



Dayton, OH



2024 BFC Award: Silver

Award History: Previously Bronze since 2010.

Dayton's BFA Program Stats

- # of Local Bicycle Friendly Businesses: **5**
- # of Local Bicycle Friendly Universities: **1**
- # of Local League Cycling Instructors: **5**
- Ohio's Bicycle Friendly State Ranking: **#16**

Community Profile

- Population: 137,644
(Size classification for weighted scoring: Medium)
- Area: 56.96 square miles
- Population Density: 2,416.50 people/square mile
- Land Classification: Mixed Urban/Suburban
- Poverty Rate: 25.4%*
- Median Household Income: \$43,780*
- Percent of the Population that Speaks a Language Other Than English at Home: 7.7%*
- Percent with Disability: 17.7%*
- Percent of Households with No Vehicle Available: 17.1%*

*Source: https://data.census.gov/profile/Dayton_city,_Ohio?q=160XX-00US3921000

Dayton's Bike Links

- Bike Network Map, if available:**
<https://www.greatmiamiriverway.com/map-all.php>
- Bike Plan, if available:**
<https://walkbike.info/dayton/>

The 5 Es Category Scores	Dayton	Max Score this round
Engineering	41.80%	79.26%
Education	36.38%	83.25%
Encouragement	52.74%	90.86%
Evaluation & Planning	44.21%	75.73%
Equity & Accessibility	37.89%	75.47%

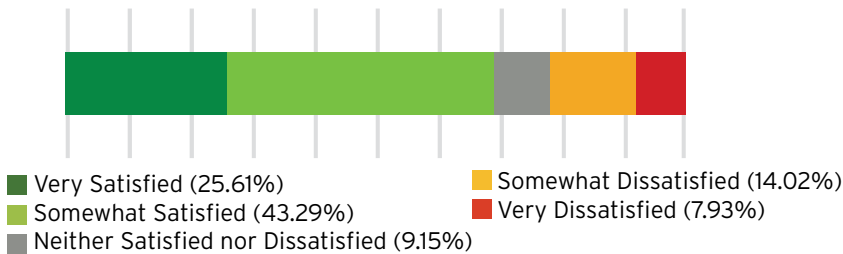
Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2024 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

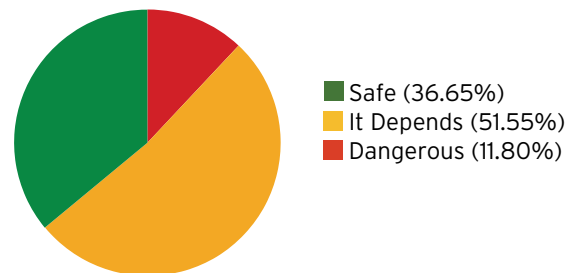
- Overall Commuter Ridership: 1%**
- Male Commuter Ridership: 1.1%
- Female Commuter Ridership: 1%
- (Bicycle Mode Share among commuters, according to the Census Bureau's 2022 or 2023 American Community Survey 5-Year Estimate.)*
- Bicycle Mode Share: Unknown**
- (Reported by applicant)*
- Annual Average Bicyclist Crashes in last 5 years: 3.6**
- Annual Average Bicyclist Fatalities in last 5 years: 0.4**
- (Crashes and Fatalities both reported by applicant)*

2024 BFC Public Survey Response Summary for Dayton, OH

How satisfied are you with how this community is designed for making bike riding safe? (n = 164)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 161)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 164)

1. More bike lanes (53.66%)
2. Improve existing bike lanes to protected bike lanes (43.90%)
3. Reduce speeds through traffic calming and/or road diets (37.20%)

About this Report Card

The following scores are based on the online application submitted by Dayton in the 2024 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All 2024 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Dayton earned a weighted score of 41.80% in the Engineering Category. Below is the full breakdown of points that Dayton earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Engineering Subcategories	Dayton's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	11.7 / 41 pts
	End-of-Trip Facilities	12.7 / 44 pts
	Bicycle Network	29.6 / 128 pts
	Network Maintenance	16.1 / 32 pts
	Bicycle Access to Public Transportation	11.9 / 23 pts
	Bike Sharing	4.9 / 24 pts
	Other Bicycle-Related Amenities	2.0 / 6 pts
	Regional Coordination	5.0 / 23 pts
Engineering Bonus Points	3.3 / 10 pts	

EDUCATION	<i>Dayton earned a weighted score of 36.38% in the Education Category. Below is the full breakdown of points that Dayton earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Education Subcategories	Dayton's Subcategory Points in Education
	Youth Bicycle Education	3.4 / 68 pts
	Adult Bicycle Education	30.7 / 47 pts
	Motorist Education	5.5 / 28 pts
	Bicycle Safety Education Resources	6.8 / 16 pts
	Inclusive Education	4.1 / 26 pts
Education Bonus Points	1.8 / 7 pts	

ENCOURAGEMENT	<i>Dayton earned a weighted score of 52.74% in the Encouragement Category. Below is the full breakdown of points that Dayton earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Encouragement Subcategories	Dayton's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	7.2 / 17 pts
	Route-Finding Support	4.7 / 10 pts
	Bicycle Culture and Promotion	43.2 / 91 pts
	Access To Bicycle Equipment and Repair Services	13.3 / 35 pts
	Reducing Work-Related/Fleet VMT	5.0 / 11 pts
	Encouragement Bonus Points	2.8 / 7 pts

EVALUATION & PLANNING	<i>Dayton earned a weighted score of 44.21% in the Evaluation & Planning Category. Below is the full breakdown of points that Dayton earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Evaluation & Planning Subcategories	Dayton's Subcategory Points in Evaluation & Planning
	Staffing And Committees	11.2 / 35 pts
	Public Engagement for Bicycle Planning	9.2 / 35 pts
	Planning, Funding, And Implementation	13.1 / 46 pts
	Evaluating The Bicycle Network	6.3 / 25 pts
	Evaluating Ridership	4.3 / 20 pts
	Evaluating & Improving Safety Outcomes	15.9 / 42 pts
Evaluation & Planning Bonus Points	5.2 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Dayton earned a weighted score of 37.89% in the Equity & Accessibility Category. Below is the full breakdown of points that Dayton earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Equity & Accessibility Subcategories	Dayton's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	8.1 / 24 pts
	Equity Data Collection & Goals	3.7 / 27 pts
	Equity & Accessibility Policies & Plans	8.7 / 21 pts
	Equity & Accessibility in Engineering	2.9 / 44 pts
	Equity & Accessibility in Education	9.1 / 52 pts
	Equity & Accessibility in Encouragement	19.9 / 42 pts
	Equity & Accessibility in Evaluation & Planning	15.1 / 51 pts
Equity & Accessibility Bonus Points	0.8 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Dayton's Silver-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Keep up the great work under Engineering by continuing to expand and improve Dayton's low-stress bike network and ensuring that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities. Use your Active Transportation Plan to identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes, and upgrading roads with sharrows into dedicated bicycle boulevards through speed reductions and traffic calming. (See below.)
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less, in addition to current plans to reduce speed limits within business districts and Dayton's central downtown to 25 mph. In all cases, introduce road diets and traffic calming measures to ensure compliance. In residential areas, work to develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Develop a design manual that meets current FHWA, AASHTO, and/or NACTO standards, or formally adopt one of these organizations' newly updated guidebooks as official guidance for your community's transportation planners and engineers. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity. Continue to increase the amount of high quality bicycle parking available throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards. (See www.apbp.org/bicycle-parking-solutions)
- » BFC Reviewers were very sorry to see the LINK Dayton Bike Share suspend operations in fall 2024, shortly after your BFC application was submitted. Your Bike Share subcategory scores reflect the system that was in place at the time of application, however we encourage the City of Dayton to work with Bike Miami Valley and other local partners to assess the challenges that led to the closing of LINK, and to re-launch a new public bike share system to replace LINK Dayton Bike Share in the future.
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming and on-bike learning opportunities at all K-12 schools. Support the school district in their efforts to establish new funding to re-instate the Safe Routes to School Coordinator position to support all Dayton Public Schools. Providing bicycles in schools for on-bike education is strongly encouraged to ensure that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » Work with local League Cycling Instructors (LCIs) to offer Bicycle Friendly Driver training to motorists in Dayton, particularly to professional drivers and fleet operators. Learn more at <https://bikeleague.org/bfd>.
- » Congratulations on adopting the 2023 Active Transportation Plan! This plan will be a blueprint for improvements and has many great recommendations for a more connected network of safe and comfortable bicycle facilities. Ensure that there is dedicated funding for the implementation of all types of bicycle infrastructure recommended by the new plan.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on this topic: https://bit.ly/FHWA_bikepedPMs.
- » Adopt a goal for a target level of bicycle use (percent of trips made by bike) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress toward your adopted goal.
- » Congratulations on receiving a Safe Streets for All (SS4A) Grant to develop a comprehensive safety action plan aimed at enhancing local road safety! As part of your new SS4A Action Plan, we encourage the City to formally adopt a goal to eliminate traffic fatalities and serious injuries to support and strengthen the road safety plan. Use the new plan to collect data about bicyclist safety and perceptions of safety, and to identify specific strategies that will reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State (BFS) Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **More Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>