

CHAPTER VII

CONGESTION MANAGEMENT STRATEGIES — SUSTAINABLE GROWTH

A. 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 2030 LRTP addresses future needs for alternative transportation by including programs and projects that provide alternatives to traditional forms of transportation. In addition to curtailing the demand for single occupancy vehicle travel therefore reducing congestion, harmful emissions, and the reliance on petroleum-based products, sustainable growth 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.

B. FUNDING OUTLOOK

Financial forecasts for the programs and projects described in this chapter are based on annual averages as shown in the current SFY 2008-2011 TIP and are assumed to be in 2007 dollars. Based on the annual averages two plan periods were forecasted: 2012-2020 and 2021-2030. Funding for the periods beyond the TIP were inflated using the FY 2007 US Office of Management and Budget US Budget Economic Assumptions for Consumer Price Index for FY 2012 (2.3 percent per year) to project inflation into the future. This resulted in inflation factors of 1.24 and 1.52 for years 2016 and 2025, the mid-years of the two plan periods. The results can be seen in Table 7.1 below. As a result the scope of programs and projects will be constrained by available future revenue. It is also important to note that MVRPC does not forecast funding for the regional bikeway or transportation enhancement programs; these programs are funded as revenues become available.

**Table 7.1 — 2030 Forecasted Cost and Revenues for Sustainable Growth Strategies
(in millions of 2007 / Year of Expenditure dollars)**

Program	Cost/Revenues				
	Four Year TIP (2008-2011)	Annual Average	Short Term Plan-9 years (2012-2020)	Long Term Plan-10 years (2021-2030)	For Full 23 Year Plan
Rideshare	1.17	0.29	2.63	2.92	6.72
Air Quality	1.18	0.30	2.66	2.96	6.80
Bikeway/Pedestrian	15.93	-	-	-	15.93
Transportation Enhancement	6.27	-	-	-	6.27
Total (2007 dollars)	21.28	-	5.29	5.88	32.45
Total (Year of Expenditure dollars)	21.28	-	6.55	8.95	36.78

Source: MVRPC

C. RIDESHARE

Since 1979, MVRPC has operated the Miami Valley's RIDESHARE Program, which is available for free to anyone who lives, works or attends college/school in Montgomery, Greene, Miami, Preble, Darke and Clinton counties. When commuters register for RIDESHARE, they are matched with others who live and

work (or attend college/school) near them. Commuters receive a match list of people who have similar schedules and destinations. In addition, seven – fifteen passenger vans are also made available for lease on a monthly basis to groups traveling longer distances and, periodically, MVRPC offers vanpool lease subsidies to encourage the use of this alternative transportation.

Over the years, service improvements have included the development of a Guaranteed Ride Home Program that allows commuters to take a taxicab ride home or to the site of an emergency, up to four times a year, and be reimbursed 80% of the full fare. In addition, the RIDESHARE match-generating software was modified to include the local bike routes/paths so cyclists could be matched with others who want to bike to work or college (Pedal Pals Program). Another incentive program called Park It Here! provides free parking during the summer months to Downtown Dayton employees who carpool/vanpool to work. A stand-alone website, www.miamivalleyrideshare.org, has been established and commuters can register for the service online.



There will be a continued effort to incorporate innovative promotions and incentives to encourage the use of alternative transportation including:

- Expanding RIDESHARE to area high schoolers and middle schoolers (with the parents driving the carpool);
- Coordinating with GDRTA and other transit agencies regarding discounted bus passes/special promotions for residents to “Try Transit”;
- Continuing cross-promotion of the “Bike on Bus” program and emphasizing the availability of bike racks on buses;
- RIDESHARE promotion in conjunction with construction awareness campaigns such as the I-75 modernization/re-construction project;
- Cross-promotion activities in conjunction with the alternative transportation mode program at MVRPC such as the Walkable Communities Handbook and Drive Less Live More (see Section F); and
- Continuing participation in Rideshare Ohio (www.rideshareohio.com), which is a new matching service that allows commuters in south, west, and central Ohio to quickly and securely find other individuals who share similar commutes and work hours by registering for services via the online website.



RIDESHARE 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.

D. MIAMI VALLEY AIR QUALITY PROGRAM

The Regional Ozone Action Program was developed in 1994 as a public information/behavior modification campaign to inform Dayton/Springfield residents about ground-level ozone issues and how the general public's behavior can impact not only air quality, but also the Region's economy. The program was developed using Congestion Mitigation/Air Quality (CMAQ) funding and the 2030 LRTP project list includes the continuation/expansion of the program under the name "Miami Valley Air Quality Program." Under this expanded program, it now also takes into account "particle pollution" readings provided by the Regional Air Pollution Control Agency (RAPCA). Tiny particles of dust, dirt, and soot form "particle pollution", often caused by emissions from diesel, gas-powered engines, and wood-burning. RAPCA monitors the Miami Valley's air pollution levels year-round. MVRPC, in coordination with RAPCA, issues "Air Pollution Advisory" notices when air pollution levels begin to rise. The general public, the top 100 local businesses, member jurisdictions, day care centers, senior citizen centers, Ear, Nose and Throat doctors and local media are alerted, and citizens are encouraged to take action to reduce air pollution.



The overall program emphasizes "actions" that the general public can take to reduce air pollution. Actions identified 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 after 6:00 pm. and limiting the use of gasoline-powered lawn equipment such as weed-wackers, leaf blowers, snow blowers, and chain saws; 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.

Extensive advertising, focusing on these "actions", incorporates the Federal Highway Administration's (FHWA) message/slogan, "It All Adds Up to Cleaner Air." Generic ads were produced locally and distributed nationally in an effort to produce a cohesive message throughout the country.



A stand-alone website (www.miamivalleyair.org) has been established and includes information about air quality and pollution prevention. Extensive outreach and advertising will be conducted in conjunction with this effort. Other outreach efforts/special events that promote reducing air pollution (e.g., Try Transit Week, Bike-to-Work Day, Listener Lunches, Bicycle Awareness Day, Caught Ya Doin' Good, American Lung Association, Better Breathing Day, Clean Air Phone-a-Thon, web site contests, etc.) will also be pursued.

E. GOING PLACES – MVRPC’S REGIONAL LAND USE PLANNING INITIATIVE

In SFY 2008, MVRPC launched an initiative in cooperation with local jurisdictions and regional leaders to develop a shared land-use vision to guide the Region’s growth patterns and achieve consistency between future transportation investment, infrastructure, and development, while protecting the Region’s environmental resources. The initiative, termed “*Going Places*” will take four years to complete and is divided into three phases:



- **Phase I** (July 2007-December 2008) — Existing Condition Assessment: Physical and Non-Physical;
- **Phase II** (January 2009-December 2010) — Future Landscapes Exploration: Land Use Scenario Development and Assessment;
- **Phase III** (January 2011-June 2011) — Building a Clear and Shared Regional Land Use Framework.

Extensive outreach efforts and public participation opportunities will be conducted throughout the entire process and the results of the preferred land use scenario will be incorporated into the next update of the Long Range Transportation Plan.

F. BIKEWAY AND PEDESTRIAN PROGRAMS AND PROJECTS

Bikeways and sidewalks are both important components of an inter-modal 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 options.

1. *Alternative Transportation Activities and Outreach Programs*

MVRPC has implemented a comprehensive outreach campaign to promote the use of alternative modes of transportation through general advertising, financial assistance, and promotional events. Presented below is a list of programs and action items that can help to reduce congestion on the regional roadway network:

- **Alternative Transportation Outreach** — A coordinated effort with GDRTA to promote transit through discounted bus passes and/or special promotions, promotion of the “Bike on Bus” program to emphasize the availability of bike racks on buses, and encouragement of displaced transit riders to use RIDESHARE as an alternative commuting option. Free bus passes are also given away as part of the “Caught Ya Doin’ Good” promotion.
- **Miami Valley Recreational Trails Map** — With over 250 miles of paved, multi-use recreational trails in the MVRPC Region, commuters and visitors have abundant opportunities to use non-motorized forms of transportation. The current map was updated in 2008 and is disseminated to local cycling affiliations and parks and recreation departments, and promoted at various local cycling events. The map is also available to users at the Miami Valley Recreational Trails webpage (www.mvrpc.org/recTrails)
- **The Book on Walkability and Walkable Communities** — An outgrowth of the very popular Walkable Communities Workshops, the Handbook is a how-to guide for local jurisdictions on



conducting their own workshops, planning and providing for adequate pedestrian facilities, and actively promoting walking among their residents.

- **Drive Less Live More** — In cooperation with the Miami Conservancy District, Five Rivers MetroParks and GDRTA, the campaign (www.drivelesslivemore.org) is a region-wide promotion to encourage residents to pledge to reduce the amount of single occupant vehicle (SOV) travel they do during a typical month's travel time.
- **Education** — Continue to educate MVRPC member jurisdictions, the business community, and other key stakeholders about Sustainable Growth principles and strategies and their impacts on air quality, land use, and the regional transportation system.

2. The Miami Valley Comprehensive Local – Regional Bikeways Plan

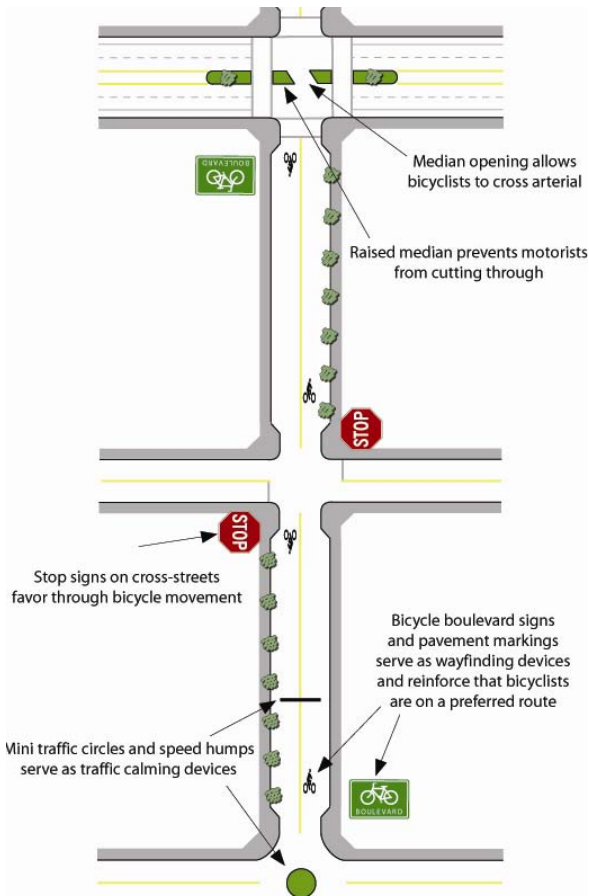
This plan, expected to be adopted by the Board of Directors in 2008, provides an update to the existing regional and local inventory of bicycle facilities and identifies future bikeway connections at both the regional and local network levels. The purpose of the plan is to create a complete system of shared-use paths that connect to on-street bikeways. The plan includes three primary elements: a bikeway plan, regional policies and strategies, and the development of Safe Routes to Schools (SRTS) in the MVRPC Region. Additions to the regional bikeway network recommended by the plan can be seen in Table 7.3 and are shown in Figure 7.1. Regional bikeways are divided between on-street and off-street facilities and on-street facilities are further subdivided into bike lanes, shoulder bikeways, signed shared roads, and bicycle boulevards. Definitions and examples of each type of bikeway facility are provided below.

Off-street bikeways (shared used paths) completely separate bike or pedestrian traffic from vehicular traffic and are typically 10 to 14 feet wide. Their design should accommodate two-way traffic with a path composition that meets ADA standards. Shared used paths are preferred for corridors where few intersections or crossings exist to reduce the potential for conflicts with motor vehicles. Paths located immediately adjacent to roadways (sidepaths or sidewalk bikeways) are less desirable due to potential conflicts with motor vehicles turning to and from side streets.



Bike lanes are designated exclusively for bicycle travel and are separated from vehicle travel lanes with striping and might also include other pavement markings, typical widths are 5 to 6 feet. Bike lanes are most appropriate on arterial and collector streets where higher traffic volumes and speeds indicate a need for greater separation.

Shoulder bikeways are typically found in rural areas and consist of paved roadways with striped shoulders wide enough for bicycle travel (4 to 8 feet). Shoulder bikeways often include signage alerting motorists to expect bicycle travel along the roadway and also accommodate pedestrians in rural areas.



Signed shared roads accommodate vehicles and bicycles in the same travel lane. The most suitable roadways for shared vehicle/bicycle use are those with low posted speeds (25 MPH or less) or low traffic volumes (3,000 AADT or less). In addition to bike route and directional signs, shared roadways may also include on-route pavement markings and pavement marking treatments at intersections. Other shared roadway treatments include wide outside lanes (14 to 16 feet wide) on higher-volume streets.

Bicycle boulevards are an enhanced version of signed shared roadways used in urban settings and are developed through a combination of traffic calming measures and other streetscape treatments intended to slow vehicle traffic while facilitating safe and convenient bicycle travel. Appropriate treatments depend on several factors including traffic volumes, vehicle and bicycle circulation patterns, street connectivity, street width, physical constraints, and other parameters.

Recommended regional policies and strategies include:

- Developing and adopting a “Complete Streets” policy to integrate non-motorized transportation into ongoing road and transit projects;
- Improving trail infrastructure throughout the Region including lighting, markings, and crossings;
- Developing a regional on-street bikeway signage and wayfinding plan to coordinate with the regional off-street (trail) signage program already underway;
- Constructing on-street bicycle facilities on roadways yielding on-street bicycle suitability analysis scores of “3” or better;
- Evaluating greenway/bikeway connection needs; and
- Implementing bicycle/pedestrian improvements at the Top 5 intersection crash locations (Stroop Road at Woodman Drive; SR 201 at Fishburg Road; Keowee Street at Webster Street; Main Street at Third Street in Downtown Dayton; and SR 55 at Staunton Street in Troy) involving pedestrians or bicyclists.

In addition, preliminary maps and potential infrastructure improvements were developed for 61 individual schools. The maps and data fulfill one of the required components of a Safe Routes to Schools Travel Plan in accordance with ODOT guidance. Development of a Travel Plan is a pre-requisite to a school applying for funding under the SRTS program.

The second phase of the Bikeways Plan, expected to be completed during SFY 2009, will focus on the development of local bikeway plans for up to 11 communities in the Miami Valley.

3. *Bikeway and Pedestrian Projects*

Table 7.2, SFY 2008-2011 Regional Bikeway and Pedestrian Projects, lists those projects with local, state, or federal funds committed for implementation. These projects represent approximately \$15.93 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 \$84.88 million. As funding commitments for these projects are received, the Long Range Plan bikeway and pedestrian list will continue to be updated. Figure 7.1, Regional Bikeway and Pedestrian Projects, shows the location of all existing and proposed regional bicycle/pedestrian ways.



Table 7.2 — SFY2008-2011 Regional Bikeway and Pedestrian Projects
(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	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	Mad River Trail	E1	Traveling east from Eastwood Park, to Huffman Metro Park	Five Rivers Metro Parks	Off-Street	Varies	3.4	\$2,040,000
East-West	Wolf Creek Trail	G2	Completion of the Wolf Creek Trail, linking the segments from J.H. McGee Boulevard to Vickwood Lane	Five Rivers Metro Parks	Off-Street	10	2.0	\$1,540,000
East-West	Xenia-Jamestown Connector Trail	H1	From Xenia Station to Jasper Road	Xenia	Off-Street	10-12	3.7	\$3,190,000
North-South	Centerville-Dayton Connector Trail	J2b	Construct a multi-use path from the southern terminus of Hempstead Station drive to Stroop/Wilmington Pike intersection. From Hempstead Station Drive south of David Road bikeway will be a signed shared roadway	Kettering	On/Off-Street	10	1.1	\$610,000
North-South	Centerville-Dayton Connector Trail	J2c	From Hempstead Station Drive to Iron Horse Pathway	Centerville Washington Park District	Off-Street	10	1.9	\$0
North-South	Great Miami River Trail	K4a	From Canal Lock Park to Kyle Park	Tipp City	Off-Street	10	0.4	\$140,000
North-South	Great Miami River Trail	K4b	From Old Springfield Rd. in Montgomery County to Kyle Park in Tipp City (1.8 miles) and from City Park to Monroe/Concord Township Line (1.3 miles)	Five Rivers Metro Parks	Off-Street	10	3.1	\$2,670,000
North-South	Great Miami River Trail	K6a	From existing bike trail at Market Street following the river levee to Riverside Drive	Troy	Off-Street	10	0.8	\$440,000
North-South	Great Miami River Trail	K6c	From Eldean Road to Peterson Road	Miami County Park District	Off-Street	10	2.3	\$930,000
North-South	Great Miami River Trail	K6d	Peterson Road to Piqua	Piqua	Off-Street	10	3.0	\$0
NA	Riverscape Bikeway Hub	Y2	Construct bicycle hub and trail improvements in the Riverscape area in Dayton	Five Rivers Metro Parks	NA	NA	0.0	\$3,267,000
Regional Totals for Short Range Projects							26.3	\$15,927,000

Source: MVRPC

* A cost of \$0 means that the project is locally funded.

Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2007 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Covington-Piqua-Fletcher Connector 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	Off-Street	10	3.5	\$778,179
East-West	Covington-Piqua-Fletcher Connector Trail	A2	Construct shared use path between Piqua and Miami/Champaign county line via Garbry's Big Woods Reserve/Sanctuary	Miami County	Off-Street	10	9.0	\$1,878,626
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B1	Construct shared use path between South St. and Xenia Dr.; add bike lanes on Xenia Dr. between shared use path and Yellow Springs-Fairfield Rd.	Fairborn	Off-Street	10	1.6	\$471,892
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B3	Widen shoulders on Yellow Springs-Fairfield Rd. between Xenia Drive and Little Miami Scenic Trail	Greene County, Fairborn, Yellow Springs	On-Street	6	6.1	\$2,451,337
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	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	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 McEwan Rd.	Washington Township	On-Street	6	0.4	\$123,532
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C5	Traveling east from McEwen Rd., along residential streets, to Alexandersville-Bellbrook Pike	Washington Township, Centerville	On-Street	NA	5.0	\$1,432,103
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 2007 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Kettering Trail	D1	South from the Kettering Business Park to proposed bikeway (see J2b) terminus at Stroop/Wilmington	Kettering	Off-Street	10	1.5	\$314,604
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	F1	Construct shared use path along SR 123 between downtown Franklin and Clear Creek; construct shared use path along Clear Creek between SR 123 and Lower Springboro Rd.	Warren County	Off-Street	12	3.6	\$971,212
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	G3	Construct Shared use path between existing Wolf Creek Trail (near Dodson) and Montgomery/Preble County line	Five Rivers Metro Parks	Off-Street	12	2.2	\$532,040
East-West	Xenia-Jamestown Connector Trail	H2	From existing bikeway at Limestone St., in Jamestown, traveling east to Greene/Fayette County line	Greene County Park District	Off-Street	Varies	4.5	\$1,027,105
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	I2	From the existing bikeway, traveling north along Upper Bellbrook/Feedwire/S. Alpha-Bellbrook/Stutsman/N. Fairfield Rds., to Seajay Dr.	Greene County	Off-Street	10	5.5	\$1,230,503
North-South	Bellbrook-Fairborn Connector Trail	I3	Fairfield Commons-WSU Connector - from the existing bikeway at New Germany-Trebein Rd., traveling north across I-675 to Colonel Glenn Hwy.	Beavercreek, Fairborn	Off-Street	10	0.5	\$3,000,000
North-South	Bellbrook-Fairborn Connector Trail	I4	WSU to Kauffman Ave. Bikeway traveling north from Colonel Glenn Hwy. to Kauffman Ave.	Wright State University	Off-Street	10	1.0	\$231,788
North-South	Centerville-Dayton Connector Trail	J1	Construct trail between Downtown Dayton and Kettering using a combination of on-street and off street facilities	Dayton, Kettering	On/Off-Street	Varies	6.0	\$1,513,791
North-South	Centerville-Dayton Connector Trail	J3	Extend from proposed Iron Horse Pathway to Loop Road parallel I-675, then South on Loop Road to Alex Bell Road	Centerville	On/Off-Street	Varies	0.7	\$208,771
North-South	Centerville-Dayton Connector Trail	J4	Extend Centerville Dayton Connector from Boyce Road to Social Row Road using Clareridge Lane, Spring Valley and Atchison Roads	Centerville	On-Street	Varies	2.4	\$675,493
North-South	Great Miami River Trail	K6b	From Riverside Drive to Eldean Road	Miami County Park District	Off-Street	10	1.5	\$365,457
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

Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2007 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Great Miami River Trail	K9	Construct Great Miami River Trail between Baxter Drive and Miami River Preserve Park	Franklin, Middletown, Miami Conservancy District	Off-Street	12	2.0	\$1,386,572
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 Conservancy 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 Conservancy 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 Boulevard to the Englewood Reserve	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
North-South	River Corridors Connector Trail	N1	Construct shared use path in Miami Twp. connecting the GMR Trail with Miamisburg-Springboro Rd.; 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 along North St./Corwin Rd. to Little Miami Scenic River Trail	Montgomery County	On/Off-Street	Varies	14.8	\$4,291,329
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
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	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	On-Street	6	4.7	\$1,564,309

Table 7.3 — Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2007 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
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	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	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	Off-Street	12	7.6	\$1,920,678
North-South	East-West Corridors Connector Trail	T1	Construct various facilities along SR 741 between Austin Pike and Cox Arboretum. (including shared use path between Austin Pike and Miami Village Dr.; bike lanes/paths between Miami Village Dr, and Lyons Rd.; sidewalks and wide outside lanes between Lyons Rd. and Cox Arboretum)	Montgomery County	On/Off-Street	Varies	3.9	\$1,430,959
North-South	East-West Corridors Connector Trail	T2	Construct bike lanes on SR 741 between Springboro High School and Austin Pike	Springboro, Warren County	On-Street	6.0	4.1	\$1,159,104
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, Montgomery County	On/Off-Street	Varies	8.0	\$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	8.2	\$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	\$770,679
NA	Troy Bikeway Hub	Y1	Construct Troy Bike Hub structure	Troy	NA	NA	0.0	\$200,000
Regional Totals for Long Range Projects							265.32	\$84,881,580

Source: MVRPC

Figure 7.1 — Regional Bikeway and Pedestrian Projects (11x17)

G. TRANSPORTATION ENHANCEMENT PROJECTS

In addition to the bikeway and pedestrian projects discussed previously, the Plan also includes a number of Transportation Enhancement (TE) projects. These projects are listed in Table 7.4. The total cost of TE projects is \$46.30 million, with approved federal funding of \$6.27 million. Figure 7.2 presents the location of all TE projects in the Region. Any future additional TE projects will be included in the Plan when they are approved for funding by MVPRC and ODOT.

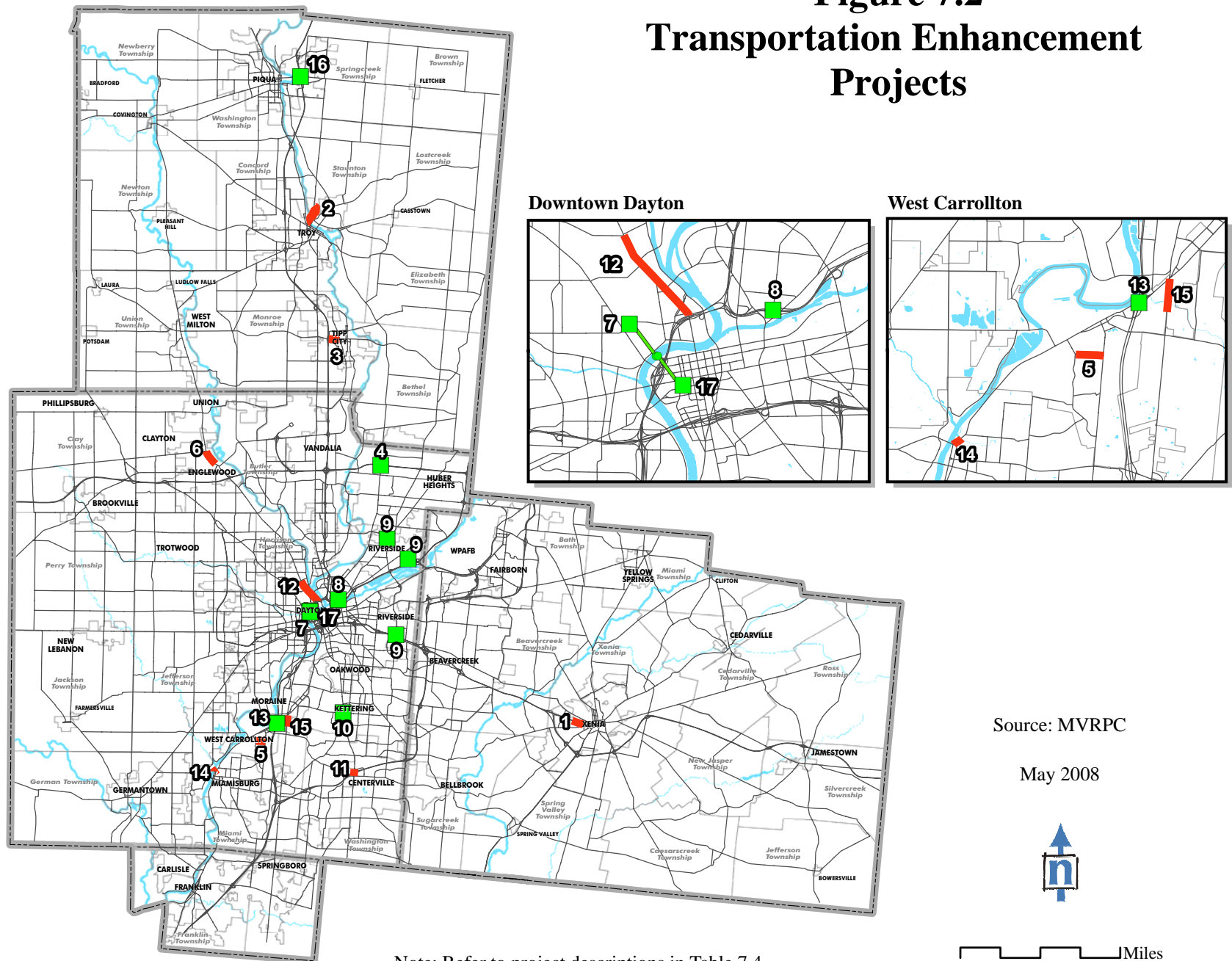
**Table 7.4 — Transportation Enhancement Projects
(Cost is in millions of dollars)**

Project Number	Projects	Project Sponsor	Total Cost	Federal Funding Approved	Funding Year (SFY)	Project Description
1	Xenia Streetscape	City of Xenia	\$0.42	\$0.32	2011	West Main Street (Business US 35) from 0.51 mi. east of Progress Drive to Allison Ave.—Streetscape including trees, shrubs, and masonry walls.
2	Troy Bikeway Connector	City of Troy	\$0.44	\$0.30	2008	From existing bike trail at Market Street following the river levee to Riverside Drive—Construct a new bikeway as part of the Miami County Recreational Trail.
3	SR 571-14.05	City of Tipp City	\$0.57	\$0.32	2011	Garber, Tippecanoe and Hyatt Streets on SR 571 in Tipp City to I-75 ramp—Streetscape project for three intersections, to include landscaping, upgrade lighting, add walls, brick pavers, fencing, and other enhancement items.
4	SR 202 Enhancement	City of Huber Heights	\$0.89	\$0.31	2008	SR 202 in Huber Heights—Enhancements to SR 202.
5	Gibbons Road	City of West Carrollton	\$0.35	\$0.23	2010	Gibbons Road from South Elm Street to S. Alex Road—Landscape, guardrails, creek bed renovating.
6	Main Street Phase 3	City of Englewood	\$0.60	\$0.30	2008	Main Street in Englewood between Fallview Avenue and National Road West—Scenic and environmental enhancements including decorative lighting and traffic signals, landscaping and other beautification improvements.
7	Monument-06.02	ODOT District-7	\$10.59	\$1.07	2008	Monument Avenue at the Great Miami River Directly West of I-75—Replace the Monument Avenue Bridge, addition of pedestrian overlooks on bridge and steps to the bike trail.
8	Old North Dayton Enhancement	City of Dayton	\$1.12	\$0.83	2010	In Dayton—Traffic island enhancements at Herman/Troy intersection; Dayton X-way/Valley intersection. Upgrade curb ramps at Dell/Valley. Add wayfinding signage. Reconstruct Valley Street.
9	Riverside Entryways	City of Riverside	\$0.49	\$0.30	2009	Valley Street at the Dayton and Fairborn CL, Harshman Road at Huber Heights CL, Woodman Drive at Kettering CL—Install 4 decorative entryway monuments.
10	West Stroop Road	City of Kettering	\$0.41	\$0.31	2011	West Stroop Road in Kettering from Southmoor Circle to Far Hills Ave.—Create pedestrian access between the neighborhood west of Far Hills Ave and the Town and County shopping center by enhancing pedestrian access and adding decorative street lighting.
11	SR 48-04.33	City of Centerville	\$0.41	\$0.30	2008	SR 48 from Alex-Bell Road (SR 725) to Loop Road—Enhance Visual Appearance of Interchange Area Using Landscape Features, Decorative Fencing and Stone walls

Project Number	Projects	Project Sponsor	Total Cost	Federal Funding Approved	Funding Year (SFY)	Project Description
12	SR 48-13.64	City of Dayton	\$1.61	\$0.25	2008	SR 48 (Main Street): I-75 to Fairview—Enhancements and reconstruction of SR 48 at Helena Main and SR 48 at Fairview by adding turn lanes. Enhancements include sidewalks, trees, and shrubs, benches and decorative masonry piers.
13	I-75-06.36	ODOT District-7	\$24.50	\$0.31	Future	I-75 at South Dixie/Central Avenue Interchange (exit 47)—Construct undulating concrete Gateway at the new interchange highlighting City logos.
14	SR 725-11.30	City of Miamisburg	\$0.47	\$0.30	2008	From the intersection of Main St. (SR 725) and Sycamore Street to approximately 930' north on Main St.—Install ornamental brick paver crosswalks, replace deteriorating sidewalks, add decorative street lighting, street trees, fencing, way-finding signage and landscaping.
15	SR 741-06.46	City of Moraine	\$0.46	\$0.29	2009	SR 741 from Cobblegate Drive to Dixie Drive—Enhancement to include addition of sidewalk, brick pavers, light poles, landscaping, banners, driveway delineation, look out on pedestrian bridge on SR 741. Joint project with Moraine (Lead Agency) and West Carrollton.
16	MIA 036-11.76	ODOT District-7	\$2.58	\$0.22	2010	Add landscaping Enhancements to the US 36 interchange at I-75 in Piqua
17	Monument Bridge ADA Ramps	ODOT District-7	\$0.39	\$0.31	2010	Handicap access to the bikeway along the river near Monument Ave. Bridge
Regional Total for TE Projects			\$46.30	\$6.27		

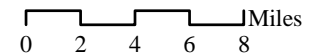
Source: MVRPC

Figure 7.2 Transportation Enhancement Projects



Source: MVRPC

May 2008



Note: Refer to project descriptions in Table 7.4

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