City of Dayton
Transportation Plan 2040
Introductory Public Input Meeting
Dayton, Ohio

Burton Planning Services, LLC
CYP Studios
October 27, 2015
INTRODUCTIONS

DESIGN TEAM BACKGROUND

WHAT IS DAYTON 2040

WHY DAYTON 2040

HOW DO WE GET TO DAYTON 2040

Q+A
INTRODUCTIONS
CITY OF DAYTON
Kathleen Riggs
Mark Elma

BPS
Kimberly Burton, P.E., AICP CTP, LEED AP ND
Kim Littleton, AICP
Rodney Saylor, GISP
Michael Blau, AICP

CYP STUDIOS
Eugenia Martin, FASLA
Daniel Phillabaum, AICP, ASLA
Kenn Bates, ASLA
DESIGN TEAM BACKGROUND
Burton Planning Services

Completed over 120 planning, engineering, and environmental projects to-date

50 years of experience in transportation planning in the private and public sectors

Certified DBE, EDGE firm and licensed engineering firm.

National Complete Streets Coalition Bronze Partner

U.S. Green Building Council Organizational Member
Award winning Woman Business Enterprise (WBE), Small Business Enterprise (SBE) and EDGE Certified firm

20 years of knowledge and experience in landscape architecture & planning in the private + public sector

Expertise in Low Impact Development as well as Healthy Community Design

Integrate environmental + social sustainability as well as walkability + bikeability
WHAT IS DAYTON 2040
Transportation Plan 2040

Build upon successes
- Livable Streets Policy
- CitiPlan Dayton
- The 2020 Vision
- 2025 Bike Action Plan

Incorporate needs + desires of all users

Transportation + Land Use | Always Linked
- Economic Development
- Existing and Future Land Uses

Tool for efficient pre-planning of roadways

Tool to build consensus and remove barriers
Complete Streets Policies

Ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users.
COMPLETE STREETS COME OF AGE
Learning from Boston and other innovators.
By Corey Zehngebot and Richard Peiser

Bus Lanes and Transit Prioritization at intersections improve the reliability of routes with high passenger volumes. Shelters with amenities and next bus information improve convenience for passengers.

Intelligent Signals and Traffic Cameras manage traffic flow in real-time. They facilitate vehicle progression and reduce wait times, improving fuel efficiency and reducing GHG emissions.

Bicycle- and Car-Share Stations provide the convenience of personal transportation, low costs, and energy savings without the need for car ownership.

Minimum Lane Widths assist in the accommodation of pedestrians and bicyclists when the available public right-of-way is limited in width. Narrower roadways also result in safer vehicle speeds.

Rain Gardens and other greenscape elements at key locations divert stormwater directly to the soil. Maintainable rain gardens can filter pollutants, improve air quality, and provide greenery on the street.

Street Trees with sufficient rooting volume to thrive provide shade and beauty, support wildlife habitat, and reduce air pollution and energy consumption.

Electric Vehicle Charging Stations support the adoption of a new generation of clean-fuel vehicles. Linked to smart electric grids that use alternative energy sources such as solar and wind, they will help reduce dependence on fossil fuels and combat climate change.

Ease of Maintenance informs the design of roadways and sidewalks, favoring durable materials and maintenance agreements for special features to enhance the life and upkeep of Boston’s streets.

Accessible Surfaces with smooth slip-resistant materials for sidewalks and crosswalks create comfortable walking environments that make streets welcoming for people of all ages and abilities.

Permeable Surfaces for roadways and sidewalks help reduce flooding and erosion and preserve capacity in storm drains and combined sewers.

Smart Meters that accept prepaid cards, payment by mobile phones, and allow for variable pricing facilitate more efficient use of limited curbside space.

Bicycle Lanes and Cycle Tracks create a citywide network that increases safety and encourages more people to bicycle.

Digital Tags and Information Panels integrated with street furniture and building facades enable wayfinding, community bulletin boards, trip planning, and place-based social networking.

Wide Sidewalks with unobstructed accessible pathways encourage walking. When combined with proper lighting, street trees, and vibrant street walls, they are inviting, safer, and contribute to placemaking.

Copyright 2014 by the American Planning Association. Reprinted by permission of Planning Magazine.
Complete Streets does not mean:

One ‘special’ street project
A design prescription
Streets only for bicycles + pedestrians, but for all modes
A mandate for immediate retrofit
A silver bullet; other issues must be addressed:
  Land use (proximity, mixed-use)
  Environmental concerns
  Transportation Demand Management
WHY DAYTON 2040
Americans want choices

66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73% currently feel they have no choice but to drive as much as they do.

57% would like to spend less time in the car.

Future of Transportation National Survey (2010)
The tremendous potential

Of all trips:

39% are less than 3 miles

17% are less than 1 mile

47% are driven of these trips...

National Household Travel Survey (2009)
The tremendous potential

Every trip starts and ends with walking.

The Surgeon General’s Call to Action: Promote Walking and Walkable Communities
People will walk

Centers for Disease Control and Prevention 2012, newpublichealth.org
Livable Communities

"Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids at the park—all without having to get in your car."

— Ray LaHood, Former U.S. DOT, Secretary of Transportation
OVER 500 FINDINGS SUPPORT
THE BENEFITS OF CITIES DESIGNED TO MOVE

ECONOMIC
BUSINESS AND
JOB GROWTH
INCREASED TAX
REVENUE
LESS TRAFFIC, MORE
PRODUCTIVITY

SAFETY
LESS CRIME
LOWER RATES OF
PEDESTRIAN AND
CYCLIST INJURIES

ENVIRONMENTAL
REDUCED EMISSIONS
IMPROVED
AIR QUALITY

HEALTH
LESS DEPRESSION,
STRESS AND
CHRONIC DISEASE

SOCIAL
INCREASED CIVIC
ENGAGEMENT AND
VOLUNTEERISM

WHY DAYTON 2040
Benefits | Economy

Washington, DC
Barracks Row/8th Street SE

- 32 new business establishments
- $80,000 in sales tax annually
- $8M public investment
- $8M in private investment in following 2 years

Lancaster, California

- Reconstruction
- Changed signal timing
- Added landscape
- Created center “rambla”
- $10 million public investment

- Reduced speeding
- Fewer crashes
- 50 new businesses
- 800 new jobs
- Vacancy rate: 4%
- Sales tax revenue: +26%
Benefits | Economy

Millennials want to work in areas with high quality transportation and high quality of life.

Walkable commercial neighborhoods in Washington, D.C. have 75% higher office rents than drivable, suburban neighborhoods.

In most metro areas, every +1 point on the 100 point Walk Score scale = ↑ of $500-$3,000 in home value.
Benefits | Safety

Slowing traffic improves safety for people walking

Benefits | Environmental

Transportation accounts for nearly 1/3 of all greenhouse gas emissions.

Switching to walking or bicycling for short trips = reduce CO2 emissions by 12 to 22 million tons/year.

Many elements of street design, construction, and operation can achieve both Complete Streets that work for all travelers and ‘green’ streets that improve environmental sustainability.
The Centers for Disease Control and Prevention recommend adoption of Complete Streets policies as a strategy to prevent obesity.

Risk of obesity:

- Increases 6% for each hour spent in a car.
- Decreases 4.8% for each additional kilometer walked.


WHY DAYTON 2040
Benefits | Health

Women who walk or bike 30 minutes a day have a lower risk of breast cancer.

A 30-minute round-trip bicycle commute is associated with better mental health in men.

People who live in walkable neighborhoods get more exercise than those who do not.
Benefits | Social

Walkable communities = happier communities

Residents of walkable communities:
are more likely to be socially engaged and trusting
report being in good health and happy more often

Benefits | Social

About $\frac{1}{2}$ of all non-drivers over the age of 65 would like to get out more often.

Complete Streets = staying active and involved in communities.

Dedicated, safe space for bicycling and walking help kids be active and gain independence.

Complete Streets can reduce isolation and dependence.
HOW DO WE GET TO DAYTON 2040
Preliminary Project Goals

Emphasize land use + transportation connections

Accentuate livability in high traffic areas

Identify and address conflicts with other plans + policies

Address subdivision regulations + zoning code

Support transitions with intermediary district typologies

Ensure the road fits in the context of the land use

Recommend right-of-way widths

Develop urban design guidelines

Communicate through highly visual graphics

Develop one comprehensive document
Project Objectives

Integrate Current Transportation Policies & Plans

Establish Vision, Goals, and Objectives
- aesthetic design
- walkability
- bikeability
- traffic calming
- public transit
- accessibility
- signage & wayfinding

Assess Transportation Needs

Engage Public for Input (PIP)

Develop Complete Streets Design

HOW TO WE GET TO DAYTON 2040
Assess Transportation Needs

Examine existing conditions

Evaluate existing roads to set standards

Review functional classification of existing network | expand to include land use

Examine Census + MPO data for various crucial factors
  employment opportunities
  population trends
  existing + future travel patterns
Final Deliverables

Identify a Design District
incorporate many of the identified
classification types

Use visualization tools
create easy to follow + relatable typical
sections

Include typical roadway section
identify travel zones for each user

Include maps
prioritization graphics
e etc
## Project Development Timeline

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Projected Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start Date</td>
<td>July 2015</td>
</tr>
<tr>
<td>Initiation Public Involvement</td>
<td>August 2015</td>
</tr>
<tr>
<td>Data Collection</td>
<td>August – October 2015</td>
</tr>
<tr>
<td>Public Input</td>
<td>September – October 2015</td>
</tr>
<tr>
<td>Data Analysis</td>
<td>October – December 2015</td>
</tr>
<tr>
<td>25 % Completed</td>
<td>November 2015</td>
</tr>
<tr>
<td>50 % Completed</td>
<td>January 2016</td>
</tr>
<tr>
<td>75 % Completed</td>
<td>March 2016</td>
</tr>
<tr>
<td>100 % Completed</td>
<td>May 2016</td>
</tr>
</tbody>
</table>
Public Input Program (PIP)

public input | introductory
  bike ride + walk
  introductory public meeting | open house
  stakeholder meeting
  focus area meetings + neighborhood walks

public input | midway
  stakeholder meetings
  focus area meetings
  public meeting | open house

public input | final
  final presentation | open house
Public Input | Introductory

October 24th | 11am to 2pm
  Bike Ride | Walk

October 27th | 9am to 3:30pm
  Neighborhood Walks | North + South
  Public Input Meeting (repeat of Oct 15th)

October 29th | 9am to 4:30pm
  Neighborhood Walks | East + West
Q+A
THANK YOU!