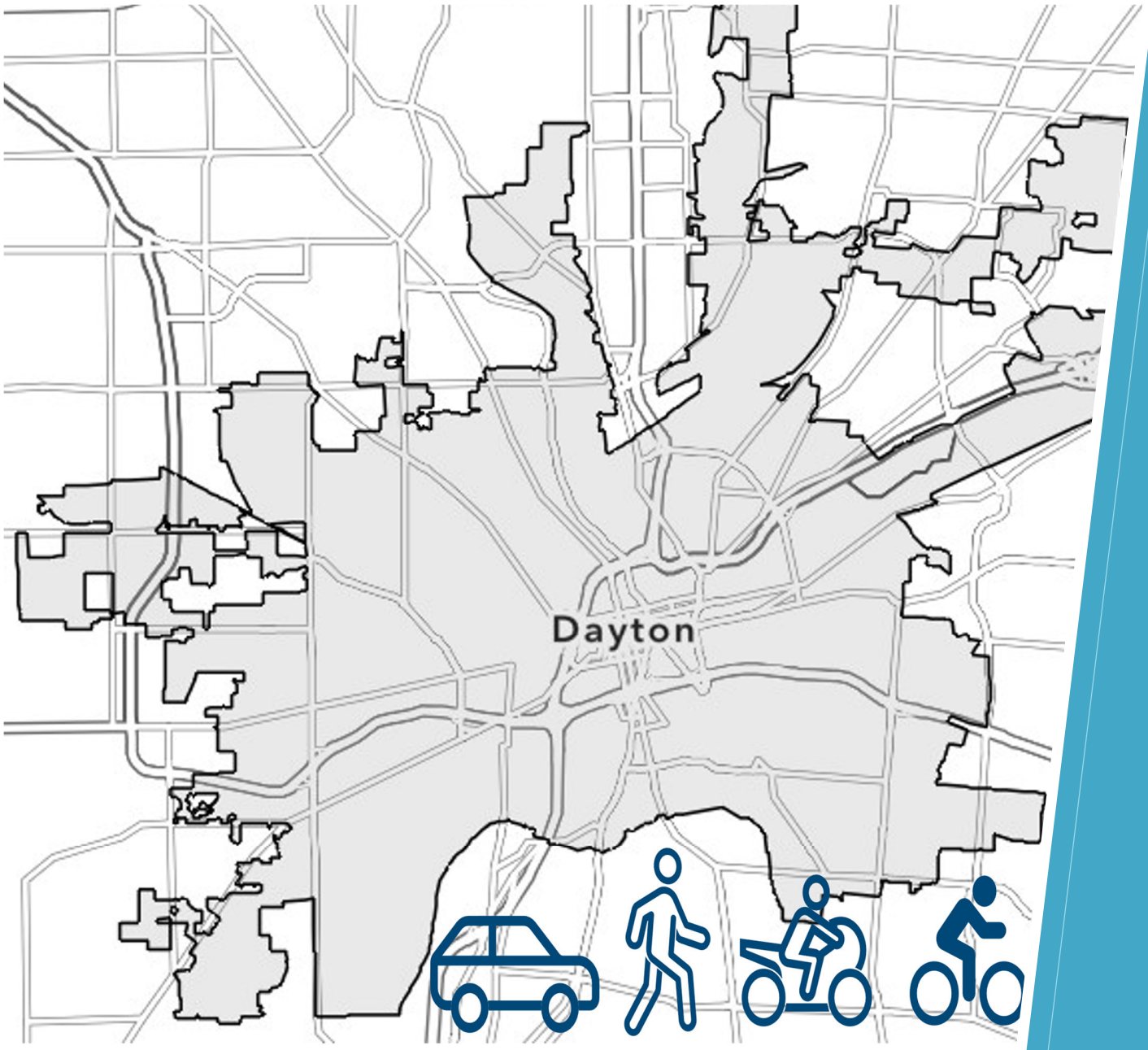
City of Dayton Safety Action Plan

FINAL

March 18, 2026



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CHAPTER 1
INTRODUCTION

DAYTON

Introduction

Background

The City of Dayton encompasses approximately 55 square miles and is home to 140,000 residents. The city features diverse neighborhoods, including residential sectors, the downtown central business district, industrial zones, and the area surrounding the Dayton International Airport. The City of Dayton manages an extensive road network exceeding 1,400 lane miles, ranging from major arterials to local streets.

In alignment with the Federal Highway Administration's standards, the City has developed a comprehensive Safety Action Plan for a Safe System with a bold goal: zero transportation related deaths and severe injuries. Between 2019 and 2023, roadways in Dayton's roadways experienced 617 fatal or serious injury crashes leading to 111 fatalities and 650 serious injuries.

In 2022, the City of Dayton was awarded a Safe Streets and Roads for All (SS4A) grant from the U.S. Department of Transportation (USDOT) to support development of this Safety Action Plan. This initiative is part of broader national and local movement to reduce roadway fatalities and serious injuries through strategic, data-driven planning.

This plan represents more than a policy document—it's a commitment to transformative change. By prioritizing safety, equity, and accessibility, the city aims to build a transportation network that protects all users, including pedestrians, cyclists, drivers, and transit riders. Through targeted interventions, data-driven solutions, and community collaboration, Dayton is paving the way toward a future where no one dies on our roads.

What Is a Safety Action Plan?

A Safety Action Plan is a strategic formal document that identifies critical roadway safety issues and outlines prioritized strategies aimed to eliminate roadway fatalities and serious injuries. Its ultimate goal is to create a transportation system that is safe and accessible for all users.

Core Purposes of a Safety Action Plan

- Data-Driven Prioritization: Focuses safety improvements on areas identified through crash data and systemic analysis.
- Informed Investment Decisions: Guides infrastructure investment and policy changes with clear justification.
- Stakeholder Communication: Enhances communication with the public, agencies, and funding bodies.
- Funding Access: Unlocks opportunities, through programs like the Bipartisan Infrastructure Law and Safe Streets and Roads for All (SS4A) program.

Key Components of a Safety Action Plan:

- Stakeholder Group Formation: Assembles a diverse group with expertise and community perspective to ensure a comprehensive plan that reflects the needs and priorities of all users, and also assist with implementation and progress tracking in the future.
- Leadership Commitment & Goal Setting: Establishes clear, measurable, and attainable

objectives for the Safety Action Plan such as a targeted percentage reduction of roadway fatalities and serious injuries, and secures formal adoption by the city.

- **Community Engagement**: Engages residents, businesses, and stakeholders through surveys, public meetings, and interactive maps to capture their experiences and safety concerns.
- **Crash Data Analysis**: Identifies high-risk locations and patterns using historic crash data (e.g., pedestrian crashes, speeding zones).
- **Equity Considerations**: Prioritizes underserved communities that face disproportionate safety risks, ensuring fair access to safe transportation.
- **Proven Safety Strategies & Policies**: Integrates infrastructure, behavioral, and education strategies, policies and procedures to improve safety and address the safety concerns of the city's transportation system users.
- **Implementation Plan**: Outlines project priorities based on impact and feasibility. Includes timelines, funding sources, and performance metrics to track progress and ultimately reach the safety goal.

Safe System Approach

The Safe System Approach is a holistic framework to address roadway safety. The Safe System Approach is an effective way to address and mitigate the risks inherent in our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent fatal and serious injury crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. The goal is not zero crashes, but to minimize deaths and serious injuries.

This is a shift from a conventional safety approach because it focuses on both human mistakes AND human vulnerability and designs a system with many redundancies in place to protect everyone.

A Safe System Approach incorporates the following principles:

- Roadway death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Key Elements of a Safe System Approach:

The Safe System Approach is built on the understanding that human error is inevitable—but death and serious injury are not. It emphasizes designing a transportation system that protects all users through five interrelated focus areas:

- **Safer Roads** – Design and retrofit roads to reduce likelihood and severity of crashes.
- **Safer Speeds** – Manage vehicle speeds to align with road function and surrounding land use minimizing the force of impact in the event of a crash..
- **Safer Vehicles** – Promote vehicle technologies and designs that protect both occupants and vulnerable road users.
- **Safer Road Users** – Encourage safe behavior through education, equitable enforcement, and community engagement.
- **Post-Crash Care** – Strengthen emergency response systems and trauma care to improve time to access times and reduce the severity of outcomes after a crash.

A Safety Action Plan integrates these elements into a unified strategy—using data, community input, and proven interventions to systematically reduce roadway fatalities and serious injuries.

Citywide Actions Enhancing Transportation Safety

Over the past several years, the City of Dayton has launched a range of transportation and safety-related projects aimed at improving mobility, promoting equity and enhancing public safety. These initiatives compliment the Safety Action Plan and reflect the City's broader commitment to building a safer, more inclusive transportation network.

Key Citywide Efforts:

- Neighborhood Traffic Calming Programs
- Complete Streets Implementation
- Safe Routes to School Projects
- Transit Access Improvements in collaboration with Greater Dayton RTA.
- Equity-Focused Infrastructure Investments: Prioritizing safety improvements in historically underserved neighborhoods to address disparities in transportation access and outcomes.

Strategic Initiatives Driving Systemic Change

In addition to broad citywide efforts, Dayton has launched targeted initiatives that align directly with the Safety Action Plan and the Safe System Approach. These strategic projects are designed to deliver measurable improvements in safety, equity, and multimodal access.

- **Projects Changing Dayton**: A citywide capital improvement initiative focused on modernizing infrastructure, calming traffic and, enhancing neighborhood connectivity. These projects include street redesigns, traffic calming, accessibility improvements etc. Funded through federal and state transportation grants. These projects reflect Dayton's commitment to equity, safety, and sustainable mobility—aligning with its Safety Action Plan and broader goals under the Safe System Approach. Projects currently programmed or on-going or nearing completion

include:

- North Main Street Safety Improvements (PID 114813) – Completed in 2025
- Salem Avenue Reconstruction (2021-2029)
- Keowee Street Safety Improvements (2026)
- East Third Street (2026)
- Findlay Street Reconstruction (2026)
- Philadelphia Drive Traffic Calming (2026)
- Smithville Road Reconstruction (2027)
- West Third Street Reconstruction (2027)
- Gettysburg Avenue Reconstruction – Phases 3 & 4 (2028-2029)
- Main Street (First St to Second St, Fourth to Sixth St) – 2029

- **City of Dayton Active Transportation Plan (ATP):** The Dayton Active Transportation Plan (ATP) is a comprehensive strategy developed by the City of Dayton to promote safe, accessible, and equitable human-powered transportation options.

Unified Vision for Safer Mobility

These initiatives underscore the City of Dayton's deep commitment to equity, safety, and sustainable mobility. Each project is a strategic step toward realizing the goals outlined in the Safety Action Plan, and collectively, they embody the principles of the Safe System Approach—designing a transportation network where human mistakes do not result in death or serious injury, and where all users are protected and empowered.

CHAPTER 2
LEADERSHIP COMMITMENT & GOAL SETTING

DAYTON

Leadership Commitment and Goal Setting

City Commission Resolution

To demonstrate continued high-level leadership and commitment to the plan and its goals, the City of Dayton passed Resolution no. 6899-25 on November 12, 2025.

By Mr. Joseph No. 6899-25

A RESOLUTION

Adopting the Dayton Safe Streets and Roads for All Safety Action Plan.

WHEREAS, the United States Department of Transportation established the Safe Streets and Roads for All (SS4A) program under the Bipartisan Infrastructure Law (Public Law 117-58) to support regional, local, and tribal initiatives to prevent roadway deaths and serious injuries; and

WHEREAS, the City of Dayton was awarded federal funding under the SS4A program to develop a Comprehensive Safety Action Plan to identify high-injury network locations, evaluate safety risk factors, and recommend strategies to achieve the national goal of zero roadway fatalities; and

WHEREAS, City staff, in coordination with regional partners, community stakeholders, and the public, have completed the Dayton Safe Streets and Roads for All Safety Action Plan in accordance with SS4A program guidance issued by the U.S. Department of Transportation; and

WHEREAS, the Safety Action Plan identifies data-driven strategies, policies, and infrastructure investments to reduce roadway fatalities and serious injuries for all transportation users, including pedestrians, bicyclists, transit riders, and motorists; and

WHEREAS, adoption of the Safety Action Plan is a prerequisite for future eligibility to apply for SS4A Implementation Grant funding and other federal transportation safety programs; and

WHEREAS, the City Commission desires to adopt the Safety Action Plan as a guiding document for the development and implementation of transportation safety projects and policies throughout the City of Dayton, now, therefore;

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF DAYTON:

Section 1: The "City of Dayton Safe Streets and Roads for All Safety Action Plan" is hereby adopted as the City's official comprehensive roadway safety plan.

Section 2: The City Commission affirms its commitment to the Vision Zero goal of eliminating roadway fatalities and serious injuries and directs City staff to incorporate the Plan's strategies into capital improvement planning, project prioritization, and policy development.

Section 3: The City Manager or her designee is authorized to submit applications for federal and state grant funding consistent with the Safety Action Plan and to execute any related documents necessary for implementation.

Section 4: This Resolution shall take effect and be in full force from and after its passage.

Adopted by the Commission November 12 2025

Signed by the Mayor November 12 2025

Mayor of the City of Dayton, Ohio

Attest:

Clerk of the Commission

Approved as to form:

City Attorney

Safety Goal Statement

City of Dayton is committed to creating a safe, efficient and inclusive transportation system, with a goal of reducing roadway fatalities and serious injuries 50% by 2040, and ultimately eliminating them altogether. This goal will be achieved through a data driven approach and proactive safety culture supported by policies, public education, collaborative engagement, and infrastructure investments.

CHAPTER 3
PLANNING STRUCTURE

DAYTON

Planning Structure

The Safety Action Plan development is a collaborative and multidisciplinary effort led by the City of Dayton and supported by a diverse group of stakeholders committed to improving roadway safety for all users along with assistance from the consultant team. The planning structure included:

Lead Agency

City of Dayton Department of Public Works – Responsible for coordinating the plan, managing consultant support, and aligning the plan with citywide transportation and equity goals.

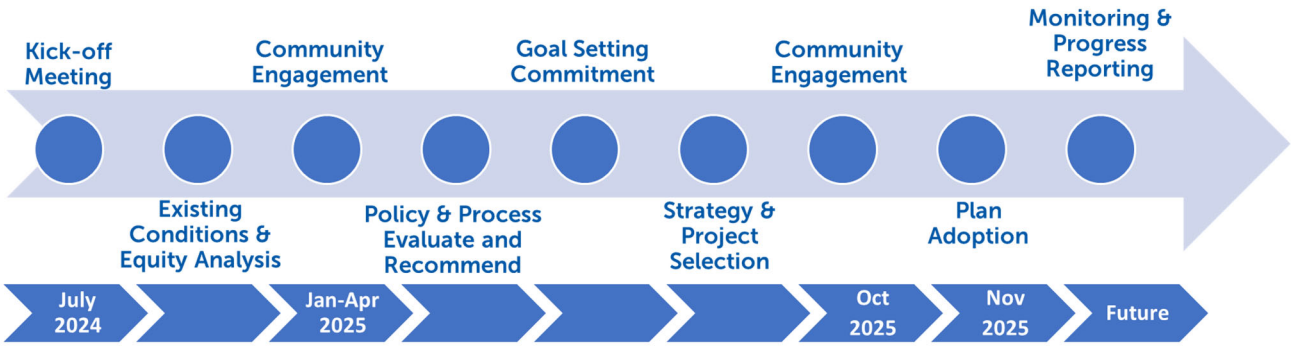
Key Stakeholders and Partners

- Miami Valley Regional Planning Commission (MVRPC) – Provided regional data, planning support, and alignment with the Long-Range Transportation Plan and the MVRPC Region's Safety Action Plan.
- Dayton Police Department – Contributed enforcement data and insights into crash trends and high-risk behaviors.
- Dayton Children's Hospital – Offered a public health perspective on injury prevention and vulnerable road users.
- Bike Advocacy Group – Represented active transportation users and provided input on infrastructure needs and safety concerns.
- City of Dayton Division of Community Engagement – Led outreach efforts to ensure inclusive community participation and feedback.
- City of Dayton Division of Civil Engineering - Provided technical expertise on roadway design, traffic operations, and implementation feasibility of proposed countermeasures
- Neighborhood/Community Representation

A Steering Committee composed of representatives from the above organizations guided the plan's development, reviewed findings, and helped shape recommendations. The city staff provided subject matter expertise in engineering, enforcement, and equity.

Timeline

The timeline for the development of Safety Action Plan included:



CHAPTER 4
ENGAGEMENT & COLLABORATION

DAYTON

Engagement and Collaboration

Stakeholder and public engagement was a foundational element in the development of Dayton's Safety Action Plan. The City prioritized inclusive collaboration to ensure the plan reflects the needs, concerns, insights, priorities and outcomes of diverse community members and technical experts. Stakeholder and community input will support:

- Identification and confirmation of the local safety priorities
- Validation of the City's High-Injury and High-Risk Networks
- Development of equitable and inclusive countermeasures and policy recommendations
- Shaping equitable solutions ensuring disparities in transportation access and safety are addressed through targeted strategies
- Informing Project Design, Prioritization, and Implementation through feedback on what works and meets the communities' needs to guide effective decision making
- Shaping of the Safety Goal Statement and Vision so that the plan's objectives align with community values and aspirations
- Building Trust and Transparency
- Tracking Progress and Measuring Impact by engaging stakeholders in monitory outcomes and refining strategies over time.

Community Engagement Channels

To ensure public input was integrated into the planning process, the City used multiple outreach methods:

- Dayton Safety Action Plan Steering Committee: Regular meetings were held with a select group of local leaders from both City departments and the broader community to guide plan development and ensure cross-sector alignment.
- Neighborhood President's Forum: An introduction of the Safety Action Plan was presented at Neighborhood President's Forum on October 28, 2024.
- Stakeholder Meeting: A stakeholder meeting was held on November 20, 2024.
- Public Meetings: A virtual meeting was held on January 23, 2025 followed by two in-person meetings:
  - April 15, 2025 at Greater Dayton Recreation Center
  - April 16, 2025 at Lohrey Recreation Center
- Online Public Engagement:
  - SS4A webpage: A dedicated webpage has been created to be a homepage where regular updates can be provided and for public visibility of the plan's progress.
  - Social Media/Newsletter: Posts about this Action Plan have been shared on the City's Social Media platforms and in the city's quarterly newsletter, Connections.
  - Interactive Webmap: Residents could drop pins on a digital map and add

comments to highlight safety concerns for motorists, pedestrians or bicyclists, areas with frequent near-miss locations, and suggestions for improvements.

- **Public Survey**: A brief online survey collected input on demographics, how people travel (walk, bike, drive, transit), perceived safety issues and priorities for future improvements.
- **Neighborhood Outreach:** Outreach targeted engagement in high-injury and high-equity-need areas through coordination with neighborhood Presidents group.
- **Direct Communication via email or phone line**: Residents could call a dedicated phone line or email the SS4A team to share their personal experience, safety concerns or suggestions for specific locations.

The public survey and interactive webmap were live from December 19, 2024 through July 31, 2025 for community members to provide input.

Community Feedback

A total of 315 survey responses were received during the comment period and 626 pins placed on the webmap, and summaries are documented below. Full responses are included in **Appendix A**.

Survey Results:

- Demographics of respondents:
  - A fairly equal mix of different age groups between 25 and 65 or over
  - 95% of respondents have reliable access to a car
  - Over 60% indicated 2 drivers per household
  - **Transportation mode**: Personal vehicle was the most common mode of transportation. However, walking, biking and carpooling were popular for recreational activities. A small percentage use transit for their day-to-day activities: work, shopping, recreation and appointments.
- **Safety Concern by Transportation mode**: Personal vehicle was noted as the safest option; walking and biking were noted to feel less safe.
- **Roadway Safety Concerns:** Aggressive and distracted driving, and unsafe intersections were high concerns. Driving while intoxicated and poor road maintenance were medium level concerns.

  Responses reflecting low to no concern included incidence clearing/emergency response times, congestion or access management.
- **Barriers for Walking and Biking:** Many felt unsafe or very unsafe as pedestrians or bicyclists. The top barriers preventing people from walking or bicycling more often were concerns about traffic safety (such as speed and distracted driving), lack of sidewalks and safe crossings, and lack of bicycle facilities.
- **Safety Priorities:** The most frequently mentioned transportation safety priorities were: roadway designs that slow drivers and reduce serious and fatal crashes, more sidewalks and safer crosswalks, better road maintenance, enforcement of speeding laws and more bicycle facilities.

- Personal Action to Improve Safety: The most common personal actions respondents were willing to take to help achieve zero fatal and serious injury crashes included: not using cell phones while driving, yielding to people in crosswalks, driving the speed limit, and not driving impaired.

Webmap Input

Community members provided feedback by marking locations on a digital map and adding comments to highlight safety concerns for motorists, pedestrian or bicyclists, areas with frequent near-miss locations, and suggestions for improvements. Below is a summary:

- Visibility and speeding issues were major traffic safety concerns in Dayton neighborhoods
- Visibility concerns due to obstructed sight lines at intersections, on-street parking, road geometrics, business signs or infrastructure such as railings.
- Speeding concerns due to wide roadways and highway-like design, cut-through traffic on residential and mixed-use streets, speeding despite traffic calming measures, and traffic signal violations.
- Near misses with pedestrians and bicyclists
- Common suggestions included lane reductions/road-diets, speed humps and raised crosswalks, roundabouts, increased enforcement and signage, protected bike lane and buffered sidewalks.

CHAPTER 5
SAFETY ANALYSIS

DAYTON

Safety Analysis

Safety analyses were performed using historic roadway crash data in the City of Dayton to find high-level trends in serious and fatal crashes, identify areas of opportunity to reduce and eliminate severe crashes through proven, innovative, and comprehensive safety infrastructure and policy strategies. Various analyses performed include:

- **Summary Crash Analysis**: Crash analysis to identify trends in crash types, contributing factors, weather, lighting, and driver characteristics to pinpoint potential areas for safety improvements.
- **High-Injury Network**: Analysis using crash data and roadway database to develop a High-Injury Network (HIN) that identifies the portions of the Dayton street network with a higher frequency of roadway fatalities or serious injuries.
- **Systemic Safety Analysis**: Analysis using roadway characteristics and land use context database to identify features that are correlated with a higher frequency of FSI crashes. A High-Risk Network (HRN) identifies roadway segments that have high-risk features even if the location does not have a history of crashes.

See **Appendix B** for the full memo describing the analyses.

Crash Data Overview

Crash data was obtained from the Ohio Department of Transportation (ODOT) for the most recent ten years from 2014 through 2023. This 10-year data was used for the HIN analysis and to identify trends over the past decade (Figure 1). For all other analyses, only the most recent five years of crash data (2019 to 2023) were used to focus on contemporary patterns and issues. Any crashes on freeway style highways such as US 35, I-75, and State Route 4, were excluded from the analysis; however, crashes at on/off ramp intersections to these highways were included. Additionally, the area around Dayton International Airport is also excluded.

FIGURE 1: FATAL AND ALL INJURY (FI) AND FATAL AND SERIOUS INJURY (FSI) CRASHES BY YEAR (2014-2023)

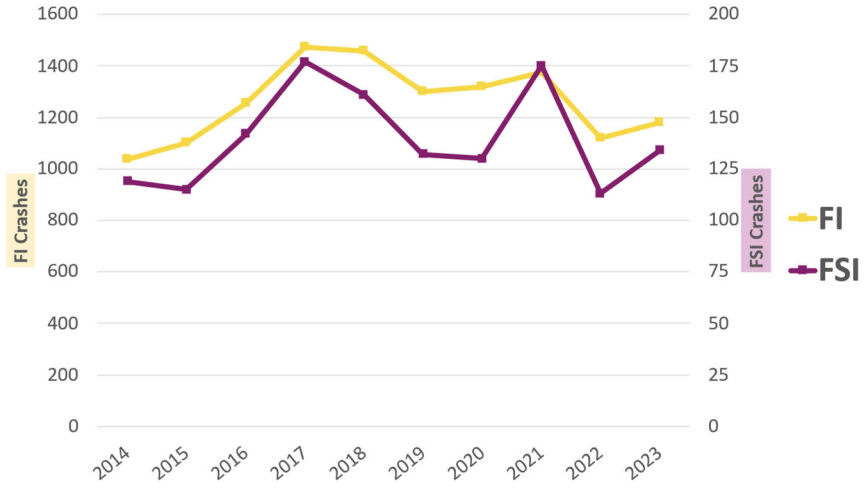
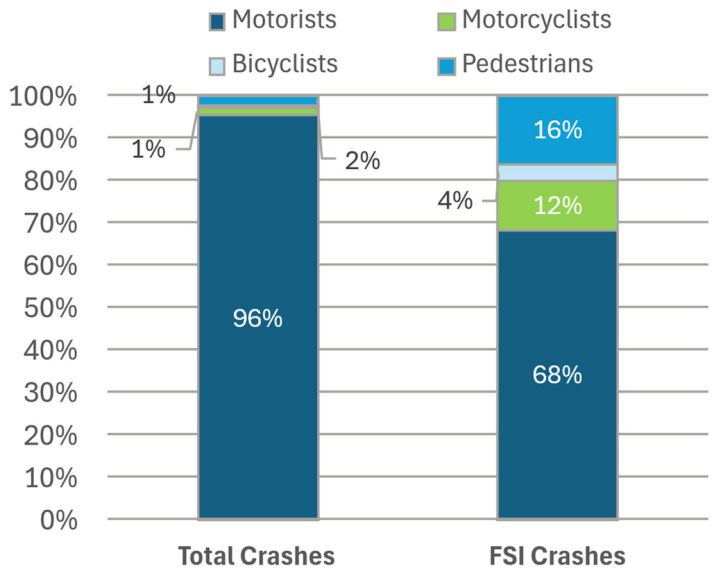


Figure 1 shows annual fatal and all injury (FI) and fatal and serious injury (FSI) crashes in Dayton from 2014 to 2023. Both FI (1,474) and FSI (177) crashes peaked in 2017, then declined over the next five years (2019-2023). In 2021, there was a significant spike, with 175 FSI crashes, likely reflecting nationwide trends related to the COVID-19 pandemic

Summary Crash Analysis (2019-2023 crash data):

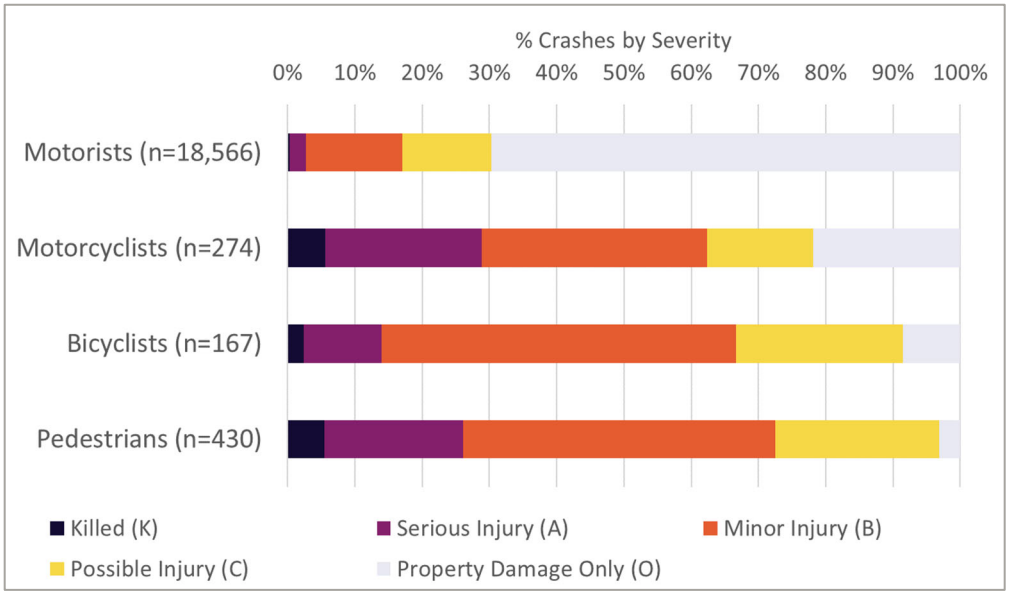
- **Crashes by Year**: In the most recent five years of crash data (2019-2023), a total of 19,437 crashes including 97 fatal crashes and 587 serious injury crashes were recorded, resulting in an average of 137 FSI crashes per year.
- **FSI Crashes by Road User**: As shown on Figure 2, some modes are more susceptible to injury crashes (Figure 2). Motorist-only crashes comprised the vast majority (96%) of total crashes but represented a smaller share (68%) of FSI crashes. In contrast, motorcyclists, bicyclists, and pedestrians, while involved in fewer crashes overall (4%), accounted for disproportionately higher percentages of FSI crashes (32%).

FIGURE 2: PERCENT OF CRASHES BY SEVERITY AND ROAD USER



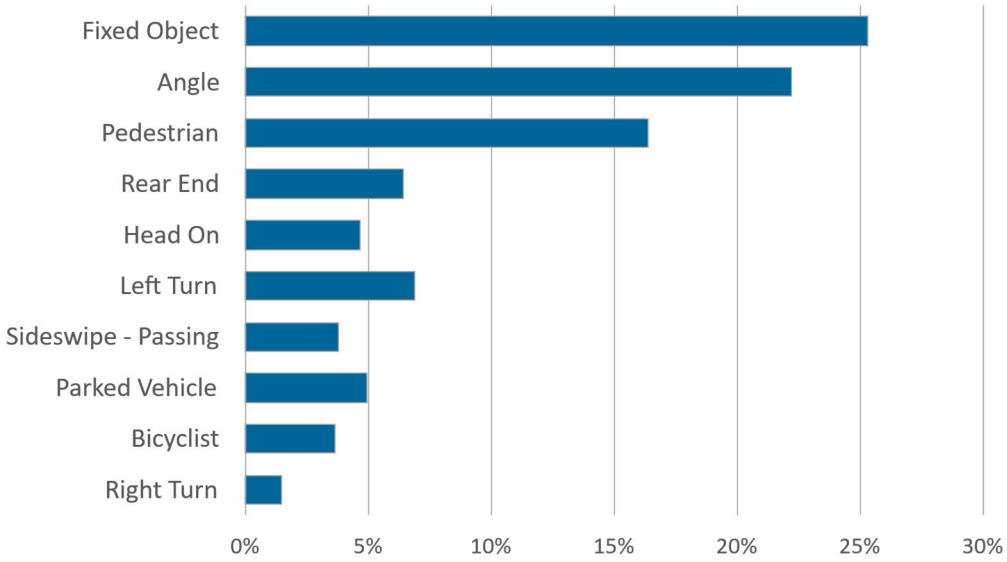
A further breakdown of crash severity by road user type shown in Figure 3 highlights that increased vulnerability of non-motorist road users.

FIGURE 3: CRASH SEVERITY BY ROAD USER



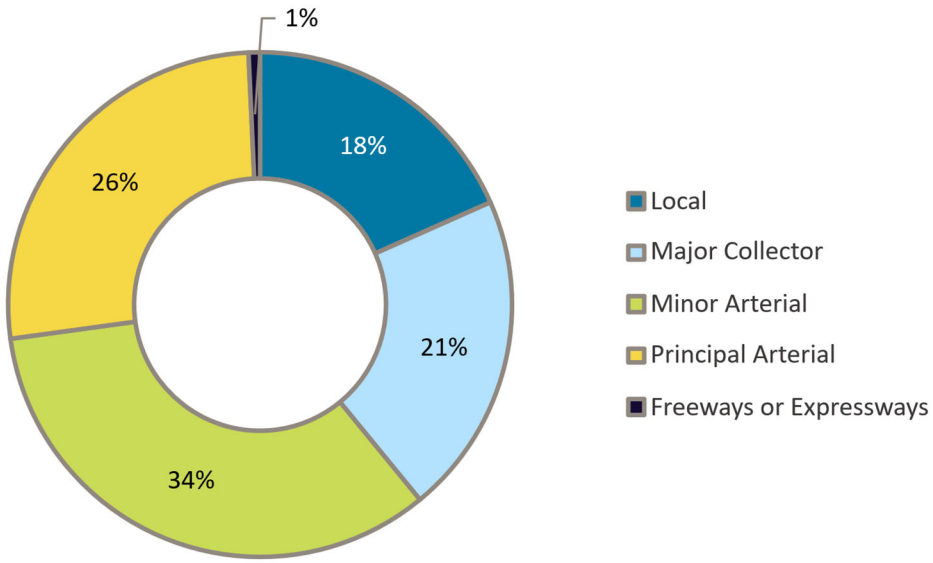
- **FSI Collision Type**: The breakdown of FSI crashes by crash type in Figure 4 shows that fixed-object crashes recorded the highest rate (all road users) at 25%. Angle crashes and pedestrian crashes were the second and third highest collision type, at 22% and 16%, respectively.

FIGURE 4: TOP 10 FSI CRASH TYPES



- **Location Type**: Fifty-seven percent (57%) of FSI crashes (all road users) occurred at intersections, while the remaining 43% occurred at mid-block locations.
- **Road Type**: As shown in Figure 5, minor arterials accounted for the highest share (34% of FSI crashes), followed by principal arterials (26%) and major collectors (21%). The concentration of crashes on arterials highlights the need for safety improvements along these corridors, where higher speeds and higher traffic volumes and multimodal interactions may increase crash risk.

FIGURE 5: FSI CRASHES BY ROAD TYPE



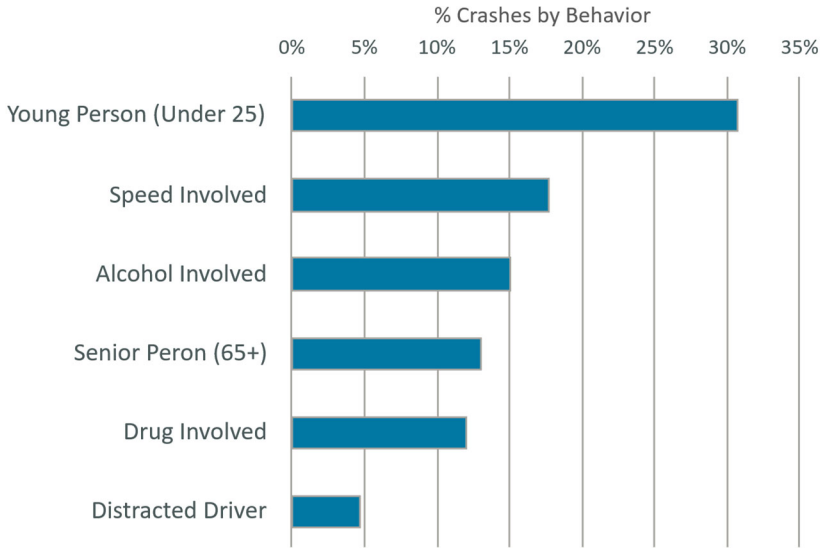
- **Day of Week and Time**: FSI crashes peaked on weekend late nights (12 AM to 3 AM) and weekday afternoons (3 PM to 6 PM) during the evening commute. There was also an uptick of FSI crashes on Friday evenings (6 PM to 9 PM) during the evening commute and outings.

FIGURE 6: FSI CRASHES BY ROAD USER BEHAVIOR (2019-2023)

		Time of Day							
	From	12 AM	3 AM	6 AM	9 AM	12 PM	3 PM	6 PM	9 PM
	To	3 AM	6 AM	9 AM	12 PM	3 PM	6 PM	9 PM	12 AM
Day of Week	Mon	10	5	9	4	11	22	19	6
	Tues	7	2	11	4	19	19	12	7
	Wed	8	3	11	7	15	17	18	13
	Thu	17	4	5	11	14	22	10	20
	Fri	12	7	7	9	16	17	25	16
	Sat	23	14	9	5	16	13	18	14
	Sun	26	7	4	4	15	14	16	15
		Dark Conditions		AM Peak	Light Conditions		PM Peak	Dark Conditions	

- **Lighting Conditions**: Most fatal crashes were reported during daytime: 52% for all road users and 42% for pedestrians and bicyclists. A higher percentage of pedestrian- and bicyclist-involved FSI crashes occurred in dark unlit conditions (10%) compared to all road user FSI crashes (5%). Nighttime commonly elevates risk, especially for pedestrians and bicyclists due to reduced visibility and higher vehicle speeds at night.
- **Road User Behavior**: Crashes may be related to one or more of the six road user crash behaviors or factors in Figure 7.

FIGURE 7: FSI CRASHES BY ROAD USER BEHAVIOR (2019-2023)



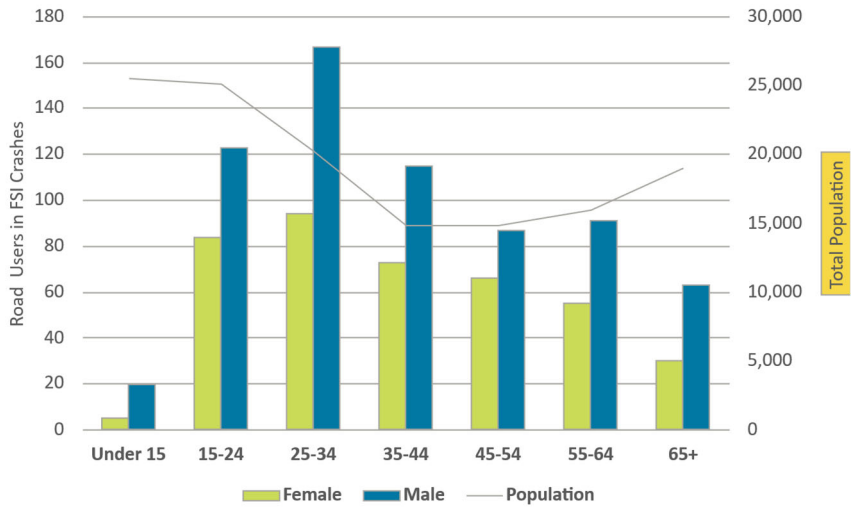
Young people are involved in the highest percentage of FSI crashes (31%). Speeding is the second most common factor, involved in approximately 18% of FSI crashes, followed by alcohol use (15%).

- **Road User Age and Gender**: Figure 8 shows that males were consistently involved in more FSI crashes than females across all age groups. This gap is most pronounced in crashes involving road users aged 15-44, and gradually narrowed in older age groups.

  The number of crashes is highest in the 25-34 age group, with 167 males and 94 females. When the number of FSI crashes is compared to the overall city population,

the larger proportion of residents under 15 and those aged 15-24 appears to coincide with the high incidence of FSI crashes in these groups

FIGURE 8: FSI CRASHES BY ROAD USER AGE AND GENDER VS. DAYTON POPULATION (2019-2023)

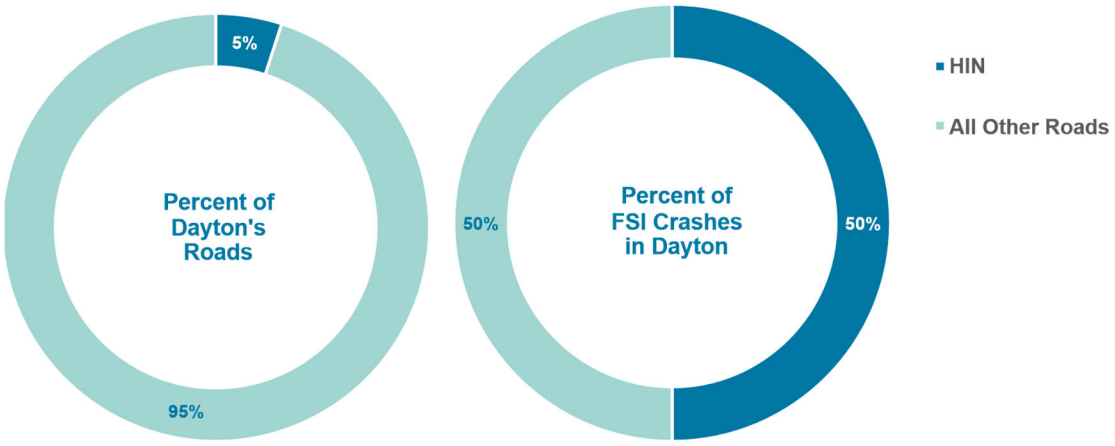


High-Injury Network

A High-Injury Network (HIN) identifies the specific segments of roads where the highest concentrations of FSI crashes occur. The HIN network helps the City of Dayton prioritize resources on these roadways to reduce the most severe crashes.

The maps shown in Figures 9-11 identify corridors on the City of Dayton HIN for all road users, VRU, and motorcyclists, respectively. Key takeaways from these maps include:

- The combined all road users HIN represent just a small portion (5%) of the total roads in Dayton, but a disproportionate number of FSI crashes have occurred on those roads (50%).



- The vast majority (97%) of the combined all road users HIN are arterial roads, which are typically wide and have high vehicle speeds. Challenges on these roads generally include long distances between marked crosswalks for pedestrians and bicyclists, missing sidewalks, and multiple driveways with poor access management.
- While the HIN for all road users combined is fairly distributed across the city, the

vulnerable road users (VRU) HIN corridors are predominately located downtown and in neighborhoods southeast of downtown such as South Park, University Hills, and Walnut Hills.

Likewise, motorcyclists HIN corridors are predominantly southeast of downtown in neighborhoods like Walnut Hills, Belmont, and Eastmont; but also on corridors near the city boundary, such as Gettysburg Road, Needmore Road, Fishburg Road, and Infirmary Road.

These corridors that are indicated in the VRU or motorcyclists HIN (but not the combined all road users HIN) indicate locations where the City can implement targeted safety countermeasures that are specific to these more vulnerable road users.

- There are several corridors where the three HINs overlap, indicating locations where the City can prioritize resources, knowing that these locations have multimodal safety issues that include VRU and motorcyclists. These corridors are:
  - E 3rd Street (N Main Street to S Smithville Road)
  - N Main Street (E 3rd Street to Redwood Avenue)
  - S Smithville Road (Ashland Ave to Airway Road)
  - Salem Avenue (W Riverview Avenue to Tennyson Avenue)
  - Wayne Avenue (Wilmington Avenue to E 3rd Street)

FIGURE 9: COMBINED ALL ROAD USERS HIN

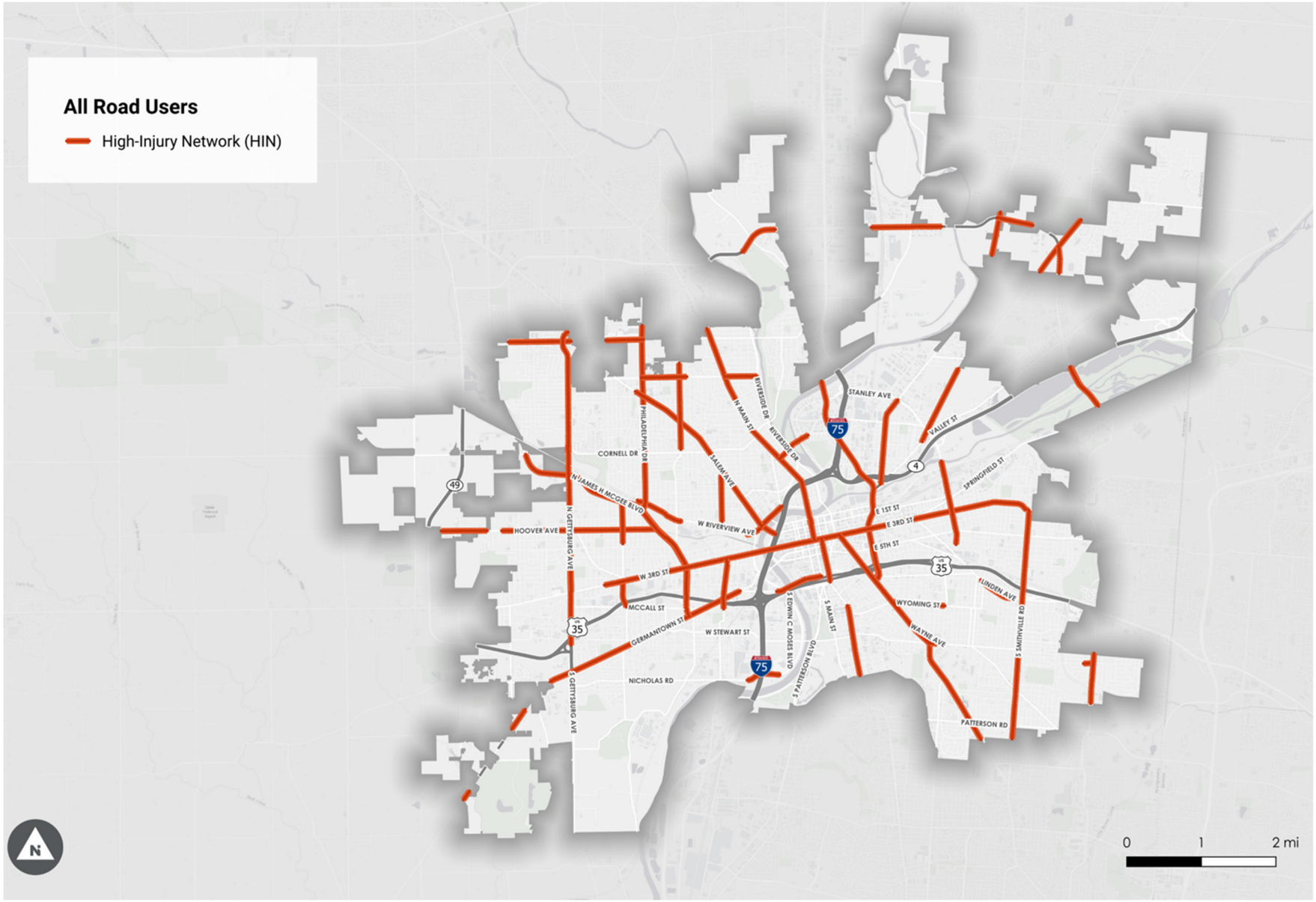


FIGURE 10: VULNERABLE ROAD USERS (VRU) HIN

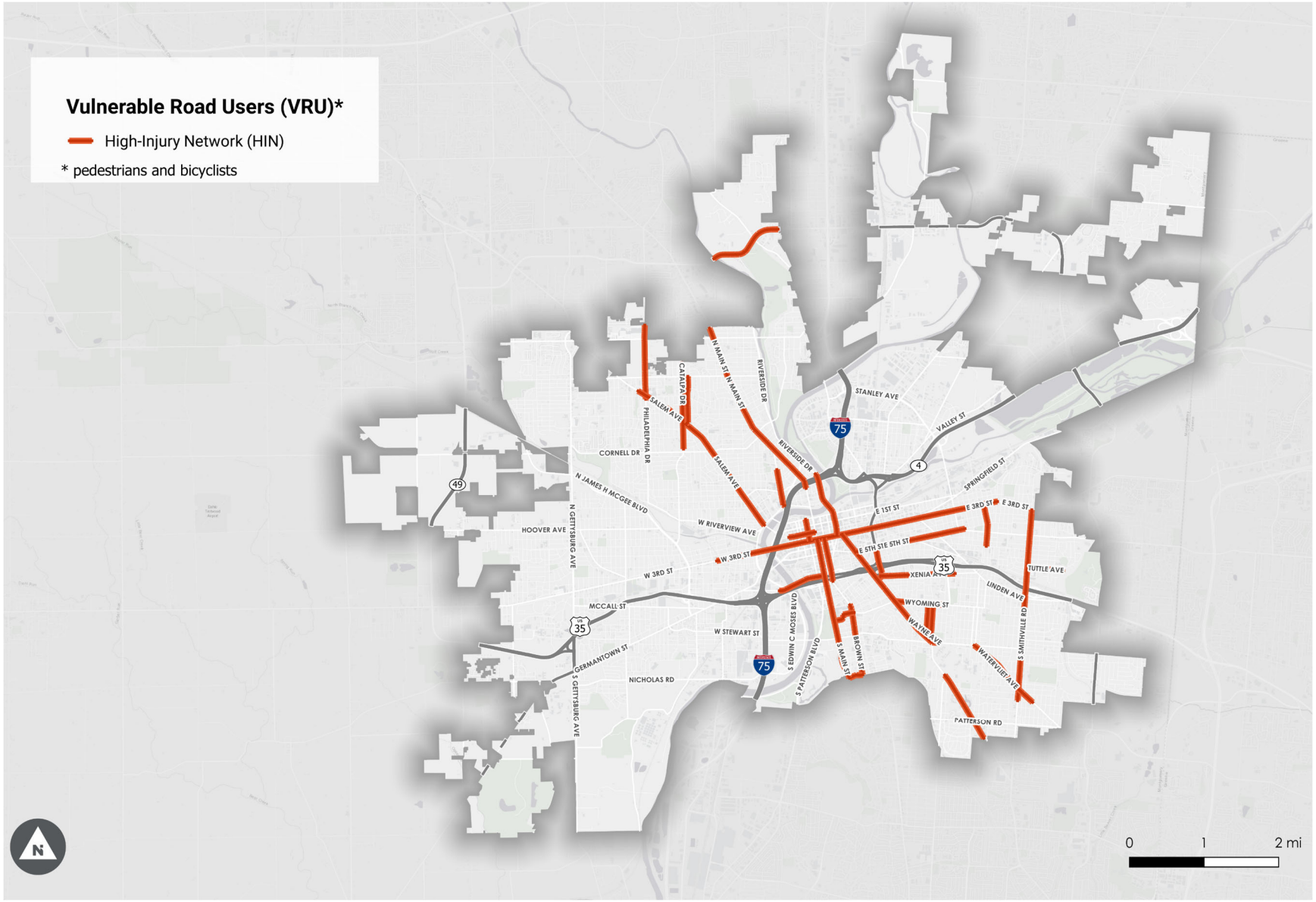
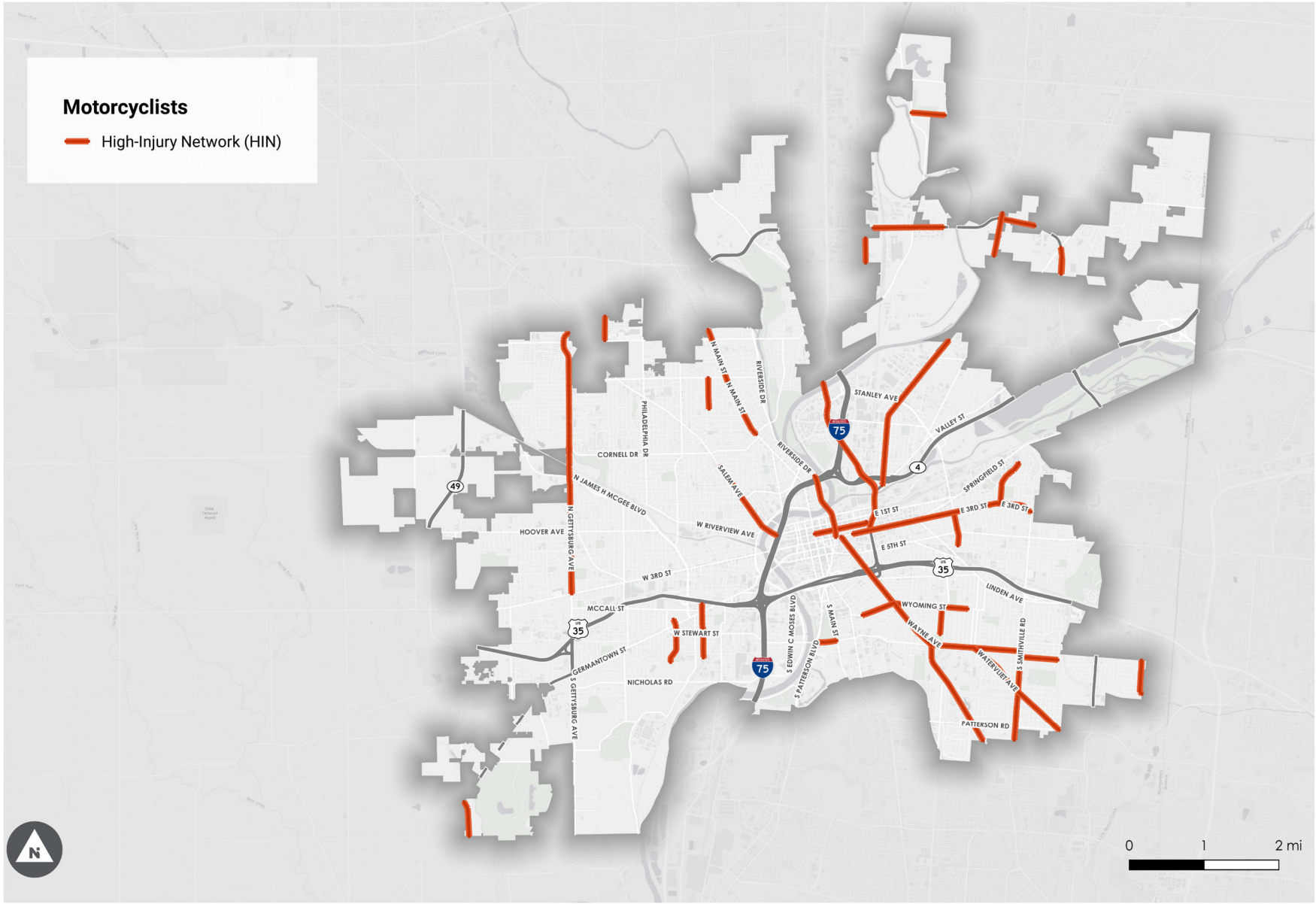


FIGURE 11: MOTORCYCLISTS HIN



Systemic Safety Analysis

The systemic safety analysis identifies road characteristics and land use contexts associated with a higher frequency of FSI crashes and then searches the road network for locations that exhibit similar factors. The resulting High-Risk Network (HRN) helps proactively prioritize roads at the highest risk of experiencing fatal and serious injury crashes, even in areas without a history of crashes.

Several potential risk factors were compiled and evaluated for their relevance and correlation with high crash rates. The screening factors in the City of Dayton that are most effective at indicating high risk for FSI crashes are:

- Traffic volume
- Presence of crosswalks
- Percent of people of color
- Intersection density
- Presence of medians

This analysis led to the identification of five road profiles that are tiered based on their relative level of risk for FSI crashes and their combination of the risk factors listed above. Table 2 lists the combination of risk factors for the top high-risk road profiles (Critical to Medium tiers).

TABLE 1: ROAD PROFILES BY FACTORS

Factors	Critical		High		Medium
High Volume	✓			✓	
Medium Volume		✓	✓		✓
Low Volume					
Crosswalks Present	✓	✓			
Crosswalks Not Present			✓	✓	✓
High Percent of People of Color		✓			
Low Percent of People of Color			✓		
High Density of Intersections					
Low Density of Intersections					
Medians Present					
Medians Not Present					✓

FSI crashes in the City occur disproportionately on higher-risk roads, which represent only a small fraction of total road mileage. For instance, Critical Tier roads account for 1.3% of the network but see 18.6% of FSI crashes. Figures 12 and 13 show crash distribution across tiers and highlight the High-Risk Network (HRN), helping the City identify and prioritize roads with the greatest future risk.

FIGURE 12: ROAD PROFILE TIERS BY SHARE OF MILEAGE AND SHARE OF FSI CRASHES

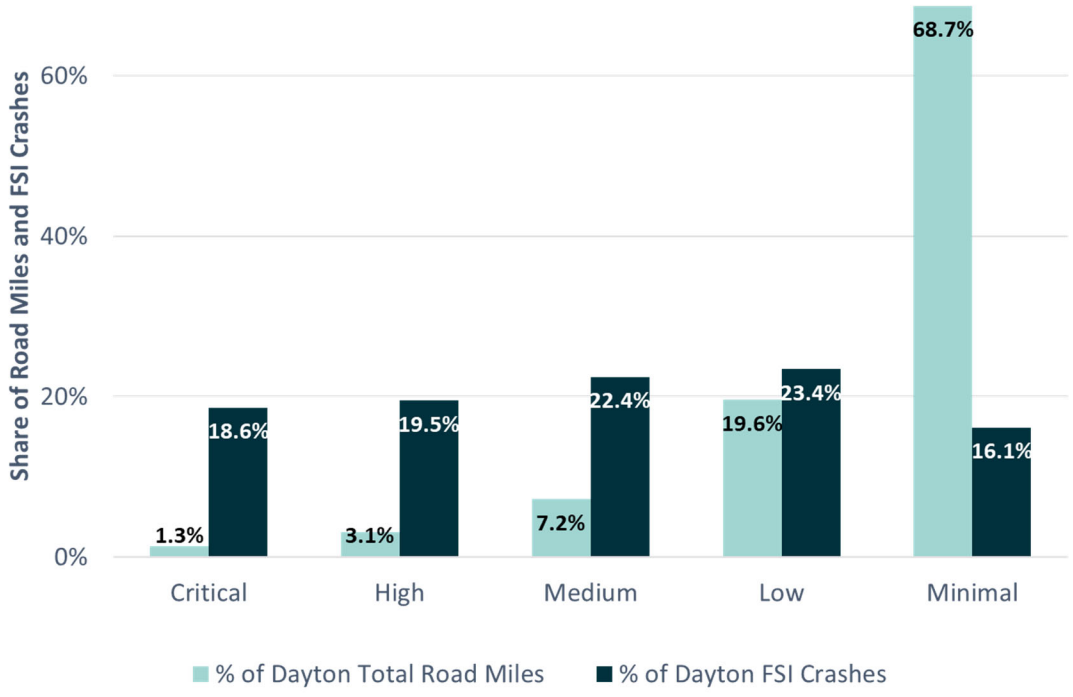
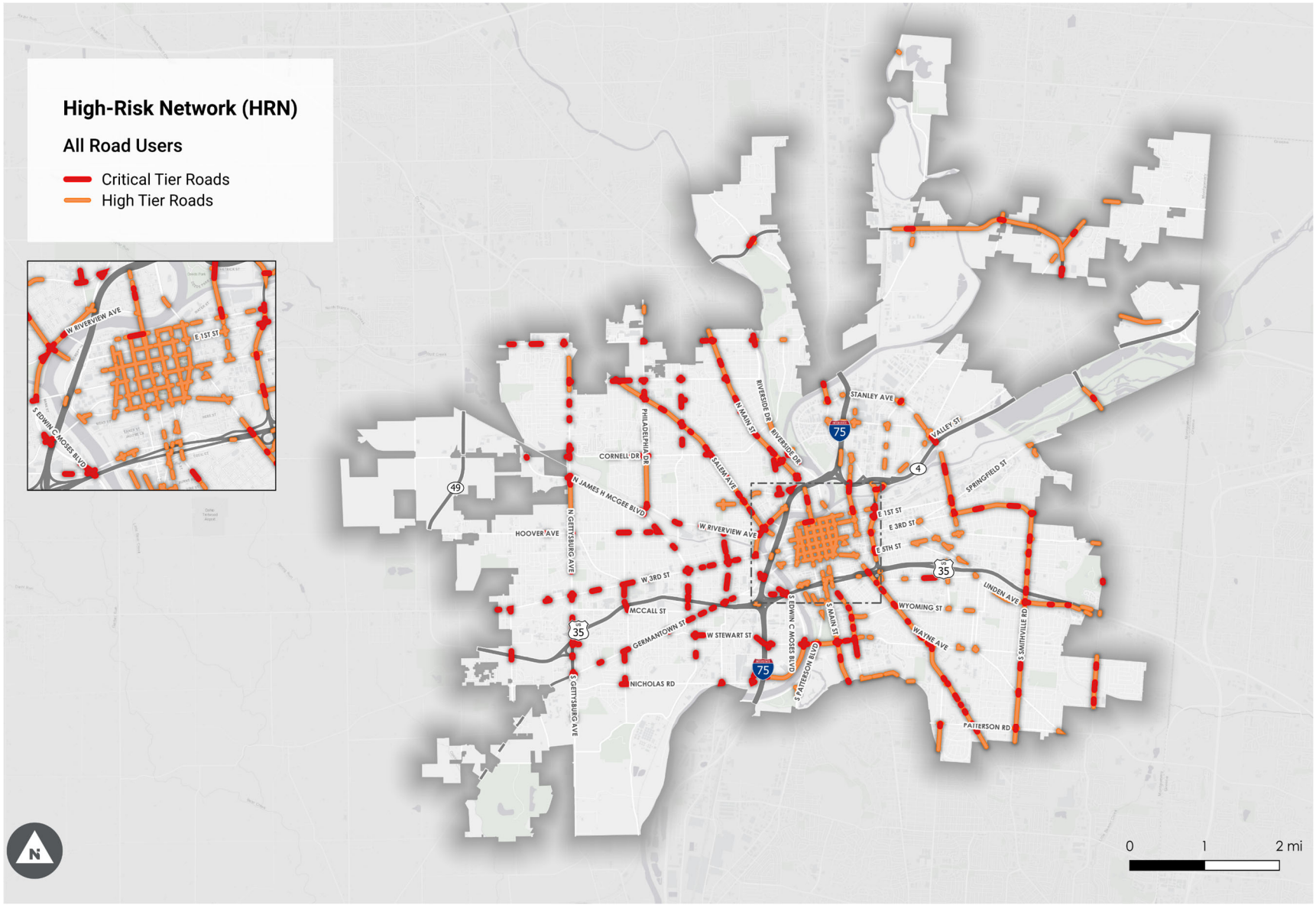


FIGURE 13: HIGH-RISK NETWORK (CRITICAL AND HIGH TIER ROADS; ALL ROAD USERS)



CHAPTER 6
COMMUNITY IMPACT ASSESSMENTS

DAYTON

Community Impact Assessments

The equity analysis identifies communities in Dayton that may experience disproportionate safety impacts due to historical marginalization, disinvestment, and disenfranchisement. The goal is to provide tools for identifying underserved communities and assessing whether those communities experience increased exposure to transportation safety risks. This section outlines the methodology for the equity analysis and presents findings that reveal areas in Dayton where the City should prioritize safety investments for equitable outcomes.

A first step in equity analysis is identifying where historically disadvantaged communities are located. This involves using demographic and socioeconomic indicators from the US Census Bureau, the project team looked at four publicly available tools from Federal agencies and the City:

1. U.S. Census Demographics
2. Climate and Economic Justice Screening Tool (CEJST)
3. Equitable Transportation Community Explorer (ETC Explorer)
4. City of Dayton Neighborhood Equity Index

These datasets provide a foundation for the City to incorporate equity when planning transportation safety improvements.

U.S. Census Demographics

U.S. Census data from the 2022 ACS 5-Year Estimates was used to map demographic and socioeconomic conditions across Dayton, specifically:

- Percentage of people of color
- Households below the poverty level
- Households without vehicles

These indicators reveal patterns of historically underserved communities and potential barriers to transportation. Generally, downtown Dayton and neighborhoods to the west have a higher percent of people of color and households below the poverty level and/or with zero vehicles.

Climate and Economic Justice Screening Tool (CEJST)

The CEJST is an online map that identifies disadvantaged census tracts across the country. It was developed by the Council on Environmental Quality (CEQ) within the Executive Office of the President to help Federal agencies direct investment toward disadvantaged communities under the Justice 40 Initiative. The online tool shows information about the burdens that communities experience. It marks census tracts as disadvantaged based on data from a variety of Federal agencies, with at least five of the six indicators used by the CEJST.

Under this methodology, the City of Dayton defined neighborhoods to focus on for equitable outcomes are:

- Neighborhoods along and south of Germantown Pike and southwest of the Interstate 75 and US 35 interchange, including Pine View, Lakeview, Highview Hills, Madden Hills, Miami Chapel, Edgemont, and Stoney Ridge.

- Neighborhoods along South Patterson Boulevard (south of US 35), and along South Edwin C Moses Boulevard, including Carillon, Midtown, South Park, and University Park.
- Select neighborhoods near the Interstate 75 and State Route 4 interchange, including McCook Field, Riverdale, and Santa Clara.

Equitable Transportation Community (ETC) Explorer

The ETC Explorer is an online map and dashboard developed by the US Department of Transportation under the Justice 40 Initiative. It assesses the cumulative burden communities experience as a result of underinvestment in transportation using 2020 data at the census tract level. The tool allows users to understand how a given census tract experiences adverse effects resulting from the transportation system compared to other census tracts nationally. It was designed by the USDOT to work in conjunction with the CEJST. The ETC Explorer tool uses over 50 indicators to develop five components of transportation disadvantage, including, for example, Transportation Insecurity. This is defined as being unable to get to where they need to go to meet the needs of their daily lives regularly, reliably, and safely. The other four components of transportation disadvantage are Environmental Burden, Social Vulnerability, Health Vulnerability, and Climate and Disaster Risk Burden.

The areas of the city with the highest transportation insecurity scores are:

- Neighborhoods along and south of West 3rd Street, including Fairlane, Arlington Heights, MacFarlane, Wolf Creek, and historic Wright-Dunbar.
- Neighborhoods along and north of Hoover Avenue, west of North James H McGee Boulevard, including Little Richmond, Residence Park, and Westwood.
- A large but less populated area near the intersection of Needmore Road and State Route 202, including the Sunny Acres manufactured home neighborhood.

Dayton Neighborhood Equity Index

The Dayton Equity Index is a tool developed as part of the Dayton Forward Comprehensive Plan to highlight disparities across neighborhoods and guide equitable planning efforts in the city. It scores each area based on socioeconomic indicators such as accessibility, livability, economy, and education, revealing areas where residents may face higher barriers to opportunity.

The neighborhoods in Dayton where resources should be prioritized for more equitable outcomes based on existing disparities are:

- Neighborhoods along and north of West 3rd Street and east of North Gettysburg, including Arlington Heights, Westwood, Roosevelt, and parts of MacFarlane.
- Neighborhoods along West Riverview Avenue and west of Salem Avenue, including Southern Dayton View and Old Dayton View.
- Select neighborhoods near the Interstate 75 and State Route 4 interchange, including McCook Field and parts of Old North Dayton.
- Greenwich Village neighborhood southwest of the West Hillcrest Avenue and North Gettysburg Avenue intersection.
- Note that a large area south of Nicholas Road and east of South Gettysburg Avenue

(Stoney Ridge) is also indicated as a flagged area, but the area is relatively less populated compared to other neighborhoods listed above.

Composite Equity Need Areas

When all four methods are shown together in Figure 14, areas where the different methods overlap emerge as communities where resources need to be prioritized for more equitable outcomes – Equity Need Areas. The findings from the four methods are overlapped as follow:

1. U.S. Census demographics: census tracks where at least 80 percent of the population are people of color, at least 40 percent of households are below the poverty level, or where at least 40 percent of households do not have a vehicle.
2. CEJST: census tracts that have disadvantaged communities.
3. ETC: census tracts that have transportation insecurity score of at least 85.
4. Dayton Equity Index: neighborhoods identified as high priority.

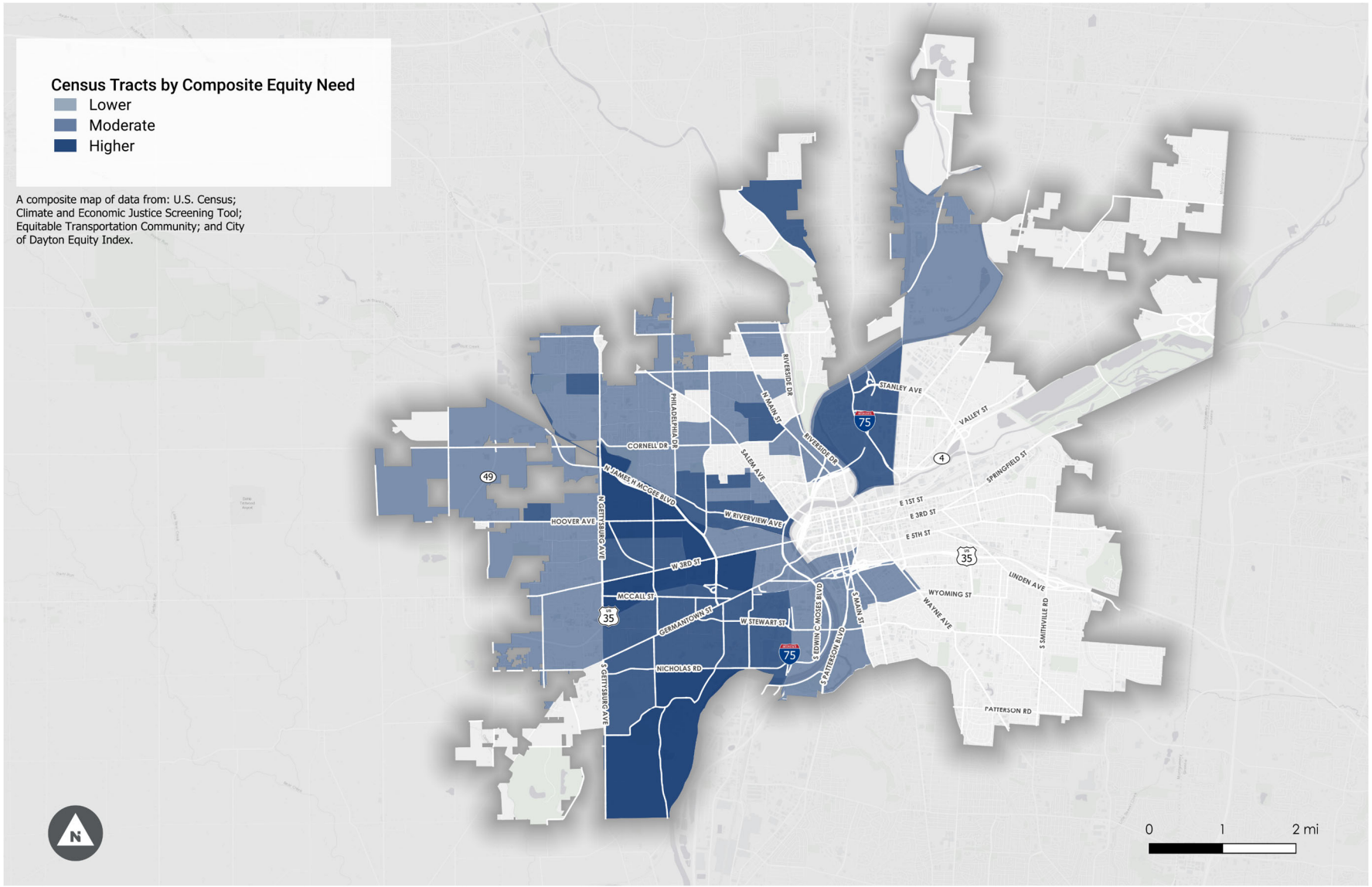
Neighborhoods identified as higher equity need areas are predominately to the north and west of downtown Dayton and include:

- Along and north of West 3rd Street and east of North Gettysburg, including Arlington Heights, Westwood, Roosevelt, and parts of MacFarlane.
- Along and north of Hoover Avenue, west of North James H McGee Boulevard, including Little Richmond, Residence Park, and Westwood.
- Near the Interstate 75 and State Route 4 interchange, including McCook Field and parts of Old North Dayton.

  Note that a large area south of Nicholas Road and east of South Gettysburg Avenue (Stoney Ridge) is also indicated as a flagged area, but the area is relatively less populated compared to other neighborhoods listed above.

Note that the Equity Analysis uses data that show trends in where people live and these areas should be prioritized for safety interventions as the focus of this Safety Action Plan – the SS4A grant program places priority on these areas. However, because people often also work, play, and shop outside areas where they live, it is also important to consider the routes in and out of these areas so that people have safe mobility options to destinations outside of their communities. Although a road may be outside of a higher equity need area, considerations should still be made to understand if it is a key route connecting a higher equity need area.

FIGURE 14: COMPOSITE EQUITY NEED AREAS



CHAPTER 7
STRATEGIES & COUNTERMEASURES

DAYTON

Strategies & Countermeasures

Policy and Program Review and Recommendations

A review of the current safety and traffic management policies and procedures has been conducted. The effectiveness of these policies and procedures and recommendations for further improvement have been provided. By focusing on proactive measures such as speed management, reduced conflicts and enforcement, the plan seeks to create safer streets for all users who travel within the city of Dayton. These measures have been organized into eight programs and a summary included in Table 2. Additional details for each program are included in Appendix C.

TABLE 2: PROGRAM REVIEW AND RECOMMENDATIONS

PROGRAM	DESCRIPTION	CURRENT PRACTICES	RECOMMENDATIONS
Photo Enforcement/Speed Management Program	Enforcement Program to improve speed compliance and roadway safety by deterring aggressive driving behavior	Speed Cameras (mobile units) are used in some school zone areas	Expand to all school zones, integrate School Bus Stop-Arm Enforcement. Improve public information/transparency and education campaigns to gain trust and community support.
Traffic Calming/Speed Bumps	Process to implement traffic calming measures	City has a 'Residential Street Speed Bump' request program that involves a petition and signatures from at least 51% of the occupied residences in the affected areas. Upon review, a ballot and affirmative response is required for the speed bump installation.	Develop a comprehensive program for all streets, not just residential. Expand the program to include other traffic calming measures such as raised intersections, curb bump outs, narrow lanes etc., that improves safety for all road users.
Safety Program	Maintains a list of top crash locations and tracks safety project status.	The City of Dayton maintains a Top Crash Locations list in collaboration with MVRPC.	Develop an annual program for safety study and safety projects. Incorporate safety assessments and low cost recommendations into construction projects Incorporate safety assessments into development review application requirements.
Pedestrian & Bicyclist Safety	Improve pedestrian and bicyclist safety through infrastructure, reduced conflicts and education	The City of Dayton adopted a 'Livable Streets Policy' in 2010. City previously collaborated with Dayton Public Schools (DPS) in the development of a School Travel Plan,	Review and amend the current policy for current priorities and practices Implement recommendations from the Dayton ATP Review the adopted DPS School Travel Plan, and evaluate if any outstanding plan recommendations

PROGRAM	DESCRIPTION	CURRENT PRACTICES	RECOMMENDATIONS
		some improvements have been implemented.	are still appropriate, and coordinate with DPS and pursue funding for implementation.
Signal Retiming Program	Optimizes traffic signal timing to improve flow and reduce aggressive driving.	No formal Signal Retiming Program currently in place	Retime to encourage safe travel speeds and eliminate red light violations. Upgrade clearance and crosswalk timing for pedestrians, bicyclists and transit. Implement Leading Pedestrian Intervals (LPIs) at high conflict intersections.
Lighting Upgrade Program	Provide street lighting	Street lighting is currently provided through city-owned and utility-owned systems (Miami Valley lighting). The City of Dayton has upgraded lighting through a 'Street Light Special Assessment Program' (2014-2020).	Evaluate lighting distribution across neighborhoods to ensure equitable access to safe, well-lit environments. Identify areas with low or no lighting, consider pedestrian scale lighting.
Enforcement	Enhances enforcement strategies to reduce fatal crashes and fatalities.	Speed enforcement in response to citizen complaints or identified safety locations DUI/OVI enforcement	Deploy extra patrols during peak periods, collaborate with other agencies, focus on DUI/OVI enforcement. Distracted driving and aggressive driving.
Driver Education Programs	Provides driver education programs for young and senior drivers.		Collaborate with other agencies to provide driver ed training programs to young drivers and seniors, Defensive driving courses Integrate Risk Awareness and Crash Prevention. Include modules on Distracted and impaired driving,

Countermeasures Toolbox

A suite of countermeasures has been developed in response to primary safety concerns identified through crash analysis and public feedback, supporting the implementation of the Safe Systems approach. These measures are established safety solutions recognized by the FHWA and NHTSA, and have been tailored to suit the specific conditions of the City of Dayton. Appendix D provides a comprehensive toolbox with additional attributes for each countermeasure.

The table below includes highlighted infrastructure countermeasures (green)– systemic safety countermeasures that the City of Dayton should consider applying citywide as funding and opportunity permit (e.g., tying in the improvement with an already planned street project or resurfacing). These highlighted safety countermeasures are based on high-risk factors discovered in the systemic safety analysis. The systemic safety countermeasures can be applied by the City proactively – i.e., the City does not need to wait for a safety issue to be documented at the location before applying the countermeasure.

TABLE 3: COUNTERMEASURE TOOLBOX

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
CATEGORY – EDUCATION/TRAINING/COMMUNITY OUTREACH					
ED1	Public Safety Campaigns for Aggressive Driving	Citywide (billboards, social media)	Launch a citywide multimedia campaign using billboards, social media, radio, and flyers with messages like "Slow Down, Share the Road" to educate drivers on reducing speeding, tailgating, and aggressive behaviors. Target high-risk areas identified in HIN & HRN, engage local influencers, and track engagement metrics to measure impact.	Aggressive Driving	
ED2	Driver Training Workshops for Aggressive Driving	Community centers, driver schools	Offer free or low-cost workshops at community centers and driver schools, focusing on anger management, safe following distances, and courteous driving behaviors. Target high-risk driver groups (e.g., commuters, truck drivers) identified in crash data, provide certificates for completion, and assess effectiveness through surveys and crash rate reductions.	Aggressive Driving	
ED3	Distracted Driving Awareness Program	Schools, businesses, high-traffic areas	Partner with schools, businesses, and community organizations to deliver workshops, distribute educational materials (e.g., flyers, videos), and launch a "Phones Down, Eyes Up" campaign targeting young drivers and commuters.	Distracted Driving	
ED4	Mobile App for Distracted Driving Education	Citywide (app download)	Develop a city-branded mobile app with safety tips, and real-time statistics on distracted driving risks. Promote the app through schools, workplaces, and public events. Track downloads and user engagement, and evaluate impact through reduced crash data.	Distracted Driving	

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
ED5	Impaired Driving Education	High-risk areas, colleges	Host free educational workshops and distribute materials in high-risk districts and colleges, focusing on DUI risks, alternatives (e.g., rideshares), and legal consequences.	Driving While intoxicated	
ED6	Community Alcohol Awareness Events	Nightlife districts, rural areas	Host monthly events in nightlife districts and rural areas, offering free rideshare vouchers, mocktail demonstrations, and DUI survivor testimonials to raise awareness.	Driving While intoxicated	
ED8	Graduated Motorcyclist Licensing	Citywide	Graduated licensing for motorcyclists	Motorist Crashes	
ED9	Motorist Awareness Campaigns	Citywide	Driver education related to 'sharing the road', 'lookout for motorcyclists' to increase drivers' yielding to motorcyclists	Motorist Crashes	
ED10	Construction Zone Safety Training	Work zones citywide	Offer training sessions for drivers and construction workers on safe behaviors in work zones, including reducing speed, avoiding distractions, and following signage. Use crash data to target high-risk zones, track attendance, and assess impact through reduced work zone crashes.	Construction Work Zones	
ED11	Creative Placemaking Events	Citywide	Launch a community mural program at intersections and crosswalks to beautify public spaces and calm traffic. Conduct Youth Art contests by partnering with Dayton Public Schools to engage students in designing safety-themed posters and sidewalk art.		
CATEGORY – EMERGENCY RESPONSE					
ERES1	Improved Incident Clearance Protocols	Major roads	Train police, fire, and tow services on rapid incident clearance protocols, including traffic control and debris	Incident Clearing Times	

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
			removal, to minimize delays on major roads. Use crash data to identify high-incident areas, conduct drills, and assess impact through reduced clearance times and secondary crashes.		
ERES2	Traffic Incident Management Teams	Major roads	Establish dedicated teams of police, fire, and tow services trained in rapid incident management, equipped with specialized tools, to clear crashes and manage traffic on major roads.	Incident Clearing Times	
ERES3	Strategic EMS Staging	High-crash zones (rural, congested areas)	Position ambulances and trauma kits near high-crash zones (e.g., High-crash-risk intersections, rural roads) during peak times, using data to identify locations. Coordinate with EMS agencies, track response times, and evaluate impact through reduced fatalities and faster arrivals.	Emergency Response Times	
ERES4	Helicopter EMS Deployment in Rural Areas	Rural or congested high-crash areas	Partner with regional hospitals to deploy helicopter EMS for rapid response in heavily congested areas with long response times. Use crash data to identify high-risk zones, ensure landing site availability, and evaluate impact through reduced response times and fatalities.	Emergency Response Times	
ERES5	Real-Time Crash Notification Systems	Major roads	Install sensors or integrate vehicle telematics (e.g., OnStar) on major roads to automatically notify EMS of crashes in real time. Use crash data to select locations, ensure system reliability, and evaluate impact through faster EMS responses and reduced fatalities.	Emergency Response Times	

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
CATEGORY: ENFORCEMENT					
ENF1	Automated Speed Enforcement	Major arterials (e.g., high-speed corridors)	Safe Speeds is a core principle of the Safe System Approach since higher-speed crashes result in higher injury risk. City of Dayton to continue to use its Photo Enforcement Program.	Aggressive Driving	City of Dayton Police Department
ENF2	Targeted Speeding Enforcement Zones	Major arterials during peak hours	Establish temporary high-visibility police enforcement zones on major arterials during peak traffic hours, using mobile radar units and publicized schedules to deter speeding. City of Dayton to continue its Speed Management Program by Police Officers. Target areas with high aggressive driving crash rates, track violations, and evaluate impact through reduced speeding tickets and crash data.	Aggressive Driving	City of Dayton Police Department
ENF3	High-Visibility Distracted Driving Patrols	Major roads	Conduct targeted police patrols on major roads to enforce laws against cellphone use and other distractions, using high-visibility vehicles and publicized schedules. City of Dayton to continue and expand its Distracted Driving enforcement efforts.	Distracted Driving	City of Dayton Police Department
ENF4	Cellphone Use Detection Technology	High-traffic intersections	Pilot advanced AI-based detection systems (e.g., cameras) at high-traffic intersections to identify and ticket drivers using cellphones. Ensure legal compliance, install clear signage, and evaluate effectiveness through reduced crashes and citations.	Distracted Driving	City of Dayton Police Department

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
ENF5	DUI Checkpoints	High-risk areas	Conduct regular sobriety checkpoints in areas with high DUI crash rates (e.g., nightlife zones, rural roads), using breathalyzers and publicized schedules to deter drunk driving. Monitor effectiveness through reduced DUI crashes and citations.	Driving While intoxicated	City of Dayton Police Department
ENF6	Saturation Patrols for DUI	High-risk areas (weekends/holidays)	Implement intensive, short-term police patrols in high-risk areas (e.g., bars, rural roads) on weekends and holidays, focusing on DUI enforcement with breathalyzers and high visibility. Use crash data to identify locations, track violations, and assess effectiveness through reduced DUI crashes	Driving While intoxicated	City of Dayton Police Department
ENF7	Red-Light Cameras at High-crash-risk Intersections	High-crash intersections	Deploy red-light cameras at intersections with high rates of red-light running and crashes, equipped with clear signage and legal compliance. Use crash data to select locations, issue warnings initially, and assess effectiveness through reduced angle crashes and pedestrian crashes. City of Dayton can expand their Photo Enforcement Program for specific intersections to monitor and mitigate Red light running crashes.	High-crash-risk intersections	City of Dayton Police Department
ENF8	Construction Zone Enforcement	Active work zones	Increase police presence and enforce speed limits, distracted driving laws, and work zone regulations in active construction zones, using high-visibility patrols and publicized schedules. Use crash data to target areas, track violations, and assess impact through reduced work zone crashes.	Construction Work Zones	City of Dayton Police Department

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
CATEGORY: ENGINEERING/INFRASTRUCTURE					
ENGA1	Traffic Calming Measures (Speed bumps, etc.)	Local streets	Install physical traffic calming measures such as speed bumps, raised crosswalks, curb bump outs and chicanes on local streets and near pedestrian-heavy areas. Use engineering studies to determine optimal placement, ensuring compliance with ADA standards, and evaluate impact through speed and crash data. City of Dayton to continue and expand its Speed Bump Request Program to Traffic Calming Program and include a criteria for top locations.	Aggressive Driving	Dayton Public Works Department
ENGA2	Pavement Repairs	Citywide (prioritize high-traffic areas)	City of Dayton to continue its comprehensive repaving and repair program for street maintenance, preventive treatments and full resurfacing programs, prioritizing high-traffic and high-crash areas identified in crash data. Use durable materials, ensure ADA compliance, and evaluate impact through reduced crash rates and improved road condition surveys.	Poor Road Maintenance	Dayton Public Works Department
ENGA3	Pavement Marking Enhancements	Poorly maintained roads	Upgrade pavement markings to improve visibility and safety, using high-quality materials of the City's preference. Use crash data to target high-risk areas, ensure durability, and evaluate impact through reduced nighttime crashes and improved driver feedback	Poor Road Maintenance	Dayton Public Works Department

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
ENGA4	Roundabouts at High-crash-risk Intersections	Multiple locations (e.g., high-crash intersections)	Install modern single lane roundabouts at high-crash intersections identified in crash data, designed to reduce severe crashes (right angle and left turn crashes) and aggressive driving. Conduct traffic studies for placement, ensure pedestrian and bike access, and evaluate impact through crash and speed reductions	High-crash-risk intersections	Dayton Public Works Department
ENGA5	Improve Sight Distance	Unsignalized intersections with restricted sight distance	Clearing roadside obstructions within intersection sight triangles without major reconstruction of the roadway.	High-crash-risk intersections	Dayton Public Works Department
ENGA6	Install Raised Pavement Markers and Striping	High-crash intersections	Install raised pavement markers (reflective or illuminated) and clear, durable striping at complex intersections to guide motorists through unusual or unexpected maneuvers (e.g., left turns, multi-lane crossings).	High-crash-risk intersections	Dayton Public Works Department
ENGA7	Reduced Left-turn Conflict Intersections	High left turn crash risk intersections	Reduced left-turn conflict intersections simplify left turns to improve safety. Common designs include restricted crossing U-turns (RCUT), CFI, Quadrant Intersections. Develop a criteria based on the AADT, crash rate, % of LTs over the entire peak hour count, median/ shoulder width for u-turn bulbs etc.,	High-crash-risk intersections	Dayton Public Works Department
ENGB1	Install Advance Stop-bar Before Crosswalk (Bicycle Box)	High bicycle crash risk intersections	Signalized intersections with marked crossings in areas with bike traffic.	High-crash-risk intersections	Dayton Public Works Department

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
ENGP1	Crosswalk Visibility Enhancements	Crosswalks	Conduct a network-level inventory of existing crosswalks and prioritize locations on multilane roads, near schools, and bus stops. Enhancements can include high visibility markings, advance yield lines, signage, and lighting. Visibility enhancements address this risk by increasing driver awareness and highlighting crossing locations.	High-crash-risk intersections	Dayton Public Works Department
ENGP2	Install Pedestrian Signals	Busy intersections	Install high-visibility crosswalks and pedestrian signal heads with countdown timers at signalized intersections lacking these features, particularly where pedestrians crossings conflict with significant turning movements.	Pedestrian Safety at Signals	Dayton Public Works Department
ENGA8	Improve Left and Right Turns	High-conflict intersections	Provide exclusive left-turn or right turn lanes where currently not provided and implement protected left turn phasing.	High-crash-risk intersections	Dayton Public Works Department
ENGA9	Upgrade Signals	High angle crash intersections	Enhancements such as new LED signal heads and retro-reflective backplates, supplemental signal heads and improve detection.	High-crash-risk intersections	Dayton Public Works Department
ENGA10	Improve Signal Timing	High-crash intersections	Retime signals based on recent traffic demand, improve detection so when a corridor has sufficient detection adaptive signal coordination can be installed. Update Clearance Intervals and Pedestrian timings.	High-crash-risk intersections	Dayton Public Works Department
ENGA11	Add/Improve Intersection Lighting	High dark unlit crash locations	Upgrade/Installation of intersection lighting. City of Dayton to enhance its Lighting Upgrade Program.	High-crash-risk intersections/Poor lighting	Dayton Public Works Department

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
ENGP3	Leading Pedestrian Intervals (LPIs)	High pedestrian crash risk/HIN intersections	Install leading pedestrian intervals at high-crash intersections, giving pedestrians a 3–7 second head start before vehicles, to reduce pedestrian-vehicle conflicts.	Drivers not yielding to peds in crosswalk	Dayton Public Works Department
ENGA12	Construction Zone Safety Enhancements	Active work zones	Install temporary traffic calming measures (e.g., speed bumps), enhanced signage, and improved lighting in active work zones to reduce crash risks.	Construction Work Zones	
ENGA13	Road Diet or Lane Reconfigurations	Multi lane roadways with excess capacity	Reduce lanes on roads with excess capacity (e.g., convert Ludlow St. from one-way to two-way or implement a road diet) to calm traffic, improve safety, and reduce congestion.	Traffic Congestion	Dayton Public Works Department
ENGP3	Provide or Improve Lighting	VRU HIN/HRN locations	Add or improve pedestrian level lighting coverage	Poor Lighting for VRU Users	Dayton Public Works Department
ENGB2	Separated/protected bike lanes		Add protected bike lanes to enhance safety for non-motorized users, and promote Complete Streets.	Bicycle Safety in Shared Lanes	Dayton Public Works Department
ENGB3	Traffic Calming	VRU HIN/HRN locations	Redesign roadway infrastructure to allow for lower travel speeds to make it comfortable for bicyclists and vehicular drivers to share the lane	Bicycle Safety in Shared Lanes	Dayton Public Works Department
ENGA14	Access Management	Roads with excessive driveways	Install raised median or simplify access points on roads with excessive driveways to reduce conflict points and improve safety, to be implemented with roadway reconstruction projects.	Too Many Driveways on Multiple Roads	Dayton Public Works Department

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
ENGA15	Add Two-Way Left-Turn Lane	Undivided multilane roadways without left turn lanes	Add a two-way left-turn lane (TWLTL) to undivided multilane roadways with frequent rear-end crashes or sideswipe-passing crashes related to left-turning vehicles in through lane or unintentional centerline crossings	Traffic Congestion	Dayton Public Works Department
ENGP4	Install Median and Pedestrian Refuge Islands on Roadways	Undivided multilane roadways (e.g., congested arterials)	Install a median (e.g., raised concrete, landscaped) on undivided multilane roadways with high through traffic as well as high pedestrian activity locations along the corridor	Lack of protected pedestrian crossings	Dayton Public Works Department
ENGP5	Install Raised Pedestrian Crossing	High-pedestrian-crash or need areas, school zones	Install raised crosswalks at high-pedestrian-crash locations, school zones, and intersections with significant turning movements to slow vehicle speeds, improve pedestrian visibility, and enhance crossing safety.	Unsafe pedestrian crossings	Dayton Public Works Department
ENGP6	Install Active Traffic Control Measures at Mid-block Locations	Midblock crossings, high-pedestrian-need areas, Roadways with long distances between crossings	Develop a systemic screening method using land use and pedestrian generators (e.g., schools, parks, and bus stops), distances from crosswalks, and speed data to identify candidate corridors. Install pedestrian hybrid beacons (PHB) or rectangular rapid flashing beacons (RRFB) along with high visibility crosswalk markings and appropriate signing,	Lack of protected pedestrian crossings	Dayton Public Works Department
ENGP7	Install Sidewalks	Fill sidewalk gaps	Improve Sidewalk connectivity by filling sidewalk gaps, and upgrading sidewalks in poor condition	Pedestrian Safety	Dayton Public Works Department
ENGP8	Install Curb Extensions at Intersections	Corridors with High Pedestrian Activity or High on VRU HIN/HRN Network	Install curb extensions (bulb-outs) at high-pedestrian-crash intersections to reduce crossing distances, improve visibility for pedestrians, and slow turning vehicles. Potential Locations are roadways with on-street parking.	Unsafe pedestrian crossings, Aggressive Driving	Dayton Public Works Department

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
SYSTEMIC/COMPREHENSIVE					
SYS1	Conduct Road Safety Audits	High-crash corridors, intersections, and roadways identified in crash data	Conduct comprehensive road safety audits (RSAs) on high-crash locations to identify and mitigate safety risks related to design, operations, and maintenance. Engage a multidisciplinary team (e.g., engineers, planners, law enforcement, pedestrians) to assess factors like sight distance, signage, pavement conditions, speed limits, pedestrian facilities, and traffic flow, using crash data, field observations, and stakeholder input. Target areas with frequent crashes, document findings in a report with prioritized recommendations, and implement follow-up countermeasures	High-crash-risk intersections, Aggressive Driving, Unsafe pedestrian crossings,	
SYS2	Conduct Demonstration Projects	High-crash or high-risk areas identified in crash data, school zones, rural roads, or pedestrian-heavy areas	Conduct demonstration projects to test and evaluate innovative or untested safety countermeasures such as advanced enforcement technologies (e.g., DUI detection systems), Traffic Conflict analysis with video/AI, automated incident detection, automated pedestrian detection with video, smart signal infrastructure, etc. Use HIN/HRN and stakeholder input to select pilot locations and countermeasures, engage a multidisciplinary team (e.g., engineers, planners, law enforcement, pedestrians) to design and implement short-term projects, and incorporate public education and enforcement components. Monitor and evaluate outcomes through before-and-after studies, pedestrian counts, and public feedback, document findings in a report,	High-crash-risk intersections, Aggressive Driving, Driving While Intoxicated	

REF ID	COUNTERMEASURE	LOCATION (SUGGESTED)	DESCRIPTION	RISK FACTOR	LEADING AGENCY
			and use results to inform full-scale implementation.		
SYS3	Local Road Safety Plans (LRSPs)	Underserved communities	Develop subarea LRSPs using a consistent framework, prioritizing roads in areas with high proportions of people of color, low-income populations, or historical underinvestment. Align LRSP outputs with capital funding pipelines. LRSPs specific to local communities can help the City proactively identify and address systemic risks in individual communities.	High-crash-risks in underserved communities	

CHAPTER 8
LOCATION PRIORITIZATION & PROJECTS

DAYTON

Location Prioritization & Projects

This section outlines the methodology to prioritize streets and intersections for safety investments in the city for new projects and documents the prioritized locations. The process begins with a screening step to identify locations with the greatest demonstrated safety need, followed by a scoring process to rank eligible corridors for investment. The goal is to ensure the City applies its limited resources first in the places that need it most to eliminate fatal and serious injury crashes. By integrating historical crash data, systemic risk factors, community demographic considerations, and community input, this approach creates a transparent and data-driven prioritization framework for the City to plan and direct resources effectively.

The prioritization scoring framework integrates data on severe crashes, roadway risk factors, demographics, and community perspectives to guide safety investments in Dayton. This process balances four primary considerations:

- Historic safety outcomes: where an elevated number of fatal and serious injury crashes have already occurred based on the High-Injury Network (HIN) for all road users, with added emphasis on vulnerable road users.
- Proactive safety risk: where roadway characteristics indicate a high potential for future severe crashes based on the High-Risk Network (HRN) analysis.
- Community factors: areas with historically underserved populations that may face increased transportation challenges, and locations identified from community input as having potential safety issues.
- City review: a final review by City staff to confirm that the highest-ranked locations reflect known safety concerns, consider project readiness and feasibility, and incorporate recent improvements.

Prioritization Methodology

Step 1: Screening

The first step in the prioritization process applies yes/no filters to narrow the scope of the locations. Locations are only eligible for further scoring if they appear on at least one of the following networks: High-Injury Network – All Users, High-Injury Network – Vulnerable Road Users (VRU) or High-Risk Network (HRN). Locations that do not meet these conditions will not be considered top priority but may still receive systemic safety investments as part of citywide improvements.

Step 2: Scoring

After the initial screening, a two-part scoring process will then be applied to the locations that passed Step 1. First, a base score reflects how many of the three key network designations a location meets. Second, two additional factors (underserved communities and community input) are used to further prioritize locations. Table 4 shows the weight of each factor used to score and rank corridors and intersections for safety improvements.

TABLE 4: SCORING METHODOLOGY

FACTOR	DESCRIPTION	SCORE
High-Injury and High-Risk Networks	Location appears on all three networks: HIN (All Users), HIN (VRU), and HRN.	30
	Location appears on one of the HINs AND the HRN (one of the networks must be the HRN).	20
	Location appears on only a single network designation – HIN (All Users), HIN (VRU), OR HRN.	10
Underserved Community	Location (including a portion of the location) is in or along an area identified as an underserved community in the composite demographics map.	10
Community Input Mapping	Locations receive a score if the street has been identified in the community input mapping as a location where people have a safety concern.	10

Step 2a: Additional Intersection Screening

An additional step was taken for intersections that demonstrate the highest need for safety interventions. All intersections that score 50 in Step 2 (the maximum score) will be included as a top intersection. Additionally, any intersection with a score at least 40 and at least one fatal or serious injury (FSI) crash or at least one fatal or injury (KABC) crash involving a vulnerable road user (VRU) will also be included. Those intersections that are in top-ranked corridors (from Step 2) will be selected as part of those top-ranked corridors. Intersections that are not located in the top-ranked corridors will be identified as a separate need for a top intersections list.

Step 3: City Review and Final Prioritization

Following the application of the screening and scoring process described above, the resulting ranked list of priority corridors and intersections will be subject to a structured City review before it is finalized. This step ensures that the prioritization reflects not only data-driven factors but also current conditions, feasibility, and upcoming opportunities.

During the review phase, City staff will:

- **Validate results:** Confirm that the top-ranked locations align with on-the-ground safety concerns, do not omit corridors that have significant recent safety issues not yet reflected in the data, or do not include locations that have had recent investments that may not yet be reflected in the data.
- **Assess project readiness and coordination**: Consider whether a corridor has a planned capital project, grant opportunity, or other scheduled work that could be leveraged for timely implementation.

This process identified an initial list of approximately twenty high-priority street corridors and several intersections for inclusion in the Safety Action Plan. A detailed memorandum with methodology and analysis results are included in **Appendix E**. Figure 15 and Figure 16 show the prioritized corridors and intersections, respectively. Locations that were not included in the highest priority tier through this process will still be monitored and considered for future phases of safety investments, particularly as new data and community feedback become available.

FIGURE 15: TOP 20 PRIORITZED SEGMENTS MAP

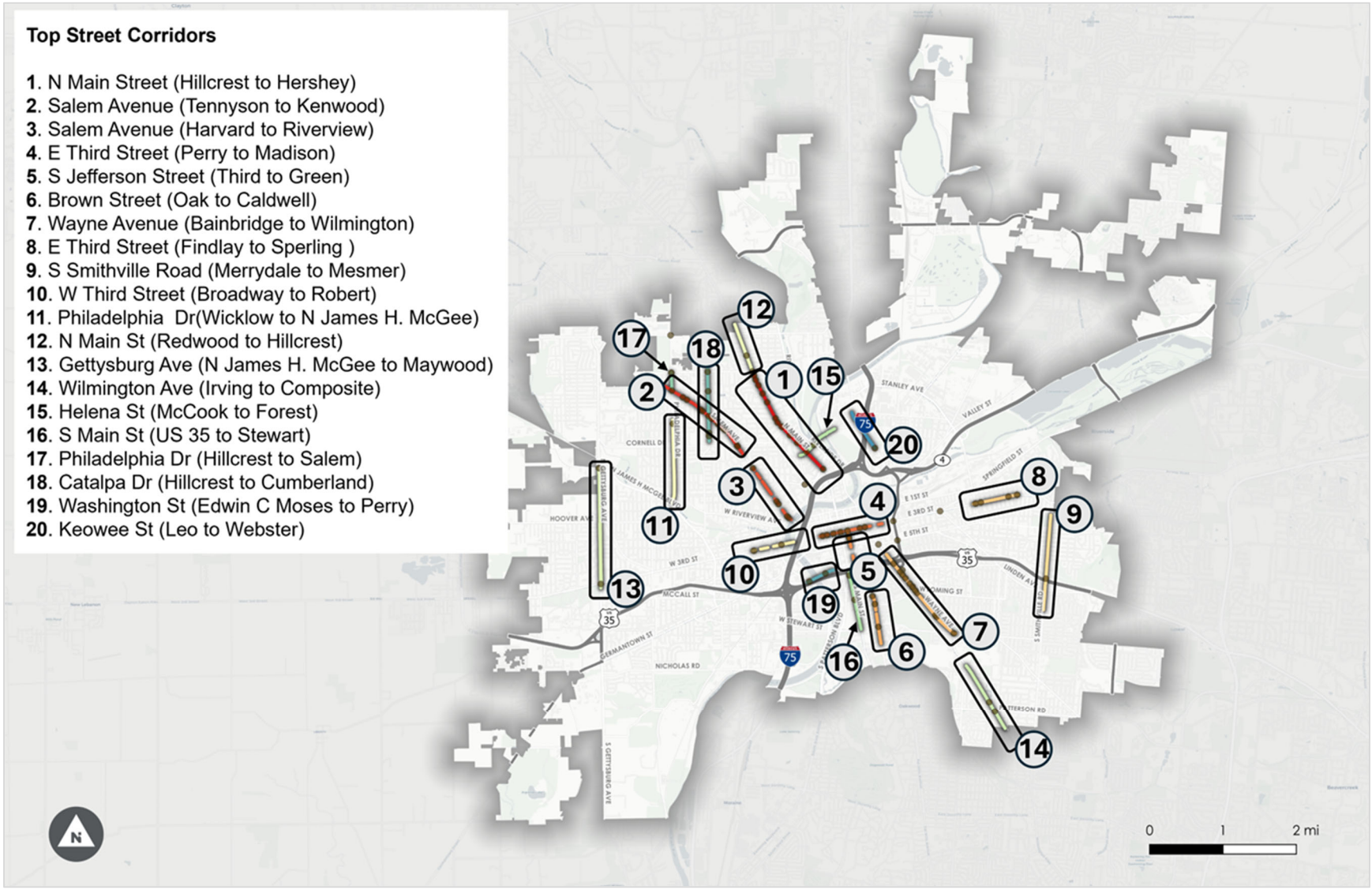
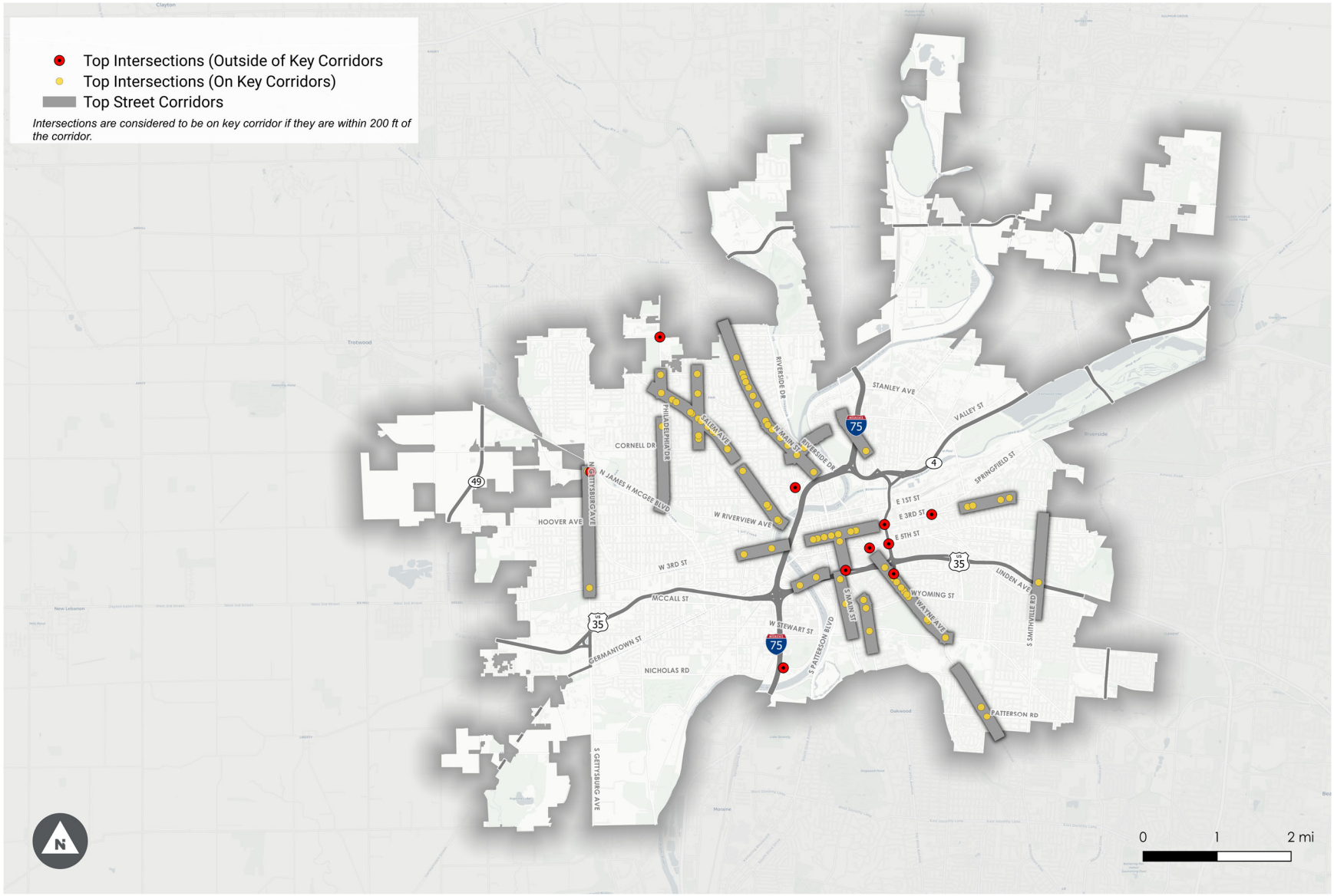


FIGURE 16: TOP PRIORITIZED INTERSECTIONS MAP



Local Project Recommendations

For the top 5 corridors from the prioritized ranking list, projects with a recommended list of improvements have been developed. These improvements are based on the review of crash patterns and existing corridor and intersection conditions, traffic demand, and pedestrian and bicycle activity and demand. Appendix F provides additional information for each project.

TABLE 5: PROJECT RECOMMENDATIONS

PRIORITIZATION RANK	ROAD SEGMENT AND LIMITS	LIST OF IMPROVEMENTS	IMPLEMENTATION PLAN
1	N Main Street - Hillcrest to Hershey	Road Diet Pedestrian facility Improvements Traffic Separation Bike & Transit Improvements On-street Parking Adjustments Signal Optimization	Construction complete in Fall 2025 (PID 114813)
2	Salem Avenue- Tennyson to Kenwood	Improved crosswalks with stamped concrete New pavement, curb and sidewalks Decorative Lighting Improve Salem/Philadelphia intersection by reducing lanes on both roads, new pavement, decorative crosswalks to control speeds and improve pedestrian safety	On going construction. All phases to be complete by the end of 2029
3	Salem Avenue - Harvard to Riverview	Improved crosswalks with stamped concrete New pavement, curb and sidewalks Install Cycle track from Riverview to North Ave Decorative Lighting Added center TWLTL where missing	Construction complete in 2023
4	E Third Street - Perry to Madison	Road diet 12” signal heads with backplates Complete bike lanes east of Ludlow Leading Pedestrian Interval (LPI) Traffic calming improvements	Bike lanes completed in 2025 (Vista View to Ludlow) Other improvements unfunded
5	S Jefferson Street - E. Third to Green	Road diet 12” signal heads with backplates Separated bike lanes Leading Pedestrian Interval (LPI) Install Wrong way/One Way signs Traffic calming improvements	Not planned yet

CHAPTER 9
NEXT STEPS

DAYTON

Next Steps

Tracking and Reporting

The City of Dayton will track progress through a set of performance metrics and report findings annually. A cross-departmental team, including Civil Engineering, Police, and Community Engagement and stakeholders, will oversee implementation and ensure transparency. Public dashboards and community updates will keep residents informed and engaged in the city's journey towards the 'fifty percent reduction of fatalities and serious injuries goal by 2040'. The dashboard is anticipated to include:

- Crash & Injury Metrics
  - Total crashes (quarterly/yearly)
  - Fatal crashes/rates
  - Serious injury crashes/rates
  - Crashes involving:
    - » Pedestrians
    - » Cyclists
    - » Motorcyclists
    - » Young drivers (age 15–25)
    - » Older drivers
    - » Speeding
    - » Distracted Driving
- High-Injury Network Mapping
- Status of Infrastructure Improvements
- Equity metrics
- Behavior and Demographic Insights such as driver age distribution in crashes, distracted driving etc.,

An annual safety report summarizing progress, highlighting successes and identifying areas needing attention will be developed. The City will update the dashboard quarterly to share progress with the community for transparency. Also, these findings will be used to refine and adjust strategies and reallocate resources while maintaining flexibility to adapt to emerging safety challenges.

Implementation Plan and Timeline

The Implementation Plan and Timeline for the Dayton Safety Action Plan will include a structured roadmap that outlines what will be done, who will do it, when it will happen, and how progress will be tracked. This will be a collaborative effort with the following actionable components.

- Infrastructure improvements
- Policy or Program changes
- Education and Outreach campaigns
- Equity focused interventions
- Data collection and analysis

These actions would include a responsible agency/partner, needed resources, interdependencies, prioritization, milestone dates, and reporting progress.

APPENDIX A – PUBLIC ENGAGEMENT SUMMARY AND DOCUMENTATION

PUBLIC SURVEY RESULTS

Appendix A

City of Dayton Safety Action Plan
Public Survey Responses

Responses Overview

Active

Responses	Average Time	Duration
315	21:40	310 Days

1. What zip code do you live in?

310
Responses

Latest Responses
"45420"
"45403"
"45403"
...

57 respondents (18%) answered 45403 for this question.

2. If you are employed, what zip code do you work in?

235
Responses

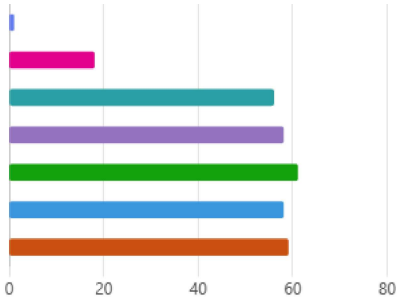
Latest Responses
"45403"
...

43 respondents (18%) answered 45402 for this question.

Appendix A

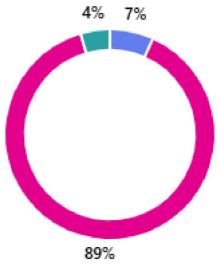
3. What is your age group?

Under 16	1
16-24	18
25-34	56
35-44	58
45-54	61
55-64	58
65 or over	59



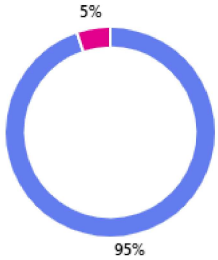
4. Do you have any disabilities or chronic conditions that impact your travel?

Yes	21
No	277
Prefer not to say	14



5. Do you have reliable access to a car?

Yes	296
No	16



6. How many drivers in your household?

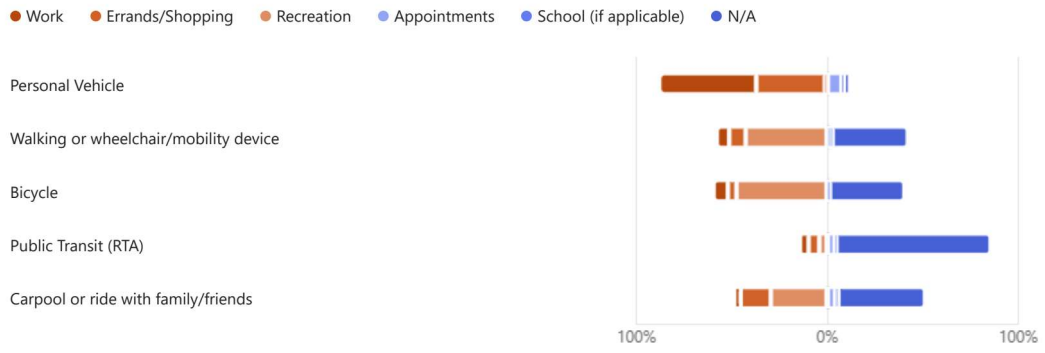
307
Responses

Latest Responses
"0"
"2"
"2"
• • •

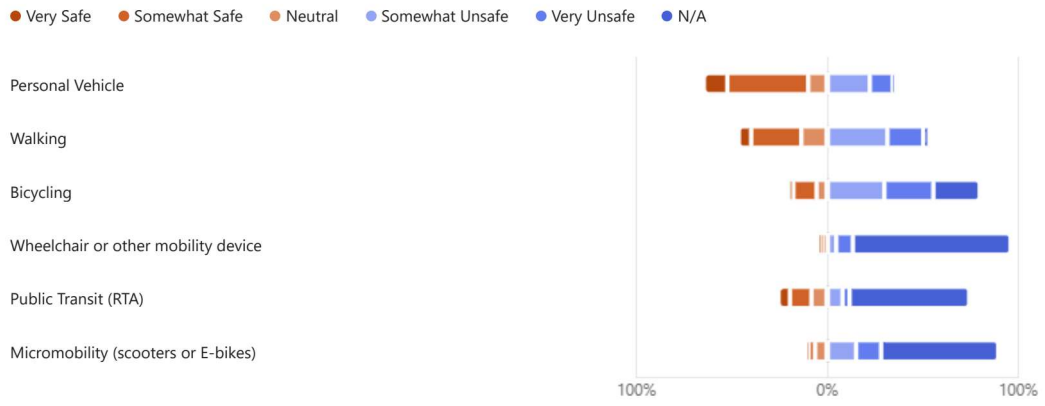
188 respondents (61%) answered 2 for this question.

5
4
2
One
1
Two

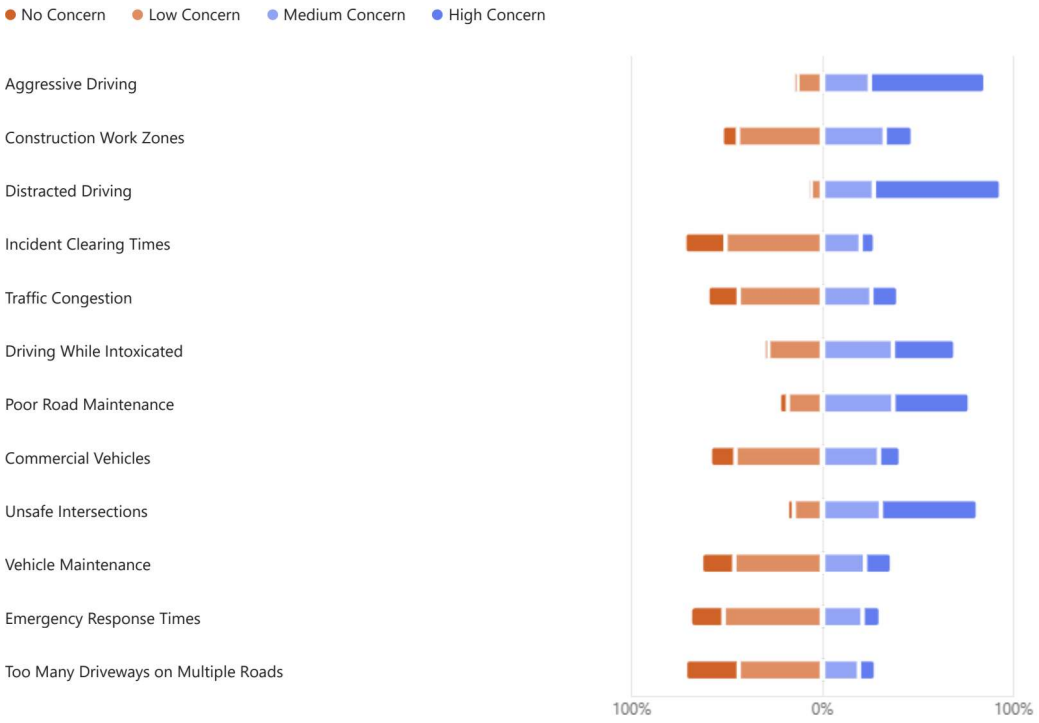
7. How do you most use each method of transportation?



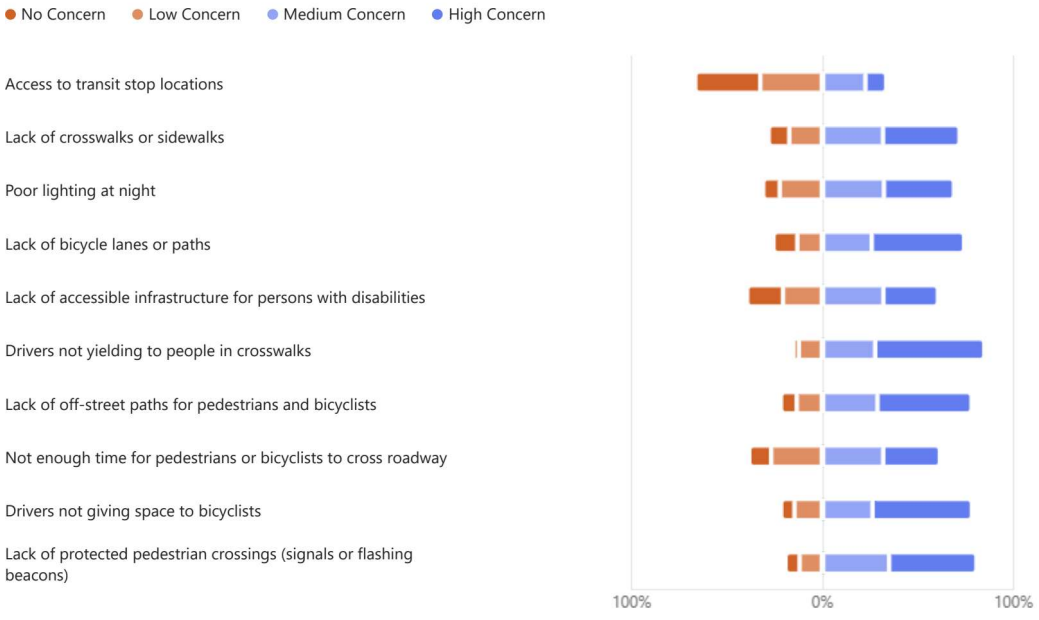
8. How safe do you feel on roads in your community for each of the transportation modes?



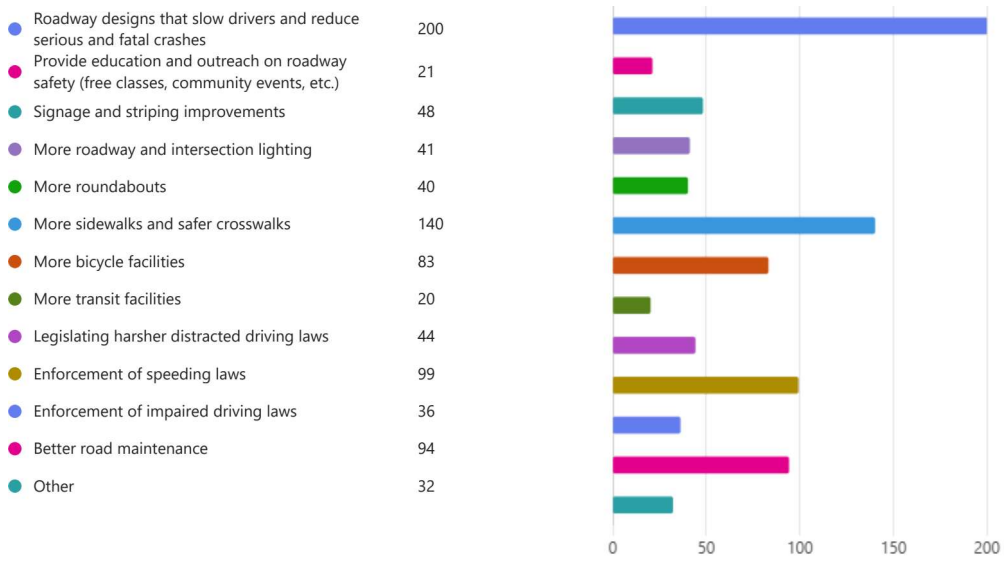
9. What do you think are the biggest safety concerns in Dayton region?



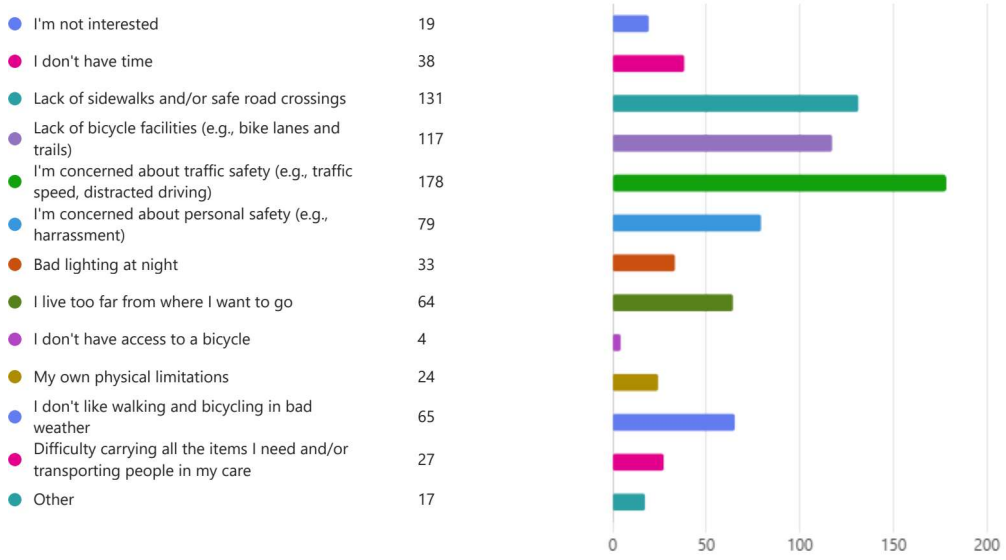
10. If you are walking, using a mobility assistance device, or biking, what are your main traffic safety concerns?



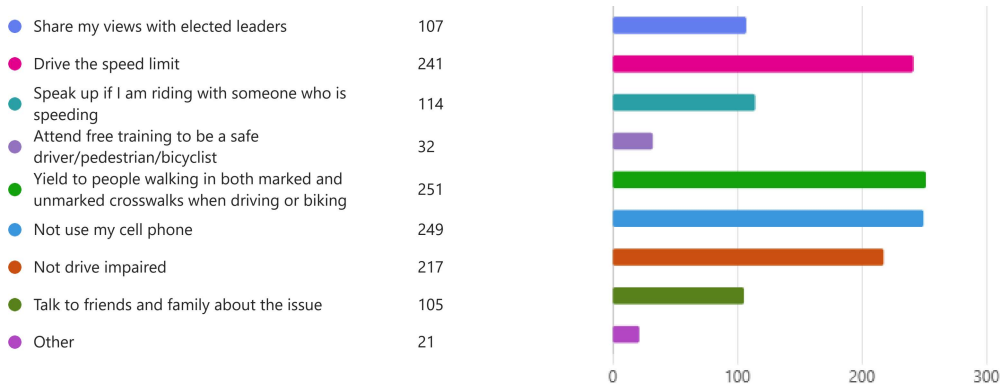
11. What do you think the region's highest transportation safety priorities should be?



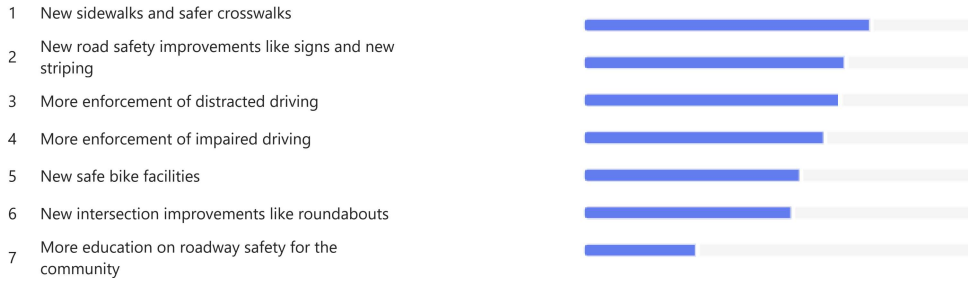
12. What prevents you from walking or bicycling more often? Select your top 3 barriers.



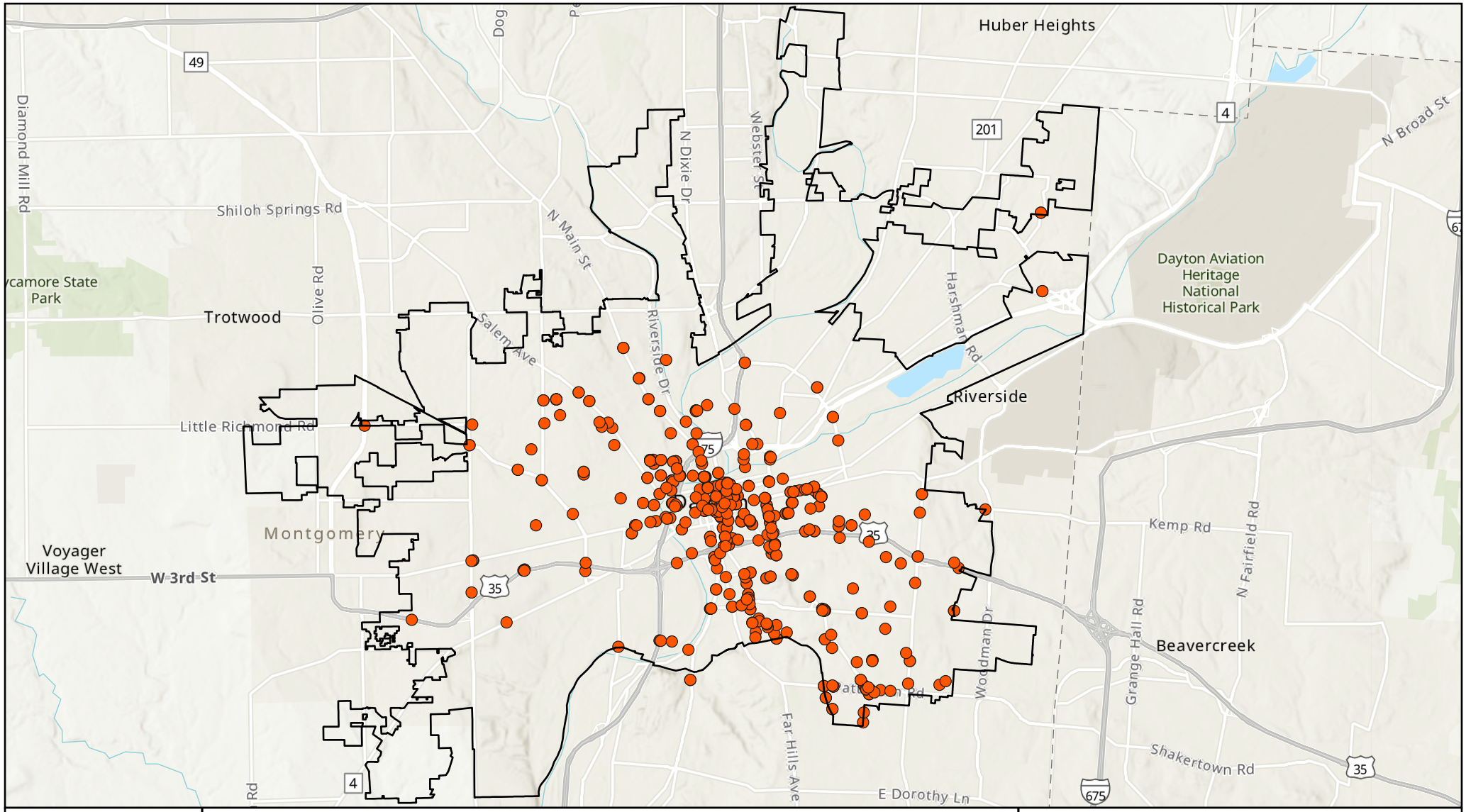
13. What will you do to personally help achieve zero fatal and serious injury crashes? (Select all that apply)



14. Rank the actions you would like to see in Dayton to address safety issues on our roadways. (Use the arrows on the right to rank the item s below)



WEBMAP INPUT



N

0 1 2 Miles

Dayton Public Engagement Point Map

2025

Esri, CGIAR, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Dayton

Public Engagment Points

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
1	Access to Transit	I think the city and RTA would benefit a lot from turning the wide roads that don't need to be wide into roads with bus lanes such as 3rd st, Jefferson, Ludlow, etc. It'll also act as a buffer for bike & pedestrian traffic from cars & encourage bus usage	3rd Stret	East of	Jefferson Street	
0	Access to Transit	Bus stops have been destroyed multiple times over the past 5 years on both sides of the street in this area. Bollards on streets in this area could help pedestrian safety.	Salem	West of	Catalpa	
2	Accessibility	Access to the Iron Horse trail could be improved/made more visible	Arcadia Blvd	East of	Russet Ave	Hearthstone
1	Accessibility	A ramp to access patterson rd would be nice for both bike riders and disabled residents. Currently there are several sets of stairs but no ramp.	Patterson Rd	East of	Acorn Dr	Shroyer Park
0	Accessibility	In my observations, people in motorized scooters frequently cross Linden on 4th St. As a driver I once had to help somebody in a scooter look for cars because they couldn't see around the parking. The curbs are also very high which I imagine is an issue.	4th St and Linden Ave	West of	4th St and Linden Ave	Historic Inner East
3	Accessibility	The Walk light does not provide enough time for an able-bodied person to cross so it would be extremely dangerous for someone on crutches or other mobility device.	E 5th St	West of	S Patterson Blvd	Downtown
P127	Bicycle Safety	Smithville/Flight Line crossing will be challenging.	-9366314.78		4830012.673	
P126	Bicycle Safety	This would be where most of Historic Inner East's cyclists and pedestrians would cross Keowee if they could do it safely. It's the calmest path to downtown	-9370602.947		4831065.092	
P125	Bicycle Safety	Intersection of 4th, Terry, and the Flight Line is dangerous with current car traffic	-9369895.109		4831255.656	
P124	Bicycle Safety	There isn't anything here that isn't threatening to cyclists or pedestrians. Start over with this intersection or get the Flight Line finished so we can avoid it entirely.	-9370678.595		4831394.392	
P123	Bicycle Safety	This block of Huffman is missing a speed hump. The next block has one and it has lowered car speeds so much that the safety difference between blocks for everyone is clear	-9369477.137		4831549.467	
P122	Bicycle Safety	Left hand turn across eastbound speeding traffic around illegally parked cars puts cyclists in jeopardy.	-9369493.064		4831620.883	
P129	Bicycle Safety	High speeds and no protection from cars and trucks	-9369591.923		4831623.098	
P128	Bicycle Safety	First St. has no bicycle accommodations on the street or sidewalk and Mike's Indoor Bike Park is right here. He sells and services bikes. The shop needs to be connected to other infra and be safe.	-9370006.71		4831961.264	
P130	Bicycle Safety	add bik	-9378551.866		4832918.483	
11	Bicycle Safety	Extend two-way cycle track east across the river and get rid of slip lane from 3rd onto Edwin C Moses.	W 3rd St	East of	Horace	Wolf Creek
6	Bicycle Safety	Need two-way bike lanes on the bridge. It's a preferable route to the faster traffic on Salem or Main bridges. Plenty of room for protected bike lanes in both directions.	Monument Bridge	East of	W. Riverview	Grafton Hill
13	Bicycle Safety	Poor crossing visibility and sharp angles to navigate for people on bicycles.	Great Miami Riverway	East of	Bend Blvd	McCook Field
7	Bicycle Safety	Vehicles on Keowee regularly run this red light at high speeds. I use the bike lane on 5th through this intersection, and often have to delay crossing Keowee on green because of vehicles running the red light.	Fifth Street	East of	Keowee	Historic Inner East
0	Bicycle Safety	It'd be great to have marked bike lanes on Forest Avenue, from Riverview to Main Street.	n/a	North of	Riverview	Grafton Hill
14	Bicycle Safety	Many drivers park in the bike lanes instead of the parking lots behind the buildings. This forces cyclists into the road unexpectedly, very dangerous when i cycle and have to do so. Needs better enforcement. Busses are ok because they only briefly stop.	Brown	North of	Jasper	University Park

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
5	Bicycle Safety	Revere is a bike route but there is no bike lane. cars are allowed to park on both sides of the road so motorists compete for limited space in the middle of the road, leaving no room for cyclists to bike safely. huge hazard	Revere Ave	South of	Nordale Ave	Belmont
15	Bicycle Safety	The weaving of the bike lane and right turn lane on Jefferson needs green paint for better visibility	Jefferson	South of	First	Downtown
12	Bicycle Safety	No bicycle or accessible facilities around the VA.	W 3rd St	West of	Gettysburg	Fairlane
1	Bicycle Safety	The way the trail ends at the top of the levy makes it nearly impossible for bicyclists to continue riding	n/a	West of	Main Street	McPherson
9	Bicycle Safety	Marked bike lanes to cross Wayne ave at 5th st would help make it easier and more inviting to enter the oregon district by bike. Maybe removing the refuge island can allow for the lane realignments	fifth street	West of	Wayne Ave	Oregon
10	Bicycle Safety	Intersection is extremely difficult to navigate on bicycle.	W 3rd St	West of	Vista View Dr	Downtown
3	Bicycle Safety	It's incredibly difficult if not impossible to navigate this intersection on bike, but there are protected bike lanes on Salem that lead here or start just up the road	W 1st Street	West of	I-75	Downtown
8	Bicycle Safety	Gate closure doesn't allow bikes on street. Utility poles and other pole placement in sidewalks don't allow for riding on sidewalks.	E. 4th St.	West of	Terry St.	Historic Inner East
4	Bicycle Safety	Turn these painted bike lanes into protected bike lanes. More raised crosswalks and narrow streets will make this street feel a lot safer for pedestrians and cyclists to enjoy St. Anne’s Hill district businesses.	E 5th street	West of	Henry street	Historic Inner East
2	Bicycle Safety	There are stairs from the bikeway along the river but the stairs don't have a cut out for bike tires to safely get bikes to Rivers Edge Montessori	n/a	West of	Riverside Drive	McPherson
11	Bike Lane Imp	E 3rd St needs a bike lane soon. Many people bike and without a bike lane it's dangerous for bikers to be dodging cars and parked vehicles.	E 3rd St	East of	Keowee St	Wright View
5	Bike Lane Imp	No bike lane on this section, and people speed very frequently here. Cyclists frequently use Linden Ave especially because it is the main direct route across the neighborhood but it does not feel safe.	5th St and Linden Ave	East of	Ringgold St	Burkhardt
19	Bike Lane Imp	Look into upgrading the sharrows on 4th st to dedicated bike lanes between sacred heart church and Patterson blvd	4th street	East of	Wilkinson st	Downtown
4	Bike Lane Imp	Wayne Ave- Bike Path- from Belmont High School thru downtown	Wayne Ave	East of	Wilmington Ave	Walnut Hills
18	Bike Lane Imp	Continuing the bike lanes along valley st, at least crossing stanley and to st adalbert Ave will help safe connectivity	Valley st	East of	Rita st	Old North Dayton
13	Bike Lane Imp	First st from webster to springfield is so wide. Could buffered/protected bike lanes/ways be installed here?	E First st	East of	Webster St	Springfield
6	Bike Lane Imp	It'd be great if there was a marked bike lane on Helena from Forest to Riverside Drive; this connects to the paved bikeway at Island MetroPark	Helena	East of	Forest Ave	Riverdale
10	Bike Lane Imp	The flight line needs to be impleneted soon. Without it, there's no way to safely get to the River/Downtown safely on a bike	E 5th Street	East of	June St	Historic Inner East
3	Bike Lane Imp	The parking separated lane feels safe and I enjoy using it. However, there are issues with cars parking along the curb where the bike lane is (presumably they don't see the painted spots). Possible countermeasure using flex posts, removable curbs, etc.	Jefferson Street	North of	Patterson Boulevard	Midtown
1	Bike Lane Imp	Cars drive too fast for bikes to safely use this road without a bike lane. There's also no feasible alternative to Wayne Ave for biking in this area	Wayne Ave	North of	East 5th St	Walnut Hills
2	Bike Lane Imp	The bike lanes on this bridge are too narrow to feel safe crossing and effectively force bikers to bike in the curb gutter	Main St	North of	E Monument Ave	McPherson
12	Bike Lane Imp	An off road path to "parallel" Salem avenue is necessary. Harvard Boulevard is a pretty natural offshoot, picking up where the Broadway bike lanes end, and extending to the new bike lanes on Philadelphia. Harvard is also a bike route to the east now.	Harvard	North of	Broadway	Dayton View Triangle

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
14	Bike Lane Imp	Keowee St from monument to us-35 is so wide that 2-way bikeways could be added on both sides with only removing 2 lanes, this along with bikeways/lanes on 1st, 3rd, & 5th would greatly improve bike mobility in the area	Keowee st	South of	Monument	Springfield
0	Bike Lane Imp	This road effectively only has half a bike lane. One vehicle lane should be removed so that the bike lane is continuous from 3rd St to 5th St	Wayne Ave	South of	3rd St	Oregon
17	Bike Lane Imp	Bikeway/lanes connecting Leo to monument along stanley/Findlay. Would help connect cyclists crossing rt 4.	Stanley/findlay	South of	Leo st	Old North Dayton
20	Bike Lane Imp	Can the bike lane be extended along Patterson with a way to turn south onto Jefferson? Maybe a bike turn box? Right now, having to take stone st to cross Jefferson, there isn't the best visibility to safely cross unprotected. At rush hour its dangerous	Patterson	South of	Stone st	Midtown
21	Bike Lane Imp	the bike lanes should be extended where not currently marked, and become protected 2-lane bikeway along stonemill. would make it easier to navigate to the kettering connector trail	brown st	South of	caldwell	University Park
9	Bike Lane Imp	Bike lanes end at worst spot where railroad tracks and complicated intersections come together along 5th St.	E. 5th St	South of	Huffman Ave.	Historic Inner East
7	Bike Lane Imp	Completing the Creekside Trail will have a dedicated bike/walk trail from Downtown Dayton to Xenia. Plus, the bridges over Linden and Keowee can be reused, making for great views and better safety, especially crossing Keowee, a road many drivers speed on	old Conrail Railroad	West of	Keowee St	Eastern Hills
15	Bike Lane Imp	3rd Street is unnecessarily wide. Can one lane be given to a two-way protected cycle track?	3rd St	West of	Keowee	Wright-Dunbar
8	Bike Lane Imp	Add bike lanes to bridge	Monument	West of	Maxwell Drive	Grafton Hill
16	Bike Lane Imp	Bikeway/lanes along McCook and Leo st between helena and stanley. The road is plenty side enough for semi trucks and bike lanes. Plus this area has very poor bike connectivity	Leo st	West of	Stanley Ave	McCook Field
22	Bike Lane Imp	complete the bike lanes on wyoming st to connect to brown st, with ways to safely and quickly turn left/right at the intersection as a cyclist.	Wyoming St	West of	Jay St	University Park
P172	Bike Path Lane Improvements Needed	Ramp				
P146	Bike Path Lane Improvements Needed	McClure St. Bike Lanes				
P190	Bike Path Lane Improvements Needed	Walnut Hills Park-Clarence bike blv				
P185	Bike Path Lane Improvements Needed	Pursell bike blvd				
P167	Bike Path Lane Improvements Needed	Stivers-Bomberger Trail				
P203	Bike Path Lane Improvements Needed	Beatrice bike lanes. Bridge over great miami and cut through field to connect sections of Beatrice				
P162	Bike Path Lane Improvements Needed	Springfield St. Avoider				
P141	Bike Path Lane Improvements Needed	2nd St. Bike Blvd/Wash. Pk. Trail (Helps avoid awful existing Springfield St. lanes to Eastwood Park)				
P138	Bike Path Lane Improvements Needed	C'mon! Get the Flight Line done!				
P195	Bike Path Lane Improvements Needed	Wayne Bike Lanes				
P173	Bike Path Lane Improvements Needed	ramp				
P147	Bike Path Lane Improvements Needed	Xenia Ave. 2-way Cycle Track				
P182	Bike Path Lane Improvements Needed	Watervliet bike lanes				

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
P201	Bike Path Lane Improvements Needed	Dell St. 2-way track (against one-way vehicle traffic in one block, but not uncommon solution)				
P143	Bike Path Lane Improvements Needed	Linden Ave. Bike Boulevard				
P187	Bike Path Lane Improvements Needed	Cleveland Ave. Bike Blvd				
P197	Bike Path Lane Improvements Needed	Deeds Bike Blvd				
P158	Bike Path Lane Improvements Needed	Springfield St./Creekside Trail Connector				
P142	Bike Path Lane Improvements Needed	Garland/Livingston/Radio Bike Boulevard				
P171	Bike Path Lane Improvements Needed	Westbound switchback				
P165	Bike Path Lane Improvements Needed	4th St. Bike Blvd				
P163	Bike Path Lane Improvements Needed	Mertland Bike Blvd				
P180	Bike Path Lane Improvements Needed	Revere Bike Blvd				
P155	Bike Path Lane Improvements Needed	Terry St. Bike Blvd				
P183	Bike Path Lane Improvements Needed	Woodbine Bike Blvd				
P166	Bike Path Lane Improvements Needed	Dutoit Bike Blvd				
P153	Bike Path Lane Improvements Needed	Van Lear Bike Blvd				
P181	Bike Path Lane Improvements Needed	Arbor Bike Blvd				
P140	Bike Path Lane Improvements Needed	Arts District Bike Blvd				
P192	Bike Path Lane Improvements Needed	Steve Whalen/Eva Alley connector				
P208	Bike Path Lane Improvements Needed	Mad River Middle School path				
P150	Bike Path Lane Improvements Needed	McClain/Hamilton Bike Blvd				
P169	Bike Path Lane Improvements Needed	Washington Flats				
P202	Bike Path Lane Improvements Needed	Milburn - Dell B&O Flyover				
P200	Bike Path Lane Improvements Needed	Kettering Field Keowee Cycle Track or Lanes. Somehow get it through the park over to the Great Miami Trail				
P170	Bike Path Lane Improvements Needed	Ascent				
P205	Bike Path Lane Improvements Needed	Need separated bike lane to get downtown safely by bike				
P164	Bike Path Lane Improvements Needed	Eastern Hills/Livingston Bike Blvd				
P179	Bike Path Lane Improvements Needed	Patterson Road lanes				
P199	Bike Path Lane Improvements Needed	Leo Blvd, Lanes, Track				
P188	Bike Path Lane Improvements Needed	Rosemont Bike Blvd				

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
P176	Bike Path Lane Improvements Needed	Sports park to Eastwood Park Trail				
P148	Bike Path Lane Improvements Needed	Hodapp Bike Blvd				
P144	Bike Path Lane Improvements Needed	Huffman Ave Flight Line Connector				
P151	Bike Path Lane Improvements Needed	Steve Whalen 2-way Cycle Track				
P139	Bike Path Lane Improvements Needed	McCook/OND/Keowee Avoider				
P178	Bike Path Lane Improvements Needed	Needmore/Harshman				
P174	Bike Path Lane Improvements Needed	A bike route from UD through South Park to St. Anne's works well if 35 was at street level but could still work if the Keowee crossing is solved. Perhaps a bridge over Keowee from Josie?				
P189	Bike Path Lane Improvements Needed					
P145	Bike Path Lane Improvements Needed	Boltin/Clover/Park Bike Boulevard				
P191	Bike Path Lane Improvements Needed					
P159	Bike Path Lane Improvements Needed	Glendean/Old Harshman bike Blvd/Path to interact with Riverside planned roundabout				
P157	Bike Path Lane Improvements Needed	Findlay St. Bike Lanes				
P198	Bike Path Lane Improvements Needed	Chapel Bike Boulevard				
P184	Bike Path Lane Improvements Needed	Nill Haskins Enterprise Irving Bike Blvd				
P149	Bike Path Lane Improvements Needed	Wellmeier Bike Blv				
P160	Bike Path Lane Improvements Needed	Creekside Trail (existing. shown to demonstrate connectivity)				
P196	Bike Path Lane Improvements Needed	Russet/Kennedy bike lanes				
P193	Bike Path Lane Improvements Needed	Wyoming bike lanes				
P186	Bike Path Lane Improvements Needed	Meriline Bike Blvd				
P206	Bike Path Lane Improvements Needed	Need separate bike line, like the style done on Second St, to feel safe biking this section.				
P177	Bike Path Lane Improvements Needed	Complete Valley St. bike lanes to connect river trails to East Midland network and Eastwood Park and to Stebbins/Harshman				
P194	Bike Path Lane Improvements Needed	Mariemont Bike Blvd				
P175	Bike Path Lane Improvements Needed	Rail to Trail connecting Eastwood Park to OND to great Miami river trail				
P204	Bike Path Lane Improvements Needed	Rohrer - Steppins Bike Blvd				
P161	Bike Path Lane Improvements Needed	Vandergrift				
P154	Bike Path Lane Improvements Needed	Huffman Ave. Bike Blvd				
P168	Bike Path Lane Improvements Needed	Hill Bottom				

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
P152	Bike Path Lane Improvements Needed	3rd St. 2-way Cycle Track (Various configurations possible, but needs to be on North side of St. from Huffman Ave. to Springfield St.)				
P156	Bike Path Lane Improvements Needed	5th/Burkhardt Bike Blvd				
P207	Bike Path Lane Improvements Needed	Dedicated Pedestrian/bike only bridge to connect non-contiguous parts of Riverside and make use of the old Harshman settlement.				
P114	Ideas and Suggestions	Great spot for place making that also protects cyclists	-9367140.624		4827584.937	
P116	Ideas and Suggestions	Put a long peanut-shaped roundabout here to handle Wayne, Wyoming, Illinois, and Stewart traffic	-9369009.133		4828209.695	
P103	Ideas and Suggestions	This is already deemed something like a bike boulevard, but probably shouldn't be as it is in a high injury area. Perhaps 2way bike infra on Hodapp solves it.	-9367462.847		4829670.513	
P113	Ideas and Suggestions	Undo Steve Whalen. Dayton wiped out a lot of housing and split a neighborhood just to put in a 4 lane boulevard that endangers mostly people not in motor vehicles. That's the wrong priority especially since more people work from home now.	-9368509.719		4829721.713	
P104	Ideas and Suggestions	Livingston/Linden/Hodapp/Xenia bike infra should be carefully thought out as this could be an important intersection if the Flight Line and Historic Inner East progress engages investment in Linden Heights	-9367679.916		4830097.184	
P112	Ideas and Suggestions	One lane each direction on Steve Whalen and a much more conventional pedestrian-friendly intersection at Hamilton and Wyoming	-9368551.828		4830222.81	
P111	Ideas and Suggestions	Ultimately, 35 could be brought back down to surface level through downtown which could reconnect it to the street grid alleviating most of the pedestrian conflicts with motorists driving like they are already on a highway while still in the neighborhood	-9368390.284		4830331.498	
P93	Ideas and Suggestions	This area has already been homeless camps. Maybe consider for permanent homeless village. It has solid boundaries and the Flight Line would provide access to downtown and east services without much car traffic interaction. Would need management	-9367707.972		4830393.639	
P115	Ideas and Suggestions	Square off the intersection by ditching the slip lane and reduce lanes on Wayne.	-9371105.703		4830714.875	
P107	Ideas and Suggestions	Relocated Huffy headquarters? :)	-9368235.205		4830725.921	
P106	Ideas and Suggestions	Huffman Cycle Velodrome? :)	-9368414.005		4830744.405	
P120	Ideas and Suggestions	4 way stop with pedestrian crossing would provide a safe crossing and would help signal drivers that they are entering a pedestrian and cyclist heavy area.	-9370009.469		4830950.567	
P82	Ideas and Suggestions	Close this stretch of Huffman Ave. so that it removes the high speed turn into the increasingly heavy pedestrian traffic area and makes way for Huffman Ave. bike boulevard Flight Line Connector.	-9369320.784		4831044.283	
P81	Ideas and Suggestions	Another good spot for a speed table. However the UDA plan showed how removing Huffman Ave. to the south would create a better park near the Flight Line. All of this should happen to create a safer place for the growing number of pedestrians to be.	-9369378.804		4831084.813	
P101	Ideas and Suggestions	Divert Flight Line around new parking lot for The Lift so bikes and cars don't mix as much	-9369637.676		4831096.772	
P86	Ideas and Suggestions	Bollards on the Flight Line and bike path crossing indicators	-9369895.5		4831242.824	
P121	Ideas and Suggestions	This unused elevated rail bridge over Keowee St would make a safe pedestrian and bike crossing separated from car traffic.	-9370661.994		4831314.688	
P83	Ideas and Suggestions	Disconnect the wide angle Burkhardt takes from 5th. Square off Burkhardt at 5th.	-9368170.341		4831322.931	
P80	Ideas and Suggestions	Perfect spot for a speed table around the existing traffic circle. It's a neighborhood gathering spot and cars continually run the stop signs here - sometimes at speed.	-9369431.205		4831338.536	
P84	Ideas and Suggestions	Speed table at intersection including crosswalks would indicate it a pedestrian area while slowing cars. RRFBs here would help, too. It's dark, but no need for light pollution.	-9369070.622		4831411.983	

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
P100	Ideas and Suggestions	This portion already noted as high risk could be helped by diverting cyclist and pedestrians to a new Mertland St. bike boulevard	-9366206.517		4831420.486	
P119	Ideas and Suggestions	Please add a 4 way stop with crosswalks here. Many pedestrians, cyclists, and cars are using this intersection with poor visibility.	-9369068.668		4831420.827	
P94	Ideas and Suggestions	Tree-lined medians as part of road diet and for all the other benefits. We'd be stupid not to do it. They won't negatively impact existing businesses. Even if they did, aren't pedestrian users of the street important?	-9370438.467		4831424.75	
P95	Ideas and Suggestions	Tree-lined medians as part of road diet and for all the other benefits. We'd be stupid not to do it. They won't negatively impact existing businesses. Even if they did, aren't pedestrian users of the street important?	-9370102.809		4831497.726	
P85	Ideas and Suggestions	Restricting car traffic to Terry St. from 3rd St. but allowing bicyclists would help cyclists using Mike's Bike Park and the Flight Line use Terry St. safely	-9369959.174		4831538.893	
P91	Ideas and Suggestions	RRFB here on marked crosswalk	-9369819.577		4831562.307	
P96	Ideas and Suggestions	Tree-lined medians as part of road diet and for all the other benefits. We'd be stupid not to do it. They won't negatively impact existing businesses. Even if they did, aren't pedestrian users of the street important?	-9369722.614		4831582.158	
P110	Ideas and Suggestions	Make Third two lanes rather than 4, at least to Keowee. The extra space can be converted to parking and a bike lane with a center turn lane. This would improve safety and accessibility!	-9369532.453		4831623.131	
P88	Ideas and Suggestions	Raised crosswalk with RRFBs to slow traffic and get pedestrians and cyclists across street. Is also a good spot to cross 3rd St. 2-way cycle Track to north side of street do that it can better connect with bikeroutes having Eastwood Park as a destination	-9369499.79		4831623.962	
P87	Ideas and Suggestions	Move RTA stop across Huffman Ave so that it eliminates grocery curb cut and helps solve left turn visibility issue	-9369497.249		4831633.996	
P90	Ideas and Suggestions	Widen south side of 3rd's sidewalk for public space and so that it eliminates the turn lane - backing up traffic and slowing it down. It also squares up the crosswalks so much better for more and safer crosswalks	-9369343.613		4831654.43	
P109	Ideas and Suggestions	Square the intersection or deadend Springfield to make it an easier intersection	-9369333.829		4831663.856	
P89	Ideas and Suggestions	Square off Springfield St. at 3rd St. to force cars to slow down to turn onto it. This also creates a public plaza when cars aren't injuring pedestrians here anymore.	-9369318.072		4831678.957	
P102	Ideas and Suggestions	Building a bike boulevard loop from The Flight Line via Dutoit to 2nd St. diverts cyclists away from the injury risk of 3rd St. if city engineers don't have the guts to return 3rd St. to pedestrians/cyclists/local users thru truly thoughtful infra	-9370145.798		4831692.905	
P98	Ideas and Suggestions	This portion already noted as high risk could be helped by diverting cyclist and pedestrians to a new Spring St./2nd St. bike boulevard	-9368627.643		4831815.279	
P99	Ideas and Suggestions	This portion already noted as injury risk could be helped by diverting cyclist and pedestrians to a new Spring St./2nd St. bike boulevard	-9367242.968		4832095.49	
P105	Ideas and Suggestions	This spot badly wants to be a pro soccer team stadium. So get your bike infra ready.	-9370829.973		4832225.183	
P108	Ideas and Suggestions	Bike switchbacks to get up the hill and to create a path with visual interest	-9366741.632		4832349.326	
P97	Ideas and Suggestions	This area is a 10-20 minute walk or bike ride from most of the east midlands. There is enough space here for a mixed-use village center. How does it make the area safer? It builds community interaction.	-9366856.973		4832450.865	

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FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
P92	Ideas and Suggestions	Perhaps the most underutilized land in Dayton. Great west facing hillside. Could be fantastic urban farm and market. Major food wholesaler is only feet away. Already on a bus line and can be surrounded by bike infra.	-9366739.759		4832505.395	
P118	Ideas and Suggestions	Probably going to need a flyover to get bike path over Rt 4	-9367527.154		4834585.536	
37	Ideas_Suggestions	Make the changes in the downtown streetscape plan (https://www.downtowndayton.org/wp-content/uploads/2020/10/Downtown-Streetscape-Guidelines-Downtown-Corridor-Plan-FINAL-Adopted-08-12-20.pdf) to convert most of downtown's streets to two way traffic.	Downtown	East of	Downtown	Downtown
16	Ideas_Suggestions	End cars being able to turn right on red in Dayton. turning right on red is dangerous, particularly for pedestrians and cyclists, as it often requires drivers to check for oncoming traffic and people crossing the street at the same time.	Wilmington Ave	East of	Patterson Road	Belmont
28	Ideas_Suggestions	a roundabout at the intersection of Gettysburg Ave and James H McGee Blvd would help control speeding as both roads are very wide with medians	James H McGee Blvd	East of	Gettysburg Ave	Westwood
39	Ideas_Suggestions	Convert this stretch of 1st Street to two-way traffic.	E 1st St	East of	Patterson	Webster Station
51	Ideas_Suggestions	the road on Willington in front of Hospice going downhill has a lot of bad repairs done, holes have been patched, has current holes. some holes are pretty deep	???	East of	Firwood Dr.	Shroyer Park
45	Ideas_Suggestions	Removing the ramp from herbert st onto rt 4 will make this neighborhood feel safer to walk in	Herbert st	East of	Taylor st	McCook Field
34	Ideas_Suggestions	Remove the slip lane/turning lane for cars and create a little public area. This will make it safer for pedestrians and cyclists	E 5th St	East of	Wayne Ave	Oregon
36	Ideas_Suggestions	This intersection has poor sight lines, and left turns onto eastbound Cornell are difficult for busses. The busses are cutting through the neighborhood on Campus and Burroughs at all hours of the day and night.	Cornell Dr	East of	Philadelphia	Dayton View Triangle
1	Ideas_Suggestions	Implement no turn on red here. It is not possible to safely determine if the path is clear to perform a right turn on red due to the intersection angle. Furthermore, it would improve safety within the bike lane which is in the middle of a weave.	Ramp WB 35 to Jefferson Street	East of	Jefferson Street	Oregon
17	Ideas_Suggestions	There is so much trash in the median area that it sometimes blows onto the road and causes a hazard. On boath east and west lanes as well as on 75	35	East of	75	Historic Inner East
20	Ideas_Suggestions	The intersection could be realigned so northbound Linden drivers can trun right, straight to go to Hamilton Ave, and southbound Linden drivers can turn right or left, like a T-intersection, with the concrete islands being removed	Hamilton Ave	East of	Pritz Ave	Historic Inner East
11	Ideas_Suggestions	Close Springfield here to eliminate an unsafe turning angle onto Linden Ave. Everyone in the area wants this closed. It's completely unnecessary. If the city is going to close it off at TecMetals, it should close this.	Springfield St	North of	3rd St	Springfield
4	Ideas_Suggestions	Prime location for some sort of peanut roundabout. Pedestrians seem few and far between but the current intersections are close, complex, and traffic speeds are too high for the complexity.	Wayne/Wilmington	North of	Wayne	Walnut Hills
27	Ideas_Suggestions	Does this slip lane from WB US-35 need to be here? Could the slip lanes on both sides of Keowee be realigned into a traffic signal? It would also help with pedestrian access across Keowee	Keowee St	North of	US-35	Historic Inner East
41	Ideas_Suggestions	Speed bumps	1706 W Grand Avenue	North of	Catalpa	Southern Dayton View
5	Ideas_Suggestions	Pedestrians crossings don't seem common here but traffic speeds are way too high especially travelling downhill. Too many driveways and intersections for these speeds. I think a roundabout could help calm speeds without annoying drivers	Wayne	North of	Volkenand	Walnut Hills

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FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
24	Ideas_Suggestions	All of Ludlow should be two-way traffic. I realize there are on/off ramps to consider, but it makes downtown less accessible and puts more traffic on Main. Would be useful if Amtrak came to Dayton, too.	Ludlow	North of	Patterson Blvd	Midtown
52	Ideas_Suggestions	The southbound lane of brown street just south of Caldwell st is very wide. A curb bumpout to establish that it's one lane would also help visibility for drivers on plumwood. Right now, you have to completely block the crosswalk to see around the buildin	brown st	North of	plumwood rd	University Park
23	Ideas_Suggestions	The Findlay St and NB SR-4 ramps intersection is a perfct candidate for a roundabout. Plus, the offramp that only allows drivers to turn right to head south on Findlay St could be removed if a roundabout is installed	Findlay St	North of	Gateway Dr	Gateway
13	Ideas_Suggestions	There needs to be a left turn lane installed on southbound Webster St at First St. The left lane that is there going northbound doesn't need to start until you approach Monument St. I get stuck behind people turning left on First St all the time.	Webster St	North of	First St	Webster Station
14	Ideas_Suggestions	The Dayton to Kettering Connector is just a nice trail and used daily could Dayton implement more neighborhood bike trails like this throughout the city the connect to different parks and amenities? Would turn Dayton into a world class city.	Dayton to Kettering Connector	North of	Shroyer	Patterson Park
18	Ideas_Suggestions	Turning one of our busiest streets into a one lane was the worst idea ever. I am not sure how causing traffic jams actually helps. Changing it back to two lanes, better street maintenance, and lighting/signs would have been more effective.	48	North of	Great Miami Blvd	Riverdale
31	Ideas_Suggestions	Access from Historic Inner East to the bike path is unsafe and unwelcoming. We have an incredible regional amenity so close to us, yet it feels so far because accessing it is not safe via bicycle.	Bike Path	South of	Neighborhood Access	Springfield
47	Ideas_Suggestions	Blocking off Hall ave at the T-intersection with keowee. Redundant and poor visibility when turning left onto keowee from hall. Drivers can easily access this area off of Helena st	Hall ave	South of	Keowee st	McCook Field
22	Ideas_Suggestions	The Steven Whalen Blvd and WB US-35 ramps intersection is a perfect candidate for a roundabout	Steve Whalen Blvd	South of	Hamilton Ave	Historic Inner East
26	Ideas_Suggestions	Add traffic calming devices (e.g. speed humps) to slow down, minimize traffic cutting though Forest Ridge area between Huber Hts and North Dayton/WPAFB	Gander Rd, Silver Oak St, Strathaven Dr	South of	Kitridge Rd	Forest Ridge/Quail Hollow
29	Ideas_Suggestions	A roundabout at the intersection of Philadelphia Dr and James H McGee Blvd. Maybe Maplehurst Ave could aslo be connected to it	James H McGee Blvd	South of	Philadelphia Dr	Westwood
2	Ideas_Suggestions	Implement no turn on red here. It is impossible to safely turn right on red due to the intersection angle.	Jefferson Street	South of	Patterson Boulevard	Oregon
15	Ideas_Suggestions	Dayton needs to end parking minimums and turn empty parking lots into housing or businesses. Parking lots create economic dead zones and ruin cities. More housing = more people downtown = win for Dayton.	E 2nd street	South of	N Saint Clair St	Downtown
7	Ideas_Suggestions	This exit ramp from I-75 to Stanley has been in poor condition for decades and has never been large enough to accomodate traffic and trucks. It is too busy for its current single lane. The curb and dirt at the corner is in poor shape.	I-75 exit ramp	South of	Stanley Ave	McCook Field
38	Ideas_Suggestions	Rebuild the intersections around MVH to be speed tables/raised intersections to signal to drivers to slow down.	Main St.	South of	Apple St	South Park
50	Ideas_Suggestions	Look into turning the southbound lane on Jefferson between 3rd and 4th into a bus only lane	Jefferson	South of	3rd	Downtown
44	Ideas_Suggestions	A roundabout here is a perfect spot	Keowee st	South of	Earl ave	McCook Field
42	Ideas_Suggestions	Peanut roundabout at I-75 & Edwin C Moses Blvd interchange. Eliminates the traffic light and addresses the backup on the exit ramps that often occurs	Edwin C Moses	South of	I-75	Carillon
48	Ideas_Suggestions	Better aligned intersection, maybe a single lane roundabout at the intersection of Helena and McCook	Helena	South of	McCook ave	McCook Field

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FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
0	Ideas_Suggestions	Suggest repainting stop bars further from the crosswalks. Experience crossing here has shown cars often overshoot the stop bar and stop within the crosswalk. No turn on red for all approaches may reduce risk of collisions in a high ped/bike volume area.	Patterson Boulevard	South of	Stewart Street	University Park
30	Ideas_Suggestions	Michigan lefts along James H McGee blvd between Philadelphia Dr and Gettysburg Ave would eliminate unprotected left turns across 4 lanes of traffic	James H McGee Blvd	West of	Philadelphia Drive	Westwood
19	Ideas_Suggestions	The portion of US-35 between Boltin St and McClure st is perfect for a freeway cap. If caped, Drummer ave and Allen st can be reconnected alongside Samuel St and Steele Ave. Parks/greenspace can be placed in the spaces between.	US-35	West of	Boltin Street	Historic Inner East
35	Ideas_Suggestions	The one-ways throughout Downtown can be confusing but also encourage speeding through a wide road. Some of these roads should be converted to a 2-3 lane two-way street.	E 1st St	West of	Riverside Dr	Downtown
21	Ideas_Suggestions	Could the City purchase and demolish 2233 Wayne Ave? This would allow stewart St to be realigned to connect to the Wayne/Wilmington intersection into a standard 4-way junction. this will improve east-west connection and simplify the set of lights into 1	Steward St	West of	Wilmington Ave	Walnut Hills
12	Ideas_Suggestions	Create a left turn lane from east-bound Stewart to south Rubicon and left turn lane from west-bound Stewart to north-bound Rubicon. This would avoid the current situation of east-bound cars driving around cars that stop to turn left onto Rubicon.	E. Stewart Street	West of	Rubicon	University Park
6	Ideas_Suggestions	This intersection is very complex with a lot of paved area that leads to speeding and confusion. Crosswalk distance is very long and traffic from/to Broadmoor Dr adds to confusion.	Patterson	West of	Wilmington	Shroyer Park
10	Ideas_Suggestions	Raised crosswalk with 4-way stop signs. This would increase visibility, reduce speeding, and make it safer for people on motorized scooters to cross because they wouldn't have to get up and down the curbs, which are narrow on the east corners	4th St and Linden Ave	West of	4th St and Linden Ave	Historic Inner East
25	Ideas_Suggestions	In downtown area, eliminate partial one-way streets. Too confusing to have some streets one-way for a few blocks. Be consistent, for example odd-numbered street one-way east bound & even numbers one-way west bound.	2nd St	West of	Patterson	Downtown
3	Ideas_Suggestions	Bulbout curb extension going East/West and West/East on Otterbein Ave at the Burroughs Intersection	Otterbein Ave	West of	Burroughs Dr	Dayton View Triangle
43	Ideas_Suggestions	If 1st and 2nd get converted to 1 way streets, with 1st going west and 2nd going east, the interchange with I-75 can be simplified, made much safer to cross when walking and cycling, similar to how 5th splits into 5th and 4th when crossing the river	First street	West of	Maxwell drive	Downtown
49	Ideas_Suggestions	Dedicated left turn phase for cars turning left from 3rd st onto Patterson Blvd. Frequently I have to wait multiple signal cycles to turn left because I safely yield to pedestrians and oncoming traffic. This happens during offpeak hours too	E 3rd st	West of	Patterson blvd	Downtown
9	Ideas_Suggestions	Raised crosswalk with stop signs. Will help reduce speeding, increase pedestrian visibility, and make the St. Anne's Hill business district appear more inviting, intentional, and vibrant.	Henry St and 5th St	West of	Henry St and 5th St	Historic Inner East
32	Ideas_Suggestions	Turning lanes marked for left turn from Patterson to north Main and Patterson to south Main. Making this turn is guess work when two cars want to turn left north and south, since it is a wide turning area both ways.	South Patterson Blvd	West of	South Main Street	Midtown
8	Ideas_Suggestions	simplify the on/off ramps to US-35 and Xenia ave into one traffic light/intersection with Keowee st.	Keowee Street	West of	Xenia Avenue	Twin Towers
33	Ideas_Suggestions	Change 4th St. gate to a pair of bollards allowing for better pedestrian/cycle use. Develop as park space and raise intersection to connect green spaces on either side of Terry St. along railroad tracks and slow/stop car traffic on Terry St.	4th St.	West of	Terry St.	Historic Inner East

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FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
46	Ideas_Suggestions	Blocking off Ewing st at the intersection with keowee. Regular 4-way signal with no turn on red	Ewing st	West of	Webster	McCook Field
40	Ideas_Suggestions	Convert Monument Ave. to two-way traffic.	Monument Ave.	West of	Patterson	Downtown
1	Lighting Concern	Sidewalk area under the railroad tracks is very dark at night and feels unsafe	E. 3rd St	East of	Webster	Webster Station
0	Lighting Concern	When you try to go from W. Hillcrest to Main or to E. Hillcrest you may have to wait for two to three lights. There is what appears to be a right turn lane but can't use . Need lights adjusted from W. Hillcrest to E. Hillcrest or Main Street	Intersection N. Main Street and W. Hillcrest.	North of	W. Beechwood Avenue	Hillcrest
P72	Near Miss	Trying to cross from the dead end sidewalk to the other side of the street where the crosswalks are is always risky because visibility through the railroad underpass is difficult.	-9368177.851		4830600.219	
P71	Near Miss	Rush hour traffic to and from 35 via Hamilton and Steve Whalen causes daily close calls	-9368585.846		4830734.1	
P75	Near Miss	Almost hit by a car every other time I cross here. I know at least 3 people who have been hit by cars while crossing on foot. It also feels unsafe on bicycle.	-9370549.923		4830834.961	
P69	Near Miss	Every time I try to cross	-9370603.605		4831052.055	
P70	Near Miss	Rush hour traffic to and from 35 via Hamilton and Steve Whalen causes daily close calls	-9369461.47		4831059.54	
P76	Near Miss	Near miss as a pedestrian crossing in the crosswalk with a walk signal and a car turning left.	-9370666.32		4831372.998	
P68	Near Miss	RIP Phil Drozd	-9370687.878		4831391.021	
P74	Near Miss	Frequently need to slam on breaks to avoid being hit while trying to see to turn onto 4th.	-9369090.254		4831417.812	
P65	Near Miss	Nearly every instance crossing this street to/from the church where increasingly neighborhood activities are scheduled there are near misses.	-9369944.177		4831533.936	
P64	Near Miss	Nearly everytime anyone crosses, they almost get hit. One of Dayton's most popular restaurants is right here. There are a lot of local patrons who cross to get to it.	-9369821.106		4831561.061	
P79	Near Miss	Near miss for the man with a cane who was almost hit by the post office van. No kidding, you can regularly see near misses everyday around lunch time.	-9369730.754		4831572.91	
P78	Near Miss	Another near miss for me leaving the Taqueria today	-9369801.378		4831577.531	
P66	Near Miss	Busy drive-thru traffic at rush hour doesn't pay attention to anyone or anything on the sidewalk. There's more curb cut here and curb.	-9369761.779		4831582.953	
P77	Near Miss	Another near miss for me going to the Taqueria today.	-9369742.355		4831588.376	
P73	Near Miss	Cannot see oncoming cars due to no parking not being enforced	-9369498.191		4831628.149	
P63	Near Miss	Pedestrian crossing E. 3rd St. nearly hit by car	-9369328.873		4831666.214	
P62	Near Miss	Pedestrian crossing E. 3rd St. nearly hit by car	-9369270.684		4831676.136	
P61	Near Miss	Pedestrian crossing Springfield St. nearly hit by car	-9369278.934		4831703.286	
P67	Near Miss	Tech Metals actually paid to have two signal put in to protect their workers' safety as they cross the street. Near misses still happen daily.	-9368527.731		4832148.359	
P60	Near Miss	test	-9369815.233		4834035.712	
21	Near Miss	Even though there is a "No Left" sign at Princeton, it often gets used illegally, and stops traffic in the left hand "passing" lane. There have been multiple near misses at this intersection.	Salem	East of	Princeton	Five Oaks
19	Near Miss	This intersection has a left turn lane and a straight/right turn lane. It used to be marked on. The street with paint—however it has not been maintained. 5 point stop makes confusion and near misses	Riverview	East of	Forest	Grafton Hill

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
18	Near Miss	There are two turn lanes here, but only one is marked with signage. Having better signage and possible arrows on the road will help. I travel this every day and have had several near misses in past 12 months	Monument Avenue turning into main st	East of	Main	Downtown
7	Near Miss	Truck driving East on Third St dangerously ignored pedestrian right of way.	Third	East of	Ludlow	Downtown
27	Near Miss	Multiple instances of cars turning left from NB Wayne onto Stewart wrong way.	Stewart	East of	Wayne	Walnut Hills
13	Near Miss	Car traveling north on Main failed to stop on red while I was turning from Riverview to travel north on Main.	Main	North of	Riverview	McPherson
5	Near Miss	Drivers running the stop sign or speeding to a stop/accelerating quickly (up to 35-40 mph). Near misses (by cars) on multiple occasions toward: children walking, children biking, adults dog walking, etc.	Otterbein Ave	North of	Burroughs Dr	Dayton View Triangle
26	Near Miss	Almost daily near misses	through intersection	North of	Theobald & Johnson	South Park
10	Near Miss	Frequently nearly hit by motorists when attempting to cross the street. Usually motorists are turning right from 3rd St onto Patterson. Always crossing at crosswalk on Walk signal.	Patterson	North of	3rd St	Webster Station
22	Near Miss	The slight misalignment of this street results in near misses every day as people try to right on red and cross in either direction to Delaware/Cornell.	Cornell	North of	Delaware	Mount Vernon
20	Near Miss	It is not clear from the roadway markings which traffic lane goes into the second from left lane acfter crossing under the rails when traveling north on Jefferson. I've had a few near misses with cars from the right lane almost hitting me	Jefferson Street	North of	6th Street	Downtown
16	Near Miss	Very tight road angle to continue north or south. Any chance of widening the curve?	48	North of	Victor	Santa Clara
12	Near Miss	I was turning left from Springfield St onto Linden Ave and almost got hit by oncoming traffic from 3rd St	Springfield St	North of	Linden Ave	Springfield
24	Near Miss	Saint Clair St. bicycle lane abruptly ends, forcing person on bike into automobile travel lane.	Saint Clair St.	North of	E 5th St.	Downtown
14	Near Miss	The second right turn lane is not well marked to turn from Monument to the Main Street bridge. I get nearly hit about 40% of the time by someone on the inside lane turning into the outside turn lane as they turn.	Main and Monument	North of	Monument	Downtown
9	Near Miss	Nearly hit by a motorist when crossing as a pedestrian, at the crosswalk and on a Walk signal.	St Clair St	South of	3rd St	Downtown
3	Near Miss	I was proceeding straight from the off-ramp toward First St. A vehicle in the right turn lane proceeded straight causing me to stop in the intersection and wait until safe. This incident has occurred at least 3 times, typically during low traffic periods	Ramp NB I-75 to Second Street	South of	Second Street	Downtown
2	Near Miss	I have noticed a couple wrong way drivers in this location. All occurrences were after dark.	Ludlow Street	South of	Eaker Street	Midtown
25	Near Miss	In the left most lane of jefferson st, drivers constantly do not turn left onto 4th and drive into the opposing traffic lane and cut off drivers in the leftmost thru lane. I often see near misses, multiple times a week.	Jefferson	South of	4th	Downtown
0	Near Miss	I was riding a bike in the west crosswalk going SB when a vehicle on EB Stewart Street turning right to SB Patterson Boulevard approached the intersection and stopped within the crosswalk. I swerved to avoid being struck.	Patterson Boulevard	South of	Stewart Street	University Park
1	Near Miss	Near "right hook" crash by NB car turning into Taco Bell	Brown Street	South of	Wyoming Street	University Park
6	Near Miss	Car driving south on Ludlow turning left on third. Jumped out of the way of the car from middle of the cross walk when I had the right of way.	Ludlow	South of	Third	Downtown

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
15	Near Miss	I have witnessed a fair number of near misses at the intersection of Salem and Riverview avenues. These are caused by drivers trying g to beat a light that has already changed to red. Drivers seem to speed through on both Salem and Riverview.	Riverview Ave	South of	Salem Ave	Grafton Hill
23	Near Miss	Near collision when turning right onto Keowee from E 1st St. due to curve and roadway design speeds.	Keowee	South of	E 1st St	Springfield
4	Near Miss	As evidenced by other comments, drivers think pedestrians don't have the right of way here and frequently ignore and almost hit pedestrians. However, Ohio law gives pedestrians the right of way even at unmarked crosswalks so this needs to be enforced.	E 2nd St	West of	Race St	Webster Station
11	Near Miss	Frequent near misses by drivers who are not paying attention or sometimes actively hostile to pedestrians. I always cross at the crosswalk and on the Walk signal but I have lost count of total near misses. These happen when crossing either street.	3rd St and Wayne Ave	West of	3rd St and Wayne Ave	Webster Station
8	Near Miss	On a regular basis I have near misses when crossing this street as a pedestrian. Usually I am crossing 3rd and am nearly hit by motorists turning right from Ludlow onto 3rd. Always crossing at crosswalk and on Walk signal.	3rd Street	West of	Ludlow	Downtown
17	Near Miss	I almost got hit by a car crossing the street. There needs to be a light in this area so there can be a crosswalk.	3rd ST.	West of	Terry ST.	Springfield
42	Ped Crossing Concern	I can't cross this street fast enough before the light changes. All directions.	Patterson	East of	St Clair	Downtown
19	Ped Crossing Concern	Long distance between crossings means people cross here who don't want to walk to Grafton of Forest. Some seniors, lots of others walking south from Five Oaks. Cars build up speed coming up from Forest or especially if they get a green light EB at Grafto	W. Grand	East of	Belmonte Park North	Five Oaks
16	Ped Crossing Concern	Constant jaywalking	Wayne Avenue	East of	Clover	South Park
15	Ped Crossing Concern	Need curb extensions here as the street is wide to cross. This will make it safer to cross the street and slow down traffic that is turning.	Croyden Dr	East of	Wilmington Ave	Belmont
36	Ped Crossing Concern	The slip lane for cars encourages high speeds even when the pedestrian has the right of way	E 5th St	East of	Wayne Ave	Oregon
9	Ped Crossing Concern	Lots of popular businesses and schools here, but the only crosswalks are at Stivers and then all the way down to Huffman Ave. No safe place to cross despite many pedestrian friendly amenities.	E 5th St	East of	High St	Historic Inner East
29	Ped Crossing Concern	No crosswalk for pedestrians and others that cross from the south side of Third to access the bus stop here, taqueria mixteca, etc. There have been pedestrian strikes in this location.	E. 3rd St.	East of	Harshman	Springfield
21	Ped Crossing Concern	City policy should be to figure out a safe way for pedestrians to continue their route with one crossing instead of two. Levee path needs a crosswalk too, even if it means we have a scramble-style pedestrian-only signal.	W. Riverview	East of	N. Main	McPherson
34	Ped Crossing Concern	This is a crossing for students and park users that is in between two entrances/exits. I witness students running across the street everyday. Needs a raised crosswalk with lights, see Fairmont High School in Kettering on Shroyer.	Fifth Street	East of	Keowee Street	Historic Inner East
26	Ped Crossing Concern	there is no crosswalk here. I want to cross at this spot.	Keowee St.	East of	4th St.	Historic Inner East
7	Ped Crossing Concern	Keowee St. is too wide at this intersection for a pedestrian to cross safely and comfortably.	Fifth St	East of	Keowee St	Historic Inner East
23	Ped Crossing Concern	This is where the ped signal is located but it is unsafe to cross here due to left turning traffic that is not paying attention to peds across the street. We would prefer having the cross walk where the bike and pedestrian paths are.	Main St	East of	W Riverview	McPherson
27	Ped Crossing Concern	A button activated crosswalk signal for pedestrians would help somewhere along irving ave. Students frequently cross the road and it can get quite busy at times	Irving Avenue	East of	Lawnview Ave	University Park

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FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
43	Ped Crossing Concern	Peds cross at street level	W Third	East of	Edwin C Moses	Wolf Creek
3	Ped Crossing Concern	The road is more than 100 feet wide and there's no stop light nearby. This should be a marked crosswalk with curb extensions to reduce the crossing to a more reasonable distance (30-35 feet)	3rd St	East of	June St	Springfield
20	Ped Crossing Concern	Beg buttons encourage frustration for novice users of the intersection and crossing against the signal. Add a crosswalk countdown and LPI on these signals. The wider crossing at Great Miami should give people a bit longer to cross. Need a roundabout here	Great Miami Blvd	North of	W. Riverview	Grafton Hill
1	Ped Crossing Concern	The very wide US-35 along with high speeds of the road make crossing to reach the library/school dangerous for adults, much less kids who would benefit the most.	Abbey Ave	North of	US-35	Arlington Heights
38	Ped Crossing Concern	Attempting to cross this intersection area as a pedestrian is a mess. I'd like to be able to safely walk to Smales Bakery to support a local business but crossing is noisy, confusing, and unsafe.	Keowee St	North of	Xenia Ave	Twin Towers
11	Ped Crossing Concern	Tons of pedestrians cross at this corner because it feels like it's supposed to be a crossing but speed and visibility make it unsafe, often you have to run.	Linden Ave	North of	4th St	Historic Inner East
37	Ped Crossing Concern	Sidewalks are so narrow along Wayne Ave that you're within inches of speeding vehicles	Wayne Ave	North of	Keowee St	South Park
31	Ped Crossing Concern	The street is much too wide making it easier for cars to speed and crossing difficult. Also, cars do not yield to pedestrians or other cars.	Belmonte Park N	North of	Riverview Ave	Grafton Hill
41	Ped Crossing Concern	RTA busses shortcut through the neighborhood, and sidewalks are missing on the East Side of Burroughs, where walkers generally are walking around the Omega Campus. The lack of sidewalks and heavy vehicular (bus) traffic is a recipe for disaster.	Burroughs	North of	Cornell	Dayton View Triangle
22	Ped Crossing Concern	Small pedestrian island isn't respected by drivers. Make it a speed hump/table, add yield to pedestrian signage, etc.	W. Riverview	North of	Negley Place	Old Dayton View
24	Ped Crossing Concern	This crossing is four lanes and it's concerning when crossing whether cars SB on W Great Miami Blvd will see pedestrians and stop.	W Great Miami Blvd	North of	W Riverside Ave	Grafton Hill
45	Ped Crossing Concern	Streets are 2 lanes both ways, no way to cross the street, and traffic speeds by.	Linden and John Glenn	South of	Smithville Rd	Linden Heights
33	Ped Crossing Concern	Crossings are TOO wide and cars are speeding through. When it snows are streets are plowed, and the lanes are more compact, it's much easier to cross. Much more sidewalk area is needed in front of DAI, a pop. gathering area, speeding cars are too close	Riverview	South of	Forest	Grafton Hill
32	Ped Crossing Concern	Speeding cars on Riverview make it difficult to cross over to the bike/walking paths along the river. There needs to be a pedestrian crosswalk.	Riverview Ave	South of	Belmonte Park N	Grafton Hill
44	Ped Crossing Concern	crosswalk markings on the south side of franklin going across ludlow are in poor condition. Button activated flashing lights or speed table may also be ideal	ludlow	South of	franklin	Midtown
39	Ped Crossing Concern	This intersection is so wide pedestrians can't cross in time resulting in someone being killed by a driver.	Keowee St	South of	E 3rd St	Oregon
10	Ped Crossing Concern	No crosswalks on Linden Ave between 3rd St and 5th St. Due to speeding and visibility issues this means there is no safe place to cross in this highly residential area.	Linden Ave	South of	3rd St	Historic Inner East
0	Ped Crossing Concern	The crosswalk is long (100 feet) so those will mobility issues can't cross in time. Cars also frequently turn left into the crosswalk while people are crossing	Keowee St	South of	5th St	Historic Inner East
8	Ped Crossing Concern	No crosswalk on Wayne Ave. between Kroger and Walgreens. Nearest signalized intersection is Wyoming St, and many pedestrians cross mid-block at this location.	Wayne Ave	South of	Wyoming St	Walnut Hills
28	Ped Crossing Concern	Drivers regularly do not respect the pedestrian crossing zones. This is a problem being so close to UD and DECA, meaning that there are many student pedestrians. I believe there should be traffic lights or measures to slow traffic (like speed bumps)	Brown Street	South of	Woodland	University Park

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FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
6	Ped Crossing Concern	Constant jaywalking between Kroger/Walgreens/Wendys/Sunoco	Wayne Ave	South of	Wyoming	Walnut Hills
18	Ped Crossing Concern	there is a crosswalk here with basic sign and an unprotected medium. motorists rarely stop here for pedestrians waiting to cross. when motorists do, other motorists continue in the other lane so that pedestrians can't see if its safe to cross. need signa	Wilmington Ave	South of	Patterson Rd	Belmont
17	Ped Crossing Concern	This area has a high volume of foot traffic and cycling (revere ave is bike route) and there is no crosswalk here. Many people using mobility aids, such as motorized scooters, cross the road here. A cross walk is badly needed here for safety	Revere Ave	South of	Patterson Rd	Belmont
5	Ped Crossing Concern	Students often jaywalk at this point to move to and from UD's new Roger Glass Center, where there is no crosswalk and high traffic.	K St	West of	Brown St	University Park
46	Ped Crossing Concern	Speed of traffic, care of sidewalks, crossing of side streets are difficult as well as the Main Street.	Wayne Ave at Johnson	West of	Clover	Linden Heights
4	Ped Crossing Concern	There is no crosswalk right here. The apartment people and teachers at DECA just jaywalk instead of going to the nearest crosswalk on Patterson.	Second and Race	West of	Second and Race	Webster Station
13	Ped Crossing Concern	It's incredible difficult to navigate this intersection as a pedestrian	W 1st Street	West of	I-75	Downtown
25	Ped Crossing Concern	The roadway is too wide. The drivers do not look before they turn right and left.	3rd St.	West of	Keowee	Historic Inner East
14	Ped Crossing Concern	The streets here are very wide and are not accommodating for walking or biking. Please look to install protected bike lanes and curb extensions to this intersection to slow traffic down and make it safer to walk.	Patterson Road	West of	Wilmington	Belmont
35	Ped Crossing Concern	Especially commute time traffic cuts throguh neighborhood from 3rd St. to 5th St. and does not stop at the stop signs. This is an increasingly popular pedestrian intersection because of retail/food establishments appearing in St. Anne's Hill.	4th St.	West of	Terry St.	Historic Inner East
2	Ped Crossing Concern	This high-use crossing is unmarked and has little warning for cars. An elevated crossing with curb extensions along with more warnings should be added to make it clear that the crossing exists	Helena St	West of	Bend Blvd	McCook Field
40	Ped Crossing Concern	The large turning radius for cars turning from Riverside Dr onto Monument Ave is dangerous for pedestrians crossing at the same time. One of the turning lanes should be removed and the turning radius should be reduced	Monument Ave	West of	Patterson Blvd	Downtown
12	Ped Crossing Concern	The sidewalk does not continue from Superior Avenue through Salem Ave, making it dangerous/difficult for walkers and bike riders to get to Gem City Market	Superior Ave	West of	Central	Grafton Hill
30	Ped Crossing Concern	Even after the intersection redesign at Keowee and Valley, drivers still regularly continuously turn right on red. I have been hit once (minor) and had many near misses as a pedestrian at this intersection.	N. Keowee	West of	Valley	Old North Dayton
P53	Pedestrain Crossing Issue	Steve Whalen and Wyoming intersection doesn't facilitate people trying to use this park. If Steve Whalen was reconnected to the street grid, traffic would be slower and fewer cars would speed by the park	-9368432.252		4829263.775	
P54	Pedestrain Crossing Issue	Everything is contributing to this unsafe pedestrian crossing. There just isn't a safe way to actually cross this on-ramp.	-9370393.02		4830175.6	
P52	Pedestrain Crossing Issue	Slip lane complicates pedestrian crossing as does the sidewalk ending on the other side of Linden. Once the Flight Line is built, this will get even more complicated. Redesign should be considered now before it gets worse.	-9368213.389		4830603.614	
P57	Pedestrain Crossing Issue	The street is too wide and cars are not paying attention. Timing the lights to have a protected left cycle (so they aren't trying to turn quickly) along with "no right turn on red" would give more pedestrian protection would be ideal.	-9370571.33		4830833.028	
P56	Pedestrain Crossing Issue	No crosswalks on 5th St between Stivers and Linden, despite being heavily used by residents and students as a pedestrian area.	-9370006.091		4830952.914	

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FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
P58	Pedestrain Crossing Issue	Drivers turning left on green light and drivers turning right on red or green light are impatient and do not yield to pedestrians in crosswalk.	-9370680.163		4831370.442	
P47	Pedestrain Crossing Issue	The intention to kill pedestrians here is clear.	-9370675.337		4831384.431	
P59	Pedestrain Crossing Issue	Traffic on Linden does not stop and drivers are frequently speeding. Frequently motorized scooter users cross at 4th and Linden but do not have a safe place to cross. Something like a four way stop and/or crosswalk is needed.	-9369075.104		4831413.243	
P46	Pedestrain Crossing Issue	Art lovers from St. Anne's Hill can't get to Front St. studios without risking their lives. Event venues popping up across 3rd St. invite accidents with their closest patrons because there are zero places to cross safely. ZERO.	-9370263.527		4831470.246	
P44	Pedestrain Crossing Issue	There's nothing here to protect pedestrians or cyclists at all yet plenty of reason for local to cross the street.	-9369948.061		4831531.622	
P45	Pedestrain Crossing Issue	There's nothing here to protect pedestrians or cyclists at all yet plenty of reason for local to cross the street.	-9369817.407		4831558.571	
P55	Pedestrain Crossing Issue	No safe crosswalks between Linden and Keowee.	-9369804.4		4831561.396	
P49	Pedestrain Crossing Issue	Speed and visibility are problems here and it is a popular crossing point for people in the neighborhood	-9369653.282		4831594.183	
P43	Pedestrain Crossing Issue	The wide open street design promotes speeding past this intersection. Illegally parked cars block visibility and prevent busses from stopping at the stop.	-9369498.25		4831619.351	
P41	Pedestrain Crossing Issue	crosswalk is at an angle placing pedestrians more out of sight the closer they get to the southwest side of the intersection which happens to have a turn lane at a wide angle allowing cars to speed toward them without drivers seeing pedestrians	-9369339.368		4831653.837	
P51	Pedestrain Crossing Issue	Confusing traffic pattern so drivers do not obey signals correctly	-9369337.958		4831658.626	
P39	Pedestrain Crossing Issue	speed and poor intersection design	-9369319.725		4831667.292	
P42	Pedestrain Crossing Issue	There's not even a crosswalk on this side of the intersection. It's no wonder there aren't any businesses that anyone walks to on the north side of 3rd St. near this intersection. This intersection's traffic design killed local economic prospects here	-9369342.305		4831667.507	
P40	Pedestrain Crossing Issue	crosswalk only gets you halfway to 3rd St.	-9369309.857		4831684.58	
P50	Pedestrain Crossing Issue	no marked crosswalk	-9368922.296		4831772.293	
P48	Pedestrain Crossing Issue	Why should pedestrians have to cross a slip lane and then cross the street? That doubles the chance for an accident.	-9370590.76		4831816.208	
P37	Roadway Concern	Steve Whalen facilitates freeway driving styles while it's barely outside of the neighborhoods.	-9368578.313		4830489.289	
P38	Roadway Concern	A banked slip lane next to Dayton's most popular district complicates crossing from its parking lot and sends speeding cars down Wayne Ave. This makes no sense.	-9371096.809		4830736.055	
P36	Roadway Concern	The St. Jude hump is bad for motorists.	-9368964.999		4830917.159	
P34	Roadway Concern	Not intuitive how to drive through this intersection	-9368165.072		4831333.502	
P33	Roadway Concern	Not sure exactly what this type of marker is for, but since everything is wrong with this intersection, it deserves to be here.	-9370660.023		4831393.698	
P35	Roadway Concern	Confusing traffic pattern contributes to accidents and many, MANY near misses for those of us who drive here regularly. In particular, drivers going eastbound get confused with the center lane becoming a left turn only and they go straight anyway.	-9369329.975		4831669.086	
24	Roadway Concern				belmonte park n	Belmont

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FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
2	Roadway Concern	The US 35 interchange with downtown streets is confusing for all roadway users due to its many ramps and non-standard configuration. Ramp designs encourage higher speed entrance and exits to the street grid which poses safety concerns for peds/bikes.	Ramp Patterson to EB US 35	East of	Patterson Boulevard	Oregon
13	Roadway Concern	The lane width of Gainsborough Rd is capable of two cars - need lines painted so cars won't take up both lanes directions (Left turn vs Right turn) and block cars turning in opposite directions. This should also be taught in drivers education.	Gainsborough Rd / Shoyer	East of	Gainsborough Rd / Shoyer	Patterson Park
3	Roadway Concern	This is a very dangerous weaving location due to the two ramps merging at different angles and the short distance to the Jefferson Street signal.	Ramp EB US 35 to Jefferson Street	East of	Jefferson Street	Oregon
4	Roadway Concern	Left-turning vehicles onto the highway often queue into the main thru lanes increasing risk of rear-end crashes.	Edwin C Moses Boulevard	East of	Ramp SB I-75 to Edwin C Moses Boulevard	Carillon
5	Roadway Concern	Very poor road condition of Oak St, a main entrance and exit of South Park onto Warren/Brown St. The concrete is breaking up and patches are falling apart. It needs to be replaced completely.	Oak St.	East of	Warren St	South Park
20	Roadway Concern	I drive this every day and constantly witness people running the red lights coming off of 75 and on Main	Main St.	East of	Grand	Riverdale
26	Roadway Concern	Road needs major repair. Has overwhelming amount of major potholes	Catalpa Drive	East of	W Grand Avenue	Southern Dayton View
21	Roadway Concern	Drivers turning North don't realize they are to yield to cars coming South. The intersection is much too wide and allows for speeds much too fast. The median should be much larger and driving lanes more defined.	Belmonte Park N	North of	Riverview Ave	Grafton Hill
9	Roadway Concern	The intersection of Belmonte Park N and Riverview Ave is tricky as a driver, folks driving north on Belmonte Park N. and those driving south at the triangle	Belmonte Park Nort	North of	Riverview Ave	Grafton Hill
7	Roadway Concern	As a lighted intersection with a significant number of left hand turns, this is a high accident area. Creating a left hand turn lane with a dedicated turn lane should alleviate signficant numbers of accidents.	Philadelphia	North of	Otterbein	College Hill
8	Roadway Concern	This intersection is poorly controlled with a really wide intersection and the uncontrolled entrance to Manor Place. Modifying both the north and south legs of Emerson Ave to square off to Salem, and creating two separate intersections may help.	Emerson Ave	North of	Salem	Mount Vernon
25	Roadway Concern	Intersection at Riverview & Belmonte Park North separated by island intended for two-way traffic. Along both sides BPN, fishermen kayakers visitors to Masonic Ctr park in travel lanes up to stop sign. Sight blocked by Riverview “hump” in street at	Belmonte Park North	North of	Riverview Ave	Grafton Hill
23	Roadway Concern	The noise and air pollution caused by US-35 is very harmful to residents walking on city streets.	Brown St	North of	US-35	Oregon
0	Roadway Concern	3 lanes in each direction between Stewart and Main doesn't seem necessary. This section is more stressful to drive in and I find this section to be less safe than the other sections of Patterson Boulevard.	Patterson Boulevard	North of	Stewart Street	Midtown
16	Roadway Concern	Vehicles turning right on red S of Main to go to I-75 endanger vehicles turning left on Main from E Great Miami Blvd.	E Great Miami Blvd	North of	Main St	Riverdale
10	Roadway Concern	Wilmington Avenue needs a road diet. A 5 lane road causes cars to drive extremely fast. We need to be be putting pedestrians and bicyclists first over cars. A road diet would create better connectivity for pedestrians and bicyclists while increase safety	Wilmington Ave	South of	Colwick Dr	Belmont
1	Roadway Concern	Ludlow has too many lanes for the amount of traffic using it. Speeding and unsafe driving has been observed in the southern section due to the open space of the road that has little traffic.	Ludlow Street	South of	Zeigler Street	Midtown
14	Roadway Concern	The lane width of Shroyer Rd is capable of two cars - need lines painted so cars won't take up both lanes directions (Left turn vs Right turn) and block cars turning in opposite directions. This should also be taught in drivers education!	Shroyer Rd	South of	Patterson Rd	Shroyer Park

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FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
12	Roadway Concern	Traffic in both ways getting onto 35 is always backed up and sometimes people are blocking the turn lanes in each direction here.	smithville	South of	35	Eastern Hills
19	Roadway Concern	It challenging to pull out from Huffman to 3rd in either direction. Visibility is difficult and there is a lot of traffic from the taco truck along with drivers driving fast on 3rd. There has been a death of a motorcyclist being hit at this intersection.	Huffman	South of	E 3rd St.	Historic Inner East
17	Roadway Concern	Road needs repairs. Brush on south side growing into road. Trees on east side on hill growing into road. Rain down hill pools on roadway. Shoulder blocked by growth on blind corner. Heavy truck and WPAFB traffic	End of Vally St by Scream Park to connecting over pass on Route 4	South of	444	Gateway
6	Roadway Concern	Rough road with large potholes and asphalt eroded. Cars end up swerving around the potholes creates its own hazard	S Smithville	South of	E 5th Street	Wright View
18	Roadway Concern	Road surface is in poor condition	S Smithville Rd	South of	Darst Av	Wright View
11	Roadway Concern	Wayne Ave from Watervillet to Smithville Rd is a complete mess with potholes, numerous patches and cracked pavement.	Wayne Ave	West of	Smithville Rd	Walnut Hills
15	Roadway Concern	Likely due to visibility but also configuration of road and stone divider, numerous accidents have occurred at this intersection. Am wondering if a round about is possible here though understand emergency vehicles Forest Ave.	West Grand and Forest Ave Intersection	West of	Forest Ave	Five Oaks
22	Roadway Concern	The intersection is so wide and the slight curve of Forest Ave make it difficult for drivers to realize that they need to yield when making a left turn onto Riverview. When plows make narrower streets during the snow, it is much easier to navigate.	Forest Ave	West of	Riverview Ave	Grafton Hill
9	Safety Win	I like that this eastbound onramp and the westbound offramp of US-35 are on the inside lanes of the highway. It keeps traffic more spreadout with less local traffic sharing the same lanes as traffic coming/going to I-75	US-35	East of	Jefferson St	Oregon
1	Safety Win	These raised crosswalks provide a great sense of security. Cars always yield to pedestrians, and I never had to worry about whether I would get hit.	5th Street	East of	Mead Street	Downtown
10	Safety Win	Protected bike lane via on street parking moved out	N. Jefferson	East of	Downtown	Downtown
4	Safety Win	Wyoming was recently repaved with marked street parking, larger intersection areas, and marked bike lanes. An improvement, but it needs further traffic calming because speeders are common.	Wyoming	East of	Brown St	South Park
3	Safety Win	Speed bumps do a good job of slowing down cars as they enter a pedestrian area with many local storefronts	W 3rd St	East of	William St	Wolf Creek
8	Safety Win	Great Metropark with access to the Great Miami trail and is car free. Consider doing this type of treatment all down the river.	Riverside Drive	North of	E Monument Ave	Downtown
11	Safety Win	I love the 1-way streets downtown. I feel much safer walking and cycling across them, knowing traffic will only be coming from one direction. I would love to see first and second converted to 1-way streets	Jefferson	North of	Third	Downtown
5	Safety Win	Awesome two way cycle track that just got built. Please city of Dayton do more of this throughout the city to make it safer to bike and walk throughout the city.	E 2nd street	South of	Madison St	Webster Station
2	Safety Win	These parking separated bike lanes are very enjoyable to use and feel very safe (provided cars park in the correct spots).	Jefferson Street	South of	4th Street	Downtown
7	Safety Win	Great pedestrian plaza right outside Fifth Third Field. Would like to see more of this in places such as the Oregon District and other business districts where the whole street is pedestrianized and cars are not allowed.	N Patterson Blvd	South of	E Monument Ave	Webster Station
0	Safety Win	Combination of curb extensions, trees, and car-free weekends make this street feel very safe to cross due to low-traffic speeds and volumes	East 5th St	West of	Wayne Ave	Oregon

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
6	Safety Win	The Oregon District has nice curb extensions, great store fronts and is pedestrian scale. Can we implement more of this type of infrastructure in other neighborhood entertainment districts? We need to make all Dayton streets like this.	E 5th street	West of	Jackson street	Oregon
P32	Safety Wins	This little chicane, while not intentional does slow vehicle traffic a bit and helps create a small business district between it and route 35	-9368216.57		4830645.406	
P30	Safety Wins	it shouldn't take independent studies to tell our planners and engineers that this intersection isn't safe, but finally they're paying attention.	-9370676.581		4831384.526	
P31	Safety Wins	A signal was actually removed here, but now everyone generally understands how stupid that was.	-9369957.858		4831533.092	
P28	Safety Wins	A signal was actually removed here. An engineer said there wasn't any chance of it being replaced. I guess the fact that he came out to acknowledge that there is a problem here is all I can say about it.	-9369493.919		4831629.118	
P29	Safety Wins	Nothing. Absolutely nothing makes this intersection safe. Noted as a safety win to highlight its absurdity.	-9369308.628		4831676.205	
4	Sidewalk Imp	Sidewalk on both sides of 3rd under the railroad tracks are always muddy with other debris. I sometimes have to go out in the street to avoid it.	E 3rd St.	East of	Webster	Oregon
1	Sidewalk Imp	Unprotected and narrow sidewalks are a concern for pedestrians, especially after the road widening removed parking in front of these shops. Bus stops, neighborhood signs, and buildings have been struck in this location multiple times over the past 5 year	Salem	North of	Catalpa	Dayton View Triangle
6	Sidewalk Imp	No physical sidewalk to safely traverse to areas of interest such as the gardens, extremely busy spot with no safe pathing for pedestrians or bicycles	To store and forest	North of	No indicators for crossing street along road	DeWeese
7	Sidewalk Imp	This section of alley/pavement between the AAA building and parking lot is redundant and doesn't serve any purpose that st clair street and kenton street serve. I think it'll be good if pedestrianized and beautified	Between st clair street and kenton street	North of	4th street	Downtown
0	Sidewalk Imp	Sidewalks are very narrow and right next to loud and speeding traffic making it unsafe to walk between local businesses.	Wayne Ave	South of	US-35	Walnut Hills
2	Sidewalk Imp	The sidewalk on this stretch was torn up during the expansion of I-75 project and has never been repaired. It is unsafe, narrow and unsightly.	W Riverview Ave	South of	Forest Ave	Grafton Hill
3	Sidewalk Imp	Sidewalk is missing in this part. It makes the pedestrian cross Hamilton in a dangerous intersection.	Linden	South of	Hamilton	Burkhardt
5	Sidewalk Imp	After a snowstorm, plows push snow onto sidewalks and neither residents nor the city clear the snow. This forces pedestrians into icy snow or a dangerous street. This is really a citywide issue but it's especially bad here.	Wayne Ave	South of	Wyoming	Walnut Hills
P134	Sidewalk Improvements Needed	There's no sidewalk on the south side of 5th from McReynolds to the park at 5th and Huffman yet pedestrians have to cross wide intersections and Hamilton and Huffman Ave. as well as Huffman Ave.'s two slip lanes.				
P132	Sidewalk Improvements Needed	Sidewalk just ends blindly on one side of Linden. It also happens to be the side opposite the slip lane where it would be much easier to continue walking along Linden.				
P137	Sidewalk Improvements Needed	Sidewalks in rough condition.				
P133	Sidewalk Improvements Needed	There is no sidewalk on the north side of Hamilton Ave. which puts pedestrians and cyclists in the path of cars turning from Hamilton onto Steve Whalen which is the funnel for route 35				
P136	Sidewalk Improvements Needed	Steps to Flight Line				
P131	Sidewalk Improvements Needed	Pedestrian refuge island needed				

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
P135	Sidewalk Improvements Needed	Steps to Flight Line				
P25	Speeding Concern	everyone speeds down wayne	-9369558.731		4828794.892	
P24	Speeding Concern	everyone speeds on all of wayne vve	-9370082.255		4829444.463	
P26	Speeding Concern	Cars do not obey the speed limit through this stretch and also run red lights at 5th & Keowee.	-9370524.448		4830676.65	
P22	Speeding Concern	Frequently see cars speeding until the school zone.	-9370100.017		4830932.326	
P17	Speeding Concern	Cars try to time the lights by speeding at Huffman and Hamilton on 5th, distracting drivers from increasing pedestrian traffic. Flight Line would compound the problem.	-9369380.176		4831082.749	
P27	Speeding Concern	Cars do not obey the speed limit in this stretch and also run red lights at 3rd & Keowee.	-9370652.233		4831273.531	
P16	Speeding Concern	Not a single crosswalk, signal, bumpout, or device to control speed from Keowee to Linden Ave. It's like engineers were trying to kill local business and locals trying to cross the street to get to them.	-9370409.022		4831437.465	
P21	Speeding Concern	Constantly see cars going much faster than 25mph.	-9369112.444		4831447.347	
P18	Speeding Concern	Cars race to the light at Linden and 3rd. It's a wide left turn. They take it at speed.	-9369203.905		4831541.806	
P13	Speeding Concern	Nothing about this very wide section of street indicates that motorists should slow down	-9369771.402		4831570.72	
P23	Speeding Concern	Frequently see cars speeding and driving unsafely.	-9369618.356		4831604.53	
P12	Speeding Concern	Cars approaching at speed don't allow enough time for motorists on Huffman to make a left turn.	-9369514.464		4831623.831	
P20	Speeding Concern	Cars like to speed south on Linden	-9369330.53		4831646.091	
P19	Speeding Concern	People speed significantly up and down Third. Four lanes makes it easy!	-9369441.179		4831647.891	
P10	Speeding Concern	Turn lanes and slight angle intersection allow cars to speed through on 3rd St. from west	-9369345.081		4831662.607	
P11	Speeding Concern	Car from east speed toward stop light	-9369232.486		4831730.969	
P14	Speeding Concern	Way too much space between signals without any indication to motorists to monitor their speed.	-9369009.875		4831734.082	
P15	Speeding Concern	Cars coming from Findlay St. often use Springfield St. as a shortcut to get to 3rd St. It causes problems at TechMetals and all the way up and down the street.	-9368494.618		4832169.611	
10	Speeding_Concern	People driving through the neighborhood drive too fast	Grafton Ave	East of	Riverview Ave	Grafton Hill
4	Speeding_Concern	Even though there are tall speed bumps on the road, many vehicles plow through them at about 40 mph. In several occasions, I have seen people nearly hit kids, other cars, and pets at the crosswalks.	Otterbein Ave	East of	Burroughs Drive	Dayton View Triangle
14	Speeding_Concern	People speed up and down the street all day and night. It’s a narrow street with parking on both sides. Speed bumps need to be put in place to slow down cars that do this and post signs. At the intersection of Newport there’s almost an accident every	Between Main Street and Riverside drive	East of	Main and Riverside	North Riverdale
32	Speeding_Concern	People running 4 way stops, passing cars going speed limit	Kennedy Ave	East of	Woodbine ave	Belmont
29	Speeding_Concern	Many drivers speed throughout this intersection everyday and potentially putting other people at risk.	Third and Gettysburg	East of	Third and Gettysburg	Arlington Heights
5	Speeding_Concern	When the light along Wayne/Wilmington northbound/southbound is green, cars continue to speed around the curve and especially downhill through a very complex intersection.	Wayne/Wilmington	North of	Wayne	Walnut Hills
0	Speeding_Concern	Because of the highway ramps, 3 wide lanes in each direction, and highway signage, drivers feel like they are on a highway and drive well above the 35mph speed limit (which is likely too high for being near schools)	Keowee St	North of	US-35	Oregon
30	Speeding_Concern	Many drivers speed throughout the intersection and potentially putting other pedestrians and drivers at risk	West third	North of	Gettysburg	Westwood

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
23	Speeding_Concern	The width and length of this stretch encourages speeding. There is also a hill that may reduce visibility of traffic at the intersection when heading SB. There have been crashes here due to speed.	W Great Miami Blvd	North of	Forest Ave	Grafton Hill
17	Speeding_Concern	People run the four way stop sign all the time at high speeds.	The intersection of W 4th St and S Williams St	North of	South Williams	Wright-Dunbar
11	Speeding_Concern	People drive too fast down Grafton Ave	Grafton Ave	North of	Superior	Grafton Hill
1	Speeding_Concern	Brown Street has high ped/bike volumes and lots of access points. Driving 35 MPH feels unsafe from personal experience, yet many people do so anyway. Suggest reducing legal and design speed limits. Possible implementation via raised crosswalks, etc.	Brown Street	North of	Stewart Street	University Park
18	Speeding_Concern	Cars are on a wide street with no traffic, so they build up speed, especially if the light is green at Riverview/Forest. Alarming to pedestrians on Riverview in front of DAI. Need a roundabout at this intersection.	Great Miami Blvd	North of	w. riverview	Grafton Hill
3	Speeding_Concern	Drivers regularly drive at least 10 over posted speed limit. Number of lanes/wide road likely principal cause. Suggest reduced lane configuration and implementation of "enclosing elements" like street trees, medians, etc.	Keowee Street	North of	4th Street	Historic Inner East
26	Speeding_Concern	There is no stop sign on all four corners. A school bus stops at one of the signs, but people consistently speed on the street without the stop sign.	W Grand Ave	North of	Catalpa Drive	Southern Dayton View
2	Speeding_Concern	Speeding/too high posted speed limit. The presence of street-side buildings and narrow lanes has caused me to slow down to a more comfortable speed but causes other drivers to pass in reckless/unsafe ways. Suggest prohibited passing by 3 lane x-section.	Wayne Avenue	South of	5th Street	Oregon
13	Speeding_Concern	UD Student housing uses my street as a cut-through to Irving and Brown street areas. The posted limit is 25. These students frequently go 35-45 MPH on Firwood Dr. There is also some illegal dumping	Firwood Drive	South of	Wilmington Ave	Shroyer Park
12	Speeding_Concern	For us people that walk regularly downtown, this stretch from 3rd St to 5th St is very dangerous. Especially on weekends when people are travelling on Wayne Ave through here at a high rate of speed.	Wayne Ave.	South of	3rd St.	Oregon
31	Speeding_Concern	Speeding, un-licensed vehichles (mini-bikes, off road vehicles)	north & south	South of	pershing & elliot	Linden Heights
16	Speeding_Concern	motorists speed on Revere Ave, which allows parking on both sides of the road. it is also a bike route, so it is regularly used by cyclists. the parking on both sides make it unsafe for cyclists because there is no bike lane and speeding cars are hazards	Revere Ave	South of	Nordale Ave	Belmont
25	Speeding_Concern	Cars speed here due to the wide lanes - it is a popular pedestrian area surrounded by parks, a museum, and walking/biking paths. Cars should be forced to slow down or removed from this area!	Riverview Ave	South of	Forest Ave	Grafton Hill
8	Speeding_Concern	I have personally seen lots of speeding here.	Linden Ave	South of	3rd St	Historic Inner East
24	Speeding_Concern	The angled intersection makes drivers feel that they can go through the intersection at a very fast speed. They also run the light	3rd St.	South of	Linden	Historic Inner East
28	Speeding_Concern	Cars come up and down our street at least 15 mph over the limit. We have kids and older people that like to be outside.	Moraine ave	South of	Ruskin rd	Cornell Heights
7	Speeding_Concern	The entire length of Wayne is a speeding problem. Traffic is high, road is skinny, sidewalks are close, the entire length is lined with buildings and pedestrians. It needs traffic calming, a lower speed limit of 30, and constant police visibility	Wayne	South of	35	South Park
27	Speeding_Concern	Because I almost got hit by a car	Anna st	South of	Edison	Westwood
9	Speeding_Concern	Lots of unnecessary "cut thru" traffic. Have seen vehicles drive over the curb at the dead end curve of Ritchie to Stegman.	Ritchie	West of	Bellefontaine	Old North Dayton
21	Speeding_Concern	As on North, if drivers continue on W. Grand, they come through a green at the curve at Grafton at high speed traveling WB to Salem.	W. Grand	West of	Grafton	Grafton Hill

Appendix A-2 - Webmap Input

FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
15	Speeding_Concern	It's a hazard to cross street or get in the car on drivers side because of speeding and driving is at high risk of being hit. The problem needs addressing immediately and signs need to be posted. Stop sign for the Newport street intersection ASAP	Riverside Parkway	West of	Main Riverside	North Riverdale
19	Speeding_Concern	Parked cars have been hit along W. Grand in the vicinity of Rockwood due to the curve in W. Grand from Salem. If they hit a green light at Grafton, can build up high speed.	W. Grand	West of	Grafton	Five Oaks
20	Speeding_Concern	Drivers build up a lot of speed from Forest, and if they aren't stopped by red at Grafton, blow through here onto North	North	West of	Grafton	Grafton Hill
6	Speeding_Concern	The speed limit is 35 but this road is lined with street parking and popular exits from the South Park neighborhood. The recent redesign improved visbility but still not good enough because cars drive 40+. Lower speed limit and traffic calming is needed.	Wyoming	West of	Wayne	South Park
22	Speeding_Concern	Generally, traffic is moving fast down W Grand Ave heading toward Main St. Cars have run into the stone triangle and parked cars numerous times. Would like a roundabout considered to slow traffic though know there is emergency vehicle traffic here.	West Grand Ave	West of	Forest Ave	Five Oaks
P8	Visibility Concern	the square buildings on the corners make it hard to see around them on a left turn to wayne from Johnson	-9370423.93		4829848.549	
P4	Visibility Concern	Motorists on Hamilton can't see over the hump. 4-way stop helps, but not everyone stops.	-9368963.814		4830909.395	
P7	Visibility Concern	Very hard to see safely when traveling west on 4th St to turn onto Linden. If cars are parked legally, it's hard to see around them. I have almost had accidents here several times.	-9369076.703		4831416.829	
P9	Visibility Concern	the extended bike path- is nice, but the cars parked so far from the corner create visibility concerns	-9371253.188		4831479.272	
P2	Visibility Concern	There is a slight incline that crests just prior to this intersection from the west blocking views of all other kinds of traffic.	-9369954.624		4831531.814	
P1	Visibility Concern	Cars parked in the bus stop block view from Huffman of cars approaching from the west.	-9369495.712		4831619.909	
P6	Visibility Concern	no parking zone is not enforced	-9369500.73		4831628.149	
P5	Visibility Concern	no parking not enforced	-9369505.83		4831632.151	
P3	Visibility Concern	Bikes and cars turning onto 3rd from Bell St. have difficulty seeing westbound traffic that is usually speeding	-9369144.332		4831704.648	
7	Visibility_Concern	When traveling on W Grand west, the wall on the north of the intersection blocks visibility to traffic coming on Forest to the right. When traveling south on Forest, the wall at the corner blocks visibility of traffic on W Grand heading west.	West Grand Ave	North of	Forest Ave	Riverdale
3	Visibility_Concern	Delivery vehicles frequently park on the wrong side of the street, where it says no parking, and cars behind them pass into the oncoming traffic lane. This is a visibility issue for the motorists, and the pedestrians crossing the street downstream of the	Linden Ave	North of	4th St	Historic Inner East
9	Visibility_Concern	traffic turning right from Schantz ave to head north on Patterson Blvd has to stop and wait until its safe, however it is very hard to see if there is any upcoming traffic and sometimes impossible depending on weather & the vehicle	South Patterson Blvd	North of	W Schantz Ave	0
2	Visibility_Concern	Because of the angle, trees, and the parking on one side of the street, turning on or off of 4th street is extremely difficult for motorists. It is also hard to see when you are crossing on foot, bike, or wheelchair.	4th St and Linden Ave	North of	4th St and Linden Ave	Historic Inner East
16	Visibility_Concern	Love Family Dentist Sign blocks the view looking south onto Smithville Ave	Ewalt	North of	Smithville Rd	Belmont
12	Visibility_Concern	Recreational vehicles park here all summer, creating viability concerns on an already confusing road. This is a two way road that is poorly marked	Belmonte Park N	North of	Riverview	Grafton Hill

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FID	Category	Concern	OnRoute or GIS X	Direction	CrossStreet	Neighborhood
6	Visibility_Concern	Nothing the city should seek to fix through ROW widening, because they're caused by old walls and buildings we want to keep. A very bad accident happened here due to a red light runner.	Forest	North of	W. Grand	Riverdale
17	Visibility_Concern	Left turn from NB Steve Whalen to. EB Hamilton has poor visibility and cross traffic does not stop.	Steve Whalen	North of	Hamilton	Historic Inner East
13	Visibility_Concern	Hump in road makes it challenging to see oncoming traffic. Cars need to pull up farther to see before turning left on Belmonte Park N	Riverview	North of	Belmonte Park N	Grafton Hill
14	Visibility_Concern	Many drivers park in the median instead of the parking lots behind the buildings. This makes it very difficult to safely see pedestrians, especially when parked near the crossing north of jasper st. This needs better enforcement. Delivery trucks are ok.	Brown	North of	Jasper	University Park
5	Visibility_Concern	Bridge railings can obstruct views of traffic on W. Riverview. Witnessed an accident caused by a red light runner traveling WB striking a car traveling NB onto Grafton. Need caution proceeding into intersection.	Monument	South of	w. riverview	Grafton Hill
15	Visibility_Concern	Love Family Sign blocks the view from Ewalt looking South on Smithville	Ewalt Ave	South of	Smithville	Belmont
11	Visibility_Concern	Narrow sidewalks mean vehicles entering Wayne from South Park have to creep far into the street to know if they are safe to enter. While being pulled out into perpendicular traffic is dangerous enough, they also completely block the sidewalks.	Clover and Wayne, Johnson and Wayne	South of	Keowee	South Park
8	Visibility_Concern	the Springfield street is an unexpected street for the drivers on 3rd st.	3rd St.	West of	Linden	Historic Inner East
4	Visibility_Concern	temporary and permanent business signs block the view, making it unsafe to turn left or right from Nordale Ave to S Smithville Rd	Nordale Ave	West of	S Smithville Rd	Belmont
1	Visibility_Concern	When leaving the new Delco apartments, I can not see the traffic coming west on second street. I pull out and pray that there's no car. You cannot pull into the street to see without being halfway in the road.	Race to E Second	West of	Race to E Second	Webster Station
0	Visibility_Concern	Visibility concerns at the tri-lanes Wayne Ave/ Wilmington Ave	Wayne	West of	Wilmington	Walnut Hills
10	Visibility_Concern	Turning right on red from W Stewart to southbound Main/SR-48 is diffficult due to the fence. Making it a no right on red will help stop cars from creeping into the crosswalk and roadway	Steart St	West of	Main/SR-48	University Park

OBJECTID	PointLat	PointLong	MapPin	Full_Comment
498	39.76488341	-84.17710342	Vehicle	Too many lanes to navigate and difficult sight lines for turns
499	39.76174097	-84.1782157	Vehicle	Too many lanes to navigate and difficulty seeing oncoming traffic when making left turn from northbound lanes onto 3rd St.
500	39.75586834	-84.17659213	Vehicle	Too many lanes and difficulty merging from freeway off-ramp. As an aside, the US 35 westbound off-ramp is ridiculously long and a huge waste of real estate.
501	39.76424739	-84.18941586	Pedestrian	Difficulty seeing around parked cars to cross multiple lanes of traffic to get to RiverScape.
502	39.76454403	-84.18785666	Pedestrian	Right turn on red has resulted in numerous near-misses when trying to walk to RiverScape.
503	39.7579931	-84.2035131	Bicycle	Lack of connections to street grid and places to cross the river.
504	39.76309458	-84.18798801	Other	Overly wide street with "green wave" timed streetlights encourages speeding and severe noise pollution in this residential area.
505	39.77668839	-84.1983418	Bicycle	Wish bike path/lane would continue on this side of the river.
506	39.75557148	-84.16683839	Vehicle	Ridiculously long off-ramp and waste of real estate.
507	39.73534234	-84.17263545	Bicycle	This trail should have a more well-marked route through the City and should have better protection and access to RiverScape and the rest of the trail network.
508	39.75694364	-84.19844913	Pedestrian	Continuous crosswalks like these are AMAZING and should be the design standard at all pedestrian crossings. More of these please!
509	39.76201796	-84.19064548	Vehicle	Too many lanes for one-way traffic. Please convert to two-way.
510	39.76067082	-84.18847962	Vehicle	Too many lanes for one-way traffic. Please convert to two-way.
511	39.7319423	-84.19771536	Pedestrian	Would be nice to have a pedestrian/bike crossing across the river here for access to UD sporting events from regional trail network.
512	39.75767013	-84.20315267	Bicycle	Very awkward configuration of curb cuts for bicyclists. No clear, direct path for bicyclists.
513	39.76587731	-84.1935747	Pedestrian	Crossing Main Street as a pedestrian in the crosswalk is remarkably dangerous. Nearly everyone I know in my adjacent neighborhood, McPherson, has almost been hit. I've almost. been hit three times, once close enough that I slapped the car that almost hit me. The crosswalk should be on the south side of the intersection where pedestrians don't have to worry about cars turning left from Riverview. (Engineers say there aren't the sight lines needed on that side of the street. I don't care--it's a much safer place to cross. Sight lines aren't the most critcal element if you have a light stopping traffic. The light should be timed so that pedestrians can cross the street without hurrying. There should be a walk signal on the south side of Riverview so pedestrians can see how much time is left until the light changes. Common sense needs to prevail over engineering standards at this intersection. Kids cross the street to go to school here. Someone is going to get killed.

OBJECTID	PointLat	PointLong	MapPin	Full_Comment
514	39.76588489	-84.19368048	Pedestrian	The crosswalk ACROSS Main St is extremely dangerous. We have had more close calls than I can count. We walk this way to and from school at Rivers Edge. Cars turning left from riverview onto main are the worst. We have also had cars run the red light coming over the Main Street bridge.
515	39.7658794	-84.19362939	Pedestrian	I have been nearly hit a number of times in this crosswalk as have many on of my neighbors. This is the route that our kids take to walk to and from school, and it is dangerous.
516	39.76377342	-84.192774	Vehicle	Every time I wait for this light, I witness someone turning right (onto Main from Monument) against the "no turn on red" sign. The more dangerous issue is that the curb lane car for turning right onto Main, often comes over into my lane as I use the cent
517	39.76582533	-84.19365994	Vehicle	Almost get hit here every day by people blowing the light
518	39.76586487	-84.19332734	Pedestrian	Almost get hit here daily by speeding cars that smell like weed. RTA busses commonly go 20+ mph over the speed limit as well
519	39.76608828	-84.19659106	Pedestrian	
520	39.76367502	-84.19276223	Vehicle	Turning right from E Monument to Main St., the right lane along the curb is a lane to turn right, but so is the second to right lane. The curb lane is assumed turning and the second to right lane is clearly marked as a turning lane. However, people seem confused on this pattern, so those in the curb-adjacent lane often think they can turn into either lane on Main. I think weekly I am honked at or almost in an accident because of this scenario.
521	39.76583409	-84.19362207	Pedestrian	This strip of main is very difficult to navigate as a pedestrian. Cars often are flying and don’t pay attention as they turn onto or from side streets. There is quite a bit of foot traffic from the residential neighborhoods to the elementary school on the other side of Main.
522	39.76580765	-84.1935276	Pedestrian	Crosswalk needs to be moved closer to the bridge
523	39.76584086	-84.19360273	Pedestrian	Crossing Main Street from Riverview has been a very dangerous crossing for years. Many pedestrians have had near misses.
524	39.74904627	-84.12990427	Bicycle	After all the heartache the Railroad has caused Ohio, they still play money games with the city over connecting this bike trail to downtown. Sounds like a justified case for Eminent Domain.
525	39.76586561	-84.19360576	Pedestrian	Many times, cars traveling north on 48 fail to stop at the light or stop well past the line.
526	39.76906009	-84.19443362	Pedestrian	We use the pedestrian crosswalk at White Allen and Main to walk our daughter to school. It would be very helpful to have a flashing light walkway and/or improved signage to help drivers expect walkers. Often people turning left (south) onto Main don't realize there are people there as they drive across the walkway.

OBJECTID	PointLat	PointLong	MapPin	Full_Comment
527	39.76574479	-84.19354964	Pedestrian	The natural crossing here is on the north side because that's where the paths on both sides of Main are. There's also the issue of cars speeding from downtown over the bridge as well as speeding into downtown. The other problem here is that the time prov
528	39.76571438	-84.19352392	Vehicle	The southbound traffic heading into downtown has to shift to the right as it crosses Riverview. The northbound left turn lane onto Riverview on the bridge lines up with the southbound traffic, and it's quite common for cars to misjudge the shift to the right and travel across the left turn lane, even with a car in their path waiting to turn left.
529	39.76585543	-84.19361868	Pedestrian	Unsafe intersection near a public school. 1. Northbound main auto traffic reaches speeds of 50 mph, often blows through the light at the intersection, endangering pedestrians at crosswalk. 2. Riverview auto traffic turning right on main—fail to stop for
530	39.76571823	-84.19353318	Pedestrian	Need pedestrian crossing on south side of intersection to be a continued walk along the top of the levy
531	39.76589653	-84.1937194	Pedestrian	Crossing Main Street on foot at this intersection is dangerous. Many vehicles traveling northbound on Main fail to stop until in the middle of the intersection. Many vehicles traveling southbound on Main and turning onto Riverview fail to yield to pedestrians in the crosswalk. Many vehicles turning north onto Main from Riverview fail to yield to pedestrians in the cross walk. There have been many times I and my dog have had to sprint out of the way to avoid being hit by a vehicle.
532	39.76378829	-84.19281823	Vehicle	Many cars traveling on Monument and turning right onto Main fail to stay in their lane. This is especially true of vehicles in the right lane - they frequently drift into the adjacent turn lane. I frequently use the left turn lane because I turn onto Riverview on the other side of the bridge. I always have to watch the vehicle in the right turn lane to avoid being hit. Also, many people in this lane do not heed the "No Turn on Red" sign.
533	39.76459463	-84.18775776	Pedestrian	Pedestrians must be careful at this intersection. Vehicles traveling south on the bridge are often moving fast and can't see the light, crosswalk or people until they reach the base of the bridge near the Riverscape building.
534	39.76582613	-84.19354709	Pedestrian	This intersection is very unsafe for pedestrians, especially for the neighborhood elementary kids who cross to go to and from school. People turn left without looking for people crossing the crosswalk and I have narrowly escaped being hit multiple times.
535	39.76373217	-84.19276388	Vehicle	These right turn lanes, from E Monument onto Mail Street, need painted lines. There are two right turn lanes but vehicles in the curb turn lane very often merge into the other turn lane while turning and can hit the car using that lane.

OBJECTID	PointLat	PointLong	MapPin	Full_Comment
536	39.77301837	-84.15949278	Bicycle	Improved infrastructure needed to access bike path at Monument and Findlay when approaching from south. Road is in poor condition and no bike lane exists on Findlay. Between Springfield and Monument on Findlay road goes from two to one lane with cars arbitrarity choosing which lane to stay in.
537	39.76582077	-84.19362857	Vehicle	Drivers on northbound Main St.are often speeding and crest Main St. bridge and don't always or aren't able to stop in time for light at W. Riverview Ave.
538	39.76582631	-84.19358575	Pedestrian	Same issue as with drivers, pedestrians trying to cross this intersection often face northbound Main St.drivers who are often speeding and crest Main St. bridge and don't always or aren't able to stop in time for light at W. Riverview Ave. A further issue is there is no crosswalk across Main St on south side of this corner, yet people continually try to use as crosswalk where none exists.
539	39.76585813	-84.19353979	Bicycle	Same exact issues as with pedestrians and drivers: people trying to cross this intersection often face northbound Main St.drivers who are often speeding and crest Main St. bridge and don't always or aren't able to stop in time for light at W. Riverview Ave. A further issue is there is no crosswalk across Main St on south side of this corner, yet people continually try to use as crosswalk where none exists.
540	39.76586492	-84.19369951	Pedestrian	This intersection is very dangerous. Drivers speed across bridge and turn on to Riverview Ave. with no regard for pedestrians in crosswalks.
541	39.7788653	-84.19549414	Bicycle	There's no crosswalk here for the bike path and visibility of cars coming from the east is limited and all vehicles are moving quickly. This should have some kind of marked crossing and be signalized.

APPENDIX B – EXISTING CONDITIONS ANALYSIS MEMO

EXISTING CONDITIONS AND EQUITY ANALYSIS REPORT

CITY OF DAYTON COMPREHENSIVE SAFETY ACTION PLAN

September 29, 2025

Toole Design & LJB Engineering, Inc.

Table of Contents

Introduction

The purpose of this report is to document the existing conditions and equity analyses conducted as part of the *City of Dayton Comprehensive Safety Action Plan*. These analyses will provide a data-driven basis for understanding the scope of fatal and serious injury (FSI) roadway crashes in the City of Dayton, Ohio, articulating high-level severe crash trends, and identifying areas of opportunity to reduce and eliminate severe crashes through proven, innovative, and comprehensive safety infrastructure and policy strategies.

This report summarizes four different analyses and is organized as follows:

- **Summary Crash Analysis**
  Crash analysis to identify trends in crash types, weather, lighting, and driver characteristics to pinpoint potential areas for safety improvements.
- **High-Injury Network**
  Analysis using crash data and roadway database to develop a High-Injury Network (HIN) that identifies the portions of the Dayton street network with a higher frequency of roadway fatalities or serious injuries.
- **Systemic Safety Analysis**
  Analysis using roadway characteristics and land use context database to identify features that are correlated with a higher frequency of FSI crashes. A High-Risk Network (HRN) identifies roadway segments that have high-risk features even if the location does not have a history of crashes.
- **Equity Analysis**
  An assessment of whether specific segments of the population bear a disproportionate burden of roadway safety issues using demographic database and federal resources on community characteristics.

The Analysis Answers Four Questions

Summary Crash Analysis
What are the overall crash trends?

High-Injury Network
Where are the crashes occurring?

Systemic Safety Analysis
Where else could crashes occur?

Equity Analysis
Who may be disproportionately impacted?

Crash Data Overview

Crash data was obtained from the Ohio Department of Transportation's (ODOT) Transportation Information Mapping System (TIMS) for the most recent ten years from 2014 through 2023 for the City of Dayton. This data was used for the summary crash analysis and HIN presented in this report. For analysis of crash data patterns over time, the full ten-year period of crash data was used to further contextualize changes over the past decade. For all other analyses, only the most recent five years of crash data (2019 to 2023) were used to focus on contemporary patterns and issues. Any crashes occurring on ODOT limited-access highways such as US 35, I-75, and State Highway 4, were excluded from the analysis; however, crashes at on/off ramps to these highways were included. Additionally, the analysis did not include the area around Dayton International Airport.

Focusing on FSI crashes aligns with the goal of the Safe Streets and Roads for All (SS4A) program to eliminate fatalities and serious injuries through holistic safety solutions. It directs attention to the most pressing transportation safety issues within the City of Dayton, so that resources can be prioritized appropriately.

Data Limitations

Local law enforcement agencies submit the crash reports that provide the raw crash data. Although crash reports are currently the best way to obtain information about a large number of crashes, they have limitations.

1. **Information on crash severity may have limited accuracy** because law enforcement officers who complete reports typically do not have medical training, and victims of crashes may be unaware of internal injuries masked by adrenalin.
2. **Actual number of crashes may be higher** and underreported due to fears, language barriers, financial concerns, and more. Crashes involving motorists are more likely to be reported for insurance purposes, but crashes involving pedestrians or bicyclists only (e.g., a bicyclist hitting a fixed object) are less likely to be reported.
3. **Crash reports may not fully capture the effects of speed** in crashes, as the first responders are typically on the scene after the crash has occurred and witnesses outside a crash are not typically interviewed about operator speed.
4. **Crash reports do not record near misses** or the self-limiting behavior of travelers who do not feel safe on existing roads – for example, few pedestrians or bicyclists-involved crashes on a road may not be an indicator that the road is safe but may be an indicator that these users perceive the road as unsafe and do not travel on it.

It is useful to keep these limitations in mind when using crash data and to vet data with road users, communities, and stakeholders as part of the planning process.

Summary Crash Analysis

Key Findings

Years of Crash Data Reviewed for Historic Trends: 2014-2023

Years of Crash Data Analyzed for Detailed Trends: 2019-2023

Total Crashes: 19,437

Total Fatal Crashes: 97

Total Serious Injury Crashes: 587

Total Fatal and Serious Injury (FSI) Crashes: 684

Crashes by Year: In the most recent five years of crash data (2019-2023), there was an average of 137 FSI crashes per year in the City of Dayton. This is slightly lower than the previous five years (2014-2018) when there was an average of 142 FSI crashes per year. In 2017 and 2021, Dayton experienced the highest number of FSI crashes (177 in 2017 and 175 in 2021) during the 10 years of reviewed crash data.

FSI Crashes by Road User (2019-2023): The severity of crashes affects road users differently. Figure 1 compares the distribution of different road users in FSI crashes versus total crashes of all severities

- **Motorists**: Motorist crashes (crashes where the only road users involved were one or more motorists and passengers, excluding motorcyclists, bicyclists, and pedestrians) accounted for 96% of all crashes, but 68% of all FSI crashes. There were 18,566 crashes involving a motor vehicle, including 50 fatal crashes and 414 serious injury crashes.
- **Motorcyclists**: Motorcyclist-involved crashes accounted for 1% of all crashes, but 12% of all FSI crashes. There were 17 fatal motorcyclist crashes and 66 serious injury crashes, which accounted for 6% and 21% of all motorcyclist-involved crashes respectively.
- **Bicyclists:** Bicyclist-involved crashes accounted for 1% of all crashes, but 4% of all FSI crashes. There were 6 bicyclist fatalities and 19 serious injury crashes, which accounted for 2% and 12% of all bicyclist-involved crashes respectively.
- **Pedestrians**: Pedestrian-involved crashes accounted for 2% of all crashes, but 16% of all FSI crashes. There were 430 pedestrian-involved crashes in the years analyzed, including 24 fatal and 88 serious injury crashes. These accounted for 5% and 21% of pedestrian-involved crashes respectively.

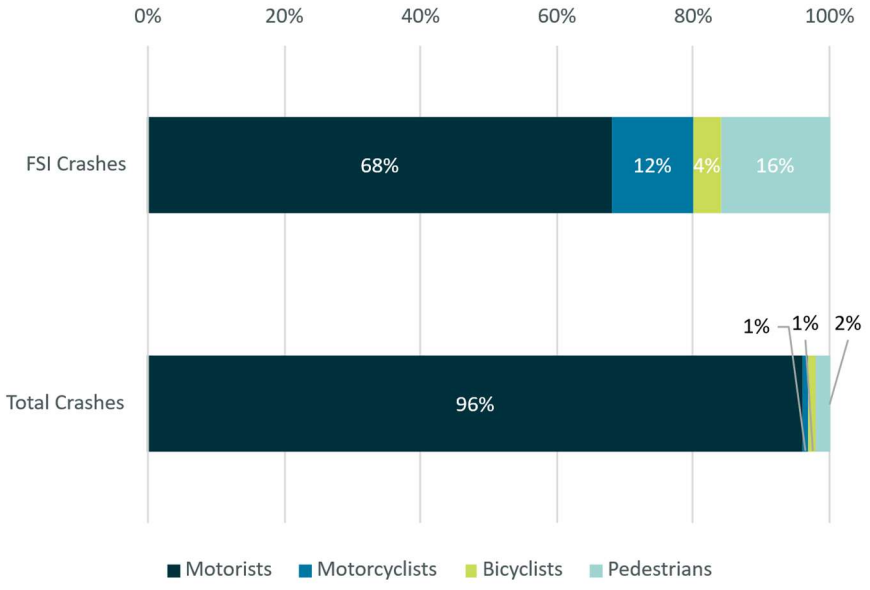


Figure 1: Percent of Crashes by Severity and Road User (2019-2023)

While the crash data and the analysis in this report represents crashes involving all road users, a closer look reveals that motorcyclists, bicyclists, and pedestrians experience a disproportionately higher share of FSI crashes compared to their share of total crashes. This highlights the greater vulnerability of these road users, a trend that will be explored in more detail later in this report, with specific examination of trends in crashes involving these road users.

Leading FSI Collision Type: Hit fixed-object crashes were the collision type that led to the highest number of FSI crashes (all road users), composing 25% of all FSI crashes. Angle crashes were the second highest collision type, at 22% of all FSI crashes.

Leading FSI Behavioral Factors: Behavior factors are circumstances or variables of road users that contributed to a crash. It is important to note that these factors are not mutually exclusive – a single FSI crash could involve multiple factors. Young road users (under age 25) are involved in the highest percentage of FSI crashes (31%). Speeding is the second most common factor, involved in approximately 18% of FSI crashes followed by alcohol use (15%).

Location Type: Fifty-seven percent (57%) of FSI crashes (all road users) occurred at intersections, while the remaining 43% occurred at mid-block locations.

Environmental Characteristics:

- **Weather and Road Conditions:** The majority of FSI crashes occurred in clear conditions (69%) and when roads were dry (84%). This trend does not mean that inclement weather and road conditions are somehow safer; rather, likely most travel occurs during clear or dry conditions.
- **Day of Week and Time:** FSI crashes peaked on weekend late nights (12 AM to 3 AM) and weekday afternoons (3 PM to 6 PM) during the evening commute. There was also an uptick of FSI crashes on Friday evenings (6 PM to 9 PM) during the evening commute and outings.
- **Lighting Conditions**: Most fatal crashes occurred during daytime 52% for all road users and 42% for pedestrians and bicyclists. A higher percent of pedestrians and bicyclists-involved FSI crashes occurred in dark unlit conditions (10%) compared to all road user FSI crashes (5%). Nighttime commonly elevates risk, especially for pedestrians and bicyclists due to reduced visibility and increased vehicle speeds at night, among other reasons.

Fatal and Serious Injury Crashes Over Time

Figure 2 shows the number of fatal and all injury (FI) and fatal and serious injury (FSI) crashes by year from 2014 to 2023 in the City of Dayton. In these ten years, the highest number of FI crashes (1,474), and FSI crashes (177) occurred in 2017. Following this peak, there was a noticeable decline in both types of crashes into the more recent five years (2019-2023). There was a significant spike in both FI and FSI crashes in 2021, with 175 FSI crashes – a trend likely due to the COVID-19 pandemic that follows the national fatal crash trends.[1]

Although there was a slight decrease in average FSI crashes per year (e.g. 2014-2018 averaged 142 FSI crashes per year, compared to 137 in 2019-2023), there is no clear indication of sustained improvement in crash trends. This is further illustrated when considering the city's total population. Dayton's total population decreased by 4% during this period (from 140,782 estimated persons in 2018 to 135,507 in 2023), indicating that the per capita FI crash rate from 2014-2018 to 2019-2023 increased (90 FI crashes per 10,000 persons to 93).[2] Note that FSI crash rate remained at 10 FSI crashes per 10,000 persons during these periods.

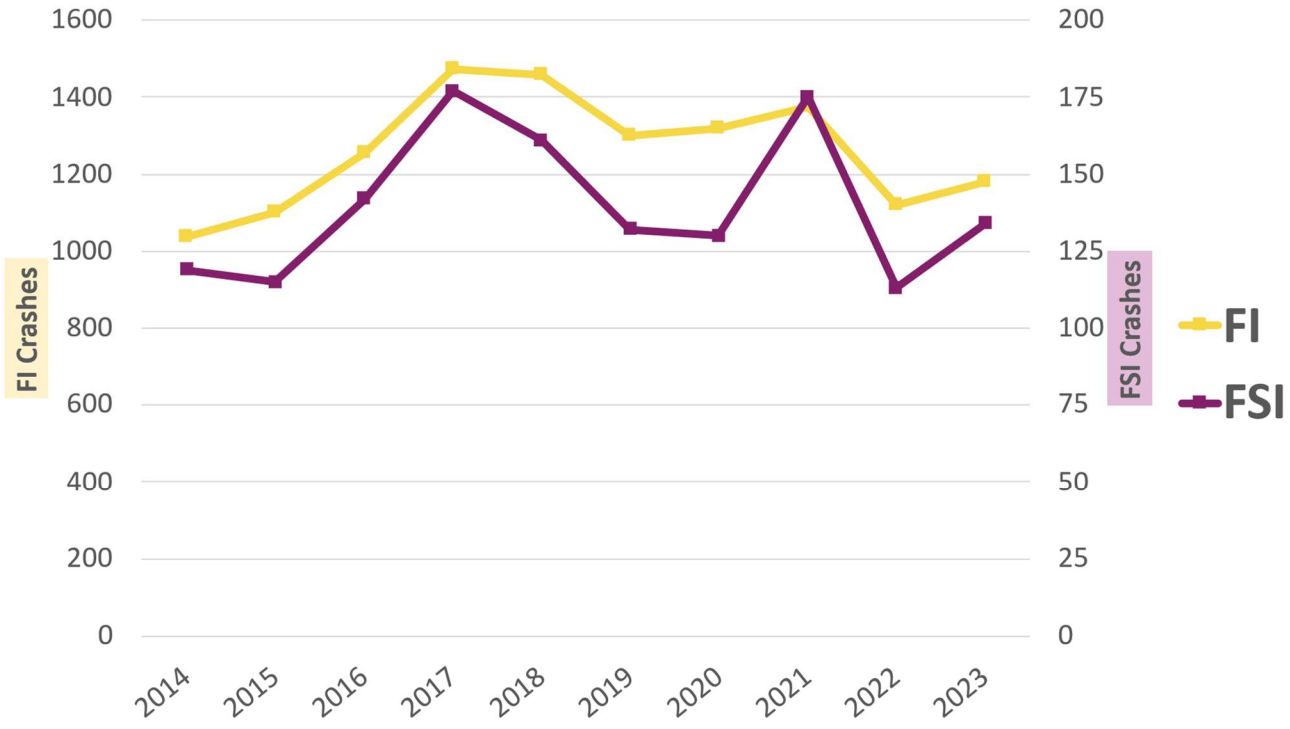


Figure 2: Fatal and All Injury (FI) and Fatal and Serious Injury (FSI) Crashes by Year (2014-2023)

Note: This is the only figure depicting ten-year crash data. The remaining figures depict crash data from the latest five years (2019-2023).

[1] Nationally, there was a 10.8% increase in traffic fatalities in 2021 compared to 2020 https://www.transportation.gov/NRSS/SafetyProblem

[2] City of Dayton total population based on U.S. Census 2018 and 2023 American Community Survey (ACS) 5-Year Estimates.

Crash Severity by Road User

Figure 3 compares crash severity across different road users (motorists, motorcyclists, bicyclists, and pedestrians) from 2019 to 2023. The severity is classified using the KABCO scale (K-Fatal, A-Serious Injury, B-Minor Injury, C-Possible Injury, O-Property Damage Only [PDO]).

- There were 430 crashes involving a **pedestrian**, and 112 (26%), of these resulted in a fatal or serious injury.
- There were 167 crashes involving a **bicyclist**, and 25 (15%), of these resulted in a fatal or serious injury.
- There were 274 crashes involving a **motorcyclist**, and 83 (30%), of these resulted in a fatal or serious injury.
- Note that 70% of **motorist** crashes result in property damage only and 2% of motorist crashes resulted in fatal or serious injuries.

Dayton's trends reflect the tendency for crashes involving a motorcyclist or vulnerable road user (VRU) – a bicyclist or pedestrian – to be more likely to result in serious injury or death than motorist-only crashes on average. While motorists have more crashes overall, a larger proportion of their crashes result in property damage only, compared to higher injury rates for other road users.

Classifying Crashes by Road User

Throughout this report, crashes are categorized by road user types to better understand differences in experience and risk people face based on how they travel on the road.

In crashes involving multiple road users, the crash was assigned a single road user type based on the most vulnerable user involved. For example, a crash involving a motorist and a bicyclist would be classified as a bicyclist crash. Motorist crashes are crashes that only involve motorists.

In order of most to least vulnerable, the road user types are:

- Pedestrian
- Bicyclist
- Motorcyclist
- Motorist

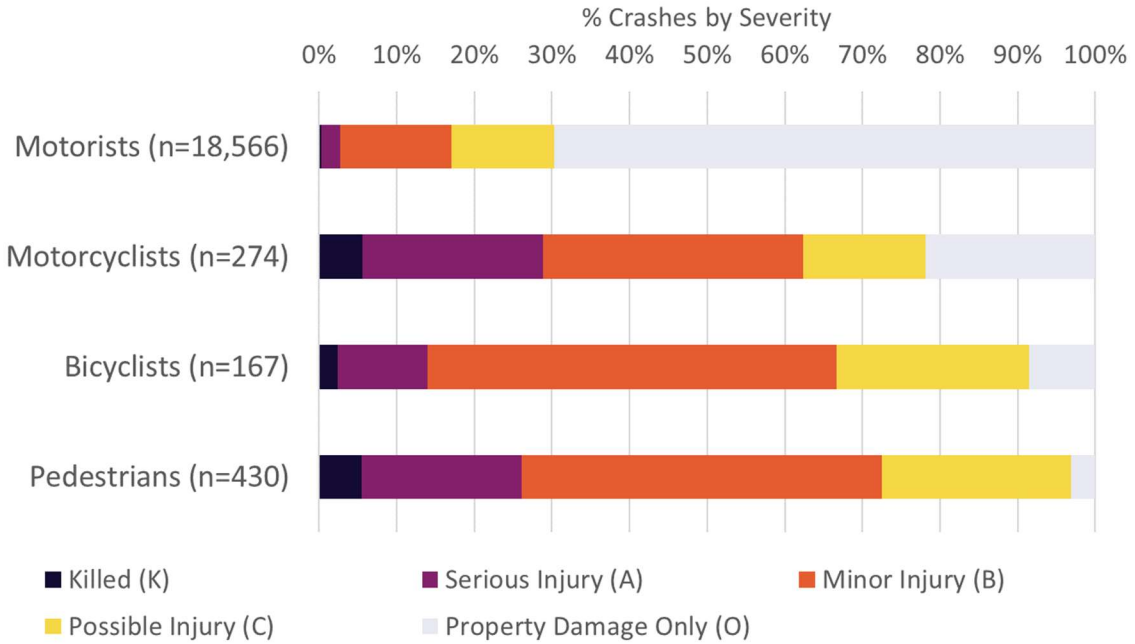


Figure 3: Crash Severity by Road User (2019-2023)

Crash Type

Figure 4 summarizes the top 10 FSI crashes by crash type across the City of Dayton. Fixed-object and angle crashes were the two leading causes of FSI crashes, accounting for approximately 25% and 22% of all FSI crashes respectively. Pedestrian-involved crashes were the third most frequent FSI crash type, accounting for 16% of all FSI crashes. This underscores the vulnerability of pedestrians in roadway crashes and the severe outcomes often associated with such crashes.

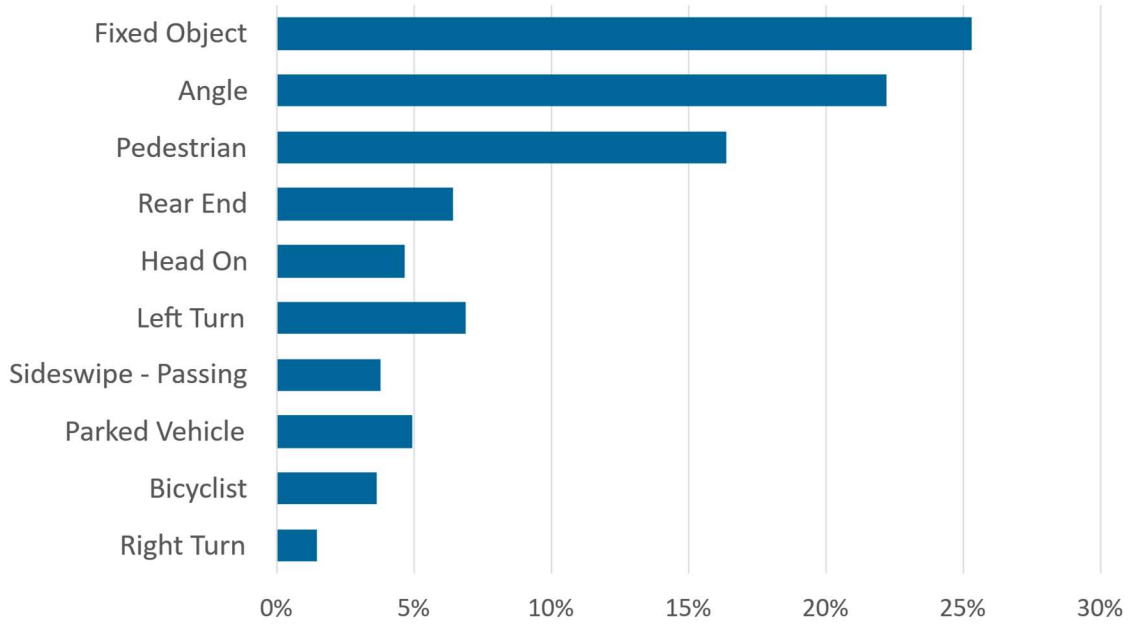


Figure 4: Top Ten FSI Crash Types (2019-2023)

Note that the Dayton's trends in top ten FSI crash types generally reflect national and statewide trends.

- National (2018-2022)[3]
    - Fixed-object, angle, and pedestrian-involved crashes were overrepresented in national fatal crashes: 29%, 18%, 17% of fatal crashes, respectively.
    - Rear end, and bicyclist-involved crashes, nationally, represented similar percent of fatal crashes in Dayton: rear-end crashes accounted for 7%, and bicycle-involved crashes were 3% of fatal crashes nationally.
- State of Ohio (2019-2023)[4]
    - Fixed-object and angle crashes were overrepresented in statewide FSI crashes: 29% and 17% of FSI crashes in Ohio, respectively.
    - Pedestrian and bicyclist-involved crashes in Ohio's FSI crashes represented a similar percent of FSI crashes in Dayton: pedestrian-involved and bicyclist-involved crashes were in 9% and 2% of FSI crashes statewide.

[3] National trends are only for fatal crashes from the Fatality Analysis Reporting System (FARS) https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars

[4] State of Ohio trends for fatal and injury causing crashes from the Strategic Highway Safety Plan Dashboards https://www.transportation.ohio.gov/traveling/safety/data/strategic-highway-safety-plan-dashboards

Intersection vs. Segment

Figure 5 compares the percentage of FSI crashes occurring at intersections versus mid-block locations, as detailed by the enforcement officer reporting the crash. Over half (57%) of FSI crashes occurred at intersections and 43% at mid-block locations. The relatively close split indicates that while safety measures and interventions are important at intersections, there is an additional need for safety interventions along corridors.

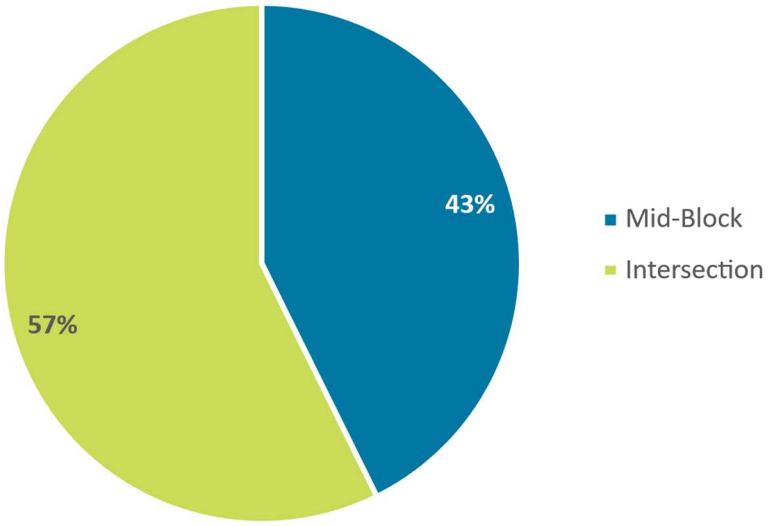


Figure 5: Intersection vs. Mid-block FSI Crashes

Motorcyclists and pedestrian-involved FSI crashes were more likely to occur at intersections than crashes involving other types of road users. Sixty-four percent (64%) of motorcyclist and 76% of pedestrian-involved FSI crashes occurred at intersections (Figure 6).

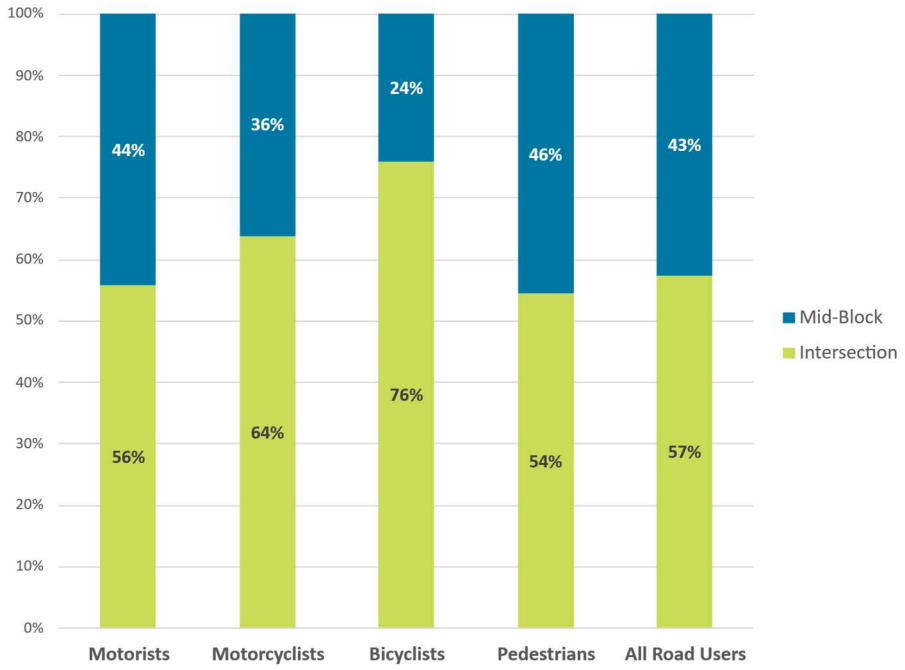


Figure 6: Intersection vs. Mid-block FSI Crashes by Road User

Road Type

Figure 7 illustrates the distribution of FSI crashes by road type. Minor arterials accounted for the highest share (34% of FSI crashes), followed by principal arterials (26%) and major collectors (21%). The concentration of crashes on arterials highlights the need for safety improvements along these corridors, where higher speeds and higher traffic volumes and multimodal interactions may increase crash risk.

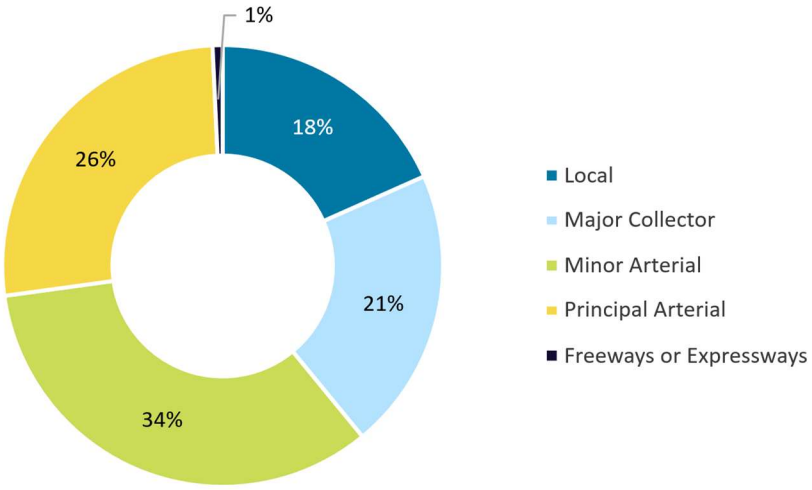


Figure 7: FSI Crashes by Road Type

Day of Week & Time of Day

A higher number of FSI crashes occur on weekend late nights and weekday afternoons. Late night hours (12 AM to 3 AM) on Saturday and Sunday had a significantly higher number of FSI crashes (23 and 26 respectively). It is notable that thirty-five percent (35%) of the FSI crashes that occurred at this time involved alcohol. Whereas, by comparison,15% of total FSI crashes involved alcohol (see Figure 12). There was also an uptick of FSI crashes on Friday evenings (6 PM to 9 PM) overlapping with a time associated with the end of evening commuting and typical end of week social outings (Figure 8).

		Time of Day							
	From	12 AM	3 AM	6 AM	9 AM	12 PM	3 PM	6 PM	9 PM
	To	3 AM	6 AM	9 AM	12 PM	3 PM	6 PM	9 PM	12 AM
Day of Week	Mon	10	5	9	4	11	**22**	19	6
	Tues	7	2	11	4	19	19	12	7
	Wed	8	3	11	7	15	17	18	13
	Thu	17	4	5	11	14	**22**	10	20
	Fri	12	7	7	9	16	17	**25**	16
	Sat	**23**	14	9	5	16	13	18	14
	Sun	**26**	7	4	4	15	14	16	15
		Dark Conditions		AM Peak	Light Conditions		PM Peak	Dark Conditions	

Figure 8: FSI Crashes by Day of Week and Time

Crashes by Month

Typically, warmer months (May-October) had the highest number of FSI crashes while the winter months (December-February) have the lowest number of FSI crashes (Figure 9). August had the highest total number of FSI crashes. Crashes involving motorcyclists had the largest seasonal fluctuations with a large increase during the summer months – likely when more people ride. While not as drastic, crashes involving bicyclists and pedestrians also show some seasonal fluctuations, increasing during summer months and early fall. Motorist-involved crashes remained the most frequent throughout the year and show less seasonal variation .

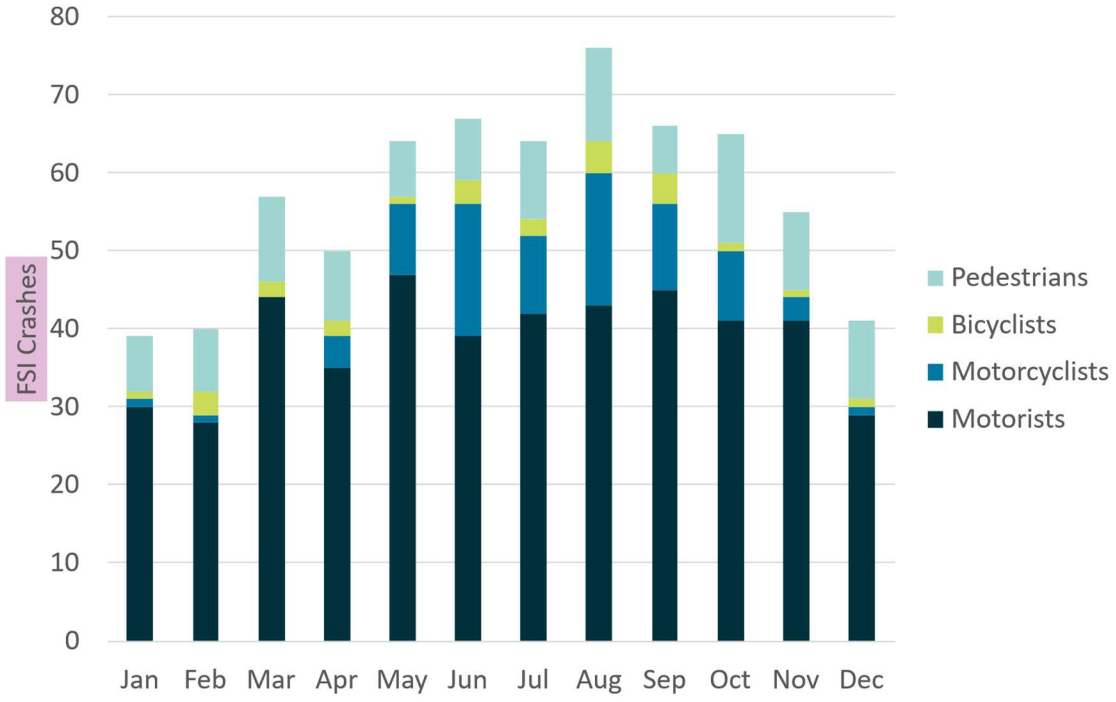


Figure 9: FSI Crashes by Month and Road User (2019-2023)

Weather Conditions

Figure 10 summarizes the weather conditions when FSI crashes have occurred. While adverse weather conditions like rain and snow are often associated with increased risk, the volume of clear-weather incidents (69%) is significantly higher. Note that motorcyclists and bicyclist-involved FSI crashes were more likely to occur during clear weather conditions (80% of both road user FSI crashes occurred during clear weather conditions) – likely when more of these trips are likely taken. Sixty percent (60%) of pedestrian-involved FSI crashes occurred in clear weather conditions and 39% occurred in cloudy (29%) and rainy (11%) conditions, highlighting that there may be visibility issues impacting pedestrian crashes.

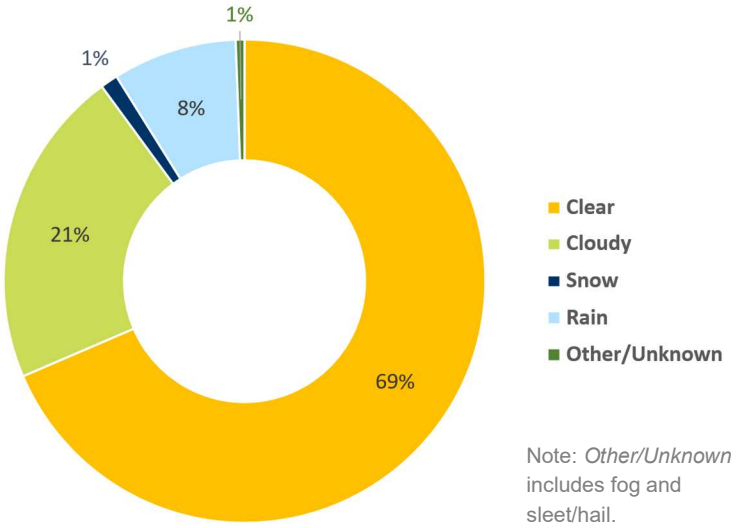


Figure 10: FSI Crashes by Weather Conditions (2019-2023)

Road Surface Conditions

Figure 11 summarizes the road surface conditions when FSI crashes have occurred. Like weather conditions, the majority of FSI crashes (84%) occurred on dry road surfaces. Thirteen percent (13%) of FSI crashes occurred on wet road conditions.

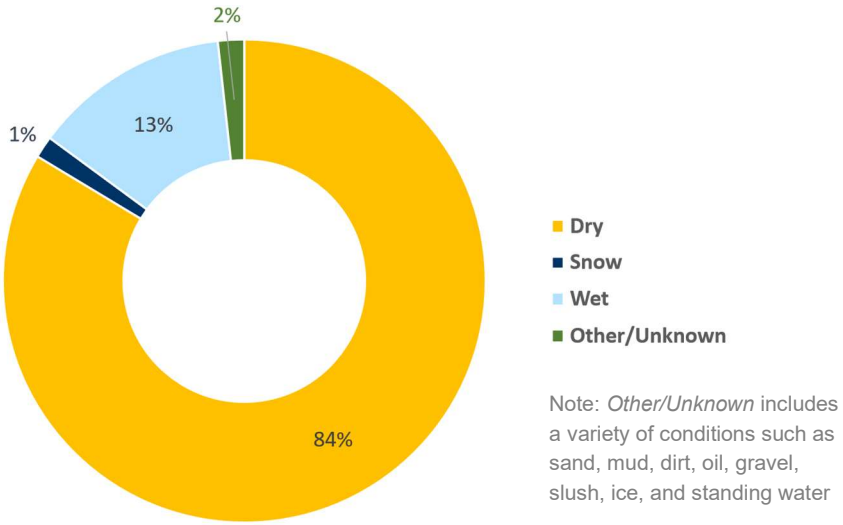


Figure 11: Crashes by Road Surface Conditions (2019-2023)

Road User Behavior

Any of the six road user crash behaviors or factors in Figure 12 can be assigned to crashes. Young people are involved in the highest percentage of FSI crashes (31%). Speeding is the second most common factor, involved in approximately 18% of FSI crashes, followed by alcohol use (15%).

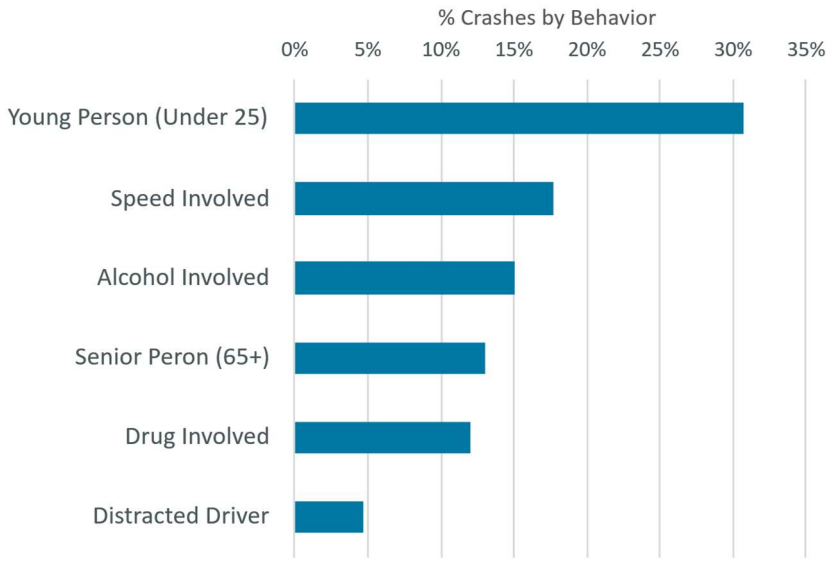


Figure 12: FSI Crashes by Road User Behavior (2019-2023)

Note that the Dayton's trends in FSI crash by road user behavior generally reflect national and Ohio trends.

- National (2022)[5]
  - While national data on fatal crashes are not reported in a similar format to road user behavior factors as in the State of Ohio, information from the most recent year of Fatality Analysis Reporting System (FARS) report indicates that young persons were victims in 19% of fatal crashes nationally, 19% of fatal crashes involved speeding, 11% were alcohol-involved.
- State of Ohio (2019-2023)[6]
  - The most common driver behavior factors statewide are young driver (31% of statewide FSI crashes), speed-involved (25%), senior person (18%), alcohol-involved (17%), drug-involved (11%), and distracted driver (4%).
  - The City of Dayton does not reflect the statewide trend in one factor: involvement of senior persons (18% of statewide FSI crashes, whereas 13% of Dayton FSI crashes).

[5] National trends are only for fatal crashes from the Fatality Analysis Reporting System (FARS) https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars

[6] State of Ohio trends for fatal and injury causing crashes from the Strategic Highway Safety Plan Dashboards https://www.transportation.ohio.gov/traveling/safety/data/strategic-highway-safety-plan-dashboards

Road User Age and Gender

Figure 13 shows that males were consistently involved in more FSI crashes than females across all age groups. This gap is most pronounced in crashes involving road users aged 15-24, 25-34, and 35-44, and gradually narrowed in older age groups. The number of crashes is highest in the 25-34 age group, with 167 males and 94 females. When the number of FSI crashes is compared to the overall city population, the larger proportion of residents under 15 and those aged 15-24 appears to coincide with the high incidence of FSI crashes in these groups

Note that Figure 13 excludes 48 road users whose age or gender was not included in the crash report.

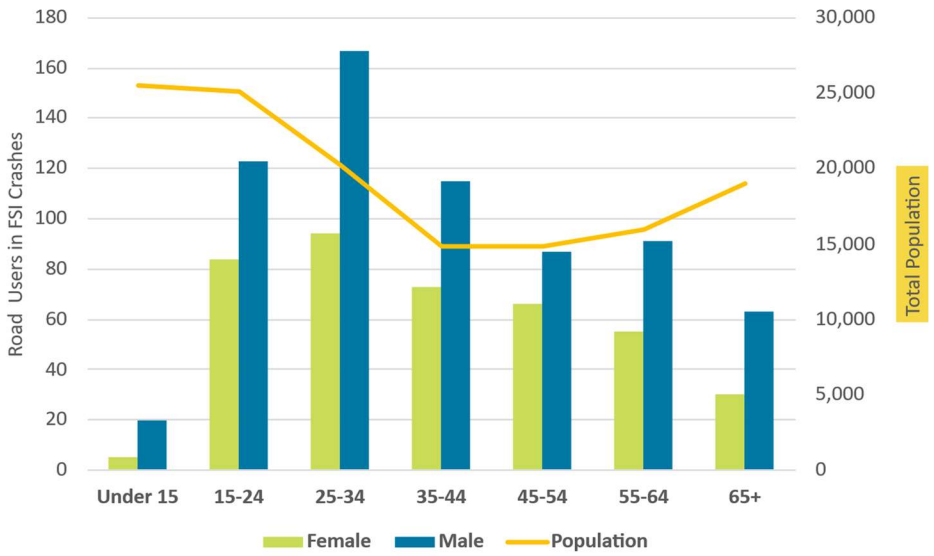


Figure 13: FSI Crashes by Road User Age and Gender vs. Dayton Population (2019-2023)[7]

[7] City of Dayton total population based on U.S. Census 2023 American Community Survey (ACS) 5-Year Estimates.

High-Injury Network

A High-Injury Network (HIN) identifies the specific segments of roads where the highest concentrations of FSI crashes occur. The purpose of the HIN is to help the City of Dayton prioritize resources on these roadways to reduce the most severe crashes. This section describes the methodology for developing the Dayton HIN and presents the HIN in a series of maps.

Methodology

The HIN development process involves counting FSI crashes along each roadway, calculating severity-weighted crash density scores for each corridor, and identifying roadway segments that meet an established score threshold for each transportation mode. The HIN is developed through the following steps:

1. Map the sliding window analysis results for all road user types collectively and individually to measure the density of FSI crashes along road segments.
2. For each road user type, determine the threshold score required to be included in the HIN for that road user. This step eliminates streets that have a lower severity-weighted crash density, prioritizing segments that have higher frequencies of FSI crashes.
3. Produce maps that show the roadway segments that meet the threshold for all road user types collectively and individually.

Sliding Window Analysis

Sliding window analysis helps safety professionals better understand and quantify safety performance along a roadway network, by identifying segments with the highest densities of FSI crashes. The analysis works by determining the number and severity of crashes along a roadway segment (the window) and sliding that window along the network at set intervals. Each window is given a score based on its number and severity of crashes.

For this analysis, 1/2-mile segment windows slid along the road network at 1/10-mile increments. Both intersection and segment crashes were included in this evaluation, as the focus was on overall corridor conditions. Crash events occurring within the bounds of an intersection were counted on both corridors for the purposes of identifying the HIN. An example of a sliding window analysis is illustrated in Figure 14.

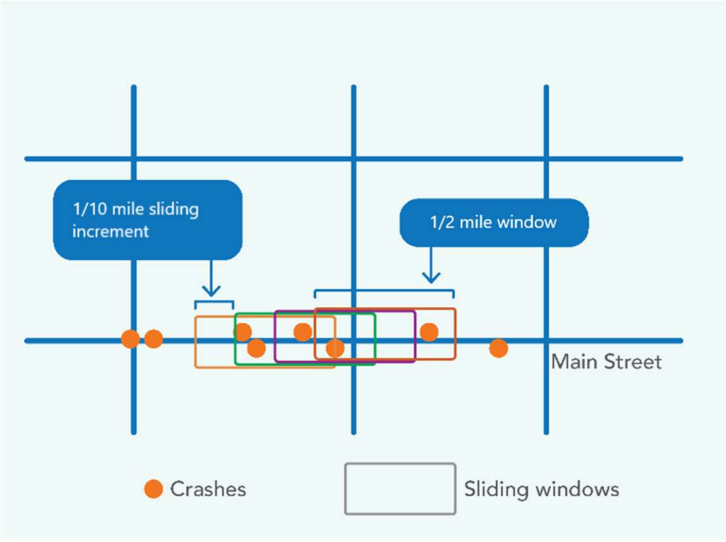


Figure 14: Sample Sliding Window Analysis

The score for each window was weighted based on the frequency and severity of crashes, using the KABCO scale:

1. fatal and serious injury (K+A) crashes were given a weight of 3,
2. minor injury (B) a weight of 2,
3. possible injury (C) crashes a weight of 1, and
4. PDO (O) crashes a weight of 0.

Once the weights are established and applied to the crashes, the number of crashes is aggregated to each window. For example, if a segment had one K crash, two A crashes, zero B crashes, two C crashes, and five O crashes, it would receive a score of 11; (1x3) + (2x3) + (0x2) + (2x1) + (5x0). This weighting places a greater focus on FSI crashes.

The sliding window analysis was conducted for all road users combined and then separately for motorcyclists and VRU – bicyclists and pedestrians. Individual analyses for motorcyclists and VRU help ensure that risk patterns impacting these road users are not lost in the combined all road users analysis, which is dominated by motorist crashes. Figure 15, Figure 16, and Figure 17 display the sliding window analysis results for all road users combined, then VRU and motorcyclists.

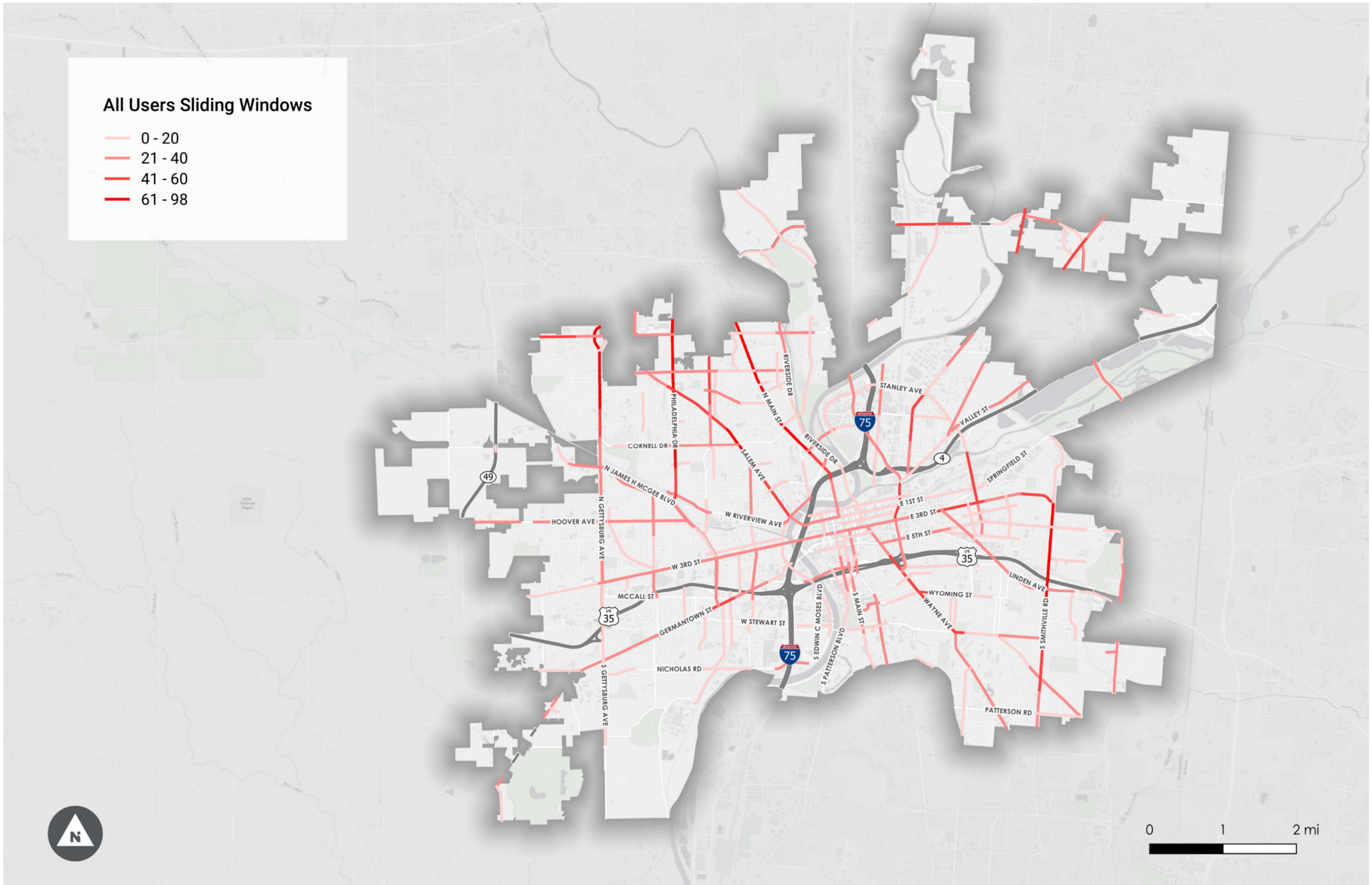


Figure 15: All Road Users Sliding Window Analysis Results

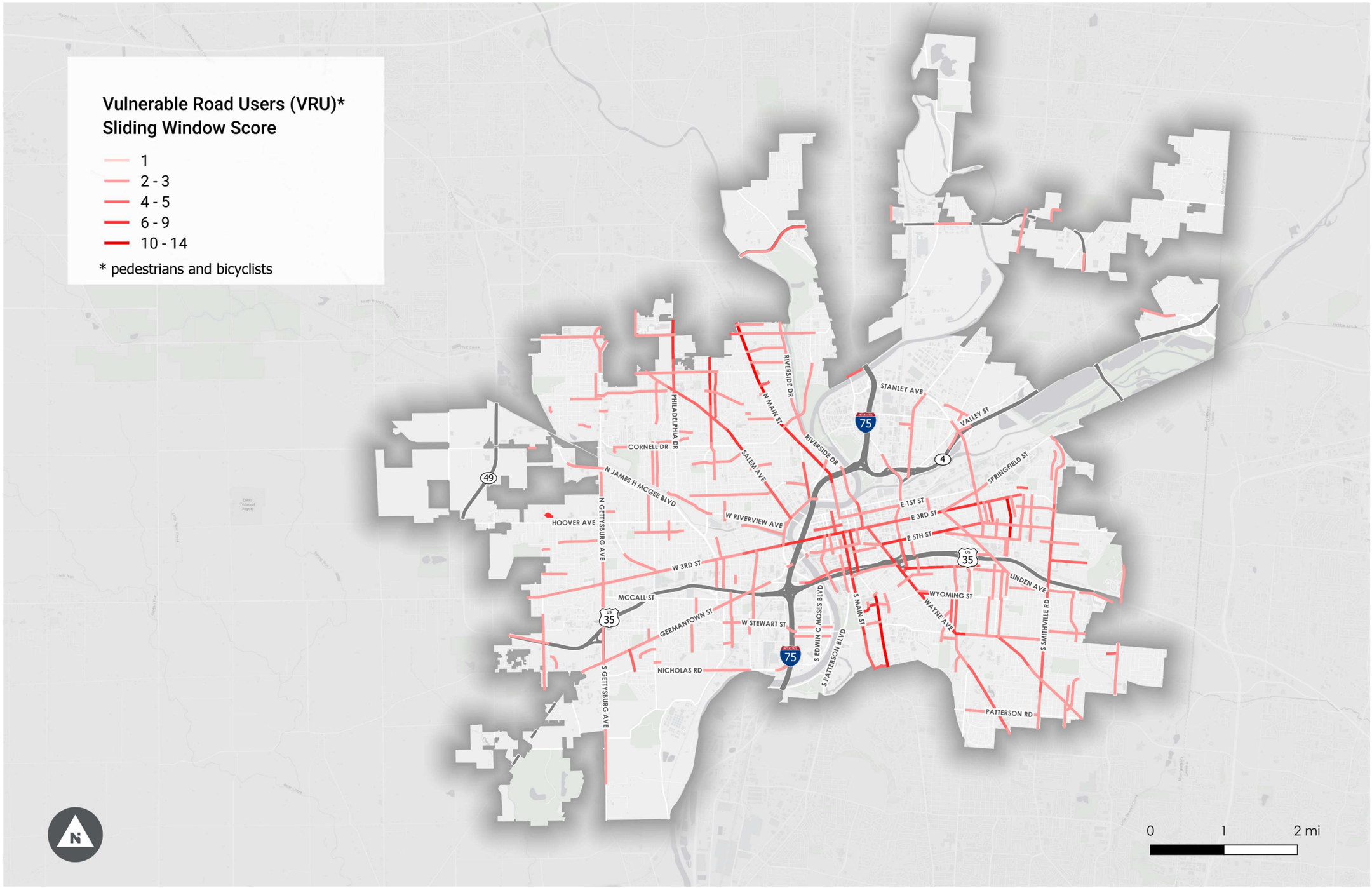
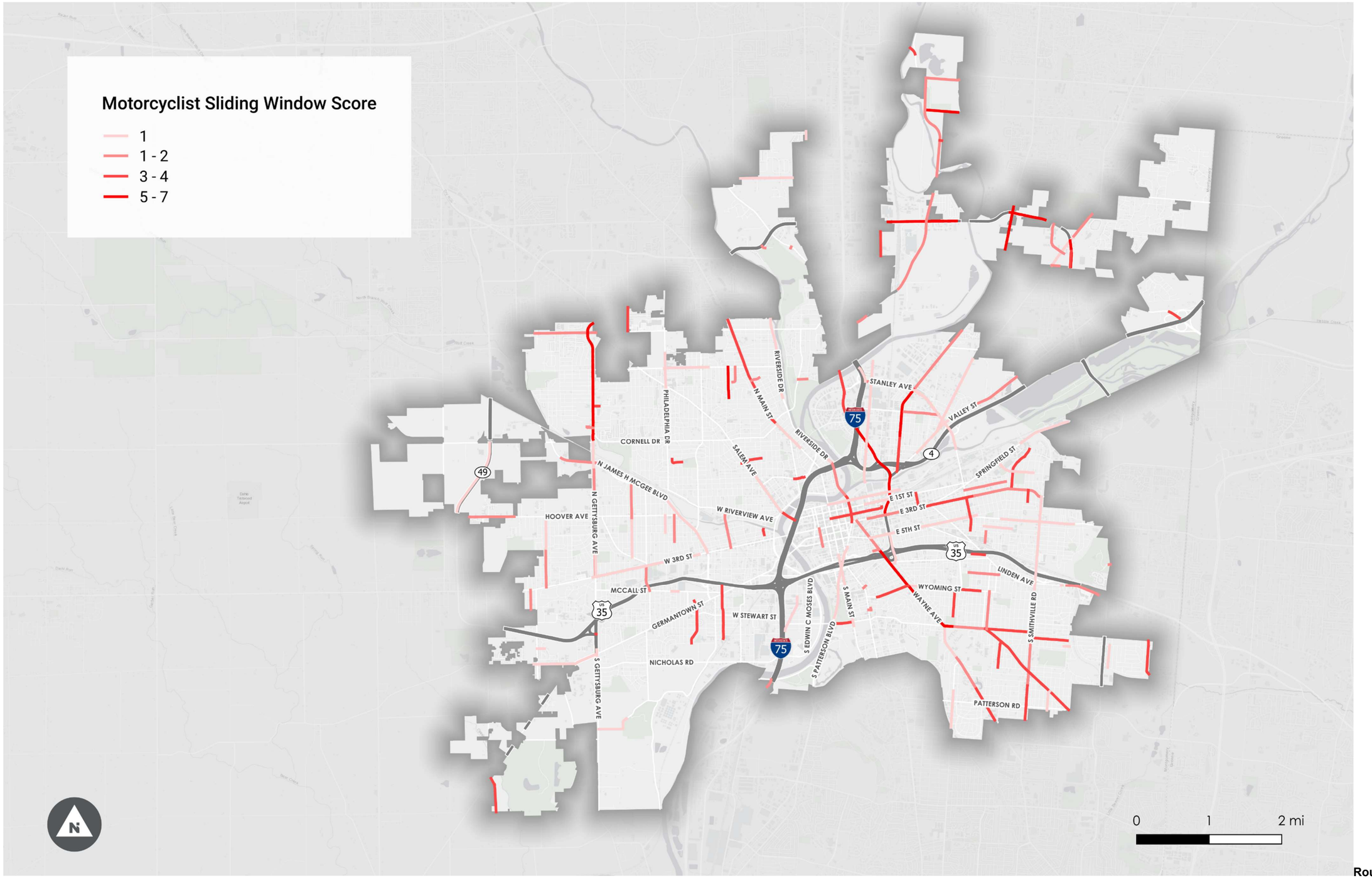


Figure 16: VRU Sliding Window Analysis Results



Round

Figure 17: Motorcyclist Sliding Window Analysis Results

High-Injury Network Thresholds

Setting a threshold for the sliding window scores for each road user helps determine which corridors to select for inclusion in the HIN. The selected threshold impacts the number of corridors in the HIN and changes the level of focus the HIN will have on FSI crashes. As an example, Figure 18 shows three potential breakpoint options for all road users HIN – the portion of the network where 40% of the FSI crashes in Dayton occurred, where 50% occurred, or where 60% occurred.

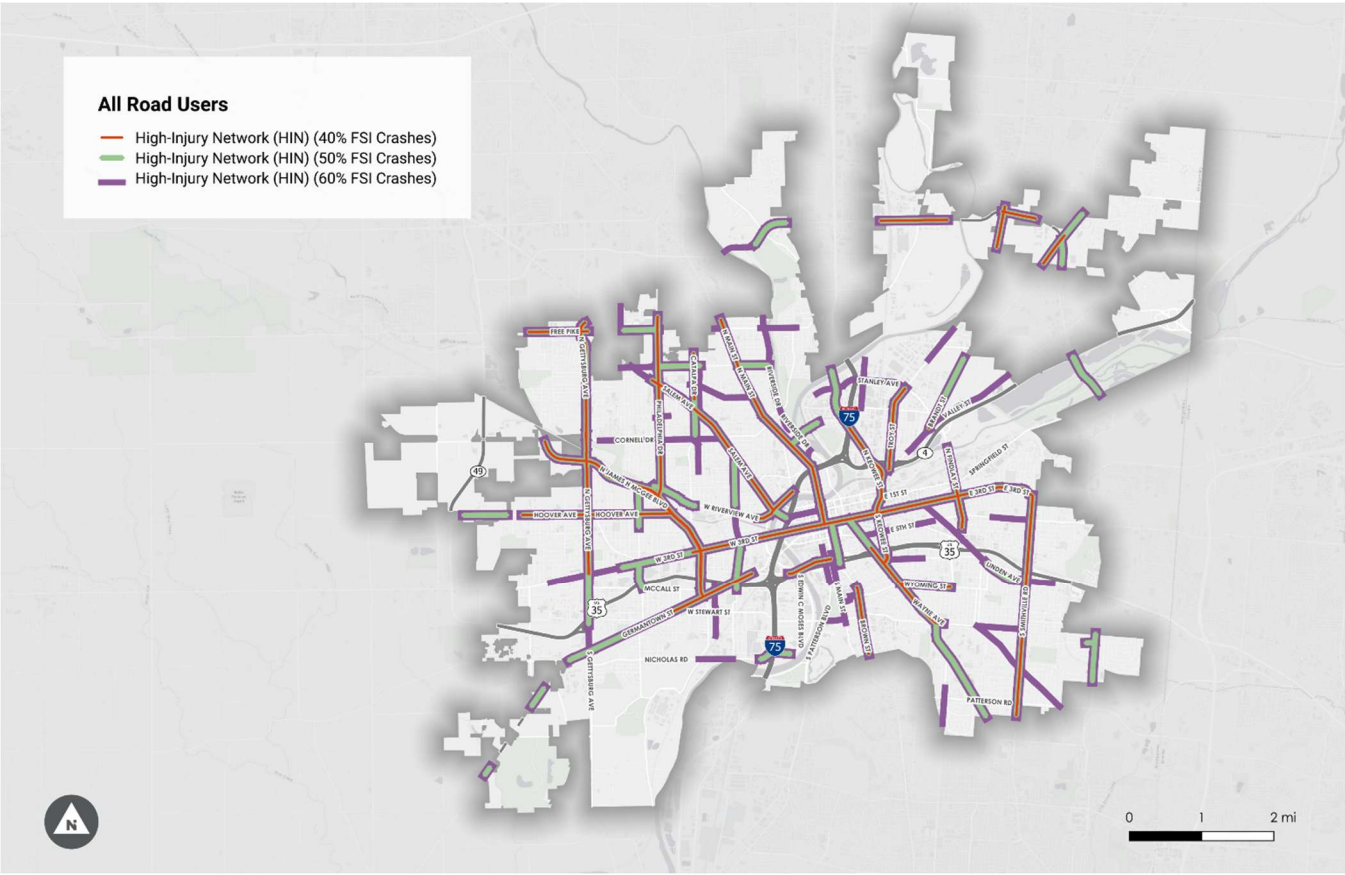


Figure 18: Three Breakpoint Options for the All Road Users HIN

Table 1 further illustrates how much of the road miles in Dayton are in each HIN, the percent of the city's arterial and local road miles that are in each HIN, and the threshold score that a corridor had to have to be included in that HIN. For example, Option 1 HIN represents the roads where 50% of the FSI crashes in Dayton occurred, and those roads are 5% of the total road miles in the city, 27% of city's total arterial miles, and 0.2% of the city's local road miles

Table 1: Summary All Road Users HIN Options by Percent of FSI Crashes and Threshold Score

HIN by Percent of FSI Crashes		Percent of Dayton Roads Miles	Percent of Dayton Arterial Miles	Percent of Dayton Local Miles	Threshold Score
Option 1	40%	4%	20%	0%	30
Option 2	50%	5%	27%	0.2%	24
Option 3	60%	7%	36%	0.6%	18

The project team selected the all road user HIN that identifies where 50% of FSI crashes have occurred and on corridors had a sliding window score of at least 24 (Option 1). The higher threshold scores focus on road segments that have the highest frequency of severe crashes. These scores may differ by road user. For example, a score of 4 may be appropriate for the VRU HIN, but relatively low for a motorist network since there are generally more motorist crashes than VRU crashes. Table 2 summaries the threshold score for each HIN (all road users, motorcyclist, and VRU).

Table 2: Summary of Sliding Window Thresholds Scores Included in the HIN

Road Users	Threshold Score
All Road Users	30
Motorcyclist	3
VRU (Bicyclist/Pedestrian)	4

Generally, a segment that meets or exceeds the threshold score for that road user's sliding window results are included in that road user's HIN. In some instances, a short segment that meets the threshold, but intersects with a larger segment is omitted from the HIN, while the large segment is included in the HIN. Alternately, some segments that are below the threshold, but are between segments that meet the threshold are included as a full roadway corridor into the HIN.

High-Injury Network Results

The following maps and tables identify the corridors on the City of Dayton HIN. Table 3, Table 4, and Table 5, and lists the corridors and their termini in the HIN for all road users combined, then VRU, and motorcyclists. Similarly, Figure 19, Figure 20, and Figure 21, display the HIN for all road users, VRU, and motorcyclists, respectively.

Table 3: List of Corridors in the Combined All Road Users HIN

Road Name	From	To
Abbey Ave	McCall St	W 3rd St
Brandt Pike	Schwinn Dr	Renfield Dr
Brandt St	Valley St	Valleycrest Dr
Brooklyn Ave	Oakridge Dr	N James H Mcgee Blvd
Brown St	Irving Ave	E Apple St
Catalpa Dr	Cumberland Ave	Sunnyview AVe
E 3rd St	Main St	S Smithville Rd
E Helena St	N Main St	McCook Ave
E Hillcrest Ave	N Main St	Riverside Ave
Free Pike	Lakeside Dr	Salem Ave
Germantown Pike	Infirmary Rd	Oppossum Creek
Germantown St	Derby Rd	Tenshaw Dr
Germantown St	Rail St	W Washington St
Harshman Rd	Springfield St	Oh-4
Harshman Rd	Texas Ave	Brandt pike
Hoover Ave	Summit Square Dr	Longvale Dr
Hoover Ave	Strawberry Row	N James H Mcgee Blvd
Linden Ave	Rosemont Blvd	Wilfred Ave
Main St	E 3rd St	Redwood Ave
N Broadway St	Holt St	Harvard Blvd
N Findlay St	E 3rd St	E Monument Ave
N Gettysburg Ave*	W 3rd St	Salem Ave
N James H Mcgee Blvd	W 3rd St	Little Richmond Rd
N Keowee St*	E 3rd St	Embury Park Rd
Needmore Rd	Shoup Mill Rd	Northcut Pl
Needmore Rd	Webster St	Tonga Dr
Needmore Rd	Old Troy Pike	Lloyd Ave
Old Troy Pike	Schwinn Dr	Kalida Ave
Philadelphia Dr*	N James H Mcgee Blvd	Beaulieu Ct
S Broadway St	Gale St	W 3rd St
S Edwin C Moses Blvd	Cincinnati St	Arena Park Dr
S Findlay St	Huffman Ave	E 3rd St
S Gettysburg Ave	Derbyshire Dr	W 3rd St
S James H Mcgee Blvd	Germantown St	W 3rd St
S Jefforson St	Buckeye St	E 3rd St
S Keowee St*	Wayne Ave	E 3rd St
S Smithville Rd*	Ashland Ave	Airway Rd
Salem Ave*	W Riverview Ave	Tennyson Ave
Troy St	Valley St	Stanley Ave
W 3rd St*	S Plaza Ave	Main St

Road Name	From	To
W Hillcrest Ave	Philadelphia Dr	Woodway Ave
W Riverview Ave	Orth Ave	W Riverview Ave
W Riverview Ave*	Bridge St	Dow St
W Siebenthaler Ave	Klepinger Rd	Philadelphia Dr
W Washington St	Cincinnati St	S Main St
Wayne Ave*	Wilmington Ave	E 3rd St
Wilmington Ave	Composite Dr	Wayne Ave
Woodbine Ave	Buffalo St	Woodman Dr
Woodman Dr	Patterson Dr	Tall Oaks Dr
Wyoming St	Wayne Ave	Highland Ave

**Corridors with road projects in planning, design, or construction*

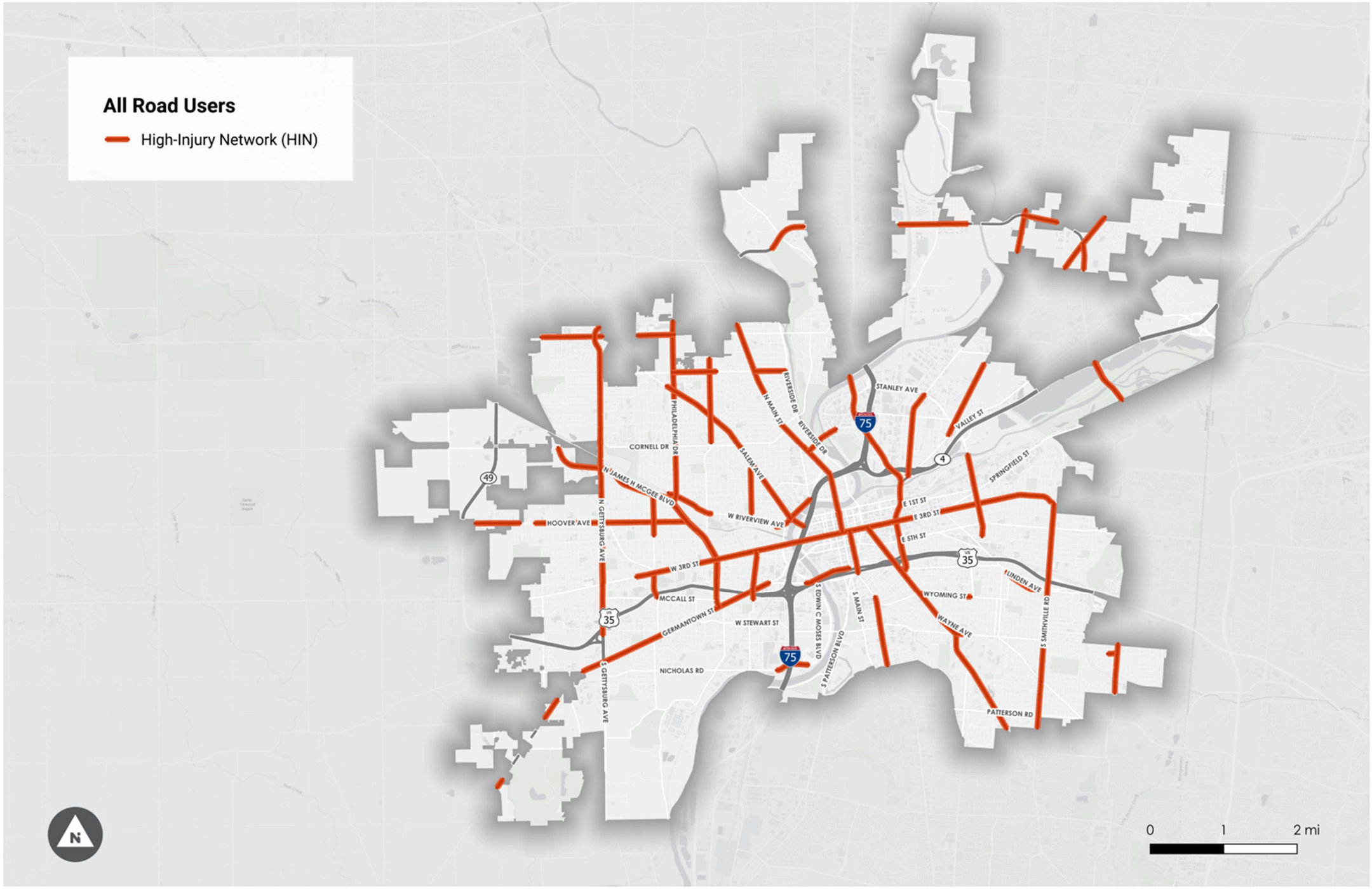


Figure 19: Combined All Road Users HIN

Table 4: List of Corridors in VRU HIN

Road Name	From	To
Brown St	Irving Ave	Oak St
Catalpa Dr	Cumberland Ave	Sunnyview Ave
E 3rd St	Main St	S Sperling Ave
E 5th St	Wayne Ave	S Philadelphia St
Edgar Ave	Wayne Ave	Wyoming St
Forest Ave	W Riverside Ave	5 Oaks Ave
Illinois Ave	Wayne Ave	Wyoming St
N Ludlow St	W 3rd St	W Monument Ave
N Main St	W Babbitt St	Redwood Ave
N Patterson Blvd	E 3rd St	I-75
Needmore Rd	Shoup Mill Rd	Northcrest Dr
Philadelphia Dr	Torrington Pl	Beaulieu Ct
Riverside Rd	Lawn St	E 3rd St
Rugby Rd	Salem Ave	W Hillcrest Ave
S Harbine Ave	Huffman Ave	E 3rd St
S Jefferson St	Buckeye St	E 3rd St
S Keowee St	Wayne Ave	E 55th St
S Main St*	Springhouse Rd	E 3rd St
S Smithville Rd*	Bellaire Ave	E 3rd St
Salem Ave	Tennyson Ave	W Riverside Ave
Shoup Mill Rd	Lofty Oaks Ln	Needmore Rd
Springhouse Rd	Far Hills Ave	Rubicon Rd
Tuttle Ave	S Smithville Rd	Cosler Dr
W 2nd St	Redcross Ln	Main St
W Third St	S Conover St	N Sperling Ave
W Washington St	Cincinnati St	S Main St
Watervliet Ave	Lynhurst Ave	Wayne Ave
Wayne Ave*	Highland Ave	E 3rd St
Wilmington Ave	Composite Dr	Irving Ave
Wyoming St	Wayne Ave	Highland Ave
Wyoming St	S Main St	Nathan Pl
Wyoming St	S Main St	Brown St
Xenia Ave	S Keowee St	Pritz Ave

**Corridors with road projects in planning, design, or construction*

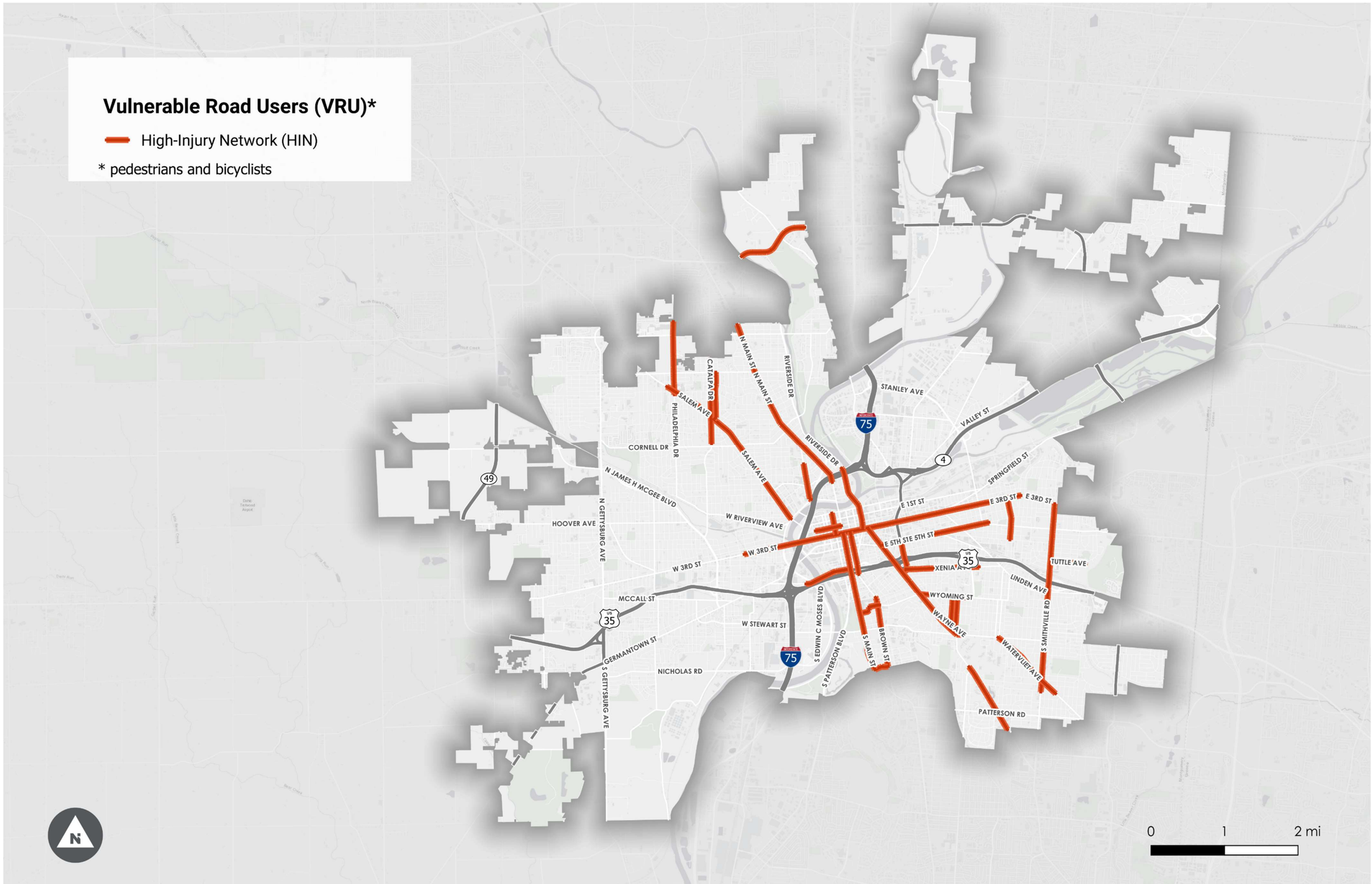


Figure 20: VRU HIN

Table 5: List of Corridors in Motorcyclist HIN

Road Name	From	To
Clement Ave	Richley Ave	Lakeview Ave
E 2nd St	N Main St	Meigs St
E 3rd St	Sears St	N Smithville Rd
Fishburg Rd	Rip Rap Rd	Endicott Rd
Harshman Rd	Arrowrock Ave	Brandt Pike
Infirmary Rd	Germantown St	Shank Rd
Klepinger Rd	W Siebenthaler Ave	Burgoyne Dr
N Garland Ave	E 3rd St	Radio Rd
N Gettysburg Ave*	W Third St	Salem Ave
N Keowee St*	E 3rd St	Embury Park Rd
N Main St	Ridge Ave	Redwood Ave
Needmore Rd	Webster St	Old Needmore Rd
Needmore Rd	Old Troy Pike	Lloyd Ave
Old Troy Pike	Stanley St	Lakebend Dr
Old Troy Pike	Schwinn Dr	Needmore Rd
Reading Rd	S Smithville Rd	Russet Ave
Riverside Dr	W Grand Ave	E 3rd St
S Euclid Ave	Watson St	Gold St
S Findlay St	Huffman Ave	E 3rd St
S Smithville Rd	Ashland Ave	Cleveland Ave
Salem Ave	Robert Dr	Dartmouth Dr
Spaulding Rd	Plainfield Rd	Leising Rd
Troy St	Lakebend Dr	Valley St
Valleyview Dr	W Fairview Ave	W Hillcrest Ave
Virginia Ave	Wyoming St	Buchanan Ave
W First St	W Riverview Ave	Robert Dr
W Stewart St	S Patterson Blvd	S Main St
Watervliet Ave	Patterson Rd	Wayne Ave
Wayne Ave	E 3rd St	S Smithville Rd
Webster St	Needmore Rd	Timber Ln
Wilmington Ave	Composite Dr	Wayne Ave
Wyoming St	Alberta St	Creighton Ave

**Corridors with road projects in planning, design, or construction*

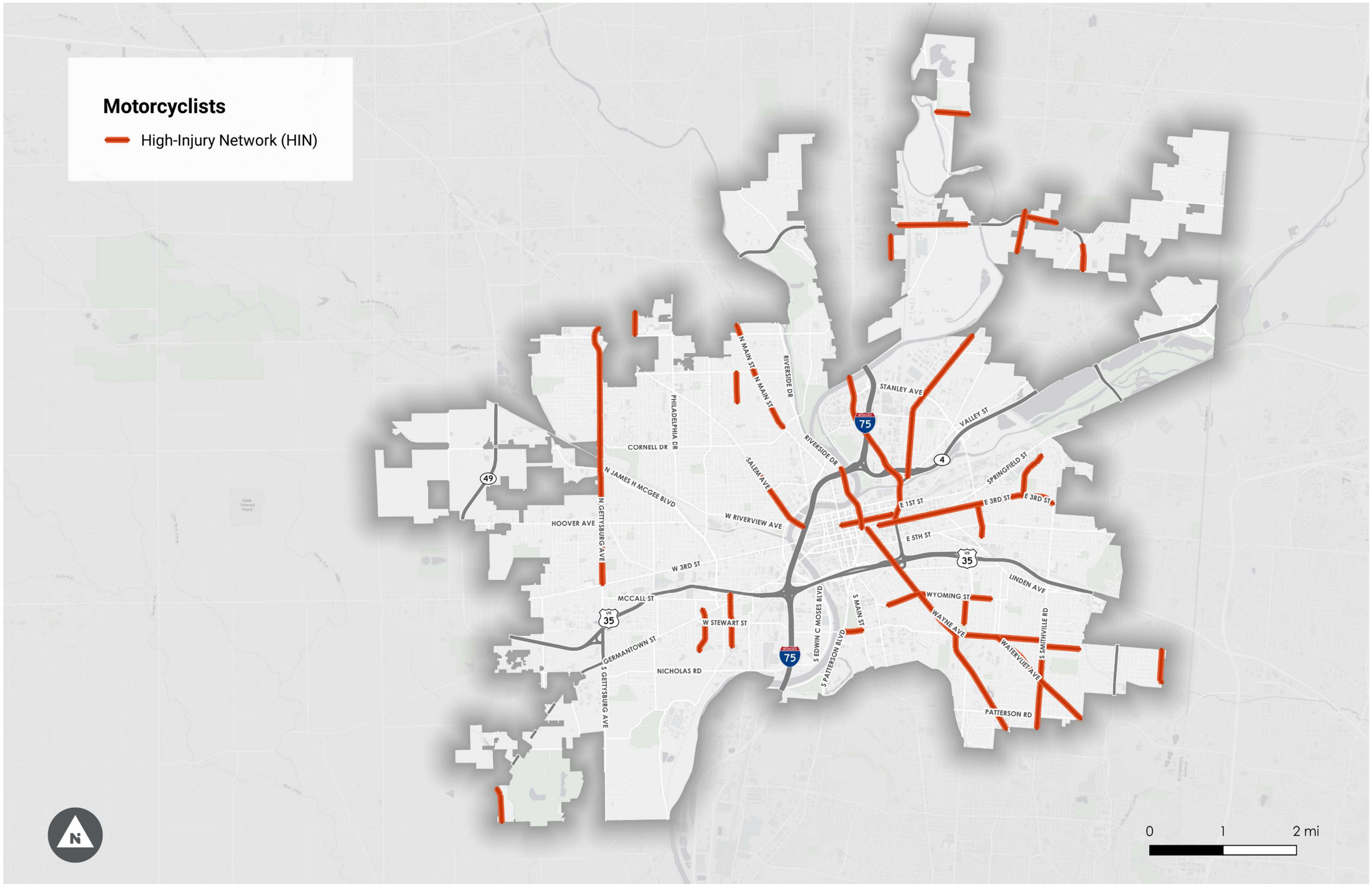


Figure 21: Motorcyclist HIN

High-Injury Network Key Takeaways

The HIN represents the roads in Dayton that have had a high frequency of severe crashes and begin to illustrate where the City should focus resources for safety interventions. There are several key takeaways from the HIN:

1. The combined all road users HIN represent just a small percent of the total roads in Dayton, but a disproportionate number of FSI crashes have occurred on those roads (Figure 22).

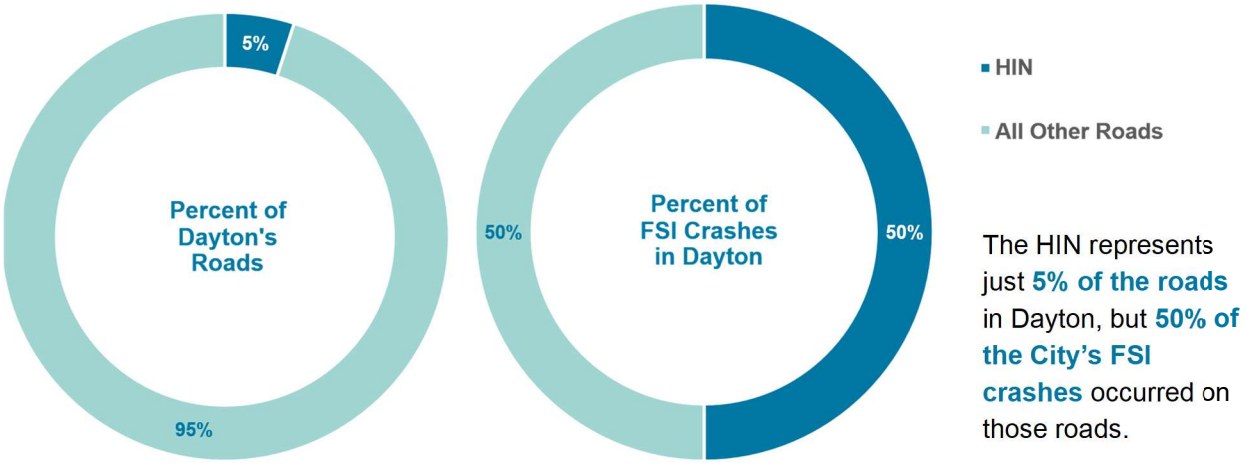


Figure 22: Large Percent of FSI Crashes Occurred on Small Percent of Roads

2. Ninety-seven percent (97%) of the combined all road users HIN are arterial roads – roads that are relatively wide and have fast-moving motorists. These roads usually also have long distances between safe places (i.e., marked/signalized crosswalks) where pedestrians and bicyclists can cross the road, missing sidewalks, and narrow or no shoulders.
3. While the HIN for all road users combined is fairly distributed across the city, the VRU HIN corridors are predominately located downtown, and in neighborhoods southeast of downtown such as South Park, University Hills, and Walnut Hills. Likewise, motorcyclists HIN corridors are predominantly southeast of downtown in neighborhoods like Walnut Hills, Belmont, and Eastmont; but also on corridors near the city boundary, such as Gettysburg Road, Needmore Road, Fishburg Road, and Infirmary Road. These corridors that are indicated in the VRU or motorcyclists' HIN (but not the combined all road users' HIN) indicate locations where the City can implement targeted safety countermeasures that are specific to these more vulnerable road users.
4. There are several corridors where the three HINs overlap, indicating locations where the City can prioritize resources, knowing that these locations have multimodal safety issues that include VRU and motorcyclists. These corridors are:
    - E 3rd Street (N Main Street to S Smithville Road)
    - N Main Street (E 3rd Street to Redwood Avenue)
    - S Smithville Road (Ashland Ave to Airway Road)
    - Salem Avenue (W Riverview Avenue to Tennyson Avenue)
    - Wayne Avenue (Wilmington Avenue to E 3rd Street)

Systemic Safety Analysis

The systemic safety analysis identifies road characteristics and land use contexts associated with a higher frequency of FSI crashes. This analysis examines locations that have had high FSI crashes in the past, extracts the factors at those locations correlated with FSI crashes, and then searches the road network for locations that exhibit similar factors. The resulting High-Risk Network (HRN) will help the City of Dayton proactively prioritize roads at the highest risk of experiencing fatal and serious injury crashes, even in areas without a crash history. This section:

1. details the methodology used in the systemic safety analysis,
2. summarizes road profiles with characteristics that are correlated with elevated FSI crashes, and
3. presents the HRN in a series of maps.

Methodology

Screening Factors

The initial step of the systemic safety analysis is identifying road characteristics that correlate with high crash frequency. These are also known as *systemic screening factors* or *risk factors*. Combinations of these factors result in road profiles that are associated with higher crash frequencies. Table 6 shows all of the risk factors that were prepared and tested for their relevance and correlation with high crash frequency.

Correlation and Causation

It is important to note that the systemic screening factors do not necessarily indicate a causal relationship with elevated crash severity, nor that these individual factors should necessarily be the target of treatments. In other words, the factors that lead to a road being on the HRN are not necessarily the same as the issues that should be addressed to reduce risk. For example, the HRN might include locations because they have many destinations nearby, which could be a factor correlating with elevated pedestrian crashes. This finding does not mean that these destinations should be removed, but instead that facilities near such generators may require additional safety investment.

As a next step for this Safety Action Plan, screening factors and road profiles will be studied from a practical and policy-driven perspective to determine what components may be reasonable targets of safety improvements and which should be viewed primarily as non-causal correlations.

Table 6. Factors Screened for Systemic Analysis

Screening Factor	Description
Traffic Volume (AADT)	Categorized as 0-1,000 AADT, 1,001-10,000 AADT, >10,000 AADT (assumption that roadways without traffic volume counts are likely 0-1,000 AADT). *Source: StreetLight*
Speed Limit	Categorized as ≤30 MPH or 30+ MPH. *Source: City of Dayton*
Transit Stop or Station	Presence of a public transit stop or station within 100 feet. *Source: City of Dayton*
Household Poverty	Percent of households in adjacent census tracts with income below 200% of the poverty level. *Source: Census*
Functional Classification	Functional class categories as “High”: arterial; or “Low”: collector/local. *Source: City of Dayton*

Screening Factor	Description
Land Use Context	Categorized as Commercial, Industrial, Residential, Agricultural, or Exempt Property. *Source: City of Dayton*
Zero Vehicles Households	Percent of households in adjacent census tracts with zero vehicles. *Source: Census*
School	Presence of a school within ¼ mile. *Source: City of Dayton*
Public Parks	Presence of a public park within ¼ mile. *Source: City of Dayton*
Active Community Index (ACI)	Categorized as High ACI (ACI >3), Low ACI (ACI ≤3). *Source: MVRPC*
Bicycle Facility	Categorized as 'Existing Bike Facility': Existing Bike Lane, Existing Path, Existing Sharrows; 'Planned Bike Facility': Planned Path, Planned on street, Planned On Street, Funded Path, Funded On Street; 'No Bike Facility'. *Source: City of Dayton*
Medians	Presence of divided roadways. *Source: City of Dayton*
Neighborhood Equity Index	Defined as 'High Priority,' 'Upper Moderate,' 'Low Moderate,' and 'Low Priority'. *Source: City of Dayton*
Number of Lanes	Categorized as ≤2 Lanes, 3-4 Lanes, or 5+ Lanes. *Source: City of Dayton*
Sidewalks	Presence of a sidewalk over 70% of the segments. *Source: City of Dayton*
Trail Access Points	Presence of a trail access point within 100 feet. *Source: City of Dayton*
People of Color	Percent of non-white populations. *Source: Census*
Population Density	Categorized as 'High Population Density' (Density > 4,739.33 per square mile), 'Low Population Density (Density ≤ 4,739.33 per square mile). *Source: Census*
Context Classification (draft)	Categorized as 'Urban': OC4, OC6; 'Suburban': OC3B, OC3C; 'Rural': OC2, OC2A; 'Other': OC7. *Source: ODOT (draft)*
Streetlight Density	Categorized as 'High Streetlight Density' (Density > 63.36 streetlights/mile), 'Low Streetlight Density (Density ≤ 63.36 streetlights/mile). *Source: City of Dayton*
Pavement Condition	Categorized as 'Good Pavement Condition': Fair, Good, Satisfactory; and 'Poor Pavement Condition': Failed, Poor, Serious, Very Poor. *Source: City of Dayton*
Crosswalks	Categorized as '1 crosswalk', 'More than 1 crosswalk', and 'No crosswalk'. *Source: City of Dayton*
Intersection Density	Categorized as 'High Intersection Density' (Density > 26.4 intersections/mile), 'Low Intersection Density (Density ≤ 26.4 intersections/mile). *Source: City of Dayton*
Turn Lanes	Presence of a turn lane arrow point.

Screening Process

The systemic analysis focused exclusively on high-severity crashes that were fatal or led to a serious injury from 2019 through 2023. The analysis included all public roads in the City of Dayton except for interstates and freeways or expressways. Consolidated road data was analyzed to retain all relevant roadway cross-sectional and contextual attributes. Additional census and network data attributes were applied to the road data as needed to include the screening factors.

The screening process is based on a decision tree machine learning algorithm where each factor is screened individually to determine whether the factor distinguishes between locations with relatively high and low average crash densities per mile. For categorical factors such as functional classification, the algorithm considers each unique classification individually. For numerical factors such as the percent of Zero Vehicle Households, it considers all potential breakpoints by which the numerical values could be split. The algorithm screens all factors recursively to identify the most correlated factor and continues until a set of combined factors are identified as a road profile. Figure 23 illustrates the decision tree algorithm where three correlated factors define a high-risk road profile.

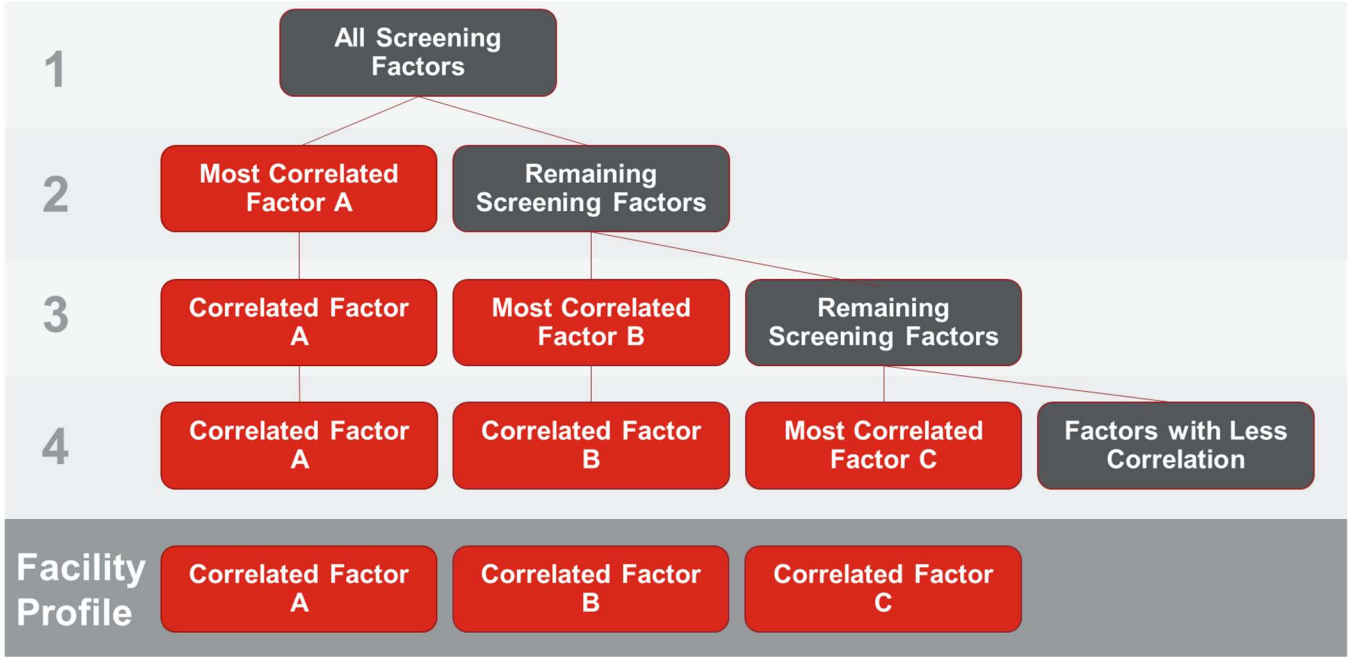


Figure 23: Illustration of Decision Tree Screening Process

High-Risk Road Profiles

The analysis led to the identification of five road profiles that are tiered based on their relative level of risk for FSI crashes. The factors collectively compose a road profile. In other words, individual factors alone should not be considered as a risk factor wherever they are present. For example, while areas with a high percent of people of color are identified in the Critical tier, the results of the analysis do not indicate that simply all roads within an area with a high percent of people of color are high risk. The screening factors in the City of Dayton that are most effective at indicating high risk for FSI crashes are:

- Traffic volume (AADT)
- Presence of crosswalks
- Percent of population of color
- Intersection density
- Presence of medians

The five road profiles are categorized into tiers based on their level of risk. The tiers and correlated factors are:

Critical Tier includes

- All roads with average traffic volumes of over 10,000 vehicles per day and have crosswalks present.
- All roads with average traffic volumes of between 1,000 to 10,000 vehicles per day, have crosswalks present and within communities where more than 55% of the population are people of color.

High Tier includes

- All roads with average traffic volumes of between 1,000 to 10,000 vehicles per day, have no crosswalk present and within communities where less than 55% of the population are people of color.
- All roads with average traffic volumes of between 1,000 to 10,000 vehicles per day, have no crosswalk present, and with no median.

Medium Tier includes

- All roads with average traffic volumes of between 1,000 to 10,000 vehicles per day, have no crosswalk present, and with no median.

Low Tier includes

- All roads with average traffic volumes of over 1,000 vehicles per day, have no crosswalk present, and with medians.
- All roads with average traffic volumes of less than 1,000 vehicles per day and with high intersection density.

Minimal Tier includes

- All roads with average traffic volumes of less than 1,000 vehicles per day and with low intersection density.

Table 7 illustrates the factors that make up each of the road profiles.

Table 7: Road Profiles by Factors

	Critical		High		Medium	Low		Minimal
High Volume	✓			✓		✓		
Medium Volume		✓	✓		✓	✓		
Low Volume							✓	✓
Crosswalks Present	✓	✓						
Crosswalks Not Present			✓	✓	✓	✓		
High Percent of People of Color		✓						
Low Percent of People of Color			✓					
High Density of Intersections							✓	
Low Density of Intersections								✓
Medians Present						✓		
Medians Not Present					✓			

Check marks (✓) indicate the factors that make up each road profile.

There is a disproportionate relationship between the characteristics of the City's roadway network and the frequency of FSI crashes that have occurred within each road profile. Higher-risk road profiles (i.e., Critical, High, and Medium) make up a small percentage of the City's total mileage of roads, but a majority of FSI crashes occur on these roads. The disproportionate risk of certain roads implies priorities for action. For example, just 1.3% of the City's roads are Critical Tier roads, but 18.6% of the FSI crashes in the City occurred on these roads. Figure 24 illustrates the share of road miles and FSI crashes for all five tiers.

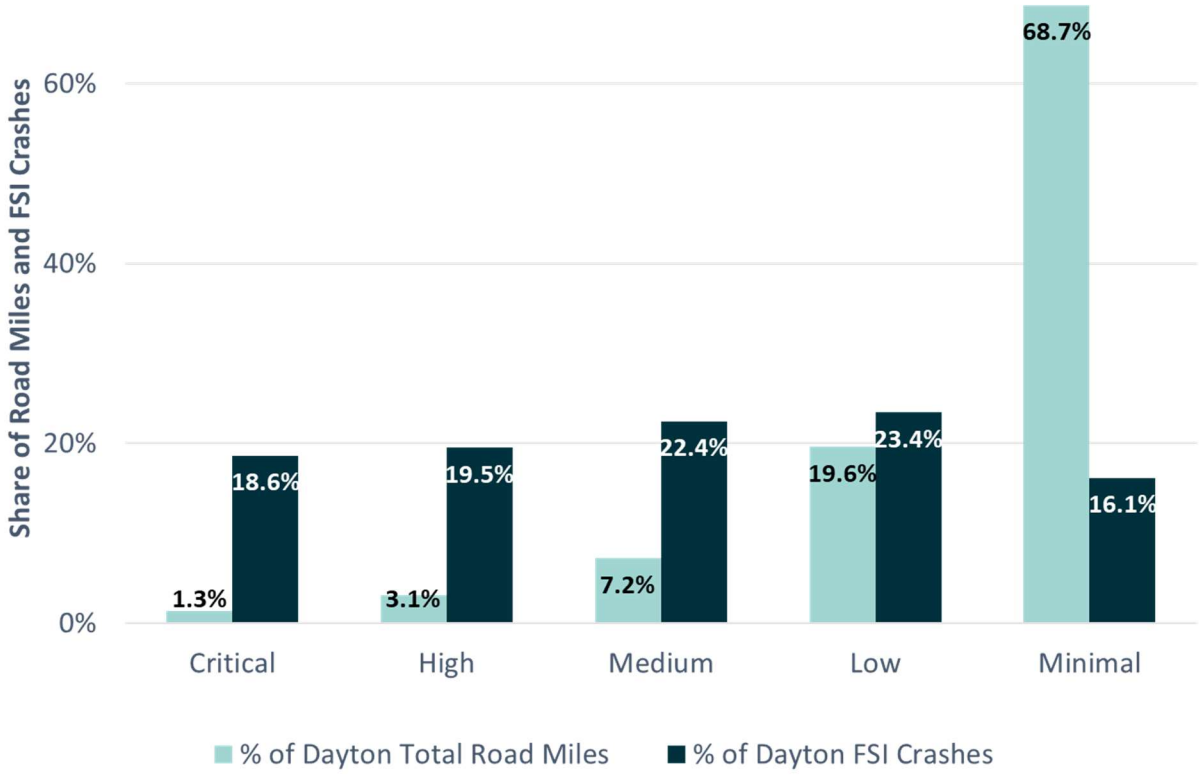


Figure 24: Road Profile Tiers by Share of Mileage and Share of FSI Crashes

The road profile results summarized are for FSI crashes involving all road users, collectively. Since motorists make up a majority of FSI crashes, analysis into VRU and motorcyclist-specific crashes is important to understand how the safety risk for those road users is correlated to different risk factors. In addition to the factors and facility profiles above, the following factors were also identified as being correlated to Critical or High tier road profiles for VRU and motorcyclists:

- **Critical tier roads for VRU** include roads where there is more than one crosswalk present, high functional classification, no medians, and high streetlight density.
- **Critical roads for motorcyclists include** roads with average traffic volumes of over 1,000 vehicles per day, are in low intersection density areas, within communities where less and equal than 5% of households have no vehicle, and are in suburban areas. They also include roads with average traffic volumes of over 1,000 vehicles per day, are in high intersection density areas, with a high functional class (minor arterial or greater), and are in areas with low moderate equity needs.

High-Risk Road Profile Mapping

Mapping the roads that are identified as in Critical or High Tier allows the City to proactively understand which roads may be at the greatest risk for FSI crashes in the future. These roads illustrated in Figure 25 make up the High-Risk Network (HRN).

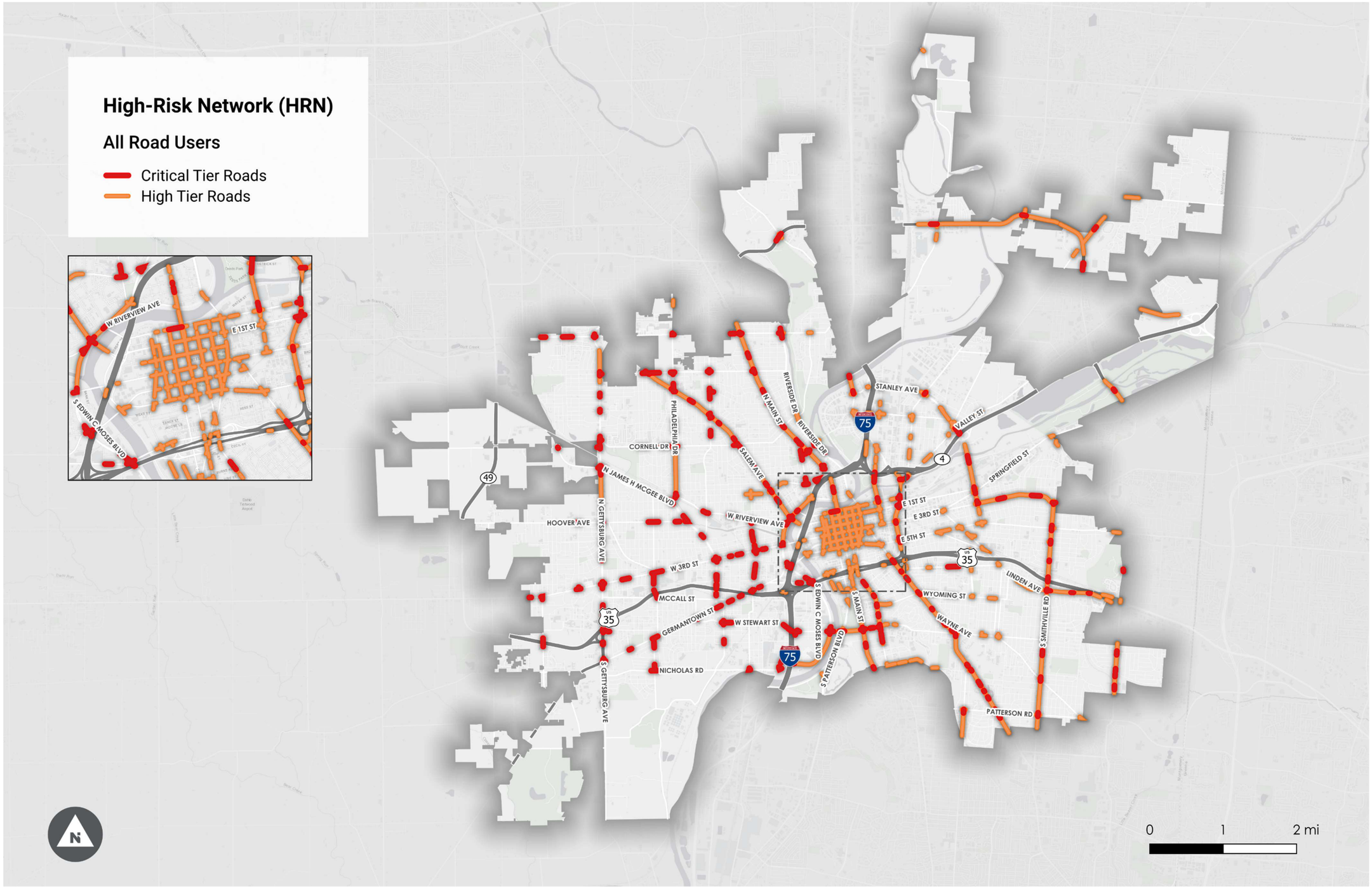


Figure 25: High-Risk Network (Critical and High Tier Roads; All Road Users)

Equity Analysis

The equity analysis identifies communities in Dayton that may experience disproportionate safety impacts due to historical marginalization, disinvestment, and disenfranchisement. The goal is to provide tools for identifying underserved communities and assessing whether those communities experience increased exposure to transportation safety risks. This section outlines the methodology for the equity analysis and presents findings that reveal areas in Dayton where the City should prioritize safety investments for equitable outcomes.

Just One Step Toward Equitable Outcomes

An equity analysis is only one component of understanding inequities and advancing transportation equity. The equity analysis must be used in concert with knowledge learned through engagement to determine actions that improve the lived experiences of people who have been systemically burdened or have had benefits withheld. This quantitative analysis does not answer the question, "Is this plan/project equitable?" and instead should be used to inform investment and prioritization decisions to advance equitable outcomes.

Methodology

Defining Populations

A first step in equity analysis is identifying where historically disadvantaged communities are located. This involves using demographic and socioeconomic indicators from the US Census Bureau and the American Community Survey (ACS). These indicators reveal how particular communities have been systemically oppressed and marginalized. They can be mapped to see where investments can be made in communities for more equitable outcomes.

The high equity need areas can then be spatially compared to various outcomes of the transportation system, such as safety risk. Outcomes experienced by various populations can be compared to each other, revealing disparities and establishing a baseline to improve upon. The equity analysis can be used as a framework to make decisions and investments that can help eliminate socio-demographic disparities and redress past harms.

To see where communities with sociodemographic vulnerabilities are geographically located, the project team looked at four publicly available tools from Federal and State agencies:

1. U.S. Census Demographics
2. Climate and Economic Justice Screening Tool (CEJST)[8]
3. Equitable Transportation Community Explorer (ETC Explorer)[9]
4. City of Dayton Neighborhood Equity Index

These datasets provide a foundation for the City of Dayton to incorporate equity when planning transportation safety improvements. Additionally, in order to meet eligibility requirements for Safe Streets and Roads for All (SS4A) grant funding, applicants must use either the ETC Explorer or CEJST to determine if a census tract is an underserved community.[10]

[8] Council on Environmental Quality, CEJST, https://screeningtool.geoplatform.gov/en/#7.93/48.152/-122.307
[9] US Department of Transportation, ETC Explorer, https://www.transportation.gov/priorities/equity/justice40/etc-explorer
[10] US Department of Transportation, SS4A Frequently Asked Questions https://www.transportation.gov/grants/ss4a/faqs

U.S. Census Demographics

U.S. Census data from the 2022 ACS 5-Year Estimates was used to map demographic and socioeconomic conditions across Dayton, specifically

- the percentage of people of color,
- households below the poverty level, and
- households without vehicles.

These indicators reveal patterns of historically underserved communities and potential barriers to transportation. The following maps (Figure 26, Figure 27, and Figure 28) highlight these key areas. Generally, downtown Dayton and neighborhoods to the west have a higher percent of people of color and households below the poverty level and/or with zero vehicles.

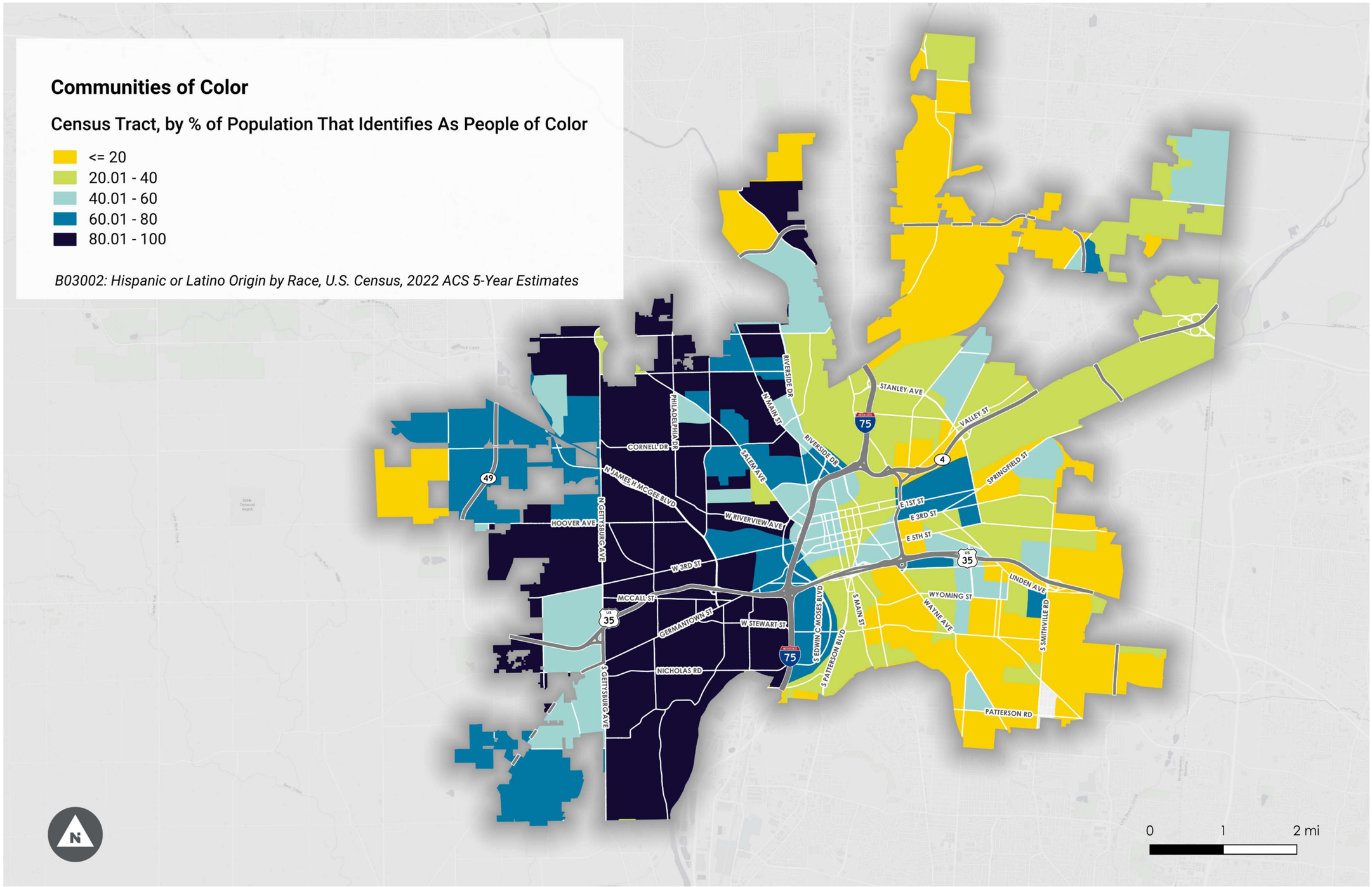


Figure 26: Percentage of People of Color, 2022

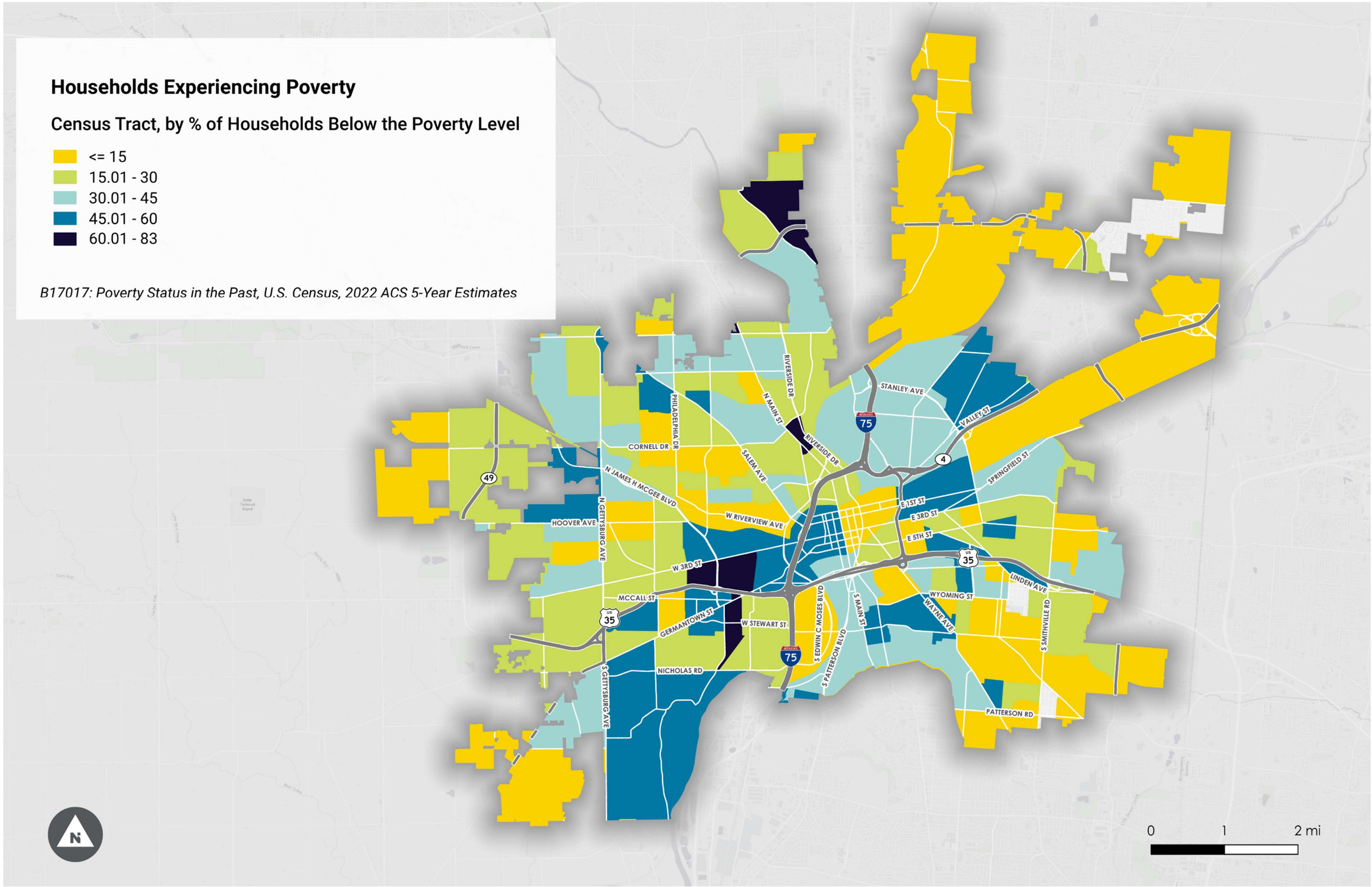


Figure 27: Percentage of Households Experiencing Poverty, 2022

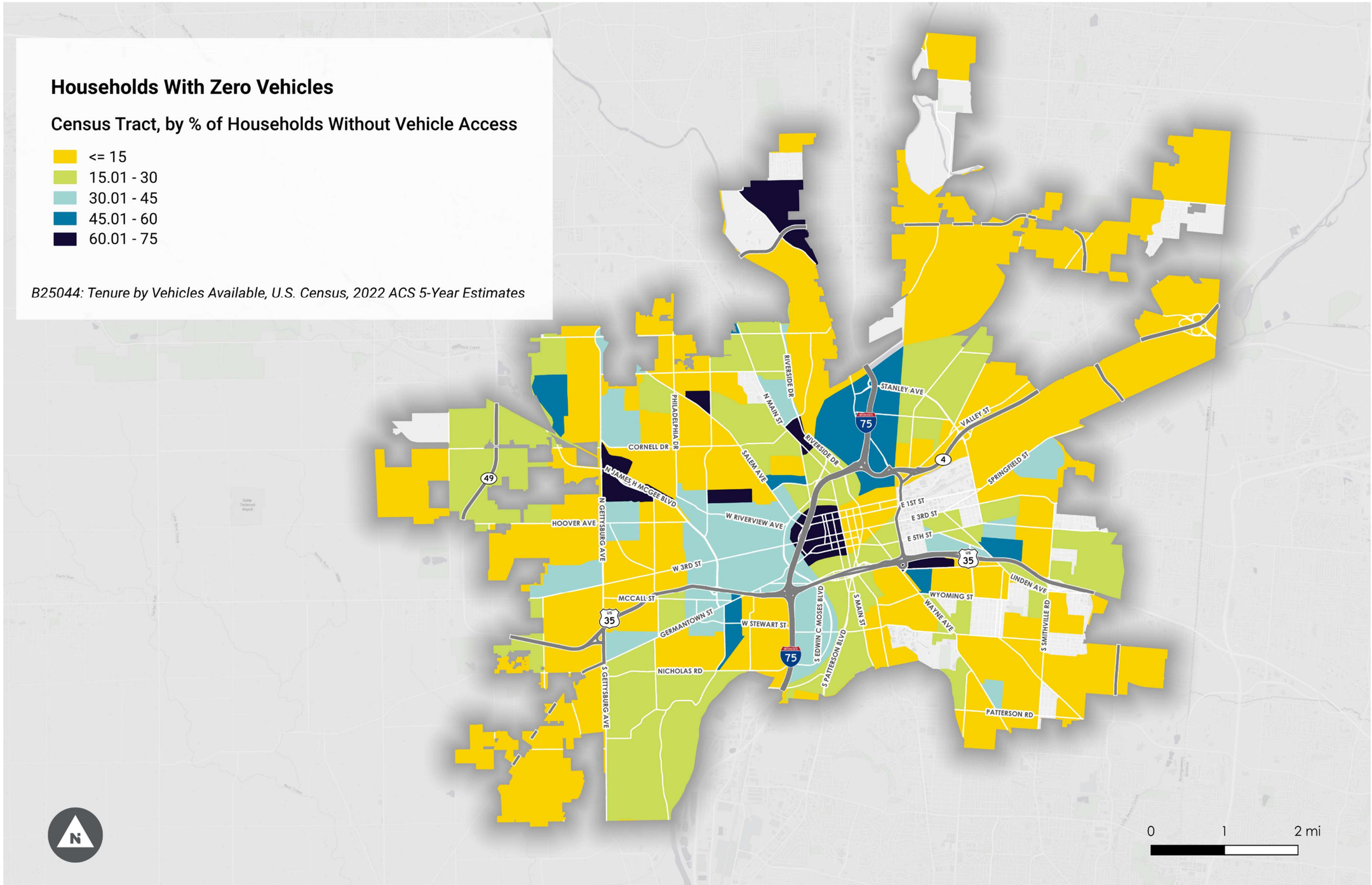


Figure 28: Percent Households with Zero Vehicles, U.S. Census

Climate and Economic Justice Screening Tool (CEJST)

The CEJST is an online map that identifies disadvantaged census tracts across the country. It was developed by the Council on Environmental Quality (CEQ) within the Executive Office of the President to help Federal agencies direct investment toward disadvantaged communities under the Justice 40 Initiative.[11] The online tool shows information about the burdens that communities experience. It marks census tracts as disadvantaged based on data from a variety of Federal agencies.

Figure 29 shows census tracts in the City of Dayton that are disadvantaged, with at least five of the six indicators used by the CEJST. Under this methodology, the City of Dayton defined neighborhoods to focus on for equitable outcomes are:

- Neighborhoods along and south of Germantown Pike and southwest of the Interstate 75 and US 35 interchange, including Pine View, Lakeview, Highview Hills, Madden Hills, Miami Chapel, Edgemont, and Stoney Ridge.
- Neighborhoods along South Patterson Boulevard (south of US 35), and along South Edwin C Moses Boulevard, including Carillon, Midtown, South Park, and University Park.
- Select neighborhoods near the Interstate 75 and State Route 4 interchange, including McCook Field, Riverdale, and Santa Clara.

[11] The Justice 40 Initiative is a goal set by the Biden Administration in 2021 to have 40 percent of the overall benefits of certain Federal climate, clean energy, affordable and sustainable housing, and other investments flow to disadvantaged communities that are marginalized by underinvestment and overburdened by pollution. https://www.whitehouse.gov/environmentaljustice/justice40/

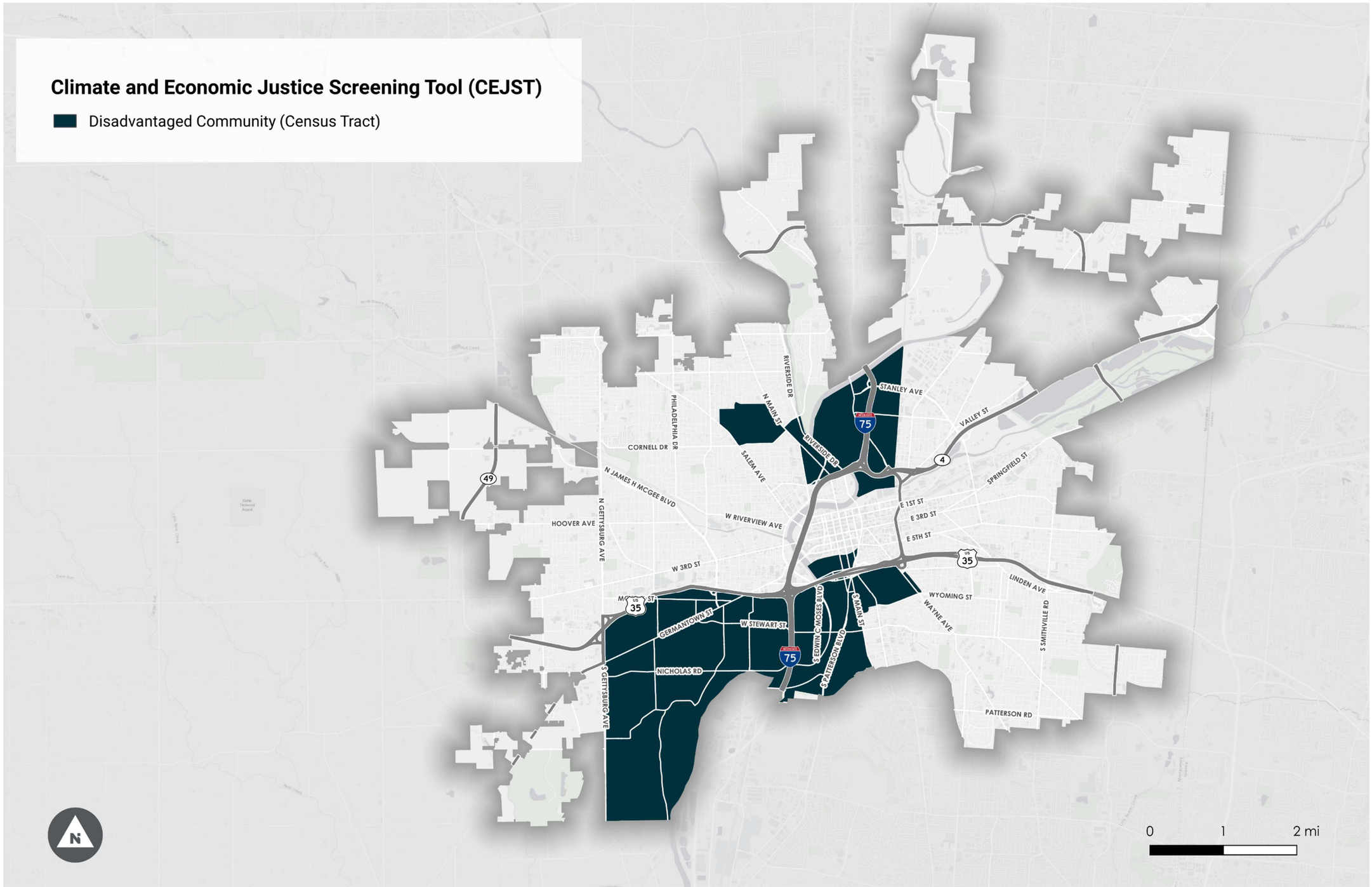


Figure 29: Disadvantaged Communities, CEJST

Equitable Transportation Community (ETC) Explorer

The ETC Explorer is an online map and dashboard developed by the US Department of Transportation under the Justice 40 Initiative. It assesses the cumulative burden communities experience as a result of underinvestment in transportation using 2020 data at the census tract level. The tool allows users to understand how a given census tract experiences adverse effects resulting from the transportation system compared to other Census tracts nationally. It was designed by the USDOT to work in conjunction with the CEJST. The ETC Explorer tool uses over 50 indicators to develop five components of transportation disadvantage, including, for example, Transportation Insecurity. This is defined as being unable to get to where they need to go to meet the needs of their daily lives regularly, reliably, and safely. The other four components of transportation disadvantage are Environmental Burden, Social Vulnerability, Health Vulnerability, and Climate and Disaster Risk Burden.

Figure 30 indicates the Transportation Insecurity areas in Dayton based on a 0 to 100 score, with 100 indicating areas with the highest level of transportation insecurity. The areas of the city with the highest transportation insecurity scores are:

- Neighborhoods along and south of West 3rd Street, including Fairlane, Arlington Heights, MacFarlane, Wolf Creek, and historic Wright-Dunbar.
- Neighborhoods along and north of Hoover Avenue, west of North James H McGee Boulevard, including Little Richmond, Residence Park, and Westwood.
- A large but less populated area near the intersection of Needmore Road and State Route 202, including the Sunny Acres manufactured home neighborhood.

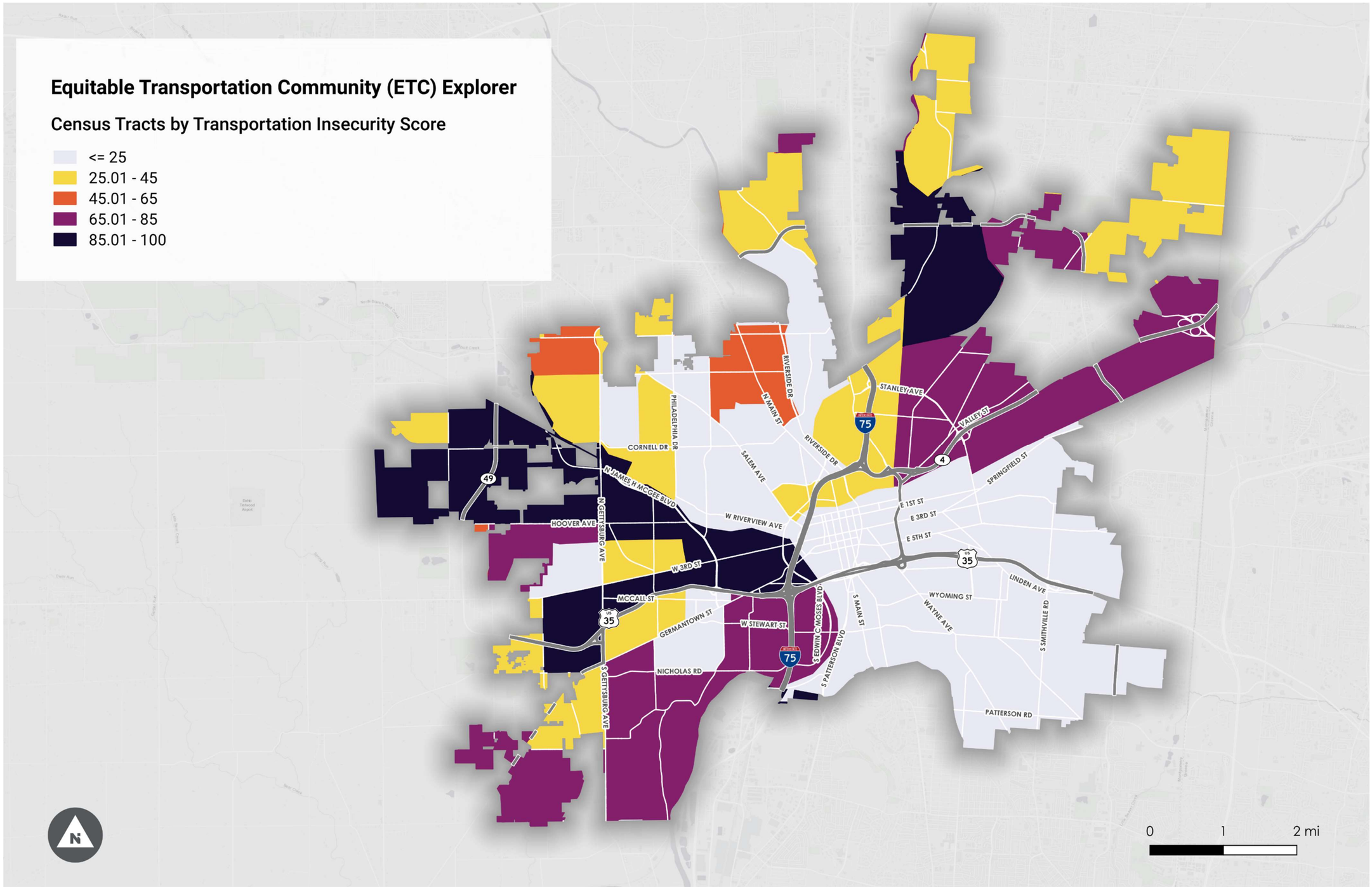


Figure 30: Transportation Insecurity, ETC

Dayton Neighborhood Equity Index

The Dayton Equity Index is a tool developed as part of the Dayton Forward Comprehensive Plan to highlight disparities across neighborhoods and guide equitable planning efforts in the city. It scores each area based on socioeconomic indicators such as accessibility, livability, economy, and education, revealing areas where residents may face higher barriers to opportunity.

Figure 31 indicates the neighborhoods in Dayton where resources should be prioritized for more equitable outcomes based on existing disparities. These neighborhoods are:

- Neighborhoods along and north of West 3rd Street and east of North Gettysburg, including Arlington Heights, Westwood, Roosevelt, and parts of MacFarlane.
- Neighborhoods along West Riverview Avenue and west of Salem Avenue, including Southern Dayton View and Old Dayton View.
- Select neighborhoods near the Interstate 75 and State Route 4 interchange, including McCook Field and parts of Old North Dayton.
- Greenwich Village neighborhood southwest of the West Hillcrest Avenue and North Gettysburg Avenue intersection.

  Note that a large area south of Nicholas Road and east of South Gettysburg Avenue (Stoney Ridge) is also indicated as a flagged area, but the area is relatively less populated compared to other neighborhoods listed above.

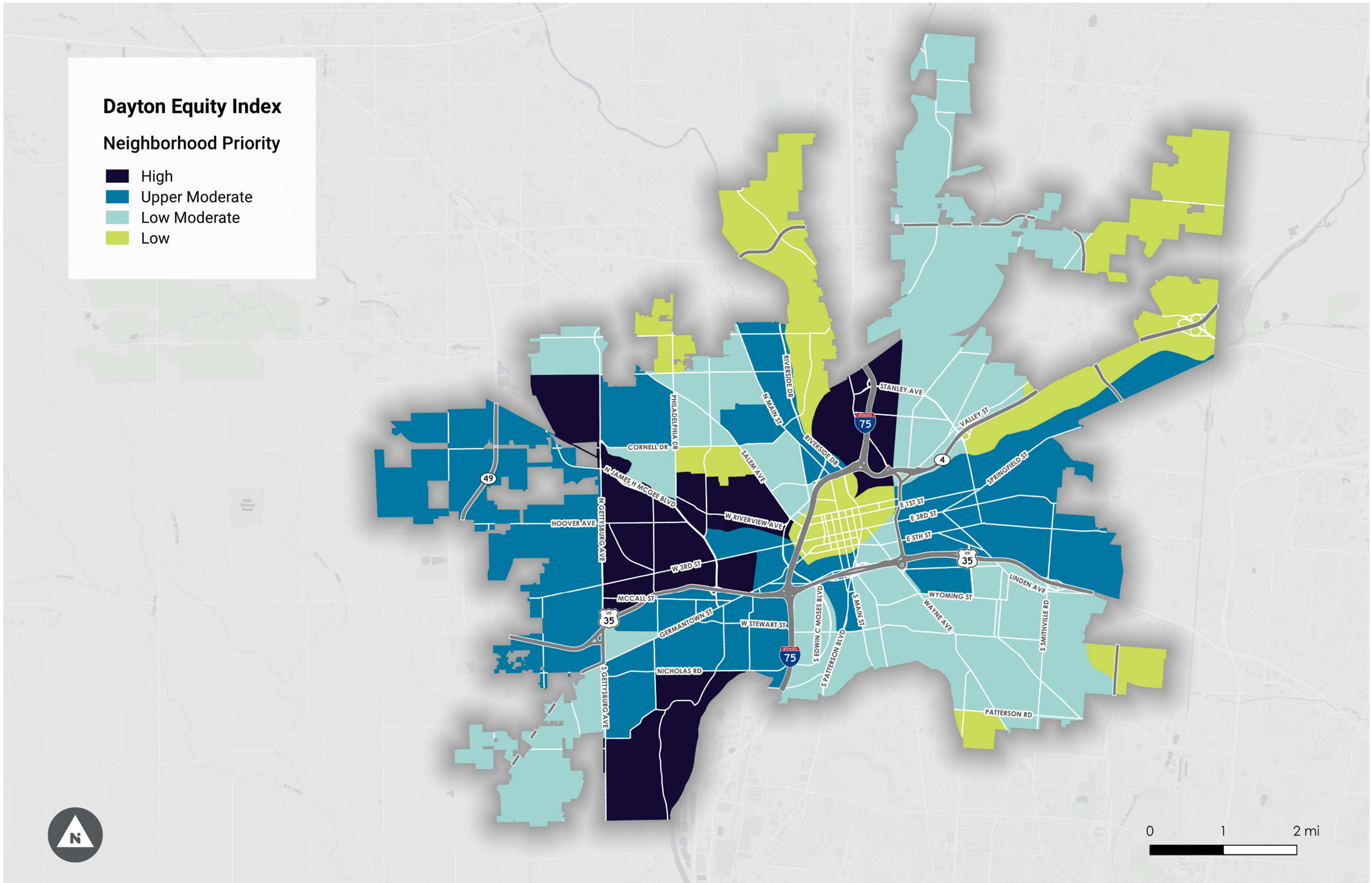


Figure 31: Dayton Equity Index, City of Dayton

Composite Equity Need Areas

When all four methods are shown together in Figure 32, areas where the different methods overlap emerge as communities where resources need to be prioritized for more equitable outcomes – *Equity Need Areas*. The findings from the four methods are overlapped as follow:

1. **U.S. Census demographics**: census tracks where at least 80 percent of the population are people of color, at least 40 percent of households are below the poverty level, or where at least 40 percent of households do not have a vehicle.
2. **CEJST**: census tracts that have disadvantaged communities.
3. **ETC**: census tracts that have transportation insecurity score of at least 85.
4. **Dayton Equity Index**: neighborhoods identified as high priority.

Neighborhoods identified as Higher equity need areas are predominately to the north and west of downtown Dayton and include:

- Along and north of West 3rd Street and east of North Gettysburg, including Arlington Heights, Westwood, Roosevelt, and parts of MacFarlane.
- Along and north of Hoover Avenue, west of North James H McGee Boulevard, including Little Richmond, Residence Park, and Westwood.
- Near the Interstate 75 and State Route 4 interchange, including McCook Field and parts of Old North Dayton.

  Note that a large area south of Nicholas Road and east of South Gettysburg Avenue (Stoney Ridge) is also indicated as a flagged area, but the area is relatively less populated compared to other neighborhoods listed above.

Note that the Equity Analysis uses data that show trends in where people *live* and these areas should be prioritized for safety interventions as the focus of this Safety Action Plan – the SS4A grant program places priority on these areas. However, because people often also work, play, and shop outside areas where they live, it is also important to consider the routes in and out of these areas so that people have safe mobility options to destinations outside of their communities. Although a road may be outside of a Higher equity need area, considerations should still be made to understand if it is a key route connecting a Higher equity need area.

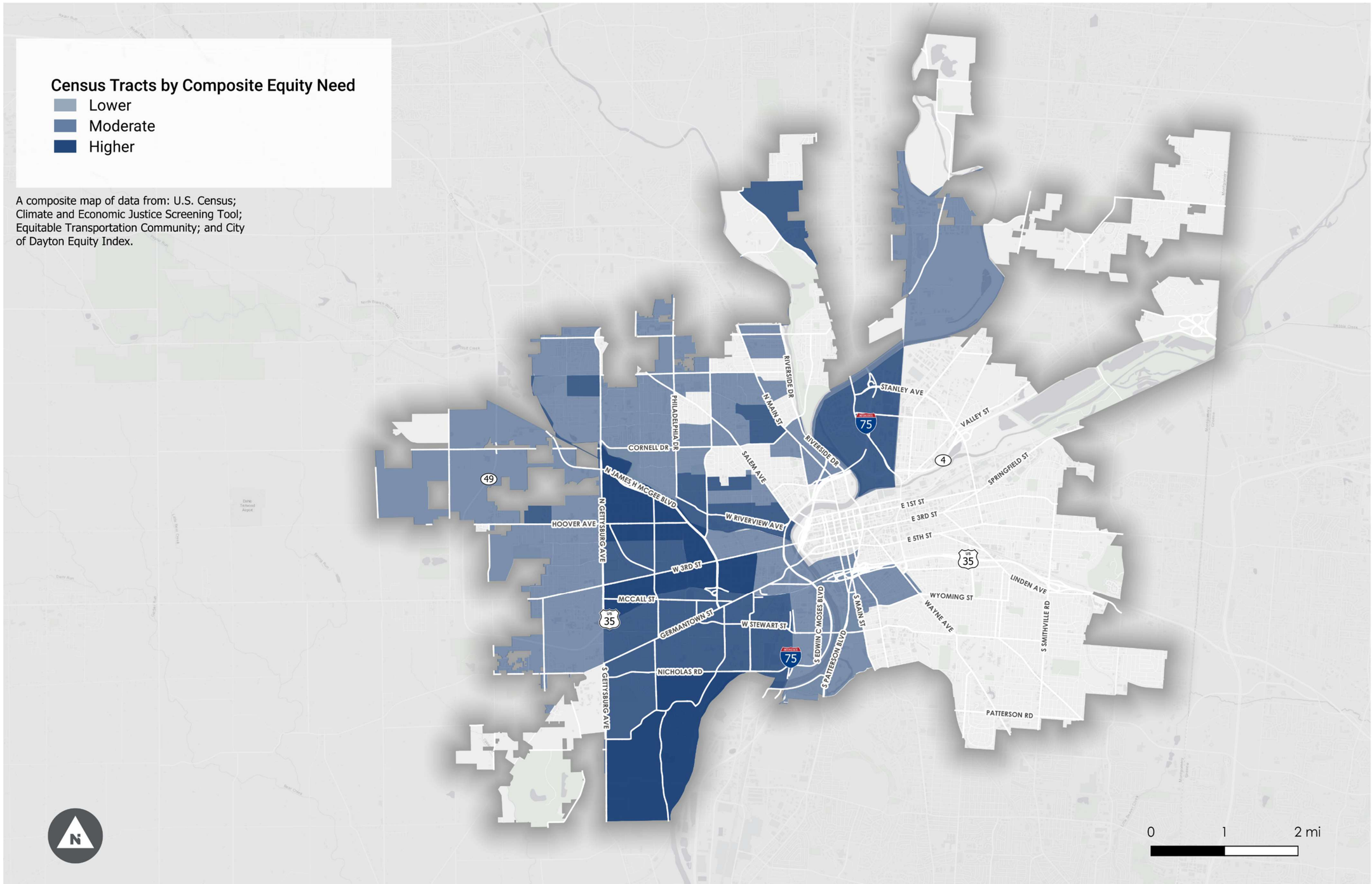


Figure 32: Composite Equity Need Areas

Next Steps

The findings from the existing conditions and equity analysis will be crucial in the next steps for developing the City of Dayton Comprehensive Safety Action Plan.

Identify Policies and Practices

The analysis of FSI crash trends, particularly the identification of crash types, high-risk behaviors, and prevalent road user groups, provides critical insight into the city's most pressing safety issues. These trends, such as the overrepresentation of pedestrian- and motorcyclist-involved FSI crashes and the impact of factors like speed, distracted driving, and young drivers, will be instrumental in shaping targeted policies to address specific safety needs.

Identify Locations for Prioritizing Safety Intervention Projects

The combined insights from the HIN, HRN, and equity analysis are depicted in Figure 28, highlighting areas with both elevated crash risk and high-equity needs. This insight will enable Dayton to focus resources effectively, ensuring that safety interventions align with areas of highest need and support historically underserved populations. Neighborhoods identified as Higher equity need areas where there is a prevalence of HIN and HRN corridors are:

- Arlington Heights,
- Greenwich Village,
- Highview Hills,
- Lakeview,
- Madden Hills
- MacFarlane,
- McCook Field,
- Miami Chapel,
- Northridge Estates,
- Pineview,
- Roosevelt,
- Stoney Ridge, and
- Westwood.

Additional analyses will be needed at the corridor level to understand specific crash trends and safety conditions at individual road segments and intersections. These analyses, such as mapping crash types, will allow the City to understand where to target specific safety countermeasures. For example, finding the locations where angle crashes are occurring will be insightful for understanding potential locations for protected left turn signals.

Conduct Community Outreach

While findings from the analyses presented in the report will provide insights into identifying appropriate policies, safety countermeasures, and safety intervention projects in the Safety Action Plan, these findings are only based on analysis of data that has shortcomings (e.g. the limitations of crash data discussed in the *Introduction* of this report). Community input is critical to fill in the gaps in data to understand where people in the community are experiencing unsafe road conditions. The City will present findings such as the information in Figure 28 to get input on additional corridors that should be included in the Safety Action Plan and to support the prioritization of locations for safety interventions.

All Road Users HIN + HRN

Census Tracts by Composite Equity Need

Lower

Moderate

Higher

A composite map of data from: U.S. Census; Climate and Economic Justice Screening Tool; Equitable Transportation Community; and City of Dayton Equity Index.

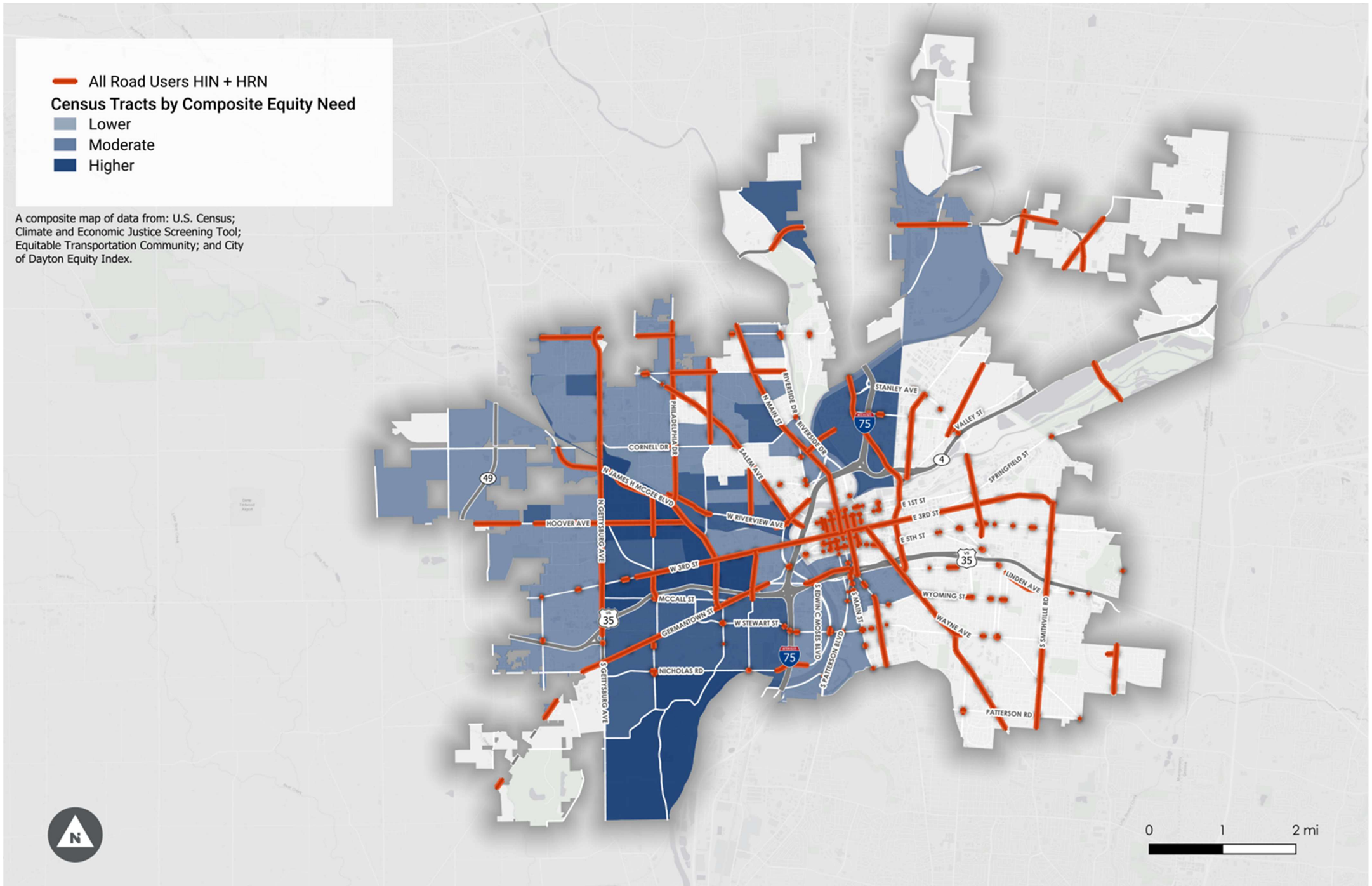


Figure 33: HIN, HRN, and Composite Equity Need Areas

APPENDIX C – DETAILED POLICIES & PROGRAM DOCUMENTATION

City of Dayton Safety Action Plan – Programs and Policy Review & Recommendations

The City of Dayton Safety Action Plan aims to enhance public safety through the strategic review and implementation of programs and policies designed to reduce traffic-related incidents. This document provides an overview of current safety initiatives, evaluates the effectiveness of existing strategies, and offers recommendations for further improvement. By focusing on proactive measures such as speed management and enforcement, the plan seeks to create safer streets for all users who travel within the city of Dayton.

Speed Management

The City of Dayton implements its speed management policy primarily through its Photo Enforcement Program:

🚦 Photo Enforcement Program

The goal is to reduce crashes and fatalities and protect residents from aggressive and dangerous driving. Key features include:

- Speed Cameras (trailer units): Installed at high-risk locations, especially in school zones, to enforce speed limits.
- Cameras enforce the 20-mph limit during school hours and the regular speed limit at other times.
- Locations include major corridors like Hoover Ave, Salem Ave, Wayne Ave, W. Third Street and others.
- Handheld Speed Cameras: Used by Dayton Police Officers in response to citizen complaints or identified safety concerns.

Recommendation:

- The city provides photo enforcement at 12 school zones currently, expand it to all school zones to ensure safety coverage for students citywide
- Integrate School Bus Stop-Arm Enforcement to control drivers who illegally pass stopped school buses
- Improve Public Information/Transparency and Education Campaign: Launch a public dashboard showing camera locations, citation data, and crash reductions to gain trust and community support.
- Implementation Approach: Locations on HIN, HRN and have students walking and biking to school

Traffic Calming/ Speed Bumps Program

The City of Dayton has a process in place for residential street 'Traffic Calming/Speed bump' request by residents. The process includes starting a petition and including signatures from at least one adult from 51% of the occupied residences in the affected area along with the name, address and telephone number of the signer. This petition must also be signed by the neighborhood president and the chairperson of their Priority Board.

Following the petition request, City's Traffic Engineering and the Neighborhood Affairs office provide guidance on the process, and Neighborhood Affairs staff set up an informational meeting. The proposed device type and location will be shared with the Departments of Fire. Planning, Police, and Public Works for review and input. Following the informational meeting, the Traffic Engineer will send a letter to each residence/household in the affected area, explaining the requested change and including a ballot. For Final Approval and installation, An affirmative response from two-thirds of the occupied residences/households is required for the city to proceed with the installation.

The City of Dayton could benefit from a comprehensive "Traffic Calming" program that includes "Speed Bumps and other strategies for all streets, not just residential streets.

Recommendation:

Develop a 'Traffic Calming Program' that aims to enhance safety, livability, and accessibility on Dayton's neighborhood streets by reducing vehicle speeds, discouraging cut-through traffic, and improving conditions for pedestrians, cyclists, and other vulnerable road users.

Signal Retiming Program

The City of Dayton does not appear to have a formal Corridor Signal Retiming Program document. The signal retiming studies help optimize timing to improve traffic flow, achieve progression, appropriate yellow and all red timings, pedestrian clearance timings etc., and minimizes red-light running, less aggressive driving and reduces sudden stops.

- Providing for pedestrians, bike and transit.
- Implement Leading Pedestrian Intervals (LPIs) at high conflict intersections with high pedestrian volumes, high pedestrian crash rate and high turning volumes and wide crosswalks and in the areas with high Active Transportation demand and need scores, ie., giving pedestrians a head start before vehicles get a green light

Safety Program

The City of Dayton maintains a Top Crash Locations list in collaboration with MVRPC. The following recommendations for an annual program for studies and projects is suggested, if not already in place.

Recommendation

- Maintain a list of top crash locations (intersections and segments, upto 25 locations) and include and track safety project status such as: Study status and location project status. Also, if the location is no longer on a high crash list or a new addition to the list.

Study Status		Project Status
Studied		Planned
Study in progress		Awaiting funding
Future Study		Funded for construction in 2029
Not planned (new location)		Completed
		In design

- Incorporate safety evaluation and reasonable safety improvements with each construction project.
- Include a basic safety assessment as part of the development review process. This can be a simple summary of the most recent three-year crash history, key crash patterns, and whether the location appears on ODOT or MVRPC's top crash location lists. If the site is on a top crash location list, evaluate potential safety improvements and develop a plan to implement them. This may include requesting right-of-way (ROW) dedication for future turn lanes or roadway widening, or securing monetary contributions based on the projected trip generation to help fund necessary improvements.

Pedestrian & Bicyclist Safety Program

- **Complete Streets:** The City adopted a Complete Streets policy in 2010 called a Livable Streets Policy. (https://www.daytonohio.gov/DocumentCenter/View/11456/City-of-Dayton-Livable-Streets-Policy-2010)
- **Safe Routes to School (SRTS**): City previously collaborated with Dayton Public Schools (DPS) in the development of a School Travel Plan, some improvements have been implemented.
- City of Dayton Active Transportation Plan: The City adopted an 'Active Transportation Plan' in 2023.

Recommendation

- Have criteria for installing
    - dedicated bike facilities
    - Wide sidewalks
    - Sidewalk upgrades or New sidewalks
    - High vis crosswalks
    - Mid-block crossings with RRFBs, PHBs etc.,
- Review and amend the current Complete Streets policy for contemporary priorities and practices
- Implement recommendations from the Dayton ATP
- Review the adopted DPS School Travel Plan, and evaluate if any outstanding plan recommendations are still appropriate, and coordinate with DPS and pursue funding for implementation.

Lighting Upgrade Program

Street lighting in the City of Dayton is provided through a combination of city-owned infrastructure and utility-owned systems, primarily managed by Miami Valley Lighting. The City of Dayton owns and maintains approximately 5,300 street light poles whereas Miami Valley Lighting (AES Ohio) owns and operates about 14,300 poles within the city.

The City of Dayton has implemented a Street Lighting Upgrade through a structured initiative known as the Street Light Special Assessment Program (2014-2020). Here's a summary of the program and its goals:

Note: 5% of FSI crashes for all road users occurred in dark unlit conditions, whereas 10% of VRU crashes were under dark unlit conditions.

Webmap of Dayton street lighting: City of Dayton Street Light Special Assessment Map

Recommendations

It appears that the street lighting coverage is significant in the city. The following are some suggestions:

- Evaluate lighting distribution across neighborhoods to ensure equitable access to safe, well-lit environments.
- Identify areas with low or no lighting: Transit stops and pedestrian-heavy zones and consider pedestrian scale lighting.

Enforcement

The 2023 annual report by the City of Dayton Police Department showed a significant reduction in fatal crashes and fatalities (27% reduction in fatal crashes and 32% reduction in fatalities), while also indicating an increase in OVI cases. The city of Dayton can enhance its enforcement strategies by building on current efforts and integrating proven best practices:

- Deploy extra patrols during peak holiday travel periods
- Collaborate and pool resources with other agencies: OSHP, adjacent community PDs
    - Focus on DUI/OVI Enforcement, Speeding and Distracted Driving
    - Traffic Safety checkpoints – Rolling.
- Partner with schools, churches, and neighborhood associations to promote:
    - Safe driving tips
    - Dangers of impaired driving
    - Use of seat belts and child restraints
    - Emergency Preparedness to minimize fatalities and serious injuries
- Community Engagement Sessions

Driver Ed Programs

City of Dayton or Dayton Public Schools (DPS) do not appear to provide a formal driver education program directly through its high schools or city funded programs.

- Dayton Public Schools (DPS) is launching a subsidized, in-house driver's education program in partnership with American Driving School.
- Starting September 30, 2025, all Ohioans under 21 must complete:
    - 24 hours of classroom or online instruction
    - 8 hours of behind-the-wheel training
    - 50 hours of supervised driving (10 at night)

  Promote awareness of these requirements in schools and community centers. Partner with local driving schools to offer discounted or grant-funded training.

- Defensive driving course
- Integrate Risk Awareness and Crash Prevention. Include modules on Distracted and impaired driving, Speed management and Crash hotspots in Dayton.
- Organize Community-Based Driver Safety Events such as Teen Driver Safety Weeks with simulated crash scenarios, driving simulators and guest speakers such as trauma nurses, injury prevention specialists etc.,

Along with young driver education programs, senior driver education and awareness programs could be implemented or expanded to improve safety, confidence and mobility for older drivers:

- Partner with AARP to host regular in-person sessions at senior centers, libraries and community health clinics, fairs etc., to focus on:
  - Updated traffic laws and road signs
  - Safe driving strategies
  - How aging affects driving (vision, reaction time, etc.)
  - Navigating new infrastructure like bike lanes , roundabouts etc.,
- Offer training on digital literacy such as accessing ride-hailing services (Uber, Lyft etc), understanding public transit options as alternatives to driving (Check with RTA).
- Defensive driving course

APPENDIX D – DETAILED COUNTERMEASURE TOOLBOX

Ref ID	Countermeasure	Location (Suggested)	Description	Risk Factor	Leading Agency	Crash Reduction Factor	Source	Criteria
CATEGORY - EDUCATION/OUTREACH/COMMUNITY ENGAGEMENT								
ED1	Public Safety Campaigns for Aggressive Driving	Citywide (billboards, social media)	Launch a citywide multimedia campaign using billboards, social media, radio, and flyers with messages like “Slow Down, Share the Road” to educate drivers on reducing speeding, tailgating, and aggressive behaviors. Target high-risk areas identified in HIN & HRN, engage local influencers, and track engagement metrics to measure impact.	Aggressive Driving				Citywide. Target high-risk areas identified in HIN & HRN
ED2	Driver Training Workshops for Aggressive Driving	Community centers, driver schools	Offer free or low-cost workshops at community centers and driver schools, focusing on anger management, safe following distances, and courteous driving behaviors. Target high-risk driver groups (e.g., commuters, truck drivers) identified in crash data, provide certificates for completion, and assess effectiveness through surveys and crash rate reductions.	Aggressive Driving				
ED3	Distracted Driving Awareness Program	Schools, businesses, high-traffic areas	Partner with schools, businesses, and community organizations to deliver workshops, distribute educational materials (e.g., flyers, videos), and launch a “Phones Down, Eyes Up” campaign targeting young drivers and commuters.	Distracted Driving				Use crash data to identify high-risk areas, track participation, and measure impact through reduced distracted driving citations
ED4	Mobile App for Distracted Driving Education	Citywide (app download)	Develop a city-branded mobile app with safety tips, and real-time statistics on distracted driving risks. Promote the app through schools, workplaces, and public events, track downloads and user engagement, and evaluate impact through reduced crash data	Distracted Driving				
ED5	Impaired Driving Education	High-risk areas , colleges	Host free educational workshops and distribute materials in high risk districts and colleges, focusing on DUI risks, alternatives (e.g., rideshares), and legal consequences.	Driving While Intoxicated				Use crash data to target high-risk areas, track attendance, and measure impact through reduced DUI incidents
ED6	Community Alcohol Awareness Events	Nightlife districts, rural areas	Host monthly events in nightlife districts and rural areas, offering free rideshare vouchers, mocktail demonstrations, and DUI survivor testimonials to raise awareness.	Driving While Intoxicated				Use crash data to target areas, track participation, and evaluate impact through reduced DUI incidents.
ED8	Graduated Motorcyclist Licensing	Citywide	Graduated licensing for motorcyclists	Motorist Crashes		Reduces young driver crashes by 10–20%	NHTSA	Young drivers applying for Motocycle licenses
ED9	Motorist Awareness Campaigns	Citywide	Driver education related to ‘sharing the road’ with people walking and bicycling, ‘lookout for motorcyclists’ to increase drivers’ yielding to motorcyclists	VRU Crashes		No direct data	NHTSA	
ED10	Construction Zone Safety Training	Work zones citywide	Offer training sessions for drivers and construction workers on safe behaviors in work zones, including reducing speed, avoiding distractions, and following signage. Use crash data to target high-risk zones, track attendance, and assess impact through reduced work zone crashes.	Construction Work Zones				
ED11	Creative Placemaking Events	Citywide	Launch a community mural program at intersections and crosswalks to beautify public spaces and calm traffic. Conduct Youth Art contests by partnering with Dayton Public Schools to engage students in designing safety-themed posters and sidewalk art.					

Ref ID	Countermeasure	Location (Suggested)	Description	Risk Factor	Leading Agency	Crash Reduction Factor	Source	Criteria
CATEGORY - EMERGENCY RESPONSE								
ERES1	Improved Incident Clearance Protocols	Major roads	Train police, fire, and tow services on rapid incident clearance protocols, including traffic control and debris removal, to minimize delays on major roads. Use crash data to identify high-incident areas, conduct drills, and assess impact through reduced clearance times and secondary crashes.	Incident Clearing Times				
ERES2	Traffic Incident Management Teams	Major roads	Establish dedicated teams of police, fire, and tow services trained in rapid incident management, equipped with specialized tools, to clear crashes and manage traffic on major roads. Use crash data to target areas, track response times, and evaluate impact through reduced clearance times and congestion.	Incident Clearing Times				
ERES3	Strategic EMS Staging	High-crash zones (rural, congested areas)	Position ambulances and trauma kits near high-crash zones (e.g., High-crash-risk intersections, rural roads) during peak times, using data to identify locations. Coordinate with EMS agencies, track response times, and evaluate impact through reduced fatalities and faster arrivals.	Emergency Response Times				
ERES4	Helicopter EMS Deployment in Rural Areas	Rural or congested high-crash areas	Partner with regional hospitals to deploy helicopter EMS for rapid response in heavily congested areas with long response times. Use crash data to identify high-risk zones, ensure landing site availability, and evaluate impact through reduced response times and fatalities.	Emergency Response Times				
ERES5	Real-Time Crash Notification Systems	Major roads	Install sensors or integrate vehicle telematics (e.g., OnStar) on major roads to automatically notify EMS of crashes in real time. Use crash data to select locations, ensure system reliability, and evaluate impact through faster EMS responses and reduced fatalities.	Emergency Response Times				

Ref ID	Countermeasure	Location (Suggested)	Description	Risk Factor	Leading Agency	Crash Reduction Factor	Source	Criteria
CATEGORY - ENFORCEMENT								
ENF1	Automated Speed Enforcement	Major arterials (e.g., high-speed corridors)	Safe Speeds is a core principle of the Safe System Approach since humans are less likely to survive high-speed crashes. City of Dayton to continue to use its Photo Enforcement Program.	Aggressive Driving	Dayton Police Department	Reduces injury crashes by 20–25%	NHTSA	Prioritize HIN network locations with Speeding issue related crashes
ENF2	Targeted Speeding Enforcement Zones	Major arterials during peak hours	Establish temporary high-visibility police enforcement zones on major arterials during peak traffic hours , using mobile radar units and publicized schedules to deter speeding. City of Dayton to continue its Speed Management Program by Police Officers. Target areas with high aggressive driving crash rates, track violations, and evaluate impact through reduced speeding tickets and crash data.	Aggressive Driving	Dayton Police Department	Reduces injury crashes by 20–25%	NHTSA	
ENF3	High-Visibility Distracted Driving Patrols	Major roads	Conduct targeted police patrols on major roads to enforce laws against cellphone use and other distractions, using high-visibility vehicles and publicized schedules. City of Dayton to continue and expand its Distracted Driving enforcement efforts. Use data to identify high-crash areas, issue warnings or citations, and assess effectiveness through reduced violations and crash rates.	Distracted Driving	Dayton Police Department	Reduces distraction-related crashes by 5–10%	NHTSA	
ENF4	Cellphone Use Detection Technology	High-traffic intersections	Pilot advanced AI-based detection systems (e.g., cameras) at high-traffic intersections to identify and ticket drivers using cellphones. Ensure legal compliance, install clear signage, and evaluate effectiveness through reduced crashes and citations.	Distracted Driving	Dayton Police Department			
ENF5	DUI Checkpoints	High-risk areas	Conduct regular sobriety checkpoints in areas with high DUI crash rates (e.g., nightlife zones, rural roads), using breathalyzers and publicized schedules to deter drunk driving. Monitor effectiveness through reduced DUI crashes and citations.	Driving While Intoxicated	Dayton Police Department	Reduces alcohol-related crashes by 7–24%	NHTSA	
ENF6	Saturation Patrols for DUI	High-risk areas (weekends/holidays)	Implement intensive, short-term police patrols in high-risk areas (e.g., bars, rural roads) on weekends and holidays, focusing on DUI enforcement with breathalyzers and high visibility. Use crash data to identify locations, track violations, and assess effectiveness through reduced DUI crashes	Driving While Intoxicated	Dayton Police Department	Reduces alcohol-related crashes by 7–24%	NHTSA	
ENF7	Red-Light Cameras at High-crash-risk intersections	High-crash intersections	Deploy red-light cameras at intersections with high rates of red-light running and crashes, equipped with clear signage and legal compliance. Use crash data to select locations, issue warnings initially, and assess effectiveness through reduced angle crashes and pedestrian crashes. City of Dayton can expand their Photo Enforcement Program for specific intersections to monitor and mitigate Red light running crashes.	High-crash-risk intersections	Dayton Police Department			Expand Photo Enforcement Program for high crash intersections
ENF8	Construction Zone Enforcement	Active work zones	Increase police presence and enforce speed limits, distracted driving laws, and work zone regulations in active construction zones, using high-visibility patrols and publicized schedules. Use crash data to target areas, track violations, and assess impact through reduced work zone crashes.	Construction Work Zones	Dayton Police Department			

Ref ID	Countermeasure	Location (Suggested)	Description	Risk Factor	Leading Agency	Crash Reduction Factor	Source	Criteria
CATEGORY - ENGINEERING/INFRASTRUCTURE								
ENGA1	Traffic Calming Measures (Speed bumps, etc.)	Local streets	Install physical traffic calming measures such as speed bumps, raised crosswalks, curb bump outs and chicanes on local streets and near pedestrian-heavy areas. Use engineering studies to determine optimal placement, ensuring compliance with ADA standards, and evaluate impact through speed and crash data. City of Dayton to continue and expand its Speed Bump Request Program to Traffic Calming Program and include a criteria for top locations.	Aggressive Driving	City of Dayton Public Works Department	Reduces injury crashes by 20–40%	FHWA	Develop a criteria based on speed, volume, crash data (HIN & HRN), pedestrian generators such as schools & parks, community support (Petitions)
ENGA2	Pavement Repairs	Citywide (prioritize high-traffic areas)	City of Dayton to continue its comprehensive repaving and repair program for street maintenance, preventive treatments and full resurfacing programs, prioritizing high-traffic and high-crash areas identified in crash data. Use durable materials, ensure ADA compliance, and evaluate impact through reduced crash rates and improved road condition surveys.	Poor Road Maintenance	City of Dayton Public Works Department	Reduces single-vehicle crashes by 10–20%	FHWA	
ENGA3	Pavement Marking Enhancements	Poorly maintained roads	Upgrade pavement markings to improve visibility and safety. Check with city about type of markings epoxy vs thermo. Use crash data to target high-risk areas, ensure durability, and evaluate impact through reduced nighttime crashes and improved driver feedback	Poor Road Maintenance	City of Dayton Public Works Department	12% reduction in nighttime crashes	FHWA CMF Clearinghouse	
ENGA4	Roundabouts at High-crash-risk Intersections	Multiple locations (e.g., high-crash intersections)	Install modern single lane roundabouts at high-crash intersections identified in crash data, designed to reduce severe crashes (right angle and left turn crashes) and aggressive driving. Conduct traffic studies for placement, ensure pedestrian and bike access, and evaluate impact through crash and speed reductions	High-crash-risk intersections	City of Dayton Public Works Department	Reduces all crashes by 35–47%, injury crashes by 72–80%	FHWA	
ENGA5	Improve Sight Distance-Unsignalized Intersections	Unsignalized intersections identified with restricted sight distance	Clearing roadside obstructions within intersection sight triangles without major reconstruction of the roadway.	High-crash-risk intersections	City of Dayton Public Works Department	Reduces PDO crashes by 11%, injury & fatal crashes by 48% to 56%	FHWA CMF Clearinghouse	
ENGA6	Install Raised Pavement Markers and Striping	High-crash intersections	Install raised pavement markers (reflective or illuminated) and clear, durable striping at complex intersections to guide motorists through unusual or unexpected maneuvers (e.g., left turns, multi-lane crossings). Check if the City of Dayton has a criteria for RPMs.	High-crash-risk intersections	City of Dayton Public Works Department	reduce nighttime crashes by about 5% to 10%	FHWA CMF Clearinghouse	
ENGA7	Reduced Left-turn Conflict Intersections	High left turn crash risk intersections	Reduced left-turn conflict intersections simplify left turns to improve safety. Common designs include restricted crossing U-turns (RCUT), CFI, Quadrant Intersections. Develop a criteria based on the AADT, crash rate, % of LTs over the entire peak hour count, median/shoulder width for U-turn bulbs etc.,	High-crash-risk intersections	City of Dayton Public Works Department	Reduces all crashes by 20-58%	FHWA Proven Safety Countermeasures	
ENGB1	Install Advance Stop bar Before Crosswalk (Bicycle Box)	High bicycle crash risk intersections	Signalized intersections with marked crossings in areas with high pedestrian and bike traffic. The level of pedestrian traffic doesn't impact bike boxes so I would just say high bike traffic.	High-crash-risk intersections	City of Dayton Public Works Department	Reduces bike-motor vehicle conflicts by 10–20%	FHWA	

Ref ID	Countermeasure	Location (Suggested)	Description	Risk Factor	Leading Agency	Crash Reduction Factor	Source	Criteria
ENGP1	Crosswalk Visibility Enhancements	Crosswalks	Conduct a network-level inventory of existing crosswalks and prioritize locations on multilane roads, near schools, and bus stops. Enhancements can include high visibility markings, advance yield lines, signage, and lighting. Visibility enhancements address this risk by increasing driver awareness and highlighting crossing locations.	High-crash-risk intersections	City of Dayton Public Works Department	Reduces pedestrian injury crashes by 25–48	FHWA Proven Safety Countermeasures	
ENGP2	Install Pedestrian Signals	Busy intersections (1) multiphase traffic signals, such as left-turn arrows and split phases, (2) insufficient crossing times, (3) school crossings, and (4) double-right or double-left-turns)	Install high-visibility crosswalks and pedestrian signal heads with countdown timers at signalized intersections lacking these features, particularly where pedestrians cross despite significant turning movements.	Pedestrian Safety at Signals	City of Dayton Public Works Department	Reduces pedestrian crashes by 25–48	FHWA	
ENGA8	Improve Left and Right Turns	High Conflict intersections	Provide exclusive left-turn or right turn lanes where currently not provided and implement protected left turn phasing.	High-crash-risk intersections	City of Dayton Public Works Department	Reduces all crashes by 14-48%	FHWA Proven Safety Countermeasures	Develop criteria based on combination of turn volume & opposing through volumes, and pedestrian conflicts.
ENGA9	Upgrade Signals	High-crash intersections	Enhancements such as new LED signal heads and retro-reflective backplates, supplemental signal heads.	High-crash-risk intersections	City of Dayton Public Works Department	Reduces signalized intersection crashes by 15%	FHWA	
ENGA10	Improve Signal Timing	High-crash intersections	Retime signals based on recent traffic demand, improve detection so when a corridor has sufficient detection, adaptive signal coordination can be implemented. Update Clearance Intervals and Pedestrian timings.	High-crash-risk intersections	City of Dayton Public Works Department	reduce total crashes by 5% to 10%	FHWA CMF Clearinghouse	Establish Signal Retiming program and identify and prioritize corridors for Signal retiming
ENGA11	Add/Improve Intersection Lighting	High dark unlit crash locations	Upgrade/Installation of intersection lighting. City of Dayton to enhance its Lighting Upgrade Program.	High-crash-risk intersections	City of Dayton Public Works Department	Reduces nighttime crashes by 20–40%	FHWA	
ENGP3	Leading Pedestrian Intervals (LPIs)	High pedestrian crash risk/HIN intersections	Install leading pedestrian intervals at high-crash intersections, giving pedestrians a 3–7 second head start before vehicles, to reduce pedestrian-vehicle conflicts. Use crash data to select locations, ensure signal coordination, and evaluate impact through reduced pedestrian crashes.	Drivers not yielding to peds in crosswalk	City of Dayton Public Works Department	Reduces pedestrian crashes by 13%	FHWA Proven Safety Countermeasures	
ENGA12	Construction Zone Safety Enhancements	Active work zones	Install temporary traffic calming measures (e.g., speed bumps), enhanced signage, and improved lighting in active work zones to reduce crash risks. Use engineering studies for placement, ensure worker safety, and evaluate impact through reduced crashes and worker reports.	Construction Work Zones	City of Dayton Public Works Department			
ENGA13	Road Diet or Lane Reconfigurations	Multi lane roadways with excess capacity	Reduce lanes on roads with excess capacity (e.g., convert Ludlow St. from one-way to two-way or implement a road diet) to calm traffic, improve safety, and reduce congestion.	Traffic Congestion	City of Dayton Public Works Department	Reduces total crashes by 19–47%	FHWA Proven Safety Countermeasures	Develop criteria based on AADT and number of lanes, on-street parking, designated RTA route, crash rate, speed, ped/bike activity etc,
ENGP3	Provide or Improve Lighting	VRU HIN/HRN locations	Add or improve pedestrian level lighting coverage	Poor Lighting for VRU Users	City of Dayton Public Works Department	Reduces nighttime pedestrian crashes by 42%	FHWA Proven Safety Countermeasures	Overlay the existing lighting and the VRU HIN and HRN networks, and identify locations with gaps.

Ref ID	Countermeasure	Location (Suggested)	Description	Risk Factor	Leading Agency	Crash Reduction Factor	Source	Criteria
ENGB2	Separated/protected bike lanes	VRU HIN/HRN locations with high speed and volumes,	Add protected bike lanes to enhance safety for non-motorized users, and promote Complete Streets.	Bicycle Safety in Shared Lanes	City of Dayton Public Works Department	Reduces bike crashes by 28–90% (varies by context)	FHWA	Evaluate for dedicated bicycle network connectivity system on lower volume streets, trails, and narrow ROW where possible. This can often lead to more direct routes. Maybe this project or another should be to study a connected bicycle network (if that isn't already present in the Dayton ATP) or implement the recommendations of the ATP.
ENGB3	Traffic Calming		Redesign roadway infrastructure to allow for lower travel speeds to make it comfortable for bicyclists and vehicular drivers to share the lane	Bicycle Safety in Shared Lanes	City of Dayton Public Works Department	Reduces injury crashes by 20–40%	FHWA	
ENGA14	Access Management	Roads with excessive driveways	Install raised median or simplify access points on roads with excessive driveways to reduce conflict points and improve safety with roadway reconstruction projects.	Too Many Driveways on Multiple Roads	City of Dayton Public Works Department	Reduces crashes by 25–31%	FHWA	
ENGA15	Add Two-Way Left-Turn Lane	Undivided multilane roadways without left turn lanes	Add a two-way left-turn lane (TWLTL) to undivided multilane roadways with frequent rear-end crashes or sideswipe-passing crashes related to left turning vehicles in through lane or unintentional centerline crossings	Traffic Congestion	City of Dayton Public Works Department	reduce all crashes by 20%, injury crashes by up to 37%	FHWA CMF Clearinghouse	Develop criteria based on traffic volume, % left turn lanes, mid-block rear-end and sideswipe crash rate on multi-lane roadways without LT lanes
ENGP4	Install Median and Pedestrian Refuge Islands on Roadways	Undivided multilane roadways (e.g., congested arterials)	Install a median (e.g., raised concrete, landscaped) on undivided multilane roadways with high through traffic as well as high pedestrian activity locations along the corridor	Lack of protected pedestrian crossings	City of Dayton Public Works Department	Reduces pedestrian crashes by 32–56%	FHWA	Develop criteria based on AADT, signal spacing, speed limit (35 MPH or less), number of lanes, presence of TWLTL, speeding concerns and pedestrian activity centers.
ENGP5	Install Raised Pedestrian Crossing	High-pedestrian-crash or need areas, school zones, and pedestrian-heavy intersections identified in crash data	Install raised crosswalks at high-pedestrian-crash locations, school zones, and intersections with significant turning movements to slow vehicle speeds, improve pedestrian visibility, and enhance crossing safety.	Unsafe pedestrian crossings	City of Dayton Public Works Department	Reduces pedestrian crashes by 32–46%	FHWA CMF Clearinghouse	
ENGP6	Install Active Traffic Control Measures for Pedestrians at Mid-block Locations	Roadways with long distances between crossings, Midblock crossings, high-pedestrian-need areas,	Develop a systemic screening method using land use and pedestrian generators (e.g., schools, parks, and bus stops), distances from crosswalks, and speed data to identify candidate corridors. Install a pedestrian hybrid beacons (PHB) or rectangular rapid flashing beacons (RRFB)	Lack of protected pedestrian crossings	City of Dayton Public Works Department	Reduces pedestrian crashes by 47-55%	FHWA CMF Clearinghouse	Develop criteria based on AADT, speed limit (above or at/below 35 MPH), number of lanes, speeding concerns and pedestrian activity centers, space between marked crosswalks.
ENGP7	Install Sidewalks	Fill sidewalk gaps	Improve Sidewalk connectivity by filling sidewalk gaps, and upgrading sidewalks in poor condition	Pedestrian Safety	City of Dayton Public Works Department	Reduces pedestrian crashes by 65–89%	FHWA	
ENGP8	Install Curb Extensions at Intersections	Corridors with High Pedestrian Activity or High on VRU HIN/HRN Network	Install curb extensions (bulb-outs) at high-pedestrian-crash intersections to reduce crossing distances, improve visibility for pedestrians, and slow turning vehicles. Potential Locations are roadways with on-street parking.	Unsafe pedestrian crossings, Aggressive Driving	City of Dayton Public Works Department	Reduces pedestrian crashes by 6–20%	FHWA	

Ref ID	Countermeasure	Location (Suggested)	Description	Risk Factor	Leading Agency	Crash Reduction Factor	Source	Criteria
CATEGORY -SYSTEMIC/ COMPREHENSIVE								
SYS1	Conduct Road Safety Audits	High-crash corridors, intersections, and roadways identified in crash data	Conduct comprehensive road safety audits (RSAs) on high-crash corridors, intersections, and roadways to identify and mitigate safety risks related to design, operations, and maintenance. Engage a multidisciplinary team (e.g., engineers, planners, law enforcement, pedestrians) to assess factors like sight distance, signage, pavement conditions, speed limits, pedestrian facilities, and traffic flow, using crash data, field observations, and stakeholder input. Target areas with frequent crashes (e.g., High-crash-risk intersections, Aggressive Driving incidents, document findings in a report with prioritized recommendations, and implement follow-up countermeasures (e.g., traffic calming, signage upgrades, repaving).	High-crash-risk intersections, Aggressive Driving, Unsafe pedestrian crossings,				Develop a Road/Pedestrian Safety Audit Safety Program with a criteria for candidate locations and cover a few routes per year
SYS2	Conduct Demonstration Projects	High-crash or high-risk areas identified in crash data, school zones, rural roads, or pedestrian-heavy areas	Conduct demonstration projects to test and evaluate innovative or untested safety countermeasures in high-crash or high-risk areas, such as advanced enforcement technologies (e.g., DUI detection systems), Traffic Conflict analysis with video/AI, automated incident detection, automated pedestrian detection with video, smart signal infrastructure etc.. Use HIN/HRN and stakeholder input to select pilot locations and countermeasures, engage a multidisciplinary team (e.g., engineers, planners, law enforcement, pedestrians) to design and implement short-term projects, and incorporate public education and enforcement components (e.g., campaigns, checkpoints) where applicable. Monitor and evaluate outcomes through before-and-after crash data, speed studies, pedestrian counts, and public feedback, document findings in a report, and use results to inform full-scale implementation.	High-crash-risk intersections, Aggressive Driving, Driving While Intoxicated				
SYS3	Local Road Safety Planning	Underserved Communities	Develop subarea Safety Action Plan for highest priority neighborhoods. Align outputs with capital funding pipelines. Specific to local communities, can help the City proactively identify and address systemic risks in individual communities. Road Safety Audits could be a valuable tool in evaluating individual neighborhoods.	High-crash-risks in underserved communities				

APPENDIX E – LOCATIONS PRIORITIZATION METHODOLOGY MEMO

TOOLE DESIGN

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MEMORANDUM

September 21, 2025

To: David Escobar
Organization: City of Dayton
From: Omar J. Peters, Alex Peppers, Teresa Chang
Project: Dayton Safety Action Plan

Re: Methodology to Prioritize Street Locations for Safety Investments DRAFT

Background

This memo outlines the process of prioritizing locations for safety investments in the City of Dayton as part of the Safety Action Plan. It describes the streamlined methodology that will be used to prioritize streets and intersections for new projects. The approach begins with a screening step to identify locations with the greatest demonstrated safety need, followed by a scoring process to rank eligible corridors for investment. The goal is to ensure the City applies its limited resources first in the places that need it most to eliminate fatal and serious injury crashes. By integrating historical crash data, systemic risk factors, community demographic considerations, and community input, this approach creates a transparent and data-driven prioritization framework for the City to plan and direct resources effectively.

The prioritization scoring framework integrates data on severe crashes, roadway risk factors, demographics, and community perspectives to guide safety investments in Dayton. This process balances four primary considerations:

- **Historic safety outcomes**: where an elevated number of fatal and serious injury crashes have already occurred based on the High-Injury Network (HIN) for all road users, with added emphasis on vulnerable road users.[1]
- **Proactive safety risk**: where roadway characteristics indicate a high potential for future severe crashes based on the High-Risk Network (HRN) analysis in the Safety Action Plan.
- **Community factors**: areas consisting of historically underserved populations that may face increased transportation challenges, as indicated in the Safety Action Plan, and locations recognized by community members during input as having potential safety issues.
- **City review**: a final review by City staff to confirm that the highest-ranked locations reflect known safety concerns, consider project readiness and feasibility, and incorporate recent improvements.

[1] *Vulnerable road users are people walking, using an assisted mobility device (walkers, wheelchairs), or riding a bicycle.*

Prioritization Methodology

Step 1: Screening

The first step in the prioritization process applies yes/no filters to narrow the scope of the locations. Locations are only eligible for further scoring if they appear on ***at least one*** of the following networks:

- High-Injury Network – All Users
- High-Injury Network – Vulnerable Road Users (VRU)
- High-Risk Network (HRN)

Locations that do not meet these conditions will not be considered top priority, but may still receive systemic safety investments as part of citywide improvements.

Step 2: Scoring

After the initial screening, a two-part scoring process will then be applied to the locations that passed Step 1. First, a base score reflects how many of the three key network designations a location meets. Second, two additional factors (underserved communities and community input) are used to further prioritize locations.

Note that in many conditions, smaller segments of street corridors with varying scores will need to be assembled to create full corridors. For example, if there are two small street segments with a score of 50 (maximum score) separated by another segment that is only scores 30, the three segments may be combined into one full high-priority corridor.

Error! Reference source not found. shows the weighting of each factor used to score and rank corridors and intersections for safety improvements.

Table 1: Scoring Methodology

Factor	Description	Score
High-Injury and High-Risk Networks	Location appears on all three networks: HIN (All Users), HIN (VRU), and HRN.	30
	Location appears on one of the HINs AND the HRN (one of the networks must be the HRN).	20
	Location appears on only a single network designation – HIN (All Users), HIN (VRU), OR HRN.	10
Underserved Community	Location (including a portion of the location) is in or along an area identified as an underserved community using the Plan's composite demographics map.	10
Community Input Mapping	Locations receive a score if the street has been identified in the community input mapping as a location where people have a safety concern.	10

Step 2a: Additional Intersection Screening

An additional step will be taken for intersections to further identify locations that demonstrate the highest need for safety interventions. All intersections that score 50 in Step 2 (the maximum score) will be included as a top intersection. Additionally, any intersection with a score at least 40 *and* at least one fatal or serious injury (FSI) crash or at least one fatal or injury (KABC) crash involving a vulnerable road user (VRU) will also be included. Those intersections that are located in top-ranked corridors (from Step 2) will be selected as part of those top-ranked corridors (i.e., the City should address intersection safety needs at these locations as corridor-wide interventions are being considered). Intersections that are not located in the top-ranked corridors will be identified as a separate need for a top intersections list.

Step 3: City Review and Final Prioritization

Following the application of the screening and scoring process described above, the resulting ranked list of priority corridors and intersections will be subject to a structured City review before it is finalized. This step ensures that the prioritization reflects not only data-driven factors but also current conditions, feasibility, and upcoming opportunities.

During the review phase, City staff will:

- **Validate results**: Confirm that the top-ranked locations align with on-the-ground safety concerns, do not omit corridors that have significant recent safety issues not yet reflected in the data, or do not include locations that have had recent investments that may not yet be reflected in the data.
- **Assess project readiness and coordination**: Consider whether a corridor has a planned capital project, grant opportunity, or other scheduled work that could be leveraged for timely implementation.

This process will identify an initial list of high-priority street corridors and intersections (indeterminate quantity) for inclusion in the Safety Action Plan. Locations that were not included in the highest priority tier through this process will still be monitored and considered for future phases of safety investments, particularly as new data and community feedback become available.

Dayton Safety Action Plan

List of Prioritized Corridors and Intersections DRAFT

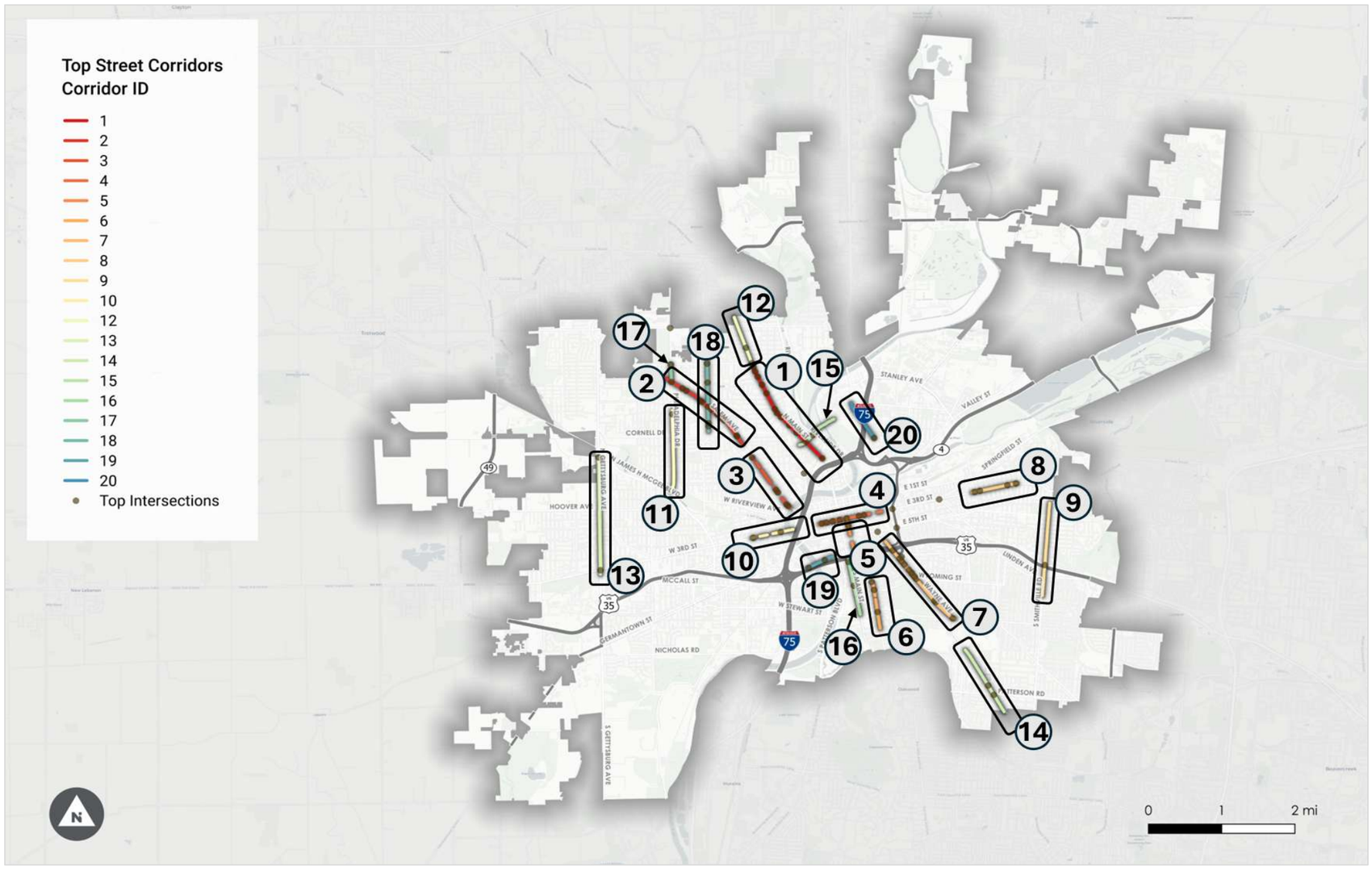
09.17.2025

The prioritization of corridors and intersections was based on the prioritization methodology documented at the link below.

https://tooledesign.egnyte.com/dl/3FY3kcxfpmf9

Draft Map of Top Locations (Corridors and Intersections)

(note that the vast majority of the top intersections, are located within top corridors).



List of Top 10 Corridors*

1. N Main Street (Hillcrest to Hershey) - street project recently completed or underway
2. Salem Avenue (Tennyson to Kenwood) - street project recently completed or underway
3. Salem Avenue (Harvard to Riverview) - street project recently completed or underway
4. E Third Street (Perry to Madison)
5. S Jefferson Street (Third to Green)
6. Brown Street (Oak to Caldwell)
7. Wayne Avenue (Bainbridge to Wilmington)
8. E Third Street (Findlay to Sperling)
9. S Smithville Road (Merrydale to Mesmer)
10. W Third Street (Broadway to Robert)
11. Philadelphia Dr(Wicklow to N James H. McGee)
12. N Main St (Redwood to Hillcrest)
13. Gettysburg Ave (N James H. McGee to Maywood)
14. Wilmington Ave (Irving to Composite)
15. Helena St (McCook to Forest)
16. S Main St (US 35 to Stewart)
17. Philadelphia Dr (Hillcrest to Salem)
18. Catalpa Dr (Hillcrest to Cumberland)
19. Washington St (Edwin C Moses to Perry)
20. Keowee St (Leo to Webster)

** includes top scoring intersections*

List of Top Intersections

(not in the top 10 corridors)

1. Blommel & Keowee
2. Linden & Springfield
3. Grand & Forest
4. Crossover & James H Mcgee
5. Fifth & Keowee
6. Fifth & Wayne
7. Keowee & Third
8. Ramp Edwin Moses To & Edwin C Moses
9. Siebenthaler & Philadelphia
10. Jefferson & Washington

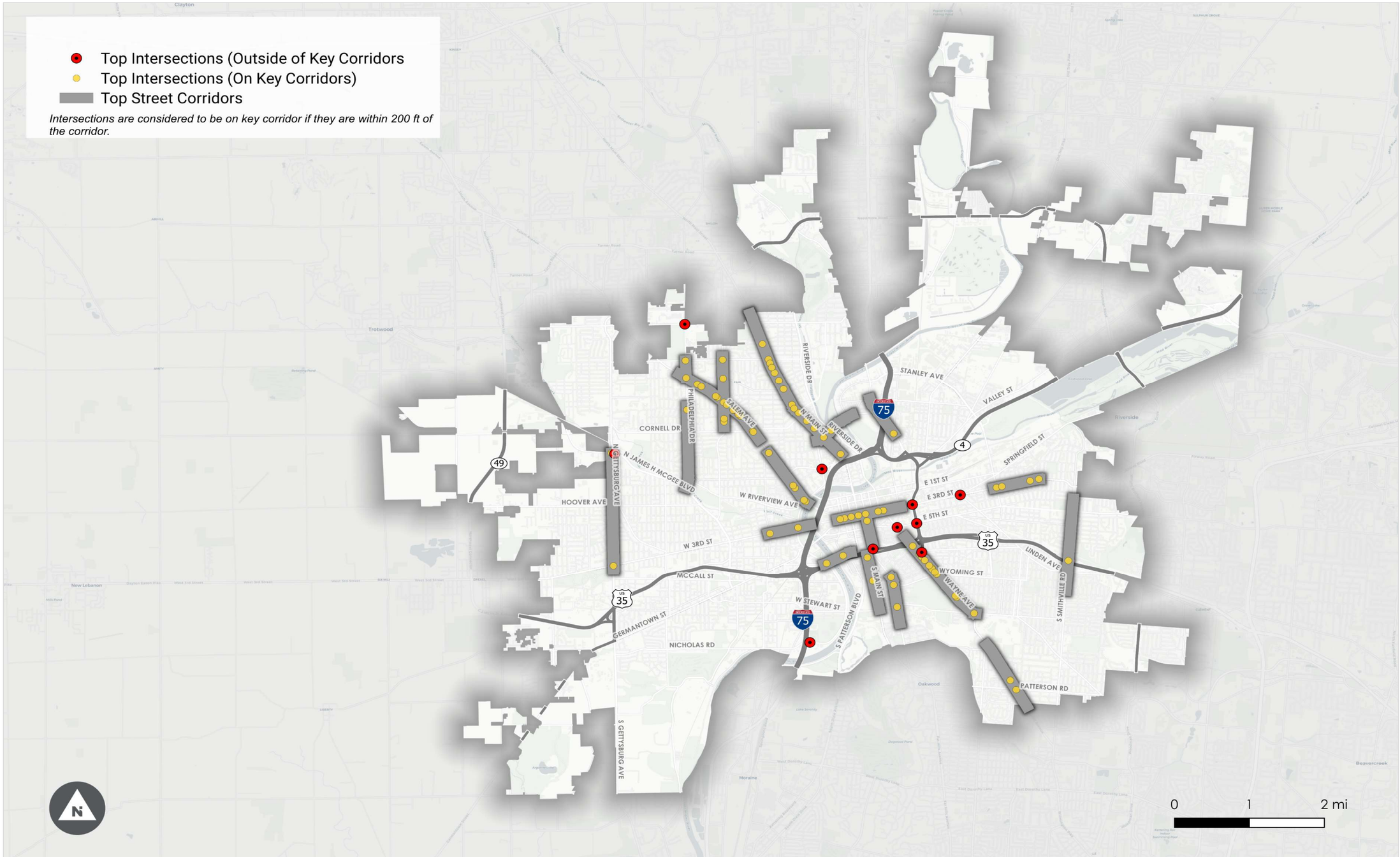
The Excel tabs provide more details about the top corridors and intersections, including the crash data and scoring results.

Top Intersections In the Top Corridors

cluster_id	most_common_name	ka_all	ka_veh	ka_mc	ka_ped	ka_bike	ka_vru	kabc_all	kabc_veh	kabc_mc	kabc_ped	kabc_bike	kabc_vru	hin	hrn	valid	vru_hin	candidate	underserved_community	hin_hrn_score	underserved_score	community_input_score	total_score
1980	BERM & SALEM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	1	1	1	30	10	10	50
1274	CATALPA & UNIVERSITY	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	30	10	10	50
1285	CATALPA & SALEM	0	0	0	0	0	0	10	10	0	0	0	0	1	1	1	1	1	1	30	10	10	50
2407	HERSHEY & MAIN	2	1	0	1	0	1	16	15	0	1	0	1	1	1	1	1	1	1	30	10	10	50
2270	HELENA & MAIN	2	1	0	1	0	1	22	19	0	3	0	3	1	1	1	1	1	1	30	10	10	50
2924	WAYNE & KEOWEE	1	1	0	0	0	0	8	7	0	0	1	1	1	1	1	1	1	1	30	10	10	50
3057	PARK & PIERCE	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	1	1	1	30	10	10	50
3055	PARK & WAYNE	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	30	10	10	50
2111	SALEM & RIVERVIEW	1	0	1	0	0	0	18	16	2	0	0	0	1	1	1	1	1	1	30	10	10	50
1429	SALEM & EMERSON	1	1	0	0	0	0	4	4	0	0	0	0	1	1	1	1	1	1	30	10	10	50
1275	HARVARD & CATALPA	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	1	1	1	30	10	10	50
1284	RUGBY & SALEM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	1	1	1	30	10	10	50
1554	DELAWARE & SALEM	1	1	0	0	0	0	11	11	0	0	0	0	1	1	1	1	1	1	30	10	10	50
1427	SALEM & VASSAR	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	30	10	10	50
1428	SALEM & RIDGEDALE	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	30	10	10	50
1286	SALEM & RAVENWOOD	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	30	10	10	50
2009	MARATHON & MAIN	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	30	10	10	50
1870	MAIN & E FAIRVIEW	0	0	0	0	0	0	2	2	0	0	0	0	1	1	1	1	1	1	30	10	10	50
2139	E BURTON & MAIN	0	0	0	0	0	0	6	6	0	0	0	0	1	1	1	1	1	1	30	10	10	50
1981	SALEM & SUPERIOR	0	0	0	0	0	0	2	2	0	0	0	0	1	1	1	1	1	1	30	10	10	50
2113	HOLT & SALEM	0	0	0	0	0	0	2	2	0	0	0	0	1	1	1	1	1	1	30	10	10	50
2934	BUCKEYE & WAYNE	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	1	1	1	30	10	10	50
2921	JOHNSON & WAYNE	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	30	10	10	50
3054	LATHROP & WAYNE	0	0	0	0	0	0	6	5	0	1	0	1	1	1	1	1	1	1	30	10	10	50
3061	WAYNE & OAK	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	30	10	10	50
2917	WAYNE & CLOVER	0	0	0	0	0	0	9	7	0	0	2	2	1	1	1	1	1	1	30	10	10	50
1954	THIRD & EDWIN C MOSES	1	1	0	0	0	0	15	15	0	0	0	0	1	1	1	1	1	1	30	10	10	50

Top Intersections *Not* in the Top Corridors

cluster_id	most_common_name	ka_all	ka_veh	ka_mc	ka_ped	ka_bike	ka_vru	kabc_all	kabc_veh	kabc_mc	kabc_ped	kabc_bike	kabc_vru	hin	hrn	valid	vru_hin	candidate	underserved_community	hin_hrn_score	underserved_score	community_input_score	total_score
2925	BLOMMEL & KEOWEE	0	0	0	0	0	0	2	2	0	0	0	0	1	1	1	1	1	1	30	10	10	50
3279	LINDEN & SPRINGFIELD	3	3	0	0	0	0	7	6	0	0	1	1	1	1	1	1	1	0	30	0	10	40
2253	GRAND & FOREST	2	2	0	0	0	0	7	3	2	2	0	2	0	1	1	1	1	1	20	10	10	40
368	CROSSOVER & JAMES H MCGEE	2	2	0	0	0	0	9	9	0	0	0	0	1	1	1	0	1	1	20	10	10	40
2943	FIFTH & KEOWEE	1	1	0	0	0	0	11	8	1	1	1	2	1	1	1	1	1	0	30	0	10	40
2811	FIFTH & WAYNE	1	0	0	1	0	1	8	6	0	2	0	2	1	1	1	1	1	0	30	0	10	40
2957	KEOWEE & THIRD	1	1	0	0	0	0	18	17	0	0	1	1	1	1	1	1	1	0	30	0	10	40
2052	RAMP EDWIN MOSES TO & EDWIN C MOSES	1	1	0	0	0	0	2	2	0	0	0	0	1	1	1	0	1	1	20	10	10	40
1015	SIEBENTHALER & PHILADELPHIA	0	0	0	0	0	0	40	39	0	1	0	1	1	1	1	1	1	1	30	10	0	40
2499	JEFFERSON & WASHINGTON	0	0	0	0	0	0	7	6	0	1	0	1	1	1	1	1	1	0	30	0	10	40


Top Intersections (Outside of Key Corridors
Top Intersections (On Key Corridors)
Top Street Corridors
Intersections are considered to be on key corridor if they are within 200 ft of the corridor.
Clayton
Trotwood
New Lebanon
Riverside
Oakwood
Moraine
Beavercreek
RIVERSIDE DR
N MAIN ST
STANLEY AVE
VALLEY ST
SPRINGFIELD ST
PHILADELPHIA DR
SALEM AVE
CORNELL DR
N JAMES H MCGEE BLVD
N GETTYSBURG AVE
HOOVER AVE
W RIVERVIEW AVE
E 1ST ST
E 3RD ST
E 5TH ST
W 3RD ST
MCCALL ST
GERMANTOWN ST
NICHOLAS RD
W STEWART ST
S PATTERSON BLVD
S MAIN ST
WAYNE AVE
WYOMING ST
LINDEN AVE
S SMITHVILLE RD
PATTERSON RD
S GETTYSBURG AVE
75
35
49
4
0
1
2 mi

APPENDIX F –TOP LOCATION PROJECT INFORMATION

Local Project Recommendations

TABLE 1: PROJECT RECOMMENDATIONS

PRIORITY RANK	ROAD SEGMENT AND LIMITS	LIST OF IMPROVEMENTS	IMPLEMENTATION PLAN
1	N Main Street - Hillcrest to Hershey	Road Diet Pedestrian facility Improvements Traffic Separation Bike & Transit Improvements On-street Parking Adjustments Signal Optimization	Construction complete in Fall 2025 (PID 114813)
2	Salem Avenue- Tennyson to Kenwood	Improved crosswalks with stamped concrete New pavement, curb and sidewalks Decorative Lighting Improve Salem/Philadelphia intersection by reducing lanes on both roads, new pavement, decorative crosswalks to control speeds and improve pedestrian safety	On going construction. All phases to be complete by the end of 2029
3	Salem Avenue - Harvard to Riverview	Improved crosswalks with stamped concrete New pavement, curb and sidewalks Install Cycle track from Riverview to North Ave Decorative Lighting Added center TWLTL where missing	Construction complete in 2023
4	E Third Street - Perry to Madison	Road diet 12" signal heads with backplates Complete bike lanes east of Ludlow Leading Pedestrian Interval (LPI) Traffic calming improvements	Bike lanes complete in 2025 (Vista View to Ludlow) Other improvements unfunded
5	S Jefferson Street - E. Third to Green	Road diet 12" signal heads with backplates Separated bike lanes Leading Pedestrian Interval (LPI) Wrong way signs Traffic calming improvements	Not planned yet

At the time of development for this Safety Action Plan, projects were recently completed or under construction for Priority Ranks 1-3. Safety performance at these intersections will be monitored as part of the implementation plan to ensure the improvements address the crash risk and patterns observed.

TABLE 2: FI CRASH HISTORY ON E THIRD STREET FROM PERRY TO MADISON (2019-2023)

CRASH TYPE	TOTAL	PERCENT
Angle	36	32%
Pedestrian	21	19%
Rear End	20	18%
Sideswipe - Passing	11	10%
Fixed Object	8	7%
Left Turn	5	5%
Head On	3	3%
Pedalcycles	3	3%
Parked Vehicle	2	2%
Right Turn	1	1%
Other Non-Collision	1	1%
Total	111	100%

Priority Rank 4 – E Third St (Perry to Madison)

As shown in Table 6, the most frequent crash types on this downtown corridor are angle, pedestrian, and rear end. Many crashes were speed-related. The cross section contains more eastbound through capacity than westbound. A traffic study is recommended to determine if a road diet is feasible, which would aid in carrying the bike lanes through the east portion of the corridor. Other suggested improvements are in line with the countermeasure toolbox, including replacing 8" signal heads with 12" signal heads with backplates, LPI with pushbuttons, and realigning skewed crossings to perpendicular. In addition, curb extensions are present at some corners but would be beneficial where past pedestrian crashes occurred at the NE corner of Third & Perry and end of parking lanes at Third & Main. Similarly, a pedestrian refuge island on the west approach of Third St would improve a crossing where a cyclist was struck.

TABLE 3: FI CRASH HISTORY ON S JEFFERSON ST FROM E THIRD TO GREEN (2019-2023)

CRASH TYPE	TOTAL	PERCENT
Angle	12	38%
Rear End	6	19%
Pedestrian	4	13%
Left Turn	3	9%
Head On	3	9%
Fixed Object	2	6%
Sideswipe - Passing	2	6%
Total	32	100%

Priority Rank 5 – S Jefferson St (E Third to Green)

Table 7 shows the crash patterns present on the S Jefferson St corridor, which are angle, rear end, and pedestrian crashes as the primary crash types. Also notable for this one-way northbound street are the 3 (9%) head-on crashes. One-way, Wrong Way, and Do Not Enter signs should be added such that they are visible from all intersecting streets and drives.

This corridor shares an intersection (E Third & S Jefferson) with Priority Rank 4. Likewise, similar countermeasures are recommended, including signal heads with backplates, curb extensions, and separated bike lanes. If the SB bike lanes are extended further north, bicycle signals should be included to direct bicycle traffic.

The cross section varies between two and three northbound through lanes. A traffic study should be conducted to determine whether the three lane portions can be reduced as a road diet to provide space for multimodal improvements. At the Jefferson & Patterson intersection, skewed crossings should be realigned to shorten the crossing distance to the extent feasible, included use of curb extensions