



TRANSPORTATION DRAFT RECOMMENDATIONS

Introduction

The Greater Downtown transportation system serves pedestrians, bicyclists, public transportation riders and automobile drivers. It's a transportation system that is constantly evolving, and this Plan seeks to implement upgrades that will enhance transportation options and their quality.

This plan seeks to be transformational in a number of ways. One of the most important changes is to transition from a transportation system in which streets function primarily to serve automobiles to one in which streets function to equitably accommodate all modes of transportation, including pedestrians and bicyclists. There are many transportation projects currently underway that will result in vastly improved infrastructure. (A list of these projects can be found in the supporting document "Background, Current and Upcoming Projects.") Building upon these can result in a transportation system in which the streets are an amenity that draws people to Greater Downtown to live, work and play.

Overall Goal

Build upon, strengthen and enhance all transportation options in the diverse, urban environment of Greater Downtown to bolster and distinguish it as different, authentic, pleasant, desirable and convenient.

Core Objectives

- Change the function of the streets to equitably accommodate all modes of transportation.
- Make Greater Downtown's streets an amenity through the use of enhanced crosswalks, boulevards and more attractive traffic management infrastructure.
- Provide mobility for all citizens through a highly effective, interconnected transportation network.
- Improve connectivity among destinations, districts, neighborhoods, gateways and corridors through friendly and easy-to-read signage.
- Support seamless, continuous, pleasant and safe travel experiences for all modes of transportation.
- Balance and prioritize the needs of all transportation user groups, and reinforce that balance through land-use and development priorities, as well as through streetscape treatments.
- Use a tailor-made, place-based Complete Streets policy when developing and adopting guiding principles for the function, design and treatment of the Greater Downtown system of streets.
- Support the efforts to achieve Bicycle Friendly Community status as outlined in the River Corridor and Active Lifestyles recommendations.
- Ensure parking solutions are included in all future economic development initiatives.
- Work cooperatively with all stakeholders to ensure a customer-focused parking experience that addresses the needs of downtown's key constituents, including employees/employers, visitors and residents.

- Develop a comprehensive system in which all parking options — including garages, surface lots and on-street parking — work in tandem.
- Improve the parking experience by ensuring a consistent standard of maintenance, security, cleanliness and customer service.
- Clearly and aggressively market parking options, locations and availability to the public.

KEY RECOMMENDATIONS

Short-Term

1. Develop and design a wayfinding system that considers and integrates existing sub-systems of wayfinding (Rubicon Park, River Corridor Bikeway System, Sinclair Community College, Downtown Courts District, etc.) to minimize sign clutter and maximize clarity of place-finding. Develop a plan that identifies major destinations, signage locations and sign design. Implementation should take place as resources allow.
2. Develop a strategy to fully fund public transit capital and operating needs for the next 25 years at the local, state and federal levels.
3. Develop and adopt a custom, tailor-made Complete Streets policy that provides criteria and guidance for the treatment, design and maintenance of the streets and public ways. This policy is necessary to balance the needs of a variety of transportation system users, recognizing there are a multitude of demands for limited right-of-way.
4. Since parking is a key element to economic viability, ensure parking solutions are included in all future economic development initiatives.
5. Develop site plans for a potential rail station.
6. Improve the parking experience by ensuring a consistent standard of maintenance, security, cleanliness and customer service.
7. Using the zoning and platting processes, ensure that new development facilitates and adequately addresses access and circulation. Identify potential new development that can create new or transform existing public ways while enhancing the viability of development in the vicinity.
8. Work cooperatively with all stakeholders to ensure a customer-focused parking experience that addresses the needs of downtown's key constituents, including employees/employers, visitors and residents.
9. Complete analysis and selection of a possible route for an urban streetcar.
10. Clearly and aggressively market parking options, locations and availability to downtown's constituents.

Mid-Term

1. Invest in NextBus information, which uses satellite technology and advanced computer modeling to track vehicles on their routes, to expand the user-friendliness of RTA's services.
2. Officially recognize a Bike and Pedestrian Friendly Zone, as outlined in the River Corridor and Active Lifestyles recommendations. Establish public improvements within the zone that will enhance the bike and pedestrian experience.
3. Improve the appearance of key gateways and corridors. Such transportation enhancement projects as those currently underway in Wright-Dunbar, Old North Dayton (The Point) and Brown Street are important to the image of the city. The construction of Great Miami Boulevard at Main Street will greatly enhance that gateway from the north. The Downtown Gateway Project will include right-of-way improvements on West First Street, East Third Street, West Third Street and East Fifth Street. Future projects should build upon these efforts, including potential gateway improvements on Monument and Wayne avenues and Webster and Washington streets.
4. Establish a bike share program, such as B-cycle (www.bcycle.com), with bike stations strategically located throughout Greater Downtown or a bike co-op that provides refurbished, used bikes to low-income commuters along with some lights and safety training.
5. Develop a comprehensive system in which all parking options — including garages, surface lots and on-street parking — work in tandem.
6. Strengthen the character of existing corridors, including the consideration of previously adopted plans and policies. Examples include: Fifth Street as an entertainment corridor and a link between Sinclair Community College and the Oregon Arts District; Brown Street as a complete street focused on human-scale urban design; Patterson and Edwin C. Moses boulevards as green, aesthetically focused corridors; and Main Street as an asset that cannot be replicated elsewhere in the region and is focused on quality design and sense of place.
7. Achieve the public transportation vision, including the following elements:
 - bus services connecting Greater Downtown with all points in the Dayton region and accessible to all citizens;
 - seamless connections to pedestrian, bicycle, air, rail and interstate bus operations;
 - effective use of technology to improve efficiency and reliability of services, as well as environmental impact and quality of life;
 - urban streetcar services; and
 - high-speed rail services connecting Dayton with Cincinnati, Columbus and Cleveland.

Implementation

Lead Organization: City of Dayton

Supporting Partners:

Miami Valley Regional Planning Commission
Greater Dayton RTA
Five Rivers MetroParks
Miami Conservancy District
Downtown Dayton Partnership
Ohio Department of Transportation
Montgomery County

Potential Funding Sources:

Federal Highway Administration
Federal Transit Administration
Ohio Department of Transportation
Miami Valley Regional Planning Commission
Ohio Public Works Commission

Supporting Materials:

Background, Current and Upcoming Projects