

City of Dayton 2025 Bicycle Action Plan

2011

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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. An active bicycling culture has the potential 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. Across the country, individuals and businesses are *choosing* to locate or recreate in areas where alternative transportation options are both abundant and convenient. As the centerpiece of the Dayton 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 (or „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 today’s 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 principles, 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 Huff 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 railroad corridors across four counties (Clark, Greene, Miami, and Montgomery). The trails provide residents of the Dayton Region a unique opportunity to explore the Dayton Region’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 (MVCLRBP)

Adopted November 2008, the Miami Valley Comprehensive Local-Regional Bikeways Plan (MVCLRBP) is the Dayton Region’s first update to the regional bikeway plan since its first iteration in 1973. The purpose of the MVCLRBP is to provide a broad vision, policy, goals and objectives for improving bicycling in the Dayton Region over the next 20 years. The MVCLRBP 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 MVCLRBP also 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 MVCLRBP 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 (MVRPC) 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 Dayton Region. 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. Furthermore, those who completed a survey hailed from 43 of Ohio’s 88 counties and 21 different states.

3.4 – MIAMI VALLEY CYCLING SUMMIT

Key members of the Dayton Region’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 inaugural 2009 Miami Valley Cycling Summit, the Dayton Region’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 brought the bicycling community together at one event and 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, to celebrate the successes experienced in the last 20 years, and to 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 attendees, 11 different community groups developed “Next Steps” in community workshops, and 20 exhibitors showcased regional bicycling assets.

The Miami Valley Cycling Summit returned to the City of Dayton on May 20, 2011. Building on the success of the inaugural event, the 2011 Summit focused attention on how bicycling can contribute to the economic vitality of the Dayton Region. Experts in bicycling and economic development were invited to showcase how communities across the country are using bicycling as an economic driver in the tourism, hospitality, retail, and culinary industries. With over 250 people in attendance and 25 exhibitors, the 2011 Summit presented an opportunity for bicycle enthusiasts and local government officials to gather and discuss how bicycling can become an economic engine for the Dayton Region.

The Miami Valley Cycling Summit will be held biennially and hosted by a different community within the Dayton Region on a rotating basis. The host for the 2013 Summit will be the City of Springfield. The host for the 2015 Summit and beyond has yet to be determined.

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 welcome part of our urban culture. Below is a short, but by no means exhaustive, list of highly beneficial local infrastructure projects:

Main Street Reconstruction. Completed in 2009, Main Street in downtown Dayton from Monument Avenue 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 likely to be damaged by passing vehicular traffic. Main Street now boasts a smooth driving surface ideal for bicycle transportation. All bus stops were removed from Main Street as part of the GDRTA Downtown Hub project, thus removing most bus traffic from Main Street.

Downtown Street Repaving. In addition to 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 pedestrians and bicyclists.

Bike Lanes. 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, the first in the Dayton Region, 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 current and projected traffic volumes. This

excess right-of-way will 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 and are quick to install, they are an excellent tool to promote bicycling and educate the general public.

Riverscape Phase III/Bike Hub. As the “Cyclological 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 a variety 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, 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 (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 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 May, Five Rivers Metroparks leads the regional Bike to Work Month 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 2011, over 500 bicyclists of all skill levels stopped by the Pavilion at Riverscape MetroPark 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 the City Commission Office, the City of Dayton's Bike/Walk Dayton Committee is an eclectic 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 (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 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 Map was produced by the City of Dayton Department of Planning & Community Development and, thanks to the generosity of our many sponsors, the Map was printed without the expenditure of public funds. Maps are available by contacting the Office of the City Commission at (937) 333-3636.

3.10 – LEAGUE OF AMERICAN BICYCLISTS BRONZE MEDAL AWARD

The League of American Bicyclists' (LAB) Bicycle Friendly Community Program provides hands-on assistance and award recognition for communities that actively support bicycling. A Bicycle Friendly Community welcomes bicyclists 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 LAB'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." With the assistance of our many partner agencies, organizations, and bicycle enthusiasts, the City submitted a well-rounded and thorough application to the LAB 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 LAB in May 2010, becoming one of only two such communities in Ohio 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, and signal turns and lane changes.

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 poverty often struggle with obtaining reliable, affordable transportation and maintaining good health due to a lack of physical activity. In addition, many locals, including 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 a supply of 600+ bicycles, 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 Cycling Summit, the Bike/Walk Dayton Committee (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 that promote 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 Bicycle Friendly Status is just one example of a unique collaboration occurring across jurisdictional and organizational boundaries, with the goal of making the City of Dayton a nationally known center for walking and bicycling. The formation of the Committee, along with the designation of the City of Dayton as a Bronze Medal Bicycle Friendly City, is motivating other communities in the region to form their own committees to further proliferate walking and bicycling throughout the Dayton Region.

4.2 – LEADERSHIP

Since its inception, the Committee has been spearheaded by the City Commission Office. One of the actions of this Plan is to formalize the relationship between the City Commission Office and the Bike/Walk Dayton Committee. To ensure the efforts of the Committee and the execution of this Plan has support from both the City Commission and the community at-large; the Committee should continue be housed within the City Commission Office, spearheaded by a member of the Commission itself as the Committee Chairperson. 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 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 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 Committee is the overseer of the City of Dayton 2025 Bicycle Action Plan (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 implementation of the Plan through the BIP. It is expected that each member of the Committee be actively involved in fulfilling the vision, goals, and objectives of the 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 Committee, which is the entity supervising the implementation of the Plan. At minimum, the Committee should include balanced representation from the following public organizations or business/non-profit groups:

CITY OF DAYTON				
City Commission Office	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
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

The Committee meets on a quarterly basis, but 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 Committee Chairperson, 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 – CITY OF DAYTON 2025 BICYCLE ACTION PLAN DEVELOPMENT & PUBLIC PARTICIPATION

5.1 – BRIEF PLANNING HISTORY

The idea for a citywide bicycle 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 Dayton 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 the Bikeway System Plan has yet to be executed.

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 precipitated 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 (Plan) began in earnest once the City was awarded its Bicycle Friendly Status by the League of American Bicyclists (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 Bike/Walk Dayton Committee (Committee) set forth drafting a preliminary outline for the 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 City Commission Office (Bike Task Force). Rather than submitting this preliminary document to the entire 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 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. Combining focus groups resulted in high participation and extensive feedback on the proposed vision, goals, and objectives of the Plan. Though well received, the preliminary document was amended based on the comments from 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 draft version of the Plan was provided to the Bike Task Force for comment. The second draft version of the Plan, reflective of comments from the Bike Task Force, was provided to the full Committee on March 15, 2011. Members of the Committee were given two weeks to review the document and provide the necessary feedback. Once the Plan was amended to reflect the comments from the Committee, the Plan was offered for public comment via a number of channels, including public presentations, social networking, and an online comment card. Based on all comments received, a final draft version was presented before the City Plan Board on July 5, 2011. Primary notification of the City Plan Board meeting agenda occurred via the website and Facebook pages of the City of Dayton and through the City of Dayton Priority Board system. The agenda was also e-mailed to the media. As with all City Plan Board meetings, the public was given the opportunity to voice their opinion of the Plan at the City Plan Board meeting. On July 5, 2011, the City Plan Board unanimously voted to adopt the plan and recommended that the City Commission do the same.

The Plan as approved by the City Plan Board was forwarded onto the City Commission for final approval. A first reading of the resolution (5848-11) to formally adopt the Plan occurred on August 31, 2011, with a second reading on September 7, 2011. The effective date of the resolution was October 7, 2011.

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

As a citywide planning effort, public participation and comment were important components in drafting the City of Dayton 2025 Bicycle Action Plan. Public comments were requested through primarily electronic means, including the City of Dayton Facebook page and Twitter account. The Office of Public Affairs published a press release inviting those interested to provide public comment via an online comment form where interested citizens could view the draft Plan and comment directly to City of Dayton staff. The online comment card was available for 30 days, from April 29 through June 10, 2011. During this period, City staff members also presented the draft Plan during multiple evening meetings of various community organizations and Priority Boards to allow greater community interaction and feedback. In addition to the formal channels noted above, efforts were made to connect with various bicycling grassroots efforts throughout the Dayton Region, including interactions with attendees of the 2011 Miami Valley Cycling Summit, individual communications with local bicycle enthusiasts, and mentions on websites of local interest such as DaytonMostMetro.com.

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6.0 – OBJECTIVES & ACTION ITEMS

6.1 – INTRODUCTION

The core 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 (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 Plan center around the five „E’s” of a Bicycle Friendly Community as laid out by the League of American Bicyclists (LAB): 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.

However, many of the projects noted below will require some capital investment to achieve, whether that be man hours of work; some form of public, private, or non-profit financial support; or a combination thereof. Given the current and expected climate for public investments in programming and infrastructure, execution and delivery of these projects will be heavily dependent on the availability of staff time and the ability to raise the necessary funding, either through direct public support, public-private partnerships, private donations, or grants. It is hoped that many of the projects outlined below can be achieved in conjunction with existing city functions (i.e. street repaving) or integrated into existing programming (i.e. business wellness plans) to achieve maximum effectiveness with limited additional financial support.

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 projected start 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 additional 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 used to select projects for implementation, identify a 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

Goal Category	Objective	Description	Project	Description	Launch Date
			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
			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 SRTS-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	Enhanced enforcement of 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 SRTS-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 staffs of Police, Civil Engineering, Recreation and Youth Services, and Planning & Community Development	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	Accurately measure the bicycle mode share for short trips (< 1 mile)	Immediate
			E&P-1.3	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 (Plan), it is important to achieve incremental success throughout the Plan’s life cycle. With 20 objectives and over 70 individual projects outlined in Chapter 6, the road ahead may seem daunting. However, by prioritizing projects, the Bike/Walk Dayton Committee (Committee) can achieve short-term, incremental victories that, combined, will fulfill Plan’s 2025 vision. As proposed, the three-year Bicycle Improvement Program (BIP) will be the prioritization instrument to direct the efforts of the Committee.

7.2 – FUNCTION AND EXPECTATIONS

As a living document, the BIP defines the projects and action items the 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 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 Committee, it is the responsibility of the assigned Committee member(s) to engage stakeholders as they execute the action item. Only through collaboration among 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 and competing priorities for scarce funds. It is hoped that all members of the Committee be involved with at least one project per year, particularly those projects that relate to a member’s personal or professional interests. At minimum, action items will be identified for those projects to be undertaken during the current calendar year. New projects or action items can be added at the request of a Committee member, the Committee Chairperson, or City of Dayton staff. However, approval must be given by the entire Committee as only the most important and worthy projects or action items should be attempted given scarce time and resources.

The BIP will be maintained by a City of Dayton staff member as requested by the Bike/Walk Dayton Committee Chairperson. This staff person is responsible for maintaining an accurate record of the projects and action items actively in progress and those planned for the next calendar year. It is vital that projects are accurately tracked to ensure they are completed within a reasonable timeframe, or are actively managed for those projects that are on-going (i.e. bicycle counts, trail maintenance, etc.). The BIP will be needed to track the City’s progress in implementing the Plan if the City is to continue moving through the various stages of the League of American Bicyclists Bicycle Friendly Community program.

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 Committee is worthwhile and rewarding. Ideally, activities and progress reports regarding the BIP will occur as scheduled below:

January/February Meeting

- Annual Report of previous calendar year's activities – City of Dayton staff
- Add action items and Committee assignments to Projects in the current calendar year – Bike/Walk Dayton Committee

April/May Meeting

- Progress Report of previous quarter's activities – City of Dayton staff
- Add new projects or action items as needed – Bike/Walk Dayton Committee

June/July Meeting

- Progress Report of previous quarter's activities – City of Dayton staff
- Add new projects or action items as needed – Bike/Walk Dayton Committee
- Brainstorm projects to undertake during the next calendar year – Bike/Walk Dayton Committee

September/October Meeting

- Progress Report of previous quarter's activities – City of Dayton staff
- Add new projects or action items as needed – Bike/Walk Dayton Committee
- Select projects to undertake during the next calendar year – Bike/Walk Dayton Committee

APPENDIX A

Public Participation Documentation

City of Dayton 2025 Bicycle Action Plan

2011

Community Survey

*Name:

*E-mail:

1. Describe your level of bicycle experience:

Beginner Moderate Advanced

2. Chapter 6 of the Bicycle Action Plan puts forward a set of objectives and action items to improve the conditions for bicycling in the City of Dayton. Given your level of bicycle experience, please describe what the City of Dayton should do to make bicycling safer and more convenient for you?

3. Please provide any other relevant comments regarding the City of Dayton 2025 Bicycle Action Plan, or additional projects and/or programs that should be included.

Thank you for your input. Please direct any questions to Andrew Rodney, Planner, at 333-3635 or andrew.rodney@daytonohio.gov.

*Optional, however your name and e-mail would be appreciated if further clarification is needed.

SUBMIT



Public Input Sought for Citywide Bicycle Action Plan

Release Date: Monday, May 16, 2011
Contact: Andrew Rodney, Planner, 333-3635

The City of Dayton and the Bike/Walk Dayton Committee are seeking public input to help finalize the City of Dayton 2025 Bicycle Action Plan, a comprehensive framework for enhancing the community's bicycle transportation and recreation opportunities over the next 15 years.

The Bicycle Action Plan and a brief public survey are posted at www.daytonohio.gov. Completed surveys may be submitted online through June 10, 2011.

The draft plan was developed by the City of Dayton Department of Planning and Community Development in cooperation with the Bike/Walk Dayton Committee, a volunteer group advocating for enhanced infrastructure, education and programming for bicyclists and pedestrians in the community.

Creation of the plan follows Dayton's designation in 2010 as a Bronze-Level Bicycle Friendly Community by the League of American Bicyclists. A goal of the Bicycle Action Plan is for Dayton to become a Platinum-Level Bicycle Friendly Community by 2025.

"Bicycle friendly communities have a high quality of life and are places where people want to live, work and visit," said Commissioner Nan Whaley, a member of the Bike/Walk Dayton Committee. "By continuing to enhance Dayton's bikability, we can contribute to the health, vitality and economic development of the city and the region. We are looking forward to hearing feedback and ideas from the community on the Bicycle Action Plan.

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City of Dayton 2025 Bicycle Action Plan

Summary of Public Comments

Below is a synopsis of the public comments received during the Open Public Comment Period, which was open from Friday, April 29, 2011 until Friday, June 10, 2011. Individuals were asked to complete the form illustrated below. Once the form was completed, the individual would click the 'Submit' button and a PDF would be forwarded to the Division of Planning for review. Some individuals provided their name and contact information for clarification and follow-up if necessary. However, the comments will remain anonymous. Minor edits were made for capitalization, typographical errors, punctuation, and word usage (i.e. your vs. you're). In total, 15 surveys were collected.

**City of Dayton 2025
Bicycle Action Plan**
2011

Community Survey

*Name:

*E-mail:

1. Describe your level of bicycle experience:

Beginner Moderate Advanced

2. Chapter 6 of the Bicycle Action Plan puts forward a set of objectives and action items to improve the conditions for bicycling in the City of Dayton. Given your level of bicycle experience, please describe what the City of Dayton should do to make bicycling safer and more convenient for you?

3. Please provide any other relevant comments regarding the City of Dayton 2025 Bicycle Action Plan, or additional projects and/or programs that should be included.

Thank you for your input. Please direct any questions to Andrew Rodney, Planner, at 333-3635 or andrew.rodney@daytonohio.gov.

*Optional, however your name and e-mail would be appreciated if further clarification is needed.

SUBMIT

A.1 – SUMMARY OF BICYCLE EXPERIENCE SKILL LEVEL

	<i>Beginner</i>	<i>Moderate</i>	<i>Advanced</i>	<i>Total</i>
Count	1	8	6	15
Percentage	6.7%	53.3%	40%	100%

A.2 – SUMMARY OF COMMENTS TO QUESTION #1

Chapter 6 of the Bicycle Action Plan puts forward a set of objectives and action items to improve the conditions for bicycling in the City of Dayton. Given your level of bicycle experience, please describe what the City of Dayton should do to make bicycling safer and more convenient for you?

- Provide plenty of safe and convenient locations to lock up bikes. These locations should be well lit and visible to the public roadway. Signage should be put in place at these locations with a number to report theft. This will deter thieves and give victims/witnesses a way to quickly contact authorities so action can be taken.
- Concentrate on bike paths and bike lanes - the shared lanes are not safe in a community that does not have a strong bicycling awareness, as Dayton does not. I think the shared lane markings give less experienced bike riders an unwarranted sense of security. In a related recommendation, promote bicycle awareness and safety - public education campaigns. Finally, bike lanes should go somewhere; not end abruptly. If a bike lane is going to end at an intersection, it should be properly signed so bikers in an unfamiliar area won't wind up in unsafe traffic areas, not knowing where they should go.
- Expanding safe bike paths along most major streets would allow more commuting by bicycle. Communicating information about where these bike paths are located via TV, radio and providing comprehensive maps would increase ridership.
- Educate current cyclists concerning riding with traffic, staying off sidewalks (especially in the center of Dayton) and obeying traffic lights. Install, or encourage the installation of places to lock up bikes. I have seen very simple one/two bike lock ups that are simple posts with hoops. These can be installed near buildings or near the roadway and take up less room than traditional multi-bike racks. Instead of one multi-bike rack to serve an area (think Oregon District) these lock up posts could be scattered the length of the district. Also consider marking and designating "bike boulevards" that provide an alternative to busy roads (think Wayne or Salem). Finally, consider placing a few "3 foot clearance" signs in strategic places to educate drivers on how to pass bicycles.

- Provide park and ride locations where you can commute close to the city and then navigate around via bicycle. Maybe have a program where local businesses donate to build shower / cleanup facilities so you can commute via bike in the hot months.
- Your action plan looks very good, especially on the safety issues. Motorist education is probably the most immediate action to take!
- A. Install cyclist-sensitive activators at intersections with traffic signal lights. Perhaps the priorities should be 1) any signals that are not part of the traffic timing sequences, 2) signals for streets that cross major thoroughfares and that are likely feeders to the river corridor bikeways. B. Begin to establish a "rim" of cycling routes near the city limits that connect the spokes established --for the most part-- by the river corridor bikeways. C. Fill in and suitably repave the extension of the Wolf Creek Bikeway that connects to Trotwood and the Northwest Bikeway. D. Develop the southeast corridor from the southeast edge of UD through to Kettering and Oakwood. E. Develop a bikeway from the footbridge across US-35 through to the UD campus.
- Some trails in Kettering have been developed in the last few years without regard to minimum radii. Turns are too sharp to be navigated by real users! They also have power poles right up against the side of the trail pavement, which does not follow the nationally recognized three feet of clearance. The last thing we would want to see is pedestrian and cycling facilities developed that don't meet current, recognized standards.
- First let me say that all of the access and trail improvements that don't interfere with existing traffic are great. In general I like the plan, except for one part. In the course of my job I currently travel 500-600 miles a week in the Miami Valley. When I was younger I probably did 1/10th that on a bicycle in the warmer months. Two things I can say have been consistent through both phases of my life. I will actively avoid any area that has heavily use of things like road diets (except where the lanes just aren't needed), traffic calming, contra-flow bike lanes, bike boxes. As a motorist they are a terrible delay and add to the risk of driving through an area by making everything more confusing. I know part of their goal is to lessen accidents by confusing people, but the reason it lowers the accident rate is because everyone got on the expressway and went somewhere else. As a cyclist they are equally bad because you now have confused drivers to avoid rather than regular drivers, and generally not much safer because of the road-rage things like bike boxes introduce in all of the drivers you have made miss the next light and another 3 minutes late to work. Dayton has enough issues attracting good business; don't make it worse by making our already questionable traffic even worse. I would rather see a few streets just barricaded to through motor vehicle traffic but allow cars than more of this mixed lane mess. A bicycle, like walking, is not for everyone, all situations, or all seasons. Cars, trucks and busses are not ideal, but they are the closest things we have at the moment.
- Although I'm comfortable sharing the streets with automobiles, I would like to see dedicated bike lanes physically separated from the traffic lanes wherever possible.

Maybe this could be done, for example, on the proposed Tech Connect Corridor. The easier and safer we can make the bicycling routes, the more we will be able to attract beginning riders.

- I would like to see more bike lanes on streets. I would also like to see more bike racks for parking. I would also like to see a big bike event in the city. For example Bike the Drive in Chicago where they close off Lake Shore Drive for a portion of the day and allow it to be used for bikes only. It is a way to promote bike riding and bike safety and gives riders a chance to ride in a place that is generally used only by cars.
- Fix pot holes. Require bicyclists to wear some sort of bright or reflective shirt/jacket after dusk to improve visibility.
- More bike lanes; better education of drivers on rights of cyclists.
- I would like to bike to work but there's no safe route from Forest Ridge to Children's Medical Center. Also, there needs to be a way for kids and adults in neighborhoods like Forest Ridge to bike to Eastwood Metropark to pick up the trail. People in Huber Heights have no access to the bike trails without driving. There is no way to get to the Fishburg parking area or Eastwood Metropark except by car. I would LOVE to bike to work but only use my bike for recreation because of safety issues.
- Signage: Post more signs that read: "Bicycles may use full lane." This lets the bicyclist know he has the right to ride out in the street, rather than the dangerous sidewalk. It also informs the motorist that a bicycle has the right to be on the street. We need to educate bicyclists to wear "BRIGHT" shirts or clothes as opposed to dark or black shirts, so the motorist can see the bicyclist.

A.3– SUMMARY OF COMMENTS TO QUESTION #2

Please provide any other relevant comments regarding the City of Dayton 2025 Bicycle Action Plan, or additional projects and/or programs that should be included.

- Drivers don't seem to watch for people or bikes downtown. Hopefully this changes as more people decide to bike, but drivers should be instructed to share the road. No mention of helmets in the plan. Providing funds that would subsidize the cost of safety equipment may encourage more people to use it.
- In today's economy, concentrate on maintaining current paths so they do not deteriorate. Do not start building more infrastructure that cannot be maintained over time. Bike lanes can be a positive step, if they are maintained and traffic laws enforced.

- Dayton has a rich history of bicycling and the city of Dayton could be a pioneer, setting the example for others to promote safe bicycling within the city.
- Thanks for doing this.
- RTA-Bike program where biker-only buses provide storage while riding your bike.
- Require helmet usage for all bicycle riders!
- A. Establish signage for bikeway crossings of major streets that identifies a motorist's requirement to stop for cyclists and pedestrians in a marked crossing. B. Educate cyclists on observing traffic laws, and, after about a year of such education, enforce traffic law observance by cyclists. C. Educate motorists on the meaning of the cyclist-pedestrian crossing, and, after a period of education, aggressively enforce motorists' observance of the crossing law. D. Review intersections of the bikeway system with major arterial streets, and install crossing markers and signage. (Example: the intersection of Creekside Trail, North Smithville, and Springfield Street.) E. Establish signed and marked parallel bikeway corridors to the river corridors to be available during river flooding or bridge repair.
- My suggestion is to add a section to the plan that includes the standards that will guide the development of bicycle facilities in Dayton. This should include nationally recognized standards like the most recent version of AASHTO's Guide for the Development of Bicycle Facilities (now in draft form); The 2010 MUTCD Chapter Nine for how to sign and mark on and off road bicycle facilities and lastly the 2010 APBP Bicycle Parking Guidelines. Including such standards in the plan helps guide city engineering staff, design consultants and other potential project partners in using the same set of standards for design.
- One thing I would possibly suggest as an addition would be more mixed bicycle/foot traffic use areas. A bicycle and a person can maneuver nearer to each other than a bicycle and a car with a lot less problems in most cases. Purdue University had good examples of this when I was there in the 90's with sidewalks widened in the same or less space than would be used for a bike lane. It also makes getting very young children started with bikes much easier as they can ride easily with older riders in a less intimidating location than the street they are always told is dangerous.
- Question - what mechanisms are in place for ongoing maintenance, repair, replacement and enhancement of the regional trail network? I'm excited about the expansion of the network, but concerned that the City of Dayton trails, being some of the original trails in the region, will be less attractive to bikers if the trails deteriorate or become overgrown with weeds, etc.
- Very happy to see all this in place; I read the whole Action Plan.
- Needs to be a regional plan so that we can travel from suburbs into Dayton.
- Have a Groupon coupon for bike rentals to encourage biking Groupon is BIG, there would be a lot of exposure (Suggest family or couple rental for a good price). Renting a bike

downtown at Riverscape got me riding again after 30 years. The bike trails are awesome now. We used to drive out to Yellow Springs to ride because it was the only bike trail except for the loop downtown.

- Southeast Dayton (Belmont) has old signs stating: "bike route" with an arrow pointing in various directions. These old bike route signs need to be either updated or removed, as they don't lead you anywhere.



INNERWEST PRIORITY BOARD

1024 W. Third Street – Dayton, Ohio 45402 ~ 937.333.6544/fax 333.8946

Mary M. Ellington
Chairperson

16 August 2011

Gary Leitzell
Mayor
City of Dayton
101 West Third St
Dayton, OH 45402

Dear Mayor Leitzell:

Thank you for the presentation on the City of Dayton 2025 Bicycle Action Plan on 5 June 2011. This plan is so appropriate for this City when reflections are made of the Wright Brothers connection to bicycles and the magnitude of their world famous invention that evolved from that. This program also fits in with so many initiatives being made nationally to encourage everyone, and in particular the youth, to become more active as obesity and other health problems increases in our citizens that can be tied to the lack of physical exercise.

During the discussions it was interesting to hear of some of the cycling events that have been planned. A suggestion was made that the "Downtown Night Bicycle Ride" that was sponsored years ago by a beer company could be considered. That event brought so many people downtown and was a fun event. Large companies would sponsor Bike-A-Thons to support charities, which were also very well attended. We support this project and look forward to participating in some of the activities.

Yours truly,

Mary M. Ellington



Patricia Rickman, Chairwoman

August 17, 2011

Dayton City Commission Office
101 W. Third Street
Dayton, Ohio 45402

Dear Mayor and Commissioners:

On behalf of the Southwest Priority Board, I am pleased to provide this letter of support for the City of Dayton's 2025 Bicycle Action Plan.

A presentation was given to a joint meeting of the Innerwest and Southwest Priority Board communities on Thursday, May 5, 2011 by Andrew Rodney of the Department of Planning and Community Development. During the meeting, those in attendance were supportive of the initiative and look forward to its completion.

It is the desire of the Southwest Priority Board that in the pursuit of becoming a more "bicycle-friendly" community that those responsible for it planning and implementation find ways to include ways in which neighborhoods can participate.

We strongly believe this plan merits your support.

Sincerely,

Pat Rickman, Chairwoman
Southwest Priority Board

C: Ken Marcellus, Coordinator
File

APPENDIX B

City Plan Board and City Commission Documentation



MEMORANDUM

August 18, 2011

TO: Rashella Lavender, Clerk of Commission

FROM: Ann Schenking, Secretary *AS*
City Plan Board

SUBJECT: City of Dayton 2025 Bicycle Action Plan on August 31, 2011, City Commission Calendar (Plan Board Case RC-010-11)

I am asking that a resolution be placed on the August 31, 2011, City Commission calendar requesting City Commission adoption of the City of Dayton 2025 Bicycle Action Plan. The resolution is prepared as a non-emergency so a second reading will be required at the September 7, 2011, City Commission meeting.

No public hearing is required on the plan so a public hearing will not be held. However, Andrew Rodney of the Planning and Community Development Department will be prepared to make a presentation on the plan at the August 31, 2011, City Commission meeting should the City Manager or City Commission desire one.

The resolution concurs with the Plan Board's unanimous adoption of the plan on July 5, 2011. The Plan Board recommends that the City Commission also adopt the plan. The plan outlines the bicycle-related projects and programs that together 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. The City of Dayton 2025 Bicycle Action Plan is designed to continue creating a culture whereby bicycling is viewed as a legitimate, safe, reliable, meaningful, and convenient method of transportation in the City of Dayton.

Attached for distribution to the City Commission is the Plan Board minute record, the Plan Board case report, the Bicycle Action Plan, and the resolution.

If you have any questions, please contact me at 3699.

Attachments

c: Mr. Timothy H. Riordan, Mr. Stanley Earley, Ms. Shelley Dickstein, Mr. Aaron Sorrell, Mr. Fred Stovall, Mr. Steve Finke, Mr. Brian Inderrieden, Mr. Kery Gray, Mr. Andrew Rodney



City of Dayton

City Plan Board

Minute Record

July 5, 2011

4. RC-010-2011 — Plan Review and Approval: City of Dayton 2025 Bicycle Action Plan

Applicant: Mr. Aaron Sorrell, Director
Department of Planning and Community Development
City of Dayton
101 West Third Street
Dayton, OH 45402

Priority Board: All

Neighborhood Planning District: All

Decision: Approved

Staff Comments

Andrew Rodney presented the staff report. He recommended Plan Board approval of the plan because it was consistent with the City's comprehensive plan, CitiPlan 20/20, and the City of Dayton Livable Streets Policy. The idea for a citywide bicycle 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 Dayton 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 the Bikeway System Plan has yet to be executed.

The Plan outlines the bicycle-related projects and programs that together 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 today's 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.

Public Comments

There was an extensive effort to gather public comments on the plan. These efforts are detailed in the plan report.

Board Discussion

Plan Board members discussed the plan. Mr. Payne said it was a dynamic plan and was enthused about it.

Board Action

A motion was made by Mr. Wright, seconded by Mr. Payne and carried to adopt the City of Dayton 2025 Bicycle Action Plan, finding it is consistent with the City's comprehensive plan, CitiPlan 20/20, and the City of Dayton Livable Streets Policy, and to recommend City Commission adoption of the plan.

Ms. Cynthia Ferguson	Yes	Mr. Matt Sauer	Yes
Ms. Beverly Pendergast	Absent	Mr. David Bohardt	Absent, left early
Mr. Richard Wright	Yes	Mr. Greg Scott	Absent
Mr. Jeff Payne	Yes		

Minutes approved by the City Plan Board on August 2, 2011.

A handwritten signature in black ink, reading "Ann Schenking". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Ann Schenking, Secretary
City Plan Board

July 5, 2011

CITY PLAN BOARD REPORT

Case: RC-010-2011; CITY OF DAYTON 2025 BICYCLE ACTION PLAN

APPLICANT:

Aaron Sorrell, Director
c/o City Plan Board
City of Dayton
Department of Planning and Community Development
101 West Third Street
Dayton, OH 45402

PRIORITY BOARD(S): All

NEIGHBORHOOD PLANNING DISTRICT(S): All

DESCRIPTION:

The City of Dayton 2025 Bicycle Action Plan (Plan) charts a commitment to work with our local, regional, state, and national partners to build a culture of bicycling in the City of Dayton. The ultimate vision is that 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.

BOARD AUTHORITY:

Ohio Revised Code 713.02 - Planning Commissions may make plans, maps, etc. of any portions of municipal corporations when it is related to the planning of the municipal corporation, and make such changes in such plans and maps when it deems it appropriate. The Plan Board is charged with the execution of policy and frameworks required for the orderly development and implementation of the city's comprehensive plan, CitiPlan: 20/20, adopted May 5, 1999.

APPLICABLE PLANS AND POLICIES:

The plan components are consistent with the recommendations of CitiPlan: 20/20, City of Dayton Livable Streets Policy, and Greater Downtown Dayton Plan.

BACKGROUND AND IMPACT:

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 principles, 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 Huff 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 idea for a citywide bicycle 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 Dayton 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 the Bikeway System Plan has yet to be executed.

The Plan outlines the bicycle-related projects and programs that together 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 today's 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.

DETERMINATIONS AND FINDINGS:

Staff recommends that the Plan Board adopt the City of Dayton 2025 Bicycle Action Plan and make the following finding:

The City of Dayton 2025 Bicycle Action Plan is consistent with the City's comprehensive plan, CitiPlan 20/20, and the City of Dayton Livable Streets Policy.

ALTERNATIVES:

The Plan Board may choose to:

1. Recommend adoption of the City of Dayton 2025 Bicycle Action Plan, finding it is consistent with the City's comprehensive plan, CitiPlan 20/20, and the City of Dayton Livable Streets Policy.
2. Recommend adoption of the City of Dayton 2025 Bicycle Action Plan with modifications and/or conditions, finding it is consistent with the City's comprehensive plan, CitiPlan 20/20, and the City of Dayton Livable Streets Policy.
3. Not recommend adoption of the City of Dayton 2025 Bicycle Action Plan, finding it is inconsistent with the City's comprehensive plan, CitiPlan 20/20, and the City of Dayton Livable Streets Policy.

FUTURE ACTIONS:

Approval by City Commission

ATTACHMENTS:

City of Dayton 2025 Bicycle Action Plan

STAFF REPORT PREPARED BY:

Andrew Rodney



City of Dayton City Plan Board

Decision Memorandum

July 7, 2011

Mr. Aaron Sorrell, Director
Department of Planning and Community Development
City of Dayton
101 West Third Street
Dayton, OH 45402

Re: RC-010-2011 — Plan Review and Approval: City of Dayton 2025 Bicycle Action Plan

Meeting Date: July 5, 2011

Decision: Approved

The City Plan Board approved the City of Dayton 2025 Bicycle Action Plan and recommends that the City Commission also adopt the plan.

A first reading of the resolution to adopt the plan will be scheduled for the Wednesday, August 31, 2011, City Commission meeting. This meeting begins at 6:00 PM in the City Commission Chambers, Second Floor of City Hall. The second reading of the resolution will occur at the September 7, 2011, City Commission meeting. The resolution will be effective on October 7, 2011.

If you have any questions, please contact Andrew Rodney at 333-3635.


Ann Schenking, Secretary
City Plan Board

c: Decision Memorandum Distribution List

By MS. Whaley

No. 5848-11

A RESOLUTION

Concurring with the Adoption of the
City of Dayton 2025 Bicycle Action Plan.

WHEREAS, The City Commission adopted its comprehensive plan, called CitiPlan 20/20, on May 5, 1999, and adopted a Livable Streets Policy on November 17, 2010; and

WHEREAS, The City of Dayton is actively promoting the use of bicycles for transportation by many means including the establishment of the Bike/Walk Dayton Committee, publishing the City of Dayton 2010 Bike Route Map, adopting a Livable Streets Policy, hosting the 2009 and 2011 Miami Valley Cycling Summits, and receiving in 2010 a Bronze Medal Bicycle Friendly Status from the League of American Bicyclists; and

WHEREAS, The City of Dayton, in concert with many stakeholders, developed the City of Dayton 2025 Bicycle Action Plan to chart its commitment to build a culture of bicycling in the City; and

WHEREAS, The City Plan Board reviewed the plan, Case RC-010-2011, and finding it to be consistent with CitiPlan 20/20 and the Livable Streets Policy, adopted the Plan; now, therefore,

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF DAYTON:

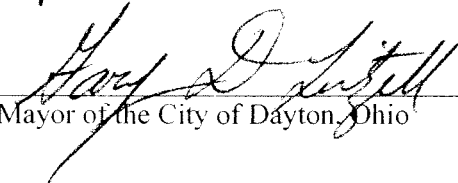
Section 1. The City supports the recommendations in the City of Dayton 2025 Bicycle Action Plan ("Plan"), and in partnership with its local, regional, state and national partners will work to build a culture of bicycling in the City.

Section 2. The Plan shall be considered the official Bicycle Action Plan for the City of Dayton.

Section 3. The City Plan Board may, from time to time, interpret and modify the Plan by notifying the Clerk of the City Commission of such action. The Plan, including any modifications, will be on file with the Secretary to the City Plan Board.

Adopted by the Commission SEPTEMBER 7, 2011

Signed by the Mayor SEPTEMBER 7, 2011



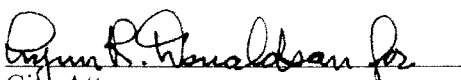
Mayor of the City of Dayton, Ohio

Attest:



Clerk of the Commission

Approved as to form:



City Attorney