



## BACKGROUND, CURRENT & UPCOMING PROJECTS

### TRANSPORTATION DRAFT RECOMMENDATIONS

#### Context and Perspective:

The transportation needs, demands and system in Greater Downtown have been in a continuous state of flux for several generations. While Dayton experienced huge growth throughout the first 30 years of the 20th century, transportation was dominated by streetcars, pedestrians, bicyclists and motorists. The transportation system reflected this mix of modes to accommodate its intensity and density.

With the widespread and meteoric rise of the use and accommodation of the private automobile throughout the 1950s and 1960s, major and incremental changes to the transportation infrastructure took place throughout Dayton and its emerging suburbs. Interstate 75 and US 35 made their way through the center of the City (separating and changing entire sections of the City), downtown streets were changed from two-way to a predominantly one-way system, streets and thoroughfares were widened to accommodate the huge increase in vehicles, trees were removed, and sidewalks narrowed. This period changed the character of the City because changed expectations, demands and needs on the transportation system changed how the community functioned.

In Dayton, a counterbalancing movement began in the 1970s in response to actions of the previous era and the publication of Jane Jacobs' *Rise and Fall of Great American Cities*. The new era saw the decline and disappearance of such Dayton manufacturing powerhouses as National Cash Register, DELCO and Frigidaire. Dayton also saw the slow withdrawal of downtown retailing with the loss of Rike's, Sears, Elder-Beerman and Donenfeld's, among others. The density of traffic began to decline as Dayton sprawled further in the region.

The new era of community development dawned with Dayton experimenting with pilot projects to shift the nature of the streetscape. In the 1970s, those moves included the creation of the Oregon pedestrian-enhanced streetscape in 1979, street tree plantings in 1979 with the creation of the Green Downtown Dayton effort, and the introduction of bicycling, walking and jogging paths with the early river corridor efforts. More recently, those projects have included the conversion of many one-way streets to two-way traffic (Fifth Street, Webster Street, Second Street in Webster Station, etc.); such changes to Main Street as new entry boulevards, the reduction of traffic lanes from eight to six, and the addition of street trees and street furniture in 1992; the creation of RiverScape MetroPark; improvement to the grounds adjacent to Fifth Third Field and the enhancement of Patterson Boulevard close to the river; and the bridge rebuilding program. All these projects signal a shift in the positioning of downtown from a dominant commercial center to a center that needs to compete and build upon the unique qualities of the urban place.

While the pilot efforts have evolved into larger visions and efforts, much will need to be done during the next 20 years to support the new vision of Greater downtown as a complex, vibrant urban village that's an 18-hour-a-

day community for a live, work and play lifestyle. There currently are a large number of transportation-related enhancements and improvements woven into the basic principles of this new vision of an urban village.

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### **Current and Upcoming Projects:**

Numerous plans and projects currently are underway. Some of these involve the modernization and rehabilitation of existing infrastructure while others are steps toward achieving an improved multi-modal transportation environment. All are opportunities to support the new vision of the Greater Downtown urban village approach to a live, work and play environment. Existing projects and plans are described below.

### **Near Term Projects:**

Main Street Reconstruction (Monument Avenue to Sixth Street): This project currently is under construction and expected to be completed by October 2009. This \$2.6 million project is funded using federal Surface Transportation Program (STP) funds, State Issue 1 funds and City of Dayton general capital funds. It will result in the rebuilding of Main Street for at least a 50-year life span and the redesign and construction of the Main Street crosswalks. The project integrates the operation of the new RTA Transit Center at Market Street and the two-way conversion of Second and Fourth streets, and it also adds on-street parking along Main Street between Second and Fourth streets — all of which are intended to change the nature of Main Street's look and functions.

Downtown Two-Way Street Conversion: This project currently is under construction and is expected to be complete by June 2010. It includes the conversion of several streets downtown from one-way to two-way, including (1) Monument Avenue between Patterson Boulevard and Webster Street, (2) Patterson Boulevard between Monument Avenue and Second Street, (3) Second Street between Patterson Boulevard and Interstate 75, (4) Jefferson Street between Third and Fourth streets, (5) Fourth Street between Jefferson and Wilkinson streets, and (6) First Street between Jefferson Street and Patterson Boulevard. The project also includes the addition of bike lanes/sharrows on St. Clair, Jefferson Street, Fourth and Fifth streets. This \$1.88 million project is funded using federal STP funds and City of Dayton general capital funds. The decision/design process focused on supporting modest shifts in land use from commercial to mixed-use/residential uses. This was done to support the long-term repositioning of downtown from a jobs-dominant center to one that has a variety of uses and supports the emergence of new downtown neighborhoods.

Ohio Department of Transportation (ODOT) Urban Paving: This project includes the resurfacing of Jefferson Street between Patterson Boulevard and Monument Avenue, as well as Monument Avenue between Jefferson and Main streets. This \$400,000 project is funded using ODOT urban paving funds and City of Dayton general capital funds, and it's scheduled to be completed by October 2009.

Monument Avenue Bridge Replacement: This project is being managed ODOT and replaces the existing bridge over the Great Miami River with a four-lane concrete box beam bridge. The \$9.36 million project is expected to be completed by December 2009 and is funded using ODOT major city bridge funds and federal and state Transportation Enhancement (TE) funds. The new bridge design was intended to create a retro landmark in the cityscape during the day and night. Dramatic fiber optic lighting will be used extensively to make the gateway bridge to Grafton Hill a landmark on the evening skyline.

Downtown Gateway Project: This project includes sidewalk, curb, driveway approaches and wheelchair ramps at select locations throughout downtown, as well as the resurfacing of Monument Avenue and First, Third, Sixth, Perry and Wilkinson streets. In addition, medians and gateway features will be made to First Street, including

the replacement of two traffic lanes with new tree lawns, and East Third Street between Wayne Avenue and Webster Streets. A landscaped center island will be created just east of the freeway at West Third Street and I-75, and lighting on the underside of the Transportation Center garage overpass will be designed to enhance and strengthen the connection between the Dayton Convention Center and the Oregon Arts District on East Fifth Street between Jefferson and St. Clair streets. This \$3.6 million project will be bid in March 2010, with an estimated completion date of September 2010. It's funded using federal American Recovery and Reinvestment Act funds and City of Dayton general capital funds.

Stewart Street Bridge Replacement: This project replaces the existing four-lane bridge over the Great Miami River with a six-lane concrete box beam bridge and is expected to be completed by December 2009. The \$15.2 million project is funded using ODOT major city bridge funds, federal TE funds, State Issue 1 funds and City of Dayton general capital funds. The design of this bridge is intended to function as a new gateway to the Greater Rubicon Park area.

Stewart Street Reconstruction: The first phase of this project includes the reconstruction of Stewart Street between Patterson Boulevard and Main Street. The \$1.2 million project is expected to be completed by December 2009 and is funded using State Issue 1 funds, City of Dayton general capital funds and University of Dayton funds. Phase 1 will result in the construction of a new center island and landscaped boulevard, as well as the installation of new Greater Rubicon Park ornamental lighting to reinforce the character of this area. Phase Two includes the reconstruction of Stewart Street between Brown and Main streets. The \$1.33 million project is expected to be completed by December 2009, and it's funded using State Issue 1 funds, City of Dayton general capital funds and University of Dayton funds.

Wright-Dunbar Traffic Enhancements: The first phase of this project will strengthen the connectivity between the area surrounding the Dayton Aviation Heritage National Historical Park at Third and Williams streets and Broadway with the area surrounding Third Street between Edwin C. Moses Boulevard and Paul Laurence Dunbar Street. It includes the resurfacing of Third Street between Edwin C. Moses Boulevard and Paul Laurence Dunbar Street, sidewalk reconstruction, installation of decorative street lights on Third Street between Shannon Street and Broadway, and traffic signal upgrades at Broadway and Third and Paul Laurence Dunbar and Third. The \$1.4 million project is expected to be completed by May 2010 and is funded using federal STP funds and City of Dayton general capital funds. Phase two of this project will improve and enhance the pedestrian experience in and around the national park. It includes the installation of curb bump outs on Third Street between Shannon Street and Broadway to slow traffic, the replacement of the sidewalk on Third Street between Shannon Street and Broadway, and enhancement features on Third Street between Edwin C. Moses Boulevard and Broadway. The \$500,000 project will be bid in November 2009, with an expected completion date of June 2010. It's funded using federal Community Development and Block Grant (CDBG) funds and City of Dayton general capital funds.

Edwin C. Moses Boulevard Bridge Replacement: This project replaces the existing four-lane bridge over Wolf Creek with a five-lane bridge. The \$4.5 million project is expected to be completed by May 2010 and is funded using ODOT municipal bridge funds, State Issue 1 funds and City of Dayton general capital funds. The design of this bridge will provide a dramatic new passage over Wolf Creek and improve experience of traveling on the Edwin C. Moses corridor while creating a public works landmark that provides a new profile on the evening skyline with colorful lighting.

Tech Town Infrastructure: Phase one of this project was completed in July 2009 and included the construction of new streets and parking lots within the Tech Town campus, as well as new curbs and sidewalks on Webster Street and on Monument Avenue. The \$1.2 million project was funded using Army Corps of Engineers funds and

City of Dayton general capital funds. The second phase of this project includes the construction of more new streets and parking lots within the Tech Town campus. The \$680,000 phase of this project is expected to be completed by March 2010 and also is funded using Army Corps of Engineers funds and City of Dayton general capital funds.

East Fifth Street Infrastructure: This project includes improvements to the sidewalk and streetscape on Fifth Street between the railroad overpass east of Patterson Boulevard to Bainbridge Street. The \$500,000 project is expected to be completed by June 2010 and is funded using federal CDBG funds and City of Dayton general capital funds.

Old North Dayton Traffic Enhancements: This project includes the installation of traffic enhancements along Valley Street between Keowee Street and State Route 4, as well as on Herman Avenue between Troy and Valley streets. The \$900,000 project is expected to be completed by November 2010 and is funded using federal TE funds and City of Dayton general capital funds. This project will improve the appearance of this key north Dayton gateway and boost the potential for an upgrade in the quality of development in the immediate vicinity. It also will improve the approach to and from Children's Medical Center of Dayton and the new Salvation Army Kroc Center while enhancing the unusual Eastern European influence on these north Dayton neighborhoods and community assets.

Brown Street Traffic Enhancements: This project includes the installation of streetscape improvements along Brown Street between Irving Avenue and Apple Street. The \$320,000 project is expected to be completed by November 2010 and is funded using federal TE funds and City of Dayton general capital funds.

Great Miami Boulevard Reconstruction and Extension: This project includes the reconstruction of Great Miami Boulevard between Main Street and Grand Avenue, the extension of Great Miami Boulevard between Grand and Riverview avenues (through McKinley Park), and the reconstruction of Grand Avenue between Great Miami Boulevard and Forest Avenue. The \$3.5 million project will be completed in December 2011 and is funded using federal STP funds, federal CDBG funds and City of Dayton general capital funds. This project will provide future expansion opportunities for institutions in the Fair River Oaks Council (FROC) priority board area, such as Grandview Hospital and the Dayton Art institute. It also will transform the adjacent area into a new pastoral gateway leading to Dayton.

Keowee Street Reconstruction: This project includes the reconstruction of Keowee Street between First Street and the bridge over the Mad River. The \$1.97 million project will be completed in November 2010 and is funded using federal STP funds, State Issue 1 funds and City of Dayton general capital funds. It will improve several key blocks along the Keowee corridor as a gateway to and from downtown and North Dayton. The City of Dayton is constructing a new street maintenance facility at the northeast corner of Keowee Street and Monument Avenue that will support the other physical improvements in this section of the Keowee Street corridor.

Interstate 75 Phase 1B: This phase of the I-75 reconstruction project includes the installation of a third through lane on northbound and southbound I-75 between Cincinnati and Germantown streets. The estimated cost is \$98.5 million project is expected to be completed in June 2013 and is funded using federal and state construction funds.

RiverScape Phase III: Included in this phase of the RiverScape MetroPark project is the addition of a bike hub to serve downtown commuters and recreational users. The hub will provide bike storage and shower facilities through a membership program. This phase, which is expected to be completed by spring 2010, extends RiverScape further into downtown.

Public Transportation Improvements: This project included the construction of the Wright Stop Plaza Transit Center, new routing through the Central Business District with improved bus stop spacing, and trip planning software and Google Transit web access.

#### **Mid Term Projects:**

Interstate 75 Phase 2: This phase of the I-75 reconstruction project includes the installation of three through lanes and auxiliary entrance and exit lanes on I-75 between Germantown Street and Monument Avenue, as well as the consolidation of the downtown interchange to Second and Third streets. The tentative scheduled bid date is December 2012, with completion in December 2015. The estimated cost is \$379 million, and the project is funded using federal and state construction funds. This project will change the image and function of this area from a 1960s highway project to a 21st century gateway to and from downtown. The project will create a more pedestrian-friendly environment and a more attractive downtown at this location both during the day and evening.

U.S. Route 35 Underpass Lighting: This project includes enhancements to the lighting on the U.S. Route 35 underpasses between Edwin C. Moses Boulevard and Wayne Avenue. The estimated cost is \$325,000, with an estimated bid date of February 2014 and completion date of October 2014. It's funded using federal TE funds and City of Dayton general capital funds. This project will create a better visual connection and travel experience for pedestrians and motorists by using lighting to create an evening landmark.

Tech Connect Corridor/Aerospace Hub: This project includes the reconstruction of Brown Street between Stewart and Apple streets, the realignment and reconstruction of Warren Street between Apple and Buckeye streets, the reconstruction and widening of Main Street between Patterson Boulevard and Stewart Street, and the installation of traffic enhancements along Brown, Warren and Main streets and Patterson Boulevard. The project was developed using the recommendations in the Greater Rubicon Transportation Plan and extended to connect to downtown and Tech Town. The project, with an estimated cost of \$32 million, will be bid in February 2014 and completed in November 2015. The Main Street widening currently is funded using federal STP funds and City of Dayton general capital funds. The City has applied for a federal earmark and will pursue state construction funds and State Issue 1 funds to complete funding for the project, which supports a key recommendation of the Greater Downtown Plan: The newly designated Aerospace Hub is anchored at the two ends of this corridor, and the transportation-related improvements will connect the University of Dayton, which is Dayton's center for advanced materials technology research, with Tech Town, the city's center for developing sensor technology. The improvements in this corridor also will function as the armature around which additional neighborhood, community and economic development is planned.

Southeast Bikeway Corridor: This project will reconstruct and enhance the old railroad right-of-way between Irving Avenue and Shroyer Road to extend and create a dedicated bikeway between downtown, the University of Dayton and southern Montgomery County. The estimated cost is \$1.2 million, and the bid date will be established once funding has been identified to complete the project. This project represents a multi-jurisdictional effort to make a connection between the City of Dayton and southeast suburbs to encourage an alternative to motorized travel.

#### **Long Term Projects:**

U.S. Route 35 Safety Upgrade: This project includes the consolidation of entrance and exit ramps on U.S. 35 between I-75 and I-675, and the elimination of left entrance and exit ramps. As of fall 2009, there is no timeline

to bid the project and no funding has been identified. A preliminary study was performed several years ago but no other work has been completed to date. However, early long-range planning has begun in anticipation of the project, which is expected to occur in the next 15 to 20 years. Long-range development opportunities may include the reclamation/expansion of a portion of the Oregon Arts District, as well as completing the link in the Tech Connect corridor as part of the Aerospace Hub.

Ohio 3C&D Passenger Rail Corridor: This project includes the introduction of passenger rail between Cleveland/Columbus/Dayton/Cincinnati, with 79 MPH start-up service beginning in 2011. A passenger station is to be included, located in the downtown core near Main Street. This project carries with it opportunities to shift the intensity and nature of land use around the station to higher and better uses, as well as to improve the physical environment in this location.

**Existing Plans:**

Transportation Improvement Program (TIP)  
2030 Long Range Transportation Plan (LRTP)  
CitiPlan 20/20 and corridor and area plans

The Miami Valley Regional Planning Commission (MVRPC) Comprehensive Local Regional Bikeway Plan includes the following elements:

- improved access from the existing regional trails passing through downtown to the street grid;
- Dayton and other communities seek bike-friendly status and adopt policies to facilitate all modes of transportation when streets and bridges are built or modified; and
- a Safe Routes to Schools section to address improved routes for biking and walking to and from schools.