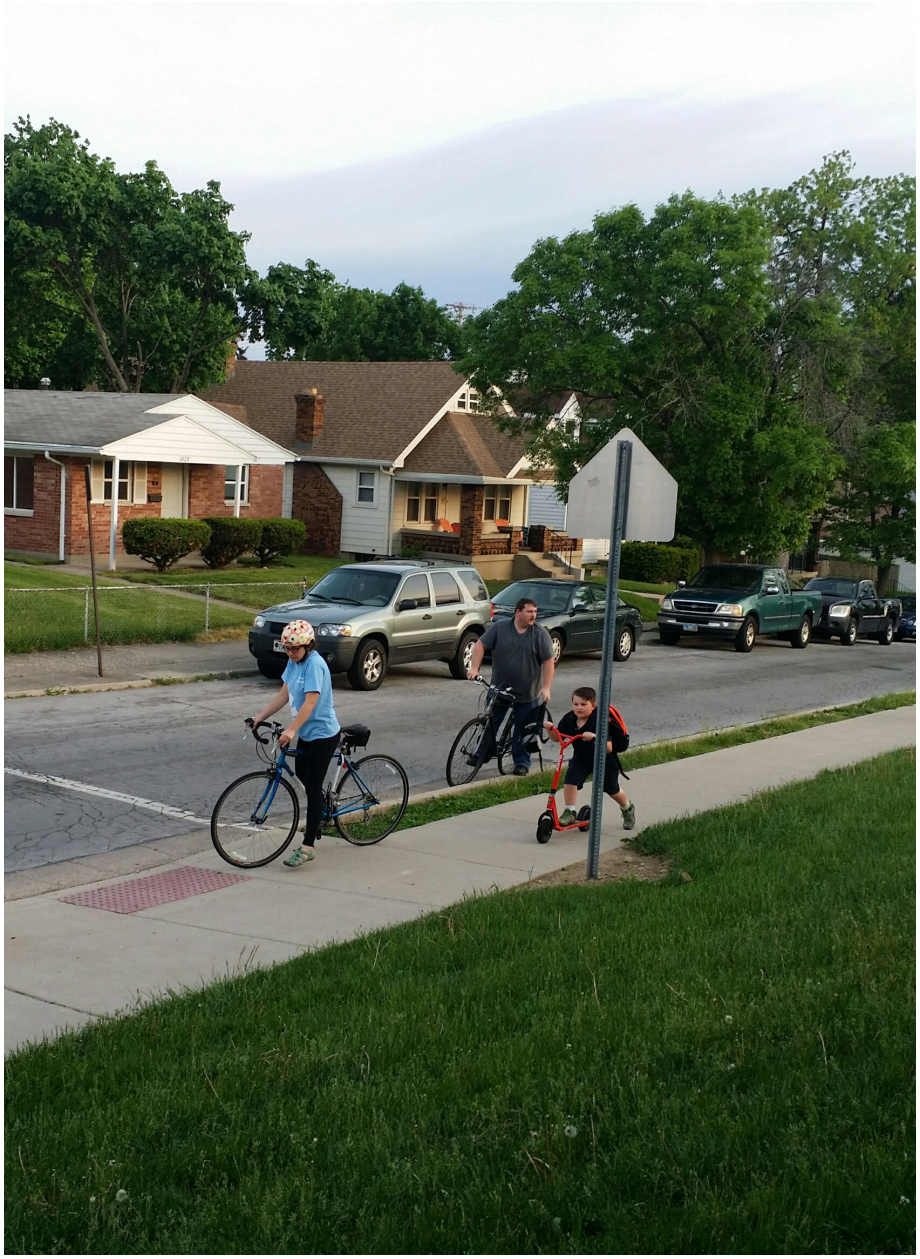
Plans reviewed

Brookville SRTS Travel Plan (2018)

Dayton SRTS Travel Plan (2018)

Sugarcreek Township & Bellbrook SRTS Travel Plan (2018)

Yellow Springs SRTS Travel Plan (2019)



Bike Friendly Communities

The League of American Bicyclists manages a national program to recognize states, communities, universities and businesses that have adopted policies, programs and projects to become friendlier to bicycle use. Recognitions are at four levels, from Bronze to Platinum. Within the Miami Valley Region the following communities have been recognized as Bronze-level Bicycle Friendly Communities: Beavercreek, Dayton, Kettering, Piqua, Troy, Springboro, and Yellow Springs. There are no silver or higher communities in Ohio.

All of bike friendly communities, except one, are situated along the Miami Valley Trails. The trails serve as a centerpiece of a community's efforts to encourage active transportation and healthy living. The exception, Springboro, is an excellent example of a community using planning and outreach to enhance bicycle networks in the city and develop connections to the Miami Valley Trails through coordination and cooperation with neighboring communities.

Bronze-Level Bike Friendly Communities

Beavercreek

Dayton

Kettering

Piqua

Springboro

Troy

Yellow Springs

Human Services Transportation Coordination (HSTC) Plan[22]

An MVRPC led effort to develop a regional action plan for improving transportation options for people with disabilities, older adults and people of low income. The HSTC Plan is designed to both enhance transportation for these populations and to increase coordination among public and private providers, expand services and resources, and improve public awareness of transportation options in Greene, Miami, Montgomery and northern Warren Counties. As the age and makeup of the Region's population continues to change, MVRPC and the Human Services Transportation Coordination (HSTC) Council will continue to work to meet ongoing and new needs.

Complete Streets

Local complete streets policies complement the MVRPC Regional Complete Streets Policy by ensuring consideration of all users and abilities in transportation designs on all roads – not just the roads for eligible for MVRPC funding. MVRPC encourages member jurisdictions to adopt a complete streets policy locally to ensure a consistent complete streets approach to local planning decisions and designs. MVRPC is aware of local complete streets policies in the following jurisdictions: Dayton, Piqua, Troy, and Yellow Springs. In addition, some community plans call for the adoption of a local complete streets policy, such as those of Bellbrook, Springboro, and Vandalia.

Plans reviewed

Piqua Complete Streets Policy (2013)

Troy Complete Streets Policy (2017)

Yellow Springs Complete Streets Policy (2017)

Network Analysis

The AT Plan is designed to review the existing active transportation system to better understand the safety, connectivity and equity of the network. Having an overall understanding is critical for ensuring project recommendations leads to network that provides safe and equitable walking, biking and transit connections which enhance access to opportunity, well-being, environmental benefits, and quality of life for all

Review of crash trends and patterns identifies where there are crash risks and/or crashes that are currently occurring, which can lead to projects that have the greatest likelihood of improving safety for pedestrians and bicyclists. The Pedestrian Crash Risk Assessment and Pedestrian & Bicycle Crash Data analyses are especially important because in the Miami Valley and Ohio, bicycle and pedestrian fatalities have been increasing in recent years.

Additionally, the Level of Traffic Stress analysis provides an understanding of which types of roadways bicyclists feel comfortable in order to promote building a safe, convenient, and well-used network. Bicycle networks should be continuous, connect seamlessly across jurisdictional boundaries, and provide comfortable bicycle connections to destinations in order to continue to promote bicycling as a alternative mode of transportation. As such, planning connected low-stress bicycle networks is not achieved by simply avoiding motor vehicle traffic, rather planners should identify solutions for lowering stress along higher traffic corridors so that bicycling can be a viable transportation option.

As part of its statewide bicycle and pedestrian plan, WBO, the Ohio Department of Transportation (ODOT) performed an Active Transportation need and demand analysis for the entire state. Areas of high need and high demand are prioritized for bicycle and pedestrian improvements because residents in these areas likely rely more heavily on active transportation options for getting around.


Connecting

Pedestrian Crash Risk Assessment

MVRPC staff partnered with ODOT to complete a Pedestrian Crash Risk Assessment (PCRA) in 2020. The PCRA is a systemic safety analysis to identify risk for pedestrian crashes on intersections and segments (arterials and collectors) on the regional road network. Using a variety of data impacting pedestrian crashes, risk factors were used to identify the priority network — locations where conditions exist for pedestrian crashes to occur on arterial and collector facilities for both intersections and segments. The full data developed for this project are presented on an online map available on the MVRPC web site.[23]

For the AT Plan analysis, MVRPC selected the intersections and segments with risk scores in the highest 30 percent of scores (above 7.0 for intersections and above 6.0 for both arterial and collector segments). These locations determined to have the highest risk for a pedestrian crash were compared to the block groups with the highest active transportation need, as developed by ODOT for WBO.

The data show that locations with high risk of pedestrian crashes are disproportionately located in areas with high active transportation need. As a reminder, the high need block groups are the top 25 percent of block groups as evaluated by ODOT. For example, intersections with the highest crash risk scores were only 108 out of 876 evaluated intersections (12.3 percent, roughly one out of eight). However, 91 percent (98) of the 108 high risk intersections were located within high need block groups. A similar pattern is seen for the arterial and collector segments though not as extreme. The arterial segments with the highest risk scores represented 22.7 percent (500 of 2199) of all evaluated segments, and of those 53 percent (265 of 500) were in or partially in high need block groups. For collector segments, 7.8 percent (175 of 2239) had the highest risk scores and 76 percent of those (133 of 175) were in the high need block groups.

Given the tendency for locations with higher pedestrian crash risks to be located within areas with more active transportation needs, the AT Plan prioritizes pedestrian safety elements within projects that include higher pedestrian crash risk intersections and segments.

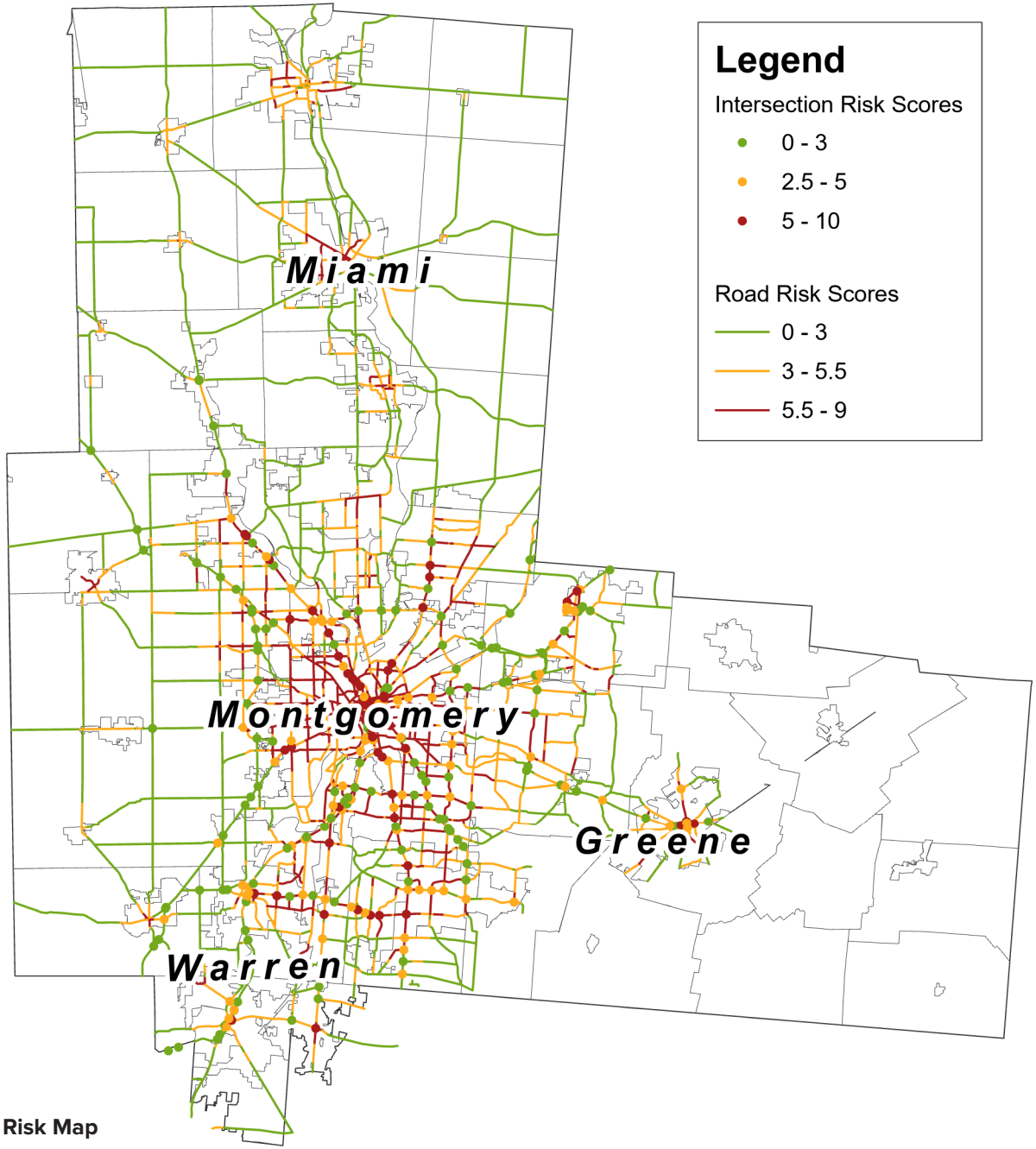


Figure 20: Pedestrian Crash Risk Map

Pedestrian & Bicycle Crash Data

At the state level, and also within the MVRPC planning area, the general trend from 2010 to 2019 had been decreasing injuries and fatalities associated with bike-related vehicle crashes. In contrast, pedestrian-related injuries and fatalities have remained essentially constant over these years in the Region and also Statewide. The year 2019 marked a recent low point for both pedestrian and bike injuries and fatalities in the MVRPC region. Data from ODOT on the years since indicate an increase in both bike and pedestrian injuries and fatalities in 2020 and in 2021.

Based upon MVRPC-processed data for the years 2015 through 2019, there have been 1,447 bicycle or pedestrian crashes in the Miami Valley since the 2015 Bike Plan Update. Approximately 35 percent of these crashes were bicycle crashes and the remaining 65 percent were pedestrian crashes. While bike and pedestrian crashes make up a small portion of all crashes in the Region (less than 2 percent), these crashes are more likely to result in injuries or fatalities. Over 92 percent of bicycle or pedestrian crashes result in an injury or fatality. The table below breaks out the numbers for the 2015 to 2019 period.

Crash Type	Fatal	Injury	Property Damage
Pedestrian	54	843	45
Bicycle	10	426	69
Total	**64**	**1,269**	**114**
%	**4.4**	**87.7**	**7.9**

Bike and pedestrian crashes are somewhat more likely to have occurred in the Census block groups identified by the ODOT Walk.Bike.Ohio process as “High Need” for active transportation use. In the block groups in the highest 25 percent of need, 45 percent of all pedestrian crashes and 40 percent of all bicycle crashes occurred.

Certain corridors tended to have a lot of bike and pedestrian crashes. State Route 48 (in both Montgomery and Miami Counties) was the site of 115 bike or pedestrian crashes – nearly eight percent of all such crashes. These State Route 48 crashes are themselves concentrated in two jurisdictions – Dayton and Harrison Township – where 70 percent occurred. Other corridors with more than 25 bicycle and/or pedestrian crashes through these five years included:

- Wright Brothers Parkway – Harrison Township, Dayton, Riverside and Kettering
- Salem Avenue/West Second Street – Dayton, Harrison Township and Trotwood
- Wayne Avenue/Wilmington Pike – Dayton and Kettering
- County Road 25A/North and South Dixie Drive/Dayton-Cincinnati Pike – Miamisburg, West Carrollton, Kettering, Dayton, Harrison Township, Butler Township, Vandalia, Tipp City, Troy, Concord Township and Piqua

The top eight corridors for bike and pedestrian crashes were the location of one of every five bike or pedestrian crashes during the 2015 to 2019 period. Given the dire consequences for pedestrians and bicyclists involved in crashes all jurisdictions should factor the safety of vulnerable road users into their planning and project design. Emphasis on active transportation safety in these identified corridors, such as the North Main Street projects in Dayton and Harrison Township, could be an effective approach to reducing injuries and fatalities.

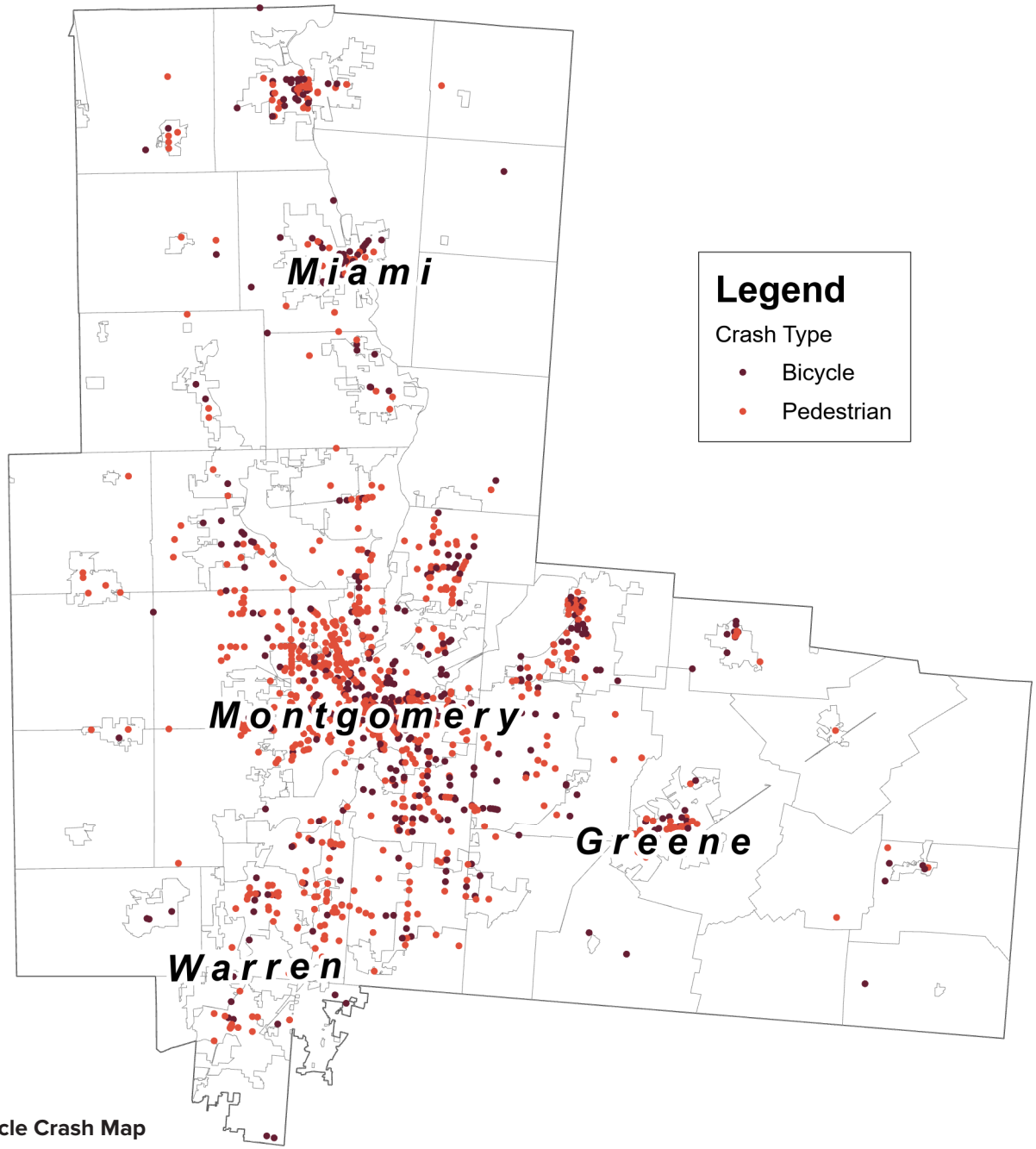


Figure 21: Pedestrian & Bicycle Crash Map

Level of Traffic Stress

Level of Traffic Stress (LTS) is an analysis of a roadway from the perspective of a bicyclist. The process assesses how stressful it is to travel on the roadway by bicycle. Ratings are made from one (least stressful) to four (most stressful). The graphic below correlates the level of stress of a roadway with the type of cyclists who may feel comfortable on such facilities.

In general, LTS1 facilities are locations where almost anyone should feel comfortable riding, regardless of age or confidence. These would include the Miami Valley Trails network, residential neighborhood streets, and some sidepaths. LTS2 streets have moderate speeds and traffic volumes, some with bike lanes; cyclists described as “interested but concerned” will be comfortable on these streets. The lack of separation from motor traffic, and higher speeds and volumes make LTS3 and LTS4 roadways locations where only the most confident and experienced bicyclists will be willing to ride.

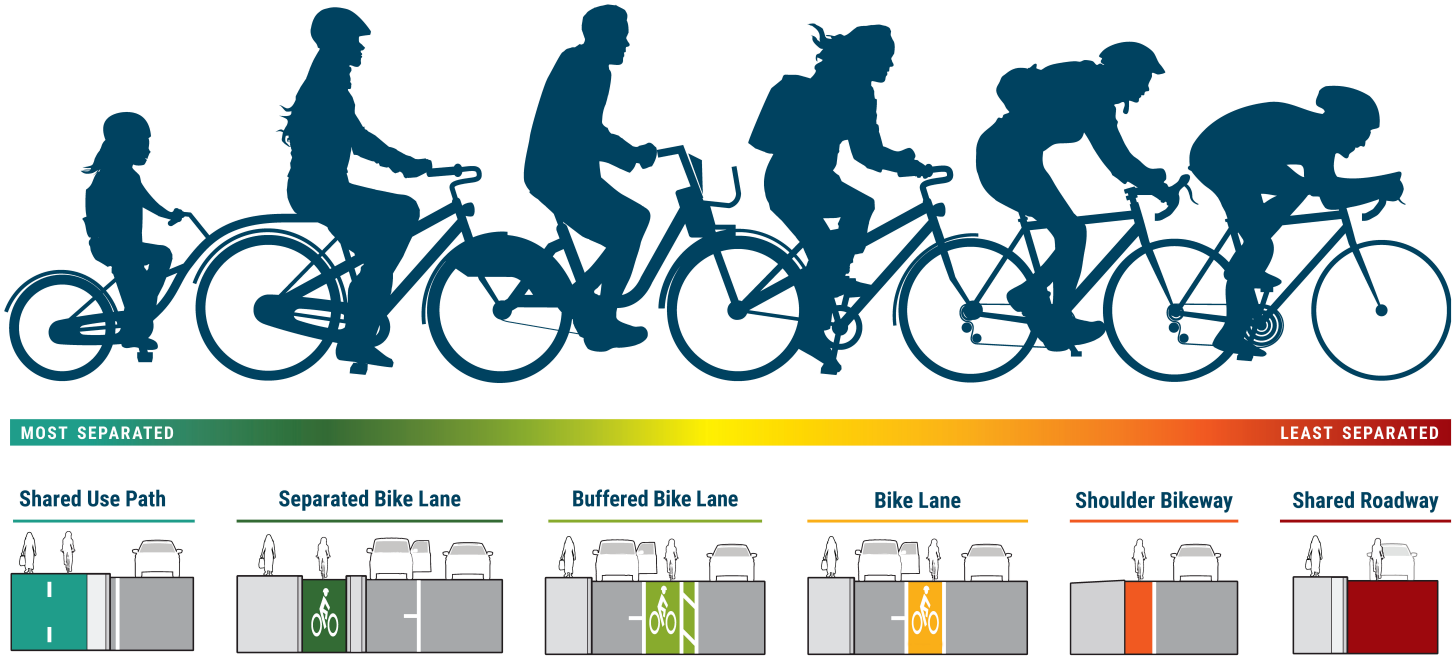


Figure 22: Walk.Bike.Ohio Level of Traffic Stress Infographic

For the Miami Valley Bike Plan Update 2015, MVRPC staff conducted a simplified bicycle level LTS analysis for the roadway network. Since that time, the ODOT has developed an LTS procedure for the evaluation of the Ohio State Bicycle Routes and the U.S. Bike Routes in Ohio. With this AT Plan report, we present an updated LTS analysis for the MVRPC region using the ODOT developed data methodology for the regional network roadways. For this analysis limited access highways are excluded as Ohio law forbids bicycle riding on those facilities. In addition, trails and some sidepaths (as separated facilities) were assigned a rating of LTS 1. For the balance of the region's streets, MVRPC used an iterative approach based on land use and roadway functional class. The methodology employed is described in the appendix to this plan. The updated LTS analysis data is available from MVRPC in ArcGIS format.

This updated LTS analysis indicates areas within the planning region with low stress (LTS1 or LTS2) connections to the Miami Valley Trails network. The regional trails provide community-to-community low stress non-motorized mobility within the region. Increasing access to the trails leverages the region's more than fifty year investment in building the trails to serve transportation, health and quality of life.

Not surprisingly, most of the Regional roadway network, the arterials and collectors through the MVRPC planning region, are higher stress roads. Just over 94 percent of these roads (leaving limited access highways out of the calculation) are LTS3 or LTS4 roads. Often these network roadways are the most convenient route to important destinations. As high stress routes, designs for bicycle facilities along these routes should emphasize separation to allow for lower stress and greater utilization for active transportation.

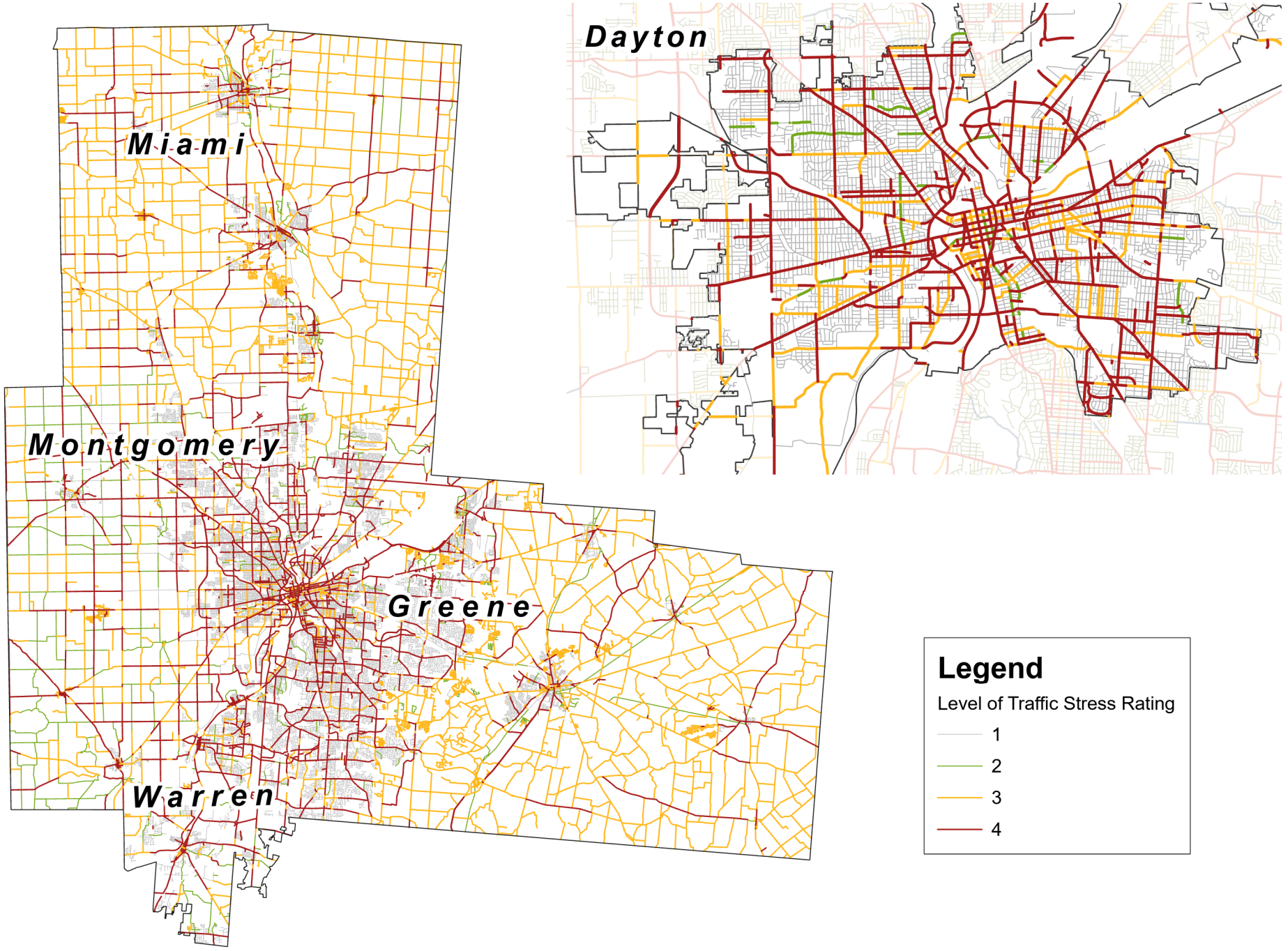


Figure 23: Level of Traffic Stress Map

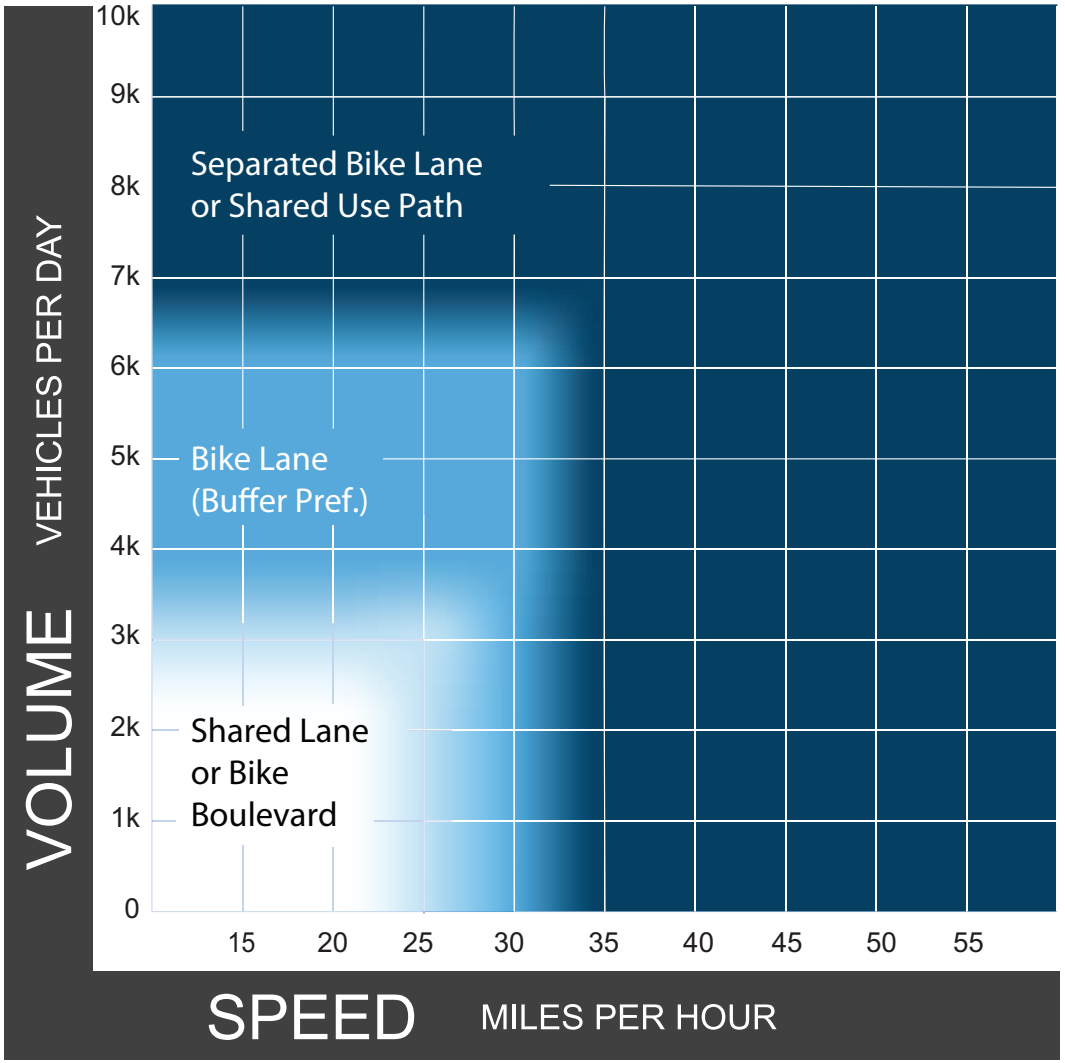


Figure 24: FHWA Bikeway Facility Matrix: Preferred Bikeway Type for Urban, Core, Suburban and Rural Town Contexts

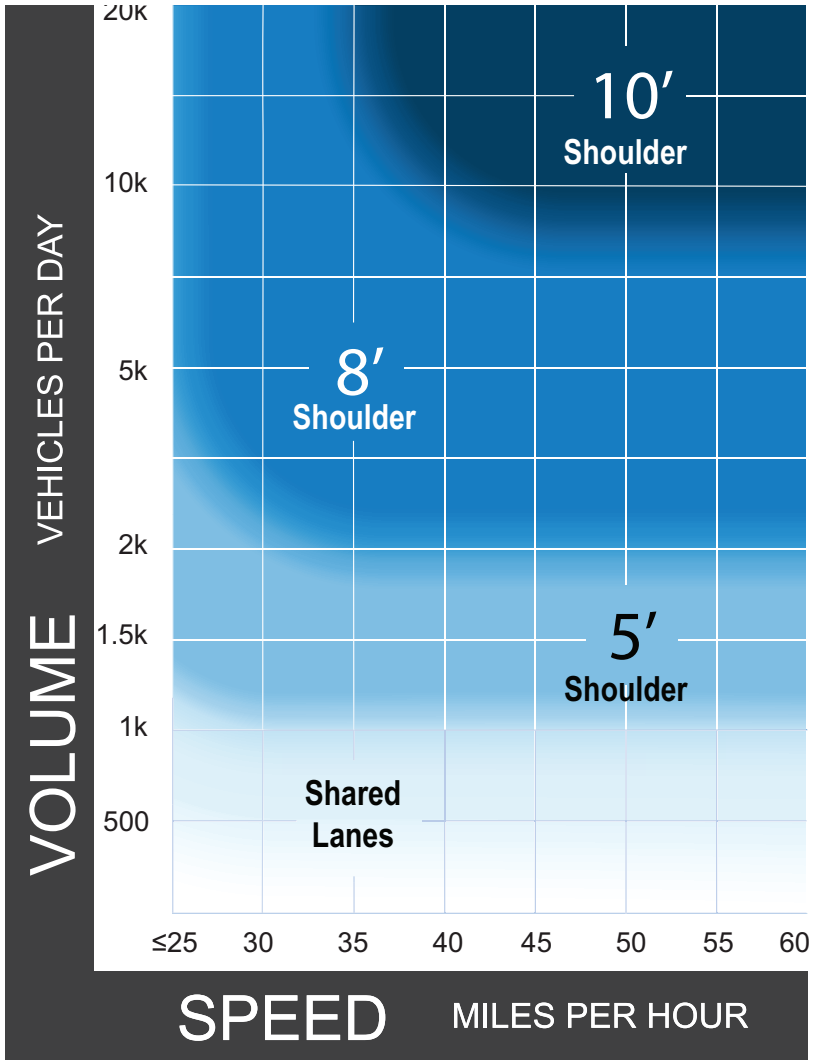


Figure 25: FHWA Bikeway Facility Matrix: Preferred Shoulder Widths for Rural Roadways

Pedestrian Access to Transit Stops

Assessing pedestrian accessibility to transit services was a separate process for Greene County and Montgomery County. Pedestrian accessibility analysis was not performed for Miami or Warren counties due to the door-to-door nature of their services.

Montgomery County

MVRPC staff assessed the proximity of sidewalk infrastructure to each bus stop within the RTA system (as of December 2021). This analysis screened for bus stops that were within 50 feet of sidewalk; this size buffer was considered large enough to account for placement errors that may be present in both the sidewalk and bus stop data. The analysis found that just over 83 percent of GDRTA bus stops are served by sidewalk. The map depicts corridors of significant length where multiple stops were found to be not served by sidewalk. In certain cases, this issue was found to be that sidewalk was present only on one side of the road, while bus stops were on both sides.

Locations with significant length (greater than 9,000 feet) lacking sidewalks along GDRTA bus routes include:

- North Main Street (SR 48) from Shiloh Springs to Sweet Potato Ridge
- Old Troy Pike from Stanley to Needmore
- Denlinger Road/Garber Road from Free Pike to Honeybrook
- Linden/Spinning/Burkhardt in Dayton and Riverside
- Springboro Pike (SR 741) from Miamisburg-Centerville to Cobblegate
- Valley Street/Harshman Avenue from Valleycrest to Brandt
- Turner Road/Shoup Mill Road/Needmore Road from Klepinger to Frederick Pike
- Nicholas Road from Elsie to Dryden and Edwin C. Moses from Dryden to I-75
- Dryden Road from Northlawn to Edwin C. Moses
- Along the path of RTA Route 16 Northbound along Riverside, Theodore, Wampler and Old Riverside

An additional seven corridors measure greater than one mile in length. There are a total of 26 identified locations with significant sidewalk gaps along GDRTA transit routes.

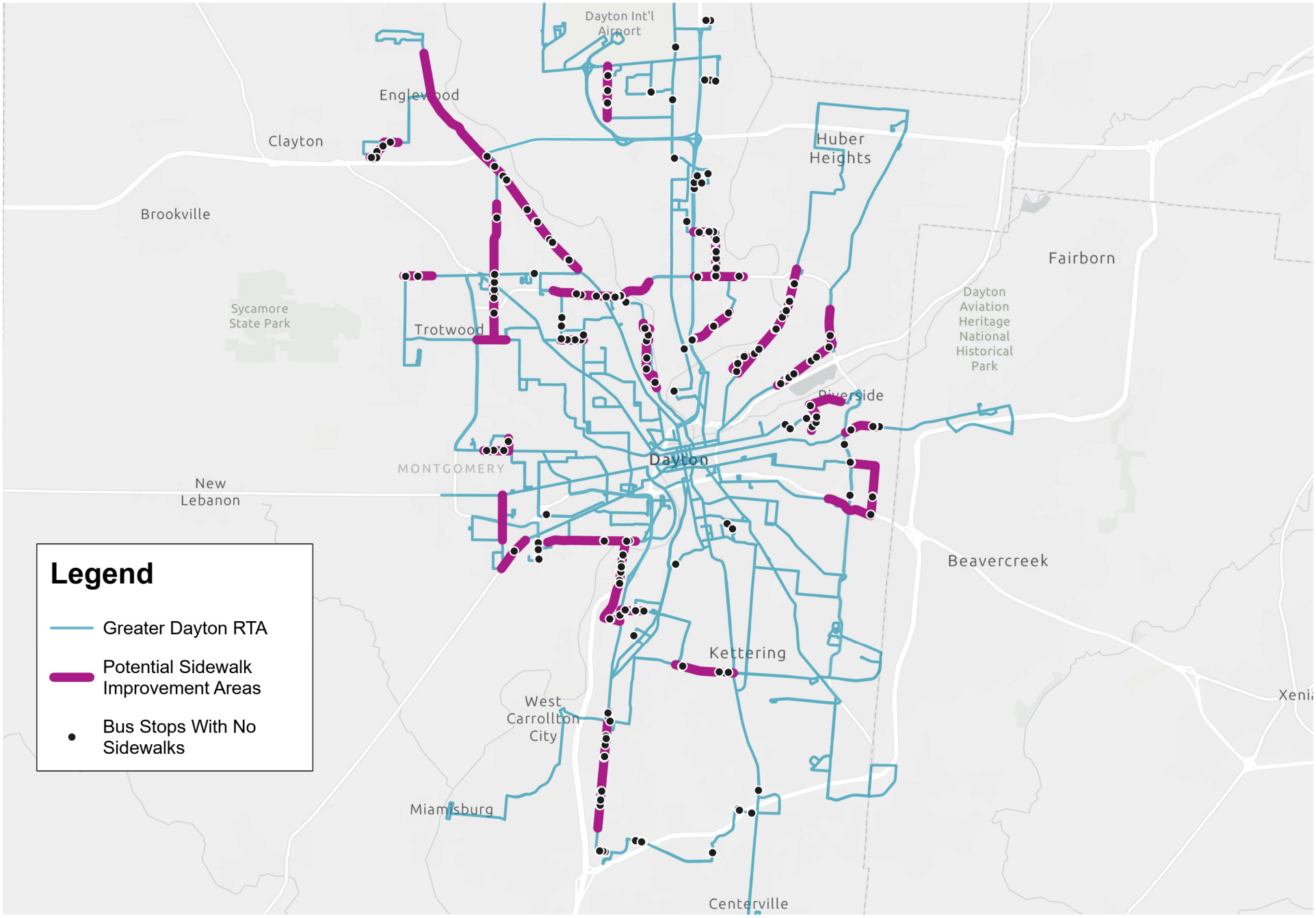


Figure 26: Greater Dayton RTA Sidewalk Analysis Map

Greene County

Along the Flex Routes, Greene CATS Public Transit invites riders to "flag" down the bus to board the system along portions of the routes where the speed limit is 35 miles per hour or less. The Map highlights the portions of the flex routes where flagging is permitted. These portions of the routes were assessed for proximity to sidewalk in the MVRPC sidewalk data. The analysis found that most of the flex route flag areas are served by sidewalk. Isolated exceptions include:

- Funderberg Road in Fairborn from Hamilton to Rice
- Colonel Glenn in Fairborn from Funderberg to Kauffman
- Kauffman Ave in Fairborn from Colonel Glenn to Montgomery
- U.S. 68 on the south end of the Village of Yellow Springs from Brookside Drive to the south corporate limit
- Dayton-Xenia Road in Xenia from Progress to Richard
- U.S. 42 in Xenia from Church (traffic circle) to Radar

It is worth noting again that MVRPC sidewalk data does not have accessibility or condition information about sidewalks, so this analysis cannot deliver a complete assessment about the accessibility of bus stops along the GDRTA routes shown to be served by sidewalks. The same can be said for the flagging portions of the Greene CATS flex routes.

Roadways served by transit but lacking pedestrian infrastructure should be prioritized for future improvements. Addition of needed pedestrian infrastructure should be incorporated into the next projects on these corridors. If no future projects are within the jurisdiction's planning horizon, consideration should be given to a stand-alone sidewalk project to facilitate full access to transit service on these roads.

Miami & Warren County

The Miami County Transit System and the Warren County Transit System provide demand-responsive service in Miami and Warren Counties. Because both transit systems do not offer prescribed dedicated routes, MVRPC did not assess sidewalk access because riders are picked up and dropped off curb-to-curb.

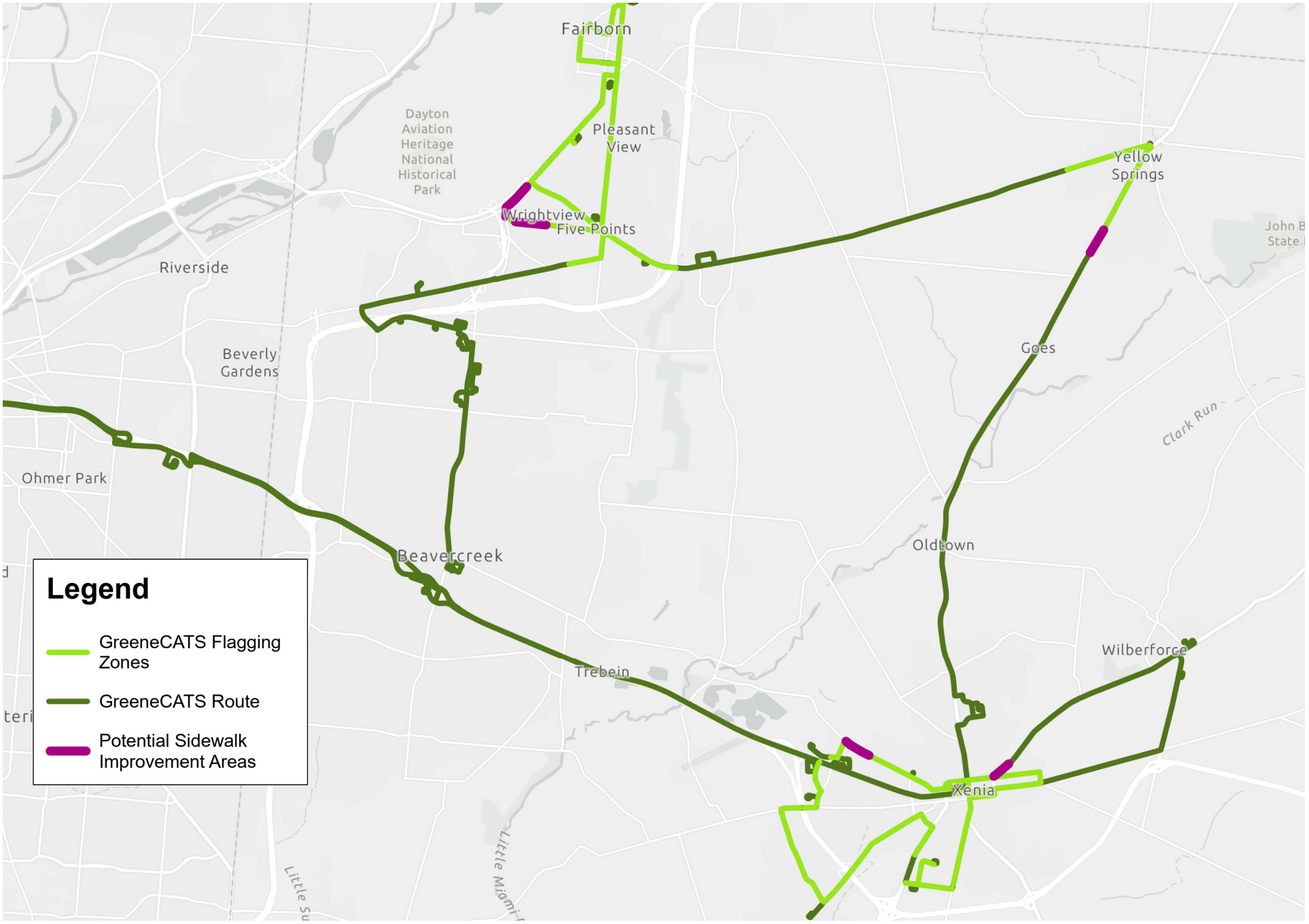


Figure 27: Greene CATS Public Transit Sidewalk Analysis Map