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TRANSPORTATION



The transportation system in a community is an important factor contributing to the quality of life of the residents. Without a sound transportation system to bring both goods and patrons to, from and within the City, local businesses cannot flourish. Recognizing the intertwined relationship between land use and the transportation system is fundamental to planning for the future. As roadways are improved, access to land is increased. This encourages new development to occur which puts more traffic and pressures on the roadway system. Eventually those pressures mean new roadway improvements must be considered, creating a cycle.

Silverton's Transportation Network Overview

Silverton maintains an excellent transportation network providing easy and efficient vehicular and truck access to all parts of the city. Silverton's major arterial transportation facility is Montgomery Road. Plainfield Road and Stewart Road are both minor arterial roads providing access to Montgomery Road. Silverton also has Interstate 71 traversing the city boundaries.

Silverton maintains a large core network of sidewalk connectivity throughout the city. Most residential neighborhoods and business districts enjoy sidewalk accessibility. However, some key corridors do not provide sidewalk facilities and much of the existing sidewalk network is in need of repair or replacement. Silverton is provided access to public transportation through the Southwest Ohio Regional Transit Authority. The Indiana-Ohio rail line is active and runs through Silverton with two primary at-grade crossings located along Plainfield Road and Montgomery Road respectively.

Because Silverton is predominantly built-out, the focus of transportation planning is targeted at key intersection upgrades, public infrastructure improvements to the Montgomery Road and Plainfield Road corridor areas, improving pedestrian and bicycle accessibility to redevelopment areas and public recreation sites as well as identification of streetscape opportunities throughout the city.



Silverton Corridor Viewsheds

Transportation Master Plan

The Silverton Transportation Master Plan provides a functional classification system of the various roadway and street facilities currently existing within the city. Roads are classified in a hierarchical way and includes roads located within neighborhoods that carry relatively small numbers of vehicles up to the interstate highway system. The roadway classification system in Silverton are Local Streets, Minor Arterials, Major Arterials and the Interstate Freeway.

Below, each functional classification is described:

Local Streets: These streets provide direct access to either a minor or major arterial road. Given Silverton's street network design, all local streets provide either a primary or secondary access to a minor or major arterial road. These local streets are intended to serve traffic with origins or destinations along that street and traffic originating on one local street and traveling to another local street. Through traffic is discouraged on local streets.

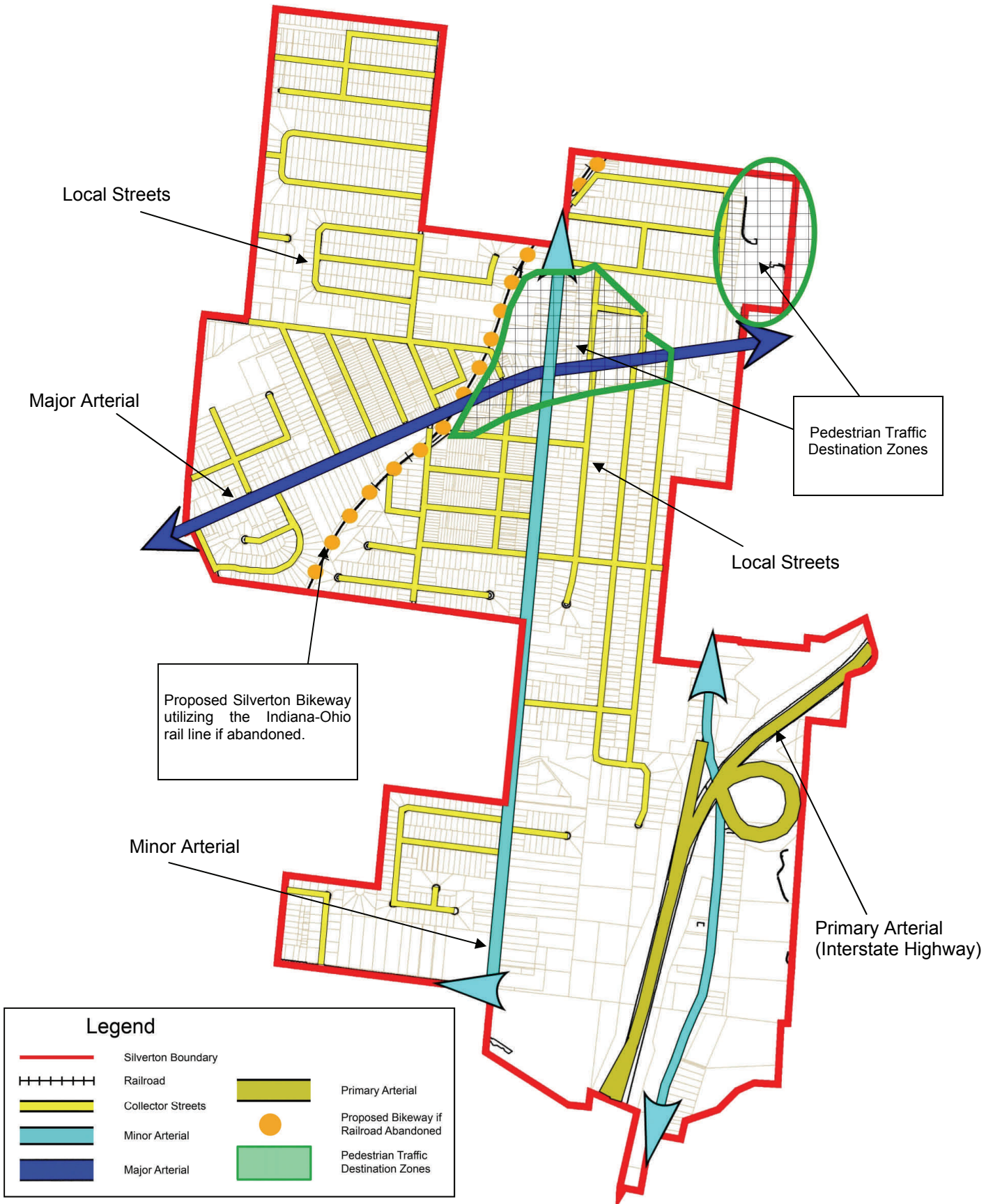
Minor Arterial: The purpose of these roads is to collect traffic from the local streets and distribute it to the major arterial or interstate freeway facilities. Minor arterial roads often supplement the major arterial system by facilitating through traffic. Plainfield Road and Stewart Road are Silverton's minor arterial roads consisting mainly of two or three lane sections throughout the city.

Major Arterial: The purpose of these roads is to function as the primary traffic arteries for the city. A major purpose of these roads is to efficiently move traffic from Silverton to other neighboring communities and eventually to an access point located along the interstate freeway system. Montgomery Road is Silverton's major arterial road and constitutes a four lane section throughout the city.

Primary Arterial (Interstate Highway): These transportation facilities are multi-lane, divided highways that provide for limited access for uninterrupted and efficient vehicular traffic movement between communities and states. Interstate 71 traverses Silverton's city limits but the nearest full access point to this highway is located outside of the city.

Bikeway: This type of transportation facility typically involves a bicycle path in the form of a special reserved lane on a street or a separate facility, such as in connection with a greenway or the utilization of abandoned rail tracks. The City may consider adopting a separate Bikeway Plan in the future setting forth a long range plan that would eventually provide bicycle routes connecting all parts of the city.

Transportation Master Plan



Special Area Plan: Silverton Light Rail Station



Existing Conditions

This public transit site is located at the intersection of Montgomery Road and Highland Avenue within the Silverton City Central district. The current use of the property is a training facility for the Southwest Ohio Regional Transit Authority. Silverton enjoys a rich railroad history as evidenced by the railroad museum located adjacent to this site.



Site Recommendations

- ❶ Include this area within a future Transit Oriented Development Overlay District that provides for mixed use development with appropriate architectural and site design guidelines applicable to future redevelopment.
- ❷ Consider researching the viability of transit oriented development (TOD) zoning guidelines over this site and an identified TOD Redevelopment District to provide incentives and flexibility in encouraging mixed uses consistent with TOD zoning best practice methods as provided in this plan.
- ❸ Promote high density land uses and compact site design guidelines for this site. Land uses should emphasize and promote high instances of pedestrian traffic.

Planning for a Silverton Light Rail Station

Transit Oriented Development Guidelines

In the event a transit station is located in Silverton, transit oriented development regulations should be implemented. Establishing a mix of complementary land uses within a single Station Area allows individuals to meet their day-to-day needs within walking distance of their home or place of work; creating a neighborhood environment that increases transit use, extends hours of activity, and reduces traffic. Policies should include the following:

Encourage a Mix of Complementary Uses

The incorporation of complementary and transit-supportive uses, such as residential, office, restaurants, and retail uses should be encouraged within all station areas. Within the station area core, and particularly in areas surrounding transit stop, a vertical mix of uses is preferred to facilitate higher development intensities. It is anticipated that development within the station core area would occur at higher densities than that which occurs outside of the core area. Typically, a vertical mix of uses should incorporate active uses, such as stores and restaurants, at the street level and residential or office uses on the upper floors. The appropriate mix should provide a variety of goods and services to the adjacent neighborhood and establish a central gathering space for patrons and residents.

Define Appropriate Uses and Mix for Each Station Area

The Station Area should contain uses that are transit supportive, compatible with adjacent development, and provide a balance of service, entertainment, employment, and housing options that will make the Station Area a safe, inviting place to live and work. Appropriate, transit-supportive uses may include, among others: Medium and high density offices and residential, retail and personal service businesses, hotels, restaurants, day care facilities, and public agencies or community uses.

Encourage Active Uses at the Street Level in Station Area Core

In the Station Area, buildings containing a mix of uses should encourage active uses, such as shops and restaurants, to occur at the street level where they can be easily viewed and accessed by pedestrians and transit patrons. In order to maintain an active street presence, residential or office uses should be limited to upper floors wherever feasible.

Concentrate Highest Development Intensity Adjacent to Transit Station

Although a variation in development intensities is desirable throughout the Station Area, the highest intensity of development should be concentrated within the Core of the Station Area and adjacent to the transit station in the Silverton City Central district. Concentrating housing and services within the Station Area places residents within walking distance of transit, promotes pedestrian activity, transit usage, and an active neighborhood core. To allow for higher development intensities, surface parking lots should be strongly discouraged adjacent to the transit station, except as a temporary or transitional use.

Special Area Plan: Lower Stewart Road Realignment



Existing Conditions:

Currently, the lower Stewart Road commercial district properties are difficult to access. These sites, along with undeveloped land in the lower Stewart Road area suitable for future office development, would benefit greatly from a more efficient travel route to Interstate 71.

Opportunities:

- ❶ Maximize the highest and best use of the vacant land located along lower Stewart Road to foster light industrial, office and commercial land use development.
- ❷ The connection of Stewart Road and Duck Creek Road provides a more direct vehicular access route for future commercial, office and light industrial land uses located along lower Stewart Road in the southern portion of the City.
- ❸ Improvements related to a connection of Stewart Road and Duck Creek Road may include mitigation of an existing stormwater flooding issue near the southern corporation line of Silverton and Columbia Township.

Transportation Policy Recommendations

TR 1.0 Plainfield Road Corridor Streetscape Improvements (Phase II)

Leverage the 2008 Plainfield/Montgomery Road streetscape improvements while seeking additional funding for a continuation of these improvements. Consistent with the vision for the Silverton City Central Plan, a Plainfield Road conceptual streetscape plan should be created to provide direction on future improvements and to enhance the redevelopment efforts in this district. The next phase of Plainfield Road streetscape improvements should consist of: on-street parking reconfiguration, the installation of street trees and other vegetative plantings, decorative street light poles and fixtures and coordinated street furnishings should also be considered.

TR 1.1 Light Rail Station

Support the development of a light rail station located on the existing SORTA site located along Montgomery Road within the Silverton City Central district. Proactive efforts should be taken to express Silverton's support for this light rail station recognizing the positive impacts to building a solid tax base and providing for the residential critical mass that can help support redevelopment opportunities for the Silverton City Central district.

TR 1.2 Montgomery Road & Stewart Road Streetscape

The Montgomery Road and Stewart Road intersection represents Silverton's eastern gateway from Sycamore Township and the Kenwood shopping district in addition to the entrance to the City's largest public park and a potential new public school facility. In order to foster a positive and visible city identification and branding, a conceptual plan for streetscape improvements along Montgomery Road should be pursued. These improvements may begin at or near the Stewart Road intersection and continue westward to Ohio Avenue. Streetscape improvements may include enhancements to the existing medians using a combination of vegetation, a city identification sign and coordinated street furnishings, creating a center median beginning at the intersection of Montgomery Road and Stewart Road up to Stoll Lane providing for additional landscaping and signage opportunities.

TR 1.3 Transit Oriented Development Guidelines

Explore the creation of a Transit Oriented Development Overlay District (TOD) for an identified area adjacent to the existing SORTA site along Montgomery Road. Potential TOD guidelines may address situations unique to the development surrounding a light rail station including: housing density bonuses, mixed use regulations, compact site design guidelines, architectural and exterior material guidelines and pedestrian centered design.

TR 1.4 Pedestrian Interconnectivity

Encourage the interconnectivity of existing neighborhoods, business districts and public open spaces by encouraging the extension of sidewalks and local bike paths where appropriate. Any new development should be required to install sidewalks along the portion of the property fronting on a public street.

TR 1.5 Regional Bike Trail System

Cooperate with regional agencies such as the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Hamilton County Engineers Office to identify and develop appropriate locations for an interconnecting regional bike trail system.

Transportation Policy Recommendations

TR 1.6 Bikeway Conversion

In the event the Indiana-Ohio rail line traversing the city is abandoned and deemed surplus property by the rail company, study the feasibility of converting this former rail right-of-way to a bike path. This bike path may factor into a larger regional bike trail system connecting Silverton to Deer Park and Pleasant Ridge.

TR 1.7 Improve Pedestrian Ways to Assure a Safe and Attractive Pedestrian Environment

Pursue funding programs or designate general fund revenues, if available, for the implementation of an annual sidewalk improvement program. This effort may be performed in conjunction of regular Capital Improvement Plan updates. Alternative funding methods including a partial or whole property owner sidewalk assessment program should be considered. As part of this review, the city should inventory the sidewalk areas that are currently not compliant with ADA standards. Community Development Block Grant funding may be a good source of funding ADA upgrades to sidewalk crossings within the city.

TR 1.8 Coordinate Business Area Parking to Increase Efficiency of Use and to Improve Parking Availability and Access

Provide guidelines for shared driveways (joint access) and cross access easements for new business development where appropriate. Joint access requirements provide for a unified on-site circulation plan serving several properties at a commercial strip or center. This serves as an alternative method of achieving adequate driveway spacing where lot frontage is otherwise inadequate. Cross access requirements allow internal circulation between adjacent properties and may be applied in accordance with a joint access plan, or as a means of connecting major developments to allow circulation between them without using the main roadway. This method requires the design of joint-use driveways and cross access easements (established between parcel owners and the site developer) to accommodate a circulation system. It also requires a the city ordinance requiring property owners to meet cross access standards to develop their property. These recommendations are also featured in the Silverton City Central chapter.

TR 1.9 Maintain the Existing Capital Improvement Plan (CIP) for the City

A capital improvement plan (CIP) identifies the infrastructure needs of the city to support proposed re-development plans and policies. A critical component of a well drafted CIP is to adequately address financing strategies identifying the most economical means to construct the improvements. A CIP can also aid in attracting state and federal matching funds. Another benefit of regularly updating Silverton's city-wide CIP is that the documents can assist in building community support and keeps the citizens and business owners of Silverton informed about the future infrastructure needs of the community.

Below is a proposed framework for conducting and updating a CIP:

1. Identify categories of infrastructure to be included in the CIP.
2. Identify a minimum budget threshold for a project to be included in the CIP.
3. Develop a system for identifying and prioritizing new projects.
4. Establish a process to present high ranked projects to the Silverton community for input to increase community support for the funding of such projects.
5. Assess the city's financial capacity and develop a CIP financing plan for formal adoption by the Silverton City Council.
6. Establish a process for monitoring projects and updating the CIP annually.