



**Miami Valley Regional Planning Commission
Technical Advisory Committee (TAC) Meeting**

**Thursday, October 15, 2015
9:30 AM**

AGENDA

<u>Item</u>	<u>Topic</u>	<u>Page</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Introductions		9:30	P. Gruner
* II.	Approval of September 17, 2015 Meeting Minutes	1	9:33	P. Gruner
III.	Public Comment Period on Action Items		9:34	P. Gruner
IV.	MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS			
* A.	Recommended Adoption of Amendment to MVRPC's SFY2016-2019 Transportation Improvement Program (TIP)	6	9:35	P. Arnold
* B.	Recommended Approval of Bike Plan Update 2015	16	9:40	K.Frank-Hoppe
* C.	Recommended Approval of the Public Participation Policy Update	44	9:50	L. Henry
V.	INFORMATION ITEMS			
A.	Going Places Implementation Tools Progress Update		10:00	M. Kim
* VI.	EXECUTIVE DIRECTOR'S REPORT	93	10:15	B. Martin
VII.	ADJOURNMENT		10:20	P. Gruner

* Attachment

**Handout

Interpreters for hearing-impaired individuals are available upon request; requests should be made at least one week ahead.

****THE NEXT TAC MEETING IS THURSDAY, NOVEMBER 19, 2015****

****NOTICE****

Following the TAC meeting, staff will be conducting an instructional seminar on The PDAC Project Application Process

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TECHNICAL ADVISORY COMMITTEE
SEPTEMBER 17, 2015
MINUTES**

Ed Amrhein, Beaver Creek Township
Paul Arnold, MVRPC
Pete Bales, City of Fairborn
Russell Bergman, City of Huber Heights
Steve Bergstresser, City of Kettering
Kaye Borchers, Choice One Engineering
Scott Boyer, ODOT District 7
James Brinegar, City of Centerville
Scott Brown, ODOT District 8
Joe Brzozowski, City of Dayton
Ann Burns, MVRPC
Emily Christian, City of Riverside
Barry Conway, City of Franklin
Bradley Daniel, MVRPC
John Donnelly, City of Tipp City
Frank Ecklar, Greater Dayton RTA
Robert Galvin, City of Vandalia
Robert Geyer, Greene Co. Engineer
Paul Gruner, Montgomery Co. Engineer
Mike Hammes, City of Moraine

Amy Havenar, City of Piqua
Dan Hoying, LJB, Inc.
Paul Huelskamp, Miami Co. Engineer
Brian Martin, MVRPC
Dominic Miller, City of Xenia
Jeff Moorman, City of Beaver Creek
Don O'Connor, City of Fairborn
Ana Ramirez, MVRPC
Jillian Rhoades, City of Troy
John Sliemers, City of Kettering
Christopher Snyder, Miami Township
Douglas Spitler, City of Centerville
Matt Spring, City of Tipp City
Keith Steeber, City of Dayton
Bob Steinbach, MVRPC
Ronald Thuma, Monroe Township
Bradley Vath, City of Tipp City
Greg Wallace, Municipality of Carlisle
Larry Weissman, Montgomery County
Chad Whilding, City of Beaver Creek

I. INTRODUCTION

Chair Gruner called the meeting to order. Self-introductions were made.

II. APPROVAL OF AUGUST 20, 2015 MEETING MINUTES

Mr. Ecklar made a motion to approve minutes. Mr. Snyder seconded. The motion passed unanimously.

III. Public Comment Period on Action Items

Chad Whilding from the City of Beaver Creek read a prepared statement regarding the importance of the GRE-US35 project application to be submitted to TRAC. The statement provided accident statistics compiled by ODOT from 2011-2014. Mr. Whilding referred to the John Ankeney Soccer Complex that hosts hundreds of children for tournaments each year that are traveling this dangerous section of US35. He stressed the importance of this project and it is no longer acceptable to delay it. Mr. Whilding requested his statement be included as part of the minutes from this TAC meeting.

IV. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

A. Recommended Adoption of Amendment to MVRPC's SFY2016-2019 Transportation Improvement Program (TIP)

Mr. Arnold reminded the Committee that the deadline to submit new STP//TA project applications is Thursday, October 8th.

Mr. Arnold referred to a memo on page 4 of the mailout explaining that numerous modifications to the programming documents for various projects has resulted in the need for a TIP amendment. He referred to the project tables for each county as well as the statewide line item projects. Mr. Arnold stated that staff does recommend adoption of this TIP amendment, and referred to a resolution on page 17 of the mailout. Mr. Bales made a motion to recommend adoption. Mr. Moorman seconded the motion. The motion passed unanimously.

B. Recommended Approval of MVRPC TRAC Ranking for CY2015

Mr. Daniel referred to a memo on page 18 of the memo which provided background information on the TRAC process that began in 1997. He provided a summary of the MVRPC PES System which included:

- Visioning for transportation planning
- Transportation Goals/Themes
- PES Conceptual Design

Mr. Daniel explained that the PES system is used for the Long Range Transportation Plan, solicitation for STP/CMAQ and TE projects, TRAC and PDAC. The TRAC projects were reviewed and scored by MVRPC staff and agreed upon by the project sponsors to determine the final scores. Mr. Daniel referred to page 23 of the mailout which provided project details for the MOT-US35 project, ranked #1, and the GRE-US35 project, ranked #2. Staff requests approval of the resolution on page 24 to forward these rankings to the Board for their approval.

Mr. Hammes asked what gave MOT-US35 project the lead when using the scoring criteria. Mr. Martin explained that staff wants to de-emphasize the scores, noting that TRAC scored the GRE-US35 project as #1. In using our scoring system, MOT received additional points for project readiness because the project is further along than the GRE-US35 project. Mr. Martin stated that the GRE-US35 project has made exceptional progress in recent months, including the environmental document that was just completed last month. He noted that both these projects are extremely important to the region, but staff must complete the approved process. Mr. Bergstresser asked if any Right of Way acquisition has started yet. Mr. Martin stated that some R/W was donated, but no other has been purchased at this point. Mr. Brown noted that you don't begin R/W acquisition until the environment document is completed.

Ms. Christian referred to the comments made in Mr. Whildings statement, noting it was not true that the City of Riverside would not contribute to a local match for MOT-US35 and this would be considered when the project is ready for construction. Mr. Moorman thanked MVRPC staff who has been very helpful throughout this process. He stated there may be some recent information from the County that could impact the point in the existing system, and he suggested it may be appropriate for the TAC to vote to forward the resolution without the points being finalized for these projects. Mr. Martin explained the points are final, and GRE-US35 project was recently awarded 8 additional points.

Mr. Whilding stated he would follow up and clarify his statement regarding the City of Riverside, and again, stressed that there is huge growth in this part of the region and the infrastructure can't seem to keep up.

Mr. Martin pointed out that ODOT does have their own system, which is somewhat different from MVRPC. He stated that the TRAC hearing is on October 13th in Columbus and MVRPC is securing a van to transport those interested in attending. MVRPC is also currently soliciting for new STP/TA projects, and there could be projects that could help with these issues short term. Chair Gruner asked for a motion to forward the resolution on page 24. Mr. Steeber made a motion to approve. Ms. Christian seconded the motion.

Mr. Snyder questioned what the impact would be if the rankings were changed. Mr. Martin stated that was not clear at this time, and Greene County is attempting to secure funding for Right of Way. Everyone is tight on funds, and doing their best at leveraging their funds. He assured the Committee that at the TRAC Hearing, he will stress how important both the projects are. Chair Gruner called for a vote on the motion. There was a count of hands. The motion passed with a vote of 15 yes, and 7 no.

V. INFORMATION ITEMS

A. Update on FY2017 Dayton Development Coalition's Priority Development and Advocacy Committee (PDAC) Process

Mr. Daniel referred to a memo on page 25 that provided background information on the Dayton Development Coalition's PDAC process, noting that MVRPC is the lead agency for Transportation and Government Services projects. He also reviewed the timeline of important dates provided on page 26, noting that the solicitation period will be October 15th thru November 13th. Mr. Daniel emphasized that the projects submitted must be regionally significant to score well in the PDAC process.

B. CY2016 Meeting Calendar

Chair Gruner referred to page 27 of the mailout which provided the list of meeting dates for 2016.

VI. EXECUTIVE DIRECTOR'S REPORT

Mr. Martin referred to his September Executive Director's Update on page 28. It provided information on the Grantfinder Program as well as several specific grants currently available. He shared a list of projects that received MVRPC funding in 2015, as well as a list of upcoming MVRPC Meeting. Mr. Martin reminded the committee that there will be an instructional seminar on the STP/TA Project Application process immediately following the meeting.

Ms. Ramirez encouraged members to participate in the upcoming LRTP Work Group meetings and provide input.

VII. ADJOURNMENT

Mr. Geyer made a motion to adjourn. Mr. Ecklar seconded the motion. The motion passed unanimously.

The City of Beavercreek wishes to address the MVRPC Board of Directors, Technical Advisory Committee and Staff concerning traffic hazards common to the US 35 intersections located at Factory Road, Orchard Lane and Trebein Road/Valley Road (GREENE - US 35 Interchanges).

Recently a Beavercreek School District school bus was struck by a semi-trailer at the intersection of US 35 and Factory Road. Fortunately, no one was injured. Most importantly, the school bus was not carrying students. Leadership at the Beavercreek School District, Beavercreek City and Beavercreek Township shutter at the tragedy our community would be living through if this accident would have occurred with a FULL busload in route TO a school.

Beavercreek School District has determined that bus routes cross US 35 at Factory Road, Orchard Lane and Trebein Road/Valley Road 104 times daily. Sixty (60) school bus crossings occur at Factory Road every DAY! As explained below, an accident is 3 times more likely to occur at Factory Road and US 35 when compared to Orchard Lane or Trebein Road/Valley Road.

Accident statistics compiled by ODOT from 2011-2014 demonstrate that the most dangerous section of US 35 exists within MVRPC's area of responsibility.

- Factory - 92
- Orchard - 29
- Trebein/Valley - 36
- Alpha - 14
- Shakertown - 23

The interchange at North Fairfield Road and US 35 has experienced only 29 accidents in the same time period. North Fairfield Road maintains a higher traffic volume when compared to US 35 and Factory Road. The City of Beavercreek is most certainly thankful that we have experienced a reduction in traffic accidents at the North Fairfield Road and US 35 interchange.

MVRPC has assisted Beavercreek to accomplish many great projects and our community is grateful. Beavercreek City is at a clear disadvantage under the current project readiness evaluation process. There is no consideration for how a project has achieved a readiness position. MOT - US 35 Improvements gain an advantage in all categories, especially in Right of Way acquisition. Dayton/Riverside have not been required to contribute local funds to the project. We understand Riverside has presently refused to contribute a local match.

Beavercreek and MVRPC programmed together the first step to improve the safety at the US 35 and Shakertown intersection. We wholeheartedly believe this partnership has raised the status of the GREENE - US 35 Interchanges project.

Beavercreek City empathizes with Riverside's congestion problem (MOT - US 35 Improvements); our problem at Factory Road and Orchard Lane is gridlock and SAFETY! Beavercreek provides a throttle for traffic traveling West on US 35 to Riverside and Dayton. Programing US 35 eastbound expansion prior to Beavercreek interchange development will draw the bottleneck closer to the source.

The John Ankeney Soccer complex is located in the middle of the most dangerous stretch of US 35. Our region continually invites families from throughout the Midwest to this premier youth soccer complex. Our region is blessed each time we don't experience a serious incident near the complex where THOUSANDS of children play in the game they love. Recently the Mead Cup hosted over 350 teams and well over half occurred at the John Ankeney Soccer complex. Coming this fall the Celtic Haunted Classic will host over 580 teams. Two-thirds of all teams that descend on our region will travel this section of US 35 multiple times each day.

At the September 3, 2015 MVRPC Board meeting, Commissioner Glaser identified that a disparity exists in that ODOT's TRAC calculation has ranked the US 35 intersections at Factory Road, Orchard Lane and Trebein Road/Valley Road 8.7 points higher than the Montgomery County project.

It is no longer acceptable or advisable to delay ANY corrective action to what has become a traffic dead-lock and grave risk to the safety of those traveling to destinations in Beavercreek and Dayton.

This request centers around the single most dangerous and contentious transportation issue in the Miami Valley.

Thank you for your attention and consideration of this matter.

MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: October 8, 2015
Subject: SFY2016-SFY2019 Transportation Improvement Program (TIP) Amendment #5

Over the last few months MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for an SFY2016-SFY2019 TIP amendment. The attached TIP Tables 4.1, 4.3, 4.4 and 4.5 reflect the updated information for each specific project. Modifications to Statewide Line Item projects are shown on Table 4.6 and are provided for information only. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables precedes Table 4.1. A resolution adopting the proposed TIP amendment is attached for your review and consideration.

These TIP amendments will not affect the regional air quality emission analysis.

The MVRPC staff recommends your approval.

Attachments:

- (1) TIP Abbreviation Table
- (2) Amended MVRPC TIP tables: 4.1, 4.3, 4.4 and 4.5.
- (3) Statewide Line Item Project table 4.6 (For information only)
- (4) Resolution Adopting Amendments to the SFY2016-2019 TIP

EXPLANATION OF ABBREVIATIONS USED IN TABLES 4.1 – 4.8

Project I.D. #

First Three Characters
 000 = Unique Project Number
 Decimal Character = Subtype (as described below)
 .1 = New Construction
 .2 = Reconstruction
 .3 = Resurface
 .4 = Safety Improvement
 .5 = Bridge Replacement/Rehabilitation
 .6 = Signal Improvement
 .7 = Bikeway/Pedestrian Improvement
 .8 = Other Improvements

PID #

ODOT "Project Identification Number"

Air Quality Status

Identifies projects which were included in the LRTP air quality conformity analysis
 Upper Row = Project is Exempt or was Analyzed
 Lower Row = Build Year Scenario (2020 or 2030)

Phase of Work

ENG -Environmental and Contract Plan Preparation
 ROW -Right-of-Way Acquisition
 CON -Construction
 SPR -Federal State Planning and Research

LRTP Goal

G1 -Address regional transp. needs through improved planning
 G2-1 -Encourage a stronger multi-modal network in the Region
 G2-2 -Maintain the regional transportation system
 G2-3 -Upgrade the regional transportation system
 G2-4 -Incorporate regional land use strategies
 G3 -Enhance attractiveness for future economic development
 G4 -Encourage pursuit of alternative fuels to reduce emissions

FUND CODES, DESCRIPTION AND TYPICAL FUNDING SPLIT

Federal Allocation of ODOT or County Engineer Association Controlled Funds

	Typical Fed./Local Share
BR -Bridge Replacement and Rehabilitation	80/20
EAR -Federal Earmark, Specific Source Undetermined at this Time	Varies
f-5307 -Urbanized Area Formula Grant	80/20
f-5310 -Enhanced Mobility of Seniors and Individuals with Disabilities	80/20
f-5337 -State of Good Repair Program	80/20
f-5339 -Bus and Bus Facilities Formula Program	80/20
HSIP -Highway Safety Improvement Program	90/10
IM -Federal-Aid Interstate Maintenance (Resurfacing, Restoring, Rehabilitation)	90/10
NH -National Highway System	80/20
NHPP -National Highway Performance Program	80/20
OTH -Other	Varies
SPR -Federal State Planning and Research	80/20
SRTS -Safe Routes to School	100
STA -Surface Transportation Program (ODOT Transportation Alternatives Set-aside)	80/20
STD -Surface Transportation Program (ODOT Allocation)	80/20
TRAC -Transportation Review Advisory Council	Varies

Federal Allocation of MVRPC Funds

	Fed./Local Share
CMAQ -Congestion Mitigation and Air Quality	Varies
STP -Surface Transportation Program	Varies
TA -Surface Transportation Program (Transportation Alternatives Set-aside)	Varies
TE -Surface Transportation Program (Transportation Enhancement Set-aside)	Varies

Other Funding Sources

	Other/Local Share
CDBG -Community Development Block Grant	Varies
LOCAL -Local Funds	0/100
ODOD -Ohio Department of Development	Varies
OPWC -Issue 2/LTIP	80/20
STATE -ODOT State Funds	0/100

Table 4.1 RECOMMENDED SFY2016-SFY2019 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Greene County Projects

		COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	TOTAL COST (000)	PROJECT SPONSOR	COMMENTS				
MVRPC #	1429.2	GRE142-01.78 Dayton-Xenia Road Dayton-Xenia Road from Woods Drive to just east of Wallaby Drive-Widening to three lanes to provide a center two-way left turn lane. In addition, the project will add an 8' wide sidepath on both sides of the roadway, improved shoulders, and installation of curb and gutter and storm sewer improvements.	\$5,200	Beavercreek	Increased Local construction funds to reflect changes in Ellis.				
ODOT PID #	93858								
Let Type:	Local-let								
A.Q.	Exempt								
L RTP Goal	G2-3								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	ENG	LOCAL	\$300						
	ENG	STATE	\$26						
	ROW	LOCAL	\$150						
	ROW	STATE	\$7						
	ROW	STP	\$450						
	CON	LOCAL			\$2,122				
	CON	STP			\$2,145				
MVRPC #	1847.3	GRE235/444-06.13/03.32 Portions of SR 235 in Fairborn from the ECL to I-675 and SR 444 in Fairborn from the SCL to just south of Clover St.-Urban paving.	\$2,253	Fairborn	New project, not in current TIP.				
ODOT PID #	101410								
Let Type:	Traditional								
A.Q.	Exempt								
L RTP Goal	G2-2								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	ENG	STATE			\$124				
	CON	LOCAL					\$1,064		
	CON	NHPP					\$855		
	CON	STD					\$210		
MVRPC #	1762.3	GRE675-00.00 I-675 from the Montgomery/Greene County Line to approximately 4,600' west of North Fairfield Road-Resurfacing and pavement repair. Project also includes bridge overlays, approach slabs, and joint work on mainline and overhead bridges within these limits.	\$16,813	ODOT District-8	Added Federal and State PE funds in SFY2017 to reflect changes in Ellis.				
ODOT PID #	94254								
Let Type:	Traditional								
A.Q.	Exempt								
L RTP Goal	G2-2								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	ENG	NHPP			\$640				
	ENG	STATE			\$160	\$166			
	CON	NHPP					\$14,262		
	CON	STATE					\$1,585		

Table 4.3 RECOMMENDED SFY2016-SFY2019 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Montgomery County Projects

		COUNTY, ROUTE, SECTION, LOCATION AND TERMINI			TOTAL COST (000)	PROJECT SPONSOR	COMMENTS			
MVRPC #	1417.7	MOT - D07 SRTS Riverside Infrastructure In Riverside-Upgrade traffic signal at Valley & Harshman. Build campus pathway with lighting from Rohrer Blvd. to Mad River Middle School. Install sidewalk along Enright Street. Build campus pathway for Beverly Gardens Elementary.			\$206	Riverside	Decreased Federal construction funds to reflect changes in Ellis.			
ODOT PID #	93740									
Let Type:	Traditional									
A.Q.	Exempt									
L RTP Goal										
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	STATE	\$1							
	ENG	SRTS	\$46							
	CON	SRTS		\$159						
MVRPC #	1849.5	MOT004-17.79 SR 4 at Webster St.-Replace deteriorated bridge decks, paint substructure, investigate semi-integral abutment conversion and other miscellaneous patching of substructure units.			\$5,377	ODOT District-7	New project, not in current TIP.			
ODOT PID #	101849									
Let Type:	Traditional									
A.Q.	Exempt									
L RTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	NHPP			\$600					
	ENG	STATE			\$316					
	CON	NHPP						\$3,569		
	CON	STATE						\$892		
MVRPC #	1300.5	MOT035-VAR Various bridges (6) located on US 35 in Montgomery County-Flood entire decks with SRS (Soluble Reactive Silicate).			\$8,414	ODOT District-7	Added Federal and State PE funds in SFY2016 to reflect changes in Ellis.			
ODOT PID #	91608									
Let Type:	Traditional									
A.Q.	Exempt									
L RTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	STATE	\$212	\$13						
	ENG	BR	\$177	\$54						
	ROW	BR		\$58						
	ROW	STATE	\$40	\$15						
	CON	BR			\$6,276					
	CON	STATE			\$1,569					

Table 4.4 RECOMMENDED SFY2016-SFY2019 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Warren County Projects

		COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	TOTAL COST (000)	PROJECT SPONSOR	COMMENTS				
MVRPC #	1537.2	WAR073/741-05.88/15.67 Intersection of SR 73 and SR 741-Improvements to the existing intersection including dual eastbound left turn lanes on SR 73, auxiliary right turn lanes for the eastbound and westbound approaches on SR 73, construction of raised median along the length of the left turn lanes to provide access control through the	\$9,573	Springboro	Added Federal R/W funds, decreased Local R/W funds and decreased Federal and Local R/W funds based on request from project sponsor.				
ODOT PID #	95318								
Let Type:	Local-let								
A.Q.	Exempt								
L RTP Goal	G2-3								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	ENG	LOCAL	\$500						
	ROW	STATE	\$7						
	ENG	STATE	\$30						
	ROW	CMAQ			\$1,125				
	CON	CMAQ			\$1,983				
	ROW	LOCAL			\$4,375				
	CON	LOCAL			\$1,553				

Table 4.5 RECOMMENDED SFY2016-SFY2019 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

All County Projects

		COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	TOTAL COST (000)	PROJECT SPONSOR	COMMENTS				
MVRPC #	1379.8	MOT - Air Quality SFY2017 MVRPC SFY2017 Air Quality Program for Greene, Miami and Montgomery Counties. Activities associated with air quality designations - Ozone and PM2.5	\$400	MVRPC	Toll Credit in the amount of \$79,916 used for Local funds.				
ODOT PID #	93317								
Let Type:	Non-let								
A.Q.	Exempt								
L RTP Goal	G4								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	SPR	CMAQ			\$400				
MVRPC #	1453.8	MOT - Air Quality SFY2018 MVRPC SFY2018 Air Quality Program for Greene, Miami and Montgomery Counties. Activities associated with air quality designations - Ozone and PM2.5	\$420	MVRPC	Toll Credit in the amount of \$83,910 used for Local funds.				
ODOT PID #	95228								
Let Type:	Non-let								
A.Q.	Exempt								
L RTP Goal	G4								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	SPR	CMAQ				\$420			
MVRPC #	1626.8	MOT - Air Quality SFY2019 MVRPC SFY2019 Air Quality Program for Greene, Miami and Montgomery Counties. Activities associated with air quality designations - Ozone and PM2.5	\$440	MVRPC	Toll Credit in the amount of \$88,000 used for Local funds.				
ODOT PID #	97752								
Let Type:	Non-let								
A.Q.	Exempt								
L RTP Goal	G4								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	SPR	CMAQ					\$440		
MVRPC #	1628.8	MOT - Air Quality SFY2020 MVRPC SFY2020 Air Quality Program for Greene, Miami and Montgomery Counties. Activities associated with air quality designations - Ozone and PM2.5	\$440	MVRPC	Toll Credit in the amount of \$88,000 used for Local funds.				
ODOT PID #	97754								
Let Type:	Non-let								
A.Q.	Exempt								
L RTP Goal	G4								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	SPR	CMAQ						\$440	
MVRPC #	1643.8	MOT - MVRPC Vanpool Subsidy Program Vanpool seat subsidy program.	\$561	MVRPC	Funding moved up to SFY2016 from SFY2018.				
ODOT PID #	98240								
Let Type:	Non-let								
A.Q.	Exempt								
L RTP Goal	G2-1								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	SPR	CMAQ		\$561					

Table 4.6 - DETAILED PROJECT INFORMATION FOR STATEWIDE LINE ITEMS LISTED IN TABLE 4.5

		COUNTY, ROUTE, SECTION, LOCATION AND TERMINI			TOTAL COST (000)	PROJECT SPONSOR	COMMENTS			
MVRPC #	1574.5	D07 - BH FY17 Part 2 - SLI-032 Bridge repair contract at various locations-Patching abutments, pier patching, backwall patching and deck edge repair.			\$418	ODOT District-7	Decreased Federal STD construction funds and increased Federal NHPP and State construction funds to reflect changes in Ellis.			
ODOT PID #	95833									
Let Type:	Traditional									
A.Q.	Exempt									
LRTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	STATE	\$1							
	CON	NHPP			\$192					
	CON	STATE			\$82					
	CON	STD			\$143					

MVRPC #	1850.5	D07 - BH FY19 - SLI-032 Various bridges in District 7-Bridge repair project to include patching, rebuilding and sealing elements of the structure.			\$390	ODOT District-7	New project.			
ODOT PID #	101851									
Let Type:	Traditional									
A.Q.	Exempt									
LRTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	STATE		\$50						
	CON	NHPP					\$269			
	CON	STATE					\$44			
	CON	STD					\$27			

MVRPC #	1842.8	D08 - Noise Wall Maintenance FY17 - SLI-032 Various locations and counties around District 8-Perform various maintenance tasks (panel replacement, patching, painting, sealing, post cover installation, etc) on noisewalls.			\$1,683	ODOT District-8	New project.			
ODOT PID #	86760									
Let Type:	Traditional									
A.Q.	Exempt									
LRTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	STATE	\$111							
	CON	NHPP			\$742					
	CON	STATE			\$830					

Table 4.6 - DETAILED PROJECT INFORMATION FOR STATEWIDE LINE ITEMS LISTED IN TABLE 4.5

		COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	TOTAL COST (000)	PROJECT SPONSOR	COMMENTS				
MVRPC #	1842.8	D08 - Noise Wall Maintenance FY17 - SLI-032 Various locations and counties around District 8-Perform various maintenance tasks (panel replacement, patching, painting, sealing, post cover installation, etc) on noisewalls.	\$1,683	ODOT District-8	New project.				
ODOT PID #	86760								
Let Type:	Traditional								
A.Q.	Exempt								
L RTP Goal	G2-2								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
MVRPC #	1845.4	GRE017-02.23 - SLI-015 I-675 NB and SB ramps at Dayton-Yellow Springs Rd.-Addition of NB right turn lane at SB off ramp; lengthen EB left turn lane on Dayton-Yellow Springs Rd. at NB ramps; addition of second WB left turn lane on Dayton-Yellow Springs Rd. at SB ramps; addition	\$660	ODOT District-8	New project.				
ODOT PID #	101301								
Let Type:	Traditional								
A.Q.	Exempt								
L RTP Goal	G2-3								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	CON	HSIP				\$594			
	CON	STATE				\$66			
MVRPC #	1848.3	GRE035-00.00 - SLI-032 US 35 from the Montgomery/Greene County Line to just east of Grange Hall Rd.-Asphalt concrete overlay with repairs.	\$1,329	ODOT District-8	New project.				
ODOT PID #	101422								
Let Type:	Traditional								
A.Q.	Exempt								
L RTP Goal	G2-2								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	CON	NHPP		\$1,008					
	ENG	STATE		\$69					
	CON	STATE		\$252					
MVRPC #	1843.5	MIA/SHE066-02.26/04.27 - SLI-032 SR 66 in Miami County 1,100' south of N. Hardin Rd.; SR 66 in Shelby County 250' north of Houston Rd.-Repair bridges by patching abutments and deck edges using anodes and encasing piers at each structure.	\$441	ODOT District-7	New project.				
ODOT PID #	101569								
Let Type:	Traditional								
A.Q.	Exempt								
L RTP Goal	G2-2								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	ENG	STATE		\$56					
	CON	STATE			\$77				

Table 4.6 - DETAILED PROJECT INFORMATION FOR STATEWIDE LINE ITEMS LISTED IN TABLE 4.5

		COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	TOTAL COST (000)	PROJECT SPONSOR	COMMENTS				
MVRPC #	1843.5	MIA/SHE066-02.26/04.27 - SLI-032 SR 66 in Miami County 1,100' south of N. Hardin Rd.; SR 66 in Shelby County 250' north of Houston Rd.-Repair bridges by patching abutments and deck edges using anodes and encasing piers at each structure.	\$441	ODOT District-7	New project.				
ODOT PID #	101569								
Let Type:	Traditional								
A.Q.	Exempt								
L RTP Goal	G2-2								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	CON	STD			\$308				

MVRPC #	1186.3	MIA048/066-03.58/01.51 - SLI-032 SR 48 from the north corp. limit of West Milton to the south corp. limit of Ludlow Falls; SR 66 from the north corp. limit of Piqua to the Miami/Shelby County line-Overlay with asphalt concrete.	\$629	ODOT District-7	Decreased Federal STD construction funds and added Federal NHPP construction funds to reflect changes in Ellis.				
ODOT PID #	88561								
Let Type:	Traditional								
A.Q.	Exempt								
L RTP Goal	G2-2								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	ENG	STATE	\$1						
	CON	NHPP		\$69					
	CON	STATE		\$126					
	CON	STD		\$433					

MVRPC #	1692.5	MIA571/721-06.61/11.04 - SLI-032 SR 571 over the Stillwater River-Restore expansion joint system at abutments, correct erosion to embankment on rear left and right ends, and refurbish and reset abutment rocker bearings. SR 721 on Painter Creek-Remove asphalt wearing surface and	\$139	ODOT District-7	Updated project name and description to add SR 721 bridge from PID 99374 and increased Federal and State construction funds to reflect changes in Ellis.				
ODOT PID #	99375								
Let Type:	Traditional								
A.Q.	Exempt								
L RTP Goal	G2-2								
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future	
	ENG	STATE	\$26						
	CON	STATE				\$23			
	CON	STD				\$90			

**RESOLUTION AMENDING THE
SFY2016-SFY2019 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami and Montgomery Counties including the jurisdictions of Carlisle, Franklin and Springboro in Warren County; and

WHEREAS, the MVRPC's Board of Directors serves as the policy and decision making body through which local governments guide the MPO's transportation planning process for the Dayton Metropolitan Area; and

WHEREAS, all Federally funded transit and highway improvements within Greene, Miami and Montgomery County must be included in the region's Transportation Improvement Program (TIP) prior to the expenditure of Federal funds; and

WHEREAS, the SFY2016-SFY2019 Transportation Improvement Program was adopted on May 7, 2015; and

WHEREAS, MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for a SFY2016-SFY2019 TIP amendment; and

WHEREAS, the proposed amendment is consistent with the Region's long-range transportation plan; and

WHEREAS, this TIP amendment will not affect the regional air quality emission analysis of the SFY2016-SFY2019 TIP; and

WHEREAS, the MVRPC Public Participation Policy for Transportation Planning process allows for minor TIP amendments such as this to occur without separate public involvement meetings; and

WHEREAS, this amendment will result in a TIP that is in reasonable fiscal constraint

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts **Amendment #5** to the SFY2016-SFY2019 Transportation Improvement Program as shown on the attached TIP Tables.

BY ACTION OF THE Miami Valley Regional Planning Commission's Board of Directors.

Brian O. Martin, AICP
Executive Director

Janis L. Vargo, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date



MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: October 15, 2015
Subject: Adopting the Miami Valley Bike Plan Update 2015

This memo is to present the Miami Valley Bike Plan Update 2015, as prepared by MVRPC staff. A summary packet of the Update accompanies this Memorandum. The full Update is available at: <http://www.mvrpc.org/transportation/bike-plan/bike-plan-update-2015>.

MVRPC staff has prepared this Update of the 2008 Comprehensive Local- Regional Bikeway Plan with assistance and input of the Regional Bikeways Committee, which acted as a steering committee for this project. In addition, 701 individuals responded to an online survey about biking priorities in the Miami Valley and more than 140 attended four input workshops held in February 2015.

A Public Meeting to comment on the Draft Bike Plan Update was held on June 3, 2015 that drew 28 attendees. Staff reviewed and incorporated 21 public comments on the Draft Plan Update. A Public Meeting to comment on the Final Bike Plan Update was held on September 2, 2015 and 24 people attended. MVRPC staff reviewed and incorporated, as appropriate, 15 comments from the Public Comment Period. Comments received are summarized on the Bike Plan Update web page, www.mvrpc.org/bike-plan-update.

Also attached is a resolution that requests adoption of the final Miami Valley Bike Plan Update 2015 and the recommendations therein. Staff recommends your approval.

Attachments:

- (1) Summary packet: Miami Valley Bike Plan Update 2015 excerpts.
- (2) Resolution to Adopt the Miami Valley Bike Plan Update 2015 and the recommendations contained therein.



MIAMI VALLEY

BIKE PLAN UPDATE 2015: TAC and Board Summary



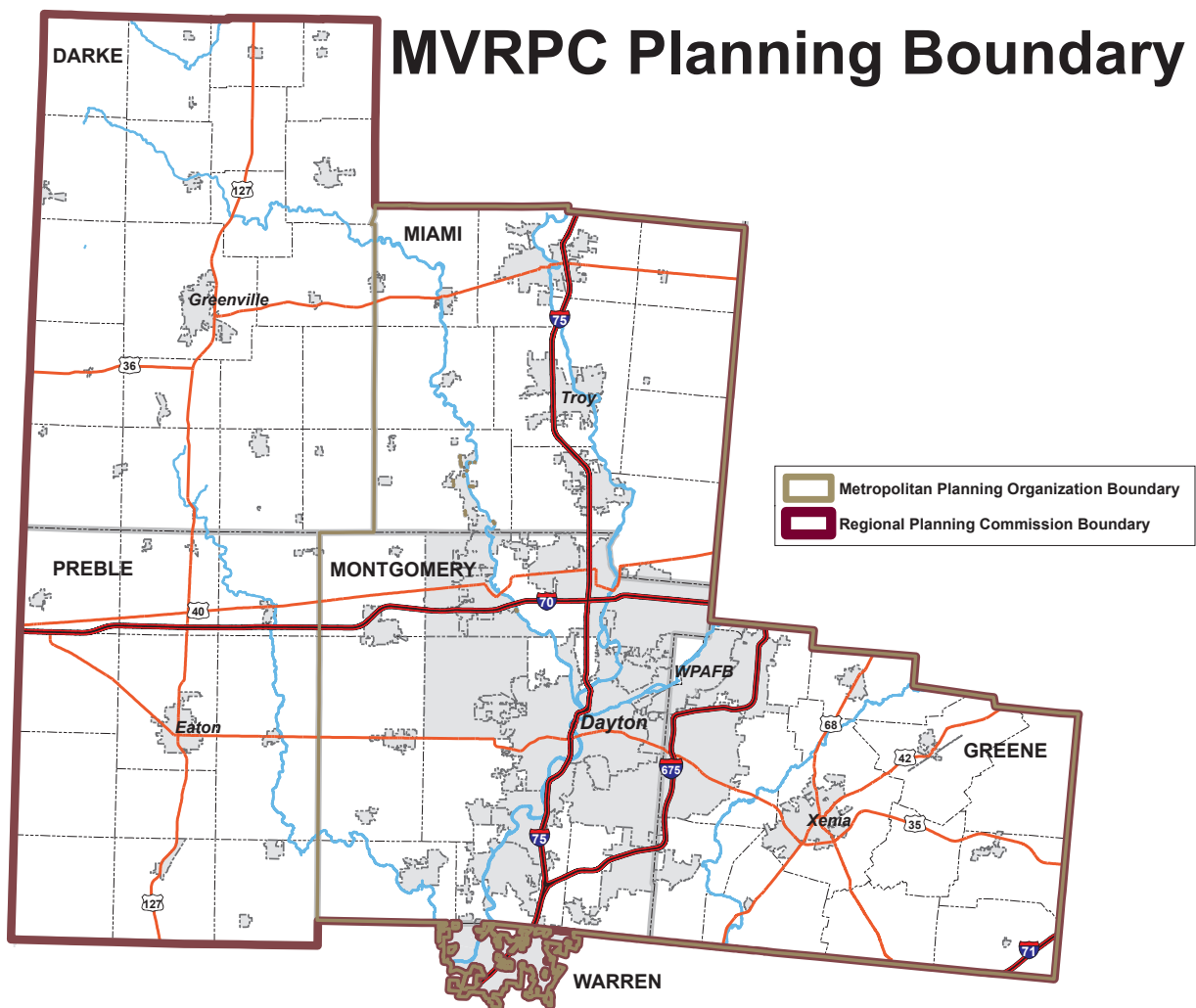
MIAMI VALLEY

Regional Planning Commission

NOVEMBER 2015

Shaping Our Region's Future Together

Established in 1964, the Miami Valley Regional Planning Commission promotes collaboration among communities, stakeholders, and residents to advance regional priorities. MVRPC is a forum and resource where the Board of Directors identifies priorities and develops public policy and collaborative strategies to improve the quality of life throughout the Miami Valley Region. MVRPC performs various regional planning activities, including air quality, water quality, transportation, land use, research, and GIS. As the designated Metropolitan Planning Organization (MPO), MVRPC is responsible for transportation planning in Greene, Miami, and Montgomery Counties and parts of northern Warren County. MVRPC's areawide water quality planning designation encompasses five (5) counties: Darke, Preble, plus the three MPO counties.



MVRPC would like to thank all the people, agencies, and communities represented on our Regional Bikeways Committee, the official steering and review committee for this update.

Bike Plan Update Process Participating Organizations

Bike Miami Valley

Centerville-Washington Park District

City of Beavercreek

City of Centerville

City of Dayton

City of Fairborn

City of Franklin

City of Kettering

City of Miamisburg

City of Piqua

City of Riverside

City of Springboro

City of Tipp City

City of Trotwood

City of Troy

City of Xenia

Clark County Springfield Transportation Coordinating Committee

Darke County Park District

Five Rivers MetroParks

Friends of the Little Miami State Park

Friends of Xenia Station

Greater Dayton RTA

Greene County Mobility Manager

Greene County Parks & Trails

Miami Conservancy District

Miami County Park District

Montgomery County Engineer

National Park Service

National Trail Parks and Recreation District

Ohio Bicycle Federation

Simon Kenton Pathfinders

TrailWorks

Village of Yellow Springs

Washington Township

Wright State University

Executive Summary

This update to the Comprehensive Local-Regional Bikeways Plan (2008) provides an overview of the development and current state of cycling and cycling infrastructure in the Miami Valley Region in southwest Ohio. The 2015 Update documents past accomplishments, highlights critical features of the present state of cycling in the Region, and points to a future where more people choose to bike more often for more reasons.

The Miami Valley Regional Planning Commission invites you to read this Update with an eye to three key themes which underpin the approach suggested for the Region.

1. Broadening focus from trails to on-street infrastructure and complete streets. The Miami Valley is home to the nation's largest paved trail network, and MVRPC has been proud to partner with the numerous agencies that have made the Miami Valley Trails network the asset it has become. Key connections on this trail network remain to be completed and they remain a priority of this plan. But the opportunities to create community connections via shared-use path are limited. The majority (in miles) of the proposed regional bikeways connections in this plan are along roadway corridors. In addition, on-street connections leading to the Miami Valley Trails will make the trails more accessible and improve the return on our four-decade investment in the trails. In short, a regional commitment to building safe, convenient, attractive cycling infrastructure along the Miami Valley's transportation corridors will be critical to the success of this plan.

2. User comfort and safety are critical to increasing bicycle mode share. This update examines national and regional survey data, and the latest innovations in cycling infrastructure design. Surveys indicate that a majority of the regional population are interested in cycling more, but their concerns about their safety are preventing them from doing so; only a small slice of the general public is willing to ride a bicycle fully mixed in with motor traffic. Level of Traffic Stress analysis, and designs inspired by Dutch and Danish approaches that provide better separation from higher speed traffic, are emphasized in the current thinking across the U.S. and in this 2015 Update.

3. A comprehensive approach will enhance the implementation of this 2015 Update. In the end, it is not enough to build infrastructure, even the most advanced infrastructure. An effective program to build and improve our Region's cycling culture must take into account all of the "other Es." Encouragement, education and equity programs will increase awareness and interest in using bikes for transportation from a wide spectrum of the population. Enforcement efforts support the safety and comfort of all the users of the system. Evaluation tools will measure progress and identify gaps.

The goal is more than building facilities. How bikeways are programmed and operated is essential to their success. It is very important that advocates reach out into the community and raise awareness and education levels about cycling. And because cycling culture is all of these factors, it is about more than the Miami Valley Regional Planning Commission; it is about the current and future partnerships that will build and support the cycling ecosystem needed to get more people on their bicycles more often.

This 2015 Update draws upon several different kinds of analyses to evaluate and present the current state of cycling in the Miami Valley. Each of these approaches provides a unique and valuable insight into our Region, and contributes to the recommended projects, programs, and policies presented in the final section of the report.

Bike Plan Update 2015

Public Input and Survey Data. Through a series of four public meetings attended by over 140 people and an online survey completed by more than 700 people, MVRPC staff was able to glean a critical understanding of the public's interest in the development of the cycling culture in our Region. Hundreds of project and program recommendations came from these meetings and survey. Complete lists of the questions and suggestions are provided in the Appendices.

Regional Crash Data. MVRPC reviewed thousands of motor vehicle and bike/pedestrian crashes with a particular focus on the 695 bike or pedestrian crashes that occurred between 2011 and 2013. This analysis discovered the highest crash intersections and roadway segments for pedestrian- and bike-related crashes. These locations feed directly into the top recommended projects as safety priorities.

Level of Traffic Stress Analysis. MVRPC undertook a modified LTS analysis to look at our regional cycling network from the point of view of the cyclist. Assuming the Miami Valley Trails and most of our residential local streets are low-stress cycling environments, and that most if not all cyclists will be comfortable cycling in those locations, the analysis seeks to understand where that low-stress network can and cannot take a cyclist. The analysis also looks at simple connections that can join low-stress "islands" and better link our regional network. These connections would be low-cost, high impact projects allowing local jurisdictions to increase cycling opportunities for their residents.

Demographic Review. Relying primarily on census and American Community Survey data, this report looks at a macro level at the rates of cycling demand in our Region. Other data shine a different light on the overall picture of cycling in the Miami Valley. Health data from the Centers for Disease Control and local public health surveys produced by Public Health Dayton-Montgomery County allow us to see equity issues in terms of access to cycling and physical activity.

Recommended policies

The Miami Valley Regional Planning Commission is a critical agency for funding transportation projects of all kinds in the Dayton Region. The agency's role in guiding the discussion of regional policy can be just as important as the federal funds being programmed for projects. This 2015 Update recommends several policies to guide agency, member jurisdiction and partner approaches to building the cycling network and culture in the Miami Valley in the future. The top policy recommendations include:

- 1. Support balanced federal funding for non-motorized transportation.** This includes advocacy for the inclusion of these programs in federal funding, and ensuring that such funds that are programmed through the Miami Valley Regional Planning Commission are used to enhance active transportation across the Region.
- 2. Fill the gaps and complete the streets.** The 2015 Update continues the agency's primary focus on the regional bikeways network, while leveraging the power of the regional complete streets policy and a growing number of local policies to enhance the on-street connections to the regional network.
- 3. Go above and beyond minimum standards.** Development of safe and attractive bike infrastructure, the kind that will attract more cyclists out to use them, may require enhanced designs. Going the extra distance to provide the safety and separation features desired by the general public will increase usage of these facilities.
- 4. Include bike and pedestrian infrastructure in local plans.** Jurisdictions in the Miami Valley will help build the better bicycling future if they make clear in

Executive Summary

comprehensive plans, thoroughfare plans and other local documents that cycling and pedestrian infrastructure are important and need to be included in future development.

5. Promote the nation's largest paved trail network. The Miami Valley Trails are an asset with great potential to be more than a recreation outlet to the Region, including a commuter facility, a tourist draw, and an economic development opportunity. MVRPC's Trail User Surveys in 2009 and 2013 found that approximately one million people use the trail network spending up to \$13 Million in the local economy each year. 16% of the trail users come from areas of the state outside the Miami Valley Region, and 2% come from outside Ohio. Raising awareness of the trails regionally and across the Midwest will support these efforts. Member jurisdictions that connect themselves to the network can benefit in many ways.

These policies, joined with the projects and programs detailed in this 2015 Update, are recommended as the path forward to enhance the cycling ecosystem here in the Miami Valley. They should all meaningfully contribute to meeting the original 2008 CLRBP vision:

The Miami Valley Regional Planning Commission's Comprehensive Local-Regional Bikeways Plan is intended to enhance region-wide bikeway networks including regional and local bike paths, on street lanes and routes, and their connections through the MVRPC planning area. In conjunction with education, encouragement, enforcement and equity efforts, these improvements to the bikeways network will lead to more people biking more often to more places in the Miami Valley.



Highlights for TAC and Board

2008 Comprehensive Local-Regional Bikeway Plan

In 2008, the Miami Valley Regional Planning Commission produced the Comprehensive Local-Regional Bikeways Plan (CLRBP), the first MVRPC planning document focused primarily on bicycling since 1977. MVRPC set out, with the help of nationally-recognized bikeway planners Alta Planning + Design and the Columbus engineering firm Burgess & Niple, to develop a long range plan for our Region's cycling development. The plan was adopted after one and a half years of community involvement, workshops, and discussion. The CLRBP was supported both financially and throughout the community involvement process by our agency partners, Five Rivers Metro Parks, the Miami Conservancy District, Greene County Parks & Trails, and the Miami County Park District. Many other park districts and community groups also supported the plan.

The 2008 plan developed a 30-year outlook for our Region. The plan highlighted the unique opportunity and resources in our Region to promote cycling as a key alternative to automobile travel and it set very aggressive goals for growing bicycle usage in the Region. The full 2008 CLRBP can be accessed at <http://www.mvrpc.org/transportation/bikeways-pedestrians/comprehensive-local-regional-bikeway-plan>.

2015 Bikeways Plan Update

Much has happened since the original 2008 Plan was written. More miles of trail have been added, whole new trails have opened, Link bike share has come to downtown Dayton, and a revitalized Bike Miami Valley is again advocating for cycling and cycling culture. MVRPC created and is implementing a Regional Complete Streets Policy, which requires that all roadway projects seeking MVRPC funding consider the needs of cyclists, pedestrians and transit users. Because of this policy, roadway projects regularly include bike elements, including bike lanes, sharrows, signage and parallel separated paths. Newer facility types, like protected bike lanes and bike boulevards, are also being discussed and added as elements of future roadway projects. Working with our member jurisdictions and other trail managing agencies, we are creating an increasingly bike-friendly Region. This report is intended as an update and supplement to the 2008 CLRBP. It does not replace it.

This Bike Plan Update 2015 follows a past-present-future format. The many accomplishments since the 2008 plan are shared in the Past section. Recent efforts to gather public priorities, report on current data, and evaluate the impacts of cycling on the Region are the subject of the Present section. The Future section contains updated planning and policy recommendations that will continue to improve bike friendliness.

The following pages of this Technical Advisory Committee and Board packet are selections from the "Future" chapter, highlighting the top recommended projects and policies of the update. The full text of the Bike Plan Update, including the Past and Present chapters, the program recommendations of the Future chapter, and the Appendices can be accessed at mvrpc.org/bike-plan-update.

Proposed Goals and Objectives

The following goals and objectives will guide the implementation process for the 2015 Update and provide measurable benchmarks that are part of MVRPC's management processes. The following goals were amended slightly from the 2008 CLRBP based on evolving best practices as well as input from the public and from partner agencies.

The CLRBP recommended benchmarks for each goal set out in 2008. MVRPC has taken many of these measurements but until now there was no consistent reporting process to bring the information together. The 2015 Congestion Management Process Technical Report produced by MVRPC established system performance, safety and accessibility criteria that will be measured each year, including miles of regional bikeways, the population the network serves, and the employment the network serves. These measures will be evaluated each year and may be publicized via the MiamiValleyTrails.org and MVRPC websites.

Additional benchmark measures will come from the lists below and can be used to compare our Region with other areas in the country.

Goal 1: Implement the Miami Valley Comprehensive Local-Regional Bikeways Plan.

Objective 1-1: Complete the proposed Top-Priority projects identified in the Bikeways Plan by 2025.

Benchmarks: Miles of projects completed; number of locations improved; number of bike parking spaces installed; percentage of projects completed; periodic updates of the Bikeways Map.

Objective 1-2: Complete the proposed High-Priority projects by 2045.

Benchmarks: Miles of projects completed; number of locations improved.

Goal 2: Increase the number of people bicycling for transportation and recreation.

Objective 2-1: Increase the low-stress connections between neighborhoods, between neighborhoods and the trail system and other desired destinations.

Benchmarks: Number of trail access points; number of locations and intersections improved. Provide Adult Cycling Skills education through contract with Bike Miami Valley.

Objective 2-2: Increase the number of bikeway system users year over year as measured through annual count data.

Benchmarks: Conduct periodic counts of pedestrian and bicycle travel at key locations on the on- and off-street bikeway system using MVRPC's shared bicycle counters; use U.S. Census data and National Household Travel Survey data for mode share data; continue Trail User Surveys.

Goal 3: Improve bicyclist safety.

Objective 3-1: Reduce the number of bicyclist injuries and fatalities year over year and in comparison with the miles of bicycle facilities built and maintain a crash rate consistent with the Region's population.

Benchmark: Triennial crash data reports. Approach hospitals for data and reports on trail incidents.

Objective 3-2: Bicyclists, pedestrians, and motorists will share the road safely.

Benchmark: Emphasize education, encouragement and enforcement that parallel the development of physical infrastructure. Specific benchmarks include tracking delivery of the Adult Cycling Education Program which MVRPC has contracted with Bike Miami Valley to develop and produce, Public Service Announcements and advertising, participation in cycling events (e.g., National Bike Month, races and club rides) and programs (e.g., number of League of American Bicyclists Certified Instructors, Bicycle Friendly Communities designation, police on bikes). Work with Bike Miami Valley to track police ticketing.

Goal 4: Increase access to low-stress cycling facilities and low-stress roads for citizens throughout the Region, with special consideration to underserved communities.

Objective 4-1: A 5% increase in the percentage of citizens who have access to the regional trail network using only Level of Traffic Stress 1 or 2 connections by 2025.

Objective 4-2: An increase in neighborhood linkages to the trails network, particularly from neighborhoods that have high chronic disease rates.

Benchmarks: Prioritize funding to support additional low-stress improvements from neighborhoods to the trails network; use U.S. Census data and public health/chronic disease data to determine the percentage and equitable distribution of population affected. Partner with organizations to improve cycling infrastructure, especially in low-income areas.

Proposed Outcomes

As the broad goals are met, they will have specific outcomes for the individuals who choose to cycle more and who are able to do so safely. While it is difficult to measure the impact of cycling on complicated issues like climate change, the Region's economy, and the general health of the population, individuals who choose to cycle make a difference in all those areas at an individual level. By making cycling safer and more accessible to the Region's population, we will enable more of the Region's residents to make the choice to cycle. The following are outcomes that can result from that choice.

Green Outcome: Offer and encourage a more environmentally-friendly option to the Region's commuters.

The current bike-related performance benchmark for environmental quality is an annual calculation of the pollution reduction benefits achieved by bicycle travel in the Miami Valley. Currently, our bicycle mode share is too small to have a significant impact on carbon and other pollutant emissions when measured at a macro level. However, individuals who choose to commute by bicycle do reduce their own carbon footprint and have a small, but real, impact on congestion and overall air quality. For each gallon of gasoline not burned on a daily commute, an individual cyclist saves an estimated 25 lbs. of CO₂. Put another way, each day a "drive alone" commuter chooses to cycle in a typical five-day work week reduces his/her car commute miles and the related emissions by 20%.

Health Outcome: Improve the health and physical fitness of Miami Valley residents.

Each trip by bicycle, for either transportation or recreation, results in increased physical activity and related improvements in cardiovascular fitness. Anecdotal data from Miami Conservancy District intercept surveys also indicates an improvement in mental health and overall happiness. By improving access to safe cycling, more residents can choose active transportation and improve their individual health. Bike riding is a great way to get low-impact, aerobic exercise. For example, a 150-pound bike rider will burn around 430 calories for every 10 miles he/she rides. (Carbon Challenge, 2010)

Economic Outcome: Capitalize on the benefits of bicycling in the local economy.

Bicycling can be a tool for economic development, tourism, and job-creation efforts. Identified business benefits include improvement in employee health and quality of life. Other benchmarks include increases in bicycle-related tourism (events, lodging, meals, etc.), and related job creation and retail activity. A study by Portland State University showed that bicycle commuters shop more frequently and thereby can spend more money at local retailers than automobile commuters (Clifton 2012). Our Region is home to the nation's largest paved trail network, a local asset and a tourist attraction, which results in an estimated \$10-13 million in economic impact each year (MVRPC 2013). The trails have the potential to have an even greater economic impact, and the Region should aggressively promote the trails as a unique recreational and transportation asset.

Active Youth Outcome: Involve Miami Valley schools in Safe Routes to Schools Programs.

The growing national Safe Routes to Schools (SR2S) movement provides multiple benefits for health, safety, mobility, and the environment. Evidence also indicates improved attentiveness and better learning outcomes for students who walk or bike to school. Specific benchmarks include the percentage of schools with active SR2S programs and the mode share of children bicycling to school.

Support Facilities Outcome: Encourage and assist local communities in the Miami Valley Region to provide appropriate bicycle support facilities.

MVRPC will assist local agencies in developing bicycle parking and other support facilities ordinances. The Pedestrian and Bicycle Information Center and the Association of Pedestrian and Bicycle Professionals provide sample bicycle parking ordinances addressing both short and long-term parking facilities. The number of bicycle parking spaces installed annually can be tracked as a benchmark, and communities can consider installing other support facilities like repair stations, restrooms and way-finding. A "see/click/fix" tool was developed by MVRPC as part of the MiamiValleyTrails.org website, but could be better advertised and used to manage problems on the larger bikeways network. By integrating cycling infrastructure into communities, cycling becomes a more viable transportation alternative.

Quality of Service and Infrastructure Outcome: Ensure that the Miami Valley Region's bikeways are well maintained and operated efficiently.

As the bikeway system is expanded over time, it requires an ongoing operations and management program. Operations include safety patrols, security, activity programming, promotional efforts, education and outreach, routine litter patrol, annual safety reporting, and facilities condition management. A thorough management process could include an

annual reporting program, assignment of staff responsibilities, interagency coordination, and the development of public-private partnerships. The benchmark can be an annual report developed by MVRPC and partner agencies summarizing operations and maintenance needs as well as measures taken to address these needs. Conducting the Local Bikeway Project Survey each year would help generate this report.

Bike Share Outcome: Make bike sharing a meaningful addition to the transportation options available.

The creation of the Link Bike Share program in downtown Dayton provides an opportunity to make cycling a mainstream transportation mode and helps solve the “last mile” challenge that many transit riders face. While Link will initially serve a small part of the Region, it is an important symbol for the Region being seen as bike friendly. The successful launch and operation of Link was a milestone for alternative transportation in the Miami Valley.

Future Project Recommendations

Building out a 30 year plan will be an ongoing process involving multiple jurisdictions and many individual projects. The 2008 CLRBP identified 17 top-priority projects and 100 high-priority projects. Through extensive public input and specific input from partner organizations, a new list of 22 top-priority projects has been developed. This list includes many of the unfinished high priorities of the earlier plan. Regional bike projects identified through the update process will be integrated into the MVRPC Long range Transportation Plan (LRTP), which is also currently being updated. The LRTP projects include updated cost estimates and potential sponsors.

The top projects are presented in the following table.

Top Projects Table (see map on page 11)

County	Map Label	Project	Facility Type
Greene	A	Complete shared-use paths on Grange Hall Rd./ National Rd. between Kauffman Ave. and Indian Ripple Rd.	On street/ off-street
Greene	B	Construct the Three Counties Trail between Wright Brothers (Huffman Prairie) Bikeway and Haddix Rd.	Off-street
Greene	C	Complete shared-use paths on Shakertown Rd. between County Line Rd. and U.S. 35/Factory Rd. (widen shoulders and complete pedestrian path on south side as interim measure)	On street/ off-street
Greene	D	Construct shared-use path between South Street and Xenia Dr add bike lanes on Xenia Dr. between path and Yellow Springs-Fairfield Rd Widen/add shoulders on Black Lane, Armstrong Rd., W Enon Rd., N Enon Rd., and Yellow Springs-Fairfield Rd. to the Little Miami Scenic Trail.	On street/ off-street
Greene	E	Take Little Miami Trail off of the Detroit Street sidewalk, creating a buffered bike lane with auto parking along 4 of the 6 blocks	On street

County	Map Label	Project	Facility Type
Greene	F	Construct a bicycle and pedestrian bridge over South Detroit Street from the Xenia Station property to the east side of US 68 to serve the Ohio-to- Erie Trail and the Jamestown Connector.	Off-street
Miami	G	Construct shared-use path connecting Treasure Island and Duke Park in Troy	Off-street
Miami	H	Widen shoulders along SR 55 and SR 589, providing an on-street bikeway linking Troy, Casstown, and Fletcher	On street
Miami	I	Construct shared-use path roughly paralleling SR 55 and along former Penn Central Railroad corridor between Ludlow Falls and Troy.	Off-street
Miami	J	Replace Great Miami River Trail bridge over Great Miami River in Piqua near the power plant with ADA accessible bicycle and/or pedestrian facility.	Off-street
Miami	K	Complete Ohio to Indiana Trail between Darke and Champaign counties through Piqua.	On street/ off-street
Montgomery	L	Construct Creekside Trail extension roughly paralleling U.S. 35 between the Iron Horse Trail and 4th St. in the Huffman Historic Area implement shared roadway improvements on Terry St. between future Creekside Recreation Trail and Monument Ave.	On street/ off-street
Montgomery	M	Construct bicycle/pedestrian facilities along SR 741 between Austin Pike and Alex Bell Rd.	On street/ off-street
Montgomery	N	Connect Great Miami River Trail and Carriage Hill MetroPark via shared-use path through Carriage Trails development (Huber Heights) connect Carriage Hill MetroPark and New Carlisle via widened shoulders on SR 202, Singer Rd., Palmer Rd., Dayton-Brandt Rd., and shared-use path on former railroad corridor between Dayton-Brandt Rd. and New Carlisle	On street/ off-street
Montgomery	O	Construct the Old National Road Trail paralleling US 40 from the intersection with the Wolf Creek Trail to Union Road in Englewood connect through Englewood MetroPark connect shared-use path paralleling US 40 from Fredrick Pike to the Taylorsville Dam and Great Miami River Trail through the Dayton International Airport Property and City of Vandalia.	On street/ off-street
Montgomery	P	Continue Iron Horse Trail to the south beyond I-675 to Centerville High School and then to the Great-Little Trail.	Off-street
Montgomery	Q	Construct Bikeway from eastern terminus of Kitty Hawk Drive in Springboro north to southern terminus of Washington Church Road. Project includes a safe crossing of Austin Pike to connect with Great- Little Trail.	Off-street

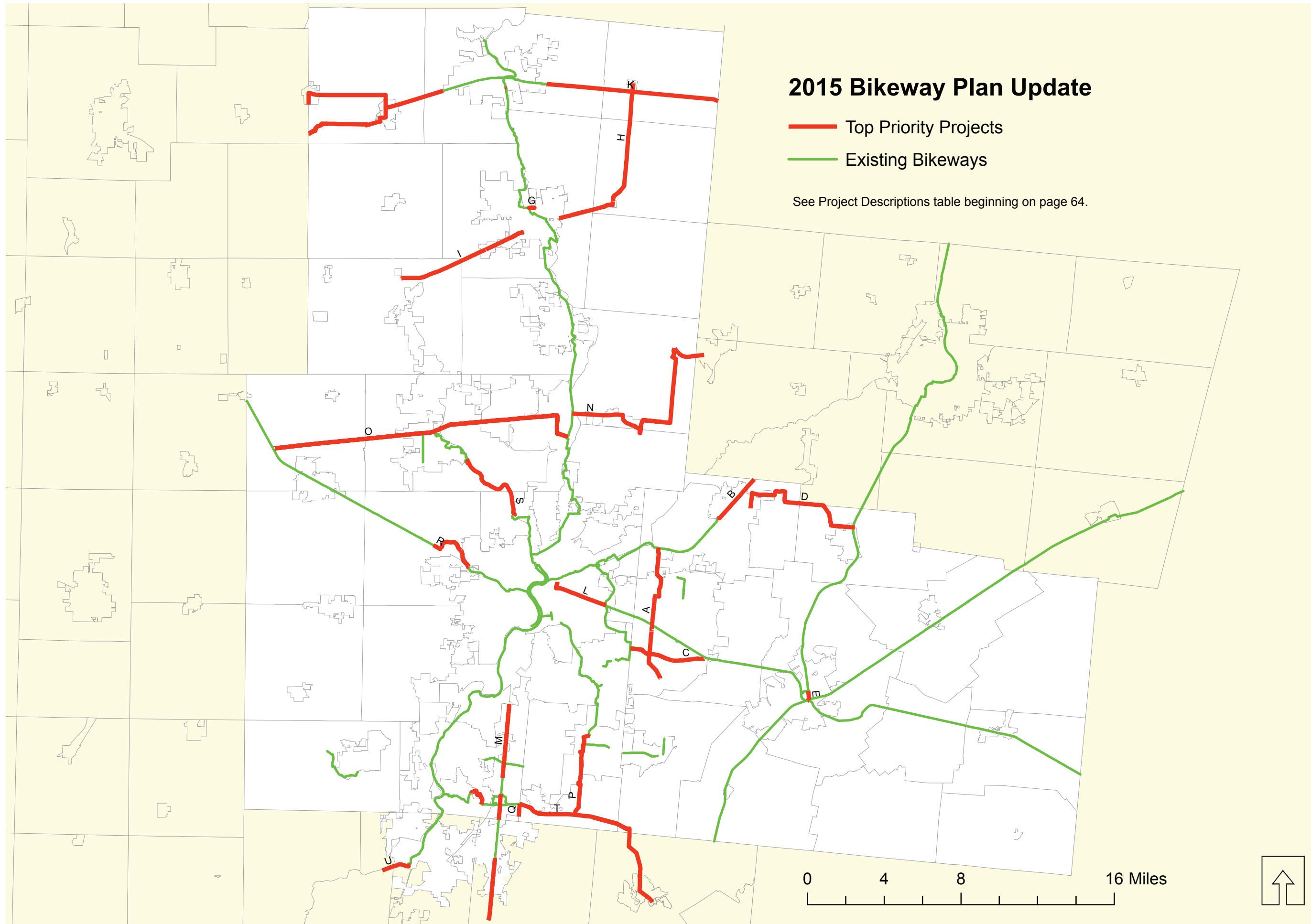
County	Map Label	Project	Facility Type
Montgomery	R	Complete the gap in the Wolf Creek Trail along Wolf Creek Pike, passing under SR 49, then following Prosperity, Modern and Olive to a new shared use path connecting to the existing Trail.	On street/ off-street
Montgomery	S	Complete the gap in the Stillwater River Trail.	On street/ off-street
Montgomery & Warren	T	Construct The Great-Little Trail: connect between the Great Miami River Recreation Trail and the Little Miami Scenic Trail along the Medlar Trail; new shared-use path along Miamisburg- Springboro Rd./Austin Pike/ Social Row 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 Trail.	On street/ off-street
Warren	U	Construct Great Miami River Recreation Trail between Baxter Drive and Miami River Preserve Park	On street/ off-street
Regional		Construct intersection improvements creating low-stress trail to roadway transitions and crossings at top scoring locations (Factory Rd at SR 35, Dayton Xenia Road, North Fairfield Road, Detroit Street at Miami Street)	On street
Regional		Construct buffered or protected bike lanes along high-stress urbanized roadways, creating trail connections (e.g. Lincoln Park Boulevard, Wright Brothers Parkway, N Main Street north of Shoup Mill, Washington Street between Ponitz High School and Chaminade Julienne, Swailes Road between Tipp City and Troy)	On street
Regional		Implement bicycle/pedestrian improvements at Top 5 crash locations	On street

MVRPC accepts proposals for any local projects that an eligible jurisdiction or agency submits. All applications go through a transparent, competitive selection process. The projects selected as top priorities in this plan are not at any advantage or disadvantage for MVRPC-controlled funding. This plan should serve as a springboard for community action, identifying potential projects that would fill important gaps in the network. Together, the LRTP and Top Priority local projects form a blueprint to accommodate, plan for, and promote bicycling.

2015 Bikeway Plan Update

- Top Priority Projects
- Existing Bikeways

See Project Descriptions table beginning on page 64.



Long Range Network Projects

As a result of the public input and information provided by the Regional Bikeways Committee, staff is recommending several changes and updates to the LRTP Regional Bikeways. Since the original CLRBP recommended new corridors in 2008, some of the routes have been partially or wholly built, some have changed names, or have changed configuration.

In addition, an important new regional corridor was suggested during this update process. This new corridor follows the historic Route 40 that would connect the Wolf Creek Trail, the currently disconnected Stillwater Trail at Englewood MetroPark, and the Great Miami River Trail at Taylorsville MetroPark. This proposed Old National Road Trail (Z) would meet the regional goals of connecting trails and parks, and would form a new loop in the system of mostly linear trails. Combined with the existing LRTP corridor between Taylorsville-Carriage Hill-Huber Heights and to New Carlisle (Carriage Hills Connector, U), this could build a powerful connection across several communities in northern Montgomery County and southern Miami County.

Long Range Transportation Plan Suggested Changes

Corridor Label	Corridor Name	Section Label	Section Name	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	Off-Street	10	3.50	\$778,179.00
East-West	Ohio-to-Indiana 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	9.00	\$1,878,626.00
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	1.60	\$471,892.00
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B3	Widen/add shoulders on Black Lane, Armstrong Road, W Enon Road, N Enon Road and Yellow Springs-Fairfield Road to the Little Miami Scenic Trail.	Greene County, Fairborn, Yellow Springs	On-Street	6	8.20	\$3,295,240.00
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	7.70	\$2,633,212.00
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	1.00	\$286,691.00
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	4.60	\$1,100,000.00

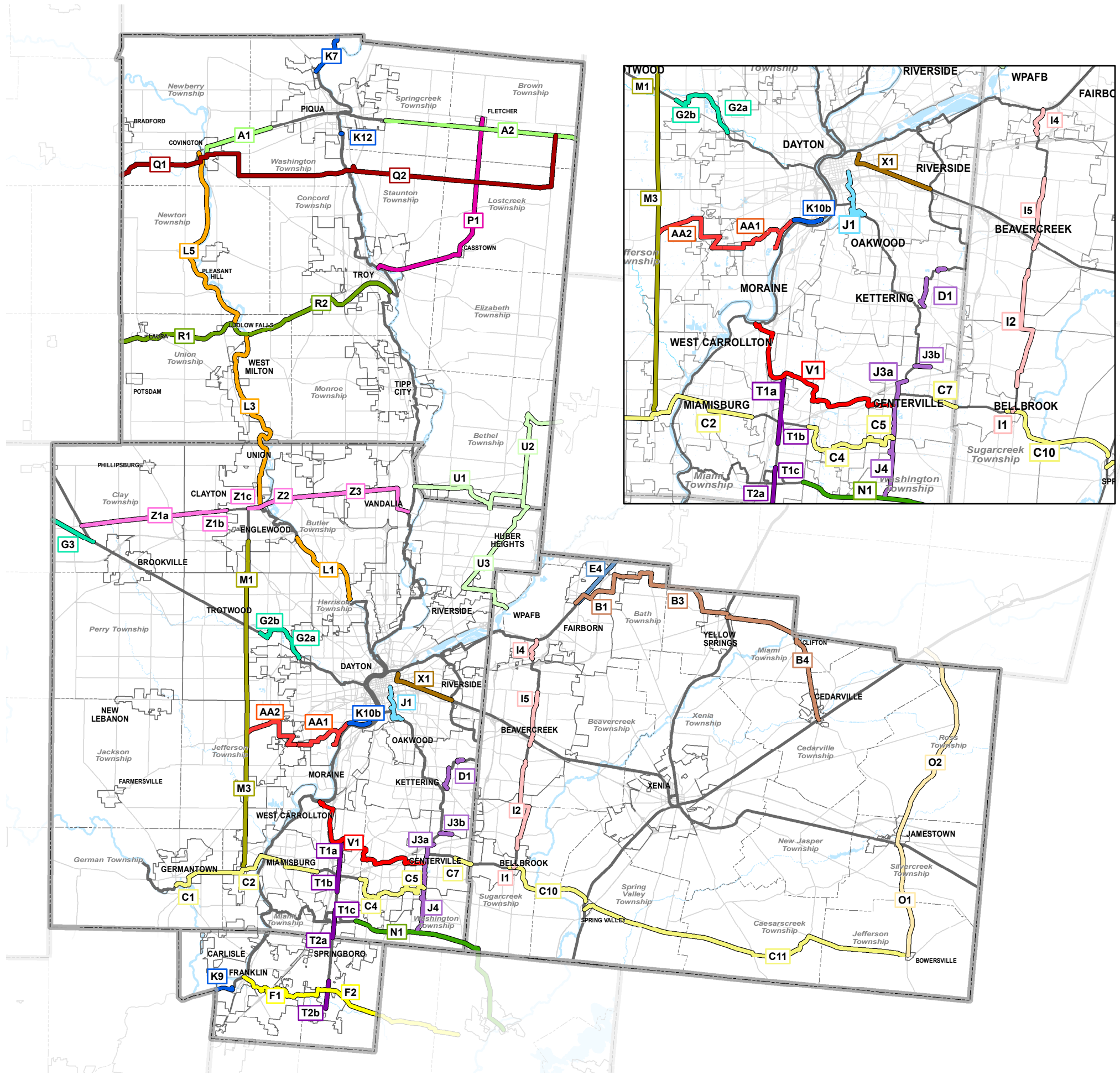
Corridor Label	Corridor Name	Section Label	Section Name	Owner/Maint	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C11	Widen shoulders between Spring Valley and Bowersville via Spring Valley-Pointersville Rd. and Hussey Rd.	Greene County	On-Street	6	16.30	\$5,512,398.00
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	6.80	\$2,837,899.00
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	0.40	\$123,532.00
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	5.00	\$1,432,103.00
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	0.70	\$253,113.00
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	0.00	\$25,000.00
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C9	Traveling east along SR 725, from Bellevue Dr. to Rosecrest Dr.	Bellbrook	Off-Street	12	0.50	\$123,127.00
East-West	Iron Horse Trail	D1	Sign/stripe bike facility along Valleywood Drive from Dorothy Lane to Wilmington Pike (.89 mi) and then construct a .25 mile bikeway along Wilmington Pike to the Wilmington/Stroop Intersection.	Kettering	On/Off-Street	Varies	1.20	\$80,000.00
East-West	Iron Horse Trail	D2	Construct a new bikeway from Galewood St. along Little Beaver Creek and Woodman Blvd to Vale Dr.	Kettering	Off-Street	12	0.40	\$99,475.20
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	2.80	\$599,592.00
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	3.60	\$971,212.00
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	8.70	\$2,984,977.00



Corridor Label	Corridor Name	Section Label	Section Name	Owner/Maint	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Wolf Creek Trail	G2a	Wolf Creek Pike from Little Richmond Road to SR 49 Connector-Road resurfacing, storm drainage via swale predominantly. Construct multi-use path on east side of roadway. Pedestrian bridge is required for pathway as well as modifications needed at the railroad crossing. Pavement markings will be brought up to standard and bike lane markings included.	City of Trotwood	Off-Street	10	1.60	\$6,383,000.00
East-West	Wolf Creek Trail	G2b	Installation of 6,550' of bike path to connect Wolf Creek Trail near the intersection of Wolf Creek Pike and NW Connector (SR 49) and the intersection of Olive Road and Modern Way in the City of Trotwood. Also included is paving of the existing unpaved bikeway from Olive Road, west to Vickwood Lane.	City of Trotwood	Off-Street	10	1.30	\$191,000.00
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	2.20	\$532,040.00
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	0.30	\$135,402.00
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 Newton Dr.	Greene County	Off-Street	10	5.50	\$1,230,503.00
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	1.00	\$231,788.00
North-South	Bellbrook-Fairborn Connector Trail	I5	Construct sidepath from Newton to Seajay Dr. and Old Mill Lane to Kemp Rd.	Beavercreek	Off-Street	8	2.50	\$1,000,000.00
North-South	Iron Horse Trail	J3a	Construct a bicycle/pedestrian crossing at I-675, 0.33 mi east of Loop Rd and extend the trail to Alex Bell Rd	Centerville	On/Off-Street	Varies	0.50	\$5,000,000.00
North-South	Iron Horse Trail	J3b	Construct a bicycle facility along Whipp and Hewitt to the existing Sidepath on Bigger Rd, crossing I-675 to Clyn Rd.	Centerville/Kettering	On/Off-Street	Varies	1.50	\$250,000.00
North-South	Iron Horse Trail	J4	Extend Iron Horse Trail from Boyce Road to Social Row Road using Clareridge Lane, Spring Valley and Atchison Roads	Centerville	On-Street	Varies	2.40	\$675,493.00

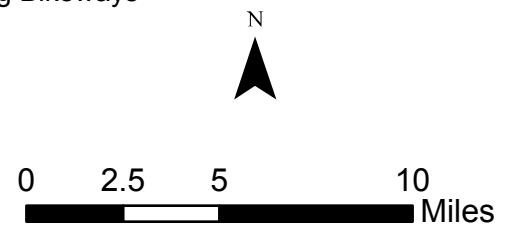
Corridor Label	Corridor Name	Section Label	Section Name	Owner/Maint	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Great Miami River Trail	K7	Traveling north from Johnston Farm to the County Line	Miami County Park District	Off-Street	10	2.10	\$456,557.00
North-South	Great Miami River Trail	K9	Construct Great Miami River Trail between Baxter Drive and Miami River Preserve Park	Franklin, Middletown, Miami Conservancy District	Off-Street	12	2.00	\$1,386,572.00
North-South	Great Miami River Trail	K12	Replace Bridge in Piqua with ADA Compliant Structure	Miami County Park District	Off-Street	10	0.50	\$3,124,885.00
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	4.70	\$2,990,725.00
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	10.40	\$3,413,921.00
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	10.00	\$2,051,460.00
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	4.10	\$1,688,055.00
North-South	Wolf Creek Connector Trail	M2	Widen shoulders along US 40 from Union Boulevard to the Englewood Reserve (also serves the Old National Road Trail).	Englewood	On-Street	6	0.60	\$249,370.00
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	11.60	\$3,975,305.00
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	Montgomery County, Centerville Washington Park District	On/Off-Street	Varies	10.70	\$2,491,329.00
North-South	Bowersville-Jamestown-Clifton Connector Trail	O1	Widen shoulders on SR 72 between Bowersville and Jamestown	Greene County	On-Street	6	5.40	\$1,842,903.00
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	10.40	\$3,506,843.00
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	10.60	\$3,596,324.00

Corridor Label	Corridor Name	Section Label	Section Name	Owner/Maint	Type of Facility	Width (feet)	Length (miles)	Cost
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	4.70	\$1,564,309.00
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	20.10	\$6,722,240.00
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	6.60	\$1,388,219.00
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	7.60	\$1,920,678.00
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	0.50	\$183,000.00
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	1.70	\$623,000.00
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	0.60	\$220,000.00
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	0.20	\$56,000.00
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	4.20	\$1,063,000.00
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	8.00	\$2,431,000.00
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	8.30	\$2,302,289.00

Corridor Label	Corridor Name	Section Label	Section Name	Owner/Maint	Type of Facility	Width (feet)	Length (miles)	Cost
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	8.20	\$1,881,895.00
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	3.10	\$770,679.00
NA	Troy Bikeway Hub	Y1	Construct Troy Bike Hub structure	Troy	NA	NA	0.00	\$200,000.00
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	0.00	\$500,000.00
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	5.90	\$1,467,259.20
East-West	Old National Road Trail	Z1b	Construct a bikeway paralleling US 40 from Northmont Schools Property to Hoke Road in Clayton.	Clayton	On/Off-Street	10	1.00	\$635,000.00
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	0.80	
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	2.30	\$3,150,000.00
East-West	Old National Road Trail	Z3	Construct bikeway paralleling US 40 from Frederick Pike to the Taylorsville Dam (Great Miami Trail) through Dayton Airport property and City of Vandalia.	Vandalia, Dayton	On/Off-Street	Varies	6.30	\$1,894,334.40
East-West	Possum Creek Jefferson Township Connector	AA1	Construct trail on/along West River Road to Sun Watch Village and Guthrie Road to Possum Creek MetroPark	Dayton	On/Off-Street	Varies	3.60	\$895,277.00
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	3.80	\$570,000.00



- Proposed Bikeways**
-  Bellbrook-Fairborn Connector (I)
 -  Bowersville-Jamestown-Selma Connector (O)
 -  Cardinal Trail (Q)
 -  Carriage Hills Connector (U)
 -  Dayton-Kettering Connector (J - Updated)
 -  Fairborn-Yellow Springs-Cedarville Connector (B)
 -  Germantown-Bowersville Connector (C)
 -  Great Miami River Trail (K - Updated)
 -  Great Miami River-Centerville Connector (V)
 -  Great Miami River-Creskide Connector (X)
 -  Great Miami-Little Miami Connector (F)
 -  Great-Little Trail (N - Updated)
 -  Iron Horse Trail (J)
 -  Laura-Troy Connector (R)
 -  Ohio to Indiana Trail (A)
 -  Old National Road Trail (Z - New)
 -  Possum Creek Jefferson Township Connector (AA)
 -  SR 741 Corridor (T)
 -  Stillwater River Trail (L)
 -  Troy-Fletcher Connector (P)
 -  Wolf Creek Connector (M)
 -  Wolf Creek Trail (G)
 -  Wright Brothers-Huffman Prairie Trail (E)
 -  Existing Bikeways



Infrastructure Policy and Programs

Design recommendations for cycling infrastructure are evolving very rapidly. In the 2008 plan, there were no recommendations for “green lanes” or protected bike lanes. However, many U.S. cities are now adding those types of facilities. Instead of making specific design recommendations, this update includes an index of the most current design guideline resources in Appendix D. An updated, online version is maintained at the Pedestrian and Bicycle Information Center:

http://www.pedbikeinfo.org/planning/facilities_designresourceindex.cfm

MVRPC staff will monitor evolving design standards and best practices and will make those resources available to member jurisdictions through our website, library and through hosting webinars. When new publications or resources are made available, MVRPC staff will notify local engineers via email notices.

Policy Recommendations

Policy: MVRPC maintains a regional focus. Our goals for infrastructure are prioritized in the following order:

1. Network Long Range Transportation Plan (LRTP) corridors and segments
2. Encouraging local jurisdictions to adopt Complete Streets policies
3. Low Traffic Stress projects
4. Stand-alone projects

It is recognized that a stand-alone local project may be of highest local priority and we encourage funding flexibility to take advantage of opportunities (utility work, redevelopment or maintenance, etc.) and other unique circumstances.

Policy: Going above and beyond. MVRPC’s long term policy perspective includes taking biking and walking issues seriously as a transportation option, as a funding priority, and as design treatments that can improve communities and solve issues without adding additional regulations. To be effective, roadway and bikeway designs must exceed AASHTO minimum requirements. For example, rather than getting a bike lane up to an intersection and dropping the lane markings, designs should guide riders through the intersection. Colored lane treatments and bike signals were specific requests made in the public survey process.

If the community is investing in a destination, the neighborhoods around the destination, outside of the developer’s purview, need to be the special focus of planning and engineering. Initial planning should include providing low-stress connections to the destination. Many communities around the nation have adopted their own design guidelines that go above and beyond the AASHTO requirements and made the extra-special treatments a routine endeavor. FHWA encourages application for the use of experimental treatments, when needed, along with official review and study. The innovation and demonstrated improvements can be well worth the effort.

Policy: Encourage jurisdictions to include bike and pedestrian facilities in comprehensive plans, engineering transportation plans, and thoroughfare plans. As part of a comprehensive planning approach, bikeways and connectivity can be built into new projects and redevelopment in a routine way. Developers appreciate knowing the communities’ design expectations up front and can plan to build amenities into their product accordingly. Local business owners and residents also appreciate knowing what is planned for their street or

neighborhood and the community can use their private investments to meet local goals. Plans should be updated every five years or more frequently so demonstrated benefits of newer designs can be incorporated.

Non-Infrastructure Policy and Programs

Building a bicycle-friendly Region is more than just building trails and on-street bike facilities. Policy recommendations are made to meet the goals and bring the Bikeway Plan Update vision to life in the Miami Valley Region. Program recommendations carry the policies and goals forward and engage the community at a practical level. These programs and policies become part of the content of MVRPC's annual work plan and give shape to our involvement with our partner agencies. This section addresses those essential elements of making bicycling a viable option for transportation and recreation in our Region.

The suggested project list included many non-infrastructure projects, listed in Appendix B under the Regional tab. Without these complementary programs and activities, our bikeway network will remain underutilized. There are many existing efforts to promote bicycling in the Region, and MVRPC staff supports and promotes these efforts. MVRPC maintains a number of programs in house, while partnering with regional agencies on many more.

Policy Recommendations

Policy: Support federal spending on active transportation projects and programs for several reasons:

- Affordable — The cost savings of building active transportation facilities over typical new roadways is great, and the facilities save the community money in the long run in reduced fuel and health care costs
- Children need safe places — the ability to get to school and after school activities under their own power should be a safe and attractive option for kids
- Preventative Health Care — providing active transportation facilities in a community allows residents to increase their routine exercise and helps prevent chronic diseases of inactivity
- Demonstrated to improve communities — many cities have expanded active transportation networks and experienced increased economic activity and neighborhood vitality
- Voters favor a federal role in funding walking and biking facilities and they do not want to decrease the amount of money being spent. (Rails-to-Trails 2015)

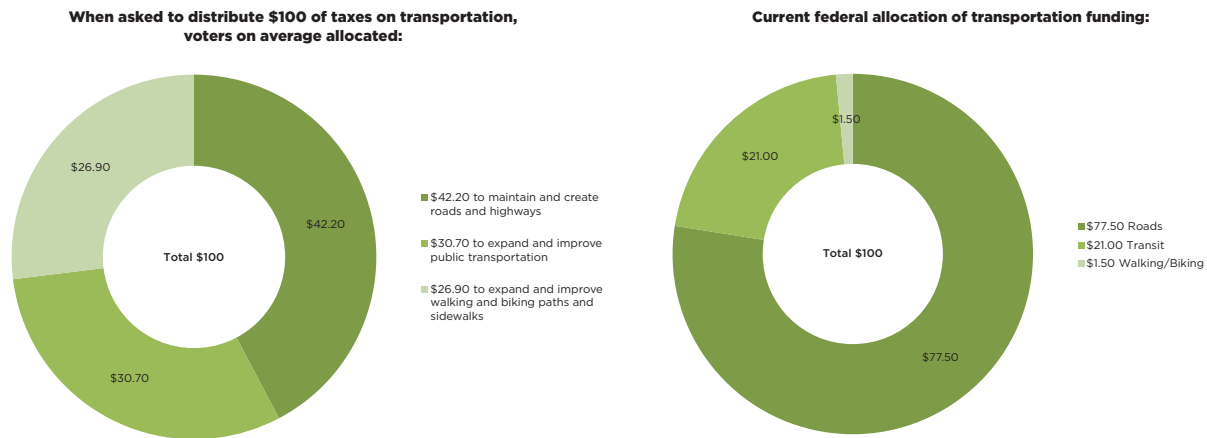
Policy: Nurture political will to improve the active transportation landscape. MVRPC sees value in the safety and livability our communities can gain with additional active transportation programs and projects. Following the Department of Transportation's lead, we have encouraged our local partners to participate in the Mayors Challenge to improve pedestrian and cyclist safety. <http://www.dot.gov/mayors-challenge>

Several other visionary programs to motivate political action within our Region can be harnessed. For example, Gil Penalosa's "8-80 Cities" vision (creating safe public spaces for all ages) and the "Toward Zero Deaths" movement are both accessible and relatable public policy tools. <http://www.880cities.org/> and <http://safety.fhwa.dot.gov/tzd/>

Policy: Rebalance funding of nonmotorized transportation at a more equitable rate to other travel modes. Research from Rails to Trails <http://www.railstotrails.org/policy/poll/> indicates that the public believes that more than a quarter of federal transportation dollars

should be spent on bicycling and pedestrian projects, when the reality is only 1.5% of federal funds are actually spent that way.

MVRPC has a history of committing a higher level of funding to bikeways and active transportation projects than many comparable MPOs, and our Regional Complete Streets Policy ensures that the needs of all users are considered when applicants request MVRPC-controlled funding. MVRPC also encourages the adoption of local Complete Streets policies and will assist jurisdictions in that process. Increasing active transportation projects in the Regional TIP and working with state and federal funders to increase the funds devoted to these projects would further demonstrate the agency’s commitment to increased health, safety, and growth in the bikeway network.



Policy: Promote the Nation’s Largest Paved Trail Network – Our Network!

The Miami Valley has invested heavily in our off-street paved trails and has created the largest network of its kind in the United States. However, that fact is not widely known. Within our Region, people are regularly impressed when they see a regional map for the first time. Even our neighbors in Cincinnati and Columbus may only be aware of the Little Miami Scenic Trail and some vague connections out of Xenia. This Update recommends that MVRPC:

- Target marketing efforts inside the Region toward creating more positive associations with bicycles
- Partner with appropriate agencies to target marketing efforts outside the Region toward cycling tourism
- Encourage all individual trail-managing agencies and jurisdictions to emphasize that they are part of a much larger network
- Support efforts of those agencies to develop common marketing messages and collateral materials

Policy: Cooperation with and support of Bike Miami Valley

As a result of recommendations made in the 2008 plan, Bike Miami Valley (BMV) was relaunched as a regional advocacy group in 2010. MVRPC has a formal role on the Board of Bike Miami Valley, an informational role on the Regional Advisory Committee, and provides the organization with office space.

Bike Miami Valley will be an important partner in carrying out Education, Encouragement, and Equity activities. BMV can also work with law enforcement agencies to ensure

appropriate Enforcement activities make the road safer for both motorists and cyclists. The success of the BMV chapter program will be vital to ensuring that its efforts are felt on a regional basis. As of this writing there are two chapters: Springfield and Piqua.

Bike Miami Valley launched the Link bike share program in May 2015, and the program has the potential to change the downtown Dayton bicycling landscape. The bikes have proven very popular with over 5,000 rides in the program's first month by over 1,200 unique riders. Development and maintenance of safe and inviting bike infrastructure in the bike share service area will be vital to the program's utility and success.

Policy: Continue to partner with the League of American Bicyclists to increase the number of Bike Friendly Communities in the Miami Valley

While the recognition garnered from a Bike Friendly Community award can be a great source of community pride and goodwill, the League's Bike Friendly Community program can also advance cycling culture in jurisdictions across the Miami Valley. Participation in the program will guide progress by acting as a road map for what communities should do next to build cycling culture. The BFC program has set standards for what constitutes a supportive, safe and thriving bicycling culture and environment for each level of award (Bronze, Silver, Gold, and Platinum). Participation can inspire action, involvement and coordination among people who want to improve conditions for bicyclists, and can raise expectations as to a community's potential for cycling. The program can support sustained improvement as jurisdictions respond to feedback and apply for successively higher levels of recognition.

MVRPC encourages local jurisdictions to apply for Bike Friendly Community (BFC) status with the League of American Bicyclists, to join Dayton and Troy as award recipients in our Region. Dayton and Troy should endeavor to progress to silver status in the future. MVRPC intends to work jointly with jurisdictions, trail-managing agencies and regional partners to apply for and receive a Bike Friendly Region award from the League in the next 5 years.



**RESOLUTION TO ADOPT THE MIAMI VALLEY BIKE PLAN UPDATE 2015 AND
RECOMMENDATIONS**

WHEREAS, the Miami Valley Regional Planning Commission (MVRPC) serves as a forum where regional partners identify priorities, develop public policy, and implement collaborative strategies to improve the quality of life and economic vitality throughout the Miami Valley;

WHEREAS, the MVRPC is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami, and Montgomery Counties including the jurisdictions of Franklin, Carlisle, and Springboro in Warren County; and

WHEREAS, the MVRPC's Board of Directors serves as the policy and decision making body through which local governments guide the MVRPC's regional planning activities for the Dayton Metropolitan Area; and

WHEREAS, the MVRPC's Board of Directors recognizes the importance of bicycling for its transportation, health and environmental benefits; and

WHEREAS, the MVRPC Board of Directors approved the 2008 Comprehensive Local-Regional Bikeway Plan on December 4, 2008; and

WHEREAS, many projects and programs have been completed since 2008 to make our Region more bike friendly; and

WHEREAS, bike planning has evolved on a national and international basis, with much greater emphasis being given to cycling as a viable form of transportation; and

WHEREAS, the Miami Valley Region has invested heavily in our Regional Trails system, which is the Nation's Largest Paved Trail Network; and

WHEREAS, in order to leverage that investment as part of the broader transportation network, increased attention must be given to on-street bicycle facilities and their connections to the regional trail system; and

WHEREAS, the content of the Miami Valley Bike Plan Update 2015 provides guidance, recommendations and resources that local governments and other organizations can use to plan, seek funding for and implement bicycle facilities and programs; and

WHEREAS, MVRPC followed the MVRPC Public Participation Plan in creating this Update and the included recommendations;

NOW THEREFORE BE IT RESOLVED that the Board of Directors of the Miami Valley Regional Planning Commission adopts the *Miami Valley Bike Plan Update 2015* and the recommendations contained therein.

Brian O. Martin, AICP
Executive Director

Janis L. Vargo, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date



MEMORANDUM

To: MVRPC Transportation Advisory Committee and Board of Directors
From: MVRPC Staff
Date: October 15, 2015
Subject: Updated Public Participation Policy

Over the past year, staff has reviewed and updated the Public Participation Policy. The policy was updated to meet the criteria required for public participation per direction received from the Federal Highway Administration (FHWA). Revisions to the policy included the addition of social media platforms to promote public meetings, TAC and Board meeting location information revisions and verbiage to comply with FTA requirements for transit authorities Program of Projects on the TIP. The last policy update occurred in June 2011.

Attached is a copy of the updated Public Participation Policy and bullet points outlining the major changes. Please note: all new items in the policy are shown ***italicized, bolded and highlighted in yellow***.

On Wednesday, October 7, 2015, from 4:00 p.m. - 6:00 p.m., a public participation meeting was held regarding the proposed update. Attached is a summary of comments for your information.

Staff asks that you forward this Public Participation Policy to the Board of Directors.

Attachments:

- (1) Overall principles
- (2) Federal guidelines
- (3) Summary of outreach efforts
- (4) Bullet point summary of update
- (5) Summary of comments regarding the Public Participation Policy
- (6) Updated Public Participation Policy

PUBLIC PARTICIPATION POLICY

- Overall Principles:
 - This Public Participation Policy assists MVRPC in carrying out our mission by providing an open process that offers complete information, timely public notice, full public access to key decisions, and support for early and continued participation of stakeholders. This policy lists the activities and procedures that are applied to provide public access to the planning process.
 - In particular, MVRPC believes that:
 - Public participation is an important element of a quality planning process, not an afterthought;
 - Effective transportation planning must include the participation of those whose lives are affected by how they are able to get to work, home, school, stores, and services;
 - It is essential to actively ask for public participation, not just wait for it. It is essential to respect and seriously consider input that is received, not just collect it;
 - Informing and educating the public about transportation planning issues and the transportation planning process is key to obtaining good quality public input; and
 - Additional emphasis should be placed on involving persons and groups typically under-represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations.

- Federal regulations – Moving Ahead for Progress in the 21st Century Act (MAP-21) requirements:

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure. Several extensions have been passed since MAP-21 expired, but no new Federal transportation bill has been adopted.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

MAP-21 mandates that the metropolitan transportation planning process comply with Section 1201.134 (i) (6)-(8) – Updated July 6, 2012

(6) Participation by interested parties. -

(A) In general.--Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

(B) Contents of participation plan.--A participation plan--

(i) shall be developed in consultation with all interested parties; and

(ii) shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

(C) Methods.--In carrying out subparagraph (A), the metropolitan planning organization shall, to the maximum extent practicable—

(i) hold any public meetings at convenient and accessible locations and times;

(ii) employ visualization techniques to describe plans; and

(iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).

(7) Publication.--A transportation plan involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

(8) Selection of projects from illustrative list.-- Notwithstanding paragraph (2)(C), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(C).

Outreach Efforts to promote the meeting:

- August 24, 2015 - Informational letters sent via email or hard copy to:
115 Interested Parties
62 libraries (along with promotional posters)

- August 24, 2015 - Informational Posters provided to GDRTA, Miami County Transit and Greene CATS. Posters translated into Spanish also for GDRTA hubs and distributed to the Latino Connection.
- August 24, 2015 - All web site exhibits of the Draft Public Participation Policy posted on www.mvrpc.org. Comments accepted until October 8, 2015.
- August 24, 2015 - Press release sent to 1462 recipients in the following categories:
 - all local media
 - Board members
 - Board alternates
 - TAC members
 - TAC alternates
(via e-mail)

- August 28, 2015 - Public Notice in Spanish and English appeared in La Jornada Latina (Spanish newspaper) published on Fridays only.
- August 31, 2015 - Public Notice printed in Dayton Daily News in Montgomery County and Troy Daily News in Miami County.
- September 1, 2015 - Public Notice printed in Dayton City Paper which is an urban newspaper (published on Tuesdays) and Xenia Daily Gazette in Greene County.
- October 7, 2015 - Public Participation Meeting from 4:00 p.m. – 6:00 p.m. at the Miami Valley Regional Planning Commission's main office in Downtown Dayton.

Bullet point summary of updates:

- Several changes have been made to the Public Participation Policy in reference to the new locations of the MVRPC office for TAC Meetings and DABR for Board meetings. These changes include:
 - Meeting directions for Board and TAC meetings
 - Parking vouchers are made available for meetings at MVRPC main office where free parking is not easily accessible

- With the growing use of social media, a reference regarding how these platforms will be integrated into promoting public participation meetings was added to the policy, as well as an appendix of the current Social Media Policy for MVRPC (Appendix E).

- To comply with FTA requirements for transit authorities Program of Projects to be included on the TIP, this verbiage was added to this policy.
 - Public notice, of public involvement activities and time established for public review and comments on the TIP, will satisfy the Program of Projects (POP) requirements.

COMMENT FROM THE PUBLIC REGARDING MVRPC'S PUBLIC PARTICIPATION POLICY
UPDATE

(October 7, 2015)

MVRPC's Office
10 North Ludlow St. Suite 700
Dayton, Ohio 45402

Questions & Answers / Comments & Responses:

To: Miami Valley Regional Planning Commission

Comment: Looks Good!

Response: No response requested.



MIAMI VALLEY

Regional Planning Commission

Shaping Our Region's Future Together

PUBLIC PARTICIPATION POLICY

DRAFT OCTOBER 7, 2015

10 North Ludlow St.,
Suite 700
Dayton, Ohio 45402-1855
t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
mvrpc.org



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Introduction

The Miami Valley Regional Planning Commission (MVRPC), the local metropolitan planning organization (MPO) for Greene, Miami and Montgomery Counties, and Springboro, Carlisle and Franklin in northern Warren County, has long been committed to meaningful and proactive public participation. Many outreach methods have been used in the past with varied success. Throughout the years, many of these methods have been refined and successfully employed to attain valuable public input, resulting in commendations from the Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA). This policy represents a combination of MVRPC's past successful methods and the latest techniques proven by other Metropolitan Planning Organizations (MPO) to be successful input devices. Public participation ensures that projects and planning activities evolve from and address public needs. MVRPC's plans – and ultimately projects – are more likely to be accepted and supported by community members who can see that they have had an active role in shaping the decisions embodied in the plan. Providing a forum for the many voices within the region recognizes citizens' rights to be heard. These forums, coupled with careful attention to feedback, will result in better, well-informed, legitimized, decision making.

Principles of the Public Participation Policy

Public participation is based on two-way communication aimed at incorporating the views, concerns, and issues of the public into the MVRPC decision-making process.

MVRPC's public participation process is designed to:

- Provide complete and easily understood information.
- Provide timely public notice of meetings and information.
- Provide full public access to key decisions throughout the planning process.
- Support early and continuing participation by the public.

This policy is intended to guide and facilitate meaningful discussion and consensus building throughout the transportation planning process, as well as in other non-transportation-related, but regionally significant plans and studies.

Goals of the Public Participation Policy

MVRPC's public participation strategies and procedures are designed to achieve the following three goals:

- Provide a Public Forum – through which consensus can be reached between public officials and citizens for regional planning issues. This will be achieved by discussing issues, negotiating conflicts, and reaching general agreement on importation regional decisions.
- Seek Public Input – and provide the opportunity for interested parties to comment on proposals that affect the general population and to actively contribute to the policy and decision-making process process.
- Educate the Public- on the process and issues involved in transportation planning and other programs in such a manner that it is easy to understand and stimulates interest among participants.

Objectives of the Public Participation Policy

The primary objectives of this policy are to:

- Bring a broad cross-section of the public into the public policy decision-making process process.
- Maintain meaningful public participation from the early stages of the planning process.
- Meet the diverse needs of the general public by using different combinations of public participation techniques.
- Make special effort to reach out to traditionally underserved communities, including low income and minority audiences to ensure environmental justice issues are addresses.

Core Components of the Public Participation Policy

In order to achieve the policy objectives outlined above, several core components must be embodied in the public participation process including:

- Educating the public continuously by making pertinent and understandable information available.
- Involving key stakeholders early and throughout the process.

- Collaborating with local stakeholders to maximize resources and to gain better understanding of localized concerns.
- Personalizing public participation meeting activities to obtain the most productive and contributive input as possible.
- Encouraging attendance and participation.
- Incorporating new and effective public participation techniques into the process.
- Developing partnerships with the media.
- Involving stakeholders with a significant interest in the economic, social or environmental aspects of the regional transportation planning process or project at hand.
- Periodically reviewing the Public Participation Policy to ensure a full and open public participation is achieved

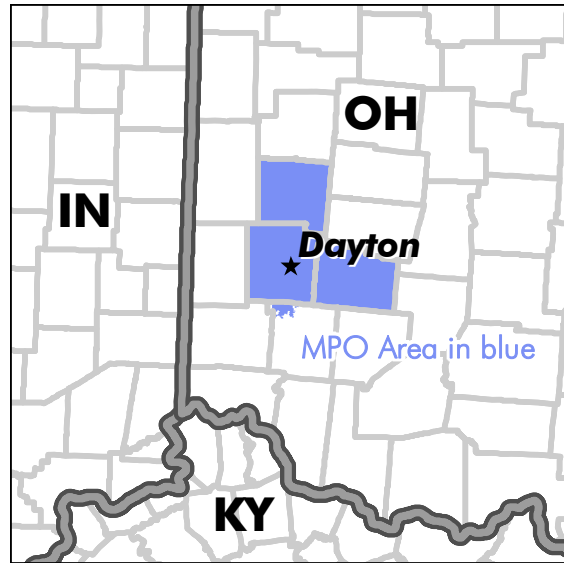
The public participation process described herein is used to satisfy the public participation process for the Program of Projects (POP) for:

- ***Greater Dayton Regional Transit Authority (GDRTA)***
- ***Greene County Transit (Greene CATS)***
- ***Miami County Transit***

Related Rules, Regulations and Requirements

Federal/MPO-based

Federal laws and regulations require the formation and designation by the Governor of a Metropolitan Planning Organization (MPO) for each urbanized area with a population of more than 50,000 to coordinate a comprehensive and continuing transportation planning process. The Miami Valley Regional Planning Commission (MVRPC) is the designated MPO for Greene County, Miami County and Montgomery County, and the cities of Springboro, Carlisle and Franklin in Warren County, Ohio. The MPO operates in accordance with its bylaws. Because the region's population exceeds 200,000, MVRPC is also designated as a Transportation Management Area (TMA).



MVRPC MPO BOUNDARIES

MPO's that are designated a TMA have additional planning requirements compared to smaller MPO's. These requirements include:

- Review and certification of our transportation planning process by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) every four years.
- Maintenance of a Congestion Management System.
- Performance of the Air Quality Conformity Analysis.

Much of the transportation planning work done by the MPO is directly related to implementing and updating the Region's Long Range Transportation Plan (LRTP). This work takes the form of studies, data collection and analysis, the use of management systems, forecasts of future travel patterns based on future land use, and prioritization of projects for funding and implementation.

Federal transportation law (such as ISTEA, TEA-21, SAFETEA-LU **and currently *Moving Ahead for Progress in the 21st Century Act (MAP-21)***), requires that MVRPC produce and oversee a Transportation Improvement Program (TIP), the Region's short range transportation investment plan. The TIP prioritizes the Region's transportation-related projects within the constraints of federal, state, and local funding that the Region can reasonably expect to receive within the next four years. Projects that are included in the TIP must be selected from, or be consistent with, an approved LRTP. In order to develop plans that are derived from public sentiment, there must be adequate public

participation in the development of both the Long Range Transportation Plan and the TIP.

The membership of the Miami Valley Regional Planning Commission includes local jurisdictions from Darke, Greene, Miami, Montgomery, Preble and parts of Warren County, as well as a number of non-governmental and quasi-governmental representatives. A complete listing is available on MVRPC's website at www.mvrpc.org.

MAP-21 Legislation-based

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure. Several extensions have been passed since MAP-21 expired, but no new Federal transportation bill has been adopted.

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- (i) hold any public meetings at convenient and accessible locations and times;*
- (ii) employ visualization techniques to describe plans; and*
- (iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).*

(7) Publication.--A transportation plan involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

(8) Selection of projects from illustrative list.-- Notwithstanding paragraph (2)(C), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(C).

Other Public Participation Policy Considerations:

The Public Participation Policy must also comply with Presidential Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. “Environmental Justice” refers to federal mandates designed to ensure that projects and programs using federal funds are used fairly, so that low income and minority groups (referred to as “traditionally underserved”) do not suffer disproportionately from negative impacts of transportation projects. Conversely, assurances must be made to ensure that the traditionally underserved benefit equally from such projects along with the rest of the population.

ODOT’s published guidance on Environmental Justice and methodology were used in the development of the EJ section of MVRPC’s Long Range Transportation Plan (LRTP). This section of the LRTP will serve as a guide for determining impacted EJ neighborhoods in close proximity to transportation projects that could affect local residents. MVRPC’s LRTP is updated every four years. At that time, the EJ section and associated maps are revised based on the latest information and guidance available.

MVRPC will make every effort to demonstrate that the opinions, concerns, and input from traditionally underserved populations are valued and welcomed. To that end, the policies contained herein have been developed to ascertain meaningful input from all who wish to participate, making special efforts to ensure that traditionally underserved have an equal opportunity to be involved in the planning and decision-making process processes.

The Public Participation Policy shall comply with the Americans with Disabilities (ADA) Act of 1990 and US DOT regulations “Transportation for Individuals With Disabilities.” Meetings and hearings must be held in ADA-compliant buildings and special accommodations must be made for those with disabilities to participate in meetings, planning, and programming activities.

State-based

Section 121.22 of the Ohio Revised Code requires all public bodies to take official actions and to conduct all deliberations upon official business only in open meetings, unless specifically accepted by law.

MVRPC-based

MVRPC’s Bylaws provide for public participation through the membership structure as well as the guiding principles of the organization. Official MVRPC policies and related actions are approved by the Board of Directors. The complete text of the MVRPC Constitution and Bylaws is available on MVRPC’s website, www.mvrpc.org.

Major MVRPC Activities and Their Participation Standards

Among the Miami Valley Regional Planning Commission’s responsibilities as the MPO, are the completion of the Long Range Transportation Plan, the Transportation Improvement Program, Distribution of Regionally-Controlled federal funds, acting as the designated recipient for Federal Transit Administration funds (**Section 5310**) and awarding grants to sub-recipients, and periodically updating of the Public Participation Policy. The following pages briefly describe generalized public participation requirement of each of these activities. While these are generally applicable, one or more of the requirements may be substituted or altered where necessary.

Long Range Transportation Plan (LRTP)

The Long Range Transportation Plan is a long-range (20+year) strategy and capital improvement program developed to guide the effective investments of public funds in transportation facilities. It is updated every four years and is prepared by the Miami Valley Regional Planning Commission in consultation with local and state officials, and other agencies. The Long Range Transportation Plan includes roadway, regional bikeway, pedestrian, transit and other multi-modal strategies, projects and programs. It may be amended as a result of investment as a result in changes in projected Federal, State and local funding; major investment studies, the congestion management process; interstate interchange justification studies; and environmental impact studies. The current LRTP is available for viewing in MVRPC’s office, as well as on the web at <http://www.mvrpc.org/transportation/long-range-planning-lrtp>.

At the beginning of the LRTP update (major update every 4 years), approximately a year prior to its adoption by the Board of Directors, MVRPC staff will prepare a summary outline of tasks and approximate timeframes required to complete the LRTP update at hand. The outline will identify specific public involvement activities that are relevant to the current update and will be shared with the public and MVRPC’s committees at an initial stakeholder kick-off meeting.

Activity	Public Participation Technique
Draft Document	MVRPC’s website and available at MVRPC office.
Public Comment Opportunities	The public will have many opportunities to have their comments heard. Providing comments at the public meeting is but one venue. Among the others are written comments accepted via email, online comment card, fax, mail or handed in personally. Additionally, people can submit their comments during the corresponding Board of Director’s meeting or the Technical Advisory Committee (TAC) meeting. In some cases, mail, phone or web-based questionnaires may be used to gather information about specific topics.
Public Meeting	Multiple meetings held during the update process. Separate public meetings for each the draft and final LRTP.

Public Meeting Notice	Four (4) weeks prior to the public meeting, the meeting date will be added to the agency website calendar. Three (3) weeks prior to the public meeting, a press release/public service announcement, web announcements, announcement posters and announcement letters will be sent. Two (2) to Three (3) weeks prior to the public meeting, paid media advertisement will run, if appropriate. Two (2) weeks prior to public meeting, a public notice will be published in various regional, local and minority newspapers. An “event” will be created on Facebook and reminders added to social media platforms (Facebook and Twitter).
Comment Period	The public comment period for both the LRTP update and any LRTP Amendment will last at least 30 days.
Amendment Notice	Same procedure as LRTP Update, however, no paid media advertisement will run, nor will a separate public meeting be held for a draft version. Amendment notices will be announced on MVRPC’s website http://www.mvrpc.org/transportation/current-long-range-plan/lrtp-amendments
Final, Adopted Document Availability	Posted on MVRPC’s website, also available at MVRPC office. Upon completion of final document, all MVRPC members will be notified by email or through announcements during meetings that the document is available on MVRPC’s website.
Summary of comments received	A public comment summary memo will be made available prior to the Board of Directors meeting, for both the LRTP Update and a LRTP Amendment. Written and verbal comments are summarized and included in a full public participation booklet and to a major LRTP update.
Evaluation Technique	Number of participants at meetings, the number and nature of comments received.

Transportation Improvement Program (TIP)

The TIP is a four-year plan that lists all regionally significant and federally-funded projects and services, in the three plus-county MPO, such as highway projects, bridge replacements, major corridor studies, transportation enhancements and bicycle/pedestrian enhancements. Projects that are included in the TIP must be consistent with, or be selected from an approved Long Range Transportation Plan. Additionally, the TIP must be fiscally constrained, or have funding mechanisms already in place for all projects and strategies. **Public notice, of public involvement activities and time established for public review and comments on the TIP, will satisfy the Program of Projects (POP) requirements of GDRTA, Greene CATS and Miami County Transit.**

Activity	Public Participation Technique
Draft Document	MVRPC’s website and available at MVRPC office.
Public Comment Opportunities	The public will have many opportunities to have their comments heard. Providing comments at the public meeting is but one venue. Among the others are written comments accepted via email, online comment card, fax, mail or handed in personally. Additionally, people can submit their comments during the corresponding Board of Director’s meeting or the

	Technical Advisory Committee (TAC) meeting.
Public Meeting	Multiple meetings held during the public comment period. One public meeting for each the draft and final TIP.
Public Meeting and Notice	Four (4) weeks prior to the public meeting, the meeting date will be added to the agency website calendar. Three (3) weeks prior to the public meeting, a press release/public service announcement, web announcements, announcement posters and announcement letters will be sent. Two (2) weeks prior to public meeting, a public notice will be published in various regional, local and minority newspapers. An “event” will be created on Facebook and reminders added to social media platforms (Facebook and Twitter).
Comment Period	The public comment period will last at least 30 days.
Final, Adopted Document Availability	Posted on MVRPC’s website, also available at MVRPC office. Upon completion of final document, all MVRPC members will be notified by email or through announcements during meetings that the document is available on MVRPC’s website.
Summary of comments received	A public comment summary memo will be made available prior to the Board of Directors meeting. Written and verbal comments are summarized and included in a full public participation booklet and incorporated into the final TIP.
Amendment Notice	TIP Amendment notices will be announced on MVRPC’s website (http://www.mvrpc.org/transportation/short-range-plan-tip/current-short-range-plan). Opportunities to give comments will be afforded at the corresponding TAC and Board of Directors meetings.
Evaluation Technique	Number of participants at meetings, number of comments received

Regionally Controlled Funds Solicitation

Upon Board determination of funds availability, staff will solicit qualified government entities for new STP, TA and CMAQ projects. The solicitation cycle will typically start **in the fall**, with applications being due **approximately 2 months later** at MVRPC (these dates may vary annually to ensure they don’t fall on weekends). The projects selected will be added to the TIP.

Activity	Technique
Draft Summarizing Profile	MVRPC’s website and available at MVRPC office.
Public Comment Opportunities	The public will have many opportunities to have their comments heard. Providing comments at the public meeting is but one venue. Among the others are written comments accepted via email, online comment card, fax, mail or handed in personally. Additionally, people can submit their comments during the corresponding Board of Director’s meeting or the Technical Advisory Committee (TAC) meeting.
Public Meeting	Held during the public comment period.

Public Meeting Notice	Four (4) weeks prior to the public meeting, the meeting date will be added to the agency website calendar. Three (3) weeks prior to the public meeting, a press release/public service announcement, web announcements, announcement posters and announcement letters will be sent. Two (2) weeks prior to public meeting, a public notice will be published in various regional, local and minority newspapers. An “event” will be created on Facebook and reminders added to social media platforms (Facebook and Twitter).
Comment Period	The public comment period will last 30 days.
Final, Adopted Document and Availability	Posted on MVRPC’s website, also available at MVRPC office. Upon completion of final document, all MVRPC members will be notified by email or through announcements during meetings that the document is available on MVRPC’s website.
Evaluation Technique	Number of participants at meetings, number of comments received

Acting as the designated recipient for Federal Transit Administration funds – **Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310)** and awarding grants to sub-recipients

Activity	Technique
Draft Summarizing Profile	MVRPC’s website and available at MVRPC office.
Public Comment Opportunities	The public will have many opportunities to have their comments heard. Providing comments at the public meeting is but one venue. Among the others are written comments accepted via email, online comment card, fax, mail or handed in personally. Additionally, people can submit their comments during the corresponding Board of Director’s meeting or the Technical Advisory Committee (TAC) meeting.
Public Meeting	Held during the public comment period.
Public Meeting Notice	Four (4) weeks prior to the public meeting, the meeting date will be added to the agency website calendar. Three (3) weeks prior to the public meeting, a press release/public service announcement, web announcements, announcement posters and announcement letters will be sent. Two (2) weeks prior to public meeting, a public notice will be published in various regional, local and minority newspapers. An “event” will be created on Facebook and reminders added to social media platforms (Facebook and Twitter).
Comment Period	The public comment period will last 30 days.
Final, Adopted Document and Availability	Posted on MVRPC’s website, also available at MVRPC office. Upon completion of final document, all MVRPC members will be notified by email or through announcements during meetings that the document is available on MVRPC’s website.
Evaluation Technique	Number of participants at meetings, number of comments received

Public Participation Policy Update

The Public Participation Policy (PPP) outlines the strategies utilized to provide and receive information from the public on transportation planning and programming process including funding for projects, studies, plans, and committee actions.

Activity	Technique
Draft Document	MVRPC’s website and available at MVRPC office.
Public Comment Opportunities	The public will have many opportunities to have their comments heard. Providing comments at the public meeting is but one venue. Among the others are written comments accepted via email, online comment card, fax, mail or handed in personally.
Public Meeting	Held during the public comment period.
Public Meeting Notice	<i>Four (4) weeks prior to the public meeting, the meeting date will be added to the agency website calendar.</i> Three (3) weeks prior to the public meeting, a press release/public service announcement, web announcements, announcement posters and announcement letters will be sent. Two (2) weeks prior to public meeting, a public notice will be published in various regional, local and minority newspapers. <i>An “event” will be created on Facebook and reminders added to social media platforms (Facebook and Twitter).</i>
Comment Period	The public comment period will last 45 days.
Summary of comments received	A public comment summary memo will be made available prior to the Board of Directors meeting, for the PPP Update. Written and verbal comments are summarized and included in a full public participation booklet and incorporated into the final PPP.
Final, Adopted Document Availability	MVRPC’s website, also available at MVRPC office. Upon completion of final document, all MVRPC members as well as all county libraries will be notified by email that the document is available on MVRPC’s website.
Evaluation Technique	Number of participants at meetings, number of comments received

Other Significant Activities

Other significant activities include Major Corridor Studies and their Alternatives, Project Development Activities from ODOT PDP, Roadway Functional Class Amendments or Updates, Regionally-Controlled Funds and TRAC Policy Updates, Annual Self-Certification, Certification every four years and Other Non-Transportation-related Public Participation (as determined on a case-by-case basis).

The meetings for these types of studies and projects, meetings are typically held at a location in or near the study or project area. MVRPC staff will coordinate with interested and affected parties (ODOT, municipalities, residents, organizations) to arrange meetings, as needed.

The sponsors of these types of projects may be required to make a presentation to the MVRPC, especially when seeking funding from the MPO or continued funding from the MPO.

Public Participation Summary Booklet

A summary booklet detailing all public participation process uses shall be published as required (see Activities Determination Matrix, Appendix A) and shall follow the following requirements:

- Included in the booklet will be a summary of the public outreach efforts and comments/questions/answers received at all public participation meetings.
- Meeting summaries shall be made available for review on the MVRPC's website, where appropriate.
- When significant written and oral comments are received on the Long Range Transportation Plan or the Transportation Improvement Program (including the financial plan), a summary, analysis and report on the disposition of the comments shall be made as part of the final LRTP or TIP.
- ***When consultants are responsible for public participation requirements, they will compile the summary booklet following these guidelines.***

MVRPC Committees

Board of Directors

The Board of Directors is the policy-making governing board of the MPO. The Board is primarily comprised of local elected officials that are representatives selected by their member organizations.



LOCATION OF THE DABR

The Board of Director's Meetings are held the 1st Thursday of every month **at 9:00 am.**

Meetings currently are held at the Dayton Area Board of Realtors (DABR) at 1515 South Main St. Dayton, OH 45409 on the corner of River Park Dr. and South Main St, across from the Montgomery County Fairgrounds. Attendees should call the Miami Valley Regional Planning Commission at (937) 223-6323, or log on to www.mvrpc.org to verify meeting times and locations.

Technical Advisory Committee

The Technical Advisory Committee (TAC) is a permanent committee appointed by members of the Commission to represent their respective organizations, and is responsible for working with the Executive Director and to advise the Board of Directors on technical issues or other delegated and assigned matters.

The Technical Advisory Committee Meetings are held the 3rd Thursday of each month at 9:30am, subject to cancellation due to lack of agenda items.

Meetings currently are held at the Miami Valley Regional Planning Commission (MVRPC) Office at 10 N. Ludlow St., Suite 700, Dayton, Ohio, on the northeast corner of Third and Ludlow on Courthouse Square, across from the Dayton City Building. Attendees should call the Miami Valley Regional Planning Commission at (937) 223-6323, or log on to www.mvrpc.org to verify meeting times and locations. Parking passes for the City Of Dayton's Municipal Garage will be distributed at meetings. The parking garage is located at 123 W. Third Street next to Dayton City Hall. There are numerous Greater Dayton RTA transit routes convenient to MVRPC offices on Courthouse Square including Wright Stop Plaza.

Stakeholders

Stakeholders are individuals and/or groups who have a direct interest, involvement, investment, or are generally affected by projects, programs, or plans. Identifying stakeholders outside of the formal organizational structure of MVRPC is necessary to obtain valid and adequate public input.

Stakeholders commonly include but are not limited to:

- People who live in or traverse a project area.
- Businesses in a project area, their employees and customers.
- Institutional services such as schools, hospitals, law enforcement and emergency services agencies.
- Local governmental units affected in the local project area.
- Civic and community associations.
- Environmental or special interest groups.
- Transportation system users, where applicable.
- Providers of public and/or private transit services.
- Providers of freight and/shipping services.
- Representatives of users of pedestrian and bicycle, transportation facilities.
- Representatives of the disabled population.
- Providers of non-emergency transportation services receiving financial assistance from a source other than title 49, U.S.C, Chapter 53.

Public Meeting Guidelines

Settings

The setting of a public participation meeting can have an enormous impact of the success of the meeting. Every effort will be made to hold meetings in appropriate locations and under the follow conditions:

- All meetings will be held in ADA-accessible locations and, whenever possible, close to transit routes.
- ***All meetings will be held in locations where free parking is available or MVRPC must provide vouchers when free parking is not conveniently located or available.***
- Interpreters for hearing impaired individuals will be made available upon request; requests must be made at least two weeks prior to the meeting date. For those requesting C-print interpretations, MVRPC will make arrangements for this service at no cost to the requesting individual(s).
- Hearing impaired individuals can reach MVRPC via TTY/DD at 1-800-750-0750
- When appropriate, meetings will be held in target locations, attracting citizens most heavily affected by the plan or project. In target locations, meetings may be held in places frequently visited by local residents such as churches, schools, community centers or libraries.
- Whenever possible, public participation meetings will be combined with other regularly schedules meetings of organizations in targeted areas.
- Every effort will be made to ensure that the tone and overall experience of meetings is comfortable and inviting
- All Board of Directors meetings and TAC meetings are open to the public. The opportunity to for public comment is available at each of these meetings.
- Meetings will be scheduled at the most convenient time of the day to maximize participation.

Special Requirements (meetings involving EA, EIS or CE)

- All public participation meetings involving Environmental Assessment(EA), Environmental Impact Statement (EIS) projects or

Categorical Exclusions (CA), must include an opportunity for the public to speak and be heard by their peers (public comment period, AKA - “open microphone”).

- If an Open House format is being utilized, a specified “open microphone” time period for comments must be advertised.
- Members of the public wanting to speak during the “open microphone” period must register to do so at the sign-in table. They will be given a total amount of three (3) minutes to speak.
- Meetings will be electronically recorded and meeting minutes will be developed based on the recordings.
- All comments made (either written or verbal) are part of public record and must be produced when requested. A notice will be posted at the sign-in table stating “All comments received are considered public comments and therefore, are subject to disclosure under Ohio’s Public Records Act. A record of each comment and how they were addressed will become part of the (National Environmental Policy Act) NEPA documentation.

Miscellaneous:

Meeting dates will be listed on the MVRPC’s website.

Meeting packet (when relevant) with agenda, background information, and contact person information mailed and/or e-mailed at least one week prior to meeting.

Meeting cancellations will be listed on the MVRPC’s website.

Types of Public Meetings

In order to engage the public to the greatest extent possible, several meeting formats may be used including:

- Open House
Includes information displays, comment cards, interactive mapping (when appropriate) and staff available to answer questions, record verbal comments, etc.

- Modified Open House

Includes all elements from the Open House format, plus a traditional meeting portion.

- Board/Committee Meetings

Primarily for formal member participation, with the meetings including a public comment period.

- Public Forum

Usually single-topic meetings, with or without speakers, affording attendees a full opportunity for open discussion.

Outreach Tools and Techniques

Effective public participation is paramount to any project's or plan's success. Knowing this, a variety of techniques are needed to engage the public in the decision-making process process. New techniques will be tried and incorporated as they emerge and are shown to be successful.

The type of public outreach efforts employed for a particular project will be determined based on the project's overall regional and local impact. Highly localized projects may require more specialized outreach within the project's area of influence, rather than the broad outreach efforts required by others.

Extensive outreach efforts throughout all areas of the region are conducted in order to assemble a broad cross-section of input into the decision-making process process, including traditionally underserved areas. MVRPC's outreach efforts in these areas will continue to provide these residents with an opportunity to voice their opinions and concerns. MVRPC will continue to conduct, sponsor, and participate in special and community events that reinforce the mission and strategic plan of the organization, educate the public, and provide opportunities for public input.

Tools

MVRPC's approach in publicizing its Public Participation Meetings may include the following outreach methods:

- **Public Notices**

Public notices and/or advertisements will be placed in minority and ethnic newspapers, in addition to major regional newspapers deemed appropriate for the project. Public notices will be translated into Spanish, when appropriate.

- **Press Releases / Public Service Announcements**

Press releases will be issued to ensure interested parties and the press is up-to-date on news and information concerning MVRPC activities. They will be sent to all television stations, radio stations and newspapers in the three county area and parts of northern Warren County.

Whenever possible and appropriate, public service announcements and meeting advertisements will be sent to the local broadcast media.

- Flyers/Posters

Informational flyers/posters will be developed for each public participation meeting and distributed to local libraries along with a letter.

Information flyers/posters will also be distributed to all the Greater Dayton Regional Transit Authority (GDRTA) transit hubs and to Greene CATS and Miami County Transit.

Materials will be translated into Spanish and distributed via the Latino Connection, and other outlets, when appropriate.

When appropriate, participation from target populations will be sought by posting flyers/posters and meeting notices in locations such as government centers, neighborhood shops, religious institutions, social service agencies, employment centers, senior centers, public health clinics, public libraries, community centers and popular meeting places.

- Traditional Letters

Informational letters about plans, studies, projects or any other information deemed important for public input, will be mailed out to interested parties.

- Paid Advertising

Various projects may require additional paid advertising in the form of newspaper, radio, website advertisements, or television ads. These will be more detailed than a standard Public Notice.

- **E-Newsletters**

When appropriate, **e-newsletters** to keep interested parties up-to-date on how projects are progressing will be distributed.

- Project Logo

When appropriate, a special project logo will be developed for certain studies/projects and be used as an identifiable icon on printed materials related to that specific initiative.

- Direct Mail

Postcards and flyers may also be distributed directly to residents via direct mail outlets.

- Visualization Techniques

Special projects may require the addition of multi-media visualization techniques to help convey the project better to the public. These may include 3-D visualization applications or other types of techniques and will be developed as needed.

- MVRPC's website (www.mvrpc.org)

MVRPC's website will be employed as a tool for disseminating information on meeting, project updates and background. New web-based approaches including e-mailing lists, newsletters, and project specific web pages will be used as appropriate.

MVRPC's website will be employed as a tool to describe and visually represent the Long Range Transportation Plan and the Transportation Improvement Program (TIP) and the process by which they are created.

MVRPC's website currently includes an option to translate the site into Spanish. This enhancement allows Spanish speaking residents the opportunity to learn and comment about all regional projects.

- **Social Media Integration**

MVRPC's social media platforms (Twitter and Facebook) will be updated with relevant information regarding upcoming public participation meetings (see Social Media Policy, Appendix E)

Public Participation Meeting Principles

- Early Involvement

Early involvement with local community leaders will be obtained to determine suitable meeting forums and information formats to foster valuable input, especially when soliciting input from target populations.

- Understandable and Interesting Language/No Jargon

Meeting notices and materials will use appropriate, understandable language – acronyms and other technical jargon will be avoided to the extent that is possible to the subject matter.

Efforts will be made to tailor advertising, project campaigns and slogans to generate the most interest possible.

Information Gathering Techniques

- Internet

As internet usage and availability continues to increase, so will MVRPC's utilization of this technology to gather input.

- Mailing Addresses

Traditional mailing addresses for interested parties will also be maintained and utilized.

- Surveys

Common input gathering tools include statistically valid telephone surveys, user surveys, traditional postage-paid comment cards and online surveys.

- Door-to-Door Campaigns

When warranted, highly localized projects may benefit from door-to-door (business and/or residential) campaigns to distribute information, project updates and gather input and comments

- Direct Outreach

MVRPC planning staff will provide direct outreach to minority and/or low income groups, as well as other citizens in the study or project area, through contact with local community groups and their leaders.

- ***Comment Box***

A secure comment box will be available for visitors to submit their written comments.

Other Possible Techniques

Other public outreach techniques have been utilized by other public entities and MPOs with varying success. Appendix B contains a list of some of these other techniques and their inherent advantages and disadvantages. These and other techniques are examples of what could be utilized as techniques to reach as many members of the general public as possible while maintaining a cost effective approach to planning.

Other Public Participation Policy Considerations

Evaluating Public Participation Techniques Used

Federal regulations require that MPO's review the Public Participation Policy periodically to determine if the objectives of the process are achieved and if adjustments are necessary to make it more effective.

Several methods will be used to gauge the effectiveness of MVRPC's public participation methods, including input from citizens, public officials and other planning professionals. Techniques used to collect feedback may include formal surveys (online and in person), public comment cards, verbal comments at public meetings, and even face-to-face conversations held between staff/consultants and citizens/public officials/planning professionals about the Public Participation Policy.

Details such as perceived simplicity of information at the meeting, the aesthetic qualities of data and maps, and how they learned of the public meeting in the first place, will also be collected and analyzed.

It will be the responsibility of staff to document informal comments into a computer database and to compile at the end of the evaluation period for further analysis.

Activities Determination Matrix

MVRPC has developed an Activities Determination Matrix (Appendix A) to clarify what level of outreach/input is necessary for each transportation planning activity. The left column of the matrix includes MVRPC's transportation activities that require some form of public participation. The column headings detail the different public participation activities that may be utilized. The column footers detail the timeframe for each activity to be completed. MVRPC's non-transportation planning public participation activities will be determined on a case-by-case basis.

Consultant Necessitation Clause

It is the policy of MVRPC that any consultant hired to do a project/study for MVRPC, will follow the guidelines in the Public Participation Policy, and will be responsible for the implementation of the required public participation activities, as outlined in the consultant contract. Such activities will be overseen by MVRPC staff and modified to fit the needs of the specific project of study of consideration.

2008 Public Participation Policy Update Procedures

To comply with SAFETEA-LU, MVRPC updated the Public Participation Policy in 2008. Updates include:

- Development of the announcement guidelines for MVRPC acting as the designated recipient for Federal Transit Administration funds (Section 5316/5317) and awarding grants to sub-recipients.
- Elimination of the Citizens Advisory Committee as a stand alone committee. All members will continue to receive meeting notifications.
- Utilization of more diverse outreach tools and techniques.

Also, while utilized tremendously before, MVRPC has made it a formalized policy to utilize the Internet as much as possible. The agency's website (www.mvrpc.org) features all press releases regarding Public Participation Meetings and links to information/exhibits relative to the topic/project. Additionally, in order to ensure a large portion of the Miami Valley's non-English speaking population has the ability to participate and provide input, MVRPC has added a translation-to-Spanish feature to our website.

2011 Public Participation Policy Update Procedures

To comply with the Ohio Department of Transportation's (ODOT) new policy with regards to the National Environmental Policy Act (NEPA) Public Involvement Process, MVRPC updated the Public Participation Policy in 2011. Updates include:

- Development of guidelines for MVRPC public participation meetings if/when the meeting includes an Environmental Assessment (EA), an Environmental Impact Statement (EIS) or a Categorical Exclusion (CE).

2015 Public Policy Update Procedures

To comply with MAP-21, MVRPC updated the Public Participation Policy in 2015.

Updates include:

- **Several changes have been made to the Public Participation Policy in reference to the new locations of the MVRPC office for TAC Meetings and DABR for Board meetings. These changes include:**
 - **Meeting directions for Board and TAC meetings.**
 - **Parking vouchers are made available for meetings at MVRPC main office where free parking is not easily accessible.**
- **With the growing use of social media, a reference regarding how these platforms will be integrated into promoting public participation meetings was added to the policy, as well as an appendix of the current Social Media Policy for MVRPC (Appendix E).**
- **To comply with FTA requirements for transit authorities Program of Projects to be included on the TIP, this verbiage was added to this policy.**

- *Public notice, of public involvement activities and time established for public review and comments on the TIP, will satisfy the Program of Projects (POP) requirements.*

Appendix A PUBLIC PARTICIPATION PLAN ACTIVITIES DETERMINATION MATRIX

		Outreach Activities										Comment Period Duration (7)	
		Press Release, PSA, Web Announcement/Exhibits	Announcement Posters	Announcement Letters (4)	Public Notice in Newspaper (5)	Paid Media Advertisements (Radio, TV, etc.)	Public Participation Meeting for Draft Product	Public Participation Meeting for Final Product	Technical Advisory Committee Meeting	Public Comment Summary Memo	Board of Directors Meeting		Full Public Participation Summary Book (6)
Planning Activities	TIP Update	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	30 Days
	TIP Amendment						N/A	N/A	✓		✓		N/A
	LRTP Update	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	30 Days
	LRTP Amendment	✓	✓	✓	✓		N/A	✓	✓	✓	✓		30 Days
	Public Participation Policy Revision	✓	✓	✓	✓			✓	✓	✓	✓	✓	45 Days
	Major Corridor Study Development Alternatives	✓	✓	✓	✓		✓	N/A	☒		☒		N/A
	Major Corridor Studies (1)	✓	✓	✓	✓		N/A	✓	✓	✓	✓	✓	30 Days
	Project Development Activities (2)	✓	✓	✓	✓		✓	N/A	☒		☒	✓	Varies
	Functional Class Amendment/Update								✓		✓		N/A
	Regionally Controlled Funds Solicitation (Applications Received)	✓	✓	✓	✓		N/A	✓	✓	✓	✓		30 Days
	Regionally Controlled Funds & TRAC Policy Update								✓		✓		N/A
	Annual Self Certification Process						N/A	N/A			✓		N/A
	Certification Review - every four years	✓	✓	✓	✓		N/A	N/A					N/A
	Non-Transportation Related Public Involvement (3)	* * * * * See footnote (3) below * * * * *											
			3 Weeks Prior to Meeting	3 Weeks Prior to Meeting	3 Weeks Prior to Meeting	2 Weeks Prior to Meeting	Starting 2-3 Weeks Prior to Meeting (as Appropriate)	As Appropriate	Minimum of 30 Days of Comment Period Prior to Adoption	As appropriate	Available Prior to Board Action	As appropriate	Submitted with Final Plan or Document
		Outreach Activities - Approximate Timeframe											
		✓ = Applicable, Board Action Required			☒ = Applicable, for Info Only (as Appropriate)				N/A = Not Applicable				

- (1) Includes Major Investment Studies (MIS), and Feasibility Studies up for Board endorsement.
- (2) Includes Interchange Justification Studies (IJS), Environmental Assessments (EA), Environmental Impact Statements (EIS) and Design Plans.
- (3) MVRPC's non-transportation planning public participation activities will be determined on a case-by-case basis.
- (4) Includes announcement letters to interested parties, libraries, stakeholder groups, etc.
- (5) Selection of newspapers utilized will depend upon the planning activity's area of influence.
- (6) Public participation summary book may be incorporated as part of the final report.
- (7) Public participation meeting can be held anytime during the comment period, providing the comment summary is available prior to Board action

Appendix B

From the Wisconsin DOT, Guidelines for Metropolitan Planning Organizations and Communities Developing a Public Participation Process, November 1993

Participation Techniques	Informational		Advantages	Disadvantages
	Give	Get		
Ad Hoc Committees/Advisory Groups Task Forces	Good	Good	Cost effective; Good Transfer of information between members and staff; Often can reach informed consensus.	May not be representative; Sometimes perceived as biases and elitist; Roles sometime not clearly defined.
Advertising	Good	Poor	The agency communicates it messages it wants; Reaches a wide range of publics.	May be perceived by the public as an attempt to buy good will and spending large amounts of taxpayer dollars to do it.
Brainstorming	Fair	Good	Pushes for creative solutions; Often can generate variety of ideas	Difficult to involve more than a small number of people. Generated may solutions which may be difficult to evaluate.
Brochures/Publications/Newsletters	Good	Poor	A direct means of providing a large amount of information to many people; Can provide detail	Preparation and approval can be time consuming; Potentially expensive
Charrette (Prolonged meeting to reach agreement)	Good	Good	Effective in achieving consensus among conflicting interests. Participants gain understanding of both sides if an issue.	Outside consultant usually necessary; Crisis issue prerequisite to motivating participants.
Citizen Training Programs	Good	Poor	Provides technical/issues background so citizens can participate effectively and equally; Train others and work together	Resent the suggestion that they need it; limited to small groups.
Community Workshops	Good	Good	High Quality of interchange among participants; Contribute to increased interest and commitment to project.	Takes staff resources to organize and conduct.
Computer Based Participation	Fair	Good	Permits participation by geographically dispersed people; stores information (data); permits involvement while offering anonymity; May help people visualize a project/program	Excludes people without computers; preset format dictated by a computer may cause resentment; Potential technical problems.

Conferences	Good	Fair	Results in sharing information which may change opinions	Takes time and energy to plan; Costly.
Contests/Events	Fair	Poor	Can gain publicity for the entire public participation program; Can draw out special interests; Good for arousing interest.	May not be applicable; May arouse interest and create expectations for continuous participation which may not materialize.
Cumulative Brochure	Good	Fair	Visible; Encourages open communication; No special status granted to individual or group.	Final brochure is large or cumbersome; Costly to reproduce the many editions; Forces pro or con response.
Day to Day Contacts	Good	Good	Immediate feedback	Time constraints; Non-representative; don't get group interplay.
Delphi Process (from experts, consensus on forecasts through use of questionnaires)	Fair	Good	Effective for achieving consensus on forecasts among experts; Minimizes dominance by single personality; Minimizes negative group dynamics.	May homogenize viewpoints; Public may not accept experts anymore than agency staff; Can be time consuming and cumbersome.
Dialogues	Good	Good	Encourages open communication; Helps break stereotypes; defines points of common interest; reduces perception as adversarities.	Focuses on broad issues; Not good for public involvement program considering a proposed action.
Direct Mail	Good	Poor	Targets every household	Costly; Percent interested may be small; Perceived as junk mail.
Exhibits and Displays	Good	Fair	Provides information on issues important to agency; May reach and increase interest of people who do not usually participate	Requires major staff commitment; If not coordinated, may arouse interest without providing follow-up.
Field Offices	Good	Good	Visible, informal, local and convenient; Communicates agency value locally; Staff have deep understanding of community.	Project or issue must justify high cost; If more than one community involved, community w/o facility might feel slighted.
Focus Groups (A market research technique as an alternative to surveys)	Good	Good	Provides fast general public reaction to proposal or project; Comparatively inexpensive.	No strong statistical validity; Requires skilled facilitator or consultant.
Forum	Good	Good	Constructive, balanced, educational; Visible; Exposes each others views; Inexpensive.	May have poor turnout of not appropriate timing and advertising

Hotline	Poor	Good	Convenient; Accessible; Fast	Staff must be provided training on issues and not respond defensively/insensitively to callers; Needs follow through.
Key Interviews	Poor	Good	Provides quick understanding of issues, dynamics and intensity of issue; Permits in-depth exploration.	Time consuming; Not representative; Lack visibility
Mobile Office	Good	Good	Good for sparsely populated areas; Lets people know you are accessible; Good for complex organizations; Can process large volumes of people	Will not work if coordination or relationship with media is poor; Expensive to staff and maintain
Negotiation	Good	Good	Provides alternative to adversary; Educated; Identifies workable solutions; High implementation rate of solutions.	All parties must be represented; Often time consuming; One party may not act in good faith.
News Conferences	Good	Poor	Increases story coverage; Cost effective; Reaches broad audience	Can result in the loss of credibility if not newsworthy; Requires careful advanced planning; Negativism on sensitive issues can feed on itself.
News Releases	Good	Poor	Effective method of obtaining publicity; Can stimulate media interest to go in depth	Media determines which stories are newsworthy; Credibility must be cultured/maintained with media
Newspaper Inserts	Good	Poor	Reaches a greater percentage of the population than other similar techniques	Expensive; Response rate of mail-back form is low; Cannot be represented as statistically valid
Nominal Group Process (Designed to help groups generate creative ideas and information)	Fair	Fair	Generates Ideas; Provides preliminary estimate of acceptability of an idea; Permits people of different views to work together with minimum friction, Relatively easy to use.	Cursory job of evaluating ideas; Can create expectations that agency is bound by these preliminary ideas; Some people may feel processed rather than consulted

Open Houses	Good	Fair	Accomplishes educational objective in informal manner, encouraging more active involvement of average citizen; Opportunity for direct interaction results in correcting misinformation, developing relationships, in-depth explanation of opinions.	Primarily used to give information; Considerable preparation and time in publicity and displays, evening and weekends.
Ombudsman	Fair	Good	Effective lightening rod; Provides agency with means to solve problems while they are still manageable	Ombudsman must be given agency commitment, support and independence for degenerates into PR agent for agency
Panels	Fair	Poor	Educates; Permits interactions between experts in front of an audience.	Potential for dullness or personnel attacks; Limited participation of panelists
Participatory Television (Call-in shows/televised public meetings/two-way cable television)	Good	Fair	Reaches large audiences; Convenient, Educational	Unrepresentative audience; Issue may not be portrayed objectively; Not many people skilled in presenting info on TV.
Position Papers	Good	Poor	Test public response; May generate new ideas or opinions	Takes time; Limited in applicability.
Public Hearings	Good	Poor	Low cost; Meets legal requirements.	Low end of public participation effectiveness; Reactive public instead of proactive involvement; Often very low attendance
Public Information/Group Meetings/Presentations	Good	Poor	Exposure of information to large numbers of people; Provides visibility to the political process	Small percent have opportunity to speak; May be manipulation of the meeting by interest groups; Tends to increase polarization of positions; Limits to broad brush picture.
Public Service Announcements	Good	Poor	Free publicity; Potential to reach large audience	Must be brief, May not be used by station/paper.
Questionnaires/Polls/Surveys	Poor	Good	Reaches the public at large; Can identify values and attitudes; Representative; Systematic approach	Costly; Design and sampling techniques are critical to level of confidence; Difficult to collect

Reports	Good	Poor	Can communicate detailed complex information; Relatively low cost; Provide visible record of public involvement process	May not be read or understood; If too slick, may appear patronizing.
Simulation Games	Poor	Poor	Educates public on an issue or project and the consequence of various decisions; Enjoyable; Develop personal relationships.	May be confusing, technical, simplistic or applies inappropriately to real world; Customized games expensive; Does not provide opportunity to comment.
Technical Assistance to Citizens	Fair	Fair	Citizens may be intimidated by technical expertise of staff; Improves trust.	Assistance often provided to the most vocal; Results are biases; Results in bad feelings by those left out.
Town meetings	Fair	Fair	Sensitize management to concerns of local community; Can identify problems early; Shows public official care and can be reached.	Of more symbolic value; Because there is no set agenda; not suitable for specific proposal actions or plans.
Written Submissions	Poor	Fair	Can be formally requested or informal response; Autonomous	Usually limited to most vocal persons; No deadline on informal response, so difficult to begin content analysis.

Please return comments by September 14, 2007

Name: _____
 Address: _____
 City: _____ State _____ ZIP _____
 e-mail: _____

YES!

Would you like a written response to your question? If yes, please provide address.

My questions and/or comments are as follows: _____

We welcome your comments regarding Transportation Issues

The Long Range Transportation Plan is a (20+ year) strategy and capital improvement program developed to guide the effective investment of the public funds in multi-modal transportation facilities. The Miami Valley Regional Planning Commission (MVRPC) would like to hear your comments/input regarding proposed Transportation Issues for the upcoming update of the 2030 Long Range Transportation Plan.

PUBLIC PARTICIPATION MEETING

2030 LONG RANGE TRANSPORTATION PLAN UPDATE



PUBLIC PARTICIPATION MEETING

2030 LONG RANGE TRANSPORTATION PLAN UPDATE

We welcome your comments regarding Transportation Issues

The Long Range Transportation Plan is a (20+ year) strategy and capital improvement program developed to guide the effective investment of the public funds in multi-modal transportation facilities. The Miami Valley Regional Planning Commission (MVRPC) would like to hear your comments/input regarding proposed Transportation Issues for the upcoming update of the 2030 Long Range Transportation Plan.

My questions and/or comments are as follows: _____

Would you like a written response to your question? If yes, please provide address.

YES!

Name: _____

Address: _____

City: _____ State _____ ZIP _____

e-mail: _____

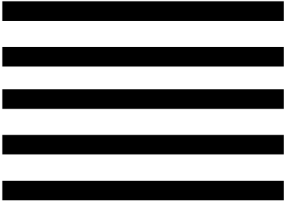
Please return comments by September 14, 2007



DAYTON OH 45402-9919
10 N. LUDLOW ST.
SUITE 700

MIAMI VALLEY REGIONAL PLANNING COMMISSION

POSTAGE WILL BE PAID BY ADDRESSEE



BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 960 DAYTON, OH

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UNITED STATES

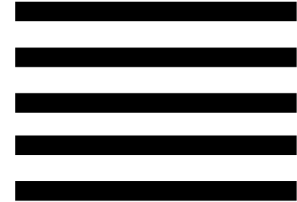


MIAMI VALLEY REGIONAL PLANNING COMMISSION
10 N. LUDLOW ST. SUITE 700
DAYTON OHIO 45402

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10 N. LUDLOW ST. SUITE 700
DAYTON OHIO 45402



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SUITE 700
10 N. LUDLOW ST.
DAYTON OH 45402-9919



Appendix D

Public Participation Meeting Worksheet

Prior to developing any transportation project, MVRPC staff should consider the following information when designing a project specific public participation meeting:

1. Develop the Public Participation Meeting schedule of activities
2. Determine the specific goals and objectives that public participation is to accomplish.

3. Identify the appropriate stakeholders that either might be interested in participating or whose involvement is necessary in order to achieve the objectives.

4. Select technique(s) for interacting with the public that is most appropriate and will achieve the project specific goals and objectives.

5. Select the most appropriate method to notifying stakeholders with the desired information.

6. Conduct the appropriate public involvement techniques.

7. Determine how the techniques are to be evaluated.

8. Incorporate the results of the involvement into the plan, document, special study or project.

Project: _____

Today's Date: _____

Staff: _____

Appendix E

MVRPC Social Media Policy

Overview and Purpose

Social media networks provide opportunities for Miami Valley Regional Planning Commission (MVRPC) to deliver highly-accessible content through a variety of new channels and platforms. Participation may augment current communication strategies to reach a broader audience and encourage greater citizen engagement. MVRPC offers these guidelines to help foster greater public participation, while building the awareness of MVRPC programs. The guidelines refer to official MVRPC social media interactions, not the personal, non-job related interactions of MVRPC staff during their own time, using their personal equipment.

Social Media Participation

MVRPC's social media content will be created and posted by Marketing and Public Outreach Associate serving as the "Social Media Coordinator." Agency directors shall appoint staff members to be official representatives, and submit proposed posts to SMC. SMC will develop information posts for the department and add the post to the Social Media Calendar. Social Media Calendar will be available to view what is scheduled and days needing content. This will also house approved text for posts. Draft posts will be created by SMC and approved by department representative who supplied topic. Social Media Calendar will track the success of the post and updates to the likes/follows to help develop future successful posts. Hootsuite, a social media management software, will be used to assist in managing posts as well as tracking of posts success. If a department does not have a topic for their day, a post may be selected to be posted or another department can fill in with another topic.

Default department assignments for each weekday:

- **Monday – Marketing/Public Affairs**
- **Tuesday – Long Range Transportation Planning**
- **Wednesday – Regional Planning**
- **Thursday - Short Range Transportation Planning**
- **Friday – Sustainable Solutions and Transportation Alternatives**

Social Media Participation Guidelines

Social media includes professional, official communications and branding that represent the Miami Valley Regional Planning Commission, **supplementing** MVRPC's website, marketing materials, and press releases. The MVRPC Personnel Policies and Employee Handbook, Media Relations section (Page 21), addresses formal news media contact policy which should continue to be followed when dealing with the news media. Any staff member using social media on behalf of MVRPC should adhere to the following guidelines:

- **Respect your audience.** Always be respectful of the opinions and views of others. Don't use religious, racial or ethnic slurs, personal insults, or obscenity.
- **Protect Sensitive or Personal Information.** When sharing content on social media platforms, do not share personal or confidential information. If there is any question as to whether or not information is sensitive or personal in nature, consult with agency senior management before sharing content.

Appendix E

MVRPC Social Media Policy

- **Be Accurate.** Before posting content or responding to comments, ensure that the information or response is accurate. Accuracy is critical, because content on social media platforms is extremely visible and can be replicated in multiple locations within minutes.
- **Correct Mistakes.** If a mistake or inaccuracy is found, correct the mistake and communicate its subsequent correction clearly and quickly.
- **Be Considerate.** Ensure that all communication is professional, respectful, and factual. Remember that all content represents MVRPC.
- **Respect Copyrights & Trademarks.** When posting content, do not infringe upon copyright or trademark protections. If you are unsure, consult with SMC.
- **Use Agency Email Addresses.** Agency e-mail addresses (name@mvrpc.org) should be utilized to confirm to users that the content provided is official. Personal e-mail accounts (non-mvrpc, e.g. private Yahoo or Gmail accounts) should not be utilized for official agency communications through social media platforms.
- **Avoid Advertisements, Sponsorships & Endorsements.** When possible, MVRPC postings should avoid advertisements, endorsements, or sponsorships on social media communication platforms.
- **Misrepresentation.** Concealing or misrepresenting one's name or affiliation to mask unauthorized, fraudulent, irresponsible or offensive behavior in electronic communications, is prohibited.
- **Stay within Area of Expertise.** Consult with subject matter experts and obtain assistance preparing responses before posting content to maintain credibility and relevancy. Posting to MVRPC social media shall be limited to areas directly related to the job of the MVRPC employee and comments or information posted that is outside of the employee's role may result in disciplinary action.

Content and Engagement

Social media is intended to be very accessible and interactive. In order for social media platforms to remain relevant, content needs to remain current. Participation in social media platforms will require a significant commitment to ensure effective and sustained engagement. Please remember that even in online interactions, you are expected to adhere to MVRPC Personnel Policies and Employee handbook, especially Part VI, General Employee Guidelines.

MVRPC will reserve the right to monitor user comments including the right to delete or block users who engage in:

- Vulgar or offensive language.
- Content (or a user) that promotes, fosters, or perpetuates discrimination on the basis of race, creed, color, age, religion, gender, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation.
- Spam.
- Content that advocates illegal activity.
- Promotion of particular services, products.

Appendix E

MVRPC Social Media Policy

- Content that supports or opposes political campaigns or ballot measures.
- Infringement upon copyrights or trademarks.
- Information that may tend to compromise the safety or security of the public or public systems.
- Content that is off topic.

Public Participation Meeting Integration

MVRPC will use social media platforms to promote public participation meetings in the following manner, but not limited to:

- By creating an event on Facebook with details of the public participation meeting on the day the press release is posted (3 weeks prior to meeting).
- By sharing created event on MVRPC Facebook for people to join to receive automatically generated reminders from Facebook platform.
- By posting 1 week before meeting, a reminder on Facebook and Twitter (even if the day does not correspond with the department's assigned day)
- By posting the morning of the public participation meeting, a reminder on Facebook and Twitter.
- By posting a reminder on Facebook and Twitter, 1 week before the comment period ends to remind followers there is still time to submit electronic comments if they missed the meeting.

Interactions with Businesses

Likes (Facebook) and Follows (Twitter) shall be limited to government agencies, MVRPC Board of Directors member jurisdictions/businesses and other entities related to MVRPC. MVRPC will not Follow or Like Pages for businesses or private users that are not related to the goals of the agency. Follows and Likes will be reviewed by the Executive Director.

Questions/Comments from users

A coordinated response to interactions on social media platforms is the goal of SMC. We understand that social media is a 24/7 medium; however, we cannot monitor, post or respond to comments 24/7, but we will respond as quickly as possible. Generally, we will post or respond to comments from 8:00 a.m. to 5:00 p.m., Monday thru Friday. Therefore, the following actions will take place as needed:

- Acknowledgement of posts/tweets on MVRPC pages will be gathered by SMC
- SMC will assign to specific departments based on topic to issue a proper reply.
- SMC will handle notification to departments about question/comment and post response.
- SMC will also capture screen shots and document interactions related to public participation.
- All comments made on MVRPC's social media sites are considered public records.

Appendix E

MVRPC Social Media Policy

MVRPC disclaims any liability for any loss or damage resulting from any reliance on such information. Anyone who posts comments participates at their own risk, taking personal responsibility for their comments, username and any information provided. For official inquiries or correspondence, visit our website, www.mvrpc.org or call us at 937.223.6323 or TTY/TDD at 800.750.0750.

Comments posted to MVRPC's social media sites represent the opinions of the individuals providing the comment and not the views, positions, or policies of MVRPC.

This comment policy is subject to modification at any time.

Personal Use of Social Media by Employees of MVRPC

These guidelines focus on agency participation on social media platforms; however, like any other citizen, employees have the right to participate in social media on their own personal time using their own personal IT resources.

- While staff members have the rights to express their own thoughts, views or opinions on their own personal social media accounts, please keep in mind that this policy applies to employees while employed at MVRPC.
- It is important that employees understand when creating content or posting comments, there should be no expectation of privacy.
- Social media is an extremely public forum and the lines between personal and professional opinions could easily become blurred; it is important to be cognizant of this fact.
- Any posting will become a public record subject to use by others or for potential legal information requests. A good rule of thumb is to never post or create anything that would be potentially embarrassing or considered offensive. Remember that even if information is shared from personal accounts, it could be identified by the press and reported in association with an employee's professional role.

In addition, in order to avoid the appearance of speaking on behalf of the agency, or to avoid the appearance of leveraging the stature of the agency, staff shall not use their assigned agency e-mail address. Official MVRPC e-mail addresses, such as "name@mvrpc.org" should not be used for personal communication in public forums.

Appendix F

Resources

Federal Highway Administration; The Metropolitan Transportation Planning Process: Key Issues.

Lancaster County Transportation Coordinating Committee; Lancaster County, PA; Public Participation Plan for Transportation Planning and Programming; Adopted January 2006.

Rapid City Area Metropolitan Planning Organization; Rapid City ND; Public Participation Plan; October 2003.

National Association of Regional Councils; Washington D.C.; Complying with SAFETEA-LU: Thirteen Items MPOs Must Address; June 1, 2006.

Wisconsin Department of Transportation; Madison, WI; Guidelines for Metropolitan Planning Organizations and Communities Developing a Public Participation Process; November 1993.

Michigan Department of Transportation; Lansing, MI; Michigan Statewide Planning Process Participation Plan; April 2006.

Corpus Christi Metropolitan Planning Organization; Corpus Christi, TX; Public Participation Plan; April 2006.

USDOT/FTA Circular C9045.1; Washington, D.C.; New Freedoms Program Guidance and Application Instructions, May 2007

ODOT; Columbus, Ohio; ODOT Office of Environmental Services (OES) Public Involvement Training, May 2015

**RESOLUTION ADOPTING
MVRPC'S UPDATED PUBLIC PARTICIPATION POLICY**

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami, and Montgomery Counties including the jurisdictions of Carlisle, Franklin, and Springboro in Warren County; and

WHEREAS, the MVRPC's Board of Directors serves as the policy and decision making body through which local governments guide the MPO's planning process for the Dayton Metropolitan Area; and

WHEREAS, the *Moving Ahead for Progress in the 21st Century Act (MAP-21)*, seeks to allow for public participation by requiring early and inclusive public participation of all interested parties throughout the transportation planning and programming process, including private citizens, public officials, and interested agencies who represent a wide range of disciplines and areas of expertise; and

WHEREAS, Federal and State directives require that a Public Participation Policy shall be developed and implemented by Metropolitan Planning Organizations; and

WHEREAS, the proposed Public Participation Policy is designed to address and incorporate all federal and state regulations regarding public participation; and

WHEREAS, public participation has always been a significant factor in the development of MVRPC's transportation planning activities; and

WHEREAS, it is the objective of MVRPC to maintain its commitment to public participation and improve the opportunity for citizen participation in the development of programs and major plans; and

WHEREAS, the updated Public Participation Policy has been the subject of a mandatory forty-five day public review period and has been reviewed and recommended for Board adoption by the Technical Advisory Committee (TAC).

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the updated Public Participation Policy as presented.

BY ACTION OF THE Miami Valley Regional Planning Commission's Board of Directors.

Brian O. Martin, AICP
Executive Director

Jan Vargo - Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date

EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP
mvrpc.org



MIAMI VALLEY

Regional Planning Commission

Shaping Our Region's Future Together

October 1, 2015

A Word About Funding - a Common Topic Each Fall (Part 1)

Fall is a beautiful season and the September weather has been truly outstanding this year. While the weather is great, there is one painful fact that we all are being confronted with – a flat and shrinking infrastructure funding outlook in Ohio and throughout the country. From the remainder of calendar year 2015 through March, 2016, the Board of Directors and staff will be determining which regional projects are funded through the MVRPC solicitation cycle which expires October 8, the Transportation Review Advisory Council (TRAC) run by the State of Ohio, and the Project Development Advocacy Committee (PDAC) selection process coordinated by the Dayton Development Coalition. All 3 of these programs are tied to our national transportation funding policy. Over the same period, MVRPC and the industry will be advocating for a long term funding bill prior to expiration of the current short term bill.

As residents of the Miami Valley, our strong and expansive transportation network has helped our Region be a Live, Work & Play destination. Every asset requires periodic maintenance and expansion and our transportation network is certainly in need of more funding.

TRAC: May - October

This month, we are focused on the State of Ohio's TRAC process. This 9 member body allocates the state's funding to projects across Ohio. Here in the Miami Valley, the current improvements to I-75, investments in the I-70/75 interchange, and the I-75 interchanges at Dixie and Austin were funded through the TRAC process.

In this year's TRAC cycle, we have two excellent projects to advance: US 35 widening from Livingston to I-675 and the US 35 Interchanges project from Shakertown to Valley/Trebein Roads. Millions have been invested so far in studies, environmental documents, design plans, and some construction costs. To continue development of these projects, \$61.5M is being sought from the State of Ohio in this round of TRAC. There will be requests for additional funding in future years. While it is unclear how much funding will be secured this year, it is clear that there isn't enough funding to go around to every project across Ohio. We feel that it is important to advance the projects with new funding this year.

PDAC: September – March 2016

In addition to the TRAC projects, other regional projects will be reviewed by the Transportation and Government Services Committee of PDAC which is coordinated by MVRPC. Traditionally, there have been a half dozen or so transportation projects and several government services projects included on the Region's list of priorities. Beginning this month and running through March, MVRPC staff, TAC, and Board will be heavily involved in this project selection process.

Part 2 of this article will appear in November.

Grant Announcements

MVRPC has recently subscribed to Grant Finder, a grant search tool that allows subscribers to investigate grant announcement prospects from various Federal, State, and foundation sources from around the country. Below are some recently announced that may interest our members.

The James M. Cox Foundation - The James M. Cox Foundation offers grant support to non-profit organizations working in a number of community development arenas, including health; early childhood education; conservation and support of the environment; and family empowerment schemes. The Foundation also supports capital campaigns for construction and renovation projects. The James M. Cox Foundation typically makes a number of small grant awards of up to \$5,000. Good candidates: 501(c)(3) non-profit organizations working in a region where Cox enterprises or one of its subsidiaries does business. For more information, including a list of eligible businesses and locations of Cox enterprises, click the link below: <http://coxenterprises.com/corporate-responsibility/giving/foundations.aspx#.VqCZWWRVikq>

Honda of America Mfg., Inc. - Since 1979, Honda of America has contributed more than \$54 million in charitable support to fund community-based projects in our Ohio communities. Requesting organizations must serve the communities in the following MVRPC counties: Darke and Miami.

Priority is given to those projects that:

- Promote advancements in the areas of environment, safety, cultural diversity and youth education
- Respond to the unique social needs and priorities of our communities
- Promote the cultural enrichment of our communities at large

Deadline: The grant request window for 2016 funding is currently open until November 30, 2015. See more at: http://ohio.honda.com/philanthropic-grants#request_grant_support_step8

Ohio Humanities Cultural and Heritage Tourism Grants - Ohio is filled with significant historic sites and remarkable natural resources. The humanities help draw attention to Ohio's tourism assets by offering compelling stories and creating vital visitor experiences. Most importantly, quality humanities content can make Ohio cultural assets relevant and distinguish them in the tourism landscape. Visitors make decisions on where to travel for reasons beyond a location's cultural and natural assets. A place that tells its story well creates a captivated audience, and the invitation to enter the stories of a place should happen even before visitors arrives.

Projects should focus on tourism as a learning opportunity for travelers and local residents, enhance community life, and support local economic development.

Deadlines:

Planning Grants (max \$2,000) are due the first business day of the month 8 weeks before the start of funded activities

Implementation Grants (max \$10,000) are due November 15 and February 15 at least 3 months before the start of funded activities.

See more at: <http://www.ohiohumanities.org/grants1/tourism-grants.html>

Upcoming MVRPC meetings:

10/07/15 - 4:00 p.m. - Public Participation Mtg. – Draft Public Participation Policy Update – 10 N. Ludlow
10/15/15 - 9:30 a.m. - Technical Advisory Committee Meeting, 10 N. Ludlow
10/20/15 - 4:00 p.m. - Public Participation Mtg. – 2040 Long Range Transp. Plan – Troy Public Library
10/21/15 - 4:00 p.m. - Public Participation Mtg. – 2040 Long Range Transp. Plan – 10 N. Ludlow
10/22/15 - 9:00 a.m. - Sustainability Roundtable – Best Practice Snow & Ice Removal – 10 N. Ludlow
10/22/15 - 4:00 p.m. - Public Participation Mtg. – 2040 Long Range Transp. Plan – Greene Co. Library
11/05/15 - 8:30 a.m. - Executive Committee; 9:00 a.m. Board of Directors – 1515 S. Main