



RIVERS, CYCLING AND ACTIVE LIFESTYLES DRAFT RECOMMENDATIONS

Introduction

Around the country, initiatives to make areas more appealing to those seeking an active lifestyle are being embraced as a strategy to increase urban vibrancy, improve quality of life and grow the creative workforce. These initiatives include creating pedestrian- and bicycle-friendly communities, taking advantage of urban rivers as paddling destinations, and developing downtown outdoor recreation destinations. For example, cycling puts people on the street and changes their perspective and how they interface with the community. Visible pedestrians and cyclists attract other people, and so can increase the number of people on the streets — a key ingredient in creating an interesting and varied street culture that can be leveraged for economic and creative efforts. Creating access to a variety of urban outdoor recreation activities reduces the impediments to leading an active lifestyle and increases the attractiveness of urban living.

In addition, a region's propensity to be bike-friendly is a creative class indicator. A quick look at the nation's top cycling cities reveals that the mobility and culture engendered by cycling transform cities into destinations for both tourists and those looking for great places to live and work. Indeed, creating a Greater Downtown where it's easy to enjoy an active lifestyle will act as the catalyst the area needs to become a Midwest cycling and outdoor recreation destination.

Overall Goal

Enhance Greater Downtown and its waterways (bound by Wegerzyn MetroPark, Eastwood MetroPark, Wesleyan MetroPark, the University of Dayton Arena and Carillon Park) to become vibrant with activity and teeming with pedestrians, cyclists and paddlers of all demographics. Establish inviting corridors along streets and waterways that connect people where they live, work and play.

Core Objectives

- Establish a comprehensive cycling program in which bicycles are an integral part of the multi-modal transportation system as well as an excellent recreation and exercise alternative for the core area population.
- Ensure the rivers from Wegerzyn and Eastwood MetroParks to UD Arena are navigable, attractive, accessible, enjoyable and safe for novice to experienced paddlers.
- Develop an outdoor urban recreation destination that draws participants and spectators from nearby neighborhoods, as well as the region, providing another dimension to downtown's active lifestyle and regional cachet and attracting and retaining the creative class workforce.
- Establish pedestrian streets and pocket parks within the core that create comfortable, beautiful street environments welcoming to people.

- Create attractive, people-centered corridors and gateways that invite people into downtown from all surrounding neighborhoods and suburban communities.

KEY RECOMMENDATIONS

Develop a comprehensive cycling program that recognizes bicycles as an integral part of the transportation system, as well as an excellent recreation and exercise choice.

A pedestrian- and cycling-friendly environment in Greater Downtown will significantly improve the quality of life of the City's residents, as well as increase cycling as a recreational activity and transportation alternative. As perhaps the most affordable and impactful elements of the Greater Downtown Dayton Plan, these amenities must be used by partners in downtown revitalization to remake the image of Dayton as a vibrant, bike-friendly destination. To achieve this image, a broad range of community partners must engage in public-private partnerships to develop innovative bicycle facilities, educational programs, outreach efforts and funding mechanisms. The vision includes a community where educational institutions, businesses and health care providers, as well as government, actively support bicycling as a transportation choice and develop and implement complementary bicycle transportation plans, resulting in a seamless network of bikeways in the Dayton area.

- 1) Apply for and gain Bicycle-Friendly Community status from the League of American Bicyclists, beginning with submitting an application for Bronze Bike-Friendly Certification in 2010 and progressing ultimately to Platinum Bike-Friendly Certification by 2020. This will transform the Dayton core into a vibrant, people-friendly city, attracting the creative-class as a great place to live, work and play. (Subsequent recommendations in this section are key steps toward achieving Bicycle-Friendly status.)
- 2) Conduct a public input process to identify an on-street arterial bicycle network and incorporate it into the Bicycle Transportation Plan and other appropriate plans. The network will allow riders to safely use the streets when they need to bypass bike trails due to flooding, construction or other circumstances creating temporary closures.
- 3) Establish a bicycle friendly zone bound by the Great Miami River to the north and west, U.S. 35 to the south, and Keowee Street to the east. Plans for this zone will include the development of bike lanes, sharrows, bike sharing, bike parking, intersection treatments, bike co-ops and bike hubs.
- 4) Convert existing wide streets to two- or three-lane roads with bike lanes, particularly those within the bicycle friendly zone. (See bicycle-friendly zone map below.)
- 5) Develop a five-year Bicycle Improvement Program (BIP) that includes a public input process to manage selection, funding and construction of bicycle facilities and projects. This process would mirror one for automobile facilities called the Transportation Improvement Program (TIP). Project selection should include consideration of such destinations as schools and shopping centers, as well as a periodic review and upgrades to existing facilities.
- 6) Author and implement a bicycle parking maintenance policy that includes two parts: one detailing everything included in general maintenance, such as trash pick-up and repairs, and a second detailing winter maintenance,

such as snow removal on bike lanes and paths. Establish a “one-stop” phone number for all city-related issues that is posted online and at select locations so bicyclists can immediately report problems.

7) Adopt a bike sharing program to help normalize the use of bicycles in Greater Downtown, increase the visibility of cycling and lower barriers to cycling. Bike share programs can provide safe and convenient access to bicycles for short trips, as well as a solution to the “last mile” transit problem. Opportunities in Greater Downtown include the central business district and the Brown Street/Miami Valley Hospital/UD area. Bike sharing should be developed in a phased approach in concert with a larger bike-friendly initiative, with new stations added as market needs become evident.

8) Complete a public bicycle parking needs study for the central city area.

- Institute a program of city-provided public bicycle parking racks, with priority locations at all public buildings.
- Revise, implement and enforce the existing bicycle parking ordinance to address such issues as access and placement, bike racks and lockers, retrofitting existing development, and enforcement.
- Provide covered short-term parking and secure long-term bicycle parking at all City buildings and transit centers.

9) Accelerate development of bicycle routes, lanes and paths.

- Construct bike boxes, an advance stop bar for bicycles that provides a safe area for bicyclists to wait at traffic signals, at select and appropriate intersections.

10) Develop, implement and enforce a written bicycle access policy through and around public and private construction projects.

11) Identify key elements that have the ability to quickly move the bike-friendly effort forward, creating momentum and success upon which the effort can be built. Target and complete key indicator-level infrastructure improvements:

- Implement the two-way downtown bike lane project
- Establish three bike parking facilities in the downtown core for up to 50 bikes each
- Add sharrows or bike lanes to all core streets within the bicycle-friendly zone by 2011
- Complete the South East Corridor Trail by 2010
- Complete the Wolf Creek Recreation Trail by 2012
- Complete the Creekside Trail extension along U.S. 35 into the Huffman neighborhood by 2013
- Identify key neighborhood connections into the core and identify bike boulevards to establish
 - Study and determine a location for two to three bike boulevards, corridors where bicycles have preferential status and only local motorized traffic is allowed. Construct one and evaluate. Amend neighborhood plans in undeveloped areas to include bicycle boulevards to improve bicycling connectivity and access.

12) Create a Bicycle Level of Service Analysis, a data-collection tool that can be used for planning and designing on- and off-street bicycle facilities. Collect information for use as a tool for making recommendations for the Bicycle Improvement Program (BIP).

13) Create a training, peer review, on-the-job training and mentoring program for the bicycle facility concept, design and construction. Develop a training program that will foster the next generation of engineers and planners so they understand how to accommodate all modes of transportation.

14) Revise the standard detail drawings and construction standards to address bicycle-related elements, including bike lane marking, signage, wayfinding and signal operations. Convert the current bike trail network and signage to a destination-based network.

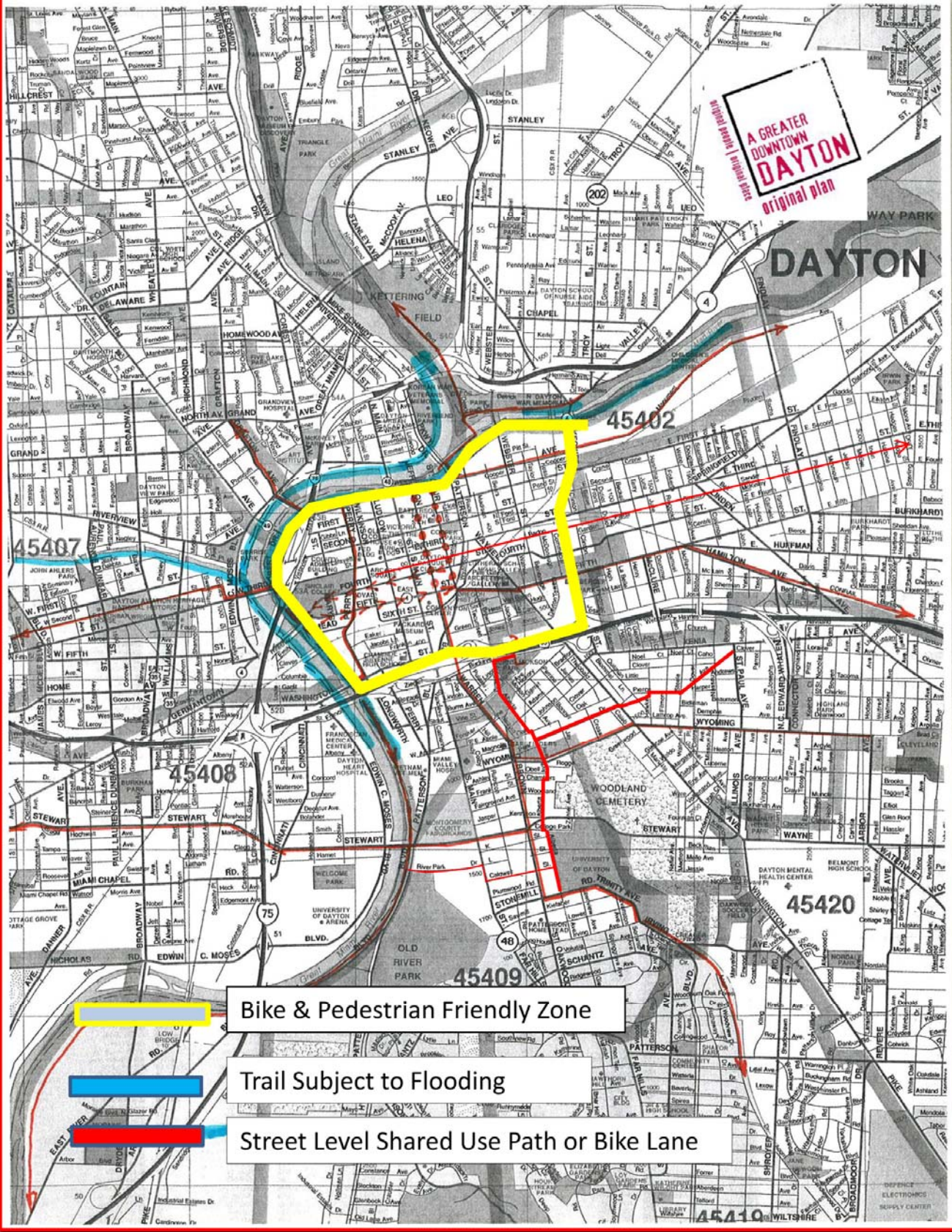
- Ensure traffic signal controls are engineered to consider the nature of bicycle transportation where movement and speed is in conflict with automobiles.
- Develop a bicycle signage/marketing guideline that supports safe bicycle transportation, even if the street does not have bike lanes.
- Where a side path crosses an intersecting street with a stop or yield sign, place a supplemental sign indicating two-way bicycle traffic.
- Adopt the current network of recreation trail wayfinding signs and maps initiated by the Miami Conservancy District and use at key locations on the street system. This trail wayfinding system is now the standard in Montgomery, Miami and Greene counties and should be adapted and modified for on-street bicycle system wayfinding.

15) Increase bicycle capacity on Greater Dayton RTA buses. As existing single racks require replacement or new buses are purchased, replace with three-bicycle racks.

- In development of new transit options provide convenient bicycle transport.

A GREATER
DOWNTOWN
DAYTON
original plan

DAYTON



Bike & Pedestrian Friendly Zone

Trail Subject to Flooding

Street Level Shared Use Path or Bike Lane

Make the rivers from Wegerzyn and Eastwood MetroParks to UD Arena navigable, accessible and enjoyable for novice to experienced paddlers.

Greater Downtown Dayton's Great Miami River corridor is growing as a recreation and entertainment destination. With leadership from University of Dayton President Dan Curran and the Miami Conservancy District, a vision of a 98-mile recreation and entertainment district along the Great Miami and Mad rivers is now shared by 11 cities. Five Rivers MetroParks and Whitewater Warehouse provide vital water-based programming in the Greater Downtown river corridor, bringing thousands of people to the river every year. Through the efforts of these partners, downtown has become the hub of this district, dubbed Ohio's GREAT Corridor. By building on existing strengths, new, exciting and inviting activities that offer a variety of unsurpassed river experiences can be created. In combination with Dayton's greenways, this network of blueways and destination gathering places makes Greater Downtown Dayton a point of convergence for everyone who enjoys an active lifestyle.

- 1) Modify or remove the Dayton low dam, opening the river to paddling from Wright-Patterson Air Force Base near Wright State University through downtown to the University of Dayton and Carillon Park. Provide access to the river, including parking and amenities for paddlers. Allow safe, exciting river travel for all paddlers, including novices. Develop and implement a funding plan for these safety and recreational improvements; complete final design, permitting and construction of the planned improvements.
- 2) Develop a funding strategy and construct the Eastwood MetroPark whitewater park.
- 3) Develop a plan, identify funding and implement improvements to river safety and recreation in the vicinity of the Tait Station Low Dam.
- 4) Identify funding, develop plans and implement the greening of Rivers Edge Park (behind The Landing housing development on Monument Avenue) through terracing.
- 5) Implement new kayak and other discipline-specific event programming.
- 6) Complete Rock-iN-the-River enhancements near the mouth of the Mad River to enhance the attractiveness of the river as a paddling destination and provide more opportunities to enjoy the river as a natural waterway.
- 7) Develop a plan for levee modifications (terracing, ramps, stairways, etc.) on river-left from Rivers Edge Park to Carillon Park, and on river-right from the Main Street Bridge to the Washington Street Bridge.
- 8) Develop a plan for new boat ramps (park and paddle) with vehicle access in the downtown area in two to three locations from Valley Street and Island MetroPark to Carillon Park.
- 9) Complete UD Campus West and sports complex-related river improvements.

Create outdoor urban recreation destinations that will draw participants and spectators, providing another dimension to downtown's active lifestyle and regional cachet and attracting and retaining the creative class workforce.

Currently, there are no outdoor recreation sites existing within the Dayton core. A strong outdoor recreation culture is being established through MetroParks' mountain bike trail, the Kettering skate park, whitewater boating on the Mad River, climbing at Urban Krag and other opportunities. Plans for developing whitewater boating opportunities downtown have been discussed and met with great enthusiasm. Providing an outdoor urban recreation destination would create a vibrant scene attractive to the many people who enjoy an active lifestyle. A corridor along Greater Downtown waterways connected by recreation and cultural destinations would be another dimension to this attraction.

1) Develop an urban outdoor recreation destination that is fully independent (the site would not be staffed).

- Identify and establish the location for the urban outdoor adventure destination. Consider first the Kettering Fields/Parkside Homes site.
- Develop a set of core attractions and construct phase I of the destination. Core attractions might include a mountain bike skills course and pump track, skate park, geo parks, adventure play, BMX track, bouldering, whitewater play spots, and a low ropes course. Include parking, restrooms, drinking water, music, movable seating, and sunny and shady areas.

2) Create, market and program the River Arts, Recreation and Culture (ARC) Corridor, a seven-mile pedestrian and bicycle corridor along the Great Miami and Stillwater rivers from Wegerzyn Gardens MetroPark through downtown to Carillon Park with attractions every half-mile to mile that include Greater Downtown destinations. Begin with a four-mile ARC Corridor from Wegerzyn Gardens MetroPark to the Dayton Art Institute, and then later expand it to Carillon Park.

- Develop a Web site for the ARC Corridor and integrate the corridor with ARC partners' existing Web sites and marketing. Apply viral marketing techniques to establish the corridor as a recreation asset.
- Close North Bend Boulevard to traffic (provide needed parking for Kettering Fields in new lots off Keowee and Helena Streets) and develop an attractive pedestrian and cycling corridor.
- Create spaces along the water's edge and connect people to the river.
- Develop various outdoor recreational assets along the corridor, including an urban outdoor recreation destination and the Island MetroPark Whitewater Park.
- Develop Deed's Park housing and an urban mixed-use district along Monument Avenue east of Riverside Drive.
- As part of phase II, develop two to four arts, recreation and/or cultural attractions along the river from the Dayton Art Institute to Carillon Park, with a focus on attracting college students.

Create a people-oriented environment through urban nodes, pedestrian streets and pocket parks that welcome people to enjoy Dayton's comfortable, beautiful street environment.

To make the switch from the current discomforting, vehicular-oriented streets, barren sidewalks and imposing urban scale, develop pedestrian-oriented streets, urban nodes and pocket parks. Such elements as trees, detailed paving, outdoor furniture and water features will create beautiful, desirable street environments that welcome people to gather and linger. The key to success is a strategic shift from viewing streets as a utilitarian tool to move vehicles through the city as efficiently as possible. The new strategy must consider downtown as a neighborhood and embrace the streets as elements of the quality of life in that neighborhood. Thus, the streets must be designed as human spaces that first accommodate people walking, gathering, window shopping, eating at sidewalk cafes and cycling. Vibrant street activity must be identified as a strategic priority over vehicular movement.

1) Develop, adopt and begin to implement a Complete Streets (www.completestreets.org) resolution specific to Dayton's needs and infrastructure capacity. Create street vibrancy through such strategies as reducing lanes and squeezing intersections, as well as adding tree lawns to create human-scale spaces between buildings and the curb, site furniture, enhanced paving, pedestrian-scale walkway lighting and architectural lighting. A Complete Street works for all users: motorists, bus riders, cyclists and pedestrians. This resolution will state that, whenever possible, new arterials, collectors and select commercial streets will include bike lanes and accommodate other users, such as pedestrians and bus riders.

2) Develop green, mid-block corridors to link key areas of downtown with pedestrian ways, creating great people spaces and increasing the opportunity for shop corners, sidewalk cafes and other great places. Create landscaped linear parks for pedestrian and bicycle access in the following corridors: (a) between Second and Third from Cooper Park to the National City 2nd Street Market, (b) along Lowe Lane between Monument and First from St. Clair to the Great Miami River, and (c) between Jefferson and St. Clair from Fourth to RiverScape, connecting to Lowe Lane.

3) Develop pocket parks in these key downtown locations: (a) at the northeast corner of Third and Jefferson streets, create a plaza with outdoor performance space with such treatments as murals, lighting or a water feature to the adjacent walls; (b) transform the parking lot on the north side of the Schuster Center into a green amenity that benefits tenants and patrons; and (c) identify a location for a neighborhood-scale park along Webster Street, perhaps in conjunction with the National City 2nd Street Market.

4) Reclaim unused spaces under freeways. Invest in hardscaping, public art and intriguing lighting to enhance the pedestrian experience at overpasses where highways and railroads have disrupted the urban fabric.

5) Develop larger green space opportunities: (a) Return a large area within Innerwest Dayton along Wolf Creek to a natural state while enhancing the waterway and recreational trail. (b) Develop a green gateway along the high-traffic Keowee corridor at the eastern edge of Tech Town. (c) Leverage the combination of an existing public riverfront park, a paddle-sports retailer and City-owned property to establish a recreational and commercial node focused on river and bikeway access at The Point in Old North Dayton.

Establish attractive, people-centered corridors, linkages and gateways that invite people into downtown from all surrounding neighborhoods.

Establishing connections among neighborhoods, destinations, institutions and population centers is key to building a vibrant downtown. These connections should be pedestrian- and bicycle-friendly, attractive and safe. Many of these connections already exist, and only need some infrastructure or cosmetic improvements. Some exist in pieces and need to be made into one contiguous whole, while still others need to be created. Below are the priority pathways that should be fully developed to make Greater Downtown itself a connected, cohesive neighborhood and destination.

- 1) Develop a cycling/walking/jogging connection from Brown Street to the Great Miami River along Stewart Street with a major recreation trail and paddling access point at Veteran's Memorial Park. Specifically, connect the Rubicon Bikeway and Stewart Street bike lane to the River Corridor Bikeway via the existing abandoned railroad bridge. Provide vehicular access to the river so that paddlers can conveniently unload and load their boats. Include vehicular parking and visitor amenities, such as rest rooms, information kiosks and lockers for cyclists and boaters within Veteran's Park, turning the park and surrounding area into a strong amenity.
- 2) Connect the University of Dayton and south suburbs to downtown and RiverScape MetroPark via Brown Street, Warren Street and Patterson Boulevard.
- 3) Promote the neighborhood route from the University of Dayton to the Oregon Arts District through Historic South Park.
- 4) Link the students, faculty and staff of Sinclair Community College to the Great Miami River.
- 5) Link Innerwest Dayton to downtown for cyclists/walkers/joggers following Wolf Creek.
- 6) Emphasize Main Street at I-75 as an important entryway into downtown that connects northern neighborhoods.
- 7) Connect East Dayton and downtown to Wright Patterson Air Force Base along the Mad River corridor, including an Old North Dayton retail recreation zone and recreation enhancements along the river, and Fifth Street.
- 8) Develop a riverfront promenade for walking and cycling at levee level from Rivers Edge Park to Carillon Park/UD West Campus, taking advantage of land gained from the I-75 corridor reconstruction.

Implementation

Lead Organizations: Five Rivers MetroParks
Miami Conservancy District
City of Dayton

Supporting Partners: City of Dayton departments of planning, traffic engineering, parks and recreation, building inspection, and public works
Dayton Police Department
Metropolitan Planning Organization
Miami Valley Regional Planning Commission (MVRPC)
Dayton Cycling Taskforce
Greater Dayton RTA
University of Dayton
University of Dayton Rivers Institute
Whitewater Warehouse
Sinclair Community College
Dayton Canoe Club

Potential Funding Sources

- MVRPC
 - Federal Transportation Enhancement funds
- Federal Congestion Mitigation and Air Quality funds
- Local, state and federal funding
- Naming rights
- Ohio Department of Natural Resources
 - Cooperative Boating Facility Grant Program
 - Navigational Aids Grant Program
 - Water Trails Program
 - Recreation Trail Program
 - Clean Ohio Trail Fund
- Private foundations and corporations devoted to children, arts and culture, and health initiatives
- Community Development Block Grant (CDBG) funds
- Clean Ohio funds for brownfield reclamation, land preservation and trail development
- Funds that target urban land reclamation

Supporting Materials:

- Greater Downtown Dayton Plan Cycling Plan
 - MVRPC Miami Valley Comprehensive Local-Regional Bikeways Plan