

# Downtown Dayton Partnership Stakeholder Discussion

Thursday, May 5<sup>th</sup>, from 10:00 am to 10:50 am

Via Google Meet

## In Attendance:

- Sandra Gudorf, Executive Director, Downtown Dayton Partnership
- Susan Vincent, City of Dayton
- Keeghan White, City of Dayton

The meeting started with the Stakeholder Meeting Presentation which can be downloaded from the [project website](#).

## General:

- City team should schedule a follow-up conversation with Sandy to strategize the best locations for both mini-meetings and pop-up events.
  - The Square is Where has restarted on Courthouse Square – will be good for lunch-time crowd
  - Art in the City – will catch a large cross-section of people and provide an opportunity for more engaging activity.
- DDP will be reengaging with downtown stakeholders to kick-off the new Downtown Plan later in 2022; this group may be appropriate for a mini-meeting
- Is there room to include language around “livability” or “placemaking” in the goals? Something about how AT enhances our city and makes it a safer and better place to live/work/play
- DDP’s work is all about placemaking, both in terms of beautification and comfort – as we move forward with our plan, it’ll be important not to separate users into individual buckets but to rather think holistically about our transportation system and how it accommodates all users and supports placemaking goals.

## Hopes:

- The plan should address **connectivity** both in the downtown area and to the surrounding neighborhoods
- **User friendliness** is important. How can we make our sidewalks more comfortable and accessible for ALL modes of active transportation?
  - DDP’s wayfinding plan addresses helping people navigate and find their way around once downtown.
  - Trail signage should ID amenities, restaurants, etc.
- Wherever this plan makes our city easier to navigate, it will support the economic development of the city and can be used as an economic tool
- Downtown has very wide ROW – both sidewalks and streets; when planning AT infrastructure we need to take advantage of our wide sidewalks and wide streets
  - Can designated lanes be developed – similar to Indianapolis’ Cultural Trail?

- The ATP should capitalize on where residential populations are growing downtown. Webster station is an example.
- So far, UD students commuting to the Arcade have not been going other places downtown. How can this AT help encourage students to explore and stay downtown?

### Concerns:

- **Safety** remains a concern and there is a need to provide education for drivers (example of Jefferson bike lane and vehicles parking within it)
- Not only is the street by street strategy important (partially completed during the Downtown Streetscapes Plan) but how the bike infrastructure connects or ends is really important.
- Discomfort in riding downtown when there is no bicycle infrastructure -> she rides on the sidewalk and she is not alone in doing that
- We need to incentivize bike parking by private developments; can we map out the location of bike racks downtown and identify gaps in service?

### Places or Corridors

Comments to be recorded on the [Stakeholder Google Map](#)

- Potential areas of focus for AT include: Webster Station, SW quadrant of Downtown, West Third Street, Sinclair.
- Oregon district is a problem. Brick street is tough and dangerous to ride a bike on.
- Students at Sinclair should be considered; they're moving E/W and around downtown. Walking and biking.
- Take a good hard look at Webster Station which is becoming more dense. With all of the residential development, it's going to be important and a major destination for traffic. Bike parking!!! How are these people going to get around?
- SW quadrant of downtown is going to see a lot of development and activity, it should be a focus area for AT improvements. 450 UD students in the Arcade . . . can they actually ride their bike using our infrastructure?
- Flight Line as a huge connector and opportunity
- Jefferson's protected bike lane as an example of an education opportunity for drivers.
- Downtown's key assets include RiverScape, the Arcade, the Levitt, the theatres and playhouses - > the plan needs to identify logical travel plans to and from these destinations and ensure all types of transportation are accommodated (wayfinding plan may provide some resources for this)
- W. Third Street and the bridge = as an opportunity to bridge the barrier between the E and W sides.