



IT'S NOT ABOUT IDEAS  
IT'S ABOUT MAKING  
IDEAS HAPPEN



# 8 CHAPTER 8: PLAN IMPLEMENTATION

The Miamisburg transportation plan will identify the location and type of roadway facilities needed to meet projected long-term growth within the city.

The plan will provide a comprehensive framework for the city’s multimodal transportation network to support Miamisburg’s quality of life and manage growth, development, and preservation. It will include a set of accessibility principles, implementation strategies, and strategic initiatives to guide public and private investment in the streets that make up the backbone of the city’s transportation system. The plan will also provide recommendations for appropriate right-of-way, considering all modes of transportation and roadway design standards.

This chapter describes various implementation measures that may be used to achieve the Goals and specific recommendations described in this plan. Both the public and private sector have a role in the implementation of this plan. The public sector will assist in guiding development by reasonable and prudent application of various land regulatory measures, as well as, through financing of public works projects. Private sector businesses and individuals will plan and complete land development projects which may include associated required public improvements.

## COMMITTED AND FUNDED PROJECTS

Both the City of Miamisburg and ODOT have several committed and planned projects within the city and the surrounding area. The below projects are included in the current ODOT Statewide Transportation Improvement Program (STIP) and MVRPC Regional Transportation Improvement Program (TIP).

Construction Year	PID	Project Name	Termini	Description	Total Project Cost
2023	116953	Dayton-Cincinnati Pike Resurfacing	Dayton-Cincinnati Pike from Saxony Rd to Miamisburg south corp. limit and Chautauqua Rd from Great Miami River to Dayton-Cincinnati Pike	Resurfacing	\$429,303
2024	116952	Union Road Resurfacing	Union Road from the Miamisburg south corporation limit to Manning Road	Resurfacing	\$257,868
2024	108619	Exit 44 Interchange Improvements	MOT SR 725 SLM 14.41 to 15.00	Improve the operation and safety of the interchange of Interstate 75 and State Route 725, including an upgrade to the traffic signal at Byers Road	\$8,162,590
2025	115176	Sycamore Creek Bridge Replacement	Great Miami Recreation Trail bridge over Sycamore Creek in Miamisburg	Removal and replacement of the bridge. Improvements include replacing the piers, abutments, beams, bridge surface and safety fence.	\$517,000
2027	119569	Roundabout	Benner Road @ Miamisburg-Springboro Road	Installation of a roundabout at the intersection of Benner Road and Miamisburg-Springboro Road as part of the Mound Connector	\$3,596,180

## PROJECT PRIORITIZATION

### Infrastructure Projects

Page 63 shows projects identified by City leadership, the Steering Committee, and members of the public for potential implementation over the 25-year plan horizon. These projects were identified for their potential to greatly improve the transportation network for all roadway users. Many projects are located near the perimeter of the community or where past growth failed to result in a roadway network that facilitated all modes of transportation. These projects are proposed to either accommodate future growth or fill user gaps in the current transportation system.

Final prioritization of transportation improvements within the city of Miamisburg will ultimately be at the discretion of the City. The construction cost estimates included in the list of roadway and intersection improvement recommendations shown in the charts on Page 61 are preliminary in nature and each individual recommendation will need to be vetted by the city before advancing the project.

The total estimated cost to implement all projects (in 2024 dollars) is approximately \$53.8 million, with the Mound Connector serving as the single largest project on the list (\$13.5 million). Assuming that all the recommended projects are to be constructed within the next 25 years, the City should consider budgeting a minimum of approximately \$2.53M annually for roadway capital improvements. These funds may be a combination of local dollars, loans, and/or grants. However, this capital improvement budget allocation shall be in addition to the typical annual roadway and traffic signal maintenance budgets and other ongoing capital improvement program initiatives. Alternatively, if it is unlikely the City will have the financial resources over the next 25 years to complete all the projects in their entirety, it may be prudent for the City to identify preliminary project work or projects for construction and implementation based on a process of annual prioritization.

# CHAPTER 8: PLAN IMPLEMENTATION

Program	Eligible Activities													Planning Considerations										
	Planning	Engineering	Safety Assessments	Safety Improvements	Safety Education	Sidewalks/Crosswalks/Curb Ramps	Streetscaping (hardscape), Lighting	Streetscaping (landscape), Green Infrastructure, Storm Drainage	Transit	Trails/paths	On-road Bicycle facilities	Signage	Roadway/Streets	Bridges	Carbon Reduction / AV / EV / Controls / Signalization	Max award	Match	Loan or Grant?	Preparation timeline (in months)	Due date	Income qualifications	Economic Development component	Crash/hazard/condition rating requirements	Administering Entity
Surface Transportation Program (STP)		X		X		X	X	X	X	X	X	X	X	X	\$3M	80/20	G	6-12	Oct	Y	N	N	MVRPC	Only roadways functionally classified as urban collectors or above are eligible. Projects must comply with MVRPC's Complete Streets policy. ODOT annually allocates \$15M to MVRPC for this program. Engineering/design & ROW are eligible, but applications that cover those costs locally are more competitive.
Transportation Alternatives (TA)	X	X		X		X	X		X	X	X				\$1M	80/20	G	6-12	Oct	N	N	N	MVRPC/ODOT	Program funds non-motorized transportation facilities. Engineering/design, ROW, environmental studies are not eligible for funding. ODOT annually sub-allocates approximately \$1.1M to MVRPC for this program.
Congestion Mitigation Air Quality (CMAQ)						X			X	X	X			X	NA	80/20	G	6-12	Oct	N	N	N	MVRPC	Program funds projects that will improve air quality. Projects previously considered at MPO level are now scored under the Statewide CMAQ Program which provides approximately \$79M per year to the 8 large MPOs in Ohio. When funds are used for signal projects, warrants are required. Must comply with MVRPC's Complete Streets policy.
Carbon Reduction Program (CR)								X						X	NA	80/20	G	6-12	Oct	N	N	N	MVRPC	Program funds projects that will reduce carbon emissions. ODOT annually suballocates approximately \$1.7M to MVRPC for this program. Resolution to apply should include local match amount.
Highway Safety Improvement Program (HSIP)	X		X	X	X	X	X			X	X	X			\$2M ped, \$5M road	90/10	G	6-12	2x/yr	N	N	Y	CEAO	Safety engineering study is required prior to or in conjunction with application. Submitted to local district safety review committee. ODOT annually allocates approximately \$183M to improve crash and severe crash locations. Applications due in March and August.
Abbreviated Highway Safety Improvement Program (HSIP)		X		X		X	X	X			X			X	\$500K	90/10	G	6-12	4x/yr	N	N	Y	CEAO/ODOT	Requires less documentation than traditional program. Applications due in March, June, September & December.
Safe Routes to Schools (SRTS)	X		X	X	X	X	X		X	X	X				\$500K	80/20	G	12-24		N	N	Y	MVRPC/ODOT	Funding for pedestrian connectivity infrastructure projects within two miles of schools serving K-12 students. ODOT will reimburse up to 100% of eligible costs for all phases, including preliminary engineering, detailed design, right-of-way, construction, and construction engineering.
Recreational Trails Program (RTP)		X		X		X	X		X	X	X				\$150K	80/20	G	12-18	Mar	N	N	N	ODNR	Funding generally for separated linear connecting trails and facilities.
Land and Water Conservation Fund (LWCF)		X				X	X	X		X	X				\$500K	50/50	G	12-18	Nov	N	N	N	ODNR	Active recreation projects should align with the SCORP and be included in local recreation plans. Requires land be open to the public for active recreational uses into perpetuity.
Ohio Public Works Commission (OPWC)		X				X	X	X		X	X				NA	75/25	G/L	6-12	Aug	N	N	N	OPWC	Funding for general public works and infrastructure projects. Scoring criteria for two programs, emphasizes condition of facility (SCIP) and economic development potential (LTIP).
State Infrastructure Bank (SIB)		X		X		X	X	X	X	X	X	X			NA	NA	L	6-12	open	N	N	N	ODOT	Loans and bonds available for any transportation related project.
ODOT Jobs & Commerce				X		X	X	X			X	X			NA	NA	G/L	6-12	open	N	Y	N	ODOT	ODOT assistance for economic development projects that promote job creation and retention.
ODOT Local Major Bridge Program													X		\$20M	80/20	G	6-12	Aug	N	N	Y	ODOT	Bridges must be on ODOT list to qualify for funding.
ODOT Municipal Bridge Program													X		\$2M	95/5	G	6-12	Jan	N	N	Y	ODOT	Funding for vehicular bridge replacement or rehabilitation. Match available at 95/5 through FY2027.
Transportation Improvement District (TID)				X		X	X	X	X	X	X	X			NA		G	12-18		N	N	N		Assistance for economic development projects that support job retention and creation.

» Notes and Trends:  
 Federal funding sources invoke federal prevailing wages, payroll certification, labor interviews, competitive procurement and competitive bidding.  
 Federal and state funding programs often required environmental and other reviews as part of the application or award process.  
 Programmatic notes are based on most up-to-date information available, but funding priorities and allocations are subject to change. Please check program websites regularly.  
 Including projects in local, regional and state planning documents is most often preferred and increasingly required by funders.

# CHAPTER 8: PLAN IMPLEMENTATION

Program	Eligible Activities														Planning Considerations									
	Planning	Engineering	Safety Assessments	Safety Improvements	Safety Education	Sidewalks/Crosswalks/ Curb Ramps	Streetscaping (hardscape), Lighting	Streetscaping (landscape), Green Infrastructure, Storm Drainage	Transit	Trails/paths	On-road Bicycle facilities	Signage	Roadway/Streets	Bridges	Carbon Reduction / AV / EV / Controls /	Max award	Match	Loan or Grant?	Preparation timeline (in months)	Due date	Income qualifications	Economic Development component	Crash/hazard/condition rating requirements	Administering Entity
Safe Streets For All (SS4A)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	\$10M plan, \$25M const	80/20	G	18-24	Feb	N	N	Y	USDOT	Discretionary grant program available under IIJA, available 2022-2026. Planning and construction grants available to improve pedestrian and non-motorized connectivity and make transportation safer and more equitable for all user groups.
USDOT Reconnecting Communities and Neighborhood Program	X	X	X	X		X	X	X	X	X	X	X		X	\$2M planning, \$5M construc- tion	80/20 (100% if LMI)	G	12-18	Sept	Y	N	Y	USDOT	Both planning and implementation funding available. Reconnecting Communities program (initiated under IIJA) now combined with Neighborhood Access & Equity program (initiated under IRA). Applications submitted through Valid Eval instead of grants.gov. Program supports removal of transportation infrastructure elements and reconnect communities. Last funding round due September 2026.
Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	X	X	X	X		X	X	X	X	X	X	X	X	X	\$5M	80/20	G	12-18	Feb	Y	Y	Y	USDOT	Discretionary grant program designed to support multi-modal, multi-jurisdictional projects that are difficult to fund under other USDOT programs. Previously BUILD, TIGER.
NatureWorks	X	X		X		X	X		X	X	X				Varies	75/25	G	6-12	June	N	N	N	ODNR	Funding levels and competition for projects within each county for active recreation projects.
Clean Ohio Trails Fund (COTF)		X		X			X		X	X	X				\$750K	75/25	G	12-18	Mar	N	N	N	ODNR	Funding available for regional trails, trail spurs and trail facilities.
Ohio Water Development Authority (OWDA)	X	X				X	X								NA	NA	L	6-12	NA	N	N	N	OWDA	Funding available for water and wastewater project elements of larger transportation projects. Market rate interest. Special interest rates for economic hardship. Applications taken monthly.
OEPA Water Pollution Control Loan Fund (WPCLF)	X	X					X								NA	NA	G/L	6-12	Aug	N	N	N	OEPA (OWDA)	Loan funding available for wastewater project elements of larger transportation projects. Subsidized interest rates. Special interest rates for economic hardship.
Economic Development Administration (EDA) Public Works & Economic Development Programs	X	X				X	X	X			X	X			NA		G/L	12-18		Y	Y	N	EDA	Program helps distressed and economically disadvantaged communities revitalize, expand, and upgrade their physical infrastructure to attract new industry, encourage business expansion, diversify local economies, generate local investment, and create or retain long-term jobs through land acquisition, development, and infrastructure improvement projects that establish or expand industrial or commercial enterprises.
Ohio Department of Development Energy Loan Fund						X									\$2.5M	NA	L	6-12	NA	N	Y	N	ODOD	Low interested loans between \$250K to \$2.5M. Eligible projects include LED lighting, energy efficiency lighting technologies, energy management control systems and other energy efficiency improvements.
State Capital Request		X				X	X	X		X	X	X			NA	NA	G	6-12		N	N	N	state reps/ senators	Biennial submission deadlines for state representatives and senators varies.
Federal Earmarks		X				X	X	X		X	X	X			NA	NA	G	6-12		N	N	N	us reps/ senators	Biennial submission deadlines for federal representatives and senators varies.
Special Improvement District (SID)	X	X		X		X	X	X		X	X	X	X		NA	NA	G/L	12-18	NA	N	N	N	local board	SID designation requires a minimum of 60% of property owners agree to self-assess for activities outlined in adopted Plan of Services. Cannot include project elements mandated by municipal charter, but can include decorative elements and betterment.
Tax Increment Financing District (TIF)				X		X	X	X		X	X	X	X		NA	NA	G	12-18	NA	N	Y	N	local govt	Economic development mechanism available to local governments to finance public infrastructure improvements. Payments derived from the increased assessed value of any improvement to real property beyond that amount are directed towards a separate fund to finance the construction of public infrastructure defined within the TIF legislation.

» Notes and Trends:  
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 Federal and state funding programs often required environmental and other reviews as part of the application or award process.  
 Programmatic notes are based on most up-to-date information available, but funding priorities and allocations are subject to change. Please check program websites regularly.  
 Including projects in local, regional and state planning documents is most often preferred and increasingly required by funders.

# CHAPTER 8: PLAN IMPLEMENTATION

## POLICY & PROGRAMS

New roadway construction cannot – and should not – be the only solution to improving transportation conditions within the community. As illustrated throughout this document, many of the recommended projects are located along the perimeter of the community where development is expected over the next 25 years, or where development in the recent past failed to include a “complete” roadway network suitable for all users. Therefore, it is important that policies and programs are implemented to ensure existing infrastructure is incrementally improved throughout the community as part of annual maintenance activities. Below is a list of recommended policies and programs that should be considered for implementation:

The Recommended Policies and Programs can be found, with their ratings, on Page 13 of this document.

These policies and programs serve many functions. Most notably, they ensure regular maintenance activities and new roadway construction conform to a set of standard guidelines for not only maintaining the transportation network, but significantly improving it for the benefit of all roadway users wherever possible. Absent a robust set of policies and programs, old infrastructure may never be improved to modern standards or new construction may only serve a subset of roadway users. Both outcomes would be in direct conflict with the recommendations of the Transportation Plan.

## PRIORITIZATION

As noted in the Chapter 2, the Steering Committee and members of the public used a dot exercise to identify projects, programs, and policies that were most important for implementation. Given scarcity of resources, it is vital the City prioritize those projects, programs, and policies that City Staff, elected leadership, and community members feel would be most impactful to the transportation network. Through the dot exercise, a preliminary list of prioritization can be identified. However, this list should be reviewed on an annual basis as implementation progresses, funding ebbs and flows, and priorities change. Below are the Top 10 projects and Top 5 policies that were identified as priorities.

### The top 5 Recommended Policies and Programs are:

1. Create and implement street traffic calming strategies in suitable locations where traffic speeds impact the pedestrian environment.
2. Continue to maintain and update sidewalk network citywide, and

- retrofit where necessary for handicap accessibilities and safety.
3. (Three-way tie) Conduct preliminary engineering of improvement projects to make them shovel ready for funding

(Three-way tie) Pursue Intelligent Transportation System (ITS) improvements such as message boards, traffic flow maps, and traffic monitoring cameras - to help roadways operate more efficiently.

(Three-way tie) Commit to Vision Zero, a strategy to eliminate traffic crash fatalities and serious injuries among all road users.

### The top 5 Recommended Projects are:

1. Miamisburg-Springboro (Benner to Medlar)
2. Benner Road (Miamisburg-Springboro)
3. (Tie) Benner Road (Miamisburg-Springboro to Byers)  
(Tie) Miamisburg-Springboro at Medlar
4. Benner (Dayton-Cincinnati to Miamisburg-Springboro)

Please refer to the maps on Pages 10-12 in Chapter 2. These maps show all potential projects and their locations.

The results of dot exercise indicated the traffic calming and safety was of importance to participants. With twenty-two dots, creation and implementation 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, at 11 dots.

These lists should drive implementation of the Transportation Plan over the next five (5) years. It is important that progress is made on these lists to show commitment to the plan and its recommendations. Progress can take many forms, from completing and opening new roadway projects, to successful integration of new transportation policies throughout City operations, to conducting preliminary project activities such as advocacy, design, and property acquisitions.

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. However, it does not mean these projects, programs, or policies should be abandoned. Part of plan implementation is re-engaging with elected leadership and citizens on a regular basis to confirm or modify plan priorities to match community expectations. A program for doing so is discussed on Page 69.



# CHAPTER 8: PLAN IMPLEMENTATION

## PRELIMINARY ENGINEERING AND PROJECT PREPARATION

Though unlikely to complete all of the infrastructure projects necessary to bring the transportation network up to an ideal level, the City nonetheless should engage in preliminary activities which will support future construction and implementation. These activities can include:

- Focused land use, corridor, and intersection studies.
- Adding projects to regional and state transportation plans for funding eligibility.
- Engaging with local, county, state, and national appointed and elected leadership to advocate for construction projects and transportation policies.
- Right-of-way acquisition and dedication.
- Project scoping and preliminary engineering.
- Final engineering and construction document development.

By engaging in these pre-construction activities, the City can be prepared with shovel ready projects when sudden funding opportunities arise. These activities also display progress toward plan implementation which is an important sign to the community that the City is committed to fulfilling the promise of the Transportation Plan to improve the transportation network over the coming 25 years. This work may also qualify as part of a loan or grant matching funds requirement.

## RIGHT-OF-WAY DEDICATION OBLIGATIONS

Implementation of the Transportation Plan may be achieved through the dedication of right-of-way as part of the development process. Where sites are undergoing new development or redevelopment and the intensity of the use increases, either through new subdivision construction or zoning map amendments, compliance with the Transportation Plan will be required to accommodate additional traffic volume generated by the development. In addition to complying with the Access Management Regulations, where applicable, the property owner must also dedicate the right-of-way width recommended by the Transportation Plan Map.

Strict compliance with the Transportation Plan recommended right-of-way width may be modified only in the following cases:

4. In cases where the Planning Commission has adopted a sub-area plan for a distinct geographic area that has been prepared in conjunction with the City Engineer and approved by the elected legislative body of the jurisdiction in question.

5. In cases where the City Engineer determines that the required

dedication would be impractical or serve no meaningful purpose after submittal of a traffic impact study or other related studies required by the City Engineer.

6. In cases where ODOT or the County and the local jurisdiction have an agreement, plan, or joint project where roadway improvements in question would no longer be necessary (i.e., construction of a bypass, road improvements on nearby roads, etc.)

The dedication of right-of-way shall not be modified in the following cases:

1. Where right-of-way is needed for utility improvements.
2. Where right-of-way is necessary to meet current design standards and future traffic demands.
3. Where existing right-of-way is located within an existing roadway easement that would be dedicated in fee as part of the required dedication process.

Requests to modify the right-of-way dedication width will be reviewed by the City Engineer who will submit a recommendation to the Planning Commission and/or City Council.

## RECOMMENDED FUNDING STRATEGIES

Funding for transportation projects is available from federal, state, and local resources. Each funding source has specific rules and guidelines about what types of projects they will fund, how much of a project will be funded and timelines for expenditure of funds. Most grant programs require a financial match, which means that the city must also contribute funding to the cost of a project. The granting agency may also have restrictions about the source of the match. For example, a state funded grant might be restricted from having another state funded grant serve as the match. Funding programs for bicycle and pedestrian transportation projects are very limited, especially in comparison to funding for highway and roadway projects.

Several potential funding sources have been identified for the implementation of recommended transportation improvements in Miamisburg. The funding and implementation matrix were developed to identify potential funding sources for Plan recommendations. The table below includes a sampling of funding programs that could help Miamisburg accomplish projects outlined in the Transportation Plan.

# CHAPTER 8: PLAN IMPLEMENTATION

## MAINTENANCE STRATEGIES

The long-term performance of transportation networks depends on both the construction of new facilities and an investment in continued maintenance. Maintaining transportation facilities is critical to ensuring those facilities are accessible, safe, and functional.

Creating a strong maintenance program begins in the design phase. The agency that will eventually own the completed project should collaborate with partners to determine the infrastructure placement, final design, and life cycle maintenance cost. Maintenance staff should help identify typical maintenance issues, such as areas with poor drainage or frequent public complaints. They may have suggestions for design elements that can mitigate these issues or facilitate maintenance activities and can provide estimates for ongoing maintenance costs for existing and proposed facilities.

In addition to the major projects noted above, the City remains committed to a robust annual street resurfacing and concrete repair program. The intent is for these programs to – at minimum – remain funded at approximately their current level. Additional funds may be committed in future years to increase spending for resurfacing and concrete repair at the discretion of City Council on an annual basis.

## ON-GOING MONITORING AND EVALUATION

Measuring the performance of transportation networks is essential to ongoing success. Traffic Counts, bicycle and pedestrian counts, crash records, and other data contribute to a business case for continued improvement of, and investment in, transportation infrastructure. As recommendations are implemented, Miamisburg must be able to measure whether these investments are paying transportation dividends (i.e., more people walking and bicycling, fewer accidents, improved LOS). An affirmative answer reinforces this Plan’s legitimacy and provides evidence that future investments will also yield positive results. Miamisburg should establish baseline targets and set evaluation metrics as new plans and priorities occur. Data on these measures should be documented and published for public review. A robust performance measures program includes establishing baseline measurements, performance targets, data collection frequency, and data collection and analysis responsibility.

## Regulatory Controls

A function of the Planning Commission and City Council is to regulate the Miamisburg’s growth and development through the development review process. In general, development review is a three-step process that varies in length depending on the type of application. The steps

include:

1. Administrative Review: Plans are submitted for review and comments provided by various city departments and local agencies.
2. Planning Commission: Considers public comments, then reviews and makes a recommendation to City Council.
3. City Council: Considers additional public comments, then approves or rejects the application.

The processes and procedures for these steps are outlined in the City’s zoning code and subdivision regulations. It is recommended that City staff review these regulations to ensure conformance with the goals of the Transportation Plan and bring forth amendments to codify the Plan’s recommendations, as necessary. Adopting the Plan without supporting regulations dilutes the influence and inhibits enforcement of the Transportation Plan.

## Updates to the Transportation Plan

The Miamisburg Transportation plan is to serve as a comprehensive resource for local officials to access transportation analysis, assessments, and resources to aid them in their transportation planning and decision-making. The Miamisburg Transportation Plan should be updated every five years, with a horizon of 25 years into the future, to inform state, regional, and local transportation officials, and the public about the conditions, needs, and priorities for all modes of transportation in the city. The update process is generally outlined in the below table and should include extensive outreach to the public and transportation stakeholders to ensure that public perspectives are considered as part of the process.

Transportation Update Steps	Typical Duration
Establish Baseline Conditions and Solicit Public Input	2 months
<i>Public Input</i>	
Roadway Classifications, Design Guidelines, Programs, Projects, and Strategies Development	2 months
<i>Public Input</i>	
Technical Analysis	2 months
Draft Transportation Plan Development	2 months
<i>Public Input</i>	
Amended Transportation Plan	2 months
<i>Planning Commission Adoption</i>	
<i>Council Adoption</i>	

The Transportation plan update process should be expected to take 8-12 months to update as outlined in above. Therefore, it is recommended that the update process begin early in the fourth year of the transportation plan approval. The next transportation plan update process should begin in 2028.

Miamisburg Transportation Plan Year	Update Year	Horizon Year
2024	2028	2050
2029	2033	2055
2034	2038	2060
2039	2043	2065

## CONCLUSION

Successful implementation of the Miamisburg Transportation Plan will require the coordination between agencies and stakeholder groups to gain public acceptance and acquire funding. Three of the biggest deterrents to plan implementation are public resistance, lack of agency coordination, and limited financial resources.

Public acceptance is essential to the implementation of a project. Many projects, though planned, designed, and funded, have fallen apart due to public disapproval. To avoid this, all recommendations presented in this plan need to be vetted through the public participation process prior to implementation. Each project needs to be presented and reviewed by the public to provide awareness of any negative or positive impacts of the project.

Agency coordination is also essential in the implementation of transportation projects. Because transportation is regional, different agencies and jurisdictions must communicate to ensure more seamless connectivity. One City’s or county’s strategy to widen a roadway to accommodate more traffic can create issues for an adjacent city attempting to accommodate traffic on the same facility through the implementation of complete streets and sustainable land use policies.

Successful implementation of the Miamisburg Transportation Plan will require constant and transparent communication with the surrounding communities in addition to the Miami Valley Regional Planning Commission (MVRPC) and ODOT.

## CHAPTER 8: PLAN IMPLEMENTATION

The City of Miamisburg should continue to work with local, regional, and state transportation partners in the provision of transportation services. Examples of organizations and planning documents include, but are not limited to, the following:

- MVRPC 2050 Long Range Transportation Plan
- MVRPC Short Range Plan (TIP)
- MVRPC Active Transportation Plan
- Miamisburg Land Use Plan
- ODOT Multimodal Design Guide
- ODOT State Highway Access Management Manual (SHAMM)
- ODOT ADA/504 Transition Plan
- Public Right-of-Way Accessibility Guidelines (PROWAG)
- FHWA Complete Streets
- FHWA National Roadway Safety Strategy (NRSS) and the Safe System Approach
- American Association of State Highway and Transportation Officials (AASHTO)
- National Association of City Transportation Officials (NACTO) Design Guidelines
- Institute of Transportation Engineers (ITE) Design Guidelines

The current work in progress on roadways throughout the county would not be possible without the leadership of elected city officials advocating together for improvements to roads and other transportation infrastructure. To implement this plan, continued leadership from the city will be required.

Finally, it is imperative the City identify a constant budget line item for Plan implementation. This line item may rise and fall on an annual basis based on political, economic, and socio-economic factors impacting the City's finances. However, committing to funding for implementation on an annual basis will ensure at least some on-going progress is made in achieving the Plan goals and objectives. Debate on the level of funding should also result in a revisiting of the Transportation Plan on an annual basis to determine priorities. This ensures the Plan remains a living document and one that is actively and purposefully reviewed. Absent such a process, the City runs the risk of settling back into a pattern of delay which can negatively impact the long-term quality of life for its residents and businesses.

