

CITY OF CLAYTON

THOROUGHFARE PLAN 2024



Pictured:
City of Clayton
Clayton, Ohio
**Image sourced from
Montgomery County website
on April 5, 2024*



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EXECUTIVE SUMMARY

This Thoroughfare Plan serves as the City of Clayton’s first step toward planning for a functional network of roadways to accommodate the traffic projected to occur in 2050. Contained in this plan is mapped data of the existing and planned roadway functional classifications, infrastructure, attributes, and traffic data. This plan includes data regarding various modes of transportation, including vehicular, pedestrian, bicycle, and public transportation to ensure efficient movement of people and goods within the City of Clayton and to the adjacent regions.

The overall goals of the thoroughfare plan include the following:

- Provide framework for reserving necessary right-of-way for future long term planning and development.
- Provide guidance on the roadway infrastructure to be included in public right-of-way including roadway size, medians, sidewalks, tree lawns, bike paths, and multi-use trails.
- Accommodate future vehicular trip demands.
- Enhance connectivity between different areas of the City.
- Improve the overall accessibility and mobility for residents.

This plan makes reference to the 2018 PLAN Clayton document which serves as the most current Comprehensive Land Use Plan. Section 3 of this thoroughfare plan includes the most relevant maps from the PLAN Clayton document for reference. The thoroughfare plan aims to advance the goals set forth in the PLAN Clayton documents. This plan reflects the current nature of the Clayton and therefore, current goals. This Thoroughfare Plan should be revisited on a periodic basis to ensure the plan reflects the goals of Clayton.



EXISTING CONDITIONS MAPS

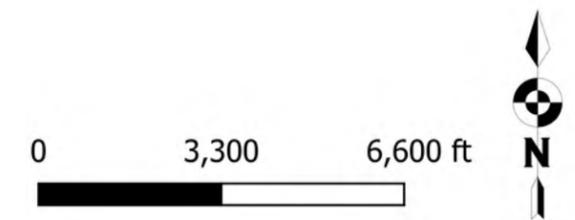
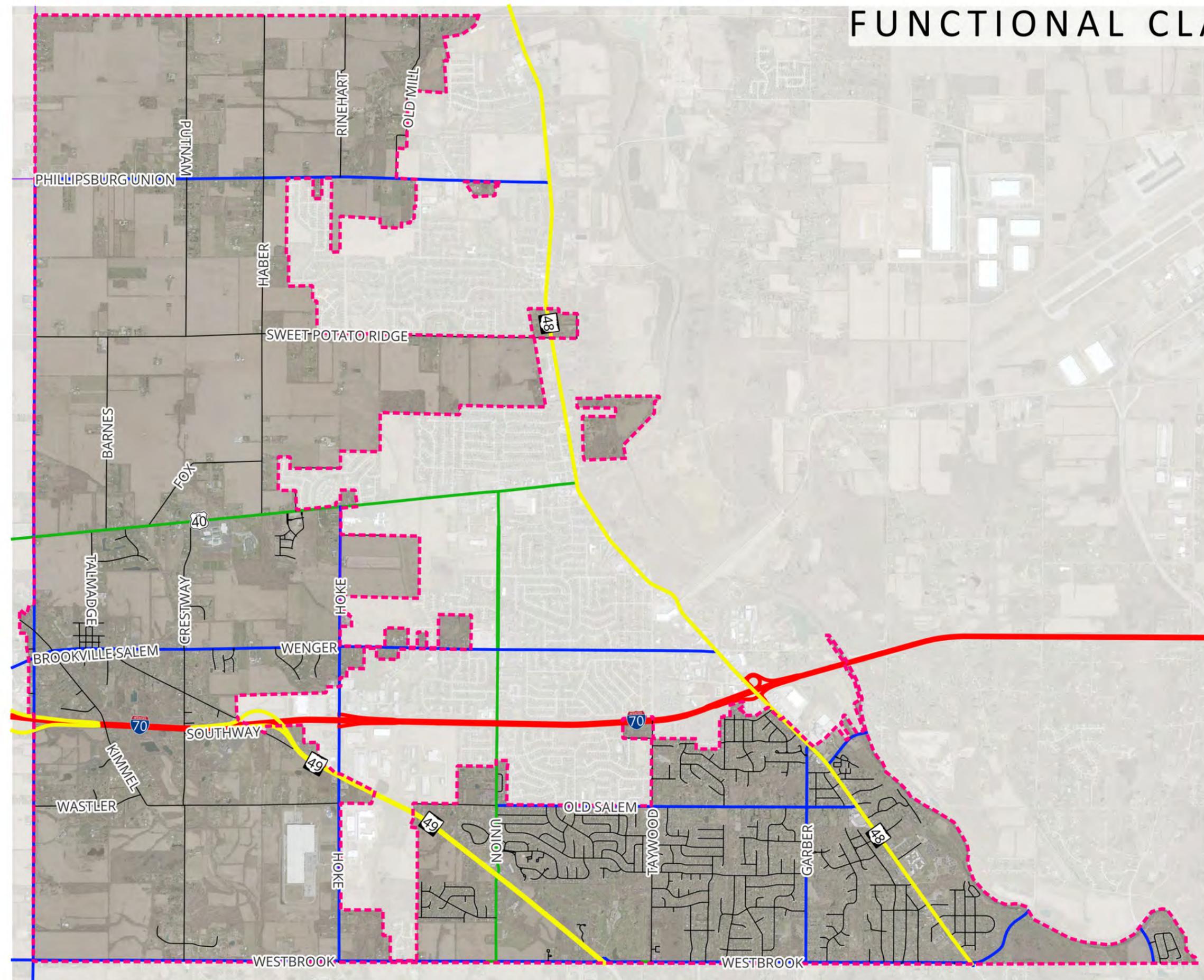
FUNCTIONAL CLASSIFICATION MAP

-  LOCAL ROADS
-  MAJOR COLLECTOR ROADS
-  MINOR ARTERIAL ROADS
-  MAJOR ARTERIAL ROADS
-  INTERSTATES

Highway functional classification is used to determine which roads, streets and highways are eligible for federal transportation funds. It is used to establish design criteria for various roadway features, and also serves as a management tool to measure a route's importance in project selection and program management.

Most vehicle travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role a particular roadway segment plays in serving this flow of traffic. Roadways are assigned to one of seven classifications within a hierarchy, as shown in the legend, according to the character of travel service each roadway provides.

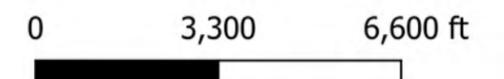
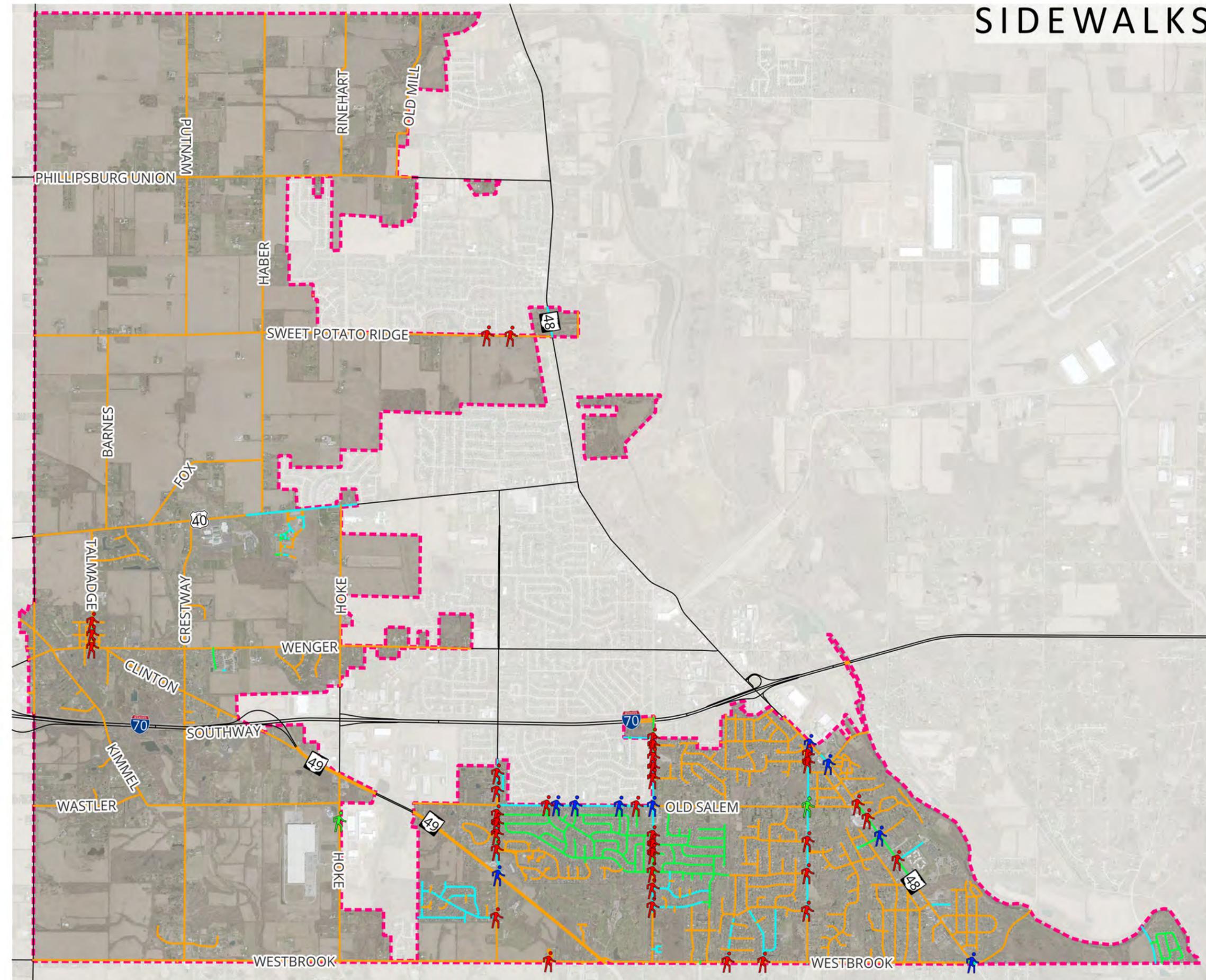
The presented functional classifications are provided by ODOT.



SIDEWALKS AND CROSSWALKS

-  CROSSES MINOR ROAD ONLY
-  CROSSES MAJOR ROAD ONLY
-  CROSSES BOTH ROADS
-  SIDEWALK ON BOTH SIDES
-  SIDEWALK ON ONE SIDE
-  NO SIDEWALK
-  HIGHWAY/EXTERNAL ROAD

The City of Clayton includes sidewalks and crosswalks more typically in the southeast portion of City limits where most of the residential developments are located than in the rural regions. Sidewalks and crosswalks are provided along portions of SR48, Old Salem Road, Taywood Road, and Garber Road. The provided map identifies crosswalks that cross all legs of an intersection, minor (sidestreet) roads only, and major roads only.

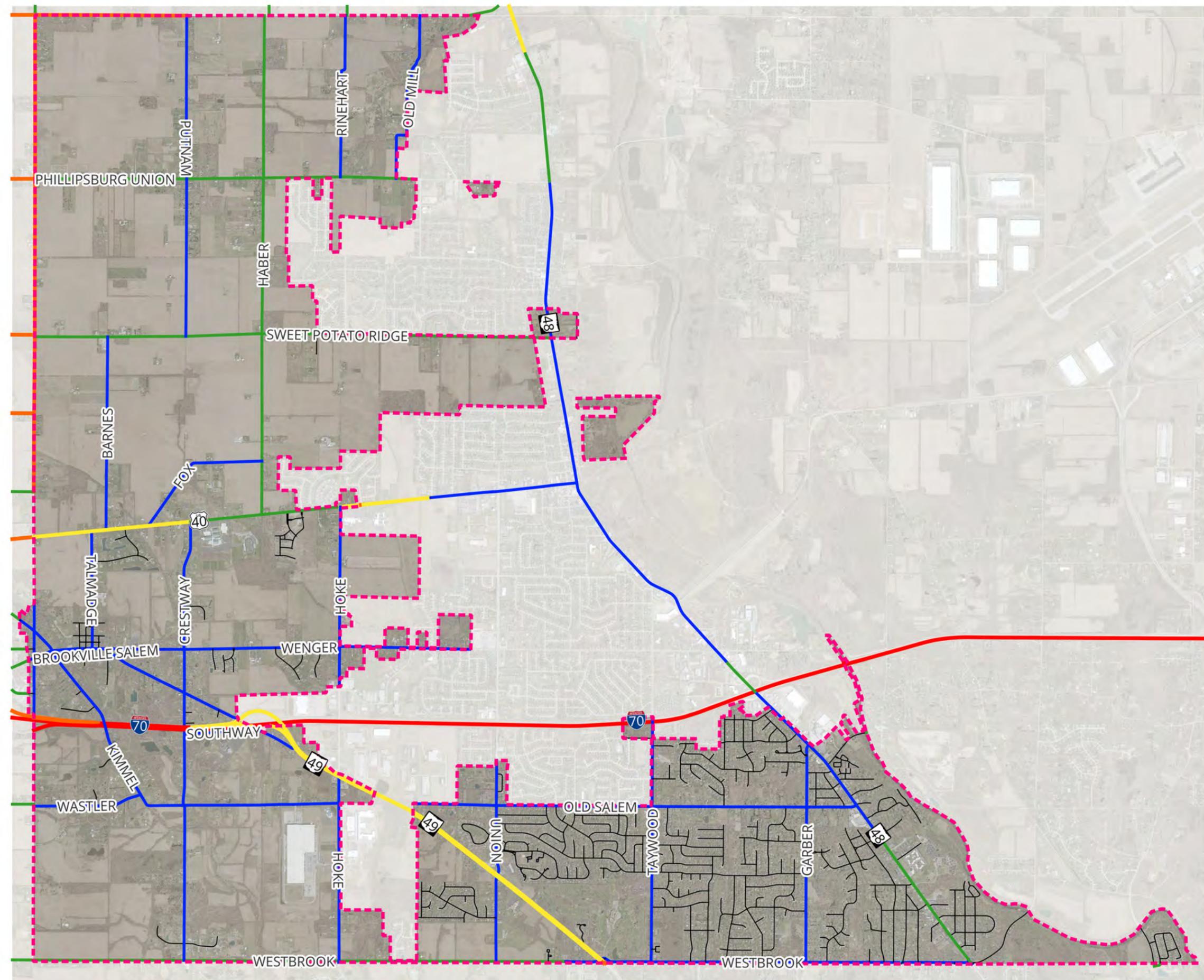


SPEED LIMITS

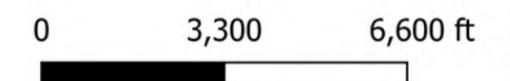
- 25 MPH
- 35 MPH
- 40 MPH
- 45 MPH
- 50 MPH
- 55 MPH
- 65 MPH

Statutory speed limits in Ohio are established in the Ohio Revised Code (ORC) for all roadway types. For speed limit information on a specific route, visit ORC Section 4511.21.

Changes to speed limits may take place. Local authorities may request that the Ohio Department of Transportation (ODOT) approve a revised speed limit based on the findings of a speed zone study. The ODOT Traffic Engineering Manual lays out the requirements for these speed zone studies.



CLAYTON THOROUGHFARE PLAN



TRAFFIC COUNTS

COUNT YEAR

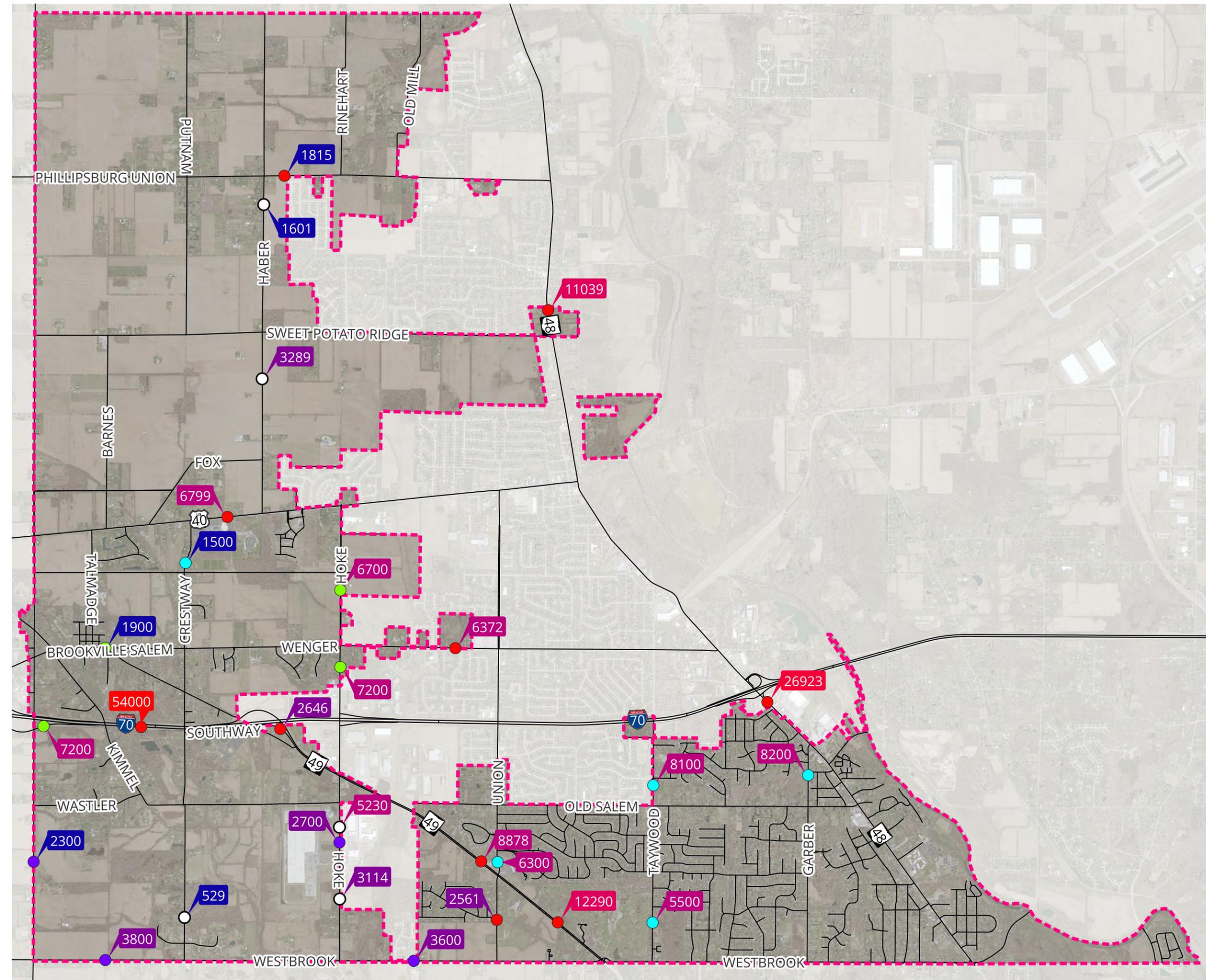
- 2023
- 2022
- 2021
- 2020
- 2019
- 2018
- 2017

Average Daily Traffic (ADT) counts represent a 24-hour count performed at a specific location that includes a total of both directions of traffic. The ADT includes all vehicle types. The map shown identifies the year the traffic counts were performed as well as a color scale to highlight higher and lower vehicle counts.

0 60,000 ADT



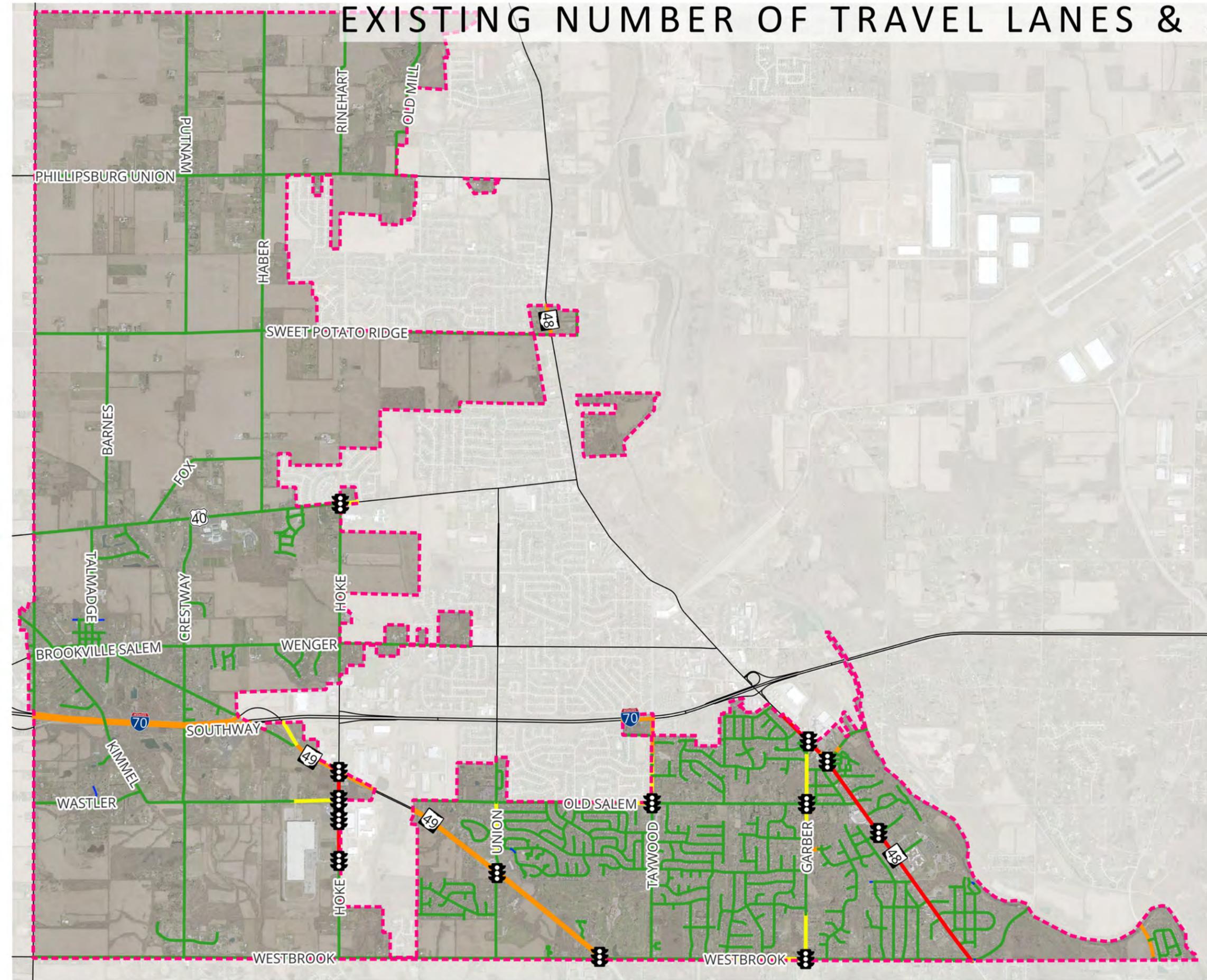
0 3,300 6,600 ft



EXISTING NUMBER OF TRAVEL LANES & SIGNAL LOCATIONS

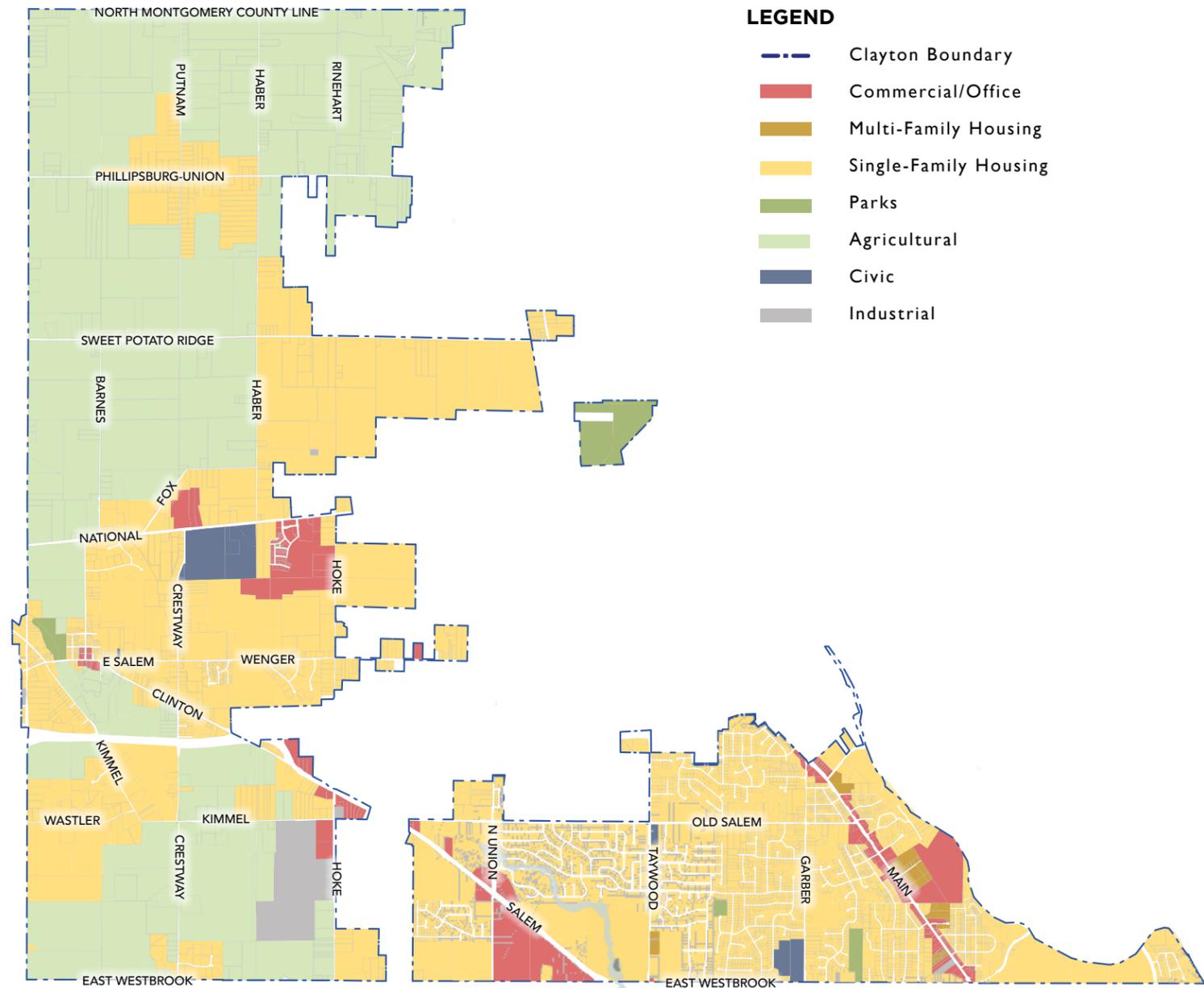
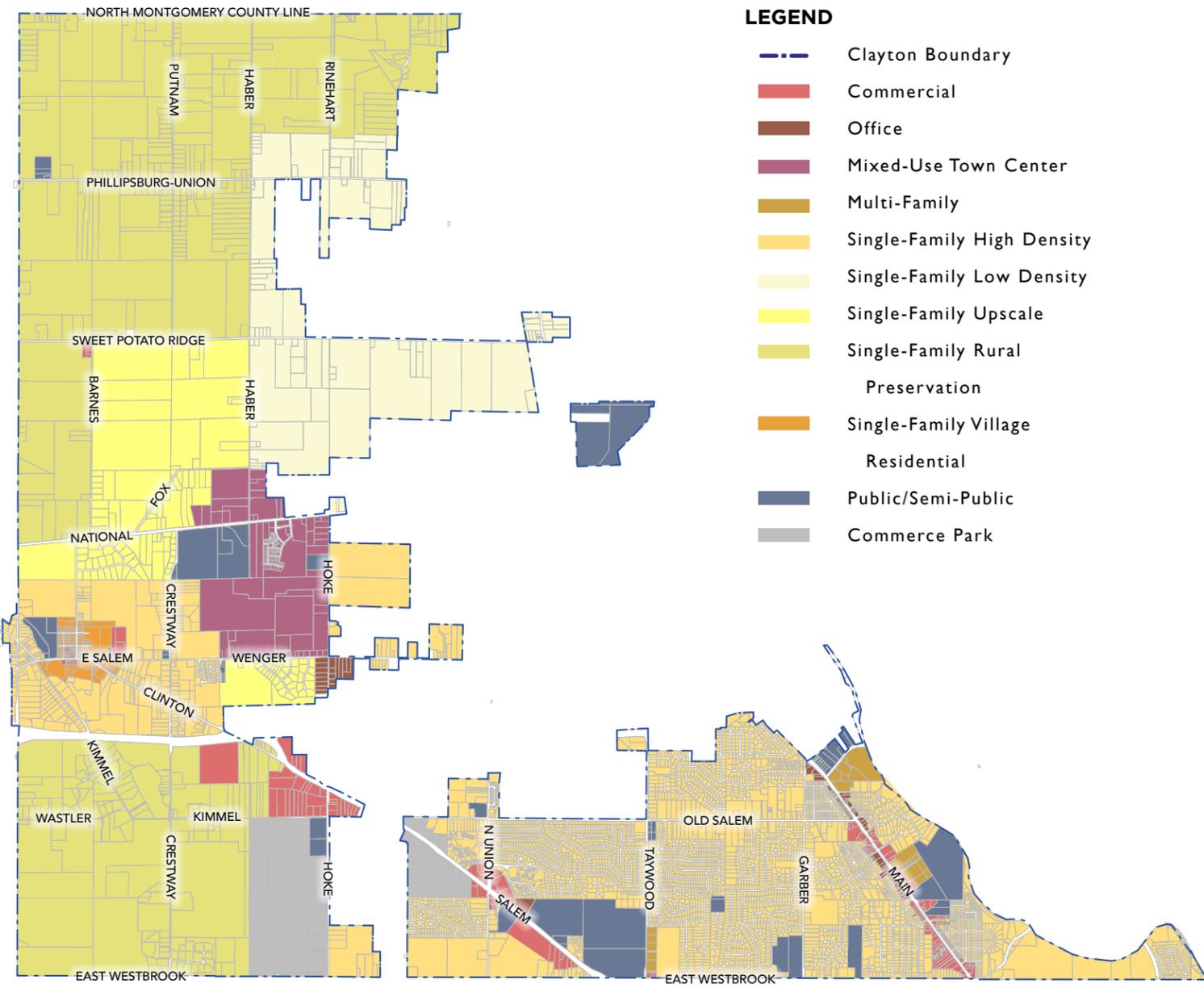
-  SIGNAL LOCATIONS
-  1 LANE
-  2 LANES
-  3 LANES
-  4 LANES
-  5 LANES

An inventory of traffic signals and roadway cross-sections are presented in this map. The City of Clayton currently operates and maintains 13 traffic signals within City limits. Nearly all roadways within Clayton are currently 2-lane roadways (one lane in each direction). Some roadways include portions which are 3-lanes wide (one lane in each direction and a two-way left-turn lane) in the center of the road.



Maps Sourced From:





Map Sourced From:
PlanClayton

EXISTING FUTURE LAND USE MAP (1999)

After the merger of the Old Village of Clayton and Randolph Township, the City of Clayton commissioned the creation of the 1999 Land Use Plan. This Land Use Map reflects the outcome of that plan. The plan focused on identifying the majority of the current land zoned Agriculture as some form of residential, from “Village Residential,” allowing 7 to 10 dwelling units per acre, to “Single Family Rural Preservation” overlay, allowing only very large homes on large lots (i.e. minimum 20-acre development area with minimum 15,000

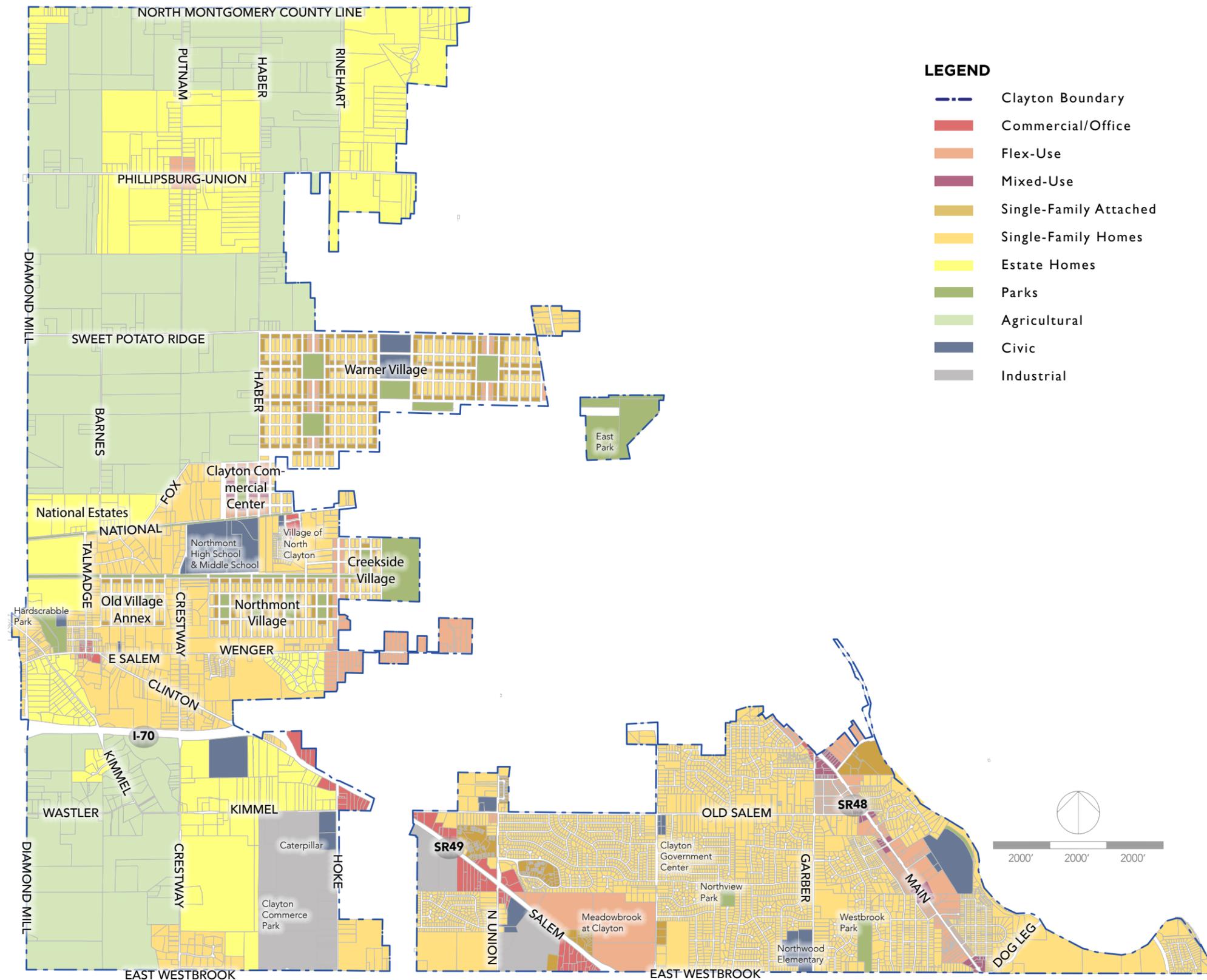
square feet building lots). This designation intended to ensure that land currently used for agriculture would continue that use as long as viable, but develop less densely to retain a rural character. The Future Land Use Plan also designated areas as “Commerce Park,” to include uses from light industrial to corporate training facilities, and a large area north and south of National Road as a Mixed-Use Town Center. The purpose of this Comprehensive Land Use Plan is to assess the 1999 plan and adjust it accordingly.

CITY OF CLAYTON OFFICIAL ZONING MAP

This map represents the zoning for Clayton, Ohio, dated 2013. It differs from the existing Future Land Use Map in several ways. Most significantly, the areas defined as “Single Family Rural Preservation” on the Land Use Map are noted as Rural Preservation on the Land Use map are denoted as pure Agricultural. In most of the other residential areas, there are conflicts between allowed densities. The Zoning Map reflects a Planned Development area south of National

Road consistent with the current Village of North Clayton, which is different from the Town Center reflected on the Land Use Plan. The Zoning Map does not allow as much area for Industrial development, and zones Meadowbrook at Clayton, the golf course, as residential rather than park. It is also important to note that several areas of current residential land use are not reflected at all in the Zoning Map; they are reflected as Agricultural land.

THE NEW REGULATING PLAN

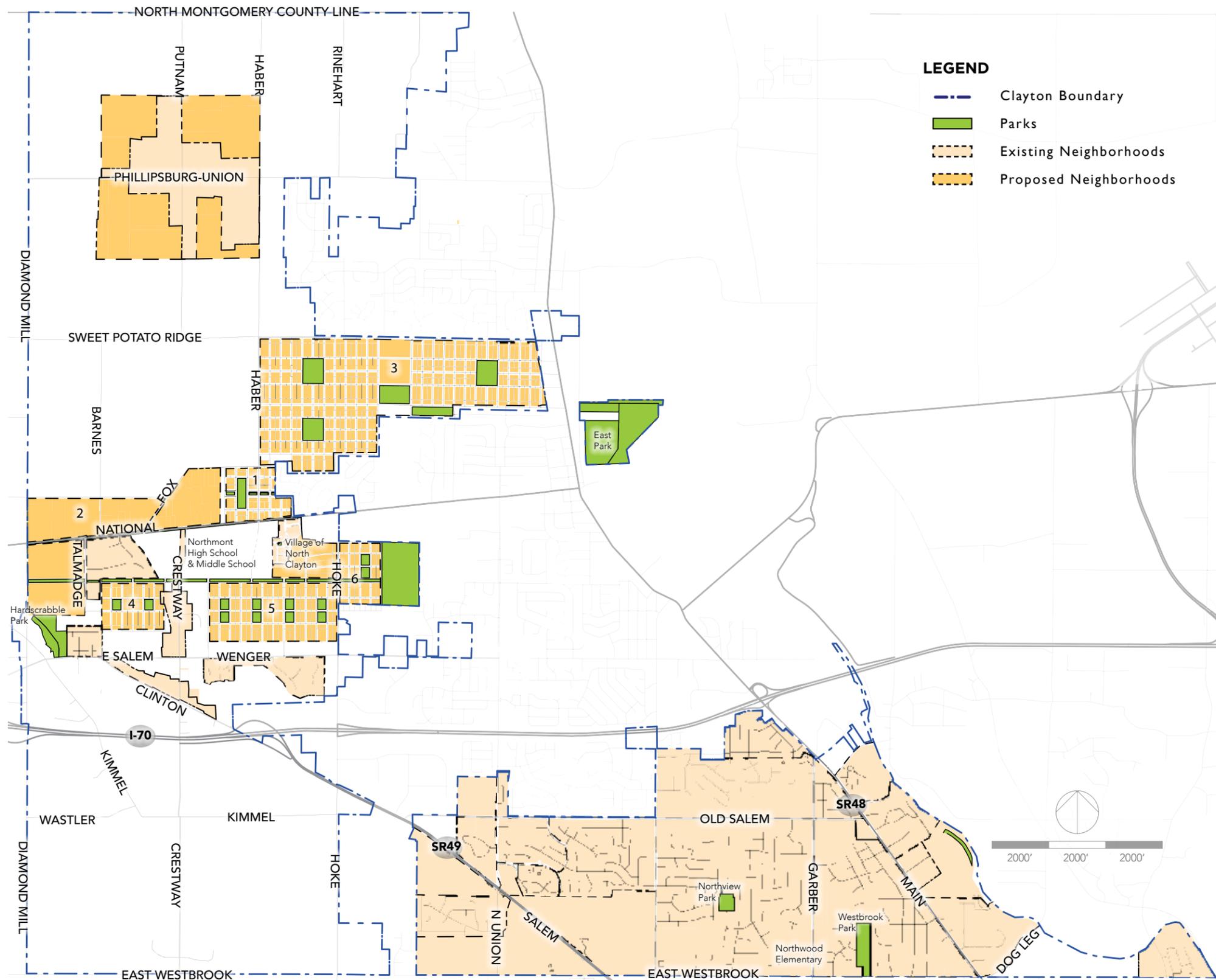


This Regulating Plan, the update to the 1999 Land Use Plan, reflects current land use, and directs future development in a resilient and sustainable manner. Rather than identifying all current Agricultural land as some form of Single-Family Residential land use, the Regulating Plan retains the majority of Agriculture land, recognizing the overwhelming response of the community to this planning effort. Future development occurs in specific locations, such as connecting the Village of North Clayton to the Old Village and Hardscrabble Park through a series of neighborhoods with single-family and townhomes, linked through parks and open spaces. The same typology defines the Warner Village area east of Haber Road. Proposed industrial development in the area west of Hoke Road does not change from the existing Future Land Use Plan. Development along Main Street is regulated to conform to the Main Street Overlay District.

Map Sourced From:



PROPOSED NEIGHBORHOOD PLAN



The proposed neighborhoods use the regulating plan to create a typology that supports the Clayton vision—walkable neighborhoods around central cores. Unlike the majority of the existing neighborhoods, the proposed neighborhoods rely on a street grid to create connectivity to the surrounding neighborhoods and central cores, and also to maintain a more equal distribution of vehicle traffic. All neighborhood streets are regulated to have sidewalks, planting strips, and street trees, which combine to make safer streets through traffic calming. These elements also make walking more comfortable. The street system also relies on alleys that provide rear garage and service access. This diverts traffic off the main neighborhood streets and removes the need for driveways, allowing for more on-street parking and decreasing pedestrian and vehicular conflict.

PROPOSED NEIGHBORHOODS

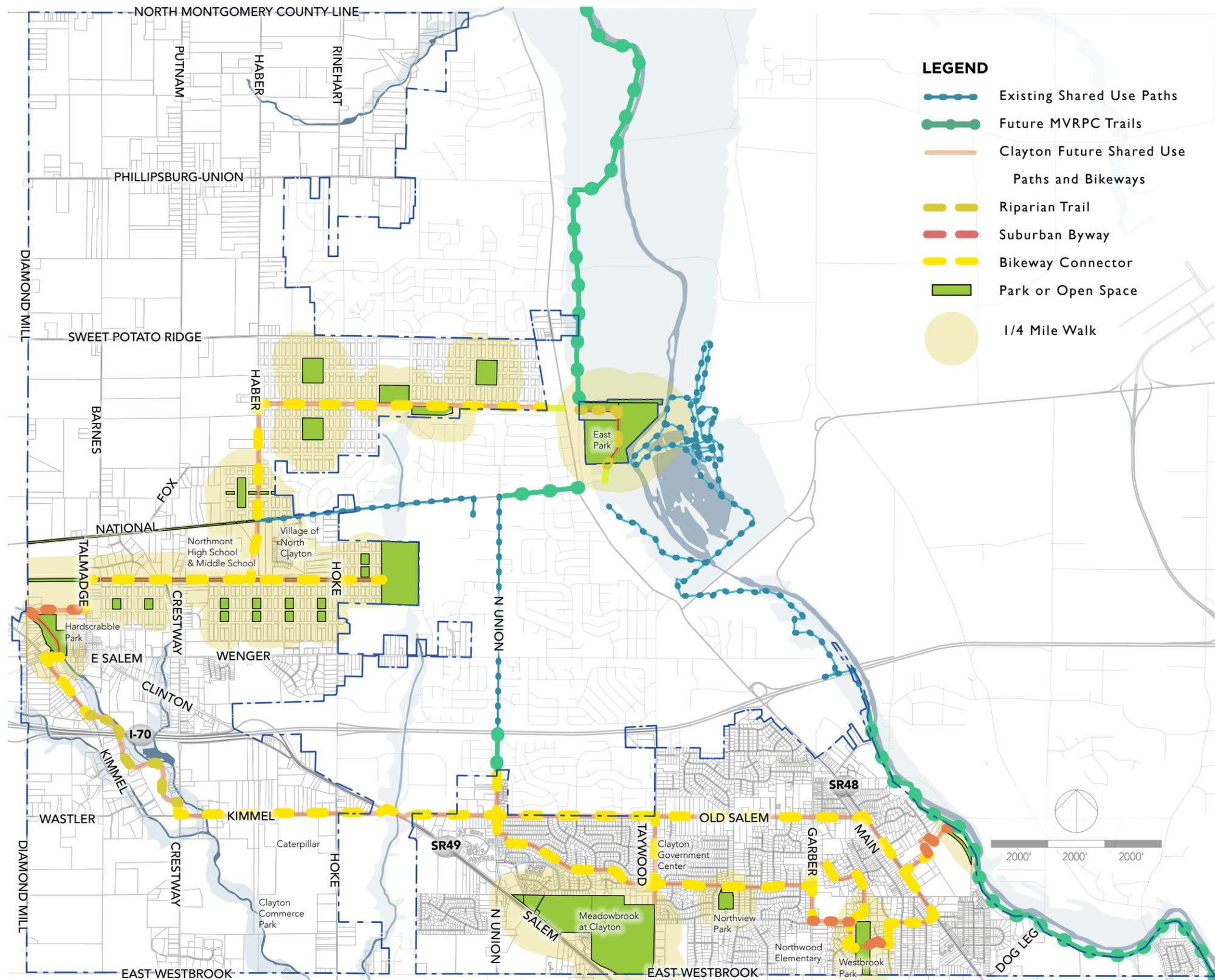
- Clayton Commercial Center
- National Estates
- Warner Village
- Old Village Annex
- Northmont Village
- Creekside Village

Map Sourced From:



PROPOSED PARKS PLAN

This proposed plan links and expands Clayton's park spaces



Creating park connectivity between Westbrook Park, Northview Park, the proposed City Center on Main Street, and the planned MVRPC trail along the Stillwater River is the first step towards linking Clayton's park system. Hardscrabble Park will be linked to this park loop by building a riparian trail along the Regional Floodplain-- creating a greenbelt that protects homes from flooding, serves as a wildlife corridor, and helps to maintain the agricultural feeling of the southwest corner of town. Landowners would be approached by the city as necessary to purchase land that is within this zone. Then, a trail will be extended up to Hardscrabble Park and the High School and Middle School bike path.

In areas where new development is proposed, such as New Village Center and Warner Village (see Proposed Neighborhood Plan, pages 58 through 59), all housing must be within a 1/4 walk circle of a park. Additionally, all new parks will be linked by bikeway connectors, creating a series of park blocks through new development.

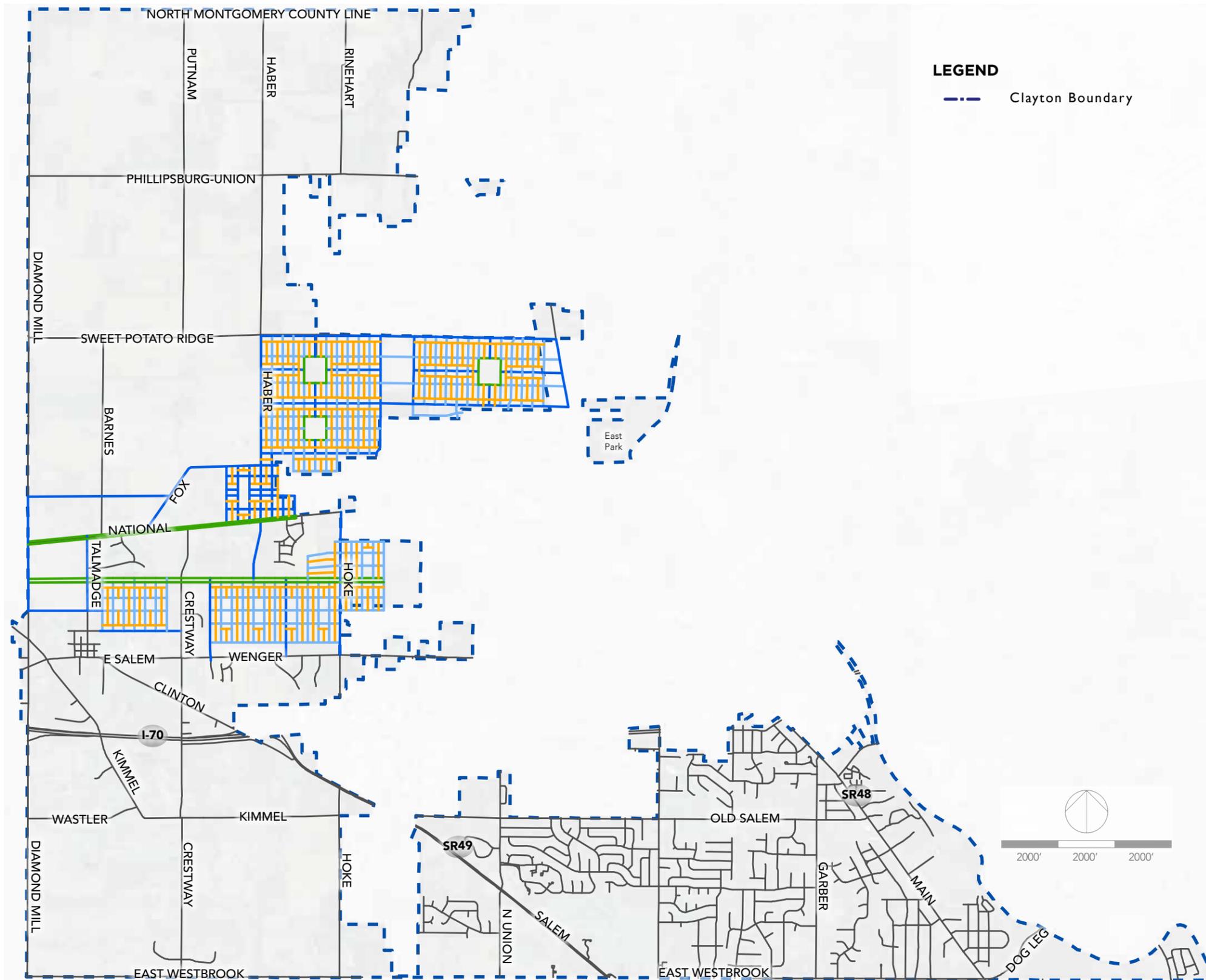
If development occurs throughout Warner Village, a bikeway connector would travel east, traverse a short section of Main Street in Englewood, and connect to East Park and Englewood MetroPark, creating a large loop through the community.

The Implementation Plan details the specific projects and phasing for the park connectivity plan.

The three trail types- Riparian Trail, Suburban Byway, and Bikeway Connector- are further elaborated on pages 82 through 83.

Map Sourced From:
Plan Clayton

PROPOSED STREET PLAN



During the workshop and throughout public engagement, upgrades were discussed for Hoke Road, Haber Road, Old Salem Road, Main Street, and Salem Avenue. In line with the new regulating plan, those and other upgrades have been identified in the adjacent map.

By identifying what streets to upgrade and estimating a rough cost, Clayton can properly plan for increased development. Recently, a major construction project added a planting strip, street trees, and a sidewalk along a portion of Main Street. With the proper plan in place, Clayton can expect to see even more of these upgrades!

Proposed streets fall under three types, described on the following page: avenues, neighborhood streets, and alleys. In new development, combinations of these streets follow a street grid that link neighborhoods, central cores, and parks, supporting the desire for connection between all parts of the community.

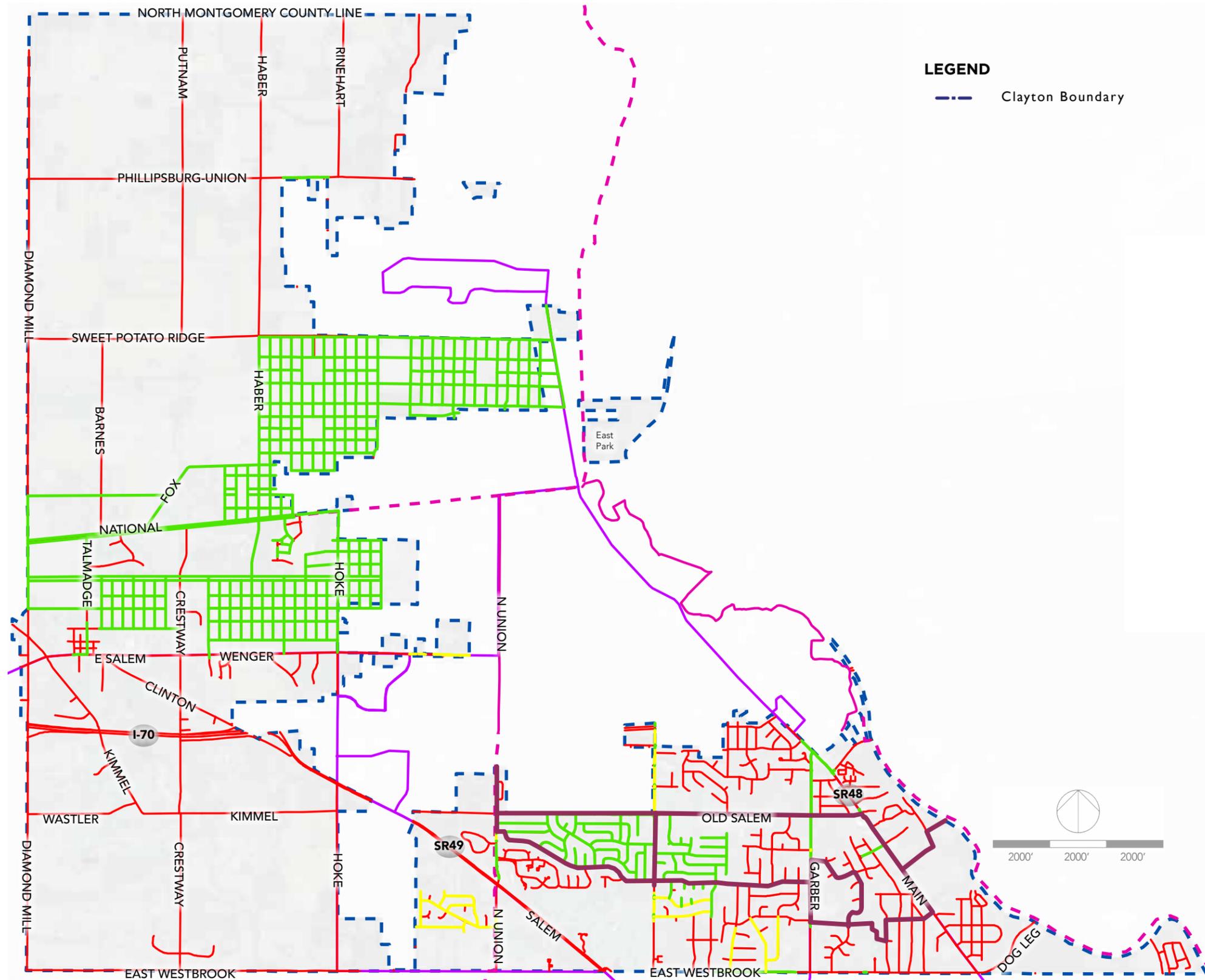
PROPOSED STREETS

-  Streets
-  Proposed Avenue
-  Proposed Street
-  Proposed Avenue with Wide Median
-  Proposed Alley
-  Proposed Street Upgrade

Map Sourced From:



PROPOSED SIDEWALK, BIKEWAY, AND BUS PLAN



Increasing multi-modal connectivity is a major goal of Plan Clayton, and the Regulating Plan development calls for new roads to be constructed with sidewalks and bike lanes. In addition to stand alone projects, bicycle and pedestrian improvements should be included anywhere a street is being upgraded. Projects are proposed to upgrade some existing roads to incorporate sidewalks and bike paths.

The parks plan proposes extending the bicycle and pedestrian network with a system of off-street, interconnected paths.

PROPOSED TYPES

-  Existing MVRPC Bikeway
-  Proposed MVRPC Bikeways
-  Proposed Short-Term Clayton Trails and Bikeways
-  Dayton RTA Route 16
-  Sidewalks on Both Sides
-  Sidewalk on One Side
-  No Sidewalks

Map Sourced From:

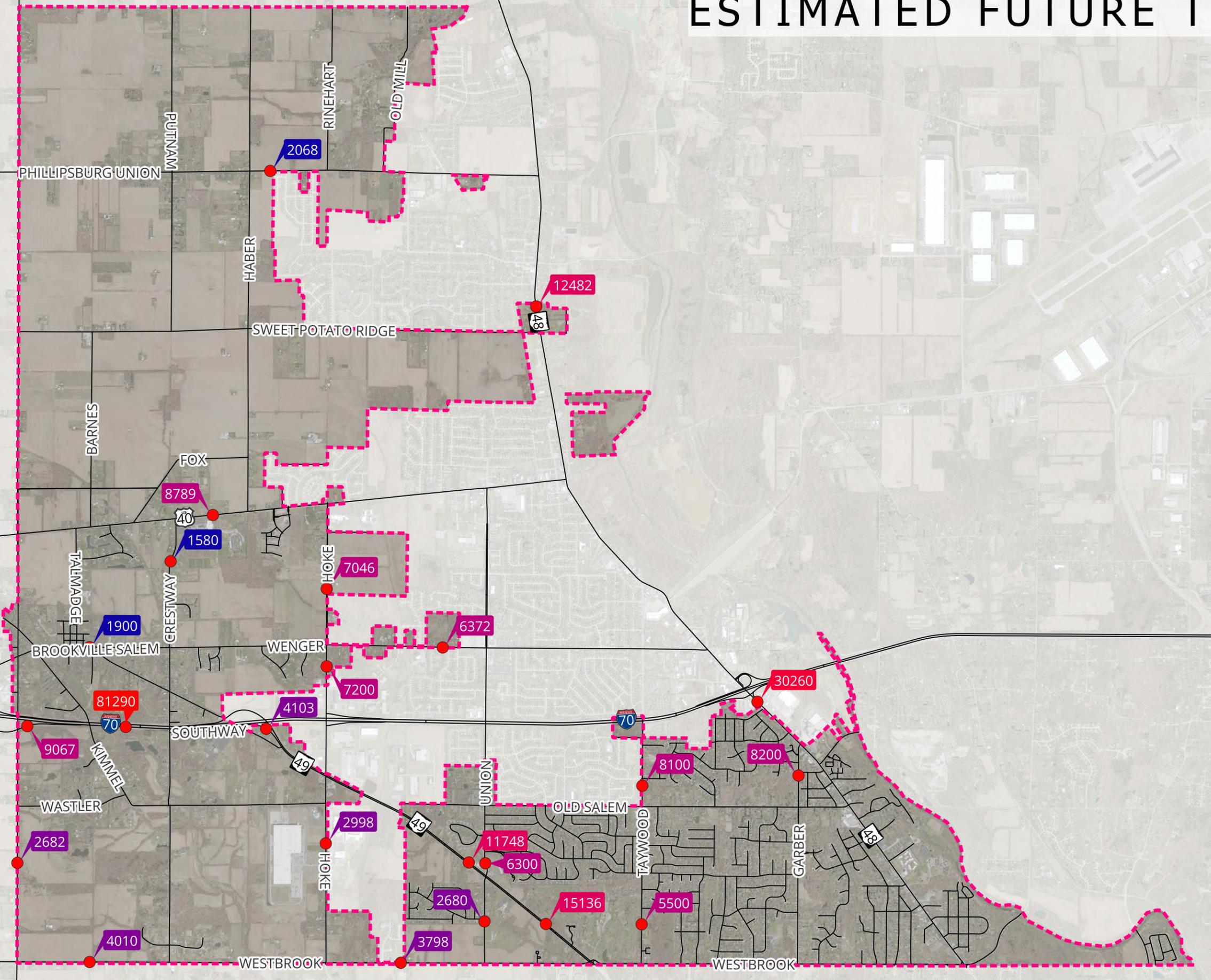


FUTURE CONDITIONS MAPS

ESTIMATED FUTURE TRAFFIC VOLUMES

● 2050 Estimated Traffic Volumes

The Average Daily Traffic (ADT) counts presented in the Existing Traffic Count Map were projected to 2050 using growth data provided by the Miami Valley Regional Planning Commission (MVRPC). The ADT includes all vehicle types. The map shown uses a color scale to highlight higher and lower vehicle volumes.



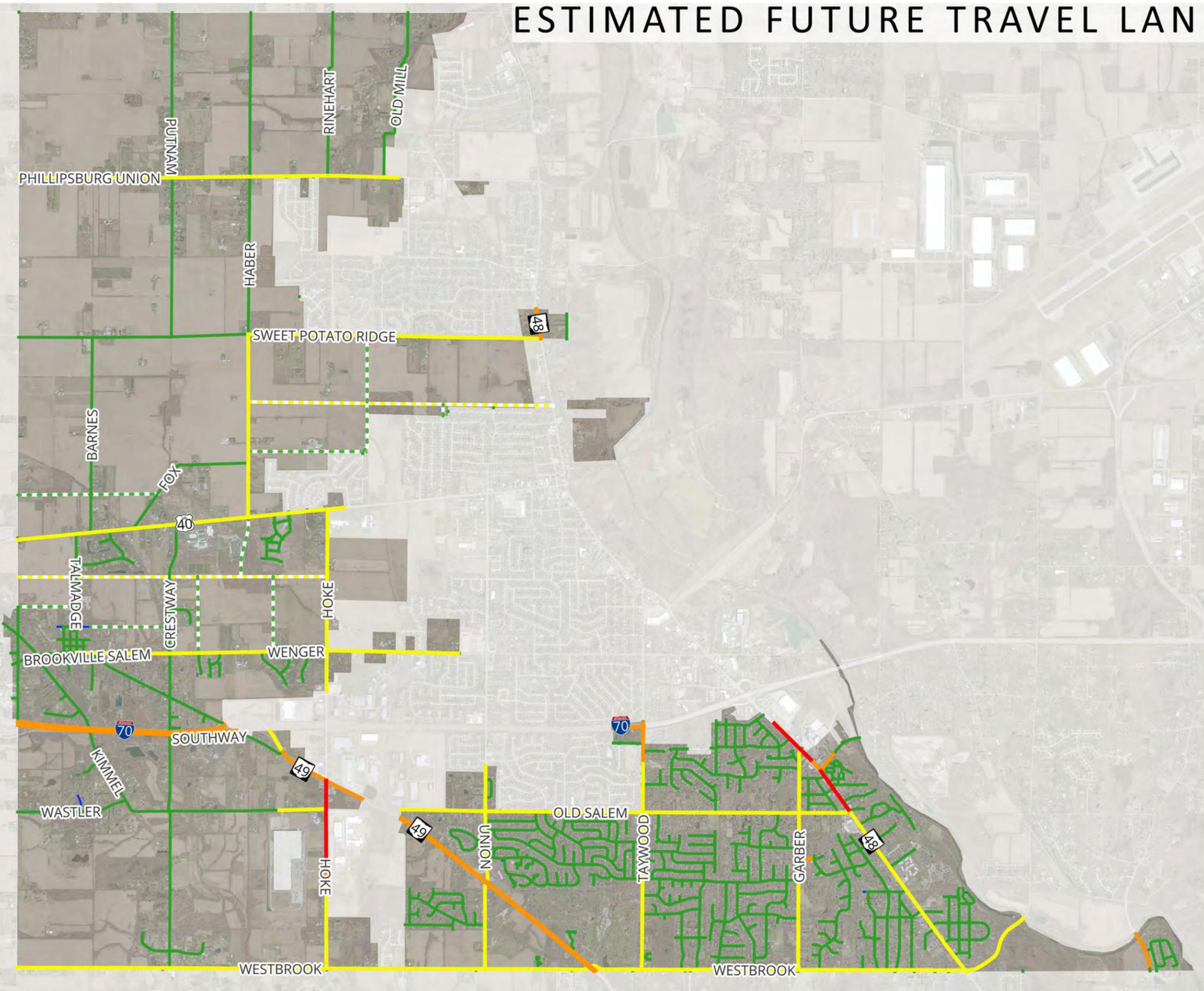
0 60,000 ADT



0 3,300 6,600 ft



ESTIMATED FUTURE TRAVEL LANES & CONNECTIONS



EXISTING ROADWAYS		PROPOSED CONNECTIONS	
	1 LANE		1 LANE
	2 LANES		2 LANES
	3 LANES		3 LANES
	4 LANES		4 LANES
	5 LANES		5 LANES

This map includes the existing number of lanes and proposed changes in number of lanes for existing of roadways.

Additionally, this map includes proposed connections in Clayton.



PLANNED PROJECTS

 Planned Improvement Limits

#1- Hoke Road Widening

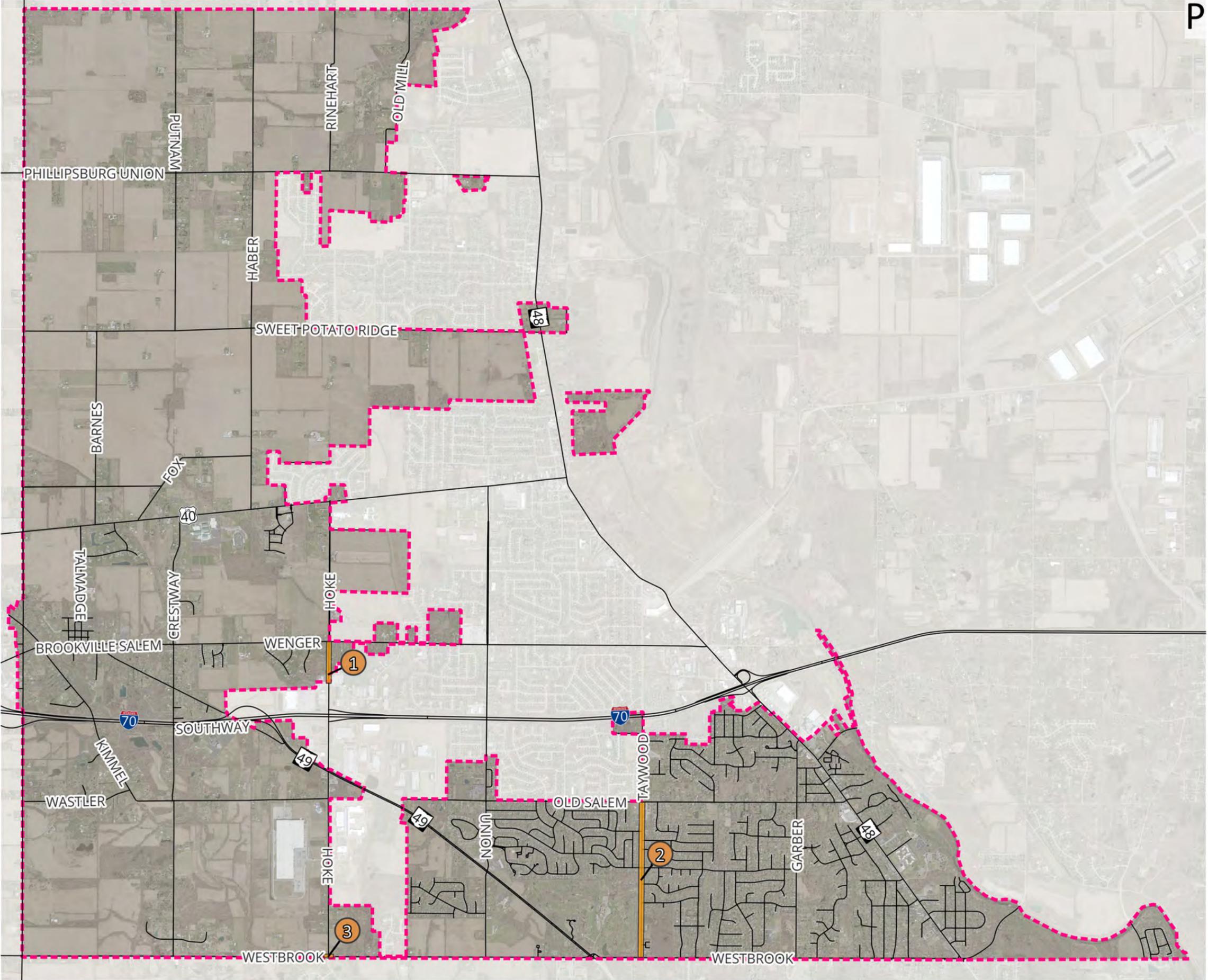
This improvement includes widening Hoke Road to three lanes from Smith Drive to Wenger Road to include a center two-way left-turn lane. Along the west side of Hoke, a 10-ft wide walking path is planned and along the east side Hoke, a sidewalk is planned. Additionally, this scope includes the construction of a roundabout at the Hoke Road intersection with Wenger Road.

#2- Taywood Road Improvements

This project includes drainage improvements, new curb, paving, and R/W purchase for a walking path along Taywood.

#3- Hoke and Westbrook Roundabout

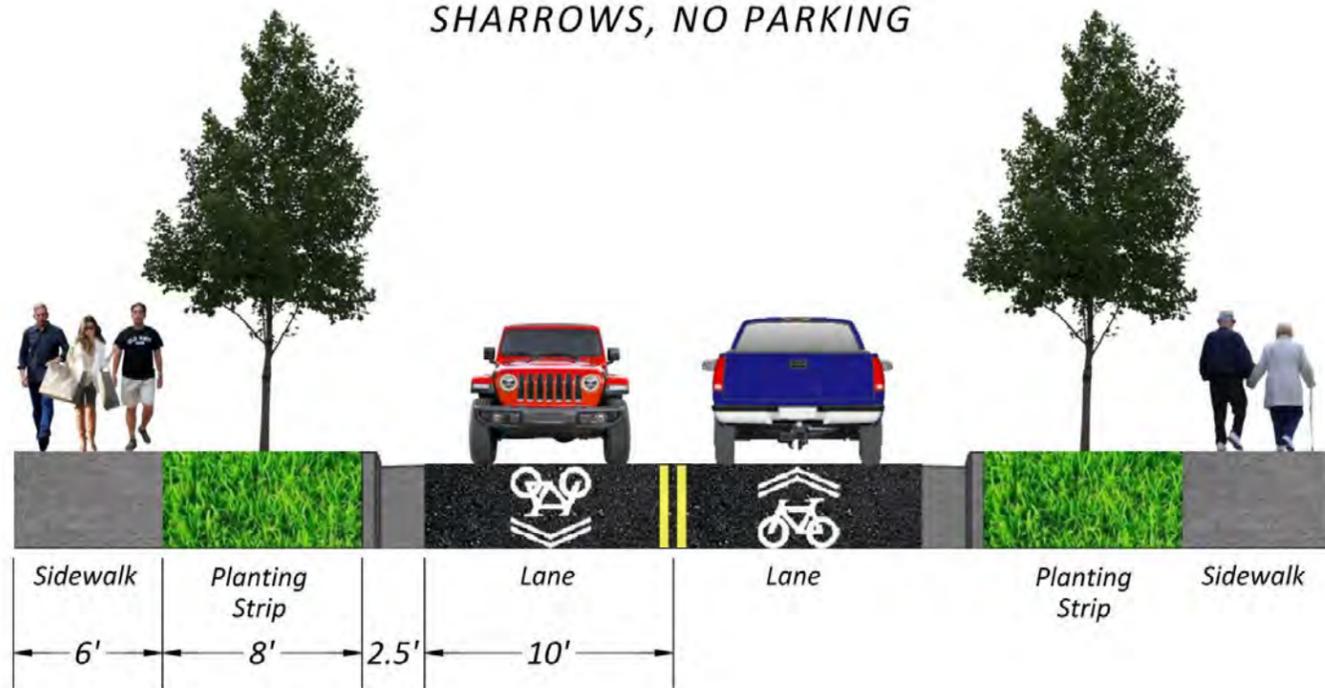
This project includes the construction of a roundabout at the intersection of Hoke Road and Westbrook Road to replace a two-way stop controlled intersection.



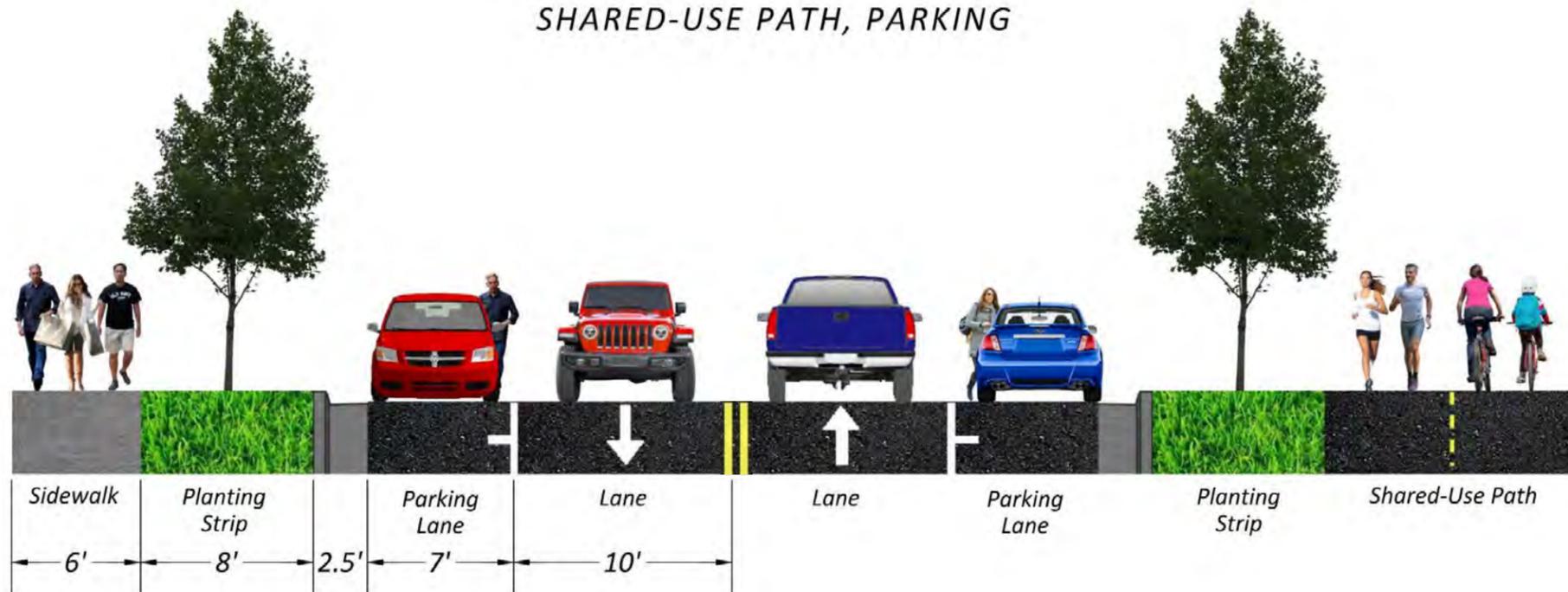
TYPICAL ROADWAY CROSS SECTIONS

TYPICAL CURBED ROADWAY CROSS-SECTIONS

SHARROWS, NO PARKING



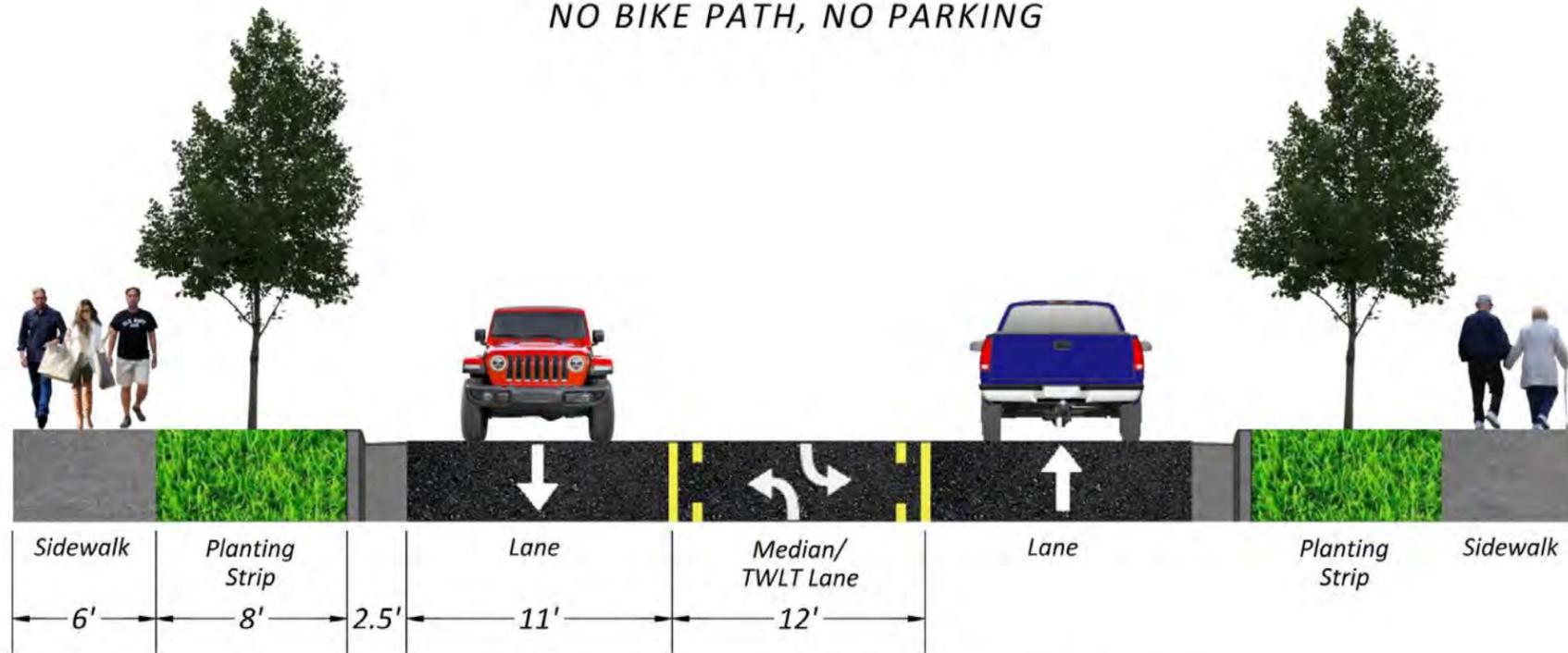
SHARED-USE PATH, PARKING



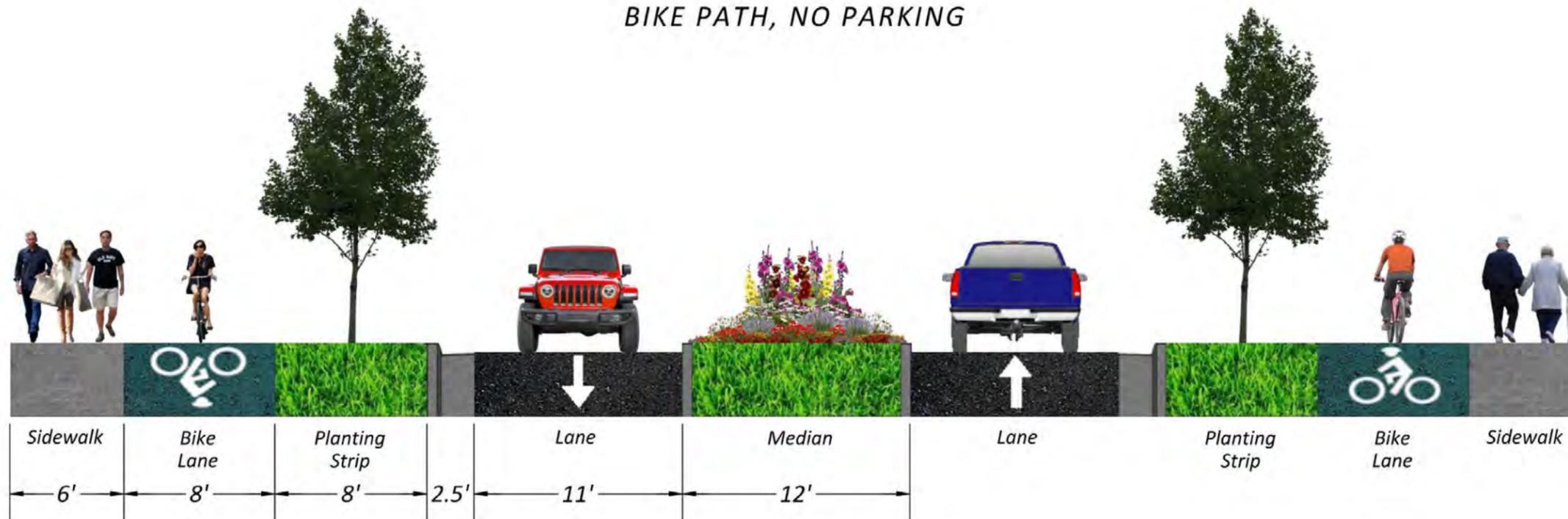
LOCAL ROAD - TYPICAL CROSS SECTION

TYPICAL CURBED ROADWAY CROSS-SECTIONS

NO BIKE PATH, NO PARKING



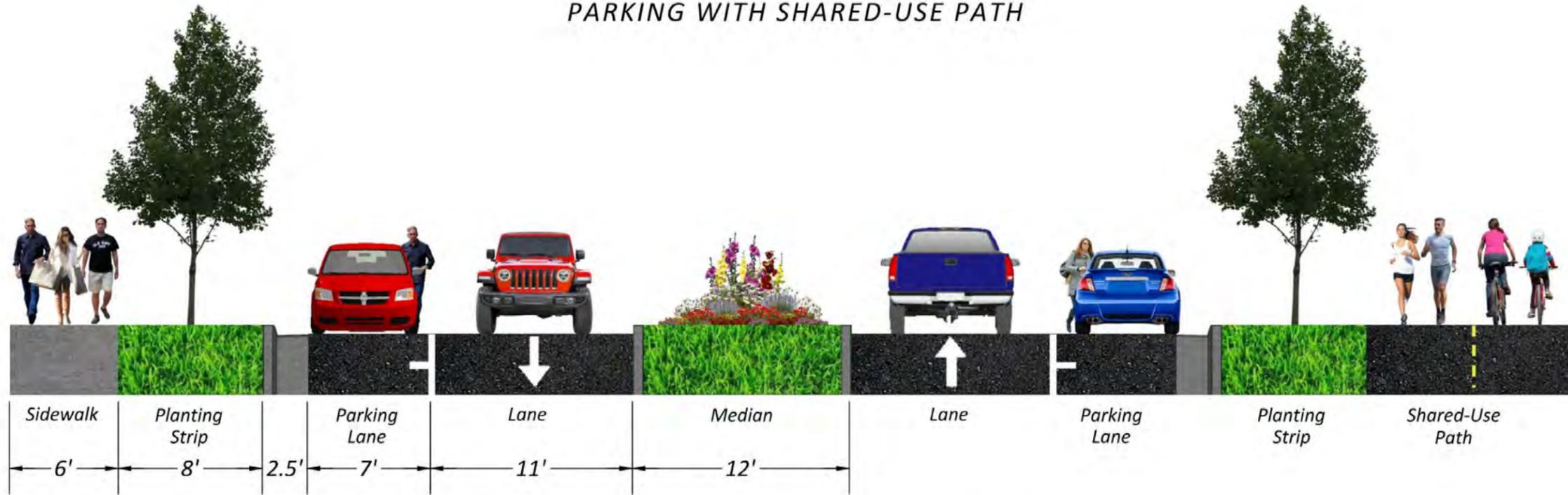
BIKE PATH, NO PARKING



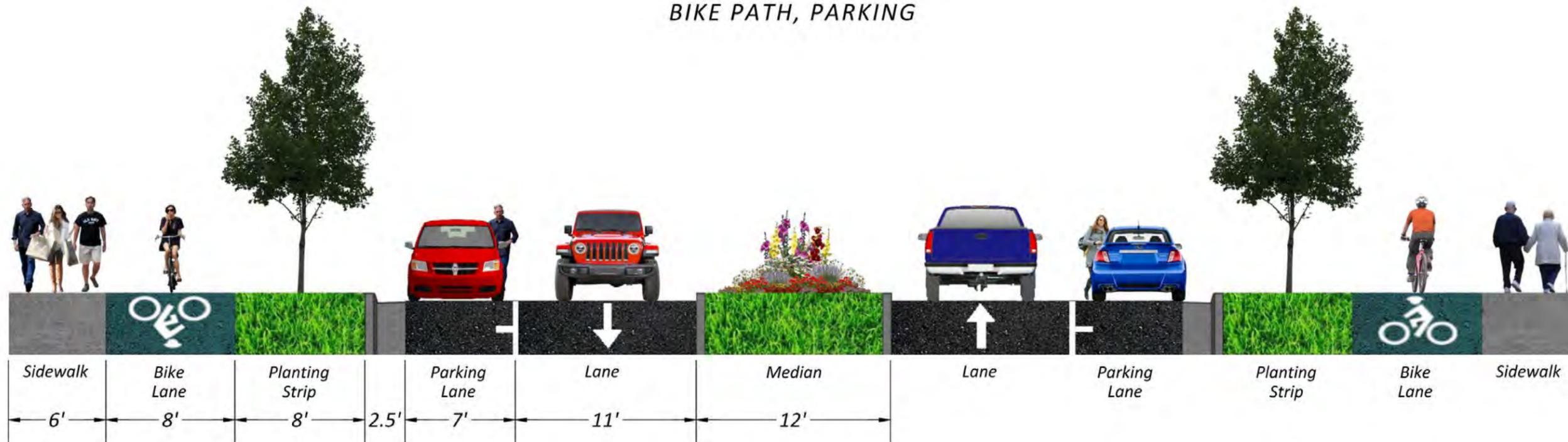
COLLECTOR ROAD - TYPICAL CROSS SECTION

TYPICAL CURBED ROADWAY CROSS-SECTIONS

PARKING WITH SHARED-USE PATH



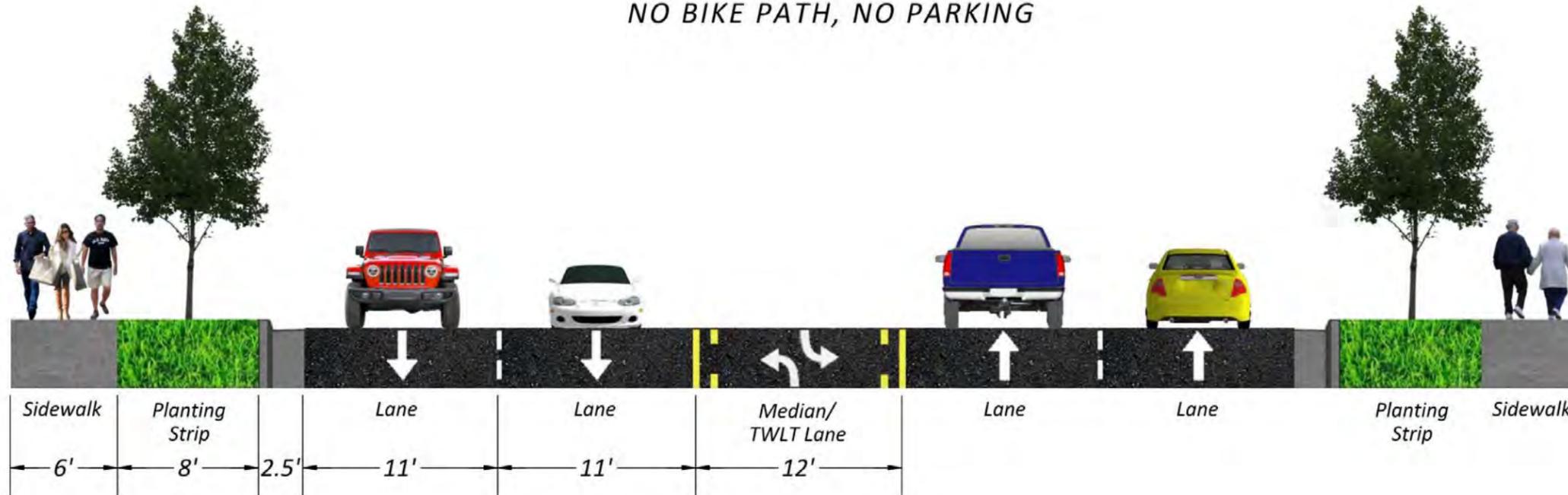
BIKE PATH, PARKING



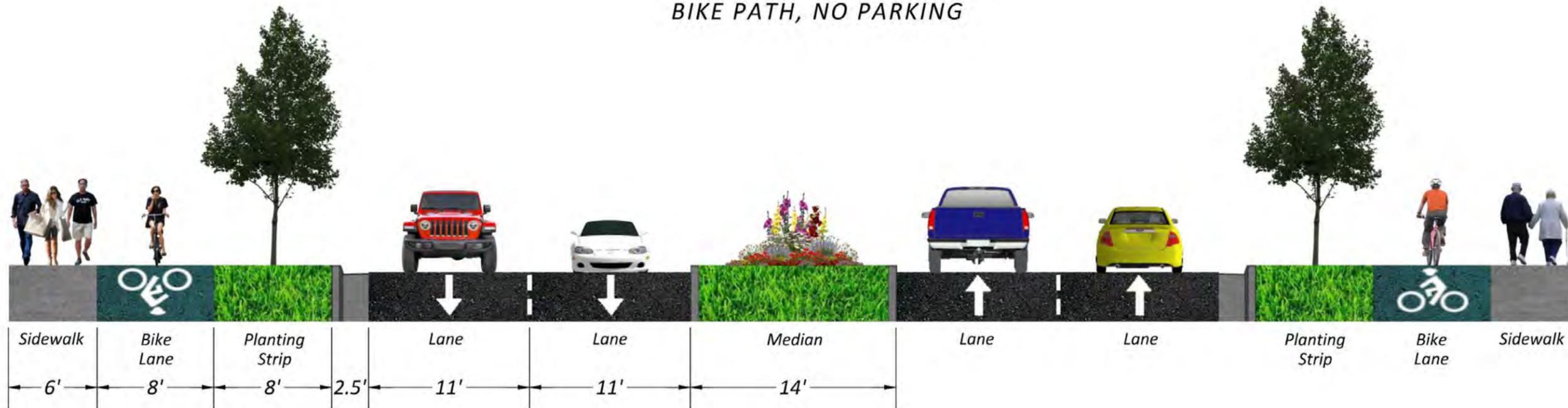
COLLECTOR & MINOR ARTERIAL ROAD - TYPICAL CROSS SECTION

TYPICAL CURBED ROADWAY CROSS-SECTIONS

NO BIKE PATH, NO PARKING



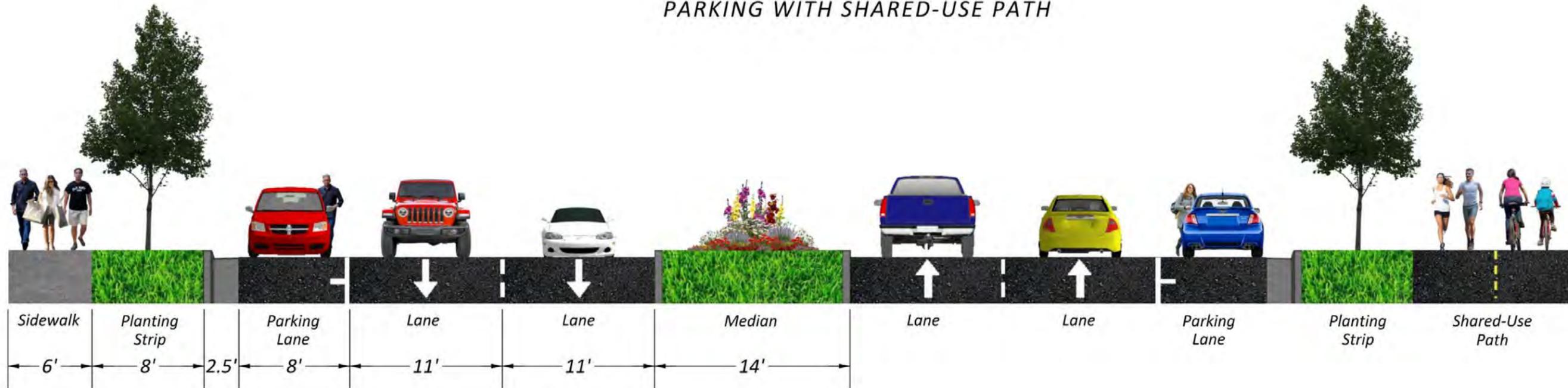
BIKE PATH, NO PARKING



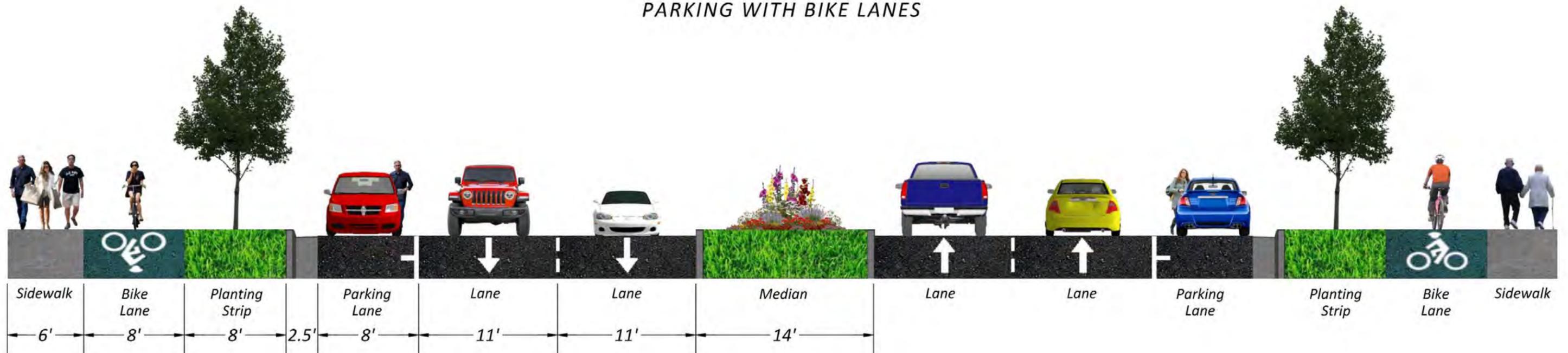
MAJOR ARTERIAL - TYPICAL CROSS SECTION

TYPICAL CURBED ROADWAY CROSS-SECTIONS

PARKING WITH SHARED-USE PATH



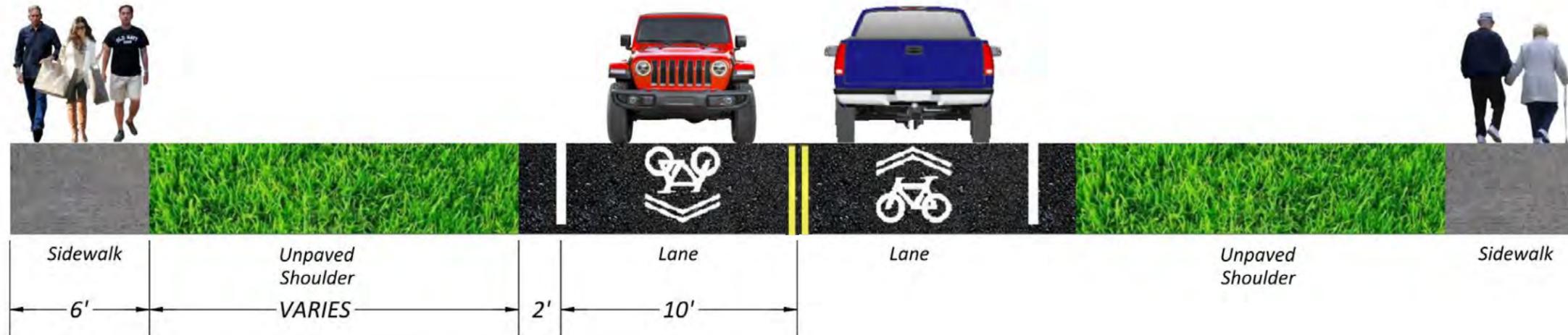
PARKING WITH BIKE LANES



MAJOR ARTERIAL - TYPICAL CROSS SECTION

TYPICAL UNCURBED ROADWAY CROSS-SECTIONS

SHARROWS, NO PARKING



SHARED-USE PATH, NO PARKING

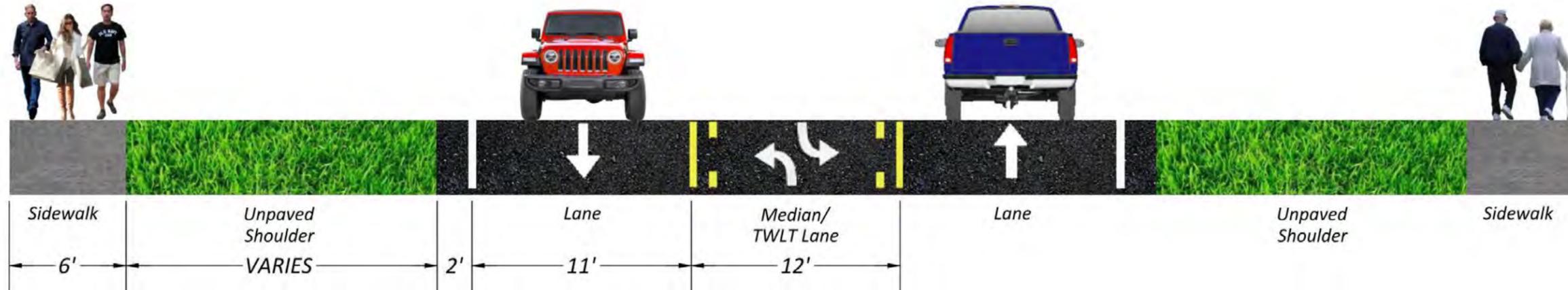


*Unpaved Shoulder width shall vary with ditch requirements – default width shall be 16-ft unless otherwise indicated during project development.

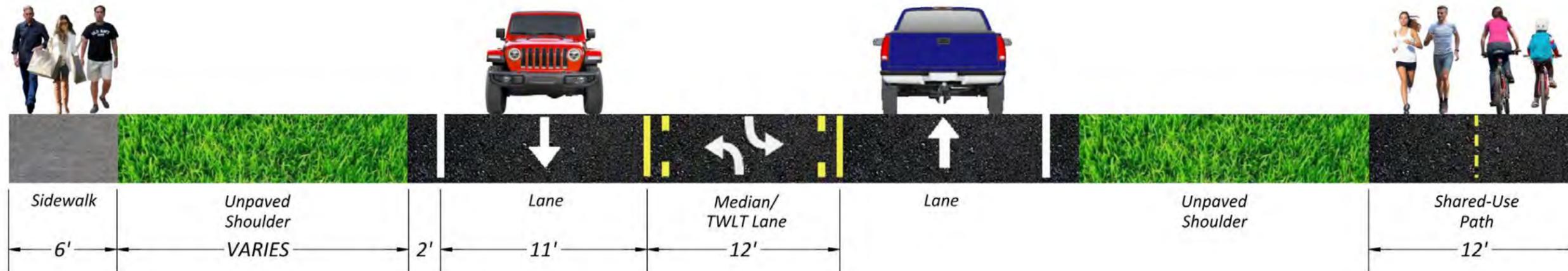
LOCAL ROAD - TYPICAL CROSS SECTION

TYPICAL UNCURBED ROADWAY CROSS-SECTIONS

NO BIKE PATH, NO PARKING



SHARED-USE PATH, NO PARKING

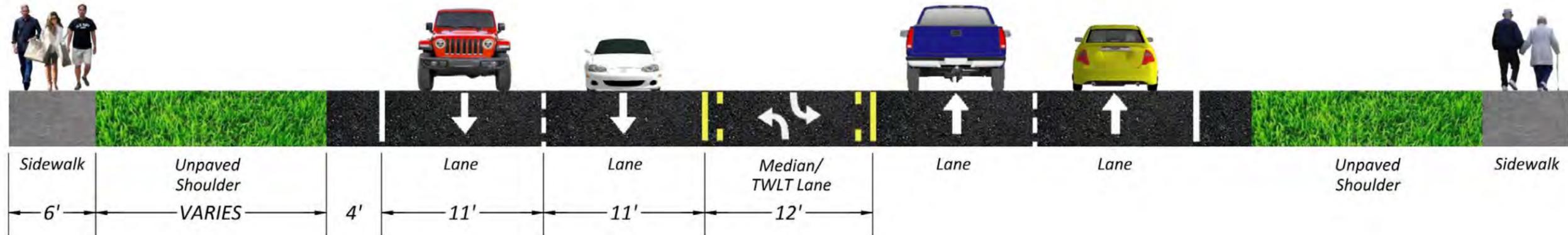


*Unpaved Shoulder width shall vary with ditch requirements – default width shall be 16-ft unless otherwise indicated during project development.

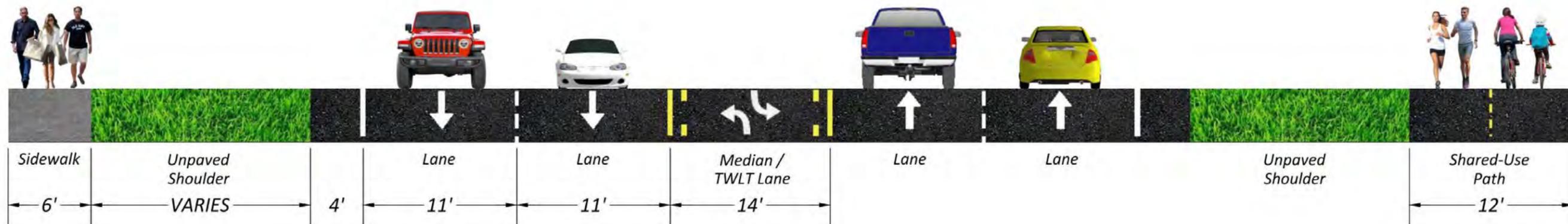
COLLECTOR & MINOR ARTERIAL - TYPICAL CROSS SECTION

TYPICAL UNCURBED ROADWAY CROSS-SECTIONS

NO BIKE PATH, NO PARKING



SHARED-USE PATH, NO PARKING



*Unpaved Shoulder width shall vary with ditch requirements – default width shall be 16-ft unless otherwise indicated during project development.

MAJOR ARTERIAL ROAD - TYPICAL CROSS SECTION

APPENDICES

UNCURBED/LIMITED CURB ROADS

- Uncurbed/Limited Curb
- Curbed

This map details the roadways in southeastern Clayton which includes uncurbed or limited curb.

