

**CITY MANAGER'S NEWSLETTER**  
**MAY 26, 2023**

**IMPORTANT COUNCIL DATES:**

June 5, Monday, 6:30 p.m. – Regular Session (30 Park)  
June 14, Wednesday, 6-8 p.m. – Open House re: Five Points (OCC)  
June 26, Monday, 5 p.m. – Work Session (30 Park)  
June 29, Thursday, 6-8 p.m. – Open House re: Five Points (OCC)  
July 11, Tuesday, 6-8 p.m. – Open House re: Five Points (OCC)  
July 17, Monday, 6:30 p.m. – Regular Session (30 Park)  
August 7, Monday, 6:30 p.m. – Regular Session (30 Park)  
August 13, Sunday, 3:30 p.m. to 7 p.m. – Ice Cream Social (Shafor Park)  
August 21, Monday, 5 p.m. – Work Session (30 Park)  
September 12, Tuesday, 5:30 p.m. – BRC (30 Park)  
September 18, Monday, 6:30 p.m. – Regular Session (30 Park)  
October 2, Monday, 6:30 p.m. – Regular Session (30 Park)  
October 16, Monday, 5 p.m. – Work Session (30 Park)  
October 17, Tuesday, 5:30 p.m. – BRC (30 Park)

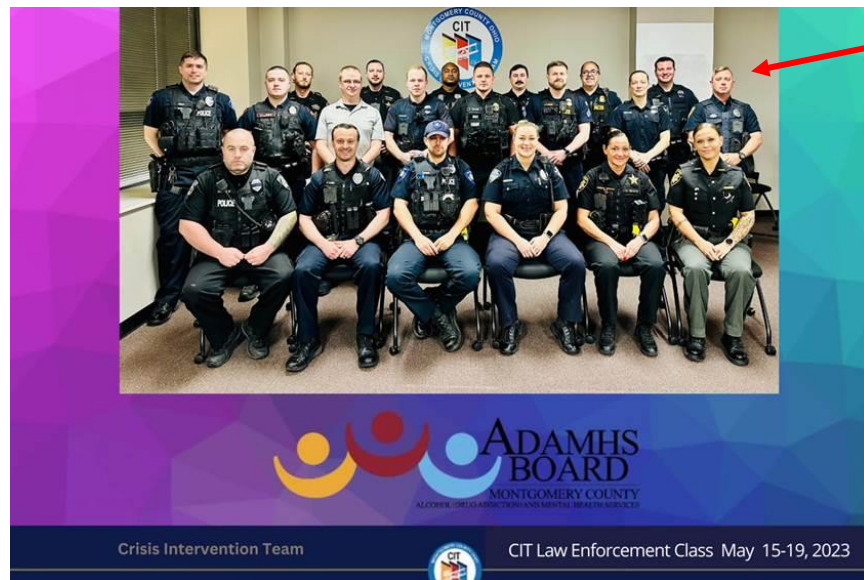
**BUSINESS UPDATE:**

- Memorial Day: Offices are closed on Monday for Memorial Day. Enclosed are *Register* and *DDN* articles.
- Gardner Pool: The pool is all set for grand opening at 12 noon tomorrow. We have come a long way since last September when the pool deck demolition began. Big kudos to Carol, Karen Earley, Chris Kuzma, Dave Shuey and Brian Caldwell for all their work in shepherding this project to successful completion.
- That Day In May: By all accounts, TDIM was a great day. Enclosed are *Register* photos. Kudos again to Carol for being selected Grand Marshal! I think the Rotarians misspelled Marshal! 😊



- First Suburbs: Enclosed is a compilation of the facilitator's notes from the April 26 strategic planning session. Leigh, Judy and I attended the May meeting this week. We will discuss this at the June 5 work session.

- Energy Purchasing: Enclosed is a *DDN* article about the MVCC aggregation program.
- Yard Debris in Street: Enclosed is a press release sent to the *Register* today... with reminders about our yard debris disposal options and rules.
- Crisis Intervention Training (CIT): A week ago, PSO Josh Wells (second row, far right) completed the 40 hour CIT course. He is our tenth PSO to complete this course.



- Safety Department Report: Enclosed is the April report.
- Five Points Intersection: I received the Jun/Jul *Oakwood Scene* at my home yesterday. The picture of the possible roundabout is now circulated around Oakwood. As mentioned in an email this morning, I sent the mailer to Brain Barr at the *Oakwood Register*. I plan to send it to Nick Blizzard at the *DDN* next Tuesday. I met individually with each of the four adult crossing guards this morning and gave them copies of the mailer, fact sheet and Jun/Jul *Oakwood Scene*. Enclosed are copies of the Open House display boards as they currently exist. I will meet with the Five Points neighbors at 7 p.m. next Tuesday, May 30 in the council chamber. Doug Spitler and Chris Kuzma will join me. We sent invitations to 41 addresses.

HAVE A GREAT MEMORIAL DAY WEEKEND!



TRANSMITTALS NOTED WITHIN NEWSLETTER

*Register* & *DDN* articles re: Memorial Day

*Register* photos re: That Day In May

First Suburbs Notes

*DDN* article re: Energy Purchasing

Press Release re: Yard Debris in Street

April Safety Department Report

Five Points Display Boards

## City offices to close for Memorial Day holiday

Oakwood city offices will be closed Monday, May 29, for the Memorial Day holiday. Trash pickup for all routes the week of May 29 will be one day later than usual. Monday's route will be picked up Tuesday; Tuesday's route will be picked up Wednesday; Wednesday's route will be picked up Thursday; and Thursday's route will be picked up Friday.

OR 5/24/23

## OAKWOOD

### City offices closed for Memorial Day

Oakwood city offices are closed on Monday in recognition of Memorial Day. Trash pickup for all routes the week of May 29 will be one day later than usual. Monday's route will be picked up Tuesday; Tuesday's route will be picked up Wednesday; Wednesday's route will be picked up Thurs-

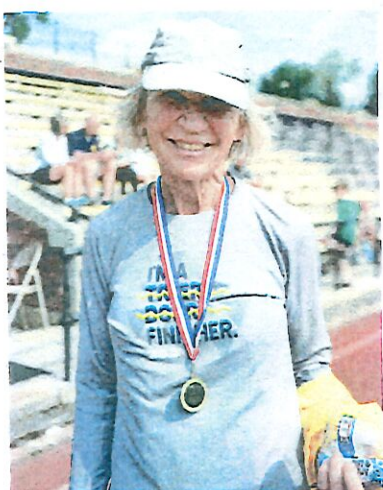
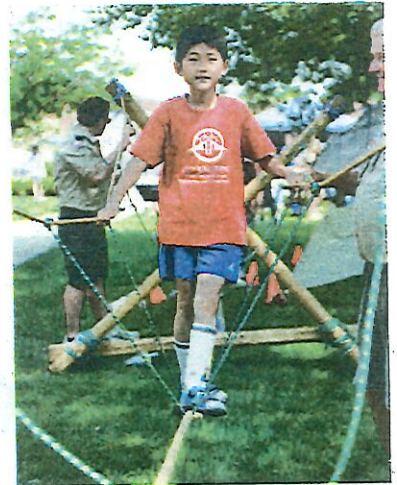
day; and Thursday's route will be picked up Friday.

For additional information, contact Norbert S. Klopsch, City Manager, at 937-298-0600 or [klopsch@oakwoodohio.gov](mailto:klopsch@oakwoodohio.gov).

STAFF REPORT

THURSDAY, MAY 25, 2023 | DAYTON DAILY NEWS

# That Day in May



Photos by Leon Chuck, Pressbox Photo

There may have been a bit of a chill in the air for the early morning runners, but a near-perfect Spring day welcomed festival-goers as the annual That Day in May celebration returned to Oakwood last Saturday. The Greater Dayton RTA debuted the latest addition to its fleet, an Oakwood-themed passenger bus that will serve routes across the Miami Valley, at the TDIM parade, while Premier Health gave visitors an up-close glimpse of its CareFlight helicopter. Spectators were also treated to a car show, pet parade and costume contest, and children enjoyed a bounce house and games after the parade. The celebration wrapped up Monday with a golf outing and silent auction at the Dayton Country Club. That Day in May is organized by Oakwood Rotary, with proceeds from the event benefitting the many charitable activities supported by the Oakwood Rotary Foundation. *See additional photos on Page 8* ▶

Pancake Breakfast • Fun Run \*PLUS\* 5K & 10K Race • Community Parade • Auto Show

The Rotary Club  
of Oakwood



# That Day In May

Games & Bouncy Houses • Dog Show • Golf Outing • Silent Auction • Cocktail Party





Triplet Award



Best Sit from Command



Best Costume



Best Ears



Best In Show



Photos by Leon Chuck, Pressbox Photo  
Wright Library launched Summer Reading Club registration for kids and adults and announced its summer events Saturday at That Day in May. To register and learn more, visit [www.wrightlibrary.org/summer](http://www.wrightlibrary.org/summer).

OR 5/24/23



**First Suburbs Consortium**  
**Strategic Planning Session | Plan Summary**  
**April 26, 2023**

The First Suburbs Consortium met together on April 26, 2023 to articulate its strategic direction. The session began by assessing the current state of the organization, then visualizing its future state and identifying the strategic drivers that will take the Consortium from where it is to where it wants to be.

**The First Suburbs Consortium Current State**

The First Suburbs Consortium (FSC) has experienced continuous participation over its 20-year history, indicating that members have received benefits from participation. Its strengths have been its ability to: focus on relevant issues—the main priorities have been to educate each other on current affairs, create a collaborative environment among its members, and operate with continuity. The detailed comments provided by members follow.

Focusing on Relevant Issues

- The FSC addresses issues that pertain to many communities by inviting experts to address the members, mainly through successful and widely-attended panel discussions.
- The FSC holds successful conferences/workshops such as the one on workforce development
- The FSC provides educational programs that make members more informed about issues, programs, and resources that they can use in their home communities.
- Members engage in meaningful discussions and projects/programs.

Creating a Collaborative Environment

- Round table discussions have provided an opportunity to build camaraderie among elected officials and other members. “We learn as we go—organically.” Conversations have led to a spirit of cooperation among members who feel at ease contacting each other between FSC meetings to discuss pressing issues and get ideas for solutions to local problems.
- The Consortium looks for and encourages new voices with new ideas.
- The FSC provides an environment that fosters regional cooperation.
- The Consortium is a forum for the interchange of best practices among communities. Members come together on common problems and provide a sounding board to brainstorm solutions and alternatives.

Operating with Continuity

- The FSC has been properly and legally operating a Council of Governments and meeting consistently since its inception almost 20 years ago, keeping focus on the mission and purpose of the organization. The organization has functioned in some ways like Leadership Dayton, developing regional leaders.

## The First Suburbs Consortium Future State

The organization's members want the FSC to achieve outcomes and impacts. To do this, the FSC has to take information learned from educational sessions to the next level. While learning is a good outcome in itself, depending on the topic and the needs and interest of members, members want to take what they have learned and influence legislation, brainstorm solutions, identify and/or share best practices, and determine if some issues require a strategic or regional response.

Strategy 1: Implement a three-tiered *lead, leverage, and learn* strategy around focal areas of concern to first suburb communities.

### Five key focal areas include:

- Fiscal Capacity and Rising Costs
  - The Ohio Legislature's continuing effort to change the municipal income tax system would most certainly result in a decrease in revenues that are needed to pay for essential local services.
  - Tax revenues generated from property taxes can be affected by an aging housing stock, struggling education systems, and work-from-home elevated levels. One estimate is that demand for space and prices for commercial real estate will fall by between 12% and 25%, eventually leading to proportional declines in assessed values and ultimately the amount of property taxes paid by owners, directly, and renters, indirectly, of commercial real estate.
  - Lack of revenue to support residential road maintenance affects desirability of neighborhoods.
  - Local governments across the nation are struggling with inadequate revenue to support a 100% full-time fire department, but not enough part-time firefighters to staff it.
  - Price increases along the supply chain and increased inflation is stalling development.
  - Recognizing that many residents are on a fixed income, how do we control costs?
  
- Housing related
  - VineBrook Homes and large property management/rental companies are profiteering landlords that are changing the landscape of some neighborhoods.
  - A portion of the population is one step away from homelessness, living in deteriorating mobile homes. Yet it seems local governments are limited in their power to regulate.
  - There are challenges to maintaining an aging housing stock and maintaining strong, well-maintained housing and residential neighborhoods, including how to address the hidden and extensive infrastructure (i.e., electrical and plumbing) replacement needs in most housing units in our communities.

- Economic and Workforce Development
  - It is difficult to attract and sustain the right mix of businesses that pay a reasonable living wage in first suburb business districts.
  - As a Township we are very limited as to what we can offer to new business.
  - Disappearing coffee shops, restaurants, and libraries change the nature of communities. How do we support and attract these services?
  
- Changing Demographics
  - First suburb residents are over age 50—what are their needs and wants as they age in place? There is also a growing need for senior housing.
  - How do first suburbs meet the needs of working citizens?
  - How do first suburb communities attract younger people into the community?
  
- Aging Infrastructure
  - Maintaining aging infrastructure and making infrastructure improvements are twin challenges for first suburb communities.
  - The pending cost of public Infrastructure replacements that are anticipated over the next 20-30 years are substantial.
  - Identifying cost effective ways to maintain aging infrastructure is a struggle among first suburb communities.

***Lead Strategies***

1. Develop focused mission, vision, and values statements as the foundation for the strategic plan.
  - a. Hold a meeting of the executive committee and other interested members to refine the mission, vision, and value statements and then share them with the full membership.
    - i. Consider the reason for the FSC existence that is unique and distinctive.
    - ii. Lean into our identity as first tier suburbs.
    - iii. Raise public awareness about the mission and purpose of the First Suburbs Consortium.
  
2. Develop a succession plan and hire a part-time paid Executive Director or assistant to the current Executive Director.
  - a. Position the organization to hire a part-time executive director who can expand the FSC reach within Montgomery County, with Montgomery County administration, other regional agencies, other Ohio First Suburb groups, and with Ohio’s legislative delegation. The qualified person must be a professional who has a network for immediate impact.
  
3. Recruit new members to the FSC.
  - a. Recruit municipalities that are not members to become members of the FSC.

4. Provide input and feedback to state legislators on new, needed, and existing legislation and the impact on first suburb communities.
  - a. Host state legislators to listen first-hand to concerns of first suburb communities.
    - i. Develop succinct letters to follow up these discussions to request sponsorship of bills, to influence new legislation, and so on.
  - b. Conduct a common survey of staff members among all the FSC communities to identify legislative topics of local concern. Consider issues within the five key focal areas.
  - c. Assess social media conversations to identify local citizen legislative concerns.
5. Implement a joint project that will benefit all the members of the Consortium. This should be a joint goal that has measurable, direct benefits to the members. Develop a business plan to accomplish the project. Some ideas shared by members include:
  - a. Implement initiatives to protect residential neighborhoods and/or to make a positive impact on residential communities.
  - b. Implement collaborative efforts to attract new people and businesses into the region.
  - c. Recognize the direct relationship between our residents and the success of our educational systems and develop programs to support this relationship.

***Leverage/Supportive Strategies***

1. Pool resources to identify and select preferred vendors, related to infrastructure, at a discounted rate for the First Suburb communities, much like MVCC has done with citizen services like high-speed internet and utility aggregation.
2. Share code enforcement best practices.
  - a. Identify a means of coordinating code enforcement efforts against property owners who own poorly maintained properties throughout the county or region.

***Learn/Monitoring Strategies***

1. Host learning sessions on these issues of common interest:
  - a. Strategies to address aging infrastructure, to revitalize commercial areas, and about rental registration programs, which can establish minimum standards for the maintenance and upkeep of the exterior and interior of homes.
2. Explore other learning topics of some interest among members including:
  - a. What to expect in the housing market;
  - b. how to effectively spend government ARPA funds;
  - c. work force development, attraction and retention;
  - d. best practices on: maintaining public safety, rental housing, quality-of-life issues, managing/reducing high traffic congestion areas (especially where there is pedestrian traffic as well), economic development
  - e. education sessions to learn more about bank foreclosure registration programs (e.g., banks pay annual fees to a city when registering a foreclosure).

### ADDENDUM

Consider using this template when selecting future strategies.

	Housing Stock		Rising Costs	Economic & Workforce Development	Infrastructure	Demographic Change
Lead						
Leverage/Support						
Learn/Monitor						

# 11 area cities unite to negotiate energy costs

By Nick Blizard  
Staff Writer

A coalition of 11 area cities is seeking proposals from electricity providers before it votes on a service for residents and small businesses in mid-June.

The group currently consisting of Centerville, Clayton, Englewood, Fairborn, Germantown, Kettering, Miamisburg, Moraine, Trotwood, Vandalia and West Car-

rollton is sending out a request for proposals this week, Miami Valley Communications Council Executive Director Jay Weiskircher said.

Weiskircher said the coalition expects to eventually include Brookville, Eaton and Union, three communities in which voters approved aggregation earlier this month.

"Obviously by banding together, we're going to get the most com-

petitive rates we can get," Weiskircher said. "It's going to be much more competitive than if communities did this on their own."

Toledo-based consultant Palmer Energy expects "at least five or six firms" to offer submissions, he said.

"They said that this is very desirable among the providers because it's such a large group," Weiskircher said.

Electricity providers will have until June 12 to submit proposals with the coalition voting on a choice shortly thereafter, according to Weiskircher.

The goal is to roll the electricity package to residents and small businesses in participating cities in September, October at the latest, he said.

The plan is to lock in rates for one-year increments up to three years depending on the business

supplier, Weiskircher has said.

Proposals for a natural gas provider for the MVCC group are expected to be sought later this summer, according to Weiskircher.

At this point, the number of cities that would be involved in the natural gas effort is uncertain, he said.

"We'll have to see," Weiskircher said. "I would envision – depending

**Energy rates** continued on B2

## Energy rates

continued from B1

on what type of rates we get – that there may be other communities that decide to join down the road here."

The electricity coalition also has named a board of directors, he said. Kettering City Manager Matt Greeson will chair the board, which will also include Clayton City Manager Amanda Zimmerlin, Miamisburg City Manager Keith Johnson, Moraine City Manager Mike Davis and Weiskircher, he said.

That group will make a recommendation to the full 11-member delegation on which provider to choose, Weiskircher said.

Greeson said he looks forward to offering residents and small businesses a way

to help curb energy costs.

"I am very hopeful that the collaborative effort we have undertaken will pay off this fall," Greeson said in an email.

Among the factors the board will consider include provider successes, service offerings, cost and the length of services, he said.

MVCC member cities include Centerville, Germantown, Kettering, Miamisburg, Moraine, Oakwood, Springboro and West Carrollton.

It also has more than 20 affiliate communities ranging from Sidney and Urbana to the north, and Middletown to the south, according to its website.

Contact this writer at 937-610-7438 or email Nick.  
[Blizard@coxinc.com](mailto:Blizard@coxinc.com)



## PRESS RELEASE

The City of Oakwood  
30 Park Avenue  
Oakwood, Ohio 45419

**Subject:** Yard Debris Disposal

**Date:** May 23, 2023

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### OAKWOOD, OHIO:

The city charges a \$150 fee per occurrence to property owners who place yard debris in the street in violation of Oakwood Codified Ordinance 901.01(A)(3). This is an administrative fee for improper debris handling, to recover the costs associated with diverting Public Works resources to address unscheduled pick-ups throughout the city.

Yard debris obstructions in the street pose health, safety and welfare concerns, negatively impact community ambience, and cause delays in the community-wide yard debris collection program and other Public Works services. Debris in the street also disrupts the stormwater collection system, interferes with on-street parking, and can be dangerous to vehicles, pedestrians, joggers, and bicyclists.

Oakwood offers monthly yard debris pick-up where property owners place piles of yard debris – typically brush and branches – at their property frontage just behind the curb or edge of pavement. Under rules of the program, residents may not place yard debris in front of other properties nor in any roadway center medians on boulevard streets, and under no circumstance may property owners or residents place anything in the street or roadway gutter, except leaves during the 10-week fall leaf collection period.

The city's code enforcement officer responds to yard debris piles placed in the gutter or street by leaving a door-hanger notice at the property that provides two business days to remove the obstruction from the street. After two days, the city removes the obstruction and charges the property owner \$150.

Property owners who use the city's monthly collection program and wish to construct a hard surface pad (e.g., concrete, brick, paver, etc.) for debris placement should contact the code enforcement officer at (937) 297-2920 for permitting information, or see the city website.

In addition to the monthly city pick-up, Oakwood offers three other options for disposing of yard debris: 1) self-dumping at the 24/7 Recycling and Yard Waste Drop-off Facility at the J.D. Foell Public Works Center, 210 Shafor Boulevard; 2) residents are provided two free special pick-ups per year, which can be scheduled and used for yard debris; and 3) dumpsters are available to be delivered free of charge for large amounts of green waste. Please contact the Public Works Center at (937) 298-0777 for more information on these options.

FOR ADDITIONAL INFORMATION, PLEASE CONTACT  
K. Douglas Spitler, P.E., Director of Engineering and Public Works  
(937) 298-0777; [spitler@oakwoodohio.gov](mailto:spitler@oakwoodohio.gov)

**THE OAKWOOD PUBLIC SAFETY DEPARTMENT'S  
REPORT TO THE CITY MANAGER**

**APRIL 2023**

Submitted by Chief Alan Hill

**LAW ENFORCEMENT**

**PART 1 CRIMES:** There were six Part 1 crimes reported during the month of April. These included five thefts and one domestic violence report.

**TRAFFIC ENFORCEMENT:** During the month of April, 129 traffic violations were cited and 68 parking citations were issued.

**DETECTIVE INVESTIGATIONS:**

23-001203	200 Blk Schenck Ave	Menacing	Under Investigation
23-001253	900 Blk E Schantz	Theft	Referred to Other Agency
23-001334	2600 Blk Shafor Blvd	Theft/Fraud	Under Investigation
23-001398	1500 Blk Delaine Ave	Menacing	Cleared By Arrest-Juvenile x2

**LEADS:** The LEADS validation report this month concerned warrant entries. All entries have been validated and the Safety Department remains in compliance with LEADS protocol.

**TEEN COURT:** There were no cases referred to the Oakwood Teen Court and one case was referred to the Montgomery County Juvenile Court during the month of April.

**FIRE**

**FIRE:** There were nine total fire responses in April, all were in Oakwood. These included three alarm investigations, two CO alarms, one mulch fire, one service call, and two smell of smoke investigations.



APPARATUS: There were no maintenance issues reported during the month of April.

FIRE INSPECTIONS: There were no fire inspections conducted during the month of April.

### EMERGENCY MEDICAL SERVICES

REMOVALS: There were 36 total calls for emergency medical services in April, including four mutual aid requests from the Dayton Fire Department. Three patients refused medical treatment and/or transportation. All other patients were transported to area hospitals for treatment.

### MISCELLANEOUS

DARE: The DARE Officer taught 8 classes during the month of April.

### TRAINING

Public Safety Officers, Lieutenants, Command Staff, and Dispatchers completed a total of 292 hours of police, fire and EMS training during the month of April.

During the month of April, Public Safety Officers and staff participated in fire tower training at the Washington Township training tower.

Safety department personnel also completed EMS online continuing education training presented by 24/7 covering Pediatric Assessment and Pediatric Trauma.

Police training consisted of CPT training through OPOTA online entitled: Arrest, Search & Seizure.

April 5-7, Lieutenant Slone completed his Blue Card certification through the Fairborn Fire Department.

April 13, 14 Officer Ryan Wells attended "Building Search Principles for Patrol" course hosted by TCSU and taught by Oakwood PSO Cameron McElroy.

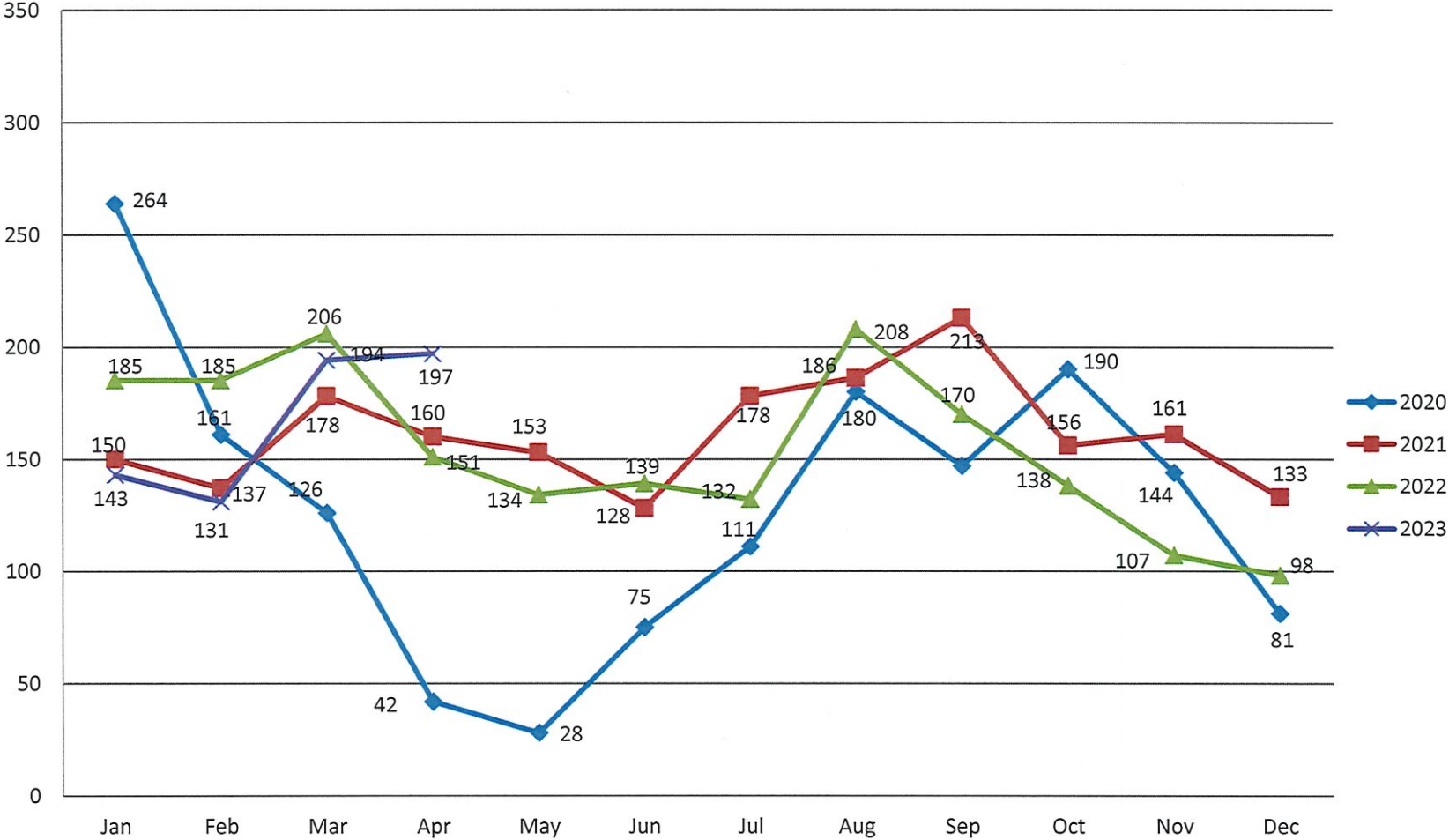
Lastly, Dispatcher Plummer attended the CIT for Public Safety Telecommunicator course this month.

## OFFICER ACTIVITY

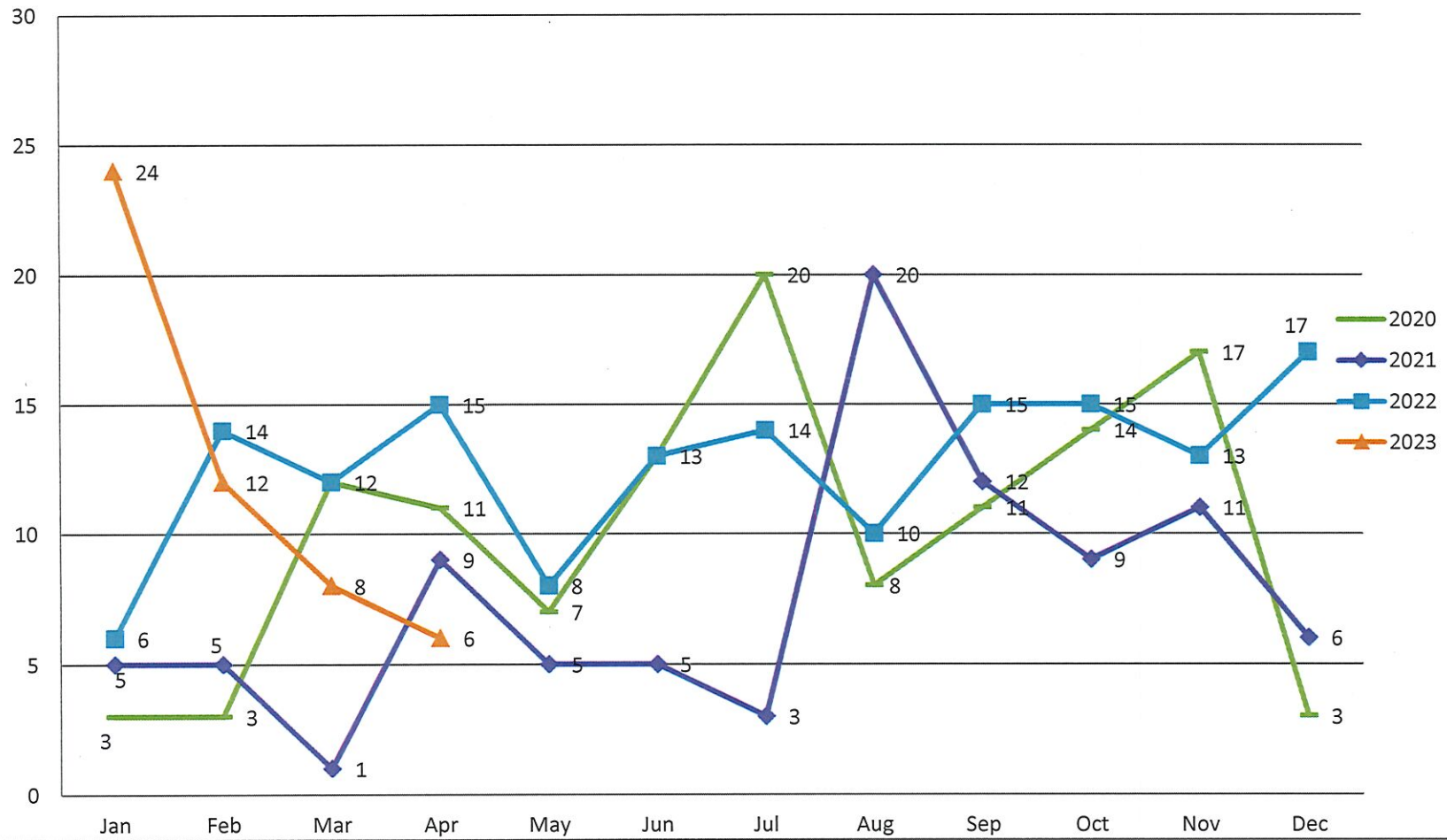
	ARRESTS	TRAFFIC VIOLATIONS CITED	OVI	FIELD REPORTS	REPORTS TAKEN	PARKING	WARNINGS	VHC	COMMUNITY MAINTENANCE
Staff	0	8	0	0	15	0	11	16	1
1	3	56	1	4	35	37	66	98	1
2	3	40	0	8	31	5	46	115	9
3	2	25	0	2	27	26	53	87	3

TRAFFIC VIOLATIONS CITED		WARNINGS	
White	84	White	112
Black	38	Black	35
Indian	2	Indian	1
Asian	1	Asian	2
Hispanic	3	Hispanic	1
Middle Eastern	0	Middle Eastern	5
Unoccupied Vehicle/Other/Unknown	1	Unoccupied Vehicle/Other/Unknown	20
<b>TOTAL</b>	<b>129</b>	<b>TOTAL</b>	<b>176</b>
FIELD INVESTIGATIONS		ARRESTS	
White	9	White	6
Black	3	Black	2
Indian	0	Indian	0
Asian	0	Asian	0
Hispanic	2	Hispanic	0
Middle Eastern	0	Middle Eastern	0
Other/Unknown	0	Other/Unknown	0
<b>TOTAL</b>	<b>14</b>	<b>TOTAL</b>	<b>8</b>

### CITATIONS 2020-2023



# PART 1 CRIMES 2020-2023



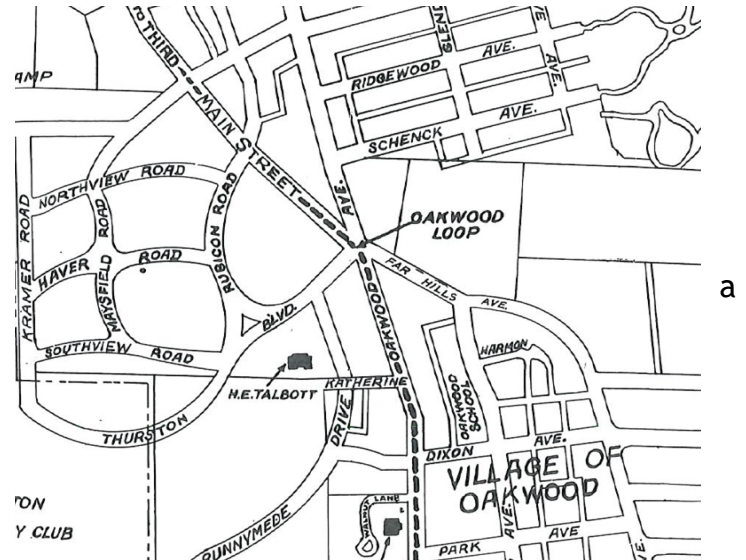


## OAKWOOD FIVE POINTS INTERSECTION

### Project Background

The intersection of Far Hills Avenue (SR 48), Oakwood Avenue, and Thruston Boulevard is called Five Points. The map to the right is on page 119 of the book *Oakwood: The Far Hills*, our city history book. It shows the Five Points intersection in the 1920s. The genesis of the Five Points name comes from this... when it truly was five points. The eastern leg of Thruston Boulevard, as it exists today, was originally not a public road, but private driveway to the Patterson home that was located at the top of the Thruston Boulevard hill, now the site of the Lutheran Church of our Savior.

The Five Points intersection has been controlled by a traditional traffic signal for decades. The signal system was last rebuilt in 1995 and is approaching the end of its useful life.

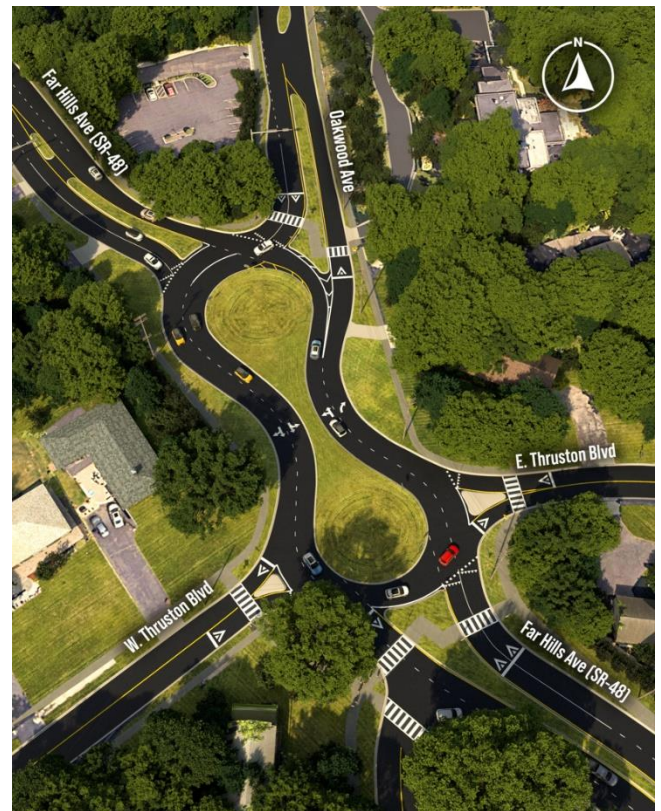


### Project Description

A traffic signal system study was commissioned to develop a long-range plan for major capital improvements to Oakwood's traffic signal system. Much of the system will reach the end of its useful life over the next 5-10 years. The city is studying the Five Points intersection to determine if it might function better as a roundabout.

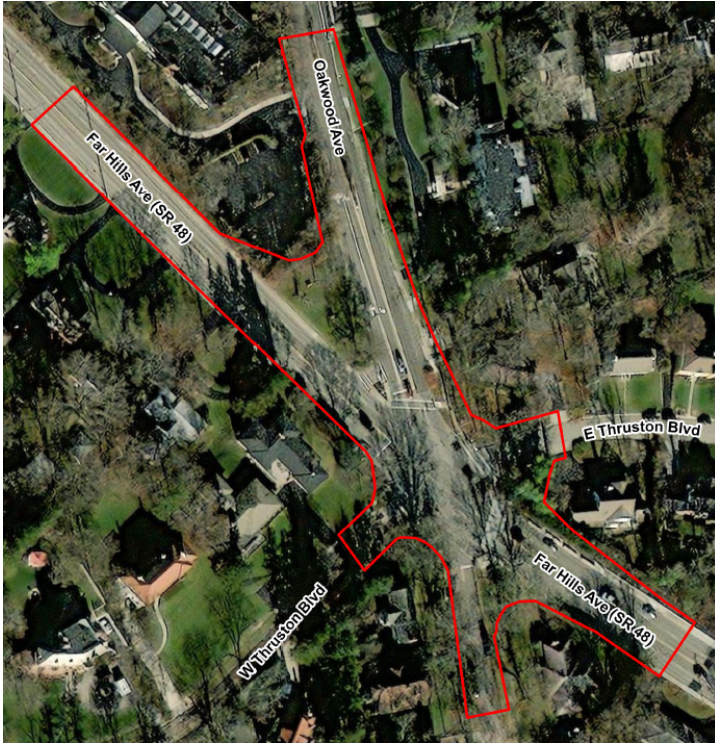
The Five Points intersection is the most complex intersection in Oakwood, and its design is central to the safe and efficient movement of traffic. The safety of pedestrian traffic is a primary factor as the city studies and evaluates alternate intersection designs.

The purpose of this project is to improve efficiency and safety at the intersection. A roundabout would involve full reconstruction of the intersection as a peanut shaped roundabout configuration to minimize impacts to adjacent property. This project would also include construction of crosswalks for pedestrian safety and mobility and roadway curbs and gutter sections to better control drainage on the pavement and meet current design standards.



Concept Plan

## Project Area



## Traffic Intersection Control

There are three typical methods of controlling the flow of traffic at roadway intersections:

- Stop condition
- Traffic signals
- Roundabouts (yield condition)

The preferred method is dependent upon several factors, most notably:

- Type of traffic (e.g., vehicles, pedestrians, cyclists, etc.)
- Volume of traffic
- Roadway geometry

## Why are Roundabouts so Popular?

Traffic safety studies show they:

- Slow down traffic
- Reduce serious crashes
- Reduce the severity of injuries at crashes
- Can move traffic more efficiently
- Are more environmentally friendly

## How do Pedestrians, Cyclists, etc. Safely Cross at a Roundabout?

Two options to enhance crossings of pedestrians, cyclists, etc. at multi-lane roundabouts include the following:

- Rectangular Rapid Flash Beacon (RRFB): the RRFB system uses an advance warning flasher and signage to inform motorists that users of the crosswalk are present as implemented on Shroyer Road. It also incorporates raised crosswalks.
- Pedestrian Hybrid Beacon (PHB): the PHB system uses signals to stop motorists when a crosswalk user is present. The signal indications are dark when not active unlike a traditional traffic signal.

see more at [oakwoodohio.gov](http://oakwoodohio.gov)

## Project Comments

Comments about this project are welcomed and encouraged. Please submit comments via phone, email, or mail to:

**City of Oakwood**  
**Attn: City Manager's Office**  
30 Park Avenue  
Oakwood, OH 45419  
(937) 298-0600  
Email:  
[fivepoints@oakwoodohio.gov](mailto:fivepoints@oakwoodohio.gov)

Comments on the proposed alternatives should be submitted by **August 11, 2023** to be documented in the Public Input Summary Report.

The city will respond to all comments received. Please reference Five Points Intersection in emails and in letters.

We have not made a decision about the future design of the Five Points intersection and will not make a decision until a thorough analysis is completed that details the pros and cons of traditional signalization versus a roundabout, and until we hear from the citizens of Oakwood and the general public.

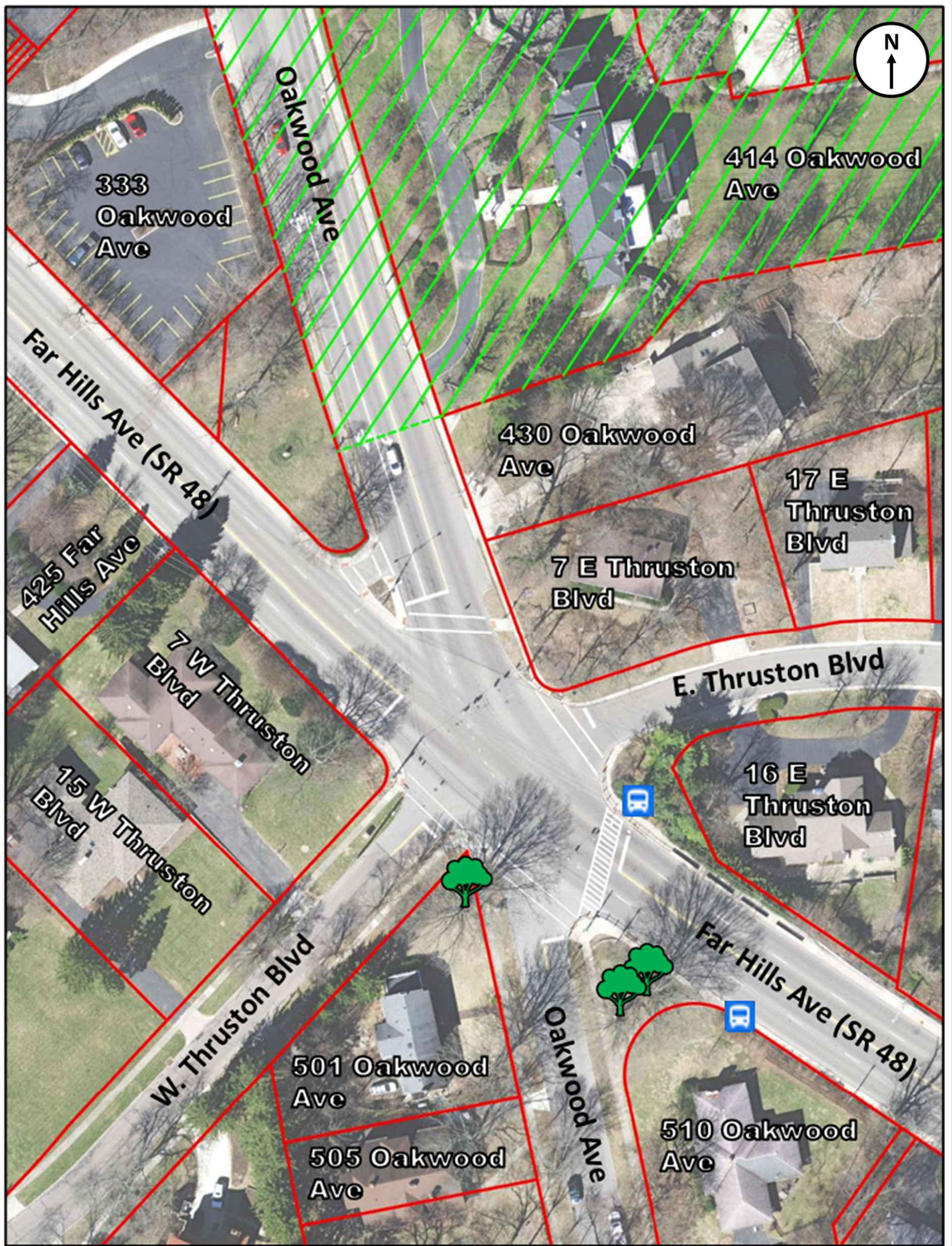


# ROUNDBOUT CONCEPT PLAN





# EXISTING CONDITIONS



Schantz Park Historic District

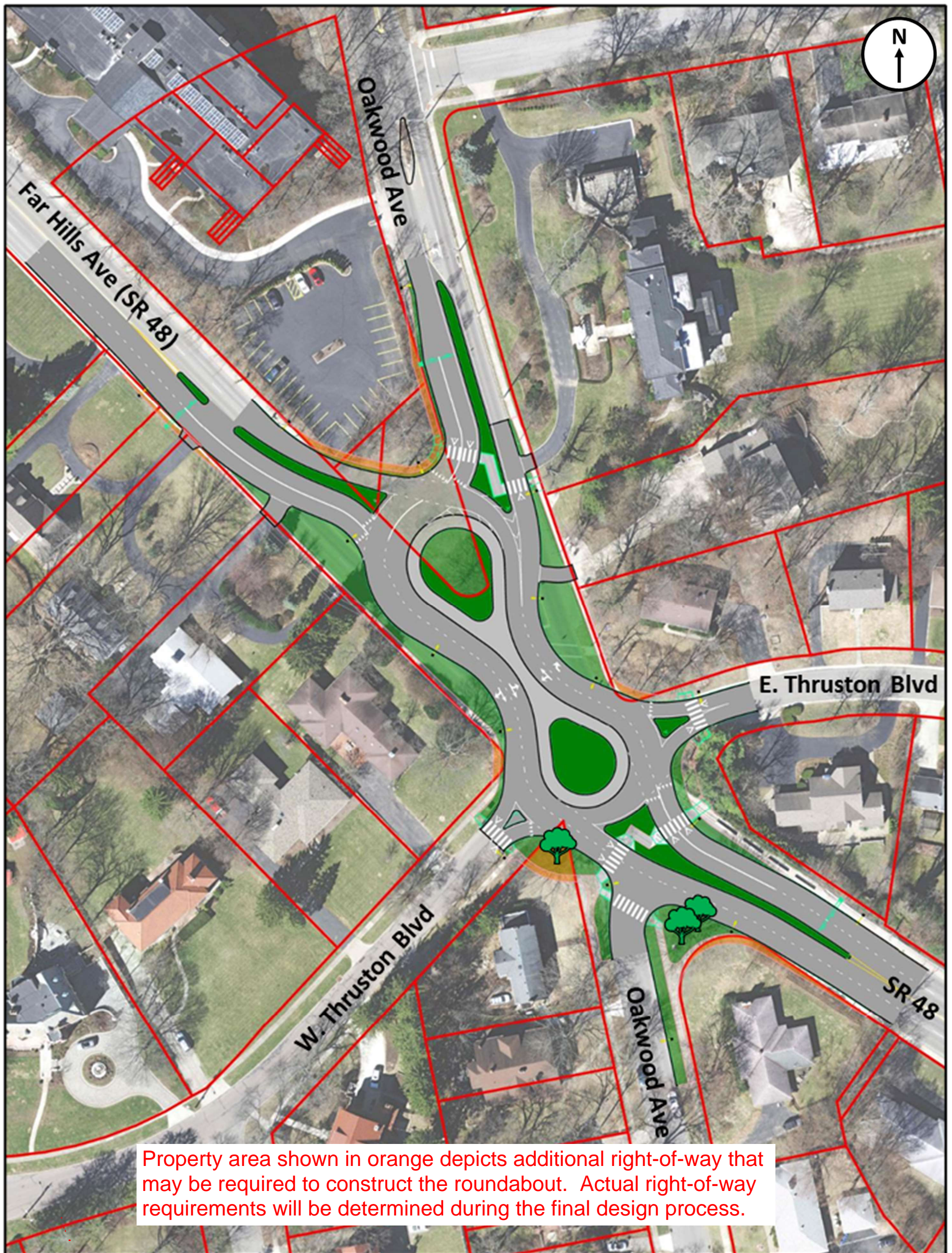


Right-of-Way and Property Lines





# PROPERTY IMPACTS

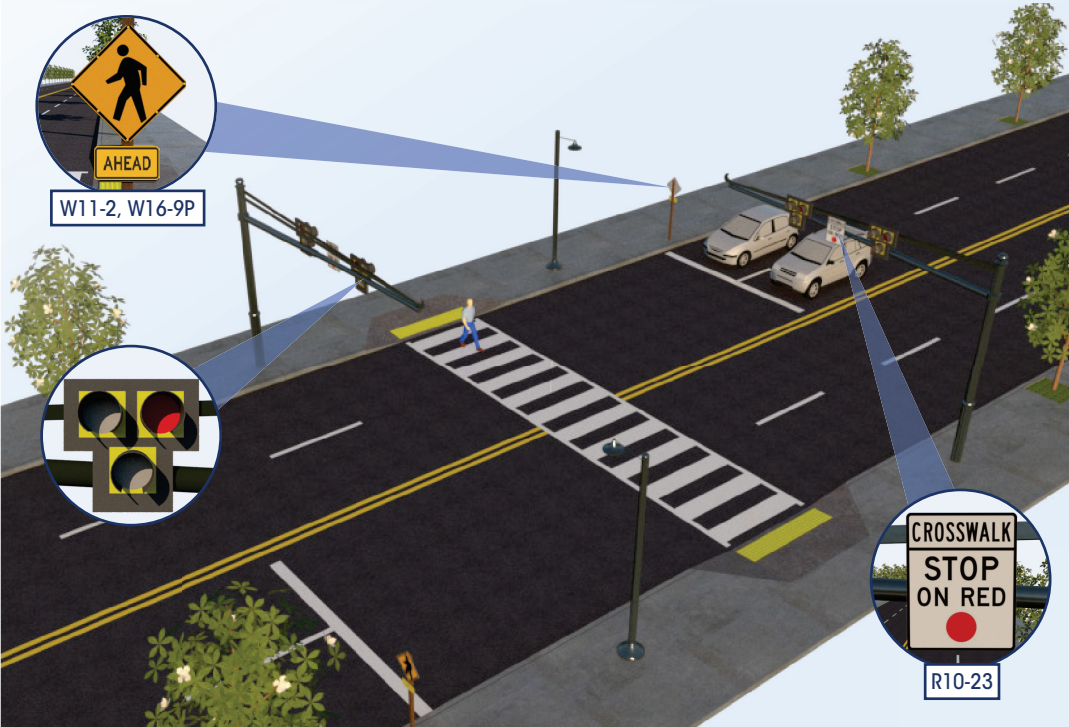


**— Right-of-Way and Property Lines**

# Pedestrian Hybrid Beacon (PHB)


**SAFE TRANSPORTATION  
FOR EVERY PEDESTRIAN**


**COUNTERMEASURE TECH SHEET**



A Pedestrian Hybrid Beacon head consists of two red lenses above a single yellow lens. Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that indicate the pedestrian walk interval and when it is safe for drivers to proceed (see figure on back page).

The PHB is often considered for installation at locations where pedestrians need to cross and vehicle speeds or volumes are high, but traffic signal warrants are not met. These devices have been successfully used at school crossings, parks, senior centers, and other pedestrian crossings on multilane streets. PHBs are typically installed at the side of the road or on mast arms over midblock pedestrian crossings.

 High speeds and multiple lanes of traffic create challenges for pedestrians crossing at unsignalized locations.

 PHBs can warn and control traffic at unsignalized locations and assist pedestrians in crossing a street or highway at a marked crosswalk.

PHBs can reduce pedestrian crashes by **55%**



## FEATURES:

- Beacons stop all lanes of traffic, which can reduce pedestrian crashes.

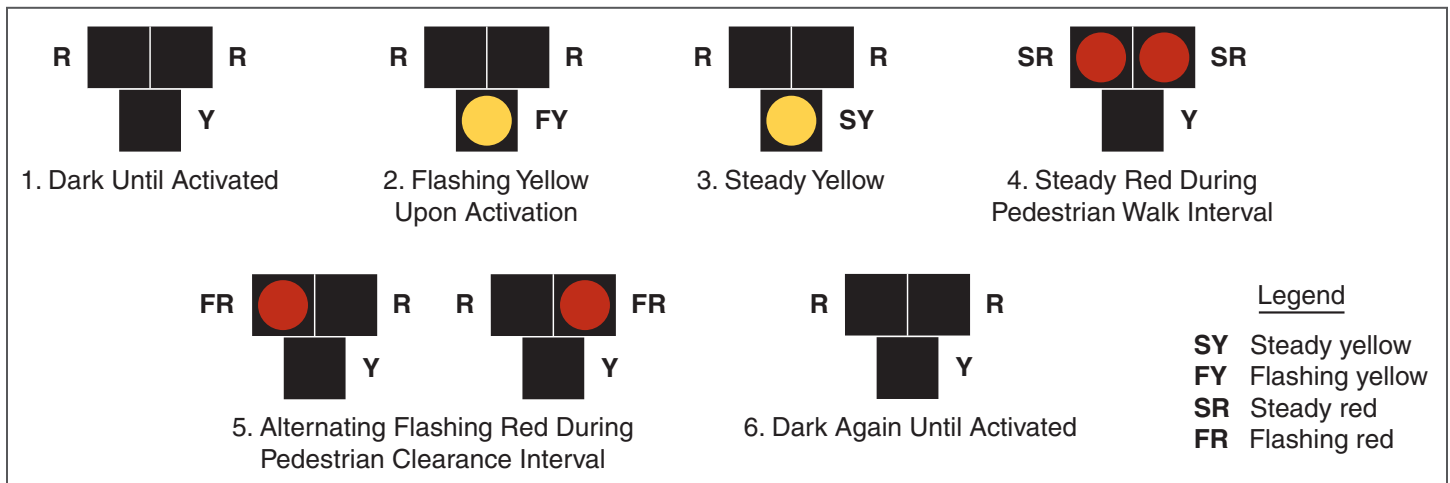
## OFTEN USED WITH:

- High-visibility crosswalk markings
- Raised islands
- Advance STOP or YIELD signs and markings

# Pedestrian Hybrid Beacon (PHB)

EDC-4 STEP: [https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_4/step.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm)

Figure 4F-3. Sequence for a Pedestrian Hybrid Beacon from FHWA's *Manual on Uniform Traffic Control Devices*, 2009 Edition, p. 511



When a pedestrian activates a PHB, a flashing yellow light is followed by a solid yellow light, alerting drivers to slow. A solid red light requires drivers to stop while pedestrians have the right-of-way to cross the street. When the pedestrian signals display a flashing DON'T WALK indication, the overhead beacon flashes red, and drivers may proceed if the crosswalk is clear.



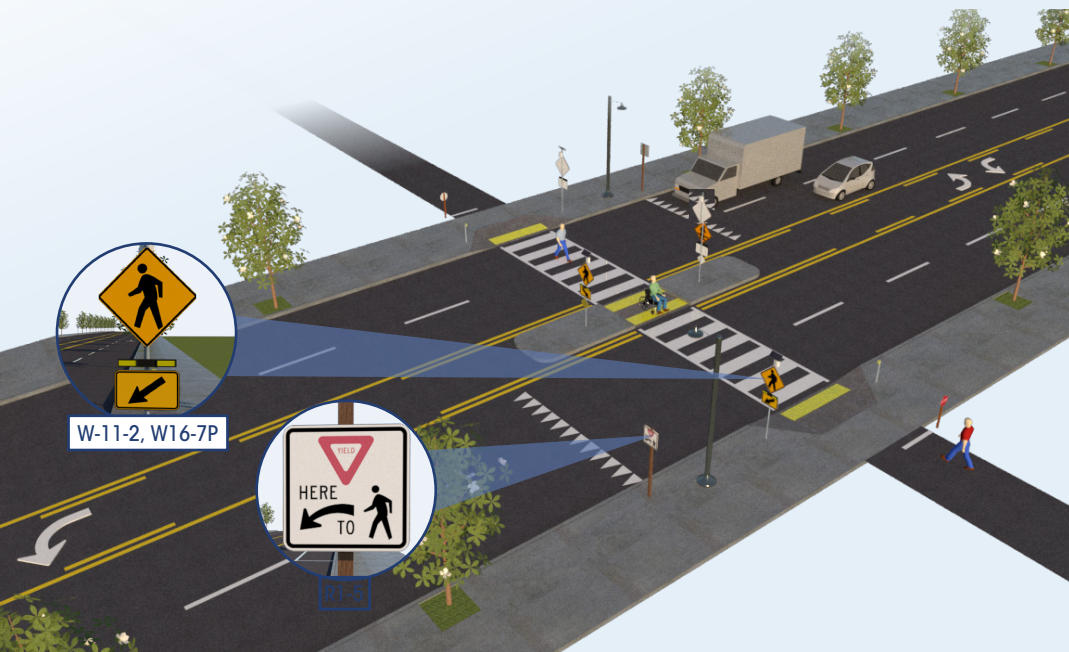
## References

- Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.
- Federal Highway Administration. (2013). "Pedestrian Hybrid Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. Available: [http://www.pedbikesafe.org/PEDSAFE/countermeasures\\_detail.cfm?CM\\_NUM=53](http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=53)
- Bushell, M., Poole, B., Zegeer, C., & Rodriguez, D. (2013). Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. *Pedestrian and Bicycle Information Center*.

# Rectangular Rapid-Flashing Beacon (RRFB)


**SAFE TRANSPORTATION FOR EVERY PEDESTRIAN**


**COUNTERMEASURE TECH SHEET**



RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.

The RRFB is a treatment option at many types of established pedestrian crossings. Research indicates RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks. However, yielding rates as low as 19 percent have also been noted. Compliance rates varied most per the city location, posted speed limit, crossing distance, and whether the road was one- or two-way. RRFBs are particularly effective at multilane crossings with speed limits less than 40 mph. Consider the Pedestrian Hybrid Beacon (PHB) instead for roadways with higher speeds. FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* (HSA-17-072) provides specific conditions where practitioners should strongly consider the PHB instead of the RRFB.

 Multiple lanes of traffic create challenges for pedestrians crossing at unsignalized locations.

 RRFBs can make crosswalks and/or pedestrians more visible at a marked crosswalk.

RRFBs can reduce pedestrian crashes by **47%**



## FEATURES:

- Enhanced warning improves motorist yielding

## OFTEN USED WITH:

- Crosswalk visibility enhancements
- Pedestrian refuge island
- Advance STOP or YIELD markings and signs

# Rectangular Rapid-Flashing Beacon (RRFB)

EDC-4 STEP: [https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_4/step.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm)



## CONSIDERATIONS

FHWA has issued interim approval for the use of the RRFB (IA-21). State and local agencies must request and receive permission to use this interim approval before they can use the RRFB. IA-21 does not provide guidance or criteria based on number of lanes, speed, or traffic volumes.

RRFBs are placed on both ends of a crosswalk. If the crosswalk contains a pedestrian refuge island or other type of median, an RRFB should be placed to the right of the crosswalk and on the median (instead of the left side of the crosswalk).

RRFBs typically draw power from standalone solar panel units, but may also be wired to a traditional power source. IA-21 provides conditions for the use of accessible pedestrian features with the RRFB assembly. When RRFBs are not in common use in a community, consider conducting an outreach effort to educate the public and law enforcement officers on their purpose and use.

## COST

The cost associated with RRFB installation ranges from \$4,500 to \$52,000 each, with the average cost estimated at \$22,250. These costs include the complete system installation with labor and materials.

## References

MUTCD section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a).

Fitzpatrick, K., M. Brewer, R. Avelar, and T. Lindheimer. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, College Station, Texas. June 2016. <https://static.tti.tamu.edu/tti.tamu.edu/documents/TTI-CTS-0010.pdf>

Federal Highway Administration. (2018). MUTCD – Interim Approval for Optional Use of Pedestrian-Actuated Rectangular Rapid-Flashing Beacons at Uncontrolled Marked Crosswalks (IA-21). U.S. Department of Transportation, Washington, DC.

Federal Highway Administration. (2013). "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. Available: [http://www.pedbikesafe.org/PEDSAFE/countermeasures\\_detail.cfm?CM\\_NUM=54](http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=54)

Bushell, M., Poole, B., Zegeer, C., & Rodriguez, D. (2013). Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. Pedestrian and Bicycle Information Center.

# Speed Kills

Speed is a central factor in traffic deaths. The National Highway Traffic Safety Administration reports that speed was a factor in a quarter of all fatal crashes in 2018.<sup>19</sup> As speed limits and speeds increase, so do fatalities. Researchers from the Insurance Institute for Highway Safety (IIHS) found that a 5 mph increase in the maximum speed limit was associated with an 8% increase in the fatality rate on interstates and freeways, and a 3% increase in fatalities on other roads.<sup>20</sup>

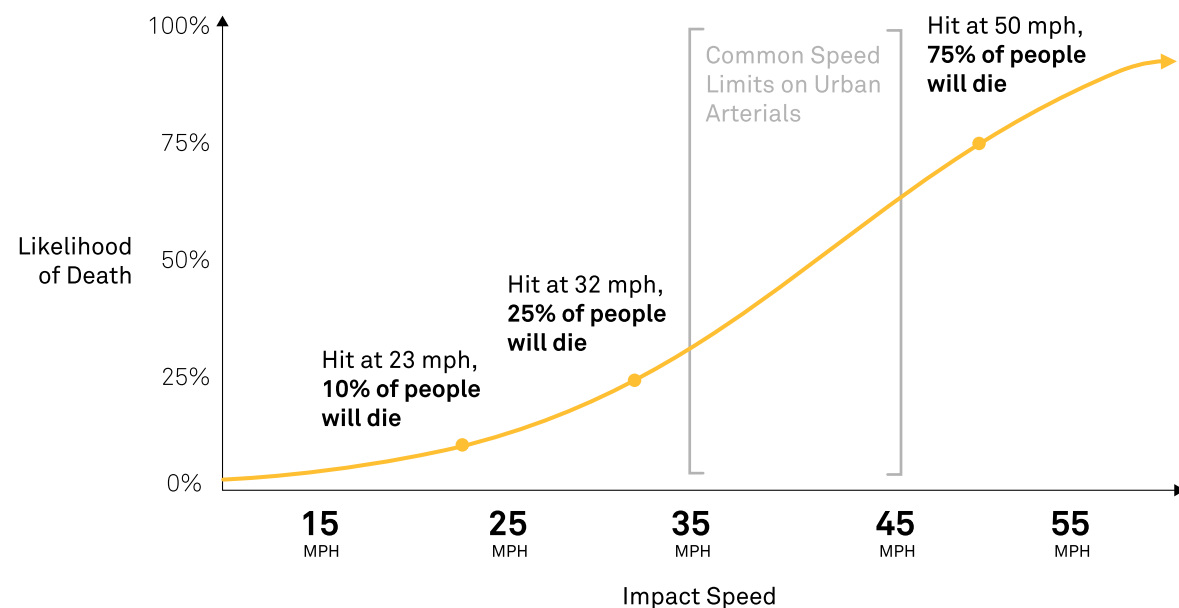
Vehicle speed at the time of impact is directly correlated to whether a person will live or die. A person hit by a car traveling at 35 miles per hour is five times more likely to die than a person hit by a car traveling at 20 miles per hour.<sup>21</sup> The risk of death at every speed is higher for older pedestrians and pedestrians hit by trucks and other large vehicles.<sup>22</sup>

High speed crashes are more likely to occur than crashes at lower speeds and, when they do occur, they're more likely to be deadly.

Higher speeds are more likely to result in crashes because the amount of time a driver has to hit the brakes or swerve decreases at higher speeds, while vehicle braking distances increase.<sup>23,24</sup> A driver going 40 mph travels twice as far as a driver traveling at 25 mph before coming to a complete stop.<sup>25,26,27</sup> Research also shows that drivers have less peripheral awareness at higher speeds and are less likely to see or predict potential conflicts such as people crossing the street or children playing.<sup>28</sup> Meanwhile, crashes are more likely to be fatal at higher speeds because these crashes are more forceful.

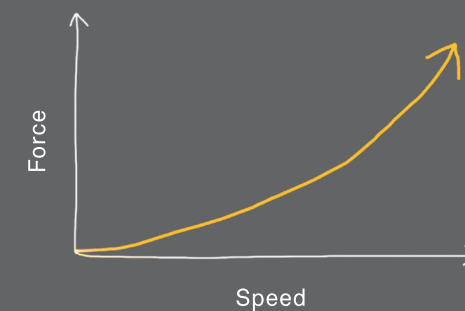
As a result, evidence shows that small reductions in speed result in large safety gains.<sup>29</sup> The *Highway Safety Manual* reports that a 1 mph reduction in operating speeds can result in a 17% decrease in fatal crashes.<sup>30</sup> A separate study found that a 10% reduction in the average speed resulted in 19% fewer injury crashes, 27% fewer severe crashes, and 34% fewer fatal crashes.<sup>31</sup>

THE LIKELIHOOD OF FATALITY INCREASES EXPONENTIALLY WITH VEHICLE SPEED<sup>32</sup>

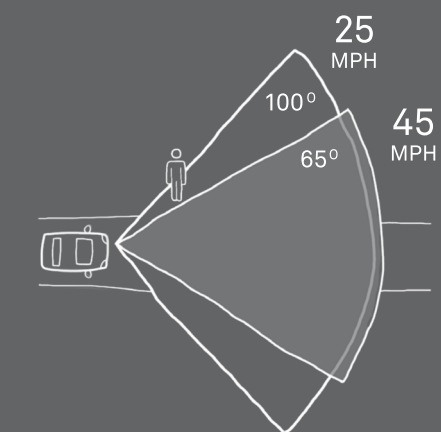


# How Speed Kills

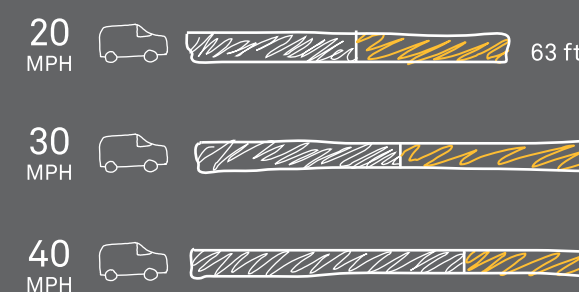
**1** Crashes at higher speeds are more **forceful** and thus more likely to be fatal



**2** Drivers traveling at higher speeds have a **narrower field of vision**



**3** Drivers traveling at higher speeds **travel further** before they can react



thinking      braking

**4** Vehicles traveling at higher speeds have **longer braking distances**



# EXISTING TRAFFIC SIGNALS

