Miami Valley
Transportation Regional Profile

A variety of sources have been used to compile the information in this profile. They include datasets from the U.S. Census Bureau, the Ohio Department of Transportation, transit agencies in the Miami Valley Region, and MVRPC. MVRPC is designated as the Metropolitan Planning Organization (MPO) and is responsible for transportation planning in Greene, Miami, Montgomery Counties and parts of northern Warren County.

Our Region is served by an extensive network of roads, transit, bikeways, and pedestrian facilities, providing multi-faceted transportation options for better mobility, accessibility, and connectivity.

- 839,012 PEOPLE
- 442,000 JOBS
- 1,300 SQ. MI.

Our 3+ County MPO Region includes Greene, Miami, Montgomery, and northern Warren

Roadways are classified based on the type of service they provide ranging from mobility to accessibility.

- Average Freeway Speed: 60 MPH
- Average Commute Time: 21.3 MINUTES
- ~6,700 MILES of roadway
- ~200 MILES paved, off-street bikeway trails
- 4 TRANSIT AGENCIES serve the Region
- 109 MILES of railway

Source: INRIX (2013), 2006-2010 5-Year American Community Survey, and MVRPC

Congestion in the Region, while it causes some loss in both time and money, is better than similar areas nationwide.

- Yearly Delay per Auto Commuter: 24 Hours
- Yearly Excess Fuel Consumed per Auto Commuter: 12 Gallons

Source: Texas Transportation Institute (2011) and MVRPC
Four transit agencies serve the Region providing a variety of public transportation services, and the Region has an extensive network of bikeways.

Our Region is home to the nation's largest paved trail network. The MPO bikeway system has nearly 200 miles, which connect local and national bike routes.
Our Region relies heavily on both cars and trucks to move people and freight.

I-70 and I-75 are both major truck routes, carrying between 12,000-15,000 and 11,000-16,500 trucks per day, respectively.

Region mostly commutes to work by car.

Zero-car households represent only 7% of all households in the Region.

For every county except Warren, over half of total workers both live and work in the same county.
Safety has been improving in the Miami Valley, with crashes declining 30% from 2004-2013.

The total number of crashes from 2011-2013 was 52,025.

- 1 in 267 crashes were fatal
- 1 in 6 fatal crashes involved a bicycle or pedestrian
- A crash occurs every 30 MINUTES
- 2.2 Regional crash rate (2009-2013), compared to 1.8 in the U.S. and 2.6 Ohio

Completed Major Investment Projects by Cost in the last 15 years:

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75 Downtown Modernization-Phase 2</td>
<td>$126</td>
</tr>
<tr>
<td>I-75 Downtown Modernization-Phase 1A</td>
<td>$122</td>
</tr>
<tr>
<td>I-70 Widening from SR 202 to Clark County Line</td>
<td>$62</td>
</tr>
<tr>
<td>I-75 Downtown Modernization-Phase 1B</td>
<td>$58</td>
</tr>
<tr>
<td>I-70 Widening from SR 48 to Airport Access Rd</td>
<td>$50</td>
</tr>
<tr>
<td>I-70/I-75 Interchange-Phase 3</td>
<td>$48</td>
</tr>
<tr>
<td>I-75 Widening-Miami County</td>
<td>$46</td>
</tr>
<tr>
<td>I-70/I-75 Interchange-Phase 2</td>
<td>$38</td>
</tr>
<tr>
<td>I-75 at Austin Boulevard Interchange</td>
<td>$22</td>
</tr>
<tr>
<td>I-70/I-75 Interchange-Phase 1</td>
<td>$21</td>
</tr>
<tr>
<td>I-75 at Dixie Interchange (Exit 47)</td>
<td>$19</td>
</tr>
<tr>
<td>US 35 at N. Fairfield Interchange</td>
<td>$15</td>
</tr>
</tbody>
</table>

Note: The total crash rate is calculated using 2009-2013 5 year average for every 1 million vehicle miles traveled. Source: 2011-2013 Ohio Department of Public Safety and MVRPC

The Long Range Transportation Plan (LRTP) is a long-range (20+ year) strategy and capital improvement program developed to guide the effective investment of public funds in multimodal transportation facilities. Visit [http://www.mvrpc.org/transportation/long-range-planning-lrtp](http://www.mvrpc.org/transportation/long-range-planning-lrtp) to view the latest plan.

Transportation Improvement Program (TIP) is a more detailed, four-year transportation capital improvement program. Specifically outlined in the TIP are the Region’s highway, bikeway/pedestrian, and transit improvements that are financed using federal and/or state funds. Visit [www.mvrpc.org/transportation/short-range-plan-tip](http://www.mvrpc.org/transportation/short-range-plan-tip) to view the current report.

This profile is available at: [http://www.mvrpc.org/regional-profiles](http://www.mvrpc.org/regional-profiles). Contact us for your community’s information.