



TRANSPORTATION EXECUTIVE SUMMARY

Introduction

Numerous transportation projects currently are underway or planned for Greater Downtown. Projects address not only automobile traffic, but pedestrian, bicycle and public transit traffic as well. In the short term, those projects include the reconstruction of Main Street, conversion of many downtown streets to two-way, the addition of bike lanes, bridge replacements, the construction of downtown gateways, and such enhancements as street resurfacing and sidewalk replacement. Mid- and long-term projects include the continued reconstruction of I-75 through downtown, upgrades to U.S. 35, new bikeways and street reconstruction. Parking also is part of the Greater Downtown transportation mix. Indeed, a well-managed, customer-friendly parking and transportation system can be a key economic development driver. It also can promote business success, attraction and retention — since transportation really is about people.

Overall Goal

Establish a comprehensive, customer-focused network of multi-modal, interconnected transportation options that enhances quality of life and mobility for all Greater Downtown residents while reducing single-occupant vehicle travel and the area's overall environmental impact.

Core Objectives

- improve connectivity among Greater Downtown destinations, districts, neighborhoods, gateways and corridors to support seamless, continuous, pleasant and safe travel experiences for pedestrians, bicyclists and motorists.
- balance the needs of transportation user groups in design and planning efforts, as well as land use and development priorities
- support the economic vitality and growth of Greater Downtown by positioning it ahead of peer cities through infrastructure investment that will attract new private investment
- establish seamless connections to pedestrian, bicycle, air, rail and interstate bus operations
- build upon, strengthen and enhance the diverse mix of people traveling in Greater Downtown
- improve mobility for all citizens through a highly effective network of multi-modal transportation options
- provide fixed-route, 24-hour bus services connecting Greater Downtown with all points in the Dayton region
- use technology to improve efficiency and reliability of services, as well as quality of life
- establish new transportation services, such as an urban streetcar and high-speed rail
- adopt a complete streets policy and create a vibrant sidewalk and street culture
- clarify and enforce consistent traffic laws for both cyclists and drivers and promote safe walking and cycling
- establish and market a comprehensive, customer-focused parking system that improves the downtown experience, supports downtown businesses and is tied to downtown's economic development strategies
- develop a strategy to fully fund public transit capital and operating needs for the next 25 years at the local, state and federal levels

Key Recommendations

- **Develop a place-based Transportation Plan for Greater Downtown that builds upon existing plans and improvements; identifies the hierarchy of districts, corridors and gateways; and determines the desired balance and integration of pedestrians, bicyclists and motorists.** Action items include: (1) develop and adopt a custom complete streets policy that guides the treatment, design and maintenance of the streets, public ways, pedestrian and bicycle corridors, districts and thoroughfares; (2) develop a wayfinding system that directs visitors to attractions and parking; (3) integrate new wayfinding with already existing sub-systems of wayfinding, such as that for the River Corridor Bikeway System; (4) identify the potential for new development that can create new or transformed streets and public ways that increase the value and desirability of those places for development; and (5) view the streets, corridors and public ways in Greater Downtown as contributing to sense of place.
- **Create a bike- and pedestrian-friendly zone in Greater Downtown.** This zone would be bordered by Keowee Street to the east, the Great Miami River to the north and west, and U.S. 35 to the south. It would include: dedicated bike lanes and sharrows, shared use paths, median pedestrian islands, street design that promotes slower traffic speeds, restricted right turn on red locations, woonerfs (a street or group of streets where pedestrians and cyclists have legal priority) in residential developments, bike parking at RTA hubs and public buildings, pedestrian-friendly traffic light cycle times, and public bike parking (covered and uncovered).
- **Establish a voluntary public/private parking alliance.** It would be comprised of representatives from the City of Dayton and Montgomery County, private operators, planning and economic development staff, downtown property and business owners, and other stakeholders and charged with overseeing: the appearance, cleanliness and safety in lots and garages; pricing; consistent and effective enforcement of rules and laws; leading parking-related planning efforts; establishing procedures for handling short- and long-term changes in parking inventory; coordinating special events parking; establishing a communications and marketing plan; soliciting public input; developing collaborations for improving parking; and developing a mechanism to license garages and lots.
- **Evaluate and address needs in parking inventory to ensure it's adequate to meet the needs of all downtown constituents.** Action items include: (1) work cooperatively with all stakeholders to ensure a customer-focused parking experience; (2) address parking with a four-prong strategy that focuses on employees/employers, residents, visitors to events and establishments, and short-term business visitors; (3) establish \$1 lots in each quadrant of downtown; (4) examine the feasibility of a downtown residential parking permit; (5) conduct an annual assessment of all parking facilities; (6) look for inexpensive and easy ways to improve the appearance of parking structures, such as by using paint, music and planters; and (7) examine the feasibility of installing angled vs. parallel parking on street.
- **Aggressively market and promote downtown parking options and transportation alternatives.** Action items include: (1) develop a comprehensive marketing plan for such initiatives as EasyParkDowntown and the bike and pedestrian-friendly zone; (2) promote and support a customer service-focused culture; and (3) determine how to better promote and use the Transportation Center.
- **Work with the City of Dayton and Greater Dayton RTA to implement a shuttle service.** Initially, it would circulate between such anchors as the University of Dayton, Oregon Arts District, Central Business District, Sinclair Community College and Wright Dunbar.
- **Continue the second phase of analysis to establish an urban streetcar service.** Initially, it would serve the downtown core and the Dayton Aerospace Hub corridor, with future alignments to Wright-Patterson Air Force Base, area educational institutions and historic sites. Complete a financing plan for the streetcar.
- **Support the implementation of the 3CD Intercity Rail Plan.** It would connect Dayton with Cincinnati, Columbus and Cleveland and including initial low-speed service by 2011.