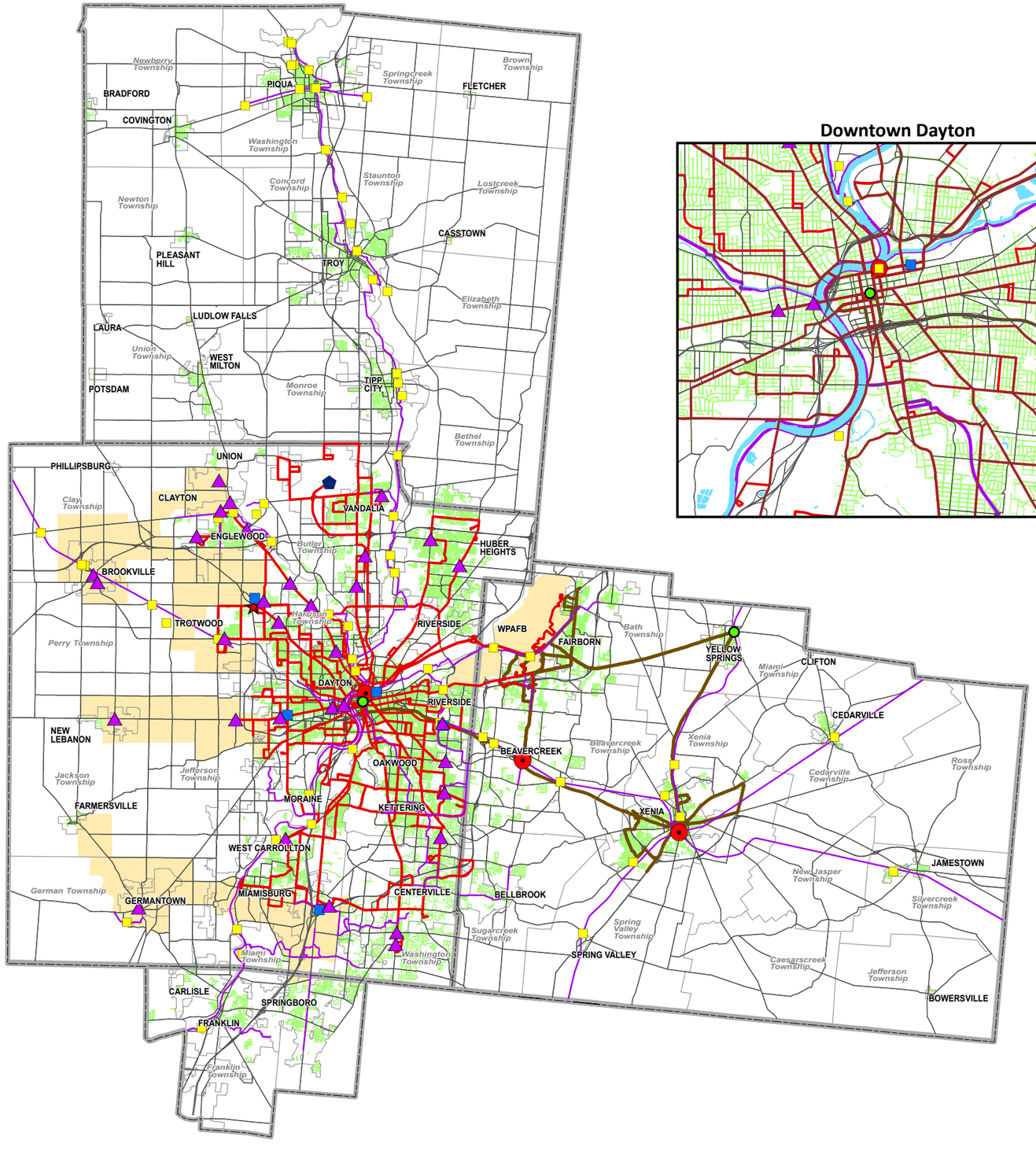
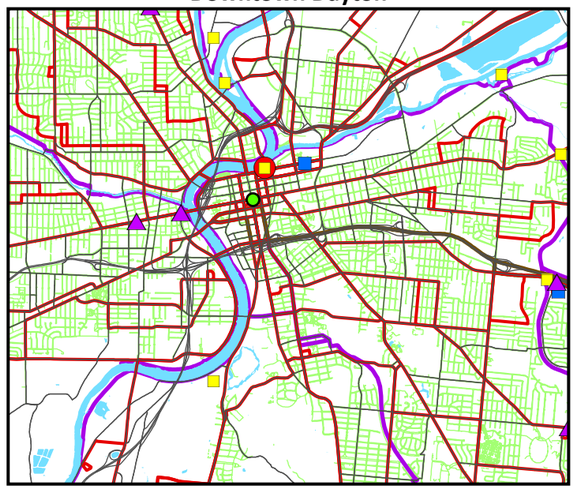
MVRPC

Figure 3.5
Multimodal Passenger Facilities





- Airport
- Greyhound
- GDRTA Hub
- Go-Bus Stops
- Park and Ride
- Regional Bikeway Hub
- Park-N-Bike
- Regional Bikeways
- GDRTA Connect Zone
- GDRTA Transit Routes
- Greene CATS Routes
- Sidewalks

Sources: GDRTA, Greene CATS, and MVRPC

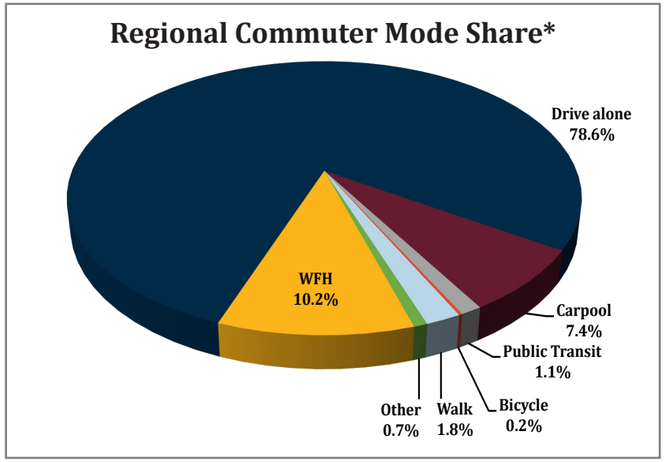
May 2026

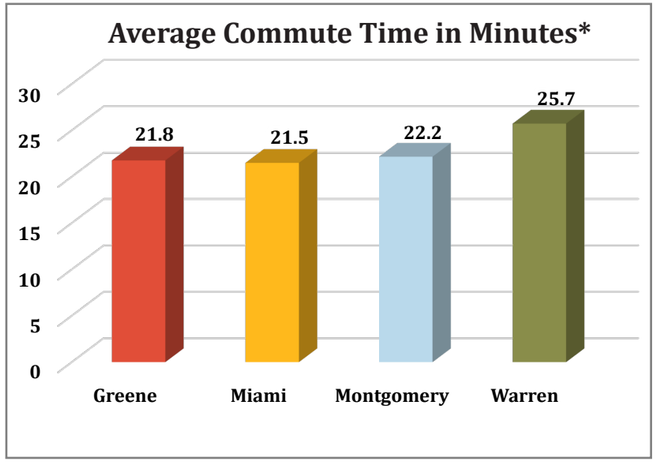
N

0 2 4 6 8 Miles

Figure 3.7 Regionwide Journey-to-Work Characteristics

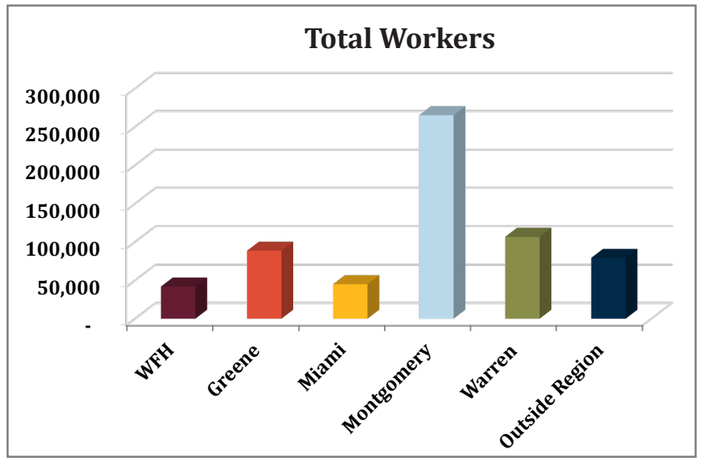
Source: ACS 2018-2022*
and CTTP 2021**
May 2026

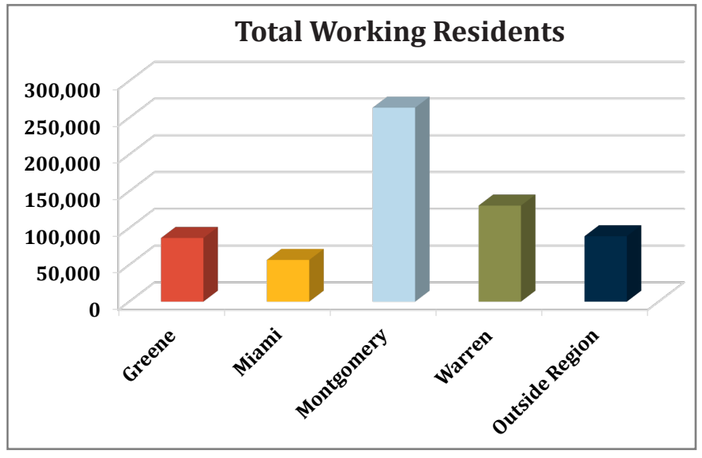




Residence \ To	Work at Home	Greene	Miami	Montgomery	Warren	Outside Region	Total Working Residents
		Workplace**					
Greene	6,720	46,320	670	23,250	1,320	8,281	**86,561**
Miami	3,660	1,755	31,455	11,840	125	7,877	**56,712**
Montgomery	17,555	26,775	5,330	188,070	8,390	17,611	**263,731**
Warren	13,985	2,980	130	13,365	54,645	45,503	**130,608**
Outside Region* **		10,714	7,366	28,634	42,218		**88,932**
Total County Employees	**41,920**	**88,544**	**44,951**	**265,159**	**106,698**	**79,272**	

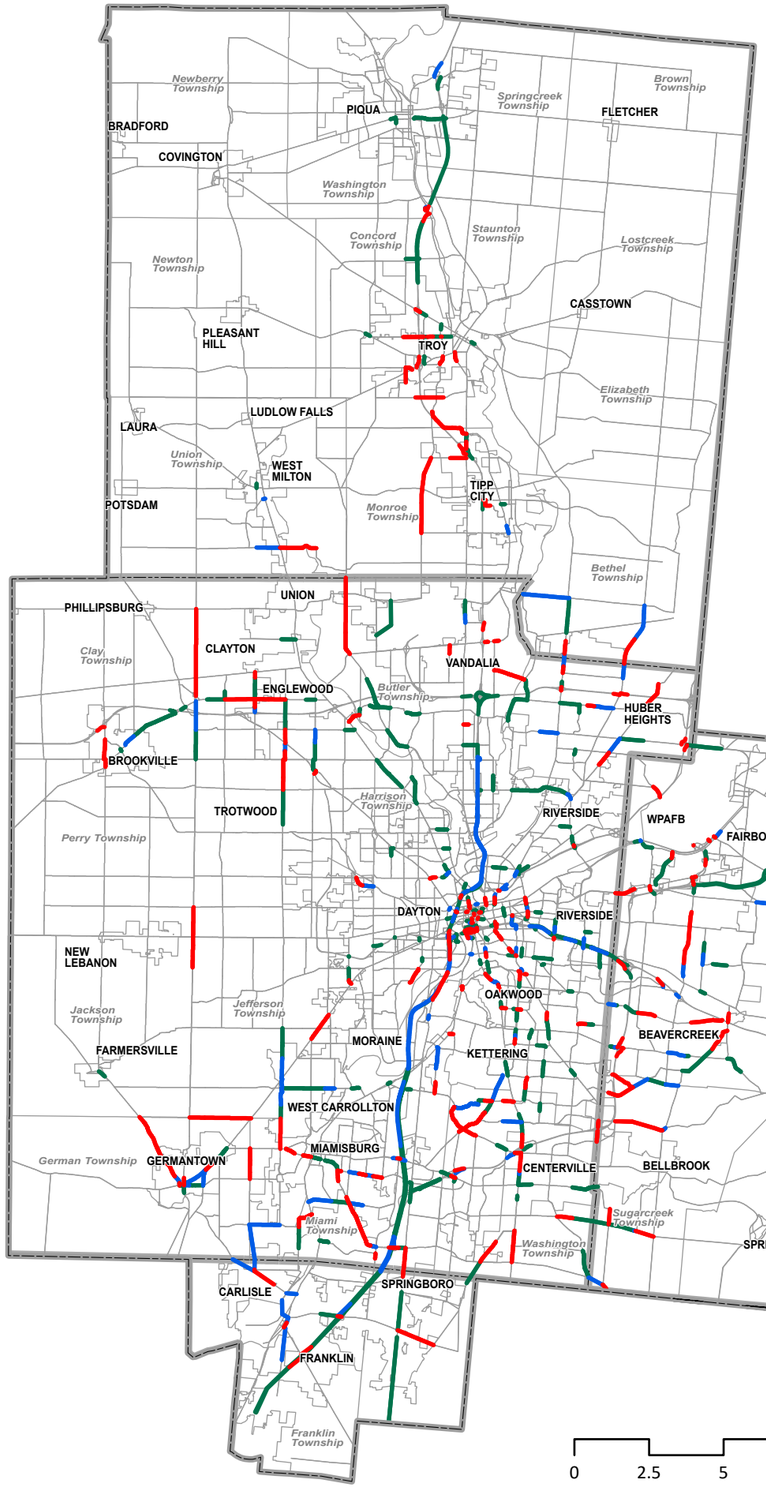
***Only outside residents working inside the Region are considered.





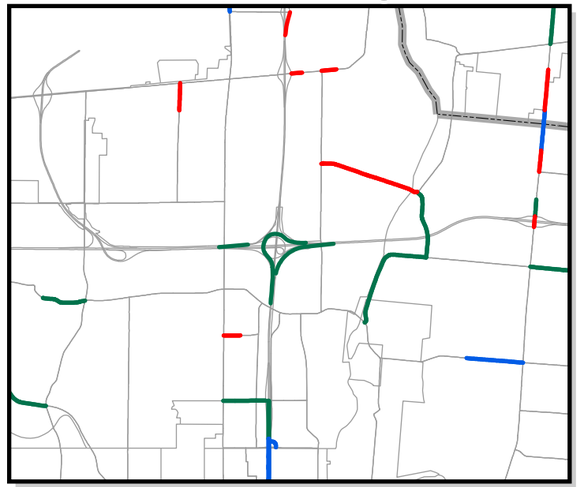
MVRPC

Figure 4.2
Level of Service
2020 Base

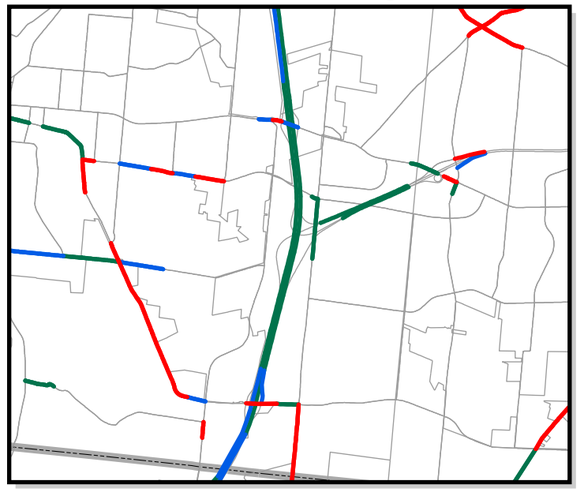


Downtown Dayton

I-70/I-675 Interchange



I-75/I-675 Interchange



Level of Service

- D
- E
- F

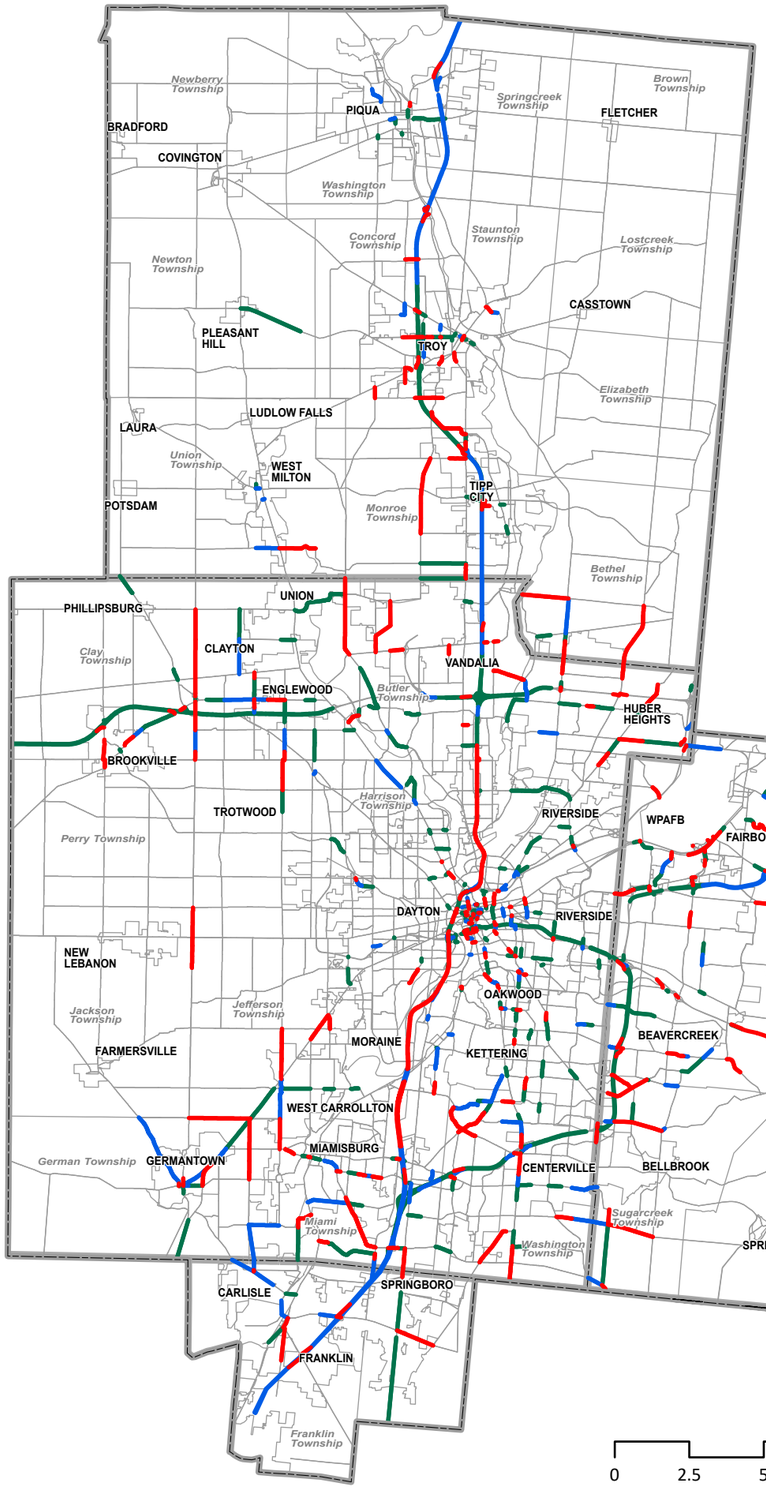
Political Boundaries

- County
- City
- Township

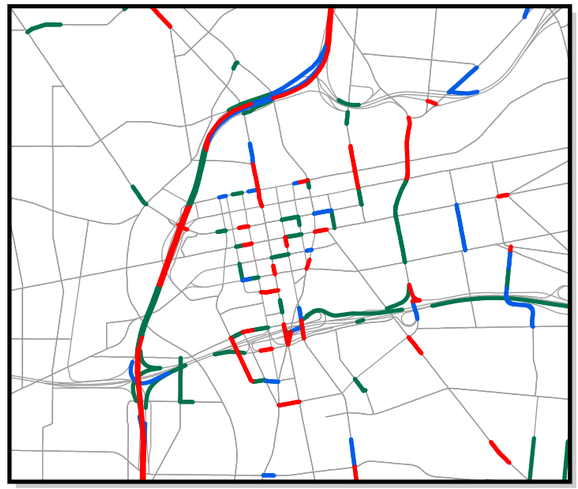
Source: MVRPC
May 2026

MVRPC

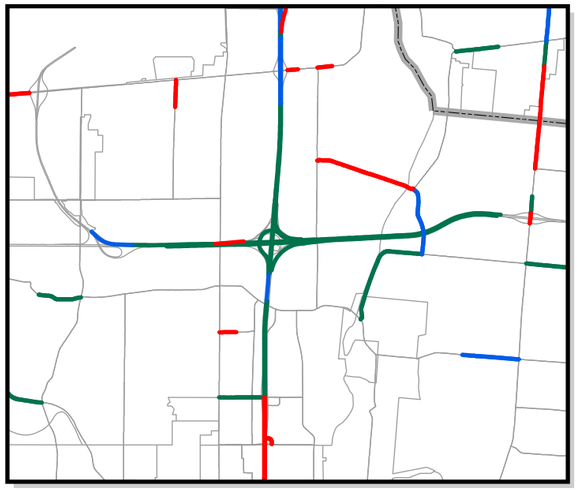
Figure 4.3
Level of Service
2050 Existing+Committed



Downtown Dayton



I-70/I-75 Interchange



I-75/I-675 Interchange

Level of Service

- D
- E
- F

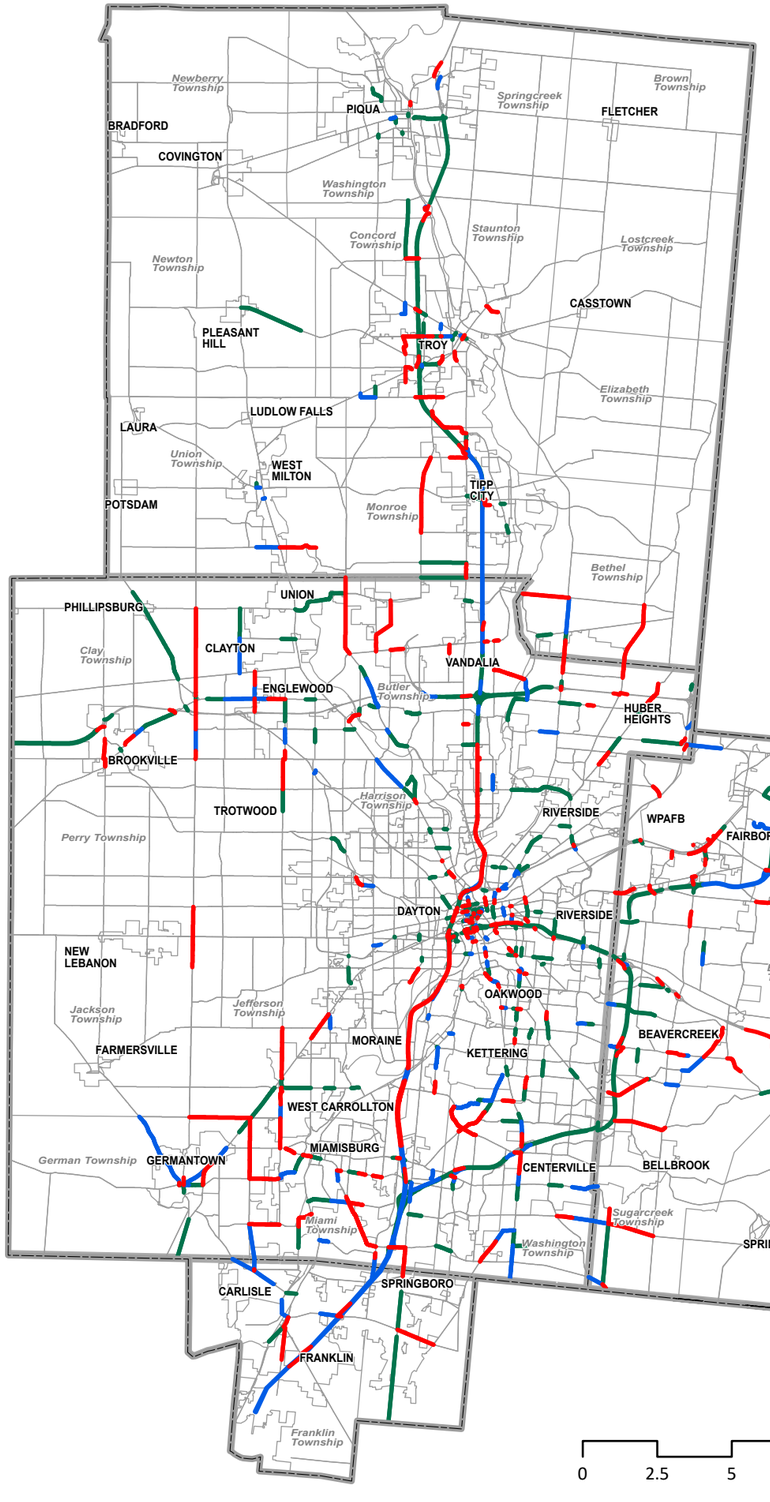
Political Boundaries

- County
- City
- Township

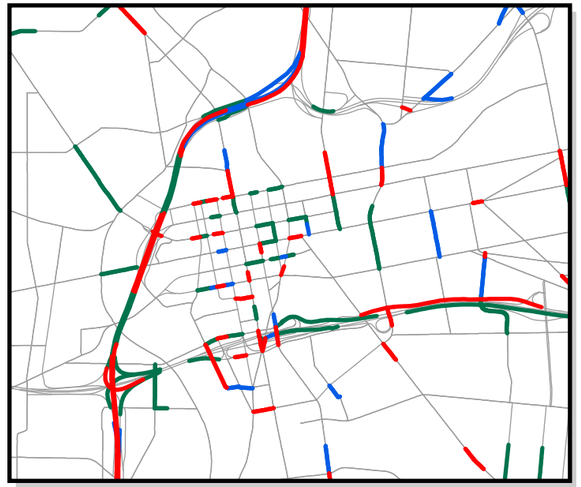
Source: MVRPC
May 2026

MVRPC

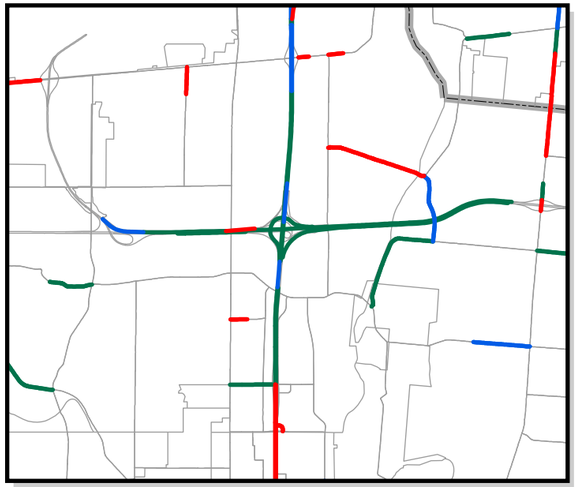
Figure 4.4
Level of Service
2050 Plan



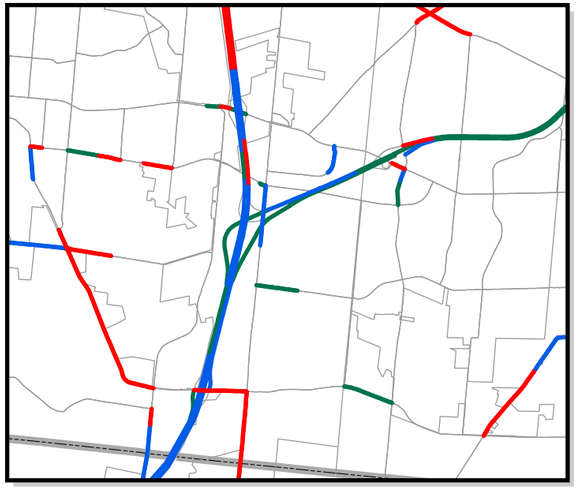
Downtown Dayton



I-70/I-75 Interchange



I-75/I-675 Interchange



Level of Service

- D
- E
- F

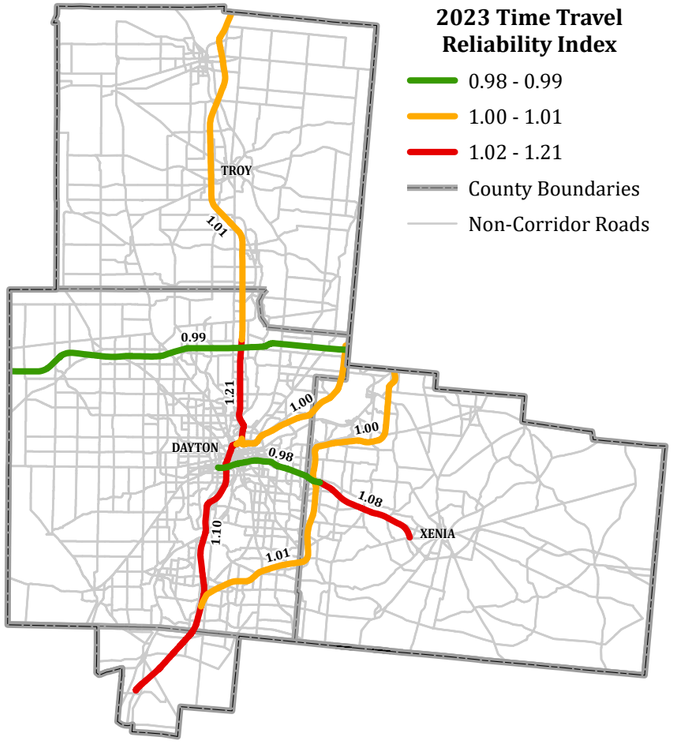
Political Boundaries

- County
- City
- Township

Source: MVRPC
May 2026

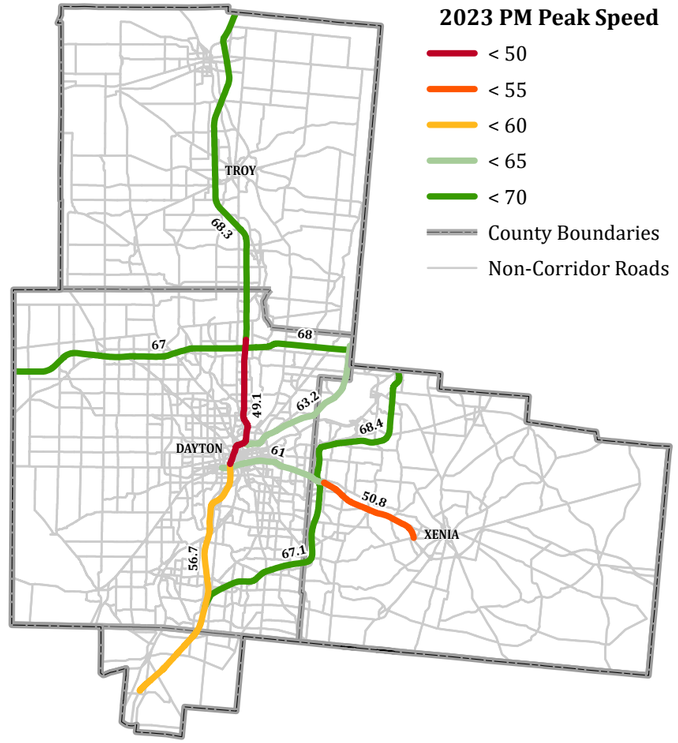
MVRPC

Figure 4.5 Selected Regional Corridor Performance Measures



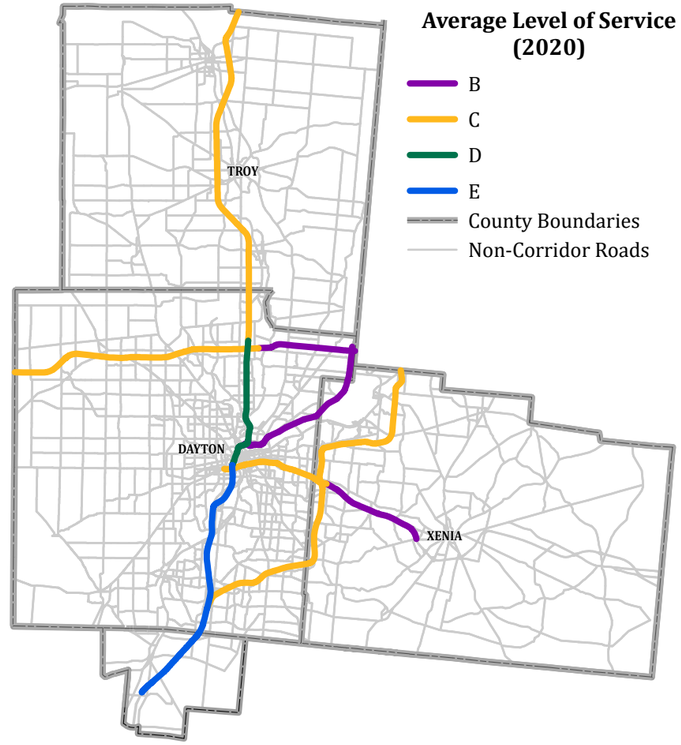
2023 Time Travel Reliability Index

- 0.98 - 0.99
- 1.00 - 1.01
- 1.02 - 1.21
- County Boundaries
- Non-Corridor Roads



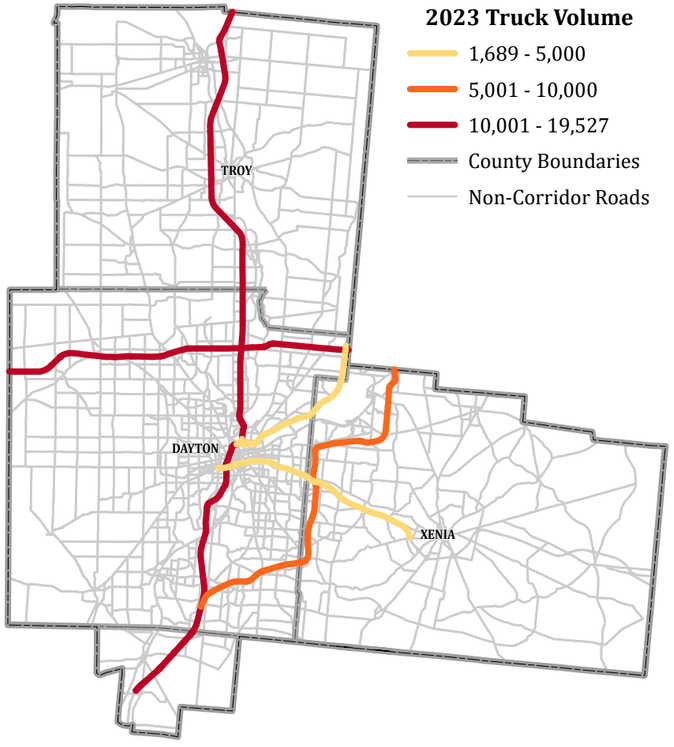
2023 PM Peak Speed

- < 50
- < 55
- < 60
- < 65
- < 70
- County Boundaries
- Non-Corridor Roads



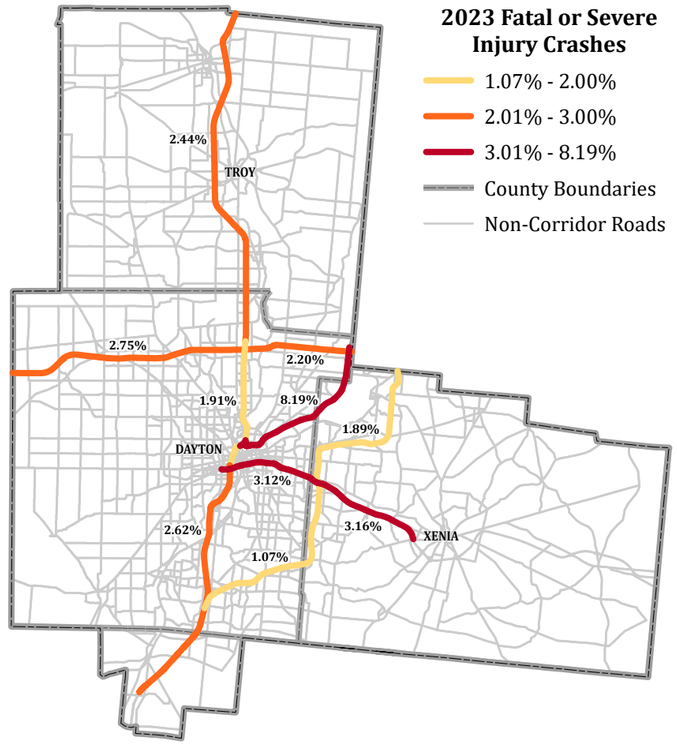
Average Level of Service (2020)

- B
- C
- D
- E
- County Boundaries
- Non-Corridor Roads



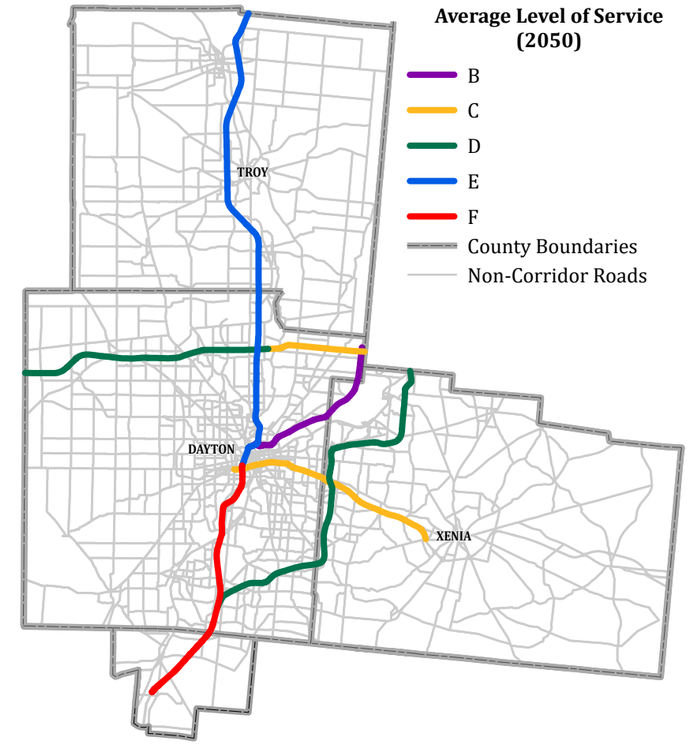
2023 Truck Volume

- 1,689 - 5,000
- 5,001 - 10,000
- 10,001 - 19,527
- County Boundaries
- Non-Corridor Roads



2023 Fatal or Severe Injury Crashes

- 1.07% - 2.00%
- 2.01% - 3.00%
- 3.01% - 8.19%
- County Boundaries
- Non-Corridor Roads



Average Level of Service (2050)

- B
- C
- D
- E
- F
- County Boundaries
- Non-Corridor Roads

N

0 5 10 15

Miles

Sources: INRIX, ODOT, RITIS, and MVRPC

Table 4.3 — Congestion Mitigation Strategies

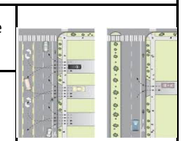
Congestion Mitigation Strategy	Description	Currently Implemented in the MPO	Illustration / Photograph
Highway Capacity Addition Strategies			
Highway Capacity Expansion	This strategy involves increasing the capacity of congested roadways through additional general purpose travel lanes and/or upgrading interchanges on freeways. Strategies to add capacity are the most costly and least desirable strategies. They should only be considered after exhausting all feasible demand and operational management strategies.	Yes. **Completed:** Downtown Dayton Subcorridor Reconstruction, various I-70 widening projects, US 35 in Montgomery County. **Planned:** I-70 in Montgomery County, I-75 in Miami County, and I-71 in Greene County	
Alternative Transportation Mode Strategies			
Bicycle and Pedestrian Projects Including Exclusive Non-Motorized ROW and New Sidewalk Connections	Investments in these modes can increase safety and mobility in a cost-efficient manner, while providing a zero-emission alternative to motorized modes. In many cases, bicycle lanes can be added to existing roadways through restriping. Abandoned rail rights-of-way and existing parkland can be used for medium-to-long distance bicycle trails, improving safety, and reducing travel times.Increasing sidewalk connectivity encourages pedestrian traffic for short trips.	Yes. Implementation of new Regional Bikeways and Trails as well as Designated Bicycle Lanes on Facilities and Routes at the local level. Implementation of the federally-funded Safe Routes to School program provides 100 percent funding to communities to invest in pedestrian and bicycle infrastructure surrounding elementary schools. ODOT's HSIP program funds systemic improvements that prevent injuries to pedestrians.	
Complete Streets	Routinely design and operate the entire right-of-way to enable safe access for all users including pedestrians, bicyclists, motorists, and transit users. Elements that may be found on a complete street include sidewalks, bike lanes, special bus lanes, accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.	Yes; MVRPC adopted its Regional Complete Streets Policy in January 2011 (http://www.mvrpc.org/transportation/complete-streets). Dayton, Riverside, Piqua, Troy, and Yellow Springs also have complete streets policies.	
Alternative Mode Marketing and Education	Providing education on alternative modes of transportation can be an effective way of increasing demand for alternative modes. This strategy can include mapping websites that compute directions and travel times for multiple modes of travel.	MVRPC promotes alternative modes in conjunction with a Rideshare and Air Quality Program. Many local communities have promoted non-motorized forms of transportation by providing marked routes, paths, and sidewalks that connect and/or guide users to the Miami Valley Recreational Trail system (http://www.mvrpc.org/transportation/bikeways-pedestrians).	
Travel Demand Management Strategies			
Transportation demand management (TDM) strategies are used to reduce travel during peak periods. They are also used to help agencies meet air quality conformity standards and are intended to provide ways to provide congestion relief/mobility improvements without high cost infrastructure projects.			
Ridesharing and Emergency Ride Home	In ridesharing programs, participants are matched with potential candidates for sharing rides. This is typically arranged/encouraged through employers or transportation management agencies, which provide ride-matching services. Emergency Ride Home programs provide a safety net to those people who carpool or use transit to work so that they can get to their destinations due to unexpected work demands or an emergency.	Yes; MVRPC's Rideshare Program helps commuters with resources form carpools or vanpools through ride-matching, find bike routes and transit options, or form bikepools. There are around 4,000 people currently enrolled in MVRPC's RIDESHARE program. MVRPC also advertises the program across multiple media outlets. MVRPC also has the Drive Less Live More initiative emphasizing the use of sustainable commute options such as carpooling outside of the regular work or school commute times to reduce air pollution and improve health outcomes.	
Alternative Work Hours	There are three main variations: staggered hours, flex-time, and compressed work weeks.	Yes; Alternative Work Hours are becoming more common. WPAFB, the Region's largest employer, allows a variety of work schedules.	
Telecommuting/WFH	Telecommuting policies allow employees to work at home or at a regional telecommute center instead of going into an office all of the time or for a certain number of days per week.	Yes; Telecommuting has become more common, either on a regular or hybrid basis. Recent American Community Survey data confirms the increase.	
Intelligent Transportation Systems (ITS) Strategies			
The strategies in ITS use new and emerging technologies to mitigate congestion while improving safety and environmental impacts. Typically, these systems are made up of many components, including traffic sensors, electronic signs, cameras, controls, and communication technologies.			
Dynamic Messaging	Dynamic Messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.	The Dayton/Springfield Freeway Management System (https://www.mvrpc.org/transportation/long-range-planning-lrtp/intelligent-transportation-systems), combines technological and operational solutions to manage congestion growth. ODOT has a website (www.ohgo.com) and accompanying app designed to provide motorists with real-time travel information using ITS technology on Ohio's roadways. GDRTA has a mobile app called Dayton Bus Tracker and an app called Transit also shows current bus route information.	
Advanced Traveler Information Systems (ATIS)	ATIS technology provides access to an extensive amount of data to travelers, such as real-time speed estimates or information on alternate route options.		
Integrated Corridor Management (ICM)	This strategy provides for the coordination of individual network operations between parallel facilities to create an interconnected system. A coordinated effort between networks along a corridor can effectively manage the total capacity in a way that will result in reduced congestion.	No.	
Transportation System Management Strategies			
Traffic Signal Coordination	Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events, set to adopt one of several pre-defined phasing plans, or set to calculate an optimal phasing plan based on current conditions.	Yes. There are numerous examples throughout the Region. This strategy is particularly well-suited for built-up urban areas where capacity expansion is difficult or unfeasible.	
Channelization	This strategy is used to optimize the flow of traffic for making left or right turns usually using concrete islands or pavement markings.		
Intersection Improvements	Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes and widened shoulders.		
Bottleneck Removal	This strategy removes or corrects short, isolated, and temporary lane reductions, substandard design elements, and other physical limitations that form a capacity constraint that results in a traffic bottleneck.	ODOT has established the ODOT Ramp Clear program, a freeway bottleneck removal program, to help clear queues from freeway exit ramps.	
Vehicle Use Limitations and Restrictions	This strategy includes all-day or selected time-of-day restrictions of vehicles, typically trucks, to increase roadway capacity.	Yes; used during construction and special events.	
Construction Management	This strategy includes preparing construction managment plans, implementing detour signing improvements and providing advance information of closures and alternate routes.	Yes, in cooperation with ODOT and local jurisdictions.	
Other Miscellaneous Strategies			
Traffic Incident Management	This strategy addresses primarily non-recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.	Yes; ODOT partners with sponsors to run the Safety Patrol Program providing freeway incidence response vehicles to improve traffic flow and reduce traffic congestion due to stalled vehicles as well as offering roadway assistance to motorists in need.	
Access Management Strategies	Access management is a broad concept that can include everything from curb cut restrictions on local arterials to minimum interchange spacing on freeways. Restricting turning movements on local arterials can reduce accidents and prevent turning vehicles from impeding traffic flow. Similarly, eliminating merge points and weaving sections at freeway interchanges increases the capacity of the facility.	Yes.	

Figure 5.4
Congestion Management Projects: Greene County

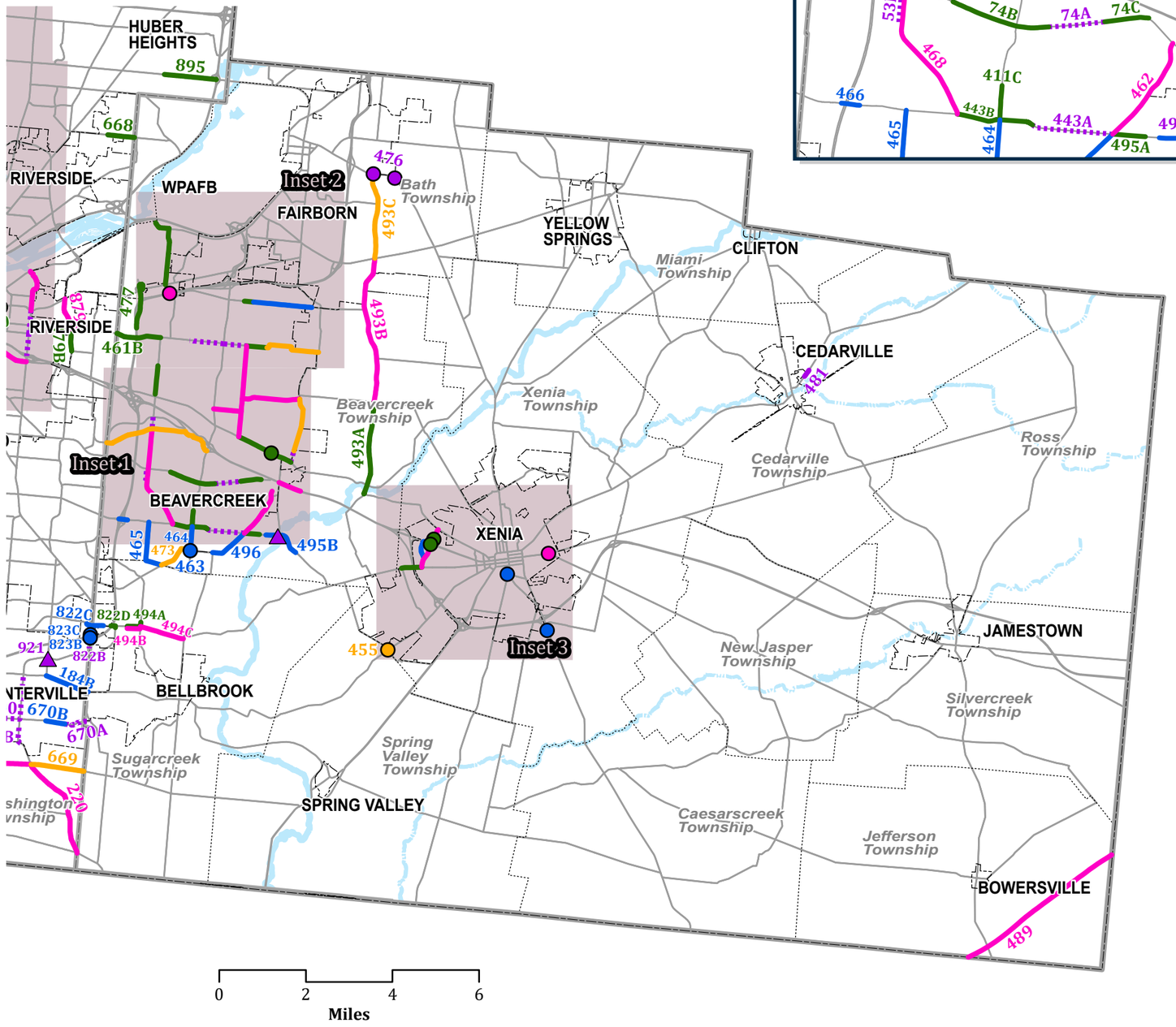
TIP Status

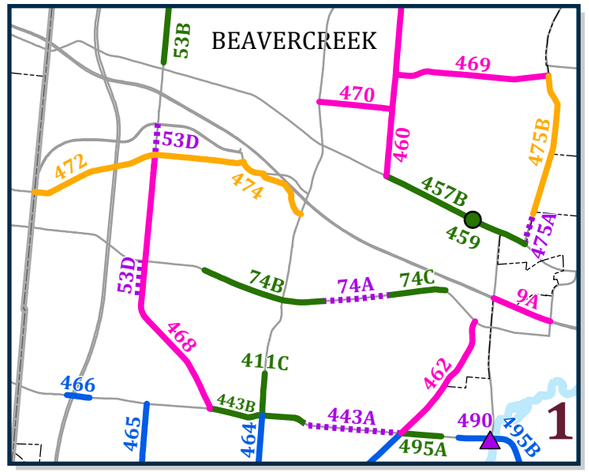
Yes ▲ ▪▪▪▪▪▪▪

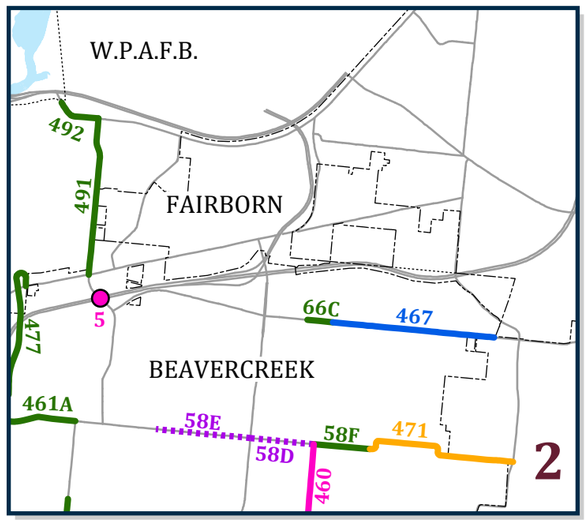
No ● ▬▬▬

Feasibility

2026 - 2030
2031 - 2035
2036 - 2040
2041 - 2045
2046 - 2050







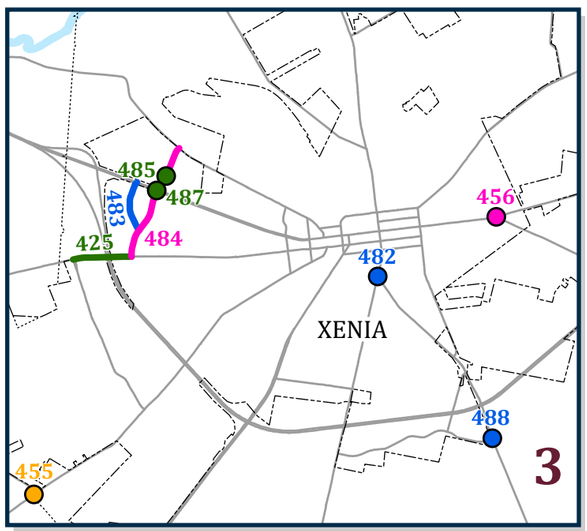
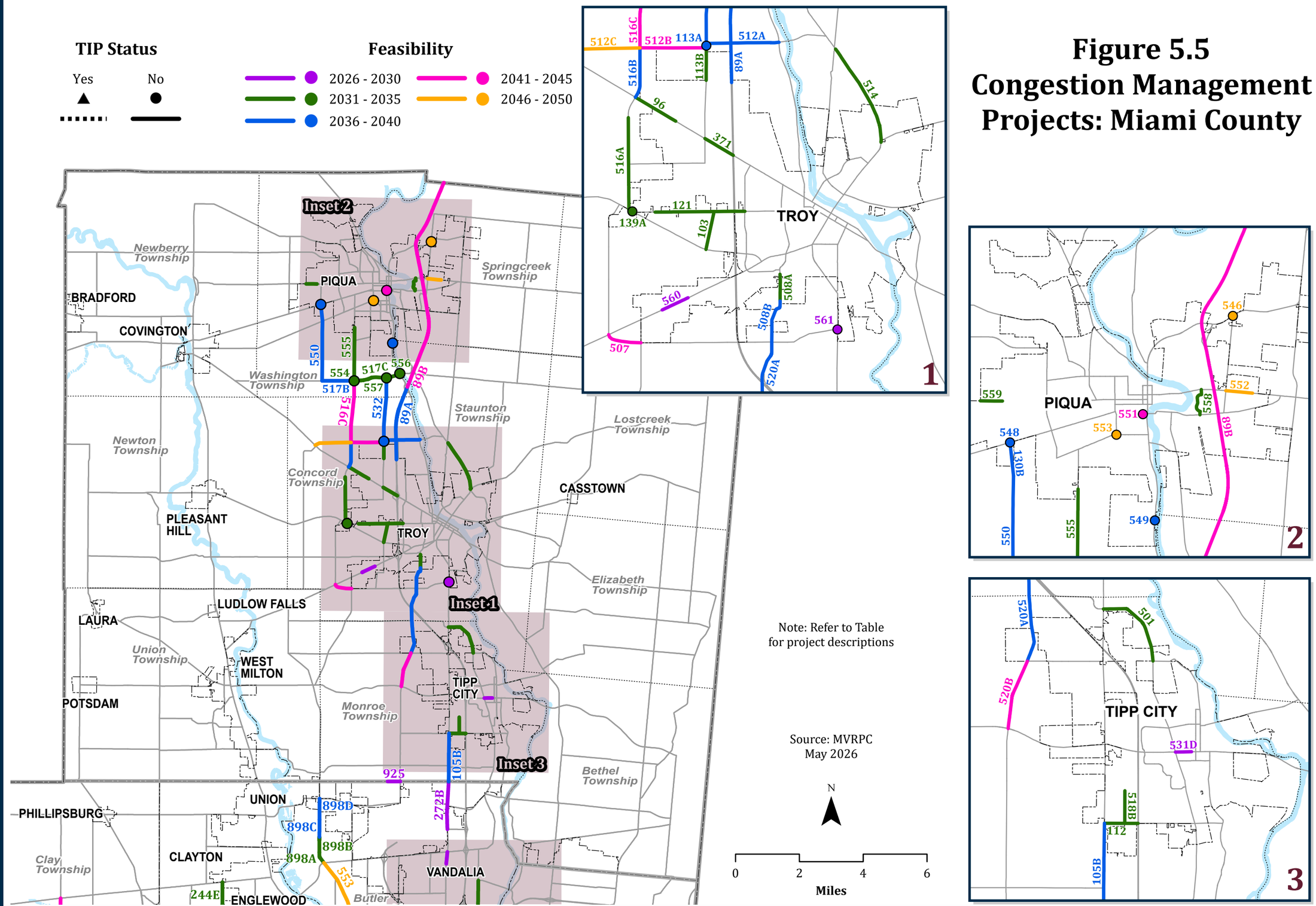
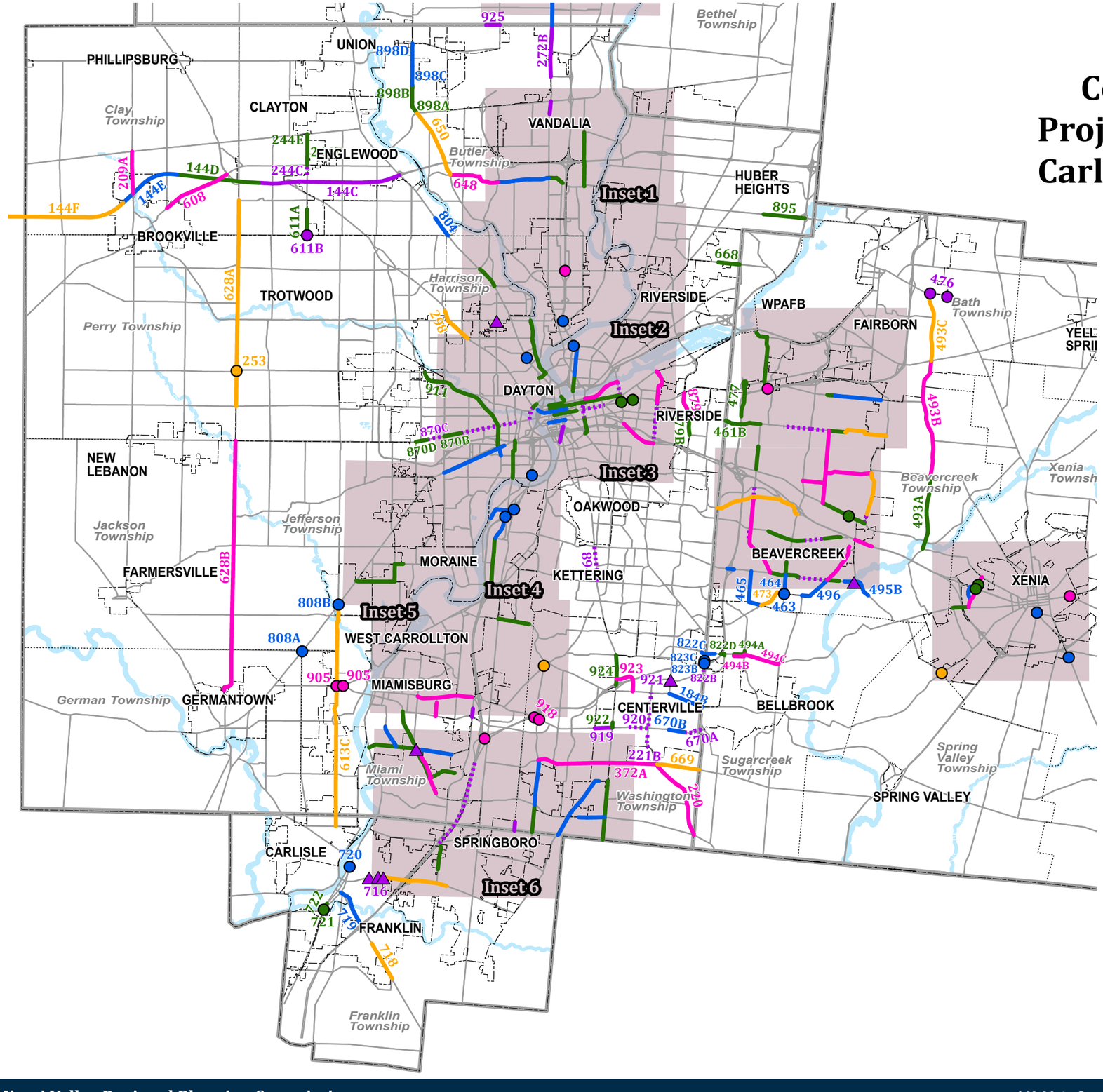


Figure 5.5
Congestion Management Projects: Miami County



MVRPC

Figure 5.6
Congestion Management Projects: Montgomery County, Carlisle, Franklin, Springboro, and Franklin Twp.

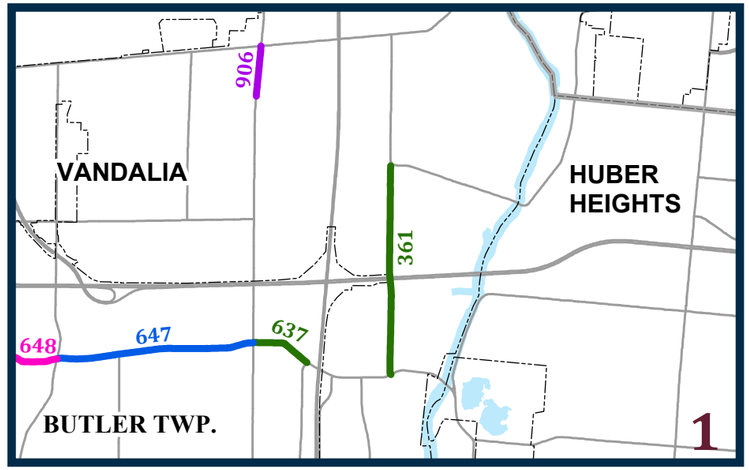


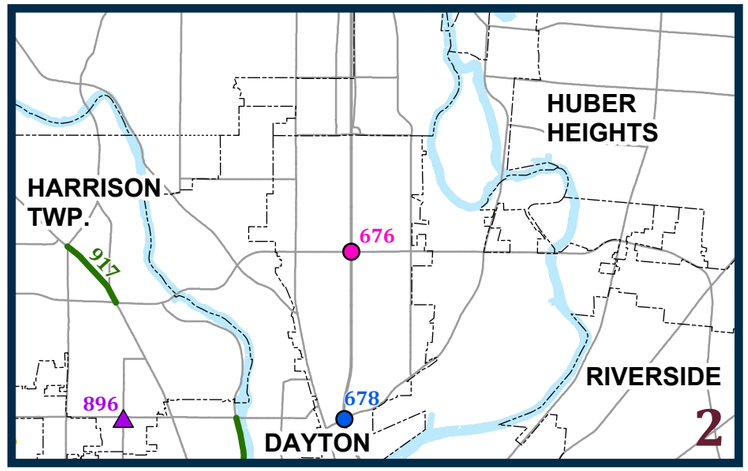
Note: Refer to Table for project descriptions.

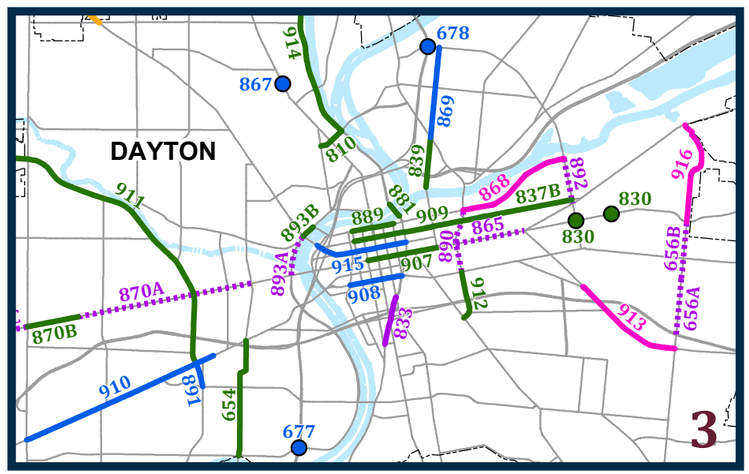
Source: MVRPC
May 2026

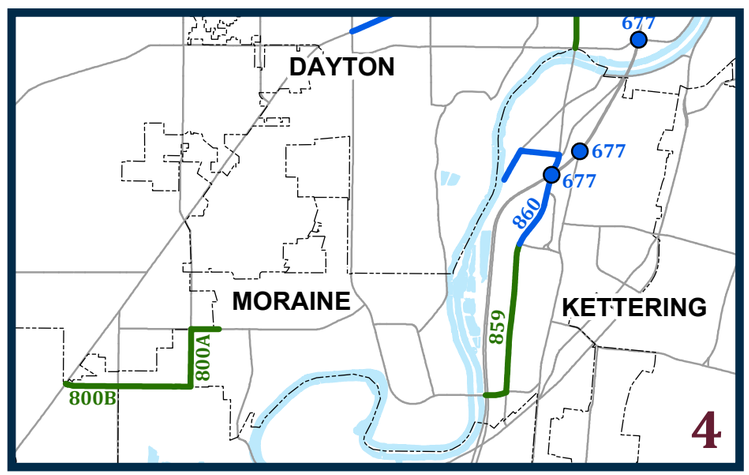
MVRPC

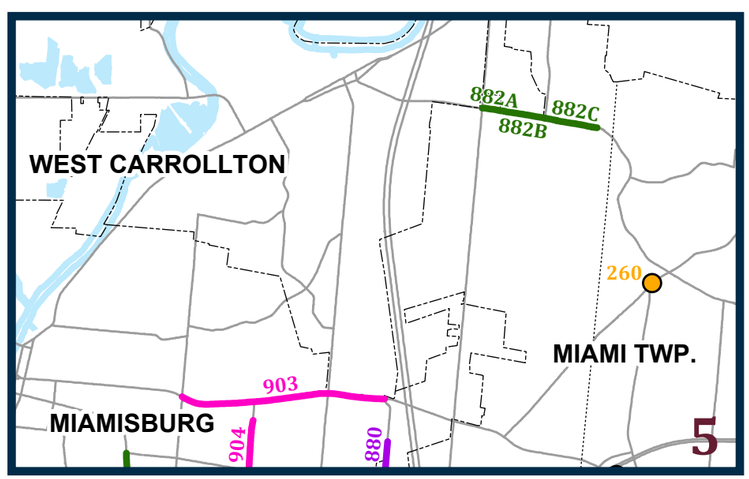
Figure 5.7
Congestion Management Projects: Montgomery County Insets

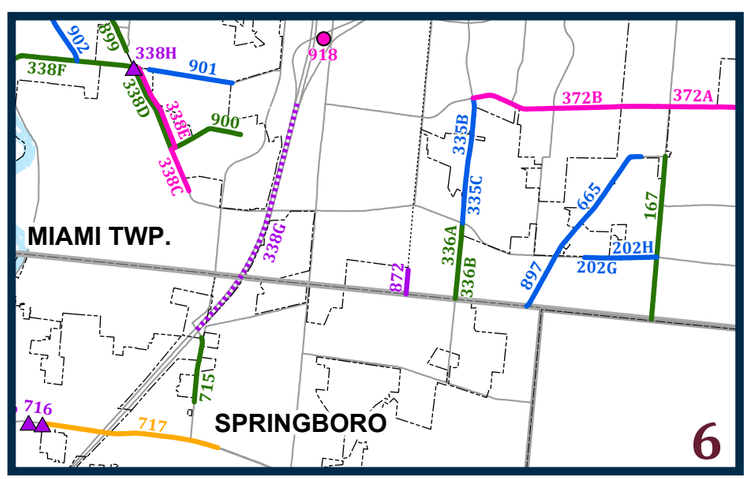












TIP Status

Yes ▲ No ●

Feasibility

- 2026 - 2030
- 2031 - 2035
- 2036 - 2040
- 2041 - 2045
- 2046 - 2050

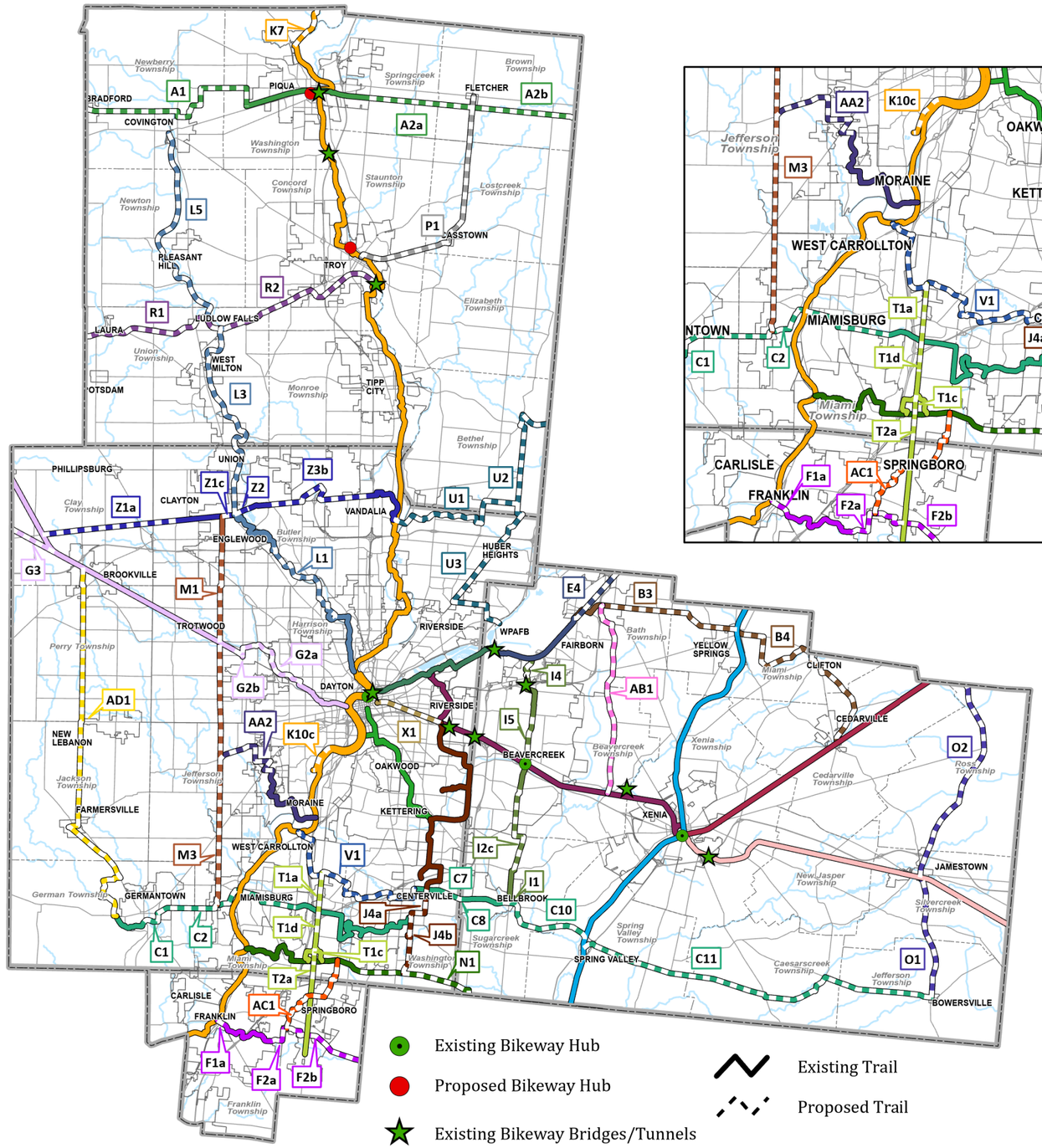
Note: Refer to Table for project descriptions.

Source: MVRPC
May 2026

N

MVRPC

Figure 7.2
Regional Bikeway & Pedestrian Network



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

N

0 2 4 6 8

Miles

May 2026

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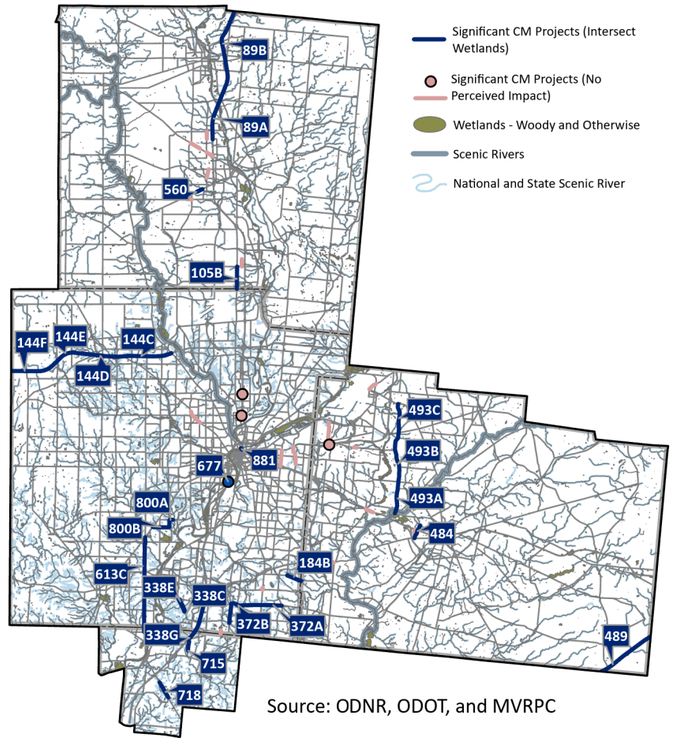
MVRPC

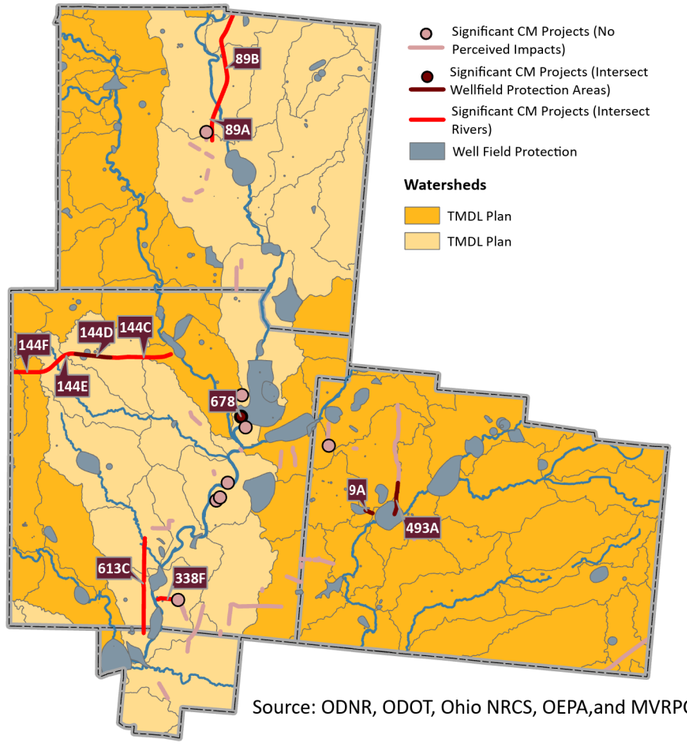
Wetlands and Scenic Rivers



Significant CM Projects (Intersect Wetlands)
Significant CM Projects (No Perceived Impact)
Wetlands - Woody and Otherwise
Scenic Rivers
National and State Scenic River

Source: ODNR, ODOT, and MVRPC

Watersheds and Wellfields



Significant CM Projects (No Perceived Impacts)
Significant CM Projects (Intersect Wellfield Protection Areas)
Significant CM Projects (Intersect Rivers)
Well Field Protection

Watersheds

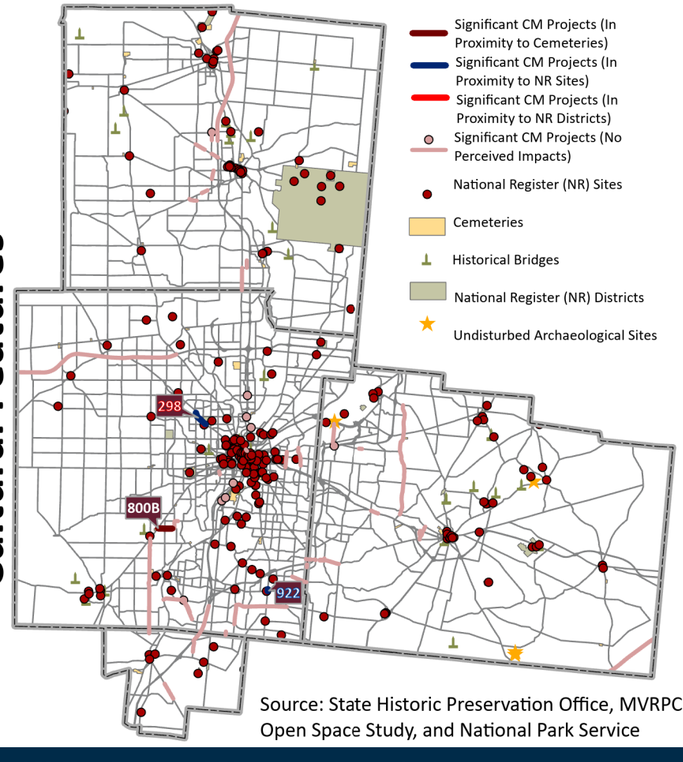
TMDL Plan
TMDL Plan

Source: ODNR, ODOT, Ohio NRCS, OEPA,and MVRPC

Endangered Species

See Table 9.5 for Endangered Species Matrices

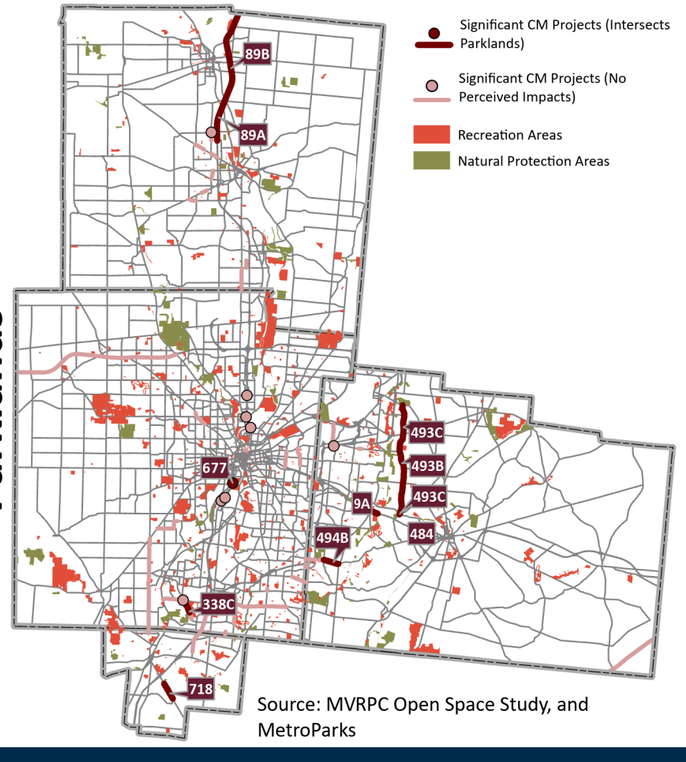
Cultural Features



Significant CM Projects (In Proximity to Cemeteries)
Significant CM Projects (In Proximity to NR Sites)
Significant CM Projects (In Proximity to NR Districts)
Significant CM Projects (No Perceived Impacts)
National Register (NR) Sites
Cemeteries
Historical Bridges
National Register (NR) Districts
Undisturbed Archaeological Sites

Source: State Historic Preservation Office, MVRPC Open Space Study, and National Park Service

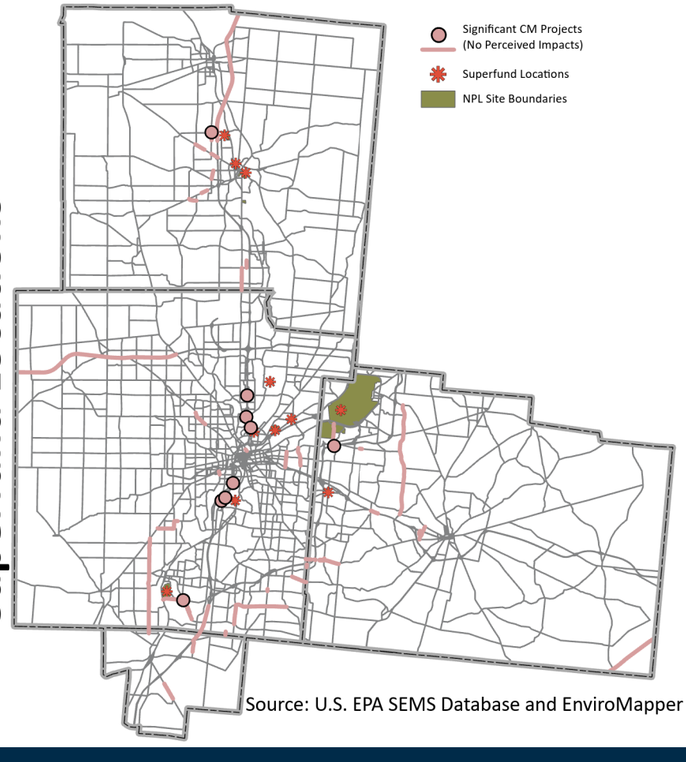
Parklands



Significant CM Projects (Intersects Parklands)
Significant CM Projects (No Perceived Impacts)
Recreation Areas
Natural Protection Areas

Source: MVRPC Open Space Study, and MetroParks

Superfund Locations



Significant CM Projects (No Perceived Impacts)
Superfund Locations
NPL Site Boundaries

Source: U.S. EPA SEMS Database and EnviroMapper

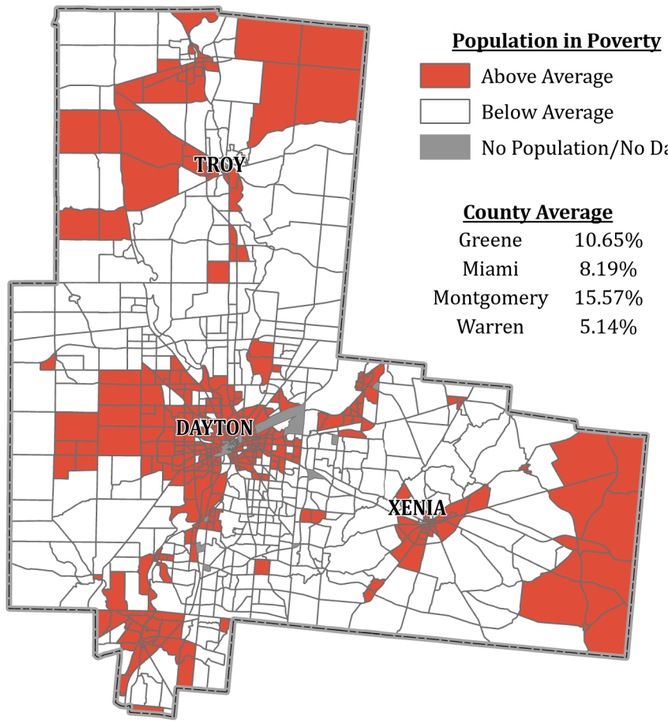
Figure 9.6 Environmental Mitigation Analysis

N

Miles
0 2 4 6 8

MVRPC

Figure 10.1 Vulnerable Populations

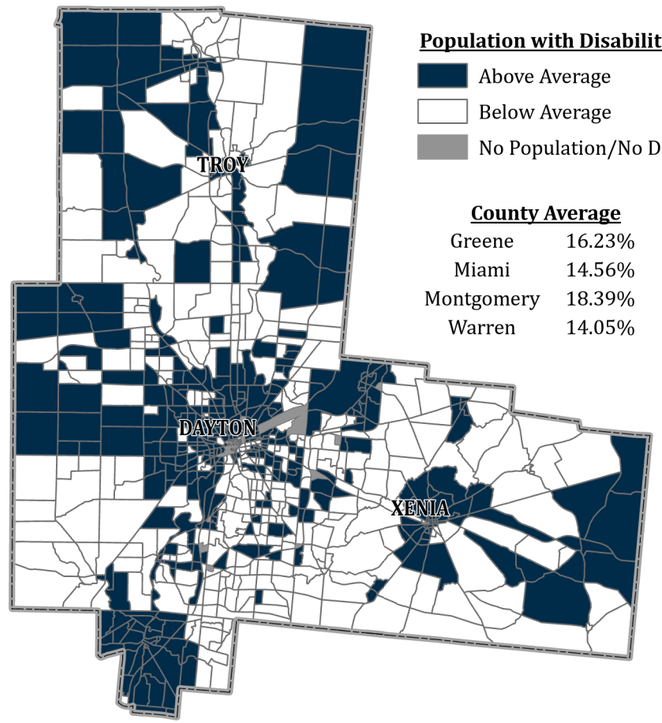


Population in Poverty

- Above Average
- Below Average
- No Population/No Data

County Average

Greene	10.65%
Miami	8.19%
Montgomery	15.57%
Warren	5.14%

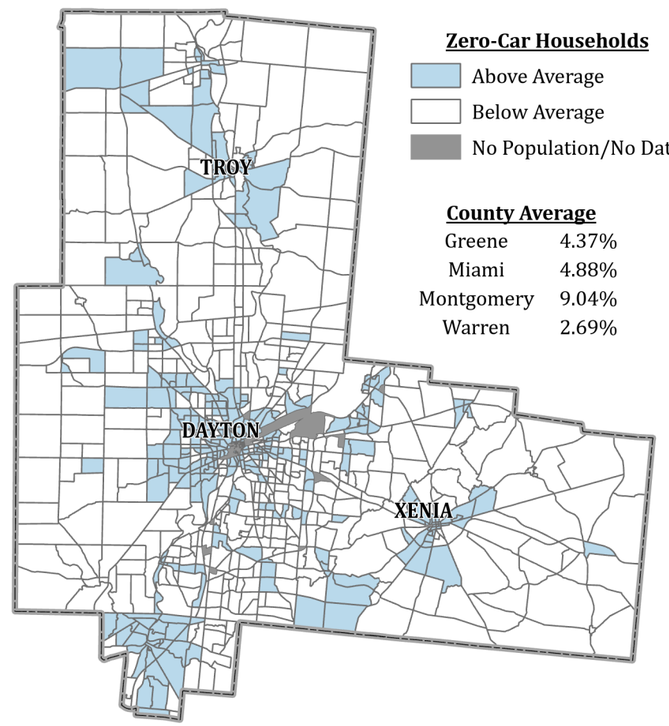


Population with Disabilities

- Above Average
- Below Average
- No Population/No Data

County Average

Greene	16.23%
Miami	14.56%
Montgomery	18.39%
Warren	14.05%

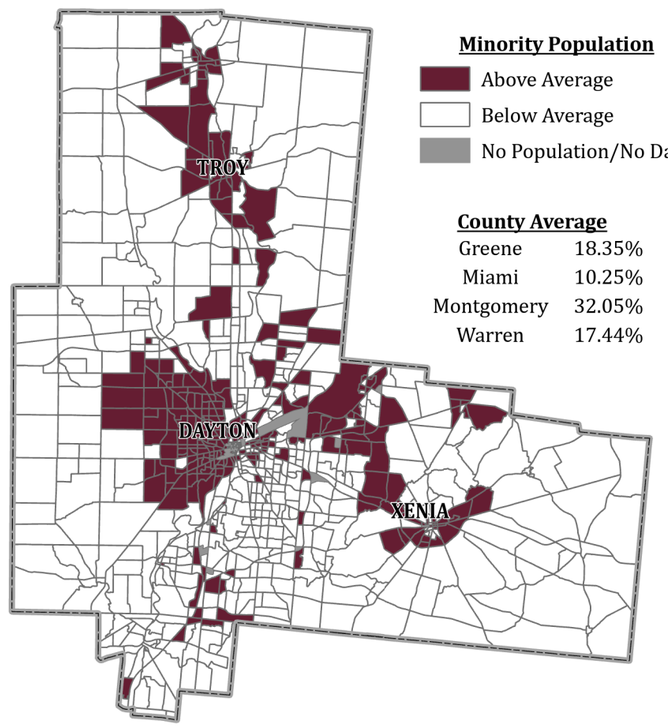


Zero-Car Households

- Above Average
- Below Average
- No Population/No Data

County Average

Greene	4.37%
Miami	4.88%
Montgomery	9.04%
Warren	2.69%

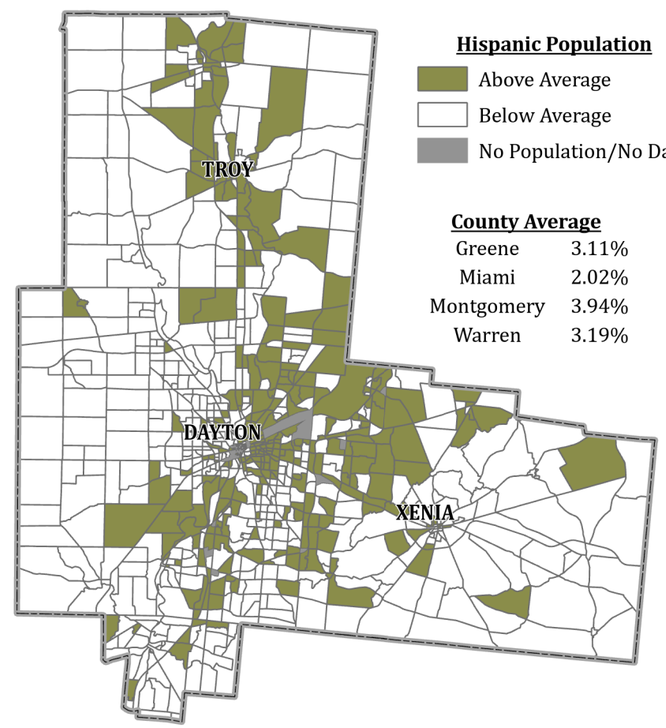


Minority Population

- Above Average
- Below Average
- No Population/No Data

County Average

Greene	18.35%
Miami	10.25%
Montgomery	32.05%
Warren	17.44%

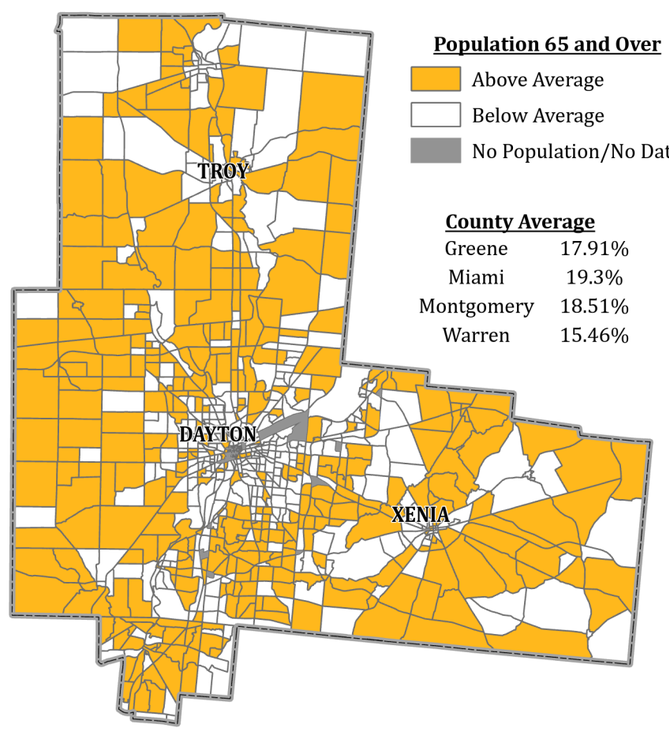


Hispanic Population

- Above Average
- Below Average
- No Population/No Data

County Average

Greene	3.11%
Miami	2.02%
Montgomery	3.94%
Warren	3.19%



Population 65 and Over

- Above Average
- Below Average
- No Population/No Data

County Average

Greene	17.91%
Miami	19.3%
Montgomery	18.51%
Warren	15.46%

Source: 2018-2022 ACS and 2020 U.S. Census

May 2026

Miami Valley Regional Planning Commission

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