

# CITY OF DAYTON BIKE PLAN: 2020

## VISION

The bicycle is commonly viewed as a legitimate, safe, reliable, meaningful, and convenient method of transportation in the City of Dayton for recreational, utilitarian, and commuting bicyclists of all skill levels.

## GOALS

- A. Engineering. Provide safe, convenient, well-connected, and reliable on-road, separated, and end-of-trip facilities for bicyclists of all skill levels.
- B. Enforcement. Ensure all users of the transportation network, including bicyclists, both respect the rights of other network users and obey all traffic laws.
- C. Education. Create both a knowledge base where all users of the transportation network understand and obey the rules of the road; and a transportation culture where bicyclists are viewed as legitimate and respected users of the roadway network.
- D. Encouragement. Promote bicycling as an affordable, reliable, convenient, environmentally-friendly, and health-conscious alternative to motorized transportation.
- E. Evaluation/Planning. Accurately and regularly collect information on the five ‘W’s’ for bicycling in the City of Dayton by asking the who, what, where, when, and why of bicycling. Update and maintain the City of Dayton Bike Plan on a regular and on-going basis.
- F. Maintenance. Provide bicycle facilities an appropriate level and quality of maintenance.

## OBJECTIVES

- A. Engineering (MVRPC, Five Rivers, MCD, RTA, ODOT)
  - a. Shared-use trail construction should be completed as follows:
    - i. Complete Mad River Recreational Trail from Eastwood MetroPark to the Dayton City Limits by 2012.
    - ii. Complete construction of the SE Connector Trail within the City of Dayton by 2015.
    - iii. Complete construction of Wolf Creek Trail within the City of Dayton by 2018.
    - iv. Complete the Creekside Trail Extension along US-35 by 2020.

- b. Install 10 miles of bike lanes and/or shared lane markings (i.e. sharrows) on arterial and/or collector streets by 2020.
  - c. Increase the percentage of roadway miles identified as ‘Novice’ or ‘Skilled’ on the City of Dayton Bike Route Map (2010) from 61.4% to 70% by 2020.
  - d. Provide convenient and logical connections from the roadway network to the Regional Trail Network where possible.
  - e. Implement a system of way-finding signage along designated bike routes to direct bicyclists to the regional trail network, Riverscape Bike Hub, and other points of interest.
  - f. Consider other bicycle-related roadway improvements, such as road diets, traffic calming, contra-flow bike lanes, bike boxes, and bike boulevards.
  - g. Install Safe Routes to School (SRTS) infrastructure elements at or near all Dayton elementary schools, including private and charter schools, by 2020.
  - h. Maintain a five-year Bicycle Improvement Program (BIP) that prioritizes bicycle and bicycle-related projects, identifies funding sources, and establishes a project completion timeline.
  - i. Provide yearly training – via printed and web-based materials; video conferences and webinars; and attendance at related workshops and conferences – to educate Civil Engineering Staff on best practices for designing and implementing bicycle-related facilities.
- B. Enforcement (Dayton PD, UDPD, Sinclair PD, Five Rivers Rangers, DDP – Ambassadors, RTA)
- a. Continue to discourage citizens from riding bicycles on sidewalks in accordance with the City of Dayton Revised Code of General Ordinances.
  - b. Continue to support the use of bicycles as patrol units, particularly in the downtown area.
  - c. Aggressively enforce the City’s traffic laws to ensure all roadway users, including bicyclists, are operating in a safe manner.
  - d. Increase visibility of enforcement officers on the regional trails network in the City of Dayton.
  - e. Continue to coordinate with Five Rivers Metroparks Rangers, UD Campus Police, Sinclair Security, and the Montgomery County Sheriff to ensure consistency in bicycling enforcement efforts.

- f. Provide a yearly report of crashes involving bicyclists.
  - g. At minimum, continue the existing Bicycle Registration Program; but explore opportunities to expand the use and application of the Program.
  - h. Coordinate with local bike retailers and repair shops to encourage use of the Bicycle Registration Program.
  - i. Ensure the Divisions of Zoning Administration and Planning regularly and accurately enforce the City's Zoning Code as it relates to bicycle parking for new developments.
  - j. Provide yearly training – via printed and web-based materials; video conferences and webinars; and attendance at related workshops and conferences – to law enforcement personnel to ensure up-to-date knowledge of the latest Ohio Revised Code and Revised Code of General Ordinances statutes regarding bicycling.
- C. Education (Rec & Youth Services, MVRPC, DDP, Public Health, DPS, Dayton PD, Five Rivers, local LAB instructor, local advocacy group)
- a. Provide and/or support adequate opportunities for citizens, particularly children, to learn about bicycling etiquette, techniques, and safety.
  - b. Encourage law enforcement personnel to conduct targeted enforcement to educate citizens on bicycling etiquette and traffic laws when on patrol.
  - c. Expand Safe Routes to School (SRTS) educational efforts and programs to all Dayton elementary schools, including private and charter schools, by 2020.
  - d. Expand the diversion program for bicyclists and motorists.
  - e. Implement a program to subsidize bicycle education classes using funds obtained via bicycle violation fines.
  - f. Regularly update and distribute the City of Dayton Bike Map.
  - g. Provide for the training of at least one (1) certified League of American Bicyclists Cycling Instructor on the staffs of Police, Civil Engineering, Recreation and Youth Services, and Planning.
  - h. Provide training opportunities for City Staff to gain additional knowledge of bicycling-related engineering, enforcement, education, programming, planning, and maintenance.

- D. Encouragement (Dayton Econ. Dev., Chamber, Conv. & Vis. Bureau, Five Rivers, UD, Sinclair, MCD, DDP, RTA, local advocacy group)
- a. At minimum, provide appropriate parking for 200 bicycles in Downtown Dayton by 2020.
  - b. Provide convenient and accessible bicycle parking at all City of Dayton buildings and facilities by 2020.
  - c. Provide and/or support programs that supply low or no cost bicycles to City of Dayton residents.
  - d. Provide and/or support programs to allow citizens an opportunity to obtain the minimum bicycling safety gear, such as helmets, reflectors, lights, and retro-reflective clothing or Velcro strips.
  - e. Encourage and support ten (10) businesses, non-profits, and/or government entities in the City of Dayton to become League of American Bicyclists Bicycle Friendly Businesses by 2020.
  - f. Promote bicycling to local employers as a way to improve employee health and wellness.
  - g. Encourage and support local employers and businesses in providing end-of-trip facilities for bicyclists.
  - h. Continue to support the monthly Courteous Mass Ride downtown with promotional efforts and Police cooperation.
  - i. Continue to support May as Bike to Work Month.
  - j. Increase participation in the annual Bike to Work Day as part of Bike to Work Month by 5% annually through 2020.
  - k. Develop a regular program of monthly Bike to Work Days throughout the bicycling season to encourage more employees to bike to work.
  - l. Sponsor other community events to encourage bicycling, such as community rides, city/elected official-led rides, trail/bike lane maintenance days, ciclovias, and commuter/student challenges.
  - m. Continue to support the local community of bicycle advocacy groups and encourage new advocacy groups to form around specific bicycle interests.

- n. Implement a program of economic incentives to encourage bike-related business to establish storefronts in the City of Dayton.
  - o. Establish programs and initiatives to encourage college students to bike to school.
  - p. Establish programs and initiatives to promote bicycle tourism in the City of Dayton.
- E. Evaluation/Planning (MVRPC, Five Rivers, MCD, RTA, ODOT, Bike/Walk Committee)
- a. Increase the bicycle mode share for journey to work trips from 0.3% (2000 Census) to 1.0% by 2020.
  - b. Achieve League of American Bicyclists Silver Medal status by 2014, and Gold Medal status by 2020.
  - c. Establish Bike/Walk Dayton committee as the advisory body for the City of Dayton Bike Plan: 2020, conducting meetings on a quarterly basis, and consisting of representation from the following areas: City of Dayton Police, Planning, Civil Engineering, and Recreation and Youth Services; Public Health – Dayton & Montgomery County, Dayton Public Schools; Five Rivers Metroparks; Miami Valley Regional Planning Commission; Dayton/Montgomery County Chamber of Commerce; Greater Dayton Regional Transit Authority; and one or more local bicycling advocacy group(s)..
  - d. Develop and maintain the five-year Bicycle Improvement Program (BIP).
  - e. In cooperation with the City’s regional partners, regularly conduct and report on bicycle counts on the roadway and regional trail networks.
  - f. In cooperation with the Greater Dayton Regional Transit Authority, regularly conduct and report on bicycle rack use on transit vehicles.
  - g. In cooperation with public, private, and charter schools, regularly conduct and report on student bicycle ridership to and from school and related activities.
  - h. In cooperation with the City’s regional partners, regularly conduct and report on surveys of bicyclists to gain critical information about the bicycling environment in the City of Dayton.
  - i. Manage the City of Dayton Bike Plan: 2020 as a living document with regular updates and amendments as determined by the Bike/Walk Dayton committee.
- F. Maintenance (Public Works, ODOT, Five Rivers, MCD)
- a. Develop a program of regular maintenance for all public bicycle infrastructure.

- b. Regularly provide the same degree of care and maintenance to on-road bicycle facilities (i.e. bike lanes, bike boxes, bike boulevards, etc.) as is provided to the motorized travel lanes.
- c. Ensure appropriate, viable, and convenient bicycle-specific detour routes are provided when bike facilities are disrupted by construction and/or maintenance activities.