

City of Dayton 2025 Bicycle Action Plan

2011



City of Dayton
Department of Planning & Community Development
101 West Third Street
Dayton, Ohio 45402

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1.0 – INTRODUCTION

A simple, accessible, inexpensive, and environmentally-friendly form of transportation, the bicycle continues to be a pivotal part of the City of Dayton’s vision for an active citizenry, vibrant economy, and engaging street life. Every day, citizens across the City of Dayton choose the bicycle to run everyday errands, commute to work, visit friends and neighbors, increase fitness, and have fun. It is vital to the future of the City that citizens are continuously provided the opportunity to choose bicycling as a cost-efficient, viable alternative to the automobile. Time and again, an active bicycling culture has proven to be a key factor in attracting the community leaders and entrepreneurs on which the City of Dayton will rely to move into the 21st Century. Again, individuals and businesses are *choosing* to locate in areas where alternative transportation options are both abundant and convenient. As the centerpiece of the Miami Valley Region, the City of Dayton and its partner organizations must work to provide these options to those who live, work, learn, shop, and recreate within our borders. The City of Dayton 2025 Bicycle Action Plan provides the comprehensive, strategic pathway to fully incorporate bicycling into our transportation network.

In the following pages, the City of Dayton 2025 Bicycle Action Plan will outline a commitment to work with our local, regional, state, and national partners to build a culture of bicycling in the City of Dayton. The Plan outlines the bicycle-related projects and programs that altogether will build on the City’s network of intermodal transportation corridors. The Plan also pushes the private and non-profit sectors to become more involved in providing bicycle facilities, amenities, and programs as part of a successful business model, marketing strategy, outreach initiative, or employee wellness plan. Together, public, private, and non-profit entities can help lead a revolution to a more equitable, sustainable, and interconnected transportation network. From the bicycle-enthusiastic Wright Brothers of the late 19th Century to the miles of regional bikeway trails and beyond, the bicycle continues to be a vital form of transportation for the citizens of Dayton. The City of Dayton 2025 Bicycle Action Plan will continue the legacy that began over 100 years ago by creating a culture whereby bicycling is viewed as a legitimate, safe, reliable, meaningful, and convenient method of transportation in the City of Dayton.

2.0 – VISION AND GOALS

2.1 – 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.

2.2 – GOALS

The ultimate goal of the City of Dayton 2025 Bicycle Action Plan is to fulfill the vision for bicycling in the City of Dayton set forth by the Bike/Walk Dayton Committee. The Plan Goals are based on the League of American Bicyclists “5 E’s” of bicycling. In addition, the Bike/Walk Dayton Committee added a sixth goal, Maintenance, to recognize the importance of maintaining our bicycle infrastructure. Presented below are the Goals of the City of Dayton 2025 Bicycle Action Plan:

- 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 2025 Bicycle Action Plan on a regular and on-going basis.
- F. Maintenance. Provide bicycle facilities with an appropriate level and quality of maintenance.

3.0 – CURRENT EFFORTS

3.1 – REGIONAL TRAIL NETWORK

The City of Dayton has a rich history of bicycling culture, beginning with the Wright Brother's first bicycle rental and repair shop in West Dayton in 1892. Their understating of bicycle principals, design, and construction helped them conceive and fly the world's first practical flying machine in 1903. In addition to the pioneering work of the Wright Brothers, Horace M. Huffman, Jr., former President of the Huffly Corporation and co-founder of the Dayton Bicycle Club, pushed for the creation of a regional trail network within the Great Miami River floodplain controlled by the Miami Conservancy District. As a direct result of these efforts, approximately eight miles of paved, shared-use trails were dedicated along the Great Miami River in downtown Dayton in 1976.

The City of Dayton – and the Greater Dayton Region – is fortunate to have one of the best shared-use trail systems in the nation. Starting from the first eight mile segment in downtown Dayton, the Regional Trail Network has grown over the decades to include over 250 miles of shared-use trails along river floodplains and abandoned railroads across four counties (Clark, Greene, Miami and, Montgomery). The trails provide residents of the Miami Valley a unique opportunity to explore the Miami Valley's many commercial, educational, natural, and cultural treasures.

Furthermore, with 30 miles of available shared-use trails along the Great Miami River, Mad River, and Wolf Creek, every citizen of Dayton is within a 5-10 minute ride from any shared-use trail in the City, providing 100% access to every corner of the City plus hundred of miles of regional, state, and national trails and bikeways.

3.2 – MIAMI VALLEY COMPREHENSIVE LOCAL-REGIONAL BIKEWAYS PLAN

Adopted November 2008, the Miami Valley Comprehensive Local-Regional Bikeways Plan is the Miami Valley Region's first update to the regional bikeway plan since its first iteration in 1973. The purpose of the Plan is to provide a broad vision, policy, goals and objectives for improving bicycling in the Miami Valley Region over the next 20 years. The Plan includes recommendations for future on- and off-road bicycle routes; bicycle-related education, encouragement, and enforcement programming; future expansions to the Safe Routes to School program; design guidelines; and cost estimates and funding opportunities. The Plan recommends 100 high-priority bikeway projects be constructed within 20 years, along with a number of programmatic and educational strategies, to realize both the vision of a comprehensive regional network of bikeway facilities and a measurable modal shift from motorized vehicles to bicycles for non-recreational trips. At full build-out, high-priority bikeway projects would necessitate a \$105 million investment resulting in nearly 310 new miles of bikeway. Navigate to www.mvrpc.org for more information.

3.3 – MIAMI VALLEY TRAIL USER SURVEY

The Miami Valley Comprehensive Local-Regional Bikeways Plan included a recommendation to perform annual bicycle user counts and surveys at set locations to provide for evaluation over time. In response to this recommendation, the Miami Valley Regional Planning Commission conducted the Miami Valley Trail User Survey as the first region-wide effort to count and survey the users of the recreational trails network throughout the Miami Valley. In total, over 15,300 users were counted over a Sunday and two Wednesdays during the summer of 2009, with over three-quarters of those surveyed indicating “biking” as one of their primary activities on the trail. Based on the surveys collected, the recreational trail network has an estimated region-wide annual economic impact of between \$13.5 and \$14.9 million in hard goods (equipment), soft goods (food), and overnight accommodations.

3.4 – MIAMI VALLEY BIKE SUMMIT

Key members of the Miami Valley’s cycling community converged in Dayton on August 14, 2009 to develop a plan to move our communities closer to becoming Bicycle Friendly. At the 2009 Miami Valley Cycling Summit, Miami Valley’s cycling agenda was presented directly to the public, advocacy groups, retailers, community leaders, and local officials in one location. Participants engaged in inspirational keynotes, educational workshops and charted a course for the future of making the region a better place to live, work and play.

The Summit not only brought the bicycling community together at one event, but provided a venue for the public to share their ideas with public officials, for communities to share successes and struggles surrounding their bikeway master plans, celebrate the successes experienced in the last 20 years, and get the region’s communities one step closer to achieving Bronze Level Bicycle Friendly City Status from the League of American Bicyclists. Key achievements included:

- Over 300 registrations and attendees at the Summit
- 85 in attendance at Grassroots Social at Flanagan’s Pub
- 11 different community groups developed “Next Steps” in community workshops
- Over 20 exhibitors showcased regional cycling assets
- 10 guests from across the country supported the effort

Although the Miami Valley Bike Summit once again returned to the City of Dayton in May 2011, it is hoped that other communities in the Miami Valley Region will step forward to host this bi-annual, regional event in the future.

3.5 – LOCAL INFRASTRUCTURE ENHANCEMENTS

In recent years, the City of Dayton and its partner organizations have diligently worked to improve the conditions of both on-road and off-road facilities for bicyclists. In addition, these bicycle-related infrastructure improvements were implemented to both foster the current movement toward increased bicycle transportation and create awareness among the public that bicyclists are a welcomed part of our urban culture. Though infrastructure enhancements to

benefit bicyclists have been implemented since the mid-1970's, the following were highly influential in their size and scope:

Main Street Reconstruction. Completed in 2009, Main Street in downtown Dayton from Monument Avenue south to Sixth Street was completely reconstructed from the ground up for the first time in 80 years. In addition, the brick crosswalks that often served as hazards to bicyclists were replaced with stamped concrete that is less susceptible to damage. The new Main Street now boasts a smooth driving surface ideal for bicycle transportation. All bus stops were removed from Main Street as part of the RTA Downtown Hub project, thus removing most bus traffic from Main Street.

Downtown Street Repaving. In addition to miles of annual street and alley resurfacing citywide, the City of Dayton resurfaced every street within the Downtown area. Completed in 2011, these newly paved thoroughfares are much friendlier to bicyclists and are welcome improvements in the Central Business District.

Traffic Signal Upgrades. Now in Phase 8 of construction – with Phases 9 and 10 to follow – the City of Dayton updated dozens of traffic signals throughout the City to improve travel conditions for cars, freight, and transit vehicles. In addition, many signals received upgrades to the loop detector systems which will allow them to more easily detect bicycles waiting at the intersection.

Bridges. The City of Dayton is in the midst of a renaissance with regards to its many bridges across the Great Miami River, Mad River, Stillwater River, and Wolf Creek. Since 2003, the City, Montgomery County, and the Ohio Department of Transportation have combined to replace seven bridges across the City's waterways (Stewart Street, Washington Street, Monument Avenue, Findlay Street, Edwin C. Moses Boulevard, Paul Laurence Dunbar Street, & Philadelphia Street), with three more bridges to be replaced in the coming years (Rosedale Drive, Broadway Street, & Ridge Avenue). These bridges represent a monumental improvement in the City's infrastructure. They include widened bridge decks and generous sidewalks to provide modern roadway connections for all users of the roadway network, including bicyclists.

Bike Lanes. A first in the Miami Valley, the City of Dayton, as part of the downtown street repaving project, dedicated right-of-way along Jefferson Street, St. Clair Street, and Perry Street from Monument Avenue to Fifth Street and on Monument Avenue from Wilkinson Street to Lawrence Street for dedicated bike lanes. These dedicated lanes provide exclusive access for bicyclists and help to promote bicycling for general purpose transportation and commuting. As a result of population decline, many of the City's roadways are wider than necessary for the current and future traffic volumes. This excess right-of-way will surely present future opportunities for bike lane additions throughout the City.

Shared-Pavement Markings. Shared-pavement markings (a.k.a. Sharrows) are pavement markings that provide two functions: 1) To inform bicyclists as to where they should travel on the roadway, and 2) To alert motorists to the presence of bicyclists and

remind them that bicyclists are a welcome element of the travelling public. Currently, the City of Dayton has shared-pavement markings on Fourth and Fifth Streets in Downtown Dayton, stretching from St. Clair Street to Robert Drive and on Wilkinson Street from Fifth Street to Monument Avenue. Since shared-pavement markings do not require additional right-of-way, nor are they prohibitively expensive or time consuming to install, they are an excellent tool to promote bicycling and educate the general public.

Riverscape Phase III/Bike Hub. As the “Cychological Center” of a 70-mile network of off-street bikeways, the Bike Hub at Riverscape Metropark is a significant investment in our Region’s bicycling future. As only one of three hubs east of the Mississippi River, the Bike Hub is a tremendous addition to the City of Dayton. The facility includes secured indoor bike parking for up to 40 bikes, men’s and women’s shower and locker facilities, a fully-stocked repair shop, bike rentals, and a retail store that sells all manner of bicycling equipment and clothing.

3.6 – CITY OF DAYTON LIVABLE STREETS POLICY

Recent years have shown considerable momentum toward the idea that all users of the transportation network should be welcomed and subsequently accommodated along existing roadway corridors. This momentum is the result of a number of factors caused, in part, by travelling via automobile, including increased fuel prices, high costs of living, traffic congestion, reduced air quality, and rising health concerns related to obesity and general inactivity. In many cases, citizens are choosing to use alternative modes as a way to combat the negative externalities related to automobile travel. However, they are finding it difficult because many roadways are not configured to accommodate the needs of all users of the transportation system.

The City of Dayton Livable Streets Policy is one step toward rectifying this situation, with the ultimate goal of accommodating the needs and desires of all users of the transportation system, including motorists, pedestrians, bicyclists, mass transit riders, children, senior citizens, individuals with disabilities, freight carriers, emergency responders, and adjacent land users. The Policy puts forth a vision, purpose, set of goals, and list of directives to consider when identifying, planning, scoping, and designing all roadway projects, from simple maintenance to comprehensive reconstruction. The Policy supports other City of Dayton planning efforts to promote alternative forms of transportation (e.g. the Zoning Code & Urban Design Guidelines) and will serve as a foundation for future planning efforts, including a revamped Thoroughfare Plan.

The ultimate goal or vision is that all users of the transportation system will experience a visually attractive and functional environment while travelling safely and conveniently on and across all surface roadways within the City of Dayton. The cumulative effect of a well integrated and interconnected transportation system will be a more livable city and a healthier, happier, and more productive citizenry.

3.7 – BIKE TO WORK MONTH/DAY

Each year, Five Rivers Metroparks leads the regional Bike to Work Month (May) and Bike to Work Day (3rd Friday in May) efforts to promote bicycling as an easy and attractive alternative for the daily work commute. For Bike to Work Day 2010, over 350 bicyclists of all skill levels stopped by the 2nd Street Public Market on their way to work to grab a pancake breakfast and celebrate with other bicycling enthusiasts. More information on the national Bike to Work Month/Day, including resources on how to organize a Bike to Work Day event, can be found on the League of American Bicyclists website (www.bikeleague.org).

3.8 – BIKE/WALK DAYTON COMMITTEE

Spearheaded by Commissioner Nan Whaley, the City of Dayton's Bike/Walk Dayton Committee is a cosmopolitan collection of community leaders and organizations focused on promoting bicycling as a way to improve the quality of life for the residents of Dayton. With representation from the City of Dayton, Dayton Police Department, Five Rivers Metroparks, Dayton Public Schools, Dayton-Montgomery County Public Health, Sinclair Community College, University of Dayton, Miami Conservancy District, Miami Valley Regional Planning Commission, community philanthropists, and interested bicycle enthusiasts, the Bike/Walk Dayton Committee meets quarterly to discuss the future of bicycling in the City of Dayton. These meetings also serve as a forum to forge partnerships and discuss new ideas about promoting the many benefits of bicycling through community events, advertisements, web blogs, social networking, promotional materials, and good old-fashioned word-of-mouth.

3.9 – CITY OF DAYTON BIKE ROUTE MAP

Introduced on Bike to Work Day 2010, the City of Dayton Bike Route Map is the first comprehensive bike map ever produced by the City of Dayton. The primary purpose of the map is to provide users valuable information to help them choose a safe and appropriate on-road route through the City depending on their level of experience. The map also highlights many of the City's amenities and attractions so riders can gain valuable experience riding their bikes, all while exploring our exciting city. Helpful tips on proper riding techniques and local organizations are also included. The map itself is printed on tear and water resistant paper, folded to a convenient size that fits just about anywhere. The City of Dayton Bike Route Map was produced by the City of Dayton Department of Planning & Community Development. Thanks to the generosity of our many sponsors, the Bike Route Map was printed without the expenditure of public funds. Maps are available by contacting the Office of the City Commission at 333-3636.

3.10 – LEAGUE OF AMERICAN BICYCLISTS BRONZE MEDAL AWARD

The League of American Bicyclists Bicycle Friendly Community Program provides incentives, hands-on assistance, and award recognition for communities that actively support bicycling. A Bicycle Friendly Community welcomes cyclists by providing safe accommodations for bicyclists and encouraging people to bike for transportation and recreation. Encouraging bicycling is a simple way towards improving public health. With more people bicycling, communities

experience reduced traffic demands, improved air quality and greater physical fitness. In addition, Bicycle Friendly Communities are places with a high quality of life, where people want to live, work, and visit. Building such a community can translate into a more connected, physically active, and environmentally sustainable community that enjoys increased property values, business growth, increased tourism, and more transportation choices for citizens.

In 2009, the City of Dayton set out to meet the high standards set forth by the League's Bicycle Friendly Community Program. City leadership, along with members of the Bike/Walk Dayton Committee, strongly believed the City of Dayton reflected many of the qualities of other cities recognized as "Bicycle Friendly." In relatively short order and with the assistance of our many partner agencies, organizations, and bicycle enthusiasts, the City submitted a well-rounded and thorough application to the League for Bicycle Friendly Status for the Spring 2010 award cycle. Thanks to the hard work of many, the City of Dayton was awarded Bronze Medal Bicycle Friendly Status by the League in May 2010, becoming only the second city in Ohio (Columbus) to achieve this honorable distinction. With this designation, the City will continue on the path toward becoming a more bicycle friendly city with the hopes of inspiring other communities in the area to join the ranks of Bicycle Friendly Communities.

3.11 – COURTEOUS MASS RIDE

Courteous Mass-Dayton, inspired by critical mass rides in other cities, provides Dayton-area cyclists with the opportunity to experience vehicular cycling (sharing the road with motor traffic) while enjoying the benefits of safety in numbers. Riding on the first Friday of every month, Courteous Mass takes to the streets of Dayton, touring different neighborhoods that surround downtown in groups that have been as large as 60 riders. Unlike critical mass rides, however, Courteous Mass-Dayton does not disrupt traffic, but rather seeks to demonstrate that bicycles are a part of traffic, deserving respect as vehicles sharing the road, and responsible for observing traffic laws. To that end, riders are encouraged to ride to the right (though clear of the door zone), obey all traffic signals and signs, signal turns and lane changes...and only make friendly hand gestures to motorists.

Launched in March 2009, Courteous Mass-Dayton maintains a page on Facebook.com (www.facebook.com/CourteousMassDayton).

3.12 – LIFE ENRICHMENT CENTER (LEC) BIKE SHOPPE

Located at 425 North Findlay Street, the Life Enrichment Center (LEC) is a faith-based, non-profit organization working in collaboration with area-wide partners to provide life building, life sustaining services to the underserved in the greater Dayton community. As noted by the LEC, families and individuals living in or on the edge of urban poverty often struggle with obtaining reliable, affordable transportation and maintaining good health due to a lack of physical activity. In addition, many locals, including our children, may never have learned to ride a bike and/or lack the ability to maintain a functioning bike.

The LEC Bike Shoppe is a 4,800 square foot facility intended to provide community members, particularly children, an opportunity to gain self-esteem and self-motivation while learning to

operate and maintain a bicycle. With an ever growing supply of bicycles (600+), supplies, and parts, the LEC plans to implement a number of bicycle-related programmatic efforts to return donated, discarded, or unwanted bicycles to the community, including Earn-a-Bike, Safety Village, Loan-a-Bike, Yellow Bike, and Recycle-a-Bike. For more information on the bicycle-related efforts of the LEC, visit their website at www.daytonlec.org.

3.13 – SAFE ROUTES TO SCHOOL (SRTS)

In 2009, the City of Dayton was awarded a \$583,000 grant by the Ohio Department of Transportation to address transportation issues around five recently reconstructed Dayton Public Schools facilities: Cleveland Elementary, Edison Elementary, Kiser Elementary, Ruskin Elementary, and Fairview Elementary. Together, these five schools represent the Dayton Public School's Neighborhood School Centers, a program intended to weave each school into the fabric of the neighborhood to support community learning and growth.

Of these funds, \$222,413 was used for infrastructure investments to improve safety for pedestrians, bicyclists and drivers around the schools, with students as the primary beneficiary of the enhancements. These investments included lighting, high-visibility crosswalk striping and signage, bicycle racks, and sidewalk and curb repair and replacement. Though the infrastructure work was completed in March 2011, the Safe Routes to School program is an on-going community-building process. The remaining grant funds will support non-infrastructure needs such as safety education and funding of police overtime during back-to-school and other high-traffic periods.

4.0 – BIKE/WALK DAYTON COMMITTEE

4.1 – HISTORY

Following on the heels of recent bicycle-related advocacy efforts and events, including the Dayton Beautiful 2009 Town Hall Series and the inaugural Miami Valley Bike Summit, the Bike/Walk Dayton Committee was first formed under the leadership of Commissioner Nan Whaley in September 2009 as a forum to pull together the common efforts of multiple public and private organizations in the City of Dayton for the purpose of promoting walking and bicycling as fun, safe, affordable, and environmentally friendly means of basic transportation. In addition, the Committee provided the leadership and expertise needed for the City of Dayton to apply for Bicycle Friendly Status through the League of American Bicyclists (LAB). The efforts of Committee members to complete the extensive and comprehensive application process for Bike Friendly Status is just one example of an unprecedented collaboration now occurring across jurisdictional and organizational boundaries toward the goal of making the City of Dayton a nationally known center for walking and bicycling. The formation of the Bike/Walk Dayton Committee, along with the designation of the City of Dayton as a Bronze Level Bicycle Friendly City, is motivating other communities in the region to form their own committees to further proliferate walking and bicycling throughout the Miami Valley Region.

4.2 – LEADERSHIP

Since its inception, the Bike/Walk Dayton Committee has been spearheaded by the Office of the City Commission, and, specifically, City Commissioner Nan Whaley. One of the actions of this Plan is to formalize the relationship between the Office of the City Commission and the Bike/Walk Dayton Committee. To ensure the efforts of the Bike/Walk Dayton Committee and the execution of this Plan has support from both the City Commission and the electorate at-large; the Bike/Walk Dayton Committee should be housed within the Office of the City Commission, spearheaded by a member of the Commission itself. It is only through the support of citizens, businesses, and governmental entities within the City of Dayton that this Plan will ultimately be fulfilled. It is therefore logical that our elected officials be at the forefront of bicycle planning efforts and initiatives in the City of Dayton.

4.3 – FUNCTIONS AND EXPECTATIONS

The Bike/Walk Dayton Committee functions as the City's sounding board for current efforts and new ideas for projects and programs regarding bicycling and walking in the City of Dayton. Though infrastructure, programmatic, and educational efforts involving walking and bicycling will be undertaken by many different public, non-profit, and private entities, it is important that these efforts do not overlap, or worse conflict, with the efforts of other parallel groups and organizations. The Bike/Walk Dayton Committee is the forum through which each group's activities and plans are discussed so cooperation and coordination can be more easily obtained across organizational boundaries.

In addition, the Bike/Walk Dayton Committee is the overseer of the City of Dayton 2025 Bicycle Action Plan and three-year Bicycle Improvement Program (BIP). As it will take the cooperation of many governmental and non-governmental entities to implement the Plan, it is vital that a coordinated group of community stakeholders cooperatively participate in supervising its implementation through the BIP. Participation by the Office of the City Commission will ensure the Bike/Walk Dayton Committee is responsive to the citizenry through their elected officials. It is expected that each member of the Bike/Walk Dayton Committee be actively involved in fulfilling the vision, goals, and objectives of the City of Dayton 2025 Bicycle Action Plan by taking on tasks and assignments as determined by the Committee through the BIP.

4.4 – OVERALL MEMBERSHIP

Regardless of the effort it takes to create, no planning effort succeeds without substantial and energetic community support. Furthermore, successful planning involves not only residents and property owners, but businesses, associations, block groups, governments, and universities. It is vital that a wide collection of those noted below be represented on the Bike/Walk Dayton Committee, which is the entity supervising the implementation of the City of Dayton 2025 Bicycle Action Plan. At minimum, the Bike/Walk Dayton Committee should include balanced representation from the following entities:

CITY OF DAYTON				
Office of the City Commission	Department of Planning & Community Development	Department of Public Works	Police Department	Department of Recreation and Youth Services
OTHER GOVERNMENT ENTITIES				
Miami Conservancy District	Five Rivers Metroparks	Miami Valley Regional Planning Commission	Public Health Dayton-Montgomery County	Greater Dayton RTA
EDUCATION & ENFORCEMENT				
Sinclair Community College	Sinclair Community College – Police Department	University of Dayton	University of Dayton – Police Department	Parochial and Charter Schools
	Montgomery County Sheriff’s Office	Dayton Public Schools	Private Technical and Trade Colleges	
BUSINESS, ADVOCACY, AND CITIZEN GROUPS				
Bike Miami Valley	Private Business Owners & Associations	Priority Boards	Interested Citizens	Private Land Developers
Private Planning, Engineering, and /or Architecture Firms	Non-profit and/or Faith-based Organizations	Greater Dayton Area Hospital Association	Dayton Area Chamber of Commerce	Dayton-Montgomery County Convention and Visitors Bureau

BUSINESS, ADVOCACY, AND CITIZEN GROUPS (CONTINUED)

Downtown Dayton
Partnership

Other interested individuals or groups may be added as needed or requested. Individuals representing the above noted groups should be expeditiously replaced when necessary to maintain the authenticity and continuity of the Committee.

4.5 – MEETING SCHEDULE AND PARTICIPATION

To accommodate such a large body, the Bike/Walk Dayton Committee meets on a quarterly basis. More frequent meetings can and should occur between Committee members to coordinate individual projects and programs. It is expected that Committee members attend at least two (2) meetings per year in order to stay abreast of current efforts. The agenda is determined by the Office of the City Commission with input from all Committee members. At minimum, each meeting will include an update on each Committee member's current bicycle-related efforts and a review of specific projects and programs spearheaded by the City of Dayton. Participation by special guests and individual concerned citizens should always be encouraged.

5.0 – PLAN DEVELOPMENT & PUBLIC PARTICIPATION

5.1 – BRIEF PLANNING HISTORY

The idea for a City of Dayton 2025 Bicycle Action Plan is by no means a recent phenomenon. Some level of bicycle planning has occurred in the City of Dayton since as far back as the 1970's with the installation of the Miami Valley Region's first dedicated bikeway facilities along the Great Miami River. In addition, the Miami Valley Regional Planning Commission produced the Miami Valley Regional Bikeway Plan in 1973, followed by the 1981 City of Dayton Transportation Strategy, which pushed for the construction of both on- and off-street bicycle facilities. The 1983 City of Dayton Bikeway System Plan furthered the goals and objectives of the Transportation Strategy by identifying routes for bicycle routes, bicycle lanes, and other related infrastructure. Unfortunately, much of this Bikeway System Plan was never executed for reasons unknown.

More recent bicycle planning efforts include MVRPC's latest bicycle plan, the Miami Valley Comprehensive Local-Regional Bikeways Plan (November 2008), and the Miami Valley Trail User Survey Report (December 2009). The City of Dayton authored the Bicycle Friendly Community Action Plan (January 2009) which catapulted the effort toward the City receiving Bronze Medal Bicycle Friendly Status from the League of American Bicyclists (LAB) in May 2010. Finally, developing a culture of bicycling was an integral component of the 2010 Greater Downtown Dayton Plan.

5.2 – INTERNAL DEVELOPMENT OF THE BICYCLE PLAN

Work on the City of Dayton 2025 Bicycle Action Plan began in earnest once the City was awarded its Bicycle Friendly Status by the LAB in May 2010. As part of the application process, the LAB provides a set of comments and action items for applicants to pursue in order to move up the Bicycle Friendly Status rankings. As noted by the LAB, one of the five "significant measures" the City could take to become more bicycle-friendly is to:

"Develop, adopt and implement a comprehensive bike plan for Dayton. Continue to close gaps in the cycling network and expand the encouragement, education, and enforcement programs to increase bicycle usage. Set an ambitious, attainable target to increase the percentage of trips made by bike in the city."

-Feedback on Dayton's application to be designated a Bicycle Friendly Community – Spring 2010

With this directive, the City of Dayton set forth drafting a preliminary outline for the City of Dayton 2025 Bicycle Action Plan. A document outlining a vision statement, set of goals centered on the 5 E's of bicycle planning (Engineering, Education, Encouragement, Enforcement, Evaluation/Planning) plus Maintenance, and list of initiatives to satisfy each goal was drafted by an internal committee of City of Dayton staff members from the Division of Planning, Division of Civil Engineering, Division of Traffic Engineering, and the Office of the

City Commission (hereafter the Dayton Bike Task Force). Rather than submitting this preliminary document to the entire Bike/Walk Committee for comment, it was decided that focus groups centered on each goal would be formed to obtain more detailed feedback.

Initially, six focus group meetings were to be conducted, one for each of the six Plan goals. Participants were to be drawn from the membership of the Bike/Walk Dayton Committee, with each participating representative assigned a focus group depending on the goal that most closely matched their organization's overall mission. However, it was quickly determined that some members would end up attending multiple focus groups. Therefore, in order to minimize repetition and foster interagency cooperation, the internal planning committee determined three focus groups consisting of the following goal areas would provide the greatest return to the planning process:

Group #1 – Engineering, Evaluation/Planning, and Maintenance

Group #2 – Education and Encouragement

Group #3 – Enforcement

The focus groups were led by City of Dayton staff and conducted on August 31 and September 1, 2010. As suspected, combining focus groups resulted in high participation and extensive feedback on the proposed vision, goals, and objectives of the City of Dayton 2025 Bicycle Action Plan. Though well received, the preliminary document was amended based on the comments from both City staff and those in attendance at the focus groups. This amended document served as the framework to draft the complete City of Dayton 2025 Bicycle Action Plan.

5.3 – DRAFT CITY OF DAYTON 2025 BICYCLE ACTION PLAN

An initial rough draft version of the City of Dayton 2025 Bicycle Action Plan was provided to the Dayton Bike Task Force for comment. The second draft version of the Bike Plan, reflective of comments from the Task Force, was provided to the full Bike/Walk Dayton Committee on March 15, 2011. Members of the Committee were given two weeks to review the document and provide the necessary feedback. Once the document was amended to reflect the comments from the Bike/Walk Dayton Committee, the Plan was offered for public comment via a number of channels, including public presentations, social networking, and the internet. The final draft plan based on comments from the Bike/Walk Dayton Committee, City of Dayton Priority Boards, and the general public was presented to the Committee at its XXXXXX, 2011 meeting.

Once approved by the Bike/Walk Dayton Committee, the document was submitted to the City of Dayton Plan Board for a formal public meeting on XXXXXX, 2011. The City Plan Board voted to

5.4 – PUBLIC INVOLVEMENT IN THE CITY OF DAYTON 2025 BICYCLE ACTION PLAN

Note: This section will remain incomplete until the Public Involvement Process has concluded.

6.0 – OBJECTIVES & ACTION ITEMS

6.1 – INTRODUCTION

The meat of any plan is the list of objectives and action items that will satisfy the plan’s vision and goals. As recalled in Chapter 2, the Vision of the City of Dayton 2025 Bicycle Action Plan is to have a common view among all users of the roadway network that the bicycle is a legitimate, safe, reliable, meaningful, and convenient method of transportation. The goals of the City of Dayton center around the five ‘E’s’ of a Bicycle Friendly Community as laid out by the League of American Bicyclists: Engineering, Enforcement, Education, Encouragement, and Evaluation & Planning. A sixth goal, Maintenance, was also included. Overall, the objectives and projects described in Section 6.2 below lay the foundation for the satisfaction of each goal and the eventual realization of the vision.

Each goal category (5 E’s plus Maintenance) includes multiple objectives and projects intended to achieve that goal. An implementation timeframe (Short-term, 2012 to 2015; Medium-term, 2015 to 2020; Long-term, 2020 to 2025) and a launch date (as of July 2011) are also provided to guide the Committee in selecting those projects which can be implemented for immediate impact and those that may need considerable cooperation and capital to achieve at some future date. The list below is not an exhaustive collection of all projects necessary to achieve the Plan’s Vision and Goals. Others can and should be added as needed. The Bicycle Improvement Program (BIP) is the document to select projects for implementation, identify responsible party (or parties), and track project status.

6.2 – OBJECTIVES AND PROJECTS

Goal Category	Objective	Description	Project	Description	Launch Date
Engineering	Eng-1	Expand the network of dedicated off-street shared-use trails	Eng-1.1	Construct Southeast Corridor Trail to Dayton City Limits	2013
			Eng-1.2	Construct Broadway Bridge to Wolf Creek Bikeway Connector	2013
			Eng-1.3	Construct Steve Whalen Boulevard Bikeway	2014
			Eng-1.4	Construct Mad River Recreational Trail extension from Eastwood Metropark to the Dayton City Limits	2015
			Eng-1.5	Construct Wolf Creek Trail Connector to Dayton City Limits	2018
			Eng-1.6	Construct Creekside Trail extension to East Dayton	2020
			Eng-1.7	Construct Southwest Dayton Trail to Possum Creek Metropark	2025
	Eng-2	Expand the network of on-road bicycle facilities	Eng-2.1	Construct East Fifth Street & Hamilton Avenue Bikeway	2016

Goal Category	Objective	Description	Project	Description	Launch Date
			Eng-2.2	Construct Broadway Street Bikeway, Section I	2016
			Eng-2.3	Construct Helena Street/Keowee Street Bikeway	2016
			Eng-2.4	Install 10 miles of bike lanes and/or shared-lane markings on arterial and/or collector streets	Immediate
			Eng-2.5	Increase percentage of roadway miles identified as 'Novice' or 'Skilled' on the City of Dayton Bike Route Map (2010) from 61.4% to 70%	Immediate
			Eng-2.6	Provide convenient and logical connections from the surface roadway network to the Regional Trail Network	2012
			Eng-2.7	Implement a system of standardized way-finding signage along designated bike routes to direct bicyclists to points of interest	2014
			Eng-2.8	Consider implementation of road diets, traffic calming, contra-flow bike lanes, bike boxes, & bike boulevards	Immediate
			Eng-2.9	Implement STRS-related infrastructure at elementary schools citywide, including charter and private schools	Immediate
			Eng-2.10	Construct Broadway Street Bikeway, Section II	2020
			Eng-2.11	Construct Helena Street Connector Bikeway	2020
			Eng-2.12	Construct the Tech-Connect Bikeway along Warren Street	2017
			Eng-2.13	Construct the East Dayton Connector Bikeway	2017
	Eng-3	Training	Eng-3.1	Provide yearly bicycle-related training to Civil Engineering Staff	Immediate

Goal Category	Objective	Description	Project	Description	Launch Date
Enforcement	Enf-1	Continue enforcement of existing bicycle-related traffic and zoning laws	Enf-1.1	Discourage citizens from riding bicycles on sidewalks in accordance with the R.C.G.O.	Immediate
			Enf-1.2	Aggressively enforce traffic laws to ensure all roadway users, including bicyclists, are operating in a safe manner	Immediate
			Enf-1.3	Ensure consistency in bicycling enforcement efforts and law application	Immediate
			Enf-1.4	Ensure the Divisions of Zoning Administration and Planning enforce the City's Zoning Code as it relates to bicycle parking for new developments	Immediate
	Enf-2	Increase officer visibility	Enf-2.1	Increase the use of bicycles as patrol units, particularly in the CBD	2012
			Enf-2.2	Increase use of law enforcement officers on the regional trails network	2012
	Enf-3	Bicycle Registration Program	Enf-3.1	Continue the existing Bicycle Registration Program	Immediate
			Enf-3.2	Explore opportunities to expand the use and application of the Bicycle Registration Program	Immediate
			Enf-3.3	Coordinate with local bike retailers and repair shops to encourage the use of the Bicycle Registration Program among customers	Immediate
	Enf-4	Crash Reporting	Enf-4.1	Provide a yearly report of crashes involving bicyclists	Immediate
	Enf-5	Training	Enf-5.1	Provide yearly training to law enforcement personnel to ensure up-to-date knowledge of the latest O.R.C. and R.C.G.O. statutes regarding bicycling	Immediate

Goal Category	Objective	Description	Project	Description	Launch Date
Education	Edu-1	Increase citizen knowledge of bicycling laws and etiquette	Edu-1.1	Provide and/or support adequate opportunities for citizens, particularly children, to learn about bicycling etiquette, techniques, and safety	Immediate
			Edu-1.2	Encourage law enforcement personnel to conduct targeted enforcement to educate citizens on bicycling etiquette and traffic laws when on patrol	Immediate
			Edu-1.3	Update and distribute the City of Dayton Bike Route Map every three years	Immediate
			Edu-1.4	Implement STRS-related programming at elementary schools citywide, including charter and private schools	Immediate
	Edu-2	Establish first-time offender diversion programs for bicyclists	Edu-2.1	Expand use of existing diversion program(s) to include first time offenders of bicycle-related laws	2013
			Edu-2.2	Establish a program to subsidize bicycle education classes using funds obtained from bicycle law citations	2013
	Edu-3	Training	Edu-3.1	Provide for the training of at least one (1) LAB Cycling Instructor on the staff's of Police, Civil Engineering, Recreation and Youth Services, and Planning	2012
			Edu-3.2	Encourage all organizations serving on the Bike/Walk Dayton Committee to provide LAB Cycling Instruction for their employees	2012
			Edu-3.3	Provide training opportunities to City Staff on bicycle-related engineering, enforcement, education, programming, planning, and maintenance	Immediate

Goal Category	Objective	Description	Project	Description	Launch Date
Encouragement	Enc-1	Increase available bicycle amenities	Enc-1.1	Provide appropriate parking for 200 bicycles in the CBD	2011
			Enc-1.2	Provide convenient and accessible bicycle parking at all City of Dayton buildings	2012
			Enc-1.3	Encourage and support local employers and businesses in providing end-of-trip facilities for bicyclists	Immediate
	Enc-2	Support citizens in choosing bicycling for recreation and transportation	Enc-2.1	Provide and/or support programs that supply low or no cost bicycles to City of Dayton Residents	Immediate
			Enc-2.2	Provide and/or support programs to allow citizens an opportunity to obtain the minimum bicycling safety gear	Immediate
			Enc-2.3	Support the local community of bicycle advocacy groups	Immediate
			Enc-2.4	Encourage new advocacy groups to form around specific bicycling interests	Immediate
	Enc-3	Support bicycling for commuting, recreation, health, economic development, and tourism	Enc-3.1	Encourage and support ten (10) businesses, non-profits, and/or government entities in becoming LAB Bicycle Friendly Businesses	2012
			Enc-3.2	Promote bicycling to local employers as a way to improve employee health and wellness	Immediate
			Enc-3.3	Support the monthly Courteous Mass Ride	Immediate
			Enc-3.4	Support other community events to encourage bicycling, such as community rides, city/elected officials rides, trail/bike lane maintenance days, ciclovias, and commuter/student challenges	Immediate
			Enc-3.5	Use economic incentives to encourage bike-related businesses to establish storefronts in the City	2013
			Enc-3.6	Establish events and programs to promote bicycle tourism in the City	2013
			Enc-3.7	Work with businesses and private property owners to establish Park-and-Bike locations along the Regional Bikeway System	Immediate
	Enc-4	Continue Bike to Work and Bike to School events	Enc-4.1	Support May as Bike to Work Month	Immediate

Goal Category	Objective	Description	Project	Description	Launch Date
			Enc-4.2	Increase participation in the annual Bike to Work Day event by 5% annually	2011
			Enc-4.3	Develop a regular program of monthly Bike to Work Days throughout the bicycling season	2012
			Enc-4.4	Establish events and programs to encourage college students to bike to school	2012

Goal Category	Objective	Description	Project	Description	Launch Date
Evaluation & Planning	E&P-1	Increase bicycle mode share	E&P-1.1	Increase the bicycle mode share for journey to work trips to 1% by 2020	Immediate
			E&P-1.2	Increase the bicycle mode share for short trips (< 1 mile)	Immediate
	E&P-2	Improve the City's LAB Bicycle Friendly City Status	E&P-2.1	Achieve Silver Medal Status	2014
			E&P-2.2	Achieve Gold Medal Status	2020
			E&P-2.3	Achieve Platinum Medal Status	2025
	E&P-3	Implement programs for data collection and tracking	E&P-3.1	Regularly conduct and report bicycle counts on the roadway and regional trail networks	2012
			E&P-3.2	Regularly conduct and report on bicycle rack use on transit vehicles	Immediate
			E&P-3.3	Regularly conduct and report on student bicycle ridership to and from school and related activities	2012
			E&P-3.4	Regularly conduct surveys to take stock of the bicycling environment in the City	2012
			E&P-3.5	Regularly conduct surveys of CDB businesses regarding employee/customer bicycling policies and amenities	2011
	E&P-4	Bicycle Plan Maintenance	E&P-4.1	Develop the three-year Bicycle Improvement Program (BIP)	2011
			E&P-4.2	Maintain the BIP as a living document to track progress and report to Bike/Walk Dayton Committee	On-going

Goal Category	Objective	Description	Project	Description	Launch Date
Maintenance	M-1	Improve maintenance of bicycle facilities	M-1.1	Develop a program of regular maintenance for all public bicycle infrastructure	2012
			M-1.2	Provide the same degree of care and maintenance for on-road bicycle facilities as afforded to motorized vehicle travel lanes	Immediate
			M-1.3	Provide appropriate, viable, and convenient bicycle-specific detour routes when bicycle facilities are disrupted by construction and/or maintenance activities	Immediate

7.0 – BICYCLE IMPROVEMENT PROGRAM

7.1 – INTRODUCTION

To achieve the vision, goals, and objectives of the City of Dayton 2025 Bicycle Action Plan, it is important to achieve incremental success throughout the Plan's 25 year life cycle. As Chapter 6 outlines, with 20 objectives and over 70 individual projects, the road ahead may seem daunting. However, by prioritizing projects, the Bike/Walk Dayton Committee can achieve short-term, incremental victories that, combined, will fulfill the City of Dayton 2025 Bicycle Action Plan's 25 year vision. As proposed, the three-year Bicycle Improvement Program (BIP) will be the prioritization instrument to direct the efforts of the Bike/Walk Dayton Committee.

7.2 – FUNCTION AND EXPECTATIONS

As a living document, the BIP defines the projects and action items the Bike/Walk Dayton Committee will execute on a rolling three year timeline. A project will refer to one of the 70+ projects outlined in Chapter 6, or a new project as identified by the Bike/Walk Dayton Committee. An action item is a specific task tied to a project that is assigned to one or more members of the Committee and/or relevant stakeholders in the community. If these stakeholders are not currently active in the Bike/Walk Dayton Committee, it is the responsibility of the assigned Committee member(s) to engage stakeholders as they execute the action item. Only through collaboration amongst Bike/Walk Dayton Committee members and local stakeholders will each year's objectives be achieved. The number of projects and action items to pursue will be limited by the time and resources available given that Committee members serve on a voluntary basis. However, it is expected that all members of the Bike/Walk Dayton Committee be involved with *at least* one project per year. Action items will be identified for only those projects to be undertaken over the next 12 month cycle of the BIP.

7.3 – REPORTING

It is important for any group tasked with implementing a plan to receive focused feedback at regular intervals as a progress measure toward achieving stated goals and maintaining momentum. With that in mind, each quarterly Bike/Walk Dayton Committee meeting will include activities and progress reports on the BIP to ensure the Committee stays focused and on task. This will also ensure that time spent serving on the Bike/Walk Dayton Committee is worthwhile and rewarding. Ideally, activities and progress reports regarding the BIP will occur as scheduled below:

First Quarter Meeting

- Annual Report of previous calendar year's activities – City of Dayton staff
- Progress Report of previous quarter's activities – City of Dayton staff
- Add action items and Committee assignments to Projects in Months 9-12 of BIP – Bike/Walk Dayton Committee

Second Quarter Meeting

- Progress Report of previous quarter's activities – City of Dayton staff
- Add action items and Committee assignments to Projects in Months 9-12 of BIP – Bike/Walk Dayton Committee

Third Quarter Meeting

- Progress Report of previous quarter's activities – City of Dayton staff
- Add projects to Months 24-36 of BIP – Bike/Walk Dayton Committee
- Add action items and Committee assignments to Projects in Months 9-12 of BIP – Bike/Walk Dayton Committee

Fourth Quarter Meeting

- Progress Report of previous quarter's activities – City of Dayton staff
- Add Action Items and Committee assignments to projects in Months 9-12 of BIP – Bike/Walk Dayton Committee

7.4 – MAINTENANCE

The BIP will be maintained by a City of Dayton staff member as assigned by the Bike/Walk Dayton Committee Chairperson.

APPENDIX

Content to be determined.