

June 10, 2026

To: Mayor and Members of City Council

From: Sheryl M.M. Long, City Manager

202601985

Subject: **School Zone Crashes & Speeding**

REFERENCE DOCUMENT #202601370

The City Council, at its session on May 6, 2026, referred to the following item for review and report:

MOTION, submitted by Councilmembers Jeffreys and Albi. **WE MOVE** that the administration produce a report in the next 60 days on the following: A list of all crashes in school zones (public, private, parochial, charter) in 2023, 2024, and 2025; Ask the Department of Transportation & Engineering (DOTE) to measure current speeding of cars in school zones before the end of the 2025/26 school year; An audit of current traffic calming measures in place in school zones.

BACKGROUND

The Ohio Revised Code defines a “school zone” as the portion of a street that is encompassed by projecting the school property lines to the fronting street. The Department of Transportation and Engineering (DOTE) takes a more progressive approach when analyzing safety near schools, and instead analyzes a 1,000ft circular buffer area surrounding the school. This circular buffer area is more likely to include adjacent streets that children may be using to walk or bike to school.

Figure 1. Example Buffer Area Around School



As an example, Figure 1 shows a 1,000ft buffer area around Holy Family School in East Price Hill. The purple dots are traffic crashes that occurred between 2023 and 2025.

Exhibit A shows 1,000ft buffers around schools, and all traffic crashes that have taken place citywide between 2023 and 2025.

CRASH DATA

In the years 2023, 2024, and 2025, there were 35,474 crashes citywide. Approximately 24% (8,563) of those crashes occurred within 1,000 ft of a school. Approximately 1% of these crashes were fatal or severe, which is slightly lower than the citywide average.

Total traffic crashes 2023-2025	# of crashes within 1,000ft of a school	% of total
35,474	8,563	24.14%

During this three-year period, there were 957 pedestrian and bike crashes citywide; 307 of those crashes occurred within 1,000 ft of a school.

Total pedestrian/bike traffic crashes 2023-2025	# of pedestrian/bike crashes within 1,000ft of a school	% of total
957	307	32.08%

Considering school commute hours, between the hours of 7:00am to 9:00am and 2:00pm to 4:00pm Monday through Friday, during the months of August through May (the school year), there were 5,014 crashes city wide. Twenty-six percent of those crashes (1,310) occurred within 1,000 ft of a school.

Total “school commute hour” crashes 2023-2025	# of “school commute hour” crashes within 1,000ft of a school	% of total
5,014	1,310	26.12%

And of the total crashes during school commute hours during the school year for this three-year period, there were 176 pedestrian and bike crashes city wide. Twenty-six percent of those crashes (46) were within a 1,000 ft of a school.

Total pedestrian/bike crashes within “school commute hour” 2023-2025	# of pedestrian/bike crashes within “school commute hour” within 1,000ft of a school	% of total
176	46	26.14%

SPEED DATA

DOTe collected speed data near 6 schools on Tuesday April 28th and Wednesday April 29th. The speed limit during school arrival and dismissal times is 20mph; outside of arrival and dismissal hours the speed limit ranges from 25 to 35, depending on location. The percentage of drivers exceeding the 20mph speed limit varied between 4% and 87%. However, less than 30% of drivers exceeded 30mph, and less than 2% of drivers exceeded 40mph.

School	Data Collection Hours	% of drivers exceeding 20+ MPH	% of drivers exceeding 30+ MPH	% of drivers exceeding 40+ MPH	Speed limit outside of school arrival/dismissal
Carson School	7:10-7:55 AM 1:55-2:40 PM	16%	0.23%	0.04%	25mph
Orion Academy	7:20-8:05 AM 2:35-3:20 PM	4%	1.54%	0.64%	30mph
Aiken HS	7:30-8:15 AM 2:45-3:30 PM	29%	0.25%	0.00%	35mph
Woodward HS	7:45-9:05 AM 3:35-4:20 PM	87%	27%	1.01%	35mph
Withrow HS	7:30-8:15 AM 2:45-3:30 PM	79%	30%	1.11%	35mph
Dater	8:40-9:25 AM 3:25-4:10 PM	72%	17%	0.47%	35mph

IMPROVEMENTS NEAR SCHOOLS

Exhibit B lists the location of existing and planned curb extensions, speed humps, speed cushions, raised crosswalks, leading pedestrian signal phasing, and school flashers in close proximity to schools.

Due to the large number of traffic calming requests DOTE receives annually, the department has developed a competitive Traffic Calming Program that targets locations where pedestrians are most at risk of being involved in a crash. The program scoring criteria includes: speed data, crash data, transit data, equity data, and proximity to pedestrian generators such as schools, parks, and recreation centers.

In addition to the competitive by biannual program, DOTE is currently wrapping up a 4-year Vulnerable User Traffic Calming Program. This program utilized a one-time funding source allocated by City Council to provide funding to every neighborhood for implementation of a priority project adjacent to a school, park, or recreation area. Examples include the raised crosswalks installed this year in front of Oyler School in Lower Price Hill, Rothenberg Academy in Over the Rhine, and Kilgour School in Mount Lookout.

SUMMARY

The Department of Transportation is committed to prioritizing the safety of vulnerable street users, such as children. Hundreds of improvements have been installed near schools in the last 5 years and DOTE will continue to include pedestrian generators such as schools in our scoring criteria for the competitive Traffic Calming Program.

Exhibit A
All Crashes 2023 – 2025 and 1,000ft Buffers Around Schools

