# CHAPTER 7

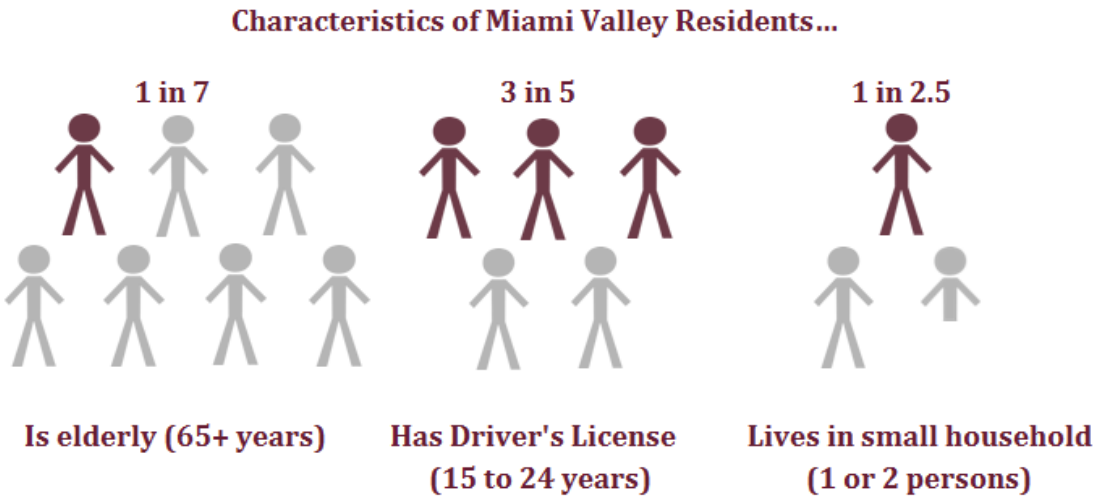
# ALTERNATIVE MODES AND DEVELOPMENT CHOICES

## 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, allowing for reasonable mobility choices for all residents. The 2050 LRTP addresses future transportation needs by including programs and projects that provide alternatives to traditional forms of transportation and thereby aid in curtailing the demand for single occupancy vehicle travel, reducing congestion, harmful emissions, and the reliance on petroleum-based products. Alternative modes and development choice strategies can also spur economic development in existing communities, create strong places with a sense of community, and help preserve open space and environmentally sensitive areas.

### *Trends*

Between 2000 and 2010, the Region's elderly population (older than 65 years) increased by 16 percent while also experiencing a subtle increase in the amount of that population that lives in suburban and rural areas. At the same time, younger people are increasingly delaying the age at which they get their first driver's license. In 2013, approximately 62 percent of the population between the ages of 15 to 24 years had driver's licenses in the Miami Valley, and while this rate is higher than the national average, it is still lower than previous decades. Younger drivers are also more likely to drive less if driving costs increase and generally have a higher preference for living close to work. It is also important for elderly residents to live in an environment in which they are not being pushed to drive beyond the ages at which it is safe to do so.



On the household front, 40 percent of the household population in the Region now lives in a 1 or 2 person household, a 9 percent increase since 2000. Younger generations are also choosing to postpone homeownership; as a result, the region experienced a 10 percent increase in the population living in rental housing units between 2000 and 2010.

Population changes, transportation, and living preference shifts are combining into a non-traditional demand for varied living arrangements and transportation choices. On the housing end there is strong demand for senior/elderly housing as well as infill and urban housing. There is also interest in development of suburban areas near transit and other amenities. 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. Department of Transportation (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. In 2021, MVRPC inventoried shared mobility services currently available in the Region; some of these services such as grocery and meal delivery have proven their worth during the Covid-19 pandemic. 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. Ongoing tracking and more research is recommended on emerging services to support sound planning and policymaking in the future. On a longer horizon, emerging self-driving and autonomous vehicle technologies will also impact congestion, mobility, safety, and development patterns.

Additional information about Dayton's Bike Share program, Link, is provided later in this chapter.

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 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 2021-2024 TIP and are assumed to be in 2020 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 Revenues for Alternative Modes (in millions of 2020 / Year of Expenditure dollars)**

| Program | Cost/Revenues | | | | | |
|---|---|---|---|---|---|---|
| | Four Year TIP (2021-2024) | Annual Average | Short Term Plan I-5 years (2021-2025) | Short Term Plan II-5 years (2026-2030) | Long Term Plan-10 years (2031-2040)/ (2041-2050) | For Full 30 Year Plan |
| RIDESHARE | 1.86 | 0.47 | 2.33 | 2.33 | 4.66 | 13.98 |
| Air Quality | 1.76 | 0.44 | 2.20 | 2.20 | 4.40 | 13.20 |
| Bikeway/Pedestrian | 20.25 | - | 20.25 | - | - | 20.25 |
| **Total (2020/YOE dollars)** | **8.83** | **-** | **24.78** | **4.53** | **9.06** | **47.43** |

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 Program celebrated its 40th anniversary in 2019.

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. The Program is part of the statewide platform, GohioCommute.com which allows users to match 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, and Clinton counties. For those who do not have access to the internet, a phone number is available 800.743.SAVE or local 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 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.

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 options such as carpooling, walking, biking, or taking transit to events 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 to provide a comprehensive summary of major construction projects in the Region. This website is updated weekly using the Ohio Department of Transportation's construction news emails. Social media posts are also scheduled with this same information each week. The website has projects listed by county or major route and provides user-friendly links to route planning tools, commute solutions, and other ideas to reduce congestion and prevent air pollution.

## 7.4 Air Quality Awareness Program

MVRPC's Air Quality Awareness Program is a public information/behavior modification campaign to inform Dayton/Springfield residents about ground-level ozone and particle pollution issues and how the general public's behavior can impact not only air quality, but also the Region's economy. MVRPC promotes actions that the general public can take to reduce air pollution incorporating FHWA's slogan, "It All Adds Up to Cleaner Air" that include:

- Driving less by carpooling, vanpooling, taking the bus, riding a bike or walking (coordination with MVRPC's RIDESHARE/ Alternative Transportation Program is emphasized);
- Keeping vehicles properly tuned, not "topping off" the tank, making sure the gas cap fits tightly, and refueling in the evening when smog is less likely to form;
- Mowing lawns in the evening and limiting the use of gasoline-powered lawn equipment; and
- Eliminating outdoor burning, including leaves, wood, or trash; mulching or composting leaves/yard waste; reducing or eliminating fireplace and wood stove use – consider retrofitting wood stoves with a filter or use gas logs instead.

The actions to reduce air pollution are promoted with tv, radio, print and digital advertisements and featured on 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 expected 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 newspaper ads, billboard ads, and social media posts to notify the public of the poor air quality forecasted; 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, most notably popular weather apps and websites. An email from U.S. EPA is also sent to those registered for notifications about the air quality in the Region.


MVRPC also supports RAPCA's Idle-Free Education Campaign. The two agencies developed a toolkit to provide to local schools, libraries, daycare centers, hospitals, parks and municipalities, to inform visitors that their campus is an Idle-Free Zone. Outdoor signage and informational brochures are made available free-of-charge to any organization wanting to implement the program.

## 7.5 Bikeway and Pedestrian Program and Projects

Bikeways and sidewalks are both important components of an intermodal transportation network since all transportation trips contain a pedestrian element at some point. In addition to maintaining a project listing of actual projects being implemented or planned for the future, MVRPC also 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, inventories bicycle facilities and identifies future bikeway connections at both the regional and local network levels. The purpose of the plan is to create a complete system of bicycle facilities that connect people to desired destinations – including their homes. Further, the plan encourages policies and programs that will foster increased bicycle use across the Miami Valley Region. The 2015 Update assesses 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[3] for a regional (versus municipal) scale, the 2015 Update identifies locations where new low stress locations could improve bicycle connectivity for all. MVRPC staff mapped the entire Region to identify where the low-stress islands already exist. The initial premise was that the Miami Valley Trails network is a large low-stress (LTS 1) set of facilities as are residential streets. Roads that are federally functionally classified were assessed using the scale developed

[3] Mineta Transportation Institute, 2012

by the Mineta Institute. Most were found to be LTS 4 facilities (≥35 mph speeds), with a small minority found to be LTS 3 (≥30 mph speeds and/or 4 lanes). Using GIS analysis, the largest low stress islands were identified in terms of population and visual review was applied to the largest islands to identify potential projects that would provide low-stress connections from those islands to either 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 http://www.mvrpc.org/transportation/bikeways-pedestrians/mvrpc-bikeways-plan.

The 2015 Update does not alter MVRPC's regional focus on bikeway infrastructure in the Miami Valley, completing key regional bikeways connections, and filling gaps in existing corridors remains a primary focus for the agency. But in addition, the 2015 Update also calls on jurisdictions in the Region to identify and build safe, convenient, and low stress connections from the regional bikeways to neighborhoods, parks, commercial centers, and downtowns that will enlarge the reach of the regional bicycle network. Each connection makes the whole system more valuable.

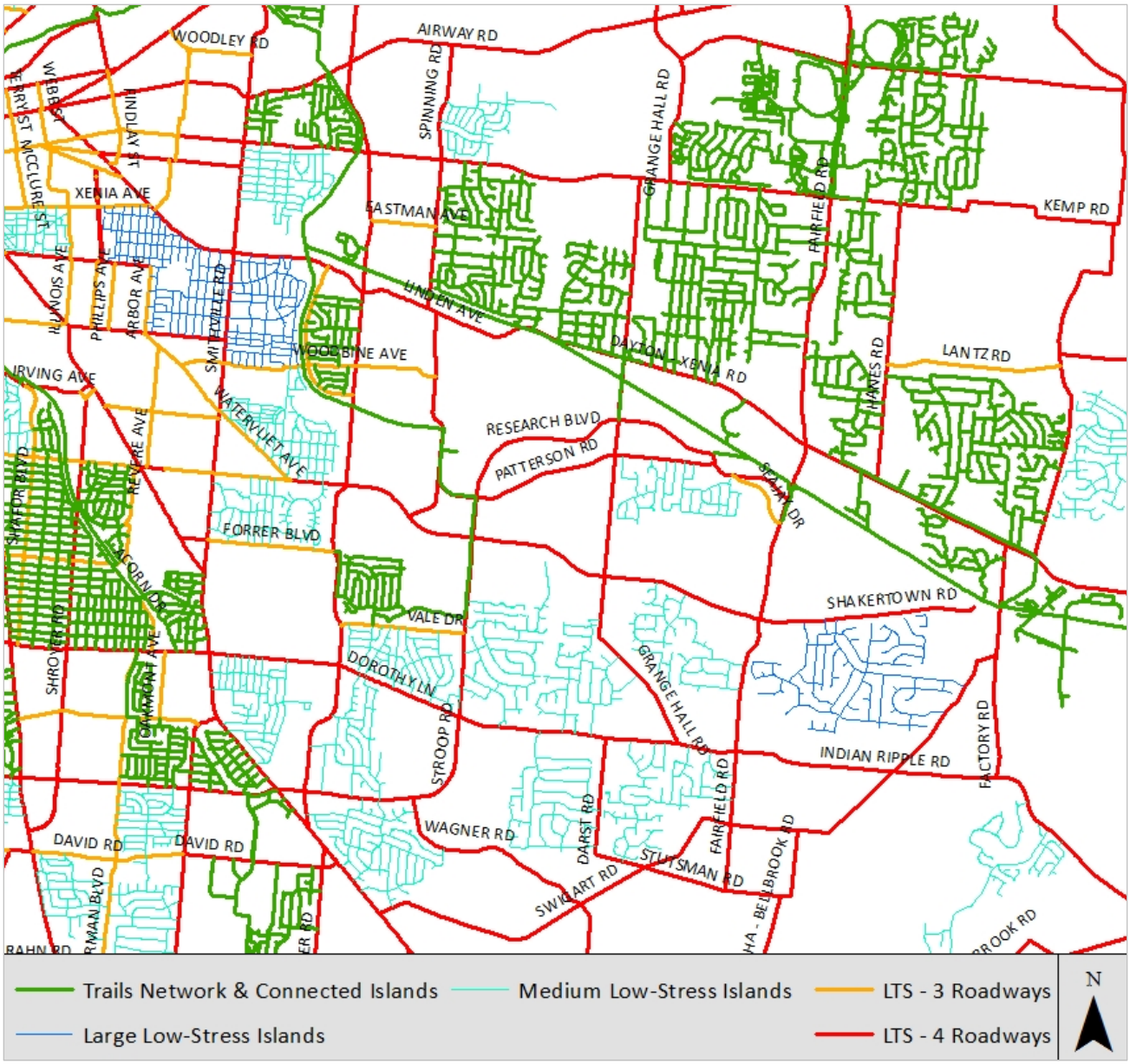
It is the intention of the Miami Valley Regional Planning Commission to update the Regional Bikeways Plan in 2022, and in the process broaden the scope of the plan into a "Regional Active Transportation Plan". The updated document will integrate recommendations supporting access to transit routes, pedestrian facilities, and accommodations for persons with disabilities in addition to bikeway projects recommendations. Since 2008, significant progress has been made in implementing the recommendations of the Plan. 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.

Yellow Springs also developed an Active Transportation Plan for the village encompassing bicycling, pedestrian, transit, and accommodations for persons with disabilities.

*Creation of a Regional Bikeways 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, Troy, and Yellow Springs.

**Figure 7.1 — Bikeway Level of Stress Analysis**



*Bicycle and Pedestrian Counts* — With the cooperation of the trail managing agencies, comprehensive Trail User Surveys were completed in 2009, 2013 and 2017. The Summer of 2021 is the next scheduled survey year. 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 2020. 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.

D*evelopment of Public Service Announcements (PSAs)* — Two safety PSAs were developed featuring the Executive Directors of both MVRPC and Bike Miami Valley regarding safe cycling with motor traffic on the regionals roads. Bike Miami Valley is the regional cycling advocacy organization.

*Miami Valley Cycling Summits* — MVRPC, Bike Miami Valley, and numerous regional partners have held six Summits in Dayton (2009 and 2011), Springfield (2013), Piqua (2015), Fairborn (2017), and Miamisburg (2019). The May 2021 Summit will be 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 and Five Rivers MetroParks continued the downtown Dayton Bike to Work Day program and saw significant growth in attendance over the last ten years. With the event at RiverScape MetroPark, attendance peaked at over 700 in 2015, with more than 560 riders attending in 2019.

*Coordinated Marketing* — In early 2012, MVRPC and a consortium of partners, including park districts, transit agencies, and convention and visitors bureaus re-launched a one-stop cycling information web site for the Miami Valley, 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 reginal bikeway network in early 2019.

The 2015 Bikeway Plan Update also includes a number of policy recommendations to develop a supportive cycling ecosystem in the Miami Valley including:

- Continued support for funding bicycle and pedestrian infrastructure, at the federal, state, regional, and local level.
- Promotion of the Miami Valley Trails as a regional transportation asset, a business development opportunity, and a draw for out-of-region tourists.
- Enhanced partnerships: Continue to develop relationships with Bike Miami Valley to amplify the agency's voice and increase the reach of the agency's messages. Develop connections to the League of American Bicyclists and continue to encourage jurisdictions in the area to seek Bike Friendly Community status.

The 2015 plan also lists numerous program suggestions under the other Es: Education, Encouragement, Enforcement, Equity, and Evaluation. The plan recognizes that effective implementation of these non-engineering programs is essential to achieving the success of the Region's bicycle transportation goals.

## *Bikeway and Pedestrian Projects*

Table 7.2 lists projects with local, state, or federal funds committed for implementation. These projects represent approximately $20.25 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 $91.85 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 2021-2025)

## (Cost in Year of Expenditure 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 | 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 | Great Miami-Little Miami Connector Trail | F1b | Along Clear Creek from Hazelwood Park to Community Park-Construction of a 10' wide shared use path. A bridge will be utilized to cross Clear Creek just north of Hazelwood Park and the bikepath will cross below the I-75 bridge crossing Clear Creek. | Franklin | Off-Street | 12 | 2.0 | $2,721,946 |
| 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 | $4,059,587 |
| North-South | Iron Horse Trail | J3b | Replacement of 5' wide sidewalk with a 10' wide multi-use path adjacent to Bigger Road and Whipp Road and bike route signage on Hewitt Avenue. | Centerville/ Kettering | On/Off-Street | Varies | 1.5 | $555,000 |
| North-South | Great Miami River Trail | K10b | Construct trail on the west bank of the Great Miami River from current trail terminus at Courtyard Hotel to W. River Road. | Dayton | Off-Street | 12 | 1.0 | $481,000 |
| North-South | Great Miami River Trail | K12 | East of Goodrich Giles Park over the Great Miami River at the south end of Piqua, replace bridge with ADA compliant structure. | Piqua | Off-Street | 10 | 0.5 | $2,119,299 |
| 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 | 2.3 | $4,426,886 |
| East-West | Old National Road Trail | Z3a | Construct bikeway from existing bikeway along National Road at Foley Drive, traveling adjacent to and through Cassell Hills Golf Course and Miami Conservancy District land to connect to the Great Miami River Trail near the Taylorsville Dam. | Vandalia, Dayton | On/Off-Street | Varies | 2.4 | $3,063,098 |
| **Regional Totals for Short Range Projects** | | | | | | | **15.5** | **$20,247,286** |

Source: MVRPC

## Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 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 | 3.5 | $778,179 |
| 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 | 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 | 3.8 | $570,000 |
| 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 | 8.2 | $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 County | On-Street | 6 | 7.7 | $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 | C4 | Retrofit Spring Valley Pike to include bike lanes between Yankee St. and McEwen Rd. | Washington Township | On-Street | 6 | 0.4 | $123,532 |
| 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 | 0.0 | $25,000 |
| East-West | Germantown-Spring Valley-Bowersville Connector Trail | C9 | Traveling east along SR 725, from Bellevue Dr. to Rosecrest Dr. | Bellbrook | Off-Street | 12 | 0.5 | $123,127 |

## Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)

| Corridor Direction | Corridor Name | Map Label | Bikeway Limits | Owner / Maint. | Type of Facility | Width (feet) | Length (miles) | Cost |
|---|---|---|---|---|---|---|---|---|
| East-West | Germantown-Spring Valley-Bowersville Connector Trail | C10 | From Sackett-Wright Park in Bellbrook to the Little Miami Scenic Trail. | Greene County | 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 County | 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 |
| 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 | 1.0 | $1,360,973 |
| East-West | Great Miami-Little Miami Connector Trail | F1c | Construct a shared use path along the southern side of Clearcreek Park, between Clear Creek and Lower Springboro Rd. | Warren County | Off-Street | 12 | 0.5 | $680,487 |
| East-West | Great Miami-Little Miami Connector Trail | F2 | Widen shoulders on Lower Springboro Rd. between proposed Clear Creek Trail and US 42. | Warren County | On-Street | 6 | 8.7 | $2,984,977 |
| East-West | Wolf Creek Trail | G2b | Construct multi-use path connecting the Wolf Creek Recreation Trail to W. Hillcrest Ave. at Hickorydale Park. The path will extend the existing trail to Olive Road and follow Olive Road and Wolf Creek Pike before traveling east along the Wolf Creek to meet G2a at W. Hillcrest Ave. | Five Rivers MetroParks | Off-Street | 10 | 2.4 | $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 | 0.3 | $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 County | 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 |

## Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)

| Corridor Direction | Corridor Name | Map Label | Bikeway Limits | Owner / Maint. | Type of Facility | Width (feet) | Length (miles) | Cost |
|---|---|---|---|---|---|---|---|---|
| North-South | Bellbrook-Fairborn Connector Trail | I5 | Construct sidepath from Old Mill Lane to Kemp Rd. | Beavercreek | Off-Street | 8 | 2.5 | $1,000,000 |
| North-South | Iron Horse Trail | J4 | Extend Iron Horse Trail from Alex Bell Road to Social Row Road using Willowhurst, Zengel, Pleasant Hill, N Johanna, Franklin, S Johanna, Bethel, Clareridge, Susan, Spring Valley and Atchison Roads. | Centerville | On-Street | Varies | 4.2 | $675,493 |
| North-South | Great Miami River Trail | K7 | Traveling north from Johnston Farm to the County Line. | Miami County Park District | Off-Street | 10 | 2.1 | $456,557 |
| 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 | 4.7 | $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 | 10.0 | $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 | M2 | Widen shoulders along US 40 from Union Blvd. to the Englewood Reserve (also serves the Old National Road Trail). | Englewood | On-Street | 6 | 0.6 | $249,370 |
| 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 | 11.6 | $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 | 10.7 | $2,491,329 |
| North-South | Bowersville-Jamestown-Clifton Connector Trail | O1 | Widen shoulders on SR 72 between Bowersville and Jamestown. | Greene County | 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 County | On-Street | 6 | 10.4 | $3,506,843 |

## Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)

| Corridor Direction | Corridor Name | Map Label | Bikeway Limits | Owner / Maint. | Type of Facility | Width (feet) | Length (miles) | Cost |
|---|---|---|---|---|---|---|---|---|
| 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 | Cardinal Trail | Q1 | Widen roadway shoulders along the Cardinal Trail route (Covington-Gettysburg Rd.) between Covington and the Miami/Darke County line. | Miami County Park District | On-Street | 6 | 4.7 | $1,564,309 |
| East-West | Cardinal Trail | Q2 | Widen roadway shoulders along the Cardinal Trail route between Covington and the Miami/Champaign County line. (Spring St., CR 30, Farrington Rd., Peterson Rd., Alcony-Canover Rd., Loy Rd.) | Miami County Park District | On-Street | 6 | 20.1 | $6,722,240 |
| 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 |
| North-South | SR 741 Bikeway | T1a | Construct bike facility along SR 741 from the Cox Arboretum entrance to the north terminus of the facility constructed under PID #90289. | Montgomery County | On/Off-Street | Varies | 0.5 | $183,000 |
| North-South | SR 741 Bikeway | T1b | Construct bike facility along SR 741 between Mall Park Drive and Ferndown Drive. | Montgomery County | On/Off-Street | Varies | 1.7 | $623,000 |
| 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 | 0.2 | $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 | 4.2 | $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 | 8.0 | $2,431,000 |

## Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)

| Corridor Direction | Corridor Name | Map Label | Bikeway Limits | Owner / Maint. | Type of Facility | Width (feet) | Length (miles) | Cost |
|---|---|---|---|---|---|---|---|---|
| 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 | 8.2 | $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 | 3.1 | $6,000,000 |
| NA | Troy Bikeway Hub | Y1 | Construct Troy Bike Hub structure. | Troy | NA | NA | 0.0 | $200,000 |
| NA | Piqua Bikeway Hub | Y2 | Redevelop a historical building into a Bike Hub at the intersection of the GMR trail and the Piqua-Covington Fletcher Trail. | Piqua | NA | NA | 0.0 | $500,000 |
| 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 Centenial Park in Englewood to Englewood MetroPark. | Englewood | On/Off-Street | Varies | 0.8 | $106,400 |
| 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 | 4.2 | $1,262,889 |
| **Regional Totals for Long Range Projects** | | | | | | | **255.22** | **$91,849,382** |

Source: MVRPC

### *Dayton Bike Share Program — Link*

The Dayton Bike Share program, Link, opened for operation on May 5, 2015 and was made possible by a strategic partnership of more than a dozen entities. The original capital improvements were funded by MVRPC's Surface Transportation Program (STP). The Greater Dayton RTA maintains the bike share equipment and balances the distribution of bikes across the network and Bike Miami Valley handles customer memberships, organizational partnerships, education, as well as marketing and promotions. Bike sharing offers several economic, livability, transportation, environmental, and health benefits to the businesses, employees, visitors, and residents of downtown Dayton and surrounding neighborhoods. It reduces the carbon footprint and frustration with moving a car and parking. Link has expanded to 27 strategically located stations, within an approximate two mile radius of downtown Dayton. In 2020, Link added 100 e-bikes to the network and transitioned away from a docked bikeshare system. Since 2015, users took over 142,500 trips, and rode over 316,500 miles. The program has attracted over 18,500 unique riders.

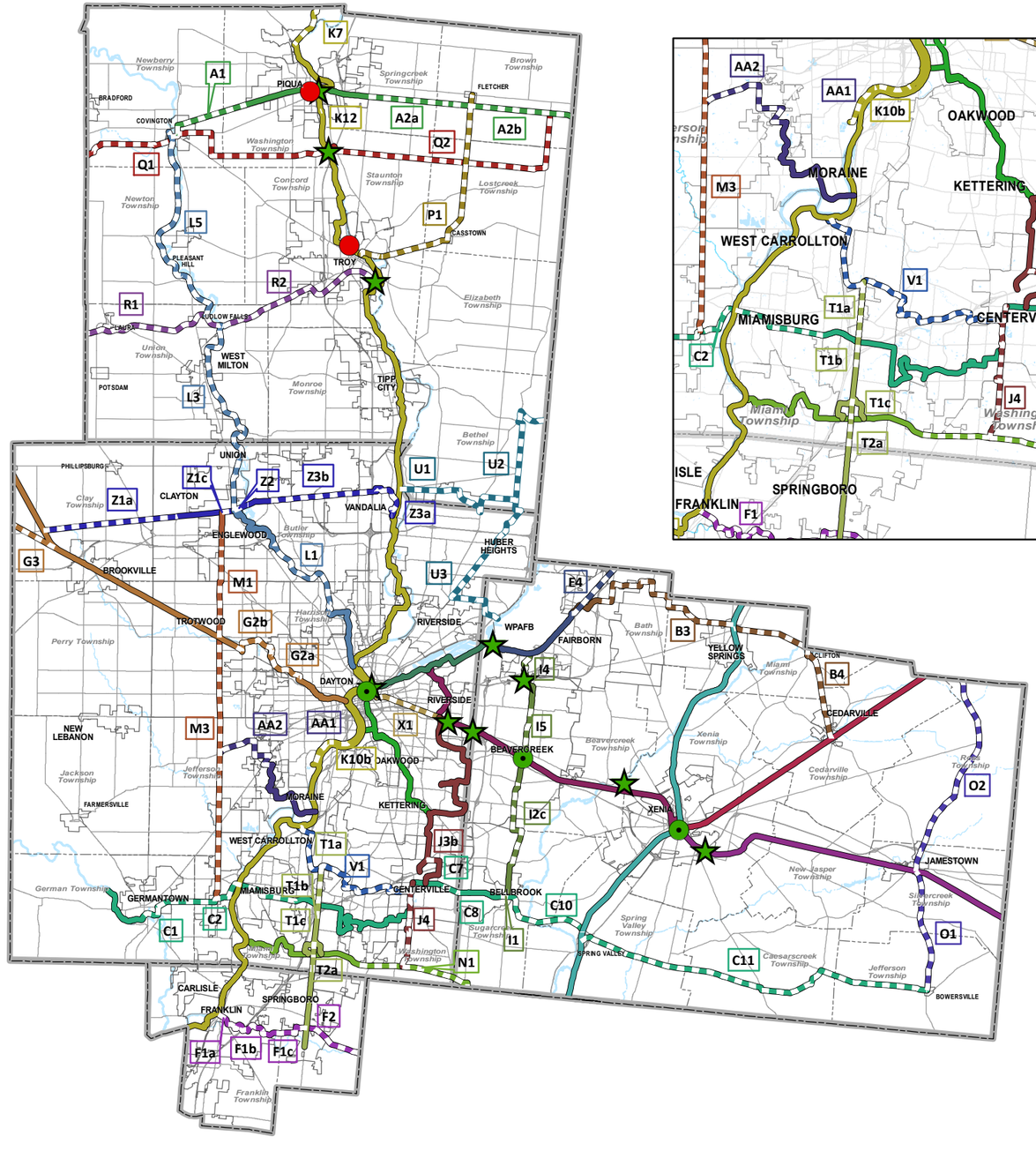
## 7.6 Development Choices – Going Places

In April 2012, the MVRPC Board of Directors endorsed the Concentrated Development Vision resulting from the Going Places initiative. In this Vision, development would be concentrated around regional assets and in areas that already have infrastructure; rehabilitation and/or repurposing of vacant and underused structures would be encouraged; and the preservation of agricultural land and other open space would be a priority. More specific characteristics are detailed below and illustrated in Figure 7.3.

- Encourage the rehabilitation and/or repurposing of existing structures.
- Focus on the maintenance of existing infrastructure.
- Locate any new development in areas with existing infrastructure.
- Revive the Region's older communities.
- Preserve prime farmland and support agricultural enterprise.
- Improve the quality of educational opportunities throughout the Region.
- Foster a sense of connection and cooperation between the Region's communities.
- Increase the number and quality of transportation options.
- Encourage development around the Region's assets.
- Encourage the rehabilitation and/or reuse of vacant industrial sites.
- Encourage energy-efficient building practices and the retrofitting of older structures for energy efficiency.
- Use land in a way that builds a sense of community.
- Maintain and expand the Region's parks, natural areas, and recreation amenities.
- Encourage the development of quality, realistic, affordable housing throughout the Region.
- Revive the Region's core city—the City of Dayton.

MVRPC

# Figure 7.2
# Regional Bikeway & Pedestrian Network




- Bellbrook-Fairborn Connector (I)
- Bowersville-Jamestown-Selma Connector (O)
- Cardinal Trail (Q)
- 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
- 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
- Stillwater River Trail (L)
- Troy-Fletcher Connector (P)
- Wolf Creek Connector (M)
- Wolf Creek Trail (G)
- Wright Brothers-Huffman Prairie Trail (E)
- Xenia-Jamestown Connector

- Existing Bikeway Hub
- Proposed Bikeway Hub
- Existing Bikeway Bridges/Tunnels
- Proposed Bikeway Bridges/Tunnels
- Existing Trail
- Proposed Trail

May 2021

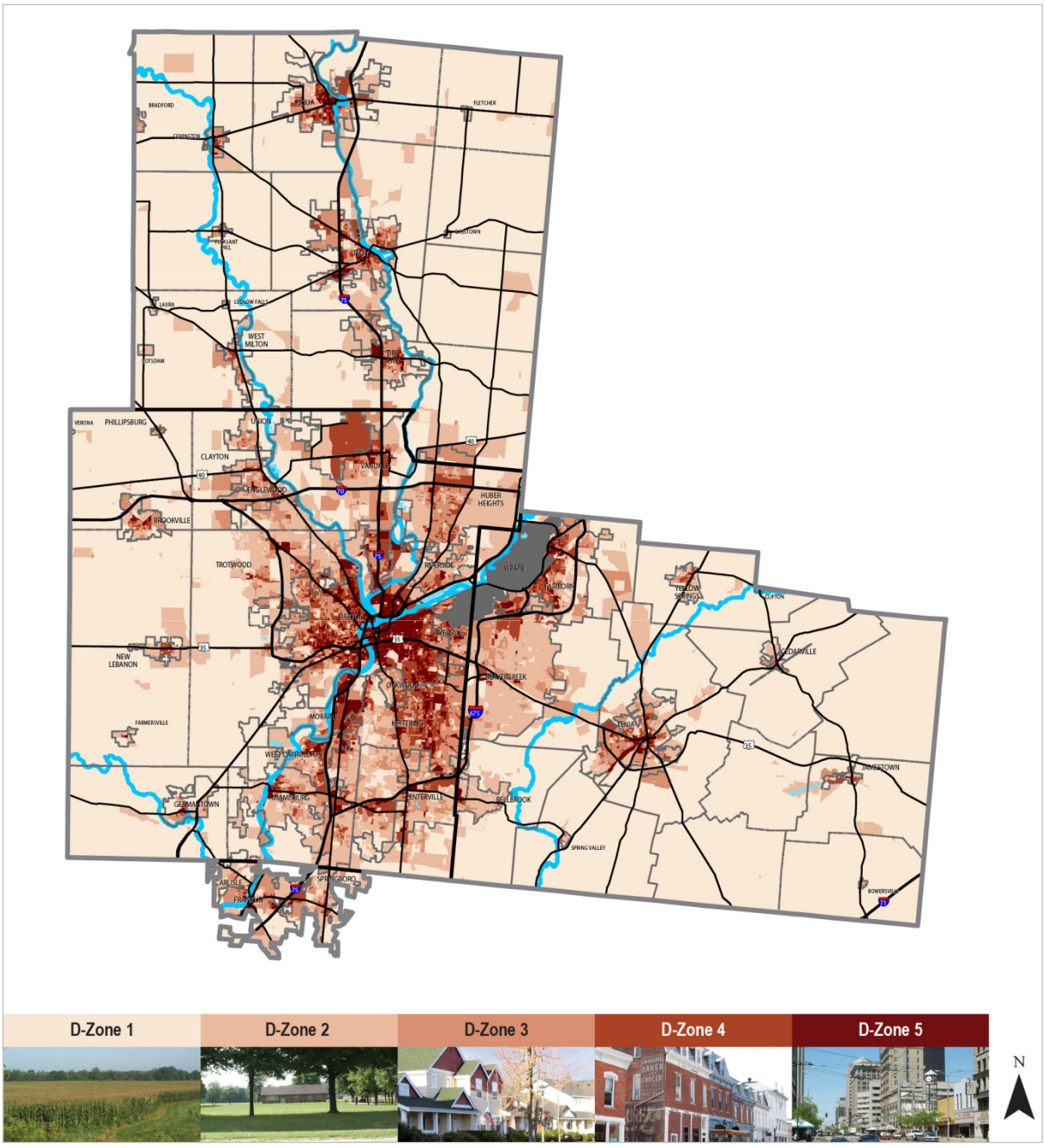
N

0 2 4 6 8 Miles

Going Places committees also identified a set of eleven implementation tools to support the Concentrated Development Vision. The tools address the following major needs:

- Providing better information for strong decision making;
- Strengthening regional collaboration; and
- Building the Region's capacity for solutions.

**Figure 7.3 — Concentrated Development Vision**



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