





Chapter 9

Transportation



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The neighborhood is vibrant and well-connected through multiple modes of transportation.

All five of the neighborhoods within the GMC area have low Walk Scores, partially a result of the focus on vehicles rather than pedestrians and partially as a result of the lack of amenities located within reasonable walking distances. DeSoto Bass falls into the “Somewhat Walkable” category, meaning “some errands can be accomplished on foot.” It scored slightly higher with its transit score of “Good Transit: Many nearby public transportation options.” In July of 2017, the Dayton City Commission adopted the *Greater West Dayton Corridor Plan*, which focuses on crucial corridors in West Dayton and is a comprehensive strategy for enhancing those corridors. Many of the streets highlighted in the plan play an important role in connecting GMC residents to the downtown core and to other amenities surrounding Greater Miami Chapel. Reshaping and improving these corridors will be a vital piece of the efforts to reposition the area.

Interstate 35 McLin Parkway

Running along the northern boundary of Greater Miami Chapel, US 35 simultaneously connects residents to downtown Dayton but also divides West Dayton north and south. Given that US 35 is fairly challenging for pedestrians to cross, it makes it harder for residents to access the rest of West Dayton. While decades have passed since its completion, it is still an attractive green freeway corridor that provides exceptional vehicular access to West Dayton.

James H. McGee Blvd. & Wolfcreek Corridor

This well-travelled parkway has proven to be an efficient, effective, and enjoyable way to traverse and access the West Dayton community. Providing a connection to both US 35 and Germantown St., this boulevard has continued to succeed as an attractive parkway that allows for quick and efficient circulation while impacting an enhanced

perception about the quality-of-life in West Dayton. There are deep tree lawns, green boulevards, many trees, as well as separated sidewalks and bike paths. Mostly flanked by residential and open space uses, there are opportunities along the corridor to strengthen its parkway character.

Gettysburg Avenue

The western boundary of the Greater Miami Chapel Planning Area, Gettysburg Avenue experienced explosive growth after World War II when significant expansion of neighborhoods both east and west of the corridor helped fuel the vibrant shopping and service needs of the postwar economic boom in Dayton. As jobs and residents disappeared in West Dayton and throughout much of the city, the density of economic vibrancy contracted leaving some highly visible vacancies (small and large) along the corridor. Despite this, there are significant business and economic anchors in the area, including Sugarcreek Meat Packing and the Dayton VA Medical Center, which employs over 2,600 people.

Stewart Street

Stewart Street is a critical connecting corridor for West Dayton. It is also, however, a corridor that may be underestimated in its potential importance to the reimagining of West Dayton. It provides access across the river, connects the southern portions of the City and links to the University of Dayton’s campus. The bridge was recently replaced, with the improvements stretching into the eastern side of the river. Much of the Edgemont neighborhood has pockets of residential neighborhoods interspersed throughout a primarily industrial area, and Stewart St. captures this dichotomy along its path and adequately serves both purposes. While it serves to connect the industrial areas to I-75, it does little to celebrate the people who live here.

Broadway Street

Broadway is an important neighborhood connector street and is emerging as an important bicycle corridor as well. The fact that the street functions as a collector has made it a natural fit for the West Dayton Bicycle network.

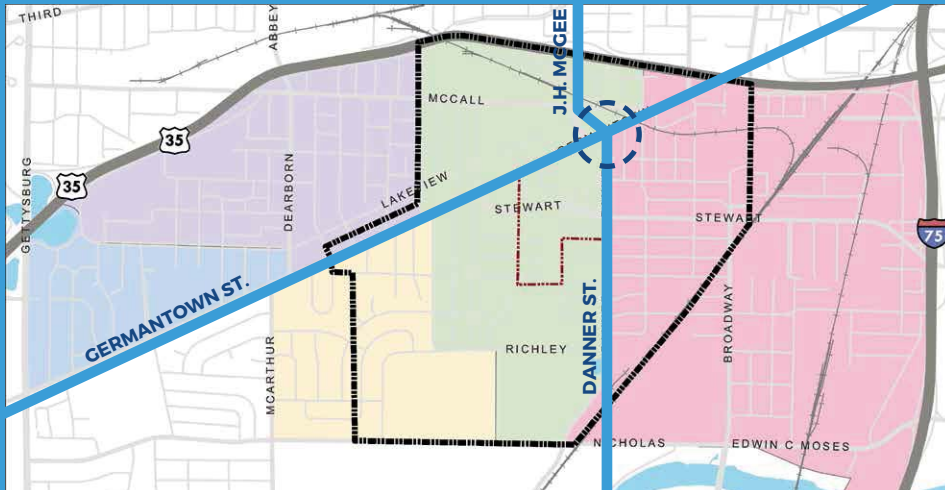
Abbey-Dearborn Avenues

These two streets are highly undervalued in terms of their importance to West Dayton. Currently, there are no sidewalks on the first blocks on Dearborn off Germantown. The entire street is littered with vacant lots. Abbey used to be the connection from the Inland Manufacturing site to US 35, a site currently being considered for a new mega branch of the Dayton Metro Library. Dearborn is critical to these neighborhoods and ties portions of West Dayton together both north and south of US 35. It also allows the neighborhoods easy access on and off US 35. Currently, both Abbey and Dearborn are flanked with a preponderance of vacant land. Through existing public process the Montgomery County Land Reutilization Corporation (Landbank) can acquire much of the right of way to expand the streetscape.

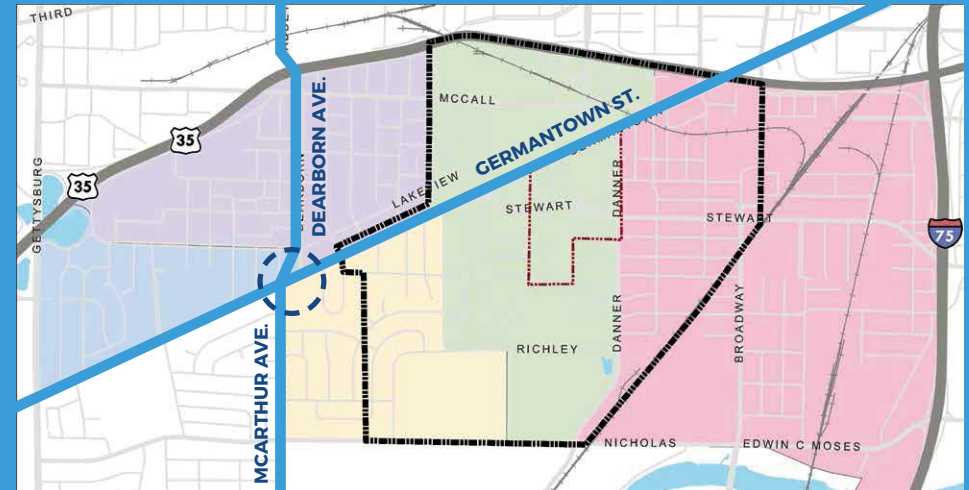
Goal 1: Design infrastructure improvements to make the street grid more efficient, effective and better connected.

Transportation and social connections are important to the *Renew Miami Chapel* plan and, historically, this area has been isolated from the larger community. When US 35 was constructed, it largely impacted the ability to traverse from the northern side of West Dayton to the southern. Restoring the north-south connections will not only help make transportation more efficient and effective but can also better connect the internal infrastructures of the community.





Extend J.H. McGee Blvd. to Danner Ave. & Gateway at new intersection



Extend Dearborn Ave. to McArthur Ave.

Objective 1: Improve accessibility throughout the geography.

The current road network isolates GMC residents from much of the City and lacks connectivity across West Dayton neighborhoods. Through our neighborhood planning work and meetings with community stakeholders, several projects for roadway extensions have been proposed to improve connectivity across the geography.

Activities

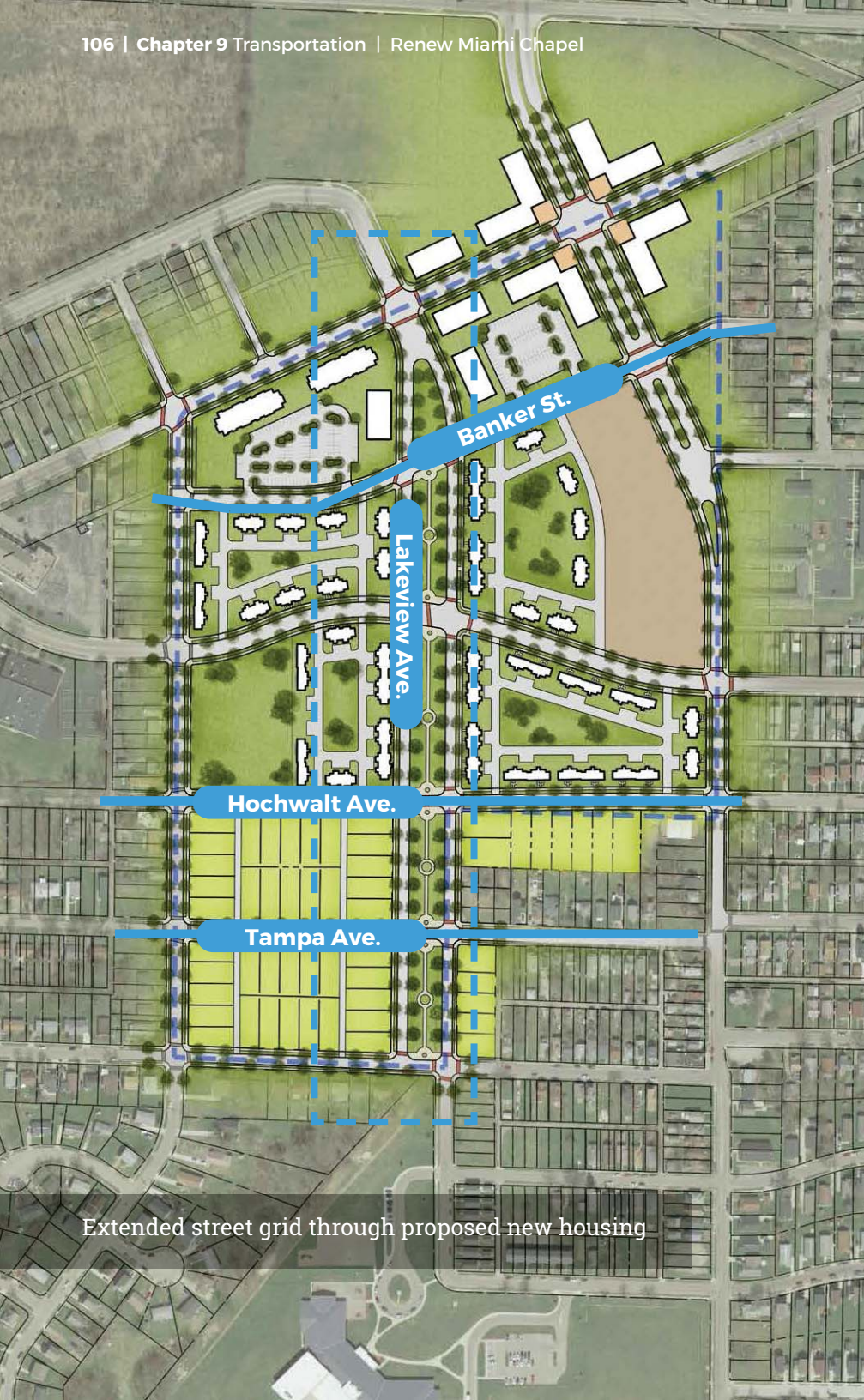
1. James H. McGee Blvd and US 35. James H. McGee is the north-south connector through Dayton and leads to Interstate 75 making it a viable route for both residents and businesses. A new gateway is proposed at this key intersection to improve neighborhood perceptions of the area, attract future business investment and to complement a new Town Center for commercial development and proposed replacement housing directly across the street.
2. Danner Avenue. Currently, James H. McGee Blvd. terminates at Germantown St. This north-south connector has long been considered for extension further south. With plans to reconfigure the current DeSoto Bass site, this street extension can be realized in order to connect James H. McGee to Danner Ave. This newly extended street would increase transit accessibility through Greater Miami Chapel helping to draw businesses and new residents.
3. Dearborn Avenue. Currently, Dearborn terminates at Germantown St. behind Wogaman Middle School and is one of a few streets that residents can use to get from the south side of West Dayton to the north. Working with the Landbank



Germantown St. in front of DeSoto Bass



Germantown St. in the business district



Extended street grid through proposed new housing

and the City of Dayton, Renew Miami Chapel partners will acquire vacant/abandoned property on the north side of the street to realign Dearborn and connect it to MacArthur. The intersection of Germantown and MacArthur is the entrance to Wogaman Middle School and the newly opened DaVita Kidney Center. The improvements to MacArthur, will also create a new entrance to the Madden Hills neighborhood.

4. Germantown St. Road Diet. Germantown St. currently is four lanes wide. By using the existing right of ways and infrastructure, the road shall be reconfigured from Edwin C. Moses Blvd. to Lakeview Ave. to include one lane in each direction, with a center turn lane, and bike lanes on each side. From Stewart St. to Lola Ave., where the business district exists, the extra right of way will be used to create bump outs and make other improvements, such as landscaping and lighting, to enhance walkability.

Objective 2: Improve the street network in and around the new housing development.

In its current configuration, DeSoto Bass is relatively cut off from the rest of the street grid; the property is defined largely by the streets around its perimeter and an internal compilation of looped streets and cul-de-sacs. This suburban street system is not only inappropriate in this urban neighborhood, but also inefficient and isolating. There is frequently a division between residents in public housing projects and their neighborhoods, a division that is furthered by a street grid that does not compliment the rest of the neighborhood.

Activities

1. South Lakeview Avenue. Extend Lakeview Avenue to the south of Germantown St. to create a new celebrated street that acts as the central corridor within the development. As envisioned, it has a boulevard with wide sidewalks and expanded public greenspace that offers walking paths and opportunities for public art and other placemaking activities. Lakeside Lake sits at the terminus of the other end of Lakeview Avenue. This anchor has been restored, and plans are to extend the lake's park-like setting into McCabe Park and the soon-to-be demolished Hilltop site. By re-visioning this end of the street into a premier naturalized park setting and extending the street with a formal park setting that ends at Louis Troy

School, these bookend amenities will be better connected.

2. Banker Street, Hochwalt, and Tampa Avenues. Extend the existing street grid through the new housing development to better organize the internal street system and better connect the new housing units to the Miami Chapel neighborhood. Banker St. currently extends from Burkham Park to Danner Ave. at the eastern edge of DeSoto Bass. Resident engagement confirms that this is the park most utilized by the current residents of DeSoto Bass. Development plans include improvements to this park. Banker St. appears to function as an alleyway and will be evaluated to determine plans for development and whether or not the addition of sidewalks is necessary. Through increased importance in the street network, Banker St. can better connect the most-used park to the new housing development and the community at large.

Objective 3: Improve the West Dayton bicycle network.

The bikeway network for West Dayton, as currently envisioned, will provide a series of interconnected improvements and enhancements along the parkways, thoroughfares, and collector streets that all feed to the corridors along the rivers. The network will also create connectivity to, through, and among most West Dayton neighborhoods and other neighborhoods throughout the city. The bikeway network is being crafted and implemented in an incremental manner throughout the city.

According to Miami Valley Trails, the “Miami Valley region provides over 340 miles of paved, multi-use recreational trails, connecting over 40 communities in eleven counties.” Currently earning a “bronze” rating, the region hopes to be awarded the silver level award in 2018. The City of Dayton’s plan for connecting West Dayton to the larger bicycle network will be a true win for the West Dayton community. Circuitous paths that tie into the greater network will provide users with ease of access to use alternatives means of transportation. There is much work to be done to better organize the West Dayton Bicycle Network.

Activities

1. Tie the Germantown St. Road Diet into the existing and planned bicycle network. The bicycle network will extend down Germantown St. to Lakeview Ave. and split to go south on the new street, terminate at Louise Troy School, and turn to the north to traverse the existing Lakeview Ave. to the Lakeside Lake.

2. Leverage other infrastructure and gateway projects to construct dedicated bike paths or sharrows (shared bicycle and vehicular lanes.)
3. Design and construct bike lane projects on lesser-traveled roads to improve transportation accessibility and safety.
4. Work with Link Dayton to establish a bike-share hub on Germantown St.

Objective 4: Coordinate long-term planning efforts with Greater Dayton Regional Transit Authority to ensure that the transportation system efficiently meets resident needs.

According to the household survey, 74% of residents ride the bus, with 48% riding 3+ days per week. As the neighborhoods improve and concentrations of households are altered during the revitalization of the GMC area, the public transit system will need to accommodate the changes in living patterns. The changes could be in the form of minor alterations of transit stop locations or, on the other end of the spectrum, wholesale changes to routes and headway times. Greater Dayton Regional Transit Authority (GDRTA) strives to adapt to market demands and local changes to best serve its patrons on a regular basis. One example is a new special route to take seniors and disabled residents to other area grocery stores that was created after Aldi’s closed.

Over the next 24 months, the GDRTA will be undertaking a holistic review of their transit routes, infrastructure, and amenities. The outcomes of the review help GDRTA determine where to expand or contract service, invest in their transit infrastructure, and improve the efficiency of their system to better serve their riders.

Activities

1. The Renew Miami Chapel team will partner with GDRTA in their 24-month effort to review and improve the transit system within Montgomery County, with particular attention to system improvements in the GMC neighborhoods to improve travel time and convenient access to jobs and regional amenities.
2. GDPM will actively represent and advocate for expanded service options on behalf of its residents and solicit resident participation in GDRTA’s strategic planning process.

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Goal 1. Design infrastructure improvements to make the street grid more efficient, effective and better connected.

	Metrics	Lead Agency/Partners	Timeframe	Leverage Resources
Objective 1. Improve accessibility throughout the geography	Phase One Gateway is Built	COD CityWide	ST	Choice Action Funding COD Public Works
	GMC street grid redesign completed	COD CityWide	MT	State Issue One
	TA Grant received	COD CityWide	ST	Transportation Alternatives Grant
Objective 2. Improve the street network in and around the new housing development	Street grid within development connects to existing grid outside GDPM property	COD WODA Cooper GDPM	MT	COD predevelopment CDBG CMAC - Congestion Mitigation and Air Quality Funding
	Two walking paths created/improved	GDPM/Developer COD Engineers	MT	Design/Development costs part of housing development proforma
Objective 3. Improve the West Dayton bicycle network	Comprehensive plan for bicycle network in GMC area completed and incorporated into entire street grid redesign	GDPM COD	MT ST	CMAC - Congestion Mitigation and Air Quality Funding or Transportation Alternatives Private Philanthropy
Objective 4. Coordinate long-term planning efforts with Greater Dayton RTA to ensure that the transportation system efficiently meets residents needs	Plan integration through GMC Steering Committee	GDPM CityWide GDRTA	MT	GDRTA

