

FAIRBORN THOROUGHFARE PLAN

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THOROUGHFARE PLAN

The primary functions of any system of public thoroughfares are to provide for: (1) the safe and efficient movement of people and goods and (2) logical community development. This plan recognizes present deficiencies in developed areas and provides for an orderly and acceptable extension into areas as development proceeds or as the need is determined through study. This plan is for the City of Fairborn, but has been expanded to cover all of Bath Township and a portion of Mad River Township in Clark County. This has been done for completeness and better continuity between outlying jurisdictions.

Transportation Principles

The following principles have been recognized in the preparation of recommendations and will continue to serve the City in future transportation-related decisions:

- ⦿ The community should have convenient internal circulation between neighborhoods, the central area, and special districts and facilities.
- ⦿ Through traffic should be routed around the center area, individual neighborhood areas, and industrial districts. Transportation facilities should define rather than split or pass through neighborhoods and residential areas.
- ⦿ The community should be linked to nearby communities and major cities by an efficient transportation system.
- ⦿ A safe pedestrian walk system should connect homes with neighborhood facilities.
- ⦿ A limited number of collector streets should lead from within the neighborhood to the arterial streets at its periphery.

The principle which has guided deliberations more than any other is that of convenience to the City's present and future street users. Examination of the history of thoroughfare planning (and our own existing street pattern) indicates the tendency of the motoring public to establish convenient routes of travel – whether such routes have or have not been pre-planned. Although the transportation principles listed above have been considered, the primary criterion for selection of any suggested improvement project will be the degree to which it serves a public convenience compared to available funding. Inclusion of selected projects is the function of the Capital Improvement Plan and suggested projects contained herein are to only serve as a guideline for possible future projects.

THOROUGHFARE PLAN

FUNCTIONAL STREET CLASSIFICATIONS

The following classifications are the definitions that have been used with our Thoroughfare Plan since 1974. A freeway category has been added and the collector street classification has been further divided into two categories.

Freeway

The primary purpose is to serve traffic movement from major traffic generators. Typically, the trip lengths would be over ten miles. These, obviously, would be the highest traffic volume corridors and Federal Interstate Aid, and State Freeway System funding eligibility would be required. There would be no access to land and no parking. Any kind of transit service would be express. This classification would always be designated the through street. Interchanges would be required. (Examples: I-675 and S.R. 844)

Major Arterials

These serve major centers of activity, the highest traffic volume corridors and long trips. They are primarily used for traffic movement, normally no parking; but there would be access to land as a secondary importance. Typically, these would be major State Highways and County Highways. Major arterials carry a high proportion of the total urban traffic on a minimum of mileage. (Examples: S.R. 444 and Colonel Glenn Highway)

Minor Arterials

The minor arterial system contains facilities that place more emphasis on land access than the major arterial system and offers a slightly lower level of traffic mobility. Here, traffic movement is primary; access to the land is secondary; parking is tertiary in importance. Minor arterials serve secondary traffic generators. Trip lengths may be over three miles. They are usually designated through streets and may be alternate State highways or County highways. These facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. (Examples: Kauffman Avenue, South Maple Avenue, and Dayton-Yellow Springs Road)

Collector Streets

A collector street system penetrates neighborhoods, distributes trips from the arterials through the area to their ultimate destination which may be on a local street or the collector itself. Traffic movement is as important as access to the land; parking is tertiary. Typical trips are under one mile and sometimes may be designated as through streets. Collectors may serve as a transit route and as a County highway. The **community collector** is the more significant collector serving more than one neighborhood or carrying sufficient traffic that it may be designated a through street. A **neighborhood collector** is simply that – a minor collector serving a particular neighborhood and serving shorter trips. (Examples of community collectors: Black Lane and Garland Avenue. Examples of neighborhood collectors: Erie Avenue and Southlawn Drive.) In areas where the route (collector or local) is acting primarily as an industrial or commercial corridor, there should be consideration for better maneuverability and wider right-of-way to safely accommodate larger vehicle turns and/or parking needs.

Local Streets

The local street system comprises all facilities not on one of the higher systems. Here, access to land is primary, traffic movement is secondary, and parking is tertiary. The facilities serve individual sites; trip lengths are under one-half mile. Local streets are rarely designated as a through street, not expecting to be carrying transit services. They serve as access to the higher order systems. Service to through traffic movement is usually or deliberately discouraged. (Examples: Goodman Drive and Cottage Court Drive)

Bikeways

The Dayton area has seen significant growth in bicycle ridership in recent years. Past national surveys have indicated that bicycling is one of the most popular sports in the United States. The majority of bikes being sold are of the light-weight variety. Such bikes require a smooth surface on which to travel to facilitate the greater speeds and distance of which they are capable. These attributes make bike travel time comparable to the automobile for regular local trips that are four miles or less in distance.

The Kauffman Avenue Bikeway is part of a regional bikeway route. This bikeway links the traffic generators of the Wright Brothers Memorial, Wright-Patterson Air Force Base housing area, Wright State University campus, the Kauffman Avenue commercial area, Central Park with the Y.M.C.A., and the Central Business District to an existing route, which connects to Yellow Springs and Xenia. It is important to have a local Thoroughfare Plan for bikeway implementation beyond the regional routes.

While the present day numbers may vary, past surveys conducted nationally have indicated the following characteristics about ridership, which should be kept in mind regarding a Bikeway Thoroughfare Plan:

- 50% of the desired trips are to a specific destination (implying a willingness to leave the car at home) consisting of visits to friends, personal business, work and school, in that order.

- o 50% of the trips desired were for recreational purposes, consisting of neighborhood riding and long distance riding.
- o 40% of the bikers and 20% of non-bikers indicate they would be encouraged to ride more often if bikeways were built to specifically facilitate them as an alternate mode of travel to the automobile.
- o 13% of bikers and 10% of the non-bikers indicate that they would be encouraged to ride more often if safety was increased to minimize potential conflicts and accidents with motor vehicles.

Regarding the safety concern above, this may be magnified by the fact that roughly 50% of bikers are too young to drive cars and, therefore, are less acquainted with the rules of the road. Bicycling education should continue to be stressed in the school curriculum and there should continue to be programs, such as Safety City.

Not to diminish the safety concern, it also must be kept in mind that there are some very experienced serious bikers in the City and region which utilize our roads because there presently is nothing better for them to use. The expansion of the Bikeway Thoroughfare Plan beyond that of the Regional Plan should take into account both the inexperienced and experienced users.

There are basically three functional types of bikeways as described below:

Class 1 (Bike Path or Bikeway)

This type of route is usually, but not always, separate from road rights-of-way. They generally serve as corridors exclusively for high demand bike travel not serviced by the road network. If such paths are along roads, they should be separated by a median strip. One-way paths should be clearly marked with arrows so indicating and be a minimum of five feet in width, with six feet desirable. Two-way paths should be a minimum of 10 feet wide, with 12 feet desirable, within a restricted right-of-way solely for that purpose.

Class 2 (Bike Lane)

These types of facilities are located along roads with significant bicycle demand which also handle through-traffic at high speeds or volumes. Such lanes should not travel through areas where there are many commercial or residential driveways. These bike lanes should be five feet in width, six feet preferable, starting from the roadway pavement edge. They should never be bi-directional.

Class 3 (Bike Route)

This type of facility shares the road with motor vehicles and is meant to provide continuity for the bikeway system. They are typically signed only and interconnect Class 1 and Class 2 facilities. For rural areas, care should be taken in selecting these routes, taking into consideration shoulders, side ditches, and other potential hazards. Within the urban area, the signed routes should be along less traveled streets and avoid problems with catch basins and other objects that would be in the pavement.

People in our area are very familiar with the characteristics of a Class 1 bike path and normally understand how it operates. People are also somewhat familiar with Class 3 routes because some areas currently have signed bike routes. Class 2 facilities do not appear very often in this area; therefore, for the immediate to medium future, due caution should be exercised in implementing any Class 2 facilities. Class 2 bike lanes could typically be expected to be located in campus areas and along newly improved highways or collector streets. They also are commonly employed in business districts if enough room is available. Class 3 bike routes, as would be expected, should constitute the greatest proportion of the Bikeway Thoroughfare Plan.

FAIRBORN THOROUGHFARE PLAN

APPENDIX

ROAD IMPROVEMENT PLAN & RECOMMENDATIONS

FREEWAYS

This functional classification has not been evaluated to any great degree. The need for improvement is best assessed by Federal and State Departments of Transportation. Present traffic volume from North Fairfield Road to Broad Street (S.R. 444) ranges from 30,400 – 35,500 VPD. This volume is projected to increase to 45,000 by 2020. It may be noted that the interstate system, including the I-675 corridor by Fairborn and S.R. 844, has a forecasted average daily level of service E for this corridor. Some sections will be level F, but they are not in our area. This level of service forecast is based on the Ohio Department of Transportation's 1990 and 2020 Regional Travel Forecasts. The present approach of Miami Valley Area Transportation Planners is to direct attention to support enhancement of alternate or parallel routes to the interstate systems, improving interchanges and intersections, or widening along those corridors. This approach is a more cost-effective solution than expensive interstate widening. Regionally, corridors supporting I-675 are S.R. 4 and S.R. 444. Locally, the parallel route would be the Black Lane/Trebein Road corridor south to Dayton-Yellow Springs Road or to New Germany-Trebein Road.

In the area of safety, a 1997 study indicates the accident rate for I-675 from S.R. 844 to I-70 is at 0.9 accidents per million vehicle miles. This rate compares to accident rates for typical average urban freeways of 1.7 accidents per million vehicle miles. The Miami Valley Freeway/Interstate System has no accident rate which exceeds 1.6 accidents per million vehicle miles. The section of I-675 from the Colonel Glenn Highway interchange east to Beaver Valley Road has some minor design deficiencies based on factors such as weaving/merging distances, interchange spaces, and horizontal and vertical curvature. The aforementioned year 2020 congestion of level E extends through this same segment and further east to Dayton-Yellow Springs Road.

THOROUGHFARE PLAN

ARTERIALS

Beaver Valley Road

- ⑥ Dayton-Yellow Springs Road to Old Yellow Springs Road

The completion of widening improvements through this minor arterial (11,300 ADT) section is recommended. A minimum three-lane cross-section is proposed with a fourth lane being added at the Old Yellow Springs Road intersection. There should be a signal at Old Yellow Springs Road and no parking throughout this section.

- ⑥ Old Yellow Springs Road to Oxford Drive

The mid-term upgrading of the existing two lanes is needed in support of its minor arterial (5,200 ADT) function to collect and convey local and some through-traffic between Beavercreek to the south and Fairborn to the north. The need for widening will undoubtedly become even more evident as the surrounding area becomes further developed for urban use and proposed new and existing developments from Beavercreek are built. Vertical grade and crown corrections should be undertaken to develop a complete three-lane section with curb, gutter and sidewalk.

- ⑥ Oxford Drive to New Germany-Trebein Road

A three-lane cross-section should be developed fronting developments along this minor arterial corridor. Curbing should be dropped south of the University Heights III plat (just south of Oxford Drive) to match the existing two-lane section having a paved shoulder under I-675 which should continue until opposite new development in the City of Beavercreek. Curbing is recommended only along the north side when paralleling development and the New Germany-Trebein Branch of Beaver Creek. The realignment of Beaver Valley Road to the new Autumn Creek plat alignment of this roadway should be completed soon. The lower portion of the existing road that intersects with New Germany-Trebein Road should then be abandoned. A signal at the four-way intersection with New Germany-Trebein Road will be needed in the future. Parking should be prohibited along the corridor. The City of Beavercreek has designated Beaver Valley Road to the south a major arterial.

Broad Street

- ⑥ I-675 to the East

This segment is a minor arterial (12,000 ADT). It should have 100 foot right-of-way and a four-lane configuration with a median to Black Lane. It then should taper to match the existing roadway to the east. A signal will eventually be necessary at a squared up intersection with Black Lane, becoming a main access to property to the north. Access points should conform in concept with the I-675 Interchange Access Control Plan. These secondary access points should be located at least 700 feet east of the interchange ramp intersection and an adequate distance from Black Lane to develop a left-turn storage lane.

o I-675 to Vanderbilt (State Route 444)

This segment (14,200 ADT), a major arterial, needs upgrading to provide two additional through-lanes to the existing narrower two-lane road or, as an interim, provide turn lanes at each of the intersections in order to alleviate peak-hour congestion. A four-lane cross-section with a median from I-675 to Sandhill Road in a 100-foot right-of-way is recommended. Turn lanes should be provided at both Spangler Road and the Sandhill Road/Schwerman Drive intersections. A “window to the community” is desired for this section. The Spangler Road intersection area should be redesigned to a standard four-way intersection in order to reduce confusion and provide more direct crossing and turning movements. A signal will potentially be necessary at both Spangler Road and Sandhill Road. The Sandhill Road intersection should be squared up to meet Schwerman Drive, a potential northern extension of Dayton Drive. No new curb cuts are recommended between Spangler Road and I-675 in conformance to the “I-675 Interchange Access Control Plan.” Existing access points should be eliminated when possible. Access should be from Spangler Road for that area. The roadway should then taper to four lanes once west of Sandhill Road. There should be one main curb cut between Sandhill Road and Vanderbilt Drive. There should be no more curb cuts than the “I-675 Interchange Access Control Plan” shows and fewer, if possible.

o Vanderbilt to Dayton Drive (State Route 444)

This major arterial segment experiences noticeable traffic congestion (15,200 ADT) during the daily rush hour. It’s extremely built up character with numerous curb cuts, sign controlled, local intersections and narrow to non-existent building setbacks result in congested traffic situations. The entire section should have a minimum of four lanes. It is desirable to have five lanes at the signals with Maple Avenue and Hebble Avenue. Turn lanes already exist at Central Avenue and Dayton Drive. A turn lane at the Xenia Drive intersection would be desirable only if the State Route 235 designation remains along the Xenia Drive corridor. There should be no parking along the section. The median along the north approach to the Dayton Drive intersection should remain. When widening improvements would be done, the elimination of the Eastview Drive intersection is recommended. Curbless areas between Central Avenue and Hebble Avenue should be eliminated. The “Broad Street Plan” should be utilized to promote increased off-street parking areas and correct access to adjacent businesses in this section. Traffic signal coordination improvements are recommended.

o Dayton Drive to the South

The existing four-lane configuration of this major arterial (18,500 ADT) with a median is recommended to remain. Correction of the curb line along the east side should be undertaken along with improvement of the east sidewalk connecting to Wright-Patterson Air Force Base to the south. Improved coordination of signals along the WPAFB access intersections (26,500 ADT) is recommended. These need to be upgraded to a higher type and monitored much better than at present.

Central Avenue

o State Route 4 to Broad Street (State Route 235)

The four-lane configuration for this major arterial (S.R. 235) that exists near the City Corporate Limits (15,400 ADT) should be extended all the way to State Route 4 (19,700 ADT). Access to the roadway should continue to be limited to promote traffic movement, especially during peak traffic periods. Sandhill Road should be squared up at its intersection, especially if it becomes a State Route 235 north bypass route. The two intersections of Haddix Road and Johnson Street could be combined into one squared-up access intersection.

o Broad Street to Kauffman Avenue

This segment behaves as a minor arterial (13,000 ADT). The four-lane configuration with turn lanes at community collector streets should be continued. In the interest of traffic movement, there should be no parking throughout the entire segment, including the downtown business area at Main Street. Although parking is a desirable need for the downtown business district, as a compromise between traffic flow and parking needs, selective parking removal along Central Avenue is recommended. This would create smoother and safer traffic flow for through traffic. It would be desirable to have left turn lanes at Main Street. However, turn lanes are not possible due to the location of the memorial feature. South of Dayton Drive through-lanes should be widened to 12 feet to match the rest of the corridor. The signal at Ohio Street is barely warranted and could be considered for removal if no widening is forthcoming. A widened roadway section between Dayton Drive and Kauffman Avenue would tend to increase traffic flow and would then support traffic warrants for that intersection. A Class 1 bikeway is recommended to be extended along the west side up to Ohio Street and cross over to Central Park, utilizing the signal for a pedestrian crossing.

Colonel Glenn Highway

o Kauffman Avenue to Old Yellow Springs Road

This segment (16,000 ADT) presently behaves as a minor arterial, a change from a major arterial designation before State Route 844 was opened. The route still handles over 10,000 vehicles per day and handles the current traffic load satisfactorily. If some significant traffic generators are developed on the Wright State University property located west of Colonel Glenn Highway and east of I-675 or adjacent to the University Boulevard/Ravenwood Drive interchange, a four-lane section with turn lanes at signals is recommended. Also, if alternate route Nutter Center traffic seriously begins using this link, that would trigger widening improvements. Curb cuts should be minimized throughout this section. Sidewalk is recommended along the east side from Ravenwood Drive to Kauffman Avenue. Bike lanes are also recommended for the entire segment; therefore, paved shoulders are encouraged.

o Old Yellow Springs Road to West Corporation Limit

Signalized intersections should be well coordinated and maintained to assist the traffic flow along this busy, major arterial section (28,600 ADT). The addition of right-turn lanes and acceleration lanes would help some intersections. Shoulders are recommended to be paved and may be useful for bicycle travel, which should be promoted. The Old Yellow Springs Road intersection should be squared up better, relocating the present signal further east. Changes should be undertaken to correct the narrowed lane width for eastbound traffic going into the Old Yellow Springs Road intersection. A second eastbound through-lane should be added at the Fairfield Road intersection. Westbound left-turn lane storage onto North Fairfield Road should be maximized.

Dayton Drive

o Xenia Drive to Central Avenue

The section should be upgraded to become a four-lane minor arterial (10,700 ADT) cross-section for the entire length; therefore, widening is required from Maple Avenue to Xenia Drive. There should be no parking allowed. The widening would support the possibility of redesignating State Route 235 south along Dayton Drive to Broad Street. Additional right-of-way should be sought to be able to provide additional border area width and room for a Class 1 bikeway along the east side from Maple Avenue to Xenia Drive. If the State Route 235 route is designated along Dayton Drive or widening occurs, a westbound left-turn lane should be allowed at the Maple Avenue intersection.

o Central Avenue to Broad Street

As the traffic volume increases along this section from the present (7,500 ADT), parking should be eliminated completely. Since Wright-Patterson Air Force Base has closed the Xenia Drive gate and the Main Street gate, the Base bound traffic utilizing State Route 235 has much more of a tendency to use this minor arterial. If State Route 235 is redesignated along this corridor, the section should function entirely as a four-lane minor arterial with no parking along the entire length. The section from Grand Avenue to Broad Street should be widened to provide four full width lanes. Also, a five-lane configuration for the westbound approach to Broad Street should be implemented. Additional right-of-way would be necessary to change that approach.

Dayton-Yellow Springs Road

o State Route 235 to the East

Two lanes should be adequate to accommodate the through traffic (7,600 ADT) that collects and conveys back and forth from U.S. 68 between Fairborn and Yellow Springs as long as there is adequate shoulder width. However, there should be some upgrades of the existing minor arterial road at intersections where there are increasing turning movements. A three-lane section is recommended for those points.

o State Route 235 to Trebein Road

The intersection with State Route 235 should have four lanes and be divided to promote safe intersection movement. With additional right-of-way and improved geometrics, State Route 235 may be able to become a thru-road with the use of only intersection control beacons on Dayton-Yellow Springs Road. Elsewhere, an improved two-lane road (9,600 ADT) should be sufficient for the medium future, however, turn lanes or a third lane may be added at the Linebaugh Road and Byron Road intersections. Approaching Trebein Road, the minor arterial roadway should be widened to create five lanes at the Trebein Road signal. The speed limit should remain at the present 45 MPH.

o Trebein Road to Maple Avenue

This entire stretch (14,700 ADT) should be five lanes at a minimum. There should be a signal in the future at Commerce Center Boulevard. A signal at Gateway Drive may be an eventuality, but efforts should be made to avoid it, if possible. It would be preferable to have no additional signals between I-675 and Five Points; however, one may be added at Park Hills Drive when warranted. Signals through this segment should be coordinated to promote the best progressive movement possible. The frontage road, roughly between Southlawn and Faculty Drive, may have to be eliminated when widening improvements are done along the north side of Dayton-Yellow Springs Road or there may be enough room to allow a small width island to separate that access road from the main minor arterial through street. In the medium future, the traffic island located at the Beaver Valley Road intersection may be changed to allow for an additional eastbound lane. Specific access considerations near I-675 should refer to the "I-675 Interchange Access Control Plan" developed by MVRPC.

o Maple Avenue to State Route 444

Existing two-lane areas of this roadway (10,200 ADT) should have parking eliminated and a minimum three-lane configuration utilized. In the medium future, this minor arterial should be widened along this entire segment to four lanes. This may require some right-of-way acquisition. In the near future, a one or two block section near Kauffman Avenue should be considered as the first phase for a widening improvement. A flashing intersection control beacon or a full, signalized intersection may be considered at Superior Avenue.

Kauffman Avenue

o Central Avenue to High Street

The existing lane configuration for this minor arterial (15,800 ADT) works well for the entire section, especially by the commercial plaza area. With the plaza occupants going through current market changes, there may be a possibility to eliminate some lesser-used curb cuts. The Garland Avenue signal should be evaluated for the possibility of eliminating the left-turn protected phase. Also for improved safety purposes, an improved sidewalk along the east side of the street from southern Central Avenue northward across the railroad tracks is recommended. This will also promote bicycle traffic use on that side of the street all the way to the YMCA. Due to safety issues, a bicycle crossing over to the north side Class 1 bikeway is not recommended where Central Avenue curves onto Kauffman Avenue.

o High Street to Colonel Glenn Highway

The existing lane configuration (15,300 ADT) works well for this section. No change is recommended. Sidewalk should be extended from Montgomery Avenue to Colonel Glenn Highway along the east side. Left-turn sight distance problems for Kauffman Avenue at Dayton-Yellow Springs Road should be improved, if possible, for both directions.

o Colonel Glenn Highway to State Route 444

The two-lane configuration (10,500 ADT) should be widened to three lanes for the minor arterial at the Zink Road intersection and at the Wright-Patterson Air Force Base housing area street intersections. The signal phasing at Wright State Road should be re-evaluated. A separate left-turn phase may not be necessary. The four-lane configuration (16,600 ADT) near State Route 444 should continue past the National Road intersection and then taper to three lanes. Reconstruction of the roadway from 1,000 feet east of Zink Road west to National Road should be undertaken to improve vertical alignment and provide better shoulders and full width lanes. The Class 1 bikeway should be extended from Colonel Glenn Highway to the Wright Brothers Memorial having pedestrian signal crossings at all signalized intersections.

Maple Avenue

o Xenia Drive to Dayton Drive

The remainder of parking should be removed. No additional changes (9,900 ADT) are recommended for the medium future.

o Dayton Drive to Dayton-Yellow Springs Road

The near to medium future should strive to have the minor arterial go entirely to a three-lane configuration (14,000 ADT) by removing the remaining parking. The recommendation for the long-term is to widen the roadway to four full 12 foot wide lanes. This would require approximately 3 feet to 5 feet of additional right-of-way. There will eventually need to be a signal at Garland Avenue and a fifth lane for turns may be considered when Garland Avenue links up with its eastern extension which crosses under I-675. The Doris Drive signal should be removed when the Garland Avenue signal is installed. This will provide better progressive movement along Maple Avenue. A vertical grade improvement should be considered just north of Doris Drive to improve site distance.

National Road

This minor arterial (12,000 ADT) is recommended to have four lanes along its complete length with a fifth lane at the intersection with McClellan Avenue. Curbing and sidewalk is recommended along the east side in the immediate vicinity of that intersection and along all areas on the east that will be developed. Additionally, a southbound right turn lane into the Base at that intersection is also recommended. South of Reese Drive, it is recommended that the many smaller width parcels that exist along the east side have their driveways interconnected as their uses change from residential to office and/or commercial. This may be accomplished by extending Lawton Drive along back lot lines.

New Germany-Trebein Road

o Beaver Valley Road (New) to the West

This section (6,900 ADT) is designated a minor arterial. This matches the City of Beavercreek designation. A 90 foot right-of-way is recommended along with four lanes having curbing and sidewalk. A fifth lane used for turning is recommended at the Beaver Valley Road intersection, a four-way intersection that will probably be signalized in the future. Once the new Beaver Valley Road connection at the Varner property is made, it is recommended that the Old Beaver Valley Road intersection and short length of road from New Germany-Trebein Road be abandoned. However, this section of roadway is in the City of Beavercreek. No curb cuts are anticipated to be along the north side of the road that would be serving a proposed housing development, part of the Beavercreek Golf Course plan.

o Beaver Valley Road (New) to Trebein Road

This link (4,600 ADT) is currently designated a community collector. However, depending upon future development in the area, this link could very well become a minor arterial. As development occurs along the roadway, it should be widened to collector street standards (36 foot back-to-back) with sidewalk, keeping in mind that ultimately the roadway may need to be four lanes. The widening of bridges where Beaver Creek and the New Germany Branch cross is recommended. With no expected development along wetland area frontage, it still is recommended that some shoulder width be available for vehicle recovery. A signal at the Trebein Road intersection may be needed in the future.

North Fairfield Road

The small section that is in Fairborn (26,700 ADT) is a major arterial which matches the City of Beavercreek designation. It is recommended an additional northbound through-lane be added to eliminate an existing changeable use lane utilized for special event traffic at the Nutter Center. The configuration of lanes for this section should match the future adjoining improvement proposed by the City of Beavercreek (I-675 bridge widening). Provisions supporting bike travel should be undertaken. Off-road signing should be better organized to remove visual clutter. Control of the signal for the Colonel Glenn/North Fairfield Road intersection should be sophisticated enough to be coordinated with the Colonel Glenn closed loop system or with the North Fairfield Road closed loop system or run free depending on seasonal, or special event circumstances. Improved alternate route signage or messages on adjoining roadways (including the interstate) should be sought to help alleviate peak flow problems associated with university or mall events.

Old Yellow Springs Road

As traffic increases (presently 11,700 ADT), parking may be removed along the existing widened section at the eastward end through the apartment developments. It is recommended that a minimum three-lane roadway be developed for the entire length. Four lane sections would be desirable at both the Beaver Valley Road and Colonel Glenn Highway intersections. Vertical grade problems should be corrected. Curbing and sidewalk are recommended. The road should be “squared up” at the Colonel Glenn Highway intersection moving the signal eastward. There should be no parking along the entire segment except where the overwide section already exists within the present Fairborn City Limits.

Springfield Pike

This segment of road connects between State Route 444 south of Kauffman Avenue and the Montgomery County line, and serves as access to Area B and the Air Force Museum. The road is designated a minor arterial due to its linkages between Fairborn and Riverside. The configuration of four lanes is adequate for the traffic (9,900 ADT) along the road. There are two concerns along this roadway. The first is the Conrail overpass which creates narrow travel lanes for the roadway underneath. The second is the proposed extension of the Kauffman Avenue Bikeway from its current terminus at the Wright Brothers Memorial to Eastwood Park, south and west of the Montgomery County line. Current thoughts involve a “T” connector route which will bridge the bikeway from the memorial across the railroad and State Route 444 to the Mad River Extension, Phase II Bikeway at Huffman Dam. The Mad River Bikeway is aligned north of Springfield Pike and south of Mad River, and will connect Eastwood Park to the Huffman Prairie National Historic Landmark on Wright-Patterson Air Force Base.

State Route 4

- Chambersburg Road to S.R. 444

This major arterial has a configuration of four lanes with a center median (24,900 ADT) and is utilized heavily during rush hours. It is used by commuters to WPAFB and for tourists visiting the U.S. Air Force Museum located in Area B of the Base. A three mile section lies within Bath Township. The at-grade access intersections are rated fair and could use improvement and may be considered for elimination due to the low volume roads which intersect.

Trebein Road

- State Route 235 (Xenia Drive) to Dayton-Yellow Springs Road

This minor arterial (2,200 ADT) should have a 90 foot right-of-way provided as development occurs and be widened to three lanes in the medium future. Traffic volume is expected to double within a few years based upon the present development plans. Additional lanes for turning or deceleration should be considered at some intersections where they are warranted. Curves, both vertical and horizontal, should be smoothed out and the road centered in the right-of-way. Improved turning radii and site improvements should be considered at the State Route 235 intersection. A future signal is envisioned at the State Route 235 intersection. Signals at the Garland Avenue and Channingway Drive intersections may also be needed in the future. The Garland Avenue and Channingway Drive intersections will eventually have the fourth leg extended eastward from both. As the road approaches Dayton-Yellow Springs Road, a five-lane cross section is anticipated, the transition beginning at the section line immediately north of Dayton-Yellow Springs Road.

- o Dayton-Yellow Springs Road to New Germany-Trebein Road

This section of minor arterial (3,600 ADT) needs to have the horizontal curves smoothed out and the bridges improved. Traffic volume is expected to double in the next few years as a result of new single-family development already under construction. A 90-foot right-of-way is recommended along with a 36-foot wide improved three-lane road. Non-developed areas should be improved with shoulders for vehicle recovery. A signal at the Commerce Center Boulevard intersection may be needed; however, a more likely signalized intersection would be at New Germany-Trebein Road.

- o New Germany-Trebein Road to the South

This minor arterial section (5,500 ADT) will be more rural in nature and the Greene County Plan should be consulted. Northbound traffic approaching the New Germany-Trebein Road intersection would have a tendency to go west towards the Mall area. The traffic volume is expected to reach 6,500 ADT within a few years. Traffic safety would be a concern; therefore, signalization would be a possibility for that intersection. The horizontal jog located at that intersection will soon be eliminated resolving much of the potential problem for the near future.

Xenia Drive

- o I-675 to the East

To support and promote commercial/industrial development in the area, it is recommended the minor arterial (100' right-of-way) be upgraded to four lanes (5,500 ADT) out to Trebein Road. A three-lane cross-section eastward should be sufficient. The intersection at Trebein Road is envisioned for future signalization. The S.R. 235/Byron Road intersection should be reconstructed to improve sight distance and angle of intersection as land east of I-675 develops. Up to four full-movement access points may be developed between I-675 and Trebein Road, which conforms to the "I-675 Interchange Access Control Plan."

- o I-675 to Dayton Drive

This major arterial must allow traffic to enter and move through (19,200 ADT) the community. The existing route should be upgraded to become a four-lane arterial with no parking allowed. Right-of-way from I-675 to Yellow Springs-Fairfield Road should be 100 feet minimum and a 14-20 foot median is suggested, allowing for turn lanes at the Yellow Springs-Fairfield Road signal. This improvement would create a "window to the community" off of the interstate. No median would be necessary west of Yellow Springs-Fairfield Road. Along the Southdown frontage, there should be no curb cuts beyond what is proposed in the "I-675 Interchange Access Control Plan." The Plan suggests southside access should be limited to the existing drive at Yellow Springs-Fairfield Road and one at a squared up Sports Street intersection. The Plan further suggests only two full-movement access points between I-675 and Yellow Springs-Fairfield Road.

o Dayton Drive to Broad Street

The key to this segment (6,800 ADT) is whether State Route 235 will be rerouted or not. A short-term possibility is to reroute State Route 235 south and then west along Dayton Drive to Broad Street.

1. If the segment remains a state route, it should be designated a minor arterial and be developed into a proper four-lane thoroughfare. Left turn lanes would be suggested for intersections with Maple Avenue, Central Avenue, and Broad Street. There would be no parking.
2. Should the state route be redesignated, the segment should be downgraded to a community collector. Physical changes at Dayton Drive and at Third Street would be desired to convey that lower priority. A two-lane collector could be utilized with three-lane striping at signalized intersections. Parking could be allowed where it would not interfere with traffic flow.

o Broad Street to Wright-Patterson Air Force Base

Wright-Patterson Air Force Base has closed the Xenia Drive gate. This segment should be downgraded to a local street. It may be possible to reinstate parking for the commercial area.

Yellow Springs-Fairfield Road

o Twin Towers Park to West Enon Road

This section (1,300 ADT) should be improved to match the existing section west of West Enon Road. The intersection with West Enon Road should be improved to allow for better turning movements and also to create a better warning for West Enon Road traffic to stop.

o West Enon Road to Black Lane

As new development occurs along the frontage, acceleration, deceleration and necessary turn lanes should be provided along this minor arterial; otherwise, the existing two-lane roadway (4,500 ADT) is sufficient for the immediate future. Long-term improvement should lead to a four-lane curbed section with turn lanes at main or signalized intersections. One such possible signalized intersection in the future would be at Black Lane, which potentially will extend south to S.R. 235. A future northward extension of Byron Road to meet Stoneybrook Trail should create a fourth leg for that intersection, which also may be signalized. Bike travel should be promoted by providing paved shoulders and eventually a Class 1 link to Twin Towers Park and beyond.

o Black Lane to Xenia Drive

The two-lane existing configuration should be sufficient (8,400 ADT) for the immediate future for this minor arterial, but additional lanes should be added with new development. Long-term improvements should lead to a four-lane curbed section with special consideration being taken at the I-675 underpass (narrow). A left-turn lane onto Spangler Road that can support truck traffic may be one of the early improvements necessary. The signal at Xenia Drive should be improved. There should be a bikeway link from Xenia Drive to Sports Street along the west side. Eventually, a Class 1 bikeway link should be continued eastward from Roehner Drive.

COLLECTORS

Adams Street

- Dayton Drive to Lohnes Drive

This neighborhood collector (1,500 ADT) serves as one of two primary accesses to the Mitman Park neighborhood. It is presently developed as a 30-foot wide roadway in a 50-foot right-of-way. No significant changes are recommended for the street. When Dayton Drive is connected to Schwerman Road creating access to Broad Street, consideration should be given to reconfiguring the Adams Street/Dayton Drive intersection, making Adams Street a stop street and squaring it up with Dayton Drive. Selective parking removal would help site distance and reduce traffic friction from adjacent parked cars.

Armstrong Road

Armstrong Road is a neighborhood collector (2,052 ADT) serving as primary access for the residential developments, existing and proposed, along the hilltop area in the northeastern section of the City. It should be developed as a three-lane curbed road section as adjacent development occurs. The two 90 degree bends should be improved to increase safety.

Bath Road

- State Route 4 to Kitridge Road

This road segment (3,314 ADT) collects traffic from Kitridge Road as it progresses to and from State Route 4. Though little development is anticipated in Bath Township, the creation of hundreds of homes in the City of Dayton to the west will increase daily traffic counts because of the ease of access to State Route 4. Kitridge Road is anticipated to be a community collector due to the importance of the route into Dayton and Huber Heights. This segment may continue as a rural style, uncurbed roadway, but upgrading to full width lanes with an improved shoulder is recommended. Improvements need to be done at the State Route 4 intersection where there is shoulder failure evident and where signs along S.R. 4 create a minor sight problem. An acceleration lane would be an appropriate consideration to allow southbound traffic the opportunity to merge more easily into the highway. In addition, traffic control at the Kitridge Road intersection should be reviewed. Poor visibility is caused by the poor angle (less than 45 degrees) of the intersection. Some consideration should be given to renaming this segment to Kitridge Road for better identification by motorists.

Black Lane

o Dayton-Springfield Road to Armstrong Road

This community collector (2,166 ADT) connects North Broad Street to the residential neighborhoods in northeast Fairborn. The land adjacent to the roadway is primarily agricultural, but has potential for industrial development due to the possibility of rail access. This segment should be developed with better shoulders, but may remain as a two-lane road. If it is ever rebuilt, it should be considered for being raised two feet to act as a levee for FEMA 100-year storm events. There should be grade improvements at the railroad crossing and some consideration should be given to squaring up Black Lane at the northern intersection when development occurs in that vicinity. The intersection with Dayton-Springfield Road is a potential signal location and may have a fourth leg to the north created when development occurs.

o Armstrong Road to Yellow Springs-Fairfield Road

This section of community collector street (2,800 ADT) is a primary access for adjacent residential neighborhoods. The fully improved section is constructed as a 30-foot roadway in a 60-foot right-of-way. It is recommended that curbing be installed along the east side for the segment from Black Lane School to Armstrong Road in the near future. There is potential for a signal at the Yellow Springs-Fairfield Road intersection.

o Yellow Springs-Fairfield Road to State Route 235

This link was previously included in the Thoroughfare Plan. It was desirable, both locally and county-wide, that the connection between Black Lane and Trebein Road be made to support a significant north/south avenue. The advent of a proposed quarry reserve in 2003 significantly altered transportation and utility routes. Loadings will be diverted to the east and west in the future.

Brown Avenue/Dorothy Avenue/Henry Street

Brown Avenue, Dorothy Avenue, and Henry Street were previously classified as a collector street route in the 1977 Thoroughfare Plan. Because Funderburg Road has been downgraded to a collector street, and there is a lack of connections to Wright-Patterson Air Force Base, it is recommended that these three streets be reclassified as local streets.

Byron Road

This road is currently in Bath Township with little development, but serves as the primary connector (1,100 ADT) between the Rona Hills area and Dayton-Yellow Springs Road, east of I-675. In the near term, vertical curve improvement is necessary in several locations for this community collector. One critical location is the intersection with State Route 235, which needs improved site visibility and some vertical curve improvements in the near vicinity. The intersection with Yellow Springs-Fairfield Road is a potential signal location when conditions warrant. In the medium future, a third lane may be necessary at intersections with Yellow Springs-Fairfield Road, State Route 235, and Dayton-Yellow Springs Road. The remainder of the two-lane roadway should be sufficient for the medium future. Improvement to full width lanes with some shoulder is desirable. Long-term improvements should see a fourth leg created at the Yellow Springs-Fairfield Road intersection, a northward extension to meet Stoneybrook Trail. There may be fairly significant residential development at the north and south end of the road creating fully improved sections in those areas. The road is envisioned to be a community collector with a pavement width of 39 feet in a 70-80 foot right-of-way. A strong effort should be made to avoid lowering the speed limit to less than 45 MPH.

Central Avenue

- o Kauffman Avenue to Doris Drive

This segment functions as a community collector (2,100 ADT) primarily due to its directing traffic from the central Fairborn area into the Pleasant View, Maple Heights, and Forest Hills neighborhoods. Traffic volumes decline gradually towards the south as traffic flows onto the adjacent local streets and onto intersecting collector streets. No major improvements are anticipated for this segment of the roadway. Care should be taken to assure proper site distance at intersections and free traffic flow near the Doris Drive intersection.

- o Doris Drive to Garland Avenue

This southerly segment (1,200 ADT) of Central Avenue functions as a neighborhood collector because much of the traffic has exited onto adjacent neighborhood streets prior to using this segment. The street section is also narrower in this area than most of the northern sections to complement the lower thoroughfare status. No parking is allowed on the west side. Care must be taken to assure good site distance at all intersections. Proper turning movements must be assured at the collector street intersections (Doris Drive and Garland Avenue). No major improvements are anticipated. A re-evaluation should occur at the time the Garland Avenue extension towards the east is constructed. A greater use of Garland Avenue may create increased traffic on this section of Central Avenue since it acts as an alternate route to Central Fairborn or northern Kauffman Avenue.

Chapel Drive

Chapel Drive is a neighborhood collector (1,700 ADT) providing the primary access to the University Woods multi-family development and the single-family neighborhood to the south. The road connects to Oxford Drive and Cambridge Drive at the south allowing for a second access from an arterial into the neighborhood from the west. Except at the Dayton-Yellow Springs Road intersection, road improvements are not anticipated; however, removal of parking in select areas may be considered to assist traffic flow. A traffic signal may be considered at Dayton-Yellow Springs Road, but widening of the approach to the intersection to provide more width for turn lanes may prove sufficient.

Channingway Drive

Channingway Drive (2,500 ADT estimated) is considered a community collector. It will serve as a secondary access to the Valle Greene North commercial/industrial area and as access to a medium density residential area. It also is serving as transitional use between commercial and residential uses further to the north. The road is intended to be three-lane width (36 feet) having restricted parking. Depending upon surrounding development, a signal may be necessary at the Trebein Road intersection and may also be necessary at the Commerce Center Boulevard intersection. Right-of-way should be a minimum of 60 feet.

Cleary Drive (Cleary Drive Connector)

Cleary Drive is designated as a neighborhood collector in anticipation of future connections, not on existing usage. A 550 foot connection is proposed from the northern dead-end of Cleary Drive north to Xenia Drive at the existing signal with Yellow Springs-Fairfield Road. This connection has occasionally served as emergency access from the Pleasant View neighborhood to Xenia Drive. It has been used as an unofficial detour route in the past when Maple Avenue has been blocked for bridge repairs or other reasons. This road is also a primary access to a potential 20-30 acre single-family residential development site located at the southern dead-end of Cleary Drive.

The northern extension is dependent upon permission to cross the private railroad line operated by Southdown Corporation. Southdown has been unsupportive in the past; however, the relocation of the cement milling operations to Linebaugh Road may change their position on the extension. It is recommended that the roadway be extended with collector street dimensions having a minimum of 60-foot right-of-way (with a 70-foot right-of-way desirable) from Xenia Drive to just south of the railroad crossing. South of there it should narrow to match the existing dimensions of Cleary Drive, a 30-foot road width in a 50-foot right-of-way. Some parking restrictions should be encouraged along the new street and perhaps along one side of the existing street. Any new development of non-residential property along the south side of Xenia Drive, particularly at the signalized intersection, should be required to have full movement access from Cleary Drive and not from Xenia Drive.

Commerce Center Boulevard

- o Garland Avenue to Dayton-Yellow Springs Road

This proposed community collector will serve the industrial, office, and commercial area between Garland Avenue and Dayton-Yellow Springs Road. It will serve as the primary access for these future parcels to get to the I-675 interchange at Dayton-Yellow Springs Road. It is being developed as a 36-foot wide street within a 70-foot right-of-way, meeting current collector street standards. Parking is restricted throughout. Because it is an excellent connection to Garland Avenue, this route should be encouraged to have bike lanes or a Class 1 bikeway along the east side.

- o Dayton-Yellow Springs Road to Trebein Road

This community collector (1,100 ADT) serves as an access to the I-675/Dayton-Yellow Springs Road interchange for the southern development area of Fairborn and developing areas further south along Trebein Road. It serves the industrial parcels located within the I-675/Fairborn Commerce Center development with a 36-foot wide road in a 70-foot right-of-way. There is no parking along this segment and a sidewalk is located along the east side of the road. Demarcation of bike lanes along the curbs is encouraged to complement the already well-used Trebein Road bike route that is familiar with regional bikers. A signal with the East Dayton-Yellow Springs Road intersection is recommended. A signal at the intersection with Trebein Road may also be necessary if future development warrants.

Connector Street (Armstrong Road to Yellow Springs-Fairfield Road)

It is recommended that a neighborhood “collector” street or route be developed to provide future residential neighborhood traffic fairly direct access to Armstrong Road and to Yellow Springs-Fairfield Road. This is not envisioned as a direct through street but a series of two or three roads to discourage through traffic. The two Armstrong Road sharp bends are potentially good locations to continue north-south flow into future residential areas. The exact nature of this route will be dependent upon a specific development layout proposed for the area.

Connector Street (Beaver Valley Road to Old Yellow Springs Road)

It is envisioned that a neighborhood “collector” street or route be developed that would link a future residential development between Old Yellow Springs Road and Interstate 675 to the nearby arterials. This need not be a direct through route, but may be a series of roads intended to assure connection through the neighborhood. The complete connection may not be able to occur until the long-term future due to the closed landfill acreage presenting a practical problem for development. The exact nature of this route will be dependent upon specific development proposals but some connectivity to abutting properties is desired.

Connector Street (Commerce Center Boulevard to Trebein Road)

This neighborhood collector is suggested to ensure access to a proposed low-density residential area bounded by Garland Avenue, Trebein Road, the Northgate PUD and the Valle Greene North area. It is not likely this area will have good access to Garland Avenue because of natural features and/or wetlands. This “collector” is intended to provide the access strictly for residents within the neighborhood and not for non-neighborhood traffic. Therefore, this “collector” may be constructed as one or a series of roads. Direct through-access should be discouraged and forced turn movements encouraged. Calling this a collector street may be a mislabeling. The object is to just create an east-west flow for the developing neighborhood. The exact nature this street(s) will take will be dependent upon what specific development layout is proposed for the area.

Dayton Drive (Adams Street to Xenia Drive)

This segment of Dayton Drive (5,800 ADT) is designated as a community collector. It is fully developed with curb and gutter and has a 41-foot road width adequate for collector street use. This stretch allows access between downtown and the Mitman Park area and to future industrial development to the east. No widening is considered necessary except at the existing bridge spanning Hebble Creek and into the intersection with Xenia Drive. Care should be taken to make sure the street section can handle truck traffic as there may be a significant increase in the future when Dayton Drive extends to Schwerman Drive. The City should seek to mitigate adverse affects of truck traffic by seeking to continue the use of the private haul road (Schwerman Drive) which parallels the railroad tracks and Dayton Drive to a point east of Adams Street. In the medium future, it is desirable to connect Dayton Drive to Schwerman Drive east of Adams Street. The connection would improve movement from the Mitman Park area to I-675 via the State Route 444 interchange. When the connection is made, adjustments should be made to square up Adams Street at the Dayton Drive intersection.

Dorothy Avenue

See Brown Avenue/Dorothy Avenue/Henry Street

Erie Avenue (Excluding Maple Avenue to Kauffman Avenue)

This neighborhood collector (900 ADT) serves as the most direct entrance into the northern portion of the Pleasant View neighborhood. The street section is constructed as a 30-foot roadway within a 50-foot right-of-way. Some consideration may be given to removal of on-street parking; however, there is limited ability to create off-street parking in this neighborhood due to lack of driveway capacity, making that idea not easily accommodated.

Funderburg Road

This community collector is a primary access to Colonel Glenn Highway or to Five Points for the south Wrightview area and abutting residential and apartment complexes. It has been downgraded from the 1977 Thoroughfare Plan designation as a minor arterial due to the construction of State Route 844 and the removal of the Colonel Glenn Highway connection to State Route 444. Even though Funderburg Road has been extended west to Colonel Glenn Highway, this road has lost its usefulness as a cut-through route to Wright-Patterson Air Force Base Gate 12A. The “1965 Regional Transportation Plan” recommended Funderburg Road for widening to four lanes to better serve through traffic (presently at 5-6,000 ADT) between Colonel Glenn Highway and Five Points. The “Fairborn City Comprehensive Plan” recommends that overall land use along the road remain residential in character. These two goals have been somewhat divergent in the past. The redesignation to a community collector street is a better compromise to accomplishing road improvements and maintaining the nature of the neighborhood. As a result of the reclassification, it is suggested that the “Funderburg Road Plan” be revisited and modified to reflect the change in status to a community collector. The road is in need of widening improvements at various locations. The existence of sidewalk and curbing is disjointed and sporadic. Completion of the sidewalk system for the entire length of the road and curbing on both sides is desired. In the immediate future, at a minimum, the stretch should be reviewed to determine locations where left-turn lanes need to be added to improve safety. Possibilities include intersections with Centralia Avenue, Ironwood Drive, Kathy Drive, Woodvine Street, Superior Avenue, and Montgomery Avenue. In order to achieve a minimum recommended 36-foot road width for a collector street and have comfortable room for sidewalk and green space, additional right-of-way is necessary.

Garland Avenue

o State Route 235 to Trebein Road

As development progresses eastward, the City should explore the need to extend Garland Avenue eastward from Trebein Road to Byron Road, and possibly to State Route 235. Consideration should be made to link Herr Road to Garland Avenue, thus providing a more direct east/west access into the heart of the City. No link is designated on the current Thoroughfare Plan map; however, if there are some serious development possibilities in the area, this suggestion should be taken into account. In planning this corridor, Garland Avenue’s extension should intersect State Route 235 south of the existing Herr Road intersection. Then as development occurs, Garland Avenue should extend northeasterly and intersect Herr Road. Such an extension had been designated on the 1977 Thoroughfare Plan. Quarry operations may present a formidable problem.

o Trebein Road to Maple Avenue

This is a significant east/west link centrally located between State Route 235 and Dayton-Yellow Springs Road, which is designated as a community collector street (1,300 ADT).

The roadway should be constructed as a 36-foot wide street providing opportunities for three-lane operation at significant intersections. Right-of-way should be 80-foot minimum.

About half of this segment is not constructed. The missing link between Maple Avenue across Beaver Creek to Meadowlands Drive is a significant medium range goal. The development of a route and right-of-way negotiations may prove to be difficult, but will grow more important as development occurs at the east end of Garland Avenue. As long as the connection to Maple Avenue is not made, there will be no strong connection back into Fairborn. Any new developing area will likely be more I-675-oriented than Fairborn-oriented. Connection of Garland Avenue to Maple Avenue, creating the fourth leg, would require signalization upon completion. It is recommended that the Doris Drive/Maple Avenue traffic signal be moved to the Garland Avenue/Maple Avenue location when that occurs. With the development of the new segment of Garland Avenue, links to both neighborhoods to the north and the south should be developed (Marchmont Drive, Rawlings Drive, Virginia Drive, Robinson Drive, and Linda Lane). Also, upon completion of the new portion of Garland Avenue and linking with Marchmont Drive, the City should consider having the route of Marchmont Drive, Diana Lane East, Kirkwood Drive, Erie Avenue, and Cleary Drive up to Xenia Drive as another collector street route. Driveways should be limited along the new section and be similar to Black Lane, with backyards facing the road. Right-of-way should be wide enough that the approach to South Maple Avenue could be widened to four lanes, a design consideration to be made at that time.

o Maple Avenue to Kauffman Avenue

This segment (1,000 – 4,200 ADT) is designated a community collector and has an existing 41-foot width. If traffic increases near Maple Avenue, there should be some consideration made for three-lane configurations creating left-turn possibilities at some intersections. There should be a minor grade change for the west leg of the Garland Avenue/Maple Avenue intersection. In the medium future, it is desirable to widen the west approach to Maple Avenue to four lanes for a small distance. This section should also be considered for a Class 1 or 2 bikeway route.

Haddix Road

This road is designated a neighborhood collector (2,148 ADT). New development along this route does not seem probable in the medium future due to the remoteness of utilities and anticipated extensive gravel mining in the area. Two lanes are acceptable as long as there is sufficient shoulder. Attention should be given to resolving existing parking pull-off problem areas to better define the access. If more industrial development occurs, the roadway would need to be strengthened to support industrial traffic. If located within a development, widening with turn lanes, as necessary, should be required. For the section east of I-675, industrial development may put pressure on the link from Spangler Road to Dayton-Springfield Road to act as a conveyant of truck traffic to the nearest arterial link with the interstate.

Hebble Avenue

This community collector forms a cross connection between two north/south arterials – Broad Street and Central Avenue, and a significant collector street, Maple Avenue. The section from Central Avenue to Maple Avenue is a new addition to the 1997 Thoroughfare Plan. The street is completely improved with a 28-foot road between Maple Avenue and Central Avenue, and a 41-foot road (3,500 ADT) between Central Avenue and Broad Street. The narrow section should be monitored for the possibility of eliminating on-street parking on one side of the street. Traffic movement presently flows fairly well, but does have some problems at peak periods. The Maple Avenue intersection should be widened to provide a left-turn and right-turn lane onto Maple Avenue. The remainder of the wide green strip area between the curb and the sidewalk on the north side of Hebble Avenue should receive tree plantings in the near future to provide a balanced green tree corridor along the western portion of Hebble Avenue.

Henry Street

See Brown Avenue/Dorothy Avenue/Henry Street.

Herr Road

This road is designated as a neighborhood collector (499 ADT) and connects State Route 235 to West Enon Road. There currently is sparse development along this roadway. Future development in the adjacent area is not expected to take place in the medium future due to the remoteness of sewer and water utilities to the area. Being designated a collector street, the rural road should be improved with the standard collector street width with sidewalk as residential development (even low-density) occurs. Squaring of intersections with S.R. 235 and West Enon Road is advised for the medium future. Additional right-of-way is required in some areas to allow for full width lanes and transition to adjacent topography. Consideration should be made to link Herr Road to Garland Avenue. When Garland Avenue is extended to the east, this link would provide a more direct east/west access into the heart of the City. No link is designated on the current Thoroughfare Plan map. However, if significant development occurs in the area, this suggestion should be further evaluated. In planning this corridor, Garland Avenue's extension should intersect State Route 235 south of the existing Herr Road intersection. Then as development occurs, Garland Avenue should extend northeasterly and intersect Herr Road.

Ironwood Drive

Ironwood Drive is a neighborhood collector street, which meanders through the Maple Heights neighborhood. Existing traffic volume ranges from 2,700 ADT at Garland Avenue to 4,600 ADT at Dayton-Yellow Springs Road. South to Funderburg Road, it is presently 2,800 ADT. Its 41-foot width is adequately sized for parking and traffic movement needs. The four-way stop with the Garland Avenue intersection is adequate as far as traffic control; however, left turn lanes should be considered. Selective parking removal on the sharper curves should be considered as well as improving left turning potential at the Dayton-Yellow Springs Road and Funderburg Road intersections.

Linebaugh Road

This street serves as a neighborhood collector (1,186 ADT) southeast of the City. It is a primary entrance to the Southdown cement production facility where traffic almost entirely travels to and from East Dayton-Yellow Springs Road. There is limited potential for development beyond the cement company. The Plant should continue production well beyond the life of this plan. The roadway could continue to serve its purpose as a two-lane roadway. Some widening or shoulder improvements are necessary to handle truck traffic, especially at the Dayton-Yellow Springs Road intersection. The City should review the merit of having an improved section with curb and gutter only at the very northern section, unless development considerations change in the immediate area.

Lower Valley Pike (Bath Township)

This road extends from Huffman Dam Road to Union Road within the Five Rivers Metropark (659 ADT). The road is currently a two lane road built to a rural standard. With the lack of ability to develop along its route and the poor intersection of Huffman Dam Road with State Route 4, this road should not be emphasized for significant through traffic. However, given the interest for a looping bikeway development along the western side of Wright-Patterson Air Force Base/State Route 4, it is encouraged that this road's shoulders be widened to include bike lanes on the roadway. This bikeway can then be extended from the northern terminus to follow a route along the Mad River.

Lower Valley Pike (Wayne and Bethel Township)

This road is designated a neighborhood collector (2,000 ADT). This two-lane segment, from Osborn Road to S.R. 4, will be sufficient to serve the adjacent residential neighborhood as long as there is acceptable shoulder width. The portion near I-70 is fine. The western portion should have the right-of-way opened up to promote better visibility. Improvements to the pavement width and shoulder are recommended for the short Wayne Township (Montgomery) section to make it comparable to the section near I-70. This would promote a 45 MPH speed limit as compared to the present 35 MPH posted limit.

Main Street

Main Street serves as a totally unique street, unlike any other in Fairborn. Considered a neighborhood collector (4,500 ADT), the road serves as a limited through access between Dayton Drive and Broad Street, and more importantly as an access to frontage businesses and associated parking. Traffic levels have decreased since Wright-Patterson Air Force Base closed their Main Street and Xenia Drive gates. There is less need for through traffic. The important concept that must be maintained on this street is balancing the pedestrian/parking needs with the traffic movement needs of the road.

Most improvements anticipated for the future are designed to serve as traffic calming devices to reduce speeds and increase parking/pedestrian safety. Projects being considered include narrowing the street widths at all intersections with Main Street to protect on-street parking and shorten pedestrian crossings of Main Street. At the western end, between Grand Avenue and Third Street, it is recommended the left-turn lane be removed and the on-street parking be restored on the south side of the street. In order to do this, the City should investigate the possibility of removing the traffic signal at Wright Avenue and/or evaluating the elimination of “No Right Turn on Red” restrictions at the intersection. Enhancing pedestrian amenities will be important with attention paid to increasing shade along the streets and provision for seating and bike racks. Improvements contemplated along Main Street should adhere to guidelines as established in the “Downtown Revitalization Plan” approved in 1996.

Maple Avenue (Broad Street to Xenia Drive)

This northernmost segment of Maple Avenue (6,800 ADT) is designated a community collector. It has diminished traffic levels from the other segments of Maple Avenue. It still serves as a significant north/south spine for residents of Fairborn. The majority of this segment serves as access for residents of School House Plat and Mitman Park to downtown Fairborn or State Route 444. The street is 41 feet in width, accommodating two travel lanes and parking on both sides. Consideration should be made to eliminate parking on one side to accommodate some left-turn lanes at significant intersections. The bridge at Hebble Creek should be replaced in the medium future. Smoothing of the geometrics at the Hebble Creek crossing is recommended. The merits of having a signal at the Whittier Avenue intersection should be reviewed. Existing catch basins that are not located at the curb line should be rebuilt so that proper crown can be established along the street near those locations.

Medway Road (Osborn Road)

This road is designated a community collector (4,500 ADT) whose primary purpose should be to safely support heavy truck traffic servicing adjacent quarry operations. New development along this segment does not appear viable. This segment should continue as a rural style, uncurbed roadway throughout its length. Two lanes are acceptable for the majority of the road as long as there is a sufficient shoulder. Improvement to a paved shoulder is recommended from S.R. 235 to Mud Run Creek to stabilize the distressed shoulder. Access to pull-off parking areas should be corrected to not denigrate the pavement and to improve safety. An oversized three-lane roadway is required at all entrances to quarry operations to better handle the volume of truck traffic. It is desirable to smooth out the two curves immediately north of State Route 235 to promote safety; however, physical features may limit the capability to greatly improve the section. The intersection at State Route 235 should remain three lane and signalized.

Mud Run Road

This road serves as a connection (375 ADT) between North Enon Road until it crosses the Clark County line where it becomes Hunter Road and continues northward until intersecting with West Enon Road (Enon-Xenia Road) south of the Village of Enon. The road is classified a neighborhood collector due to its connectivity to other thoroughfares. Because a significant portion of the west frontage is already developed into single-family acreage lots, and the lack of sewer service to this area, the road can be expected to handle future traffic as a two-lane rural road. It is recommended, however, that full width lanes and shoulder improvements be undertaken along both past and future development frontage. Proper right-of-way width should be required to accommodate a standard collector street width for potential future development to the east.

North Enon Road

This road (400 ADT) serves as a connection between West Enon Road in the Twin Towers area and travels eastward intersecting with Yellow Springs-Fairfield Road on the outskirts of Yellow Springs in Miami Township. This road is designated as a neighborhood collector in the Thoroughfare Plan. All land adjacent to the road in Bath Township has been developed as single-family homes on acreage lots and Miami Township is slow growth oriented. Thus, it is not anticipated that the road shall be developed to better than a two-lane rural road standard. It should be a goal, however, to strive for full width lanes and shoulder improvements. This existing collector road is a poorer driveable road than connecting local streets from the new developments. The shoulder improvements would improve this road's use as a Class 3 Bikeway route.

Park Hills Drive

The neighborhood collector is adequate to support the existing residential and commercial development located adjacent to it. A signal will be required at the intersection with East Dayton-Yellow Springs Road when warranted (existing 1,200 ADT). It is vital the Valle Greene West area gain a second access. This may be achieved by westward extension of Park Hills Drive to connect to either Chapel Drive or Beaver Valley Road, or a private drive could be extended to do the same. Efforts should be made to keep traffic generated by new development along this corridor from adversely affecting Oxford Drive.

Powell Avenue

This community collector (1,200 ADT) connects Maple Avenue, from south of the Maple Avenue Overpass, to Kauffman Avenue, at a point just south of the railroad. The current 37-foot width and configuration of this connector is adequate for current and anticipated future traffic flows. The right-turn only from Powell Avenue northward onto Kauffman Avenue should be maintained (with the existing raised island on Kauffman Avenue) to preclude a backup of traffic on southbound Kauffman Avenue at the railroad crossing.

The three-lane striping at Maple Avenue must also be maintained, as well as the current parking restrictions at Maple Avenue, at Kauffman Avenue and along the length of the roadway on the south side of Powell Avenue.

Ravenwood Drive

Currently outside Fairborn's corporate limits, this community collector (2,324 ADT) provides direct access to Wright State University from the southern part of Fairborn. Long-term improvements should lead to a standard collector street width having curbing with turn lanes at main intersections. Sidewalks are recommended for both sides. Additionally, storm drainage should be sewerred. In the meantime, consider installing guardrail along the ditch for safety. A signal should be considered at Old Yellow Springs Road as conditions warrant. A signal exists at Colonel Glenn Highway.

Redbank Drive (Maple Avenue to Florence Avenue)

As a neighborhood collector, the current 37-foot width is adequate to support current (3,400 ADT) and future traffic. Storm drainage must be improved to eliminate potentially unsafe traffic conditions during periods of heavy rainfall. Parking should be restricted at the intersection of Dellwood Drive on both the east and west sides of Redbank Drive to facilitate school bus traffic. Parking should also be restricted at the intersection with Maple Avenue to allow "stacking" of school buses. The three-lane configuration and signal at Maple Avenue should remain. The signalization at Maple Avenue should be evaluated in the future for the feasibility of including the offset intersection to Lindberg Drive (approximately 75' north of Redbank Drive) with the signalized intersection.

Sandhill Road

This road is designated a neighborhood collector (1,183 ADT). It serves the neighborhood to the south of the roadway and provides access to North Broad Street and to State Route 235. There is not much opportunity for development except at the east end of this road. A two-lane road with turn lanes at appropriate intersections should be sufficient to support traffic for the medium future. Curbing and sidewalks should be provided on the south side from Broad Street to approximately 100 feet west of Highview Drive. There should be no parking along this entire section. Curbing and sidewalk should be installed along the City properties on the north side. A signal should be considered at the intersection with Broad Street (State Route 444) as conditions warrant. The alignment of the road should be squared up also, especially if the Dayton Drive connection is made to Schwerman Road. The intent would be to create a four-way intersection.

When there is development along the very eastern portion of Sandhill Road, it would be desirable to have the roadway developed to a standard 36-foot width within a 70-foot right-of-way. Ultimately, the entire length could be built to 36-foot width and some of the vertical curves could be smoothed out. Unless traffic patterns change significantly, it is not envisioned there would need to be a signal at the State Route 235 intersection.

Schwerman Drive (Adams Street to North Broad Street)

This private roadway should become a community collector in the near future. Schwerman Drive should be connected to the north terminus of East Dayton Drive in the near term to support movement of traffic from Dayton Drive to Broad Street at the Sandhill Road intersection. Long-term improvements should lead to a three-lane, curbed roadway with turn lanes as this section of roadway becomes a primary connector from downtown Fairborn to North Broad Street and I-675. A signal is envisioned at the North Broad Street intersection, which should be squared up to better connect to Sandhill Road. After this work has been done, the segment should be renamed “Dayton Drive.” The remaining private portion of Schwerman Drive between Xenia Drive and the vicinity of Adams Street could remain a private route. It is suggested when the connection is made from Dayton Drive over to Schwerman Drive, this remaining southern extension of Schwerman Drive be made to tee with the Dayton Drive extension.

Southlawn Drive (Dayton-Yellow Springs Road to Zimmer Drive)

The 28-foot width of this neighborhood collector is adequate to support current (1,500 ADT) and anticipated future traffic. Parking on the west side should continue to be restricted for this length of roadway. Parking should also be restricted on the east side of Southlawn Drive at the intersections of Dayton-Yellow Springs Road, Faculty Drive, and Zimmer Drive. If a traffic signal is installed at a future date at the intersection of Zimmer Drive and Maple Avenue, traffic will likely increase on this section of Southlawn Drive. At that time, parking should be restricted on both sides throughout this length of roadway to facilitate movement of the increased traffic.

Spangler Road

o Haddix Road to Broad Street (State Route 444)

This section of Spangler Road (1,000 ADT) is designated a neighborhood collector. It is presently a 24-foot wide rural, two-lane roadway with excellent shoulders. This configuration should be quite adequate for the foreseeable future due to existing low traffic volumes. Significant development along this section of roadway would require a re-evaluation of the structural adequacy of the rural roadway to serve the needs of development. This segment could become a back access to potential industrial development areas along I-70 and Haddix Road. It would be an all right-turn route for trucks exiting southbound I-675 onto Broad Street and onto Spangler Road. The intersection at Broad Street needs to be reconstructed to “square up” the northern and southern approaches to State Route 444. The approach from this section of Spangler Road should provide for smooth turn lane movements. The intersection should be evaluated as development increases to determine when a signal is warranted. Parking should be totally restricted along this entire section.

o Broad Street to 750 Feet South of the Railroad Crossing

This section (600 ADT) is designated a community collector street. The current configuration minimally supports existing residential, commercial and industrial traffic. In order to support an expected increase in industrial traffic as the area develops, the roadway should be upgraded at a minimum to a full two-lane width (24 foot roadway), with 8 foot shoulders within an 80-foot right-of-way. It should be widened to a 36-foot, three-lane roadway minimum along new development north of the railroad tracks. The intersection at Broad Street (State Route 444) should be widened to accommodate an additional lane for turning movements. The Broad Street intersection should be signalized when warranted. Parking should be totally restricted along this entire section of roadway. Some vertical grades need to be improved, including the approaches to the railroad tracks. Safety improvements and vertical grade correction should be installed at the railroad crossing, when warranted, as traffic increases.

o 750 Feet South of the Railroad Crossing to Yellow Springs-Fairfield Road

This 24-foot wide concrete section of roadway (improved with I-675 construction) is adequate for current (800 ADT) and future projected uses. Parking should be totally restricted along this section. The community collector street should be widened to three lanes at the Yellow Springs-Fairfield Road intersection to accommodate a left-turn lane. As development increases along Spangler Road, this intersection should be evaluated for signalization.

Stoneybrook Trail

This 30-foot wide concrete roadway serves as a neighborhood collector for the Rona Village area. Parking is currently restricted at the intersection with Armstrong Road. As residential development increases to the south and east, parking may need to be restricted along one side of the roadway for the entire length. In the long-term future, an extension to Byron Road at Yellow Springs-Fairfield Road is desirable. The difference in elevation (50 feet) and difficulties with crossing Hebble Creek and the low areas around the creek, may require a unique solution to complete this link. If this extension does occur, Stoneybrook Trail should transform to a community collector and be widened to 36 feet to adequately support the traffic for the area. Curb cuts should be minimized along the extension forcing residential development to side streets. This hillside area has a scenic nature inherent to it, and may be a possible bikeway route when the area is incorporated and developed.

Superior Avenue

Superior Avenue is designated as a neighborhood collector road serving the Wrightview Heights Plat. The low volume (1,700-1,900 ADT) collector, having a pavement width of 18-20 feet, needs to be widened and have the vertical grade smoothed out to better handle the traffic. The roadway presently is like a roller coaster having some vertical grades creating sight problems at several locations. It is recommended the roadway be widened to at least 33 feet back-of-curb to back-of-curb to allow better two-way traffic flow. Parking restrictions would be necessary along one side, likely the western side. Widening to three lanes at major intersections is also advised to enable turn lanes. The existing 50-foot of right-of-way should be sufficient to handle modest improvements. More right-of-way may be necessary to deal with specific situations. It is further recommended that a sidewalk be placed along at least one side of the improved road. The intersection with Dayton-Yellow Springs Road is already improved with curb and gutter. The steep grade of the south leg along with a retaining wall creates a slight sight problem. The number of accidents is still low, however, having been significantly improved when the curbing was installed during the 1980s. A flashing beacon had been considered at the Dayton-Yellow Springs Road intersection, but is no longer necessary.

Valle Greene Drive/Enterprise Drive

Valle Greene Drive serves as a neighborhood collector road serving the Valle Greene East and Autumn Creek Subdivisions, Red Deer and EverGreene Park Apartments and the Victory Temple. The road is fully improved to a 36-foot width between Gateway Drive and Dutch Mill Drive. At the eastern terminus with Gateway Drive, a dedicated right-of-way exists, named Enterprise Drive east of the Beaver Creek, which extends to Commerce Center Boulevard. The intent of this right-of-way is to provide: a) access to commercial/industrial land along Dayton-Yellow Springs Road that will be denied access between Gateway Drive and Commerce Center Boulevard, and b) a secondary access to the existing Valle Greene East residential neighborhood because the proximity of Gateway Drive to I-675 makes it a poor intersection for signalization. A bridge structure will be required to cross the Beaver Creek. It is anticipated that the remainder of Valle Greene/Enterprise Drive will be developed to the same 36-foot standard as exists on the finished portion of

the road. In the meantime, Gateway Drive will act as the thoroughfare link for Valle Greene Drive. The extension eastward to Commerce Center Boulevard should be a medium future goal.

West Enon Road

This road serves as a corridor (1,300 ADT) between the Village of Enon and Yellow Springs-Fairfield Road. A lower volume of traffic (300-700 ADT) exists on the segment between the Twin Towers area and Dayton-Yellow Springs Road. This road is classified as a community collector due to its significance as a primary north/south corridor in the eastern portion of Bath Township and western Miami/Xenia Townships, and the location of the Greene County Career Center near its southern terminus. A two-lane road should be sufficient to handle future traffic for the medium future, but no opportunity should be lost to widen lanes to 12 feet and provide a suitable shoulder. This is especially desired north of Yellow Springs-Fairfield Road where there is more existing development. The intersection with Yellow Springs-Fairfield Road should be improved to create a better warning for traffic to stop and provide better turning movement. It would be desirable to better align the roadway with Enon Road (1,500 ADT) at its southern terminus. Future development should provide a standard collector street width with sidewalk even though low-density development is anticipated. Use as a bikeway Class 3 route should be accommodated.

Zimmer Drive

The 28-foot width of this neighborhood collector is adequate to support current traffic (1,683 ADT) for most of the street. Little upward change in volume is expected as the surrounding neighborhood is already completely built out. The one block from Maple Avenue to Glendale Avenue should be reviewed for parking restriction on one side. If a traffic signal is ever installed at the Maple Avenue intersection, additional parking restriction should be considered, especially near Southlawn Drive. Parking restrictions on both sides may then be necessary to ease traffic movement.

BIKEWAYS

City Park Bike Paths

Maplewood Park used to have a sidewalk traversing it. It is recommended that a Class 1 bikeway be installed along that old route. This will help a north/south bike route corridor paralleling South Maple Avenue.

Community Park East provides a good opportunity to provide a Class 1 bikeway through the northern portion of the park. This would connect the access road to the lower park area northward to Wedgewood Park. It also would provide an excellent connection over to Meadowland Drive situated just east of Beaver Creek. A Class 3 route could follow the park access road to Dayton-Yellow Springs Road or a Class 1 bikeway could be developed that would connect to the north parking area of the high school. Widening the existing pedestrian walkway in the southern portion of the park to 14 or 16 feet in width should be considered. This would allow both pedestrians and bike users to use the same facility.

Central Park offers an opportunity to extend the Class 1 Kauffman Avenue link of the Fairborn bikeway through the park. It also provides an additional opportunity to develop bike rental, information, and vehicle parking areas for Fairborn Bikeway users.

Wedgewood Park provides for a continuance of a Class 1 bikeway northward from Community Park East. In the medium future, there could be connection to Rawlings Drive. It is desirable to seek a continuation northward with a bikeway along the west side of Beaver Creek to Marchmont Drive, providing an alternate north/south route to using Maple Avenue (Class 3).

Dayton-Yellow Springs Road

The "Regional Bikeway Corridor Plan" designates Dayton-Yellow Springs Road a proposed Class 2 bike lane route from Kauffman Avenue to S.R. 235. It is a connection to Yellow Springs that then jogs south to Hyde Road and eastward to S.R. 68 and the Little Miami Scenic Trail. It is designated only a Class 3 route on our plan. There are some right-of-way problems which make a Class 2 facility impractical west of South Maple Avenue. It is desirable, for safety purposes, to seek Class 2 or Class 1 facilities where possible; i.e., such as across I-675 and fronting new developing commercial areas.

The Fairborn Bikeway

The Fairborn Bikeway is a route designated on the 1977 “Regional Bikeway Corridor Plan.” It connects to the Little Miami Scenic Trail in Yellow Springs via East Enon Road. The route is an existing Class 3 route from Armstrong Road through Rona Hills Subdivision, a Class 1 path along Yellow Springs-Fairfield Road and Sports Street, and a Class 3 route through the Downtown Business District via Mann Avenue, Elm Street, Main Street, Wright Avenue, and South Street, to Central Avenue. It is recommended the route be improved and/or upgraded through central Fairborn in the medium future. Future improvements to Central Park should include a Class 1 bike path from South Street to Dayton Drive at Maple Avenue. Any improvements to Dayton Drive and Xenia Drive should allow for a Class 1 bike path along the east or south side of those streets. The existing Yellow Springs-Fairfield Road Class 1 section should be widened to a minimum width of 10 feet and extend south to the Xenia Drive intersection where a signal can be used to cross to the south side of Xenia Drive (S.R. 235). That change would support a future Class 3 connection to southward to complement an extension of Cleary Drive. The existing Class 1 facility, Kauffman Avenue Bikeway, begins at the Central Avenue/South Street intersection and follows the west side of Central Avenue across the railroad tracks, and then follows the green belt along Kauffman Avenue westward all the way to National Road. There it crosses to the south side of Kauffman Avenue and continues westward to Skyline Drive, the entrance to the Wright Brother’s Memorial.

Bike route connections to the Kauffman Avenue Bikeway section should only be done at signalized intersections. The connection at Colonel Glenn Highway needs to be improved and the University needs to enhance their leg of the Wright State Road intersection. At one time, the building presently used as the Street Department’s paint shop was thought to be useful as a future bike rental and parking facility for the bikeway. The Central Park/YMCA area appears to be a more useful site for such an endeavor.

The Greene County Park District is proposing a “T-Connector” bridge to get the bikeway over to Huffman Dam Road and thereby, link to the Mad River Bikeway which follows the north side of Valley Pike going through Eastwood Park and eventually linking to the Miami River Corridor Bikeway. There are plans to augment the “T-Connection” with a Huffman Prairie Flying Field Center and U.S.A.F. Interpretive Center at the end of Kauffman Avenue near the gate to the Wright Brother’s Memorial. This will also include a bikeway extension entering the military base labeled the U.S.A.F. Marl Road Bikeway, going from Huffman Dam northeastward along Marl Road, and then southward on Pylon Road towards Hebble Creek.

Lower and Upper Valley Pike Bikeway Loop

The “Regional Bikeway Corridor Plan” shows a future Class 2 bike lane going north along Central Avenue (S.R. 235) and west to S.R. 4. The “Regional Plan” then shows various sections of Class 1 and Class 3 routes going south to Huffman Dam Road, forming a complete loop (with the Fairborn Bikeway) around Areas A and C of Wright-Patterson Air Force Base. This theme is echoed on the Fairborn Bikeway Thoroughfare Plan. Central Avenue (S.R. 235), however, is designated a Class 3 route. From the Montgomery County line, going south through the pay lake area, a Class 1 bikeway is proposed. Then a Class 3 route is designated along both Upper and Lower Valley Pikes with a proposed Class 1 bikeway parallel S.R. 4, connecting the two pikes. This would connect to the Five Rivers Metro-Park recreation area at Huffman Dam. Either a Class 2 or Class 3 route could then connect with Huffman Dam Road to link to the Mad River Bikeway on the east side of Mad River. The “loop” connects to several other lesser regional routes. These are: (1) Broad Street (Class 3), from Central Avenue going northeast to Enon; (2) Haddix Road (Class 3); (3) Medway Road (Class 3); (4) Chambersburg Road (Class 3), which is designated on our plan but not the Regional Plan; (5) Adams Road (Class 3); (6) Union Road (Class 3). An enhancement to the Broad Street link toward Enon would be to utilize the old Erie Railroad line which presently is just a trail of ballast from north of Xenia Drive to the northeast. While this section could easily be converted to a Class 1 bikeway, the railroad (CSX) is considering reinstalling the parallel track.

South Maple Avenue/Beaver Valley Road

The “Regional Bikeway Corridor Plan” designates this north/south route for future Class 2 facilities north of I-675. It is designated only a Class 3 route on our plan. The already busy traffic-way will need widening improvements that will not make the Class 2 bike lanes very practical. This is an important reason why proposed parallel Class 3 routes, both to the east and west of this corridor, are included in our plan. Those alternate routes would offer relief from the high traffic volume of the Maple Avenue/Beaver Valley Road corridor for the casual bicycle rider.

Wright State University and Vicinity

The University has a master plan to create a campus loop with a combination of Class 2 bike lanes and Class 1 bikeways and pedestrian walkways. University Boulevard would link to a Ravenwood Drive route at Colonel Glenn Highway and conduct traffic on through University Boulevard to Colonel Glenn Highway, utilizing a new parking lot connection near the Meijer store. The Wright State University Plan shows their campus loop being completed utilizing Center Road and a parallel connection along Colonel Glenn Highway over to the Nutter Center. Zink Road has a proposed Class 3 bike route from Forest Lane south to Colonel Glenn Highway, and Raider Road is also a proposed Class 3 route, connecting University Boulevard to Colonel Glenn Highway. The Fairborn Bikeway Thoroughfare Plan does not indicate any designation to North Fairfield Road, but one should be kept in mind to connect to the existing Class 1 facility in Beavercreek south of New Germany-Trebein Road. For the near and medium future, it is expected a Class 3 route going westward along New Germany-Trebein Road over to Grange Hall/National Road would be sufficient to meet the needs. This would then connect to Class 3 facilities on National Road and a westward extension on Colonel Glenn Highway. The Regional Plan shows the North Fairfield Road Bikeway in the City of Beavercreek extending north to the Wright State University campus via an overpass, which would be oriented to Center Park Boulevard.