

ACTION ITEM #6 Title VI Analysis Approval & Multi-Year Service Plan Adoption

To prepare for the future, we have developed and are recommending for adoption a phased Multi-Year Service Plan for implementation. In addition, we are recommending for approval a supporting Title VI Analysis of the plan. The plan includes an increase of existing services, adjustment of existing services, creation of new services, and the discontinuation of existing services. Our plan modernizes the existing transportation network, increasing access to new and existing economic development. Of the over 2,500 current bus stops served today, the plan calls for discontinuation of service at less than 50 of those bus stops. When fully implemented the new service plan will reach, within a ¼ mile of all services, roughly 70% of the Montgomery County population, 80% of individuals living in poverty, 85% of jobs, and 100% of major hospitals in Montgomery County. In addition, through a combination of Paratransit and the 5310 Program, services will continue to be available to 100% of the 65 and older population and individuals with disabilities residing in the county.

Prior to making this recommendation, we released and shared with the public our proposed service plans over the span of several months. Feedback from the public was collected through in-person meetings and a virtual meeting over Facebook Live. RTA also received feedback via mail, phone, social media, email, and its interactive online mapping system Remix. In total, the RTA received over 70 public comments. In addition, we engaged with over 20 jurisdictions within the county, ensuring our plans aligned where possible with their economic and residential development, where possible.

Service plans (*Attachment A*) were determined based on a review of all public comments received, analysis of ridership on routes, specific trips, time periods experiencing lower ridership, and duplicative service coverage. Maintaining basic geographic service coverage were priorities in the final design of these plans, as well as conducting a Title VI analysis (*Attachment B*).

In addition, we are also recommending that should any opportunities arise to create additional services, other than those referenced within this action item, that a temporary service period of no more than one (1) year be executed if it does not impact the current approved budget. If the temporary service is deemed successful, we will present those individual service plans to the board of trustees for approval.

The Planning and Finance/Personnel Committees discussed this Action Item on May 16, 2023 and support the Chief Executive Officer's recommendation to the Board of Trustees.

The Chief Executive Officer recommends APPROVAL of the attached Title VI Analysis, and ADOPTION of the attached Multi-Year Service Plan. Furthermore, he asks that he be authorized to carry out all actions necessary to make these changes. All aspects of the plan will be implemented in phases based on driver availability, approved budget levels, and demand/utilization of service.

6/6/2023
Chief Executive Officer

Attachment A – Multi-Year Service Plan

Attachment B – Title VI Analysis, Multi-Year Service Plan

Attachment A

Major Highlights

The proposed system redesign consists of (1) maintaining some existing services, (2) implementing minor changes to other services, (3) launching new services to replace services that are proposed to be discontinued, and (4) service hours and frequencies.

No Changes

Routes 1, 2, 8, 9, 12, 22, 55, The Flyer, North Community Connector, On-Demand Zone 2, and Paratransit Services.

Minor Changes

Routes 4, 6, 7, 16, 17, 18, 19 and On-Demand Zones 1, 3, 4.

- **Route 4** will be expanded. Under the redesign, Route 4 will serve the Eastown Transit Center, along Smithville Road to Dorothy Lane, ending at the Kroger near Woodman Drive in Kettering.
- **Route 6** will be expanded to serve east of downtown along the current Route 11, ending at the Eastown Transit Center.
- **Route 7** will no longer serve the Rainbow Drive loop in Kettering but will be expanded to serve along Woodman Drive north to the Eastown Transit Center.
- **Route 16** will be expanded to serve the Northwest Transit Center along Shiloh Springs Road from Main Street, north on Garber Road, and returning to Main Street to continue along current routing to the Meijer and into Englewood. Areas southeast on Route 16 include proposed expansion of service to the Sugarcreek Plaza Shopping Center area. In addition, we will no longer serve Montgomery Square Drive, sections of Clyo Road northwest of Center Point Drive, and Feedwire Road between Wilmington Road and Clyo Road. Instead, most of these sections will be served by the adjusted Route 17.
- **Route 17** north from downtown, the west loop in Vandalia will be served by On-Demand Zone 5. South from downtown the route will travel from Shroyer Road to Stroop Road, to Wilmington Pike in Centerville, continuing along 725 to the Dayton Mall area, and ending at the South Transit Center. Shroyer Road between Far Hills Avenue and Stroop Road will no longer have service.
- **Route 18** will be expanded to cover in both directions, Hoyle Plaza and Big Hill Road from Kettering Boulevard.
- **Route 19** service will no longer operate on 741 between 725 and Lyons Road. Nearby services include the West Connector and On-Demand Zone 1.
- **On-Demand Zone 1** will be expanded to cover areas just north of 725 near the Dayton Mall, and east of 675, along 725. The On-Demand zone will also be adjusted to account for expanded bus route service.
- **On-Demand Zone 3** will be adjusted to account for additional bus route service in the area. These adjustments include the removal and expansion of service.
- **On-Demand Zone 4** will be adjusted due to low utilization of the current service to date.

New Services

Route 28, East, West, Airport Connectors, Central Circulator, On-Demand Zone 5, and revitalization of sections of discontinued routes 3 & 5 to create a new route(s).

- **Central Circulator** will connect with The Flyer, creating more connections downtown that run east and west, primarily on 3rd Street, connecting Sinclair College and the Wright Dunbar Historic District.
- **Route 28** will travel between the Kettering Recreation Center in Kettering, along Dorothy Lane, Southern Boulevard and Stroop Road.
- **West Connector** will run north and south along the west side of the county. Running south from the Northwest Transit Center, stopping at the Westtown Transit Center and South Transit Center, and ending at the Dayton Children's Hospital South Campus.
- **East Connector** will travel between Brandt Pike at Needmore Road in northeast Dayton, running north and south along the east side of the county, stopping at the Easttown Transit Center, and ending at the Meijer on Stroop Road in Kettering.
- **Airport Connector** will connect downtown to the Dayton International Airport, along with major employer sites around the airport.
- **On-Demand Zone 5** will be created to cover the west loop of the Route 17 and most sections of the Route 43.

Discontinued Services

Routes 11, 14, 34, 43 will be discontinued.

- **Route 11** east from downtown areas will be served by Route 6 and the East Community Connector. South from downtown, most areas will be served by Routes 6, 17, 18, 19, and 28. A portion along Schantz Avenue between Far Hills Avenue and Patterson Boulevard will no longer have service.
- **Route 14** north from downtown areas will be served by Routes 8, 12, North Community Connector and On-Demand Zone 3. South of downtown will be served by the Route 6.
- **Route 34** east from the Northwest Transit Center areas will be served by the North Community Connector. North of Needmore Road will be served by the Route 22.
- **Route 43** north from downtown will be served by the Airport Connector, which will cover Dayton International Airport and areas around the airport. Areas not covered by the Airport Connector will be served by the new On-Demand Zone 5. Service from the Northwest Transit Center will be discontinued.

Service Hours and Frequency

The hours of service and frequencies may vary by route, based on usage. We intend to implement new services at current frequency levels and improve frequencies to the following based on the service type:

- Bus Routes – Every 15 to 45 minutes
- Connectors – Every 15 to 30 minutes
- Circulators – Every 10 to 15 minutes

Attachment B



Greater Dayton Regional Transit Authority

Title VI Analysis

Multi-Year Service Plan

May 2023

Greater Dayton Regional Transit Authority

4 S. Main Street, Dayton, OH 45402 • P: 937-425-8400 • F: 937-425-8416 • www.iriderta.org

Executive Summary

This report documents RTA's service equity analysis of its proposed Multi-Year Service Plan, including related public engagement efforts. The purpose of the analysis is to determine, prior to implementing changes to service, whether the planned changes will have a disparate impact on the basis of race, color, or national origin, or if low-income populations will bear a disproportionate burden as a result of these proposed changes.

To prepare for the future, RTA developed and are recommending for adoption a phased Multi-Year Service Plan for implementation. The plan includes an increase of existing services, adjustment of existing services, creation of new services, and the discontinuation of existing services. RTA's plan modernizes the existing transportation network, increasing access to new and existing economic development.

Of the over 2,500 current bus stops served today, the plan calls for discontinuation of service at less than 50 of those bus stops. When fully implemented the new service plan will reach, within a ¼ mile of all services, roughly 70% of the Montgomery County population, 80% of individuals living in poverty, 85% of jobs, and 100% of major hospitals in Montgomery County. In addition, through a combination of Paratransit and the 5310 Program, services will continue to be available to 100% of the 65 and older population and individuals with disabilities residing in the county.

Prior to making this recommendation, RTA released and shared with the public the proposed service plans. Beginning in February 2023, feedback from the public was collected through in-person meetings and a virtual meeting over Facebook Live. RTA also received feedback via mail, phone, social media, email, and its interactive online mapping system Remix. In total, the RTA received over 70 public comments. In addition, RTA engaged with over 20 jurisdictions within the county, ensuring our plans aligned where possible with their economic and residential development, where possible.

The recommended service plans were determined based on a review of all public comments received, analysis of ridership on routes, specific trips, time periods experiencing lower ridership, and duplicative service coverage. Maintaining basic geographic service coverage were priorities in the final design of these plans. In addition, to these recommendations RTA is also recommending that should any opportunities arise to create additional services, other than those referenced within this multi-year service plan, that a temporary service period of no more than one (1) year be executed if it does not impact the current approved budget. If the temporary service is deemed successful, RTA will present those individual service plans to its board of trustees for approval.

If the RTA board of trustees approves these plans, the Chief Executive Officer will be authorized to carry out all actions necessary to make these changes. All aspects of the plan will be implemented in phases based on driver availability, approved budget levels, and demand/utilization of service.

Overview of Multi Year Service Plan

The proposed system redesign consists of (1) maintaining some existing services, (2) implementing minor changes to other services, (3) launching new services to replace services that are proposed to be discontinued, and (4) service hours and frequencies.

No Changes

Routes 1, 2, 8, 9, 12, 22, 55, The Flyer, North Community Connector, On-Demand Zone 2, and Paratransit Services.

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- Revitalization of sections of discontinued routes 3 & 5 to be combined to create a new route(s).

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Analysis and Review of Proposed Changes and the Potential Adverse Effects

The service analysis was performed in accordance with the requirements of the Federal Transit Administration’s Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients and RTA’s 2021 Title VI Program.

The purpose of the service analysis is to determine, prior to implementing changes, whether the planned changes will have a disparate impact on the basis of race, color, or national origin, or if low-income populations will bear a disproportionate impact burden of the changes.

In addition to public comments, RTA also utilized data collected from the following systems:

- Automated Passenger Counters
- Transit app
- Remix

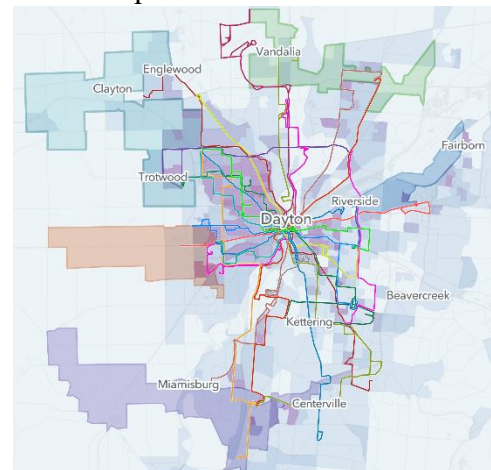
RTA’s equity analysis found that the following service changes will have no disparate impact or disproportionate burden, and that only positive gains in service were shown in our Title VI data analysis, in every individual category:

Category	Variance in Population Served
Minority	+ 3%
Limited English Speaking (LES)	+ 3.6%
Low Income	+ 3.3%
65 and Older	+ 9.2%
Zero Car Households	+ 3.6%

The following data analysis is based on population data within .25 miles of RTA fixed routes and other services, which includes its demand response service On-Demand. More information on the On-Demand program can be found here: <https://www.iriderta.org/ride/other-transportation-services/demand>. No changes were proposed to RTA’s current complementary ADA paratransit service, which currently operates county-wide, beyond the ¾ mile requirement.

RTA’s methodology and data sources can be found here: <http://remix.com/title-vi>. This analysis provides several different pieces of information contains our full Census-based analysis. For each category, RTA evaluated this plan to compare benefits of the populations reviewed and those who are not within those populations.

RTA mapped the changes, overlaid on the populations within the service area (example on the right). RTA then compared percentages of the two populations, respectively, to determine if a potential disparate impact or disproportionate burdens existed.



Minority

Minority			
Aug 2022	Population	Minority	Minority%
Fixed Route Services	274,100	101,691	37.1%
On-Demand Services	78,600	21,013	26.7%
All Services System	352,700	122,704	34.8%
Multi-Year Service Plan	Population	Minority	Minority%
Fixed Route Services	285,300	104,135	36.5%
On-Demand Services	90,970	22,223	24.4%
All Services System	376,270	126,357	33.6%

Limited English Speaking

Limited English Speaking (LES)			
Aug 2022	Population	LES	LES%
Fixed Route Services	274,100	7,401	2.7%
On-Demand Services	78,600	1,299	1.7%
All Services System	352,700	8,700	2.5%
Multi-Year Service Plan	Population	LES	LES%
Fixed Route Services	285,300	7,418	2.6%
On-Demand Services	90,970	1,595	1.8%
All Services System	376,270	9,013	2.4%

Low Income

RTA defines low-income as those earning less than 150% of the federal poverty level.

Low Income			
Aug 2022	Population	Poverty	Poverty%
Fixed Route Services	274,100	57,835	21.1%
On-Demand Services	78,600	9,585	12.2%
All Services System	352,700	67,420	19.1%
Multi-Year Service Plan	Population	Poverty	Poverty%
Fixed Route Services	285,300	58,487	20.5%
On-Demand Services	90,970	11,162	12.3%
All Services System	376,270	69,649	18.5%

65 and Older

65 and Older			
Aug 2022	Population	65+	65+%
Fixed Route Services	274,100	41,937	15.3%
On-Demand Services	78,600	14,671	18.7%
All Services System	352,700	56,608	16.0%
Multi-Year Service Plan	Population	65+	65+%
Fixed Route Services	285,300	45,077	15.8%
On-Demand Services	90,180	16,738	18.6%
All Services System	375,480	61,816	16.5%

Zero Car Households

Zero Car Households			
Aug 2022	Households	Car Free	Car Free%
Fixed Route Services	109,900	13,957	12.7%
On-Demand Services	26,300	1,880	7.1%
All Services System	136,200	15,838	11.6%
Multi-Yr Service Plan	Households	Car Free	Car Free%
Fixed Route Services	116,100	14,396	12.4%
On-Demand Services	30,560	2,019	6.6%
All Services System	146,660	16,416	11.2%

Public Engagement Process

Information and Notifications

RTA publishes notices, brochures and tables regarding RTA proposals or programs, including how the public can obtain information and make comments, where meetings are to take place, and other applicable information.

The notices for public input are posted 30 days in advance so the public has time to consider proposals and make comments. Translation services were available to support the public engagement process.

Public engagement was conducted through the following activities:

- In-Person
- Facebook Live
- Email
- Phone
- Mail
- Website

The notice methods included:

- Press releases to local and state media
- Customer newsletters (print and email)
- E-mail blasts and alerts via text or e-mail
- Website links and articles
- On bus advertising with interior cards, exterior bus banners, onboard enunciator, and TV monitors on partial bus fleet
- Rack cards/“take ones” placed on the bus and racks throughout RTA transit centers
- Transit Center posters and brochures

In-Person

RTA held five (5) public meetings in February 2023 to collect customer feedback and comments regarding the agency’s proposed system redesign. The RTA encouraged individuals, groups, agencies and private providers of transportation to comment on the proposed changes. The photo to the right was taken from one of the meetings.



The meetings were conducted by RTA staff and included a general information overview video for attendees. After the video, customers could either submit their comments or meet one-on-one with a member of the RTA staff. RTA staff prepares proposals in sufficient detail and makes copies available when required prior to the meeting for interested individuals. Maps of the changes were also made available for attendees to review.

Since each customer can be affected differently than another customer, obtaining comments this way allows for an individualized response to an individual need. RTA staff will conduct personal interviews and transcribe oral comments if written comments are not possible. Reasonable accommodation was offered, where requested.

Meetings had sign-up sheets where attendees could sign in. All individuals who arrive during the advertised time will be heard from, even if in line after the ending time of the meeting.

The public input session dates, times and locations:

Date: Monday, Feb. 13, 2023

Time: 8-10 a.m., 12-2 p.m. and 4-6 p.m.

Location: Wright Stop Plaza

Date: Wednesday, Feb. 15, 2023
Time: 9:30-11:30 a.m.
Location: Dayton Metro Library – West Branch

Date: Thursday, Feb. 16, 2023
Time: 9:30-11:30 a.m. and 4-6 p.m.
Location: Dayton Metro Library – Miami Township Branch

Date: Monday, Feb. 20, 2023
Time: 8-10 a.m. and 4-6 p.m.
Location: RTA’s Northwest Transit Center

Date: Wednesday, Feb. 22, 2023
Time: 9:30-11:30 a.m. and 4-6 p.m.
Location: Dayton Metro Library – Southeast Branch

Individuals unable to attend the in-person sessions could also submit in-person at RTA’s Wright Stop Plaza offices located at 4 S. Main Street, Dayton, OH 45402 between 8 a.m. and 5 p.m. Monday through Friday.

Facebook Live

A session was held on Thursday, Feb. 23, 2023, from 4-5 p.m.

E-Mail

Comments could be submitted via email at speakup@greaterdaytonrta.org.

Phone

Comments could be submitted via phone at 937-425-8330 between 8 a.m. and 5 p.m. Monday through Friday. Customers were also able to leave an audio message on an advertised phone number and the comments are transcribed.

Mail

Comments could be submitted by mail to the Greater Dayton RTA, Attn: Planning & Service Development, 4 S. Main Street, Dayton, OH 45402.

Website

A specific site was created where customers could find details on the proposed changes, including an interactive map where feedback could be provided as well:
www.iriderta.org/2023systemredesign.

Summary of Information Collected & Potential Adverse Effects Identified

Prior to making this recommendation, RTA released and shared with the public the proposed service plans. Beginning in February 2023, feedback from the public was collected through in-person meetings and a virtual meeting over Facebook Live. RTA also received feedback via mail, phone, social media, email, and its interactive online mapping system Remix. In total, the RTA received over 70 public comments. In addition, RTA engaged with over 20 jurisdictions within the county, ensuring our plans aligned where possible with their economic and residential development, where possible. All comments were made part of the official record for the public engagement period, and all individual comments made can be found under Appendix A, along with meeting sign in sheets.

Potential Adverse Effects Identified

Common concerns identified through public engagement were the routing adjustments made to certain routes. Also, it was noted that while most services remained unchanged, due to several proposed adjustments, it was recommended to change route numbers under the plan. This led to confusion over the changes proposed and the perception that certain areas were being discontinued, which was not accurate. Those misconceptions were taken into account in the review of the feedback received.

As expected with every service proposal, not every single customer will see benefits from the changes. Most of the comments received that were of concern are in relation to increased travel time that would be required due to transfers. None of these concerns rose to the level of opposition to the changes. However, the RTA has decided to not change some of the routing and the numbering of those associated routes because of the comments received. The public engagement period started on January 31, 2023 and comments were received until 5 p.m. on Friday, March 3, 2023.

Appendix A – Public Engagement Information



8-10 AM

Sign-In Sheet Public Input Sessions

Wright Stop Plaza / February, 13th, 2023
(Location/Date/Time)

Please **print** your full name on the lines below. Thank you.

Print Full Name Please

Faith Ambroster

Jamie Oram

Joseph Ingle Jr.

David J Schmitz

Mindy Gibson

Oliver Powell

Kim Bugh

Brian Bonfield

George H Stampaly

Ann Marie Johnson

Grace Malone

CARLA BALLOU

William Davis



12-2pm

**Sign-In Sheet
Public Input Sessions**

Wright Stop Plaza / February, 13th, 2023
(Location/Date/Time)

Please **print** your full name on the lines below. Thank you.

Print Full Name Please

Joyce Block

Linda G. Maynard

Angela Day

Beneva Back

Beverly Back

MARK E. CARRER

KAREN ROSE

Ms. ERIC TOSOL-JONES

Wally DAVIS

Crystal Nash

ALAN JOHNSON



**Sign-In Sheet
Public Input Sessions**

Wright Stop Plaza / February, 13th, 2023

(Location/Date/Time)

Please **print** your full name on the lines below. Thank you.

Print Full Name Please

Michael Payne

Lisa Williams

Michael Hartman

Angela Doy

Susan Peters

Debra Estes

Cory West

James Hart

Kellye D. Fisher



**Sign-In Sheet
Public Input Sessions**

Dayton Metro Library – Miami Township / February 16th, 2023

(Location/Date/Time)

Please **print** your full name on the lines below. Thank you.

Print Full Name Please

Ronald VanLandingham

Anthony Dillard

Julia Beckwith

Samuel West

ANDREW HOLLAND

Zeandre Nossay

Richard Ritter

SUSAN D-ELUS

MARGARET ROGERS

Jeffrey Henderson

LYNN ANN GUINEY

Daniel Clark



**Sign-In Sheet
Public Input Sessions**

Northwest Transit Center / February 20th, 2023

(Location/Date/Time)

Please **print** your full name on the lines below. Thank you.

Print Full Name Please

KARLA TRUMAN

Lauren McKey

Paul Curtis

Ngô, TRIEU LUONG.

RACHEL KINARD

Mable Singleton Lewis

Renee Jones

LORI ROTTERTMAN

Rick Fishman

Linda Randall

Mamma Polzipo

Rae



**Sign-In Sheet
Public Input Sessions**

Dayton Metro Library – Southeast / February 22nd, 2023

(Location/Date/Time)

Please **print** your full name on the lines below. Thank you.

Print Full Name Please

Lee Char
Wilham Benton
Mary Sue Gmeiner
Joy Armstrong
Mary Schlottman
Percy Jones

Public Individual Comments

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
1/27/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	North Connector	I like that the North Connects the northern parts of Montgomery County without having to travel downtown.
2/1/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	East Connector	Route 12 should bring back the loop around the Indian Riffle neighborhood to connect to the Greene and along Stroop.
2/1/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 16	When is the new route coming out
2/1/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	West Connector	When Does The New Route Come Out
2/4/2023	Anna Bennett	Email	Did Not Provide	annaeb29@hotmail.com	Did Not Provide	Flyer	Put thy flyer back to its original route and put all day Saturday and Sunday times also the way you have it I haven near zero opportunity to take advantage of the flyer
2/4/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	North Connector	Perhaps a bus stop here to service the mobile home park?
2/5/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	East Connector	There has never been a loop on Indian Ripple. Did you mean the Dorothy Lane-Stroop loop? If so, 28 does that loop.
2/5/2023	Anna Bennett	Email	Did Not Provide	annaeb29@hotmail.com	Did Not Provide	Flyer	Brin back original flyer route and the all day time the way it is now I have near zero opportunities to tide
2/6/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 16	Glad to see a stop closer to Walmart. Loading groceries at the one on Clyo is too difficult due to the distance and slope. Hopefully there will be a shelter here and a place to put shopping carts.
2/6/2023	Christopher Boian	Facebook	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	I'm excited about the route 25The only thing is that you should have done is the route 25 going into saint Leonard's like the route 23 used to do

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/7/2023	Mario Gajdaczova	Email	Did Not Provide	kaou.iwen@gmail.com	Did Not Provide	Payment	<p>Here is my feedback since I cannot attend any of your meetings.</p> <p>While there have been many horrifying changes in the last few months, I will focus on only one or two</p> <p>When a traveller arrives at our city, either at the airport, the Greyhound Bus, or by Flixbus...their first impression of our city shouldn't be that they need an app or a payment card to transact a fare. Some who travel arrange to have only cash in USA currency while visiting the US.</p> <p>Here is my suggestion and solution for a policy change:</p> <p>Anyone getting on at or near the airport (especially including Vandalia) should be given the option to show a boarding pass or flight itinerary. This should be enough to grant them passage to downtown. It should be explained to them about where to purchase a card with cash.</p> <p>The above suggestion should also apply to the Greyhound Bus in Trotwood. It should also apply to the arrival of passengers by Flixbus (at Old Troy Pike and Merrily Way) in Huber Heights.</p> <p>And unrelated to that, since the Columbus Buses have free WiFi, why not in our fair city?</p> <p>Respectfully, Mário</p>
2/7/2023	Anonymous	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	Route 11	I got a good idea of what Bus 11 will be doing if and when you make changes. The person in charge was courteous and very helpful to me and my questions. Thank you very much.
2/7/2023	Christopher Boian	Facebook	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	I'm all for in route 25
2/7/2023	Haley Davis	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	West Connector	This route is perfect. I'm definitely liking all of the new add ons!!!
2/7/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	General feedback	There should still be more than 1 bus that goes to Walmart throughout the week.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/7/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	General feedback	There should still be more than one bus that goes to the hospital!
2/8/2023	Oliver Powell	Public Hearing	1102 Wayne Ave.	kattdaddyoh@yahoo.com	Did Not Provide	Route 11 and 12	I live on Wayne Ave and I work at the Greene. Bus 12 would pick me up on Wayne and take me to Dorothy/Stroop. I now ends at Kroger and I have to walk 30 min uphill to the Greene. If I take the bus 11 I have to wal;k 20 min to the MVH and ride to the Greene. Bus 11 takes the full tor of Moraine/Kettering and I have to leave am 1 1/2 early as well. I would like Bus 12 put back to it original schedule. Thank you very much. P.S. plus it looks like your discontinuing 11.
2/8/2023	Mindy Gibson	Public Hearing	Did Not Provide	Did Not Provide	9372325339	Route 17	I work at Walmart and Kingridge Drive in Centerville. I have to be at work at 7:00 a.m. and I take bus 17. Will 17 still be running or will the bus number change from downtown I get bus 17 at 6:01 a.m. Will that time change. I also ride bus 1. Will that bus be changing at all I catch the very first bus at Third and Iona at 5:30 a.m. I have no other means or transportation so if these times could stay that would be wonderful. My schedule Bus 1 5:30 Third and Iona Bus 17 6:01 downtown
2/10/2023	Kim Bright	Public Hearing	911 N. Gettysburg Ave.	Did Not Provide	9373612376	Route 22	Put 22 back on Needmore and Wadworth
2/10/2023	Michael Hartman	Public Hearing	Did Not Provide	m.hartman@gmx.us	Did Not Provide	Route 4	I really like the proposed route 4 changes.
2/12/2023	Jeanie Oram	Public Hearing	980 Wilmington Ave., Dayton, OH 45377	jeanieoram76042@aol.com	9373717796	Routes 17 and 16	Please keep 17 and 16
2/12/2023	Hardin	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	General feedback	On Saturday-Sunday-on some of the routes put extra when needed. Dayton RTA has it all together over Columbus. Check as to why when he scans his Tapp Pay is still asks for senior ID.
2/13/2023	Chris Burchfield	Email	Did Not Provide	cburchfield@yahoo.com	Did Not Provide	Route 16	I ride bus 16 everyday to work and back home I need this bus not to go anywhere I work at Freddy's the only bus that takes me out to my job is bus 16 so please don't get rid my bus

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/13/2023	Taunya Adams	Email	140 Park Dr., Dayton, OH 45410	adamstl1971@gmail.com	Did Not Provide	Route 16	<p>To whom it may concern</p> <p>I live at 140 Park Dr, Dayton, OH 45410 and I work at 1700 E Stroop Rd, Kettering, OH 45429. I currently use bus 16. My concern is being able to get back and forth to work and home. I don't mind being at work 30 minutes early, I actually prefer it. My work schedule is from 7am to 3:30pm or 4:30pm Monday to Friday.</p> <p>My question is how will the new changes affect my current commute, or will there be any changes?</p> <p>Very concerned Taunya Adams</p>
2/13/2023	Nicholas Buschur	Email	Did Not Provide	nbuschur8382@gmail.com	Did Not Provide	Route 17	<p>I ride the 17 to and from work. With the new changes in the route I'm afraid with the change in schedule times. I work 3:15 - 11:30 and the 17 picks me up at 3:05 and 11:40 which is perfect for me. Will those times stay the same? I work at Miami valley hospital and always use the main and apple street stop along with Shroyer and Roy. Will those stops stay in contact?</p>

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/13/2023	Brad J. Townsend	Email	300 E. Central Ave., West Carrollton, OH 45449	btownsend@westcarrollton.org	9378595183	Route 18 and 27	<p>Good morning Nate, My apologies for not being able to attend the discussion yesterday. I trust that you understand it was out of an abundance of caution. While it was my understanding that the purpose of the meeting was to discuss future developments in WC, it's also my understanding that you discussed with Mr. Lucking a proposed route renumbering and change for route 18. Attached is a copy of the proposed change that you presented to Mr. Lucking utilizing Elm Street and renumbering the route . Nate, I can tell you this proposed route redesign will be a non-starter for my City Council. It is my understanding that several years ago, (2005 or 2006 time frame), route 18 was changed to the current configuration at the request of the City Council to specifically eliminate RTA bus traffic on Elm Street. This was in response to numerous complaints received from residents of the adjoining neighborhood and other existing conditions on Elm. If I had known this was going to be a topic of discussion, I would have attended the meeting and relayed this information to you directly. Please let me know the next steps in this process and how the City can officially objected to this proposal. Regards,</p> <hr/> <p>Brad J. Townsend, ICMA-CM City Manager City of West Carrollton 300 East Central Avenue West Carrollton, Ohio 45449 p. 937.859.5183 f. 937.859.3366 www.westcarrollton.org</p>

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/13/2023	Lisa Williams	Email	Did Not Provide	lwilliams839@yahoo.com	Did Not Provide	Route 19	Good evening, my name is Lisa Williams. I ride the 19 bus. I have been made aware of the changes being proposed and gone over the information. This is an absolute nightmare. It would be very hard for me to get to work if I have to get to Needmore or even the Executive Blvd/Meijer stop. For all the people that live on Valley, Harshman or even Brandt, both of those stops are miles away. How are we supposed to get to the stops far from where we live? I work downtown, from 8 to 4. I have no idea how I would get there on time with this new plan. On my route in the morning, the bus usually fills up by the time I get to the hub and when I get off there even more people are getting on. This whole proposed plan seems geared to the downtown and not everybody else. I am very confused about why this is happening. I have lived in other states and was just saying to a co-worker today that the bus system here is pretty good. That will no longer be true if these changes take place. I do intend to attend at least the public session at the Wright Stop Plaza. Hopefully I can get some answers and hopefully enough people will speak up to find a better alternative that what has been proposed here. Thank you for your time.
2/13/2023	Lisa Williams	Email	Did Not Provide	lwilliams839@yahoo.com	Did Not Provide	Route 19	Thank you for your response. I saw the actual route listings today and was really relieved, lol. Guess I jumped the gun. I appreciate all the work the RTA people put into getting us where we need to go. Have a great evening. Lisa Williams
2/13/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	I'm very pleased to see a plan to add coverage to Wilmington Pike South of E David, which is a troublesome gap on the current map.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/13/2023	Anthony Dillard	Public Hearing	Did Not Provide	jesuskeepsmefocus_29@yahoo.com	Did Not Provide	West Connector	When i heard about the proposed changes that are proposed, I heard about he route that goes to the westside of town coming from Dayton Mall/South Hub area. I think the one route will be easier and be a good idea so I don't have to going downtown. When they eliminated 24 due to the pandemic, i had to end up taking 2 buses that was my alternate route. The other issue at night is Route 19 and 22 meet at Broadway and Edwin C. Moses because i catch the bus at the intersection mostly days when i get off work. The issue that i end up going downtown because i have to endup waiting for an hour for the line up. So maybe it there a way or maybe better for me for the route that is proposed so i can get home easier and get quickly to my destination.
2/13/2023	Shari Hicks	Email	Did Not Provide	shicks@greaterdaytonrta.org	Did Not Provide	General feedback	<p>Hello</p> <p>I enjoyed reading the memo today. Here is a suggestion for you, it is just a thought. First of all, I am a new RTA employee and my suggestion is for ALL RTA employees to ride a special kind of bus that is made for them. All we would have to do is login to a portal and sign up to be picked up when we have to go to work and not have to worry about being late. What we would do when we sign up is put the days and the times that we work and then put in a time that is either one to two hours before our shift in order to be picked up on time without being late. It does not have to be just one bus. It can be a bus designated for each part of Montgomery County. I came up with this idea because I have a disability and I ride the paratransit bus, which sometimes has a lack of pickup time availability when coming to work. I have seen what other bus riders and what other employees have gone through and that is why I thought of this suggestion. Every piece of feedback and every thought helps!</p> <p>Have a good day!</p> <p>Shari R Hicks Greater Dayton RTA Clerical Support</p>

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/13/2023	Beverly Back and Geneva Back	Public Hearing	3318 Old Troy Pike	ctrygrrl@yahoo.com	Did Not Provide	General feedback	Concerned that Geneva will be able to get to work. She works @ Walmart by Dayton Mall. We are also wondering what us/buses we would catch to go to Huber Heights from where we live in downtown from where we live. Also, will there be a bus that goes to the Greene Shopping Center and how close to the Air Force Museum will a bus go to.
2/13/2023	Crystal Nash	Public Hearing	Did Not Provide	crash4102@gmail.com	Did Not Provide	General feedback	This new change still isn't doing anything that the other buses aren't doing. There was changes made last year. How is these changes going to help the customers? Everytime there is a change there's also a change in the fare. The Tapp Pay fare is ridiculous. We as customers are not saving money. Even after 30 days we're still having to put money on these Tapp Pay cards it seems as if it's everyday. These Tapp Pay so called solutions is ridiculous. All customers that ride the bus is losing money before saving money. I think we should go back to regular pay. Also changing the numbers of the bus should stay the same instead of changing the numbers. Just change what you think would be beneficial to the riders.
2/13/2023	George H. Stamaty	Public Hearing	219 Neal/106 Squirrel/841 Belmonte Park	gstamaty@gmail.com	Did Not Provide	General feedback	X5? After talking to "Nathan" at length my concern is keeping service first for your customers (me: a former one) and also communicating "KISS" as video was too hard to follow by lay person less educated than myself. I had problems following the audio to the visual. Thanks for accepting my input. George H. Stamaty
2/13/2023	Mark E. Carryer	Public Hearing	144 E. Helena St., #205, Dayton, OH 45404	mecarryer@gmail.com	9372721597	General feedback	Documents scanned
2/13/2023	William Davis	Public Hearing	2 Kosmo Dr. Apt. 219	Did Not Provide	Did Not Provide	General feedback	Dayton, Ohio has one of the worst bus service in the country in the op 20. In the 1970's their bus service was better organized the public has to wait longer for service too arrive too where they need to go, which is unfair to them.
2/15/2023	Chris Burchfield	Email	Did Not Provide	cburchfield@yahoo.com	Did Not Provide	Routes 11,16,17,18,19	Please don't eliminate business 11,16,17,18,19 I need them to get to work and places I have to go to my name is Christopher burchfield16&18 takes me to both of my jobs
2/15/2023	Arlene Stevens	Email	Did Not Provide	mygrandbabies284@gmail.com	Did Not Provide	General feedback	At 4:45 the bus says it will arrive in 15mins I get to my stop on Tabor and Smithville then it says it's oming in 45mins I was standing outside for nearly 1hr. The GPS system is horrible. Plz somebody get it together....

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/16/2023	Lynn Ann Guiney	Public Hearing	1108 A Cambridge Station Road, Washington Twp., OH 45458	abbess.Tsing@hotmail.com	Did Not Provide	Bus stop ID #6552	Donna and Ivory were patient, helpful, and thorough. Treat them right. (The same applies to Nathan.) Please consider retaining service to stop #6552 (the bus bench/shelter between Kettering/Moraine Walmart and Happy Asian Mart. That's an important and heavily-trafficked stop for customers of both businesses - often burdened, disabled, and/or wrangling young children, and Happy Asian Mart is a primary grocery for some shoppers.
2/16/2023	Lori Rotterman	Public Hearing	425 Dayton Towers Drive, Dayton, OH 45410	lorirotterman@gmail.com	Did Not Provide	General feedback	I like the look of many of these system changes, especially the additional connectors and increased frequency. My main feedback however is on the RTA service in general. 1) Having printed schedules and maps available for those who do not have a smartphone is pretty essential. Downloading and printing schedules from website is very cumbersome and there are no maps to download except the complete system map which is too small to read if it is printed. 2) While I understand the cost savings in switching to the cashless Tapp Pay system, this is very unfriendly to out of town visitors as well as those who may be new to the system or infrequent users. 3) Please support the proposed Amtrak expansion route 3C & D, since adding train service to Dayton would be wonderful.
2/16/2023	Dee Char	Email	Did Not Provide	todchar@yahoo.com	Did Not Provide	Question	Are these public input meetings for the proposed bus changes, a presentation format that will last the two hour time slot, or is it a drop in and out Open house style forum to leave comments and ask questions? Dee Char
2/16/2023	Mable Singletonlewis	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	Route 43	Trotwood people having issues going to Walmart - difficult for people disabilities/older adults have issues with crossing dixie @ needmore. - 43 schedule not consistent enough to help her get a job. - Can't leave her job at certain times due to schedule (14) (now north connector) - People having to get to work 3 hours early - 70 connections not congruent with other buses - schedule flips causing job conflicts

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/16/2023	Daniel Clark	Public Hearing	7424 Creekwater Drive, Dayton OH 45459	dclark3360@gmail.com	Did Not Provide	Route 26	My only issue with the proposed route redesign is the proposed route 26 would turn north on Dixie rather than continuing on Dorothy Lane. This would require me to transfer onto route 27 to get to work which I set off on St. route 741 and Dorothy to/from 741 Mall Park. Currently I do not have to transfer. (Dorothy @S.R. 741) - Stop ID. (Starting @ 741 new Auto Mall... Honda, Mazda, etc.) -(Get off @ Frickers)
2/16/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	West Connector	Route 24 Should Come Back
2/16/2023	Anthony	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	West Connector	If they put the west connector on that route, I can take one bus to and from the south hub so don't have to be going downtown and the one of those nights I don't have to wait for an hour for the lineup. that will be easier for me and would be a good idea
2/17/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 16	For the Southbound 16, since it will no longer go on Montgomery Square, add a stop at Whipp and Montgomery at both ends of Montgomery Square. Also, on the northbound, add a stop at Whipp and Kentshire.
2/18/2023	Peggy Rosselit	Email	Did Not Provide	peggyrosselit@hotmail.com	Did Not Provide	Route 11, general feedback	I would like to see bus frequency to every 30 to 45 minutes on routes 6 and 11. Also please continue to have bus 11 go to and from Kettering Medical Center.
2/20/2023	Samuel West	Public Hearing	1316 Camphill Way Apt. 5	kairawest03@gmail.com	9375101760	Concerns	Turns out I have valid concerns about walking 20 mins to the bus stop everyday.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/20/2023	Matthew Swafford	Email	Did Not Provide	matthewswafford2d@gmail.com	Did Not Provide	General feedback	I'm matthew swafford member historical trolley gdrta historical society. I have feedback help gdrta, that be run trolley wsp south brown st to Stroop rd. Reason benefit ud students could and passengers ride trolley bring back 5 south go brown far hills oakwood and Stroop rd.southmoore circle. Students can go mall Kroger, two pizza restaurants, yogurt shop, Chinese restaurant, across street. Stroop mall. Inside remodeled, where go ,Buffalo wild wings, shoe stores, sunoco gas station, little restaurant, Krispy krunch spicy chicken. Back health food store,book store .main traders Joe. Grocery nice organic variety fruits meats wines, juices assortment . Run 1 trolley 5 wsp south, North wsp.north pull hub drop off. Left jefferson.right Sinclair, right fourth , left Jefferson back wsp hub south bay D E. Put word out instead wait 17, 6 south can catch 5.farhills stroop via stroop mall. .another consideration, benefit.record 1990 had 5 turn around go south. 2023 better cause now wsp. Like planning consider look into this. Passenger revenue. Also:: I like proposes for these new routes: new 15 Xpress south wsp to gateway. Take gateway shelter serve. Take load off 22, .this better benefit serve wsp express, GATE WAY SHELTER. 15 express go south 35 to Gettysburg straight gateway shelter. Mon_sun 7am _ 905pm. Last bus. Shelter gateway closes door 10pm. Lock. Via wsp. Hub north 15 Salem to northwest hub. Help 8 and 630pm 810pm help benefits passengers going up Salem Ave. Since 14 disconnected. Help out 7days but start 6am _ 1137pm. Help out when have 4th July 2023, fire works show. Take load off 8 North, South being over crowded. Compensate. Take 2 8 busses off route. Won't need them. Cause have 15. Going Salem. Save money. Just be 2 8 south, 2 north 2 15 Salem 7 days. . Run south gateway 45 minutes. North 45 minutes. These changes proposal start June 2023. Help improve services connection northwest hub 15,north. 15 south help . 15 only serve gateway. Be better service. People shelter. Improve performance, times, 5, 15. Also help out summer, and 15, help 5, bring people Dec 2023, grandlumination. Bring more people catch bus. .please consider my proposal. I've help you get 22 route. Cause live liscum. Got bus stop help martin Luther, and day care liscum. Help you save money by cut 9 derby out Cause no revenue. So use dial ride. Contact : matthew swafford, 1453 liscum Dr apt 120 dayton ohio 45417 contact: 937 250 2245. Thank you for listening consideration. Sincerely, Matthew swafford.
2/20/2023	Carolyn A. Steele	Public Hearing	3704 Hickory Drive, Trotwood, OH 45426	Did Not Provide	9375702972	General feedback	Senior apts - make senior shuttle more affordable - qualify for paratransit - issues with 14 check zones -- 9000 N. Main Wal-Mart - wants senior bus back

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/20/2023	Paul	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	General feedback	Does not like the extra transfers to get to get to the NW. T.C. Can you PLEASE have the 12 serve NW Hub? Less connections! Likes West Connector to get to South Hub ... but still has to transfer twice to get to the West Connector. Stop near CVS Main St. and Olive ... Stop is closed for construction. Long walk to CVS pharmacy. Can we add stop @/near CVS?
2/20/2023	Rick Fishman	Public Hearing	4911 Covenant House Drive, Dayton, OH 45426-2007	Did Not Provide	Did Not Provide	General feedback	Take too long to answer the phone. Have to wait 10-20 minutes for each call. He thinks its terrible would like to see the 14 come back to the Northwest transit center. Use to go down to Town and Country and now he has to take 2 buses and it's terrible. He likes the Route 5. Automated voice on call center call line says we can do same day service and we can't. He wanted to stay later on Saturday, he was scheduled for an 8 p.m. pickup. He was told no he can't stay later. We use to have little vans that could pick people up if our mobility buses weren't available. He indicated its still advertised on our call line. He would like to see the paper schedules come back. Would like a Tapp Pay card holder mailed to him.
2/20/2023	Dr. Rachel Kinard	Public Hearing	114Martz Ave.	navierstokes21@gmail.com	4322102954	Route 11	I am a regular rider of Route 11 (every Saturday) and I always use the stop on Schantz (the street losing service in the redesign). Although the stop I use is being removed, RTA has done a great job redesigning the other routes to still service the area - GREAT WORK! Is there a way to connect Route 6 to the East Community Connector at the National Air Force Museum (or nearby) to service WPAFB Area B? We need a route on Area B! This is in the works, and DESPERATELY needed!
2/20/2023	Renee Jones	Public Hearing	45 Brookhaven Drive, Trotwood, OH 45426	Did Not Provide	9378549455	Route 14	Advocating for the reemergence of route 14 - noticed buses (6) for areas like Oakwood being empty. - Someone rode the bus to see how busy the bus was. - Wants ridership request for 6,14 - Uber no longer in service - Has been using Lyft - Time cut has prevented Ms. Jones from getting to work on time.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/20/2023	Ron VanLandingham	Public Hearing	Did Not Provide	journey01faith@gmail.com	Did Not Provide	Route 25	Wants to travel from South Hub to 48 area ... to (E-Sporta) gym and Far Hills and Whipp. This new Rt. 25 change would make it harder to get to. Using the Rt. 17 now to get to these locations. New changes would require transfers. Could 6 hit South Hub? If this goes through ... make sure there is time to transfer from 25 to 6.
2/20/2023	Jennifer Minge	Email	Did Not Provide	jenniferminge38@gmail.com	Did Not Provide	Routes 23, 12, 11	<p>Kettering area had lost 23 and now more of route 12 by the greene. 11 inconvenient. None of bus times coordinate where it even makes sense. Whatever changes happen please consider the ease of use and sensibility. Having routes just run all over with no reasonable connectivity not serving the community. And the 16 route from wilmington/ Wayne to wilmington / stroop a mess. Too many elderly handicapped disabled carts wheelchairs etc are clogging these buses up since senior ez bus was taken away. It affects timeliness and ease of use for all passengers almost every single trip. The area of whipp and bigger is over served very little riders that is also taking time away from the route as a whole. Traveling south dayton kettering needs serious redesign. These last changes are a mess. If improvements aren't made I personally will b securing a vehicle because providing transportation at the sake of just having it roll around with no sensibility not helpful and here lately dependability of even seeing a driver is questionable and it is unfortunate that more can't be done in the way of providing the service you lay out and being accountable to the public. Communities need and deserve better efficiency dependability and service when considering changes and updates as improvements are implemented.</p> <p>Thank you Jen Minge</p>
2/20/2023	Ngo, Trieu Cong	Public Heaing	2441 Falmouth Ave.	charleschuong@gmail.com	Did Not Provide	Routes 24, 34	I would like to make a comment about RTA system redesign that if you can, can you reinstate Bus 24, 34 effective in the future, because I like to shopping a lot. If I go downtown to get these 2 bus, I will have to lose a hour a trip.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/20/2023	Anonymous	Voicemail	Did Not Provide	Did Not Provide	9372753375	Route 24	Yes, I'm calling pertaining to your route number 24 which primarily run up but used run up and down Gettysburg south Gettysburg toward the Dayton Mall. Back to North Gettysburg Dehllinger out to the Meijer's area like that. And I'm surely wondering, hoping that you can possibly get that back because you stopped and have a disparate amount of consumers or Tapp Pay pay members who can't utilize or catch a bus right there if they are not the health where they can walk up to Salem Avenue to catch a number eight are down Gettysburg to catch number nine I'd appreciate your consideration for something pertaining to giving a person access. If I need to catch a bus down Gettysburg to go up there the VA Center I live out near Dehlinger and I needed to go to the VA center what bus can take me there the bus used to run down Dehlinger right down from my house I was trying to get some information and some assistance. Thank you very much
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	Eliminating Route 17 and replacing with 25 is stupid. This was a good crosstown to Vandalia that went downtown from the SR 725/Mall area via a relatively quick jaunt down Far Hills/Shroyer/Main. Instead there is this long deviation to the Wilmington Pike area. And instead of Vandalia & Miller Road area the route goes to the desolate intersection of Neemore and Brandt Pike and doesnt even extend to the shopping areas of Huber.
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	26 still goes from the 725/Mall area via a relatively quick jaunt to downtown and on to vandalia/miller lane
2/21/2023	Chris Back	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 28	I live in Old North Dayton area and don't like that it looks I would have to take 3 buses to get to the Greene shopping center. Catch 25 downtown and then catch 27 somewhere to meet up with bus 28 which doesn't go downtown. Unless I am looking at the maps wrong this will be very inconvenient.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 28	It depends on where in Old North Dayton you live, but from what I can see you have two ways to get to the Greene. - You could take 25 up to the Eastern Connector - You could do what you said or take 27 all the way to Kettering and transfer to 28 I see what you mean, It does sound very inconvenient.
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 28	I like the frequency of this route, but it would be nice if it went in both directions instead of a 1-directional loop. I would also like to see a detour to the medical center so that it could be served by more than 1 route.
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 28	It's great that there's gonna be a bus route on Dorothy east of Southern Blvd. I feel like this bring a lot more ridership in Kettering. While the frequency is amazing, it would be more convenient if there were busses going both ways. A detour to Kettering Hospital would be great too.
2/21/2023	Nevea Davis	Email	Did Not Provide	neveacdbotv@yahoo.com	Did Not Provide	Schantz Ave impact	Greetings, Thank you for soliciting feedback from us. I have been a patron of RTA transit since 2009 and I happen to reside off of W. Schantz Avenue where bus service will no longer be available. Since I rely on RTA for transportation to work--due to inconsistencies with automobile transportation--discontinuing all bus service along W. Schantz would be a hardship for myself and perhaps others who are in a position similar to mine--especially in the winter. There are many residents who live in apartment buildings along W. Schantz (myself included) who benefit from the bus service that RTA has been able to provide. I have been grateful for it. After reviewing the proposed changes, I cannot determine which Circulators, Connectors or On-Demand Zones would service residents who live along W. Schantz. If none of those services are available either, am I left without any options from RTA transit? Your consideration and answers to my questions are greatly appreciated. Respectfully, Nevea Davis resident at Lytle Ln. and W. Schantz Ave.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/22/2023	Anonymous	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	Route 11	Route 11 = Shintz Ave. difficulty to get to Brown St. to head to downtown or go South or take 18 to point where 11 goes to get Schantz or use 18 come up ramp like the 11 does and then go back down Schantz to the 18.
2/22/2023	Dee Char	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	Routes 23, 11, 12	Concerns about changes, removal of bus 23, going into Kettering to o into Meijers -no buses drop off in front of Meijers. Route 12 and 11 - takes too long to go to destination - have to go downtown to make other connections -- takes too long
2/23/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	I like the new route 25 it covers most of the route 23 so I'm all for the new route still wishing 23 was around
2/23/2023	Kimberly Joann Jones Tufts	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Concern	Need to have routes running when they are supposed to. Not we didn't have enough drivers. I have to get to work on time
2/23/2023	William Reeder	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Concern	Downtown hub needs to be ran better then what it is
2/23/2023	Morgana Ross	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Concern	You need to cover the schools as well. Not some schools- all schools.
2/23/2023	Christopher Boian	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Route 23	I want route 23 back 23 was very helpful for me on a daily base
2/23/2023	Vickie Valentine	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Concern	The drivers you do have, need to be on time. The first 16 going southbound is always late. I have to run daily to connect with 17. I'm 63 yrs old, that's to much.. If i can't make i have go dwntwn to catch 22 and I'll bw late to work..
2/23/2023	William Reeder	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Concern	I have to catch the bus early in order to get to work on time
2/23/2023	Christopher Boian	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Suggestion	Need a bus route that goes to all the bus hubs. How about a route that goes to Cincinnati
2/23/2023	Tim Stack II	Email	Did Not Provide	tjstack@yahoo.com	Did Not Provide	North Connector	On the stretch of Olive taken by the new North Connector is a sign posted that reads "Trucks prohibited Gross Vehicle Weight of 22,000 lbs of greater" I read that somewhere that ... "The curb weights for these transit buses currently range between approximately 20,000 and 33,000 pounds, and fully-loaded weights range from approximately 30,000 to 44,000 pounds. As such, passengers comprise roughly one- third of the gross vehicle weight (GVW) of a fully-loaded 40-ft transit bus." Wouldn't the buses likely be overweight for that stretch of road and possibly cause damage to the road over time?