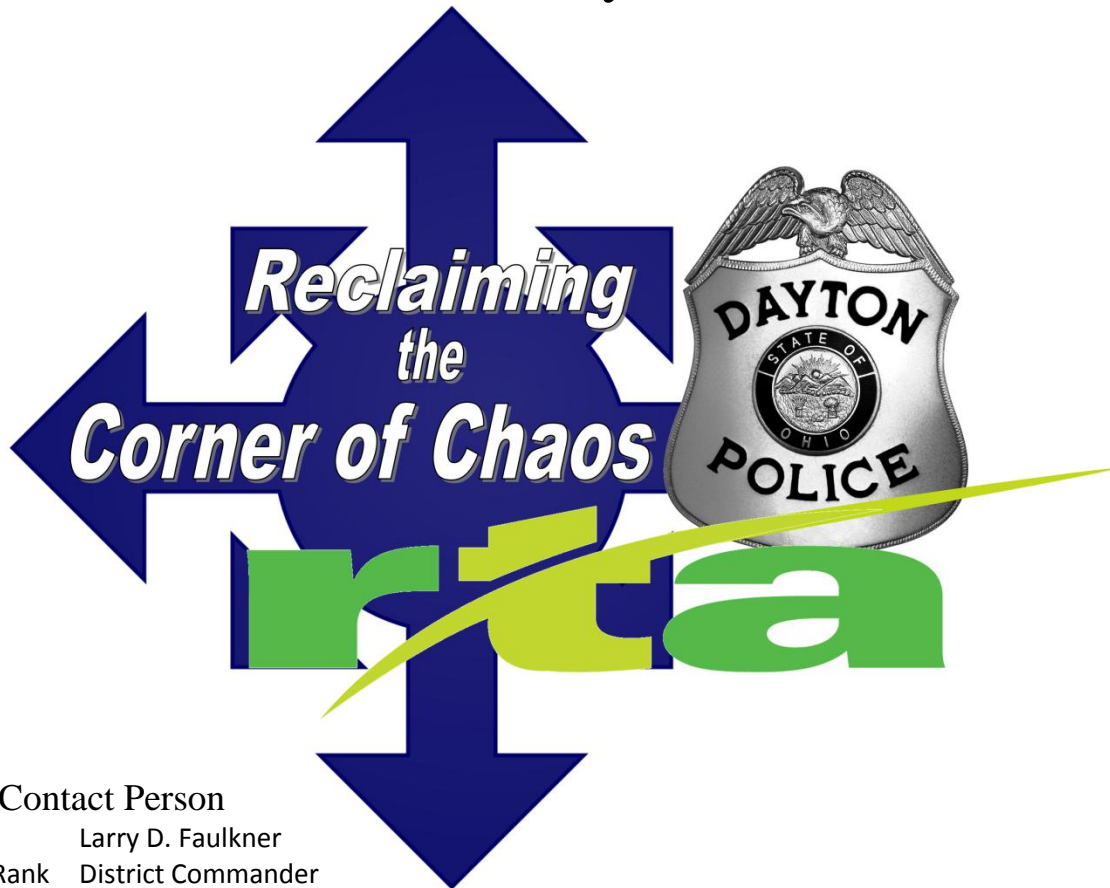


RTA Bus Hub/Dayton, Ohio



Project Contact Person

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Phone 937 333-1047
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Key Project Team Members:

- Lt. Larry Faulkner
- Off. William Parsons
- Off. Shawn Huey
- Off. John Jezioro
- Sgt. Larry Tolpin
- Mr. Jonathan Day
- RTA Executive Dir. Mark Donaghy
- RTA Safety and Security Dir. Jim Napier
- RTA Safety & Security Supervisor Barbara Brookshire

Reclaiming the Corner of Chaos

Summary:

Scanning:

The Greater Dayton Regional Transit Authority (RTA) headquarters and its bus hub are located at 4 South Main Street in Dayton, Ohio. The hub, prior to this report, was located on a major public right of way at Third and Main Streets in the historic center of downtown.

Large groups of young adults and high school students gathered at the hub. High-profile incidents of disorder and open air drug use occurred there with systemic regularity. Recurrent fights regarding drug transactions, neighborhood quarrels, and social disputes occurred as peer groups converged to catch connecting buses. Routine media coverage of these large disturbances negatively influenced public perceptions of both the RTA and the City of Dayton. The Dayton Daily News dubbed this area the “Corner of Chaos.”

Analysis:

Crime and disorder had been prevalent at the hub. Disturbances requiring the response of multiple police units (3 units or more) grew steadily since 2005 to forty-seven (47) such disturbances in 2009. An analysis of arrests since 2004 indicated that they peaked at 650 arrests—remaining steady through 2008. Analysis of those arrests revealed a high repeat offender rate by a relatively few number of offenders.

The RTA problem remained persistent, with extensive negative media coverage, despite attempts by the City of Dayton and RTA to work together to resolve this issue. The problems began to harm Dayton’s reputation and future economic development. Many riders felt the hub was unsafe or only moderately safe.

Response:

Primary responses included:

1. Reinvestment by RTA to change the hub environment
 - a. Moved the venue from public domain to private property controlled by RTA
 - b. Crime Prevention Through Environmental Design principals utilized in the new facilities construction
2. Educated RTA personnel and police regarding communication skills
3. Targeted high-rate offenders at this location

Assessment:

The response dramatically impacted this location. The numbers of arrests and citations have been significantly reduced. The most dramatic result was an abrupt drop in disturbance calls (involving 3 or more police units) from forty-seven (47) incidents in 2009 to only six (6) for first quarter of 2010. Additionally, none of the disturbances in 2010 have been large enough to garner any media attention. Citizen comments indicate perceptions of this area have dramatically improved. The RTA bus hub is now perceived as an asset to downtown's economic development rather than a hindrance.

Reclaiming the Corner of Chaos

Scanning

The Greater Dayton Regional Transit Authority (RTA) headquarters is located at 4 South Main Street in Dayton, Ohio—inside the renovated and historic American Building. On the ground floor of this building is a passenger waiting area. Outside those doors, on the public street, was the location of RTA's bus hub (See Appendix A).

RTA utilizes a hub and spoke transportation system for its buses. The old hub was located in front of the American Building at Third and Main Streets. Buses were loaded and unloaded on the public right-of-way / sidewalk. This location is the traditional and historic center of downtown Dayton and receives high pedestrian and vehicular traffic unrelated to the RTA hub.

RTA serves a regional population of approximately 559,062 (See Appendix B). From that population, RTA provides daily service to 80,000 juveniles. Most high school age juveniles ride the RTA because Dayton Public Schools terminated bus service for this group as a consequence of a shrinking operations budget.

Dayton, Ohio has a population of approximately 167,000 according to the 2000 census results (2010 census results pending). Of that population, approximately 43% are African American. The current racial diversity within our police department, however, does not proportionately reflect the make-up of the community we serve (See Appendix C). Only 8.4 % of the Dayton Police Department (DPD) is African American. Despite repeated attempts to change departmental demographics, the large majority of our police officers are Caucasian. This has been a continuing source of concern to both the city leadership and its residents. This fact also frequently impacted how the RTA hub problems were viewed by segments of our

community as many young adult and juvenile riders were “suspicious” of the police and their motives. Police actions to maintain order at the hub, therefore, were sometimes viewed negatively.

Some youth (used in this report to signify both young adults and high school age juveniles) became routinely involved in unruly behavior that included fights, robberies, drug sales, and open-air drug use. Services provided by RTA were regularly disrupted due to disorderly behavior and criminal activity from large groups of youth (See Appendix D). These groups created an intimidating environment for many of RTA’s customers and passing pedestrians (intimidating environment described in several Dayton Daily News articles since 2003). The Dayton Daily News (DDN), in response to repeated disturbances, dubbed the RTA bus hub as the “Corner of Chaos” and this label doggedly stuck.

In 2008, RTA began an “Ambassador Program.” The RTA Ambassadors were employed to positively engage the public while also attempting to inhibit youths from loitering around the hub (See Appendix E). The Ambassadors, however, had no training and some were not well suited for this duty. Dayton Police Officers who were providing security (via an off-duty employment contract between RTA and the City of Dayton) stated Ambassadors sometimes created additional problems by utilizing a confrontational approach when it was unnecessary.

The perceived problem of safety in downtown and this area’s shrinking economy (due to significant auto manufacturing job sector losses) combined to give this problem even greater urgency. Many citizens perceived the entire downtown Dayton area as unsafe because of the media coverage of RTA hub disturbances. This perception fueled even more television media coverage with the reporters frequently asking uninformed citizens, “Do you feel safe in downtown Dayton.” Newspaper articles in 2003, 2004, 2005, etc. decried the constant

disruptions occurring at Dayton's center (See Appendix F). The RTA board resisted any initiatives designed to move the hub to a location outside the city's center, citing a perceived loss in efficiency and their prior ten million (\$10,000,000) dollar investment to renovate the American Building. During the formation of the Greater Downtown Dayton Plan (a plan for the economic re-development of downtown Dayton) frequent comments were made regarding the RTA hub impeding downtown's economic re-development. Many expressed doubt that economic recovery would ever occur downtown as long as RTA insisted on maintaining their hub at Third and Main Streets.

Analysis:

The RTA hub dilemma was tackled by both RTA and the city several times (2003, 2005 DDN news articles). Civility resolutions were passed by the City Council and Dayton Police were directed to perform strict enforcement at this location. No tolerance policies for incivility or minor municipal code infractions were initiated. The problem, however, remained chronic.

In order to understand the problem, we first sought rider input (beginning February 1, 2009). Interviews were held with bus riders to better understand the issues. With this information, we designed and implemented surveys (See Appendix G) to obtain broader ridership input (surveys were given by citizen volunteers and RTA Ambassadors). We also held meetings at the City Manager's Office with concerned citizens and students. We met with Neighborhood Priority Board coordinators from all parts of the city to obtain additional input regarding their views of the problems. Other stakeholders were contacted and invited to give their perspectives on the hub. Riders considered safety at the hub, as impacted by disturbances involving unruly youth, as the most pressing issue. Police attitudes were considered the second most pressing issue—particularly by juveniles and young adults. The youth felt that the police

(who worked the off-duty security contract) were distant and unfriendly. Their complaints included the officers failing to verbally engage the ridership or walk around the hub.

All data (unless otherwise indicated) used in both our analysis and assessment was taken from a larger area around the bus hub at 4 South Main (see below). This has been the traditional strategy utilized by our department in an attempt to capture any displacement of this problem to the surrounding area. The following represent the addresses used in our data inquiries:

- 99 East Third St. to 99 West Third Street
- 99 East Fourth Street to 99 West Fourth Street
- 99 North Main Street to 199 S Main Street

Calls for service were analyzed, for the city block containing the RTA hub. The analysis of call data revealed citizen calls and officer self-generated calls for service to the bus hub rose steadily from 496 calls in 2005 to 755 calls in 2008 (See Appendix H). A review of incidents from the beginning of January of 2008 to May 10, 2009, indicated the following peak activity periods:

- 1:00 PM to 4:00 PM—123 incidents
- 8:00 AM to 11:00 AM—98 incidents
- 5:00 PM to 8:00 PM—75 incidents
- Most active day of week—Tuesday

This activity appeared consistent with the transportation of high school age juveniles traveling to and from school.

A review of arrests and summons from the January 1, 2009 to May 10, 2009, revealed that out of 142 arrests at the hub, only 27 of those arrests involved juveniles. This indicated that school age children were not the problem they were initially believed to be. Further analysis of

arrest data also revealed that most arrests around this facility involved adult offenders, the use of drugs, the sale of drugs, and disturbances. The data suggested to us that drug dealers went to this location to sell their wares (primarily marijuana) to local high school students. The students, in turn, hung out at the hub to buy marijuana and socialize with friends.

A certain number of adult offenders kept re-appearing and were repeatedly re-arrested at the hub with an alarming frequency. Consider the higher end of the following data set—numbers were substituted for the offenders' names (See Appendix I):

- Offender 5—8 arrests
- Offender 4—9 arrests
- Offender 3—11 arrests
- Offender 2—49 arrests
- Offender 1—54 arrests

A check of court records indicated that most offenders repeatedly received probation for criminal violations at the hub. The defendants then typically returned to the hub and became involved in additional criminal incidents. This pattern seemed to repeat itself endlessly.

Many area residents viewed the hub as unsafe because of the numerous and large incidents of disorder that occurred there. In an effort to capture this issue in a data based format, DPD reviewed at the number of times three (3) or more police crews (a crew is a car number and can be a one or two person unit) responded to disturbance calls. Incidents where only two (2) police crews were sent on disturbances calls were discarded. Two (2) officers are routinely sent on calls that cover a wide variety of situations—most of which would not garner media attention. Using the three (3) or more crew rule tended to indicate the capacity of the first two (2) crews was overwhelmed by the situation they encountered at the hub (See Appendix J). The data

indicated that large incidents rose steadily and culminated in 2009 with forty-seven (47) incidents involving three (3) or more crews. Media coverage for these incidents was also more likely as the news media routinely monitored police radio traffic. If the news media overheard a report of a large disturbance, they hurriedly responded to the hub with television cameras to film the disturbance.

Response:

On September 1, 2009, the Wright Stop Plaza opened, located solely on RTA property, away from the foot and vehicular traffic of Third and Main Streets. The Wright Stop Plaza (the new RTA bus hub) utilizes a raised island in the middle of two “bus only” lanes for passenger loading and unloading. Our multifaceted response was tailored to coordinate with this facility’s construction and subsequent opening. DPD worked closely with RTA staff to facilitate all responses. The RTA administrative staff implemented most DPD suggestions and came up with many high-quality ideas of their own.

Crime Prevention Through Environmental Design (CPTED): RTA was in the process of constructing a new transit center (hub) behind its American Building. DPD worked with RTA to insert CPTED principles into the transit center’s design—officially called the Wright Stop Plaza (See Appendix K). DPD and RTA administrative staffs were able to utilize Wright Plaza’s blueprints to incorporate the following CPTED concepts into this facility:

- Surveillance was enhanced by a new, state of the art, closed circuit TV system. The inside waiting area was redesigned to enhance surveillance by eliminating the dead spaces commonly found in the previous interior waiting area.

- Access Control and Territoriality was enhanced by new fences (See Appendix L) surrounding the property and an overall design that limited entry and exit points to Wright Stop Plaza.
- Image Enhancement at the new facility was achieved through better lighting and a cleaner environment.
- Activity Support was sought via partnerships with the U.S. Army Recruitment, Sinclair Community College, and City of Dayton Recreation and Youth Services (See Appendix M). These organizations were asked to construct and staff informational booths during peak activity periods at RTA. Most organizations did not follow through with their commitments; however, the City of Dayton Recreation and Youth Services did follow through on their commitment to this project.
- Movement Predictors in the new center were improved (See Appendix N). The new center incorporated the principles of “flow” into its design. If a patron fails to follow the normal flow (entering, waiting on a bus, and then leaving on a bus), he or she now stands out and quickly draws attention.
- Greater connectivity and cultural identification with this facility was attempted via an art project supervised by the local K-12 Gallery (private organization) in coordination with the Montgomery County Juvenile Justice Center. The K-12 Gallery and selected juveniles, who were chosen by the Montgomery County Juvenile Justice Center, were to design and implement a mural inside the facility’s outdoor courtyard (not successful as funding was pulled due to the recession).

Initiative based upon previously successful mass transit POP projects (Boston and Washington, D.C.) were also researched. This provided an additional blueprint to follow based upon past transit center successes.

- Development and distribution of Consequence Cards that explain what can happen for inappropriate behavior at the new Wright Stop Plaza. Students or young adults acting inappropriately were given these cards (ongoing).
- New signs (See Appendix O), in plain language that explained the rules for this facility's use were posted (completed).
- Communication training was designed for DPD officers and RTA's Ambassadors to assist them during their interactions with youth at this facility. Officers were trained to engage the RTA ridership and to mingle with the crowd rather than stand apart and observe. Ambassadors were trained to use "tactical communication" that involved polite (but consistent) requests for guests to follow posted rules (completed).
- Education for Dayton Public School students (completed by public school staff) regarding possible consequence of criminal or inappropriate behavior at the RTA Wright Plaza was given (completed).
- Crime prevention alerts (See Appendix P) to DPD and RTA staff on targeted crimes, identified criminals, or trespassed individuals (ongoing).
- Development of community volunteers (neighborhood churches preferred) to work with the youth at RTA was attempted. It was hoped that volunteers from the various neighborhoods would know the youth on sight and eliminate the anonymity that benefited those who misbehaved at the hub (not successful as DPD was unable to obtain participation by neighborhoods that did not see this issue as "their" problem).

Routine Activity Theory: The Routine Activity Theory requires a motivated offender, a suitable location, and the absence of capable guardians for crimes to successfully occur at a specific location. The location and the guardians were addressed in the previously described improvement initiatives at the Wright Stop Plaza. The high rate offender, viewed as the motivated offender required for this formula, must be addressed as well. Repeat offenders were believed to be a primary cause for the continuous disruptions at the hub. A large meeting was held with the RTA, prosecutors, county court, municipal court, juvenile court, and adult and juvenile probation / parole. The data regarding repeat offenders was presented and assistance was requested from these groups. The cooperation received from these organizations was much better than anticipated. As a condition of probation or parole, defendants convicted of crimes at this location are now mandated to stay away from the Wright Stop Plaza. As a result of these efforts, communication between all of these organizations has significantly improved. Additionally, both the RTA Ambassadors and police regularly trespass disruptive individuals from the facility for violations of the facility's posted code of conduct. If they return, prosecution for trespassing is much more likely to occur.

Assessment

A review of the data showed dramatic improvement regarding the number of times 3 or more crews responded to disturbance calls at Wright Stop Plaza. This measure of improvement is important because it was hypothesized that sending two (2) crews to a call at this location is a routine occurrence, while sending three (3) crews or more indicated the resources of the first two crews were overwhelmed—requiring more officers to respond. A three (3) crew response increases the chance of negative media coverage occurring at this location by the local media

who monitors our police radio transmissions. In 2009, forty-seven (47) incidents required three (3) or more crews to respond. During the first quarter of 2010, only six (6) incidents required three (3) or more crews to be sent to this location for a single incident. Also, none of the six (6) incidents resulted in negative media coverage. This is a dramatic improvement that goes a long way to remove downtown safety concerns.

An after-action rider survey, utilizing the previous design, was taken to gauge the ridership's view of our progress at this location (surveys given by volunteers and RTA Ambassadors). Dramatic areas of improvements at the hub were noted.

For the survey question, "How safe do you feel when you are in the transit center?" the respondent chose a number on a progressive numeric scale from low (1) to high (5). The survey showed an increase at level three (3) from 19% to 25%. An increase in level four (4) rose from 20% to 23%. The increase at level five (5) grew from 43% to 48%. No responders rated the Wright Stop Plaza's safety below a level three (3).

To the question "How do you feel about police presence at the transit center?" riders could choose an answer in a numeric scale from 1 (1 not helpful) to 5 (5 being very helpful). The survey indicated that level four (4) increased from 23% to 36%. The level five (5) range (very helpful range) increased from 42% to 64% in May of 2010 (See Appendix Q). No negative comments about the police were placed on the after-action surveys.

The community's feelings regarding the improvement of the hub were explained in a letter to Dayton Police Chief Richard Beihl, sent by Dr. Mike Ervin (primary author of the Greater Downtown Dayton Plan, which is the most widely accepted plan for downtown's future economic development). Dr. Ervin's letter (See Appendix R) stated, "The problem is now

resolved! Instead of this area being a liability, the RTA hub has now become an asset for downtown. The space is stylish, well maintained, and orderly.”

Upon charting crimes by month in this area (described earlier), the data showed modest improvement beginning in October 2009 (See Appendix S). Our research indicates Q1 2010 performance is a direct result of the actions described above and not seasonality. Direct observation, feedback from the community, and reductions in police demand all indicate a significant change has taken place. Also, as anticipated, it shows a significant rise in trespassing arrests in February of 2010 with an accompanying drop in target crimes. Targeted crimes (See Appendix S-1) are a list of common offenses that occurred at the hub with the trespassing offenses removed (See Appendix S-2). Trespassing offenses were eliminated because it reflected a proactive action that helps prevent disturbances typically initiated by chronic offenders. Also, the call load to this area showed a slight downward trend (See Appendix S-3).

469 Minor Misdemeanor citations were issued for target violations (public intoxication, open alcohol container, marijuana possession, minor misdemeanor disorderly, etc.) in 2009. Only sixty-two (62) citations were issued in the first quarter of 2010 (See Appendix T). This improvement is attributed to barring those typically cited for such crimes from the facility.

Some displacement of RTA’s previously identified “repeat offenders” was noted. Repeat offenders were discovered loitering at the downtown Dayton Public Library 3 blocks east of the RTA hub. Common complaints about the offenders included open air drug use, drinking alcohol, and panhandling (no large disturbances requiring multiple unit response noted). This problem was much smaller in scope and is being successfully addressed with its own Problem Oriented Policing (POP) project. A complaint was made by a neighboring business owner on South Jefferson Street (1 block east of South Main and Third Streets) regarding displacement.

The business owner complained that offenders from RTA were now loitering around his business. Eight (8) hours of plain clothes officer surveillance and targeted uniform patrol, however, revealed this to be a problem resulting from a neighboring bar and not displacement of RTA riders (this issue is currently being addressed).

Conclusion

A final assessment indicates the large disturbances that caused alarming media coverage and multiple police unit responses to the RTA hub are now a thing of the past. (See Appendix U) No incidents garnering negative media attention have occurred at the RTA hub since the Wright Stop Plaza opened on September 1, 2009. Rider surveys confirm large positive jumps in the perceived safety of this facility and significant improvement regarding perceived police helpfulness at this location. The data also indicates large reductions in minor misdemeanor citations in this area since the new facility opened, believed to be a result of better place management and enforcement of trespassing offenses against repeat offenders. Trespassing prosecutions increased, with an accompanying decrease in “targeted crimes” (as anticipated). The larger community has made positive comments regarding the new RTA hub and now calls this facility a “community asset.” Displacement has been minor and is being effectively managed. These facts lead to the well supported conclusion that this project is a dramatic success and has positively impacted the community and its citizens.

Appendix A



**American Building / Wright Stop Plaza at 4
S. Main St. Dayton OH**

Appendix B



Appendix C



Appendix D



Appendix E



Appendix F



Appendix G

RTA / Survey Questionnaire

1. How do you feel about the police presence at the Transit Center?

1 2 3 4 5

(1=Not Helpful-5=Very Helpful)

2. What do you think is the biggest problem at the Transit Center?

Youth, Criminal Element, Pan Handling, Drug use, other _____

3. How often do you ride RTA ?

Daily, Every other Day, 1 a week, 1 a month, other

4. How long do you spend at the Transit Center?

1 hour or less, More than 1 hour, More than 4 hours.

5. Why do you spend that amount of time at the Transit Center?

6. How safe do you feel when you are at the Transit Center?

1 2 3 4 5

(1=Not Very Safe-5=Very Safe)

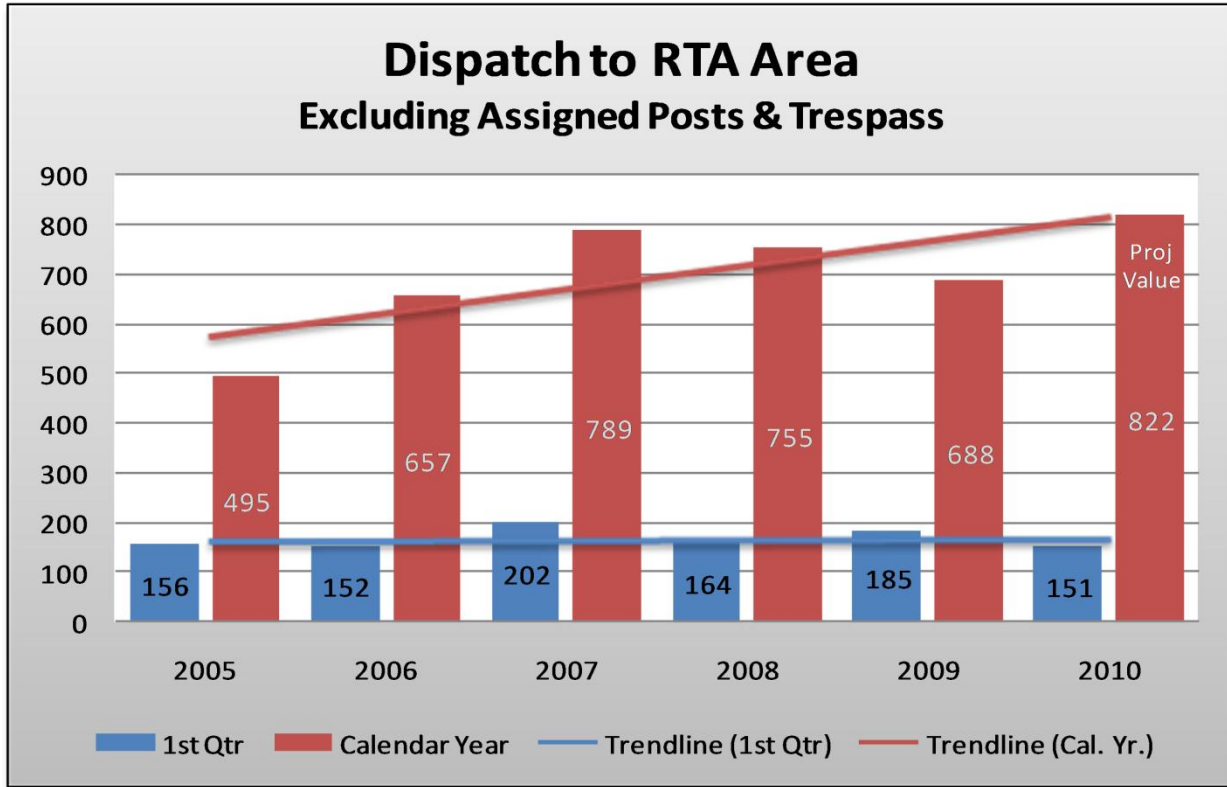
7. What do you think can be done to make the Transit Center a safer place?

8. How do you perceive the Youth at the Transit Center?

1 2 3 4 5

(1=Not an Issue-5=Major Problem)

Appendix H



Appendix I

Offender 5



Offender 3



Problem Offenders

Offender 1



Offender 4

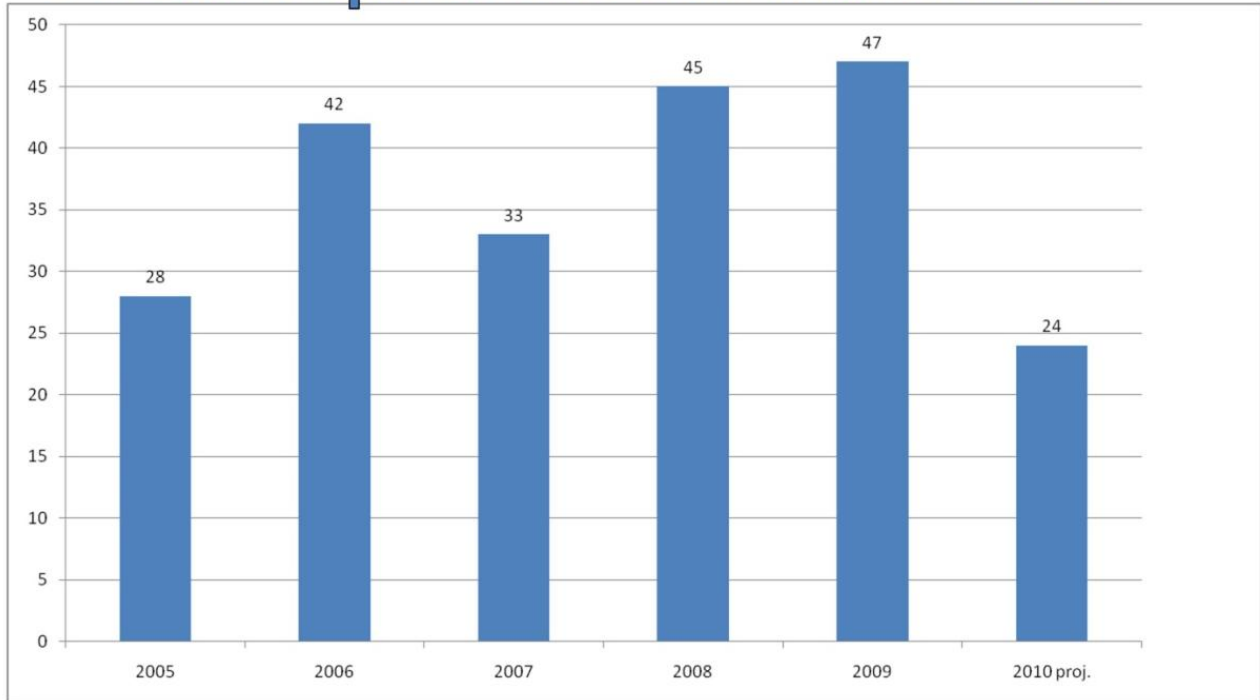


Offender 2

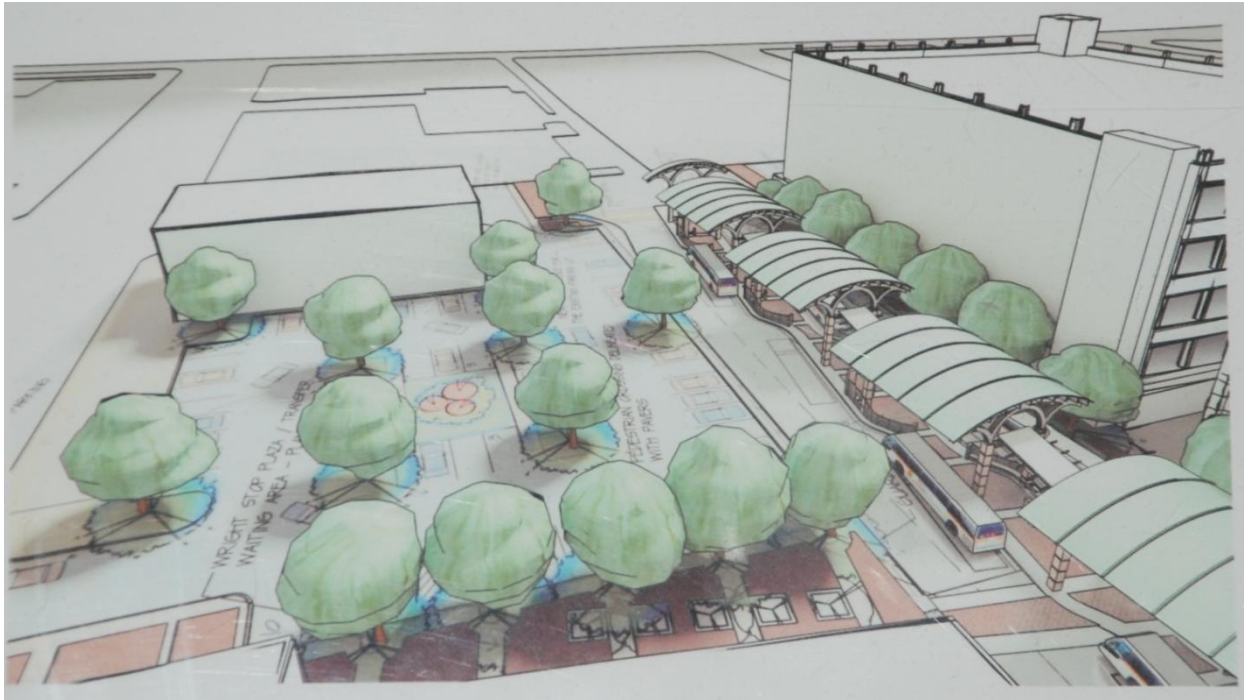


Appendix J

>3 Crews Dispatched to RTA Transit Center



Appendix K



Appendix L




Appendix M



Appendix N



Appendix O



Customer Privileges and Responsibilities

RTA is dedicated to excellence

As our customer, you can expect:

- A safe and reliable bus ride
- Professional and courteous service
- A clean and comfortable bus
- Accurate information on routes, schedules, fares, and other mobility options
- Know the rules of riding the bus and have the rules posted in the vehicle
- Report disputes over fares and transfers
- Know the bus number to report incidents or resolve problems
- Rider-to-rider courtesy as encouraged by the bus operator
- Access to and receipt of a timely response from all levels of the organization
- Tell us about the quality of our service and how we can make your transit system better

For your comfort and safety:

- Have your fare ready when boarding the bus and understand how to insert the fare correctly; senior or disabled passengers must show RTA's reduced fare card to receive discounted fares
- Refrain from opening windows while climate control systems are in operation
- Allow seniors and disabled persons to occupy priority seating
- Please do not occupy more than one seat when others need seating
- Close your strollers and have children seated for their own safety
- Refrain from smoking, eating, or drinking
- Refrain from using cell phones while on the bus
- Use headphones when playing audio devices
- Refrain from using profanity, threatening or abusive behavior
- Please do not litter or place feet on seats
- Stay behind the safety line on the bus when you are standing and refrain from sticking hands, arms, head or objects out of windows

Appendix P

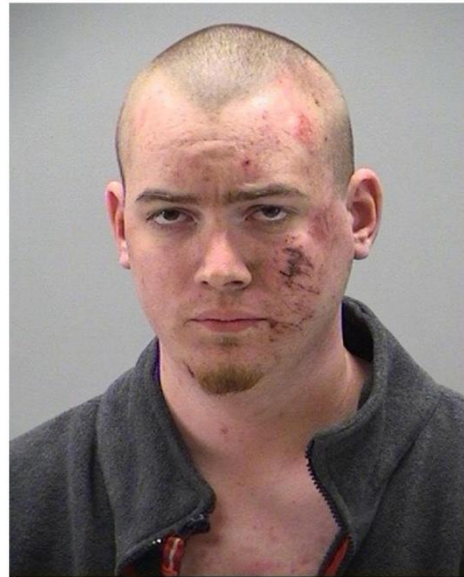


ROBBERY SUSPECT

Officers were dispatched to the area of 100 N. Main Street on report of a robbery in Progress. Call remarks state that the caller-in had just witnessed a subject get robbed after coming out of store. Witnesses were now chasing him. Surveillance and witness testimony list Andrew Cooper as the suspect.

Suspect stole a small amount of money and a cell phone. Witnesses lost the suspect behind 213 N. Jefferson St.

If you see this suspect around your business or in your neighborhood please keep an eye on him and call police dispatch 937-333-2677.



Andrew Cooper

Identifying Information	
Race	WHITE
Gender	MALE
DOB	██████████
SSN	██████████
Hair	UNKNOWN
Eye	UNKNOWN
Height	0000
Weight	0
Source	MONT-DMC: 2009CRA12969
Imported: 11/17/2009 Updated: 11/17/2009	

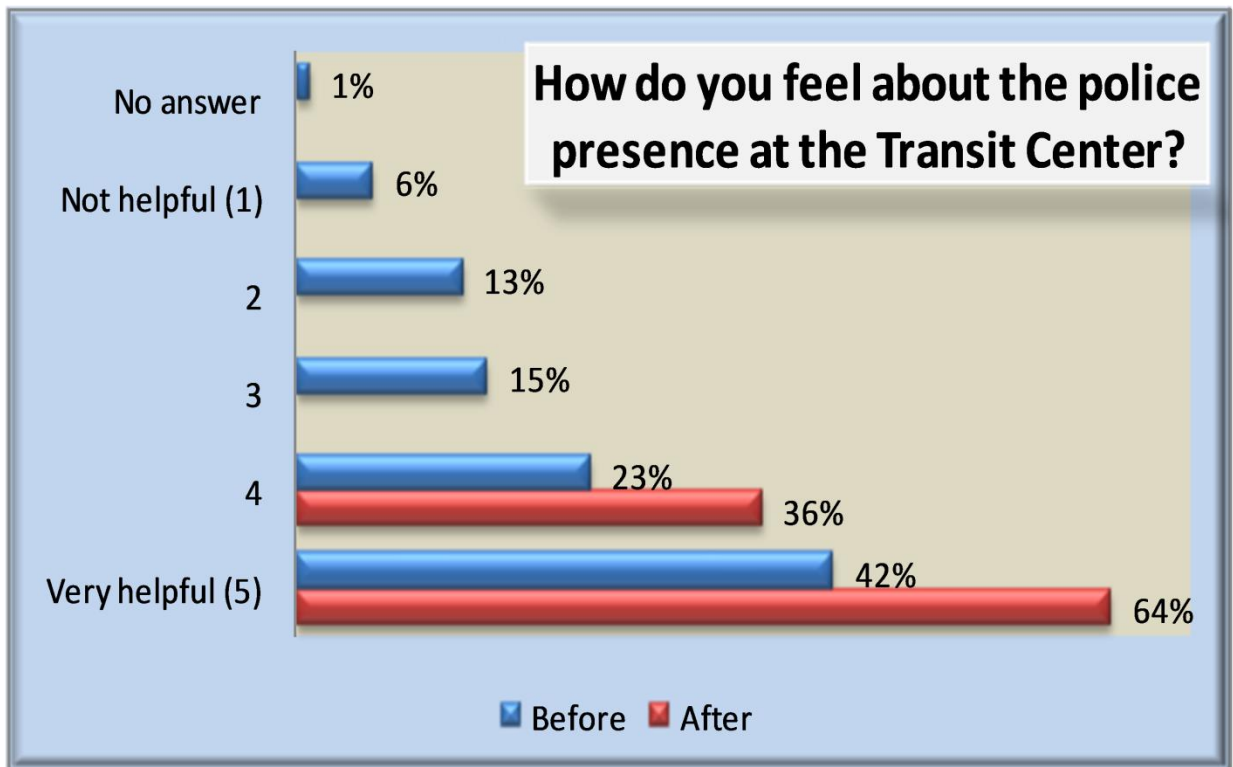
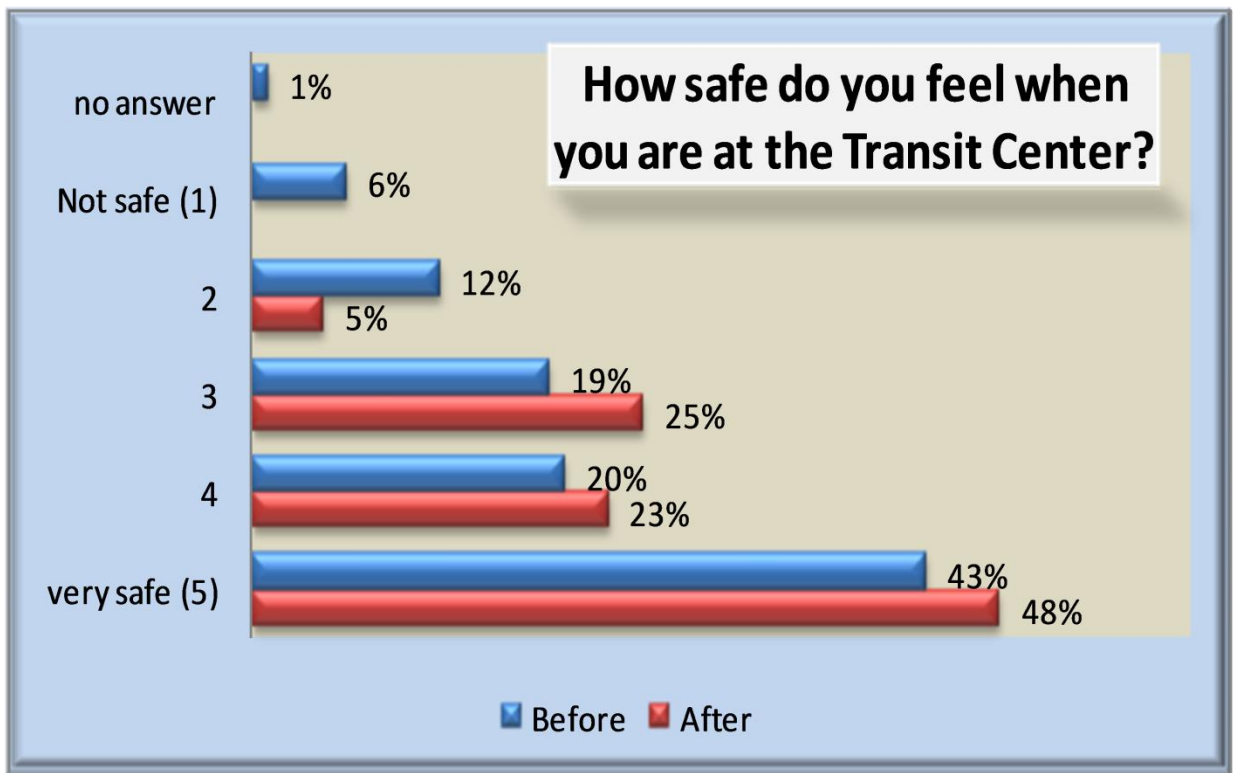
Most Recent Address	
1315 S MAIN STREET FINDLAY, OH 45840	
Source	MONT-DMC: 2009CRA12969

Alert Information	
In Custody	IC Yes
Special Program(s)	Unknown
Active Warrant*	Unknown
Active PO/TPO*	Unknown
Active Probation*	Unknown
DV Conviction(s)	No
IDs sharing SSN	0
* -Sources limited. See page for details.	

**DAYTON POLICE
DEPARTMENT
CENTRAL BUSINESS
DISTRICT
CRIME PREVENTION
OFFICER WILLIAM**

Crime Prevention 937-333-2336
Police Dispatch: 937-333-2677
E-mail: shawn.huey@cityofdayton.org

Appendix Q



Appendix R

Dear Chief Biehl:

For the past 15 years I have worked with the City of Dayton and the Miami Valley Route Transit Authority (RTA) to solve a variety of problems at the RTA Hub at Third and Main Streets in downtown Dayton. Large groups of youths congregated, blocked the sidewalk, and created large disruptions in the center of our town. Open air drug sales and usage were common at this location. This behavior intimidated pedestrians and other RTA riders. Large fights and disturbances developed causing the City of Dayton to expend a considerable amount of resources keeping this situation under control. The television news media frequently filmed these disruptions and placed them on nightly newscasts. This problem remained persistent despite repeated attempts by both the City of Dayton and RTA to resolve this problem. This situation gave the impression to the Dayton region that our downtown was very unsafe. Many people refused to come downtown based upon this media coverage. The reputation of this area severely hindered both Dayton's economic progress and the Greater Dayton Downtown Plan's development. The development of the Greater Dayton Downtown Plan is essential to our area's future as downtown must adapt to a changing economic environment. The successful formation of this plan will greatly assist our economic development mission.

The efforts lead by your department (in partnership with RTA, the schools, local courts, municipal probation and others) have changed Dayton's landscape for the better. The problem is now all but resolved! Instead of this area being a liability, the RTA hub has now become an asset for downtown. The space is stylish, well maintained, and orderly. Since the implementation of your program and the completion of the RTA Wright Plaza, there has been no negative news coverage regarding this area. The current situation represents a huge improvement over the past 15 years.

Congratulations on solving an enormous issue that negatively impacted our Dayton. Although the absence of this problem may take awhile to be realized by some local citizens, it is a huge step in increasing Dayton's economic development potential.

Congratulations on your success,

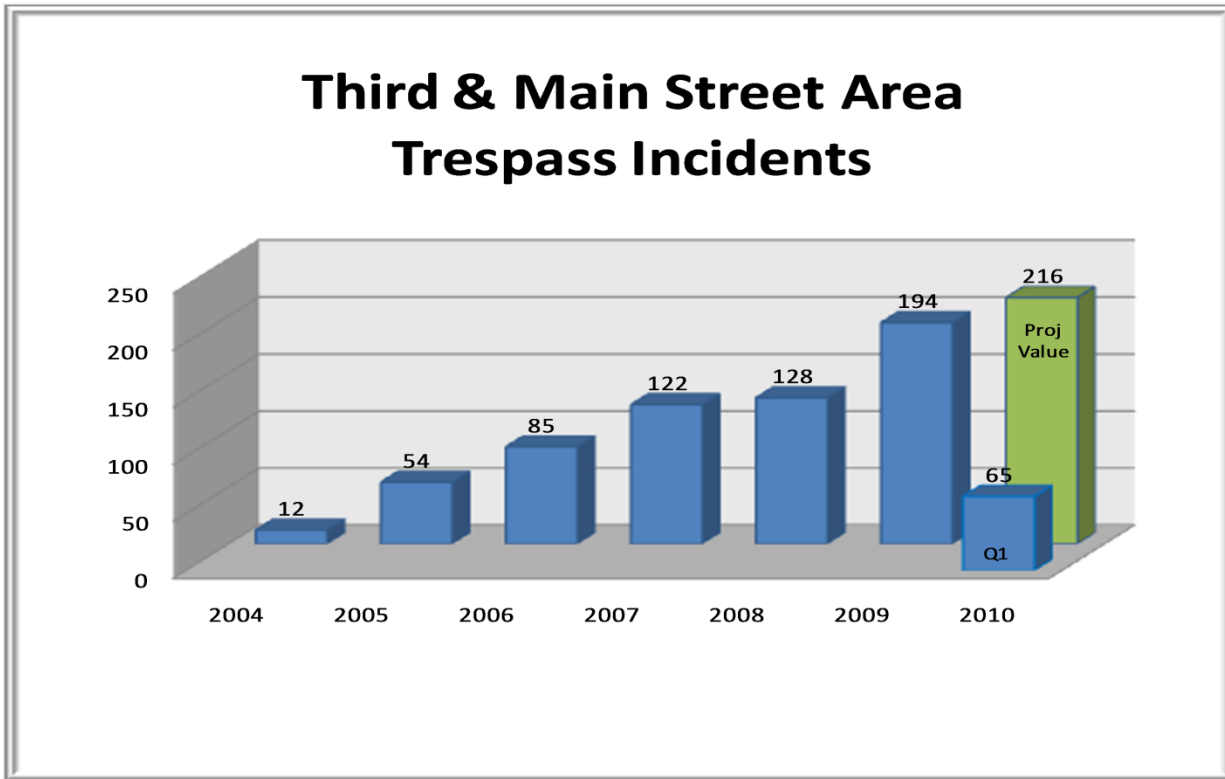
Mike Ervin

Co-Chair Greater Downtown Dayton Plan

Appendix S

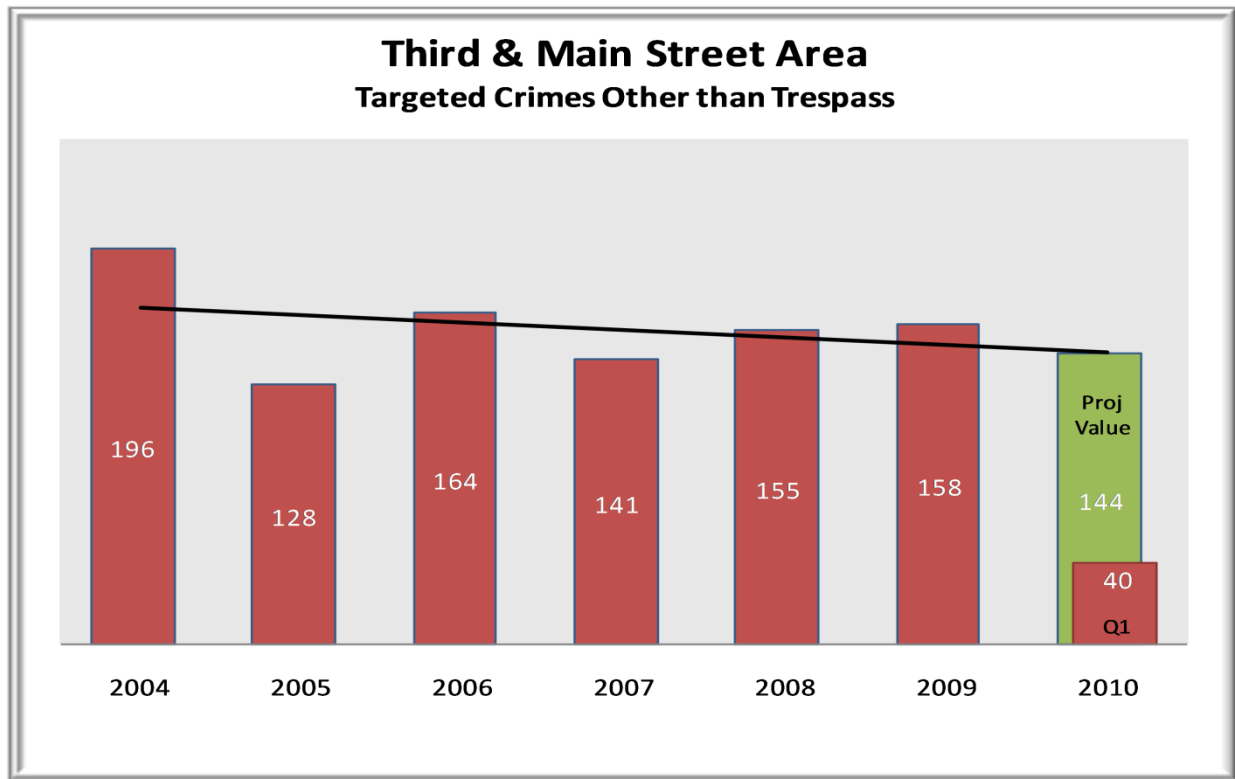


Appendix S1



*Trespass Incidents chart: 216 = projected value; plus/minus 64 crimes

Appendix S2

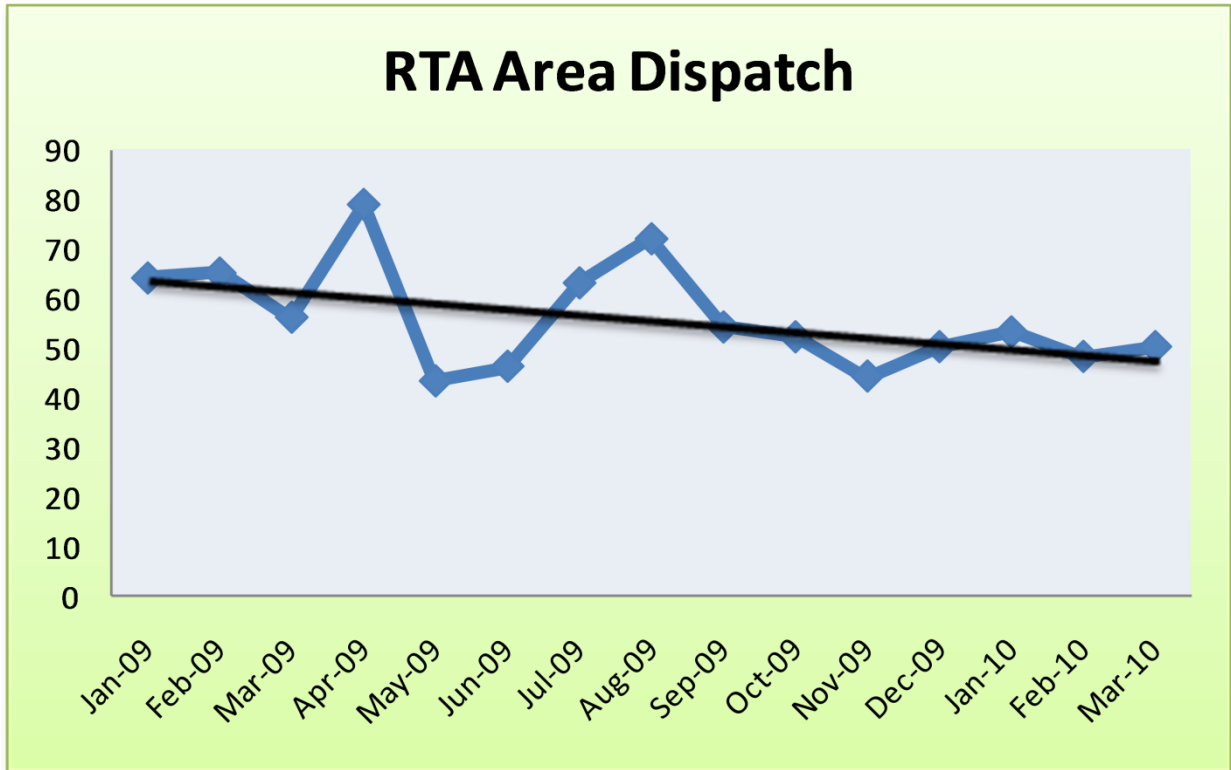


Targeted Minor Misdemeanor Citations Third & Main Streets/Fourth & Main Streets Area

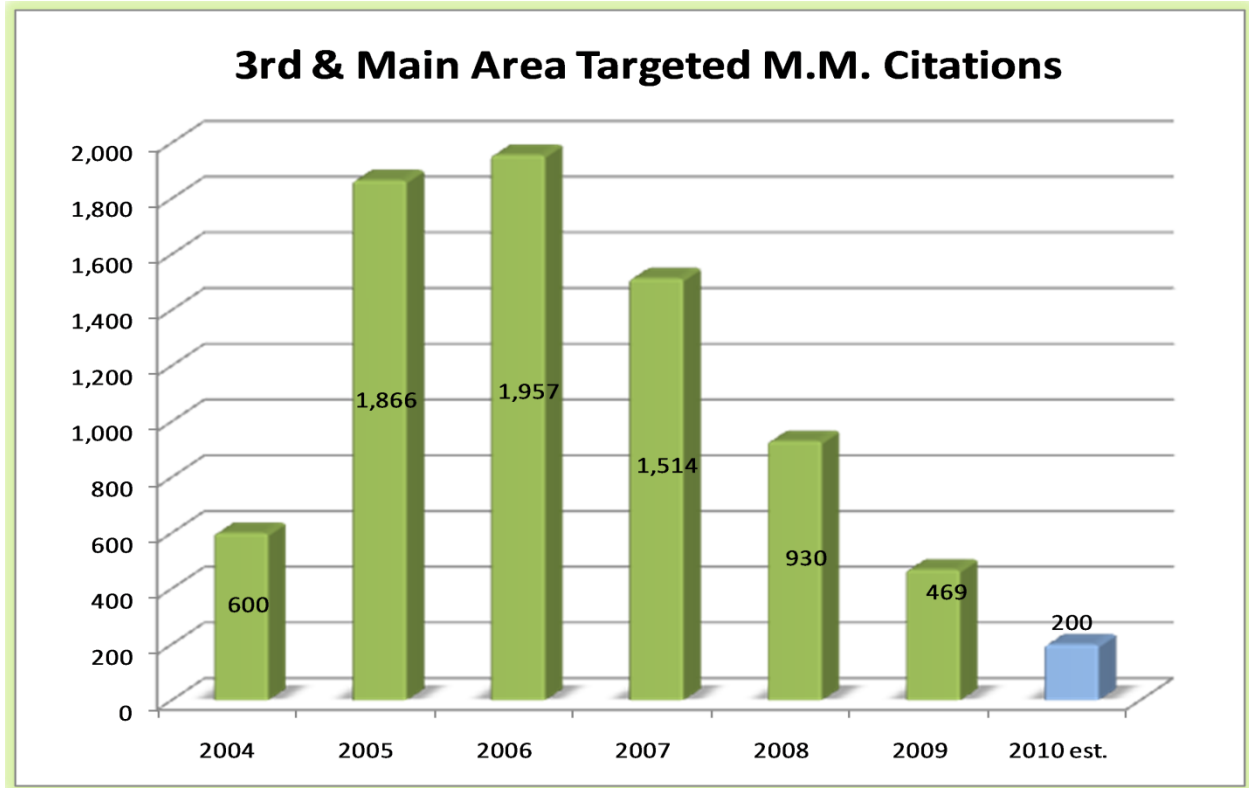
Category:	2004	2005	2006	2007	2008	2009	2010 (3/31)
Disorderly Conduct	67	139	139	156	121	51	6
Curfew	11	17	31	33	6	2	0
School Attendance	182	231	137	165	123	21	7
Drugs	51	53	58	55	72	39	6
Juvenile Use of Tobacco	49	142	115	60	94	44	3
Jaywalking	55	787	947	598	218	80	0
Public Intoxication	29	94	169	190	126	100	28
Possession Open Container	70	62	100	83	64	79	11
Anti-Noise	31	69	105	51	19	6	0
Littering	11	49	58	61	62	41	1
Riding Skateboards in Street	17	18	13	9	6	1	0
Bicycle Violations	27	205	85	53	20	5	0
Total Targeted Minor Misd.	600	1,866	1,957	1,514	931	469	62

*Target Crimes Other than Trespass chart: 144 = projected value; plus/minus 60 crimes

Appendix S3



Appendix T



Appendix U

