

**THERE IS SUBSTANTIAL
INTEREST FROM THE COMMUNITY
IN IMPROVING TRANSPORTATION
CONDITIONS.**

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2 CHAPTER 2: COMMUNITY ENGAGEMENT

Input from the community was vital in the development of this Plan. The proposed Transportation Plan and design guidelines relied heavily on the feedback received during the public engagement process to help ensure they reflected the needs and priorities of the community. Several public engagement techniques, both conventional and modern, were utilized to gather input throughout the entirety of the planning process.

CORE PROJECT TEAM MEETINGS

Meetings with city staff occurred at strategic points during the project. A kick-off meeting was held to discuss initial project goals, big ideas, regional initiatives, previous local planning efforts, and critical project milestones. Regular project status meetings occurred on a bi-weekly basis to discuss schedule and budget updates, as well as various task items such as the review of the online survey results, roadway classifications and design guidelines.

STEERING COMMITTEE MEETINGS

The purpose of the Steering Committee is to provide local expertise and varying perspectives to guide the core project team and city staff through the development of the Transportation Plan. The Steering Committee also assisted with public outreach efforts and data validation. The Steering Committee met on three occasions to suggest improvements and recommendations on maps, studies as well as planning and policy documents.

Steering Committee Meeting #1

The first Steering Committee meeting was held on September 26, 2023. The following topics were presented and discussed.

- General introductions.
- CT Consultants' team and experience.
- History of the Miamisburg Thoroughfare Plan.
- Scope of the Transportation Plan.
- Project timeline.
- Existing conditions and traffic analysis.

Copies of the existing conditions maps were also presented at the meeting. The Steering Committee recommended edits to the existing condition maps and suggested items to consider in the Transportation Plan. The steering committee also provided geographic areas of interest/concerns that should be studied.

Steering Committee Meeting #2

The second Steering Committee meeting was held on December 13, 2023. The following topics were presented and discussed.

- Review of the public comments & online survey data.
- Overview of the Context Sensitive Classifications (CSC).
- Context Sensitive Solutions (CSS) design guidelines.
- Street typical sections options.
- Priority projects review.
- Implementation / funding strategies.

A group exercise was also performed during the meeting that used the Streetmix online street design tool which is used to visualize street typical section options. With easy-to-use drag and drop tools, Streetmix helps visualize how different mobility options and roadway treatments can be integrated with other features like lampposts, trees and sidewalks. The Committee also confirmed the project teams' recommendations to pursue a CSC- and CSS-based plan document as the best course of action.

Steering Committee Meeting #3

The third Steering Committee meeting was held on June 11, 2024. The following topics were presented and discussed.

- Review of Public Comments & Survey #2 Data
- Traffic Analysis Overview
- Review Recommended Policies, Programs, and Projects
- Group Exercise (Prioritization) and Dinner
- Open Discussion of Priorities
- Wrap Up and Schedule

The committee reviewed all of the response data from the second public survey, including overall impressions based on the data. The traffic analysis results were reviewed, specifically the bridge inventory and current conditions and what the traffic data shows currently. Possible future demands on Miamisburg's transportation network were also discussed.

The group exercise allowed everyone eight dots to place on what they thought were the priorities within the recommended projects and policies.

PUBLIC INVOLVEMENT MEETINGS

In-person, open house-style Public Involvement Meetings were conducted from 6:30pm to 8:00pm on Thursday, November 16, 2023, and Thursday, April 25, 2024, in the Community Room of the Dayton Metro Library, Miamisburg Branch. The initial meeting in November provided the public an opportunity to meet and interact with staff from the City and CT Consultants regarding their familiarity with using the network of transportation options within the city. Six (6) large format posters displaying various transportation-related information and maps were spread throughout the room for attendees to review and ask questions. Attendees were also asked to submit formal comments and complete a short survey (Survey #1 below) to share their experiences. Approximately 40 people attended the event.

The second Public Involvement Meeting in April 2024 focused on specific policies, programs, and projects the consultant team identified as potential priorities for implementation. Attendees were provided with a sheet of eight round stickers, or dots, and invited to place their dots upon one of five boards highlighting priority transportation improvements, as well as recommended policies and programs. Using the dots, attendees were able to exhibit their preferences for future of transportation improvements, programs, or policies in Miamisburg. This same exercise was also conducted at the Miamisburg Rotary International meeting on May 1, 2024, and the Miamisburg Merchants Association meeting on May 16, 2024. In total, approximately 30 people participated in the dot exercise.

Overall, the four proposed intersection improvements were important to attendees. However, two of those, Miamisburg-Springboro at Medlar (14 dots) and Benner at Miamisburg-Springboro (18 dots), were extremely popular, placing among the top four out of the thirty-three proposed projects. Only roadway improvements on Miamisburg-Springboro from Benner to Medlar (18 dots) and Benner from Miamisburg-Springboro to Byers (14 dots) were as popular. These four potential projects are all located in the southern quadrant of the city, indicating substantial interest from the community in improving transportation conditions in the area. Further, with all four being in the same area, there is clearly a traffic issue that requires further attention in the area.

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On the policy side, traffic calming and safety were of utmost importance to attendees. With twenty-two dots, creating and implementing of traffic calming to slow vehicle speeds was the top choice. Committing to Vision Zero, the U.S. Department of Transportation's strategy to eliminate fatalities and serious injuries from the nation's roadways, was a top-five choice with eleven dots, as was updating city sidewalks for accessibility and safety, with nineteen dots. Additionally, efficiency in traffic was important, with eleven dots being placed on the policy encouraging pursuit of Intelligent Transportation System (ITS). The other top-five choice, conducting preliminary engineering to make projects shovel ready, received 11 dots.

As important as popular choices are, so too are those potential improvements and policies which did not garner attention. Choices lacking dots help to inform the city where a problem either does not exist, is not perceived by users, or is of such low priority in relation to other issues that it did not warrant attention. On the roadway improvements side, a few of the thirty-three projects did not receive any dots, and an additional few only received a limited number of dots. Some of those potential projects are centered in specific geographic areas. For example, the potential projects north of Central Avenue were unpopular, with many receiving no dots at all. Many of the potential projects in the area bounded by Benner Road, Linden Avenue, Maue Road, and I-75 were also not popular choices among attendees.

Many of the proposed policies received an equivalent level of support from attendees, indicating a general acceptance of them. In fact, only three (3) of the seventeen proposed policies received less than five (5) dots. While there is no specific policy thread, topic, department of government, or geographic area which binds these three, they do share a certain distinct commonality. The commonality between those three answers lies in their complexity and policy heavy nature. That is, all three deal with subjects – subdivision regulations, access management, multi-modal regional connectivity – that are highly specialized and exceptionally complex in scope, making them difficult for the layperson with limited time and attention, to comprehend.

A summary of the dot exercise is provided on Pages 10-13.

SURVEY #1

The first survey was conducted early in the process, from October to November of 2023. Questions focused on how people travel in Miamisburg and how they view and interact with the transportation system. That survey, which had eighty responses, was hosted via ESRI Survey123. The City of Miamisburg advertised the survey through social media channels and in public places, making it accessible via internet link and QR code.

Respondents to the survey were generally residents of Miamisburg (77%). Age distribution of respondents was generally equal, with the largest group being 55-64 years old (25%) and the smallest being under 35 years old (15%).

The survey found that many people in Miamisburg travel by modes other than personal vehicle (39%), specifically walking (48%). A high majority of people walk, run, or bike at least once a week (79%), with over half of those people engaging in human-powered activities at least a few times a week (38%). Unsurprisingly, three out of five survey-takers indicated that transportation options are important and, when asked about the most important aspect of future transportation in Miamisburg, respondents indicated roadway safety (22%) and improved pedestrian connectivity (18%) as the top two answers.

When asked directly about why they do not walk or bike, about a third of respondents found a lack of safe path connectivity along their route, while another third was afraid of being hit by a car. The final third was a combination of four other answers. Regarding satisfaction, 42% of respondents indicated satisfaction with the transportation system in Miamisburg, while only 20% were unsatisfied. No responses indicated a very unsatisfied feeling. However, 38% of answers indicated a neutral feeling.

The takeaway from the first survey is that people who use the transportation system in Miamisburg are generally ambivalent about it; some like it and some dislike it, but many are indifferent. People in Miamisburg also value the ability to use multiple modes of transportation, especially walking. Safety and connectivity are key to residents' enjoyment and satisfaction with the transportation system in Miamisburg.

A summary of survey results is provided in the Appendix.



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SURVEY #2

The second survey was conducted toward the end of the planning process, from April to May of 2024. Questions for this survey focused more on rating specific aspects of the transportation system, understanding what types of improvements are most desired, and eliciting specific feelings about the transportation system. This survey was hosted on Survey Monkey, and had 188 responses, over twice that of the first survey, despite requiring about twice as much time to complete.

Respondents to the survey were overwhelmingly residents of Miamisburg (88%). Age of respondents was mostly equally distributed, though only 1% of respondents were twenty-four and younger. When these age groups are combined with the 25-34 age group, as in the first survey, they represent 17% of responses, which is roughly in line with the first survey.

The survey found a strong interest in improved safety of multi-modal transportation across the city. Over half of all respondents thought safety in walkability was one of two most important issues in their household (63%). Almost half of respondents (48%) were willing to spend tax dollars on pedestrian facilities as a top-three choice. Further demonstrating the importance of multi-modal transportation to Miamisburg, nearly nine out of ten respondents (88%) indicated they agree streets serve a community best when all modes of transit are safe and welcome.

Maintenance and condition of the transportation system in Miamisburg was important to respondents as well. When given three choices, almost three quarters of people (72%) selected repairing existing roads/bridges/sidewalks as the most important transportation need in the city. Similarly, when asked for the top three items to spend tax dollars on, two thirds (67%) of survey-takers selected roadway maintenance; this answer was a full nineteen percentage points ahead of the second-place choice, indicating just how important maintenance is to resident satisfaction with the transportation system. This interest in maintenance can be explained by respondents' rating of the condition of roads in the city, as respondents rated them as a three out of five.

When asked about project types and collaboration, survey-takers had strong feelings. Four in five people (81%) thought it was at least somewhat important for the city to work with other jurisdictions, like ODOT or Montgomery County, to address transportation needs. About two thirds (65%) of respondents indicated a desire for the city

to complete an even mix of large- and small-scale projects. Only 8% of people wanted just a few large-scale projects.

Takeaways from the second survey reinforce the takeaways from the first, while providing fresh insight into personal feelings about, and experiences with, the Miamisburg transportation system. There is a strong desire for the city to ramp up maintenance on the system, while making it safer for those outside of motor vehicles. Residents want this completed through a mix of large and small projects, with a slight preference for many smaller projects, in a collaborative fashion.

A summary of survey results is provided in the Appendix.

PROJECT WEBSITE

In addition to the in-person and survey opportunities noted above, the public was also invited to review the project website (www.cityofmiamisburg.com/miamisburg-transportation-plan) at any time and submit comments through a comment form on the web page. Items posted to the website included the 1993 Thoroughfare Plan, the final plan draft document, plan maps, and public involvement summaries.



The maps and chart on the following pages were used in both the public meetings and the steering committee meetings.

Attendees were given a limited number of red dots to place on the Priority Transportation Improvements maps, which included the 33 recommendations for intersections and/or roadway improvements.

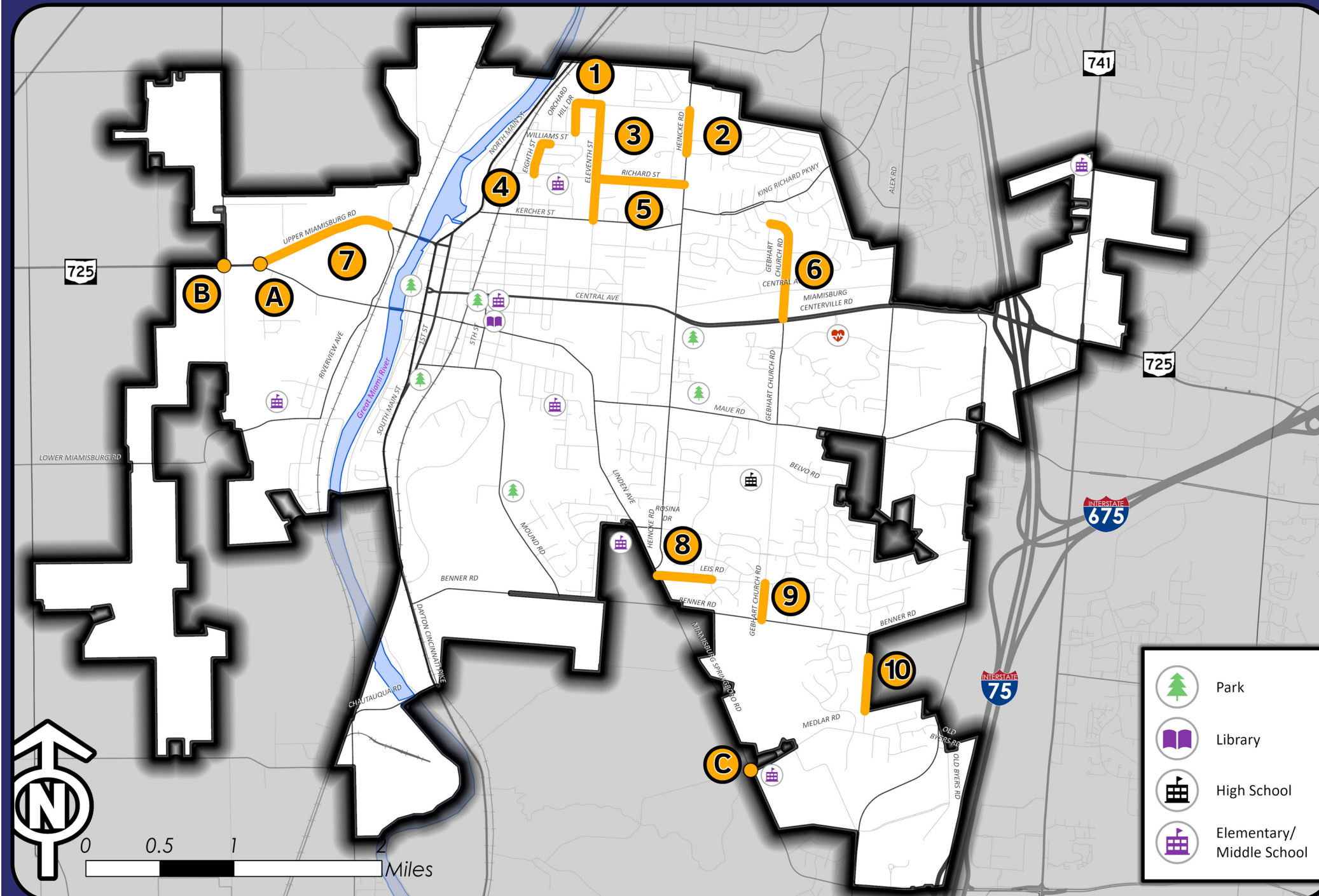
Dots were also distributed to allow attendees to mark the Recommended Policies and Programs they thought would best benefit the City of Miamisburg.

What you see in the red circles is the total number of individual red dots for each.

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Priority Transportation Improvements - 1 of 3

Below are 33 potential transportation improvement projects throughout the City. Each project is proposed to improve one or more aspect of the transportation system. Use your dot(s) to select those projects you feel are most impactful for the transportation system over the next 20+ years.



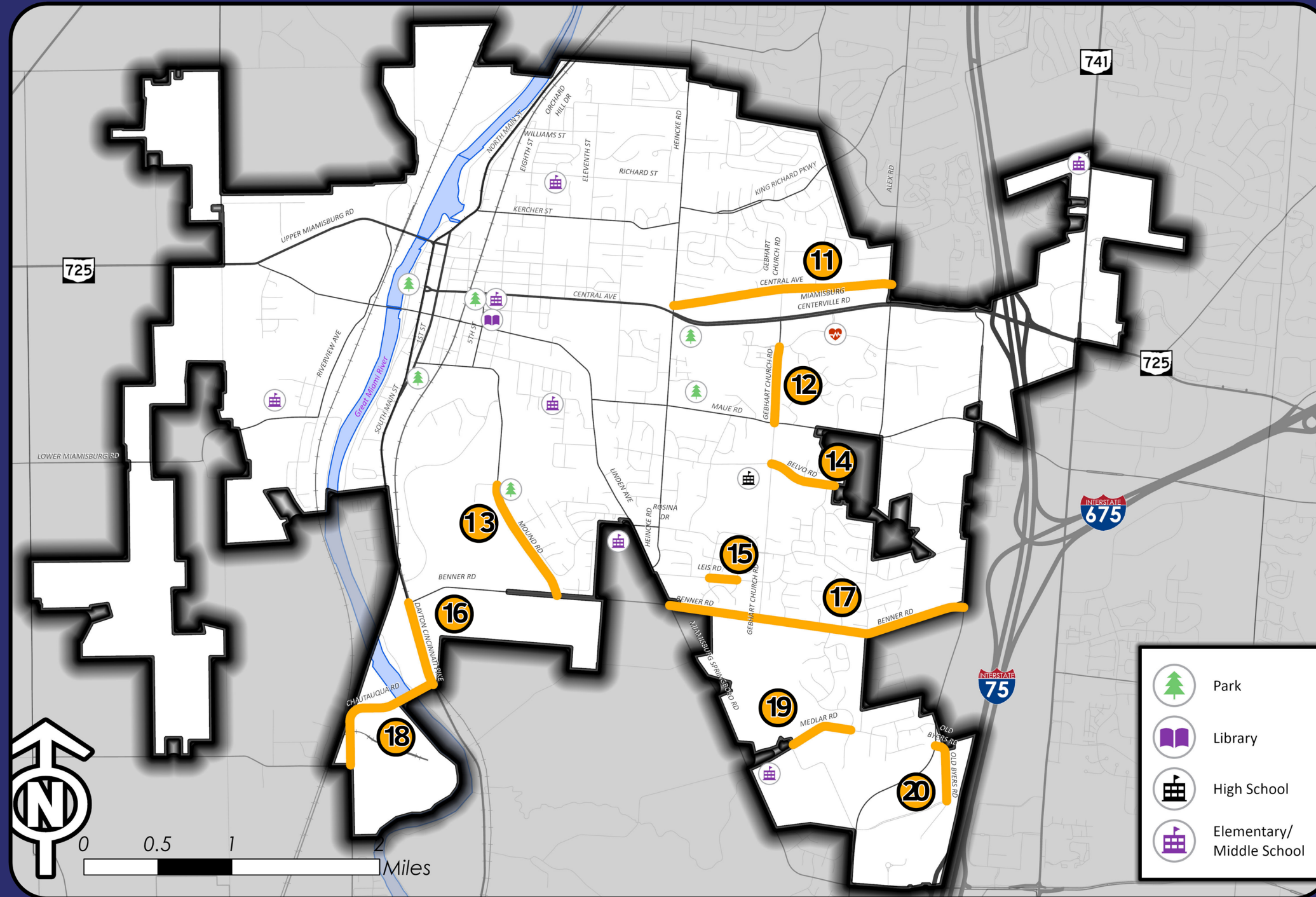
- Roundabout
- Two-Lane Road
- Sidewalk
- Three-Lane Road
- Roadway Curb
- Stormdrains

Intersections		
A	SR725 @ Linden	5
B	SR725 @ Union	5
C	Miamisburg-Springboro @ Medlar	14

Roadway Improvements		
1	Orchard Hill Williams to Eagle Mountain	
2	Heincke Orchard Hill to Sherwood Forest	2
3	N Eleventh Kercher St to Orchard Hill	
4	N 8th/Williams Richards to Stevens	
5	Richard 11th to Heincke	1
6	N Gebhart Church Lindsay to SR725	4
7	Upper Miamisburg / SR 725 Linden to Riverview	1
8	Leis Linden to Brandonhall	2
9	S Gebhart Church Leis to Benner	4
10	Whisper (cul-de-sac OR thru street) Dead end to Byers	2

Priority Transportation Improvements - 2 of 3

Below are 33 potential transportation improvement projects throughout the City. Each project is proposed to improve one or more aspect of the transportation system. Use your dot(s) to select those projects you feel are most impactful for the transportation system over the next 20+ years.



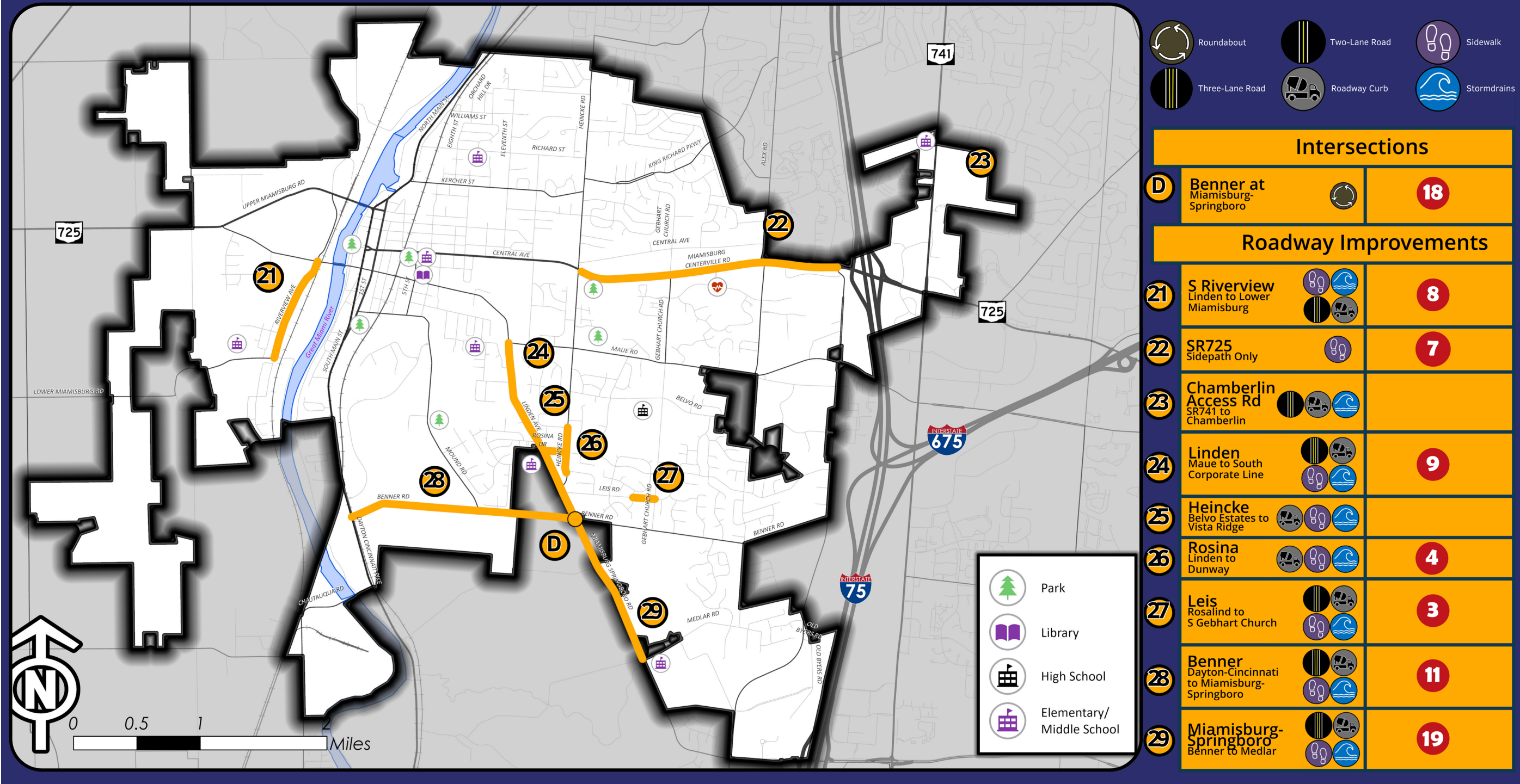
- Roundabout
- Two-Lane Road
- Sidewalk
- Three-Lane Road
- Roadway Curb
- Stormdrains

Roadway Improvements		
11	E Central Heincke to Alex	7
12	S Gebhart Church Leiter to Maue	5
13	Mound Enterprise to Benner	4
14	Belvo S Gebhart Church to Byers	2
15	Leis Brandonhall to Rosalind	1
16	Dayton-Cincinnati Benner to Chautauqua	4
17	Benner Miami Springs to Byers	14
18	Chautauqua Farmington to Dayton-Cincinnati	3
19	Medlar W Corp Line to Mellow	8
20	Old Byers Byers to Nikolai	1

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Priority Transportation Improvements - 3 of 3

Below are 33 potential transportation improvement projects throughout the City. Each project is proposed to improve one or more aspect of the transportation system. Use your dot(s) to select those projects you feel are most impactful for the transportation system over the next 20+ years.



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Recommended Policies and Programs

Below are 17 policies and programs intended to improve transportation conditions through the City of Miamisburg. Place your dot(s) next to those policies and programs you feel are most important over the next 20+ years.

- Continue to maintain and update sidewalk network citywide, and retrofit where necessary for handicap accessibilities and safety. **19**
- Conduct preliminary engineering of improvement projects to make them shovel ready for funding. **11**
- Create a program to increase the number of highly visible crosswalks citywide. **7**
- Expand the non-motorized network within the City and the larger region. Ensure equitable distribution of non-motorized vehicles. **4**
- Create and implement street traffic calming strategies in suitable locations where traffic speeds impact the pedestrian environment. **22**
- Improve wayfinding signage citywide for pedestrians and bicyclists. **9**
- Actively manage the frequency of commercial driveways along roadway corridors to improve traffic flow and pedestrian safety. **3**
- Expand use of the Traffic Model to improve roadway operations throughout the City. **6**
- Pursue Intelligent Transportation Systems (ITS) improvements such as message boards, traffic flow maps, and traffic monitoring cameras - to help roadways operate more efficiently, **11**

Recommended Policies and Programs

Below are 17 policies and programs intended to improve transportation conditions through the City of Miamisburg. Place your dot(s) next to those policies and programs you feel are most important over the next 20+ years.

- Initiate a citywide program of street calming and roadway safety improvements at high-crash locations. **8**
- Expand implementation of the federal Safe Routes to School program to encourage students in K-8 to walk or bike to school. **8**
- Pursue corridor studies on key corridors to determine improvements to address safety, capacity, and mobility as well as support adjacent land uses. **5**
- Update or modify the City's subdivision regulations to reflect the Miamisburg Transportation Plan goals, objectives, and recommendations. **3**
- Undertake the creation of an Active Transportation Plan (ATP). An ATP maps a robust plan for non-motorized transportation networks, creating a framework for implementation of projects. **8**
- Enact a Complete Streets policy, that ensures safe and equitable access for all road users. **8**
- Commit to Vision Zero, a strategy to eliminate traffic crash fatalities and serious injuries among all road users. **11**