



**YOUR  
VOICE  
MATTERS**



## Stakeholder Meetings

April/May 2022



# Agenda



The purpose of this meeting is to gather an in-depth understanding of your organization's perspectives on active transportation issues. We will start out with a brief project overview:

- Active Transportation Defined.
- Project Schedule
- Draft Vision and Goals
- Summary of Existing Conditions
- Your Input on Issues

Please feel free to jump in with observations and comments as we go through the overview



# What is Active Transportation?

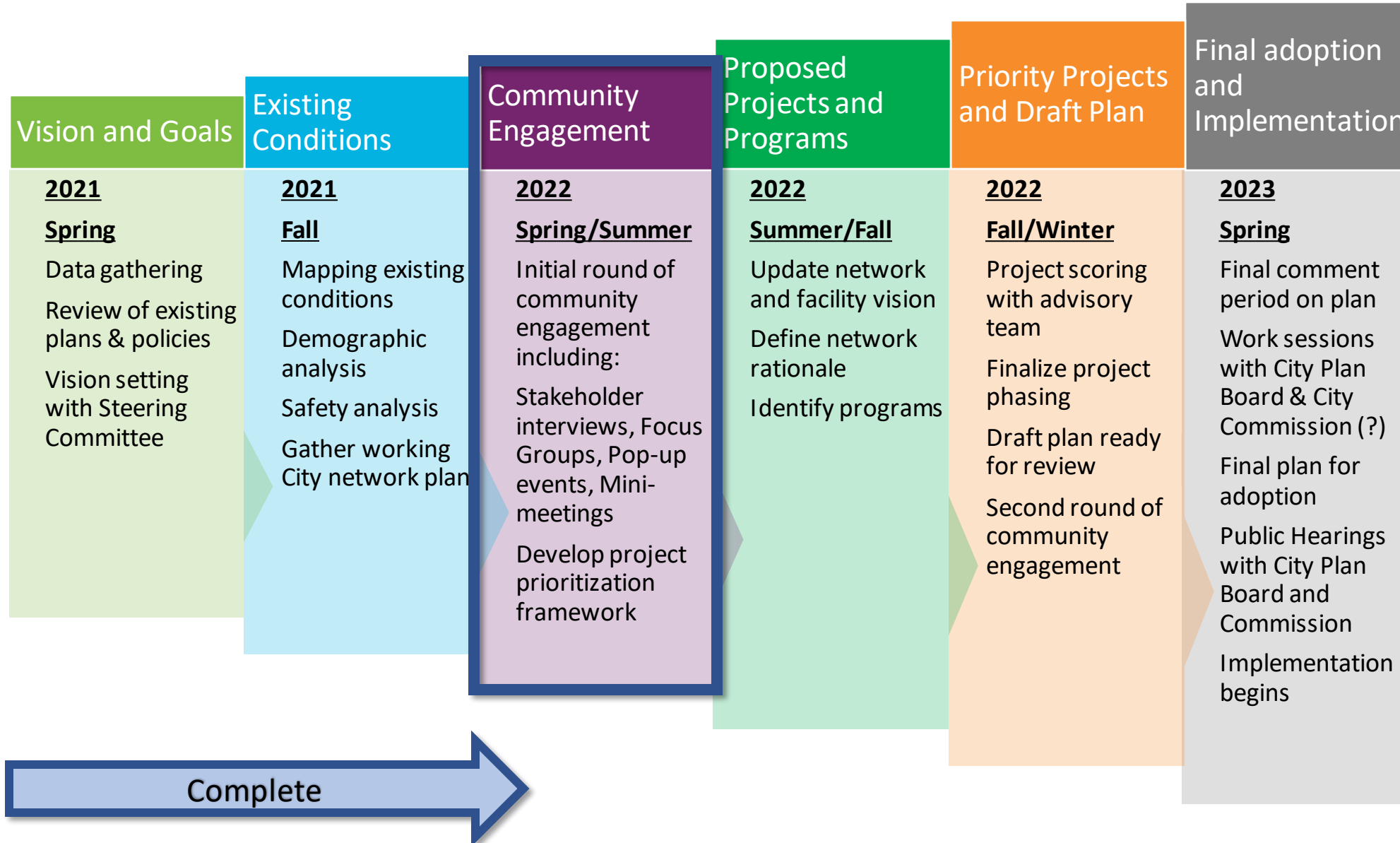


Active transportation is **human-powered transportation** that engages people in healthy physical activity while they travel from place to place.

People walking, bicycling, using strollers, wheelchairs/ mobility devices, skateboarding, and rollerblading are engaged in active transportation.



# Project Schedule





# Next Steps of Public Engagement



- **Mini-Meetings** – go to organization’s existing meetings to discuss the project
- **Focus Groups** – convene issue or user centered groups
- **Pop-up Events** – to increase awareness of the project and input opportunities
- **Project Website** – hub for information, surveys, and crowdsourcing maps



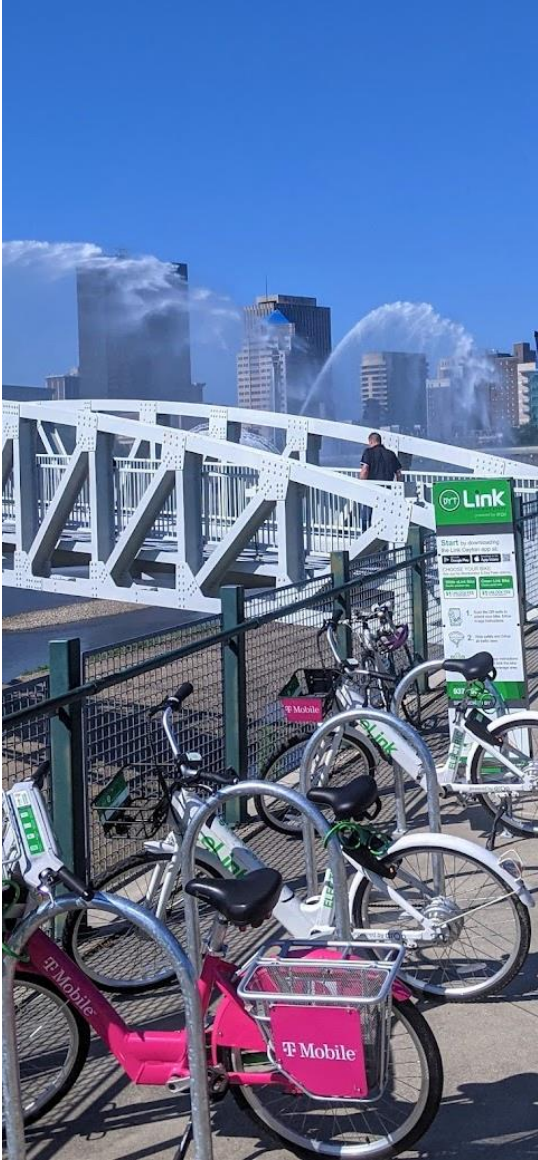
# Draft Vision



People of **all ages and abilities** –  
**living, working, and visiting** the  
City of Dayton –  
have access to **affordable, safe,**  
**convenient** methods of  
transportation including **cycling,**  
**walking,** and other types of  
**micromobility** for  
**recreation, utility, and commuting.**



# Draft Goals



- **Education and Outreach** – Daytonians feel confident and comfortable no matter what their ability or experience when using our public rights-of-way.
- **Health and Safety** – Dayton promotes active lifestyles by ensuring safe pedestrian crossings, neighborhood connections to regional trailways, and a network of comfortable bikeways for everyone to enjoy.
- **Alignment and Collaboration** – Our Active Transportation Plan and implementation strategy aligns with and leverages existing transportation plans, community partners, and funding opportunities to increase our collective impact and effectiveness.
- **Equity and Access** – Dayton supports increased pedestrian and cycling access for neighborhoods with the greatest need (lowest income, highest transportation burden, highest transit use, etc.) with a focus on neighborhood destinations (i.e. grocery stores, schools, rec centers, and bus stops).
- **Infrastructure and Maintenance** – Our Active Transportation Plan identifies and prioritizes specific infrastructure and system improvements paired with assets such as safety stops, rest areas, wayfinding, and repair stations.



# Other Planning Efforts

- **Livable Streets Policy – 2010**
- **City of Dayton 2025 Bicycle Action Plan - 2011**
- **Dayton Transportation Plan 2040- 2017**
- **Dayton Public Schools Safe Route to School Travel Plan- 2018**
- **Downtown Streetscape Guidelines & Corridor Plan- 2020**
- **MVRPC's Active Transportation Plan – to be adopted 2022**

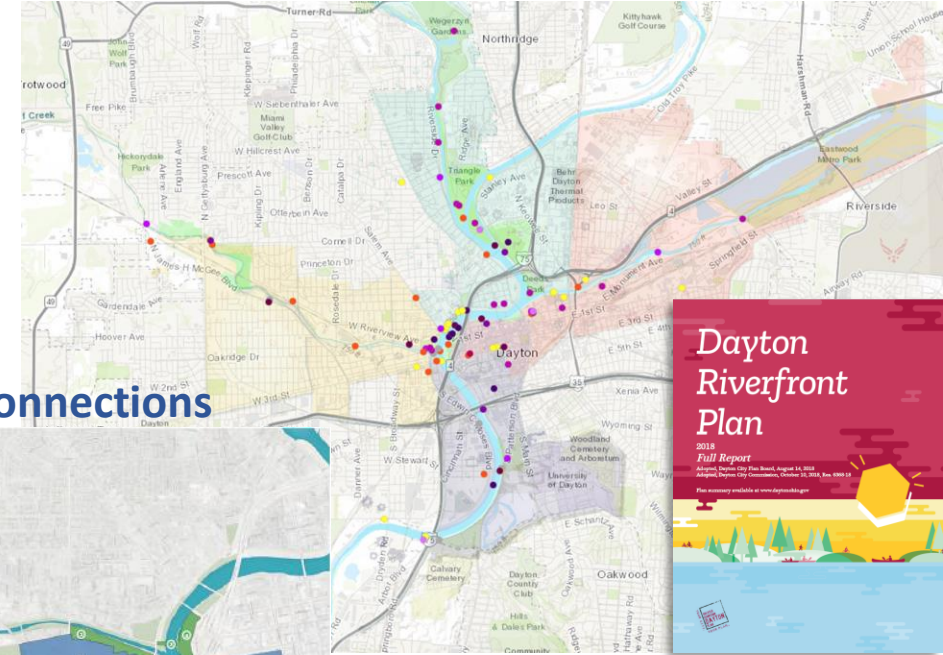




# Community Led Implementation Priorities

- **Dayton Riverfront Masterplan**– 2018 adopted plan with 47 cycling and trail projects identified within four river corridors
- **Neighborhood Vision Plans** – community-wide planning effort completed over five years and finalized in 2021 with prioritized recommendations for each quadrant of the city

## Riverfront Masterplan– Cycling projects



## West Dayton NVP – Green Connections

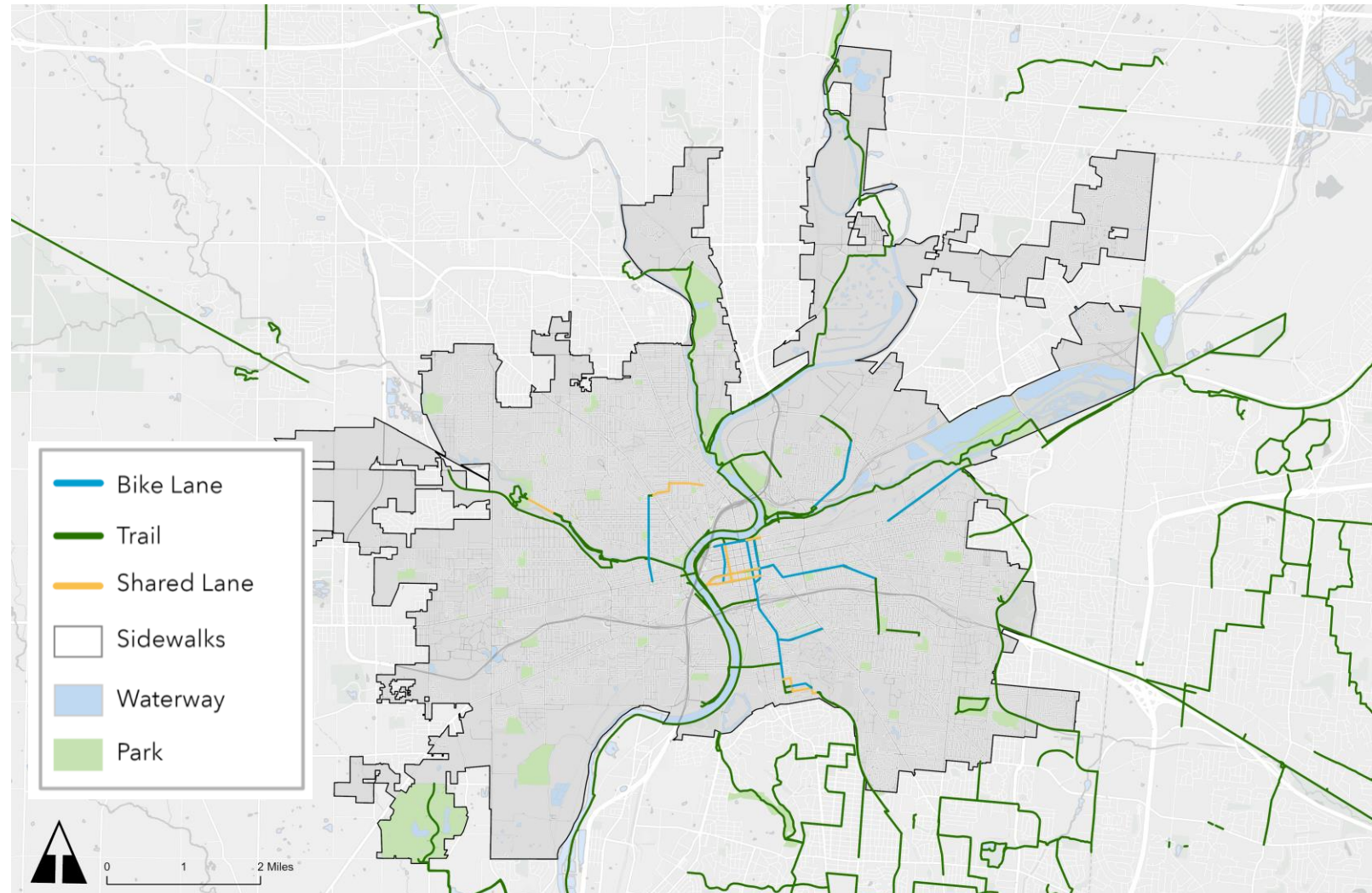




# Existing Bicycle and Pedestrian Systems

## Existing Facilities

- **Fragmented Systems** – It is especially difficult to navigate on bike outside of the city's core
- **Poor Coverage in West Dayton** –lacking bicycling infrastructure
- **Gaps in regional Trail Network** – Dayton's trails need to connect into our neighbors' systems



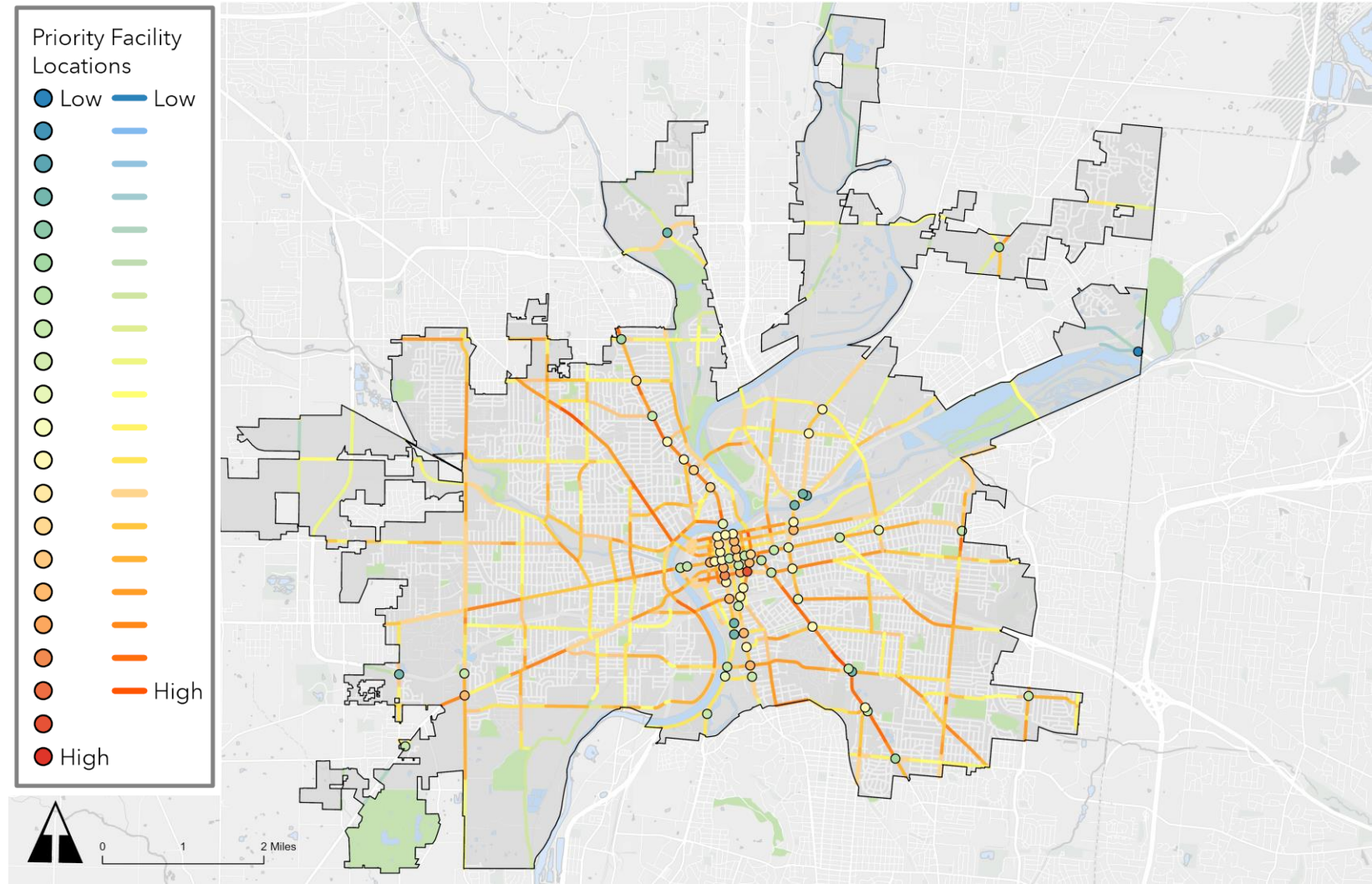


# Safety Analysis

## ODOT Pedestrian Crash Risk Assessment Study

This is a systemic safety analysis commissioned by ODOT to identify risk for pedestrian crashes at intersections and on segments of arterials and collector roadways

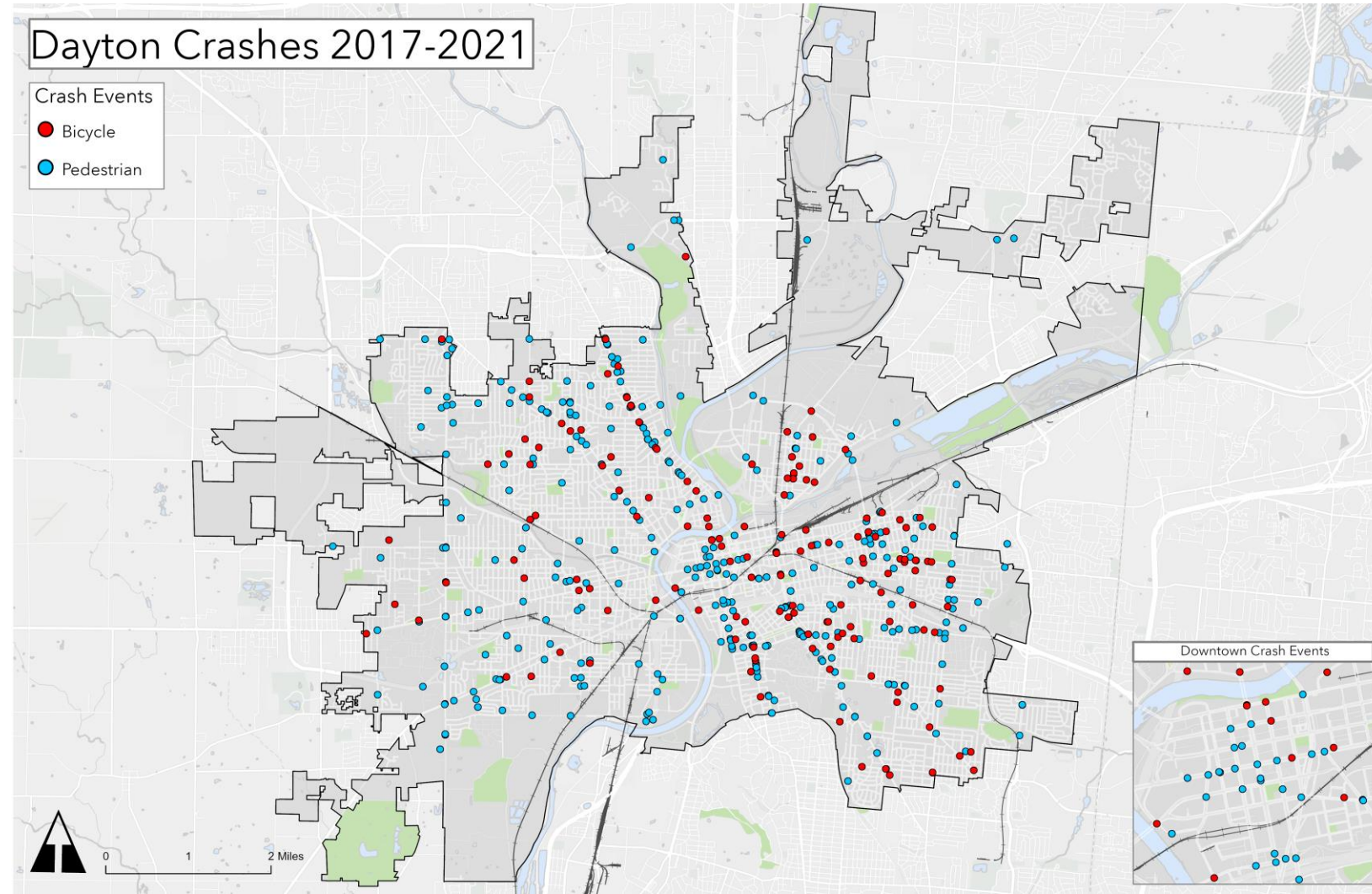
A variety of risk factors were considered (e.g., road volume, lanes, speeds, sidewalks, bus stops, parking, school campus, vehicle access, age demographics)





# Safety Analysis Observations

- **Most Crashes Are on Arterials** – secured state safety funding for issues on Salem Ave and North Main St
- **West and Northeast Dayton Has Fewer Crashes** – previously noted lack of facilities inhibits travel
- **Most Streets Performing Poorly** – Especially downtown and along commercial corridors

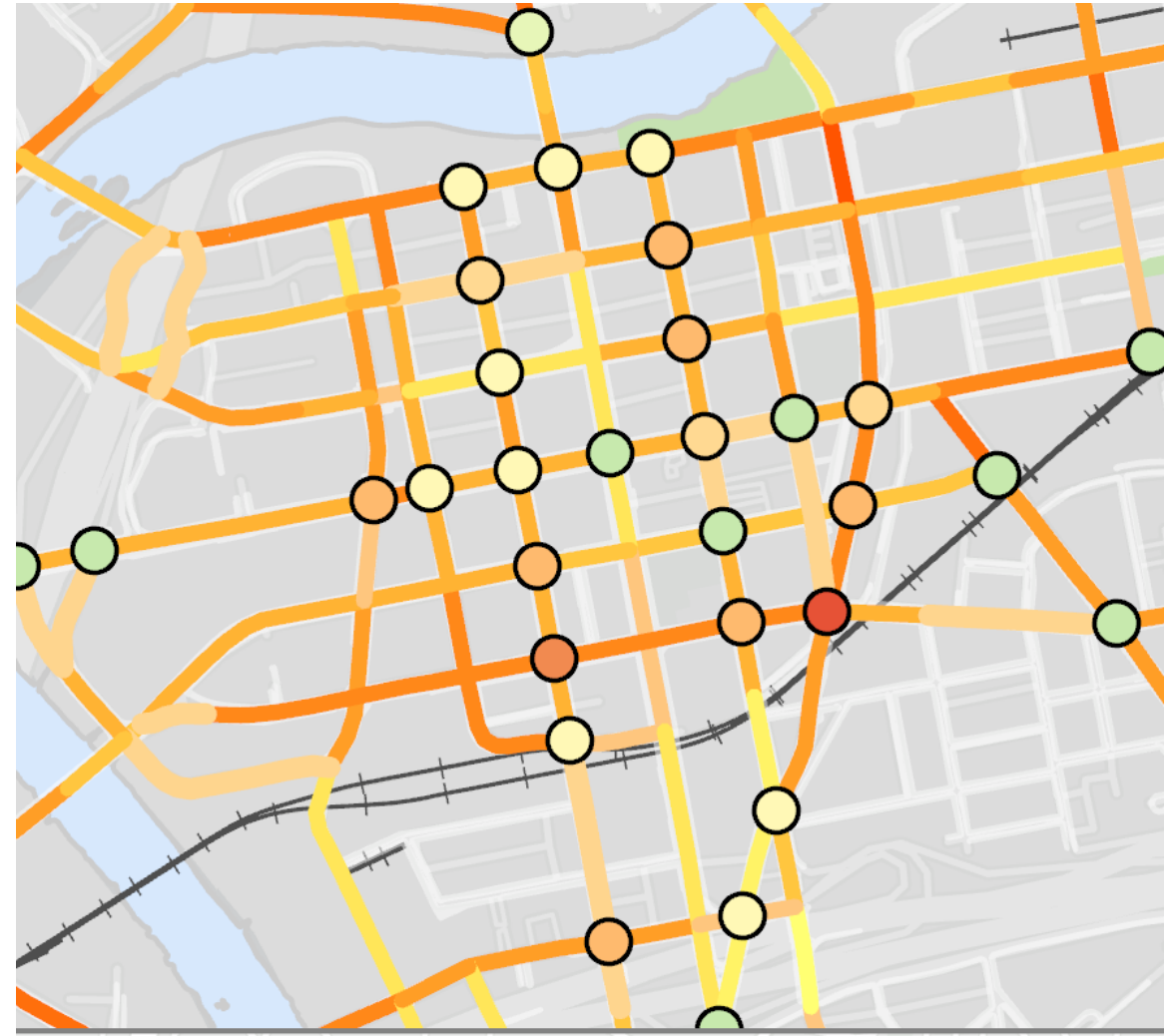
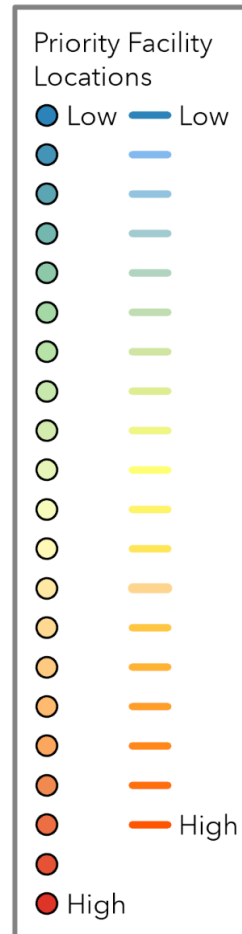




# Safety Analysis Downtown

## ODOT Pedestrian Screening Downtown

- Very few low-risk intersections
- Street network is medium to high risk for pedestrians

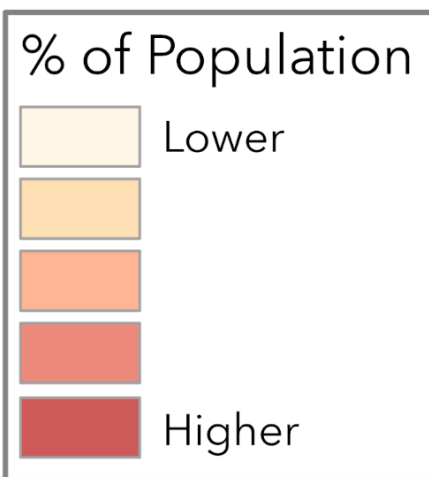




# Demographics

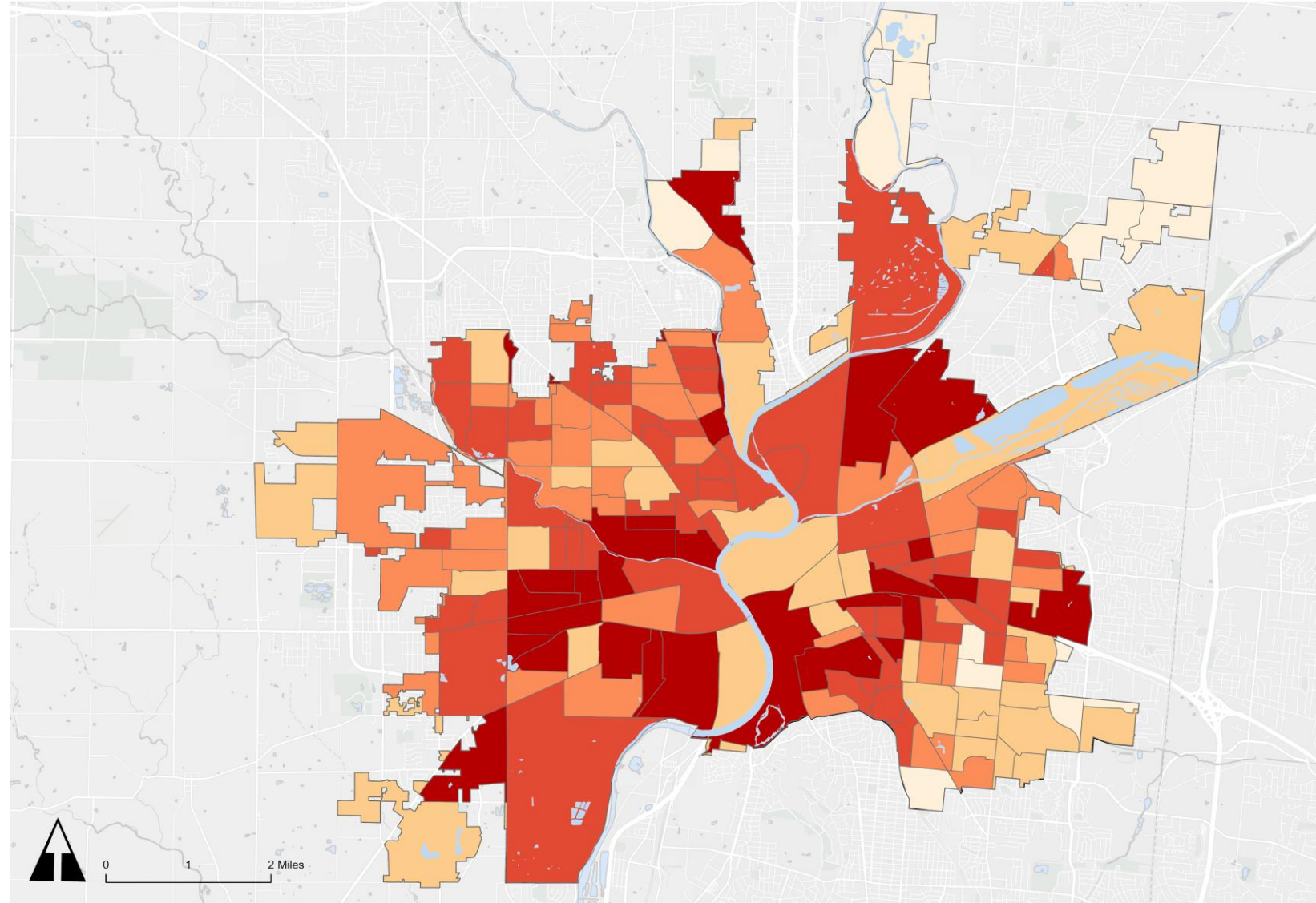
## Poverty is Spread Across the City

Many of these households do not have access to automobiles



\* [B13004. Ratio of Income in 2020 to Poverty Level \(Summarized - top-coded at 2.00\) \[5\] - Social Explorer Tables: ACS 2020 \(5-Year Estimates\) \(SE\) - ACS 2020 \(5-Year Estimates\) - Social Explorer](#)

## Ratio of Individuals Experiencing Poverty\*

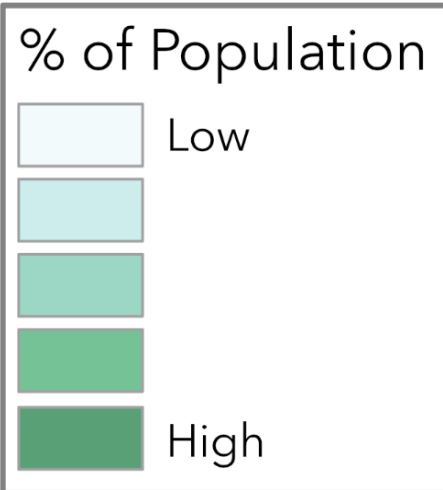




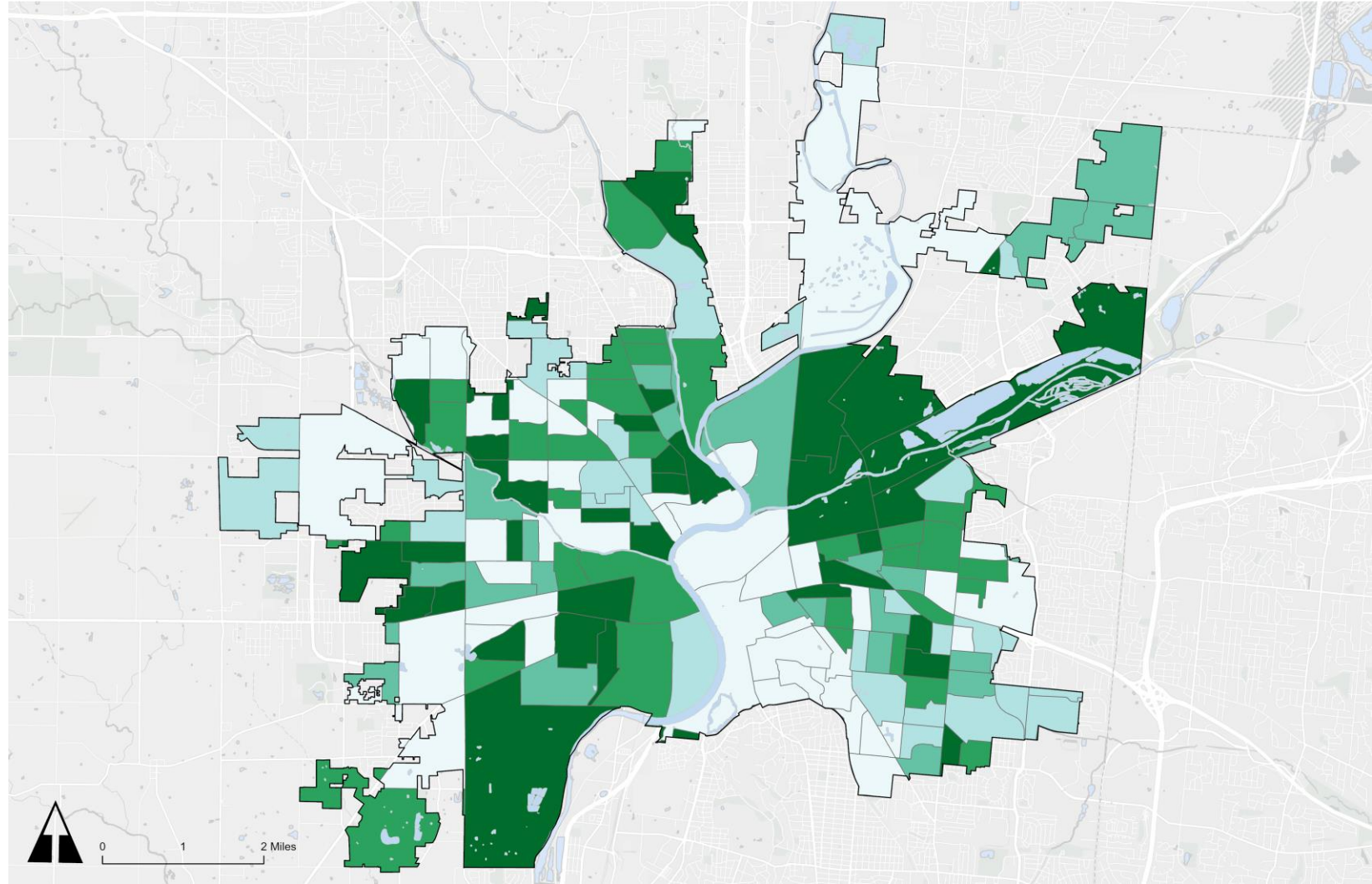
# Demographics

## Youth Population also Scattered Across the City

These populations are more  
vulnerable in crashes with  
motorized traffic



## Percentage of Population Under Age 18

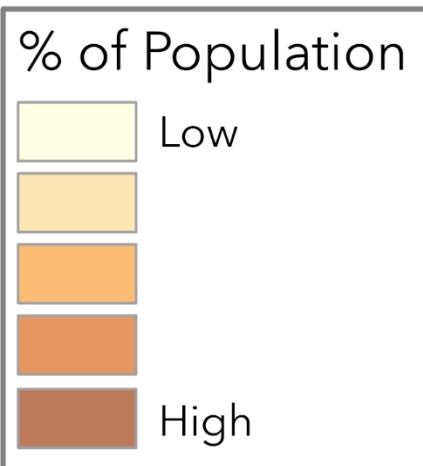




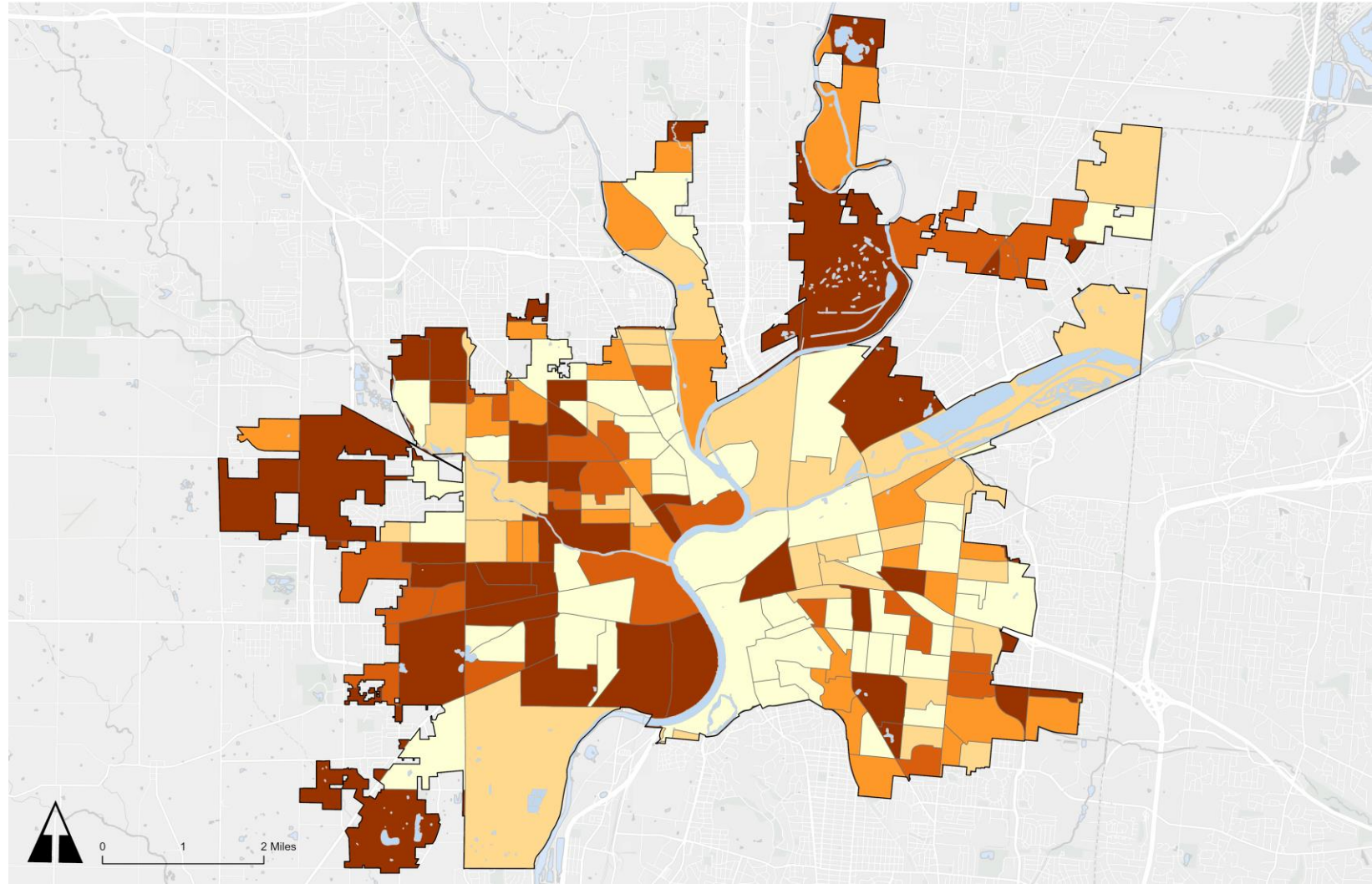
# Demographics

## Seniors Living Across the City

These populations are more vulnerable in crashes with motorized traffic



Percentage of Population Over Age 65





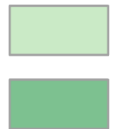
# Demographics

**English as a Second Language  
Population Primarily on  
Northeast Side**

This needs to be accounted for  
in public engagement efforts

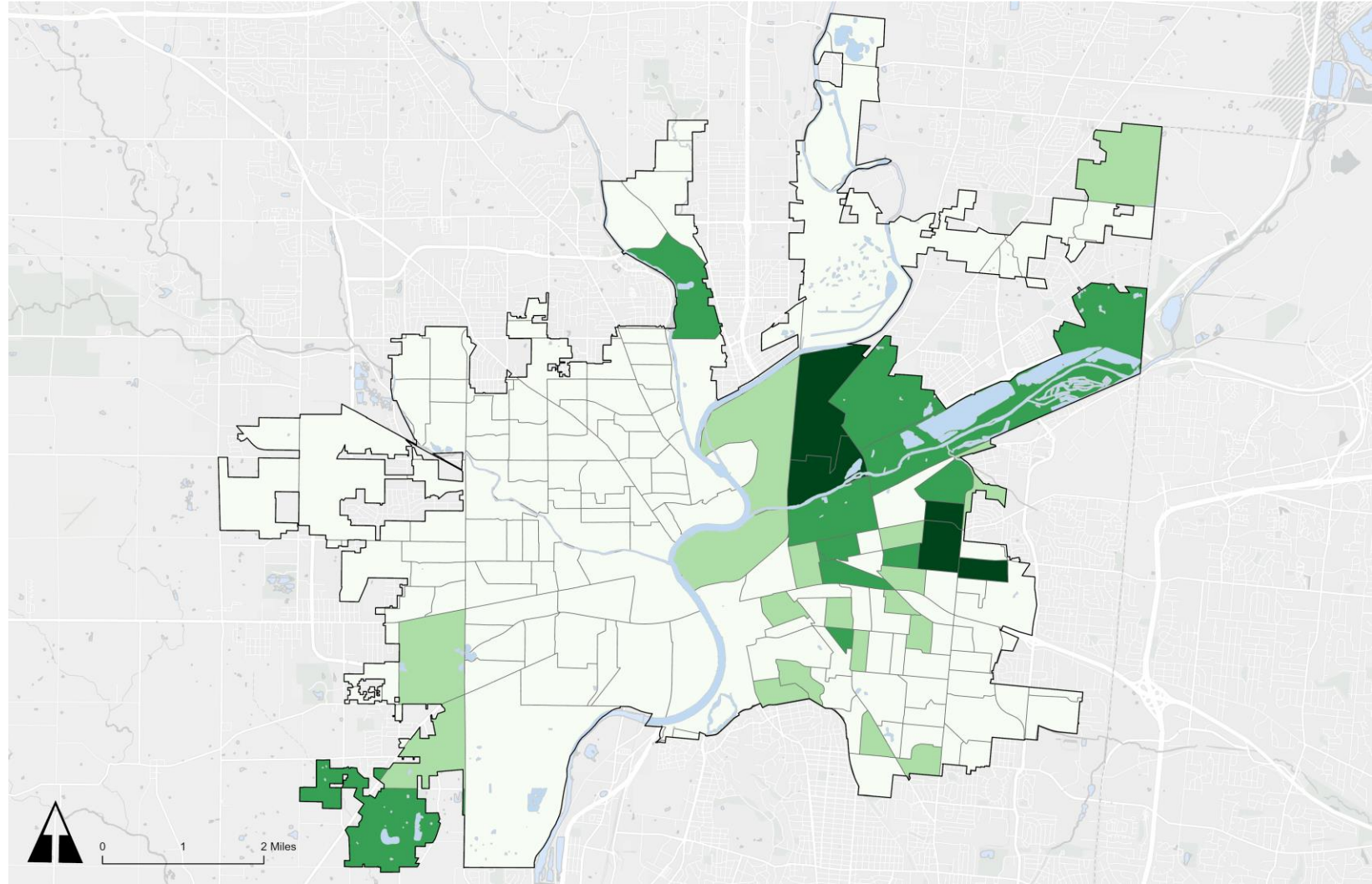
Population %

Low



High

## Limited English Proficiency

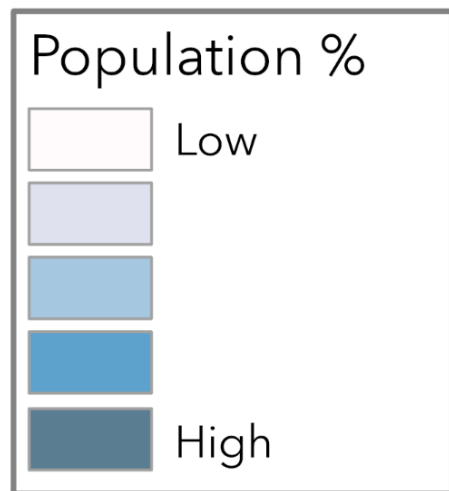




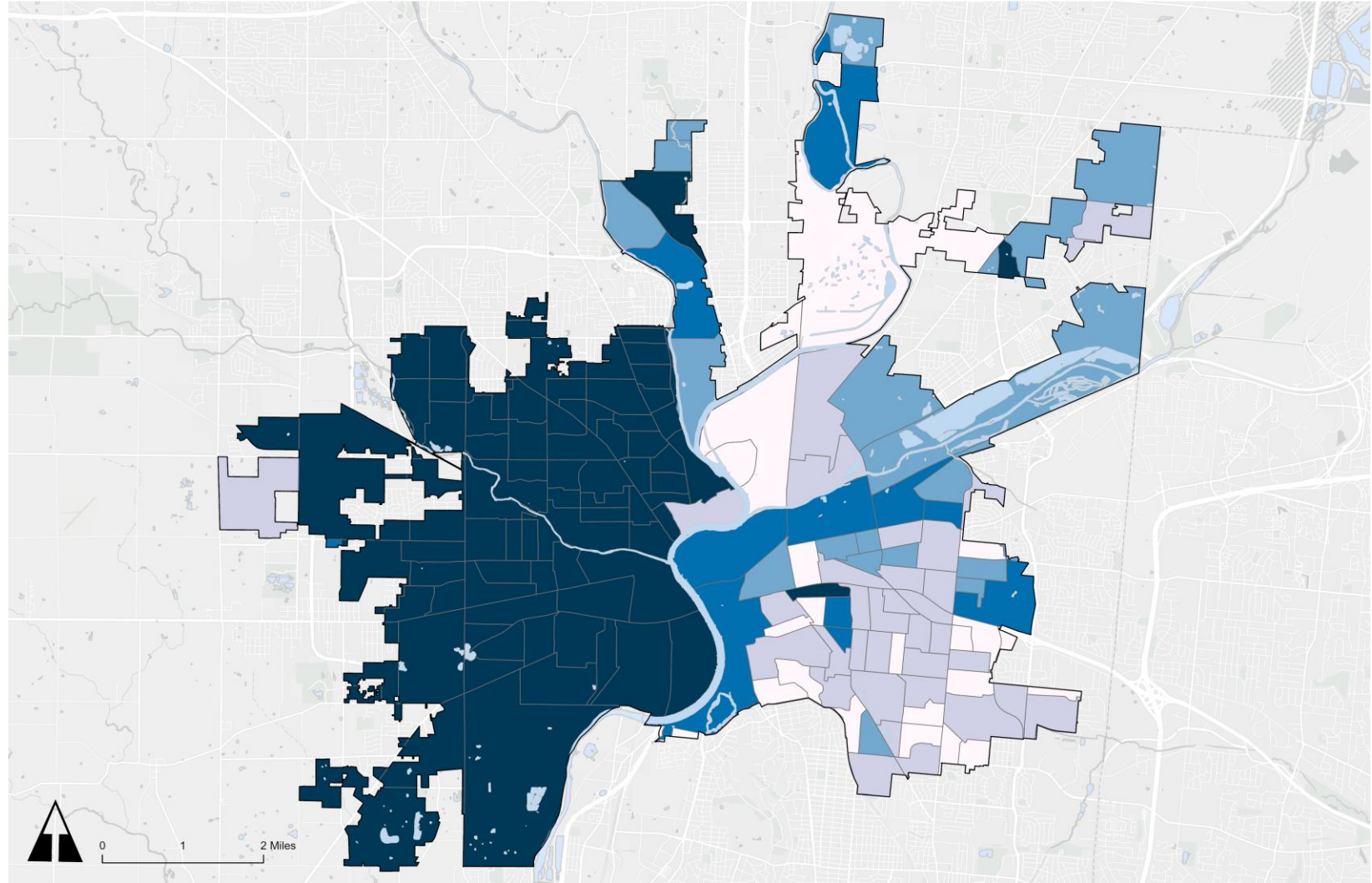
# Demographics

**The African American  
Population is Concentrated on  
the West Side**

Make sure everyone feels  
welcome and all voices are  
heard



## Population of a Race other than White





# Pedestrian & Bicycle Demand and Need

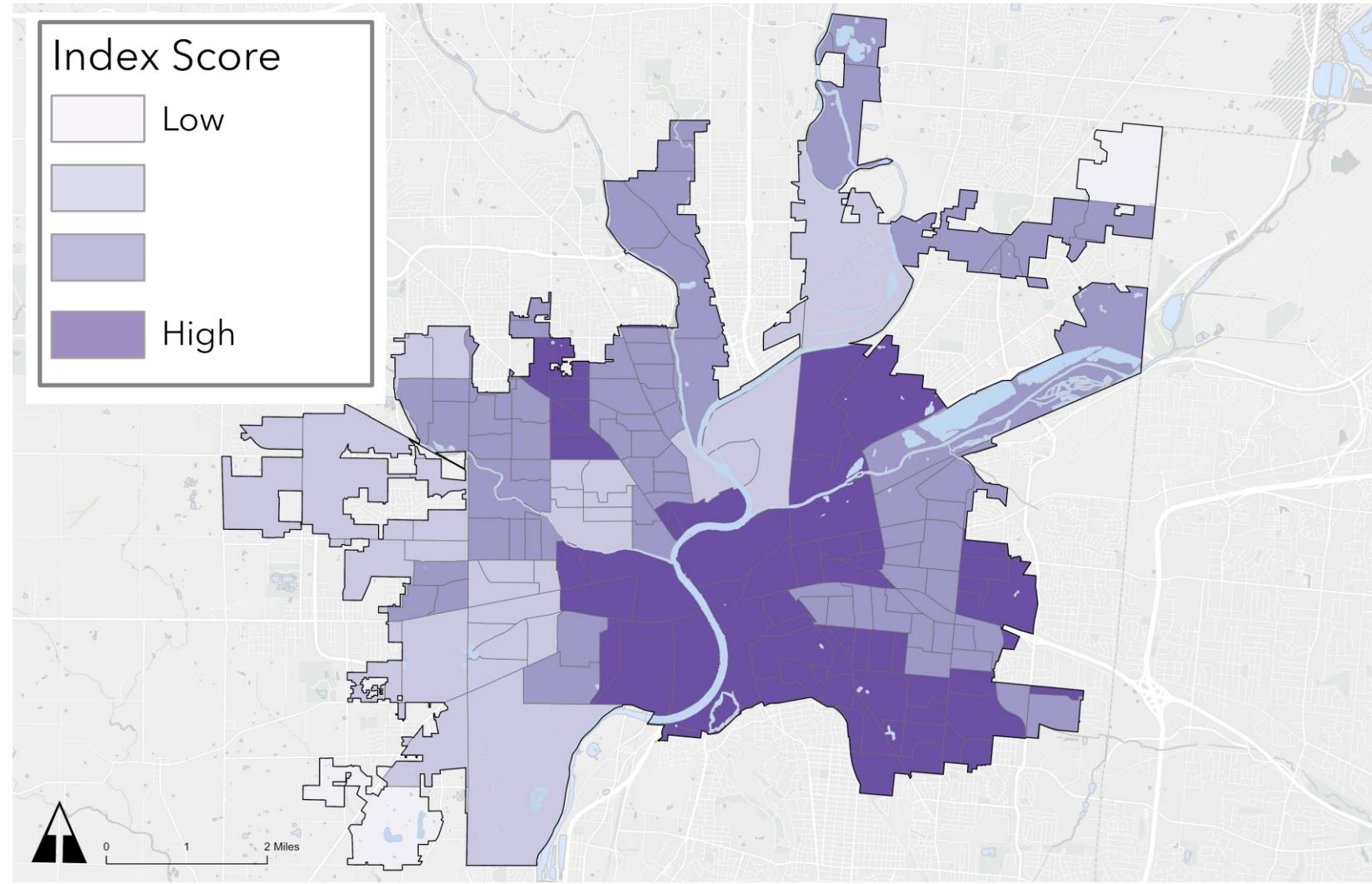
## ODOT Demand Assessment

### A multi-factor assessment of the relative demand for pedestrian and bicycle travel

The combined composite map summarizes the geographic distribution of active transportation demand (areas with higher walkability or more walking and cycling) with the geographic distribution of need for access to active transportation networks (those with higher risk factors or greater dependence upon alternative transportation).

Source:

<https://www.transportation.ohio.gov/programs/walkbikeohio/existing-future-conditions-analysis/wbo-demand-analysis?msclid=b63354c7ba8911ec8d4dff8c9f776379>



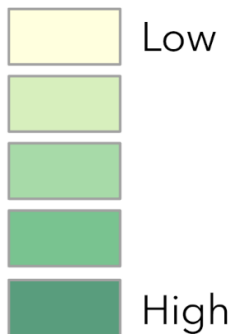


# Pedestrian Commute Assessment

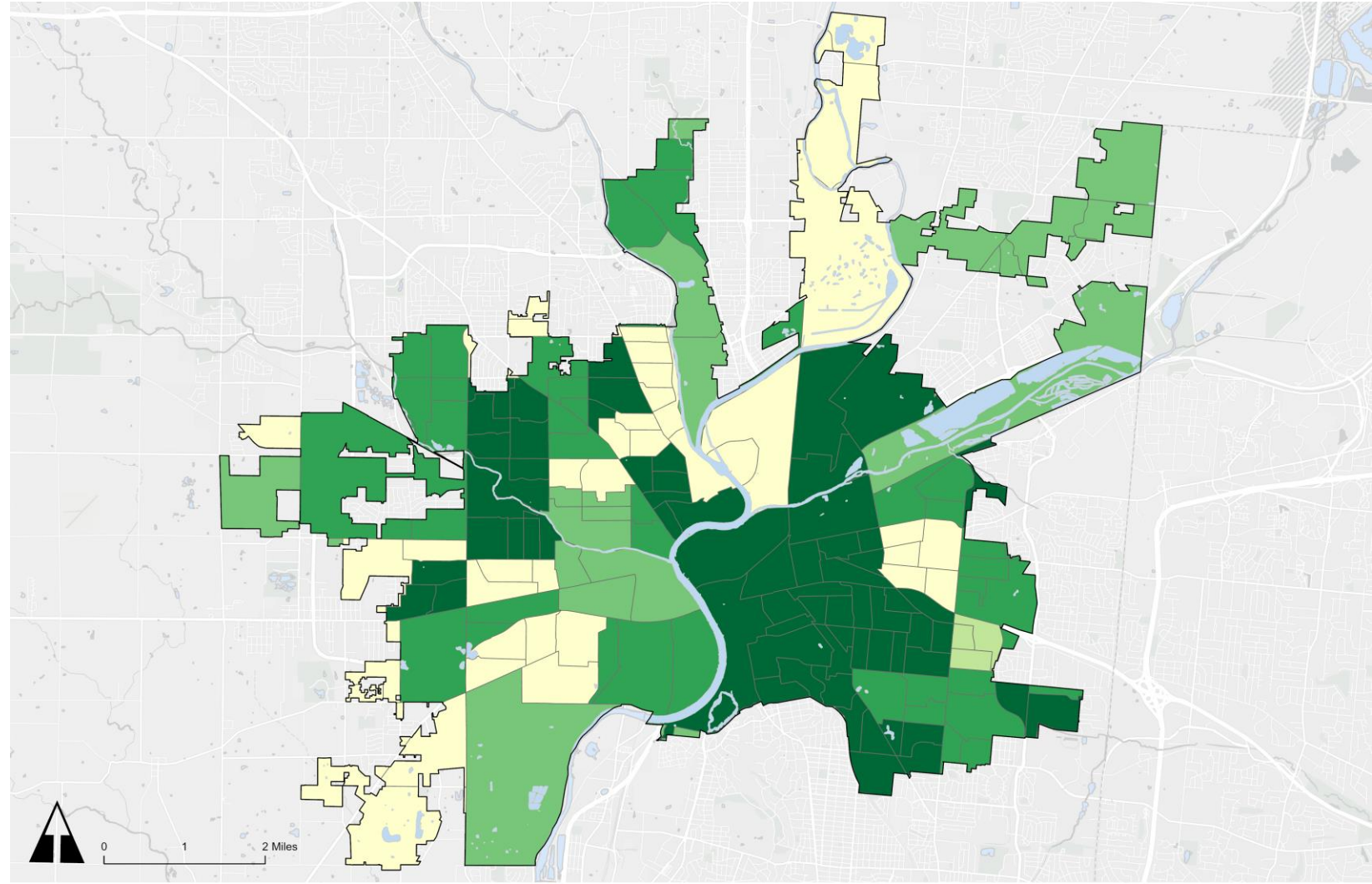
## Above Average Pedestrian Commute Percentage

State Walk Commute mode share (est. daily walk commute trips)	Dayton walk commute mode share
2.52%	7.75%

### Commute Score



## Walking Commute





# Bicycling Commute Assessment

## Average Bicycling Commute Percentage

State bicycle commute share (estimated daily bicycle commute trips)

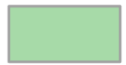
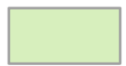
0.33%

Dayton bicycle commute mode share

0.30%

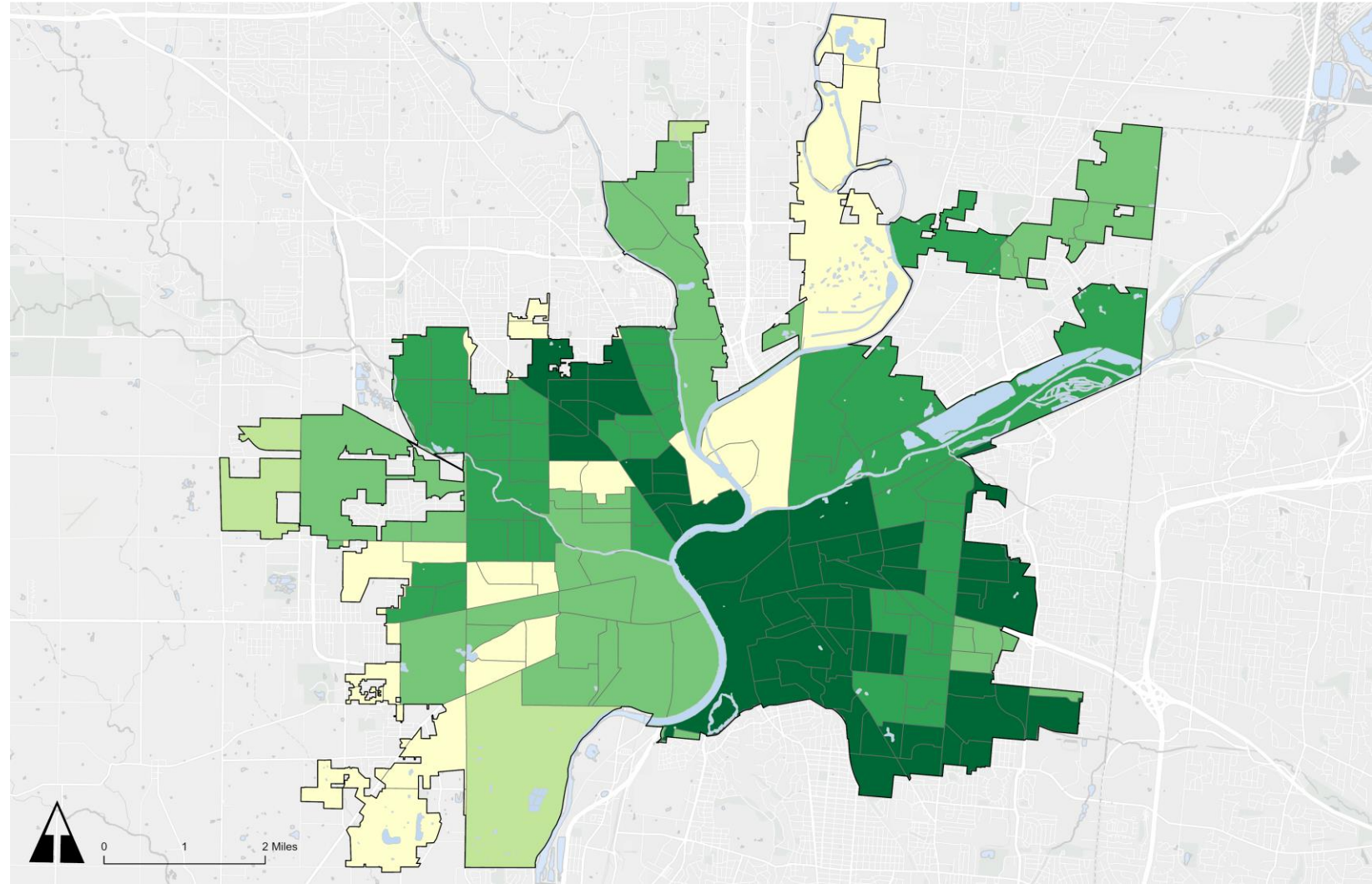
### Commute Score

Low



High

## Bicycling Commute





# Your Active Transportation Plan Vision

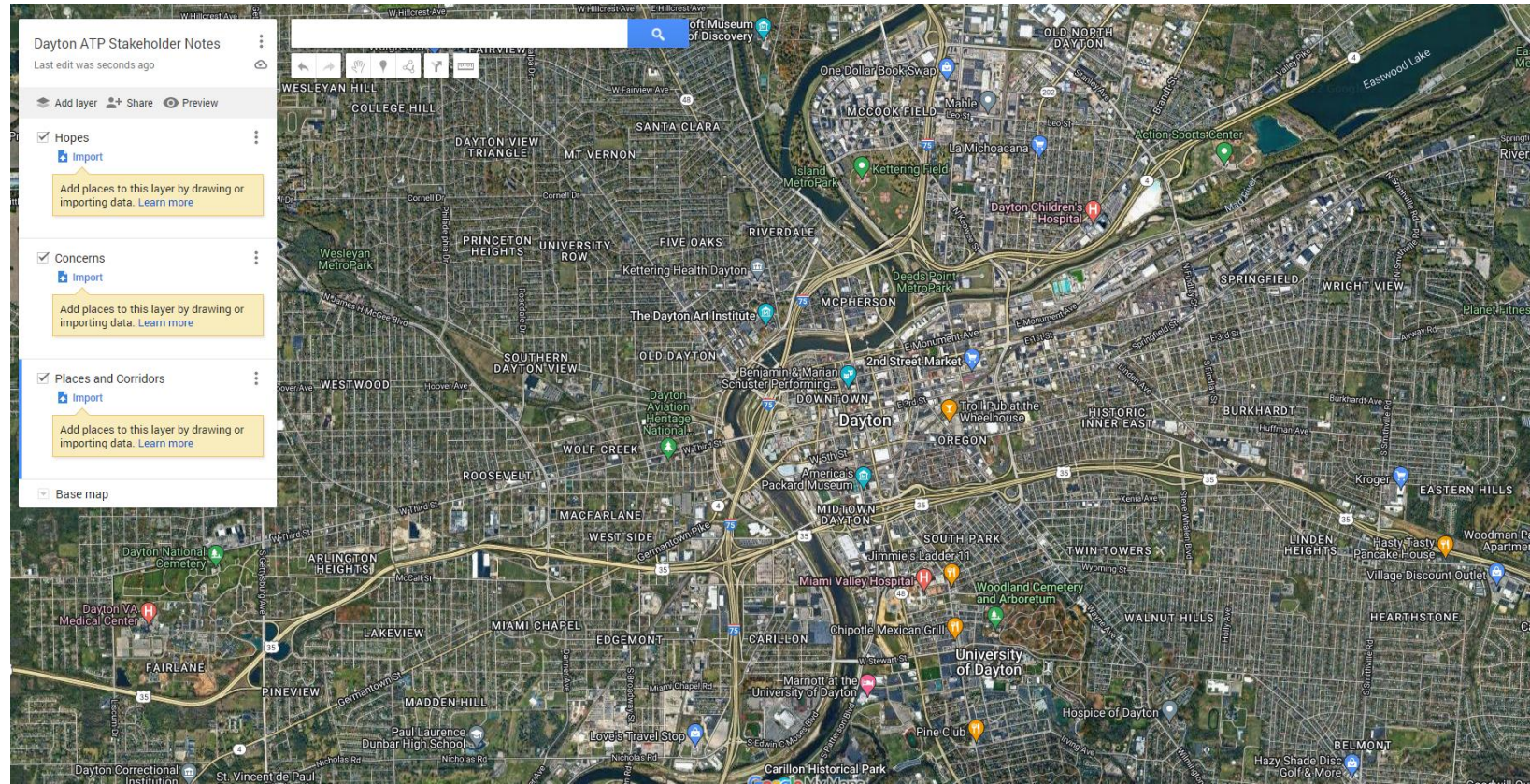
Think ahead to the final product, what are your:

- **Top three hopes** for things that are included in or addressed by this plan?
- **Top three concerns** that were specifically addressed by this plan?
- **Top three places or corridors** that received attention and more detailed recommendations?

## Interactive Google Map

[https://www.google.com/maps/d/edit?mid=1s6\\_0aC9AbQe-9dybzB7hoOsO9JR5g3Re&usp=sharing](https://www.google.com/maps/d/edit?mid=1s6_0aC9AbQe-9dybzB7hoOsO9JR5g3Re&usp=sharing)

We will take notes on this map, please let us know if we are capturing your thoughts correctly





# Thank You!



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[WalkBike.info/Dayton](http://WalkBike.info/Dayton)







	Risk Factors to be Included	Arterials		Collectors	
1	Bus Stop Present within 60 feet of Segment	PRIMARY		PRIMARY	
2	School or College Present within 0.15 miles of Segment	PRIMARY		PRIMARY	
3	Incorporated Area	PRIMARY		PRIMARY	
4	Sidewalk Present	PRIMARY		PRIMARY	
5	Proportion of Households with no Vehicle – Greater than 10%	PRIMARY		PRIMARY	
6	AADT – Volumes Vary	PRIMARY 16,000 and Greater	SECONDARY 14,000-16,000	PRIMARY 10,000 – 12,000 or 16,000 – 18,000	SECONDARY 2,000-4,000, 6,000-8,000 or 20,000 and Greater



7	Posted Speed Limit – Speed Varies	<i><b>PRIMARY</b></i> 30 to 35 MPH	<i><b>SECONDARY</b></i> 25 MPH	<i><b>PRIMARY</b></i> 30 MPH	<i><b>SECONDARY</b></i> 25 or 35 MPH
8	Number of Lanes – Lanes Vary	<i><b>PRIMARY</b></i> 4 Lanes	<i><b>SECONDARY</b></i> 3 Lanes	<i><b>PRIMARY</b></i> 4 Lanes	<i><b>SECONDARY</b></i> 3 Lanes
9	In Census Block where Less than 20% of Population Under Age of 20 - Varies	<i><b>PRIMARY</b></i> 11%-20%	<i><b>SECONDARY</b></i> 0%-10% or 21%-30%	<i><b>PRIMARY</b></i> 11%-20%	<i><b>SECONDARY</b></i> 0%-10% or 21%-30%
10	Library Present where no School or College Campus is Present	<i><b>SECONDARY</b></i>		<i><b>SECONDARY</b></i>	
11	Parking Facility Present where no School or College Campus is Present	<i><b>SECONDARY</b></i>		<i><b>SECONDARY</b></i>	
12	Park Present where no School or College Campus is Present	<i><b>Not Recommended</b></i>		<i><b>SECONDARY</b></i>	



## Population Density

### Population Concentrated Diagonally NW to SE

Some funding programs are  
prioritized based on the  
number of people served

