

PLANNING COMMISSION AGENDA
CITY OF PIQUA, OHIO
6:00 P.M. - TUESDAY, OCTOBER 11, 2011
MUNICIPAL GOVERNMENT COMPLEX
COMMISSION CHAMBERS - 201 W. WATER STREET

CALL TO ORDER

- | | |
|-------------------|----------------------|
| 1. Chair Comments | Opening Remarks |
| 2. Roll Call | Clerk Calls the Roll |

OLD BUSINESS

- | | |
|--------------------|-------------------------------|
| 3. Meeting Minutes | June 14, 2011 Meeting Minutes |
|--------------------|-------------------------------|

NEW BUSINESS

None

OTHER BUSINESS

- | | |
|--------------------|--------------------------------|
| 4. Project Updates | MVRPC Going Places |
| | Bike Routes Visioning Workshop |
| | 2011-2012 |
| | Planning Projects |
| | Design Projects |
| | Construction Projects |

ADJOURNMENT

- | | |
|----------------|-------------------------|
| 5. Adjournment | Adjourn Regular Session |
|----------------|-------------------------|

CITY OF PIQUA, OHIO
PLANNING COMMISSION MEETING MINUTES
TUESDAY,
JUNE 14, 2011 6:00 P.M.
MUNICIPAL GOVERNMENT COMPLEX - COMMISSION CHAMBERS

CALL TO ORDER

6:00 P.M. – Chairman Spoltman called the meeting to order. Mr. Spoltman noted for the record the hearing of each item would be conducted according to a modified Roberts Rules of Order, more specifically as follows:

- A. Clerk to State the Agenda Item
- B. Staff Comments
- C. Applicant/Agent Comments
- D. Other Affected Parties Comments
- E. Board Member Comments and Questions
- F. Board To Take Action On The Item

ROLL CALL

Members Present: Jim Oda, Mark Spoltman, Jean Franz, Brad Bulp, and Mike Taylor
Members Absent: None
Staff Members: Chris Schmiesing, Becky Cool
Attendees: Matt Chambers

Mr. Schmiesing stated he would like to add an additional item to the agenda at this time. PC-11-11 is a Resolution of Support for the rerouting of State Route 185.

Mr. Oda made a motion to add Resolution PC-11-11 to the June 14, 2011 Planning Commission Agenda, Mrs. Franz seconded the motion. Voice vote, Aye: Mr. Oda, Mr. Bulp, Mr. Taylor, Mrs. Franz, and Mr. Spoltman.

Chairman Spoltman stated Resolution PC 11-11 would be added to the June 14, 2011 Planning Commission Agenda at this time.

OLD BUSINESS

MEETING MINUTES

Chairman Spoltman asked if there were additions, deletions or corrections to be made to the meeting minutes included in the agenda packet. Mr. Oda made a motion to approve the May 10, 2011 meeting minutes as submitted. Mr. Bulp seconded the motion. Mr. Oda, Aye; Mr. Bulp, Aye; Mr. Taylor, Aye; Mrs. Franz, Aye; and Mr. Spoltman, Aye. A voice vote resulted in a 5 -0 vote in supporting the motion to approve the meeting minutes as submitted.

NEW BUSINESS

1. PC-9-11

A Resolution requesting authorization of an automobile service and repair special use of 1241 E. Ash Street

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Mr. Schmiesing stated this is authorization of a special use to permit an Automobile Service and Repair use of the property located at 1241 E. Ash Street. They plan to do minor auto repairs, oil changes, and retail sales of automobile tires and accessories. In the past the property has been used for this same use activity but more recently the primary use of the property has been oriented more toward auto repair and body shop type activity. The site plan submitted indicates numerous physical improvements and alterations to enhance the appearance of the property. Mr. Schmiesing provided an updated copy of the site plan and explained the modifications that were made. After reviewing the new site plan there are several minor modifications to the site plan that still need to be addressed.

The proposed special use of this premise will be consistent and compatible with the most recent past use of the property and the land use types stated, said Mr. Schmiesing.

Public Comment

Matt Chambers, applicant, came forward to answer questions and gave a brief overview of the nature of his business and his plans for the building, parking area, and the landscaping around the building. Mr. Chambers plans to have all the work completed and be open for business by August 1, 2011.

There were several questions regarding the garage doors, the paint color that is to be used on the building, fencing of the rear property, number of employees, and the hours of operation. Mr. Chambers answered all questions.

Mrs. Franz stated she thought the new business would be a great improvement to the area.

Mr. Schmiesing stated for the record, he received one telephone call regarding Resolution PC-9-11 from a property owner in the area, and they were looking for information on the new business and had no concerns.

Chairman Spoltman stated this was great news for the property, and a welcome improvement to the neighborhood.

A motion was made by Mr. Oda to approve Resolution PC-6-11. Mrs. Franz seconded the motion. Roll call vote, Mr. Oda, Aye; Mr. Bubp, Aye; Mr. Taylor, Aye; Mrs. Franz, Aye, and Mr. Spoltman, Aye. Nay: None. A Voice vote resulted in a 5-0 vote to approve Resolution PC-9-11 as stated.

2. PC-10-11

A Resolution of support for the SRTS School Travel Plan document

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The City of Piqua, Piqua City School, Piqua Catholic School, and the Ohio Department of Transportation joined to form a Safe Routes to Schools steering committee, and prepared a School Travel Plan document in accordance with the State of Ohio Safe Routes to Schools program requirements.

Mr. Schmiesing explained the City received input from the citizens of Piqua and other community stakeholders, and received technical input from a transportation engineer hired by ODOT. The Piqua Safe Routes To School steering committee analyzed the data collected and examined the existing conditions in the community and developed solutions to the obstacles that the children face walking or biking safely to school.

The School Travel Plan (STP) document targets a two-mile radii around four separate school buildings serving 4-8 grade students, and the combined area of the radii covers most of the corporation limits. The action items identified in the STP if implemented will make the City of Piqua a more walkable and bikeable friendly community, stated Mr. Schmiesing.

Mr. Schmiesing stated he would like the Planning Commission to pass Resolution PC-10-11 the Resolution of support for the Safe Routes to School Travel Plan.

Public Comment

No one came forward to speak for or against PC 10-11.

A motion was made by Mr. Bubp to approve Resolution PC-10-11, and Mr. Oda seconded the motion. Roll Call, Mr. Oda, Aye; Mr. Bubp, Aye; Mr. Taylor, Aye; Mrs. Franz, Aye; and Mr. Spoltman, Aye. Nay: None. A voice vote resulted in a 5-0 vote to approve the Resolution of Support.

3. PC-11-11

A Resolution of support for the Rerouting of State Route 185 in Piqua

Mr. Schmiesing stated Resolution No. PC-11-11 is a resolution of support for the rerouting of State Route 185 through Piqua.

Mr. Schmiesing explained a Public Meeting was held on June 9 and the City Planner, City Engineer and a ODOT Planner presented a technical analysis of the impact the proposed rerouting would have on the community, and solicited input from the citizens of Piqua. The technical analysis and public input support the proposed rerouting of State Route 185 at this time, said Mr. Schmiesing.

Mr. Schmiesing stated he would like the Planning Commission to pass Resolution PC-11-11 the Resolution of support for the Rerouting of State Route 185 in Piqua.

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Public Comment

No one came forward to speak for or against PC 11-11.

A motion was made by Mr. Bubp to approve Resolution PC-11-11, and Mr. Taylor seconded the motion. Roll Call, Mr. Oda, Aye; Mr. Bubp, Aye; Mr. Taylor, Aye; Mrs. Franz, Aye; and Mr. Spoltman, Aye. Nay: None. A voice vote resulted in a 5-0 vote to approve the Resolution of Support.

4. OTHER BUSINESS

Project Updates – Chris Schmiesing

Chris Schmiesing, City Planner, stated the May Monthly Report was sent out electronically again this month highlighting the Planning Commission and Board of Zoning Appeals activity for May. Also included the May Planning Projects and Permit Activities, and Community activities.

Several questions were asked concerning the timeframe on the Piqua Memorial Medical Center project and the ownership of the property. Mr. Schmiesing explained.

Mrs. Franz inquired about the landscaping project on State Route 36. Mr. Schmiesing stated the work has begun, and it is looking very nice already.

Adjournment

With no further business to conduct it was moved and seconded that the regular meeting be adjourned. With all those present in favor the regular meeting was adjourned at 7:00 P.M.



GOING PLACES – AN INTEGRATED LAND USE VISION FOR THE MIAMI VALLEY REGION



PHASE III 2040 REGIONAL GROWTH FRAMEWORK DEVELOPMENT

The **Going Places – An Integrated Land Use Vision for the Miami Valley Region** is a four-year Regional Land Use Planning Initiative aimed at bringing the Miami Valley Region together to discuss and build a shared land use vision to make this Region a better place to live, work, and play.

This initiative follows a three-phase land use planning process to develop a shared future land use vision, represented by the conceptual 2040 Regional Growth Framework for the Miami Valley Region.

- **Phase I** - Existing Condition Assessment: Physical and Non-Physical Condition Evaluation
- **Phase II** - Future Landscapes Exploration: Future Land Use Scenario Development and Assessment
- **Phase III** - Building a Clear and Shared Regional Land Use Framework

The planning principles of the Going Places initiative are to:

- Incorporate sound technical analysis of quality data throughout the process.
- Facilitate meaningful discussions and build a regional consensus.
- Seek extensive regional stakeholder engagement so that the outcome reflects a collective vision of regional stakeholders.
- Build a partnership with local jurisdictions and work closely with their staff.
- Foster strong support from regional leaders in both public and private sectors.
- Better integrate the Going Places planning process into MVRPC's current regional transportation planning process.

This document provides a roadmap of how the 2040 Regional Growth Framework will be developed. More specifically, this document provides information pertaining to 5 specific areas: 1) an overview of Phase III; 2) a description of the process to identify, develop, and assess the preferred future land use scenario; 3) an overview of the 2040 Regional Growth Framework; 4) a description of the strategies to build a consensus around the 2040 Regional Growth Framework; and 5) a general timeline for the Phase III process.

The successful engagement of regional stakeholders is one of the key ingredients of the entire Going Places planning process. During Phase III, efforts to engage regional stakeholders will continue. In addition, strong leadership and support from government and non-government organizations during the consensus-building process will be imperative so that the outcome of this last phase reflects a collective vision of the Miami Valley Region.

The term “regional stakeholders,” as used in this document, refers to individuals and/or groups living and working in the Miami Valley Region, who have a direct interest, involvement, investment, or are generally affected by future land use pattern and include all public and private sector organizations, various interest groups, and the general public. Further, the principles of public participation outlined in the MVRPC's Public Participation Policy serves as a general guideline.

PHASE III – BUILDING A CLEAR AND SHARED REGIONAL LAND USE FRAMEWORK

OVERVIEW

The purpose of the final phase of Going Places is to develop a clear and shared land use vision, represented by the 2040 Regional Growth Framework for the Miami Valley Region.

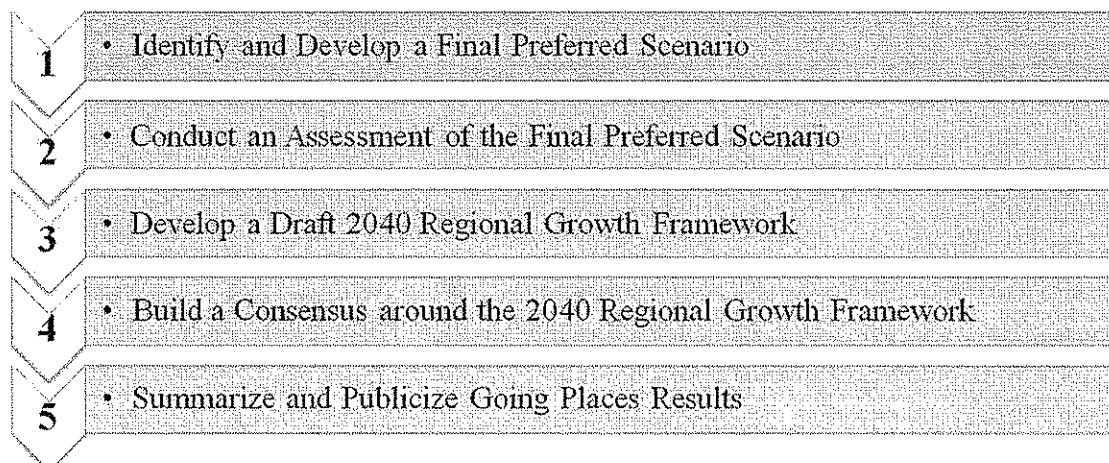
The technical studies conducted during Phase I provided an assessment of existing conditions of the Region and provided projection of population and employment for the year 2040. The Phase II process ended with the development and evaluation of seven potential future land use scenarios. Building upon the results of these two phases, the tasks for the last phase of the Going Places initiative are to: 1) identify, develop, and evaluate a preferred scenario; 2) develop and build a consensus around the 2040 Regional Growth Framework that would reflect the Region's shared vision; and 3) seek approval from the MVRPC Board of Directors who initiated the Going Places regional land use planning process.

The 2040 Regional Growth Framework does not set traditional land use designations such as future residential, commercial or industrial areas. Instead, it provides a framework for promoting a desired future land use pattern at the regional level by identifying areas that are preferred by the general public and appropriate for future development, redevelopment and preservation. However, the 2040 Regional Growth Framework is more than just a map. It also represents core values, principles, and characteristics that the Region shares. As such, the 2040 Regional Growth Framework is intended to serve as a resource and provide guidelines to help communities in the Region to translate the vision into reality. Also, it is to provide a regional perspective on land use planning for local communities to consult during their own future land use policy and/or land development efforts.

PROCESS

The general process for Phase III involves five general steps as illustrated below. As mentioned above, the last phase builds from the previous two phases, namely the seven scenarios developed from Phase II and future land use demand and supply information from Phase I.

Phase III Process



Step 1 - Identify and Develop a Final Preferred Scenario

The first step is to identify and develop a final preferred future land use scenario from the seven alternative scenarios that were developed as part of Phase II. Information collected during Phase II along with additional information collected as part of Phase III will be used in the decision-making process.

Information from Phase II includes:

- Distribution of participants amongst seven scenarios during the scenario building workshops.
- The scenario voting results from Going Places Steering Committee and Planning Advisory Committee members obtained at the October 14, 2010 Joint Phase II Scenario Evaluation Review meeting.
- The scenario voting results from participants of five public open houses held during October and November, 2010.

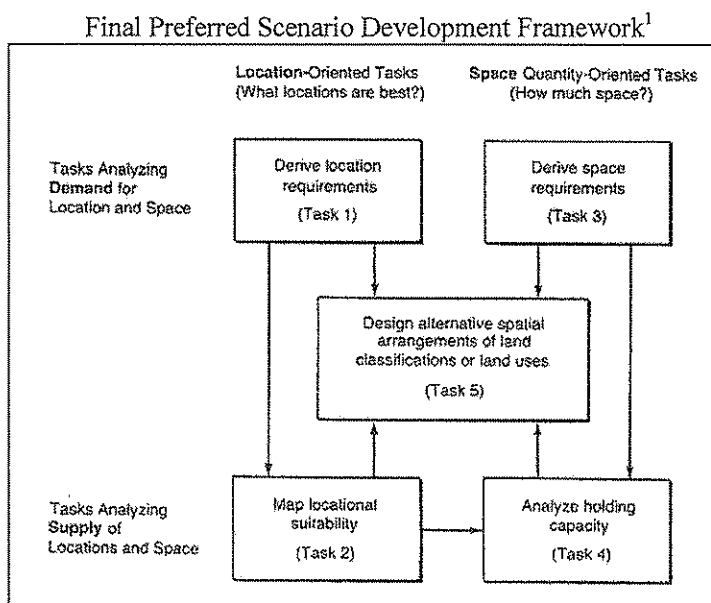
Additional information from Phase III includes:

- The results of a phone survey designed to elicit the values of the residents of the Miami Valley Region as they relate to the future of land development in the Region.
- The scenario voting results from a mail survey via a newspaper insert.
- The scenario voting results from a web survey, first launched as part of the Phase II Virtual Open House presentations to share the seven alternative scenarios in December 2010.

Once the preferred future land use scenario is identified through the above channels, the final preferred scenario will be developed.

This final preferred scenario will be different from the previously developed seven alternative scenarios in that the final preferred scenario will be presented using the land-based urban form typology classifications derived from land use density and intensity measures rather than future population and employment totals.

The final preferred scenario will incorporate several factors, illustrated by the diagram on the right. Some of the factors such as location requirements, locational suitability, space requirements, and design of alternative spatial arrangements of land uses, have already been addressed in the previous phases, while the analysis



¹ Kaiser, Edward J., David R. Godschalk, and F. Stuart Chapin, Jr. 1995. Overview of the Land Use Design Process in *Urban Land Use Planning*, 4th ed., 278-289. Urbana and Chicago: University of Illinois Press.

of holding capacity has not been conducted yet. Therefore, during the final preferred scenario development process, a land holding capacity assessment, which examines the capacity of suitable areas to accommodate future land use activities will be conducted and incorporated into the final preferred scenario.

Step 2 - Conduct an Assessment of the Final Preferred Scenario

The second step of the process is to conduct an assessment of the final preferred scenario. The same twelve performance indicators that encompass land use, housing, employment, environment and transportation implications used to evaluate the seven scenarios during Phase II will be used to measure the impact of the final preferred scenario. In addition, the evaluation of the final preferred scenario will be benchmarked against evaluation of land use in 2007 in the Region and future land use as represented by land use plans from local jurisdictions compiled to the regional level.

Step 3 - Develop a Draft 2040 Regional Growth Framework

Building from the final preferred scenario, the 2040 Regional Growth Framework provides a long-term, spatially-oriented future land development framework at the regional level.

The five typologies being considered for the 2040 Regional Growth Framework map are:

- Preserved Open Sector – This sector includes areas under environmental protection by law or regulation as well as land acquired for conservation through purchases or by easement.
- Reserved Open Sector — This sector represents constrained, unprotected areas identified as not developable according to the land developability measures developed in Phase I and includes open spaces that should be, but is not yet, protected from development.
- Limited Growth Sector — Areas of this sector represent land that has value as open space but is subject to development, either because of zoning has already been granted or because there is no legally defensible reason, in the long-term, to deny it.
- Intended Growth Sector – Areas in this sector represent land where future land development can be supported by virtue of proximity to an existing urban area with existing infrastructure.
- Infill Growth Sector – This sector represents existing fully or partially developed land. This sector also includes areas where there are opportunities to redevelop at the current level or higher levels of density and intensity.

The 2040 Regional Growth Framework also includes recommendation for regional policies and strategies that could be used for implementation. In an effort to explore future regional policies, a brainstorming workshop will be held with policy makers at the local, regional, and state levels, encompassing the public, private, and non-profit sectors.

Step 4 - Build a Consensus around the 2040 Regional Growth Framework

In order to build a consensus around the 2040 Regional Growth Framework, first, several public open house meetings will be hosted to share and solicit input on the final preferred scenario and its assessment,

results from the policy roundtable workshop, and the draft 2040 Regional Growth Framework with the general public.

Second, staff will share the seven scenarios and solicit input on the final preferred scenario and its assessment, results from the policy roundtable workshop, and the draft 2040 Regional Growth Framework with various organizations in the Region, including both government and non-government organizations.

Third, staff will ask for a formal endorsement on the the final preferred scenario from each local political jurisdiction, while requesting a formal review of the draft 2040 Regional Growth Framework for making further revisions as necessary.

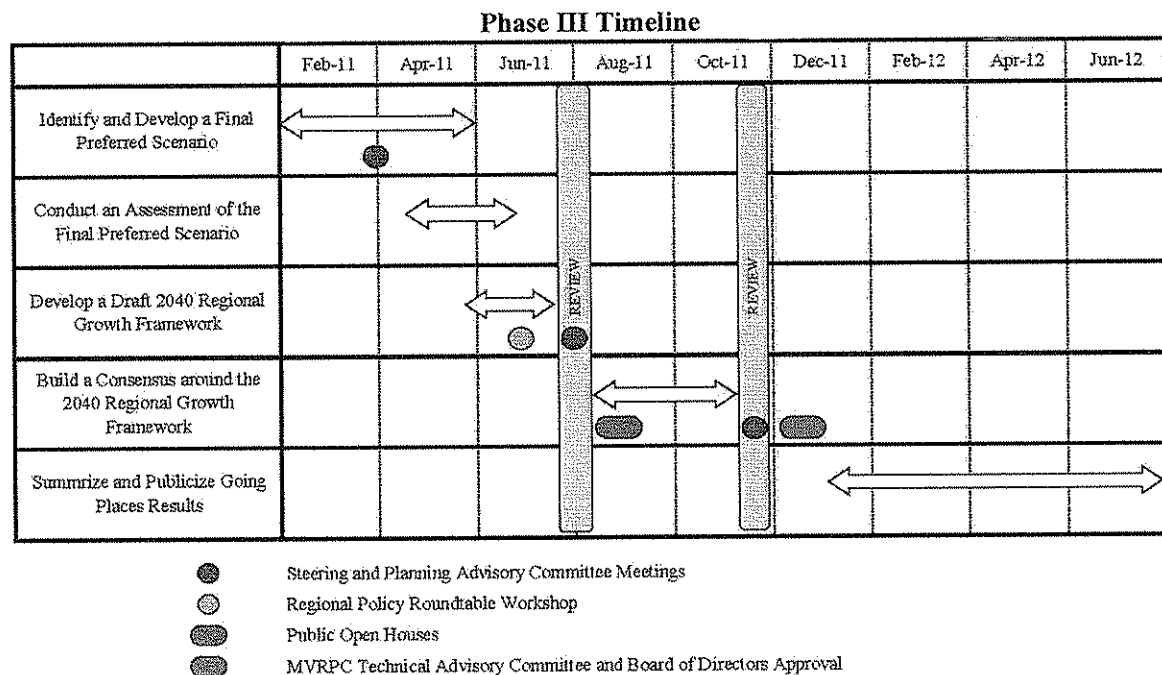
Finally, once the final 2040 Regional Growth Framework is developed that incorporates the review results, staff will seek an endorsement of the final 2040 Regional Growth Framework from the Going Places Steering and Planning Advisory Committees and from the MVRPC Technical Advisory Committee and seek an approval from the MVRPC Board of Directors.

Step 5 - Summarize and Publicize Going Places Results

Upon approval of the final 2040 Regional Growth Framework from the MVRPC Board of Directors, staff will finalize and publish a report, an executive summary and a brochure to summarize all three phases. In addition, several other outreach materials will be developed to share and publicize the outcomes of the Going Places initiative.

TIMELINE

The following diagram illustrates a general timeline for Phase III.



Identify and Develop a Final Preferred Scenario

March 2011 - Steering and Planning Advisory Committee Phase III Kick-Off Meeting

Provide an overview of Phase III process, work tasks, and timeline.

January 2011 to April 2011 –Preferred Scenario Identification

Conduct phone, web, and mail surveys to identify a final preferred scenario.

- January 2011 to March 31, 2011 – conduct phone survey.
- January 2011 to April 22, 2011 – continue to conduct web survey of a favorite scenario voting.
- March 31 to April 22, 2011 – conduct mail survey.

April 2011 to May 2011 – Final Preferred Scenario Development

Develop the final preferred scenario which incorporates the land development suitability analysis results from Phase I and the newly developed land holding capacity analysis results.

Conduct an Assessment of the Final Preferred Scenario

April 2011 to June 2011- Evaluation of the Final Preferred Scenario

Evaluate the impacts of the final preferred scenario and benchmark the results against two cases: the 2007 existing condition and the existing local future land use plans.

Develop a Draft 2040 Regional Growth Framework

June 2011- Regional Policy Roundtable Workshop

Host a regional policy roundtable workshop to discuss potential region-based policies that would complement the 2040 Regional Growth Framework.

May 2011 to July 2011- 2040 Regional Growth Framework Development

Develop the draft 2040 Regional Growth Framework based on the final preferred scenario.

July 2011- Steering and Planning Advisory Committee Meeting

Present the final preferred scenario and its assessment results, results of the regional policy roundtable workshop, and the draft 2040 Regional Growth Framework and solicit input/comments for further refinements. Further, provide a preview of materials that would be presented at public open houses between July and August, 2011.

Build a Consensus around the 2040 Regional Growth Framework

July 2011 to August 2011 – Public Open Houses

Host public open houses to share and solicit input on the final preferred scenario and its assessment, results from the policy roundtable workshop, and the draft 2040 Regional Growth Framework with the general public.

July 2011 to October 2011 – Presentations and Input Solicitation

Share the seven scenarios and solicit input on the final preferred scenario and its assessment, results from the policy roundtable workshop, and the draft 2040 Region Growth Framework from various organizations in the Region including both local government and non-government organizations.

Seek a formal endorsement on the final preferred scenario from each local political jurisdiction.

Disseminate and request a formal review of the draft 2040 Regional Growth Framework from various organizations in the Region including both local government and non-government organizations.

Develop the final 2040 Regional Growth Framework that incorporates formal review results.

November 2011 – Final Steering and Planning Advisory Committee Meeting

Share the results of the formal review of the draft 2040 Regional Growth Framework, present the final 2040 Regional Growth Framework, and seek endorsement from the Steering and Planning Advisory Committee.

November 2011 to December 2011 –MVRPC TAC and Board of Directors Meeting

Share the results of the formal review of the draft 2040 Regional Growth Framework, present the final 2040 Regional Growth Framework, seek endorsement from the MVRPC Technical Advisory Committee, and seek approval from the MVRPC Board of Directors.

Summarize and Publicize Going Places Results

December 2011 to June 2012 – Regional Stakeholder Outreach

Develop and publish Going Places summary report, an executive summary and a brochure to summarize all three phases.

Develop various outreach materials to share and publicize the outcomes of the Going Places initiative.

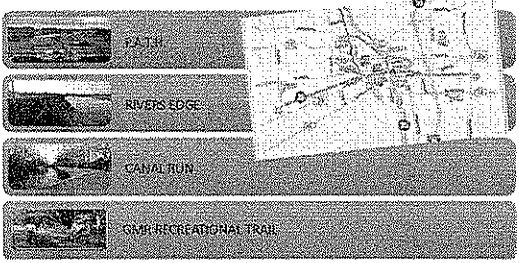
BIKE ROUTES

WHERE ARE WE NOW?
WHERE DO WE GO FROM HERE?



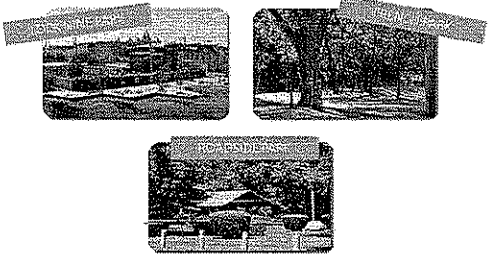
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LOCAL BIKE ROUTES



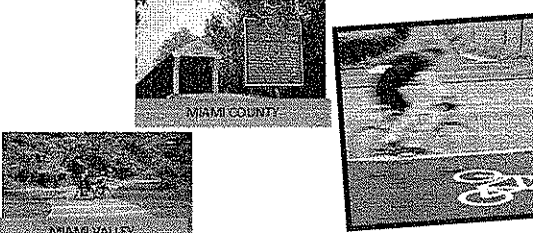
PATH
RIVERS EDGE
CANAL RUN
GMI RECREATIONAL TRAIL

LOCAL BIKE ROUTES



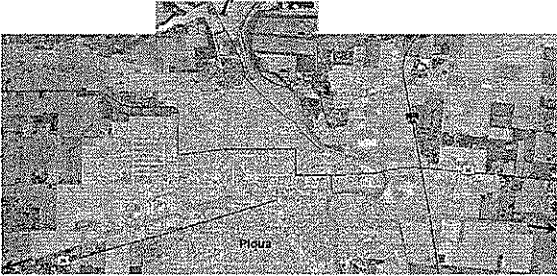
MIAMI COUNTY
MIAMI VALLEY

REGIONAL BIKE TRAILS



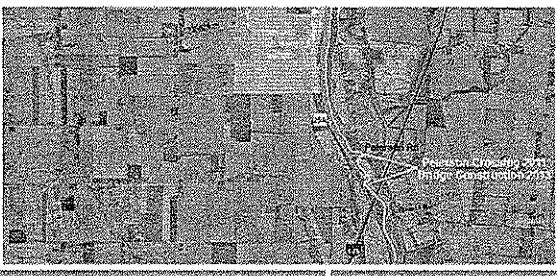
MIAMI COUNTY
MIAMI VALLEY

REGIONAL BIKE TRAILS

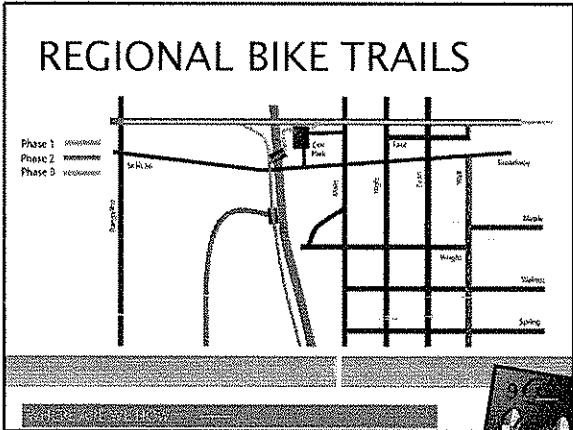
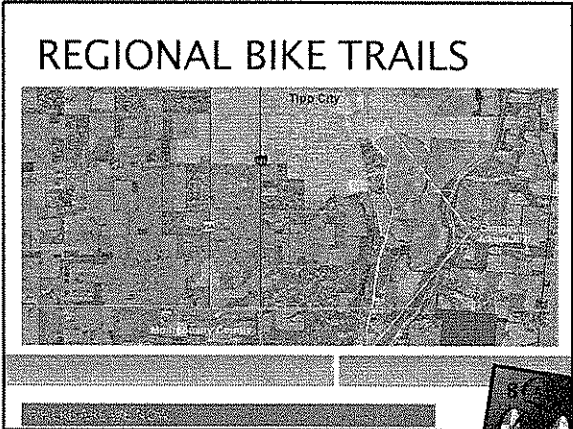
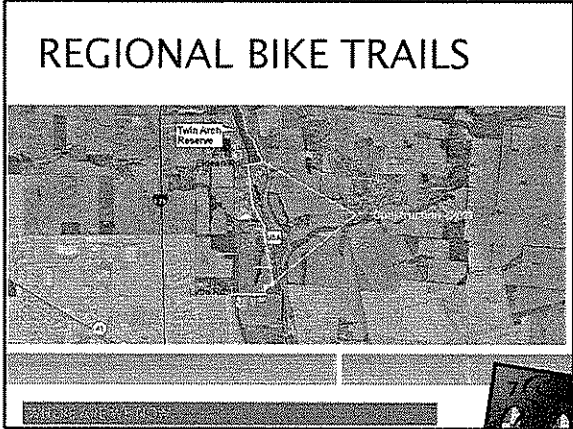


MIAMI COUNTY
MIAMI VALLEY

REGIONAL BIKE TRAILS



MIAMI COUNTY
MIAMI VALLEY



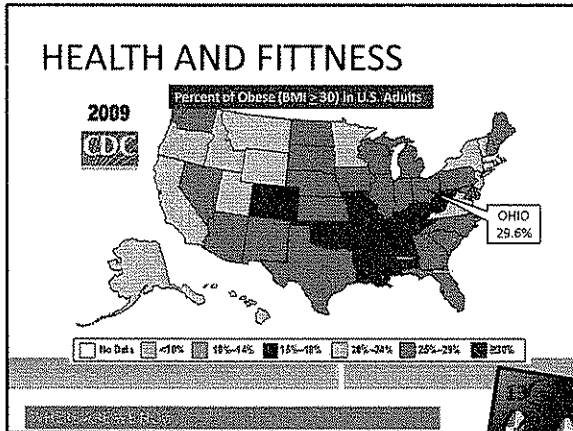
- ### REGIONAL BIKE TRAILS
- MIAMI VALLEY REGIONAL PLANNING COMMISSION
 - LOCAL REGIONAL BIKEWAY PLAN
 - WALKABLE COMMUNITIES INITIATIVES
 - PEDAL PALS
 - BICYCLE AND PEDESTRIAN SAFETY
 - COMPLETE STREETS INITIATIVE
-

ECONOMIC

- Ownership of one motor vehicle accounts for more than 18 percent of a typical household's income
- (According to 2004 data from AAA estimates and US Census surveys)
- The cost of operating a sedan for one year is approximately \$7,800
- (AAA, Your Driving Costs)
- The cost of operating a bicycle for a year is only \$120
- (League of American Bicyclists)

QUALITY OF LIFE

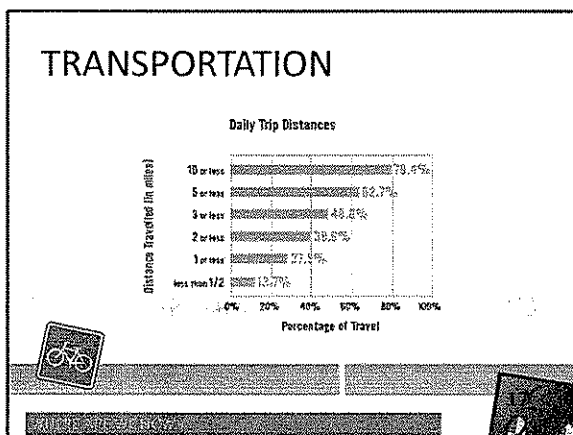
- BIKE ROUTES...
 - Increase opportunities for social contact
 - Enable interaction between neighbors and citizens
 - Contribute to a healthy sense of identity and place



- ### HEALTH AND FITNESS
- Even small increases in light to moderate activity will produce measurable benefits among those who are least active
 - Light to moderate physical activity reduces the risk of coronary heart disease, stroke, and other chronic and life-threatening illnesses
 - Physical activity can also improve mental health and even lower health care costs

- ### ENVIRONMENTAL
- Motor vehicle emissions represent 31 percent of total carbon dioxide, 81 percent of carbon monoxide, and 49 percent of nitrogen oxides released in the U.S. (The Green Commuter, A Publication of the Clean Air Council)
 - 60 percent of the pollution created by automobile emissions happens in the first few minutes of operation, before pollution control devices can work effectively. Since "cold starts" create high levels of emissions, shorter car trips are more polluting on a per-mile basis than longer trips (League of American Bicyclists)
 - A short, four-mile round trip by bicycle keeps about 15 pounds of pollutants out of the air we breathe (WorldWatch Institute).


- ### TRANSPORTATION
- Nearly one in 11 U.S. households does not own an automobile (2009 NHTS)
 - Approximately 12 percent of persons 15 or older do not drive (2001 NHTS)
 - There are 11 million bike trips in the U.S. everyday (2009 NHTS)
 - About 40 percent of all trips are shorter than two miles—a 30-minute walk or a 10-minute bike ride (1995 NPTS)



- ### COMPLETE STREETS
- COMPLETE STREETS...**
 - Are designed and operated to enable safe access for all users
 - Make it easy to cross the street, walk to shops, and bicycle to work


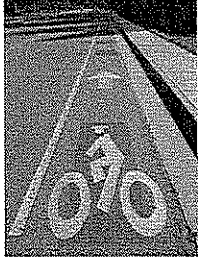
COMPLETE STREETS

How are complete streets defined?





COMPLETE STREETS

Pavement markings




COMPLETE STREETS

Pavement markings





COMPLETE STREETS

What areas are suitable for complete street strategies?




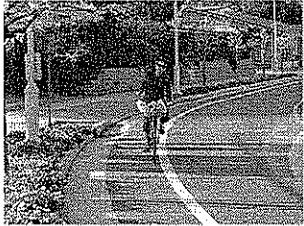
COMPLETE STREETS

Neighborhoods




COMPLETE STREETS

Collector streets



COMPLETE STREETS

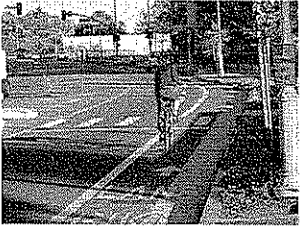
Corridors



A wide, multi-lane road with a dedicated bicycle lane marked with "BICYCLE" and a bicycle symbol. The road is flanked by trees and a utility pole.

COMPLETE STREETS

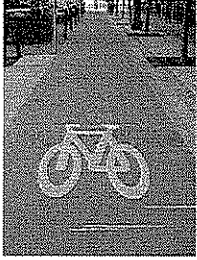
Commercial districts



A street scene in a commercial district featuring a crosswalk, a bicycle lane, and a utility pole. The road is paved and has a clear lane for bicycles.

COMPLETE STREETS

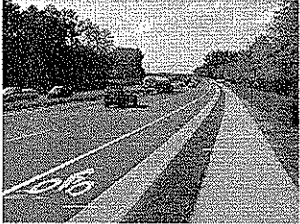
Downtowns



A street scene in a downtown area with a bicycle lane marked with a bicycle symbol. The road is paved and has a clear lane for bicycles.

COMPLETE STREETS

Arterial roadways




A wide arterial roadway with a dedicated bicycle lane marked with a bicycle symbol. The road is paved and has a clear lane for bicycles.

COMPLETE STREETS

Who benefits from complete street strategies?

COMPLETE STREETS

Everyone!



A person riding a bicycle on a paved path. The path is wide and has a clear lane for bicycles.

COMPLETE STREETS

Everyone!



VISIONING EXERCISE

1. Break into small work groups based upon number on upper right hand corner of your Piqua Bike Trail map
2. Use stickers to identify existing or proposed destinations
3. Use markers to make notes and draw proposed *Complete Street* connections to destinations identified on the map
4. Share groups vision

VOLUNTEER RECRUITMENT

- 🏠 Help define complete street routes
- 🏠 Assist with Bicycle Friendly designation
- 🏠 Identify ways to leverage bike trail infrastructure
- 🏠 Assist with *Miami Valley Bicycle Summit*

THANK YOU!

Thank you very much for you time and interest in making Piqua a better place to live, work and play!