

# CITY OF GREENVILLE

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## CHAPTER 6—TRANSIT AND TRANSPORTATION

The City of Greenville is located at the confluence of many regional transportation routes and is situated 25 miles west of I-75 and 20 miles north of I-70. There are three primary regional roadways that converge in Greenville's historic downtown, SR 49, US Route 36, and SR 571. Just outside of the downtown area are connections to SR 502 and SR 118. All of these roadways move a high volume of both through and local truck traffic as well as local traffic. These regional roadways connect Greenville to many other cities and major markets in the Midwestern U.S. Easy regional access routes such as those found in Greenville can, and have, facilitated the advancement of development in the area. Figure 7 illustrates Greenville's existing roadways and functional classification system, including proposed improvements to the roadway system.

Local streets and collector roads make up the rest of the roadway network in Greenville. The City Streets Department maintains approximately 74.5 miles of surface streets within Greenville's 6.35 square miles of total area. The majority of the roads in Greenville have been designed in a grid pattern, a design that has resulted in many alternative paths to get around the City. As a result of this grid pattern Greenville has not experienced congestion levels as high as many other similar sized cities.

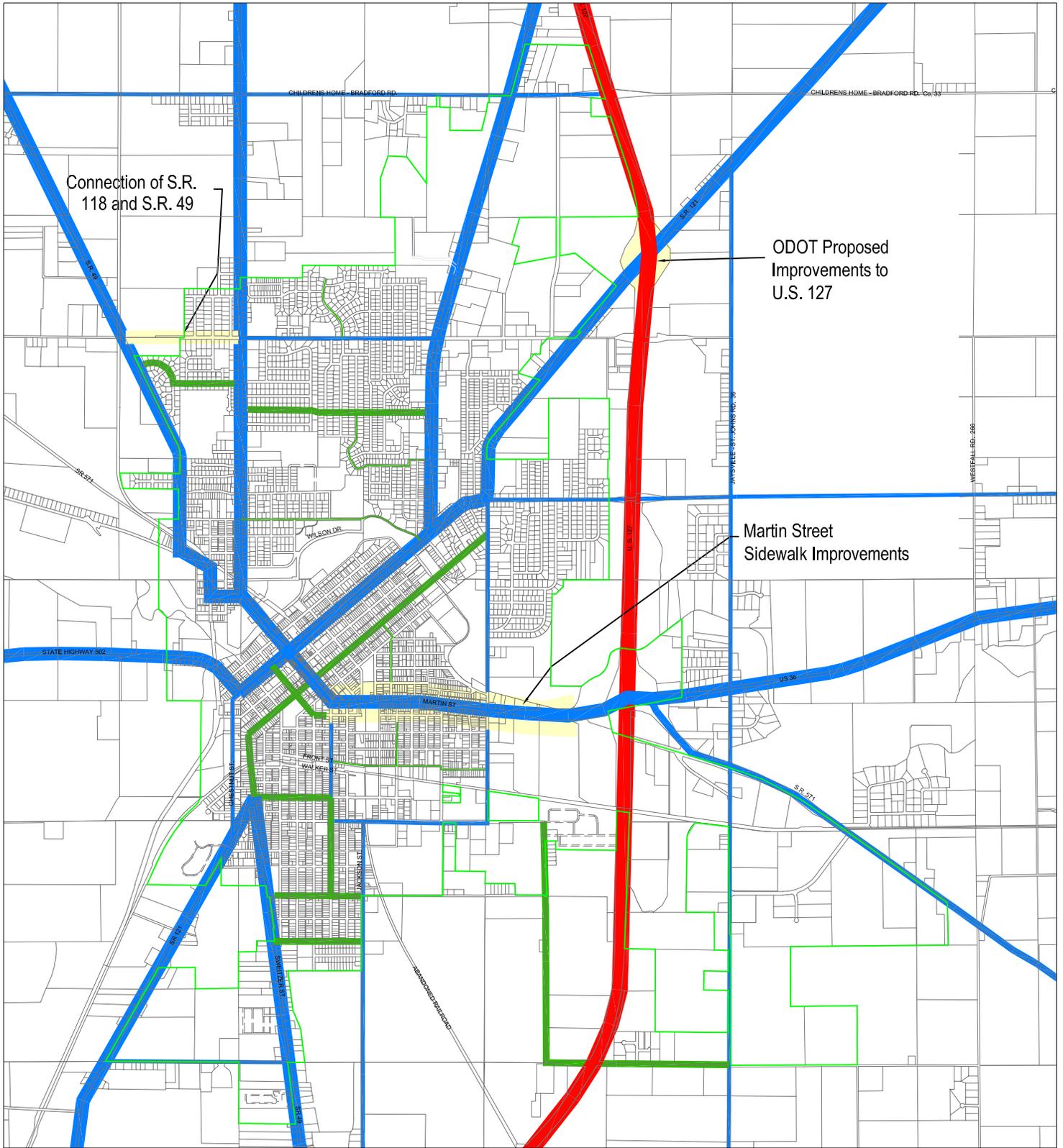
### Improved Connections

Analysis of the existing transportation network in Greenville illustrates a complex relationship between the transportation system and how it affects and interacts with other elements in the community. Although the current system is adequate, improvements can be made in the areas of roadway connections, gateway corridors, and parking.

### Roadway Connections

There are two areas in Greenville that would benefit from improved roadway connections; the area between SR 118 and SR 49 in the northwest portion of the city and along US 127. These connections will improve the connectivity throughout the community and ensure a high quality level of service is maintained to all areas. These actions address future growth, aesthetics, and neighborhood development patterns as well as connectivity.

- ▶ **The Ohio Department of Transportation (ODOT) Plans for the US 127 Bypass**—The US Route 127 Bypass is a major regional roadway that runs through the City's industrial corridor. This route was intended to provide relief from congestion and heavy truck through-traffic in the central area of the community. Although the bypass has been helpful in removing some heavy traffic from downtown, a high number of accidents do occur between the stretch of US 127, SR 121, and Kruckeberg Road. ODOT has begun scoping studies to explore improving the intersection between SR 121 and the US 127 Bypass in Greenville. This intersection has been identified as needing safety improvements due to the high number of accidents in the area. Currently, ODOT officials are putting a study together that will examine the current deficiencies of this intersection and offer alternatives to improving this section of highway. Preliminary alternatives include widening SR 121 and possibly closing the Kruckeberg Road- US 127 connection. It is likely that this preliminary study will be completed during the summer of 2004 (ODOT, personal communication, 2/17/2004).



Legend

-  Expressway
-  Major Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Road
-  Roadway Improvements

# Functional Classification

Greenville Comprehensive Plan

Greenville, Ohio



Figure 7



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- ▶ **Extend West Russ Road between SR 118 and SR 49**—Currently residents and motorists wanting to travel to or from either SR 118 or SR 49 must travel through a residential neighborhood along Magnolia Drive. This puts a heavier burden of traffic along this neighborhood and road that does not meet the original design of Magnolia Drive. By extending Western Russ Road to connect SR 118 and SR 49 this will provide a quicker and safer access to both of these state routes from Greenville.

## Gateway Corridors

In addition to serving as primary travel corridors, major thoroughfares function as gateways into the City and provide visitors and residents with an image of Greenville. To enhance and/or define Greenville's image, these major roads should receive landscaping treatments and signage that provide a positive image for the community. These gateway areas, such as along SR 49, SR 571, SR 121, SR 502, and SR 118 should receive a high priority for aesthetics. More information on the design of gateways is given in the following section on roadway aesthetics.

## Parking

There is usually adequate parking for Greenville citizens; however, the parking areas in or near downtown are difficult to locate. Currently there are five parking areas in the downtown area, yet they go mostly underused as citizens crowd the small amounts of parking on the street. Signs directing traffic should be created to lead citizens to these parking areas without disrupting the existing flow of traffic.

## Greenville Transit Service (GTS)

In a parallel process with the development of the Comprehensive Plan, a transit plan was developed for the City. This report was sponsored by the ODOT-Office of Transit and prepared by RLS and Associates. In addition to profiling the existing transit services in the area, the final plan identified future services and needs. A full copy of this report is located in Appendix C.

The Greenville Transit System (GTS) began in 1984. GTS provides a demand-response transit service to the City of Greenville, as well as the county and specific locations in Dayton and Troy. Ridership has steadily increased since the program's inception, there were a total of 66,077 one-way trips made in 2002. The majority of riders (61%) are senior citizens and disabled persons.

A projection for GTS service shows a moderate level of growth over the next 10 years. Program needs include a facility from which to base the system and acquisition of additional vehicles. The proposed transit facility would incorporate maintenance and training areas, and possibly a driving course. Future service improvements include added trips for schools, employment, and agency program purposes. With this expansion of services comes additional marketing efforts that will help GTS staff identify community needs. Other planned improvements include software upgrades, increased countywide services, and increased staff.

## Roadway Aesthetics

Roadways are the primary gateways into the community. During the Community Image Survey, residents scored "attractive" roadways with landscape treatments higher than those did with little or no treatment. The following recommendations are intended to help preserve current gateways into Greenville and create a good first impression, as well as improving safety and creating a more inviting atmosphere.

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- ▶ Advocate that private land owners plant street trees along planting strips at the edge of a roadway, such as along SR 49, Chestnut Street, or Martin Street. Street trees serve multiple purposes, including softening the harsh appearance of roads/pavement, portraying a more human scale to roads, and providing a safety buffer between the street and pedestrians.
- ▶ Integrate traffic calming methods that are also aesthetically pleasing into new roadway projects on busy roadways where appropriate. This can include boulevard-style medians, center circles with plantings, or aesthetically-pleasing roadway signs.
- ▶ Incorporate street lighting designed at a pedestrian scale into road designs. Aesthetically pleasing streetlights and create a safer environment for pedestrians while improving roadway aesthetics.
- ▶ Continue to promote access management efforts by limiting the number of curb cuts along major roads. This will ease traffic flow and “clean-up” the overall appearance of the roadway.
- ▶ Integrate the use of TEA-21 or other special transit monies that may be available to improve roadway aesthetics and gateways.