

**THE DESIGN GUIDELINES ARE NOT STANDARDS.  
THEY ARE RECOMMENDATIONS INTENDED  
TO COMPLEMENT THE EXISTING STANDARDS AND  
GUIDELINES ADOPTED BY THE CITY.**





# 1 CHAPTER 1: INTRODUCTION

The Transportation Plan is intended to be used by the public and private sectors in planning, designing, budgeting, and constructing new streets and making improvements to existing streets.

The thoroughfare system forms one of the most visible and permanent elements of the community. It establishes the framework for community growth and development and forms a long-range statement of public policy for transportation. As the alignment and right-of-way (ROW) of major transportation facilities are established and adjacent property developed, it is difficult to facilitate system changes without significant financial impacts. However, by incorporating programmed land uses and densities, strategies can be developed that maximize the land use/transportation relationship thereby increasing the community's chances of enhancing mobility, safety, transportation choice, and economic development.

The changing social and economic climate dictates an integrated network of transportation systems to support and sustain viable long-term growth. In addition to vehicular mobility, many communities, including Miamisburg, choose to expand transportation planning to include a broader range of considerations for transit, bike, and pedestrian initiatives. The City has begun incorporating more transportation alternatives by developing a bike and pedestrian network, trails, and streetscape plans.

The process of developing a transportation plan involves balancing the existing supply of infrastructure with the projected needs of the future. These future needs help to determine how much vehicle capacity is required and what multi-modal elements should be considered such as walking, biking, or riding transit.

The Miamisburg Transportation Plan will provide individual, yet integrated, strategies for vehicular, transit, pedestrian and bicycle network development and capital projects planning that will serve as a blueprint for the next 25+ years of investment-related decisions into the transportation system. The Plan is aimed at addressing the dynamic and changing needs that have occurred in Miamisburg since the Major Thoroughfare Plan was last adopted in 1993. These policies, in conjunction with the Thoroughfare Plan Map, will guide long-term transportation decisions.

## PREVIOUS PLANNING EFFORTS

Past planning efforts in a city are essential to any thoroughfare plan. They provide a snapshot of the steps a city took to reach its current position and a guidebook of strategies that may or may not have had success in the past.

The City of Miamisburg's long-range street and highway planning efforts first began in 1960 as part of the Miami Valley Regional Transportation Plan. The Montgomery-Greene County Transportation and Development Planning Program staff prepared the Dayton Mall Area Thoroughfare Plan in 1974 and updated it in 1976 when the Montgomery-Greene County Transportation Coordinating Committee (TCC) staff developed the 1976 Major Thoroughfare Plan. This document was later used by the City of Miamisburg to develop the July 1993 Major Thoroughfare Plan.

An update to the City's Thoroughfare Plan has not been completed since 1998 and is needed to reflect changes that have since occurred, and to respond to future planned growth, development and preservation of the City's transportation corridors.

## TRANSPORTATION PLAN ROLES & CONTENT

A Thoroughfare Plan is a long-range plan that identifies the location and type of roadway facilities that are needed to meet community goals and objectives related to roadways. This Transportation Plan is not a list of construction projects, but rather serves as a planning tool for the transportation system to meet community needs for mobility, economic development, and urban design.

The Transportation Plan should be an integral part of an overall master plan for the development of the community and specifically designed within the context of the general land use plan. The Transportation Plan should provide for the orderly development of thoroughfares in presently undeveloped areas and assure the proper extension and connection of the city's existing transportation system.

### Policy Document

The Transportation Plan shall serve as a policy document. While it provides long-term solutions to shape and direct future growth, it also sets policies for the orderly development of the roadway network to emphasize network connections, roadway capacity, and stakeholder/public involvement.

# CHAPTER 1: INTRODUCTION

## Right-of-Way Preservation

A key component of the Transportation Plan is to create a mechanism to preserve land for future right-of-way (ROW) so that an effective and efficient transportation network can be developed over time to support growth as it occurs. The 2024 Transportation Plan also includes a map that designates the ROW requirements for each street based on its classification as provided through a series of tables and diagrams that explain how each street should be designed. The most common concerns for flexibility in thoroughfare planning are the incorporation of landscaping, stormwater management, sidewalks, bicycles, and transit.

## Roadway Classifications

The urban thoroughfare is a complicated environment, where the needs of pedestrians, bicyclists, transit users, and street-side activities must be considered along with those of trucks, buses, emergency response vehicles, and general-purpose traffic. The 2024 Transportation Plan contains guidance for two related components of the street network: character and function. The two approaches used to provide guidance for street character are called Context Sensitive Solutions (CSS) and Complete Streets. These character guidelines apply to the planning, construction, and redevelopment of streets. Street Function is defined by the degree of mobility; the degree of accessibility the street provides, and its role in the larger network of streets. The Transportation Plan discusses the development of proposed roadway classifications and associated design cross-sections. It also designates roadway classifications to support the regional transportation system.

### Context Sensitive Solutions

The Federal Highway Administration defines Context Sensitive Solutions (CSS) as a collaborative, interdisciplinary approach involving all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. Where prior versions of the Thoroughfare Plan focused solely on functional classification, the 2024 Transportation Plan introduces the idea of CSS to design streets that are more responsive to their context, potential future users, and development changes. CSS is described in greater detail in Chapter 6.

### Complete Streets

The 2024 Transportation Plan also provides a commitment to utilizing a Complete Streets approach to street design. Complete Streets is an initiative by which state and local governments adopt policies to ensure future roadway projects will accommodate all users who walk, bike, take transit, move goods, or drive cars. This 2024 Transportation Plan advances the concept of Complete Streets by developing a thoroughfare system that provides for safe and effective access for all users in completing their trips, while addressing streetscape design in context with the existing or envisioned character of the community. This philosophy in design of transportation corridors emerged in response to a changing culture and demographics which demand more transportation choices. The emphasis on active lifestyles, energy conservation, and the importance of accommodating users of all ages and abilities illustrates that a street can no longer be designed just for the single-occupant automobile.

Complete Street design should be understood as a process, not a specific product. For that reason, not all Complete Streets will look the same. Complete Street design is both an art and a science. As such, good design standards balance engineering judgment and user needs within the context of the street. Roadway design must rely on the design professional's knowledge of elements such as travel speeds, volumes, horizontal and vertical alignments and sight lines. User needs also influence the design of the Complete Street. Many of the facilities contained within the right-of-way are uniquely associated with the needs of people of all ages and abilities. Character, or the physical context in which the street resides, is another factor considered in Complete Street design. Character influences the form and function of the roadway and its associated streetscape all of which are designed to complement and enhance the surrounding character.

CSS and Complete Streets approaches support the development of healthy and sustainable communities in keeping with local and national policies and initiatives. A national example is the Centers for Disease Control and Prevention's Healthy Community Design Initiative. This initiative promotes the integration of evidence-based health strategies into community planning, transportation, and land use decisions. Providing opportunities for people to incorporate physical activity into their daily lives is an example of one of these strategies and can be accomplished by facilitating activities such as walking to transit, biking to work, or walking to nearby shopping

destinations. A transportation system that allows the healthy choice to be the easy choice will contribute to healthier lifestyles within the community.

## Recommended Improvements

This Transportation Plan includes a map of project recommendations that provide a clear and consistent vision for the development of the transportation network. The Transportation Plan is a long-range plan that identifies the location and type of roadway facilities that are needed to meet community goals related to roadways. The Transportation Plan is a tool to enable the transportation system to meet community needs for mobility, economic development, and urban design over the next 25+ years.

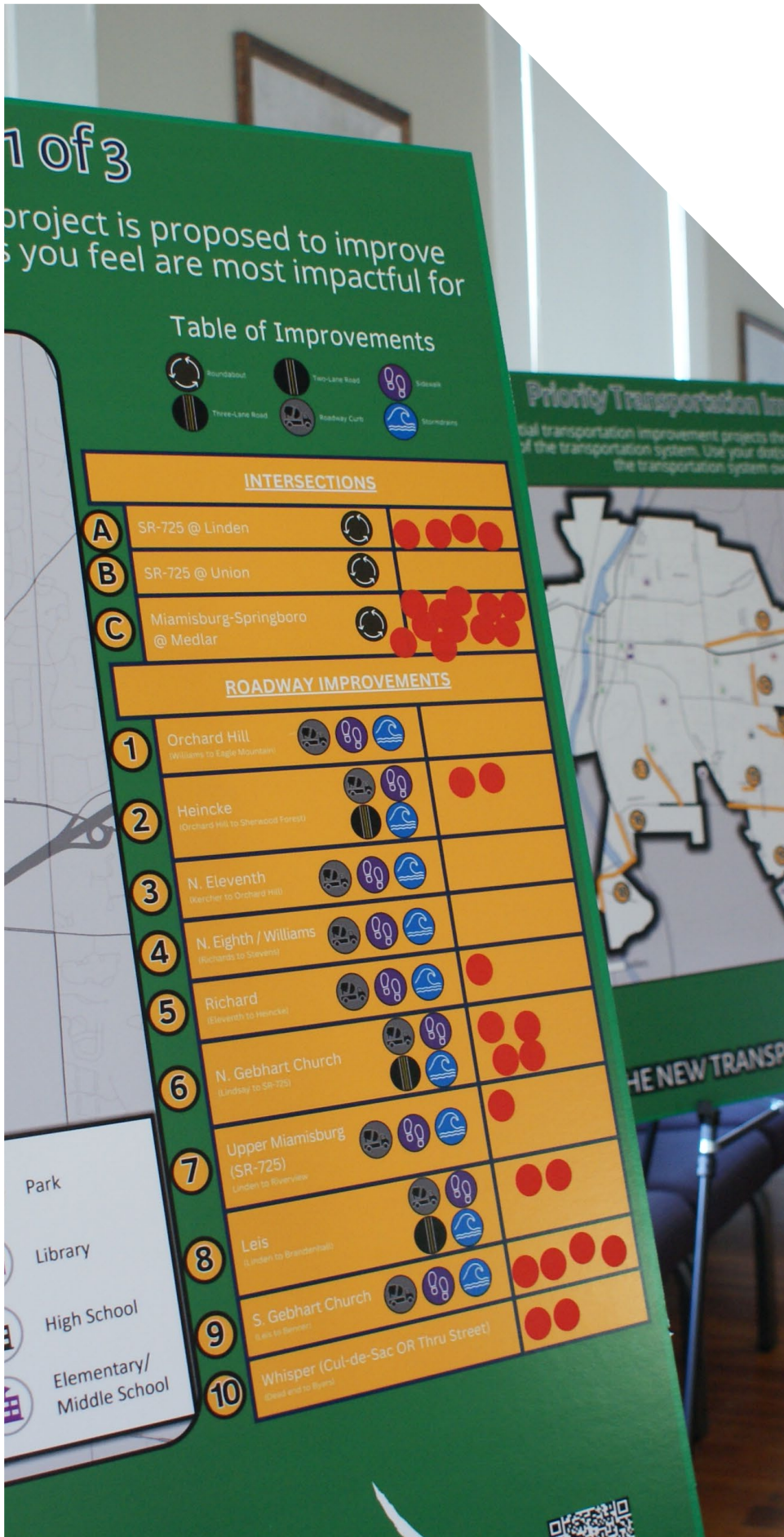
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## Living Document

It should be noted that the transportation recommendations outlined in the Plan are not final. The plan itself is subject to constant revision and amendment and is typically updated every five to seven years to provide considerations in accommodating the changing growth patterns of the City. As such, the transportation plan acts as a living document which should be under constant and regular review.

## UNDERSTANDING PROPOSED ALIGNMENTS

The alignments outlined in the plan are not final and can be revised several times before a final alignment is approved, engineered, and implemented. Such revisions happen for a variety of reasons, some of which include environmental review, engineering design, compatibility with surrounding developments, future potential development, available funding, and stakeholder/public involvement. Updates to recommended alignments identified in the plan are allowed, provided they support the long-range goals of network connectivity, safety and mobility, and additional capacity as outlined in the thoroughfare plan's map of roadway recommendations.



# CHAPTER 1: INTRODUCTION

## PLAN LIMITATIONS

The Transportation Plan is aimed at serving as a vision for long-term, needs-based forecasted growth and development. As a high-level planning document, it does not discuss:

- Specific project-related issues, including final alignment, design, and construction time frame.
- Funding commitments by local agencies to construct specific projects.
- Local traffic issues such as signage, wayfinding, and parking.
- Local roadways (with some exceptions).
- Traffic enforcement.
- Transportation and air quality.
- Specific intermodal issues.
- Complementary transportation services, such as Uber and Lyft.
- Deployment of regional transit routes and assets.

## REGIONAL COORDINATION

The Transportation Plan addresses impacts to transportation facilities and programs that are within the City. However, Miamisburg is part of a regional system and is affected by growth and the transportation decisions made in surrounding jurisdictions. Miamisburg’s transportation infrastructure is used not only by its residents but also workers, business patrons and students coming into the city, travelers passing through Miamisburg, transit providers and freight delivery businesses. Miamisburg’s roadways are part of a regional system that includes interstate freeways, highways, and arterials.

Miamisburg’s regional coordination efforts take place on several levels. From participation with regional agencies, such as the Ohio Department of Transportation (ODOT), Miami Valley Regional Planning Commission (MVRPC), Greater Dayton Regional Transit Authority (RTA), to intergovernmental coordination with neighboring cities and townships, Miamisburg strives to look at transportation with a dual role of improving transportation throughout the region as well as at a local level.

## TRANSPORTATION PLAN GOALS

The transportation network forms the skeleton of the City and must serve to support the larger vision of the community. The goals for the 2023 Transportation Plan were developed by City staff and presented to the Steering Committee at the first Steering Committee meeting.

### **GOAL 1: UPDATE THE CITY'S CURRENT THOROUGHFARE PLAN, INCLUDING CURRENT AND FUTURE ROADWAY CLASSIFICATIONS AND RIGHT-OF-WAY NEEDS.**

Create a network that blends seamlessly with the character of the surrounding area. Identify the right-of-way needs to be dedicated to accommodating a proposed thoroughfare.

### **GOAL 2: ACCOUNT FOR CURRENT AND FUTURE GROWTH IN MULTI-MODAL TRAFFIC BY IDENTIFYING GAPS OR DEFICIENCIES IN THE CURRENT SYSTEM AND PRIORITIZING KEY TRANSPORTATION CORRIDORS FOR INVESTMENT.**

Provide seamless and efficient connectivity to support residential and business development.

### **GOAL 3: IDENTIFY OPPORTUNITIES TO IMPLEMENT COMPLETE STREETS TO IMPROVE SAFETY, HEALTH, AND VIBRANCY.**

Provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

### **GOAL 4: PROVIDE A BALANCED SCHEDULE FOR MAINTENANCE AND IMPROVEMENTS OF THE CITY'S TRANSPORTATION NETWORK.**

Support community viability through maintaining streets, utilities, and other infrastructure facilities.

### **GOAL 5: SET A POLICY FRAMEWORK OF RECOMMENDATIONS TO GUIDE FUTURE INVESTMENTS IN THE TRANSPORTATION SYSTEM.**

Prioritize investments that maximize benefits across multiple user groups in a way that is fiscally and environmentally responsible. Ensure adequate transportation to serve existing and proposed developments.

### **GOAL 6: INCORPORATE ADVANCEMENTS IN PLANNING AND DESIGN WHICH CREATE A MULTI-MODAL TRANSPORTATION SYSTEM.**

Provide a range of accessible and convenient, multi-modal transportation choices to make connections between communities and population and employment centers. Reduce the traffic volumes or provide traffic calming in residential areas.

