

# Chapter 7

## Alternative Transportation Modes

### 7.1 Overview

As the Region grows, it is essential to plan a comprehensive transportation system that serves the needs of travelers using all modes of transportation and ultimately allows for a variety of mobility choices for everyone. The 2050 LRTP addresses future transportation needs by including programs and projects that provide alternatives to traditional forms of transportation (like driving) and thereby helps to reduce congestion. Alternative transportation modes are crucial to the health of the Region as they spur economic development in existing communities and help create places with a strong sense of place.

#### *Trends*

Between 2010 and 2020, the Region’s older adult (persons 65 and over) population increased by 26.4 percent. This significant increase in the older adult population indicates that alternative transportation modes are and will be crucial in the Region so that older adults live in an environment where they are not forced to drive beyond their limits to meet their needs.

On the household front, the Regional household population living in a 1 or 2 person household is stable, sitting at 41% in 2020—which is close to the 2010 value. The majority of housing stock in the Region is owner-occupied (65.8%), as opposed to being rented (34.2%). The majority of housing occupied by persons ages 15-34 are rented whereas the majority of housing occupied by persons above the age of 34 are owned. It is important for persons that don’t have access to a vehicle to retain their mobility and access places they want to go, nearly 7% of all households in the Region have no access to a vehicle.

#### Characteristics of Miami Valley Residents...



The shift in general population age, transportation, and living preference are combining into a non-traditional demand for varied living arrangements and transportation choices. On the housing end there is a strong demand for older adult housing as well as infill housing, urban housing, and more affordable housing options. Successful regions will need to address these preferences to retain existing residents and attract new ones.

Improvements in transportation technologies are addressing some of these challenges. According to the U.S. DOT's Shared Mobility: Current Practices and Guiding Principles primer, the shared use of a vehicle, bicycle, or other mode is an innovative transportation strategy that enables users to have short term access to transportation modes on an "as-needed" basis. Shared mobility will continue to evolve and develop and as the menu of shared mobility options continues to grow, the public sector needs to respond with appropriate legislation to protect public safety and provide guiding policies to maximize benefits. On a longer horizon, emerging self-driving and autonomous vehicle technologies will also impact congestion, mobility, safety, and development patterns.

These demographic, socio-economic, and technology-oriented shifts are expected to continue into the future so it is increasingly important for regions to plan for and provide such alternatives.

## 7.2 Funding Outlook

Financial forecasts for the programs and projects described in this chapter are based on annual averages as shown in the current SFY 2026-2029 TIP and are assumed to be in 2025 dollars. A summary is provided in Table 7.1 below and additional details can be found in the Financial Analysis Summary.

**Table 7.1 — 2050 Forecasted Cost and Revenue for Alternative Modes  
(in millions of 2025 / Year of Expenditure dollars)**

Program	Cost/Revenues					
	Four Year TIP (2026-2029)	Annual Average	Short Term Plan (2026-2030)	Medium Term Plan (2031-2040)	Long Term Plan (2041-2050)	For Full 25 Year Plan
RIDESHARE	1.86	0.47	2.35	4.70	4.70	11.75
Air Quality	1.76	0.44	2.20	4.40	4.40	11.00
Bikeway/Pedestrian	8.23	-	8.23	-	-	8.23
<b>Total (2025/YOE dollars)</b>	<b>11.85</b>	<b>-</b>	<b>12.78</b>	<b>9.10</b>	<b>9.10</b>	<b>30.98</b>

Source: MVRPC

## 7.3 Rideshare Program

Ridesharing and other travel demand management strategies are expected to continue to be important elements in the effort to reduce ground-level ozone (smog) and particle pollution. MVRPC's Rideshare Program promotes sustainable transportation options to reduce the use of single-occupancy vehicles to reduce carbon emissions contributing to poor air quality.

The Rideshare Program helps commuters with resources to form carpools or vanpools through ride-matching, find bike routes and transit options, or form bikepools. These resources are available at [MiamiValleyRideshare.org](http://MiamiValleyRideshare.org). The program is part of the statewide platform, Gohio Commute - [GohioCommute.com](http://GohioCommute.com), which allows users to search for matches with others across the State. The Rideshare Program is available for free to anyone who lives, works or attends college in Montgomery, Greene, Miami, Preble, Darke, Shelby and Clinton counties. For those who do not have access to the internet, a phone number is available 800.743.SAVE or locally at 937.223.SAVE to reach a representative who will act on their behalf.

The Rideshare Program advertises across a variety of media outlets to reach commuters in the Miami Valley Region. The advertising messages promote the program resources and encourage commuters to try sustainable forms of transportation like carpooling, vanpooling, biking, walking, or riding transit to reduce traffic congestion and carbon emissions.

**Explore Commute Options**  
**Carpool - Bike - Walk - Transit**

**gohio** commute

**MIAMI VALLEY**  
Regional Planning Commission

**MiamiValleyRideshare.org | 937.223.SAVE**

Another way MVRPC promotes transportation options that reduce carbon emissions is through the Drive Less Live More initiative. Drive Less Live More emphasizes trying sustainable commute options such as carpooling, walking, biking, or taking transit outside of the regular work or school commute but rather to other destinations such as concerts or festivals to reduce air pollution and improve health outcomes.

In an effort to reduce traffic congestion and commuting delays sometimes created by construction projects, MVRPC has developed a website, [MiamiValleyRoads.org](http://MiamiValleyRoads.org), to provide a comprehensive resource to find construction projects that may impact your daily commute in the Region. This website is organized by county, highlighting major state routes and interstates, and connects directly to the construction updates on the Ohio Department of Transportation’s website. The website also provides user-friendly links to route planning tools, commute solutions, and other ideas to reduce congestion and prevent air pollution. Advertisements and social media posts promote this resource to commuters in the Region.

## 7.4 Air Quality Awareness Program

MVRPC's Air Quality Awareness Program is a public information/behavior modification campaign to inform the Miami Valley residents about ground-level ozone and particle pollution issues and how the general public's behavior can impact the air quality. MVRPC promotes actions to take to reduce air pollution incorporating messages from the FHWA's campaign, "It All Adds Up to Cleaner Air" that include:

- Try carpooling/vanpooling to work or college. Fewer vehicles on the road mean less air pollution (in coordination with MVRPC's Rideshare Program).
- Try riding the bus. A full bus means fewer vehicles on the road causing air pollution.
- Consider driving an electric vehicle. EVs produce zero tailpipe emissions.
- Get your vehicle tuned up. A tuned engine produces lower emissions, runs more efficiently, and lasts longer.
- Avoid letting your car idle.
- Plan ahead and combine errands and trips so you can limit cold starts.
- Walk or ride a bike for short trips.
- When filling up at the gasoline station, don't top off your tank. Plus, make sure your gasoline cap fits tightly so vapors don't escape.
- Mow your lawn and use other gasoline-powered equipment later in the evening, when temperatures are cooler and smog is less likely to form.
- Eliminate ALL outdoor burning—do not burn leaves, wood or trash. Mulch or compost leaves/yard waste.
- Reduce or eliminate fireplace and wood stove use. Consider retrofitting wood stoves with a filter or use gas logs instead of wood.

The actions to reduce air pollution are promoted with tv, radio, print, and digital advertisements and are featured on [MiamiValleyAir.org](http://MiamiValleyAir.org).

MVRPC receives updates about the air quality in the Region from the Regional Air Pollution Control Agency (RAPCA) who monitors air pollution levels year-round. If and when the Air Quality Index (AQI) is forecasted to be above 100, MVRPC, in coordination with RAPCA, issues an Air Quality Alert (AQA). When an AQA is issued for the area, MVRPC activates advertisements and social media posts to notify the public of the poor air quality forecast; a press release is sent to the media and stakeholders. The National Weather Service (NWS) is also notified to activate the Air Quality Alert across their NOAA radio network, their website, and social media account, which triggers other outlets that monitor NWS activity to send alerts, like weather apps and websites. An email from the U.S. EPA is also sent to those registered for notifications about the air quality in the Region.



## 7.5 Bikeway and Pedestrian Program and Projects

Bikeways and sidewalks are both important components of an intermodal transportation network for accessing work, academic, and recreational places. In addition to maintaining a project listing of actual projects being implemented or planned for the future, MVRPC conducts extensive outreach and planning efforts related to bikeway and pedestrian mobility.

### *The Miami Valley Comprehensive Local – Regional Bikeways Plan*

This plan, originally adopted by the Board of Directors in December 2008, and updated in 2015, inventoried bicycle facilities and identified future bikeway connections at both the regional and local network levels. The purpose of the plan was to create a complete system of bicycle facilities that connect people to desired destinations – including their homes. Further, the plan encouraged policies and programs that will foster increased bicycle use across the Miami Valley Region. The 2015 Update assessed both national and regional data regarding safety, barriers to cycling, and preferred cycling environments to highlight the general support for bike facilities that provide greater degrees of physical separation from motor traffic.

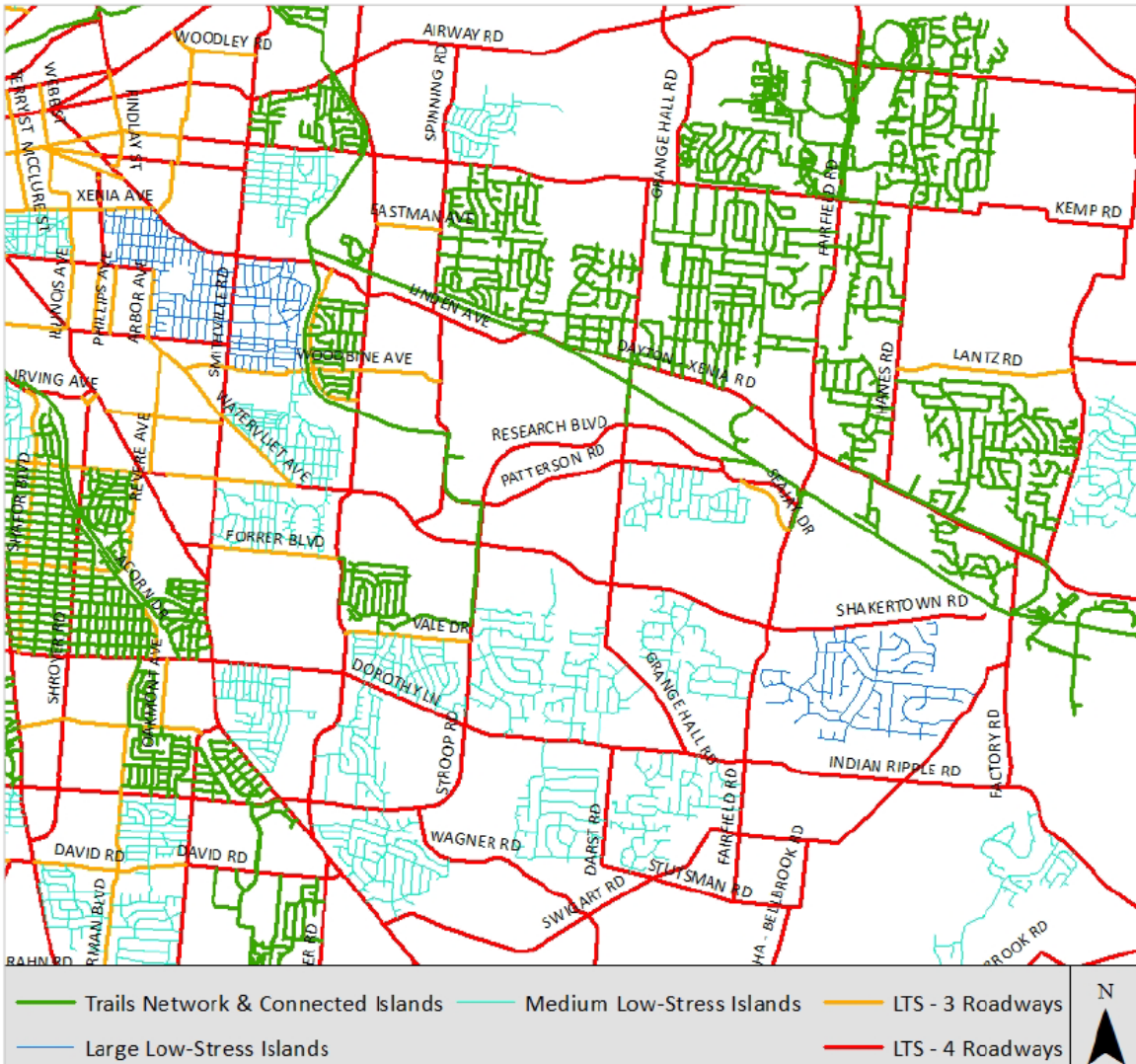
Adapting the “Level of Traffic Stress” (LTS) analysis methodology for a regional scale, the 2015 Update identified locations that could improve bicycle connectivity. The analysis assumed residential streets and the Miami Valley Trails network are low-stress (LTS 1) facilities. Roads that are federally functionally classified were assessed using the scale developed by the Mineta Institute. Most were found to be LTS 4 facilities ( $\geq 35$  mph speeds), with a small minority being LTS 3 ( $\geq 30$  mph speeds and/or 4 lanes). Using GIS analysis, the largest low stress islands were identified in terms of population review to identify potential projects that would provide low-stress connections from those islands to the trails network or neighboring islands.

Figure 7.1 illustrates the LTS analysis using the transportation network in the Kettering/Beavercreek area. The complete regional maps can be found at <https://www.mvrpc.org/past-bikeways-plan>.

In 2022, the Miami Valley Regional Planning Commission expanded the Regional Bike plan into a “Regional Active Transportation Plan” (AT Plan). The plan looks at walking and biking infrastructure and how walking and biking infrastructure can complement transit services. The vision of the plan was to provide safe walking, biking, and transit networks that enhance well-being and access to opportunity and provide quality of life benefits for all. Prior plans used the Miami Valley Trails and the regional bikeway network as the spines of the regional biking network, but the AT Plan centers transit services as the spines of the pedestrian network. The AT Plan includes an analysis of sidewalk availability along fixed-route and flex route transit services, identifying stops and route segments where sidewalks are not present. Pedestrian facilities are essential to making transit services ADA accessible.

The 2022 Active Transportation Plan included a number of policy recommendations from the community and MVRPC to develop a supportive cycling ecosystem in the Miami Valley. Those recommendations are listed below.

Figure 7.1 — Bikeway Level of Stress Analysis



**Community-Oriented Recommendations:**

- Conduct an Americans with Disabilities Act (ADA) Self Evaluation.
- Develop an ADA Transition Plan.
- Develop a local Complete Streets Policy.
- Develop Safe Routes to School Travel Plans and/or local Active Transportation Plans.
- Communities are strongly encouraged to develop a sidewalk maintenance program.

**MVRPC Recommendations:**

- MVRPC should prioritize complete streets designs in projects on streets with LTS3 or LTS4, or high crash priority rankings. Exceptions to the Complete Streets policy on such roads should be rare.

- MVRPC should consider periodic funding programs for retrofitting transit accessibility, bicycle and pedestrian facilities into roads, modeled after the very successful “Simple Resurfacing Program” offered periodically.
- MVRPC should review the Project Evaluation System for “Bikeways” projects and update the application, as needed, to address bicycle, pedestrian and transit access (“Active Transportation”) projects holistically.
- MVRPC should develop a “Complete Streets Priority Plan” in compliance with U.S. DOT requirements once such requirements are developed. This plan would serve as an opportunity to consider updates to the Regional Complete Streets Policy adopted in 2011.
- MVRPC should develop a regional systemic safety plan, often known as a “Vision Zero” plan (see Section 4.4 for MVRPC’s Action Plan).

Since 2008, significant progress has been made in implementing the recommendations of MVRPC’s bicycle and pedestrian planning documents. In addition to bicycle infrastructure, a number of non-infrastructure strategies have been initiated across the Region by MVRPC and/or partner agencies including:

*Development of Complete Streets Policies* — MVRPC adopted its Regional Complete Streets Policy in January 2011. The cities of Dayton, Riverside, Piqua, Troy, and the Village of Yellow Springs have also adopted similar policies for their jurisdictions.

Several communities have developed their own Active Transportation Plans – Yellow Springs developed an Active Transportation Plan for the Village encompassing bicycling, pedestrian, transit, and accommodations for persons with disabilities. Fairborn developed an Active Transportation plan which focused on connectivity within parks and bike routes. Clayton adopted their Active Transportation plan in May of 2025 focusing on safety while also addressing gaps in the pedestrian and biking network. Miamisburg is currently in the process of developing an Active Transportation Plan, the goals of which will be based on community outreach and feedback.

*Evolution of the Active Transportation Committee* — The committee evolved from an existing committee of trail managing agencies, with the significant inclusion of member jurisdictions interested in adding on-street bike infrastructure to their communities. Active participants have included Dayton, Kettering, Riverside, Springboro, Fairborn, Trotwood, Troy, and Yellow Springs. The Committee has now evolved into a Regional Active Transportation Committee and still includes trail management agencies along with stakeholders in active transportation within the Miami Valley Region. This Regional Active Transportation Committee meets quarterly to discuss a wide variety of topics relating to active transportation, which include bikeway improvements along with pedestrian infrastructure improvements.

*Bicycle and Pedestrian Counts* — With the cooperation of the trail managing agencies, comprehensive Trail User Surveys were completed in 2009, 2013, 2017, and 2021. The next survey is expected to be completed in the spring of 2026. MVRPC initiated a multi-faceted bicycle count program in 2015 including aggregations of trail counter data and use of on-road bicycle counters. Available bicycle counts have now been added to the [Online Traffic Count Viewer](#).

*Continued Support for the Regional Bikeways Map* — MVRPC and partner agencies last updated the regional bikeways map in 2023. In addition, the cities of Dayton, Piqua, Kettering, and Springboro, and the village of Covington developed and distributed their own map of bike routes and bike-friendly streets.

*Development of Safe Cycling Messaging* — Bicycle safety PSAs and messaging campaigns were developed addressing road cycling, cycling at night, and helmet use. Future campaigns on e-bike safety are in development.

*Miami Valley Cycling Summits* — MVRPC, Bike Miami Valley, and numerous regional partners have held eight Summits in Dayton (2009, 2011, and 2023), Springfield (2013 and 2025), Piqua (2015), Fairborn (2017), and Miamisburg (2019). The May 2021 Summit was held virtually due to the Covid-19 pandemic with Kettering as the host community.

*Continued Support for Bike Month/Bike to Work Week/Bike to Work Day* — MVRPC has partnered with Five Rivers MetroParks since 2006 to sponsor the annual Bike to Work Day breakfast in downtown Dayton. The event is held annually in May and has been paired with Miami Valley Cycling Summits in some years.

*Coordinated Marketing* — In early 2012, MVRPC and a consortium of partners, including park districts, transit agencies, and convention and visitor bureaus re-launched a one-stop cycling information website for the Miami Valley, [www.miamivalleytrails.org](http://www.miamivalleytrails.org). This site was further updated in 2017 to be mobile-friendly. Also, the trail managing agencies agreed on a unified policy regarding use of electric bicycles throughout the regional bikeway network in early 2019. The website received significant maintenance in 2025 updating mapping and anti-spam content.

### ***Bikeway and Pedestrian Projects***

Table 7.2 lists projects with local, state, or federal funds committed for implementation. These projects represent approximately \$8.29 million of investment. The Long Range Regional Bikeway and Pedestrian Project list presented in Table 7.3 includes proposed long range regional bikeway and pedestrian projects for the east-west and north-south corridors, with a total cost of \$115.33 million. Figure 7.2 – Regional Bikeway and Pedestrian Projects, shows the location of all existing and proposed regional bicycle/pedestrian ways.

**Table 7.2 — Funded Regional Bikeway and Pedestrian Projects (SFY 2026-2029)  
(Cost in Year of Expenditure Dollars)**

<b>Corridor Direction</b>	<b>Corridor Name</b>	<b>Map Label</b>	<b>Bikeway Limits</b>	<b>Owner / Maint.</b>	<b>Type of Facility</b>	<b>Width (feet)</b>	<b>Length (miles)</b>	<b>Cost</b>
East-West	Great Miami-Little Miami Connector Trail	F2a	In Springboro from the parking area of East Milo Beck Park east along West Lower Springboro Road, then north on Factory Road to the Franklin Township/City of Springboro corporation line-Construction of a portion of the Central Greenway Multi-use Path, Segment D.	Warren County	Off- Street		0.2	\$490,572
East-West	Wolf Creek Trail	G2a	Construct multi-use path following Wolf Creek from W Hillcrest Ave. at Hickorydale Park to James H. McGee Blvd. at the Wesleyan MetroPark.	Five Rivers MetroParks	Off- Street	10	2.3	\$3,407,604
North-South	Iron Horse Trail	J4a	East Franklin Street from North Johanna Drive to Clyo Road; Clyo Road from East Alex Bell to East Franklin Street-Construct a 10' hiker/biker path on the south side of East Franklin Street from North Johanna Drive to Clyo Road and on the east side of Clyo Road from East Alex Bell to East Franklin Street. Also included is the replacement of signals with PED buttons at the intersection of Franklin Street/Johanna Drive and at the Centerville High School exit.	Centerville	Off-Street	10	1.6	\$2,902,443
North-South	SR 741 Bikeway	T1d	Along SR 741 from Ferndown Drive to Newmark Drive-Construct bicycle and pedestrian improvements.	Montgomery County	Off-Street	Varies	0.3	\$1,485,483
<b>Regional Totals for Short Range Projects</b>							<b>4.34</b>	<b>\$8,286,102</b>

Source: MVRPC

**Table 7.3 — Unfunded Regional Bikeway and Pedestrian Projects (Cost in 2025 dollars)**

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Ohio-to-Indiana Trail	A1	From the existing Cardinal Trail bike route, traveling north on High St. to abandoned Conrail ROW, then east along Conrail ROW.	Miami County Park District	Off-Street	10	9.2	\$778,179
East-West	Ohio-to-Indiana Trail	A2a	Construct shared use path between Troy-Sidney Road and North Casstown-Sidney Road via Garbry's Big Woods Reserve/Sanctuary.	Miami County Park District	Off-Street	10	3.5	\$2,820,470
East-West	Ohio-to-Indiana Trail	A2b	Construct shared use path between North Casstown-Sidney Road and Miami/Champaign county line.	Miami County Park District	Off-Street	10	5.5	\$4,432,167
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B3	Widen/add shoulders on Black Lane, Armstrong Road, W Enon Road, N Enon Road, Cornerstone Trail and Yellow Springs-Fairfield Road to the Little Miami Scenic Trail.	Greene County, Fairborn, Yellow Springs	On-Street	6	6.1	\$3,295,240
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B4	Widen shoulders on SR 343 and SR 72 between Yellow Springs and Cedarville.	Greene Co.	On-Street	6	10.1	\$2,633,212
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C1	Construct shared use path along Twin Creek between Main St. and SR 4/SR 725 intersection.	Germantown	Off-Street	10	1.0	\$286,691
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C2	Widen shoulders on Lower Miamisburg Rd./Riverview Ave./Maue Rd. between SR 4 and Alexandersville Rd.	Montgomery County, Miamisburg	On-Street	Varies	6.8	\$2,837,899
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C7	From existing SR 725 bikeway, traveling east from Marwyck Dr. to Wilmington Pike.	Centerville	Off-Street	12	0.7	\$253,113
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C8	Traveling east along SR 725, from Wilmington Pike to 0.02 miles east.	Bellbrook	Off-Street	12	0.1	\$25,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C10	From Sackett-Wright Park in Bellbrook to the Little Miami Scenic Trail.	Greene Co.	Off-Street	10	4.6	\$1,100,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C11	Widen shoulders between Spring Valley and Bowersville via Spring Valley-Pointersville Rd. and Hussey Rd.	Greene Co.	On-Street	6	16.3	\$5,512,398
East-West	Mad River Trail	E4	Northeast from existing Mad River Corridor Bikeway along former railroad to Enon.	Greene County Park District	Off-Street	10	2.8	\$599,592

**Table 7.3 — Unfunded Regional Bikeway and Pedestrian Projects (Cost in 2025 dollars)**

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Great Miami-Little Miami Connector Trail	F1a	Construct shared use path along SR 123 and Clear Creek between downtown Franklin and the western side of I-75.	Warren County	Off- Street	12	0.5	\$1,360,973
East-West	Great Miami-Little Miami Connector Trail	F2b	Widen shoulders on Lower Springboro Rd. between proposed Clear Creek Trail and US 42.	Warren County	On- Street	6	5.0	\$2,772,008
East-West	Wolf Creek Trail	G2b	Construct multi-use path connecting the Wolf Creek Recreation Trail between Hillcrest Avenue and the existing terminus west of Olive Road.	Five Rivers MetroParks	Off- Street	10	2.3	\$4,215,404
East-West	Wolf Creek Trail	G3	Construct shared use path between existing Wolf Creek Trail (near Dodson) and Montgomery/Preble County line.	Five Rivers MetroParks	Off- Street	12	2.2	\$532,040
North-South	Bellbrook-Fairborn Connector Trail	I1	Signed shared roadway from SR 725 along W. Walnut St. to existing bikeway at Bellbrook Park.	City of Bellbrook	On-Street	Varies	0.2	\$135,402
North-South	Bellbrook-Fairborn Connector Trail	I2c	From the existing bikeway, traveling north along Upper Bellbrook/Feedwire/S. Alpha-Bellbrook/Stutsman/N. Fairfield Rds., to Shakertown Rd.	Greene Co.	Off- Street	10	4.0	\$984,402
North-South	Bellbrook-Fairborn Connector Trail	I4	WSU to Kauffman Ave. Bikeway traveling north from Colonel Glenn Hwy. to Wright State Road.	Wright State University	Off- Street	10	1.0	\$231,788
North-South	Bellbrook-Fairborn Connector Trail	I5	Construct sidepath from Old Mill Lane to Kemp Rd.	Beavercreek	Off- Street	8	2.3	\$1,000,000
North-South	Iron Horse Trail	J4b	Extend Iron Horse Trail from Alex Bell Road to Social Row Road using S Johanna, Bethel, Clareridge, Susan, E Spring Valley Pike and Atchison Roads.	Centerville	On/Off- Street	Varies	2.9	\$5,181,662
North-South	Great Miami River Trail	K7a	Extend the Great Miami River Trail north from Roadside Park to the city limits along Hardin Road. This would include a bridge to cross the stream north of Roadside Park.	City of Piqua	Off- Street	Varies	0.6	\$900,000
North-South	Great Miami River Trail	K7b	Traveling north from Johnston Farm to the County Line.	Miami County Park District	Off- Street	10	2.1	\$456,557

**Table 7.3 — Unfunded Regional Bikeway and Pedestrian Projects (Cost in 2025 dollars)**

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Stillwater River Trail	L1	From existing bikeway at Sinclair Park, traveling north to Grossnickle Park.	Five Rivers Metro-Parks/Various	Off- Street	10	5.2	\$2,990,725
North-South	Stillwater River Trail	L3	From the existing Englewood Reserve Bikeway, traveling north along the Stillwater River corridor, to SR 55.	Miami County Park District	Off- Street	10	10.4	\$3,413,921
North-South	Stillwater River Trail	L5	Construct shared use path roughly paralleling SR 48 between Covington and Ludlow Falls.	Miami County Park District	Off- Street	10	9.8	\$2,051,460
North-South	Wolf Creek Connector Trail	M1	Widen shoulders along Union Rd. from the Wolf Creek Bikeway to the existing path at I-70.	Englewood, Trotwood	On-Street	6	4.1	\$1,688,055
North-South	Wolf Creek Connector Trail	M3	Widen shoulders on Union Rd. between Existing Wolf Creek Trail in Trotwood and SR 725.	Montgomery County	On-Street	6	11.5	\$3,975,305
East-West	Great-Little Trail	N1	Construct shared use path along Miamisburg-Springboro Rd./Austin Pike/Social Row Rd. between Medlar Rd. and Wilmington-Dayton Rd.; widen shoulders on Ferry Rd./Lytle Rd. between Wilmington-Dayton Rd. and North St. in Corwin; develop signed on-street bikeway.	Mont. County, Centerville Washington Park District	On/Off- Street	Varies	9.2	\$2,491,329
North-South	Bowersville-Jamestown-Clifton Connector Trail	O1	Widen shoulders on SR 72 between Bowersville and Jamestown.	Greene Co.	On-Street	6	5.4	\$1,842,903
North-South	Bowersville-Jamestown-Clifton Connector Trail	O2	Widen shoulders on Charleston Rd. and Selma-Jamestown Rd. between Jamestown and Greene/Clark County line.	Greene Co.	On-Street	6	10.4	\$3,506,843
North-South	Troy-Fletcher Connector Trail	P1	Widen shoulders along SR 55 and SR 589, providing an on-street bikeway linking Troy, Casstown, and Fletcher.	Troy, Miami County Park District	On-Street	6	10.6	\$3,596,324
East-West	Laura-Troy Connector Trail	R1	Construct shared use path along former railroad corridor between Laura and Ludlow Falls.	Miami County Park District	Off- Street	10	6.6	\$1,388,219
East-West	Laura-Troy Connector Trail	R2	Construct shared use path roughly paralleling SR 55 and along former Penn Central Railroad between Ludlow Falls and Troy.	Miami County Park District	Off- Street	12	7.6	\$1,920,678

**Table 7.3 — Unfunded Regional Bikeway and Pedestrian Projects (Cost in 2025 dollars)**

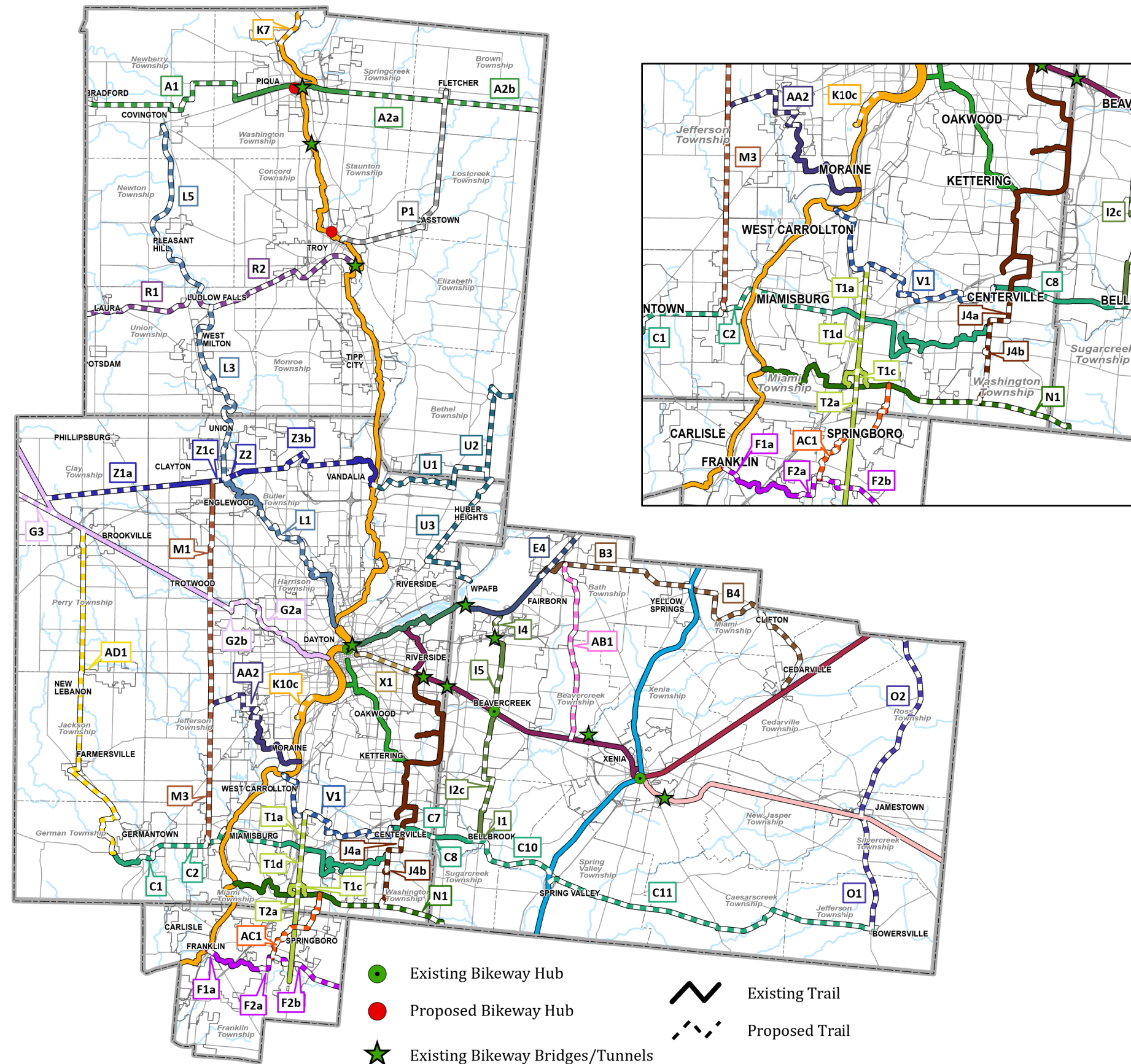
Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	SR 741 Bikeway	T1a	Fill missing sidepath segments along SR 741 between the Cox Arboretum entrance and Newmark Drive.	Montgomery County	On/Off-Street	Varies	2.1	\$340,380
North-South	SR 741 Bikeway	T1c	Construct a bike facility along SR 741 from entrance to Waldruhe Park to Austin Pike.	Montgomery County	On/Off-Street	Varies	0.6	\$220,000
North-South	SR 741 Bikeway	T2a	Construct bike lanes on SR 741 between Austin Pike and the current terminus of the bike lanes approx. 1,000 feet south of W. Tech Drive.	Springboro, Warren County	On-Street	6.0	0.8	\$56,000
East-West	Carriage Hills Connector Trail	U1	Connect Great Miami River Trail and Carriage Hills MetroPark via shared use path through Carriage Trails development.	Various	Off-Street	12	4.9	\$1,063,000
North-South	Carriage Hills Connector Trail	U2	Connect Carriage Hills MetroPark and New Carlisle via widened shoulders on SR 202, Singer Rd., Palmer Rd., SR 571, Dayton-Brandt Rd., and shared use path on former railroad corridor between Dayton-Brandt Rd. and New Carlisle.	Miami County Park District, Montgomery County	On/Off-Street	Varies	7.9	\$2,431,000
North-South	Carriage Hills Connector Trail	U3	Connect Huffman MetroPark and Carriage Hill MetroPark via Union School House, Baker, Kitridge, and Bellefontaine Roads.	Montgomery County, Five Rivers MetroParks	On-Street	Varies	8.3	\$2,302,289
East-West	Great Miami River-Centerville Connector Trail	V1	Construct trail following local streets and shared use paths connecting Moraine, West Carrollton, Washington Township, Centerville, and Bellbrook via Cox Arboretum, Yankee Park, Grant Park and Pleasant Hill Park.	Various	On/Off-Street	Varies	8.8	\$1,881,895
East-West	Great Miami River-Creekside Connector Trail	X1	Construct trail extension roughly paralleling US 35 to 4th St. along RR ROW then west to Keowee St and north to Monument Avenue.	Dayton, Five Rivers MetroParks	Off-Street	12	2.9	\$845,192
East-West	Old National Road Trail	Z1a	Construct a bikeway paralleling US 40 from the intersection with The Wolf Creek Trail to Northmont Schools property.	Montgomery County, Five Rivers MetroParks	On/Off-Street	Varies	5.9	\$1,467,259
East-West	Old National Road Trail	Z1c	Construct a bikeway paralleling US 40 from Centennial Park in Englewood to Englewood MetroPark.	Englewood	On/Off-Street	Varies	0.5	\$106,400
































**Table 7.3 — Unfunded Regional Bikeway and Pedestrian Projects (Cost in 2025 dollars)**

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Old National Road Trail	Z2	Construct a bikeway through Englewood MetroPark using marked park roads, new shared use path, and a new covered bridge.	Five Rivers MetroParks/ Englewood	Off- Street	12	0.7	\$4,426,886
East-West	Old National Road Trail	Z3b	Construct bikeway paralleling US 40 from Frederick Pike to James Bohanan Drive through Dayton Airport property and City of Vandalia.	Vandalia	On/Off- Street	Varies	5.3	\$1,262,889
East-West	Great Miami River Trail	AA1	Construct trail on/along West River Road to Sun Watch Village.	Dayton	Off- Street	10	1.3	\$323,295
East-West	Possum Creek Jefferson Township Connector	AA2	Construct trail from Possum Creek MetroPark to Arthur Fisher Park and along Dayton- Liberty Road to Union Road.	Jefferson Twp., Montgomery County	On/Off- Street	Varies	3.9	\$570,000
North-South	New Trebein Connector	AB1	Construct a sidepath facility along Trebein Road from Indian Ripple Rd to Creekside Trail to New Germany Trebein Rd.	Greene County Engineer	Off-Street	Varies	8.7	\$6,301,806
North-South	Springboro Central Greenway	AC1	Construct a bikeway connecting the City of Springboro to the Great Little Trail and Great Miami Trail. In general to connect neighborhoods and parks throughout Springboro.	City of Springboro	On/Off- Street	Varies	4.9	\$7,548,120
North-South	Western Montgomery County Connector	AD1	Construct a bikeway from Wolf Creek Recreational Trail near the intersection of Arlington Road and Upper Lewisburg Salem Rd that goes south into Germantown.	Montgomery County Engineer	On/Off- Street	Varies	18.1	\$12,973,099
<b>Regional Totals for Short Range Projects</b>							<b>266.2</b>	<b>\$115,329,470</b>

Source: 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

