



MEETING MINUTES

Date: Thursday February 16, 2006

Location: Double Tree Hotel, 11 S. Ludlow Street, Dayton, Ohio 45423

Time: 3:30 P.M. to 4:30 P.M.

Attendees: In addition to project team members from Tetra Tech, the MVRPC, the City of Dayton, and the Downtown Dayton Partnership, there were 26 attendees representing downtown business, residents, and local agencies or organizations. Attendees provided their name, email address, street address and affiliation on a sign-in sheet.

Meeting Overview:

Greg Gaines, from the Downtown Dayton Partnership, opened the meeting by thanking the stakeholders for attending and providing a brief overview of the study's purpose to develop a plan to improve mobility through downtown Dayton.

Next, Matt Selhorst, project manager from Tetra Tech, introduced himself and the other Tetra Tech staff working on the project. Matt reminded attendees to sign the attendance sheets and take advantage of the available handouts and comment sheets.

Bryan Newell, deputy project manager from Tetra Tech, presented a slide show highlighting the project's purpose, schedule, deliverables, and contact information. In addition, Bryan discussed the relationship of this project to other local projects. When discussing the previous feasibility study, Bryan displayed a traffic simulation model demonstrating how the downtown streets might function if converted from one-way to two-way.

Before opening the floor to comments and questions, Bryan emphasized the importance of public involvement throughout the project and reminded attendees that today Tetra Tech sought the concerns of residents and local business regarding potential changes to the current street system.

Following is a summary of comments and questions voiced during the meeting.

Comments and Questions

- Can the alternative remove the mid-block crossings?
- Some are in favor of mid-block crossings, for example, bus riders benefit as does the Arts Center.
- This project provides an opportunity to improve bike path connections especially along the river.
- Can the alternative use excess capacity for bike lanes?
- Need way-finding and signs for bikers.
- Turning left from a bike lane is unsafe.



DOWNTOWN DAYTON TWO-WAY STREET GRID STUDY



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- Need to make Cannery on 3rd Street pedestrian and bicycle friendly.
- The alternative must consider the handicap bus stops along 1st Street.
- Converted 4th Street to two-way would be good.
- Need parking at 4th Street and Patterson for the customers of Drake's Gym.
- There are issues with stopped traffic and vehicle interactions with pedestrians near the federal court buildings.
- Currently, the current street system is not that big of a problem for downtown.
- Public involvement is not good in the summer because of low attendance due to vacations.
- Add signage before make other changes to the current street system.