

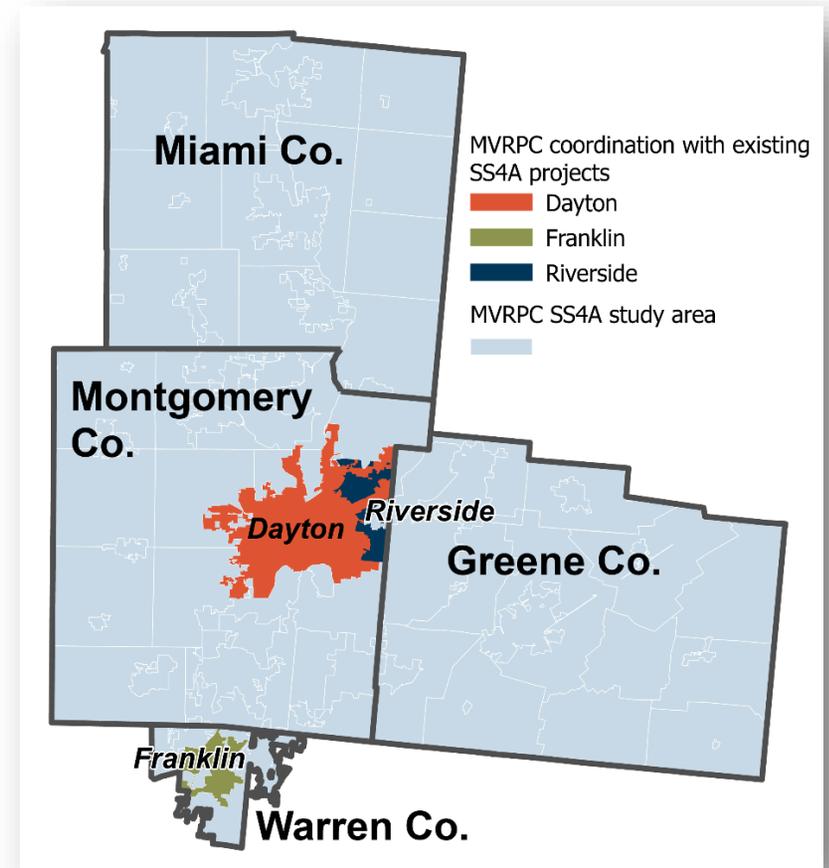
# Safe Streets for All (SS4A)



Safety Action Plan  
Public Meeting – January 20, 2026

# Background

- MVRPC was awarded funds through the U.S. DOT's Safe Streets for All (SS4A) Grant Program to develop a regional safety action plan aimed at preventing roadway deaths and serious injuries
- The regional safety action plan covers the MPO area which includes Greene, Miami, Montgomery and portions of northern Warren counties
- The plan includes coordination with local communities that have received SS4A grants
- Once adopted, local jurisdictions will be able to apply for SS4A implementation funds



# SS4A Safety Action Plan

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- A plan to reduce and eliminate serious-injury and fatal crashes for all roadway users
- A means to strengthen the community's approach to roadway safety
- Identifies actionable safety oriented projects and strategies for improving the region's transportation system
- Addresses various aspects of traffic safety, including pedestrian, bicycle, and vehicle safety
- Emphasizes a holistic and data-driven perspective, considering factors like road design, user behavior, and public health to create safer transportation environments



# The Safe Systems Approach



# Safety Action Plan Components

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Leadership  
Commitment & Goal  
Setting

Engagement &  
Collaboration

Safety Analysis &  
Issue Identification

Policy & Process  
Assessment

Countermeasures,  
Strategies, and  
Project  
Development

Progress Tracking &  
Transparency



# Planning Process and Timeline



# Engagement Efforts



Social Media



Virtual Open Houses

Online Tools



Stakeholder Meetings



In-Person Open Houses



Steering Committee Meetings



Traditional Media Coverage



Surveys

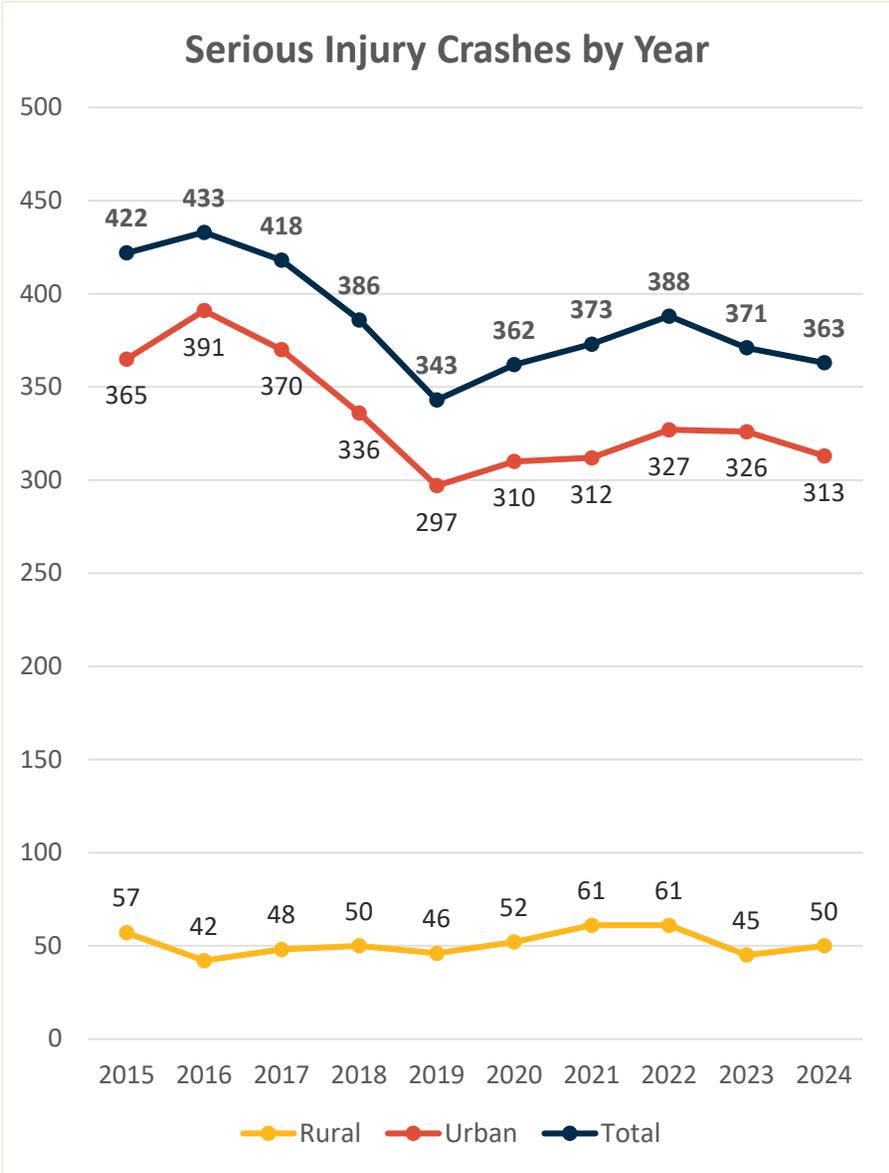
	High Concern	Medium Concern	Low Concern	No Concern
Aggressive driving	50% High Concern	40% Medium Concern	10% Low Concern	0% No Concern
Construction work zones	14% High Concern	43% Medium Concern	27% Low Concern	2% No Concern
Unexcused driving	4% High Concern	20% Medium Concern	12% Low Concern	64% No Concern
Unexcused driving times	9% High Concern	22% Medium Concern	10% Low Concern	59% No Concern
Traffic congestion	2% High Concern	4% Medium Concern	2% Low Concern	92% No Concern
Unexcused drivers	13% High Concern	47% Medium Concern	31% Low Concern	9% No Concern
Road maintenance	2% High Concern	4% Medium Concern	2% Low Concern	92% No Concern
Large commercial vehicles/trucks sharing the road	13% High Concern	28% Medium Concern	20% Low Concern	39% No Concern
Intersections with utility concerns	10% High Concern	20% Medium Concern	1% Low Concern	69% No Concern



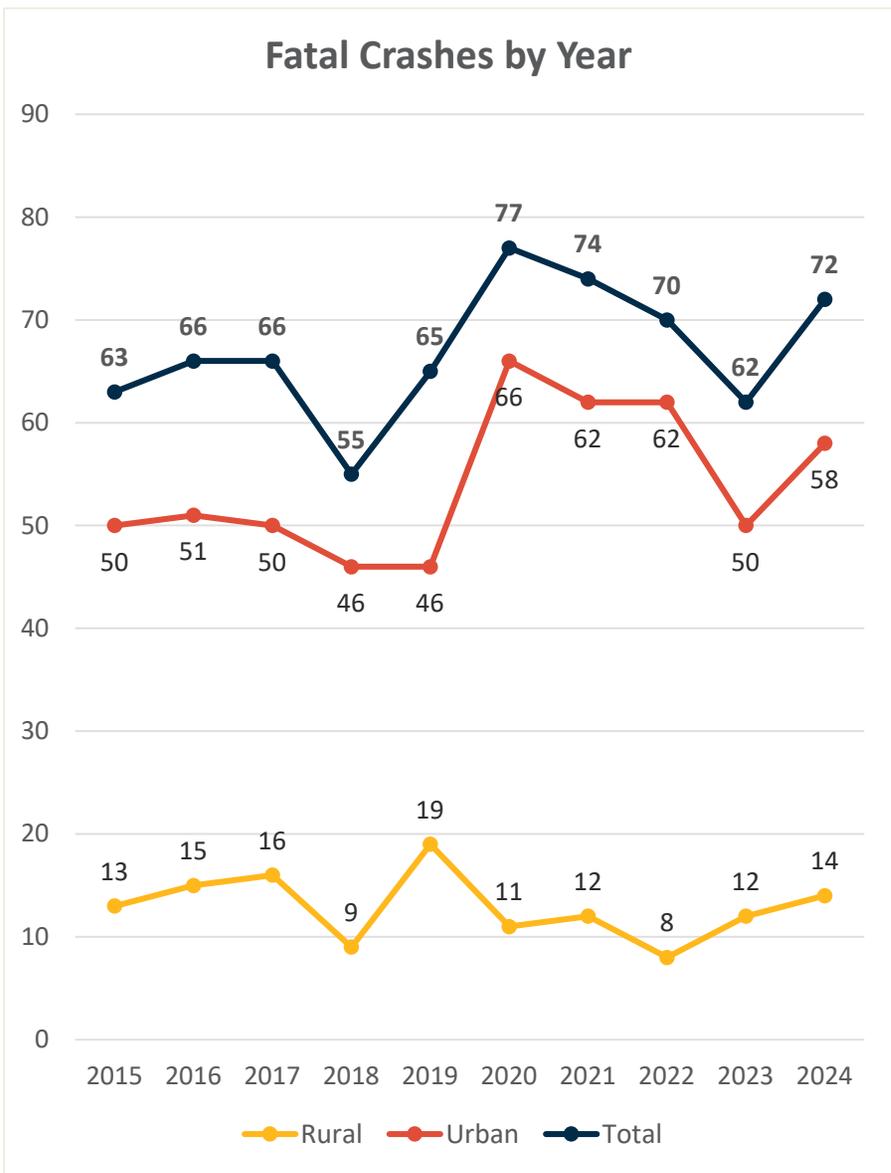
# Safety Analysis

Crashes without location data or that occurred on freeways were excluded

Between 2015 – 2024 there were 43,799 KABC\* Crashes in the Study Area



**3,859 Serious Injury Crashes**

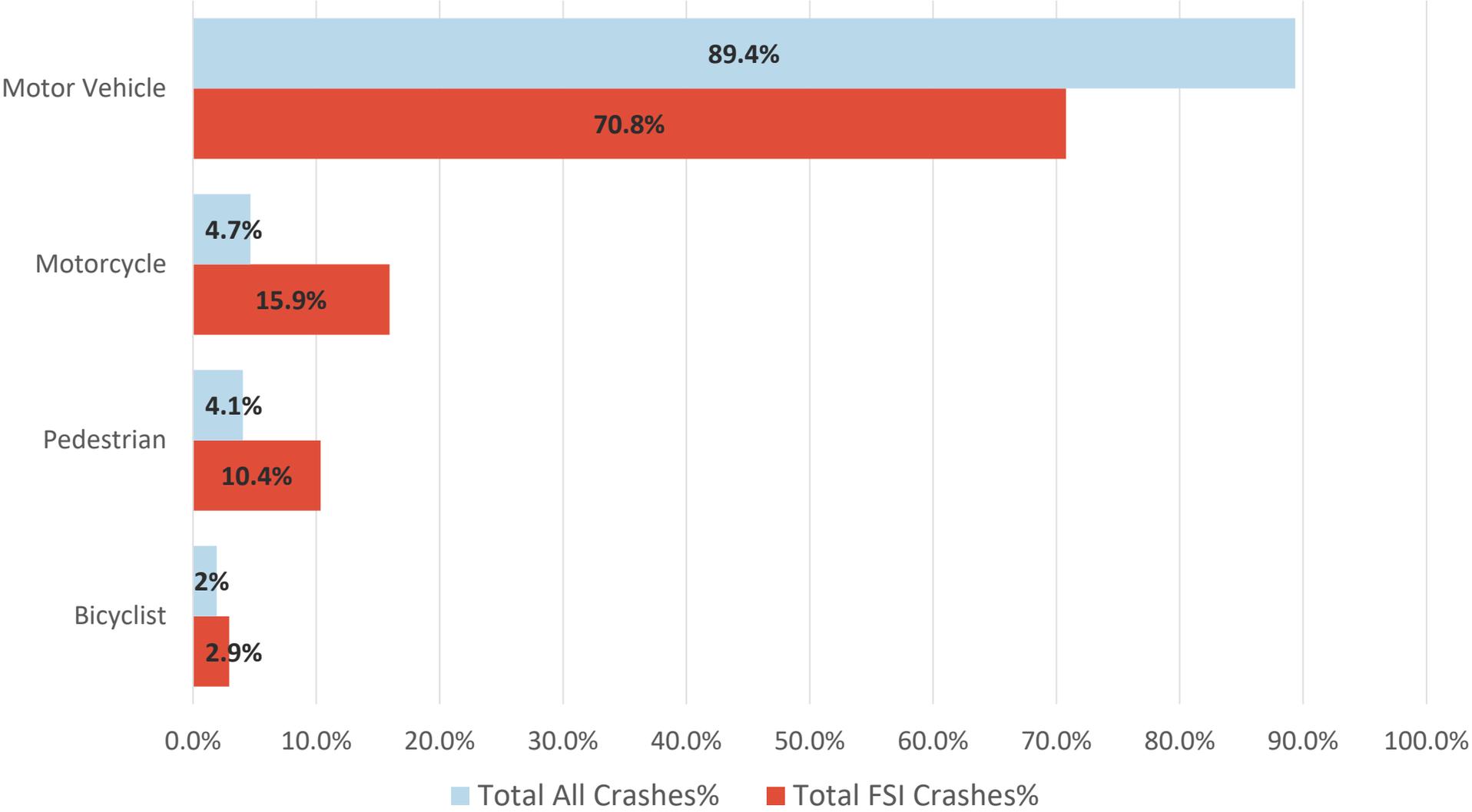


**670 Fatal Crashes**

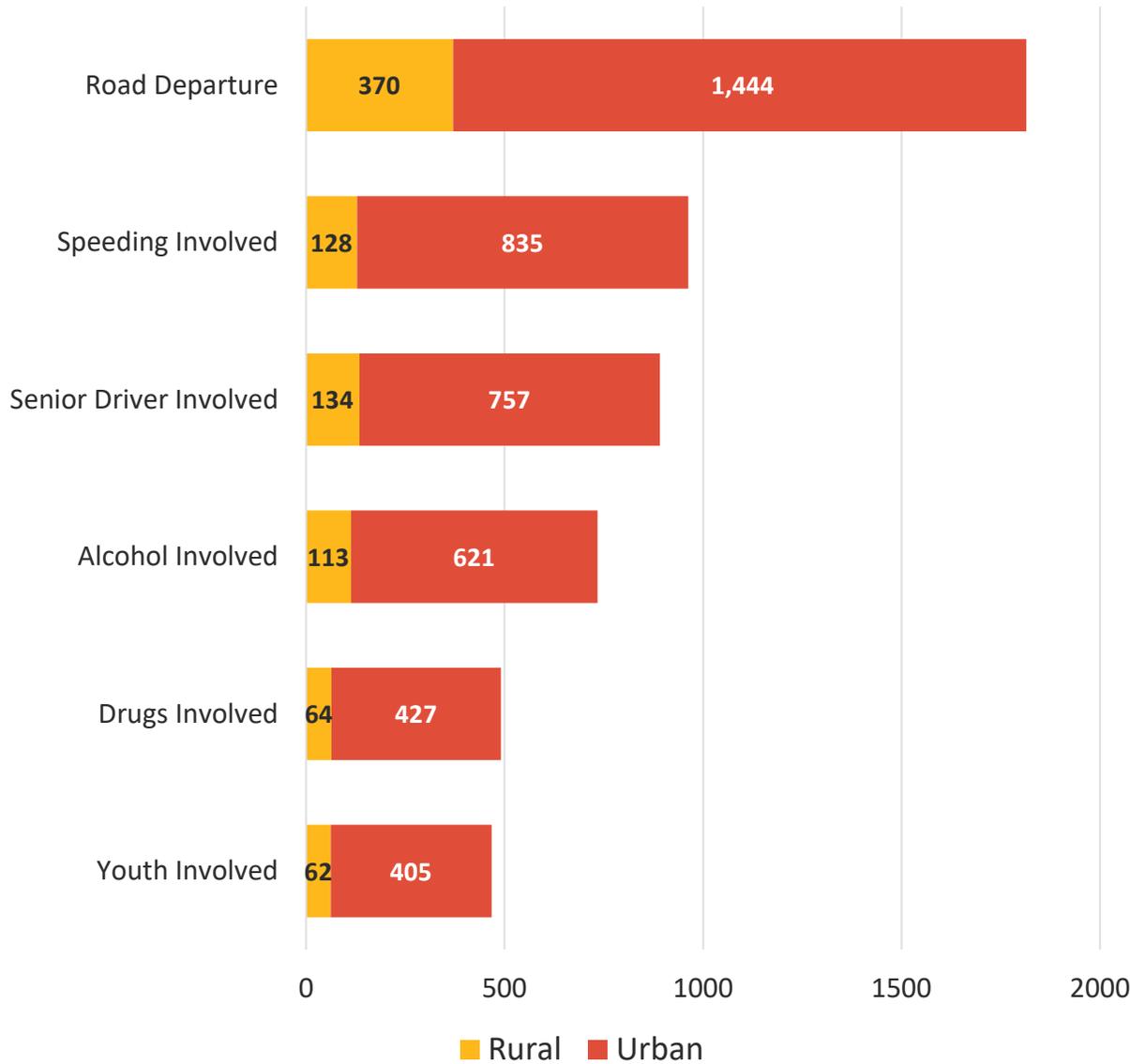


\*KABC: Fatal (K), Incapacitating (A), Non-Incapacitating (B), Possible Injury (C).

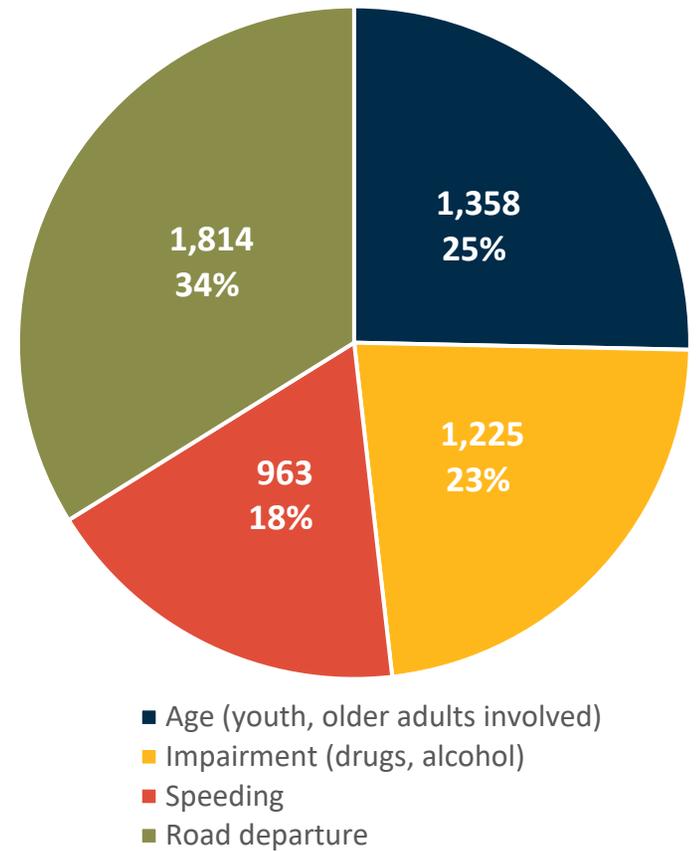
# Fatal and Serious Injury (FSI) Crashes by Mode (2015-2024)



# Top Contributing Factors to FSI Crashes (2020-2024)

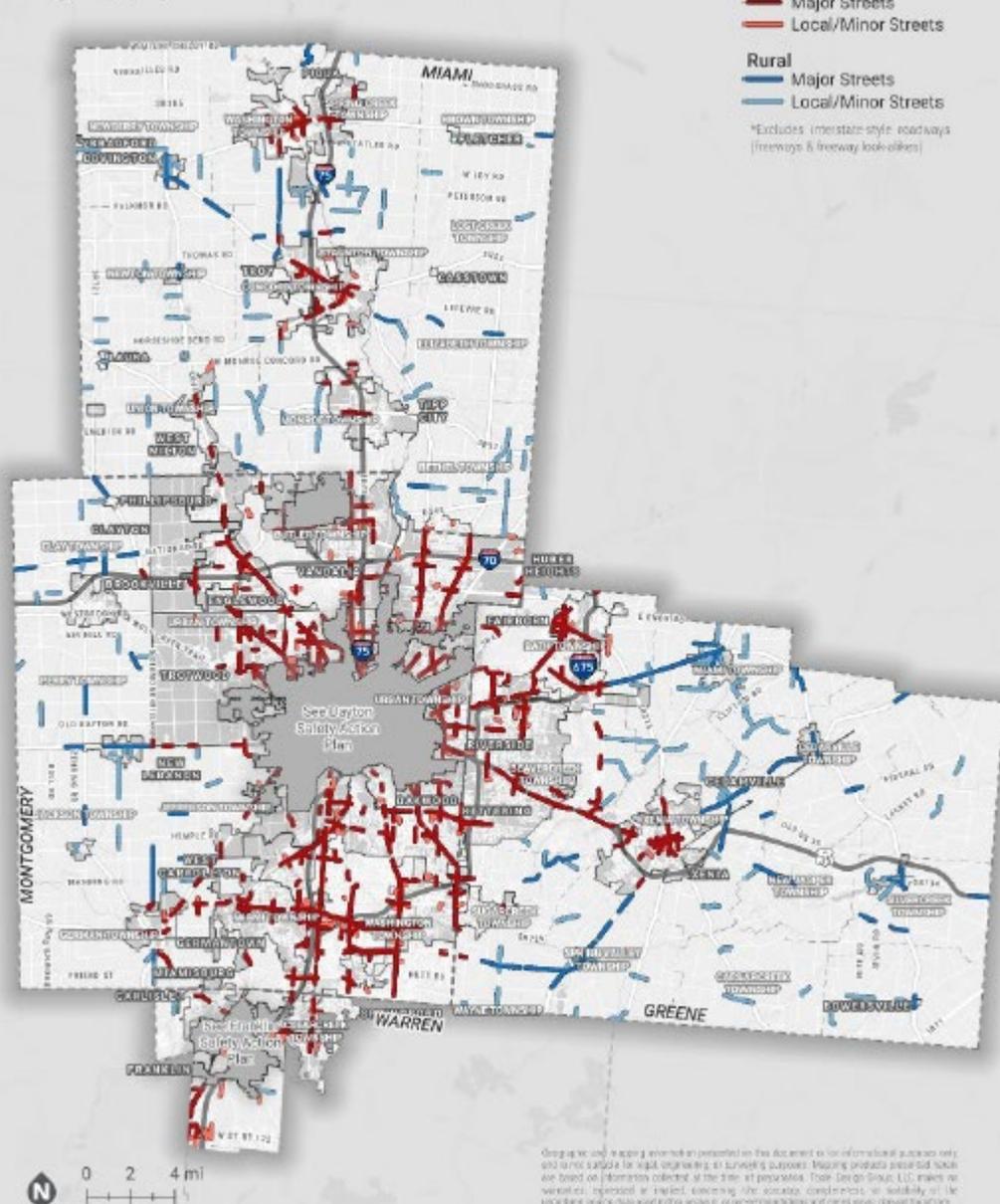


*Crashes without location data or that occurred on freeways were excluded*

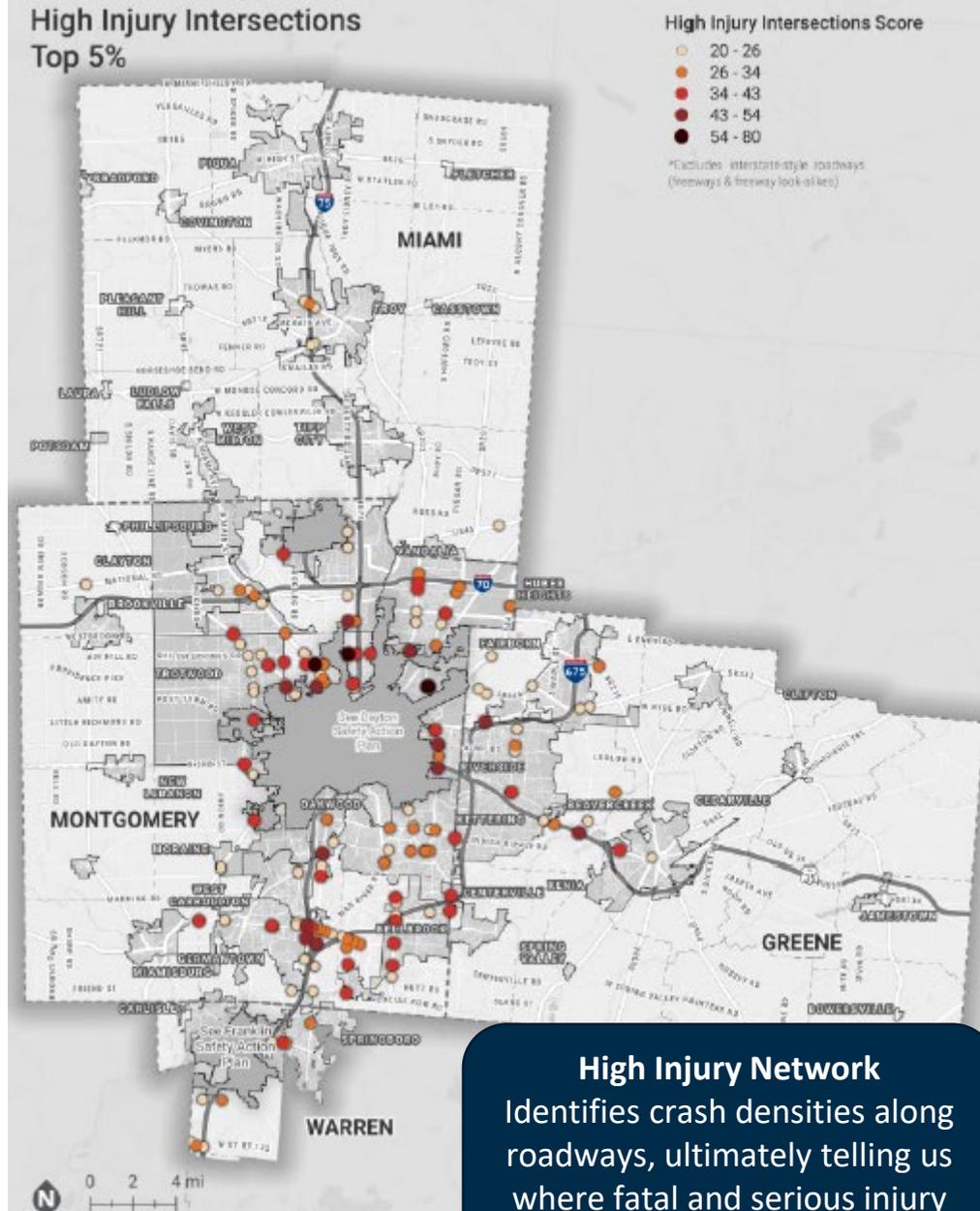


# High Injury Network – All Modes

## High Injury Network - All Modes



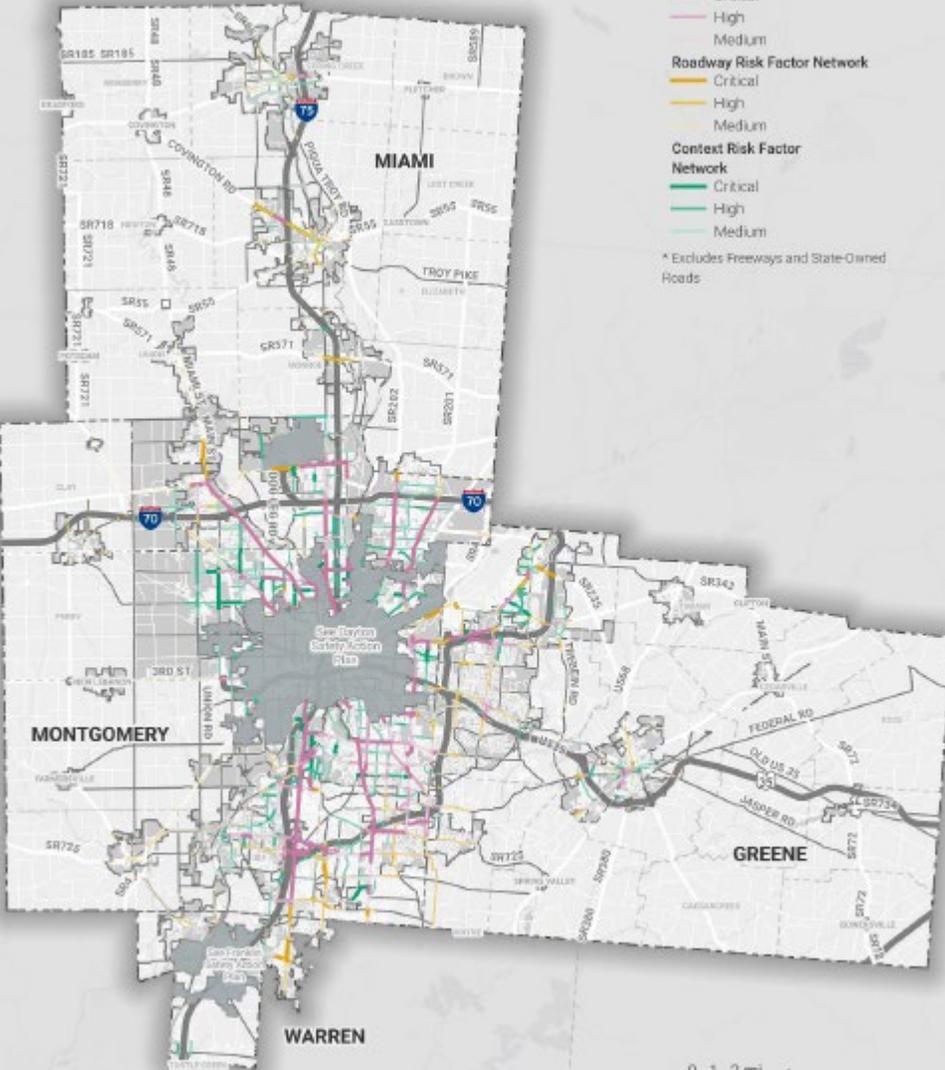
## High Injury Intersections Top 5%



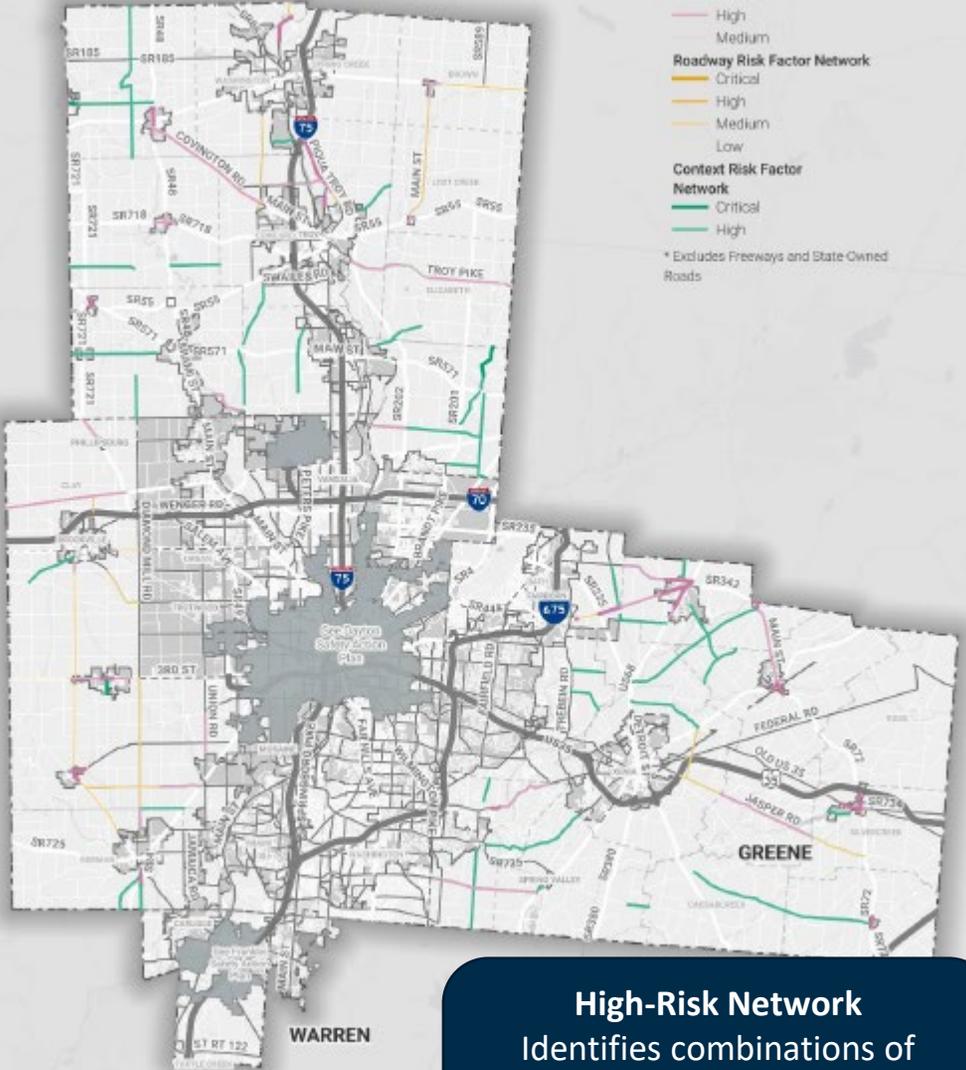
**High Injury Network**  
Identifies crash densities along roadways, ultimately telling us where fatal and serious injury crashes are occurring.

# High Risk Network – All Modes

## All Modes Urban High Risk Network



## All Modes Rural High Risk Network



**High-Risk Network**  
Identifies combinations of roadway characteristics that are associated with elevated crash risk frequencies.

# Commitment to Work Towards Zero Deaths

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*MVRPC envisions a transportation system where no one dies or is seriously injured on the Region's roadways.*

*MVRPC is committed to creating a safe and efficient multimodal transportation system that eliminates roadway fatalities and serious injuries, targeting a 50% reduction in fatalities and serious injuries by 2040. This will be achieved by engaging with the public, developing fundable and planned projects with designs that incorporate proven safety countermeasures and education, and enhancing connectivity for all users across all modes – including walking, biking, and transit.*

Adopted by the MVRPC Board of Directors September 2025  
(Resolution Number 25-24)



# Plan Goals



Promote Safe Speeds  
and Behaviors on  
Roadways

Implement Education  
for Drivers, Vulnerable  
Road Users, and  
Policymakers

Remove Barriers to  
Safe Trips for All  
Modes

Program Projects that  
are Fundable and  
Well-Planned



# Major Recommendations

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Prioritize High-Injury  
and High-Risk  
Locations & Address  
High-Risk Behaviors

Implement Proven  
Safety  
Countermeasures

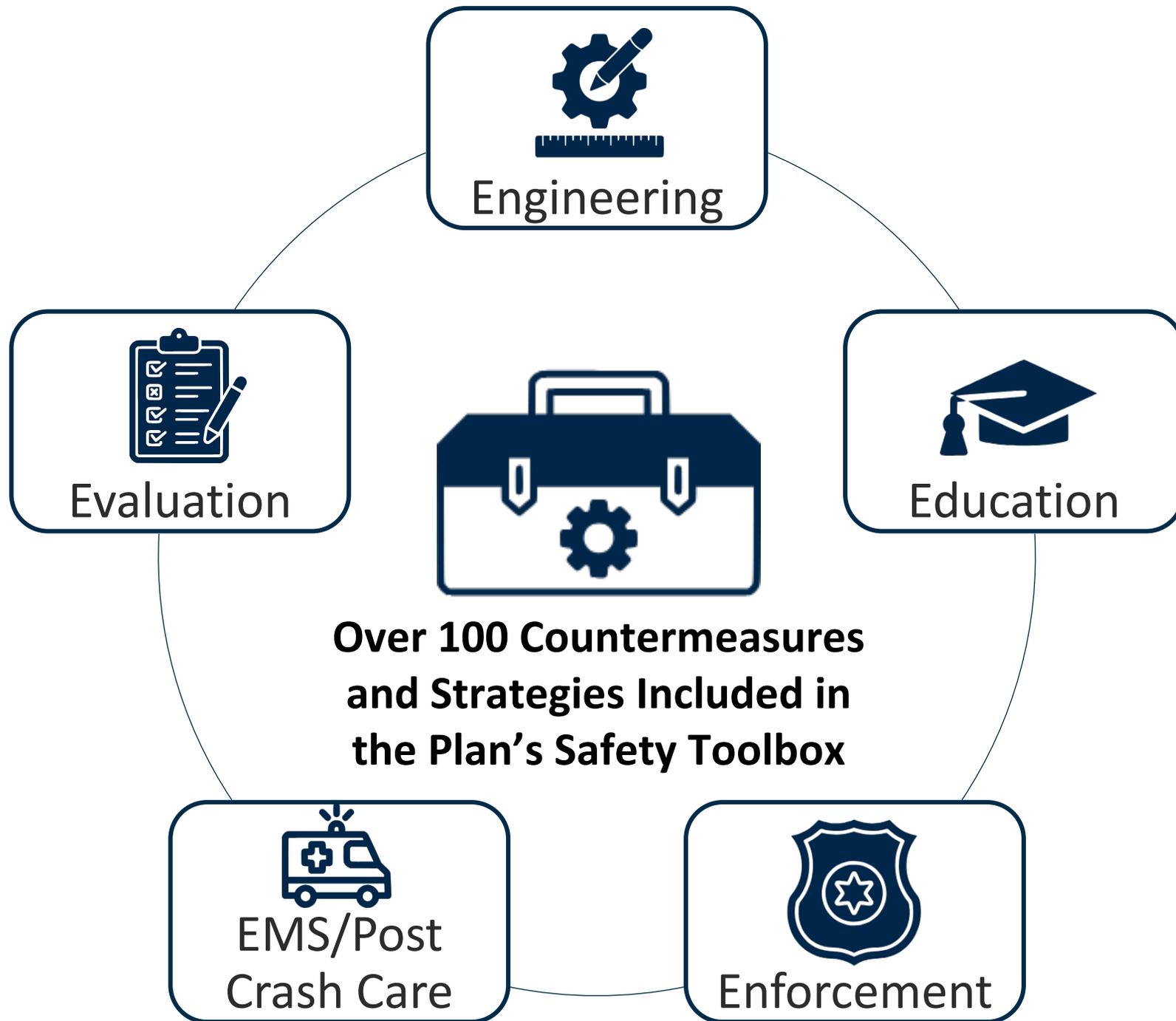
Strengthen  
Education &  
Community  
Engagement

Improve EMS and  
Post-Crash Response

Track Progress &  
Strengthen  
Transparency



# Countermeasures & Strategies



# Countermeasures & Strategies

## Enforcement Countermeasures

<b>Saturation Patrols</b> Provide departments the resources needed to increase enforcement and community presence to reduce high-risk driving behaviors.		<b>Vulnerable Road User Protection</b> Through incre motorist beh	
<b>Distracted Driving Saturation Patrols</b> Increase patrols and citations for handheld device use and other forms of distracted driving.			
<b>Impaired Driving Saturation Patrols</b> Conduct sobriety checkpoints and more frequent patrols, especially during high-risk seasons.		<b>Increase Pass Info</b> Enforce 3-foot bicy focusing on areas wit	
<b>Speed and Aggressive Driving</b> Develop resources, protocols, and programs for police departments and employers to encourage and enforce safe driving behaviors.		<b>Police Con Invo</b> Engage police office presence at school locations to bu	
	<b>Collaborative Rural Enforcement</b> Create shared enforcement zones for smaller communities and townships to address speed and impaired driving.	<b>Aut Use tec</b> Deploy red-light intersecions to reduce late on red-light ca	
<b>Patrols on the High Injury Network</b> Provide and focus patrols on the high injury network. Update the high injury network with more recent crash data as needed.	<b>Speed Feedback Signs</b> Place speed feedback signs in known speeding corridors to warn drivers if they are exceeding speed limits.	<b>Automat Ca</b> Deploy red-light intersecions to reduce late on red-light ca	
	<b>Employer Fleet Monitoring Tools</b> Corporate programs that monitor and manage employee driver fatigue, distraction, aggressive driving, and speeding for fleets.	<b>Automat Ca</b> Deploy red-light intersecions to reduce late on red-light ca	

## Emergency Response Co

<b>Reduced Response and Transport Time</b> Develop protocols and plans to provide the right resources to the place where they are needed. Provide response with the resources to implement the plans.	<b>Improved Responder Safety &amp; Performance</b> Implement policies and programs to manage responder fatigue and stress. Provide visibility during incidents. Conduct multi-agency exercises to improve coordination.	<b>Scene Mi Respond</b> Deploy highway safe training to use it
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## Education Countermeasures

<b>Youth &amp; School Programs</b> Inform and educate the public about behaviors, conditions, or practices that affect safety using media, outreach, and community engagement.		<b>Road User Programs</b> Inform trans la	
<b>Helmet Distribution</b> Distribute helmets at no/low cost—paired with education on proper fit and use.		<b>Trans Edu</b> Educational programs on safe boarding/offici	
<b>Parent of Teen Driver Training</b> Equip parents with strategies, resources, and legal guidance to coach their drivers on safe driving habits, risk awareness, and graduated licensing requirements.	<b>Walking/Biking School Bus</b> Groups of children walk or bike to school together under the supervision of trained adults, promoting safety, physical activity, and community engagement.	<b>New Driv</b> Education for new driv	
<b>School Safety Patrol</b> Peer-to-peer student leadership program modeling safe crossing, bus loading, car-free waypoints, and traffic safety.		<b>Transi Tr</b> Vulnerable user (ped awareness and de	

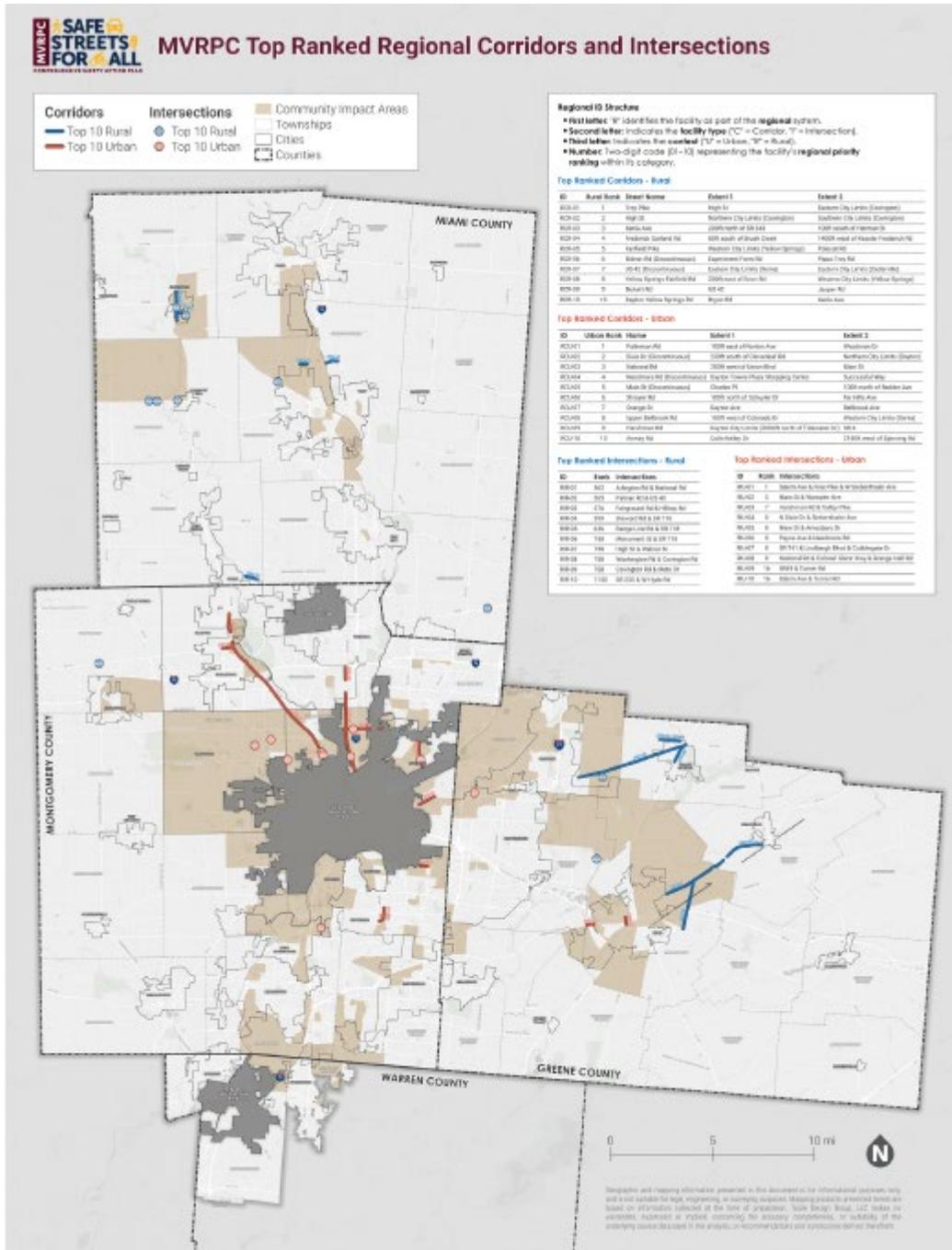
## Public Awareness Campaigns

Inform and educate the public about behaviors, conditions, or practices that affect safety using media, outreach, and community engagement.	
<b>Impaired Driving</b> Operating a vehicle while under the influence of alcohol, drugs, or substances that diminish a driver's physical or mental ability to drive.	<b>Distracted Driving</b> Operating a vehicle while attention is diverted from driving—texting, talking on a phone, eating, or in-vehicle technology.
<b>Vulnerable Road Users</b> People most at risk for severe injury and death in traffic—pedestrians, bicyclists, motorcyclists, and micromobility users.	<b>Aggressive Driving</b> Dangerous driving behaviors—speeding, tailgating, unsafe passing, and road rage.
	<b>Motorcycle Awareness</b> Driver attentiveness, safe following distances, and need to check blind spots; riders use of proper gear and visible riding practices.

## Engineering Countermeasures

<b>Intersection Improvements</b>		<b>Corridor Improvements</b>	
<b>Signal Timing and Coordination</b> Optimize traffic signal settings and synchronization to improve the predictability of vehicle and pedestrian movements. Includes transit signal priority.	<b>Retroreflective Signal Backplates</b> Add a bright border around signals to enhance visibility.	<b>Access Management</b> Planning and control of driveways, intersections, and roadway connections.	<b>Improved Pavement Friction</b> Install high friction pavement that enhances the grip between tires and the road surface to reduce skidding and loss of control.
	<b>Roundabouts</b> Install roundabouts at locations with angle or turning crash history.	<b>Motorcycle-Safe Rumble Strips and Barriers</b> Add gaps to rumble strips to allow motorcycles to cross onto the shoulder, especially if needed for work zones. Modify barriers to protect motorcyclists in crashes.	<b>Roadway Departure Improvements</b> Add improvements that reduce roadway departure crashes, such as rumble strips and stripes, enhanced curve signage, and delineators, improved lighting and guardrails.
	<b>Reduced Left-Turn Conflict Intersections</b> Install U-turn intersections and limit left turning movements at high volume, high crash intersections.	<b>Complete Streets Design</b> Construct streets that are safe, comfortable, and accessible for all users—regardless of age, ability, or mode of travel.	
<b>Pedestrian &amp; Bicycle Facilities</b>		<b>Visibility Enhancement and Speed Management</b>	
<b>New Bicycle Lanes and Trails</b> Create new or upgrade existing bike lanes to be separated from traffic or protected by a vertical barrier.	<b>Bike Boxes</b> Provide advance stop areas for turning bicycles at signalized intersections.	Improved decision making and reaction time by reducing visual barriers and adding lighting and reflective materials.	
<b>Bicycle Traffic Signals</b> Where bike paths or bike lanes cross roads at signalized intersections, include bicycle traffic signals to direct bicyclists.		<b>Sight Distance &amp; Geometry</b> Design that allows users to see and respond to roadway conditions. Includes clearing vegetation or obstructions, adjusting alignment or grading, improving lighting, redesigning intersections or curves.	<b>Lane Guidance</b> Visibility enhancements designed to improve lane guidance and safety, especially in wet or nighttime conditions such as delineators, pavement markings, and raised pavement markers.
<b>Cleaning Bicycle Lanes</b> Remove debris from bicycle lanes to reduce crash risk and encourage cyclists to use them.		<b>Close Active Transportation Gaps</b> Fill sidewalk gaps and develop multi-use paths to facilitate complete trips using active transportation.	<b>Skewed Intersection Realignment</b> Enhances sight distance, simplifies turning movements, shortens crossing distance, and reduces the likelihood of angle and turning collisions.
<b>Pedestrian Crossing Enhancements</b> Improvements for vulnerable road users, including sensors to make pedestrian crossings safer. For example, shorter, larger walk times, and high-visibility crosswalks.		<b>Leading Pedestrian Intervals</b> Make WALK signal appear a few seconds before vehicles see a green light to place the pedestrian in a visible location before vehicles move.	<b>Variable Speed Limits</b> Provide speed guidance that reacts to weather and work zone conditions.
<b>Pedestrian Hybrid Beacons</b> Traffic signals that direct traffic to stop by red flashing lights while a pedestrian crosses.		<b>Safety Studies and Policies</b>	
	<b>Road Safety Audits</b> Walk, bike, and drive roads with a focus on identifying opportunities for safety improvements.	<b>E-Bike, E-Scooter, and Micromobility Policy</b> Develop a practical, research-based policy for e-bikes, e-scooters, and micromobility devices. Design infrastructure for their safe use.	
	<b>School Travel Plans</b> Provide resources to school districts to develop a School Travel Plan that includes ways to improve safety and encourage active transportation to and from school.		

# Top Ranked Locations



**Network Ranking Approach:**  
 Data driven process that adds points from overlapping High Injury, High Risk, and Community Impact Layers to Identify Locations with the Highest Safety Needs and Concerns

- High Injury Network Contribution (0-45 points)
- High Risk Network Contribution (0-40 points)
- Community Impact Contribution (0-15 points)

The top ranked facilities for urban and rural corridors and intersections in each county are also included in the plan document.

# How to Use The Plan

MVRPC's SS4A Safety Action Plan works for communities of all types - rural, suburban, and urban - by offering safety solutions tailored to different needs. Communities do not need to appear on top-ranked maps to take action - practical tools are available to improve safety for all travelers.



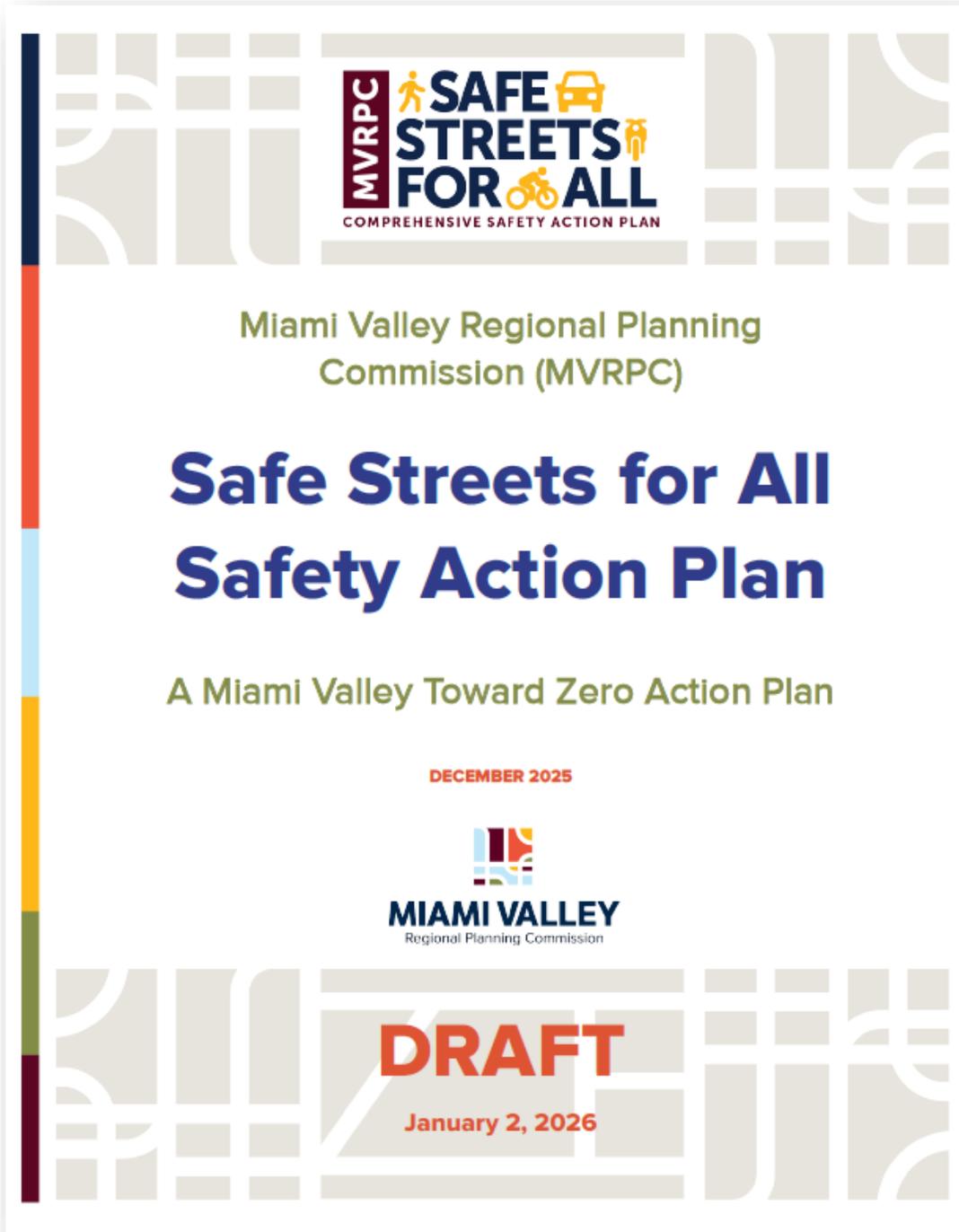
Identify locations  
on the High  
Injury Network  
or High Risk  
Network

Select Context  
Appropriate  
Countermeasures  
or Strategies from  
the Toolbox

Implementable  
Projects and  
Solutions



# MVRPC SS4A Safety Action Plan



Review the plan  
online at:

[www.mvrpc.org/ss4a](http://www.mvrpc.org/ss4a)



# We Want to Hear from You

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Fill Out the Online Comment Form

[www.mvrpc.org/ss4a](http://www.mvrpc.org/ss4a)



Email the Project Team

[ss4a@mvrpc.org](mailto:ss4a@mvrpc.org)



Mail

6 North Main Street | Suite 400  
Dayton, OH 45402



Visit the MVRPC Offices

8 am – 5 pm Monday through Friday at the above  
address

Comments will be accepted until February 3, 2026



Questions?

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**MVRPC**  **SAFE**   
**STREETS**   
**FOR**  **ALL**  
**COMPREHENSIVE SAFETY ACTION PLAN**

