

City of Sunbury

Roadway Safety Action Plan *Safe Streets and Roads for All*



Adopted - Date, Year



OHIO
SUNBURY

This page was intentionally left blank.



Students from Big Walnut Local School District participated in the planning process by submitting artwork related to the Safe Streets and Roads for All initiative. Artwork throughout the document was selected as exemplary work representing the meaning of Safe Streets in Sunbury.

Joey Kessinger

Acknowledgments

Steering Committee

Wendy Weller
Daryl Hennessy
Nancy Crawford
Damin Cappel
Shawn Wade
Jake Stockmaster
Bob Kuederle
Tim Gose

City of Sunbury Staff

Daryl Hennessy, *City Administrator*
Dana Steffan, *Director of Finance*
Carla Odebralski, *City Engineer*
Alyssa Graziano, *City Planner*
Alex Nelisse-Blankenship, *Zoning
Officer and City Planner*
Jake Stockmaster, *Services
Supervisor*

Verdantas

Jim Hockaday
Darryll Wolnik, *Project Manager*
Sarah Jammal
James Condo
Connor Roehrig
Maria Johnson
Jackson Perisutti

verdantas

Local Resolution & Commitment

On August 7, 2024, Sunbury City Council adopted Resolution 2024-13 in support of Vision Zero. The resolution formalized the city's commitment to Vision Zero and the Safe Systems Approach. It also established a goal of eliminating roadway fatalities and serious injuries from the City's transportation network by 2040.

RESOLUTION NO. 2024.13

A RESOLUTION SUPPORTING IMPLEMENTATION OF A SAFE TRANSPORTATION SYSTEM TO ELIMINATE ROADWAY FATALITIES AND SERIOUS INJURIES, AND TO COMPLETE A ROADWAY SAFETY ACTION PLAN AS PART OF THE SAFE STREETS AND ROADS FOR ALL GRANT FROM THE FEDERAL HIGHWAY ADMINISTRATION

WHEREAS, crashes on the City of Sunbury streets necessitate a comprehensive and specific approach to street planning, design, policy, enforcement, legal processes, education, and communication in order to provide the most powerful solution to roadway fatalities and serious injuries, and

WHEREAS, Vision Zero is a strategy to eliminate all roadway crashes and serious injuries while creating a safe, equitable, and accessible transportation system, and;

WHEREAS, the City of Sunbury states its commitment to the U.S. Department of Transportation's Safe System Approach in support of Vision Zero.

WHEREAS, the City of Sunbury has been awarded a Safe Streets & Roads for All (SS4A) Planning & Demonstration Grant for the 2023 Fiscal Year in the amount of \$150,000 from the Federal Highway Administration (FHWA) with a required \$30,000 local match and;

WHEREAS, the City of Sunbury accepts the grant award and agrees to the matching funds in order to complete a Roadway Safety Action Plan, and;

WHEREAS, The City of Sunbury has embarked on a Vision Zero planning process and has adopted the goal of eliminating roadway fatalities and serious injuries by 2040.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Sunbury, Ohio, as follows:

SECTION I: The City of Sunbury supports implementation of a safe mobility system using data driven, multi-disciplinary, and safe systems approach in the design and planning of the transportation network in the City of Sunbury.

SECTION II: The City of Sunbury hereby adopts the goal to eliminate roadway fatalities and serious injuries within the city by 2040.

SECTION III: It is found and determined that all formal actions of this Council concerning and related to the adoption of this Resolution were adopted in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in such formal action were meetings open to the public, and in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

WHEREFORE, this Resolution shall be in full force and effect immediately following its passage.

Table of Contents

Introduction

1

*Crash Analysis
& High Injury network*

2

*Improvement Areas
& Priority Projects*

3

Engagement & Collaboration

4

Monitoring & Next Steps

5

Appendix

6

Table of Maps

- Map 1.1** | Roads in Sunbury (14)
- Map 1.2** | Functional Classifications (25)
- Map 1.3** | Roadway Width (27)
- Map 1.4** | Intersection Traffic Controls (28)
- Map 1.5** | Sidewalk Inventory (30)
- Map 1.6** | Sunbury Commute (31)
- Map 1.7** | Flooding Hazards (36)

- Map 2.1** | KSI per Mile, per Year (46)
- Map 2.2** | Killed & Injured per 1,000 VMT (49)
- Map 2.3** | Fatal & Injury Crashes per Daily Traffic (50)
- Map 2.4** | Fatal & Serious Crashes along HIN (55)

- Map 3.1** | High Injury Network & Priority Projects (67, 68)
- Map 3.2** | U.S. 35 & SR-61 Crashes (69)
- Map 3.3** | U.S. 36 & SR-61 Countermeasures (71)
- Map 3.4** | U.S. 36 & Miller Dr. Crashes (72)
- Map 3.5** | U.S. 36 & Miller Dr. Countermeasures (74)
- Map 3.6** | Sunbury Square Crashes (75)
- Map 3.7** | Sunbury Square Countermeasures (77)
- Map 3.8** | SR-37 Corridor Crashes (78)
- Map 3.9** | SR-37 Corridor Countermeasures (80)
- Map 3.10** | U.S. 36 / SR-37 Crashes (81)
- Map 3.11** | U.S. 36 / SR-37 Countermeasures (83)

Table of Figures

- Figure 1.1** | Safe Systems Approach (13)
- Figure 1.2** | Sunbury Population (22)
- Figure 1.3** | FHWA Functional Classification (23)
- Figure 1.4** | Maintenance Authority (23)
- Figure 1.5** | Functional Classification of Sunbury Roads (24)
- Figure 1.6** | Mode of Commute (31)
- Figure 1.7** | AADT Including I-71 & Areas West of Galena Rd. (32)
- Figure 1.8** | AADT without I-71 & Areas West of Galena Rd. (33)
- Figure 1.9** | Travel Time Reliability (33)

- Figure 2.1** | Yearly Crash Percentage (41)
- Figure 2.2** | Yearly Traffic Crashes (41)
- Figure 2.3** | Crash Severity (42)
- Figure 2.4** | Crash Severity by Injury Type (42)
- Figure 2.5** | Crash Types by Injury (43)
- Figure 2.6** | SHSP Emphasis Area (44)
- Figure 2.7** | Crashes per Year (47)
- Figure 2.8** | Crashes per Year Breakdown (47)
- Figure 2.9** | Fatal Crash by Type (52)
- Figure 2.10** | Serious Injury Crash by Resulting Injury (53)
- Figure 2.11** | Serious Injury Crash by Type (53)
- Figure 2.12** | Total Crashes vs High Injury Network Crashes (54)
- Figure 2.13** | HIN Fatal and Serious Crashes (54)
- Figure 2.14** | High Injury Network Crash Types (56)

- Figure 3.1** | Priority Projects (66)
- Figure 3.2** | U.S. 36 & SR-61 Crash Severity (70)
- Figure 3.3** | U.S. 36 & SR-61 Crash Outcomes (70)
- Figure 3.4** | U.S. 36 & Miller Dr. Crash Severity (73)
- Figure 3.5** | U.S. 36 & Miller Dr. Crash Outcomes (73)
- Figure 3.6** | Sunbury Square Crash Severity (76)
- Figure 3.7** | Sunbury Square Crash Outcomes (76)
- Figure 3.8** | SR-37 Corridor Crash Severity (79)
- Figure 3.9** | SR-37 Corridor Crash Outcomes (79)
- Figure 3.10** | U.S. 36/SR-37 Corridor Crash Severity (82)
- Figure 3.11** | U.S. 36/SR-37 Corridor Crash Outcomes (82)
- Figure 3.12** | General Countermeasures (85)
- Figure 3.13** | Policies (88)
- Figure 3.14** | Pavement Width in Developments (89)
- Figure 3.15** | Residential Existing Pavement Width Rendering (89)
- Figure 3.16** | Residential Wide Pavement with Treatments Rendering (90)
- Figure 3.17** | Residential Minimal Pavement Width Rendering (91)

- Figure 4.1** | Concerns about Transportation Layout (106)
- Figure 4.2** | Things the City can do to Improve Traffic Safety in the Immediate Future (106)

Definitions



High Injury Network (HIN) – Those roads that, taken together, represent an outsized proportion of the fatal and serious injury crashes within the transportation network.



Property Damage Only (PDO) – A traffic crash in which no one was killed or hurt, and only property, either real estate or physical property including vehicles, were damaged.



Possible Injury - A possible injury is any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.



Minor Injury - A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).



Serious Injury - Any injury, other than fatal, which results in one or more of the following outcomes or conditions: Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; Broken or distorted extremity (arm or leg); Crush injuries; Suspected skull, chest, or abdominal injury other than bruises or minor lacerations; Significant burns (second and third degree burns over 10% or more of the body); Unconsciousness when taken from the crash scene; Paralysis.



KSI – Killed or Seriously Injured.



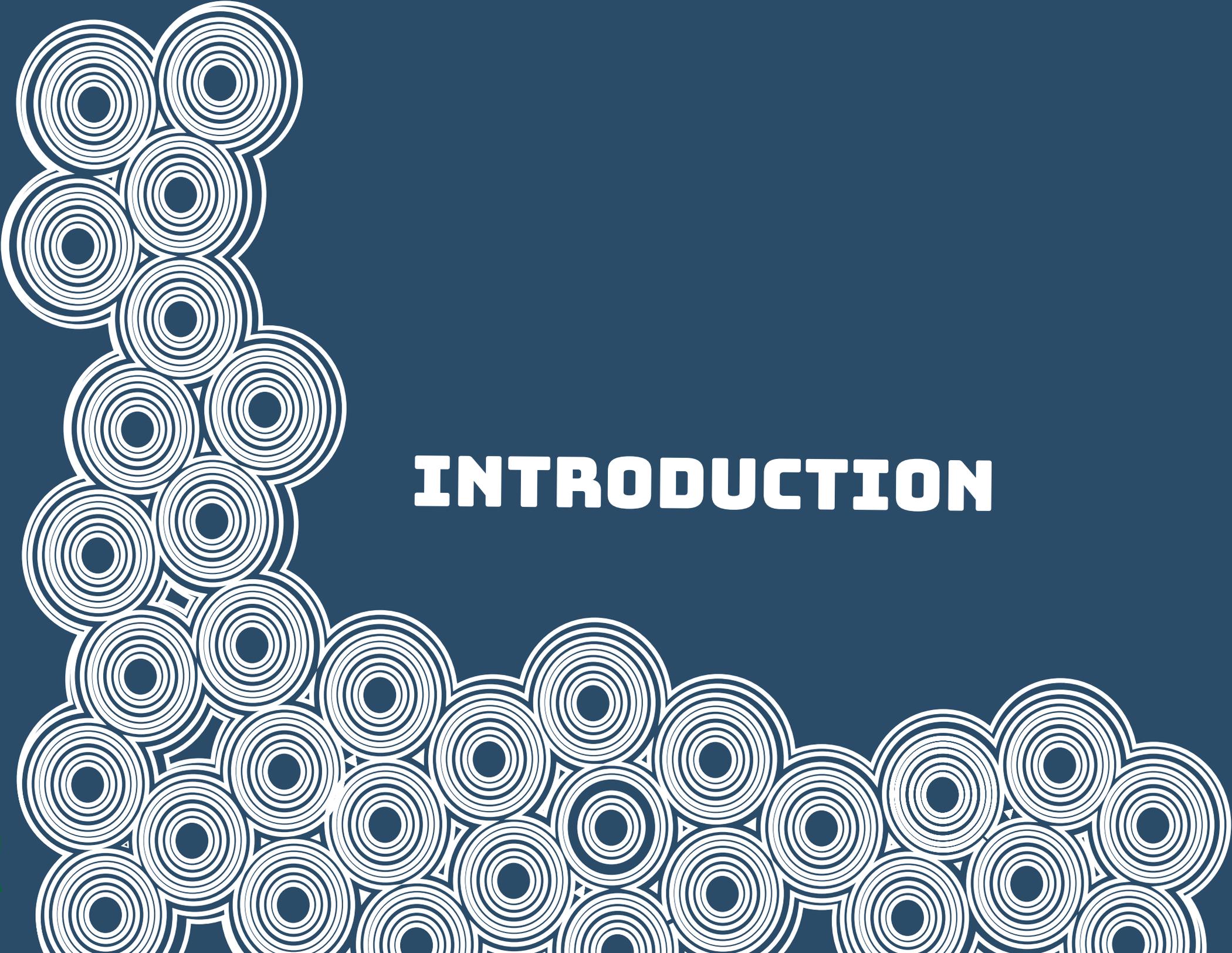
Fatal Injury - A fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute “Fatal Injury.”

Executive Summary

The City of Sunbury was awarded funding from the Federal Highway Administration Safe Streets and Roads for All (SS4A) Grant Program to create a Roadway Safety Action Plan. The City is committed to achieving zero roadway fatalities and serious injuries by 2040. In support of this vision, the City worked with elected officials, key stakeholders, and the broader community to develop a detailed Roadway Safety Action Plan aimed at significantly enhancing transportation safety.

This plan effectively employs the USDOT Safe System Approach, recognizing the inevitability of human errors and designing safety measures accordingly to minimize the impact of crashes on human lives. A proactive and shared responsibility among multiple community stakeholders underscores the core philosophy of the Safe System framework. For the sake of this plan, “roadway safety” is defined broadly to include people who drive motor vehicles, ride bicycles, walk, use wheelchairs or other mobility devices, and those who use emerging “micromobility” devices such as small-scale standing e-scooters. It extends to the entire space within the public right of way, not just the paved roadway, and includes sidewalks, curb ramps, and intersections of multiple roadways and intersections of multi-use paths and roadways.

Sunbury’s Roadway Safety Action Plan is purposefully aligned with the Ohio Department of Transportation’s (ODOT) 2020 Strategic Highway Safety Plan (SHSP), which emphasizes safety investments and adopts the Safe System Approach to minimize crash impacts. This comprehensive state plan prioritizes safety by addressing specific crash factors and informs both infrastructure and non-infrastructure projects funded through federal programs. Sunbury’s Roadway Safety Action Plan builds on existing city plans such as the Sunbury Comprehensive Plan and the Sunbury Parkway Master Plan. It underscores community engagement and collaboration to ensure safety is embedded in all projects and policies to achieve its ambitious goal by 2040. By aligning with city and regional initiatives, the Sunbury Roadway Safety Action Plan creates a strong framework for development, transportation safety, and community collaboration to enhance safety and foster a connected community.



INTRODUCTION

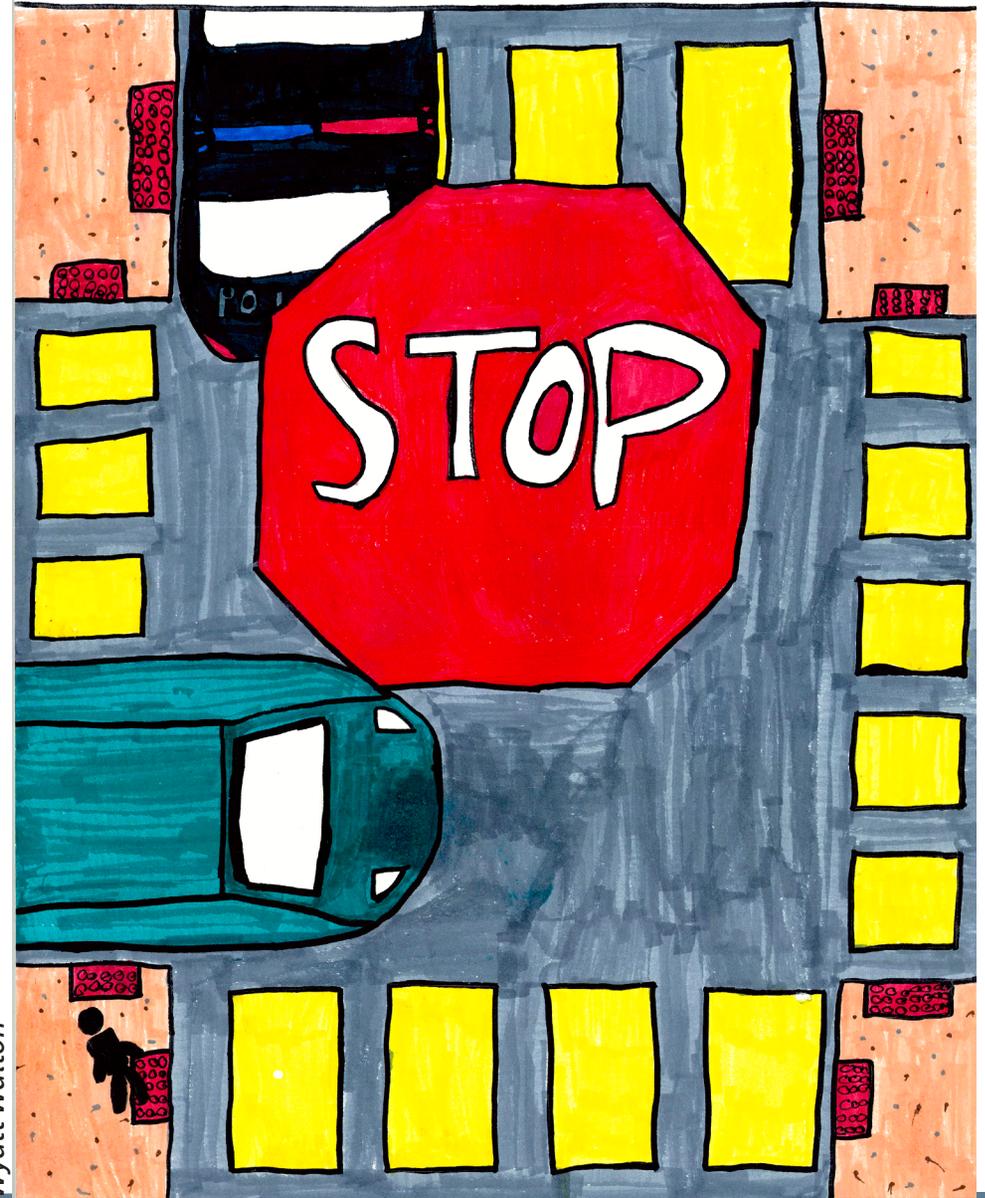
Roadway Safety Action Plan

The number of traffic-related crashes that occur in the City of Sunbury each year is far beyond what it should be. A Roadway Safety Action Plan addresses this problem through the establishment of goals, strategies, and safety countermeasures to create safer roadways for residents and visitors alike. The complete plan is based in data-driven analysis and input from stakeholders and community members to promote equity, accessibility, and safe roadways for everyone.

Safe Streets and Roads for All Program

The City of Sunbury was awarded funding from the Federal Highway Administration Safe Streets and Roads for All (SS4A) Grant Program to create a Roadway Safety Action Plan. The purpose of this program is to provide communities with funding that will help eliminate or significantly minimize the number of fatal and serious injury crashes. The program was established as a part of the Bipartisan Infrastructure Law with \$5 billion dollars designated specifically for SS4A funding over the five (5) years.

**STOP, DON'T BLOCK
THE WALK!**



The Safe System Approach

The US Department of Transportation has adopted a Safe System Approach that acts as a guide to addressing roadway safety. This is a comprehensive approach that focuses on both human errors and vulnerability to try and prevent and/or minimize the number of crashes and decrease the likelihood of injury caused to those involved in a crash. The Safe System Approach consists of six (6) principles and five (5) objectives with an overarching goal of achieving zero fatalities and serious injury crashes (see Figure 1.1).

Vision Zero Goals

Prioritize reactive, grant-funded projects for the High-Injury Network (HIN) and equity priority areas.

Reduce the likelihood of crashes citywide for vulnerable users through proactive and infused safety efforts.

Remove barriers to use proven safety tools, and discontinue efforts that perpetuate safety risk.

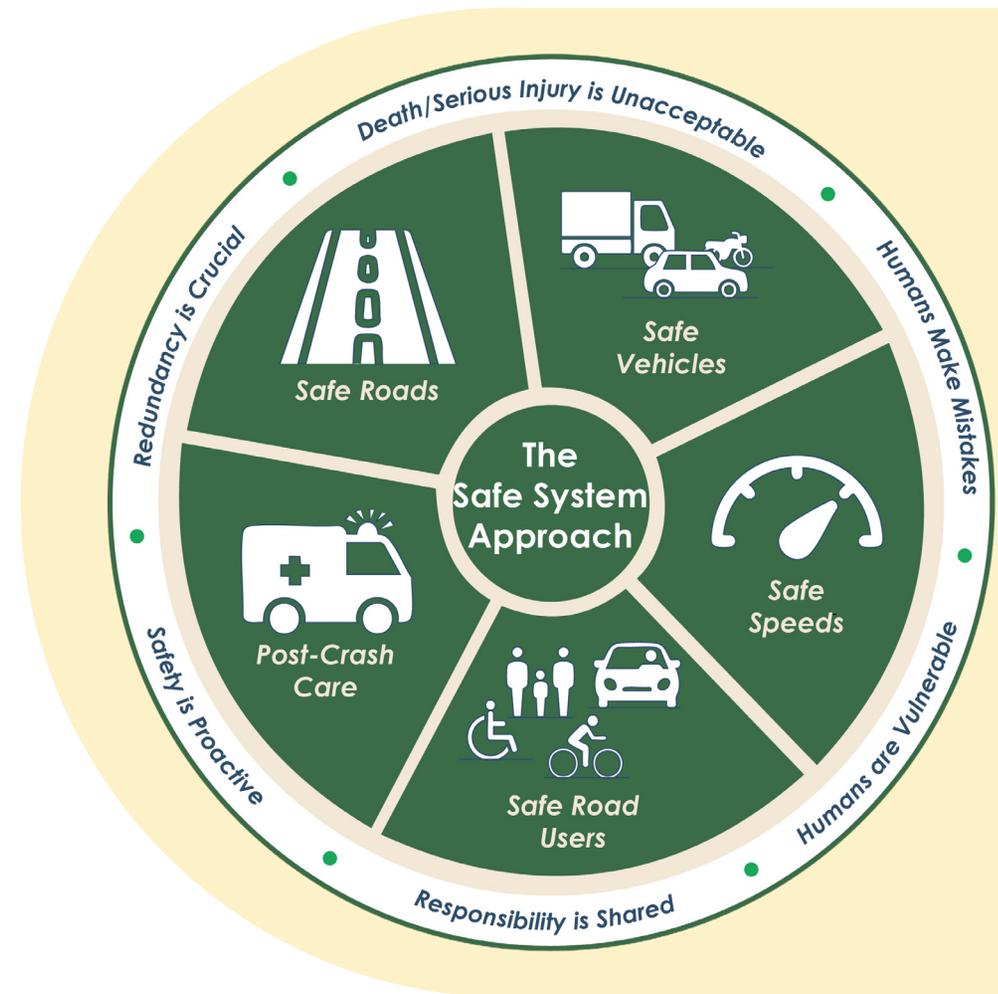
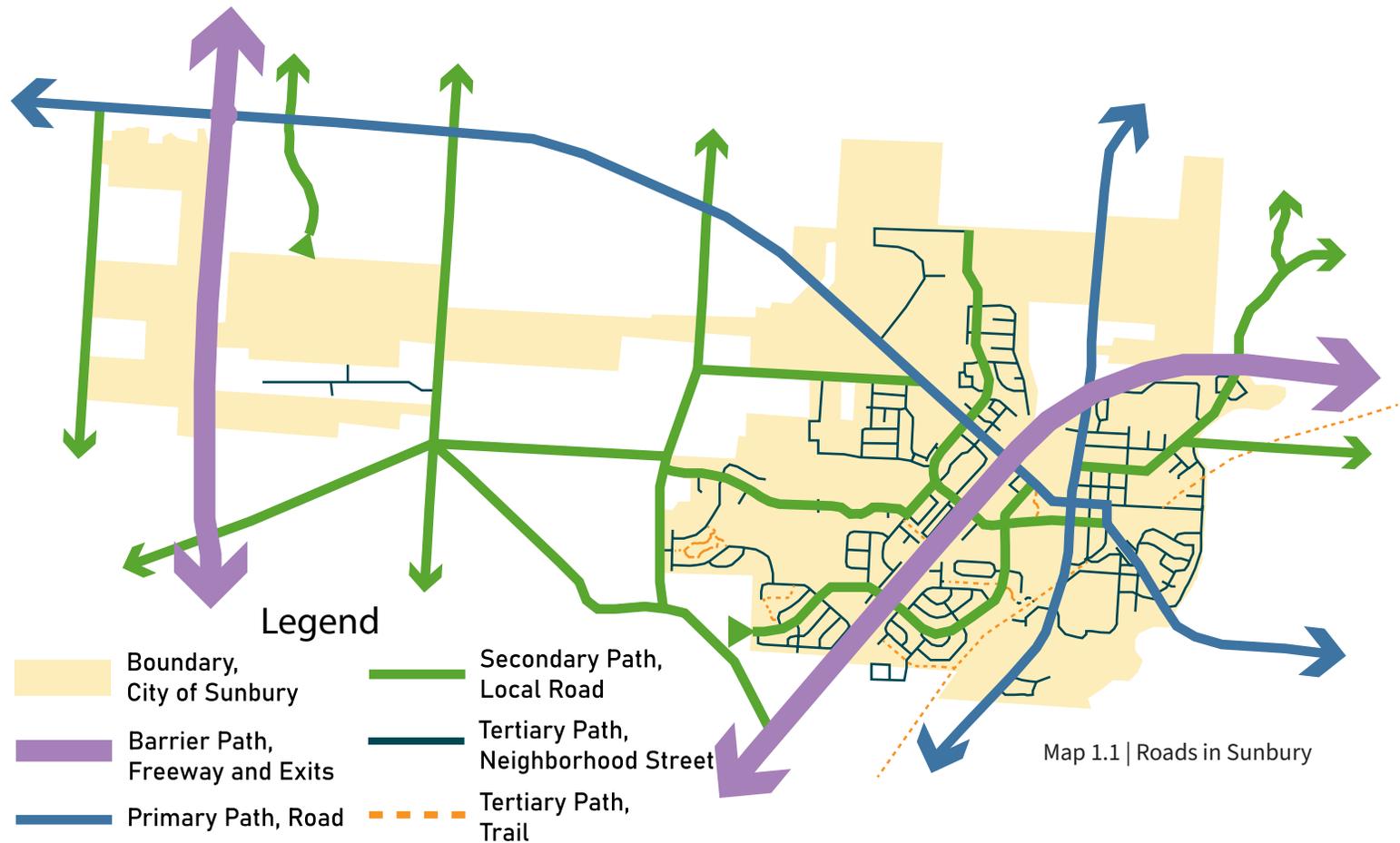


Figure 1.1 | Safe System Approach Diagram

The City of Sunbury and SS4A

The City of Sunbury had five (5) fatal crashes between 2014 and 2023. Although this makes up less than one percent of all crashes occurring during this time, five fatalities is five too many. The impact of these fatalities on friends, families, and residents in Sunbury is far greater than what the data signifies. The City of Sunbury aspires to be part of Vision Zero with no fatalities or serious injury crashes by 2040. A Roadway Safety Action Plan is one step in achieving such an essential goal.



How to Use this Plan

The Roadway Safety Action Plan combines deep data analysis, spatial data analysis, best practices in transportation engineering and planning, and public engagement in development of a comprehensive document. Laid out in this document is an accounting of all crashes in Sunbury between 2014 and 2023; how they happened, why they happened, who was involved, what caused them, et cetera. Special attention was given to serious injury and fatal crashes in support of Vision Zero.

Within the Crash Analysis and High Injury Network chapter of this document, you will find the most common crash types and what caused them. With those crash types are potential solutions to the contributing circumstances that should be considered when seeking to reduce those crashes. This is a specific approach to general crash types, offering specific countermeasures that will reduce those crash types in all situations, regardless of roadway design, weather conditions, driver demographics, or driver behavior.

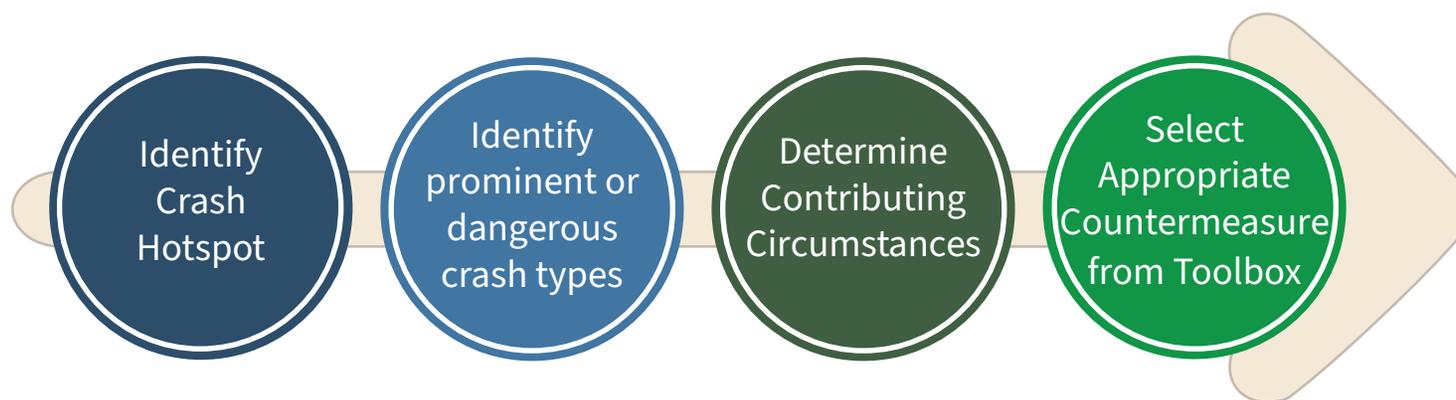
In the Improvement Areas and Priority Projects chapter, crash information is categorized by geography and typology. Contributing circumstances for those crashes are examined, as well as the number and type of injuries and fatalities. To address the injuries and fatalities, crash types, and contributing circumstances, specific countermeasures for the unique geographical area in question are presented. These countermeasures should be employed when looking to eliminate crashes, specifically injury and fatality crashes, in each geographic location.

This plan further provides countermeasures to target specific behaviors that have been identified as problematic across the study area. Generalized countermeasures and policy recommendations are provided to improve the overall safety of the transportation network, and to ensure that future improvements and construction are done under the guidance of sound policies related to transportation safety.

Finally, the Priority Projects page highlights nineteen (19) highly important “priority projects” that will improve transportation safety and work to eliminate traffic fatalities and serious injuries. These projects were selected and ranked by the Steering Committee, City Staff, and planning team based on the potential to have the largest impact of all proposed countermeasures. Priority projects were assigned Crash Modification Factor (CMF) and Crash Reduction Factor (CRF) scores based on available research and documentation on those countermeasures. Efforts were made to match that data with the closest possible study type in terms of crash typology, location, and severity to ensure the most logical decision making process possible.

Priority projects were ranked on a tiered scale, with higher tiers more integral to transportation safety. However, the lowest tier is of great importance in relation to the balance of countermeasures found in this report. The ranking of countermeasures should not supersede good decision-making and opportunistic funding; if funding becomes available to employ any countermeasures in the Plan, regardless of priority or lack thereof, the action should be taken in the interest of improving transportation safety.

This plan is also meant to provide an implementation guide for crash hotspots and identified need areas outside of the priority projects. This plan provides the necessary data and tools to determine what countermeasures may be needed to remedy a specific roadway safety need.



The Planning Process



- Existing conditions audit
- Gathering information on transportation concerns
- Observe selected roadways and intersections



- Establish a vision and set of goals
- Engage with the community to gather feedback and understand needs
- Begin drafting the plan



- Hear about experiences with the transportation network in the City
- Learn about traffic problems
- Complete plan writing process

Previous Efforts

Introduction

The City of Sunbury understands the need for safety within its neighborhoods. Prioritizing roadway safety is a necessity for Sunbury, especially as population projections and recent developments show that Sunbury is rapidly growing. The City of Sunbury has prioritized the safety of its residents and roadways through the implementation of regulations and goal settings in plans. However, the City still has work to do to reach Vision Zero. Previous efforts by the City show their commitment to creating safe roads.

Zoning Ordinance

Lighting standards, multi-use path requirements, parking lot standards and other requirements are noted throughout various zoning ordinances. Lighting standards include pole height and illumination angle limitations. Additionally, public street lighting must meet the City standards. Multi-use trails are required within the design of developments for various zoning districts. Multi-Use trail design standards outline acceptable trail material, minimum width, accessibility, among other standards in Section 81.16.01.25.C. Section 81.16.01.23.a4 explains areas that are required to have sidewalks. Sections 81.18.01.A2 and 81.18.01A3 further outline sidewalk café area regulations ensuring adequate clearance of any outdoor furniture from sidewalks to ensure pedestrian safety.

Subdivision Regulations

Article 4, Section 401 of the City of Sunbury’s Subdivision Regulations is titled “Street Layout and Design” which aims to differentiate streetscape and design for differing street types. Other subdivision regulations such as layout and street design policies, sidewalks, and pedestrian ways for new development promote walkability through design.

City Ordinances

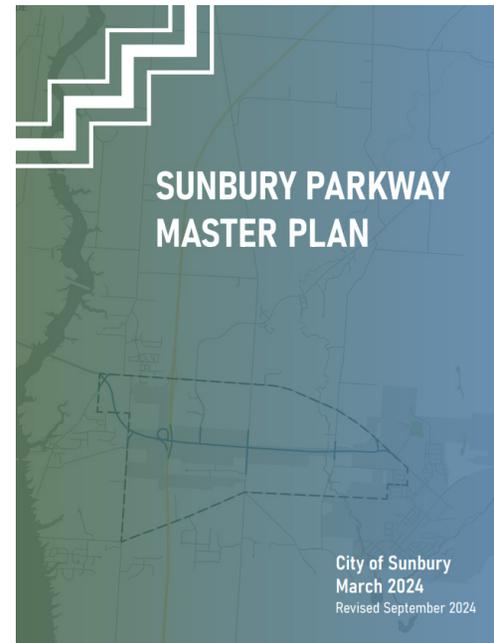
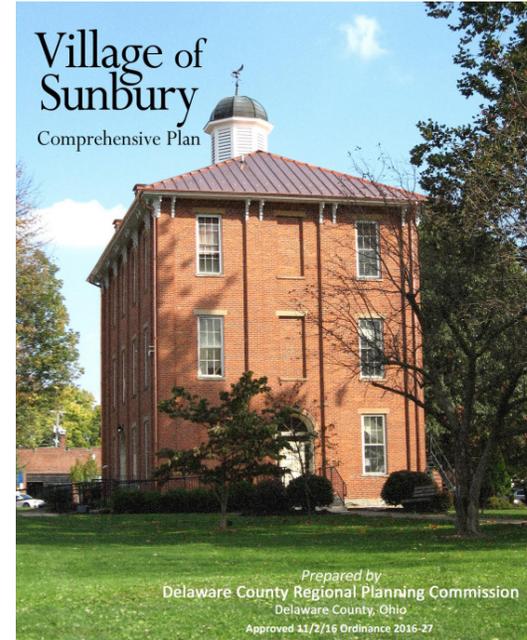
The Traffic Code specifically outlaws the purposeful placing of dangerous items on the roadway that may cause harm to vehicles and/or their passengers, clarifies what modes of transportation are permitted on roadways, and explains the purpose of the right of way. Additionally, the Traffic Code outlines pedestrian and cyclist traffic rules.

Sunbury Comprehensive Plan

The Sunbury Comprehensive Plan was adopted in 2016. Analysis and recommendations in the plan relate to transportation and pedestrian infrastructure and improved safety. The infrastructure section notes that some of the residential areas don't have sidewalks and were constructed with a focus on automobile usage. The Community Character section notes ways to make parking lots more pedestrian-friendly and touches on the topic of exterior lighting. Additionally, the plan outlines several goals related to making the community more walkable, increasing connectivity, and improving pedestrian infrastructure. For example, goal category "Design and Character" has goals of preserving and expanding pedestrian infrastructure and amenities in the downtown area.

Sunbury Parkway Master Plan

The Sunbury Parkway Master Plan focuses on promoting a mixed-use district and gateway in the annexed land west of Sunbury. Mixed-use development is a compact design that promotes walkability. Placemaking strategies in this plan also prioritize pedestrian and cyclist safety through several infrastructure recommendations.



Vision

The Vision and Goals identified by the Steering Committee are reflective of the values and priorities of the City of Sunbury. These tools are meant to guide the planning process by providing an overarching theme. The Vision, while broad, addresses the purpose of the Roadway Safety Action Plan and Safe Streets for All programs. The Goals are more specific and were based on discussion from the first Sunbury Steering Committee meeting. The community had the opportunity to provide feedback on both the vision statement and goals through in-person engagement events and the online community survey, ensuring the plan reflects the entire community. Both the Vision and Goals are used as a basis for the planning process.

The Vision Statement for the City of Sunbury is below:

The City of Sunbury, through careful implementation of programs and projects which have been shown to improve the safety and efficiency of the transportation network, seeks to eliminate fatal and serious injury crashes within city limits by 2040.

SUNBURY SS4A GOALS



Goal 1

Support a full range of mobility options



Goal 2

Create a transportation system where all users feel safe



Goal 3

Institute data-driven solutions in support of VisionZero



Goal 4

Address specific design flaws to make the transportation network safer



Goal 5

Address dangerous driver behaviors and actions

Existing Conditions

Demographic Data

Sunbury, Ohio is in east Delaware County. Sunbury recently advanced from a Village to a City in 2021, with the population surpassing 5,000 residents in 2020. The estimated population in 2013 was 4,505 residents compared to the 2023 population of 7,335 residents. This rapid growth is expected to continue with the overall growth of the region and large capital projects.

According to American Community Survey, the mean income for the City is \$117,352. Whereas 26.9% of the population, the largest concentration of residents, are estimated to earn within the \$100,000 to \$149,000 bracket. The City's unemployment rate is 1.2% compared to the county's 1.8% and state's 3.1%. The top three industries of employment are education services, healthcare and social assistance (23.4%), finance, insurance, real estate, rental and leasing (18.6%), and retail trade (12.0%).

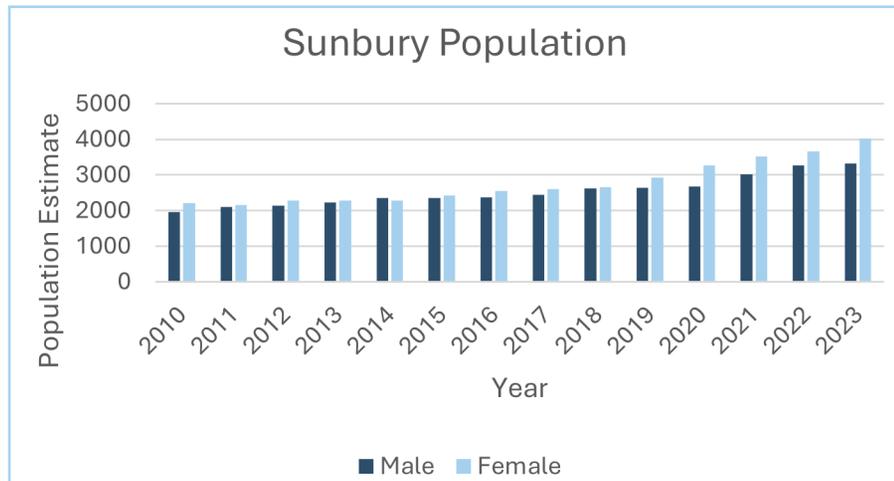


Figure 1.2 | Sunbury Population

The City understands that population growth will result in increased traffic on roadways as well as sidewalk and multi-use trails.

The Roadway Network

Roads can vary in nearly unlimited ways, including size, design, and type. To help understand the use of roadways in the U.S., the Federal Highway Administration (FHWA) provides “Functional Classifications” for all roads, numbered 1 through 7. Functional Classifications exist on a continuum defined by travel mobility, the degree of ease of travel between destinations, highway access, and the ease of entry and exit onto the roadway network. Thus, a classification of 1, an interstate, provides extremely limited opportunities for access and relatively high vehicular speeds. Conversely, a classification of 7, a local road, is defined by low speeds and a high number of access points.

The Functional Classification system also acts as a proxy for design elements like speed, roadway width, and intersection spacing. Classification 1 is an interstate and is always high speed with limited access. Classifications of 2 through 4 are high-speed, wide roads with multiple lanes and intersections spaced quite far apart. Classifications 5 through 7 are narrow, with low speeds and minimal lanes.

Functional Classification is distinct from maintenance authority, or the political subdivision or jurisdiction that is responsible for maintaining the road. Figure 1.4 demonstrates the roads within the study area by who maintains them.

FHWA Functional Classification	
Classification	Miles
1 - Interstates	1.28
2- Principal Arterials	0.00
3 - Other Principal Arterials	5.23
4 - Minor Arterials	2.29
5 - Major Collectors	2.12
6 - Minor Collectors	0.52
7 - Local Roads	27.70
Total	39.14

Figure 1.3 | FHWA Functional Classification

Maintenance Authority	
Authority	Miles
County	3.13
City	22.33
Private	3.26
State	8.80
Township	1.62
Total	39.14

Figure 1.4 | Maintenance Authority

In Sunbury, there is one **interstate**: I-71. I-71 is in the western part of the city, with on and off ramps just outside of city limits. I-71 runs north and south, connecting to Columbus south of the City.

Principal arterial roads include all of US 36/SR 37, known within the City as West Cherry Street, the remaining stretch of SR 37, locally known as S. Morning St., E. Cherry St. extending to the S. Morning St. intersection, and SR 3 south of the US 36/SR 37 intersection, locally known as N. State St.

Minor arterials include the entirety of SR 61 within the city, and US 36/SR 3.

Major collectors include Chesire Road and S. Columbus Street/S Old 3C Highway.

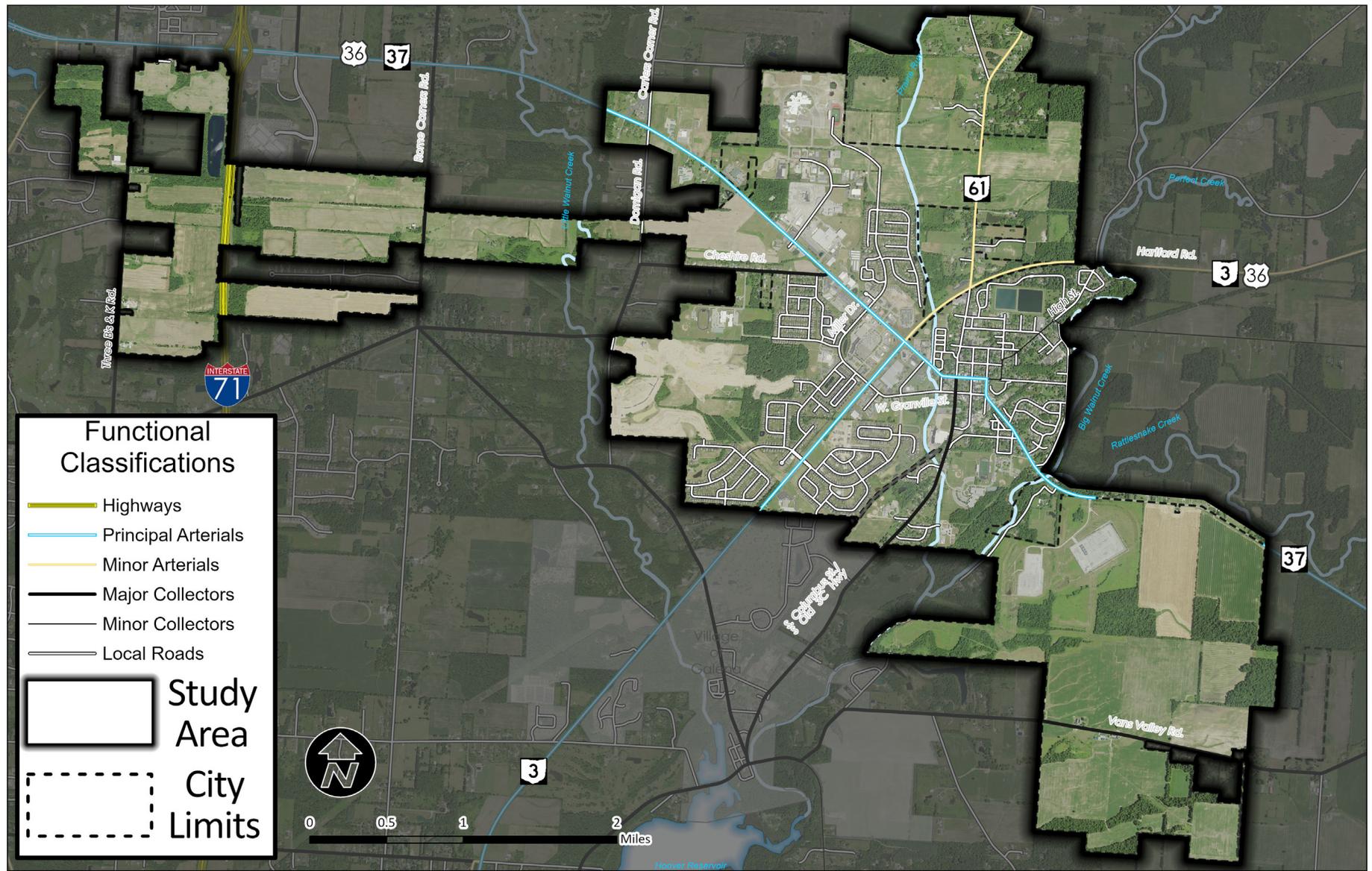
Minor collectors include E Cherry St. east of the S. Morning St. intersection to the Otis St. intersection. Additionally, Otis St. extending to High St. and High St. extending to Hartford Rd. are also included as minor collectors.

The remaining roads within the City of Sunbury are classified as **local roads**. This includes Miller Dr. and W. Granville St.

Functional Classification	Road Names
Interstate	I-71
Principal Arterial	US 36/SR 37
	SR 37
	SR 3
Minor Arterial	SR 61
	US 36/SR 3
Major Collector	Chesire Road
	S. Columbus St./S Old 3C Highway
Minor Collector	E Cherry St
	Otis St
	High St
Local Roads	Miller Dr
	W Granville St

Figure 1.5 | Functional Classification of Sunbury Roads

Roadways can be measured by their built attributes, namely roadway width, number of lanes, lane width, and presence of a sidewalk. Map 1.2 provides a spatial reference of roadway widths. Roads are typically narrower in the older parts of the city and wider in newer residential developments. In some newer developments, 2-lane local residential streets are between 30’ and 40’ wide measured from curb to curb, meaning each lane of travel is up to 20’ wide. For perspective, the average non-commercial vehicle width ranges from 5.2’ (Chevy Spark) to 8.7’ (Dodge Ram 3500).

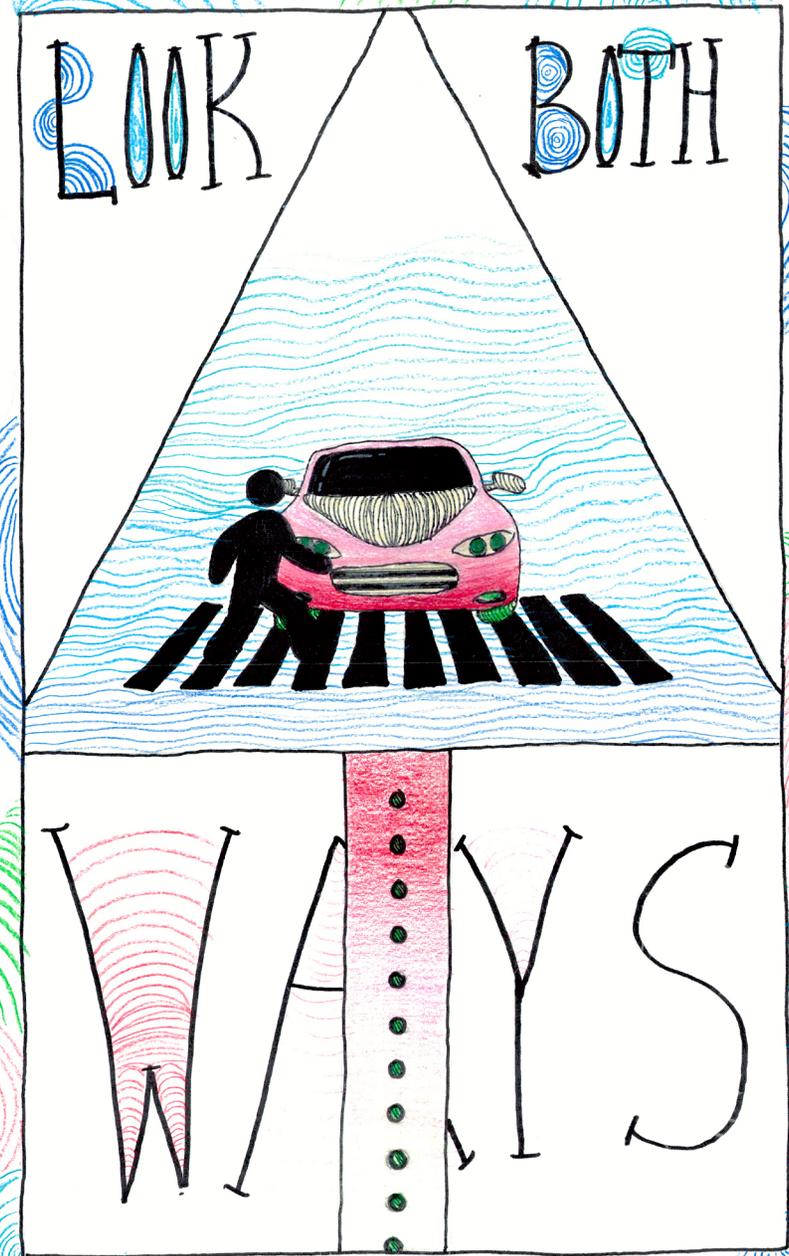


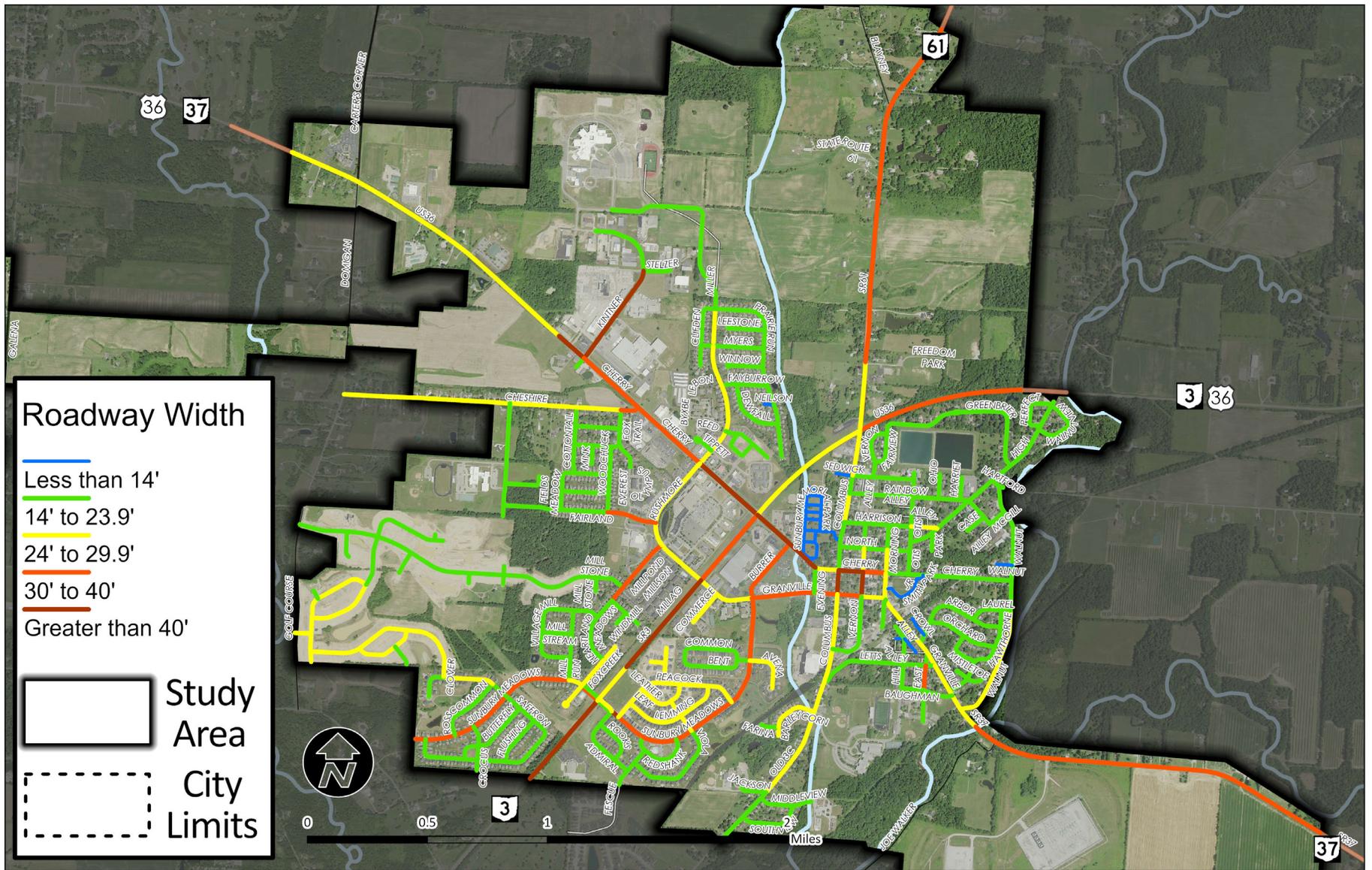
Map 1.2 | Functional Classifications

Nearly all roads in Sunbury are two-lane roads, with a single lane in each direction, with the exception of Vernon St. near downtown, all roads are two-way. Even arterial roads like U.S. 36/SR-37 are only two lanes along most of its alignment, not including intermittent center turn and dedicated turn lanes at intersections. The fact there are only two lanes on nearly all roads, and the wide nature of roads overall means individual lanes are also wide.

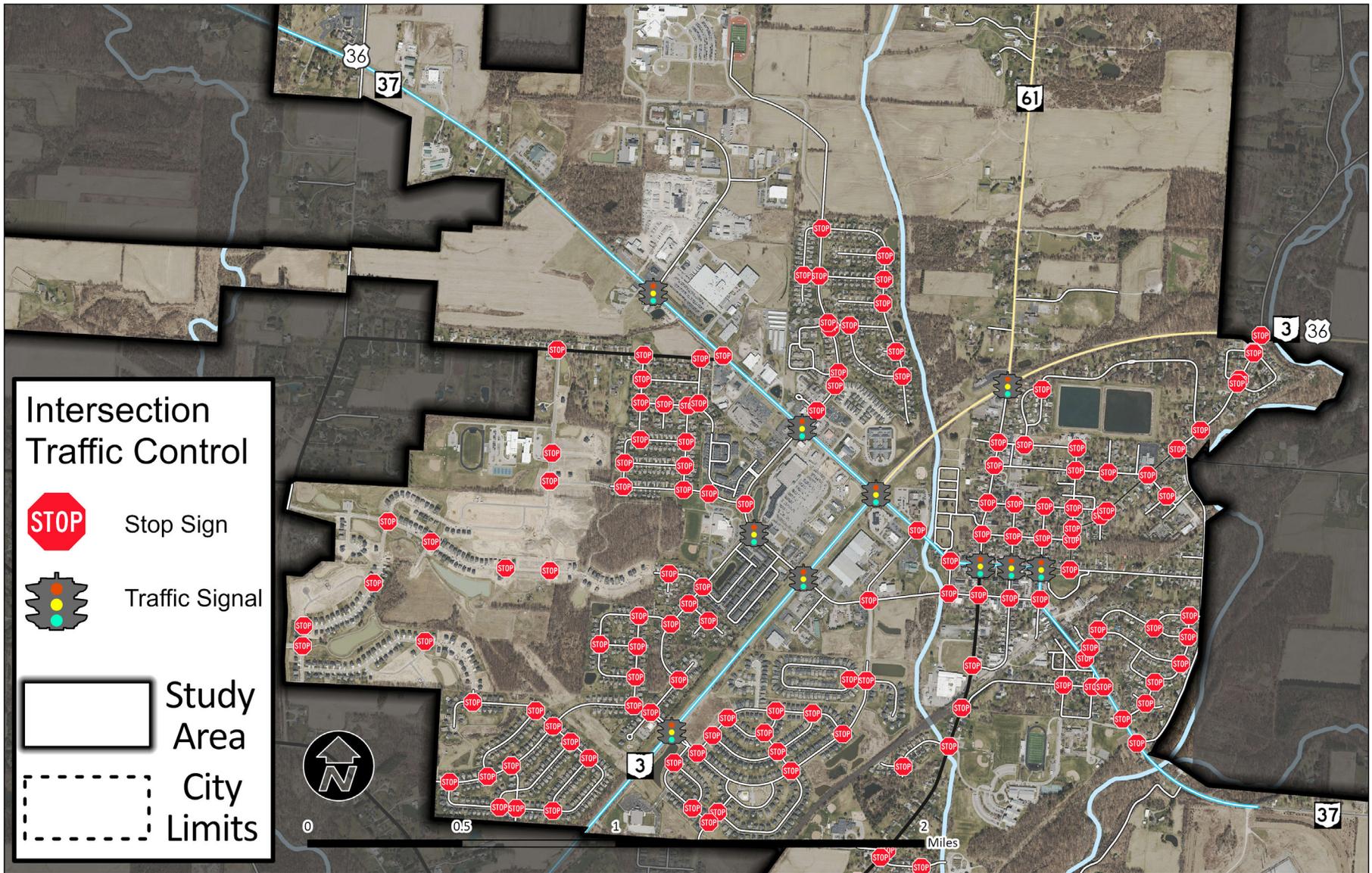
There are over 150 intersections within the study area. All are controlled by some traffic control device, either by stop sign or traffic signal. As of this writing (Spring 2025) there are 136 stop signs, with more soon to be added as part of new development. An additional ten intersections are controlled by a traffic signal.

Carly Harruff





Map 1.3 | Roadway Width



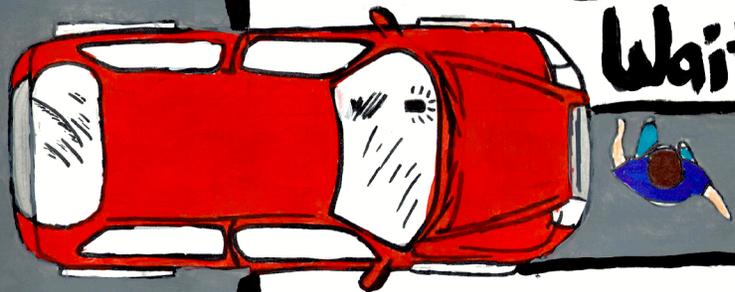
Map 1.4 | Intersection Traffic Controls

Sidewalks and multi-use paths are another major component of the overall transportation network. Handling non-motorized traffic, sidewalks are important for pedestrians, especially those with mobility issues and small children. Incomplete sidewalk networks make it hard or impossible for mobility-restricted pedestrians to access parts of the City, and damaged sidewalks pose a safety risk to all persons. Map 1.5 on the next page shows Sunbury's non-motorized network. Most residential areas of the city outside of the historic downtown have sidewalks on both sides of the road. There is a notable lack of sidewalk along SR-3 through the city, and along SR-61. As a wide and fast road, SR-3 is also a major barrier to mobility, effectively cutting Sunbury in half and making non-motorized travel within the City difficult.

Macey L. & Stella R.

That text

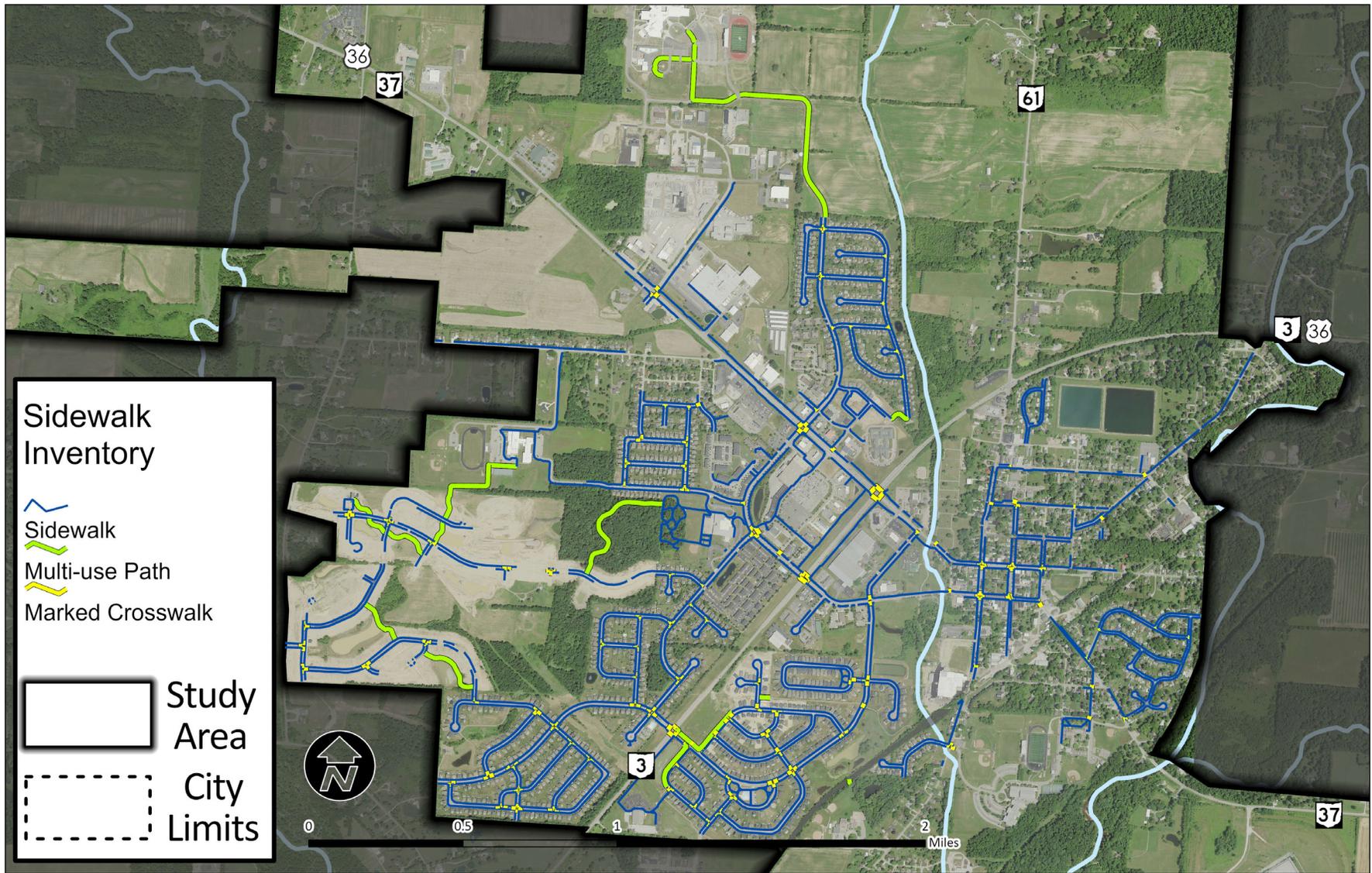
Can wait.



Put your

Phone down!





Map 1.5 | Sidewalk Inventory

Traffic Patterns & Commuting

Being bisected by arterial roads means Sunbury has high traffic volumes passing through the city. Aside from I-71, which handles over 80,000 vehicles a day, SR-3 between the south city limits and the intersection with SR-61 has the highest daily traffic count in the study area with nearly 15,000. U.S 36 / SR-37 handles around 12,000 vehicles per day, while U.S. 36 east of SR-61 carries nearly 10,000 vehicles per day. To the north, SR-61 carries around 7,000 vehicles per day, as does SR-37 east of the square. Of note is the volume of traffic on the square. Traffic counts immediately west of the square logged nearly 7,000 vehicles per day, quite a notable number for a highly compact and slow-speed area.

The mean travel time to work is 26.4 minutes. 75.5% of workers sixteen years old or over drive alone to work with an additional 4.5% carpooling. With 80% of workers relying on personal vehicles for their commute, this data demonstrates the high volume of traffic during commuting hours. However, there is a recent trend of an increased number of people working from home. It is important to note that 17.7% of workers in Sunbury reported to be working from home. That leaves 0.1% of people using public transportation, 0.3%, or 11 people, walking, and 1.9% of people reporting “other means” for their commute.

Furthermore, On the Map from the US Census Bureau 2022 data shows that 2,060 people who work in the City commute from elsewhere, 2,425 people who live in Sunbury leave the City for work, and 116 people live and work in Sunbury. These trends could put increased strain on roads during traditional commute hours.

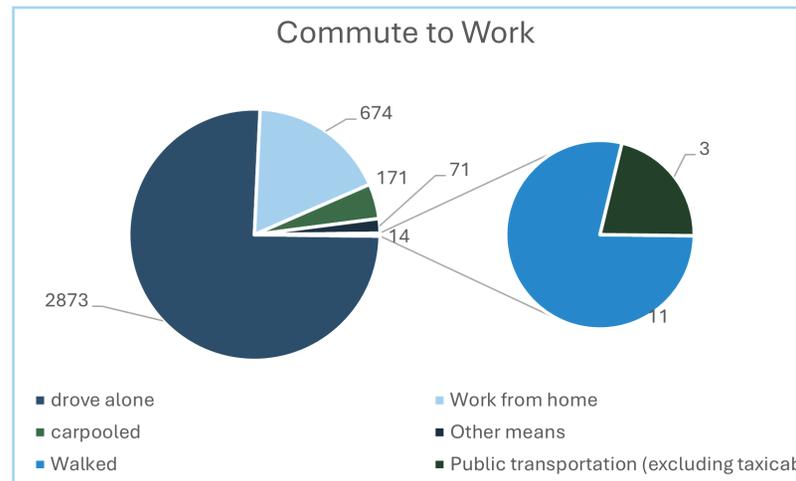
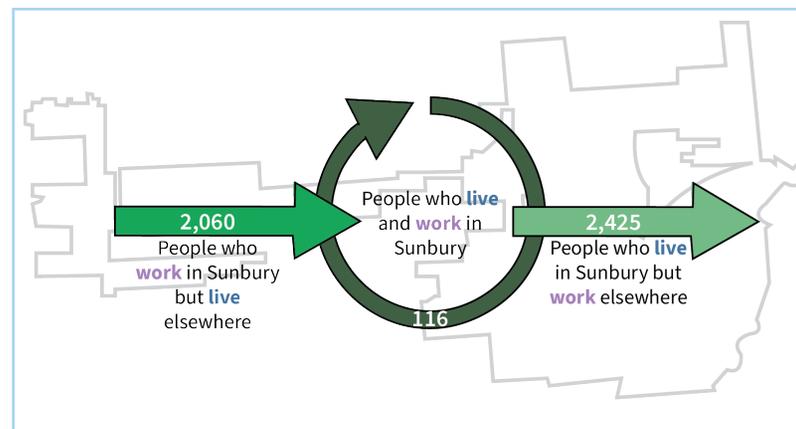


Figure 1.6 | Mode of Commute



Map 1.6 | Sunbury Commute

Sunbury Traffic Patterns

Annual Average Daily Traffic (AADT) data demonstrates how traffic volume has changed and understands areas of high concentration of traffic. Since 2014, there has been a 10.6% increase in observed traffic volume within and around Sunbury, as displayed in Figure 1.7.

Interstate-71, a significant traffic generator and major North-South corridor that connects Columbus and Cleveland, has four ramps in close proximity to the city. Three of the four ramps had at least a 10% increase in traffic from the 2014 data. Increases could be due to growth in the region, as I-71 connects Sunbury to Downtown Columbus, approximately 20 miles to the South. This observation coupled with the commuter data shows that the increase in traffic on the I-71 on/off ramps is to and from Columbus.

However, the removal of I-71 ramps and area west of Galena Rd. dramatically changes the data and more accurately reflects traffic volumes within the city limits. In fact, Figure 1.8 shows that the total observed traffic volume actually decreased 2.7% from 2014 to 2023.

Despite the decrease in traffic within the City’s limits, traffic crashes have remained constant. Figure 2.1 (page 41) shows the percentage of crashes per year for the study of 2014 to 2023. While there is some fluctuation in the yearly ratio, the range of values is never deviates by more than 5.3 percentage points, showing consistent crashes within the City. On top of that, crashes have become more severe with three of five fatalities being from 2021 and 2022. Figure 2.2 (page 41) shows fatalities and serious injuries compared to the total crashes.

AADT (Including I-71/Areas West of Galena Rd.)	
Location	Percent Change
High/Harrison	-8.60%
Carters Corner/US 36	1.50%
Galena/Golf Course	21.20%
N 3Bs & K/US 36	2.30%
N Old 3C/US 36	1.50%
S Galena	24.60%
71 N On-Ramp	23.60%
71 S Off-Ramp	8.10%
SR 37/Big Walnut Creek	-3.60%
SR 61 N/US 36	-42.90%
SR 37/Burrer	5.60%
US 36/N High	-5.50%
71 S On-Ramp	22.60%
SR 3 Between Miller and Sunbury Meadows	1.90%
71 N Off-Ramp	15.10%
US 36 Between Kintner and Carters Corner	5.30%
US 36 Between Carters Corner and Galena	6.60%
US 36 E/Cherry	-10.50%
US 36/Wilson	29.30%
US 26/Fourwinds	34.50%
Total	10.60%

Figure 1.7 | AADT Including I-71 & Areas West of Galena Rd.

Further analysis, using Streetlight, data of the State Route 3/36 corridor, shows the busiest times of the day are 10 a.m. to 4 p.m. and 4 p.m. to 8 p.m. Additionally, the average time to travel this route within city limits is four minutes with the average speed peaking between midnight and 6 a.m.

The Travel Time Reliability (TTR) observes how far above the base travel time a road is, to then show which roads are most often unreliable due to traffic. The data is organized so that 150% or lower is considered reliable, 150% to 199% somewhat unreliable, and 200% and higher are highly unreliable. By mapping this data, it can be observed that not every road or intersection is equally reliable.

For example, when looking at the average of all roads in Sunbury, the level of travel time is 135%, making roads typically reliable. However, when observing individual roads, the corridor connecting SR 37 between state and around the downtown square is over 200%, indicating unreliable travel times. Conversely, North State Street south of Cherry Street rated an impressive 120%.

Corridor/Street	TTR	Average Speed (MPH)
Cherry (Cheshire to SR-3)	143%	23
Cherry (SR-3 to Square)	210%	25
SR-3 (Galena to U.S. 36)	120%	35
N. Columbus St. (Square to SR-61)	124%	21
SR-37 (Granville St. to Cherry St.)	241%	18
SR-37 (Columbus St. to Morning St.)	178%	16
Granville St. (SR-37 to Columbus St.)	116%	13

Figure 1.9 | Travel Time Reliability

AADT (W/OI-71/Areas West of Galena Rd.)	
Location	Percent Change
High/Harrison	-8.60%
Carters Corner/US 36	1.50%
Galena/Golf Course	21.20%
N 3Bs & K/US 36	2.30%
N Old 3C/US 36	1.50%
SR 37/Big Walnut Creek	-3.60%
SR 61 N/US 36	-42.90%
SR 37/Burrer	5.60%
US 36/N High	-5.50%
SR 3 Between Miller and Sunbury Meadows	1.90%
US 36 Between Kintner and Carters Corner	5.30%
US 36 Between Carters Corner and Galena	6.60%
US 36 E/Cherry	-10.50%
Total	2.70%

Figure 1.8 | AADT without I-71 & Areas West of Galena Rd.

Natural Hazards & the Transportation Network

Road networks play a crucial role in connecting communities with basic services, such as education and health, accessibility to services and goods, and facilitating daily mobility. Natural hazards and extreme weather events such as flooding, land subsidence, and severe storms can adversely affect road transportation networks with physical damage to roadway infrastructure as well as short term reduction in accessibility. Transportation networks also play an important role in the management of natural hazard events. In the event of a disaster, roads provide a vital link to emergency services, relief, and evacuation routes. Because of this, transportation agencies need to be prepared to respond quickly to road damage.

Threat Descriptions & Impacts



Flooding

Flooding is considered one of the most common natural disasters; a sudden excess flow of water can impact road networks in several ways. When heavy rainfall raises the water level of existing bodies of water, roadways can be inundated with water and debris, making the road temporarily impassible. Flooded roads can cause unsafe conditions for drivers who attempt to drive through flood waters, block access for emergency services, create delays in daily commuting, and increase traffic volume on unimpacted roads due to rerouting of vehicles. Higher water levels saturate soils and increase erosion which can undermine the subgrade of roads and bridge supports adjacent to rivers.



Tornadoes & Damaging Winds

Tornadoes are rotating columns of air marked by a funnel-shaped downward extension of a cumulonimbus cloud whirling at destructive speeds of up to 300 mph, usually accompanying a thunderstorm. Tornadoes have been known to lift and move heavy objects, including cars, and can generate a tremendous amount of flying debris that causes additional damage. Tornadoes and high winds have the power to knock over trees and power lines as well as create power outages. Fallen trees and power lines blocking roadways are dangerous for motorists. Power outages can affect stop lights making it difficult for motorists to navigate after a tornado event.



Dam & Reservoir Failure

Dam failure or excessive release of water from a dam could occur from storm damage, flash flooding upstream, or a catastrophic event. Dam failure can often result in personal injury, death, or significant high-water damage to property downstream, and could lead to road closures and destroyed bridges.



Severe Winter Weather

Occasional blizzard and extreme winter events can make roadway conditions dangerous and disruptive. Ice is especially dangerous to motorists and pedestrians when it accumulates on bridges, roads, and walkways.



Hazardous Materials

A HAZMAT incident is an event in which there is a large and extensive release of hazardous materials. These events can occur at locations where HAZMAT material is stored, manufactured, and/or transported. Roadways, waterways, soil and groundwater are vulnerable in the event of a HAZMAT spill.



Land Subsidence

Landslides are commonly triggered by human induced vibrations, over-steepened slopes, increased weight on a slope, and removal of vegetation on areas with landslide-prone slopes. Landslides can also be caused by heavy precipitation. Falling debris such as rocks, mud, and vegetation from a landslide can cover roads adjacent to a slope, often creating road hazards and closures as well as posing threats to motorists.



Erosion is the geological process in which earthen materials are worn away and transported by natural forces such as wind or water. Erosion can impact roadways adjacent to rivers and streams by undermining subgrade, creating unsafe conditions for vehicles.



Subsidence is the motion of the earth's surface as it shifts downward relative to a benchmark (often sea level) of the surrounding terrain. In Ohio, the two primary causes are abandoned underground mines (AUMs) and karsts. Karst is a topographic feature formed when carbonate rock, such as limestone, dolomite, and gypsum is eroded by water draining or moving from these areas. Sink holes from land subsidence can be a threat to roadway networks and motorists in communities where there are karst deposits.

Tornadoes & Damaging Winds

Since tornadoes are highly unpredictable, all areas of Delaware County, including Sunbury, are vulnerable to a tornado. Since 1950 there have been 11 tornadoes occurring in Delaware County, of which only one EF2 tornado impacted Sunbury. While there is a low probability of a tornado occurring in Sunbury, damaging winds still present a threat to all roadway networks and motorists.

Dam & Reservoir Failure

Dam failure is more likely to occur if the dam is not maintained or operated correctly. There are two Class I dams located in Sunbury, associated with the City's reservoirs and located just north of downtown. These are earth-fill dams that are between 16.5' and 19.5' high. According to the Ohio Mitigation Plan, the Above Ground Reservoir No. 1 located in Sunbury, Ohio overtopped in the 1960s; however, no downstream damage was recorded. The dams pose a minimal risk to the overall transportation network, but steps should be taken to ensure adequate contingency plans are in place in the event of a flood or overtopping.

Land Subsidence

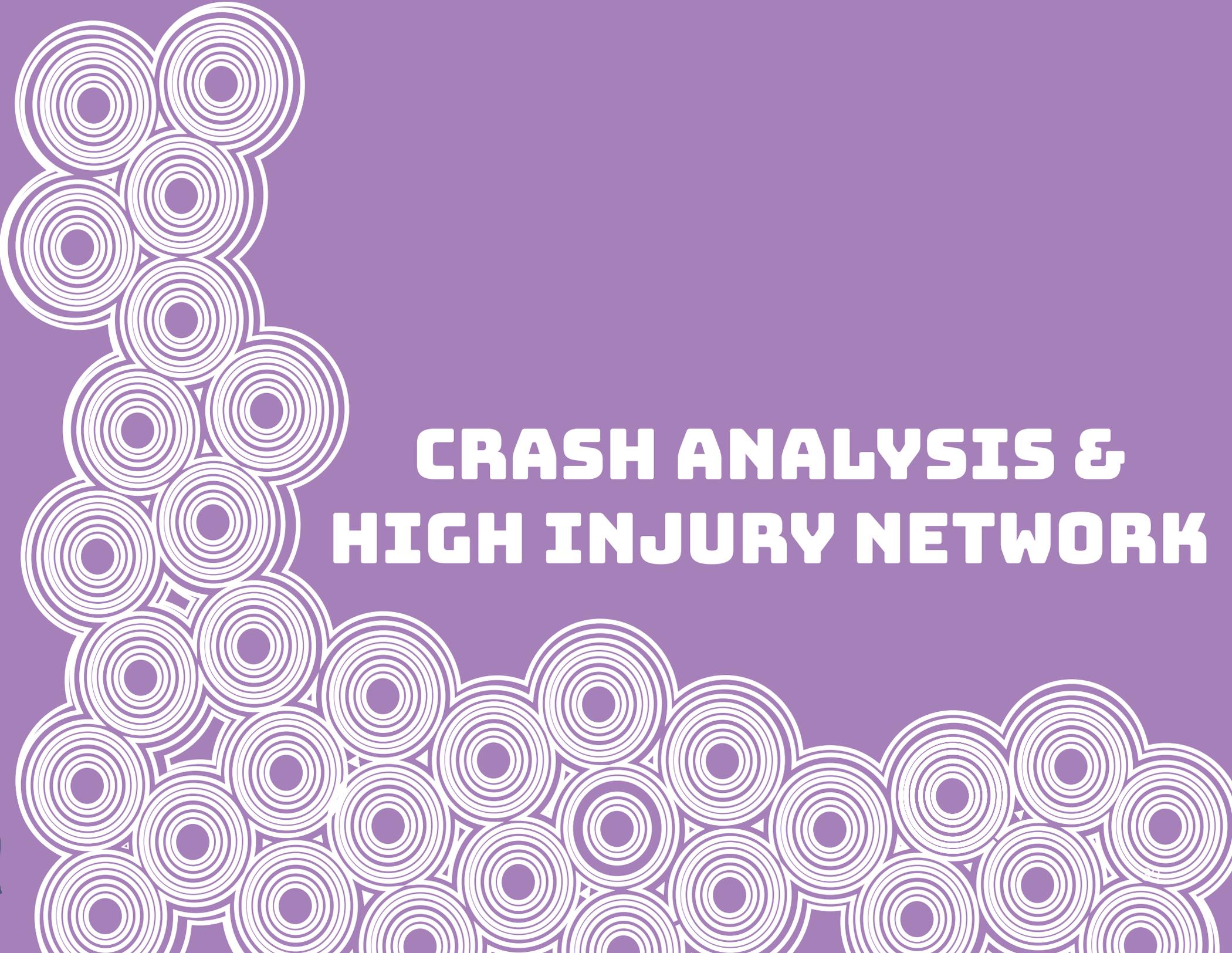
There is a higher susceptibility to land subsidence in the western part of Delaware County. Sunbury has little to no susceptibility to karst sinkholes or landslides, but is susceptible to erosion, particularly in areas adjacent to the Little and Big Walnut Creeks and Prairie Run. Walnut St. is particularly susceptible to erosion, based on its proximity to Big Walnut Creek. Over the years, the road has suffered structural failures due to land subsidence, and any improvements in the roadway network should take this into account.

Severe Winter Weather

Severe winter weather events are typically large weather events that will impact entire regions. According to the Delaware County Hazard Mitigation Plan, every winter season has an average rate of approximately 5 severe winter events occurring per year. Utilities such as water pipes and electric lines are at higher risk of damage from severe winter events from accumulated snow and ice. Debris from falling trees, icy road conditions, and snowfall can also damage roadways and pose a serious safety risk if not cleared in advance from de-icing protocols.

Hazardous Materials

44 facilities in Delaware County are identified as sites with Extremely Hazardous Substances (EHS). Records of facilities containing EHS are kept and maintained by the Ohio EPA and by Delaware County. The most likely locations of a HAZMAT incident would be at the location of a company, industry, etc. storing or utilizing hazardous materials. Additionally, transport of these materials creates a potential for incidents. Delaware County has hazardous material transported both by roadway and railroad. HAZMAT spills are unpredictable and can occur anywhere where hazardous materials are being stored, manufactured, or transported, however, significant impacts to infrastructure and populations are unlikely. According to the Delaware County Hazard Mitigation plan, recent HAZMAT spills have occurred on US-23 in 2019.



**CRASH ANALYSIS &
HIGH INJURY NETWORK**



Better to arrive LATE Than SORRY

SPEED 25 LIMIT

DON'T TEXT AND DRIVE

Buckle Up It's the LAW

SLOW

Don't DRINK And DRIVE



Harper W.

♥-Harper W.

Crash Analysis

By analyzing the crash data in this “study period” from 2014 to 2023, trends emerge and aid in understanding how and why crashes may be occurring.

Yearly Crash Percentage		
Year	Total Crashes	Percent
2014	106	11.6%
2015	107	11.7%
2016	96	10.5%
2017	109	11.9%
2018	60	6.6%
2019	98	10.7%
2020	69	7.5%
2021	68	7.4%
2022	96	10.5%
2023	105	11.5%
Grand Total	914	

Figure 2.1 | Yearly Crash Percentage

Yearly Traffic Crashes			
Year	Total Crashes	Fatalities	Serious Injuries
2014	106	0	2
2015	107	0	3
2016	96	1	4
2017	109	1	1
2018	60	0	0
2019	98	0	3
2020	69	0	1
2021	68	1	2
2022	96	2	1
2023	105	0	4
Grand Total	914	5	21

Figure 2.2 | Yearly Traffic Crashes

From 2014 to 2023 there were a total of 914 accidents. Five of those crashes resulted in fatalities and seventeen involved serious injuries. Combined, these crashes encompass approximately 2.5% of all crashes. Other crash severity categories include minor injury, injury possible, and property damage only/no injury. Property damage crashes occur most frequently, consisting of approximately 75% of all crashes.

There was a total of 169 injuries reported from accidents in the study period. Injuries are often reported by first responders on the scene. Therefore, this data is subject to human error in determining the extent and severity of injuries. This data does help illustrate the severity of crashes. For example, while there are 99 minor injury crashes reported, there were a total of 131 injuries sustained from the collisions.

There was a total of five fatal crashes and five fatalities as a result. Of all 914 crashes reported, 21 injuries resulted in incapacitating injuries, meaning that the sustained injuries were life changing. There were at total of 143 non-incapacitating injuries, or minor injuries, in the study period.

Crash Severity	Crashes	Percent
Fatal	5	0.5%
Serious Injury Suspected	17	1.9%
Minor Injury Suspected	99	10.8%
Injury Possible	111	12.1%
PDO/No Injury	682	74.6%
Total	914	

Figure 2.3 | Crash Severity

Crash Severity	Number	Fatalities	Incapacitating Injuries	Non-Incapacitating Injuries	Total Injuries	Possible Injuries
Fatal	5	5	0	1	6	1
Serious Injury	17	0	21	11	32	4
Minor Injury	99	0	0	131	131	32
Possible Injury	111	0	0	0	0	146
PDO	682	0	0	0	0	0
Total	914	5	21	143	169	183

Figure 2.4 | Crash Severity by Injury Type

Crash type helps demonstrate how the crash occurred. By grouping crash types together, the data can be interpreted in a simpler manner while still accounting for similar circumstances. **Table 2.5** displays crash types by injury for all crash severities. Rear end accidents were the most common with 350 crashes (approximately 38%). These crashes resulted in 56 total injuries, meaning 16% of rear end accidents resulted in injury. Head-on crashes, though relatively infrequent (24 incidents), proved particularly severe, resulting in 25 injuries—including 6 incapacitating injuries. Angle collisions were more common (84 incidents) yet still dangerous, causing 21 injuries and accounting for two fatalities. Similarly, fixed-object collisions (106 incidents) led to 22 injuries and two additional fatalities, highlighting the lethal potential of roadside hazards. Notably, pedestrian and cyclist incidents—while fewer in number (7 pedestrian and 2 cyclist crashes)—underscored acute vulnerability, contributing to one fatality and five injuries. This concentration of severe outcomes in specific collision types emphasizes the need for targeted countermeasures.

Type	Number	Incapacitating Injuries	Non-Incapacitating Injuries	Total Injuries
Unknown	5	0	0	0
Head On	24	6	19	25
Rear End	350	4	52	56
Backing	56	4	3	7
Sideswipe	83	1	14	15
Angle	84	2	19	21
Parked Vehicle	25	1	1	2
Pedestrian	7	0	4	4
Animal	84	0	2	2
Bicycle	2	0	1	1
Fixed Object	106	4	18	22
Other Object	9	0	0	0
Overtuning	3	1	1	2
Other Non-Collision	12	0	1	1
Left Turn	49	2	7	9
Right Turn	15	0	2	2
Total	914	25	144	169

Figure 2.5 | Crash Types by Injury

Crash Data and the Strategic Highway Safety Plan

SHSP Emphasis Areas	Fatal	% of Type	Serious Injury	% of Type	Minor Injury	% of Type	Possible Injury	% of Type	PDO	% of Type	Total
Roadway Departure	0	0.0%	2	11.8%	11	11.1%	0	0.0%	26	3.8%	39
Intersections	3	60.0%	4	23.5%	48	48.5%	68	61.3%	321	47.1%	444
Young Drivers	2	40.0%	2	11.8%	39	39.4%	42	37.8%	244	35.8%	329
Speed	1	20.0%	2	11.8%	9	9.1%	9	8.1%	35	5.1%	56
Older Drivers	0	0.0%	6	35.3%	30	30.3%	24	21.6%	132	19.4%	192
Seat Belts	1	20.0%	3	17.6%	10	10.1%	6	5.4%	16	2.3%	36
Automated Vehicles	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
Motorcycles	2	40.0%	3	17.6%	3	3.0%	1	0.9%	2	0.3%	11
Commercial Vehicles	0	0.0%	3	17.6%	8	8.1%	9	8.1%	71	10.4%	91
Distracted Driving	0	0.0%	1	5.9%	17	17.2%	14	12.6%	49	7.2%	81
Impaired Driving	3	60.0%	3	17.6%	7	7.1%	5	4.5%	30	4.4%	48
Pedestrians & Bicycles	1	20.0%	0	0.0%	4	4.0%	4	3.6%	0	0.0%	9
Railroad Crossings	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0

Figure 2.6 | SHSP Emphasis Area

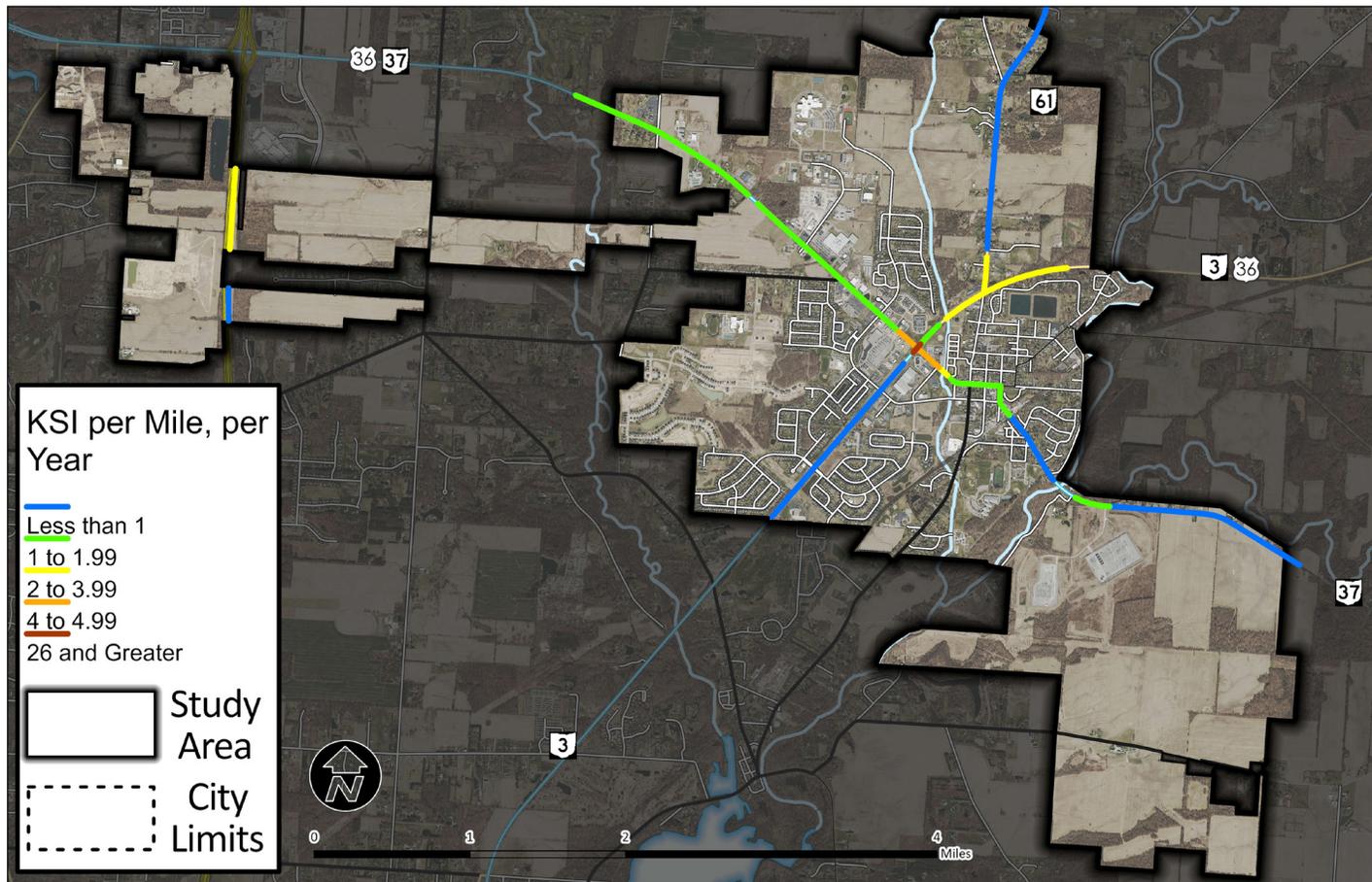
The State Strategic Highway Safety Plan (SHSP) is an FHWA-required document as part of the Highway Safety Improvement Program (HSIP). The SHSP provides a framework to advance roadway safety, with insight as to overarching goals of transportation planners and engineers. Problematic areas, both in the built environment and in driver behaviors, are identified, with goals and objectives that work through the four E's of highway safety (engineering, education, enforcement, EMS) to address them. Table 2.6 provides the 13 quantifiable areas of emphasis in Ohio's SHSP, along with corresponding data from Sunbury crashes during the observation period.

SHSP emphasis areas share similarities with prevalent crash types, behaviors, contributing factors, and demographics in the Sunbury crash data. For example, intersections in Sunbury, which are particularly dangerous, accounting for three out of five fatal crashes and a significant number of injuries, amounting to a 31.8% KSI rate. At the state level, intersections accounted for 39% of fatal and serious injury crashes.

Many areas of concern in the study area have lower KSI rates than the state average. However, two state emphasis areas are cause for concern. Older drivers in Sunbury account for 42.9% more KSI crashes than the state average, a difference of 8.2 percentage points overall. Motorcycles are also a potential cause for concern, with a KSI rate double the state average.

General Trends

Mapping crashes by road segment and determining the crash per mile value is helpful in determining more dangerous stretches of road. Most major roads in Sunbury suffer from at least the occasional crash. Other areas, like the intersection of SR-3, SR-37, and U.S. 36, have a very high incidence of fatal and serious injury crashes.



Map 2.1 | KSI per Mile, per Year

Out of 914 crashes, demographic data indicates that 329 of these incidents involved drivers aged 15 to 25. This group constituted approximately 36% of the crashes during the study period. Additionally, 192 crashes involved senior drivers aged 65 and older. Identifying the demographics of those involved in crashes enables the development of more targeted and effective education on traffic regulations and safety measures.

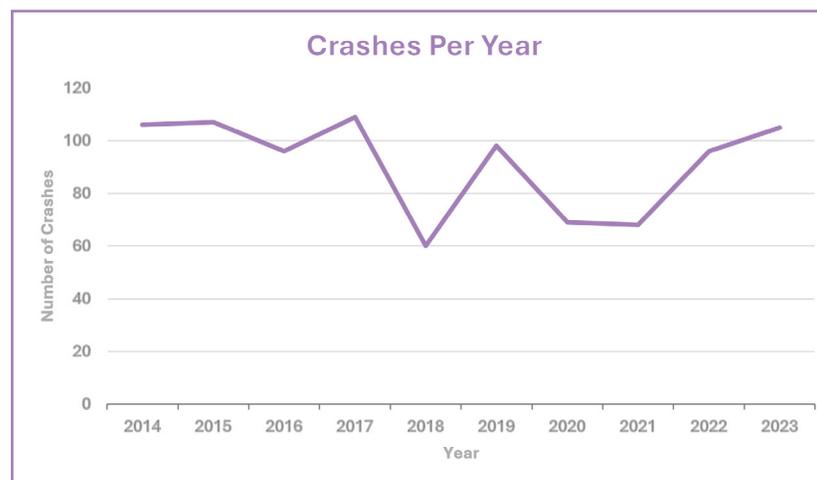


Figure 2.7 | Crashes per Year

Year	Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	Total
2014	0	1	10	14	81	106
2015	0	2	8	17	80	107
2016	1	4	12	16	63	96
2017	1	1	5	20	82	109
2018	0	0	2	11	47	60
2019	0	2	17	5	74	98
2020	0	1	7	6	55	69
2021	1	2	7	4	54	68
2022	2	1	11	10	72	96
2023	0	3	20	8	74	105
Total	5	17	99	111	682	914

Figure 2.8 | Crashes per Year Breakdown

Crashes & Traffic Metrics

Traffic metrics like Annual Average Daily Traffic (AADT) and Vehicle Miles Traveled (VMT) are useful for understanding traffic congestion and roadway usage, despite their inherent flaws. For instance, AADT tells us how many cars use a roadway on the average day, and despite not accurately depicting the highest and lowest traffic times, provides useful insight into the general congestion. Similarly, VMT tells us how many miles are traveled on a road, or in the case of a population, how many miles people drive. VMT does not, however, tell us anything about the number of cars. Level of Service (LOS) indicates how congested a roadway is, combining AADT with physical roadway attributes to determine how free-flowing traffic is. LOS does not indicate the safety improvements of a stretch of road resulting from higher congestion and slower speeds.

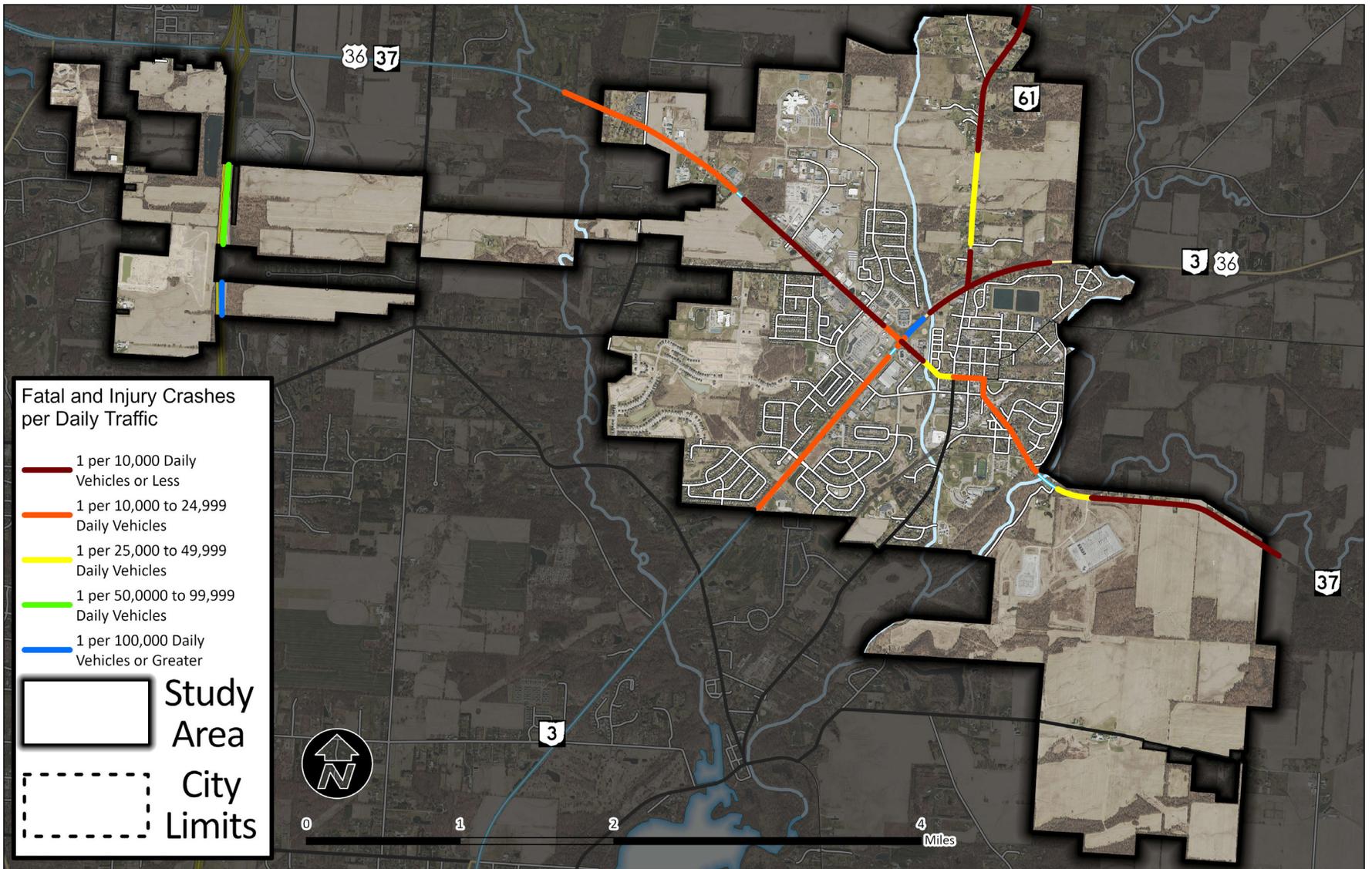
It should be noted these metrics are only available on ODOT roads.

In looking at the relationship between VMT and crashes, some clear trends emerge. Using fatal and injury crashes per 1,000 VMT as a metric, the most dangerous space in the study area is the intersection of U.S. 36 / SR-37 / SR-3 at over 8 fatal and injury crashes per 1,000 VMT. The intersection of U.S. 36 and SR-61 is also a dangerous location, producing between 4 and 8 fatal and injury crashes per 1,000 VMT. Other dangerous locations by this metric include SR-37 through downtown and SR-3 / U.S. 36 from the intersection with SR-37 to the eastern city limits. These results, while indicating a higher incident of crashes, should be examined for what they represent. This metric is only a function of the length of roadway, the trips that pass through and terminate along the road section, and the absolute daily traffic seen. It does not account for roadway design, speed, or congestion.

AADT is another useful tool for examining traffic crashes. Using the metric fatal and injury crashes per 1,000 vehicles, crash frequency on a per car basis can be determined. Map 2.2 identifies trends and dangerous areas. Similar to VMT metric, SR-61 and U.S. 36 is quite dangerous on a per vehicle basis. The same can be said for SR-37 on the east side of the study area, and U.S. 36 / SR-37 on the west side of the study area.



Map 2.2 | Killed & Injured per 1,000 VMT



Map 2.3 | Fatal & Injury Crashes per Daily Traffic

Crashes & Physical Design

Physical design of roadways plays a part in traffic safety and prevalence of KSI crashes. Design elements include roadway and lane width, number of lanes, and presence of improvements like curbs, among others.

Lane width plays a key role in how drivers behave. A 2023 study of roads across the U.S. found no evidence that wider lanes are safer, concluding a lane width of 9 feet did not produce a higher rate of crashes as compared with 10 or 11 foot lanes. On roads with speeds between 30 and 35 MPH, crashes were measurably higher when lane widths were greater than 9 feet¹. Furthermore, a 2025 study of urban arterials in Utah showed that, for each foot of lane width beyond the mean 11.6 feet, 85th and 95th percentile speeds increased by approximately 1 MPH. Odds of an injury crash were shown to increase 38.8% for each additional foot of lane width beyond the mean.²

Roadway width and the width of lane-adjacent shoulders has been found to have a negative impact on injury crashes. A 2022 study showed the widening of lane-adjacent (right) shoulders at intersections from 4 feet to 10 feet increased the risk of fatal and serious injuries by nearly 3% for minor injury crashes and nearly 1% for serious injuries and fatalities. In another study conducted in 2019, roadway shoulder widths of 5.9 feet to 7.9 feet were found to have an increased risk of injury and fatal crashes, as were unpaved shoulders of around 3 feet and less.

¹ Ewing et al. A National Investigation on the Impacts of Lane Widths on Traffic Safety, 2023.

² Ewing et al. Urban Arterial Lane Width Versus Speed and Crash Rates: A Comprehensive Study of Road Safety. Sustainability, 2025, 17, 628.

Fatal Crashes

There were a total of 5 fatalities resulting from the 5 crashes categorized as fatal. These crashes resulted in loss of life, making them a top priority for accomplishing Vision Zero. Categorizing fatal crashes by crash type aims to understand what caused these accidents, to then implement effective countermeasures.

Two of the fatal crashes occurred at an angle two involved collisions with fixed objects, and one involved a pedestrian.

One contributing factor for fatal crashes may be roadway lighting. Two of the incidents occurred during dark conditions, with one on lighted roadways and the other on unlighted roadways. Additionally, two crashes involved young drivers aged 15 to 25. Two crashes involved adverse road conditions such as being wet from rain and ice.

Type	Number
Angle	2
Fixed Object	2
Pedestrian	1
Total	4

Figure 2.9 | Fatal Crash by Type



Serious Injury Crashes

Within the study period, there were a total of 17 serious injury crashes. As aforementioned, serious injury crashes are severe enough to require medical attention, to further differentiate crash typologies, incapacitating injuries inhibit daily life with lasting effects and require immediate interventions, while non-incapacitating injuries are more moderate but still require medical attention.

Head-on collisions, despite five reported incidents, resulted in a total of six incapacitating injuries and five non-incapacitating injuries. Fixed object collisions accounted for three incidents, with four incapacitating and two non-incapacitating injuries. These statistics indicate that multiple injuries can occur per accident, underscoring the importance of reducing the frequency of these collisions.

Of the 17 serious injury crashes, 2 involved young drivers, and 6 involved seniors (65 years and older). This could indicate the need for driver education or accommodations for elderly who may experience lack in visibility.

Crash Type	Number	Incapacitating Injuries	Non-Incapacitating Injuries
Head On	5	6	5
Rear End	3	4	3
Sideswipe	1	1	1
Angle	1	2	0
Parked Car	1	1	0
Fixed Object	3	4	2
Overturning	1	1	0
Left Turn	2	2	0
Total	17	21	11

Figure 2.10 | Serious Injury Crash by Resulting Injury

Crash Type	Number	Percent
Head On	5	29.4%
Rear End	3	17.6%
Fixed Object	3	17.6%
Left Turn	2	11.8%
Sideswipe-Meeting	1	5.9%
Angle	1	5.9%
Parked Car	1	5.9%
Overturning	1	5.9%
Total	17	100.0%

Figure 2.11 | Serious Injury Crash by Type

High Injury Network

The identified high injury network (HIN) accounts for 355 of the total 914 crashes identified in the study area and 5.0 miles of roads.

Of the 914 total crashes in Sunbury during the study period, 355 occurred within the HIN, representing 38.8% of all crashes. A majority of fatalities (80%) occurred within the network, and about a third (29.4%) of serious injuries took place in the HIN. This represents a rate of 6.82 and 2.51 above the baseline average, respectively.

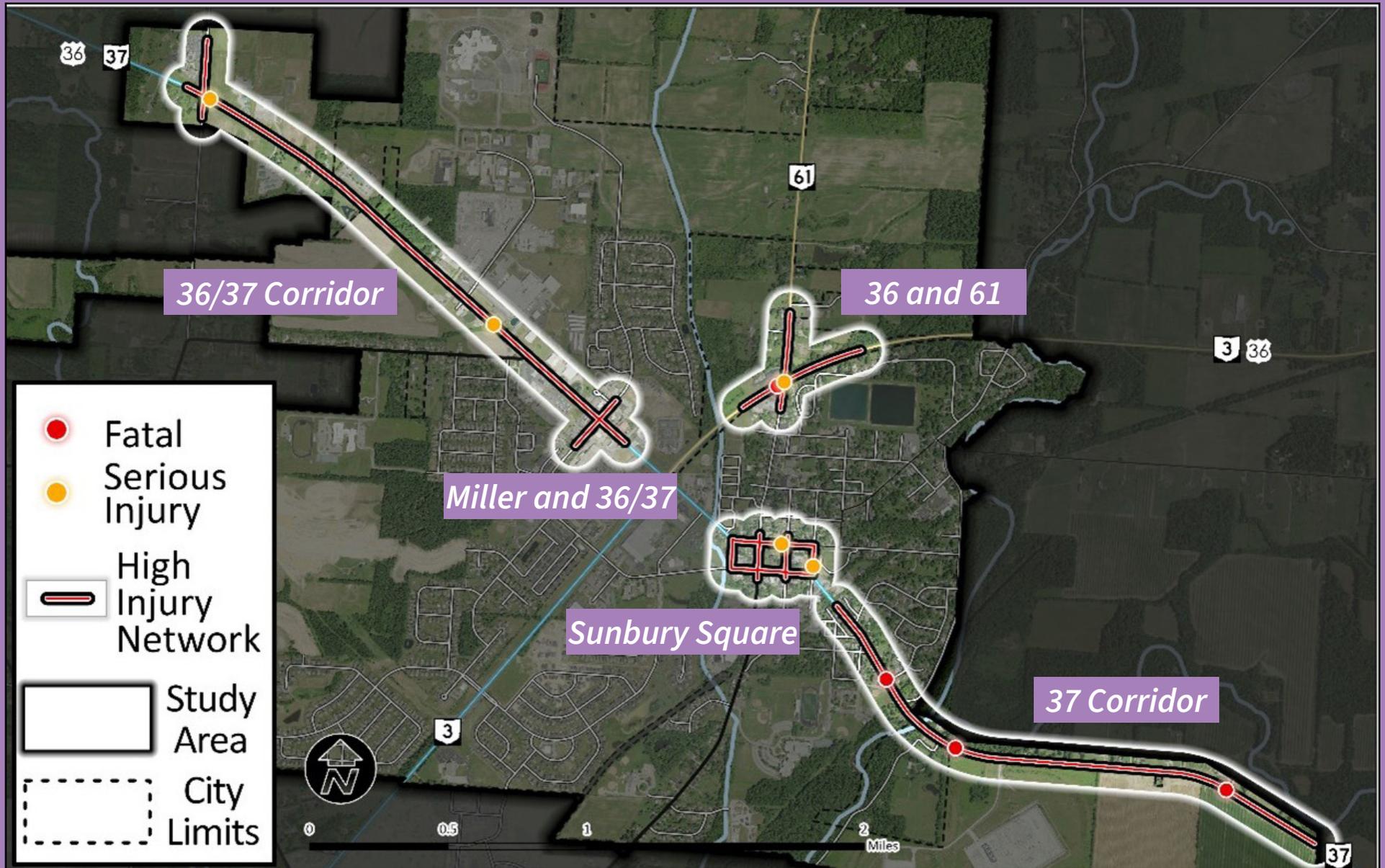
The HIN, shown in Figure 2.13 (right) comprises two intersections (Miller & U.S. 36, U.S. 36 & SR-61), two corridors (SR-37 East, U.S. 36/SR-37 West), and one area (Sunbury Square).

	Total Study Area	HIN	HIN Percentage of Total
Crashes	914	355	38.8%
Fatalities	5	4	80%
Serious Injury	17	5	29.4%

Figure 2.12 | Total Crashes vs High Injury Network Crashes

	Fatal	Serious Injury
Miller & U.S. 36	0	0
U.S. 36/SR-37 Corridor	0	2
U.S. 36 & SR-61	1	1
SR-37 Corridor	3	1
Sunbury Square	0	1
HIN	4	5
Percentage of Total	80.0%	29.4%
KSI Outside of HIN	1	12
Total KSI	5	17

Figure 2.13 | HIN Fatal and Serious Crashes



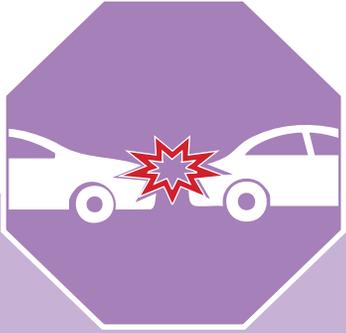
Map 2.4 | Fatal & Serious Crashes along HIN

Common High Injury Network Crash Types

To understand why crashes occur at a higher rate, a breakdown by crash typology is helpful. By examining crash types, the circumstances and behavior surrounding the crashes can be explored, giving insight into why these crashes occurred. Of the seventeen crash types seen in the HIN, five types make up the over three quarters of HIN crashes. Four crash types account for about two-thirds of crashes. Further, just two crash types account for half of HIN crashes. These crash types represent the most dangerous and prevalent crashes within the most dangerous roadway areas in Sunbury, requiring special attention to reduce roadway fatalities and serious injuries. Figure 2.14 demonstrates the changes in likelihood of specific crash types within the HIN as compared to the overall study area.

Crash Type	Crash Likelihood Study vs HIN	Percent of Crashes Within HIN	Five Most Prevalent	Four Most Prevalent	Three Most Prevalent	Two Most Prevalent
Rear End	1.01	38.7%	77.7%	70.1%	60.3%	50.5%
Angle	1.28	11.8%				
Animal	1.07	9.8%				
Fixed Object	0.85	9.8%				
Left Turn	1.42	7.6%				
Sideswipe - Passing	0.73	6.4%				
Backing	0.88	5.4%				
Head On	1.59	4.2%				
Parked Car	0.45	1.2%				
Pedestrian	1.28	1.0%				
Right Turn	0.60	1.0%				
Non-Collision	0.56	0.7%				
Unknown	1.34	0.7%				
Other Object	0.50	0.5%				
Overturning	1.49	0.5%				
Sideswipe - Meeting	1.49	0.5%				
Bicycle	1.12	0.2%				

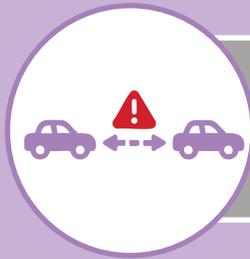
Figure 2.14 | High Injury Network Crash Types



Rear-End Crashes

38.7% of HIN Crashes
1% Increased Likelihood

Top Causative Factors



Assured Clear Distance Ahead (95.7%)



Improper Lane Change (1.4%)

Rear-end crashes are probably the most recognizable of all crash types. In fact, rear-end crashes were the most common crash type in the U.S. in 2023, accounting for 3.78 million (40.6%) of all crashes. These crashes occur when a car doesn't stop quickly enough, striking the rear of the car in front with their front end.

Potential Solutions

Distracted Driver Enforcement

Drivers that are not giving full attention to the road may not see the vehicle in front slow down and/or stop. Police should actively look for distracted drivers, and the city should work on messaging programs to reduce distracted driving.

Speed Enforcement

Drivers that travel above the posted speed limit pose a rear-end crash hazard. When going faster than the car in front, drivers reduce reaction time. Police enforcement is an effective method for reducing speeding.

Traffic Signal Synchronization

Traffic signals that allow for traffic to flow naturally can avoid gaps in traffic, which cause those behind to speed up to close the gap. This can lead to more rear-end crashes.

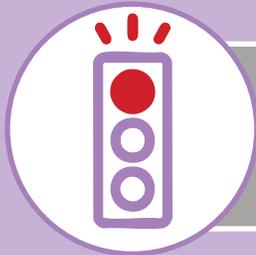


Angle Crashes

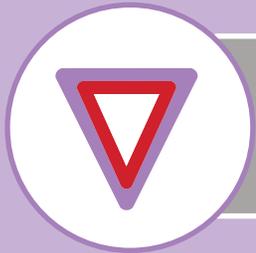
11.8%
of HIN Crashes

28%
Increased
Likelihood

Top Causative Factors



Red Light
(24.4%)



Failure to Yield
(48.9%)

Angle crashes occur when two vehicles collide while going in perpendicular directions. One vehicle broadsides another, or otherwise strikes the side of the other car with its front end.

Potential Solutions

Increased Signal Visibility

Sun glare or competing lighting sources can make seeing traffic signals a challenge. By increasing visibility through backplating, proper mounting, maintenance etc., angle crashes can be reduced.

Signal Change Lead Time

To account for the large number of angle crashes caused by red light violations, signal programming should incorporate a lead time between opposite lights turning from red to green, giving time to clear the intersection.

Increased Signage

Ensuring signage is adequate to warn drivers of approaching intersections and signals can help ensure compliance with signals and stop signs. Additional lighting of stop signs and maintenance of retro-reflectivity also helps with visibility and early warning for drivers.



Fixed-Object Crashes

9.8%
of HIN Crashes

15%
Increased
Likelihood

Top Causative Factors



Improper Lane
Change
(18.8%)



Drove Off Road
(18.8%)



Other/Unknown
(25.0%)

Fixed-object crashes represent a dangerous crash typology. Because a fixed object does not move, even when impacted, it presents great danger to the driver.

Potential Solutions

Rumble Strips

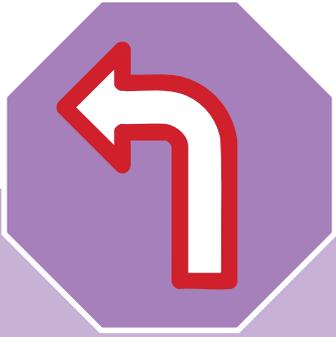
Parallel rumble strips along the road edge, on the solid yellow that separates the shoulder and the lane of travel, can help reduce instances of running off the road by helping to warn distracted, inebriated, or fatigued drivers through strong vibrations caused by pavement markings.

Roadway Edge Barriers

Collision with a fixed object is quite dangerous because that object often does not move when struck. Placing barriers like guard rails around dangerous stationary objects helps to deflect vehicles. Barriers like guard rails can redirect vehicles and help slow them down to avoid fixed objects.

Reflective Markings

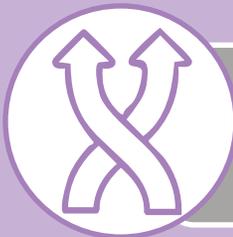
Reflective pavement markings, typically in the form of reflective paint on lane and shoulder markers, help to delineate the lane of travel in darkness hours, keeping drivers in their lane.



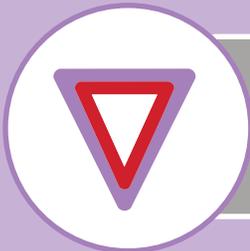
Left Turn Crashes

7.6% of HIN Crashes **42%** Increased Likelihood

Top Causative Factors



Left of Center
(21.4%)



Failure to Yield
(67.9%)

Because a vehicle must drive across oncoming traffic, usually from a complete stop, while judging the speed of approaching vehicles, left turns are among the most dangerous maneuvers a driver makes. Turning left becomes even more dangerous when taking into account the reduced reaction time of elderly drivers, the presence of hills or curves, distractions, or time of day.

Potential Solutions

Protected Left Turns

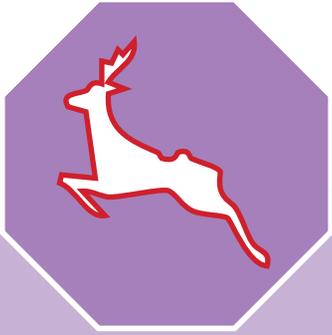
A protected left turn allows vehicles making left turns to do so without the risk of oncoming traffic. This is achieved by providing a green left turn arrow while oncoming traffic has a red light. Additional benefits can be achieved if unprotected left turns are not allowed.

Left Turn Offset

Offsetting the left-turn lanes has two benefits. First, it allows left-turning vehicles to see past opposite-direction left turn vehicles. Second, it reduces the potential of left turning conflicts by creating linear separation between left turning vehicles.

Reduced Speed

Reducing the speed on roadways, especially where there are intersections with left turns, can reduce incidents of crashes by allowing for greater reaction time of left turning drivers and decreasing the stopping distance of oncoming traffic.



Animal Crashes

Animal crashes occur when an animal runs into the right-of-way and causes a crash. Typically seen with deer running into the roadway, it can include any animal, wild or otherwise, being hit or causing a crash. These crashes are usually single-vehicle and tend to happen in rural areas and/or at dawn or dusk.

9.8% of HIN Crashes **7%** Increased Likelihood

Top Causative Factors



Deer
(100%)

Potential Solutions

Increased Lighting

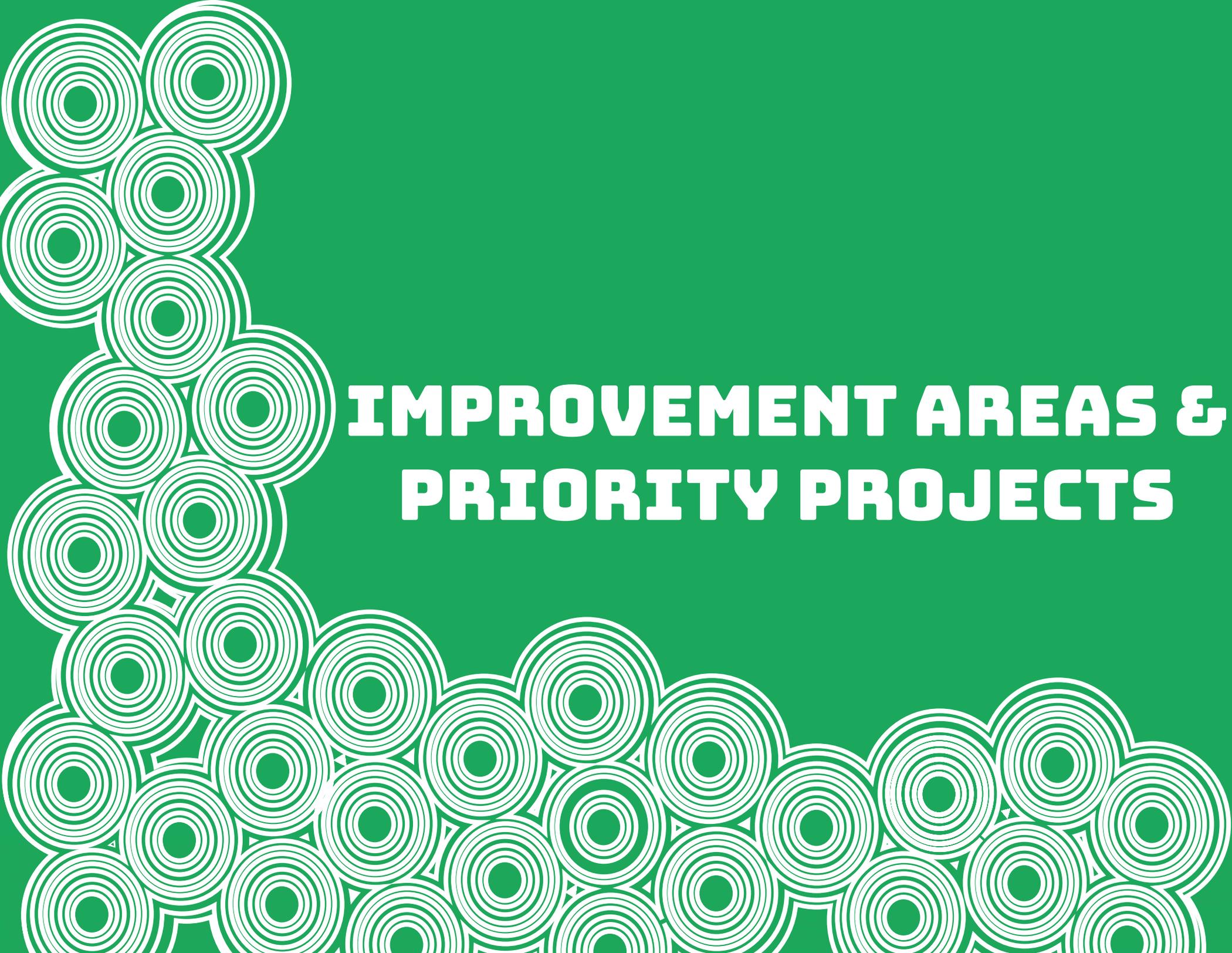
The majority of animal strikes in Central Ohio are deer strikes, and the majority of deer strikes occur on dark, rural roadways. The addition of lighting has two major benefits; it allows drivers to see animals along the side of the road, and lighting can keep wild animals away from the area.

Road Edge Barriers

Road edge barriers typically protect infrastructure, buildings from vehicles, and protect vehicles that leave the roadway from immovable objects. These barriers can also have the added benefit of discouraging deer and other animals from crossing into the roadway.

Improved Signage

In the event available countermeasures cannot keep animals from the roadway, the driver must be alerted to the possibility of animals in the road. The deployment of large, well-placed, lighted signage warning of the high potential for wild animals can increase driver attentiveness and reduce animal crashes.

A decorative graphic consisting of numerous overlapping white concentric circles of varying sizes, arranged in a dense, organic pattern that fills the left and bottom portions of the frame. The background is a solid, vibrant green.

IMPROVEMENT AREAS & PRIORITY PROJECTS

The dangers of distractions



NO TEXTING
WHILE WALKING!!



NO TEXTING
WHILE DRIVING!!

Are you putting your life
at risk?



Everyone has a
role in road safety

Road safety isn't
just for drivers –
it's for everyone



High Injury Network

The following five geographic areas (HIN), driver behaviors, and general policy areas were identified throughout the process as those issues which require the greatest attention in order to reduce fatalities and serious injuries and create a transportation network that is safe and efficient for all users. Numerous metrics were referenced when determining what the emphasis areas were. Traffic fatalities and injuries, proximal development, nearby schools, adjacent land uses, traffic volumes, community input, and Steering Committee input were all factors that were considered when determining emphasis areas.

- Intersections:** U.S. 36 & SR-61
U.S. 36 & Miller Drive
- Areas:** Sunbury Square
- Corridors:** SR-37 from Sunbury Square to East city limits
U.S. 36/SR-37 from Miller Drive to Domigan Road
- Behaviors:** Speeding
Attentive Driving
OVI campaign / Awareness
- City-Wide:** Retroreflectivity Standards
Pedestrian Signal Programming
Eliminate unnecessary and repetitive signage
Traffic signal modernization
Access Management
Digital Signage
Traffic Enforcement
Public Education

Throughout this section, there are twenty projects that will be specifically marked as **Priority Projects**. These projects were identified by the Steering Committee as the most important countermeasures and improvements for alleviating traffic safety and efficiency issues.

Countermeasures & Priority Projects

While all proposed countermeasures and projects are important in reducing traffic fatalities and serious injuries, there are some projects which are essential to eliminating the highest amount and correcting the most dangerous deficiencies in the network. The roster of priority projects was developed from the proposed countermeasures within the HIN. Using that list as a basis, the Steering Committee ranked each project based on its effectiveness and importance for safety, placing them in one of four tiers based on importance.

For each countermeasure, the Steering Committee took into account multiple points of data. Countermeasures were assigned a Crash Modification Factor (CMF) and Crash Reduction Factor (CRF) based on studies found within FHWA's Countermeasure Factors Clearinghouse. Only those studies which were highly-rated by FHWA (4- and 5-star quality rating) were referenced. CMF and CRF scores are an aggregate of applicable scores, meaning if there were multiple acceptable studies for each countermeasure, the scores were averaged.

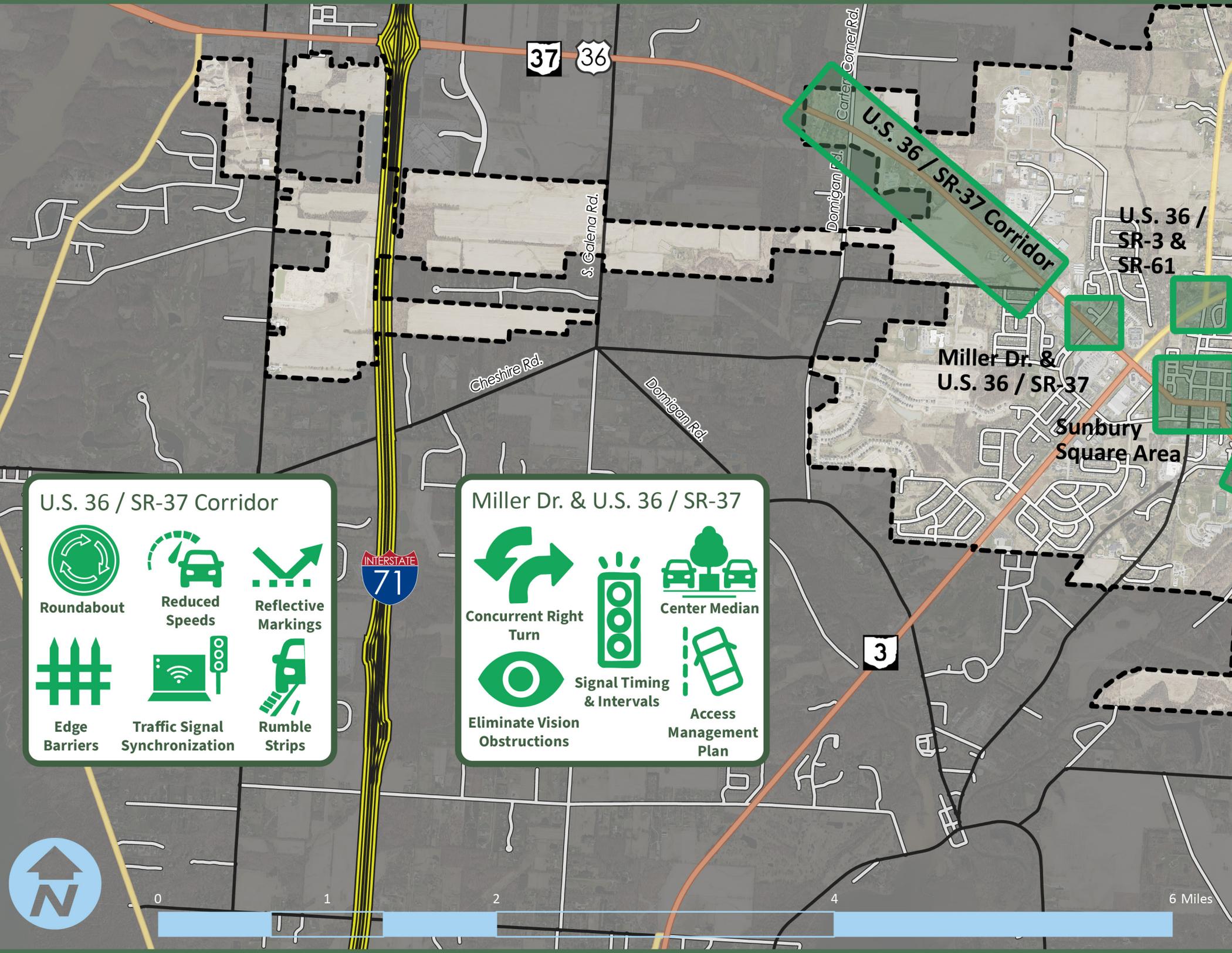
Also taken into account and related to FHWA countermeasure data was the crash severity and crash type. Some countermeasures referenced specific crash types, which is helpful in areas where specific crashes are problematic. Additional weight was given to relevant crash types, as was those studies specifically involving fatal and injury crashes. The Steering Committee also considered rough cost and timeline in ranking priority projects. Finally, the committee looked at crash data for each location in determining priority placement of projects.

Tier I projects are considered immediately critical, and are essential in eliminating traffic crash fatalities and serious injuries. Countermeasures in this tier represent those which are fundamental to the transportation network. They include projects from three different areas, as well as one cross-cutting priority project.

Tier II Projects are less critical to safety, but still important and time-sensitive. They include improvement at three different locations within the HIN. Tier III are those projects which are important to the overall safety of the network, but are not as time-sensitive, or may have other barriers to immediate constructability. They include improvements to three areas. Finally, Tier IV are those projects which have a level of importance above most countermeasures outlined in this report, but are not as sensitive to time, fatalities and injuries, or that need additional time to develop. Tier IV projects cover three HIN locations.

High Injury Network	Location	Countermeasure	Timeline	CMF	CRF	Crash Type	Cost	Crash Sev.
Tier I – Immediate Critical								
36/37 Corridor	Domigan Rd. at US 36/SR 37	Roundabout	Long	0.42	58%	All	\$\$\$	All
36/37 Corridor	Corridor	Rumble Strips	Short	0.77	23%	All	\$	Fatal, SI
36/37 Corridor	Corridor	Access Management Plan	Medium	N/A	N/A	N/A	\$	N/A
Miller Dr. at US 36	Intersection	Right Turn Overlap	Short	0.79	20%	All	\$	All
37 Corridor	Big Walnut Creek East to City Limit	Edge Barriers	Medium	0.74	26%	Off Road	\$\$	Fatal, SI
N/A	Citywide	Traffic Signal Modernization	N/A	N/A	N/A	N/A	N/A	N/A
Tier II - Critical								
Square	All Intersections	Curb Bump Outs & Parallel Parking	Medium	0.93	37%	All	\$\$	All
US 36 at SR 61	Intersection	Protected Left Turn	Short	0.96	4%	All	\$	Fatal, SI, MI
US 36 at SR 61	Intersection	Intersection Realignment	Medium	Var.	Var.	All	\$\$\$	All
US 36 at SR 61	US 36 Approaches	Reduced Speed Limit	Medium	0.77	24%	All	\$	Fatal, SI, MI
37 Corridor	SR 37 at E. Granville and S. Morning St.	Intersection Realignment	Long	Var.	Var.	All	\$\$\$	All
Tier III – High Priority								
37 Corridor	Corridor	Access Management Plan	Medium	N/A	N/A	N/A	\$	N/A
US 36 at SR 61	Intersection	Roundabout	Long	0.47	53%	All	\$\$\$	All
Miller Dr at US 36	Intersection	Traffic Signal Back Plating	Short	0.85	15%	All	\$	All
37 Corridor	Big Walnut Creek East to City Limit	Lighting	Medium	0.69	31%	All	\$\$	Fatal, SI, MI
Tier IV - Priority								
Square	S Columbus St at Granville St	Traffic Mini Island	Medium	0.65	35%	All	\$\$	All
37 Corridor	SR-37 at Hawthorne Rd	Rectangular Rapid Flashing Beacon	Short	0.29	72%	Pedestrian	\$	Fatal, SI, MI
Miller Dr at US 36	Intersection	Access Management Plan	Short	N/A	N/A	N/A	\$	N/A
Square	Granville Intersections	Raised Intersection Tables	Long	N/A	N/A	N/A	\$\$	N/A

Figure 3.1 | Priority Projects



U.S. 36 / SR-37 Corridor



Roundabout



Reduced Speeds



Reflective Markings



Edge Barriers



Traffic Signal Synchronization



Rumble Strips

Miller Dr. & U.S. 36 / SR-37



Concurrent Right Turn



Signal Timing & Intervals



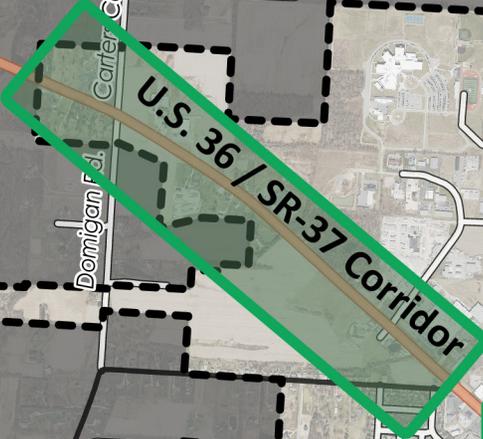
Center Median



Eliminate Vision Obstructions



Access Management Plan



Miller Dr. & U.S. 36 / SR-37

Sunbury Square Area

U.S. 36 / SR-3 & SR-61



U.S. 36 / SR-3 & SR-61



Dedicated Left Turn Signal



Improved Signage



Approach Realignment



Roundabout



Lighting



Reduced Speeds

Harford Rd.



Sunbury Square Area



Center Median



Traffic Signal Synchronization



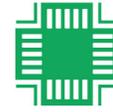
Mid-Block Crossing



Traffic Mini Island



Eliminate Parking Near Intersections



Raised Intersection Tables

SR-37 East Corridor



SR-37 East Corridor



Rumble Strips



Sidewalk Widening



Intersection Redesign



Higher Curbs



Rapid Rectangular Flashing Beacon



Edge Barriers



Lighting



Reduced Speeds

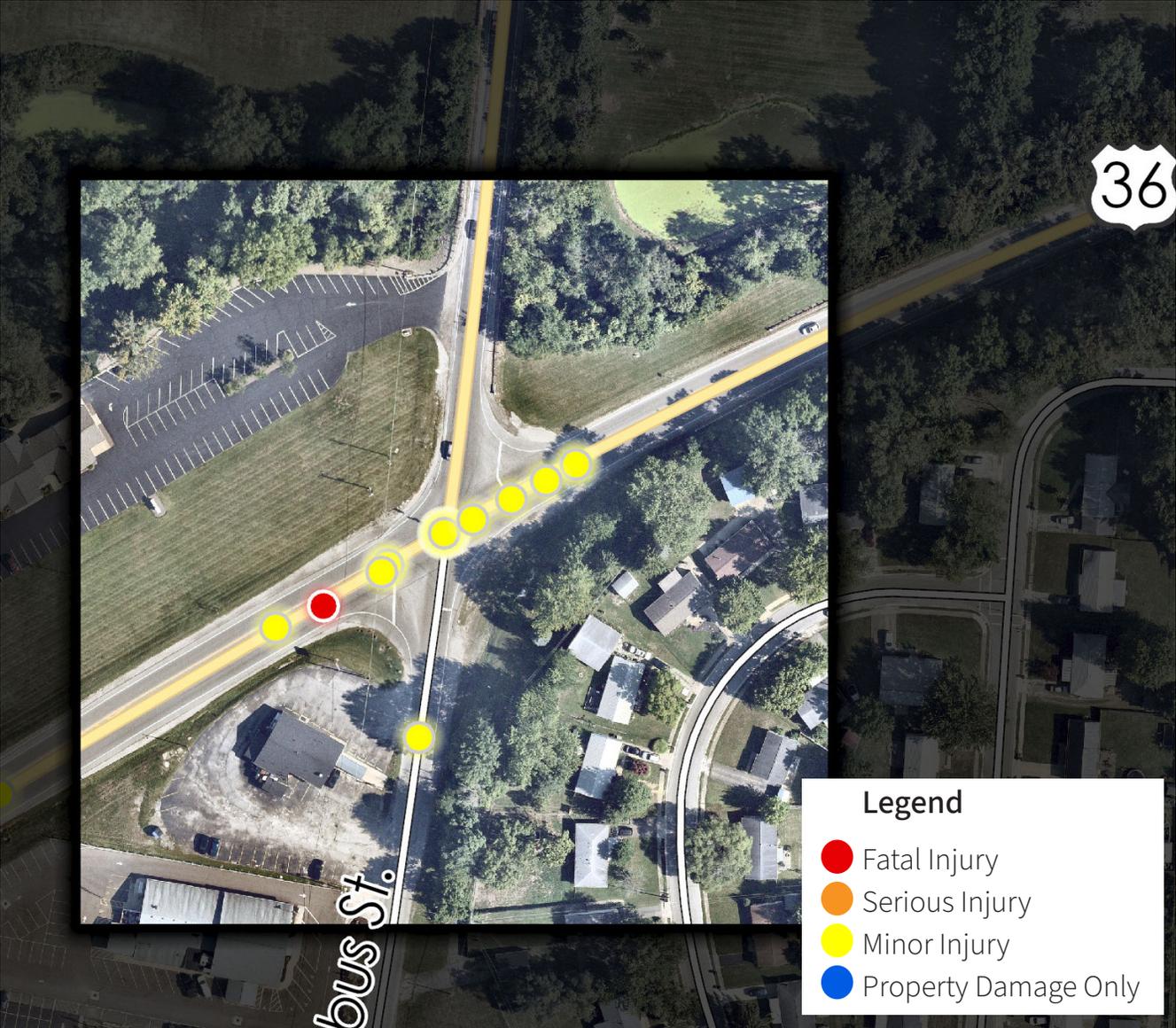


Reflective Markings

Vans Valley Rd.



U.S. 36 & SR-61

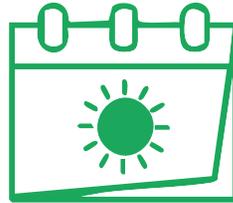


Map 3.2 | U.S. 35 & SR-61 Crashes

U.S. 36 & SR-61



23.4% of Crashes were on Dark and Unlit Roads.



24.7% of Crashes Occurred in July and August.



35.1% of Crashes Involved Young Drivers.

Crash Severity

Severity	Number	Percent
Fatal	1	1.3%
Serious Injury	1	1.3%
Minor Injury	13	16.9%
Possible Injury	10	13.0%
PDO	52	67.5%
Total	77	

Figure 3.2 | U.S. 36 & SR-61 Crash Severity

Occupant Crash Outcomes

Fatalities	1
Incapacitating Injuries	1
Non-Incapacitating Injuries	18
Possible Injuries	19
Uninjured	159

Figure 3.3 | U.S. 36 & SR-61 Crash Outcomes

Crashes by Typology



Rear-End
(32.5%)



Fixed-Object
(10.4%)



Left Turn
(14.3%)

Contributing Circumstances



Red Light
(7.8%)



Failure to Yield
(26.0%)



Follow Too Close ACDA
(31.2%)

Area-Specific Goals

Increase Intersection Visibility

Reduce Speeds in the Area

Roundabout

Approach
Realignment

Dedicated
Left Turn
Signal

Reduce
Speeds

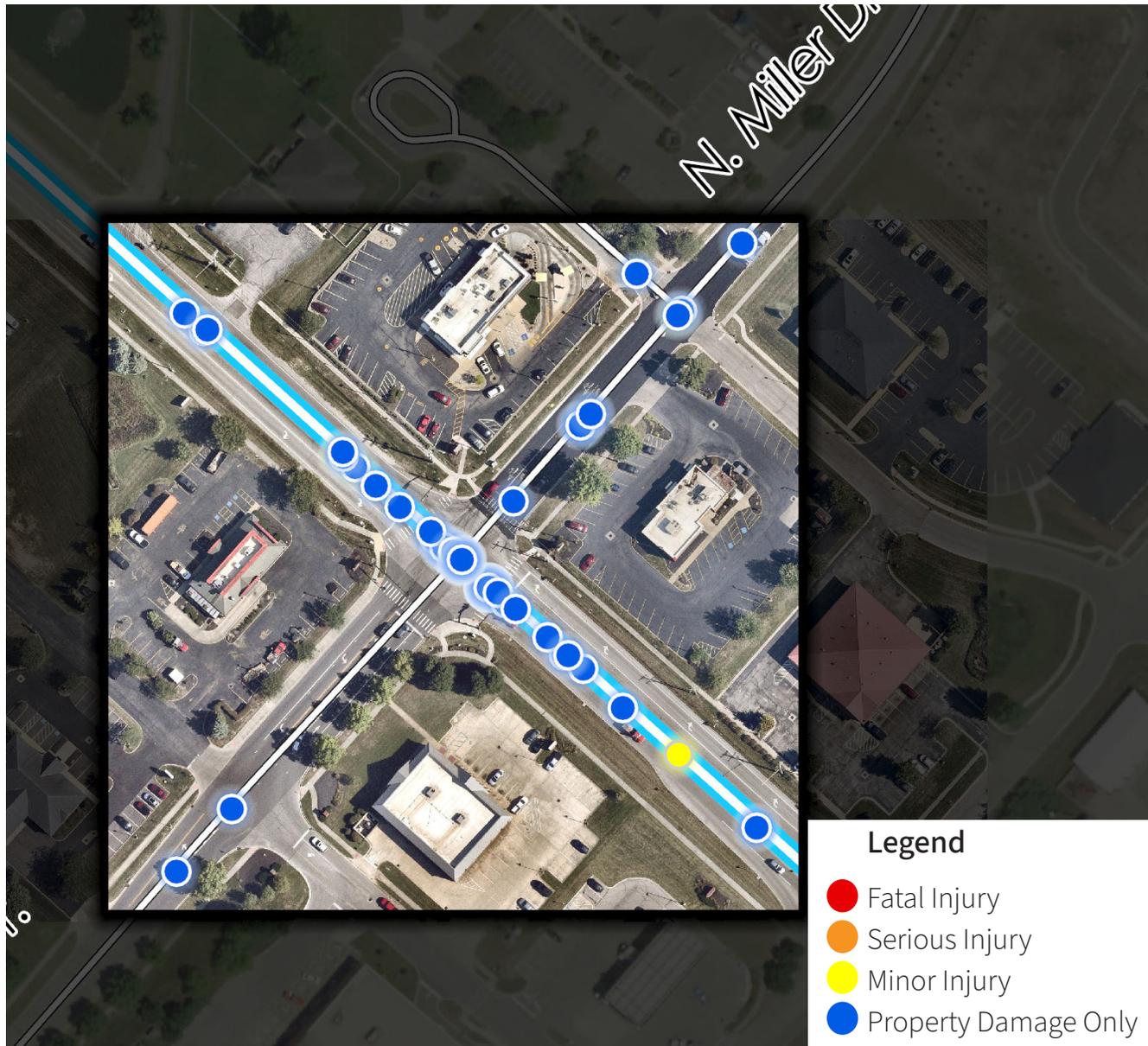
Improved
Signage

Lighting

U.S. 36 & SR-61

Map 3.3 | U.S. 36 & SR-61 Countermeasures

U.S. 36 & Miller Dr



Map 3.4 | U.S. 36 & Miller Dr. Crashes

U.S. 36 & Miller Drive



8.7% of Crashes Involved a Commercial Vehicle



12.0% of Crashes Involved a Distracted Driver



14.1% of Crashes Occurred in November

Crash Severity

Severity	Number	Percent
Fatal	0	0.0%
Serious Injury	0	0.0%
Minor Injury	7	7.6%
Possible Injury	11	12.0%
PDO	74	80.4%
Total	92	

Figure 3.4 | U.S. 36 & Miller Dr. Crash Severity

Occupant Crash Outcomes

Fatalities	0
Incapacitating Injuries	0
Non-Incapacitating Injuries	10
Possible Injuries	15
Uninjured	206

Figure 3.5 | U.S. 36 & Miller Dr. Crash Outcomes

Crashes by Typology



Rear-End
(50.0%)



Angle
(18.5%)



Sideswipe
(6.5%)

Contributing Circumstances



Follow Too Close ACDA
(48.9%)

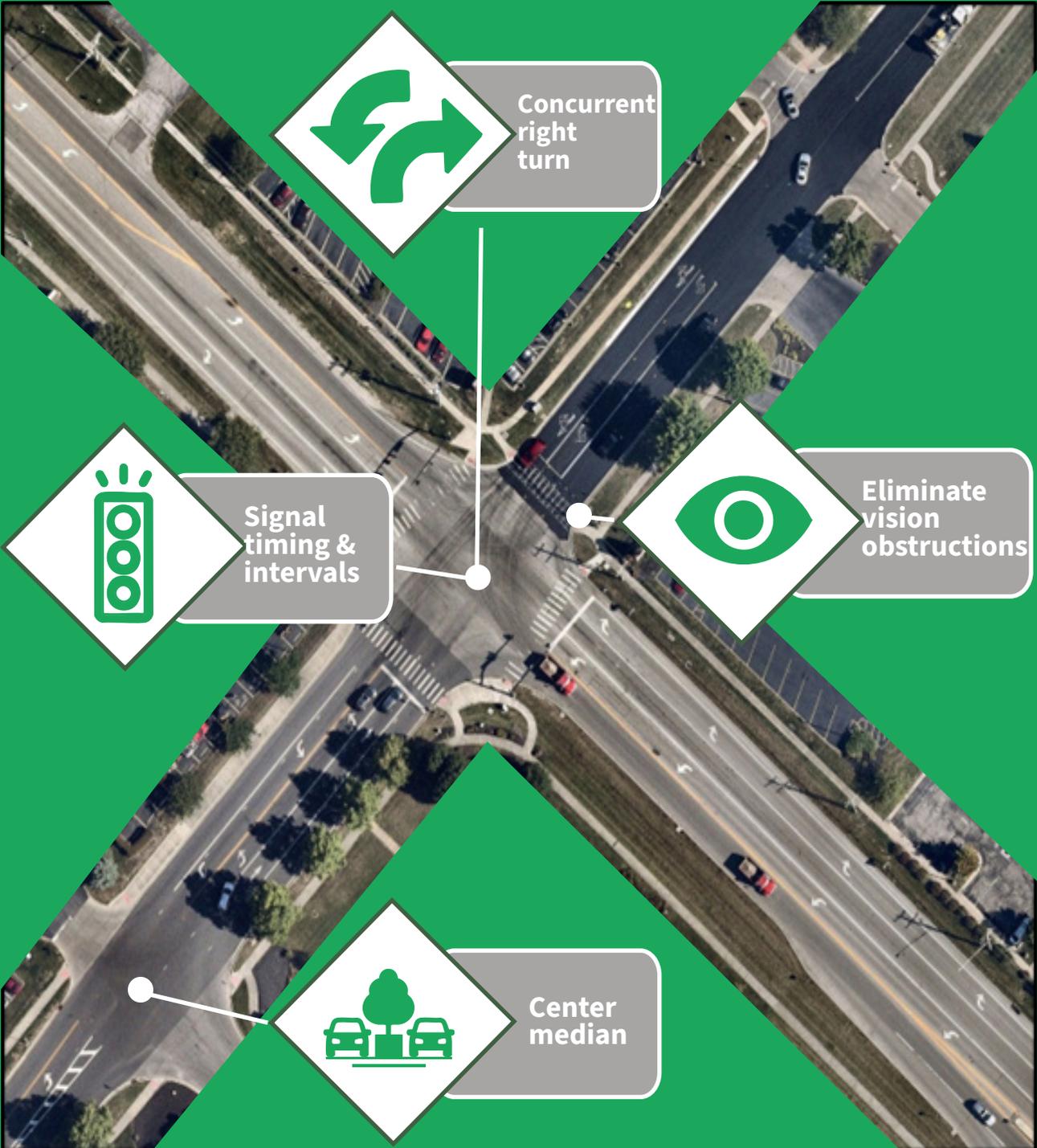


Failure to Yield
(22.8%)



Red Light
(9.8%)





Area-Specific Goals

Increase efficiency of signal cycles

Control access from private drives

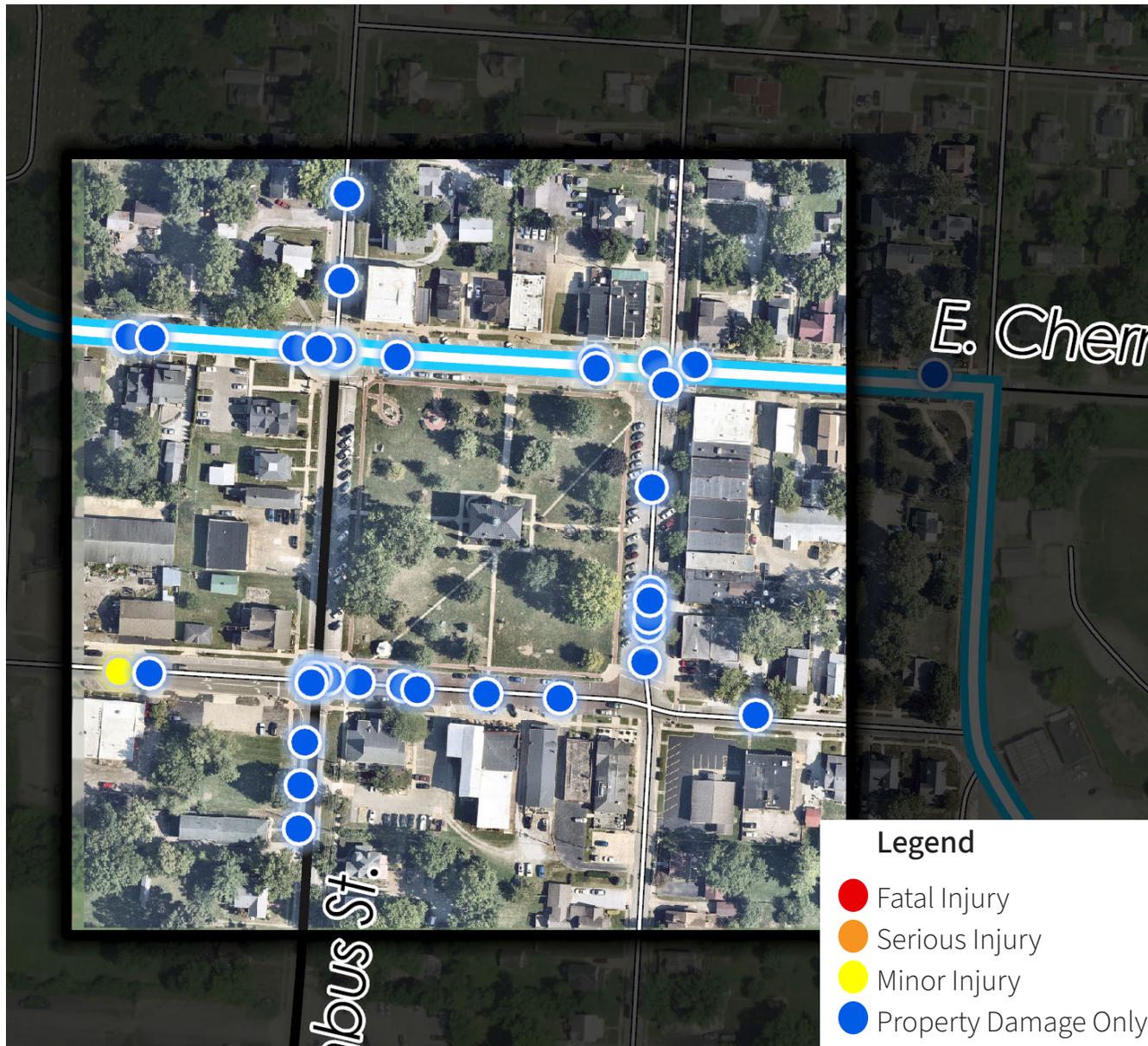
Increase sight distances of line of sight

Access Management Plan

U.S. 36 & Miller Dr.

Map 3.5 | U.S. 36 & Miller Dr. Countermeasures

Sunbury Square



- Legend**
- Fatal Injury
 - Serious Injury
 - Minor Injury
 - Property Damage Only



Map 3.6 | Sunbury Square Crashes

Sunbury Square



16.7% of Crashes Occurred during the 7AM Hour.



14.6% of Crashes Occurred in January.



35.4% of Crashes Involved Young Drivers.

Crash Severity

Severity	Number	Percent
Fatal	0	0.0%
Serious Injury	1	2.1%
Minor Injury	2	4.2%
Possible Injury	5	10.4%
PDO	40	83.3%
Total	42	

Figure 3.6 | Sunbury Square Crash Severity

Occupant Crash Outcomes

Fatalities	0
Incapacitating Injuries	1
Non-Incapacitating Injuries	3
Possible Injuries	6
Uninjured	106

Figure 3.7 | Sunbury Square Crash Outcomes

Crashes by Typology



Backing
(35.4%)



Rear-End
(16.7%)



Angle
(14.6%)

Contributing Circumstances



Backing
(27.1%)



Failure to Yield
(22.9%)



Follow Too Close ACDA
(16.7%)

Area-Specific Goals

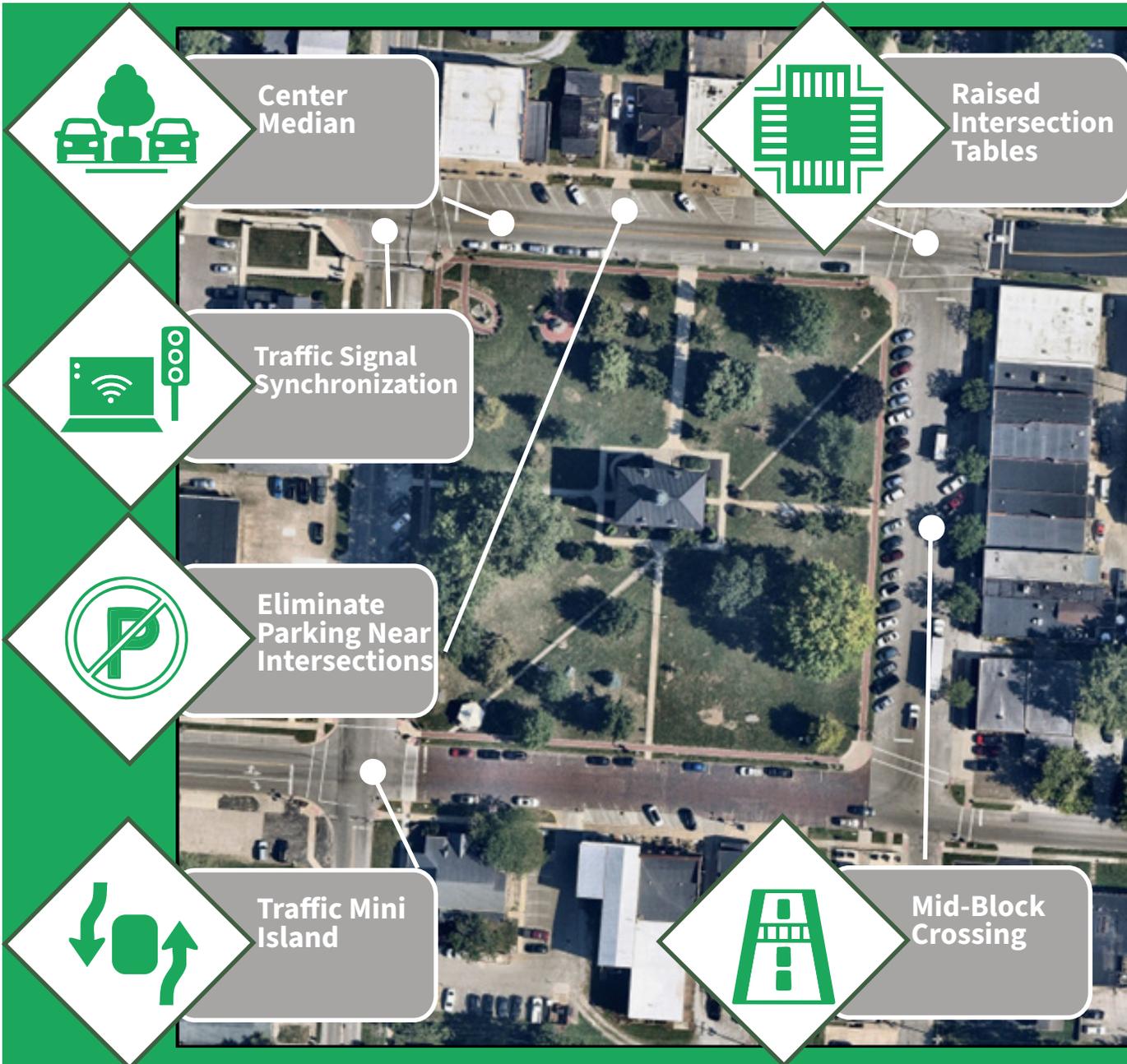
Create a safer pedestrian environment to foster economic development

Develop a safer and more efficient parking plan and layout

Implement ideas and measures to increase traffic control device compliance

Reduce commercial vehicle speeds

Sunbury Square



Map 3.7 | Sunbury Square Countermeasures

SR-37 Corridor



Map 3.8 | SR-37 Corridor Crashes

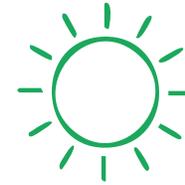
SR-37 Corridor



76.3% of Crashes were not Intersection related



18.6% of Crashes involved a Commercial Vehicle



76.3% of Crashes were in Dry Conditions

Crash Severity

Severity	Number	Percent
Fatal	3	5.1%
Serious Injury	1	1.7%
Minor Injury	14	18.6%
Possible Injury	10	5.1%
PDO	96	69.5%
Total	59	

Figure 3.8 | SR-37 Corridor Crash Severity

Occupant Crash Outcomes

Fatalities	3
Incapacitating Injuries	1
Non-Incapacitating Injuries	14
Possible Injuries	10
Uninjured	96

Figure 3.9 | SR-37 Corridor Crash Outcomes

Crashes by Typology



Animal
(27.1%)



Rear-End
(18.6%)



Fixed-Object
(20.3%)

Contributing Circumstances



Follow Too Close ACDA
(33.3%)



None
(30.5%)



Other
(11.9%)



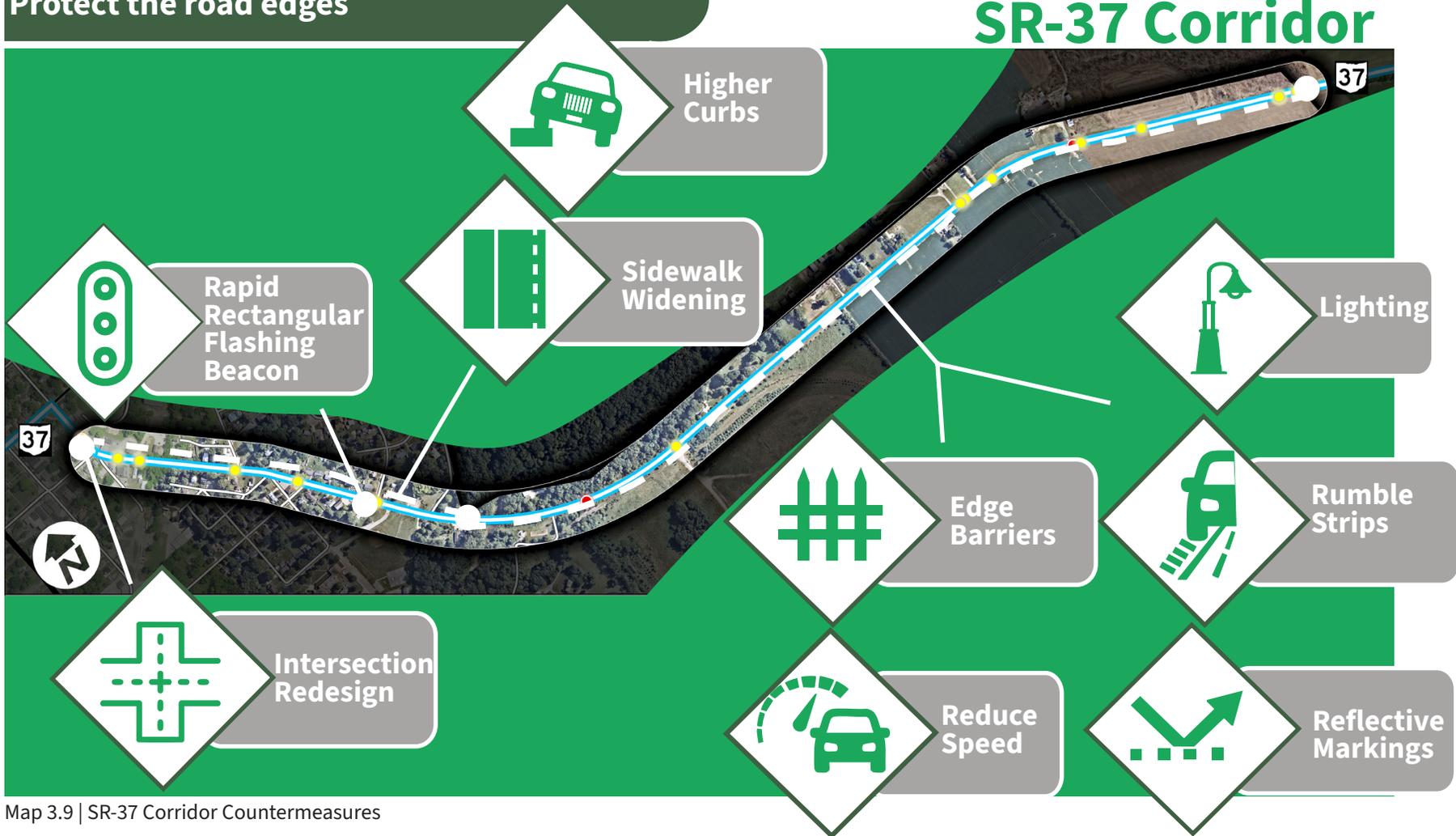
Area-Specific Goals

Alleviate conditions for animal crashes

Targeted enforcement on commercial vehicles

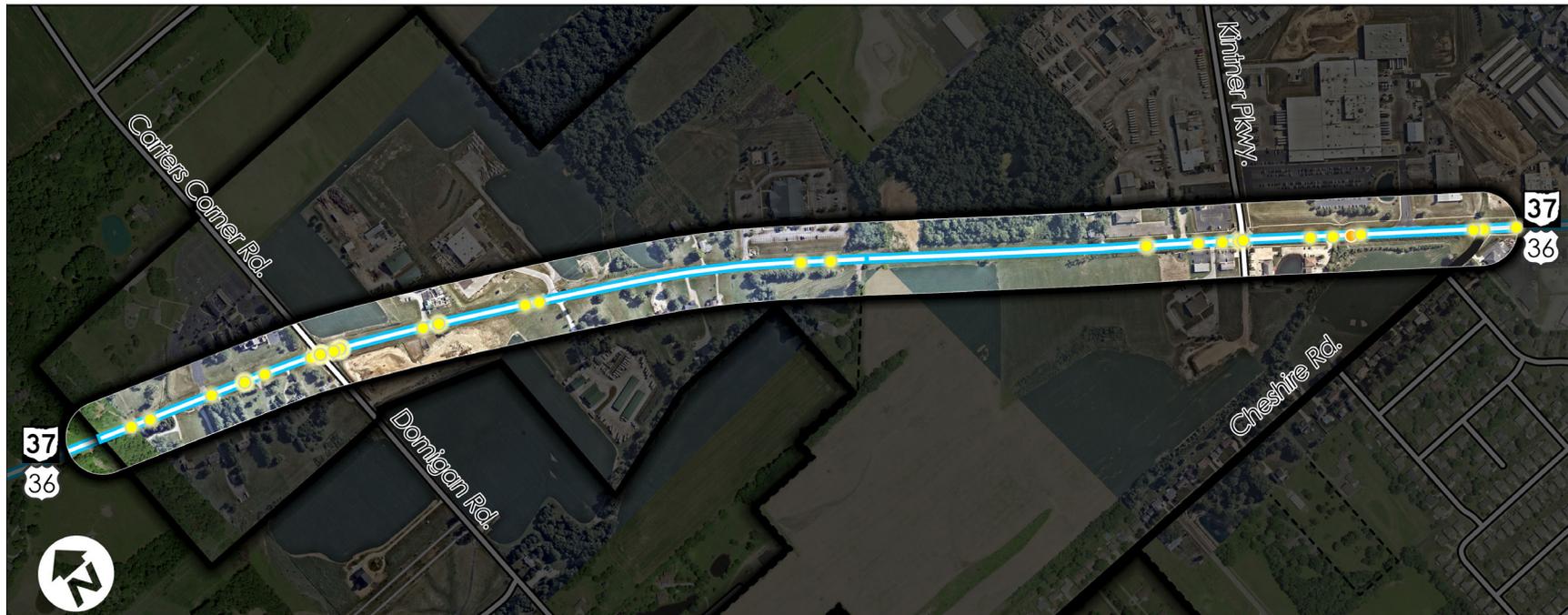
Protect the road edges

SR-37 Corridor



Map 3.9 | SR-37 Corridor Countermeasures

U.S. 36 / SR-37 Corridor



Legend

- Fatal Injury
- Serious Injury
- Minor Injury
- Property Damage Only



Incapacitating Injury Rate
0.65%



Non-Incapacitating Injury Rate
7.52%

Map 3.10 | U.S. 36 / SR-37 Crashes

U.S. 36/SR-37 Corridor



31: Median age of At-Fault Driver in Injury Crashes



10.6% of Crashes Involved a Distracted Driver



25% of Crashes Occurred in November & December

Crash Severity

Severity	Number	Percent
Fatal	0	0.0%
Serious Injury	2	1.5%
Minor Injury	17	12.9%
Possible Injury	27	20.5%
PDO	86	65.2%
Total	132	

Figure 3.10 | U.S. 36/SR-37 Corridor Crash Severity

Occupant Crash Outcomes

Fatalities	0
Incapacitating Injuries	2
Non-Incapacitating Injuries	23
Possible Injuries	44
Uninjured	306

Figure 3.11 | U.S. 36/SR-37 Corridor Crash Outcomes

Crashes by Typology



Rear-End
(51.5%)



Animal
(12.1%)



Angle
(11.4%)

Contributing Circumstances



Follow Too Close ACDA
(50.8%)



None
(15.2%)



Failure to Yield
(10.6%)

Area-Specific Goals

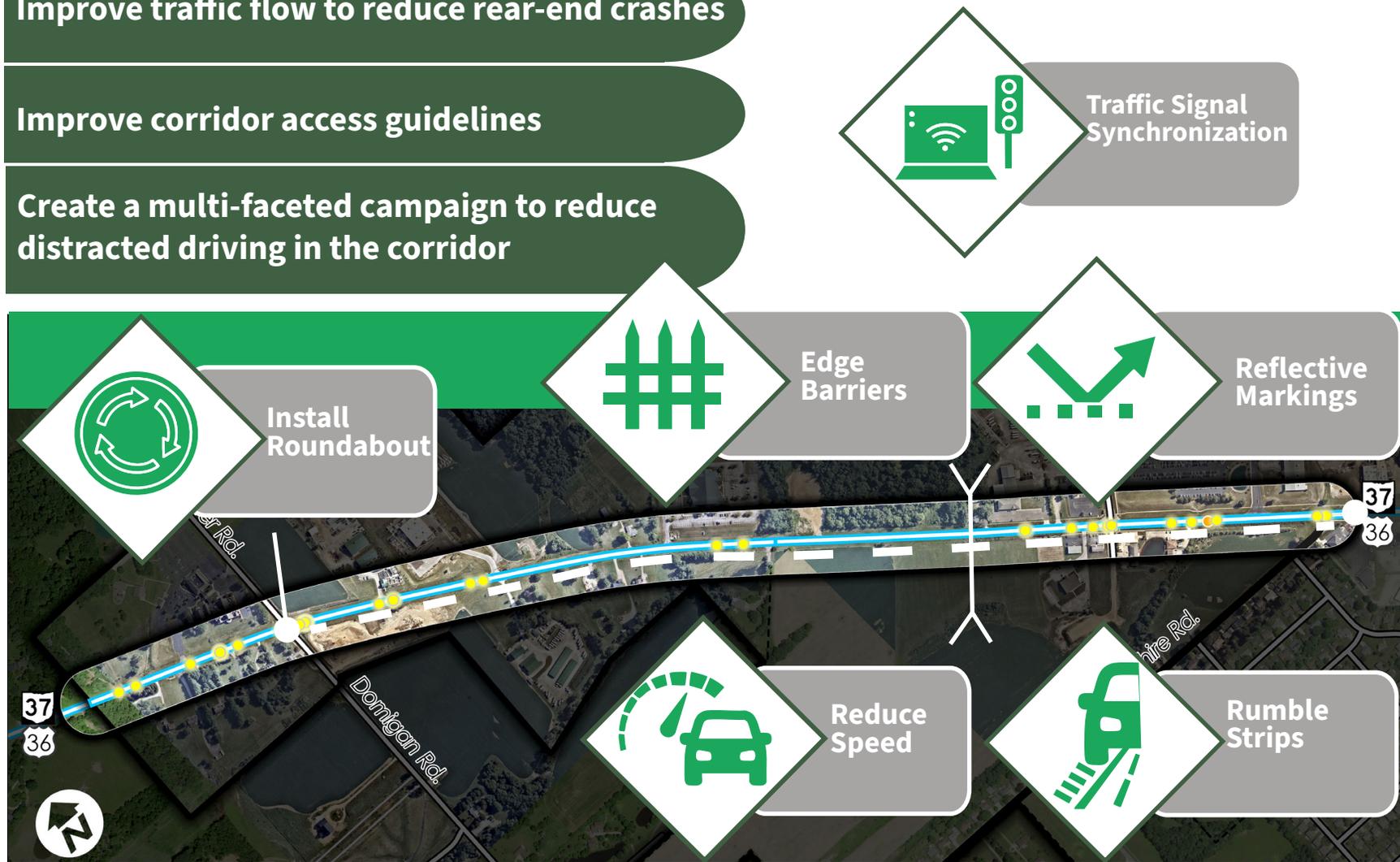
Alleviate conditions for animal crashes

Improve traffic flow to reduce rear-end crashes

Improve corridor access guidelines

Create a multi-faceted campaign to reduce distracted driving in the corridor

U.S. 36 / SR-37 Corridor



Map 3.11 | U.S. 36 / SR-37 Countermeasures

Problematic Behaviors

Traffic crashes in Sunbury are reflective of a select few driver behaviors. These behaviors increase crashes and make the transportation network less safe. By implementing city-wide design features and policies, the city can reduce instances of specific traffic crashes.



Speeding Accounts for 20% of fatal crashes and 4.0% of serious injury crashes, despite making up just 2.1% of all crashes.

Short-term solution: Increase police patrols, install speed-detecting speed limit signage.

Mid-term solution: Amend roadway design guidelines to limit roadway and lane widths, implement complete streets.

Long-term solution: Construct improvements on local residential roads to include 24' or less of travel lanes.

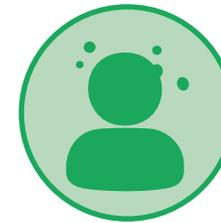


Following too closely accounts for 1.75 times more crashes for at-fault drivers 25 and under than all drivers. Similarly, at-fault male drivers of all ages are 1.13 times more likely to follow too close and cause a crash.

Short-term solution: Adjust traffic signal timing

Mid-term solution: Amend roadway design guidelines to limit roadway and lane widths, implement complete streets.

Long-term solution: Construct permanent countermeasures for speed reduction.



Drinking and driving accounts for 20% of fatal crashes and 17.7% of serious injury crashes. In Sunbury over the last decade, alcohol-related crashes are 5.1 times more likely to be fatal, and 4.5 times more likely to involve a serious injury.

Short-term solution: OVI enforcement and checkpoints in conjunction with Ohio State Highway Patrol (OSP).

Mid-term solution: Educational campaigns including signage and social media messaging, rumble strips along road centerline and shoulder.

Long-term solution: Construct permanent countermeasures for traffic calming and speed reduction.

General & Policy Countermeasures

To address the problematic behaviors and approach the transportation network holistically, the city should look outside of transportation safety by crash type and location (HIN). Applying a broad scope to transportation network safety, there are a number of general built countermeasures that can be deployed across the city to reduce all traffic crashes.

	Description
Retroreflectivity Standards	Replace or install retro-reflective signage and back plating on traffic signals
Pedestrian Signal Programming	Calibrate pedestrian lead time for all pedestrian signals across the city
Eliminate Unnecessary and Repetitive Signage	Clustered and redundant signage can distract drivers and create unsafe conditions, while also creating an overload of information and possibly confusion drivers
Traffic Signal Modernization	Much of the traffic signal infrastructure in Sunbury is outdated and cannot handle simple timing layouts; new signals are needed to allow for varied timing
Access Management	With the long corridors along state highways and impending development, the city needs to develop plans for access management onto these roads to prevent too many access points from becoming a safety hazard.
Digital Signage	Installation of digital speed signage with radar that displays speed to oncoming drivers, and records speed data for analysis.
Closing Sidewalk Gaps	Using the 2024 Sidewalk Analysis, the city should close critical sidewalk gaps along major non-motorized routes to ensure a connected non-motorized network for all users to enjoy.

Figure 3.12 | General Countermeasures



Public Education

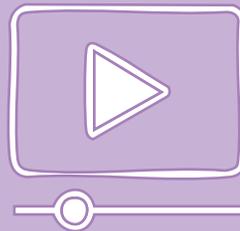
A strong campaign of education will help alleviate issues relating to intersections and speeding.



Social Media

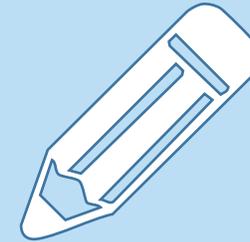
Developing materials to share easily on social media can help reach a wide audience for relatively little money and effort.

- Dangers of distracted driving
- Watching for wild animals
- Driving at night



Video Shorts

Short videos can be circulated easily and reused often. While more expensive than simple social media outreach, short videos can tell something and show it, while also engaging the viewer. An added bonus of a video is that residents who struggle with reading comprehension can consume it with relative ease.



High School Education

The city should take the opportunity to engage with high school students, teaching them the importance of safe driving habits. The program should extend beyond the usual perfunctory driver's ed course, but also avoid the shock tactics used by first responders, vis-à-vis the destroyed car that is placed in front of every high school around prom season.

- Speeding
- Red Lights



Increased Enforcement



Targeted Enforcement

Police department leadership should work with city leadership to conduct targeted enforcement. This enforcement should be obvious in its execution and clear in its purpose, so the public sees it as a mechanism for deterring dangerous driving behavior.

- Speeding
- OVI



Mobile Speed Signs

The police department has at least one mobile speed sign that is deployed in an attempt to deter speeders. Investing in additional mobile signs would assist with traffic enforcement, data gathering, and general traffic safety.

- Speeding



Data Publication

The police department should compile data from its speed signage around the city and publish the data for resident consumption. Data should be explained, with emphasis on average and maximum speeds.

- Speeding
- Reckless Driving

Policy Recommendations

Sunbury has a robust set of policies, as demonstrated in the comprehensive plan. However, there are still blind spots and room for improvement in the city’s policy cache. Through robust policy analysis, updates and changes were identified that would improve the safety of Sunbury’s transportation network.

Policy	Description
Update the Zoning Code and Subdivision Regulations	Implement more stringent guidelines as it relates to non-motorized transportation. Review of road design guidelines to ensure safe streets of the narrowest possible width for travel to encourage safe driving behaviors.
Transportation Plan	Completion of a transportation plan to assist with policy decision in the city as they relate to transportation. Inclusion of context-sensitive streetscapes will transform the transportation network and enhance the non-motorized network, catalyzing economic development.
Rethink Right Turn on Red	Right turn on red creates unnecessary conflicts with pedestrians, as many motorists don’t, or can’t, see pedestrians as they turn right on red. Such turns can also lead to more traffic crashes between vehicles, as there are many places in Sunbury with curves, hills, and other view obstructions. While many intersections in the City have right turn on red restrictions, such as during school hours, some do not. Sunbury should pursue a policy of reviewing intersections with right turn on red to determine if there is a safety need to restrict such turns.
Discourage Slip Lanes	Slip lanes create an environment hostile to pedestrians, as vehicles do not stop and look for pedestrians. These lanes, while increasing the flow of traffic, can lead to crashes without the appropriate merge lanes and signage. Careful consideration should be given to the placement and design of such lanes, balancing traffic safety with pedestrian access.
Police Officer OH-1 Training	The OH-1 is the traffic crash report form completed by police officers in Ohio. It is the primary source of all crash data within the state. As such, it is imperative that the form be filled out correctly and accurately. For example, 12.4% of all crash reports in the study period had “Contributing Circumstance” marked as “Other”, making it difficult to ascertain why those crashes occurred, and how to prevent them.
Electric Scooters, Bikes, and other Small and Toy Vehicles	Battery-powered small and toy vehicles are becoming more commonplace on Sunbury’s roadways. Such vehicles are harder to regulate than golf carts, which require vehicle registration. Because these small electric vehicles are used primarily by children and teenagers, it is suggested to explore an educational program in conjunction with local schools highlighting the safety risks and teaching proper operation on roads. The City should also explore local ordinances related to such small electric vehicles to allow the police department to enforce their safe usage.

Figure 3.13 | Policies

Roadway Design

More recent development in Sunbury utilizes wider right-of-way and roadways. Pavement width in development since the 90s is at least 4' wider than older development found around Downtown Sunbury. The City should undertake design standard revisions within the subdivision regulations to ensure pavement width is kept to a minimum to reduce incidences of speeding on residential streets.

Development	Pavement Width (Curb to Curb)
Communities at Sunbury	34'
Sunbury Meadows	36'
Retreat at Sunbury	26'
Rolling Hills	28'
Price Ponds	28'
Older Development (Near Downtown)	22'

Figure 3.14 | Pavement Width in Developments

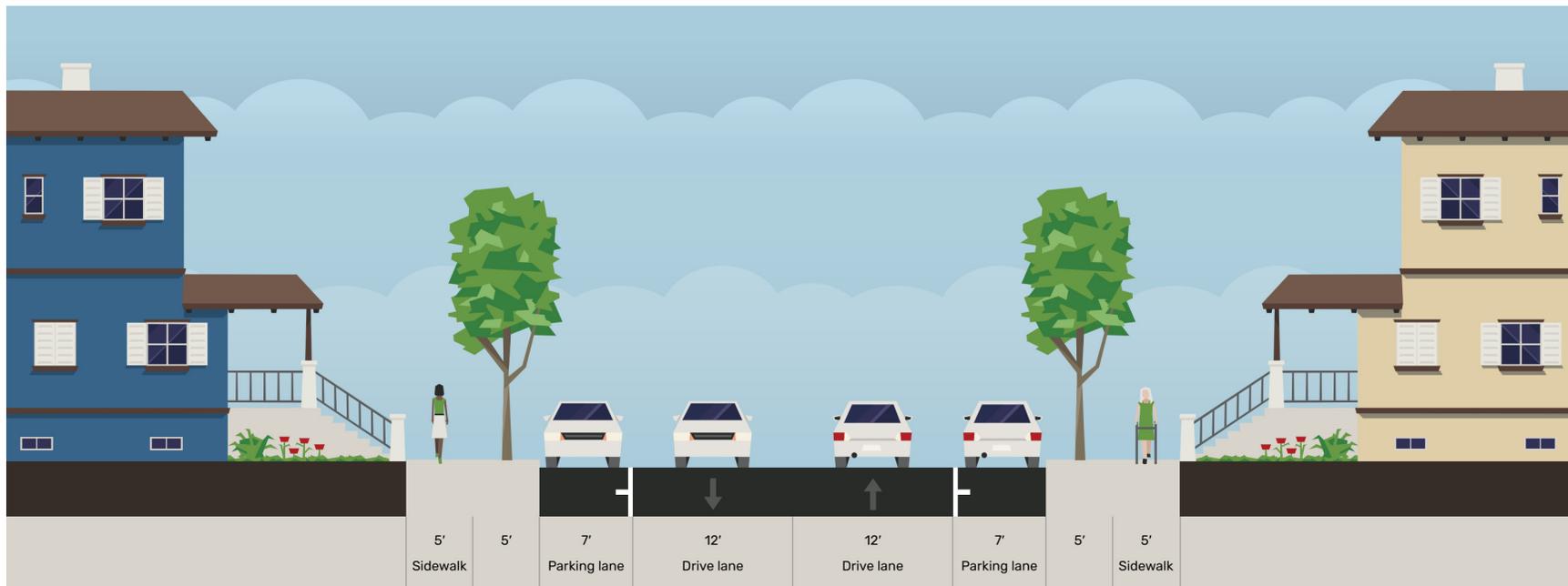


Figure 3.15 | Residential Existing Pavement Width Rendering

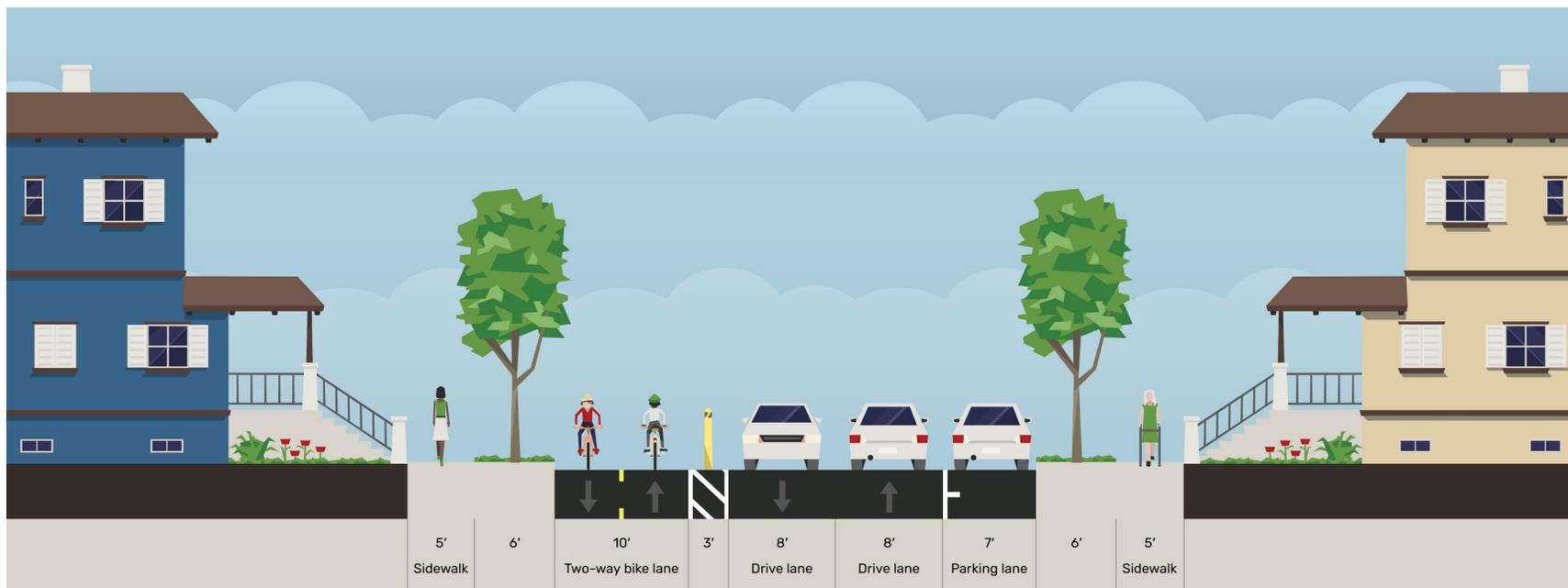


Figure 3.16 | Residential Wide Pavement with Treatments Rendering

The city should study the feasibility of redesigning those residential streets with a pavement width greater than 22'. Changes to these roads should facilitate non-motorized connectivity across the city, creating a cohesive bikeway network without requiring excess right-of-way. Figure 3.16 demonstrates repurposing of wider pavement widths with a two-way bike boulevard and grade-separation. This street cross-section is also acceptable for the primary residential roads within new development, connecting those developments to adjacent development and the greater transportation network.

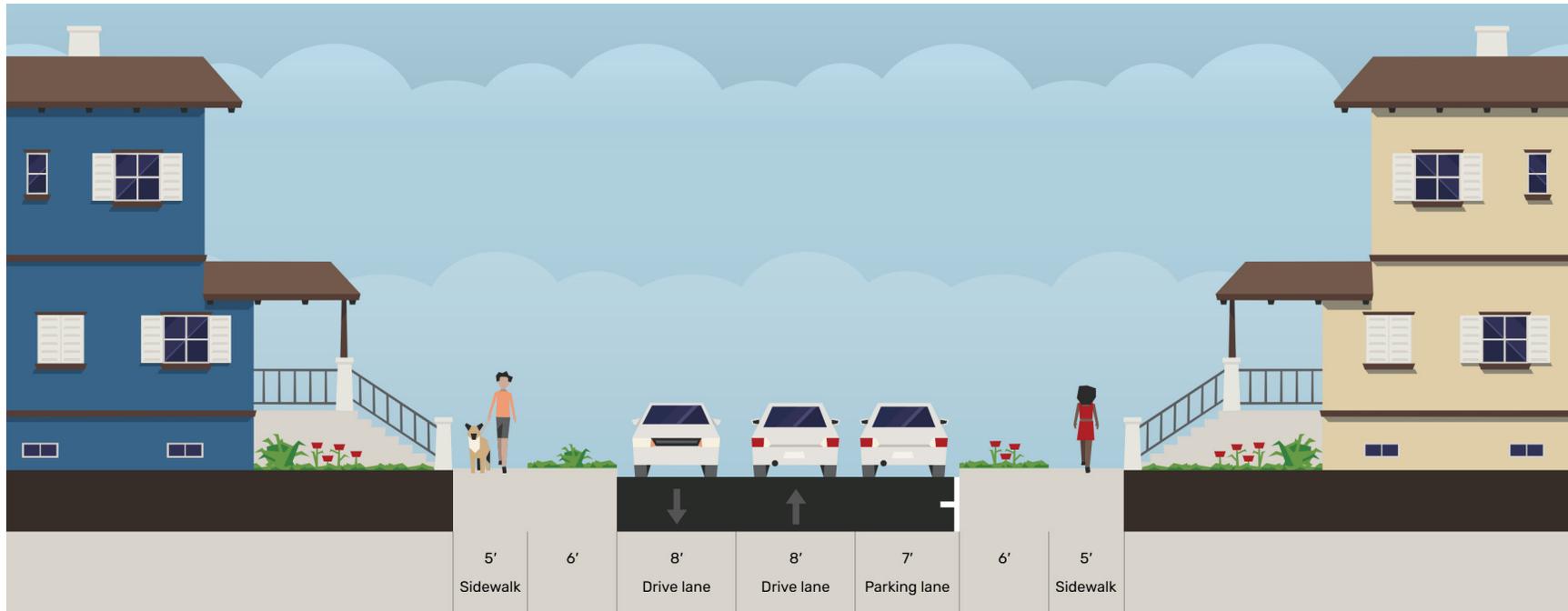


Figure 3.17 | Residential Minimal Pavement Width Rendering

For new development moving forward, the city should explore minimal pavement widths to facilitate safer traffic speeds and movements. A width of 22' allows for 8' lanes of travel and a 7' parking lane on one side. Such policy actions must consider emergency services, namely fire rescue, as their equipment requires large right of way and pavement space. Short-term installations of road-narrowing infrastructure should be erected, and local safety forces invited to see and navigate the potential improvements. When these improvements are seen in person, it becomes clear that this design allows for even wide vehicles to travel with ample space for maneuvers.

Instances of retrofitting older, wider roads to create more narrow driving lanes using built improvements and street plantings include:

Jersey City, NJ - Narrow roads and intersections

Peekskill, NY - Pedestrianized alleys

Celebration, FL - Abundant street trees

Baltimore, MD - More flexible “clear space” around streets

Hazard Mitigation Policy Recommendations

The following is a list of mitigation actions that should be considered in strengthening the transportation network and making it safer for all users. These policy recommendations are taken from the Delaware County Hazard Mitigation Plan.

Flooding



Mitigation Actions from Hazard Mitigation Plan

- Upgrade and improve current flood maps
- Assess and update the current flood warning system
- Transfer or purchase development rights to prevent development in flood vulnerable places
- Implement storm water reduction incentive
- Adopt stricter storm water management standards

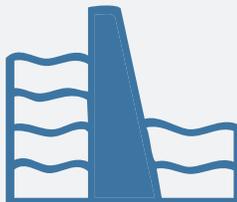
Tornadoes & Damaging Winds



Mitigation Actions from Hazard Mitigation Plan

- Purchase backup generators for all critical facilities and public buildings in case of power failure

Dam & Reservoir Failure



Mitigation Actions from Hazard Mitigation Plan

- Create Inundation Maps for Sunbury Dam
- Update zoning and land use planning policies in areas near dams
- Create or update Dam Safety Program for each dam within Delaware County

Land Subsidence



Mitigation Actions from Hazard Mitigation Plan

- Repair damages and protect creek bank from future damages due to erosion at Walnut St and McGill St in Sunbury Ohio
- Limit or prohibit development in known areas of high risk of erosion

Severe Winter Weather



Mitigation Actions from Hazard Mitigation Plan

- Bolster back-up power sources and provisions for snow removal and sheltering within the County
- Promote preparedness best practices for severe winter weather. This could include public and private sectors to prepare for ice storms

Hazardous Materials



Mitigation Actions from Hazard Mitigation Plan

- Implement safety procedure and policy trainings regarding policy, storage, transportation, handling, and processing of hazardous materials

Equity Considerations

All Countermeasures, improvements, and policies within this Roadway Safety Action Plan have taken into account the demographics and socio-economic status of the various populations within Sunbury. Due care and attention has been given to those disadvantaged communities which may be prone to exacerbated negative externalities as a result of changes to the transportation network.

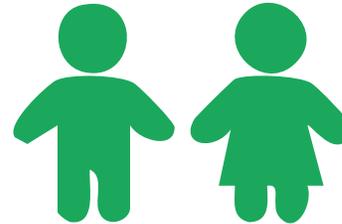
Sunbury's transformation from a small Ohio town to a rapidly growing suburban community has created demographic pressures that significantly impact transportation equity. The City's population has grown by 46% in four years: from 6,614 in 2020 to an estimated 9,705 residents in July 2024. The community's demographic composition, along with growing substantially, features constituencies that require targeted equity interventions.



3.24
Average Family Size



44.6%
Bachelor's Degree
Attainment



29.7%
Persons Under 18



33%
Single Parent
Households



\$103,744
Median Household
Income



4.5%
Households without
a Personal Vehicle



8.4%
Persons with a
Disability



15%
Persons of Color

Sunbury has both a higher number of persons under 18 and a larger median family than the State of Ohio. Such demographics indicate a need for complete streets, including connected sidewalk networks, safe road crossings, and an integrated bike network. A complete streets policy will ensure schools, parks, and residential areas are connected by multiple means of travel, facilitating safe movement for families and children. Persons with a disability also benefit from this policy and although Sunbury does not have a high number of disabled persons relative to the State of Ohio, complete streets ensure mobility challenged residents have the same freedom and ability of movement as able-bodied residents.

With its still rural nature, Sunbury residents face long work commutes, exacerbating any existing inequities in transportation. At 26.4 minutes, the commute exceeds the Ohio average, and 75.5% of people commute to work alone in their personal vehicle. Coupled with minimal public transportation options, this commute makes it hard for those without access to a safe and reliable vehicle to get to work. These metrics indicate why the two census tracts covering the City of Sunbury are considered to be transportation access burdened by the U.S. EPA.

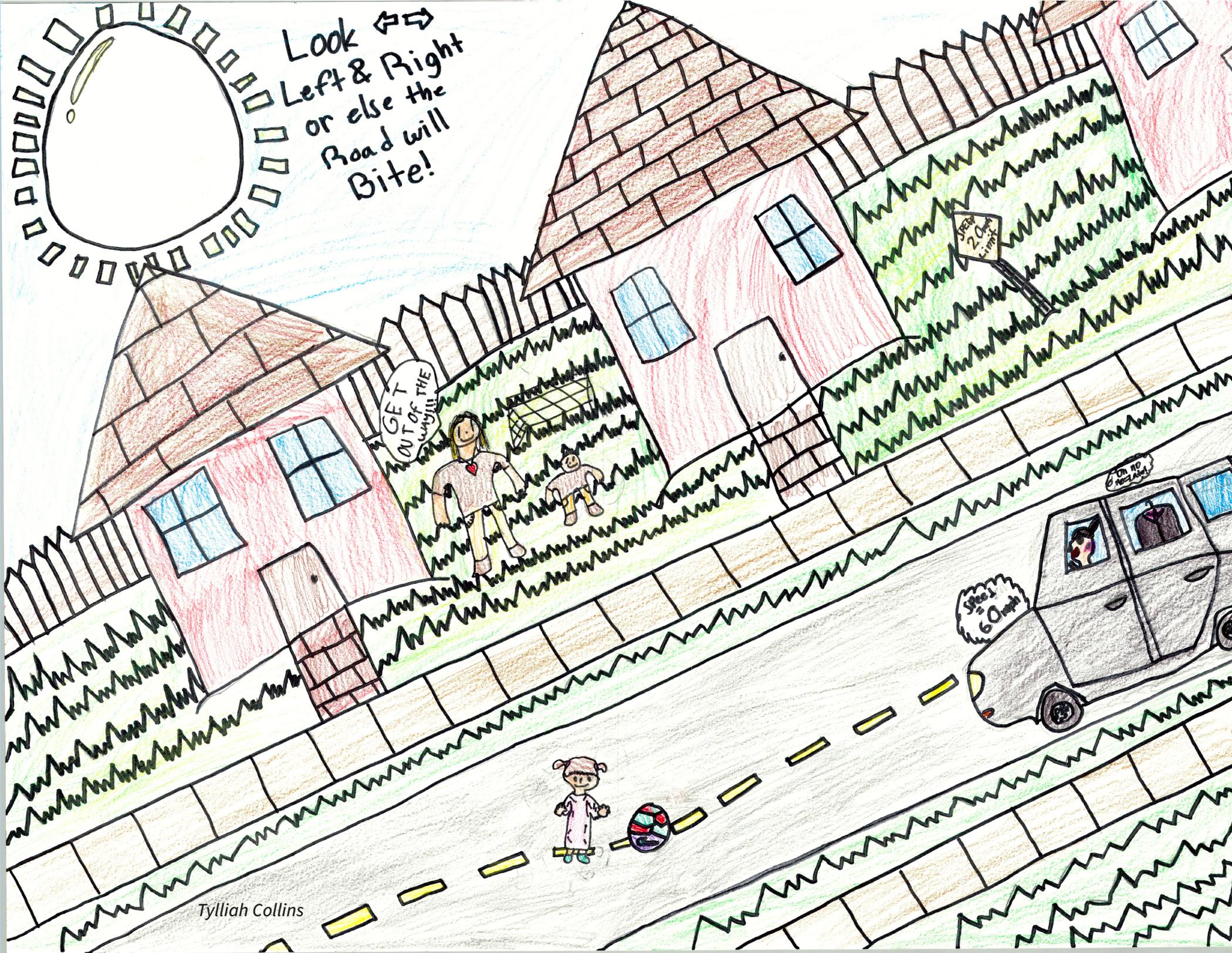
A full equity analysis can be found in the Appendix.

*Violet Sofia Dankovich &
Anna Rose Beatty*





**ENGAGEMENT &
COLLABORATION**



Look ↔ ↻
Left & Right
or else the
Road will
Bite!

GET
OUT OF THE
way!!!

SPEED
20 mph
limit

On up
road

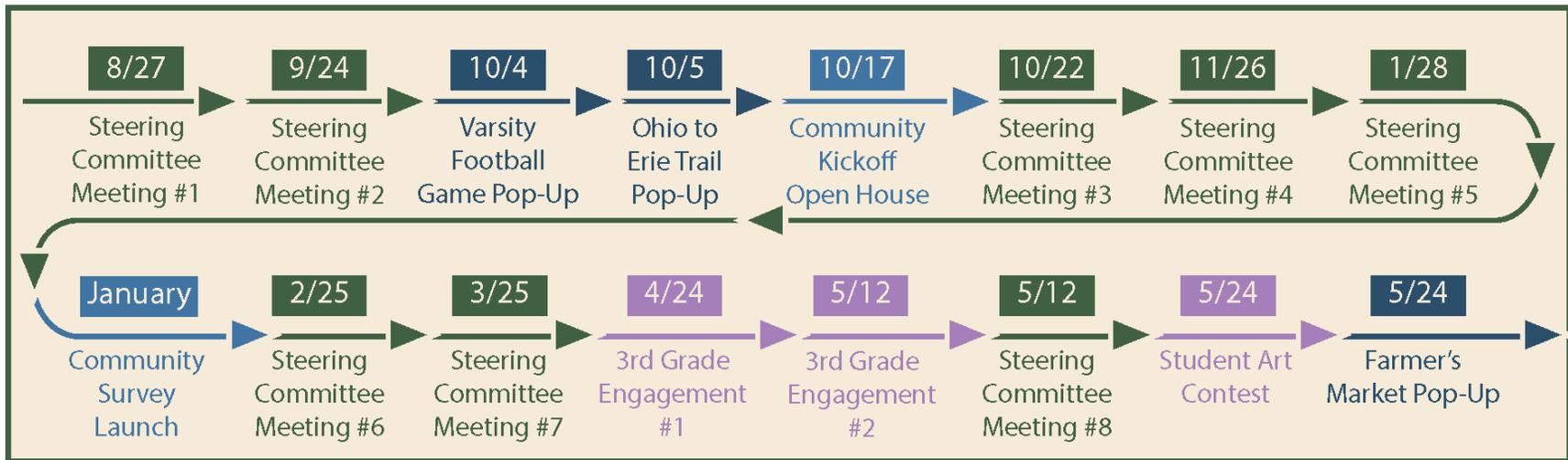
SPEED
20 mph
limit

Introduction

The development of this plan began in August 2024. Although conducting a crash analysis and policy analysis are essential to the formulation of this plan, another foundational element is community engagement. Notifying the community of the planning process and providing opportunities to hear from those most impacted by the roadways in the City of Sunbury is essential to understanding the community’s needs and formulating solutions. Several mediums and styles of engagement were used to hear from the largest number of residents.

Steering Committee

The planning process was guided by a group of Steering Committee members that was composed of City of Sunbury staff, key stakeholders, and residents. The Steering Committee met a total of eight times during the planning process to discuss a variety of topics including crash data, countermeasures, and priority projects. Meetings were a healthy combination of informational presentations, discussions, and interactive activities.



Pop-Up Events

Big Walnut High School Football Game (10/4)

The first community pop-up was held on Friday, October 4, 2024, at Big Walnut High School Stadium during a football game. There was a table set up by staff near the entrance gate to attract spectators. This football game was the Homecoming game, creating a crowd of 1000+ adults, children, teens, and families. The intention of this pop-up was primarily to spread awareness to Sunbury's SS4A planning progress and future events. Staff handed out half-page flyers with a QR code to the project website, upcoming events, and general project information. There were also two large poster boards on easels with general project information and a map.

There were approximately eight interactions. Majority of questions centered on the nature of the work and how to become involved. One resident commented on Cherry Street's traffic and suggested permitting a right turn on a red light would help eliminate traffic.

While staff felt that this was a successful pop-up, staff would not recommend a football game as a future location for a similar event. The large crowd, noise and tight spaces made it difficult to stop and have conversation. Also, once the football game had begun, most residents were seated in the stands.



Bike Path at Sandel Legacy Trail (10/5)

The Sandel Legacy Trail Pop-Up was held on October 5, 2024. Staff was located approximately at W. Granville St. and S. Columbus St. from 9 a.m. to 12 p.m. The purpose of this pop-up was similar to the previous pop-up at the High School football game: spread awareness about the Sunbury SS4A planning process. However, by being positioned along the trail, staff intended to seek out and inform users of trails and multi-use paths.

There were approximately 50 – 100 people using the trail, with approximately twenty interactions. Staff observed walkers, runners and cyclists using the trail consistently throughout the morning. Those who stopped and talked with staff were curious about the program’s objectives and how to stay informed or involved. Other comments and suggestions were centered around multimodal transportation challenges and opportunities throughout the city. Many desired protected bike paths throughout the city and specifically through the commercial areas. Staff handed out half-sheet flyers with upcoming events and a QR code to the project website.



**SUNBURY
SAFE STREETS
COMMUNITY KICKOFF**

THURSDAY, OCT. 17th 4-7PM

Town Hall
51 E Cherry St.
Sunbury, OH

Join us for our kickoff event for our community's preparation of a
**COMPREHENSIVE SAFETY
ACTION PLAN**

Scan the QR code to visit our project website and learn more.

Come learn & have some fun, as Sunbury starts this year-long plan for safer streets & transportation.

**SUNBURY
Safe Streets**

Farmer's Market (5/24)

Planning staff attended the first Sunbury Farmer's Market of the 2025 season. Hosted by the local Big Walnut Civic Association, the farmer's market is a point of community pride and is well attended. Staff set up two easels and poster boards to engage with visitors and gather input about the priority projects. One board listed the projects and asked respondents to place a sticker next indicating support. The other board showed the HIN and asked if respondents agreed or disagreed with it.

Staff spoke with roughly two dozen individuals about the planning process and the content of the boards. All residents were supportive of the plan and process, and generally supported the proposed priority projects. The lone point of contention was the conversion of downtown parking from head-in diagonal to parallel. Many people felt this would remove too much parking, and some were nervous about having to parallel park. It was agreed that the current design and parking situation was dangerous due to traffic volumes.

Community Open House (10/17)

A pop-up event was held on October 17, 2024, at Sunbury Town Hall from 4 to 7 p.m. Prior to the event, city staff distributed and posted on social media half-page flyers with project and event information. The event was held on the first floor of Town Hall, with six total posters positioned throughout the room. The purpose of these posters ranged from information to placing various stickers on maps and short responses on note cards. During the three-hour event, there were approximately twenty interactions ranging from single adults, couples, and families. On average, visitors stayed for fifteen minutes and participated in interacting with the questions on poster boards.

Takeaways from this initial event included excitement from residents that roadway safety was being addressed by the city, but there was a consensus that most people were unaware of the process before the event. Areas of concern identified were commercial areas on the west side, parks, speeding within the center of town and the lack of sidewalks throughout the city.



West Side Commercial Areas



Speeding in Center of Town



Access to Parks



Lack of Sidewalks across the City

As this event was early in the engagement process, there were various lessons learned that can be applied to future events. Primarily, larger lawn signs and banners may attract more people on the day of the event. An event on a weekend may yield more demographics of residents.

Student Engagement

Schools Event

Staff met with third graders at all four elementary schools to teach them about roadway safety. The sessions were a mixture of interactive discussions and activities. Students who indicated they did not walk or bike to school mentioned that they lived too far away, their parents thought it was dangerous, there weren't sidewalks, and fear of strangers. Those that do walk or bike often went with a parent or older sibling and noted that when they had to cross the road, there wasn't always a crosswalk.

Students were educated about various traffic signs that are commonly seen on the road for drivers and pedestrians. To test this knowledge, students engaged in a modified game of "red light, green light." Staff held up the traffic signs and students determined if the sign or signal meant for cars/pedestrians to safely go, stop, or slow down. Staff included signs such as the pedestrian walk, flashing hand, and stop signal in hopes of creating safe habits when crossing streets.

Student Art Contest

The K-12 art contest invited students of Sunbury to create a poster demonstrating what safe streets mean to them and the greater community. Any medium was accepted with a maximum size of 24" x 32" to promote smart and safe transportation habits. Winners of various categories are published in the final draft of the SS4A plan. Submissions were made online or submitted to a Big Walnut Art Teacher.



SUNBURY SAFE STREETS ART CONTEST

All students grades K-12 are invited to enter a piece of artwork to be displayed at the Sunbury Farmer's Market:

Safe Streets and Roads for All Tent
Saturday, May 24
9:00AM-1:00PM
Sunbury Town Square

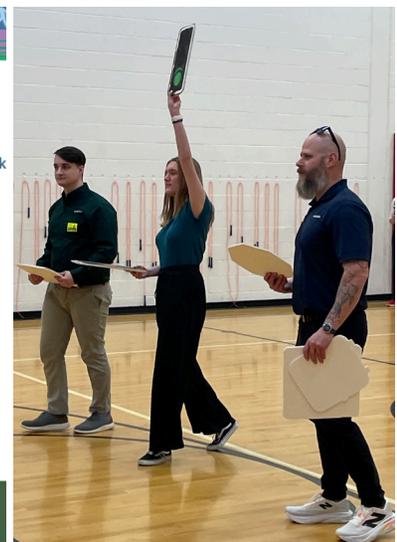
The City of Sunbury encourages students to create a two dimensional art project or poster that represents what safe streets mean for themselves, families, friends and/or our community.

SUBMISSION DEADLINE: MAY 15th, 2025

Prizes, including artwork published in the final draft of the Sunbury Safe Streets and Roads for All (SS4A) plan will be awarded to each age category.

TO FIND OUT MORE AND SUBMIT WORK VISIT:
www.verdantasplanning.com/sunburyss4aart

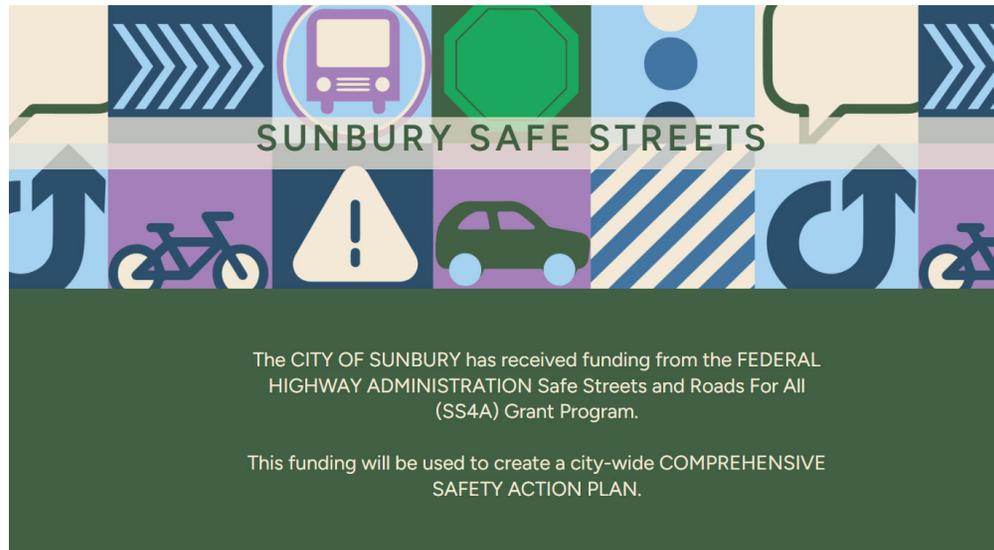
WE LOOK FORWARD TO YOUR PARTICIPATION!
For more information on the SS4A Plan, scan the QR code or visit: www.verdantasplanning.com/sunburyss4a



Online Engagement

Sunbury Safe Streets for All Website

A website was created to be a hub of information for residents and organize information for easy navigation. The homepage has links to various webpages for Sunbury specific information including Data and Documents, Community Survey, Schedule of Events and the K-12 art contest. The homepage also includes a hyperlink to Verdantas SS4A Funding Support webpage which details more general information about the Safe Streets for All program. The website can be found by searching “Sunbury SS4A” or <https://verdantasplanning.com/sunburyss4a/> in a general search engine, through the City of Sunbury official website, or various QR codes on posters and handouts.



Community Survey

The Community Survey ran from December 13 to February 17. The purpose of this survey was to gain anonymous community feedback from residents and engage those who may not be able to physically attend other events. Additionally, having this survey open for an extended period allows responses to be made when most convenient for residents.

The survey's questions aimed to understand how people interact with the transportation network throughout Sunbury. Questions asked about areas of concern, daily transportation habits and safety of all who use the road through a series of questions. Question formats varied with open ended questions, multiple choice and ranked choice. There was a total of 118 responses. This is a relatively low response rate given the population of the City (approximately 7,000), and a third of respondents were aged 45 to 54 with little to no responses from people 18 to 24 or 75+. Despite this, valuable information was gained.

Respondents to the survey indicated driving was the preferred method of transportation by 91% of people, with little walking or biking done on a regular basis. It was indicated that users felt indifferent towards safety, with a mix of feeling somewhat safe while driving, but being unsure of other drivers and how they operate.

There were a few key points discovered through the survey. Most importantly was that, across the survey and across demographics, intersections were seen as unsafe, and speeding was a problem. When asked about concerns related to driver behavior, "speeding" was a concern for 65% of people, while "red light/stop sign running" was a concern of 44%.

"Unsafe Intersections" was chosen as a transportation network concern for 53% of survey takers. "Too easy to speed because of roadway design/layout" was the second most popular answer at 36%. Additionally, many of the 27% answering "other" mentioned speeding as a concern. Further supporting the idea that speeding is a problem, and when asked about concerns regarding transportation network functionality, 18% indicated speed limits are too high on streets. Of the 20% who indicated "other", many discussed speeding and erratic driving as a concern.

In the immediate timeframe, 33% of respondents selected “intersection and signalization improvements” as the one thing the city should do in the immediate future to improve traffic safety, only one percentage point behind the top answer, “increased and/or targeted traffic enforcement”. Regarding priorities over the next 10 years, 87% of survey takers at least agreed that roadway safety should be a priority. Congestion management was slightly more important, with 89% of respondents indicating they at least agreed on it as a priority.

With intersections and roadway design as an issue for residents, leading to speeding concerns and concerns with how other drivers navigate or obey intersections, the planning team was given clear indications of community need.

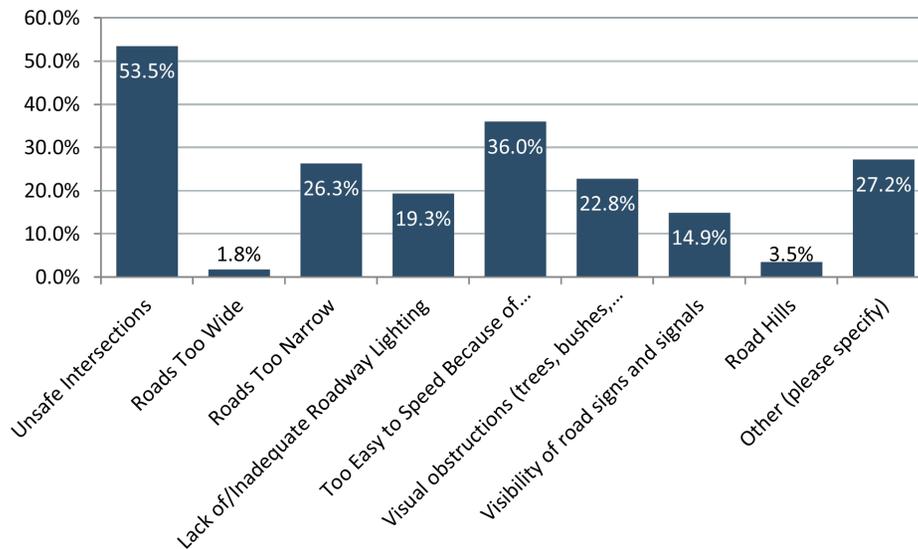


Figure 4.1 | Concerns about Transportation Layout

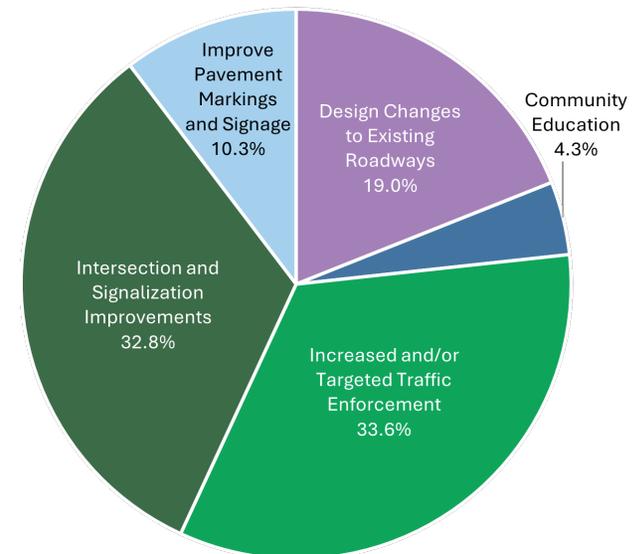


Figure 4.2 | Things the City can do to Improve Traffic Safety in the Immediate Future

The image features a dark green background with a decorative border of overlapping white concentric circles. The circles are arranged in a pattern that is denser on the left side and tapers off towards the right. The text is centered in the middle of the page.

**MONITORING &
NEXT STEPS**

Stay ALIVE!



Don't text
and drive!

Page Wilson

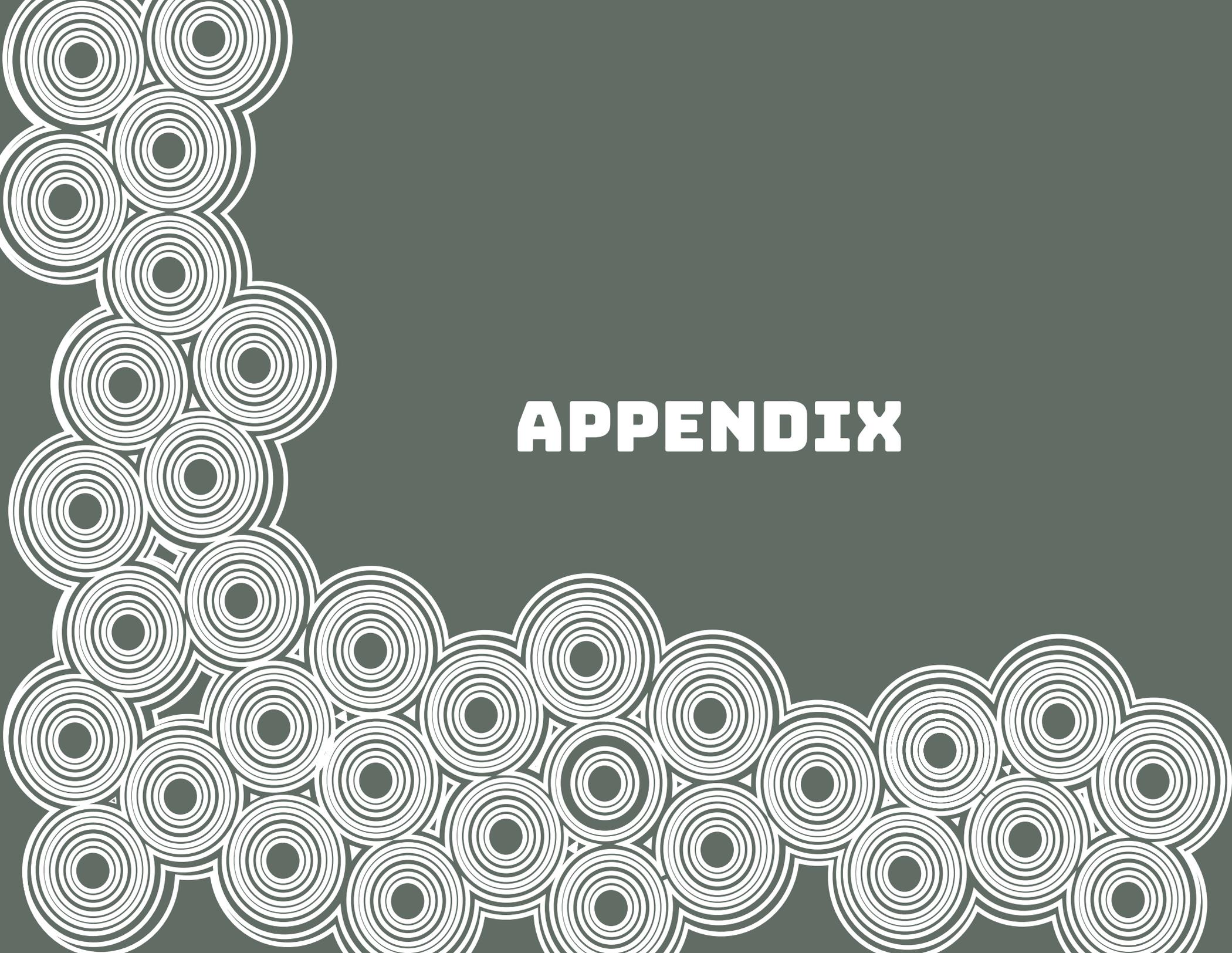


Easton

Monitoring

During the planning process, materials have been made available on the project website. This has been advertised to the public, and all materials can be downloaded easily and free of charge. Meetings of the Steering Committee have taken place in an open conference room in which anyone can attend, though notices were not sent for each meeting. The planning process has been communicated via city social media channels consistently, and public engagement events have invited further public involvement and transparency of the process.

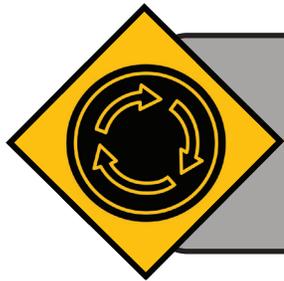
As part of the plan, the City of Sunbury intends to hold, at minimum, an annual meeting of the Steering Committee to examine the progress of the plan. This will include identifying possible grant and loan programs to leverage in order to obtain construction funding. An annual crash reporting will be released to track data across the city, but especially within the HIN and the priority project areas.



APPENDIX

Type	ID	Location	Project Elements	Funding Eligibility			
				HSIP Abbreviated	HSIP Systemic	HSIP Formal	OPWC
Intersections	R1	US 36 & Domigan Rd.	<ul style="list-style-type: none"> • 4-Leg Roundabout • Enhanced Lighting • Improved Signage 			X	
	R2	US 36 & SR 61	<ul style="list-style-type: none"> • 4-Leg Roundabout • Enhanced Lighting • Improved Signage 			X	
	J1	US 36 & Miller Dr.	<ul style="list-style-type: none"> • 4-Leg Signalized Intersection • Upgrade Signal • Eliminate Sight Obstructions 	X			
	J2	Morning St. & Cherry St.	<ul style="list-style-type: none"> • 3-Leg Signalized Intersection • Repair Curb and EOP • Comprehensive Crossing Improvements 		X		X
	J3	Sunbury Square	<ul style="list-style-type: none"> • Intersection Reconfiguration • Reflective Pavement Markings 	X	X		
Corridors		US 36	<ul style="list-style-type: none"> • Corridor Safety Improvement • Rumble Strips, Edge Barriers • RRFB Pedestrian Crossings 		X		
		US 37	<ul style="list-style-type: none"> • Corridor Safety Improvement • Rumble Strips, Edge Barriers • RRFB Pedestrian Crossings 		X		
City-Wide		Lighting	<ul style="list-style-type: none"> • City-Wide Lighting Infrastructure Upgrades 	X	X		
		Signal Modernization					
		Signage and Striping	<ul style="list-style-type: none"> • City-Wide Roadway Striping and Signage Upgrades 	X	X		
				Next Deadline:	December 31, 2025	March 31, 2026	March 31, 2026

Install Roundabout



Install Roundabout

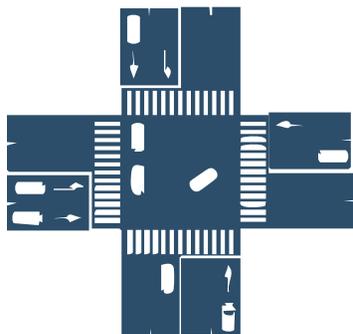
Conversion of signalized intersection into single- or multi-lane roundabout.

CMF	CRF	Area Type	Crash Type	Speed Limit
0.58	42	Suburban	All	35 mph

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

Pre-countermeasure



Post-countermeasure



Applicable Emphasis Areas

Intersections:

- U.S. 36 & SR-61

Corridors:

- U.S. 36 / SR-37



Targeted Crash Type Reduction

Contributing Factors:



Red Light



Following too Close



Failure to Yield

Crash Typology:



Rear End



Fixed Object

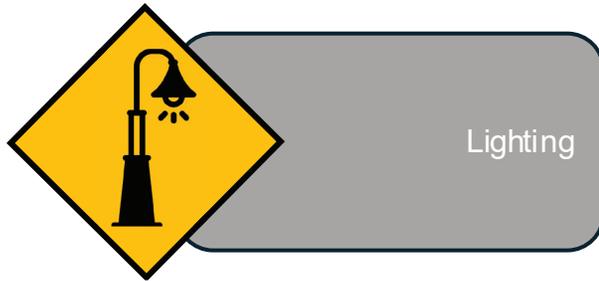


Left Turn



Angle

Install Lighting



Installation of street lights to roads with no existing light fixtures.

CMF	CRF	Area Type	Crash Type	Speed Limit
0.68	32	All	All	N/A

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure in implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

Pre-countermeasure

Post-countermeasure



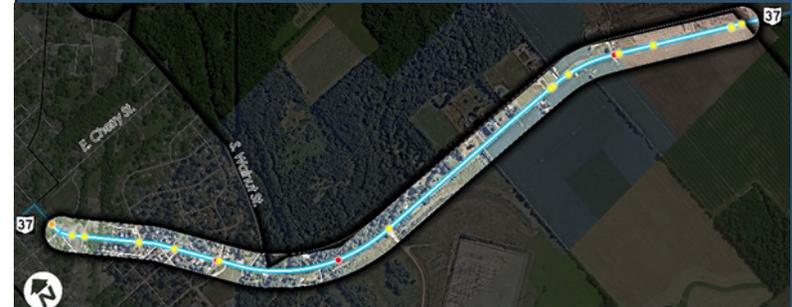
Applicable Emphasis Areas

Intersections:

- U.S. 36 & SR-61

Corridors:

- SR 37



Targeted Crash Type Reduction

Contributing Factors:



Red Light



Following too Close



Failure to Yield



Other

Crash Typology:



Rear End



Angle



Fixed Object

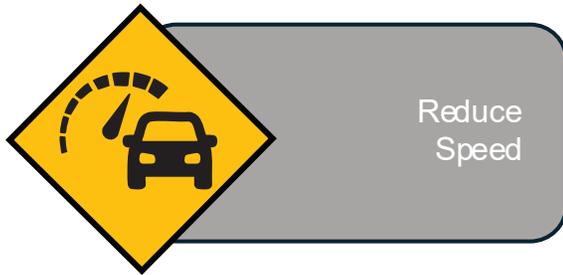


Animal



Left Turn

Reduce Speed



10% reduction in mean speed

CMF	CRF	Area Type	Crash Type	Speed Limit
0.85	15	Suburban	Serious, minor, possible	N/A

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

Pre-countermeasure



Post-countermeasure



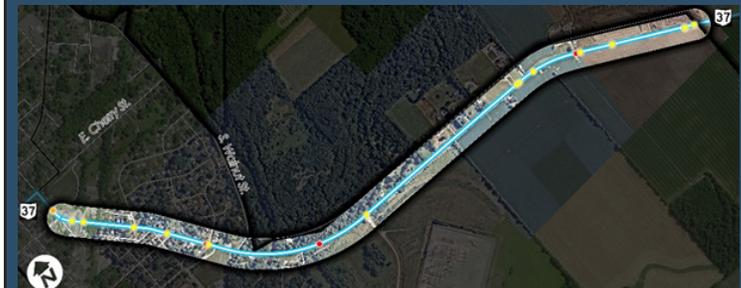
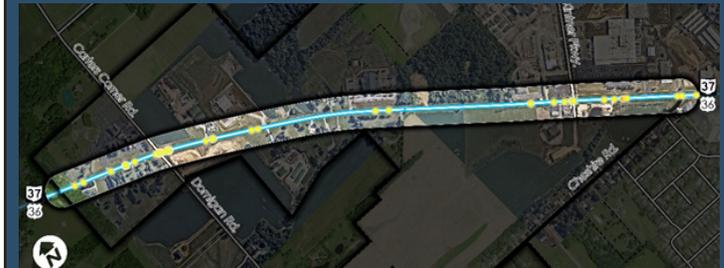
Applicable Emphasis Areas

Intersections:

- U.S. 36 & SR-61

Corridors:

- SR 37
- U.S. 36 / SR-37



Targeted Crash Type Reduction

Contributing Factors:



Red Light



Following too Close



Failure to Yield



Other

Crash Typology:



Rear End



Angle



Fixed Object

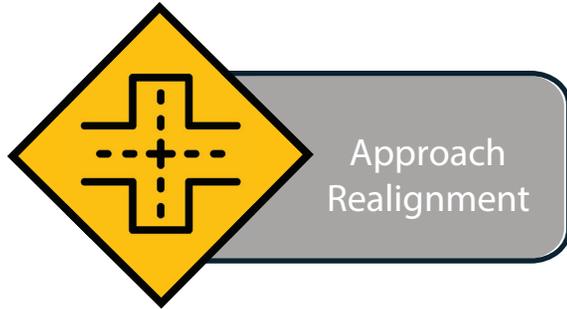


Animal



Left Turn

Approach Realignment



Data Not Available for this specific Countermeasure

CMF	CRF	Area Type	Crash Type	Speed Limit
N/A	N/A	All	All	N/A

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

Pre-countermeasure



Post-countermeasure



Applicable Emphasis Areas

Intersections:

- U.S. 36 & SR-61



Targeted Crash Type Reduction

Contributing Factors:



Red Light



Following too Close



Failure to Yield

Crash Typology:



Rear End



Fixed Object



Left Turn

Dedicated Left Turn Signal



Install left-turn lane

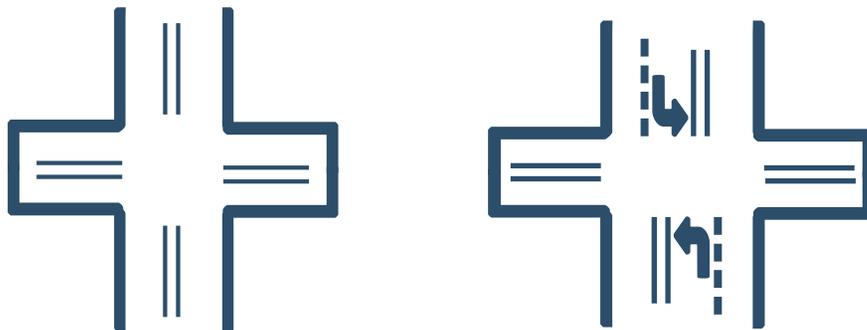
CMF	CRF	Area Type	Crash Type	Speed Limit
0.79	21	Urban	All	N/A

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

Pre-countermeasure

Post-countermeasure



Applicable Emphasis Areas

Intersections:

- U.S. 36 & SR-61



Targeted Crash Type Reduction

Contributing Factors:



Red Light



Following too Close



Failure to Yield

Crash Typology:



Rear End

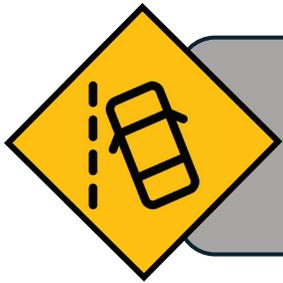


Fixed Object



Left Turn

Access Management Plan



Access Management Plan

Crash reduction data varies greatly based on a number of factors that cannot be accounted for

CMF	CRF	Area Type	Crash Type	Speed Limit
N/A	N/A	All	All	N/A

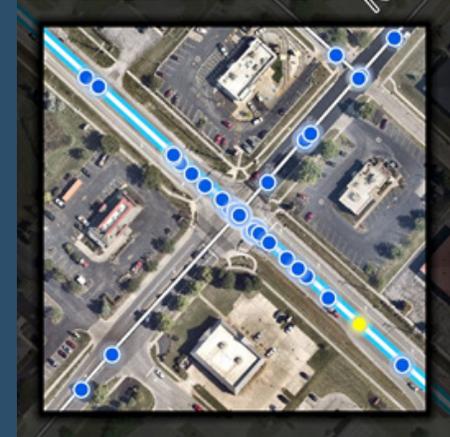
Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

Applicable Emphasis Areas

Intersections:

- U.S. 36 & Miller Drive



Targeted Crash Type Reduction

Contributing Factors:



Red Light



Following too Close



Failure to Yield

Crash Typology:



Rear End



Angle



Sideswipe

Concurrent Right Turn



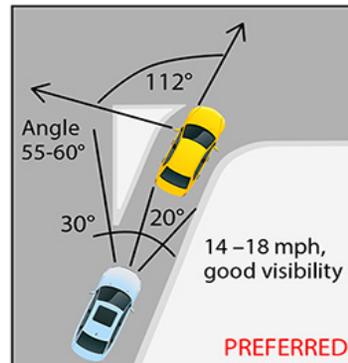
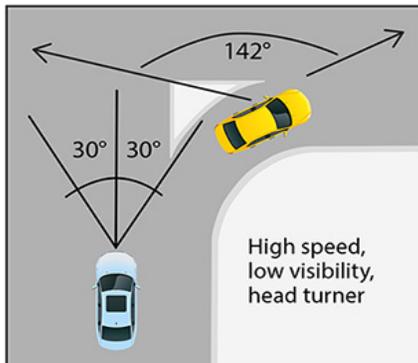
Concurrent Right Turn

Provide Right turn channelization

CMF	CRF	Area Type	Crash Type	Speed Limit
0.735	26.6	N/A	All	N/A

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

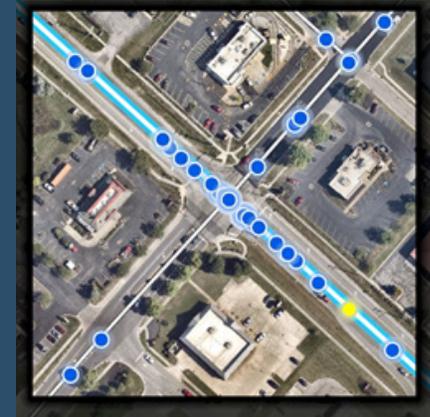


Source: Federal Highway Administration - FHWA Highway Safety Programs

Applicable Emphasis Areas

Intersections:

- U.S. 36 & Miller Drive



Targeted Crash Type Reduction

Contributing Factors:



Red Light



Following too Close



Failure to Yield

Crash Typology:



Rear End

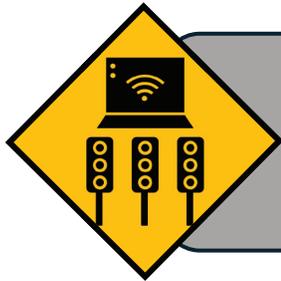


Angle



Sideswipe

Sync Timing of Traffic Signals



Traffic Signal Synchronization

Install adaptive traffic signal control

CMF	CRF	Area Type	Crash Type	Speed Limit
0.87	13	Urban, Suburban	Multiple Vehicles	N/A

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

Pre-countermeasure

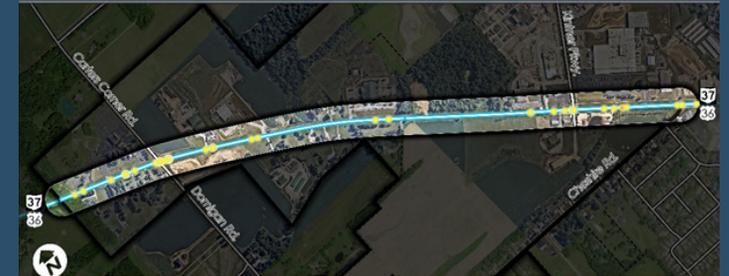
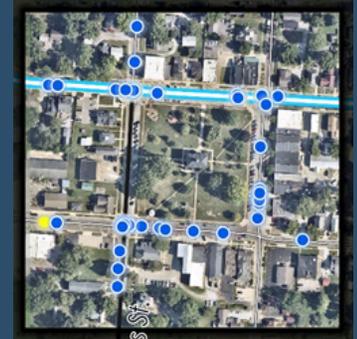
Post-countermeasure



Applicable Emphasis Areas

Corridors:

- Sunbury Square
- U.S. 36 / SR-37



Targeted Crash Type Reduction

Contributing Factors:



Following too Close



Failure to Yield



Backing

Crash Typology:



Rear End



Angle



Backing



Animal

Raised Intersection Tables



Raised Intersections

CMF	CRF	Area Type	Crash Type	Speed Limit
1.05	-5	N/A	All	N/A

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

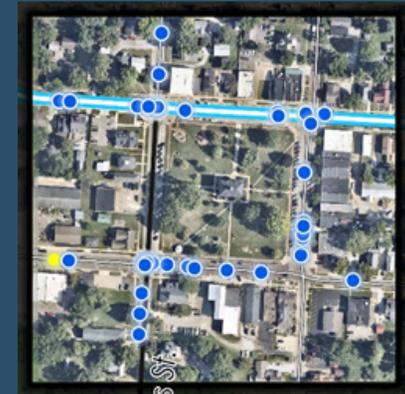


Source: People Centered Colorado Springs - Beautiful Colorado Springs

Applicable Emphasis Areas

Corridors:

- Sunbury Square



Targeted Crash Type Reduction

Contributing Factors:



Following too Close



Failure to Yield



Backing

Crash Typology:



Rear End



Angle



Backing

Traffic Mini Island



Install raised medians

CMF	CRF	Area Type	Crash Type	Speed Limit
0.72	28	All	All	N/A

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

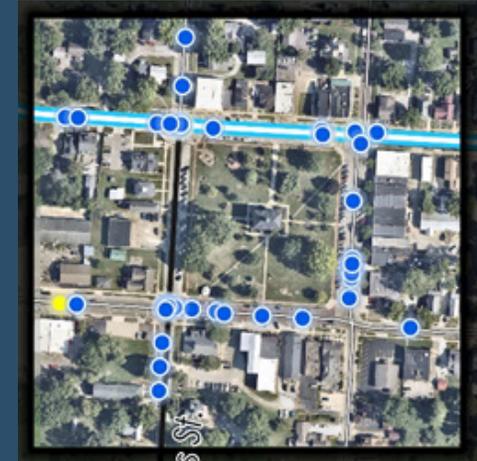


Source: Halifax - Traffic Calming

Applicable Emphasis Areas

Corridors:

- Sunbury Square



Targeted Crash Type Reduction

Contributing Factors:



Following too Close



Backing

Crash Typology:



Rear End



Angle



Backing

Higher Curbs



Install curb and gutter

CMF	CRF	Area Type	Crash Type	Speed Limit
0.89	11	Suburban	All	55 mph

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

Pre-countermeasure

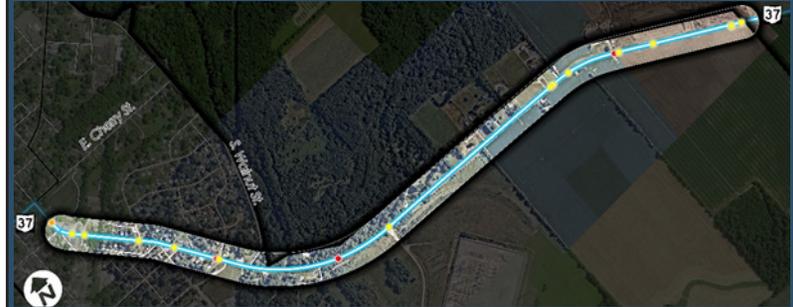


Post-countermeasure



Applicable Emphasis Areas

- Corridors:
- SR-37



Targeted Crash Type Reduction

Contributing Factors:



Following too Close



Other

Crash Typology:



Rear End

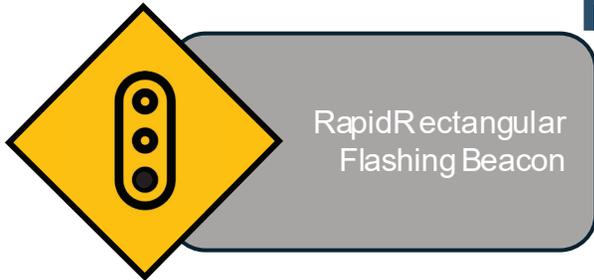


Fixed Object



Animal

Rectangular Rapid Flashing Beacon



Provide flashing beacons at stop controlled intersections

CMF	CRF	Area Type	Crash Type	Speed Limit
0.95	5	All	All	N/A

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

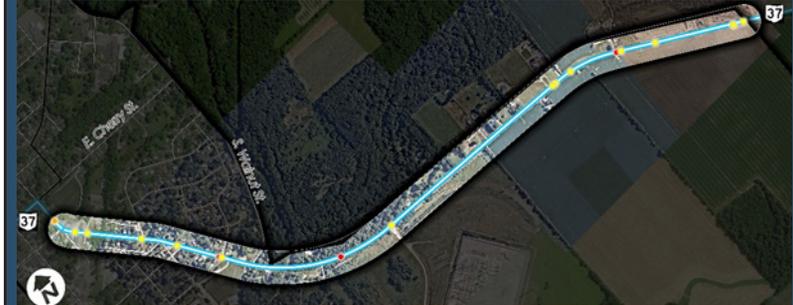
Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).



Source: Traffic Safety Warehouse

Applicable Emphasis Areas

- Corridors:
- SR-37



Targeted Crash Type Reduction

Contributing Factors:



Following too Close



Other

Crash Typology:



Rear End



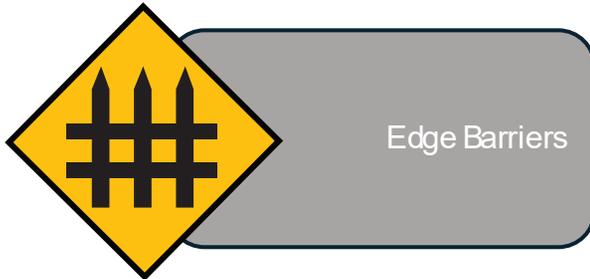
Fixed Object



Animal

Edge Barriers

Install roadside barriers



CMF	CRF	Area Type	Crash Type	Speed Limit
0.49	51	Rural	Run off Road	50 mph

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).



Applicable Emphasis Areas

Corridors:

- SR-37
- U.S. 36 / SR-37



Targeted Crash Type Reduction

Contributing Factors:



Following too Close



Failure to Yield



Other

Crash Typology:



Rear End



Angle

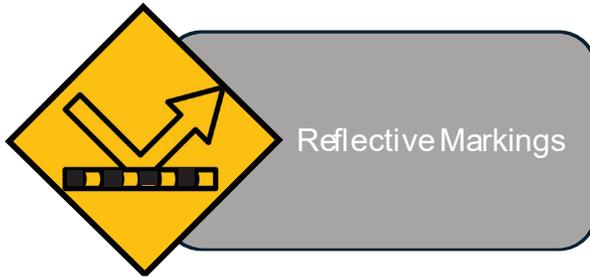


Animal



Fixed Object

Reflective Markings



Increase pavement marking retroreflectivity

CMF	CRF	Area Type	Crash Type	Speed Limit
0.852	14.8	Rural	Nighttime	N/A

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).

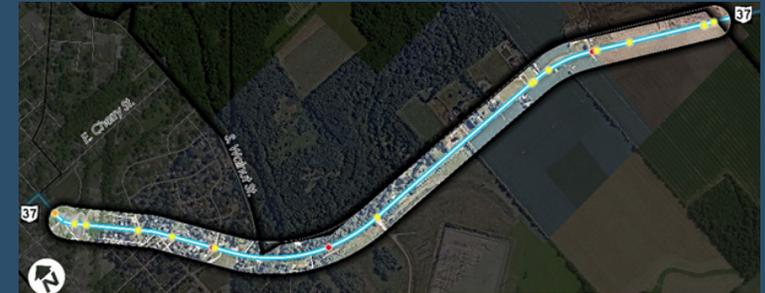


Source: Roads & Bridges

Applicable Emphasis Areas

Corridors:

- SR-37
- U.S. 36 / SR-37



Targeted Crash Type Reduction

Contributing Factors:



Following too Close



Failure to Yield



Other

Crash Typology:



Rear End



Angle



Animal



Fixed Object

Rumble Strips



Install edgeline rumble strips

CMF	CRF	Area Type	Crash Type	Speed Limit
0.61	39	Rural	Run Off Road	N/A

Crash Modification Factor (CMF): Multiplicative factor used to compute the number of crashes after countermeasure is implemented (< 0 indicates a reduction in crashes).

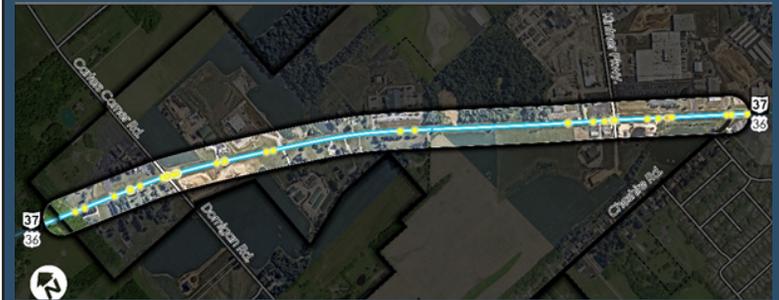
Crash Reduction Factor (CRF): Estimate of the percent reduction in crashes (positive number indicates reduction in crashes).



Source: Iowa State University - Center for Transportation Research and Education

Applicable Emphasis Areas

- Corridors:
- SR-37
 - U.S. 36 / SR-37



Targeted Crash Type Reduction

Contributing Factors:



Following too Close



Failure to Yield



Other

Crash Typology:



Rear End



Angle



Animal



Fixed Object

Transportation Equity – Sunbury SS4A

Demographic Foundation and Transportation Access Patterns

Population Characteristics and Vulnerability

Sunbury's transformation from a small Ohioan town to a rapidly growing suburban community has created demographic pressures that significantly impact transportation equity. The City's population has grown by 46% in four years: from 6,614 in 2020 to an estimated 9,705 residents in July 2024. The community's demographic composition, along with growing substantially, features constituencies that require targeted equity interventions.

Children and youth (under 18) comprise 29.7% of Sunbury's population, exceeding Ohio's average of 21.8%. This population includes 430 children under five years of age, 1,098 youth between the ages of five and fourteen, and 437 teenagers aged fifteen to seventeen. This age group includes new drivers who are learning how to navigate transportation networks and traffic law, making them vulnerable to accidents. These 1,966 young residents require safe pedestrian and bicycle infrastructure to access educational facilities, recreational opportunities, and community services. The prevalence of families with children creates complex transportation coordination needs that extend beyond simple vehicle ownership patterns, such as increasing the prevalence of young driver education programs and youth outreach for pedestrian safety.

The city's population with disabilities represents 8.4% of residents, comprising approximately 556 individuals who require accessible transportation infrastructure. Ambulatory difficulties affect 4.8% of the population, while cognitive difficulties impact 2.4% of residents. Additional disability categories include hearing difficulties affecting 2.3% of residents, independent living difficulties affecting 4.1%, self-care difficulties affecting 1.4%, and vision difficulties affecting 0.7%. Each disability type presents distinct transportation accessibility requirements that current infrastructure often fails to accommodate adequately.

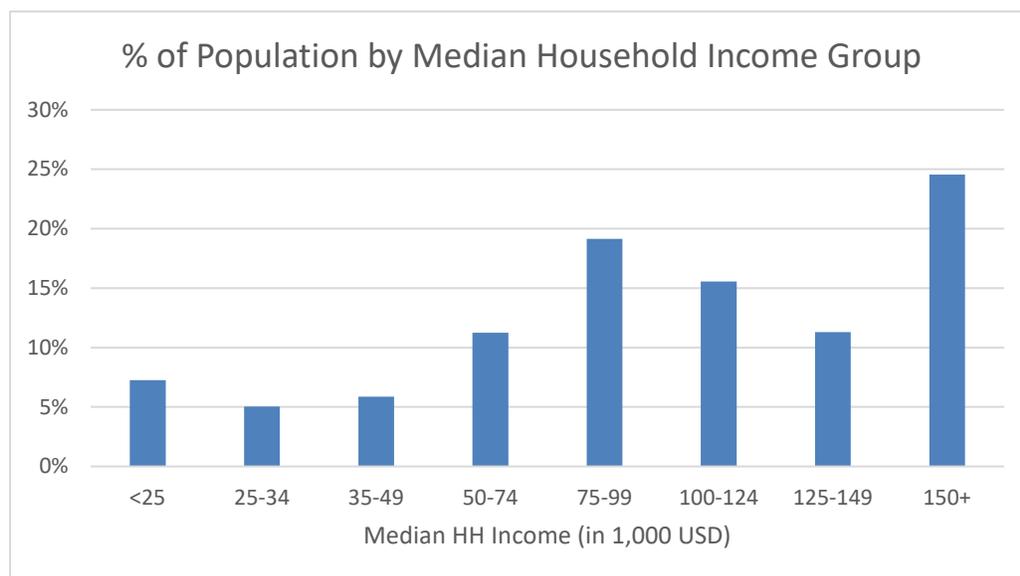
Racial and ethnic minorities constitute 13.6% of Sunbury's population, including 223 Hispanic or Latino residents, 159 Asian residents, 138 Black or African American residents, and 463 residents identifying as multiracial. These populations may encounter language barriers, economic constraints, and historical exclusion from transportation planning processes that compound mobility challenges. The diversity of minority communities requires culturally responsive transportation planning approaches that acknowledge varying needs and communication preferences. Census Block Groups located in the western Sunbury Census Tract rank highly in Ohio for percentages of residents classified as "Limited English Speaking,"

with rankings in the 88th and 78th percentiles respectively¹. While not all of these residents may live within Sunbury, they are likely to interact with the City's transportation infrastructure and communications, therefore should be considered in an evaluation of equity.

Household composition analysis reveals additional transportation equity considerations. Single-parent households represent 33% of all family households, including 22.4% headed by female householders and 10.6% headed by male householders without spouses present. These 850 households face particular transportation challenges. Access to multiple destinations for employment, childcare, and essential services creates coordination challenges for these households, as they are managing constrained resources. The average family size of 3.24 exceeds Ohio's average of 2.97, indicating larger families that require more complex transportation coordination.

Economic Context and Transportation Burden

Sunbury's economic profile creates apparent advantages while masking significant transportation affordability challenges. The median household income of \$103,774 substantially exceeds Ohio averages, and bachelor's degree attainment reaches 44.6%, indicating educational advantages that typically correlate with transportation access. Higher incomes have also come with economic homogenization of the population over the years, with relatively consistent incomes across the population (see below) However, this community-wide affluence obscures the financial burden that transportation costs can place on individual households across the income spectrum. The graph below displays income brackets for the population, indicating residents' income varies along with transportation cost burden.



Transportation expenses represent one of the largest categories of household spending, and in Sunbury's car-dependent environment, these costs are largely unavoidable. With average

¹ Retrieved from U.S. EPA EJSCREEN Tool

annual household spending approaching \$95,000, transportation expenses can consume up to 30% of a median-income family's budget when including vehicle purchase, insurance, maintenance, fuel, and related costs (PolicyMap, 2023). This percentage represents a substantial financial burden that constrains household resources available for housing, healthcare, education, and other essential needs.

The transportation cost burden becomes particularly severe for households below the median income level and for single-parent families managing multiple dependents. These households often face difficult choices between transportation access and other basic needs, leading to delayed vehicle maintenance, inadequate insurance coverage, or complete reliance on informal transportation networks that may be unreliable or unsafe.

Employment patterns compound these transportation challenges. The average commute time of 26.4 minutes exceeds Ohio's average of 23.5 minutes, indicating that many residents must travel significant distances to reach employment opportunities. The overwhelming reliance on solo driving, which accounts for 75.5% of work trips, reflects limited transportation alternatives and creates isolation for residents unable to drive personal vehicles.

Infrastructure Gaps and Systemic Barriers

Current transportation infrastructure in Sunbury reflects suburban development patterns that prioritize automobile access while creating systematic barriers for residents who cannot or choose not to drive personal vehicles. These infrastructure gaps affect approximately 24.5% of residents who do not drive alone to work, including children, elderly residents, people with disabilities, and those facing economic constraints.

Public transit availability remains virtually non-existent despite Sunbury's location within the Columbus metropolitan area. The City lacks Central Ohio Transit Authority service coverage, while Delaware County Transit provides only limited demand-response service requiring advance scheduling during weekday business hours. This minimal service excludes weekend travel, emergency transportation needs, and spontaneous trips essential for employment flexibility and social participation.

Pedestrian infrastructure demonstrates significant deficits that particularly impact vulnerable populations. The City's receipt of \$150,000 in federal Safe Streets and Roads for All funding acknowledges safety concerns stemming from nearly 900 crashes over ten years, five fatalities, and twenty serious injuries. Missing sidewalks, inadequate lighting, and lack of ADA-compliant pathways create barriers that prevent safe pedestrian access to schools, healthcare facilities, employment centers, and community services.

Bicycle infrastructure remains essentially non-existent within city limits, despite regional trail connections through the Ohio-to-Erie Trail network. The absence of protected bike lanes or dedicated cycling facilities limits transportation options for residents seeking alternatives to vehicle ownership or maintenance. This infrastructure gap particularly affects younger residents

who might otherwise cycle to school or employment, and adults seeking affordable transportation alternatives.

Accessibility compliance represents an ongoing challenge throughout the transportation network. Current infrastructure often lacks universal design principles, creating barriers for residents with ambulatory difficulties, vision impairments, hearing difficulties, and cognitive challenges. These accessibility gaps prevent full community participation and limit independence for residents with disabilities.

Federal Policy Framework and Compliance Requirements

Federal Transportation Equity Strategy Implementation

The U.S. Department of Transportation's *Equity Action Plan* establishes core principles that provide direct guidance for Sunbury's planning efforts. These principles include increasing opportunity access, advancing racial equity and environmental justice, serving communities equitably, and promoting affordable transportation access. Implementation requires systematic analysis of how transportation investments and safety improvements can address identified disparities rather than inadvertently reinforcing existing inequities.

For Sunbury, this framework necessitates evaluation of all transportation projects through an equity lens that considers impacts on vulnerable populations. Safety improvements must demonstrate benefits for pedestrians, cyclists, and public transit users, not simply motor vehicle operators. Infrastructure investments must enhance connectivity to essential services, employment opportunities, and community resources for residents who lack private vehicle access.

Environmental Justice and Community Engagement

Environmental justice requirements under Title VI mandate that transportation projects avoid disproportionately high and adverse effects on minority and low-income populations. While Sunbury's 13.6% minority population is distributed throughout the community, projects must demonstrate equitable impact distribution and meaningful community engagement with all demographic groups.

Effective community engagement requires culturally responsive outreach methods that acknowledge language barriers, varying communication preferences, and historical exclusion from planning processes. For Sunbury's 223 Hispanic or Latino residents, this includes providing Spanish-language materials and interpretation services. For residents with disabilities, it requires accessible meeting formats and alternative communication methods.

Federal Assessment Tools and Funding Opportunities

Federal screening tools provide concrete methods for identifying transportation focused disadvantaged communities and populations within Sunbury. The Climate and Economic Justice Screening Tool and EPA's EJSCREEN tool offer census tract-level analysis combining environmental burdens, demographic indicators, and transportation barriers. These tools enable identification of specific neighborhoods and populations requiring prioritized safety improvements.

Due to its rural nature, the two census tracts which comprise Sunbury as well as nearby Galena are both indicated by the EPA's EJSCREEN tool to be in a high percentile for transportation access burden. Transportation Access Burden is defined by EJSCREEN technical documentation to be "an average of four transportation-related indicator percentiles, including Transportation Cost Burden, National Walkability Index, Percentage of Households with No Vehicle Available, and Mean Commute Time to Work." The western tract (39041011604) is in the 49th percentile compared to the State of Ohio for transportation access burden, whereas the eastern tract (39041012300) is in the 62nd percentile. An equity-focused action plan for Sunbury must consider these high levels of transportation burdens for the population.

Regional Transportation Context and Metropolitan Integration

Delaware County Challenges and Columbus Area Connections

Sunbury's position within the Columbus metropolitan area creates transportation equity challenges that extend beyond municipal boundaries. Delaware County's rural-suburban character limits public transit options while increasing dependence on regional connections for employment, healthcare, and essential services for residents that are unavailable within Sunbury itself.

Regional economic patterns demonstrate the interconnected nature of transportation challenges facing Sunbury residents. Many residents work outside the city, requiring lengthy commutes to Columbus area employment centers. Limited transit options force expensive private vehicle dependence for commutes exceeding 25 miles, creating financial stress for households across income levels and complete barriers for residents unable to drive or afford reliable vehicles.

The Mid-Ohio Regional Planning Commission's LinkUS program represents the region's most significant transportation equity initiative, planning 500 miles of new sidewalks, bikeways, and trails by 2050. However, these investments primarily benefit urban Franklin County corridors, with limited extension to suburban Delaware County communities like Sunbury. This geographic disparity reinforces existing inequities between urban and suburban transportation access while highlighting the need for coordinated regional planning approaches.

Rural Transportation Burden and Service Coordination

Rural transportation challenges affect communities throughout Ohio, where transportation costs average higher percentages of median income compared to better-connected urban areas. While Sunbury's higher income levels provide some protection against these burdens, vulnerable populations still face disproportionate impacts when accessing regional healthcare, specialized services, and employment opportunities unavailable locally.

Limited service coordination compounds these challenges. Regional planning efforts provide frameworks for cooperation, but implementation remains constrained in suburban areas. Transportation services that do exist often lack coordination, creating gaps in coverage and accessibility for residents requiring assistance with multiple trip purposes or complex mobility needs.

Geographic Emphasis Areas and Equity Impact Assessment

U.S. 36 & SR-61 Intersection

The intersection of U.S. 36 and SR-61 serves as a critical regional access point with particular significance for Sunbury's most vulnerable populations. This location provides essential connectivity for the 1,966 residents under 18 seeking educational and recreational opportunities, and the 556 residents with disabilities requiring accessible crossing infrastructure. The intersection's role as a gateway to regional destinations makes safety and accessibility improvements essential for transportation equity.

Vulnerable populations face heightened risks at this location due to infrastructure limitations and traffic patterns that prioritize motor vehicle throughput over pedestrian safety. Children and teenagers encounter dangerous conditions during school travel and independent mobility activities, while residents with ambulatory difficulties require extended crossing times and accessible signal systems currently unavailable.

Current area-specific goals focus primarily on intersection visibility and speed reduction, but could potentially be improved through accessibility improvements. Equity-enhanced recommendations for this intersection emphasize universal accessibility. Countdown pedestrian signals with extended crossing times would accommodate residents with mobility limitations, while leading pedestrian intervals would provide vulnerable users with safe crossing opportunities. High-visibility crosswalks featuring tactile warning surfaces and audible signals would serve visually impaired residents.

U.S. 36 & Miller Drive Intersection

The intersection of U.S. 36 and Miller Drive functions as a critical connector between residential neighborhoods and Sunbury's downtown core, making accessibility essential for families and residents requiring community service access. Large households with average family sizes of

3.24 members rely on this intersection for school routes and community connectivity, while single-parent households require reliable pedestrian access due to limited transportation flexibility.

Government workers comprising 14.1% of the workforce depend on safe intersection navigation for employment access during standard business hours. Residents without private vehicle access must traverse this intersection to reach downtown services, employment opportunities, and community resources. The intersection's gateway function makes safety improvements essential for equitable community participation.

Recommendations for this intersection prioritize pedestrian and bicycle safety in signal timing optimization. ADA-compliant curb ramps and accessible pedestrian signal systems throughout the intersection area would serve residents with disabilities, while safe, marked routes connecting to Big Walnut schools would protect student travelers. Infrastructure improvements should accommodate current and future transit vehicles, with school zone traffic calming during pickup and drop-off periods protecting child pedestrians.

Sunbury Square Area

Sunbury Square represents the community's historic downtown core and primary commercial district, serving as the most walkable area and primary destination for residents seeking services, employment, shopping, and social activities. This area offers the greatest opportunity for creating an inclusive, accessible transportation environment serving all demographic groups while supporting economic development that benefits the entire community.

Young families with children under five require stroller-accessible infrastructure and safe pedestrian areas, while the 556 residents with disabilities need fully accessible pedestrian infrastructure for meaningful community participation, while service workers need safe pedestrian access for employment during varied shift schedules.

SR-37 Corridor

The SR-37 corridor connecting Sunbury to eastern Delaware County communities serves as a critical route for residents accessing employment, healthcare, and services unavailable within city limits. The corridor's rural character and documented crash severity, including three fatalities, create particular safety concerns for vulnerable road users with limited transportation alternatives.

Agricultural and service workers may require corridor access for employment opportunities in surrounding areas, while residents without reliable vehicles face significant isolation barriers due to limited alternative transportation options. Families seeking specialized healthcare, social services, and educational opportunities depend on safe corridor travel, while emergency responders serve elderly and disabled residents during severe weather events and medical emergencies.

U.S. 36/SR-37 Corridor

The U.S. 36/SR-37 corridor serves as Sunbury's primary commercial and employment spine, containing essential services including healthcare facilities, retail establishments, and community services. High rear-end crash rates affecting 51.5% of corridor incidents indicate congestion patterns that disproportionately impact residents with limited transportation alternatives.

Healthcare workers and patients accessing medical facilities along the corridor include elderly residents requiring regular medical care and specialized transportation accommodations. Retail and service workers comprising 12% of the workforce require shift-based access during varied hours, while families need reliable access to grocery stores, pharmacies, childcare, and community resources. Residents relying on alternative transportation for daily needs, including elderly residents who no longer drive, depend on safe corridor navigation for essential activities.

Behavioral Interventions and System-Wide Equity Integration

Addressing Problematic Driving Behaviors Through Equity Lens

Transportation safety improvements must address dangerous driving behaviors while ensuring that enforcement and education strategies do not disproportionately burden vulnerable populations. Speeding affects all road users but creates particular risks for vulnerable populations who face higher injury severity and mortality rates in crashes. Young drivers aged 15-25 demonstrate higher crash involvement rates, while elderly drivers over 65 may have reduced reaction times affecting crash avoidance capabilities.

Equity-focused speed reduction strategies should emphasize education-first approaches in automated enforcement programs to avoid disproportionate financial impacts on low-income residents. Community-based education programs delivered through schools, faith communities, and cultural organizations can reach diverse populations more effectively than traditional enforcement methods. Speed reduction measures should receive priority near schools serving the 1,535 children aged 5-17, areas with concentrations of elderly residents, and family-dense neighborhoods where vulnerable populations concentrate.

Following too closely and distracted driving behaviors particularly endanger vulnerable road users who cannot protect themselves within motor vehicles. With 75.5% of workers driving alone daily for average commute times of 26.4 minutes, aggressive driving behaviors create community-wide safety risks.

Infrastructure and Policy Integration

System-wide countermeasures require equity integration to ensure that improvements serve all community members effectively. Retro-reflectivity standards implementation should prioritize areas serving vulnerable populations, including residential areas with high concentrations of families and elderly residents.

Pedestrian signal programming requires timing adjustments accommodating all users, including sufficient crossing time for elderly and disabled pedestrians using the recommended minimum 3.5 feet per second walking speed. Accessible pedestrian signals with audible and tactile features serve the 46 residents with vision difficulties, while leading pedestrian intervals at intersections near schools and elderly residential areas provide additional safety margins.

Traffic signal modernization could enhance accessibility and equity by including detection capabilities for bicycles and pedestrians, accommodating residents using alternative transportation modes. Visual countdown timers benefit residents with hearing difficulties, while emergency preemption systems must safely accommodate pedestrians and cyclists during evacuation scenarios.

Access management policies must consider equity impacts by requiring transportation impact analysis including effects on pedestrians, cyclists, and potential transit users. Connectivity requirements between new developments and existing neighborhoods should particularly benefit families and elderly residents, while affordable housing areas require protection from increased traffic impacts alongside continued accessibility to essential services.

Performance Measurement and Continuous Improvement

Equity-Specific Monitoring and Evaluation

Successful transportation equity implementation requires comprehensive monitoring systems that track outcomes for different demographic groups while ensuring accountability for continued progress. Demographic impact tracking should monitor crash reduction rates for vulnerable populations, particularly children and elderly residents who face higher risk in traffic incidents. Accessibility compliance rates for new infrastructure serving residents with disabilities should receive regular assessment, while community satisfaction surveys conducted in multiple languages can reflect the experiences of diverse demographic groups.

Access and mobility indicators should measure transportation equity outcomes including safe routes to school accessibility for the 1,535 school-age children, transit ridership and service accessibility as alternative transportation options develop, and transportation cost burden analysis for households across income ranges. These indicators provide concrete measures of equity progress while identifying areas requiring additional intervention.

Adaptive Management and Long-Term Commitment

Transportation equity advancement requires adaptive management approaches that modify interventions based on observed outcomes while expanding successful programs demonstrating equity benefits for multiple demographic groups. Regular community assessment through annual forums focused specifically on transportation equity and safety can maintain ongoing dialogue with affected populations, while quarterly check-ins with organizations serving families, elderly residents, and people with disabilities can provide more frequent feedback.

Accessible complaint and suggestion systems should accommodate different communication preferences while ensuring that residents can report problems and propose improvements without fear of retaliation or bureaucratic barriers. These systems should connect directly to decision-making processes, ensuring that community feedback influences policy and infrastructure decisions.

Integration of new research and best practices requires ongoing monitoring of federal and state guidance evolution while incorporating lessons learned from other communities addressing similar transportation equity challenges. This includes staying current with federal policy changes, technological innovations that can improve accessibility, and demographic trends that may affect transportation needs in the future.

Conclusion

Sunbury's approach to transportation equity within its Roadway Safety Action Plan represents a critical opportunity to transform how small suburban communities address mobility justice while advancing safety outcomes for all residents. The community's demographic analysis reveals substantial vulnerable populations—including 1,966 residents under the age of 18, 556 residents with disabilities, 900 racial and ethnic minority residents, and hundreds of single-parent households—who require systematic attention within transportation planning processes.

The economic reality of transportation costs consuming up to 30% of median-income household budgets, combined with average annual household spending approaching \$95,000, demonstrates that transportation affordability represents a significant challenge even in relatively prosperous communities. These cost burdens disproportionately affect vulnerable households while creating barriers to opportunity that extend far beyond simple mobility access.

Federal policy frameworks such as the federal transportation equity requirements create both opportunities and obligations for comprehensive equity integration. The convergence of local safety needs, demographic vulnerability, and federal equity mandates provides unprecedented opportunities for developing solutions that advance both roadway safety and transportation justice simultaneously.

The five High Injury Network emphasis areas represent critical corridors where infrastructure improvements can significantly impact vulnerable populations' daily mobility experiences. Without explicit equity considerations, safety improvements risk reinforcing existing transportation inequities by prioritizing motor vehicle throughput over pedestrian safety, ignoring

accessibility requirements, or failing to provide transportation alternatives for residents unable or unwilling to drive personal vehicles.

Success in advancing transportation equity requires sustained commitment to community engagement, culturally responsive planning approaches, and performance measurement systems that track outcomes for vulnerable populations. Implementation should prioritize interventions that immediately improve safety for children, elderly residents, and people with disabilities while building toward comprehensive infrastructure changes that advance long-term transportation equity goals.

By maintaining focus on community needs, accessibility requirements, and inclusive design principles, Sunbury can establish itself as a model for small cities seeking to integrate transportation justice into roadway safety planning while meeting federal equity requirements and serving all community members effectively.

References

- Centers for Disease Control and Prevention. (2024). *Lack of reliable transportation for daily living among adults*. <https://www.cdc.gov/nchs/products/databriefs/db490.htm>
- Elliott, L. D., Lieberman, M., Rovniak, L. S., Bose, M., Holmes, L. M., & Bopp, M. (2023). What are states doing to encourage safe routes to school programming in disadvantaged communities? Findings from a U.S. mixed-methods survey. *Transportation Research Record*, 2677(3), 1469-1481. <https://doi.org/10.1177/03611981221140363>
- Global Alliance of NGOs for Road Safety. (2024). *Traffic calming*. <https://www.roadsafetyngos.org/toolkit/priority-interventions/traffic-calming/>
- Insurance Institute for Highway Safety. (2024). *Pedestrians and bicyclists*. <https://www.iihs.org/topics/pedestrians-and-bicyclists>
- Mid-Ohio Regional Planning Commission. (2024). *Regional mobility plan*. <https://www.morpc.org/programs-services/regional-mobility-plan/>
- Policy Matters Ohio. (2024). *Ohio public transit needs more state funding to connect communities*. <https://policymattersohio.org/research/ohio-public-transit-needs-more-state-funding-to-connect-communities/>
- PolicyMap. (2025). Percent of income spent on transportation by a median-income family household, as of 2025 [Map based on data from HUD: Location Affordability Index Model (LAIM Version 3), US Department of Housing and Urban Development. Downloaded from <https://www.hudexchange.info/programs/location-affordability-index/>].
- PolicyMap. (2023). *Estimated average annual amount spent per household on all household expenses as of 2023* [Map based on data from PolicyMap, QI, BLS, and Census:

Created by PolicyMap and Quantitative Innovations using data from BLS and the Census Bureau].

PolicyMap. (2023). Estimated inequality of household income according to the Gini Index, between 2019-2023 [Map based on data from Census: US Bureau of the Census].

U.S. Census Bureau. (2020). *2020 Decennial Census*.
https://data.census.gov/profile/Sunbury_city,_Ohio

U.S. Census Bureau. (2023). *2023 American Community Survey 5-Year Estimates*.
https://data.census.gov/profile/Sunbury_city,_Ohio

U.S. Department of Transportation. (2024). *The critical role of rural communities in the U.S. transportation system*. <https://www.transportation.gov/rural/grant-toolkit/critical-role-rural-communities>

Federal Equity Policy Citations (Archived):

U.S. Environmental Protection Agency. (2024). *Air quality and environmental justice*.
<https://web.archive.org/web/20241201004151/https://www.epa.gov/air-quality/air-quality-and-environmental-justice>

U.S. Department of Transportation. (2022). *Equity Action Plan*.
https://assets.performance.gov/cx/equity-action-plans/2022/EO%2013985_DOT_Equity%20Action%20Plan_2022.pdf

U.S. Environmental Protection Agency. (2021). *EJSCREEN: Environmental justice screening and mapping tool*. <https://screening-tools.com/epa-ejscreen>

City of Sunbury Policy Report – Safe Streets and Roads for All

Prepared for:

City of Sunbury
Sunbury Town Hall
9 East Granville Street
Sunbury, Ohio, 43074

Prepared by:

Verdantas
8150 Sterling Court
Mentor, Ohio, 44060

March 2025

This page intentionally left blank.

Executive Summary

The City of Sunbury is located in Delaware County, Ohio. The City has a small population that is rapidly increasing and recently graduated from Village status to City status. The City, in collaboration with Verdantas, is creating a Roadway Safety Action Plan as a part of the federal program, Safe Streets and Roads for All. This program provides funding to communities with the intent of minimizing roadway/vehicular accidents and fatalities. Funding can be used in several ways including implementation, planning, and demonstration activities. Sunbury is utilizing their funds to create a Comprehensive Safety Action Plan. One step of this planning process is to analyze existing conditions and policies to create a baseline for where Sunbury currently stands regarding roadway safety.

The following report is a report of Sunbury's existing policies and plans as they relate to pedestrians, connectivity, and the overall transportation network. Walkability and connectivity have always been a priority for the City, as seen in a multitude of their existing policies. A Roadway Safety Action Plan will only help to further emphasize this priority and will create actionable goals the City can implement to create an even safer, more walkable, and more connected environment for pedestrians and automobiles alike.

1. Zoning Ordinance

The current Sunbury Zoning Ordinance references pedestrian and transportation practices throughout. **Section 81.15**, titled Zoning Districts, includes information regarding lighting requirements and/or multi-use trails as design standards for many of the districts. Specifically, “Multi-Use Trails shall be included within the design and layout of all developments in accordance with **S81.16.25**” Districts with this standard include: R-1, R-2, R-4, R-5, PRD, PSFD, C-1, C-2, PCD, I, and PID.

Lighting is written as, “Lighting – May be permitted, subject to the conditions and restrictions imposed by the Sunbury Planning and Zoning Commission” Districts with this standard include: R-2, R-4, R-5, PRD, C-1, C-2, PCD, and I. The Light Industrial District has requires both lighting and multi-use trails but is stated differently than other districts. **Section S81.15.14**, “Parcels fronting on Other Freeway and Expressway, Principal Arterial, Minor Arterial, Major Collector & Minor Collector rights-of-way, as classified by the Ohio Department of Transportation, shall provide fencing and multi-use trails along these rights-of-way...”.

Lighting Standards in this district have light pole height and illumination angle limitations and emphasize the fact that light spillage onto other properties is not allowed. The code states: “No permanent-colored lights or neon lights shall be used on the exterior of any building” “Public street lighting shall meet the City standards and specifications as required under the Sunbury Limited Industrial Administrative Policy”. Lighting and multi-use trails help to increase safety and promote connectivity across the City. Lighting helps to create a safer atmosphere for pedestrians and cyclists in the evenings and at night, increasing business in the area as pedestrians may be more likely to stop by during any time of day. Multi-use trails encourage mobility as they are designed for pedestrians, cyclists and anyone in-between. Cars and other large, motorized vehicles are prohibited on these types of trails. Encouraging the creation of these trails with many developments provides an alternate, often quieter route, for people to get from one place to another.

Section S81.16.01.2h2 states that, “All developments with 6 or more parking spaces are required to provide exterior lighting for all vehicular use areas and pedestrian paths connecting parking areas and building(s)”. Again, the emphasis on lighting to create a safe atmosphere for both pedestrians and drivers.

Section 81.16.01.2h3 outlines Lighting Plan Requirements that must be approved by the City of Sunbury. One key standard states: “0.5 footcandles minimum maintained light level at grade in all vehicular use areas and connecting pedestrian paths”. Clearly stating a minimum light level ensures that lighting produced under the standards of this plan is effective at illuminating the desired area and is installed for more than just design standards. As stated earlier, lighting increases safety in an area and can encourage businesses to stay open later as both automobile users and pedestrians will feel comfortable spending time in commercial areas no matter the time of day.

Section S81.16.01.23a2: Architectural Review – Roads and Drives: “In existing developments, driveway new driveways, and parking lots should be encouraged to utilize alley entrances whenever possible. Residential driveways should be designed to provide the least amount of surface area. Commercial and industrial drives should be paved with brick, asphalt, or concrete”. The utilization of alley entrances increases connectivity between main roadways and offers an alternate route for drivers that have less traffic. Creating recommendations for commercial and industrial drives ensures the material is stable and can support various levels of traffic.

Section 81.16.01.23a4, Architectural Review – Sidewalks, explains the areas that are required to have sidewalks. More specifically, residential, commercial, and industrial areas are all required to have sidewalks. Additionally, private developments should have interior sidewalks to provide easier access between units and to shared parking areas. Private drives are also required to have sidewalks on both sides of the drive. Requiring sidewalks in many zoning districts is great to promote walkability in an area. In residential and commercial areas, sidewalks encourage people to go for short walks whether it's for personal exercise or from one shop to another.

Section S81.16.01.25C: Multi-Use Trails – Design Standards: “1) All MUTs shall be constructed of Asphalt or Portland Cement Concrete”, “2) Arterial MUTs shall be a minimum of 10 feet wide”, “3) Connector MUTs shall be a minimum of 8 feet wide”, “8) To the greatest extent possible, the MUTs shall be reasonably accessible to everyone”, “9) Signs and pavement markings shall be included as required by the City Engineer and/or Planning and Commission”, “10) MUT design shall provide for future extensions and connection to future MUTs...”. The zoning code promotes stable, wide, and accessible trails which encourages non-motorized activity. The accessibility of these trails is further enhanced in the following Section.

Section S81.16.01.25D2: Multi-Use Trails – Additional Requirements states that “MUTs shall be available at all times for use by the general public and may not be restricted in use to just the residents of the development or any other individual group”. This Section increases access to these trails by not limiting the hours in which the trails can be utilized. Furthermore, the trails are available to the public no matter their proximity to a development of any kind.

Sidewalk Cafés are a newer development in many areas that require regulations. The City of Sunbury has a few regulations regarding this streetscape phenomenon. **S81.18.01.A2: Sidewalk Café Area Regulations** states that “A minimum of 5-feet of pedestrian clearance must be maintained on the sidewalk. The 5-feet of clearance shall not include tree plots, benches, trees, parking meters, streetlights or other sidewalk obstructions” In areas where sidewalk cafés are present, there must still be space for pedestrians to safely pass through without obstructions. Additionally, **S81.18.01.A3: Sidewalk Café Area Regulations** notes “Placement of street furniture and planters must not interfere with crosswalks, curb ramps, access to buildings, driveways or access to any fire escape”. Visibility and safe access for drivers, pedestrians, and emergency services is a priority and dictates the placement of decorative sidewalk café furnishings.

2. Analysis - Zoning Ordinance

Zoning ordinances typically apply to changes to properties and the build environment after the subdivisions process. The roads and lighting and infrastructure has already been substantially constructed. This approach can create friction within the code as individual sites and properties are developed under newer standards, necessitating a sort of duplication of some design guidelines from the subdivision regulations. It is recommended that the city explore a Unified Development Code to help alleviate this issue. A Unified Development Code, or UDC, combined the requirements for subdivision platting and site plan approval into one book of regulations, ensuring guidelines can be uniformly applied to all development in order to achieve the desired aesthetic across the city.

Absent a UDC, the zoning code should regulate things related to lighting, roadway access, landscaping, setbacks, and multi-modal transportation. A section of the zoning code should relate to supplementary regulations. The city should take the following general steps to improve zoning regulations:

Revise Parking Requirements – Parking requirements are often far too high, and require far too much drive aisle width. Too much parking with aisles that are too wide encourage speeding, recklessness, and force pedestrians to walk long distances to reach destinations.

Traffic Calming – A section should be devoted to transportation network compliance. It should specify how roads are redeveloped, at what width, and with what infrastructure. Such a section should also establish requirements for traffic calming, such as when, where, and what the triggers are (number of crashes, injuries/fatalities, speeding citations, etc.)

Code Audit – In depth review of the entire zoning code to ensure uniformity of requirements and application of best practices.

3. Subdivision Regulations

Article 4, Section 401 of the City of Sunbury’s Subdivision Regulations, titled Street Layout and Design focuses on differentiating the different types of roads, explains standards for residential and public roads, and appropriate measurements for lanes, curbs, rural roadways, etc. More specifically, **Section 401.04.A: Street Right-of-Way Criteria:** “Moving or traffic lanes may be variable from nine (9) to twelve (12) feet depending on function, e.g., low density residential, cul-de-sac residential, collector, industrial, etc., and on design speed of the roadway. A moving lane may utilize a portion of the surface of certain types of curb construction, however, for purposes of determining rights-of-way it shall be computed without curb areas”. Additionally, E.) “Tree lawn areas between the back of curb and rights-of-way (sometimes referred to as “parking”) shall be minimum of eleven (11) feet in width from the back of curb or property line. This area shall be used for installation of utilities, street lighting, traffic control devices, fire hydrants, sidewalks, and to provide a transition area in grades (if necessary) between the roadway and the property adjacent to the right-of-way. Border areas for rural right-of-ways shall be variable in width based on drainage needs”. Tree lawn areas are specific in their measurements to promote walkability with the promotion of street lighting and sidewalks.

Section 401.02, General Street Design Criteria explicitly states, “Local streets shall be laid out so that their use by through traffic will be discouraged”. Sunbury specifically wants to limit any public or truck traffic in their residential neighborhoods. Additionally, **Section 401.05.D:** “Street jogs are to be avoided on arterial and collector streets. On local streets with a right-of-way of 60 feet or less, center line offsets of less than 150 feet should be avoided”. Explicitly discouraging this form of pedestrian activity on main thoroughfares is a way to try and keep pedestrians safe from higher speed, higher traffic roadways.

Section 401.04 Street Right-of-Way Criteria sets the minimum standards for roadways based on functional classification as set out by ODOT. This section additionally establishes standards for collector, local, and cul-de-sac streets. See the tables below:

Street Classification	Min. ROW	Min. Radius of Curvature	Max. Grade	Min. Grade
Major Arterial	100'	1250'	4%	.5%
Minor Arterial	80'	1150'	5%	.5%
Collector	60'	400'	6%	.5%
Local w/o Curb	60'	175'	8%	.5%
Local w/ Curb	50'	175'	8%	.5%
Frontage	50'	175'	8%	.5%
Cul-de-sac & Loop	50'	100'	8%	.5%

Design Element	Dimensions
ROW Width	60'
Pavement Width	36'
Sidewalk Width	5'
Maximum Stopping Sight Distance	200'
Maximum Grade	6%
Minimum Intersection Spacing on Arterials	1320'
Minimum Centerline Radius	400'
Horizontal Sight Distance on Curves	300'

Design Element	Dimensions
ROW w/ Curb	50'
ROW w/o Curb	60'
Pavement Width (TBC-TBC 1 Side Parking)	28'
Pavement Width (TBC-TBC 2 Side Parking)	36'
Pavement Width (No Curb)	24'
Sidewalk Width	4'
Maximum Stopping Sight Distance	150'
Maximum Grade	8%
Maximum Cul-de-Sac Length	600'
Minimum Cul-de-Sac Radius (ROW)	60'
Minimum Cul-de-Sac Radius (Pavement)	45'
Minimum Cul-de-Sac Radius (ROW w/ Island)	70'
Minimum Cul-de-Sac Radius (Pavement w/ Island)	54'
Horizontal Sight Distance on Curves	200'

Intersection Design Standards (Section 401.05)	
Design Element	Dimensions
Maximum Approach Speed	25 mph
Clear Sight Distance Along Each Approach Leg	100ft
Profile Grade Approach to Intersection	3% (max)
Minimum Angle of Intersection - <i>Streets shall remain at the angle of intersection for at least 100 feet beyond the point of intersection</i>	80 degrees
Minimum Radius for Intersection Corners w/ Curbs	20ft (face to face)
Minimum Radius for Intersection Corners w/o Curbs**	30ft (edge to edge)

Minimum Centerline Offset of Adjacent Intersections	
Local - Local	150ft
Local - Collector	200ft
Local - Arterial	300ft
Collector - Collector	300ft
Collector - Arterial	1320ft
<i>**Open ditch road cross sections with no curbs shall only be allowed in industrial subdivisions</i>	

Section 402, titled Alleys and Pedestrian Ways, states the required width and barriers for pedestrian ways. This section specifically mentions that “sidewalks shall be required in residential subdivisions where the predominate lot width is one hundred (100) feet or less. Sidewalks shall be required on both sides of each street when the average lot width is one hundred (100) feet or less”. Sidewalks are also mandatory for commercial subdivisions. **Section 402.01.C** states that “Alley intersections and sharp changes in alignment shall be avoided, but where necessary, a turning radius shall be provided to permit safe vehicular movement”. This section promotes safety through wide sidewalks located in both residential and commercial areas. Additionally, discouraging sharp turns and road alignments, allow for a safer driving experience.

Section 403, titled Blocks, goes in depth explaining block shape and design. Blocks should be designed to allow for convenient access and circulation, as well as safe control of street traffic. More specifically, Section 403.01.A states “The lengths, widths, and shapes of blocks shall be determined with due regard to: 1. Provision of adequate building sites suitable for the special needs of the type of use contemplated. 2. Zoning requirements as to lot sizes and dimensions, off-street parking and loading, etc. 3. Need for convenient access, circulation, control and safety of street traffic. 4. Limitations and opportunities of topography”.

Additionally, **Section 403.01.C** notes “Blocks may be irregular in shape, provided they are harmonious with the overall pattern of blocks in the proposed subdivision, and provided their design meets the requirements of lot standards, traffic flow and control considerations, and Comprehensive Plan requirements”. Both of these sections note the importance of traffic circulation and safety. **Section 403.02 Block Lengths:** “No block shall be less than nine hundred (900) feet unless approved by the Planning and Zoning Commission. In extra long blocks, a public pedestrian way may be required to provide access to public or private facilities such as schools or parks”. Ensuring there is plenty of easily accessible spaces for pedestrians only further promotes walkability.

Article 8, Section 801.03, titled Sidewalks, reinforces the fact that sidewalks are required in subdivisions on both sides of the street. Additionally, sidewalks must be at least four (4) feet in width. More specifically, “Portland cement concrete sidewalks shall be required on both sides of the street in subdivisions and built at a minimum of four (4) feet wide and shall be installed in accordance with Village standards” Street Signs and Lighting are also mentioned in brief, further emphasizing the City’s priority for pedestrian and roadway safety. **Section 801.04 Street Signs** states that “Street signs shall be installed by the Village at each intersection in accordance with the Village Engineer’s standards as to location, type and size” Another section regarding street lighting states: **Section 801.05 Street Lighting:** “Street lighting shall be installed by the subdivider in accordance with the Village Street Lighting Ordinance No. 98-24 which is available by contacting the Village Clerk”

4. Analysis – Subdivision Regulations

Subdivision regulations provide for the basic standards for new development. As such, they are the primary method by which the city affects traffic safety. Road widths, cross sections, and the like are integral to ensuring a safe roadway.

There is particular issue with the roadway design standards. All of the roadway widths specify roads that are far too wide, which encourages speeding and reckless driving. Wide roads give the false sense that higher speeds are safer, which is especially dangerous on local and collector roads. The city should adopt lower design standards similar to those below:

Street Classification	Maximum ROW	Maximum Pavement (TBC-TBC)	Maximum Lane	Required Parkstrip**	Required Sidewalk
Major Arterial	80'	50'	10'	7'	8'
Minor Arterial	60'/70'***	36'/46'***	9'	6'	6'
Collector	50'	30'	8'	5'	5'
Local	42'/48'*	22'/28'*	8'	5'	5'

*Pavement and ROW may be wider if on-street parking is provided

**In non-residential and multi-family developments, there shall be no required parkstrip if building face is directly at ROW line

***ROW and pavement may be wider in areas with a dedicated turn lane

Regulations currently only require sidewalks in residential subdivisions meeting specific lot design requirements. Sidewalks should be required in all developments, regardless of land use, except in cases where the city has provided a multi-use path in its place.

The section regarding blocks is also problematic as it relates to pedestrian safety and accessibility. Given the potential width of blocks falls between 1/6 and 1/3 of a mile, there is strong potential for jaywalking. There is also a lack of connectivity between potentially long blocks. To alleviate this, regulations should be amended to require mid-block crossings for all blocks longer than 1,300', or roughly 1/4 of a mile, the distance that the average person is willing to walk in order to get somewhere. Crossings should be marked and signed. In addition, mid-block cut throughs should be required to promote walkability and reduce the likelihood of pedestrians breaking traffic laws to get places.

5. City Ordinances

Part Three, Traffic Code, Title Three, Streets and Traffic Control Devices, Chapter 311 Street Obstructions and Special Uses, Section 311.01.a states that “No person shall place or knowingly drop any part of a street, highway or alley any tacks, bottles, wires, glass, nails or other articles which may damage or injure any person, vehicle or animal traveling along or upon such street, except such substances that may be placed upon the roadway by proper authority for the repair or construction thereof” Additionally, “(d) No person shall place any obstruction in or upon a street without proper authority” This is idea is further reinforced, “(e) No person, with intent to cause physical harm to a person or vehicle, shall place or knowingly drop upon any part of a highway, lane, road, street, or alley any tacks bottles wire, glass, nails, or other articles which may damage or injure any person, vehicle or animal traveling along or upon such highway, except such substances what may be placed upon the roadway by proper authority for the repair or construction thereof”. The City emphasizes the importance of keeping roadways and pedestrian ways clear of harmful objects so as to ensure the safety of pedestrians and vehicle operators allow for the maintenance of traffic circulation and overall safety.

Part Three, Traffic Code, Title Three, Streets and Traffic Control Devices, Chapter 311 Street Obstructions and Special Uses, Section 311.03 Toy Vehicles on Streets: “(a) No person on roller skates or riding in or by means of any sled, toy vehicle, skateboard or similar device shall go upon any roadway except while crossing a street on a crosswalk.” Regulations such as this one ensures that individuals using modes of transport that are slower than that of a car remain on the sidewalk where their speed is more appropriate and allows for safer travel. Part B of this sections states, “(b) The term “toy vehicle” includes tricycles, “Big Wheels”, push carts, scooters, wagons and pedal cars”. Clarifying this definition makes it clear to residents what is and isn’t allowed on the roadway.

Part Three, Traffic Code, Title Nine, Pedestrians, Bicycles, and Motorcycles, Chapter 371 Pedestrians, Section 371.01.a states that “When traffic control signals are not in place, not in operation or are not clearly assigning the right of way, the driver of a vehicle shall yield the right of way, slowing down or stopping if need be to so yield or if required by Section 313.09, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger”. Times when traffic signals are down is a confusing time for drivers and pedestrians alike. Clearly stating the role of the driver and the pedestrian during this time helps to take away that confusion and instill confidence that both the driver and pedestrian know what to do.

Part Three, Traffic Code, Title Nine, Pedestrians, Bicycles, and Motorcycles, Chapter 371 Pedestrians: Section 371.03.a notes that “Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right of way to all vehicles upon the roadway”. This is important to note since ‘jaywalking’ is an issue that occurs all over the nation. When a pedestrian ‘jaywalks’ they no longer have the right-of-way and much yield to any oncoming traffic.

Part Three, Traffic Code, Title Nine, Pedestrians, Bicycles, and Motorcycles, Chapter 371 Pedestrians, Section 371.11, Persons Operating Motorized Wheelchairs explains that people in operation of a motorized wheelchair have the same rights and duties as a pedestrian. Additionally, Section 371.12, Electric Personal Assistive Mobility Devices, explains that any individual utilizing this kind of motorized device must follow the rules of the road, have the correct lighting on their device to travel at night, and must not operate the device on a roadway with a speed limit of 55 miles per hour or higher. These rules help to ensure that these devices aren’t going too slow compared to the roadway speed or too fast compared to pedestrians on the sidewalk.

Part Three, Traffic Code, Title Nine, Pedestrians, Bicycles, and Motorcycles, Chapter 373, Section 373.07 explains that anyone controlling a bike or electric bike must keep as far right on the road as possible while still obeying all traffic laws. Section 373.11 focuses on paths exclusively for bicycles. It states that no motor vehicle, snowmobile, or all purpose-vehicle is allowed on any path specifically designated for cyclists. Specifying the purpose of a bike-exclusive path eliminates any confusion and creates a safer pathway for cyclists. Section 373.12 specifies rules for electric bikes and explicitly mentions that class 1 and class 2 electric bikes are allowed on paths exclusively for bikes. However, a class 3 electric bicycle cannot be operated on this type of path. This section also outlines safety measures, explaining that an individual operating a class 3 bike must wear a protective helmet and must be over the age of 16 to operate.

6. The Village of Sunbury Comprehensive Plan

In 2016, the Village of Sunbury (now City) approved a comprehensive plan full of goals for the community's future. **Section 4** of the comprehensive plan, titled Infrastructure, notes that some of the post-World War II suburban developments aren't pedestrian friendly as there are no sidewalks and nothing to connect adjacent neighborhoods. The section also notes the benefits of complete streets and connectivity including but not limited to, "shorter trips, greater travel choice and savings on infrastructure" (page 69). **Section 5** of the plan, Community Character, spends time discussing ways to make commercial parking lots more pedestrian-friendly. Some examples of elements include grassy medians throughout the parking lot to break up the space, sidewalk and bike path connections that lead up to the store entrances, and creating seating and public space between commercial buildings. These elements help to break up the vast amount of concrete, become a more visually appealing space, and act as traffic slowing elements to increase safety for pedestrians. This section also covers exterior lighting and specifically notes, "Lighting for pedestrians is an important consideration and should be designed to maximize visibility and comfort" (page 93). Lighting has been an important piece across all of the City's codes, making residents and pedestrians feel safe and comfortable in every environment and at all times of the day is clearly a huge priority for the community.

There are several goals and action steps within this plan that display the City's effort to create a safe, walkable, and connected community. There are roughly five goals and action steps that align with the overall goal of Safe Streets and Roads for All. In the section titled, **Design and Village Character**, the community set a goal to "Preserve and expand the pedestrian amenities downtown" this can be accomplished by Obtaining "the linkage of subdivisions by streets, bike paths, or greenway trails so neighborhoods are connected and pedestrian oriented". A goal for Recreation is to link planned residential neighborhoods with green spaces and both walking and biking paths.

The City also has goals for transportation. More specifically, the City hopes to minimize congestion on local, state, and county roads. They also aspire to improve the overall road network without destroying the rural village character. There are several action steps that either align with these goals or simply focus on pedestrian infrastructure. In order to accomplish their goals, the City wants to establish a sidewalk streetscape cross section for new development. Additionally, the City wishes to increase connectivity by establishing greenway corridors with paths along creeks and to connect neighborhoods. There's also a desire to establish a bike path system that connects neighborhoods with schools and parks. The City would also like to improve bike and pedestrian crossings at S.R. 3 and S.R. 36. Better connectivity between neighborhoods, schools, and commercial areas encourages non-motorized forms of transportation and creates a safe way to get from one destination to another with exclusive paths for walking and biking.

7. Sunbury Parkway Master Plan

The Sunbury Parkway Master Plan is a land use plan focused specifically on land annexed west of Sunbury. The overall plan promotes a walkable community through its proposed gateway and neighborhood districts and desire for middle housing types. The Plan specifically calls for a Neighborhood Mixed-Use District with a purpose of compact residential and commercial developments where daily commercial needs are met. Compact, mixed-use development promotes walkability as businesses are close together and housing is located in the same area. A Gateway Mixed Use District was also suggested. Unlike the Neighborhood Mixed-Use District, the Gateway Mixed-Use District calls for both horizontal and vertically organized mixed-use projects. This will be a less compact development district but still promotes walkability through

combined land uses. A third example of a recommended, walkable district is the Gateway Residential District. This district is higher in density, with multi-story residential buildings, with a focus on multi-family structures. However, similar to the Gateway Mixed-Use District, walkability is promoted through combined land-uses close in proximity to one another.

In addition to zoning districts, there are several placemaking strategies noted in the plan that indicate pedestrian and cyclist safety as a priority. First, the plan suggests establishing high visibility crosswalk striping. This technique is suggested at all intersections in the district and in the middle of the block. Next, bike parking is suggested in commercial areas to encourage cyclists to stop at restaurants and businesses and create a larger draw for cycle tourism. Finally, the plan suggests pedestrian lighting that is oriented towards the sidewalks. This allows pedestrians to safely navigate the City at night and can encourage businesses to stay open later and even create a vibrant nightlife.

8. Analysis of Pertinent Plans

The Sunbury Comprehensive Plan and the Sunbury Parkway Plan each highlight the importance of multi-modal connectivity and pedestrian safety. The Comprehensive Plan calls for establishing pedestrian connections between Sunbury Square and the subdivisions near downtown. In addition, it calls to enact sidewalk cross-sections for sidewalks to help in the design process.

The City should consider a transportation plan to assist not only with planning an ever-expanding road network, but also to plan where paths and trails will be located. There is benefit to understanding where new trails can be placed to establish connectivity between existing developments. Further, there is benefit in listing future trails in undeveloped areas, so that incoming development may be required to provide for those amenities as identified in the plan. A useful approach for Sunbury in transportation planning would be to utilize contextually-focused roadway classifications, which determines road cross sections based on the contextual use on each roadway segment.

9. Additional Policy Needs

Sunbury should examine implementation of numerous policies to help reduce traffic fatalities and serious injuries in support of Vision Zero. Some of those policies include:

- Complete Streets Policy
- Traffic Safety Education Program
- Speed Limit Reduction Policy
- Traffic Calming Installation Policy
- Annual audits of lighting and sidewalks
- Develop a framework to incorporate the recommendations of the RSAP into the CIP

10. Federal Highway Administration Pedestrian Countermeasure Policy Best Practice Report

This report, published in 2016, notes local policies that best support pedestrian and bicycle networks. The report details the key principles of a complete network which are: cohesion, directness, accessibility, alternatives, safety and security, and comfort. For the purposes of this report, we will not go into specific details of each. The report also provides criteria to determine if laws are bicycle and pedestrian friendly. The criteria are as follows:

- Is the policy likely to reduce risk or harm to bicyclists and pedestrians?
- Does the policy improve efforts to promote bicycling and walking?
- Does the policy make it easier to obtain or operate a non-motorized vehicle or to walk?
- Does the policy follow current engineering, planning, and design terminology?
- Does the policy encourage innovation and evolution?
- Is the policy especially arduous or time consuming to enforce?

The report includes many types of development which promote pedestrian and bicycle infrastructure. A couple of these development styles were mentioned in Sunbury Plans including mixed-use zoning/development and parking requirements. Other pedestrian and cyclist-friendly forms of development are smart growth and land use management, design standards and form-based code, among others. Smart growth focuses on creating complete networks by shortening travel distances and encouraging active transportation. Some design standards that can aid in creating a pedestrian and cyclist-friendly environment are ensuring buildings are brought to the street by eliminating a minimum setback requirement and parking lot. A front-facing entrance that is accessible to people of all abilities encourages non-motorized forms of traveling as well.

Finally, the report categorizes micromobility devices and explains their commonalities. Micromobility devices have three common traits: motorized, low speed (less than 20 mph), and small in size. As small, motorized vehicles become a more common form of transportation, it's important to know what is considered a micromobility device. This report has three (3) categories for micromobility devices: electric scooters, electric bikes (class 1, 2, and 3), others (segway, electric skateboard, hoverboard). The report also notes other smaller motorized devices that are not classified as micromobility devices: mobility scooter, golf cart, moped, and motorcycle.

Final Survey Report

Date	March 13, 2025
To	Sunbury SS4A Steering Committee
From	Darryll Wolnik, AICP

1. Survey Data

The Safe Streets and Roads for All (SS4A) Roadway Safety Action Plan (RSAP) planning process for FY23 stipulates certain requirements be met in the preparation of the plan. One such requirement is robust public engagement. As part of the public engagement plan, the city has prepared a community survey, with the purpose of gathering input on how people travel in Sunbury, how they feel about traveling, and where people feel improvements are needed. The survey was comprised of fourteen questions, including multiple choice, ranked choice, and open-ended questions. The survey garnered 183 responses in total.

In Sunbury, about nine in ten (n=167) respondents get around via automobile. About one in twenty use walk (n=9), and the remainder walk or use a golf cart. Given this preference for automobiles, it is unsurprising that none of the respondents lived in a household without vehicles; a slim majority of those taking the survey live in a household with two cars (58%, n=106), while about 20% (n=33) had three cars. The remaining answers were either single-car households or more than three car households.

When considering driver behaviors and asked to select as many choices as they'd like, distracted driving was identified as the biggest concern of nearly three-quarters of respondents (73.1%, n=133). About two-thirds (64.8%, n=118) of respondents also identified speeding as a problem. The only other significant choice was "red light/stop light running," with 41.8% (n=76) of respondents. Twenty-four survey-takers opted for "other" and indicated that a lack of sidewalks and safety at intersections are a significant problem for them.

The survey then asked how respondents feel when driving in Sunbury. On a 5-point scale, about seven-in-ten respondents (75.4%, n=138) felt at least somewhat safe (4 or 5 on the scale). This is somewhat inconsistent with the next question, which asked how respondents felt other motorists acted, again on a 5-point scale. In this instance, around half (47.3%, n=86) of respondents indicated other motorists did not drive safely (1 through 3 on the scale). In fact, only 5.5% (n=10) of respondents felt others drove very safely (5 on the scale).

The survey also asked respondents to evaluate the walking and biking safety of the transportation network. For walking, many respondents never walk to work (90.2%, n=157), the store (64.3%, n=115), or their child's school (65.9%, n=114). However, a large subset of those surveyed walk at least weekly to a friend's house (39.6%, n=69) or the park (32.8%, n=59); those number climb to 56.5% (n=101) and 55.6% (n=100) respectively when including "monthly" in the responses, meaning a majority of people walk to those places at least once a month.

When asked about biking to the same destinations, the results indicate less frequency than walking. The majority of respondents never bike to any of the five locations. However, a sizeable minority of survey-takers ride their bike to a friend's house (13.7%, n=24) and the park (19.1%, n=34) on at least a weekly basis.

Building on the question related to bicycling in Sunbury, and to better understand how adults perceive transportation network safety, respondents were asked if they would let their children, theoretical or real, ride their bike to certain locations, on a scale of “strongly agree” to “strongly disagree” (1 to 5, where 5 is “strongly agree”). Locations are those a typical child or teenager would ride their bike to; school, the nearest park, a store, or a friend’s house. Of these answers only “a friend’s house” had a majority of respondents at least somewhat agree they would let their children ride bikes to the location (57.2%, n=103). Almost half of respondents at least somewhat disagree with letting their children ride a bike to school (49.2%, n=89), while 58.6% (n=106) indicated the same for the store.

Respondents were also asked a number of questions relating to the functionality and physical layout of the transportation network. When asked about specific concerns relating to the transportation network layout, just over half (53.4%, n=94) of respondents indicated they are concerned about unsafe intersections. This was the only answer garnering over half of respondents. The next most popular selection was “too easy to speed because of roadway design/layout,” with over a third of respondents (35.8%, n=63). Interestingly enough, the next most popular answer, aside from “other” was “Roads Too Narrow” with 26.7% (n=47). This disparity in answers warrants additional attention in the future, as the roadway network is wide ranging and these answers may encompass vastly different parts of the city. Finally, nearly three in ten respondents (28.4%, n=50) selected “other” and offered additional info. Many respondents who selected “other” lamented high traffic, specifically along SR-3 and Cherry, making it unsafe for pedestrians and bicyclists, especially children. Others were concerned about lack of enforcement from police.

When considering strict functionality of the transportation network, there was no majority issue identified by respondents. However, “Lack of Pedestrian Accessibility” was the most-selected response, with 47% (n=79) identifying it as a concern. “Lack of bicycle accessibility” and “inadequate law enforcement” were also popular responses, with 38.7% (n=65) each. These answers indicate strong desire for additional pedestrian and bicycle connections throughout the city. There were about 20% (n=31) of respondents who selected “other” and provided a written response. The most prevalent responses were about signalization and timing, speeding, and safe road crossings.

Respondents were asked what the city’s priorities should be for the transportation network, both in the immediate future and over the next ten years. To improve traffic safety in the immediate future, those surveyed identified increased/targeted traffic enforcement (36.5%, n=65) and intersection and signalization improvements (30.9%, n=55) as the two most important improvements. For priorities over the next ten years, respondents were given four areas for improvement and asked to rate them on a one to five scale, where five meaning “strongly agree” and one meaning “strongly disagree.” All four possible answers were rated moderately high, with few respondents selecting “disagree” or “strongly disagree.” “Roadway safety” (63%, n=114) and “congestion management” (61%, n=111) were the most important to respondents based on selection of “Strongly Agree”. The least popular answer was “Spending taxpayer money to improve the transportation network” with just under half (45.8%, n=82) of people selecting “strongly agree”.

Finally, the survey asked two open-ended questions regarding other concerns or potential needs and solutions that were not mentioned in the survey. Regarding biggest needs or potential solutions, an in-depth analysis is required to determine the content of all one hundred and seventeen comments, but the word cloud below offers a representation of the most popular words seen in responses.

Those groups tend to use social media outside of those channels in which the city operates, such as TikTok and Snapchat. Additionally, those groups have nowhere to congregate in Sunbury, making their capture that much more difficult.

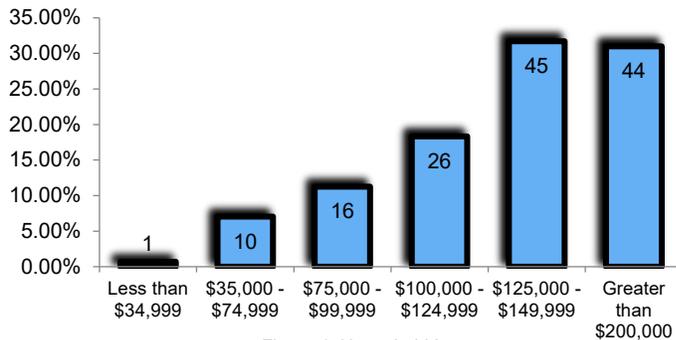


Figure 4: Household Income

Wages of respondents skewed heavily towards those over \$100,000. This is unsurprising given the economic makeup of the community and is mostly representative of the community. The same can be said for the skew towards those with a bachelor's degree and higher, and the almost universal respondent trait of homeownership (88.6%).

Most households of respondents were made up of two to four people, with relatively few one person households and few households of five or more persons. This is generally in line with about half of respondents having no children, and very few having more than two.

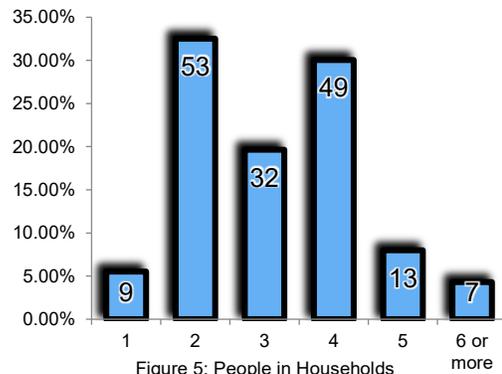


Figure 5: People in Households

In Sunbury, most people drive everywhere, and few regularly walk or bike anywhere. This is reflective of the nature of the transportation network. With multiple high-speed state routes crisscrossing the community, the network is centered on automobile travel. There is a general lack of surety when it comes to roadway safety, with respondents torn between feeling slightly or somewhat safe, while also not feeling safe with how others operate their vehicles.

Across the survey, there is a strong indication that intersection safety is lacking, and that speeding is a problem. Respondents feel strongly when asked about making improvements to intersections, specifically in making them safer and improving the signalization to assist with flow and congestion. Domigan Rd. is specifically named a few times as an unsafe intersection. Further, Cherry St. and SR-3 are identified as unsafe and too fast. Respondents also identified unsafe intersections as the top safety concern for the transportation network, with speeding as the second most popular answer. Residents clearly want something done about both speeders and dangerous intersections. Related to this is a complaint about a lack of enforcement by police. This appears in numerous questions, both when offered as an option and when there is a write-in opportunity.

Age distribution of respondents who selected "Intersections and signalization improvements" as the immediate need for traffic safety (n=55) was roughly in line that of the overall survey. This held true to those who indicated "unsafe intersections" (n=94) as a concern as well. Of those 65 respondents expressing desire for "increased and/or targeted traffic enforcement", there was some disparity within age brackets in relation to the survey as a whole.

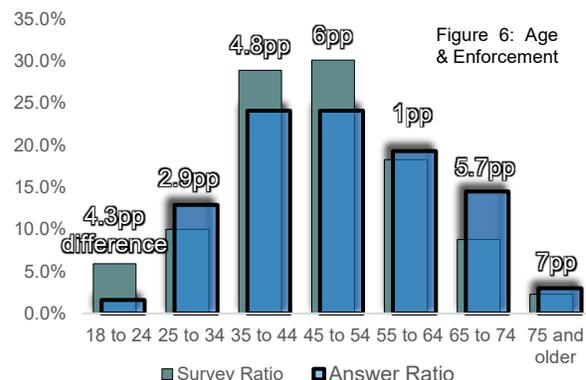


Figure 6: Age & Enforcement

There is concern across the survey for pedestrians and bicyclists. Many respondents indicated a lack of infrastructure makes it difficult to walk or bike, and the physical transportation network makes those users feel unsafe. When examining scores for walking and biking destinations and frequency, answers were coded one through five, with one being “never” and five being “daily”. An analysis showed an average bike score of 1.50 and 1.97 for walking.

Twenty-four respondents had a walk score of three or greater, indicating they walked at least monthly on average. Those respondents identified a lack of pedestrian connectivity (58%, n=14) and lack of bicycle connectivity (50%, n=12) at higher rates than the overall group (43.2%, n=79; 35%, n=64). To understand how this group of frequent walkers perceives drivers in Sunbury, the question regarding how motorists drive was coded one through five, with one being “very unsafe” and five being “very safe”. Frequent walkers scored 3.1, demonstrating a neutral feeling towards drivers, similar to a survey-wide score of 3.2. Such close scores show drivers in Sunbury aren’t perceived as more dangerous to non-motorists, though frequent bicyclists scored 2.9, indicating a slightly lower score of perceived safety.

Thirteen respondents had a bicycling score of at least three, indicating they are frequent bicyclists. Though this sample size is quite small, it is still helpful to explore their answers further. Ten out of thirteen (77%) were concerned with lack of pedestrian accessibility, and eight (62%) were concerned with lack of bicycle accessibility, higher than the overall survey group (43.2%, n=79; n=64).

Questions regarding allowing your child to ride their bike to specific locations provide telling insight into how residents perceive the network. The fact that so many respondents would not allow their children to bike even to school or a friend’s house indicated strong feelings about the unsafe state of the network for non-motorists. Survey takers who have at least one child (46%, n=85, 21 skipped) scored an average of 2.9 across the questions regarding whether or not you would let your children ride a bike to a destination. Respondents were most likely to allow a child to ride to a friend’s house (3.2) and least likely to allow riding bikes to the store (2.5). Scores for those without children were noticeably lower; the average score across all destinations was 2.6, and produced the same high and low categories, at 3.1 and 2.0, respectively. Thus, people without children were less willing to allow them to ride bikes than those with children.

3. Conclusion

On its face, the survey provides solid information on network needs and resident concerns. It is clear intersections/signalization, speeding, pedestrian access, and enforcement are important, and those things should be reflected in the final plan. Some things, like answers regarding narrow or wide roads, are far more dependent on a person’s place of residence or specific travel routes. Since many respondents indicated wide roads are a problem, there is an opportunity to engage with the community on street widths and cross-sections to help understand the problem.

Focus should be given to the improvement of intersections, specifically those called out in the data as part of the High Injury Network. Additionally, the plan should explore how best to provide for connectivity between existing subdivisions and half convey pedestrian and bicycle traffic across the busy arterial and collector roadways that split Sunbury.

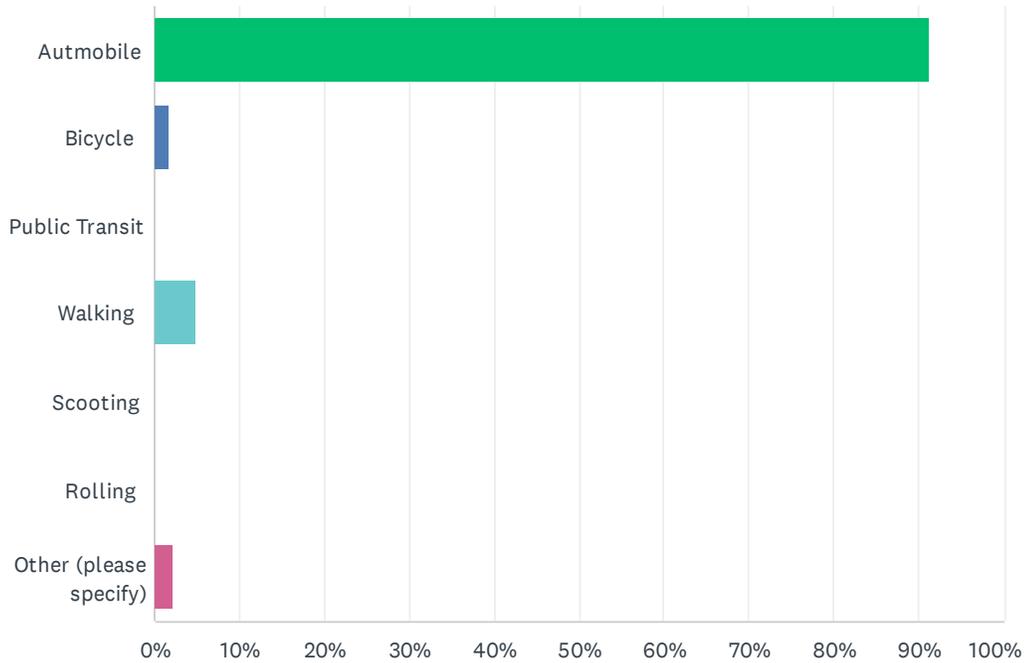
Darryll W. Wolnik, AICP

Planning Manager



Q1 My primary mode of transportation in Sunbury is:

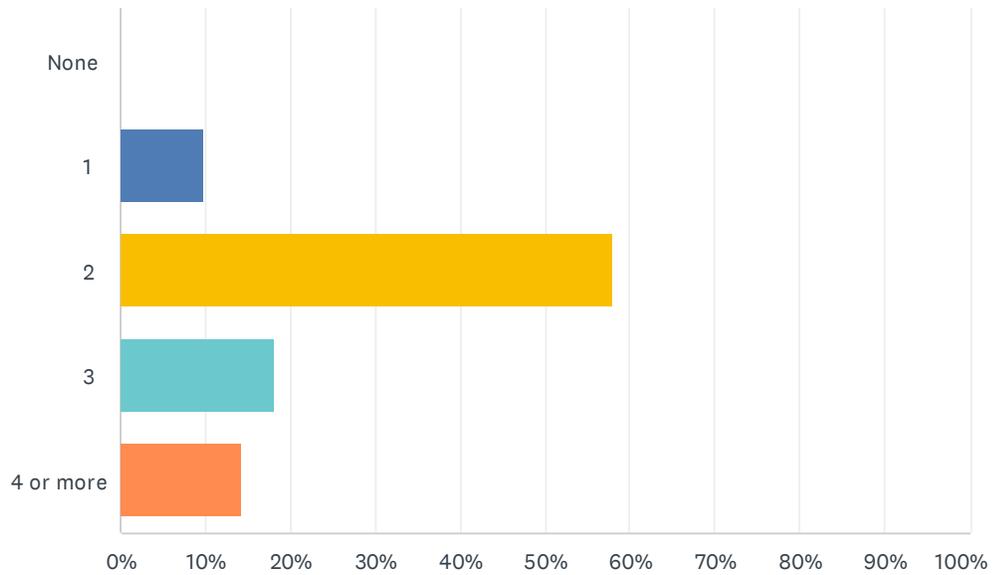
Answered: 183 Skipped: 0



ANSWER CHOICES	RESPONSES	
Automobile	91.26%	167
Bicycle	1.64%	3
Public Transit	0.00%	0
Walking	4.92%	9
Scooting	0.00%	0
Rolling	0.00%	0
Other (please specify)	2.19%	4
TOTAL		183

Q2 How many cars are there in your household?

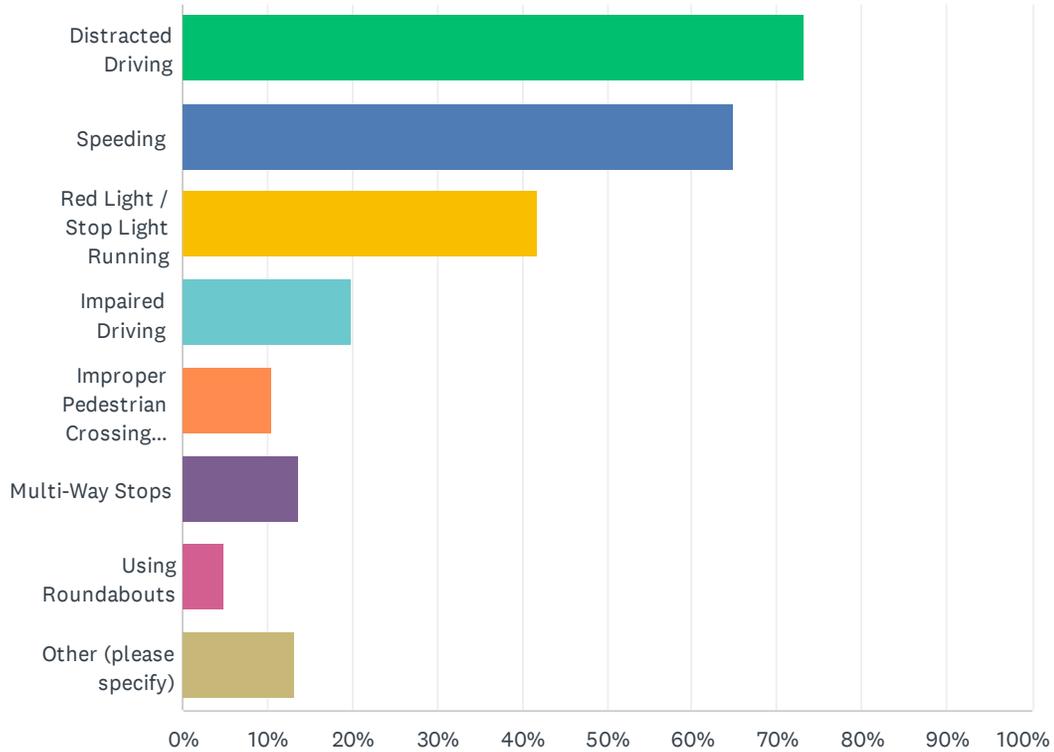
Answered: 183 Skipped: 0



ANSWER CHOICES	RESPONSES	
None	0.00%	0
1	9.84%	18
2	57.92%	106
3	18.03%	33
4 or more	14.21%	26
TOTAL		183

Q3 What are your biggest concerns as it relates to the behaviors of drivers?

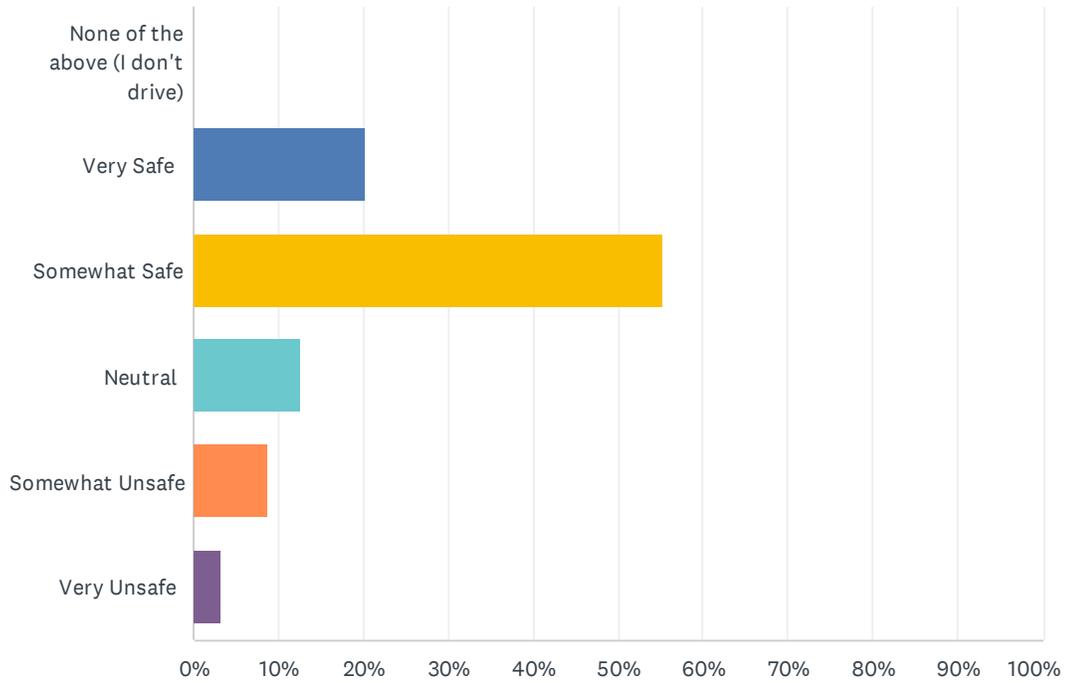
Answered: 182 Skipped: 1



ANSWER CHOICES	RESPONSES	
Distracted Driving	73.08%	133
Speeding	64.84%	118
Red Light / Stop Light Running	41.76%	76
Impaired Driving	19.78%	36
Improper Pedestrian Crossing "Jaywalking"	10.44%	19
Multi-Way Stops	13.74%	25
Using Roundabouts	4.95%	9
Other (please specify)	13.19%	24
Total Respondents: 182		

Q4 Complete this sentence: As a motorist, I generally feel (blank) while driving in Sunbury.

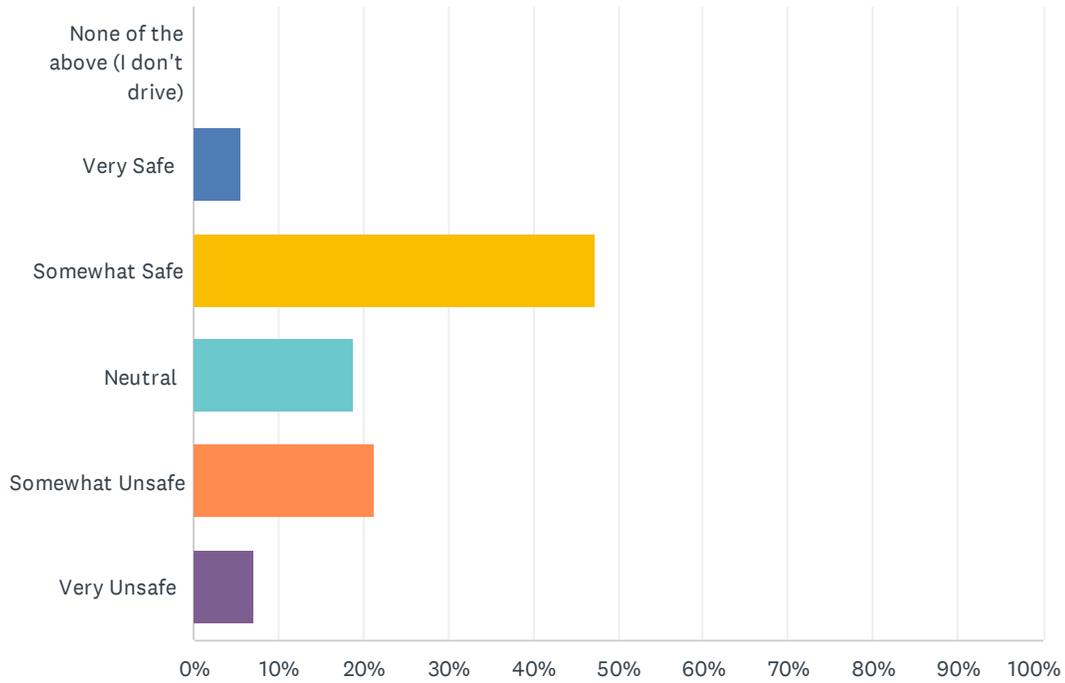
Answered: 183 Skipped: 0



ANSWER CHOICES	RESPONSES	
None of the above (I don't drive)	0.00%	0
Very Safe	20.22%	37
Somewhat Safe	55.19%	101
Neutral	12.57%	23
Somewhat Unsafe	8.74%	16
Very Unsafe	3.28%	6
TOTAL		183

Q5 Complete this sentence: Motorists in Sunbury generally act or drive (blank).

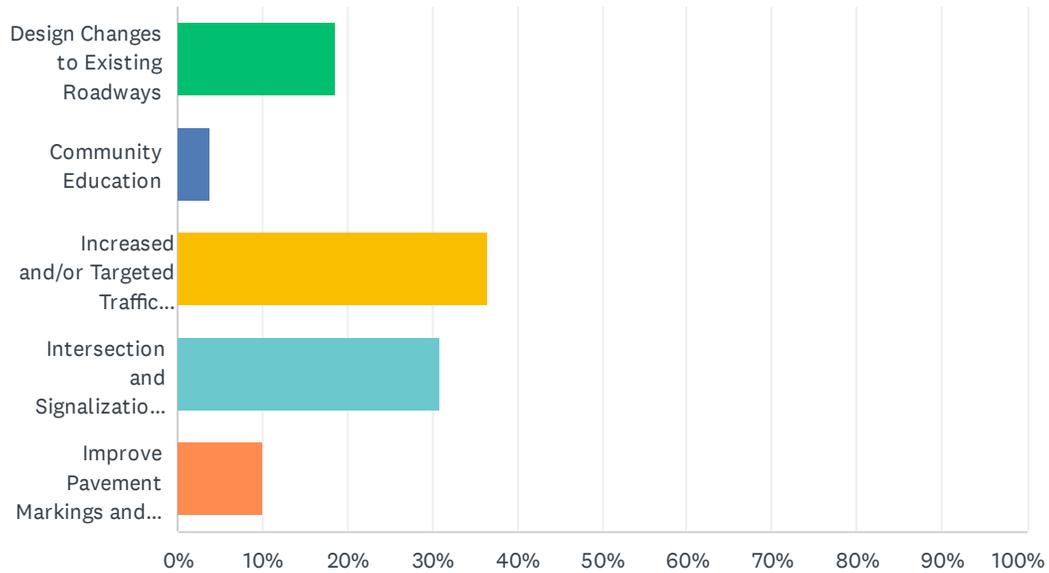
Answered: 182 Skipped: 1



ANSWER CHOICES	RESPONSES	
None of the above (I don't drive)	0.00%	0
Very Safe	5.49%	10
Somewhat Safe	47.25%	86
Neutral	18.68%	34
Somewhat Unsafe	21.43%	39
Very Unsafe	7.14%	13
TOTAL		182

Q6 What is one thing the city should do in the immediate future to improve traffic safety?

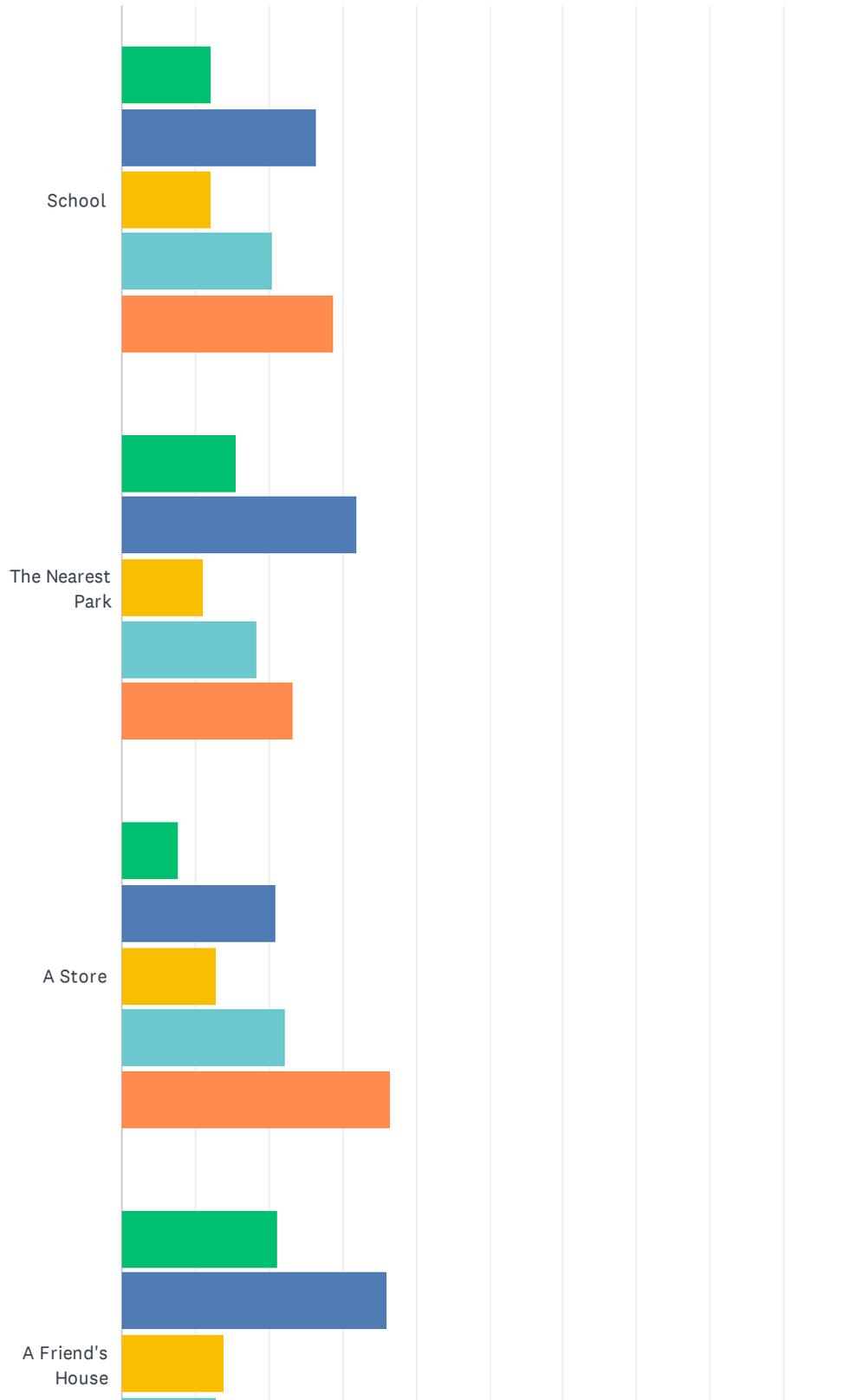
Answered: 178 Skipped: 5



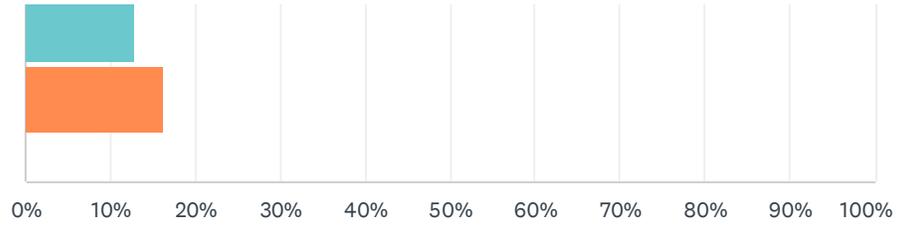
ANSWER CHOICES	RESPONSES	
Design Changes to Existing Roadways	18.54%	33
Community Education	3.93%	7
Increased and/or Targeted Traffic Enforcement	36.52%	65
Intersection and Signalization Improvements	30.90%	55
Improve Pavement Markings and Signage	10.11%	18
TOTAL		178

Q7 I would let my kids ride their bikes to... (if you don't have kids, that's OK; answer as if you did)

Answered: 181 Skipped: 2



City of Sunbury Roadway Safety Action Plan - Community Survey

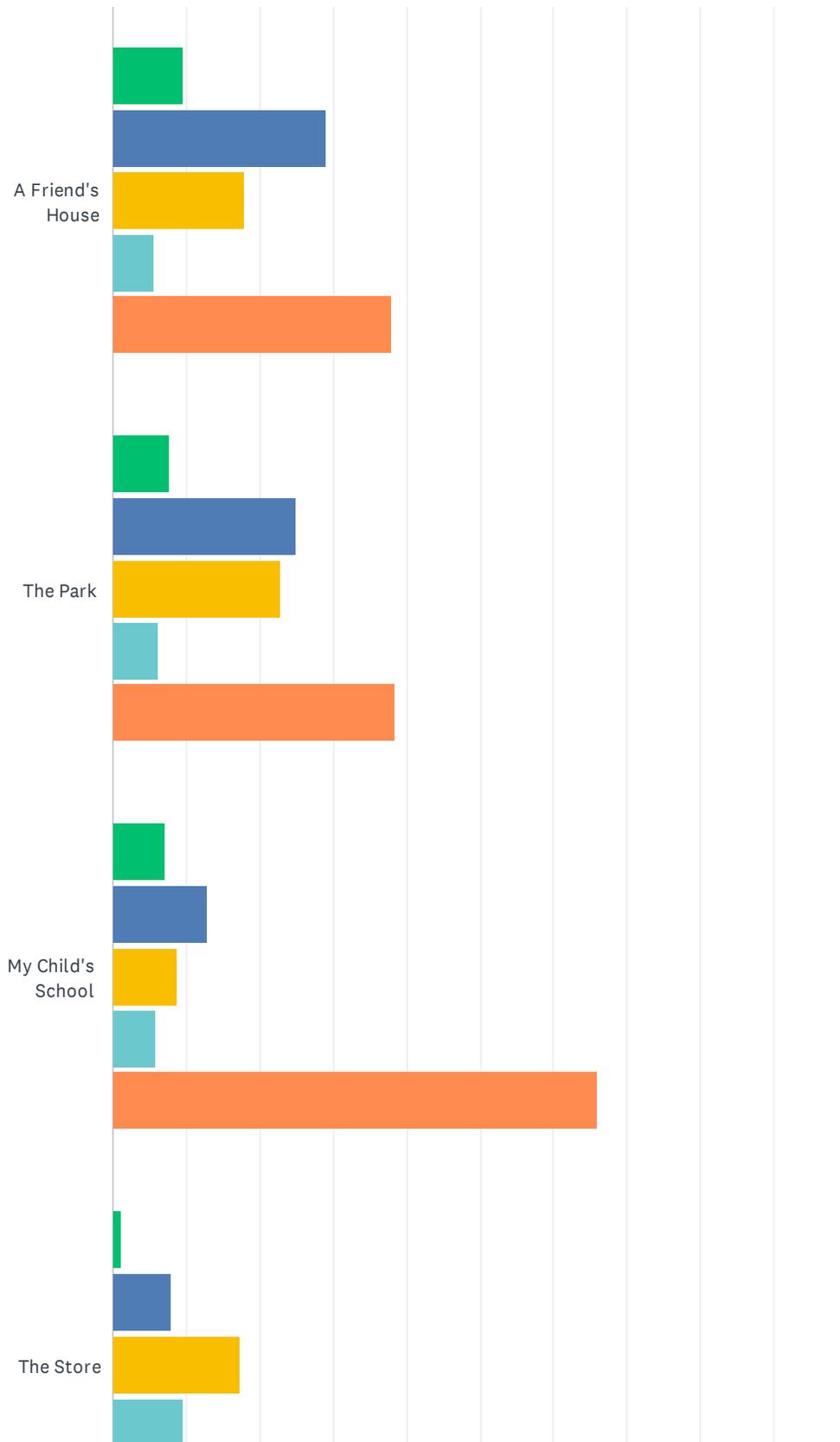


■ Strongly Ag...
 ■ Somewhat ...
 ■ Neutral
 ■ Somewhat ...
■ Strongly Di...

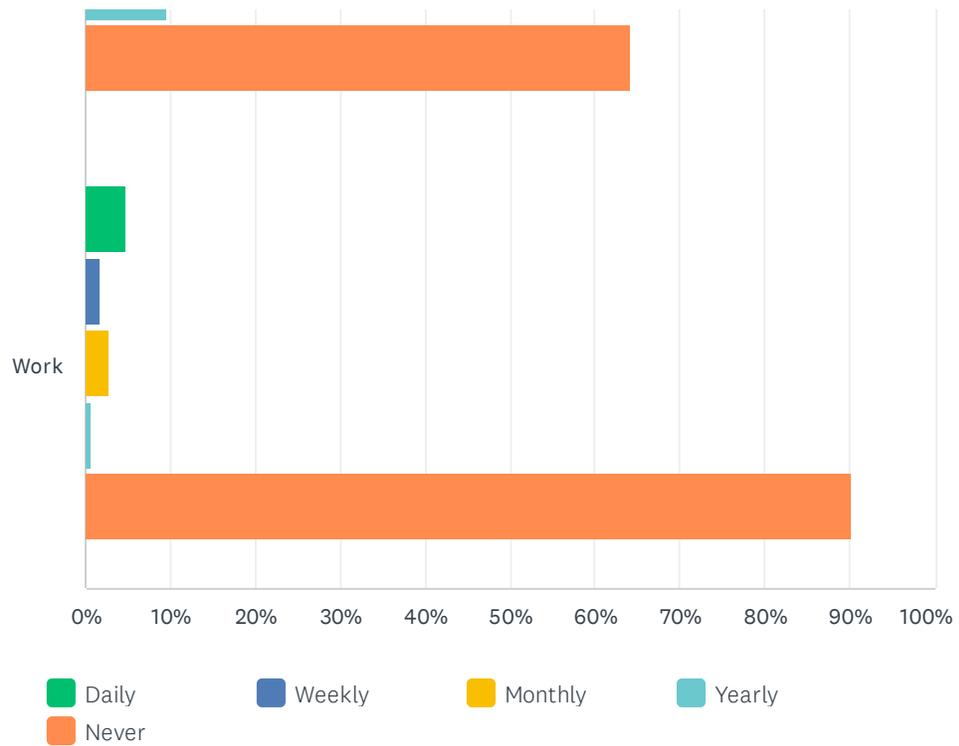
	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
School	12.15% 22	26.52% 48	12.15% 22	20.44% 37	28.73% 52	181	3.27
The Nearest Park	15.47% 28	32.04% 58	11.05% 20	18.23% 33	23.20% 42	181	3.02
A Store	7.73% 14	20.99% 38	12.71% 23	22.10% 40	36.46% 66	181	3.59
A Friend's House	21.11% 38	36.11% 65	13.89% 25	12.78% 23	16.11% 29	180	2.67

Q8 I often walk to...

Answered: 180 Skipped: 3



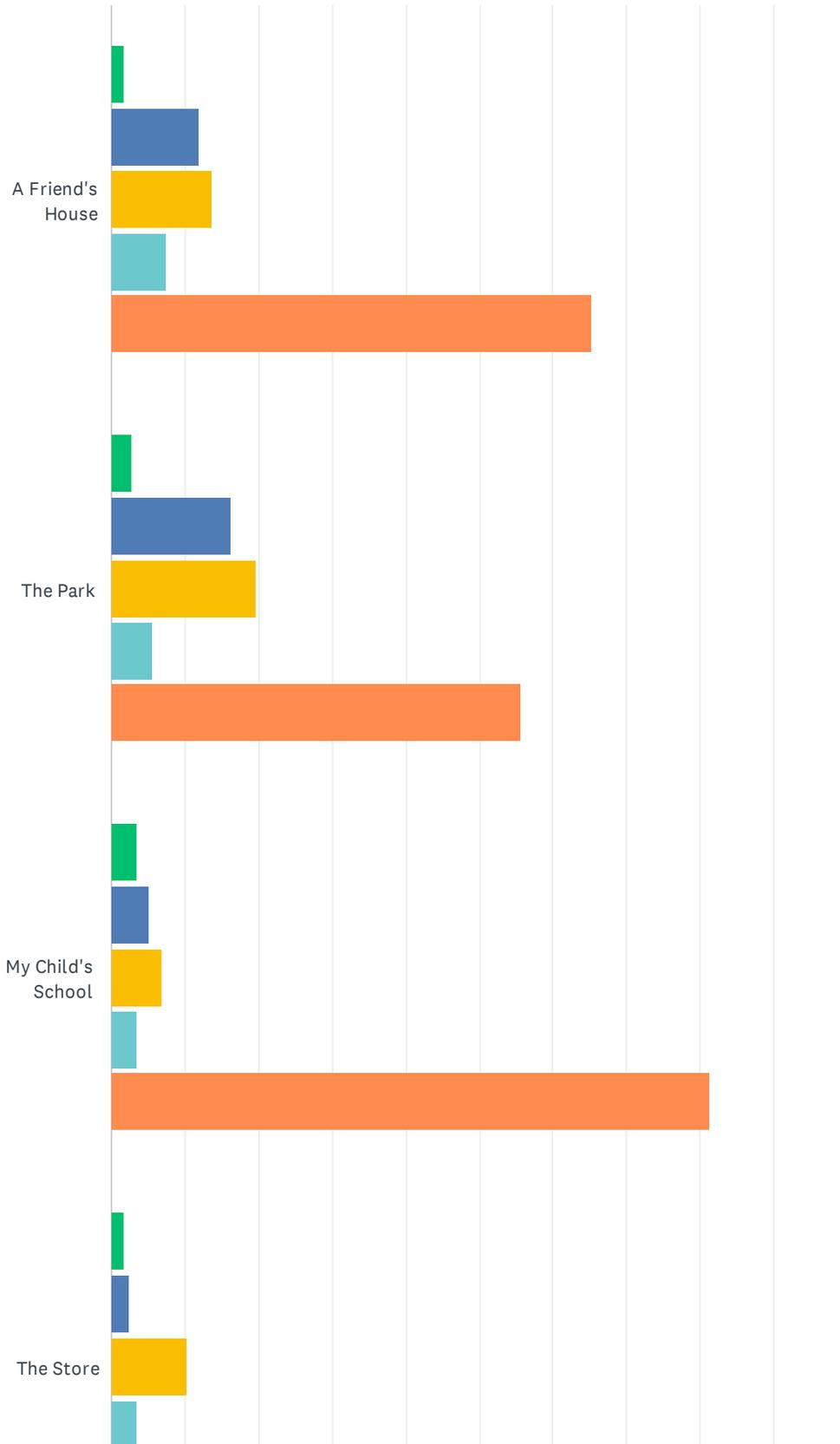
City of Sunbury Roadway Safety Action Plan - Community Survey



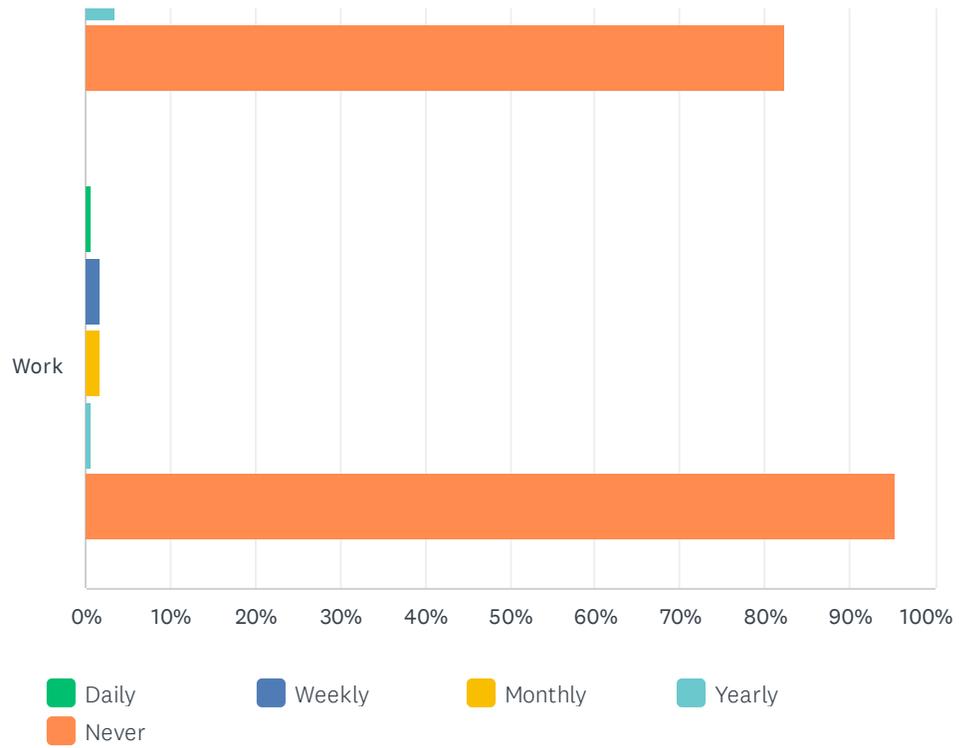
	DAILY	WEEKLY	MONTHLY	YEARLY	NEVER	TOTAL	WEIGHTED AVERAGE
A Friend's House	9.50% 17	29.05% 52	17.88% 32	5.59% 10	37.99% 68	179	3.34
The Park	7.78% 14	25.00% 45	22.78% 41	6.11% 11	38.33% 69	180	3.42
My Child's School	6.94% 12	12.72% 22	8.67% 15	5.78% 10	65.90% 114	173	4.11
The Store	1.12% 2	7.82% 14	17.32% 31	9.50% 17	64.25% 115	179	4.28
Work	4.60% 8	1.72% 3	2.87% 5	0.57% 1	90.23% 157	174	4.70

Q9 I often bike to...

Answered: 178 Skipped: 5



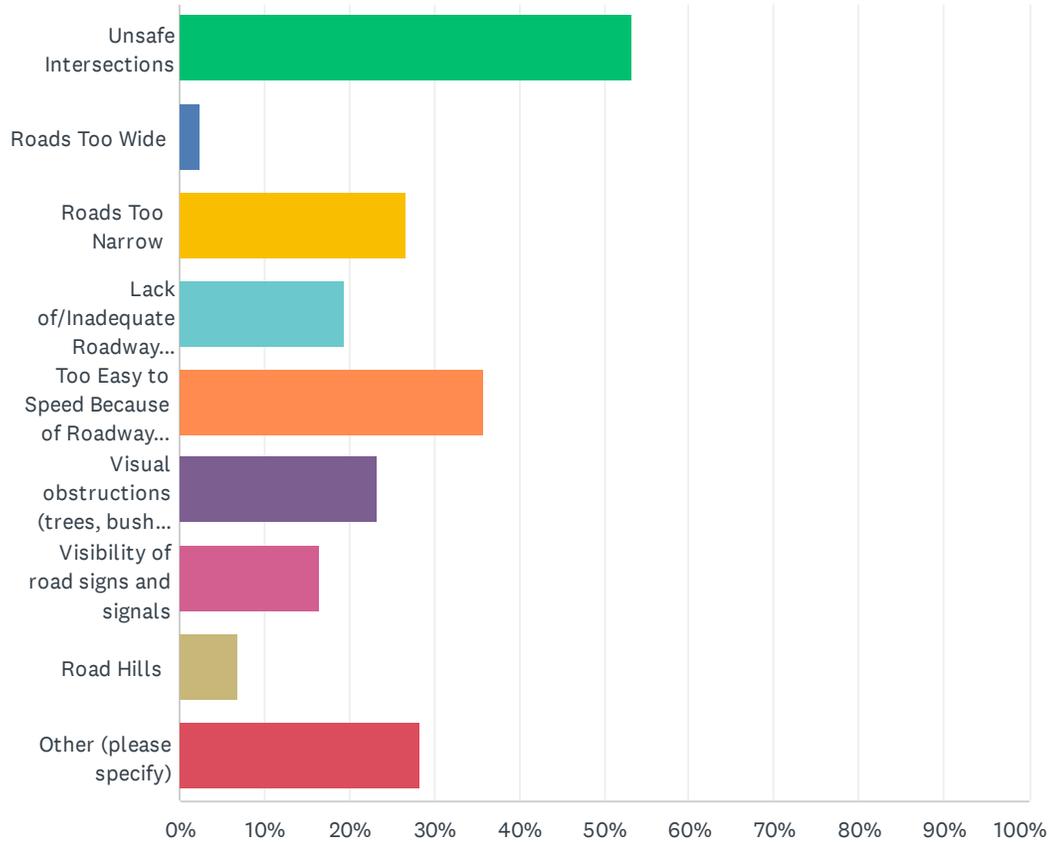
City of Sunbury Roadway Safety Action Plan - Community Survey



	DAILY	WEEKLY	MONTHLY	YEARLY	NEVER	TOTAL	WEIGHTED AVERAGE
A Friend's House	1.71% 3	12.00% 21	13.71% 24	7.43% 13	65.14% 114	175	4.22
The Park	2.81% 5	16.29% 29	19.66% 35	5.62% 10	55.62% 99	178	3.95
My Child's School	3.43% 6	5.14% 9	6.86% 12	3.43% 6	81.14% 142	175	4.54
The Store	1.70% 3	2.27% 4	10.23% 18	3.41% 6	82.39% 145	176	4.63
Work	0.57% 1	1.72% 3	1.72% 3	0.57% 1	95.40% 166	174	4.89

Q10 What are your concerns as it relates to the transportation network layout?

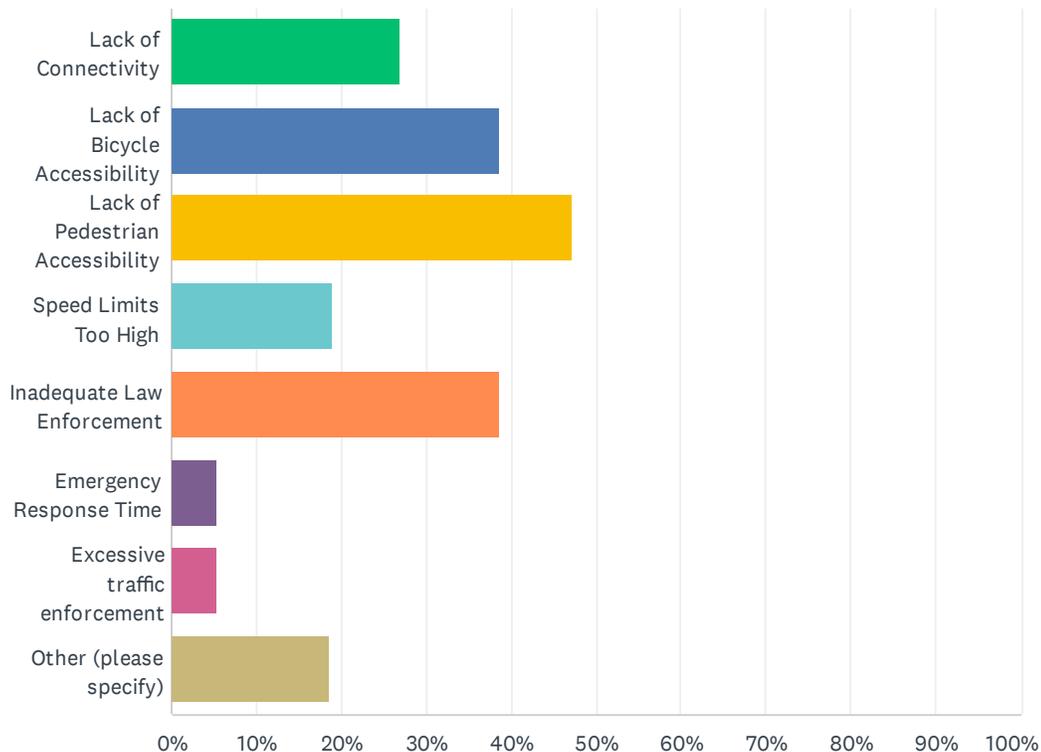
Answered: 176 Skipped: 7



ANSWER CHOICES	RESPONSES	
Unsafe Intersections	53.41%	94
Roads Too Wide	2.27%	4
Roads Too Narrow	26.70%	47
Lack of/Inadequate Roadway Lighting	19.32%	34
Too Easy to Speed Because of Roadway Design/Layout	35.80%	63
Visual obstructions (trees, bushes, etc.)	23.30%	41
Visibility of road signs and signals	16.48%	29
Road Hills	6.82%	12
Other (please specify)	28.41%	50
Total Respondents: 176		

Q11 What are your concerns as it relates to the transportation network functionality?

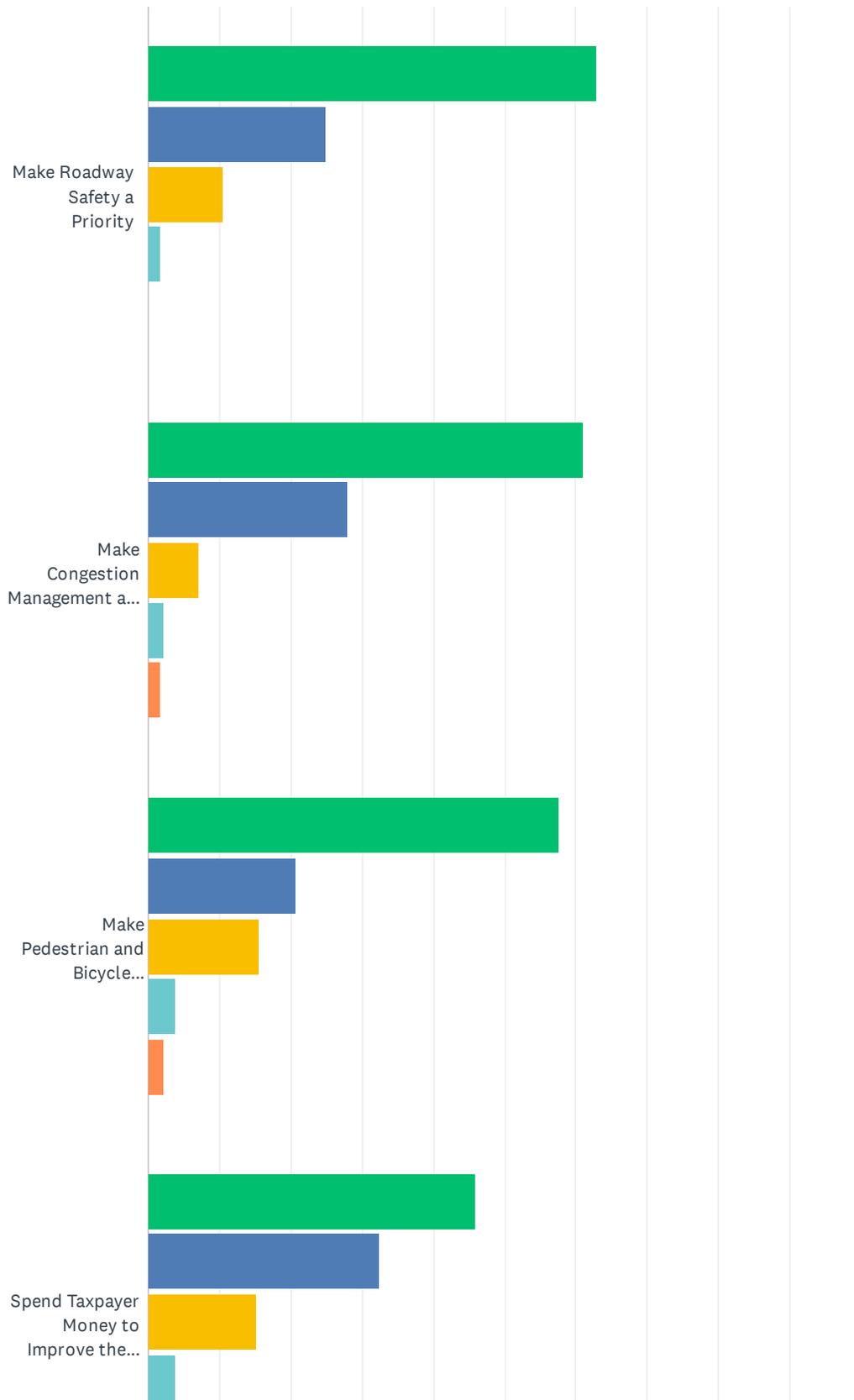
Answered: 168 Skipped: 15



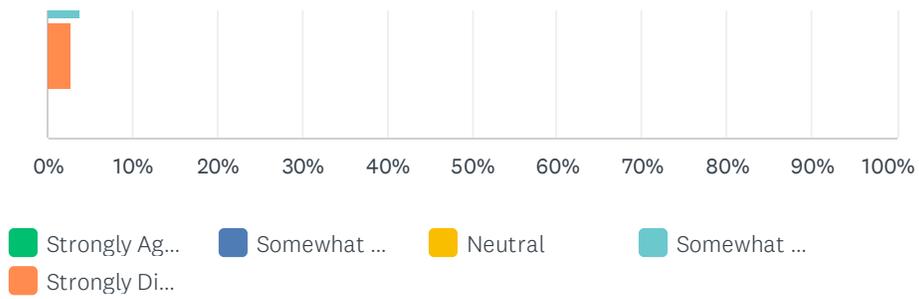
ANSWER CHOICES	RESPONSES	
Lack of Connectivity	26.79%	45
Lack of Bicycle Accessibility	38.69%	65
Lack of Pedestrian Accessibility	47.02%	79
Speed Limits Too High	19.05%	32
Inadequate Law Enforcement	38.69%	65
Emergency Response Time	5.36%	9
Excessive traffic enforcement	5.36%	9
Other (please specify)	18.45%	31
Total Respondents: 168		

Q12 During the next 10 years, the City of Sunbury should...

Answered: 182 Skipped: 1



City of Sunbury Roadway Safety Action Plan - Community Survey



	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Make Roadway Safety a Priority	62.98% 114	24.86% 45	10.50% 19	1.66% 3	0.00% 0	181	1.51
Make Congestion Management a Priority	60.99% 111	28.02% 51	7.14% 13	2.20% 4	1.65% 3	182	1.55
Make Pedestrian and Bicycle Connectivity a Priority	57.54% 103	20.67% 37	15.64% 28	3.91% 7	2.23% 4	179	1.73
Spend Taxpayer Money to Improve the Transportation Network	45.81% 82	32.40% 58	15.08% 27	3.91% 7	2.79% 5	179	1.85

Q13 What are your biggest needs or potential solutions to transportation problems in Sunbury?

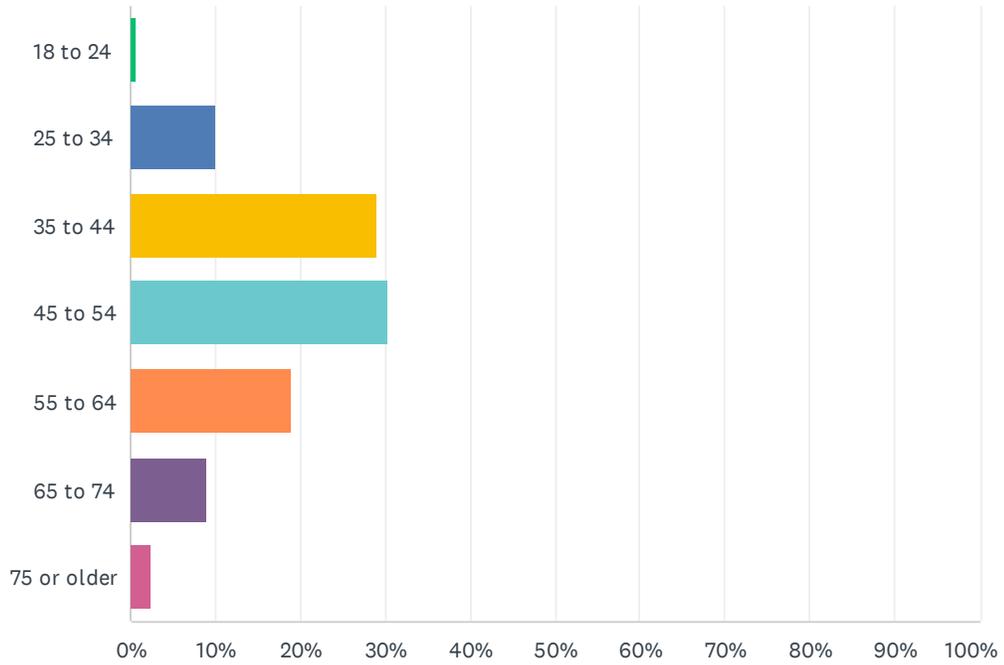
Answered: 117 Skipped: 66

Q14 What other concerns or problems in the transportation network need to be addressed by the city?

Answered: 94 Skipped: 89

Q15 What is your age?

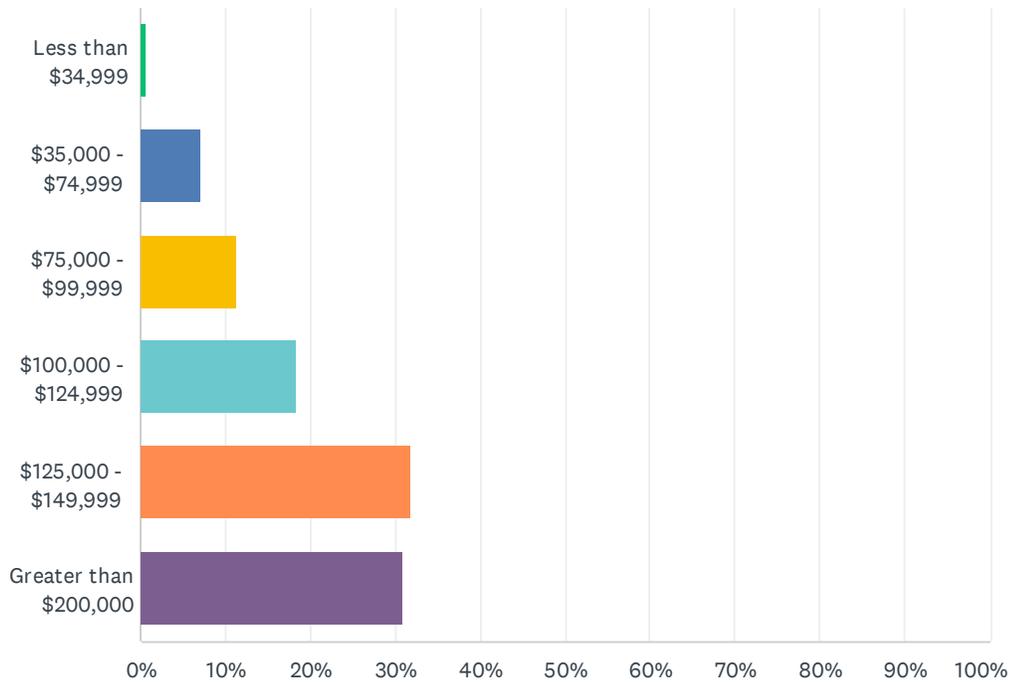
Answered: 169 Skipped: 14



ANSWER CHOICES	RESPONSES	
18 to 24	0.59%	1
25 to 34	10.06%	17
35 to 44	28.99%	49
45 to 54	30.18%	51
55 to 64	18.93%	32
65 to 74	8.88%	15
75 or older	2.37%	4
TOTAL		169

Q16 What is your approximate household income?

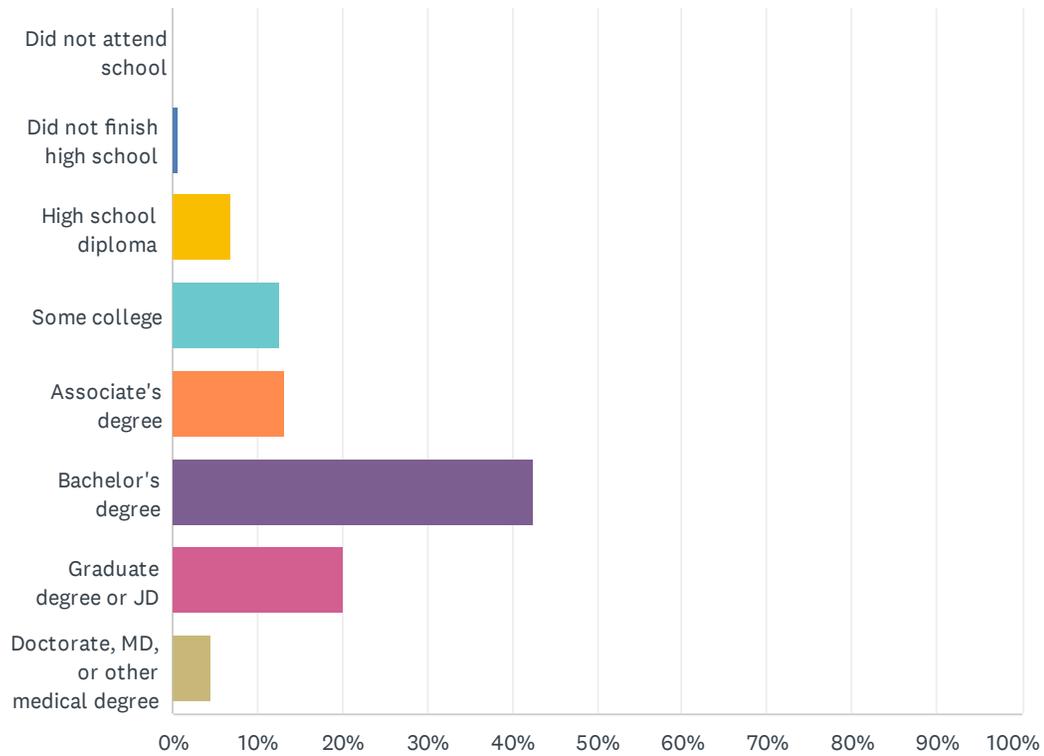
Answered: 142 Skipped: 41



ANSWER CHOICES	RESPONSES
Less than \$34,999	0.70% 1
\$35,000 - \$74,999	7.04% 10
\$75,000 - \$99,999	11.27% 16
\$100,000 - \$124,999	18.31% 26
\$125,000 - \$149,999	31.69% 45
Greater than \$200,000	30.99% 44
TOTAL	142

Q17 What is the highest level of education you have completed?

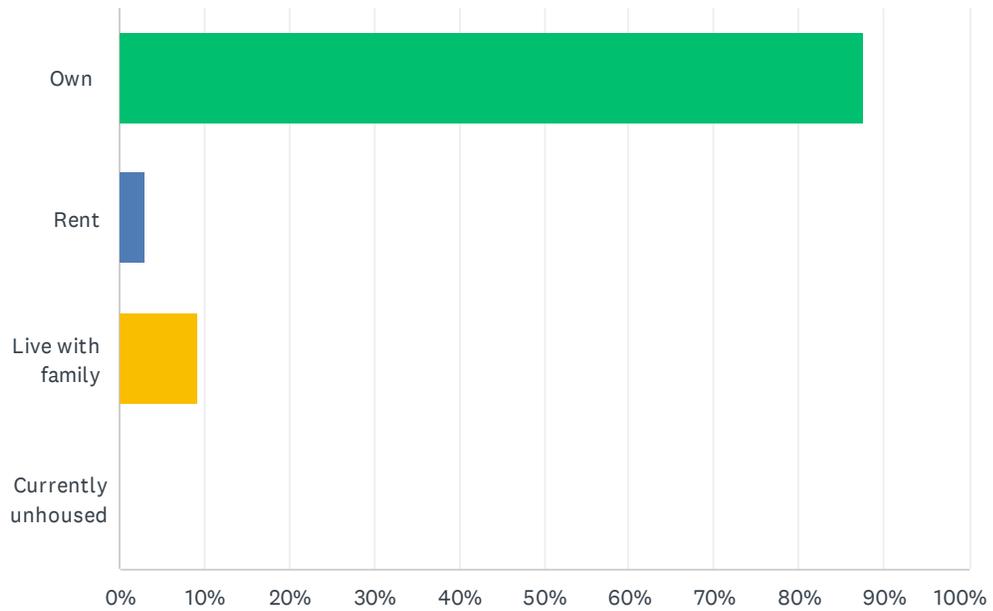
Answered: 160 Skipped: 23



ANSWER CHOICES	RESPONSES	
Did not attend school	0.00%	0
Did not finish high school	0.63%	1
High school diploma	6.88%	11
Some college	12.50%	20
Associate's degree	13.13%	21
Bachelor's degree	42.50%	68
Graduate degree or JD	20.00%	32
Doctorate, MD, or other medical degree	4.38%	7
TOTAL		160

Q18 Which best describes your living arrangements?

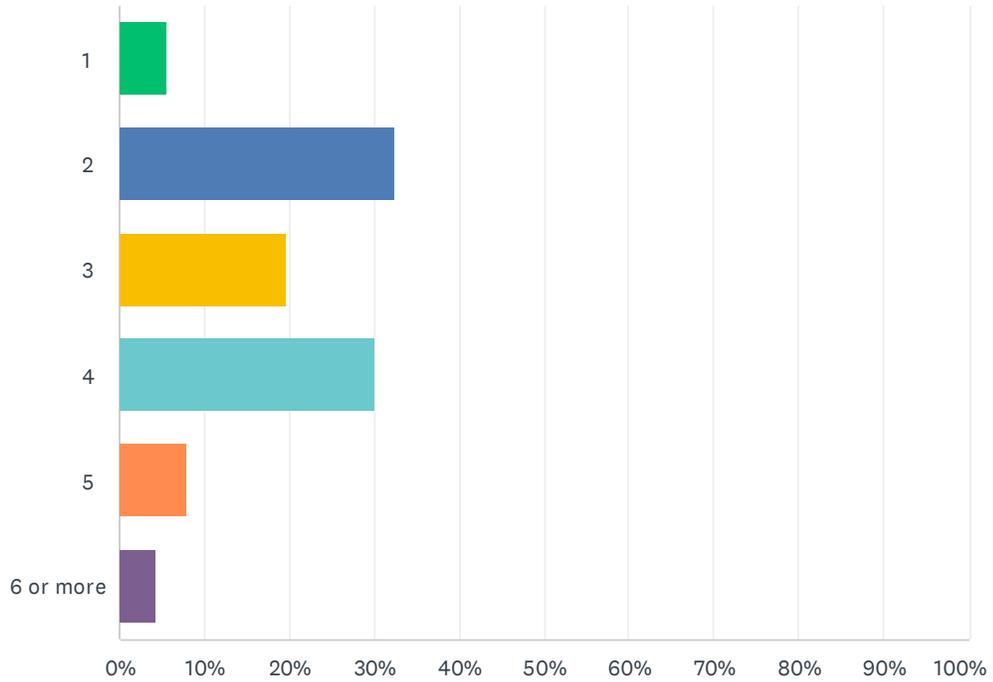
Answered: 163 Skipped: 20



ANSWER CHOICES	RESPONSES	
Own	87.73%	143
Rent	3.07%	5
Live with family	9.20%	15
Currently unhoused	0.00%	0
TOTAL		163

Q19 How many people live in your household?

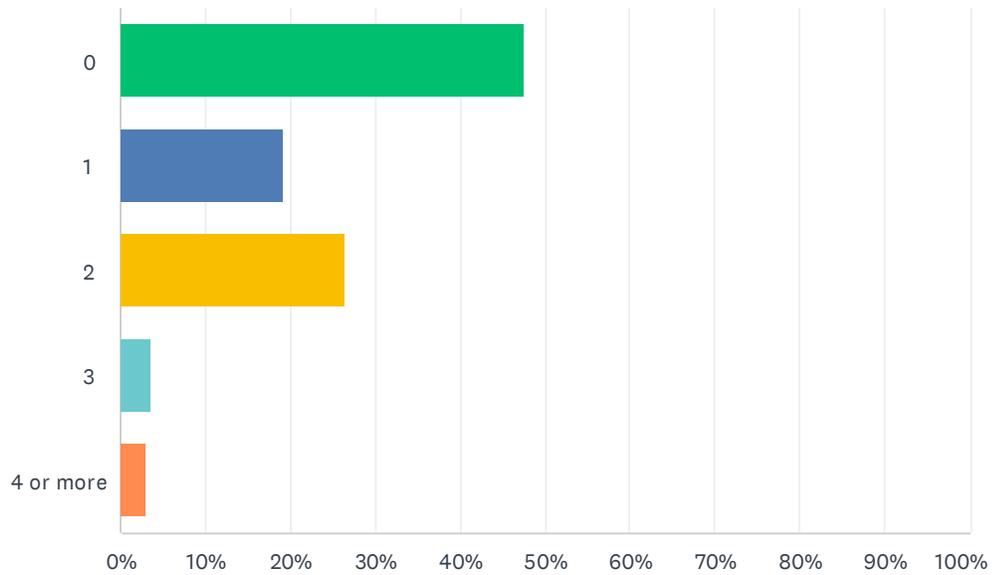
Answered: 163 Skipped: 20



ANSWER CHOICES	RESPONSES	
1	5.52%	9
2	32.52%	53
3	19.63%	32
4	30.06%	49
5	7.98%	13
6 or more	4.29%	7
TOTAL		163

Q20 How many children under 18 currently live in your home?

Answered: 162 Skipped: 21



ANSWER CHOICES	RESPONSES
0	47.53% 77
1	19.14% 31
2	26.54% 43
3	3.70% 6
4 or more	3.09% 5
TOTAL	162

Public Engagement Report

Project: Sunbury Roadway Safety Action Plan
Community: Sunbury, Ohio
Event: Big Walnut HS football game (homecoming)
Location: Big Walnut HS Stadium
Attendees: 1000+
Date/Time: Friday, 10/04/2024, 5:30 PM – 9:00 PM
Staff: Darryll Wolnik AICP, Sarah Jammal, AICP

Stakeholder Groups Present
Families
Children
Teens
Older Adults

General Event Goals and Outcomes	
Stated intention of the public engagement event	To spread awareness of the Sunbury SS4A planning process, and to inform residents of the ongoing opportunities for engagement. Also to gather input on ideas and dangerous areas.
Engagement type	Pop-up event
How did the meeting inform the community about the project?	By providing two visual posters, ½ sheet handouts with dates and a QR code for project website, and by having face-to-face interactions with residents
Did the event meet the intended goals of the engagement?	Yes- though in the future, staff noted that this might not be the best venue for public feedback.

<i>Approximate Number of Interactions: 8</i>
Questions/Comments from Interactions
How can I get involved?
What is the purpose of the plan?
Cherry Street is congested.

General Summary

Staff arrived with two posters presented one easel. One poster provided a map of the study area and crash locations, while the other was a general welcome poster and timeline for the project. Staff had a table near the entrance to the stadium, near other retail outlets and tables.

There was significant foot traffic throughout the stadium, as it was the homecoming game. However, due to the tight space and large crowd, there were few interactions with residents. Once the game started, most of the adults were seated in the stands. There were many school-aged children and young teens running through the area that made it difficult to speak with anyone due to the crowd size and noise.

There were approximately 8 interactions between staff and residents. The majority of questions centered around inquiries as to the nature of our work, and then how individuals could get involved. One resident provided specific feedback about the traffic along Cherry Street, specifically near the McDonald's where he thought drivers should be able to take a right on red.

Public Engagement Report

Project: Sunbury Roadway Safety Action Plan
Community: Sunbury, Ohio
Event: Sandel Legacy Trail Pop-Up
Location: Sandel Legacy Trail (approximately W. Granville St. & S. Columbus St.)
Attendees: 50-100
Date/Time: Saturday, 10/05/2024, 9:00 AM – 12:00 PM
Staff: Darryll Wolnik AICP, Sarah Jammal, AICP

Stakeholder Groups Present
Families
Bicyclists
Runners
Couples
Unrelated Groups of People
Visitors to Sunbury/Sandel Legacy Trail

General Event Goals and Outcomes	
Stated intention of the public engagement event	To spread awareness of the Sunbury SS4A planning process, and to inform residents of the ongoing opportunities for engagement. Also to gather input on ideas for plan and dangerous areas of concern. Specifically targeted to multi-modal users.
Engagement type	Pop-up event
How did the meeting inform the community about the project?	By providing a visual poster and ½ sheet handouts with dates and a QR code with project website, and by having face-to-face interactions with residents
Did the event meet the intended goals of the engagement?	Yes

Approximate Number of Interactions: 20
Questions/Comments from Interactions
How can I get involved?
What is the purpose of the plan?
Sharrows are dangerous and shouldn't be used
Can I get involved if I don't live in Sunbury?
Need more bike lanes
E-bikes are dangerous to other trail users
Need connection between two trail ends
Need better non-vehicle connections within commercial areas to make it safer

General Summary

Staff arrived with a single easel and poster. The poster provided maps of the study area and crash locations. Staff located themselves at the old depot building along the trail.

There was steady traffic of users throughout the morning. Staff noted many bicyclists of all sorts, including individuals at high speeds on road bikes, recreational bicyclists, and e-bikes. There were many walkers, some runners, and even a user on roller blades. This provided excellent insight into the diverse set of users on the trail.

Not all users stopped to talk, however all users looked at the poster board. Staff greeted all users (though with the quicker bicyclists, it was a simple wave and nod to respect their space and concentration). Staff had at least 20 interactions with a mix of individuals and pairs and small groups throughout the morning. Many users lived in Sunbury, however a sizable minority lived in Galena and the surrounding townships. One user was visiting from Findlay.

Comments and questions were varied. Most people wanted to know what the plan hopes to accomplish, and how to get involved and informed. A majority of those who stopped to talk offered specific comments, observations, and suggestions. Most of these revolved around multi-modal transportation options, which was unsurprising given the venue.

Users were concerned about their safety throughout the city. There was a desire for better connectivity to and within commercial areas of the city, to allow for easier access from neighborhoods and paths. Separated paths and bike lanes were desired. One individual derided sharrows as dangerous as they have no markings or separation at all from vehicular traffic. A couple of users also commented on E-bikes, and how they can be dangerous to other users, given their speed relative to everyone else.

Public Engagement Report

Project: Sunbury Roadway Safety Action Plan
Community: Sunbury, Ohio
Event: Community Kick-Off Open House
Location: Town Hall Building
Attendees: 20
Date/Time: Thursday, 10/18/2024, 4:00 PM – 7:00 PM
Staff: Darryll Wolnik AICP, Sarah Jammal, AICP
Volunteers: Daryl Hennessy, Jake Stockmaster, Bob Kuederle, Alyssa Graziano

Stakeholder Groups Present
Families
Bicyclists
Older Adults
Couples
Single Adults

General Event Goals and Outcomes	
Stated intention of the public engagement event	To spread awareness of the Sunbury SS4A planning process and hold an event to introduce the plan and process to the community. The event was also intended to gather information from the community in regard to how the experience and use the transportation system in Sunbury.
Engagement type	Pop-up event
How did the meeting inform the community about the project?	By providing numerous posters with information, spaces to place stickers to answer questions, and spaces for post it notes to answer open-ended questions.
Did the event meet the intended goals of the engagement?	Yes

Approximate Number of Interactions: 20
Questions/Comments from Interactions
How can I get involved?
What is the purpose of the plan?
Cars often speed in the old town section
Some areas lack sidewalks
Sidewalks don't connect to places people want to go, like parks and stores
Roads are too wide and too fast
What is the intended outcome of this process?
How will the plan help make Sunbury safer?
We're happy the city is doing this
The city should seek more funds for this kind of work

General Summary

Staff set up on the first floor of the old town hall. There were 5 posters on easels, and one outside the main door to encourage passers-by to stop and engage. Staff also moved advertising signage from around the square to the walkway leading to the front door, to further encourage people to stop in and to guide them to the front door. Staff also provided ½ page flyers with project information and website to keep people informed and involved.

There were six posters in all. They were as follows:

- Planning process and plan purpose.
- A map asking participants to place a sticker near their home.
- A map asking participants to place a sticker in areas where the network is unsafe.
- 2 posters asking various questions of participants.
- A poster with a map of the area and some basic crash statistics.

Staff met with a mix of single adults, couples, and families throughout the evening. Participants were generally happy and excited to see this type of process being undertaken by the city. People were glad the city was making an effort to address traffic safety issues and happily engaged in the process with staff.

Nearly all visitors stayed for at least 15 minutes. Staff answered various questions and took time to speak at length with each visitor. Nearly every visitor also participated in the questions on the boards, placing stickers and answering questions.

There was a consensus that people were generally unaware of the process. In addition, people commented that the time of day, and day of week, made it difficult to attend. However, one visitor offered to have staff speak at the local Rotary Club, which is an influential and well-known fraternal organization known for their public engagement and volunteerism.

Most users were concerned with the lack of sidewalks in older parts of the city, as well as connectivity of existing paths and sidewalks to desirable destinations. Specifically, commercial areas on the west side, as well as parks and the Ohio-to-Erie Trail. There was concern about the speed of cars on the roads, especially in areas lacking sidewalks. Some visitors were concerned that roads were just too fast, especially closer to the center of town. At least one visitor had concern about SR-37 from the town center and east and its danger for pedestrians.

Lessons Learned

For the next engagement opportunity, staff will schedule the event on a Saturday, during the later morning and early afternoon hours. Staff will also create larger lawn signs. It might also be effective to have a banner made and hang it in a high-visibility area. Engagement with the schools continues to be a priority, though their communication has been sparse and efforts to partner on programming have been stalled.

Project: City of Sunbury Roadway Safety Action Plan (SS4A)
Community: City of Sunbury, Ohio
Event: Sunbury Schools Outreach Event
Location: General Rosencrans Elementary School & Prairie Run Elementary School
Attendees: ~ 165
Date/Time: Thursday, April 24th, 2025, 11:00AM – 12:00PM, 1:45PM – 2:45PM
Staff: Darryll Wolnik AICP, Sarah Jammal AICP, James Condo, Connor Roehrig

Stakeholder Groups Present
3 rd Grade Students
Elementary School Teachers

General Event Goals and Outcomes	
Stated intention of the public engagement event	To teach students about the importance of roadway safety and road signs, while also spreading awareness of the City of Sunbury Roadway Safety Action Plan.
Engagement type	Outreach Event
How did the meeting inform the community about the project?	Verdantas provided several visual road signs to teach about the importance of safety and then incorporated roadway safety into an interactive game to end the session
Did the event meet the intended goals of the engagement?	Yes

Approximate Number of Interactions: 165
Questions/Comments from Interactions
Too many cars and roads to cross
Don't have siblings or parents who are able to walk/bike with them
Live too far away from school
Stranger Danger/Kidnappers

General Summary

Verdantas Staff arrived at General Rosencrans Elementary School approximately fifteen minutes before the event to check in and get organized. Staff came prepared with road signs, bicycle helmets, and planned a game to make the session more interactive. The weather during this event was warm and sunny.

Students arrived at the gymnasium promptly at 11. At this school, there were two thirty-minute sessions with approximately thirty students each. Staff spoke with the students for about twenty minutes asking them questions about their route to school, how they get to school, for those that indicated they walked and/or biked, what their route looked like, did they feel safe, etc. For students that did not walk/bike we asked why they did not. Among both sessions the most frequent answers were that their parents didn't feel that it was safe, there were no sidewalks by their house, fear of strangers or how they specifically worded it, "kidnappers".

After hearing from the students and gaining a better understanding of their current knowledge of roadway safety, Staff held up road signs and had the students explain the meaning of the sign and why they think it symbolizes that. For example, a "stop" sign tells a driver to stop and we know that because the sign is red and is an octagon. Staff cycled through several signs including all three traffic signals, pedestrian signals, stop sign, deer crossing, yield, and no right turn. Students were confident in answering most of the signals but struggled with the yield and countdown pedestrian signal.

Staff spent the last ten minutes of each of the two sessions playing a modified version of "Red Light Green Light" students were able to use their newfound road sign knowledge to know when to stop, go, slow down, stop for deer, and turn left.

The second set of sessions was held at Prairie Run Elementary School. Again, Staff arrived approximately 15 minutes early to check in and get organized. Due to the larger number of students attending these sessions, Staff opted to take advantage of the beautiful weather and host the sessions outside. Similar to earlier sessions, these sessions were also 30 minutes, but group sizes were between forty-five and sixty students each.

The format of these sessions was similar to those of the earlier two sessions. When students arrived outside, Staff asked students how they got to school and asked why or why not students walked or biked. Responses were similar to the earlier sessions with students stating that they lived too far to walk or bike, parents thought it was dangerous, there weren't sidewalks, and due to a fear of kidnappers. After hearing about their routes to school, Staff taught the students about road signs. Students were confident about the meaning of most of the road signs with the exception of yield and the countdown pedestrian signal.

Staff got the students organized to play "Red Light Green Light" for the remaining ten minutes of the session. The game incorporated the added road signs the students had just learned about. Students were eager to play. Teachers during these two sessions were excited about the opportunity for their students to learn more about city planning and roadway safety and indicated they would want to work with Staff again on other educational and interactive activities.

Project: City of Sunbury Roadway Safety Action Plan (SS4A)
Community: City of Sunbury, Ohio
Event: Sunbury Schools Outreach Event
Location: Hylen Souders Elementary School & Big Walnut Elementary School
Attendees: ~ 130
Date/Time: Monday, May 12th, 2025, 9:50AM – 10:20AM, 10:45AM – 11:45AM
Staff: Darryll Wolnik AICP, Sarah Jammal AICP, James Condo, Connor Roehrig

Stakeholder Groups Present
3 rd Grade Students
Elementary School Teachers

General Event Goals and Outcomes	
Stated intention of the public engagement event	To teach students about the importance of roadway safety and road signs, while also spreading awareness of the City of Sunbury Roadway Safety Action Plan.
Engagement type	Outreach Event
How did the meeting inform the community about the project?	Verdantas provided several visual road signs to teach about the importance of safety and then incorporated roadway safety into an interactive game to end the session
Did the event meet the intended goals of the engagement?	Yes

Approximate Number of Interactions: 130
Questions/Comments from Interactions
Too many cars and roads to cross
Don't have siblings or parents who are able to walk/bike with them
Live too far away from school
No sidewalks

General Summary

Verdantas staff arrived at Hylen Souders Elementary School about ten minutes before the event to get checked in by school administration and tell the 3rd grade teachers we planned to do the session outside. Staff brought road signs to guide the session and lead an activity towards the end to keep the students engaged. The weather during the event was warm and partly cloudy.

Staff had one session at Hylen Souders Elementary School that lasted approximately thirty minutes. The students had a tie-dye event going on at the same time, so some classes joined/left mid-session.

Staff spoke to the students for approximately 20 minutes and asked how they got to school and why they did or did not walk/bike. Very few students walked or biked to school with several students indicating they live in the "country" so they were too far from school, or the roads didn't have sidewalks.

After hearing about their commute to school, Staff wanted to gain a greater understanding of the students' road sign knowledge. Students knew what each of the road signs meant and were able to tell Staff the purpose of the sign and why the sign means that. For example, a green light means cars can go and we know that because the light is green and is located at the bottom of the traffic signal. Some of the more challenging signs that Staff used were "yield", no right turn, and the countdown pedestrian signal. Students were able to identify the meaning of these signs with ease.

The last ten minutes of the session was spent playing "Red Light Green Light" with the road signs Staff brought. Students were able to apply their road sign knowledge to know when to stop, go, slow down, and stop for deer.

The second set of sessions were held at Big Walnut Elementary School. This school had two thirty-minute sessions with half of the third grade at each session. Staff arrived early to check in with school administration and get oriented. These sessions were led in a similar way to the previous session. Staff asked students how they got to school and why they didn't walk or bike. Several of the students opted to walk or bike and those that didn't indicated that they lived too far, didn't have easy access to their bike in the garage, or that they didn't have a parent or sibling that was able to go with them. Staff then showed them road signs and students were easily able to identify them and note why the sign had that meaning. The more challenging signs including "yield", no right turn, and the countdown pedestrian signal were also pretty well known among the students.

The final ten minutes of the sessions, Staff organized the students to play "Red Light Green Light". Students were very excited to play and had fun with all of the different road signs that were introduced to the game.

Public Engagement Report

Project: City of Sunbury Roadway Safety Action Plan
Community: Sunbury, Ohio
Event: Sunbury Farmer's Market
Location: Sunbury Square
Attendees: ~250
Date/Time: Saturday, May 25th, 2025 9:00 AM – 11:00AM
Staff: Darryll Wolnik AICP

Stakeholder Groups Present
Residents
Business Owners
Families
Visitors
Elderly
Young Couples
Children

General Event Goals and Outcomes	
Stated intention of the public engagement event	To spread awareness of the development of Sunbury's Roadway Safety Action Plan priority projects and receive feedback from residents.
Engagement type	Pop-up
How did the meeting inform the community about the project?	Verdantas provided two visual and interactive posters and staffed the event to have one-on-one conversations with residents.
Did the event meet the intended goals of the engagement?	Yes

Approximate Number of Interactions: 10
Questions/Comments from Interactions
Roads generally feel very safe
No parallel parking downtown
Too many large trucks downtown and along 37 into town
61 & 36 intersection is dangerous to drive through
Domigan and 36 intersection is very dangerous
Need something done at Domigan and 36
Downtown is walkable
Speeds in town feel too fast

General Summary

Staff arrived and set up both boards near the Old Town Hall, in the middle of the square. The market was situated along the path the building and spilled out onto the sidewalk on either side around the square along Cherry St. Staff were on site during most of the event, and were able to speak to numerous people.

One board featured a map of the city with the HIN overlaid. There was a short explanation plan and the map along the top. A box with the question “Do you agree with identified High Injury Network” was placed next to the map, with boxes for yes and no. The other board listed the priority project, with an icon for each one and a description of where it was to be utilized. The board asked participants to place a sticker next to those they agreed with.

Roughly ten people stopped to engage for an extended period of time, offering input and feedback on various items. Six people indicated they agreed with the network, and no one indicated disagreement. On the second board, there was an array of items with a single sticker indicating agreement. The only proposal to garner more than one sticker was the protected left turn at SR-61 and U.S. 36/SR-3. Six people indicated this was a good idea.

Staff had conversations with people beyond those who interacted with the boards. A large subset of people at the market did not live in Sunbury, demonstrating the regional pull of the community and the need to plan beyond the number of residents in the city. Visitors talked about the ease of getting around the city, while also lamenting the more dangerous rural roads that lead to Sunbury. The majority of visitors were from areas North and East of the city, and they spoke to the danger of SR-37, SR-3/U.S. 36, and SR-61. The intersection of SR-61 and U.S. 36/SR-3 was a topic for many people, visitor and resident alike. Many discussed the difficulty in making turns and seeing oncoming or cross traffic.

When talking about downtown, many people enjoyed its walkability. They felt it was safe to visit and walk. Residents more than visitors spoke about the high volume of truck traffic through town, and the danger it posed. When asked about parallel parking, all people felt opposition to it, based mostly in discomfort of parallel parking and the additional safety hazards of loading and unloading.

The following pages of this report record the exact comments of community members from the boards.

1. Engagement Boards Transcribed-

1.1.1 MAp Board:

This board had a total of 6 sticky dots, all indicating agreement with the HIN

1.1.2 Project Support Board:

- Citywide – Traffic Signal Modernization: 1 sticker
- Domigan & U.S. 36/SR-37 – Roundabout: 1 sticker
- 37 Corridor – Lighting: 1 sticker
- U.S. 36 & SR-61 – Protected Left Turn: 6 stickers
- U.S. 36 & SR-61 – Speed reduction: 1 sticker
- U.S. 36 & SR-61 – Roundabout: 1 sticker
- S. Columbus & Granville – Mini Traffic Island: 1 sticker
- Miller & U.S. 36 – Traffic Signal Backplating: 1 sticker
- Miller & U.S. 36 – Right Turn Overlap: 1 sticker

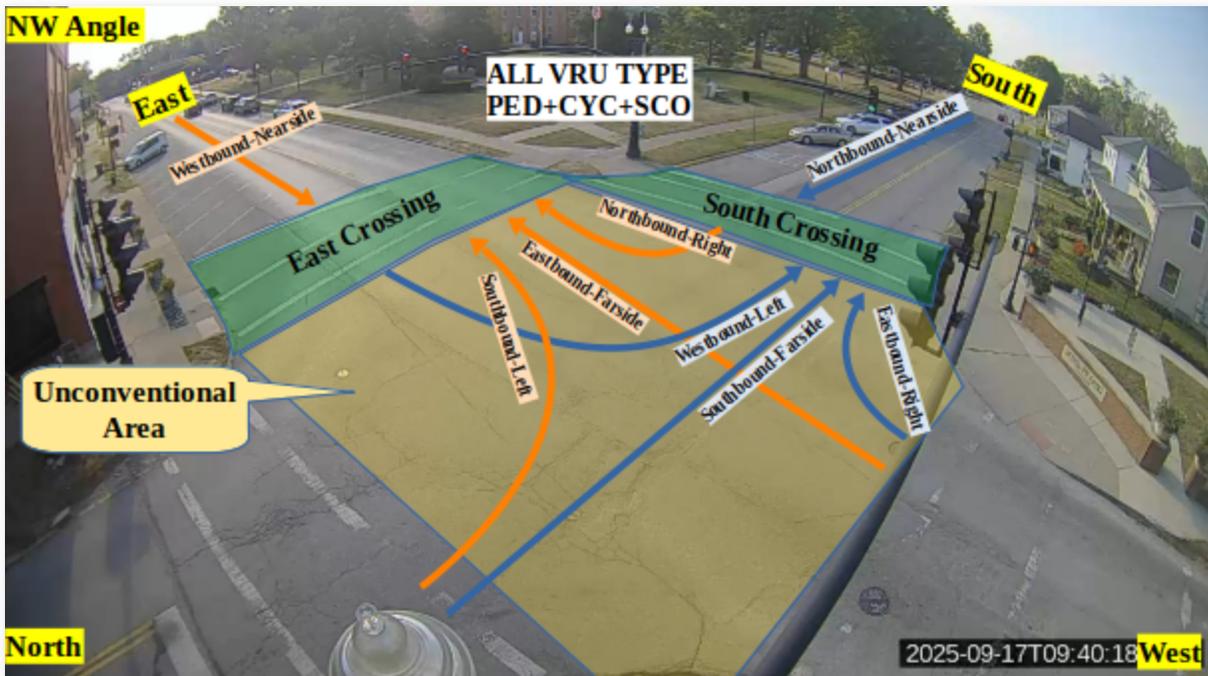
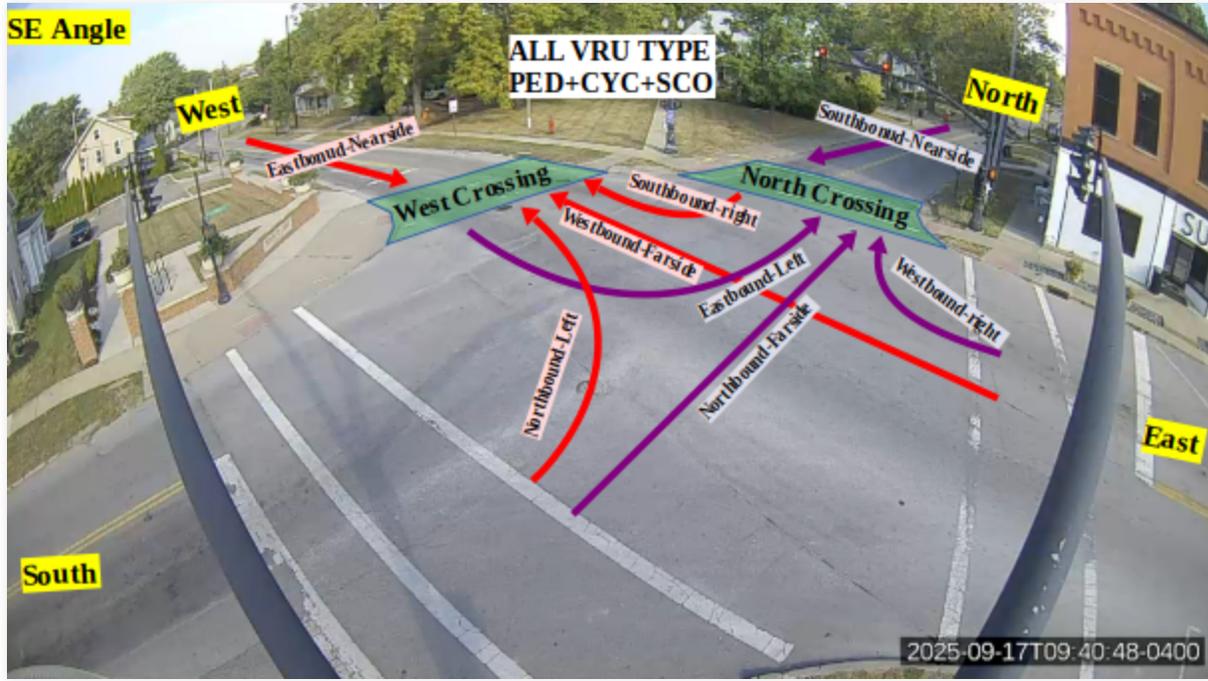
2. Photographs of Boards Asking for Participation

To visualize how the process worked and participation level. All sticky notes and dots are recorded in the pages above to be more legible.



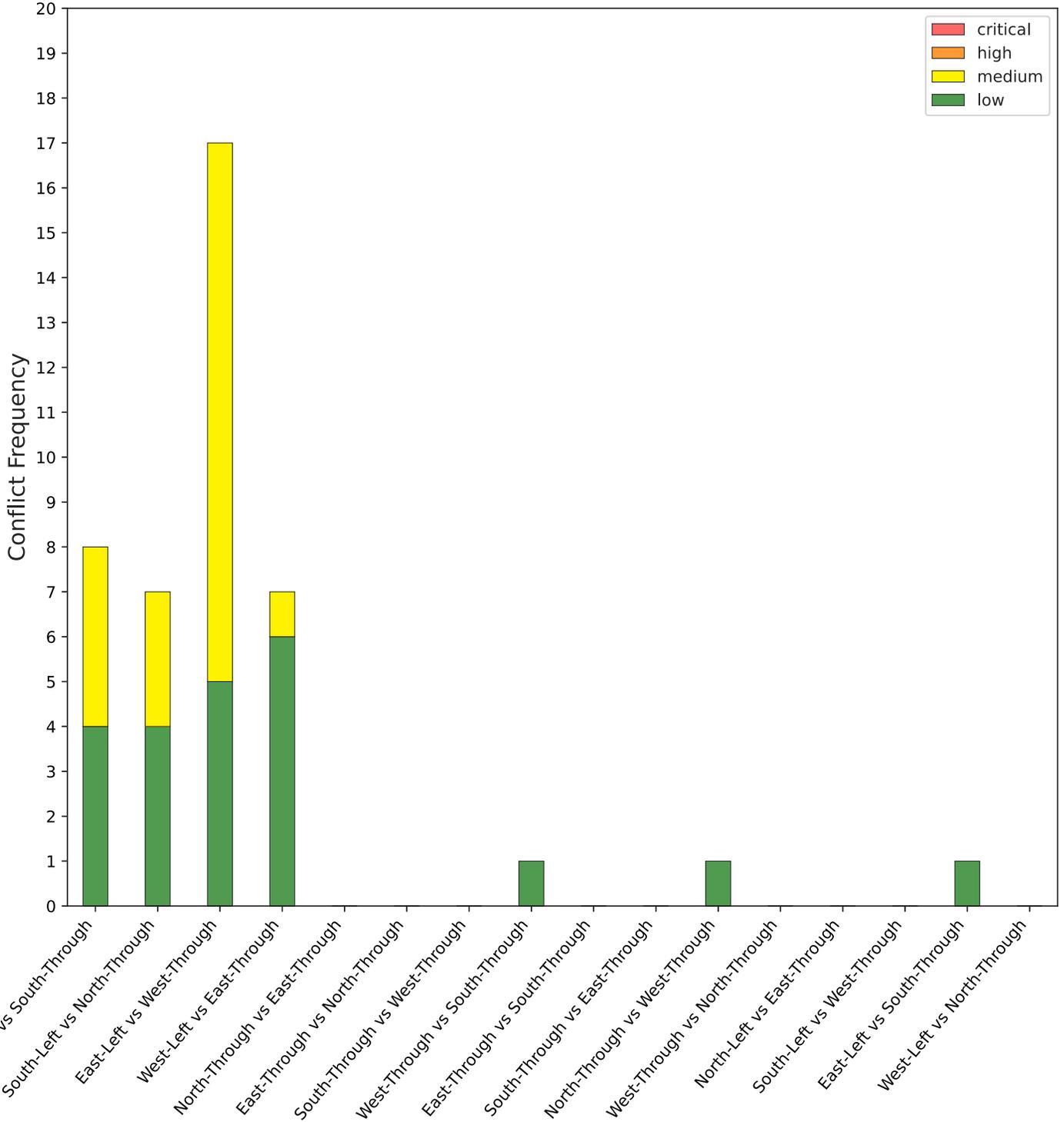


Direction References by Camera Angle





Results Summary – Safe Systems Post Encroachment Time





Results Summary – Safe Systems Post Encroachment Time

Right-Angle (Left-Turning Vehicle vs Oncoming Vehicle)

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Left vs South-Through	4	4	0	0
South-Left vs North-Through	4	3	0	0
East-Left vs West-Through	5	12	0	0
West-Left vs East-Through	6	1	0	0

Right-Angle (Through Vehicle vs Through Vehicle)

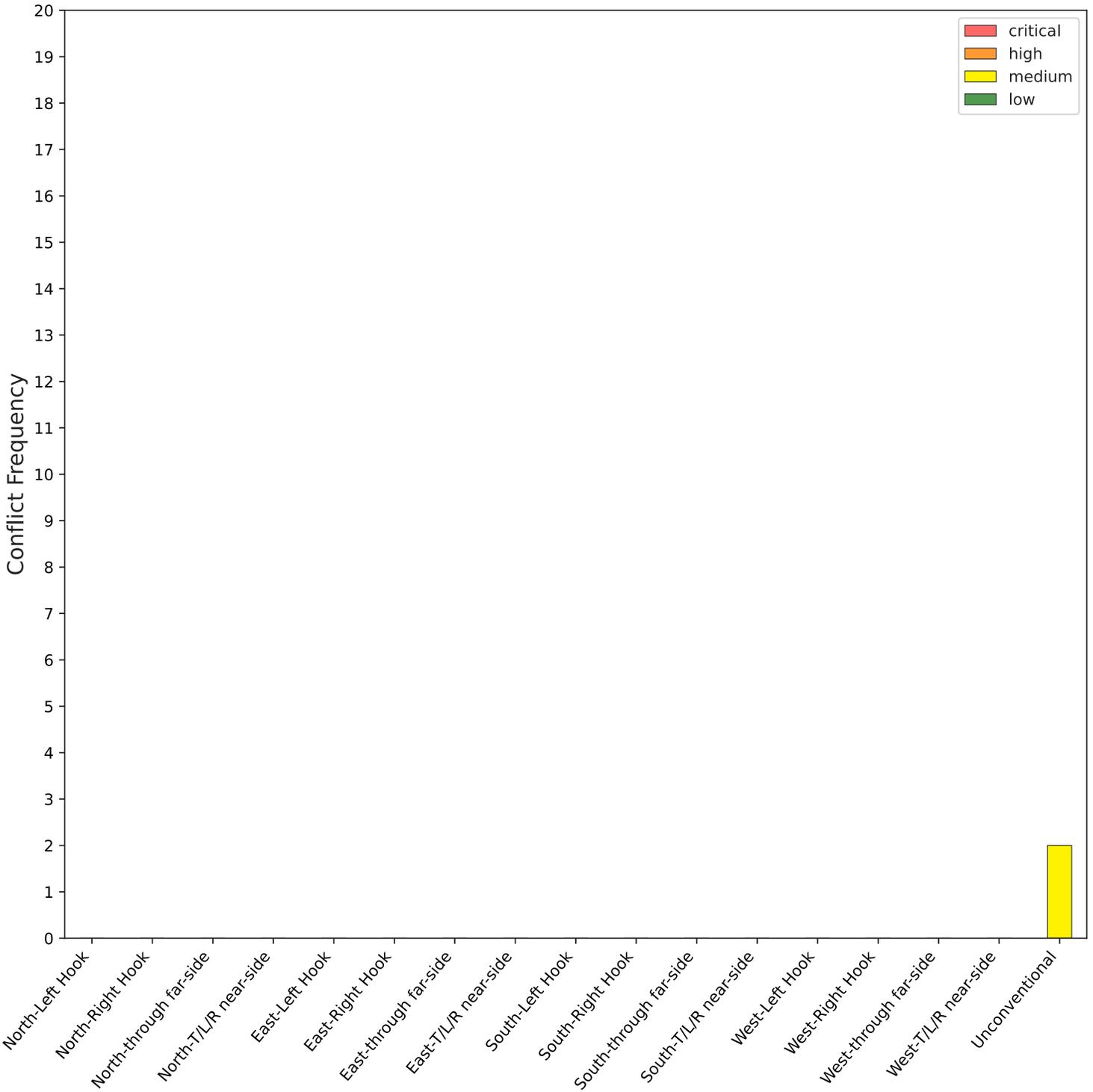
Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Through vs East-Through	0	0	0	0
East-Through vs North-Through	0	0	0	0
South-Through vs West-Through	0	0	0	0
West-Through vs South-Through	1	0	0	0
East-Through vs South-Through	0	0	0	0
South-Through vs East-Through	0	0	0	0
North-Through vs West-Through	1	0	0	0
West-Through vs North-Through	0	0	0	0

Right-Angle (Left-Turning Vehicle vs Through Vehicle from Left)

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Left vs East-Through	0	0	0	0
South-Left vs West-Through	0	0	0	0
East-Left vs South-Through	1	0	0	0
West-Left vs North-Through	0	0	0	0



Results Summary – Cyclist Safe Systems Risk Indicator





Results Summary – Cyclist Safe Systems Risk Indicator

Cyclist vs Northbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Left Hook	0	0	0	0
North-Right Hook	0	0	0	0
North-through far-side	0	0	0	0
North-T/L/R near-side	0	0	0	0

Cyclist vs Eastbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
East-Left Hook	0	0	0	0
East-Right Hook	0	0	0	0
East-through far-side	0	0	0	0
East-T/L/R near-side	0	0	0	0

Cyclist vs Southbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
South-Left Hook	0	0	0	0
South-Right Hook	0	0	0	0
South-through far-side	0	0	0	0
South-T/L/R near-side	0	0	0	0

Cyclist vs Westbound Vehicle Conflicts

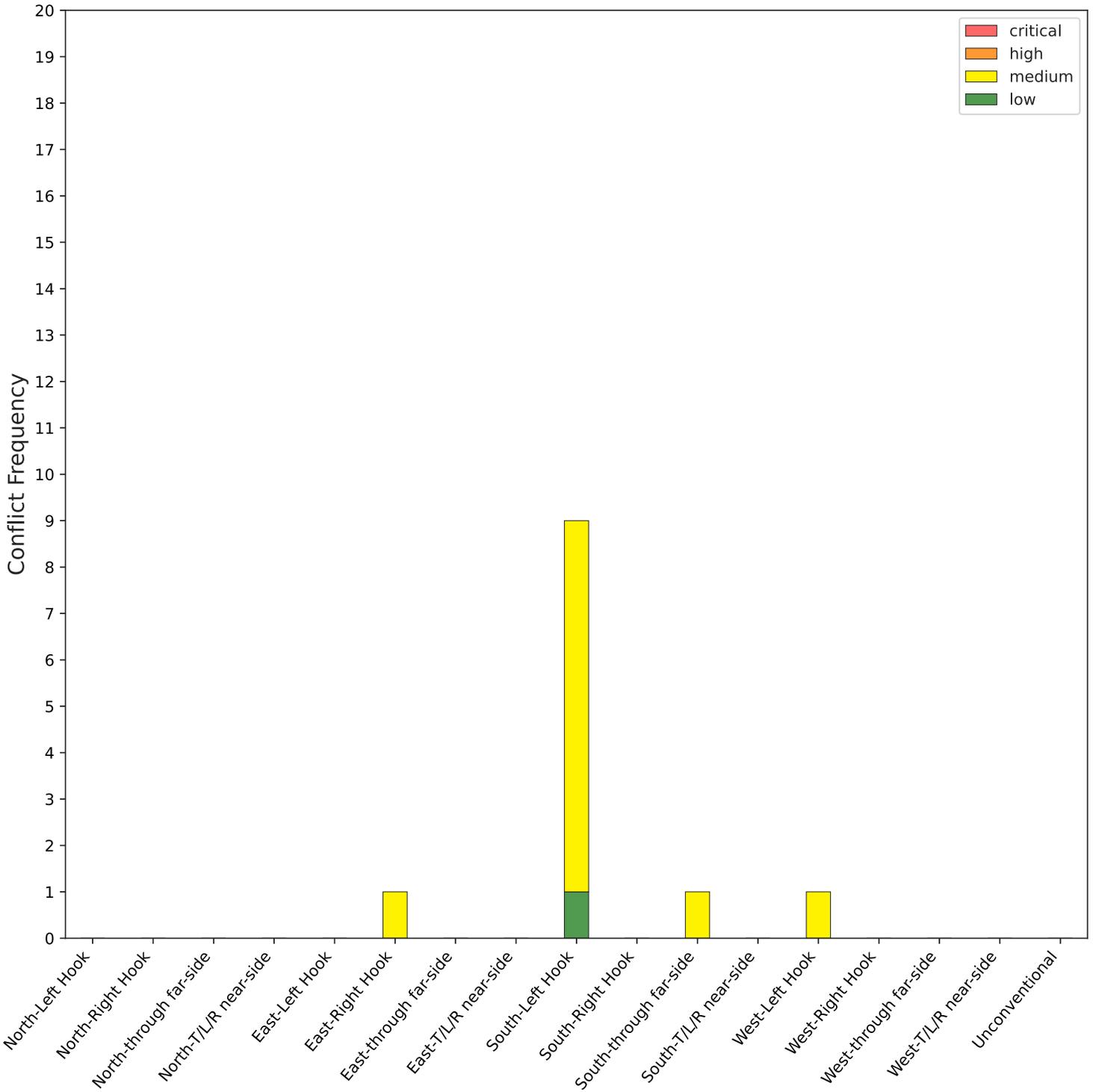
Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
West-Left Hook	0	0	0	0
West-Right Hook	0	0	0	0
West-through far-side	0	0	0	0
West-T/L/R near-side	0	0	0	0

Unconventional Cyclist Movement vs Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
Unconventional	0	2	0	0



Results Summary – Pedestrian Safe Systems Risk Indicator





Results Summary – Pedestrian Safe Systems Risk Indicator

Pedestrian vs Northbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Left Hook	0	0	0	0
North-Right Hook	0	0	0	0
North-through far-side	0	0	0	0
North-T/L/R near-side	0	0	0	0

Pedestrian vs Eastbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
East-Left Hook	0	0	0	0
East-Right Hook	0	1	0	0
East-through far-side	0	0	0	0
East-T/L/R near-side	0	0	0	0

Pedestrian vs Southbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
South-Left Hook	1	8	0	0
South-Right Hook	0	0	0	0
South-through far-side	0	1	0	0
South-T/L/R near-side	0	0	0	0

Pedestrian vs Westbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
West-Left Hook	0	1	0	0
West-Right Hook	0	0	0	0
West-through far-side	0	0	0	0
West-T/L/R near-side	0	0	0	0

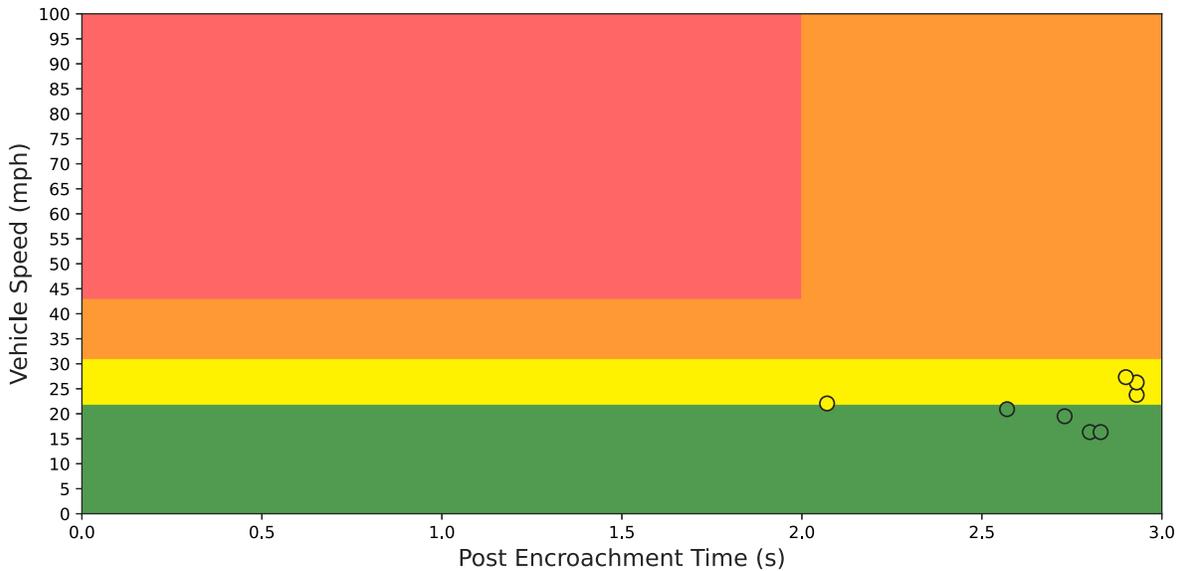
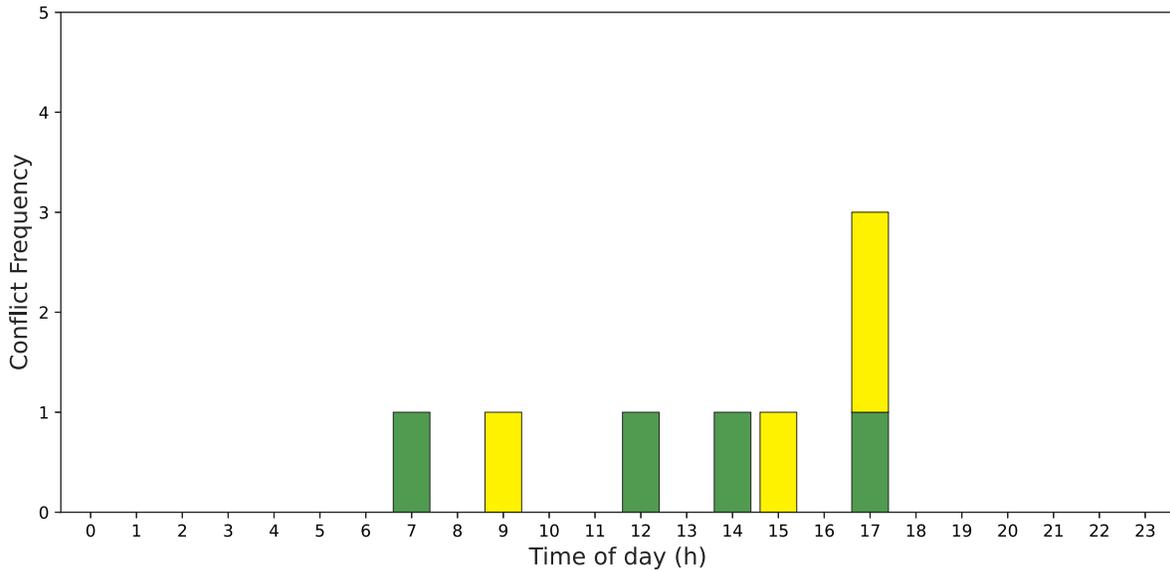
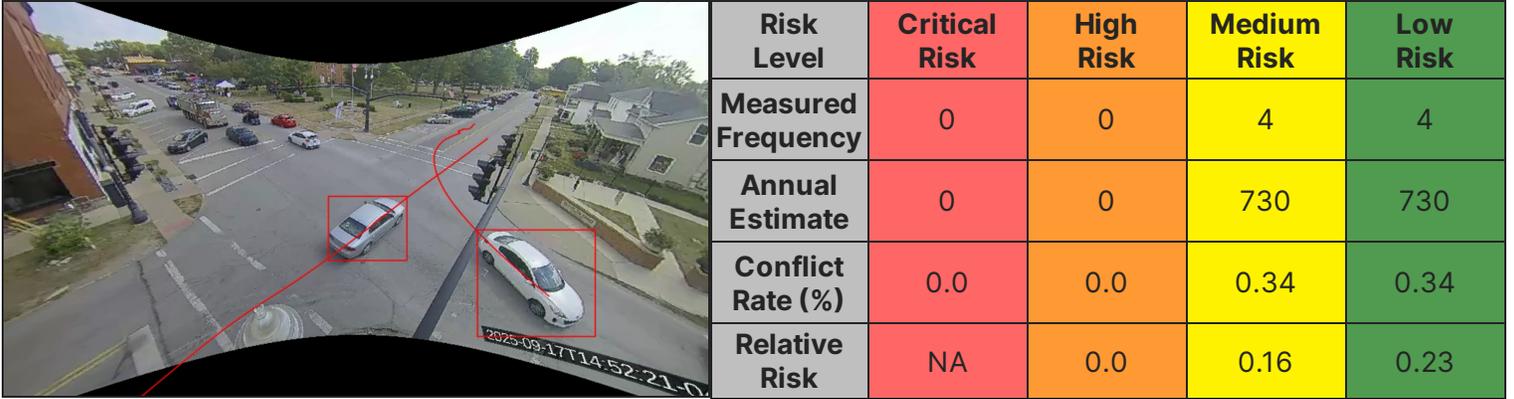
Unconventional Pedestrian Movement vs Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
Unconventional	0	0	0	0



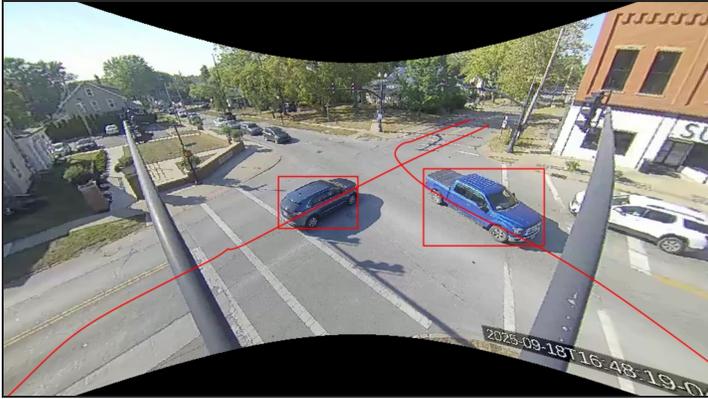
North-Left Vehicle vs South-Through Vehicle

@ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18

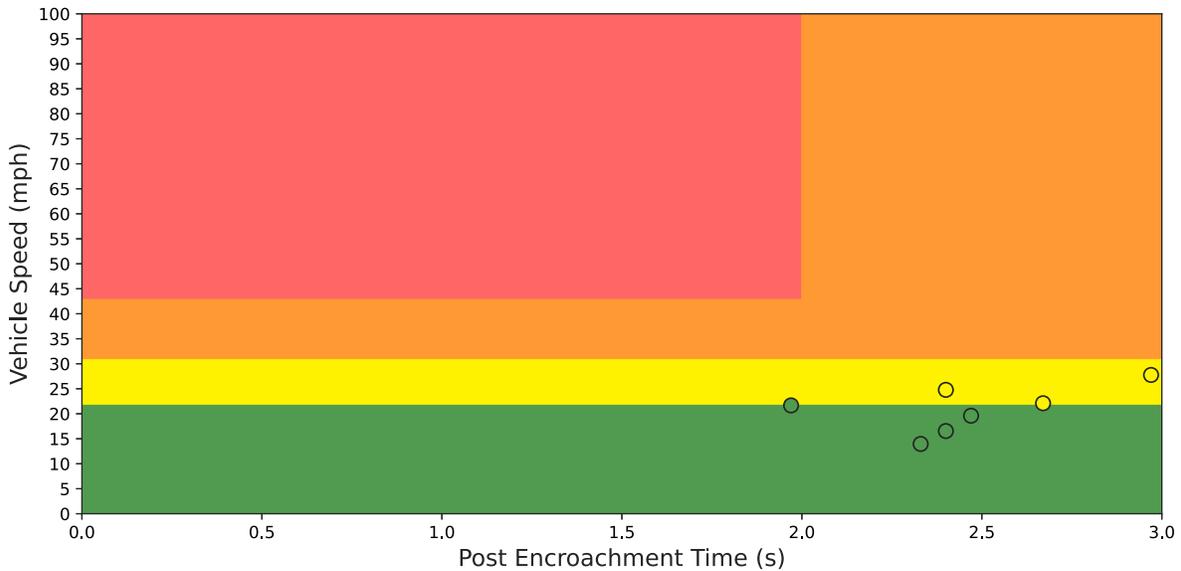
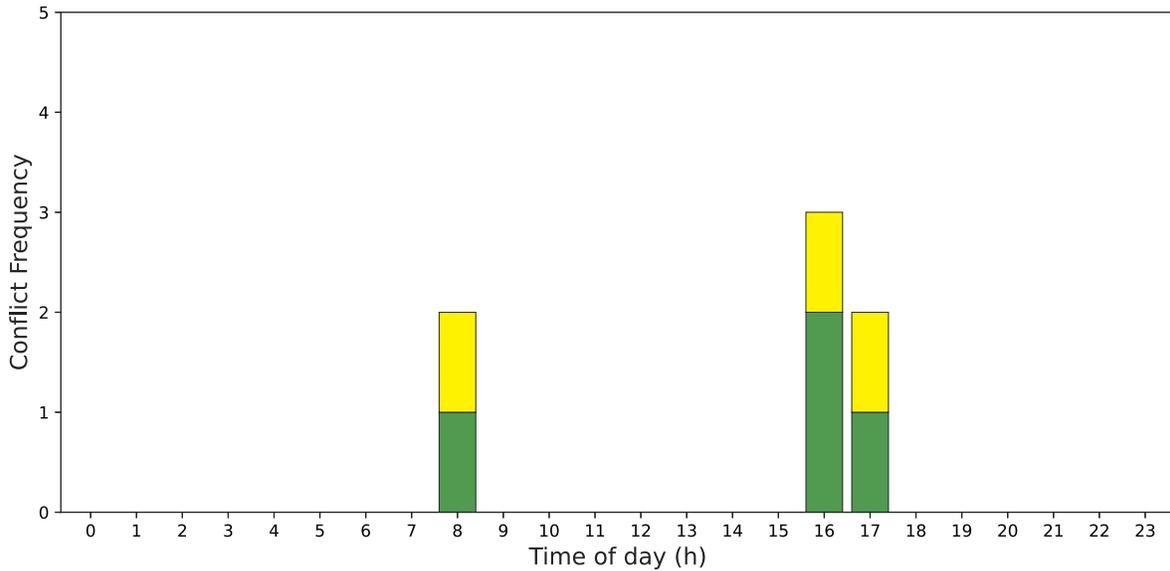




South-Left Vehicle vs North-Through Vehicle @ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18

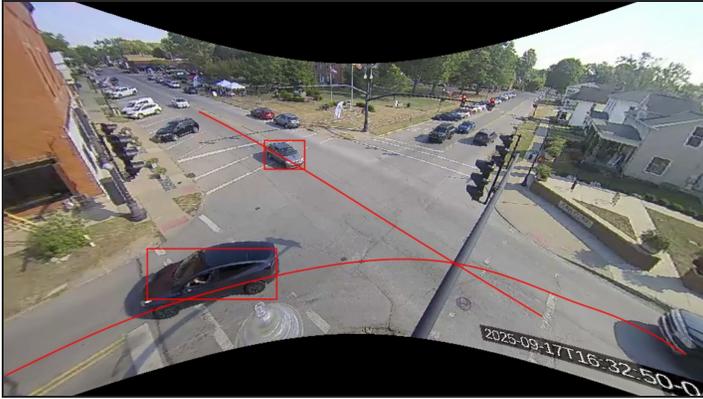


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	3	4
Annual Estimate	0	0	548	730
Conflict Rate (%)	0.0	0.0	0.23	0.3
Relative Risk	NA	0.0	0.11	0.18

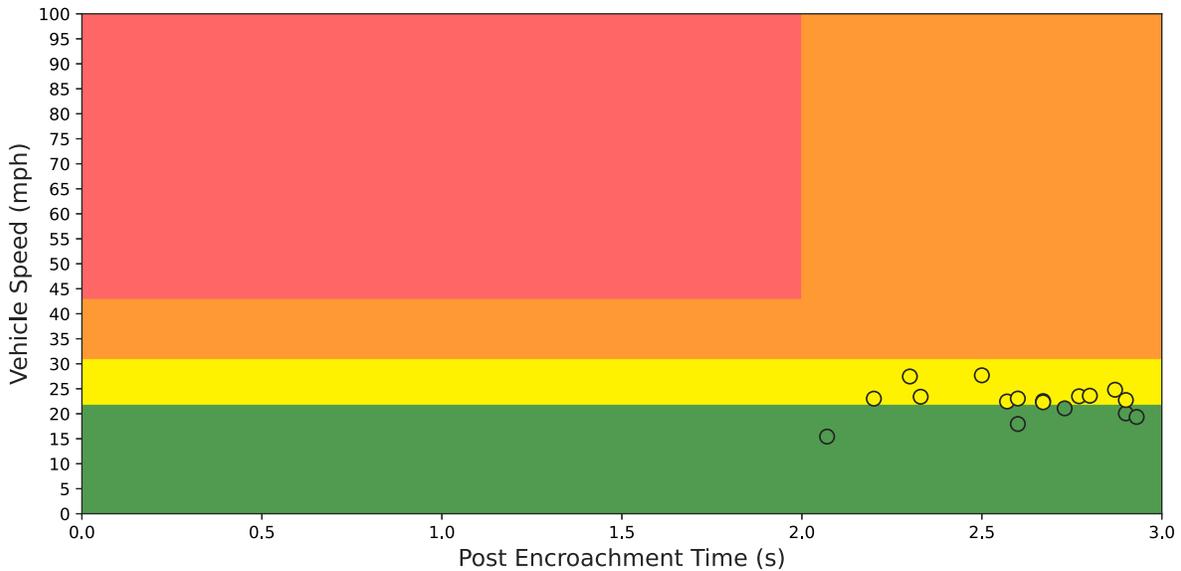
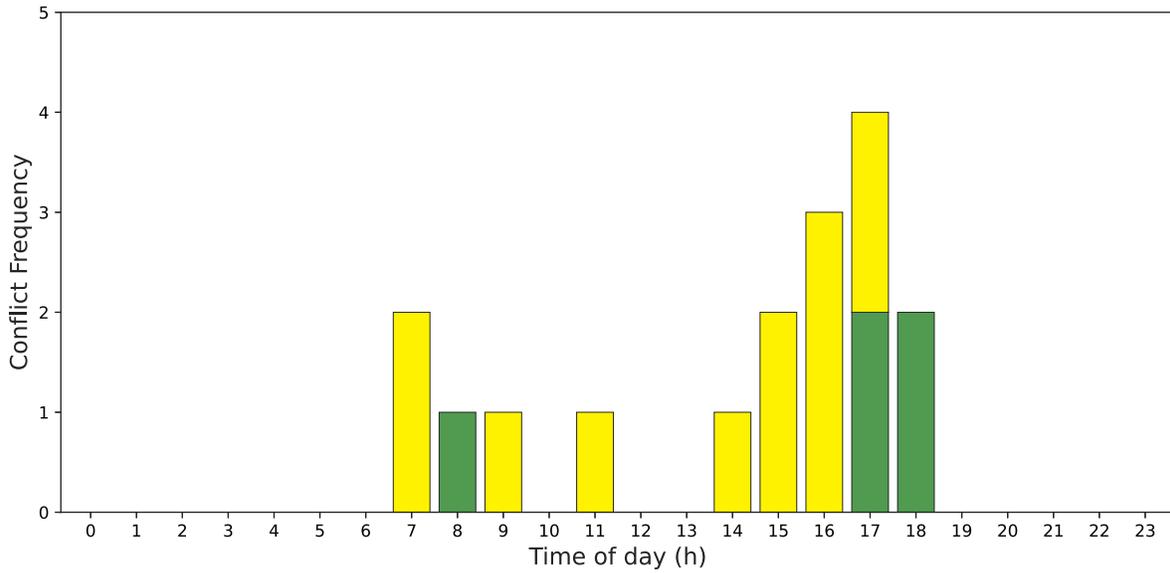




East-Left Vehicle vs West-Through Vehicle @ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18



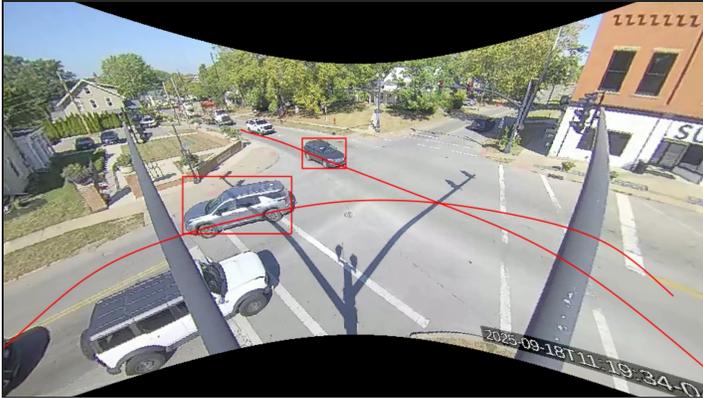
Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	12	5
Annual Estimate	0	0	2190	912
Conflict Rate (%)	0.0	0.0	1.19	0.5
Relative Risk	NA	0.0	0.55	0.56



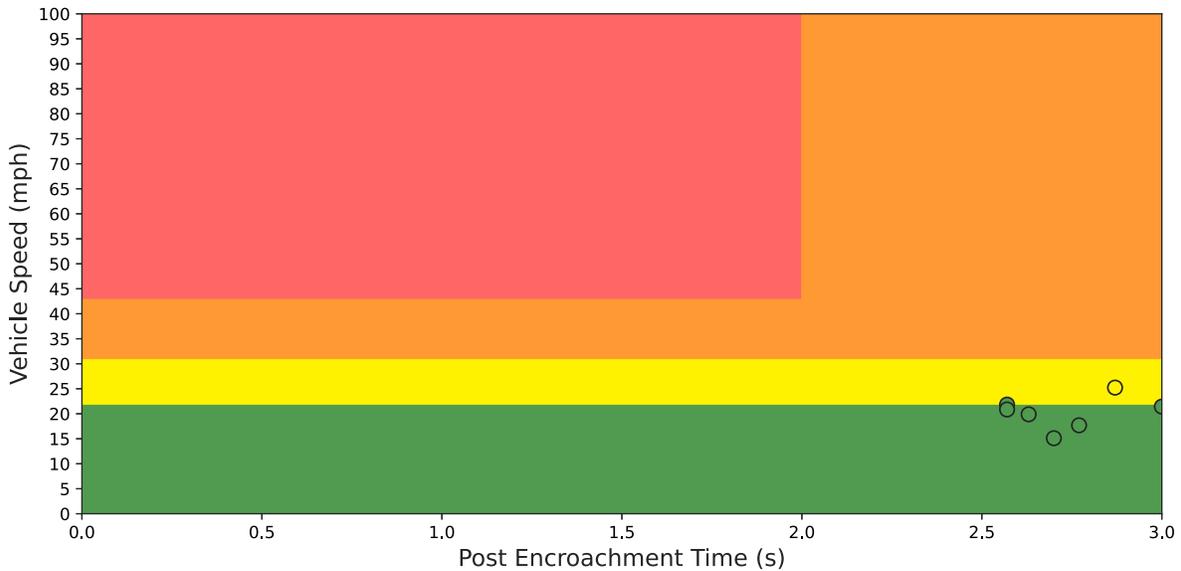
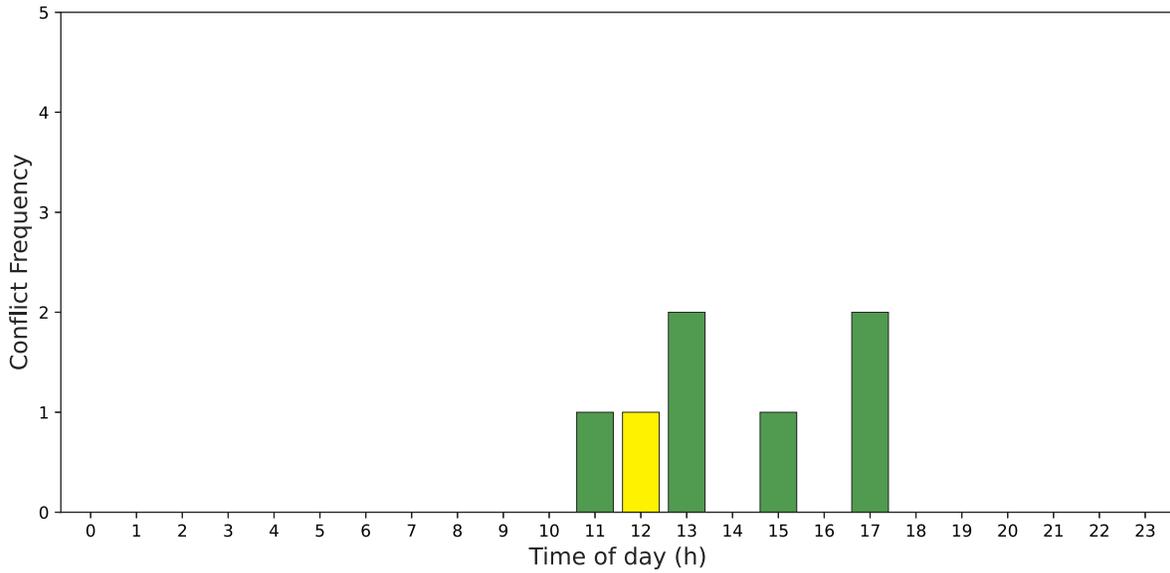


West-Left Vehicle vs East-Through Vehicle

@ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18

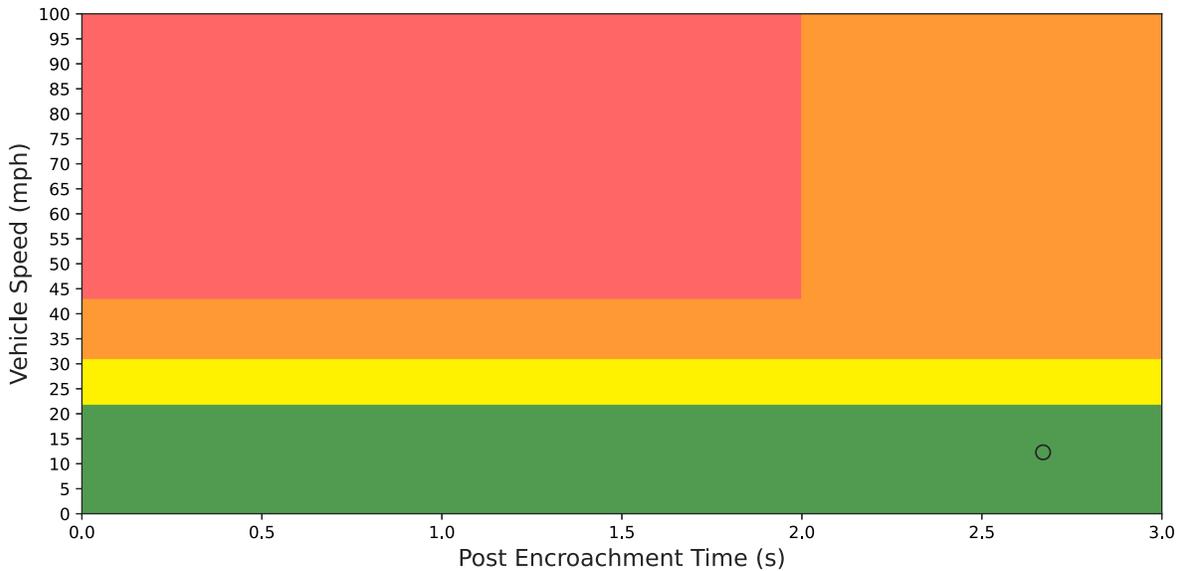
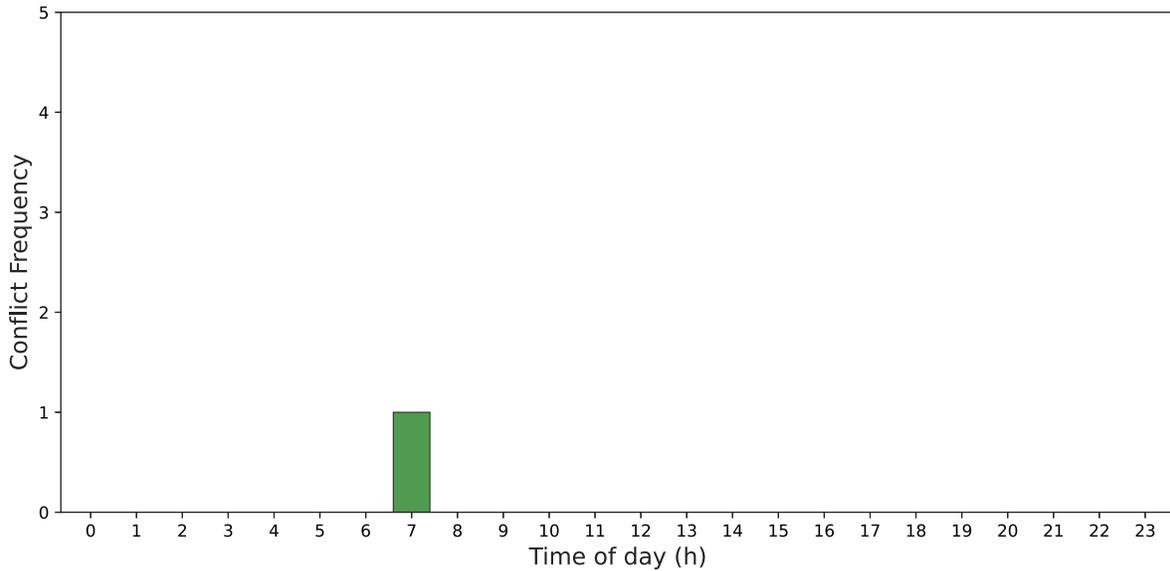
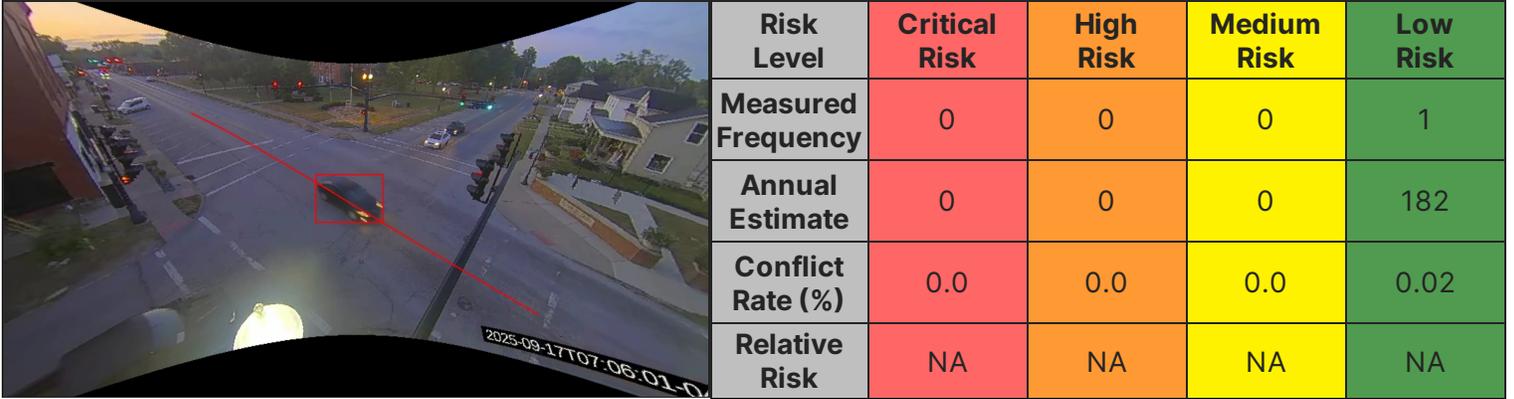


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	1	6
Annual Estimate	0	0	182	1095
Conflict Rate (%)	0.0	0.0	0.31	1.88
Relative Risk	NA	0.0	0.15	0.73



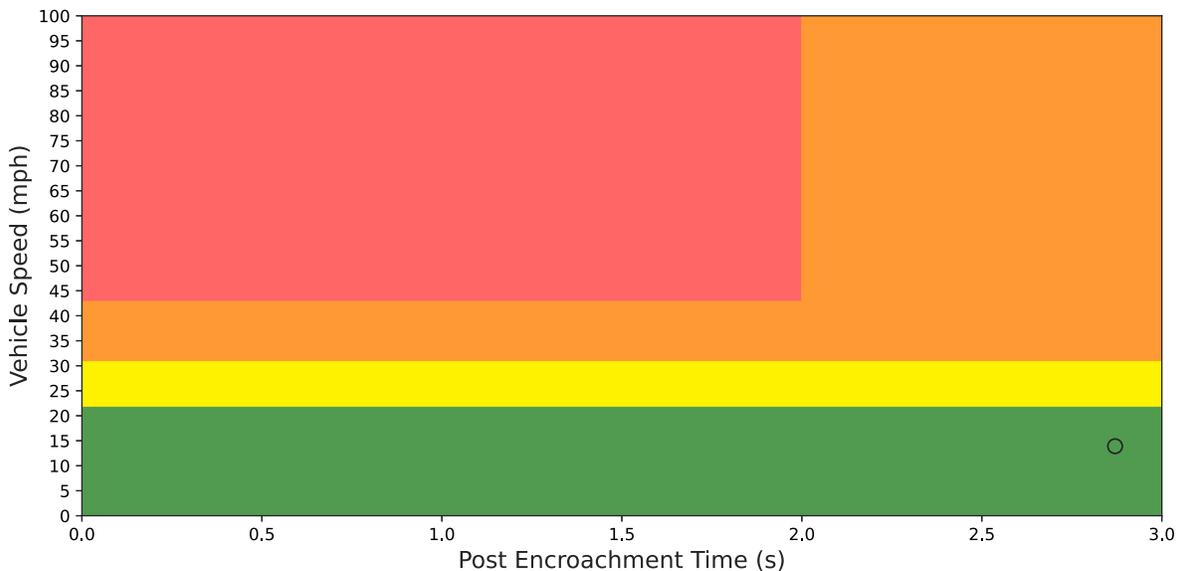
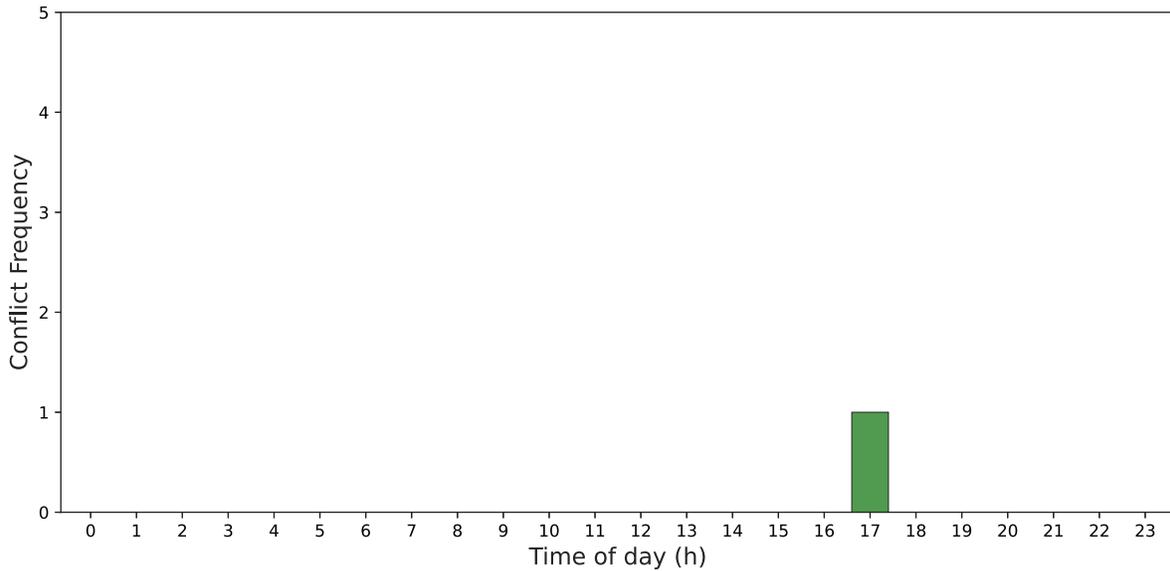
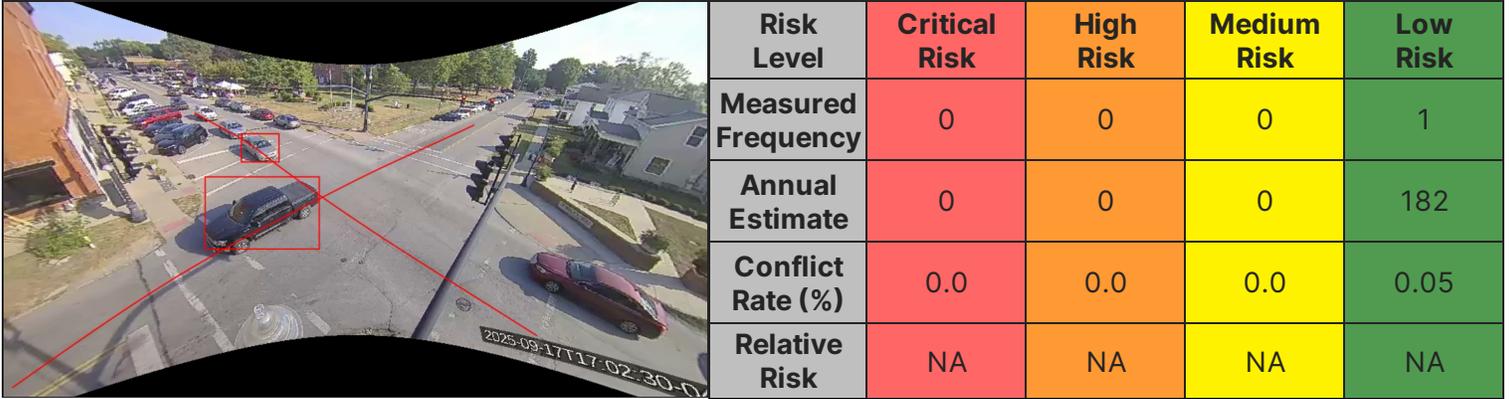


West-Through Vehicle vs South-Through Vehicle @ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18





North-Through Vehicle vs West-Through Vehicle @ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18

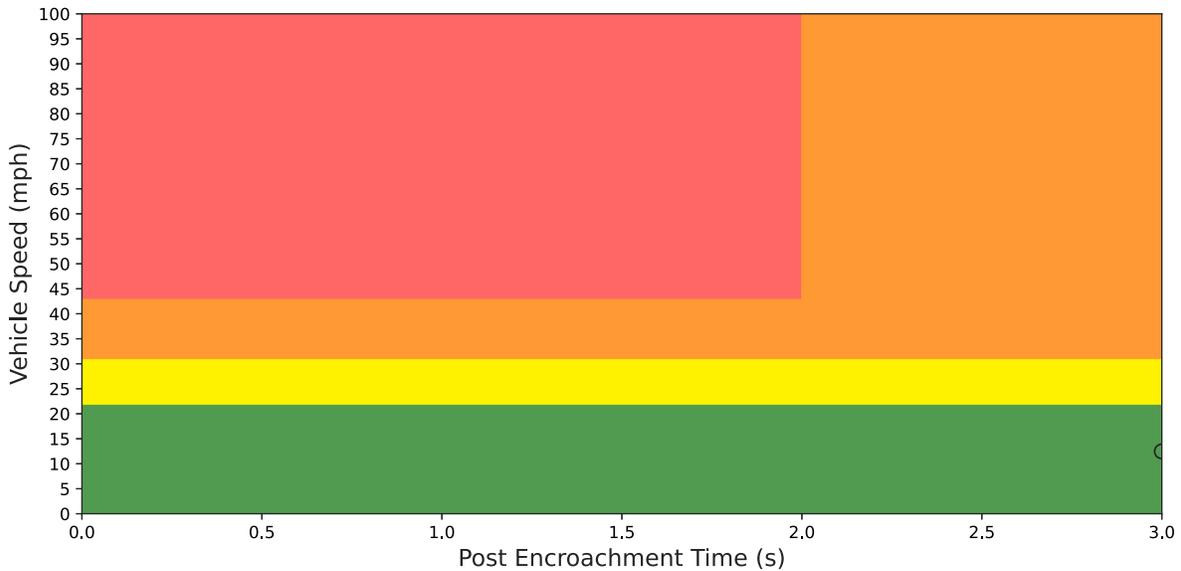
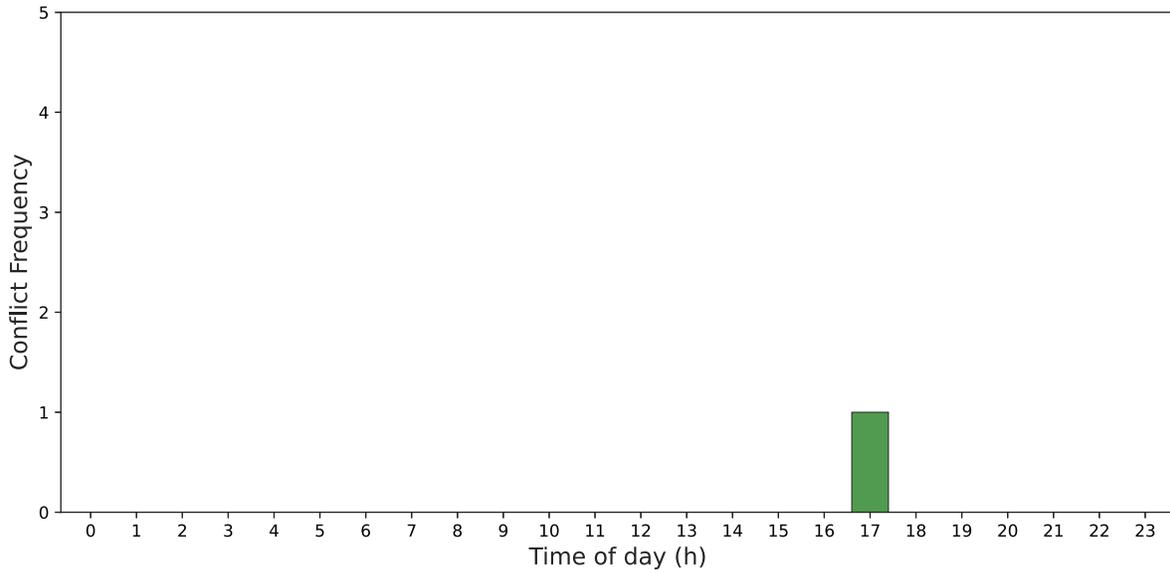




East-Left Vehicle vs South-Through Vehicle

@ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18

Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	0	1
Annual Estimate	0	0	0	182
Conflict Rate (%)	0.0	0.0	0.0	0.1
Relative Risk	NA	NA	NA	NA

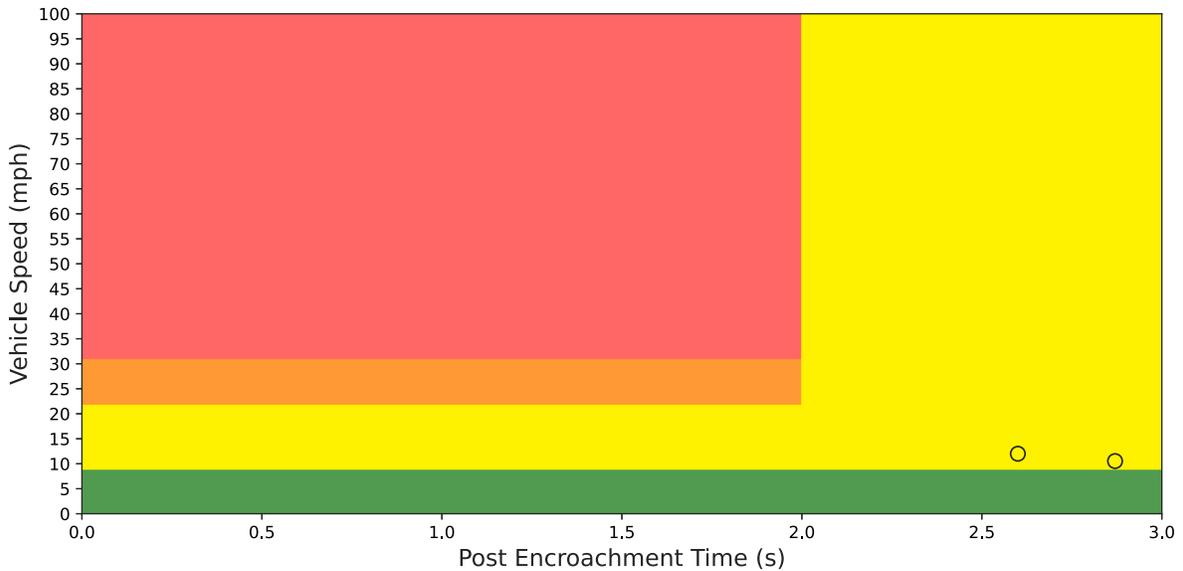
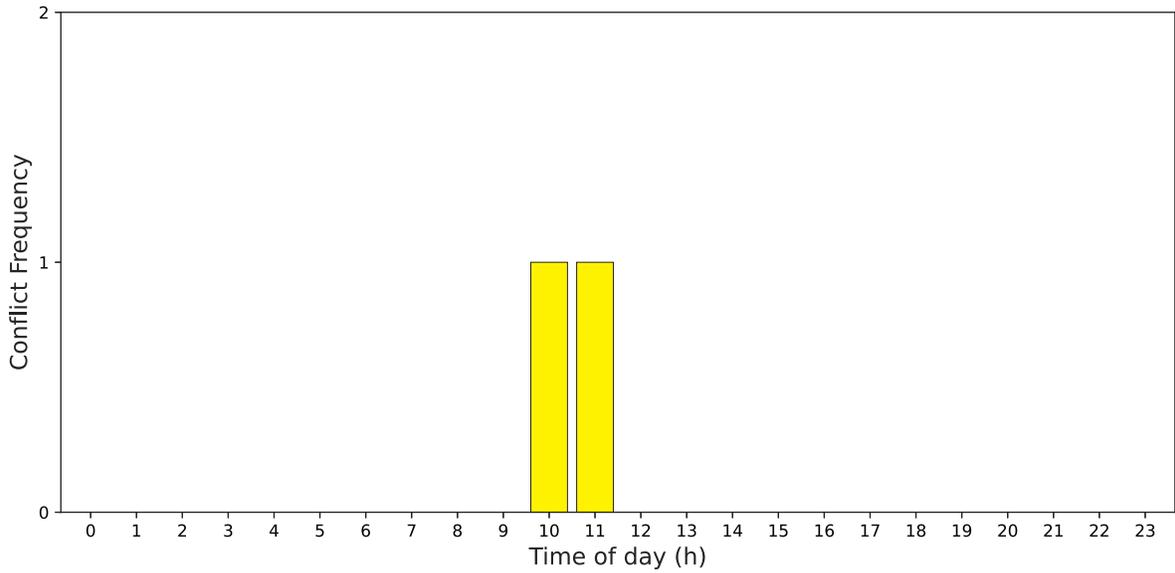




Vehicle vs Unconventional Cyclist

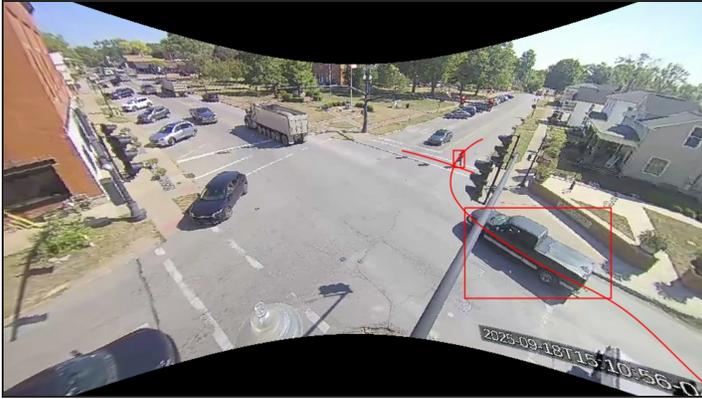
@ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18

	Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
	Measured Frequency	0	0	2	0
	Annual Estimate	0	0	365	0
	Conflict Rate (%)	NA	NA	NA	NA
	Relative Risk	NA	NA	NA	NA

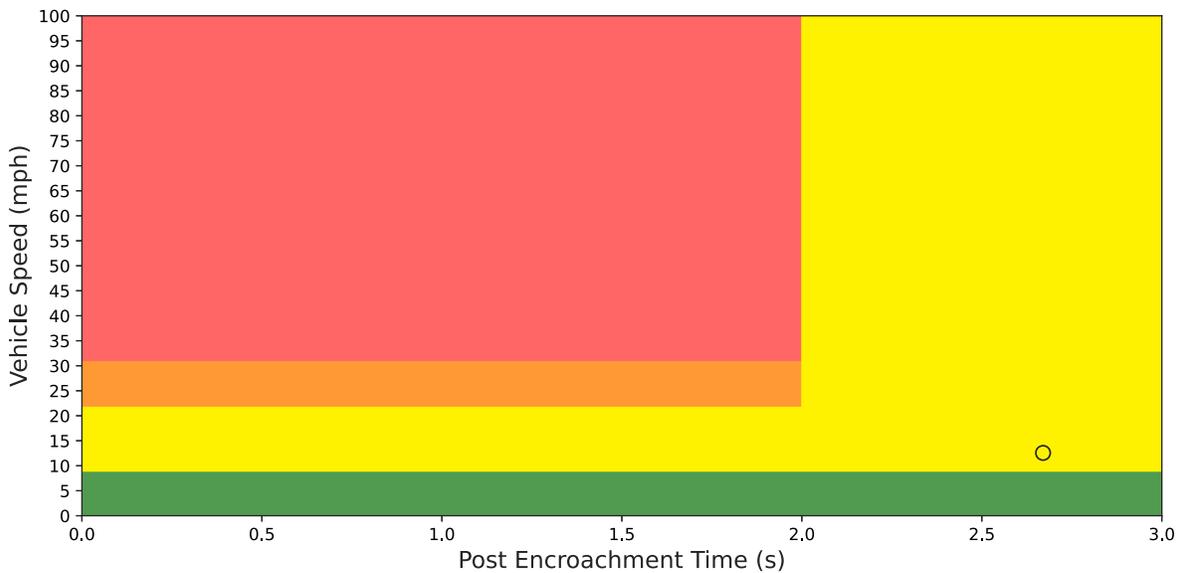
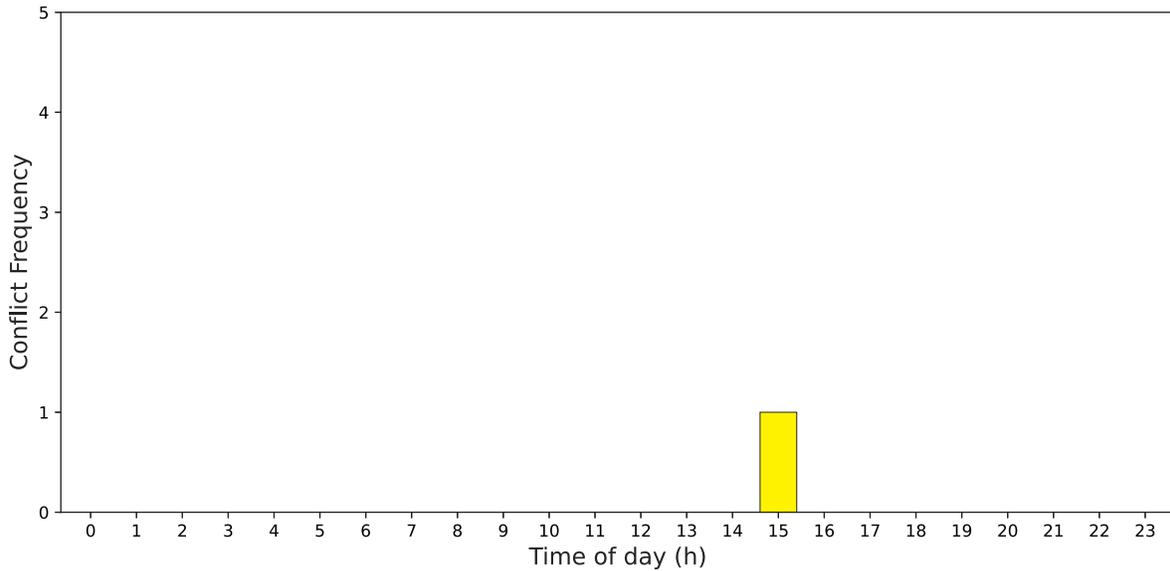




East-Right Vehicle vs Pedestrian on South Side (East-Right Hook) @ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18



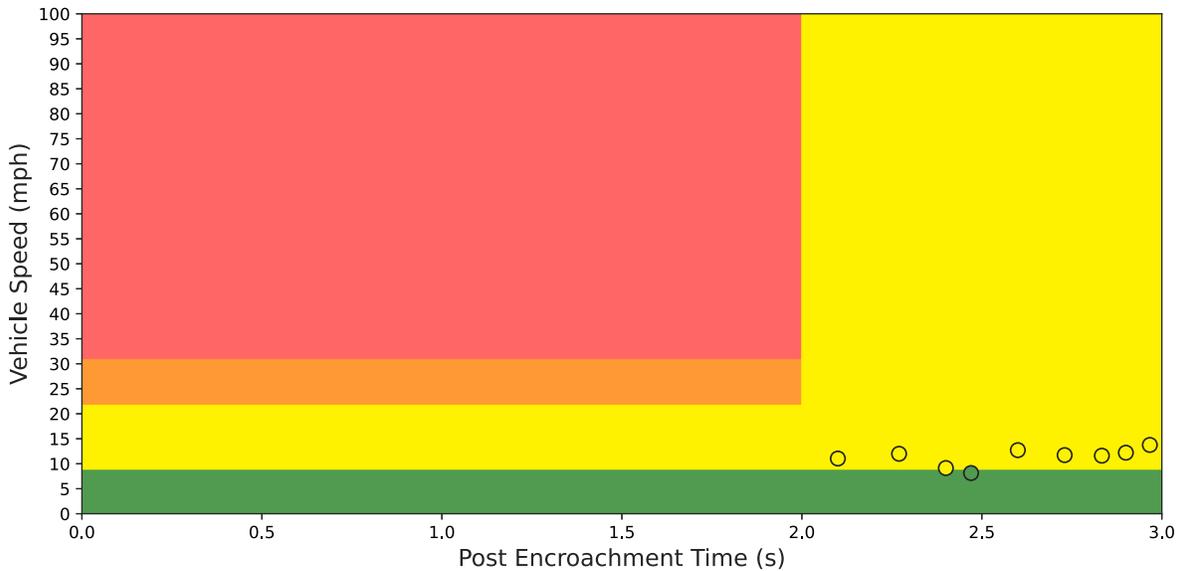
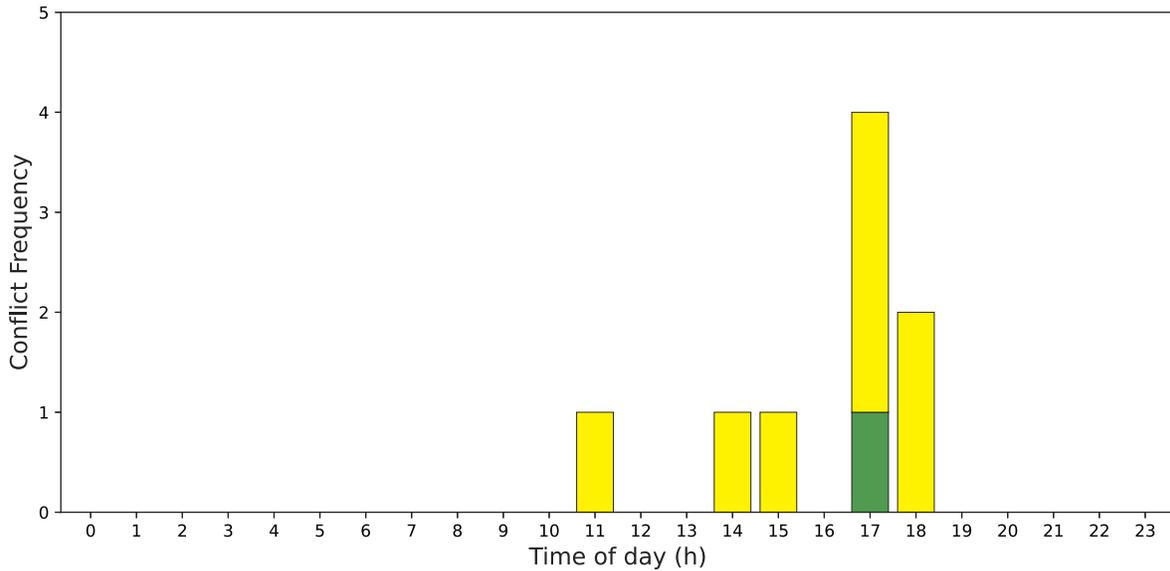
Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	1	0
Annual Estimate	0	0	182	0
Conflict Rate (%)	0.0	0.0	1.72	0.0
Relative Risk	NA	0.0	0.67	0.5





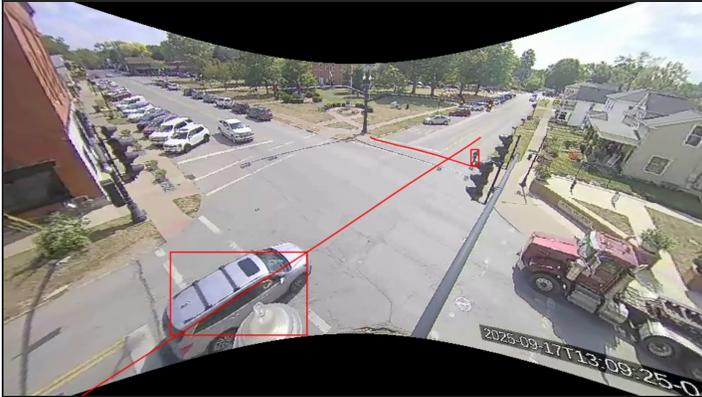
South-Left Vehicle vs Pedestrian on East Side (South-Left Hook) @ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18

	Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
	Measured Frequency	0	0	8	1
	Annual Estimate	0	0	1460	182
	Conflict Rate (%)	0.0	0.0	1.52	0.19
	Relative Risk	NA	NA	1.25	0.97

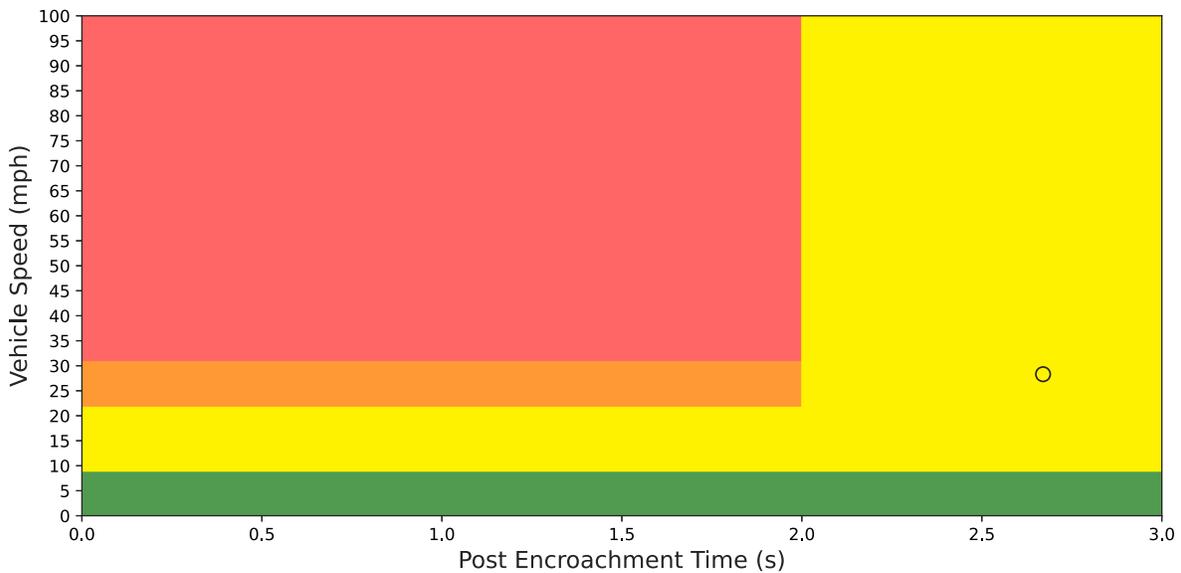
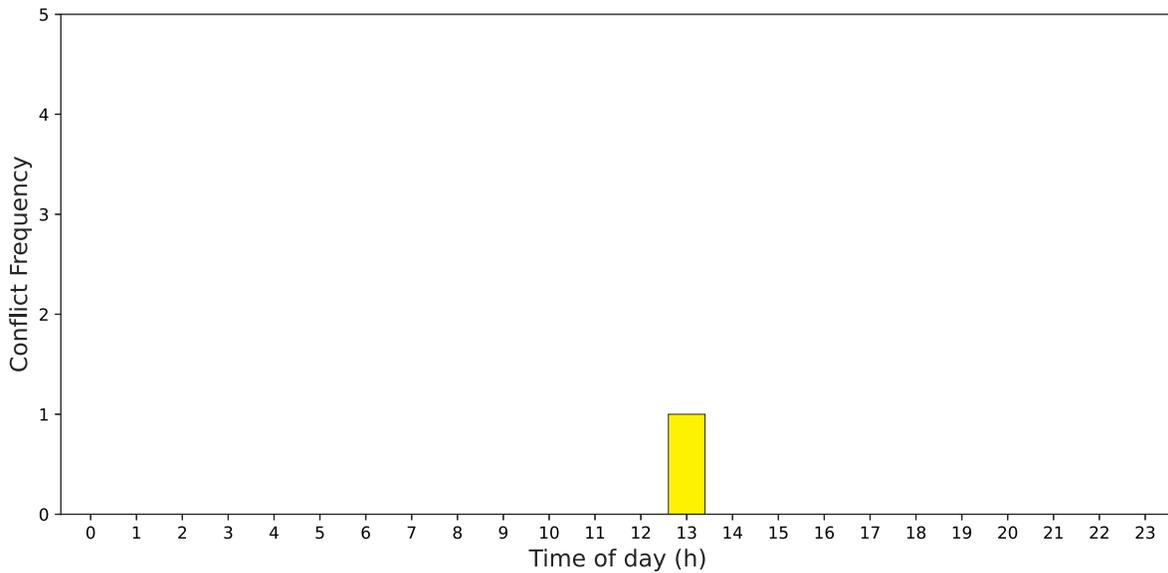




South-Through Vehicle vs Pedestrian on South Side (South-through far-side) @ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18

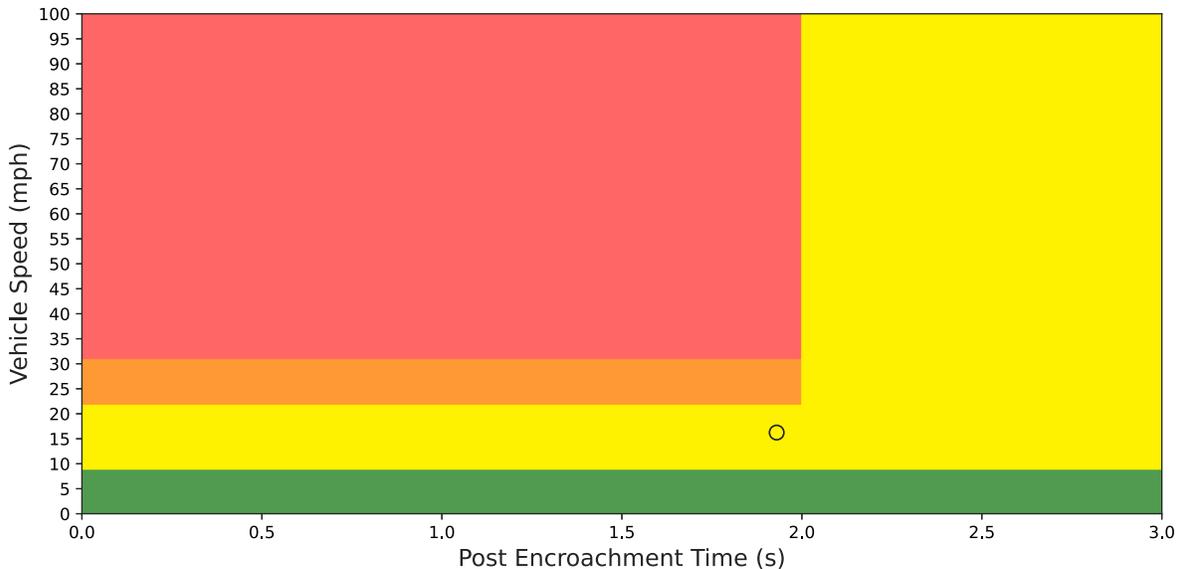
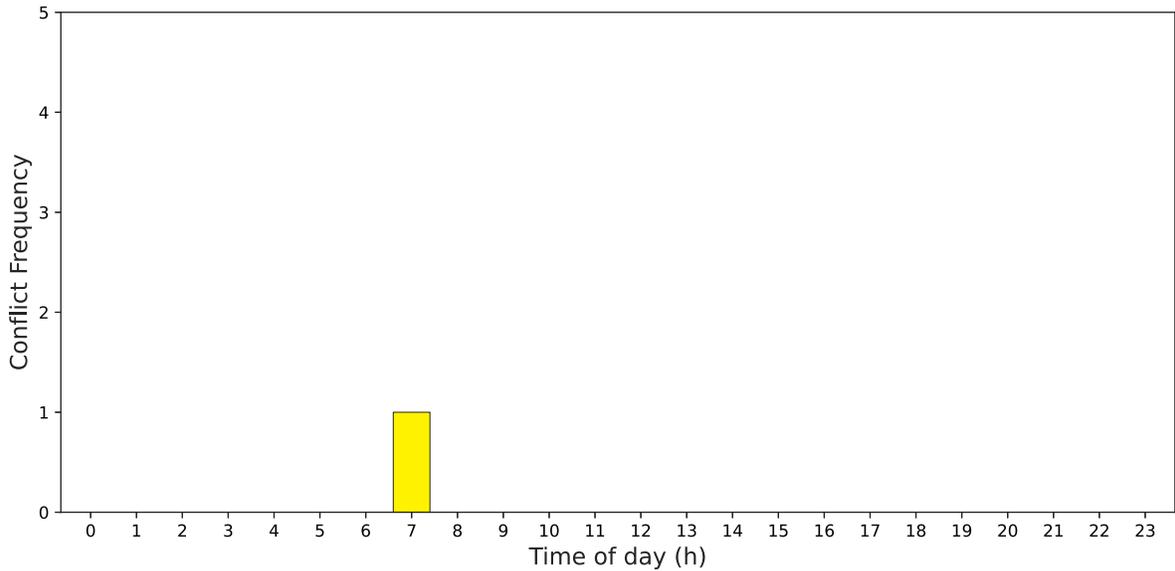
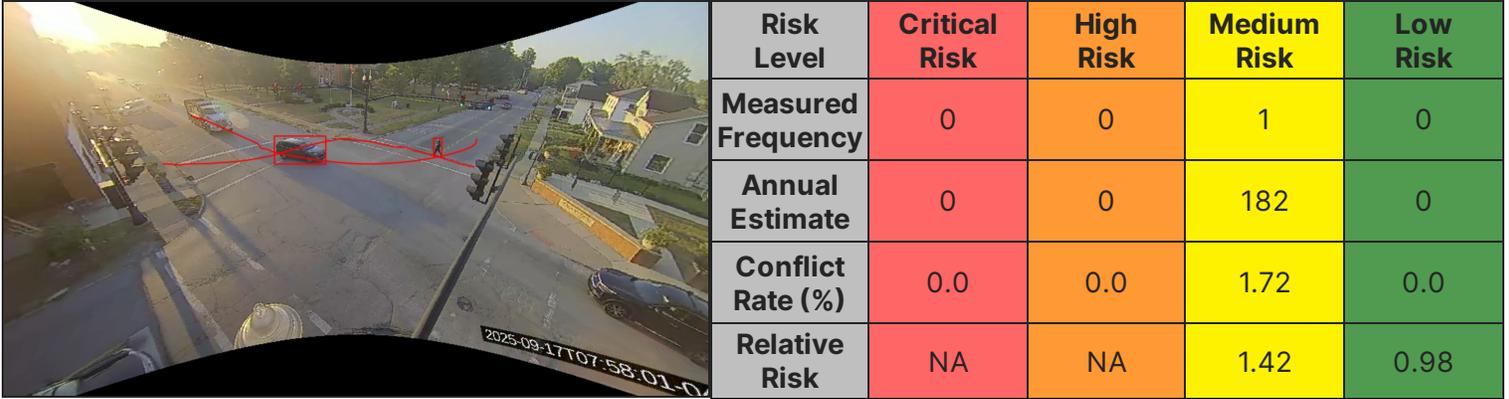


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	1	0
Annual Estimate	0	0	182	0
Conflict Rate (%)	0.0	0.0	1.72	0.0
Relative Risk	NA	NA	NA	NA



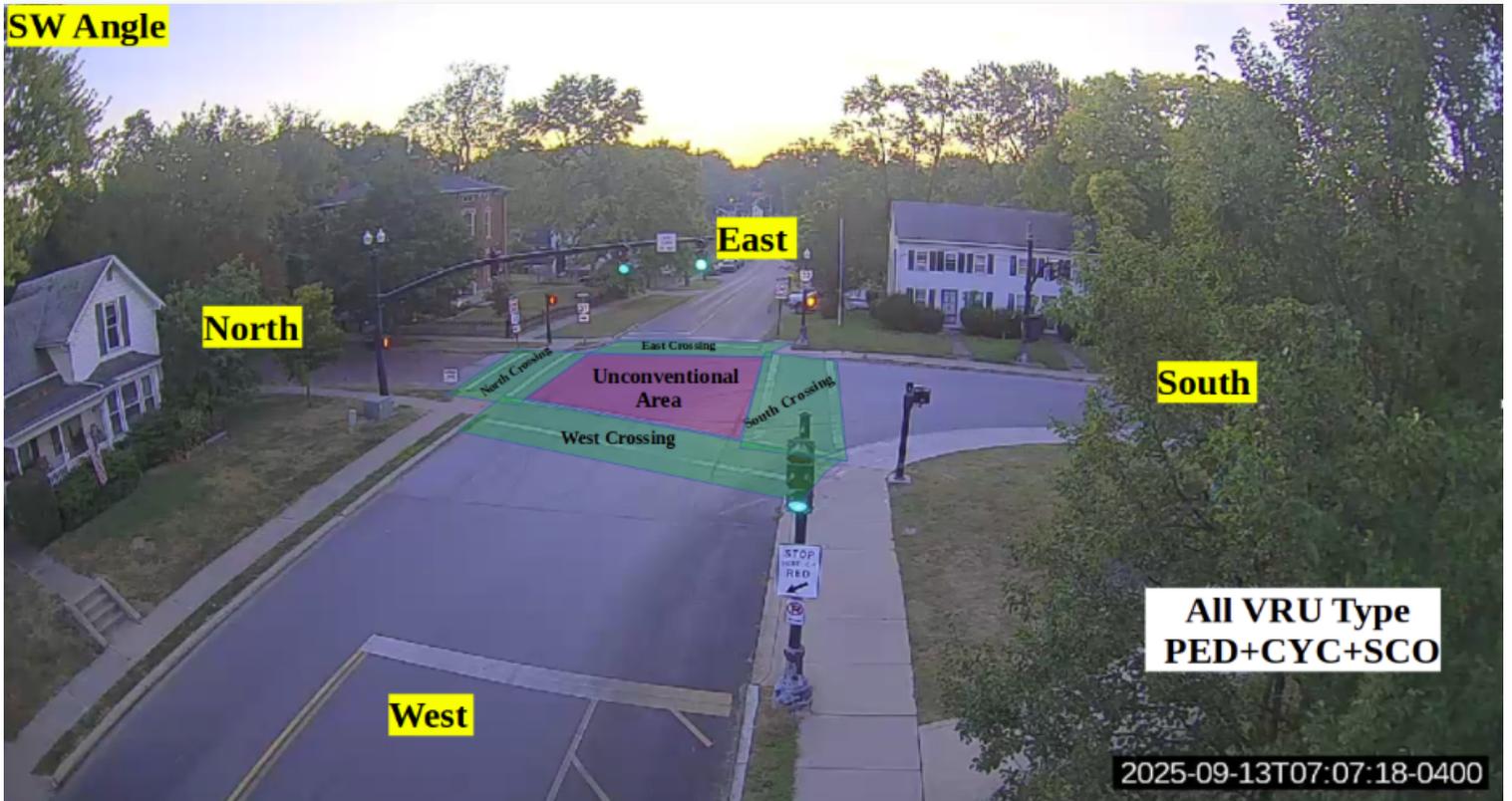


West-Left Vehicle vs Pedestrian on South Side (West-Left Hook) @ E Cherry St. & Columbus St., 2025-Sep-17 to 2025-Sep-18



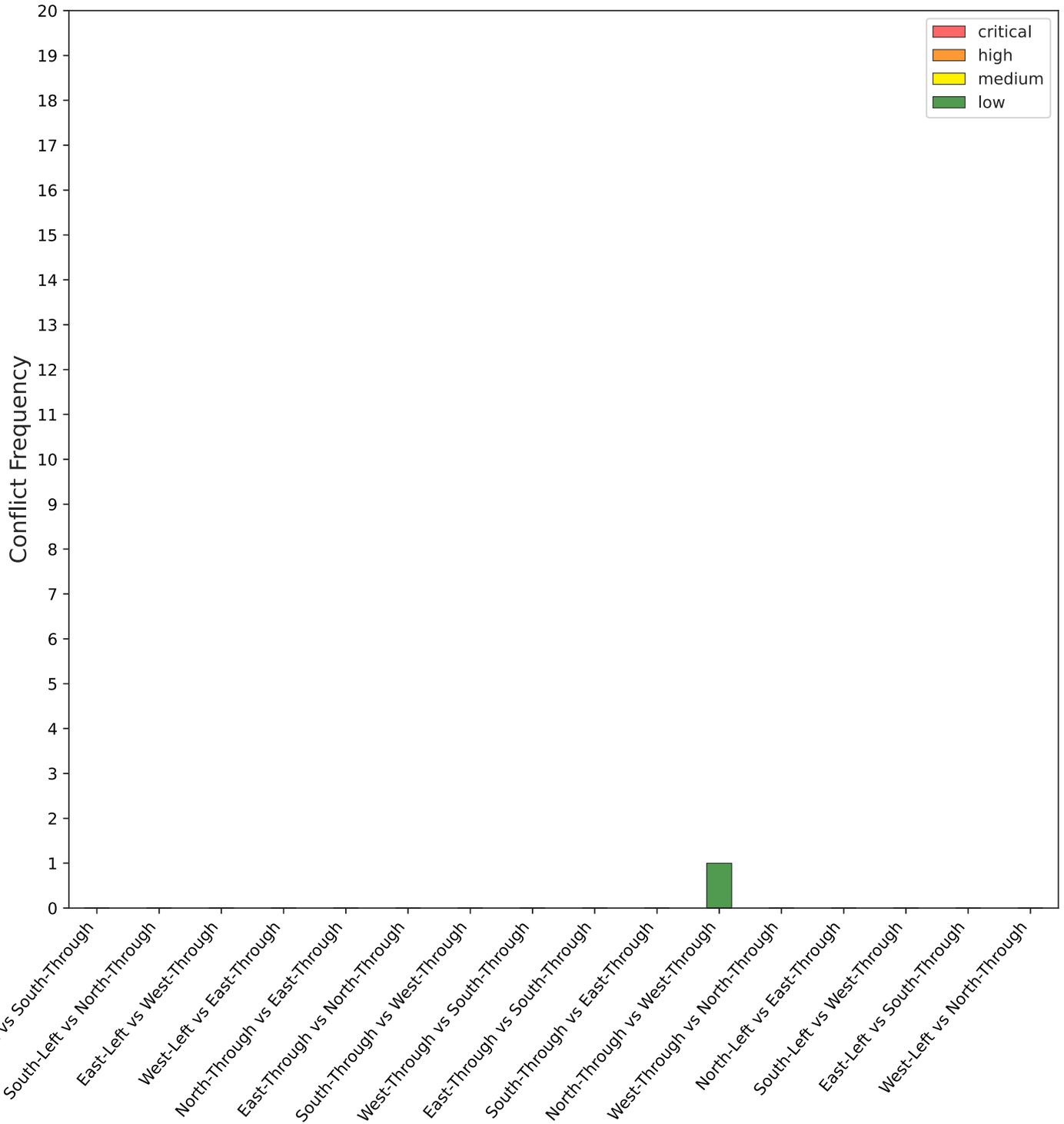


Direction References by Camera Angle





Results Summary – Safe Systems Post Encroachment Time





Results Summary – Safe Systems Post Encroachment Time

Right-Angle (Left-Turning Vehicle vs Oncoming Vehicle)

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Left vs South-Through	NM	NM	NM	NM
South-Left vs North-Through	NM	NM	NM	NM
East-Left vs West-Through	0	0	0	0
West-Left vs East-Through	0	0	0	0

Right-Angle (Through Vehicle vs Through Vehicle)

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Through vs East-Through	0	0	0	0
East-Through vs North-Through	0	0	0	0
South-Through vs West-Through	NM	NM	NM	NM
West-Through vs South-Through	NM	NM	NM	NM
East-Through vs South-Through	NM	NM	NM	NM
South-Through vs East-Through	0	0	0	0
North-Through vs West-Through	1	0	0	0
West-Through vs North-Through	0	0	0	0

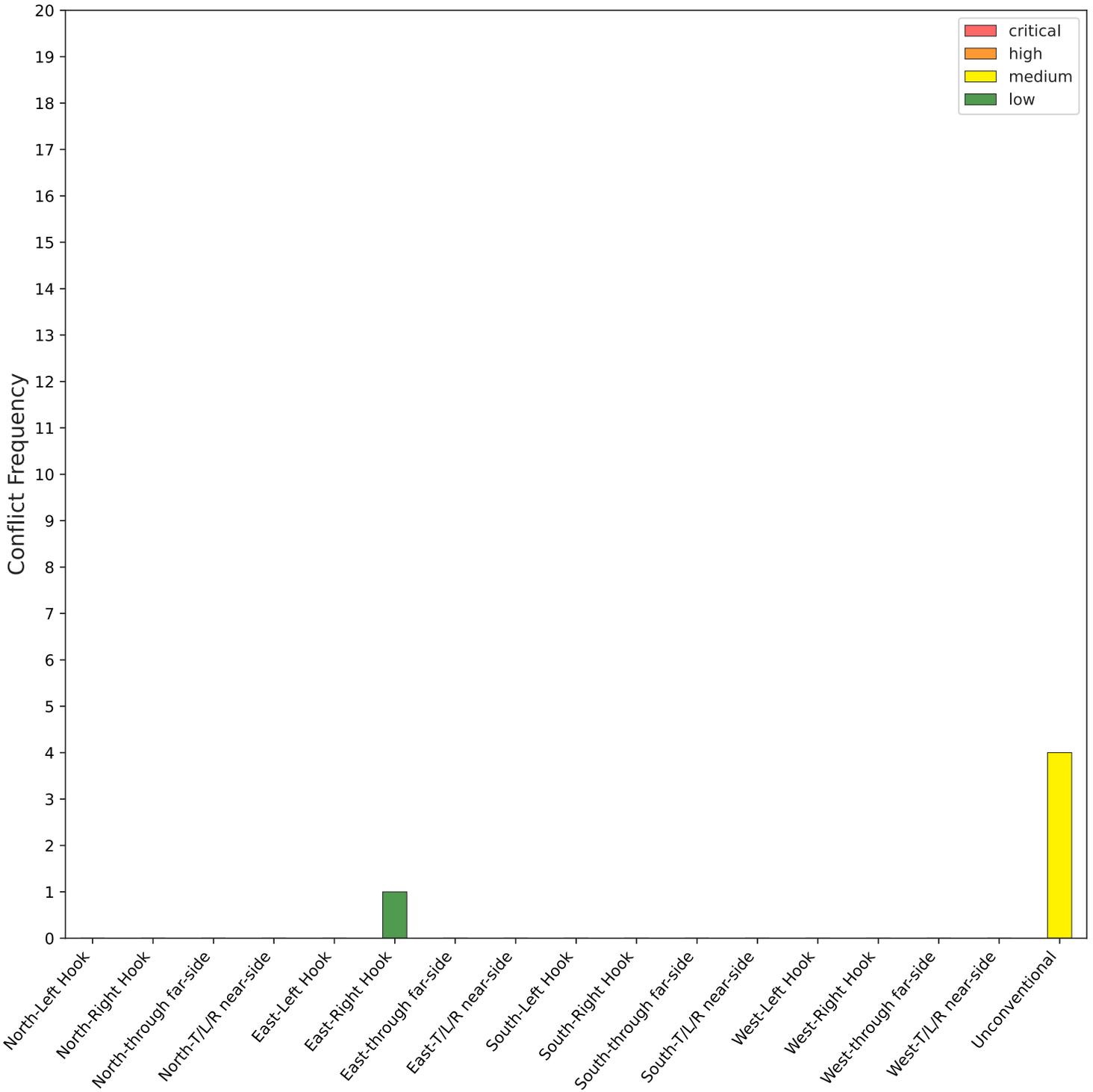
Right-Angle (Left-Turning Vehicle vs Through Vehicle from Left)

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Left vs East-Through	0	0	0	0
South-Left vs West-Through	NM	NM	NM	NM
East-Left vs South-Through	NM	NM	NM	NM
West-Left vs North-Through	0	0	0	0

NM = Not Measured



Results Summary – Cyclist Safe Systems Risk Indicator





Results Summary – Cyclist Safe Systems Risk Indicator

Cyclist vs Northbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Left Hook	0	0	0	0
North-Right Hook	0	0	0	0
North-through far-side	0	0	0	0
North-T/L/R near-side	0	0	0	0

Cyclist vs Eastbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
East-Left Hook	0	0	0	0
East-Right Hook	1	0	0	0
East-through far-side	0	0	0	0
East-T/L/R near-side	0	0	0	0

Cyclist vs Southbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
South-Left Hook	NM	NM	NM	NM
South-Right Hook	NM	NM	NM	NM
South-through far-side	NM	NM	NM	NM
South-T/L/R near-side	NM	NM	NM	NM

Cyclist vs Westbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
West-Left Hook	0	0	0	0
West-Right Hook	0	0	0	0
West-through far-side	0	0	0	0
West-T/L/R near-side	0	0	0	0

Unconventional Cyclist Movement vs Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
Unconventional	0	4	0	0

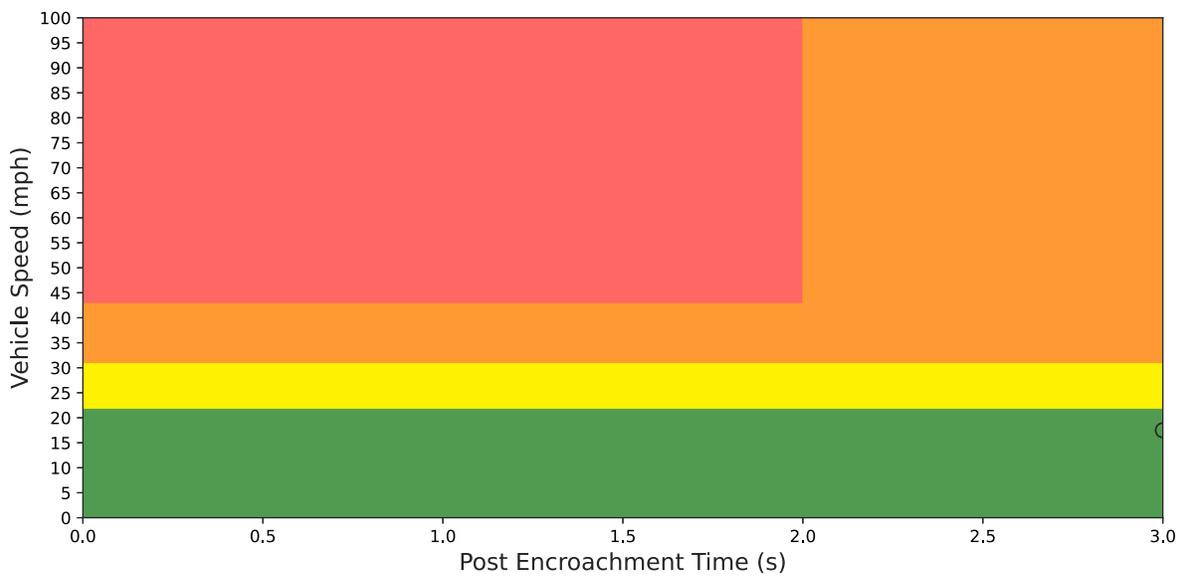
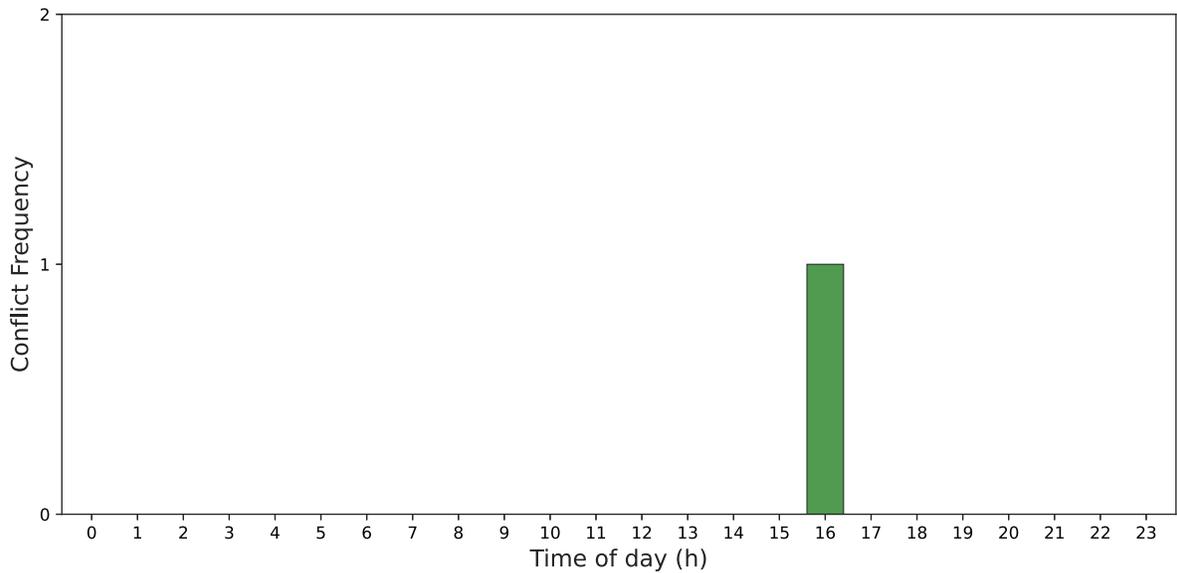
NM = Not Measured



North-Through Vehicle vs West-Through Vehicle @ E Cherry St. & Morning St., 2025-Sep-10 to 2025-Sep-11

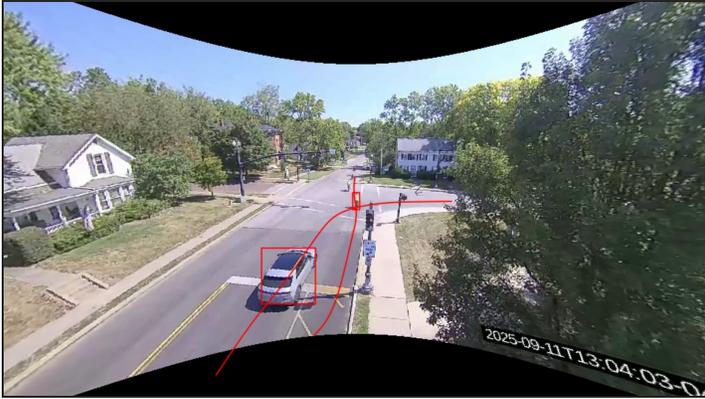


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	0	1
Annual Estimate	0	0	0	182
Conflict Rate (%)	0.0	0.0	0.0	0.74
Relative Risk	NA	NA	NA	NA

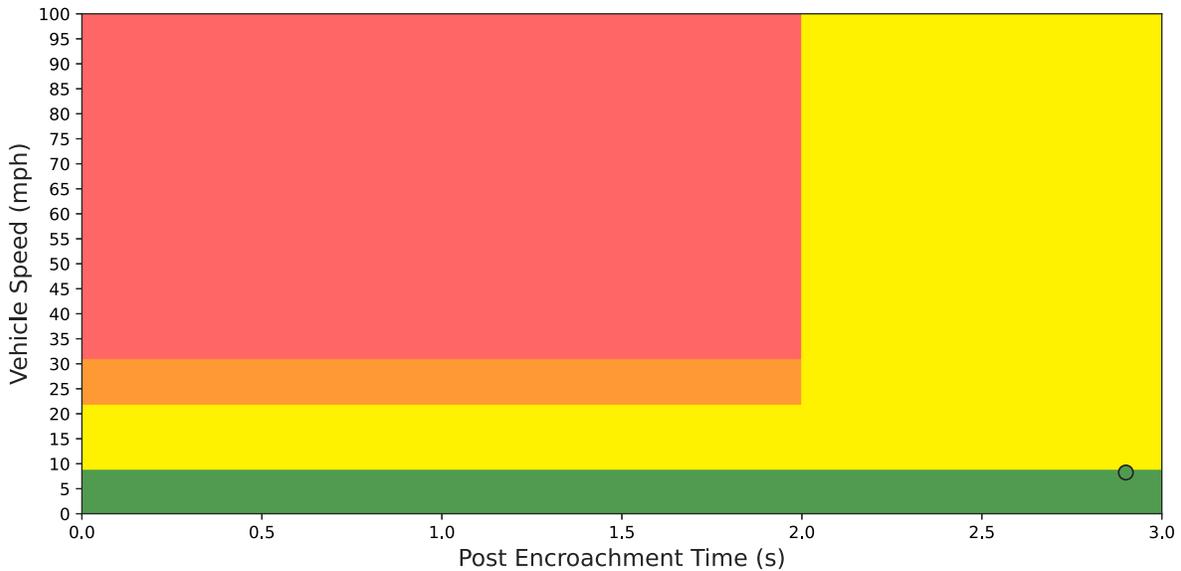
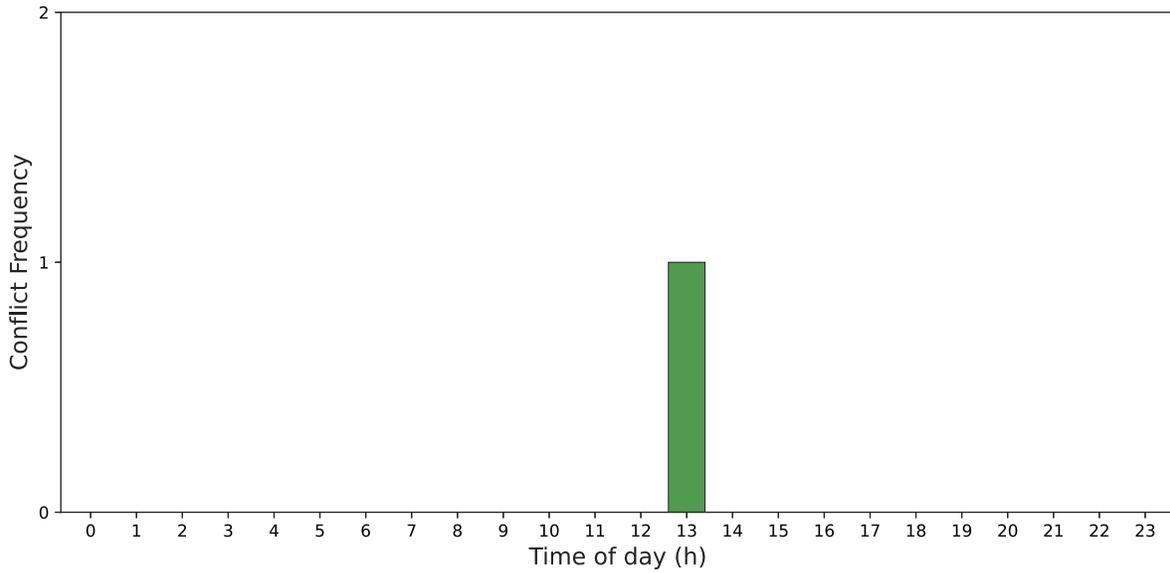




East-Right Vehicle vs Cyclist on South Side (East-Right Hook) @ E Cherry St. & Morning St., 2025-Sep-10 to 2025-Sep-11

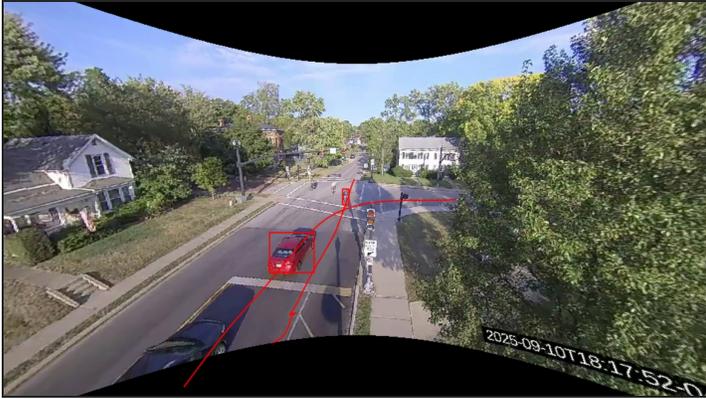


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	0	1
Annual Estimate	0	0	0	182
Conflict Rate (%)	0.0	0.0	0.0	1.32
Relative Risk	NA	0.0	0.0	0.33

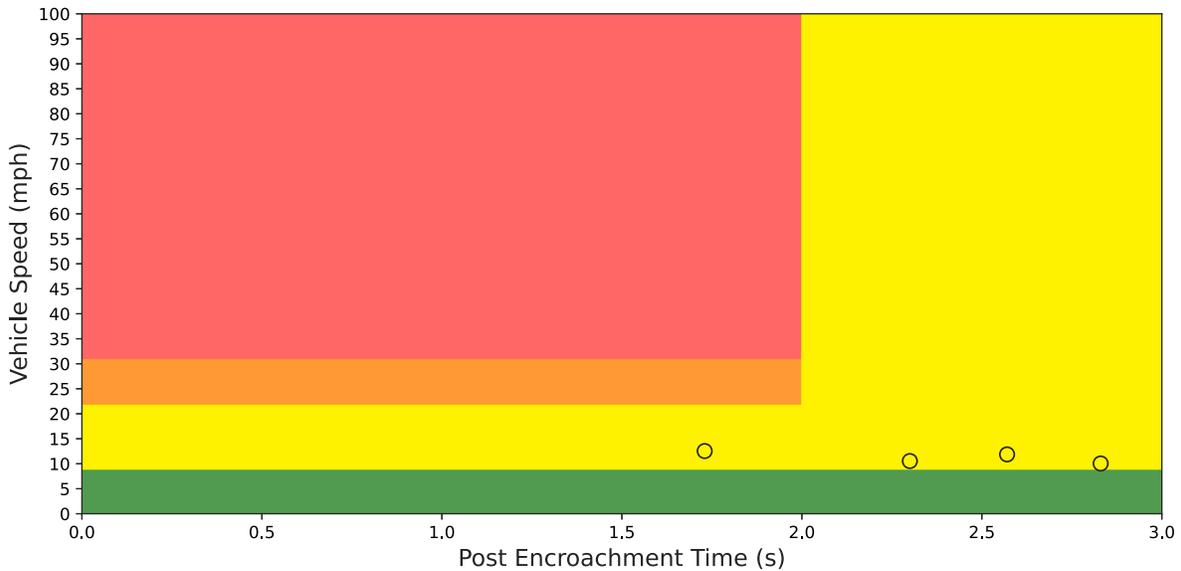
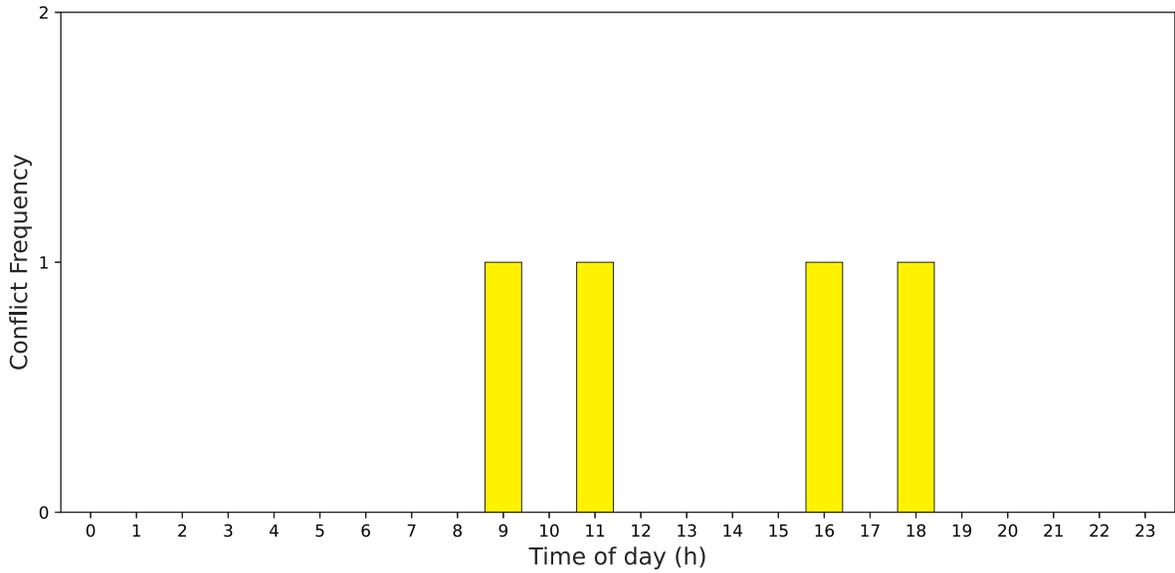




Vehicle vs Unconventional Cyclist @ E Cherry St. & Morning St., 2025-Sep-10 to 2025-Sep-11

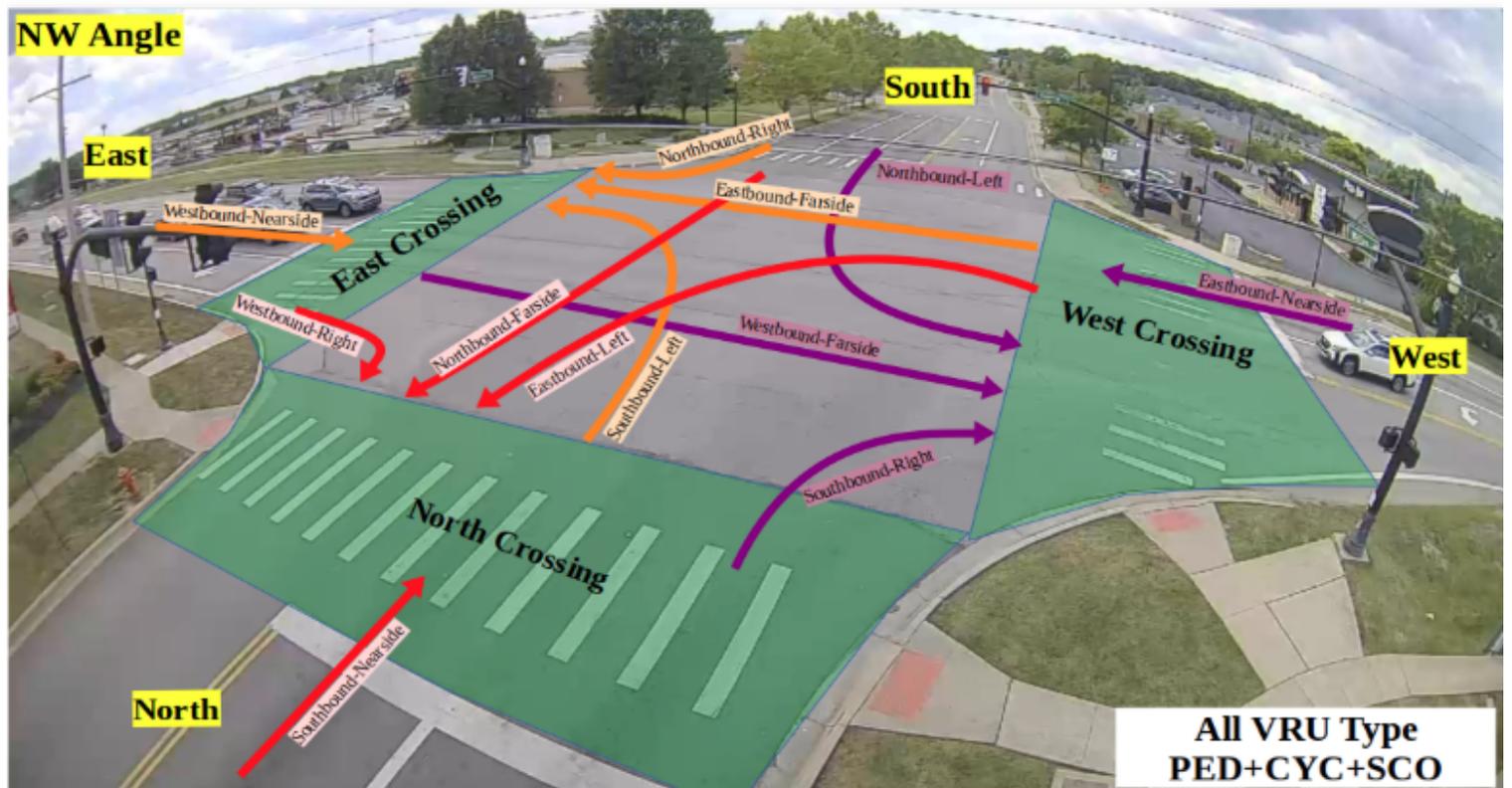
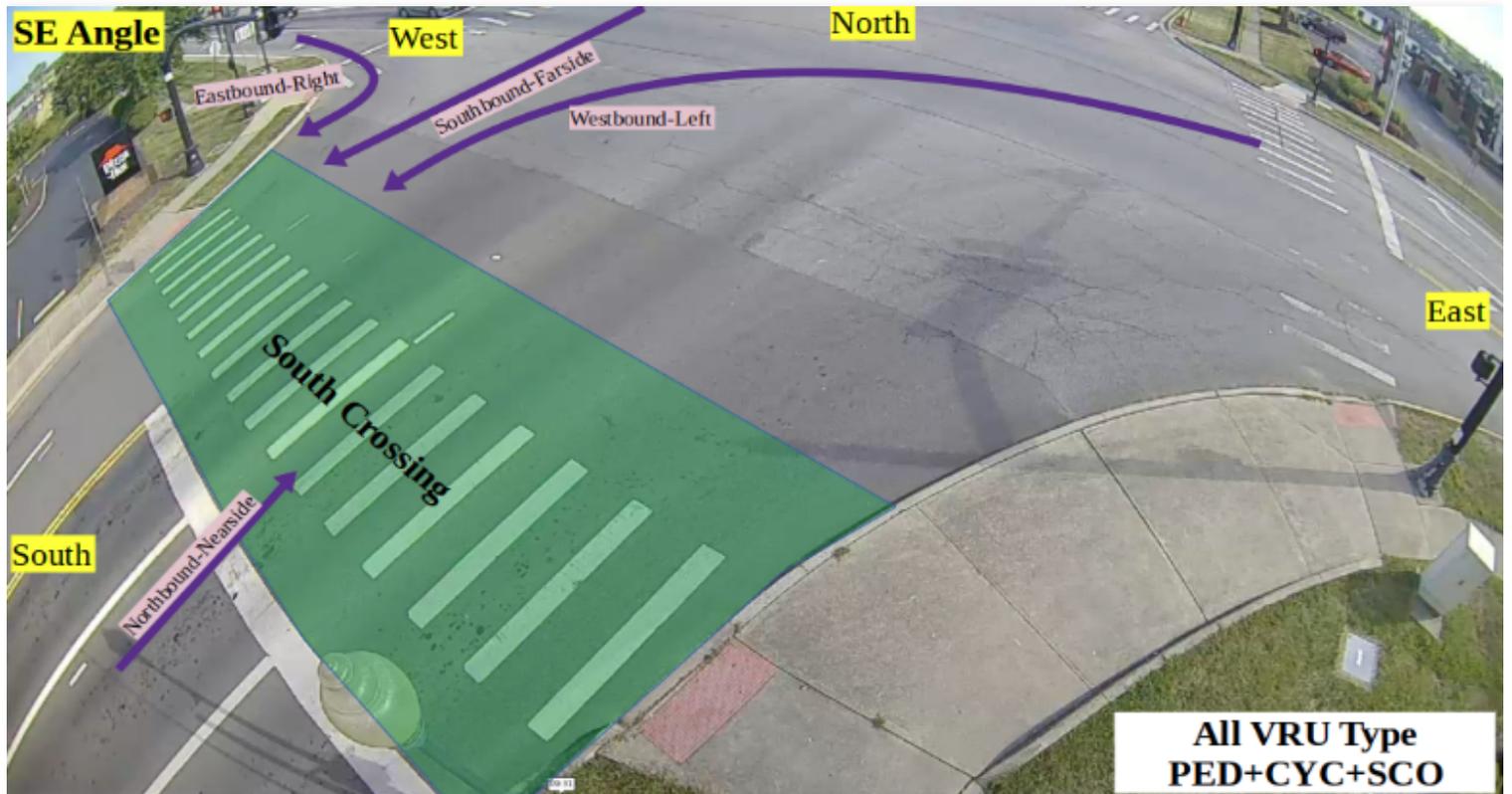


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	4	0
Annual Estimate	0	0	730	0
Conflict Rate (%)	NA	NA	NA	NA
Relative Risk	NA	NA	NA	NA



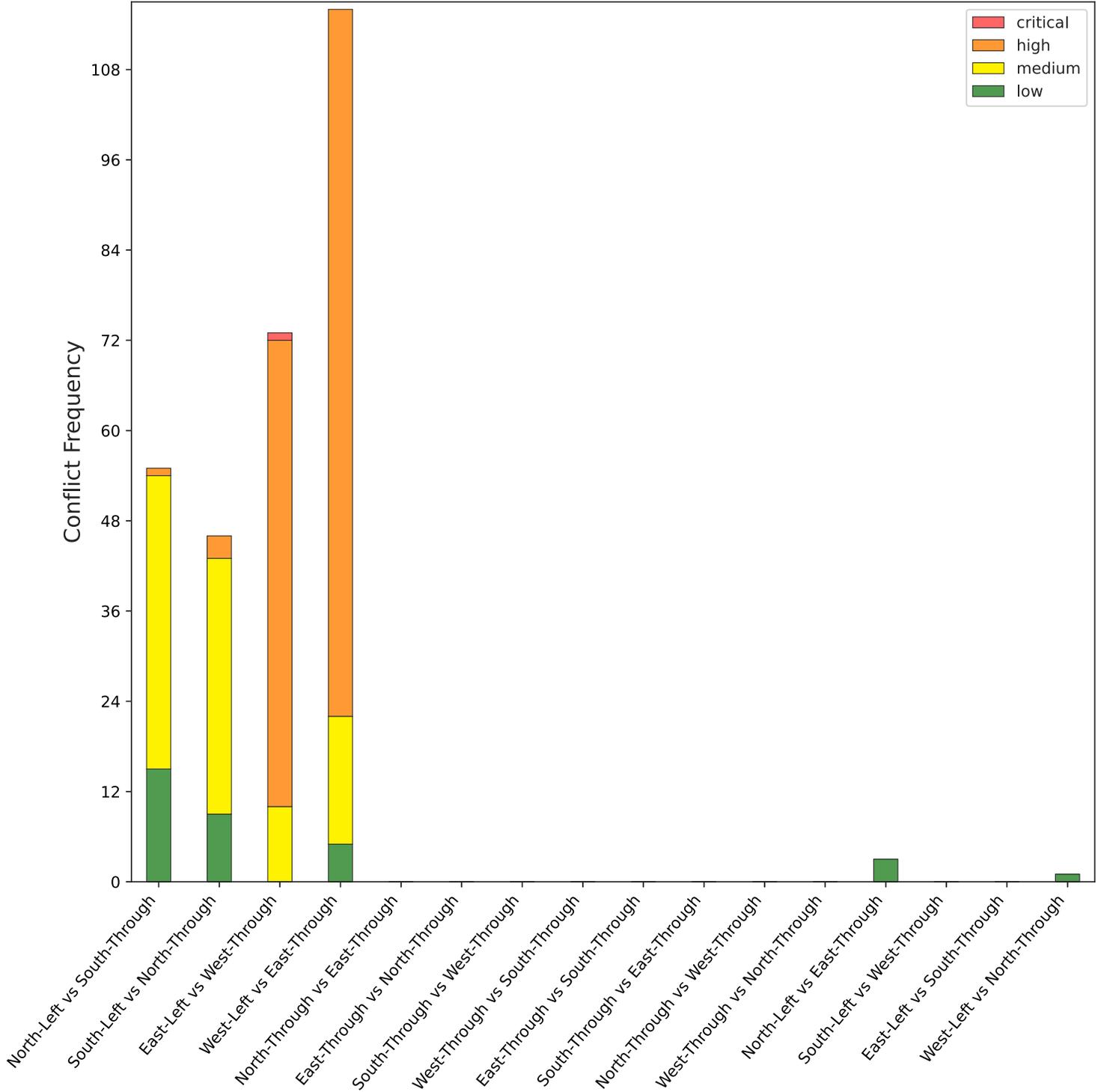


Direction References by Camera Angle





Results Summary – Safe Systems Post Encroachment Time





Results Summary – Safe Systems Post Encroachment Time

Right-Angle (Left-Turning Vehicle vs Oncoming Vehicle)

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Left vs South-Through	15	39	1	0
South-Left vs North-Through	9	34	3	0
East-Left vs West-Through	0	10	62	1
West-Left vs East-Through	5	17	94	0

Right-Angle (Through Vehicle vs Through Vehicle)

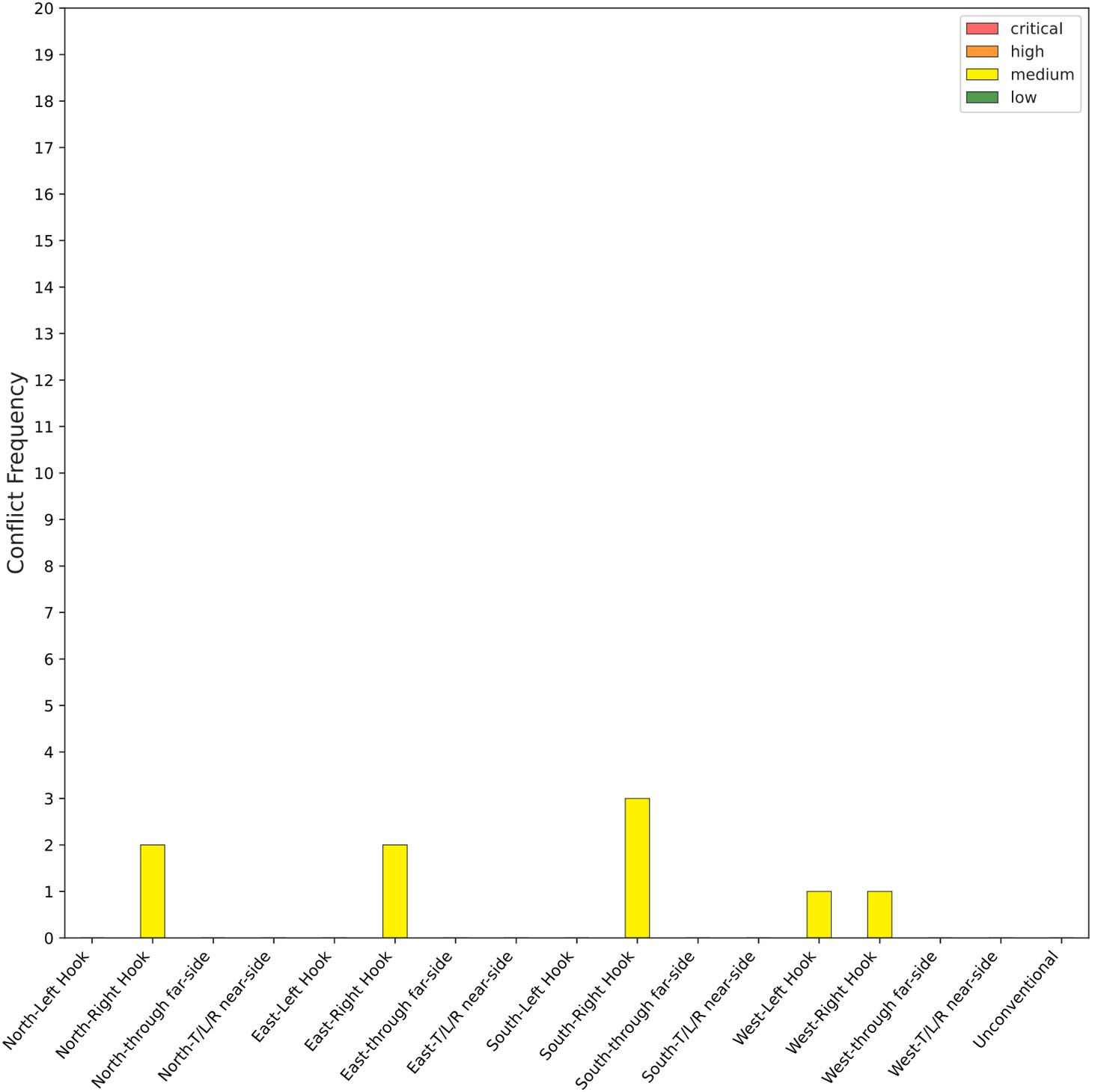
Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Through vs East-Through	0	0	0	0
East-Through vs North-Through	0	0	0	0
South-Through vs West-Through	0	0	0	0
West-Through vs South-Through	0	0	0	0
East-Through vs South-Through	0	0	0	0
South-Through vs East-Through	0	0	0	0
North-Through vs West-Through	0	0	0	0
West-Through vs North-Through	0	0	0	0

Right-Angle (Left-Turning Vehicle vs Through Vehicle from Left)

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Left vs East-Through	3	0	0	0
South-Left vs West-Through	0	0	0	0
East-Left vs South-Through	0	0	0	0
West-Left vs North-Through	1	0	0	0



Results Summary – Cyclist Safe Systems Risk Indicator





Results Summary – Cyclist Safe Systems Risk Indicator

Cyclist vs Northbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Left Hook	0	0	0	0
North-Right Hook	0	2	0	0
North-through far-side	0	0	0	0
North-T/L/R near-side	0	0	0	0

Cyclist vs Eastbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
East-Left Hook	0	0	0	0
East-Right Hook	0	2	0	0
East-through far-side	0	0	0	0
East-T/L/R near-side	0	0	0	0

Cyclist vs Southbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
South-Left Hook	0	0	0	0
South-Right Hook	0	3	0	0
South-through far-side	0	0	0	0
South-T/L/R near-side	0	0	0	0

Cyclist vs Westbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
West-Left Hook	0	1	0	0
West-Right Hook	0	1	0	0
West-through far-side	0	0	0	0
West-T/L/R near-side	0	0	0	0

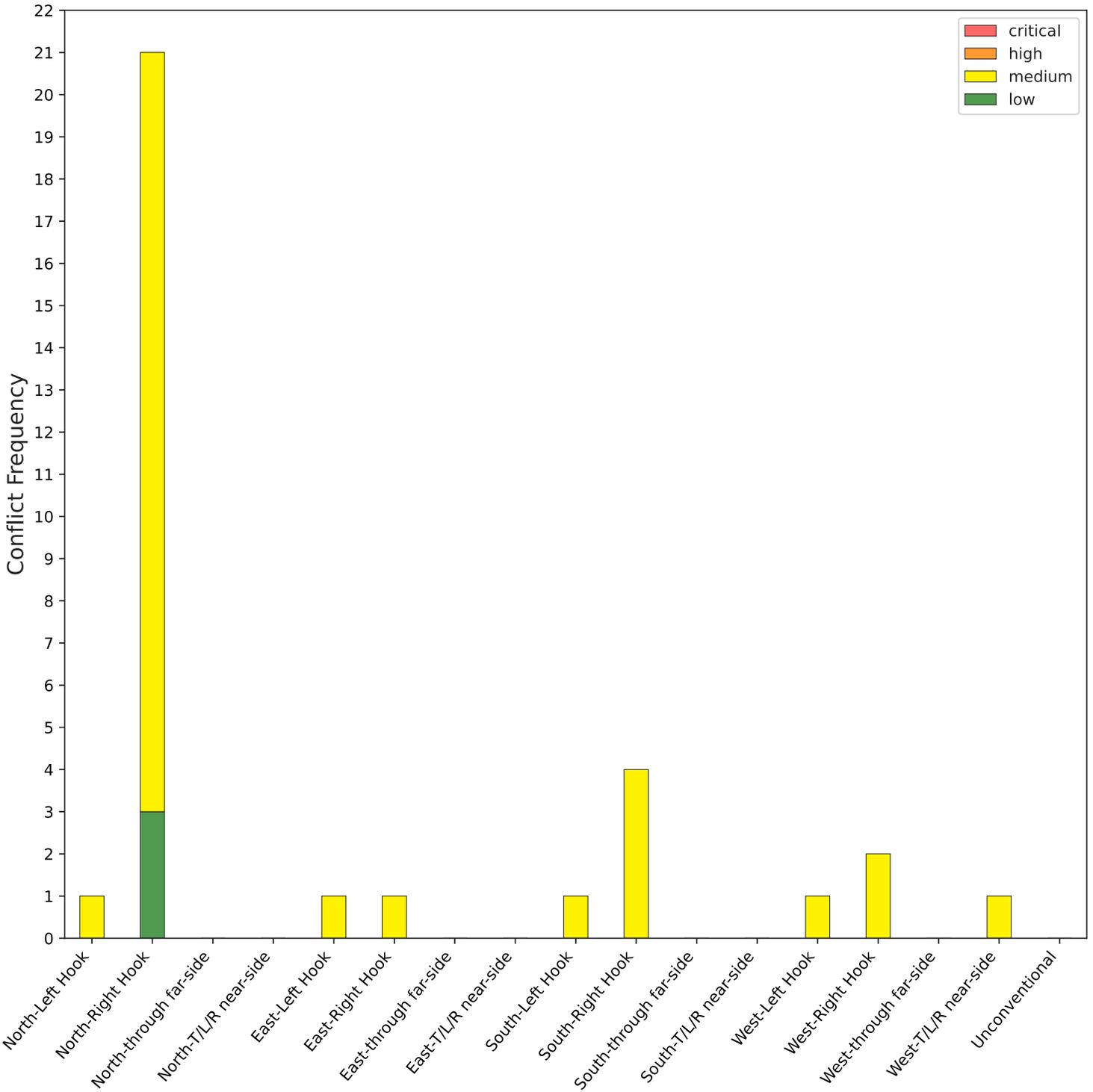
Unconventional Cyclist Movement vs Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
Unconventional	NM	NM	NM	NM

NM = Not Measured



Results Summary – Pedestrian Safe Systems Risk Indicator





Results Summary – Pedestrian Safe Systems Risk Indicator

Pedestrian vs Northbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
North-Left Hook	0	1	0	0
North-Right Hook	3	18	0	0
North-through far-side	0	0	0	0
North-T/L/R near-side	0	0	0	0

Pedestrian vs Eastbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
East-Left Hook	0	1	0	0
East-Right Hook	0	1	0	0
East-through far-side	0	0	0	0
East-T/L/R near-side	0	0	0	0

Pedestrian vs Southbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
South-Left Hook	0	1	0	0
South-Right Hook	0	4	0	0
South-through far-side	0	0	0	0
South-T/L/R near-side	0	0	0	0

Pedestrian vs Westbound Vehicle Conflicts

Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
West-Left Hook	0	1	0	0
West-Right Hook	0	2	0	0
West-through far-side	0	0	0	0
West-T/L/R near-side	0	1	0	0

Unconventional Pedestrian Movement vs Vehicle Conflicts

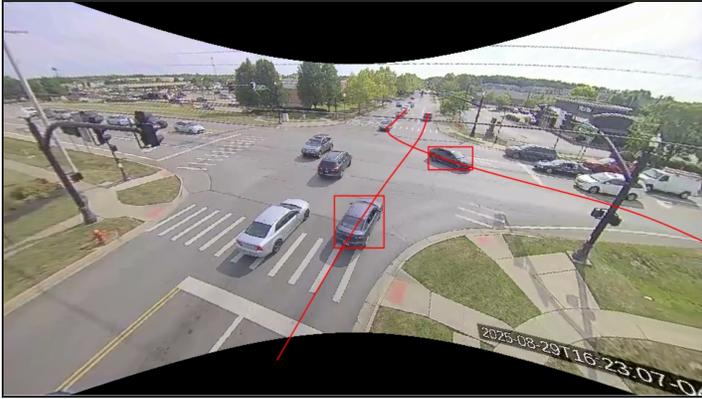
Configuration	Low Risk	Medium Risk	High Risk	Critical Risk
Unconventional	NM	NM	NM	NM

NM = Not Measured

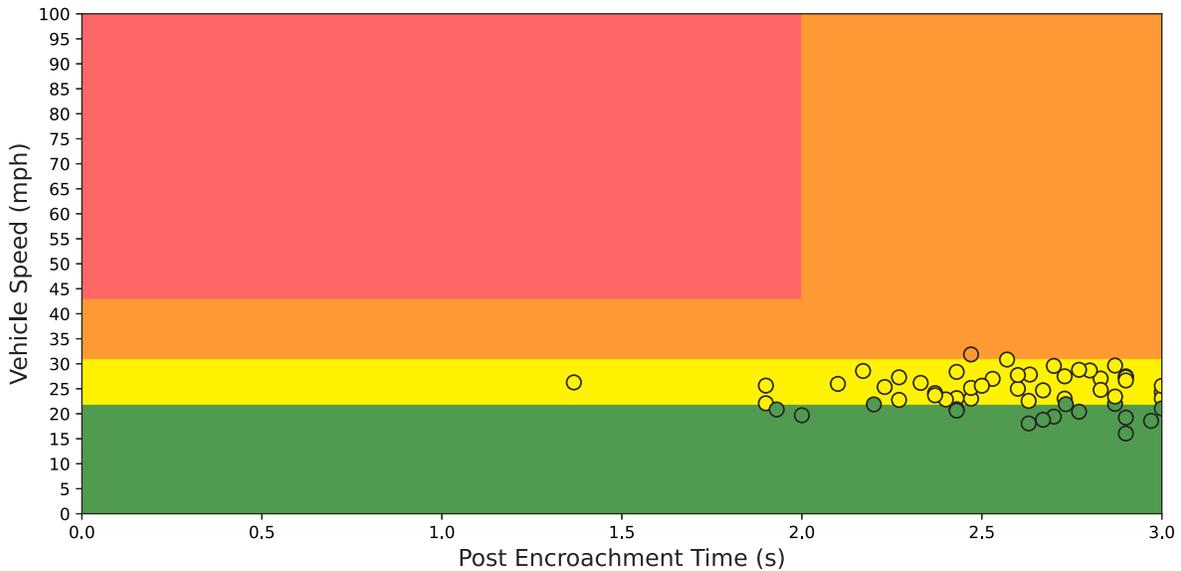
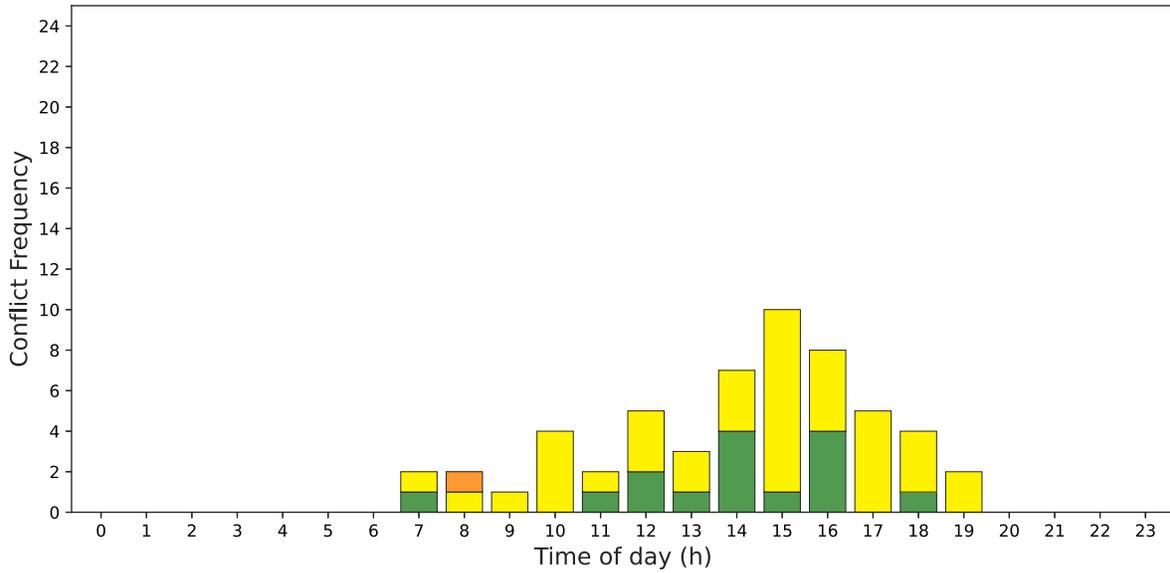


North-Left Vehicle vs South-Through Vehicle

@ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29



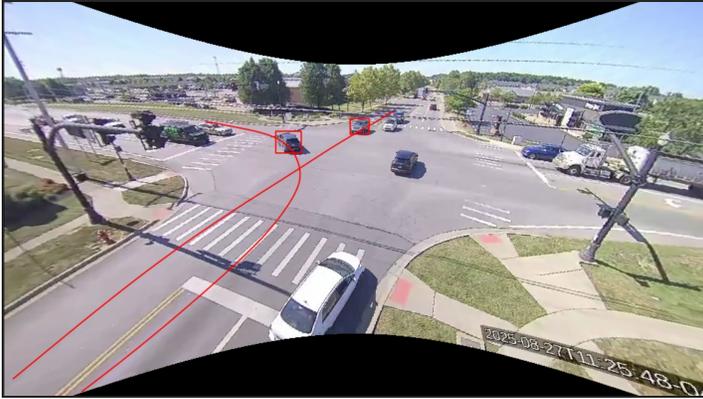
Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	1	39	15
Annual Estimate	0	91	3559	1369
Conflict Rate (%)	0.0	0.01	0.45	0.17
Relative Risk	NA	0.01	0.3	0.33



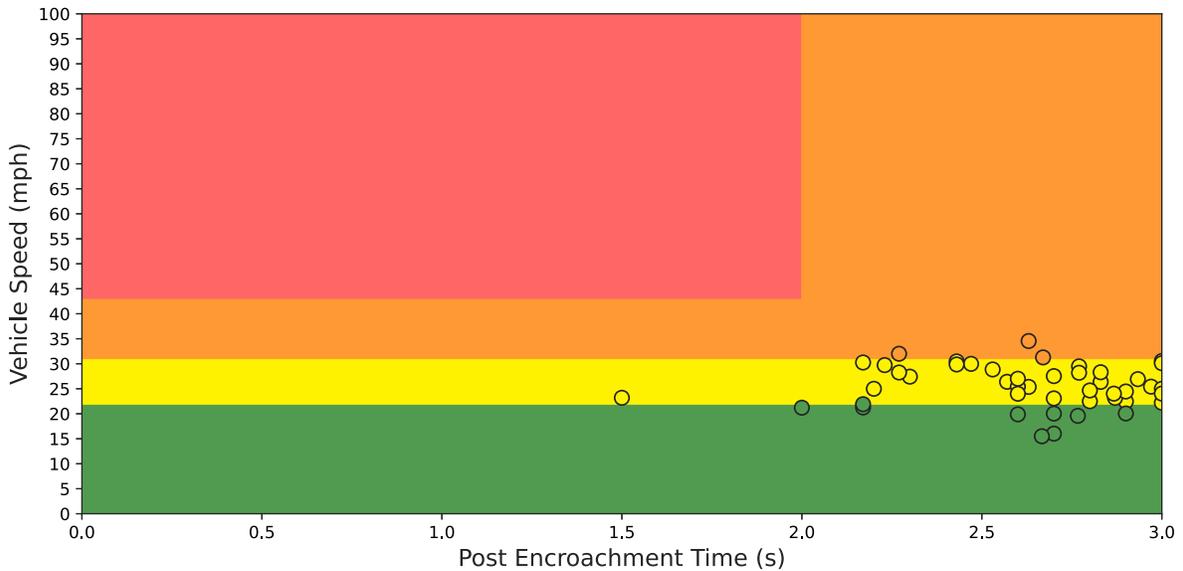
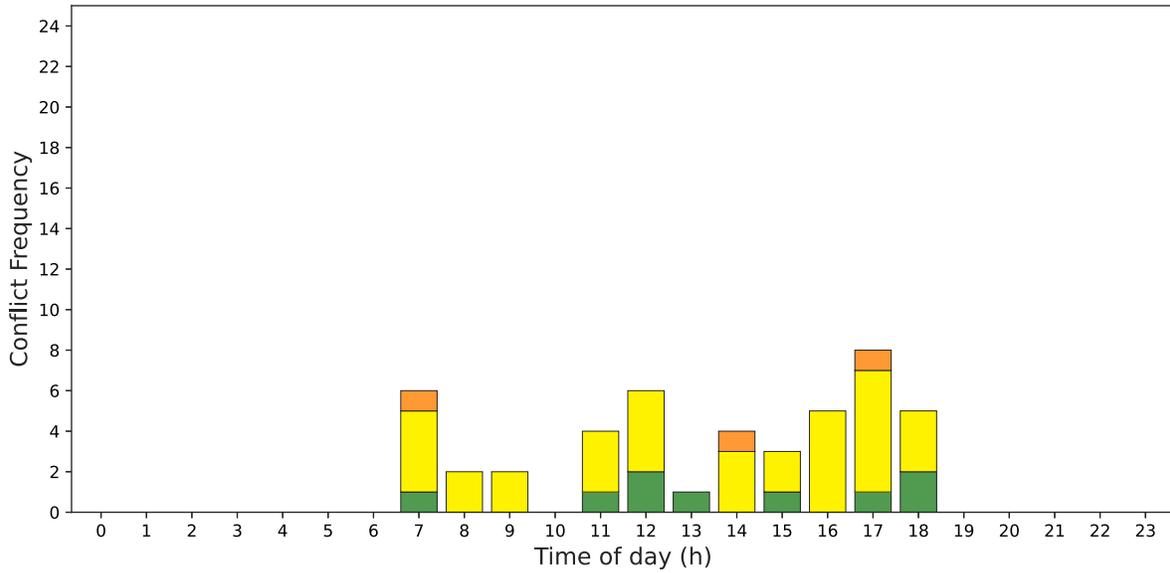


South-Left Vehicle vs North-Through Vehicle

@ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29



Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	3	34	9
Annual Estimate	0	274	3102	821
Conflict Rate (%)	0.0	0.05	0.51	0.14
Relative Risk	NA	0.05	0.36	0.35

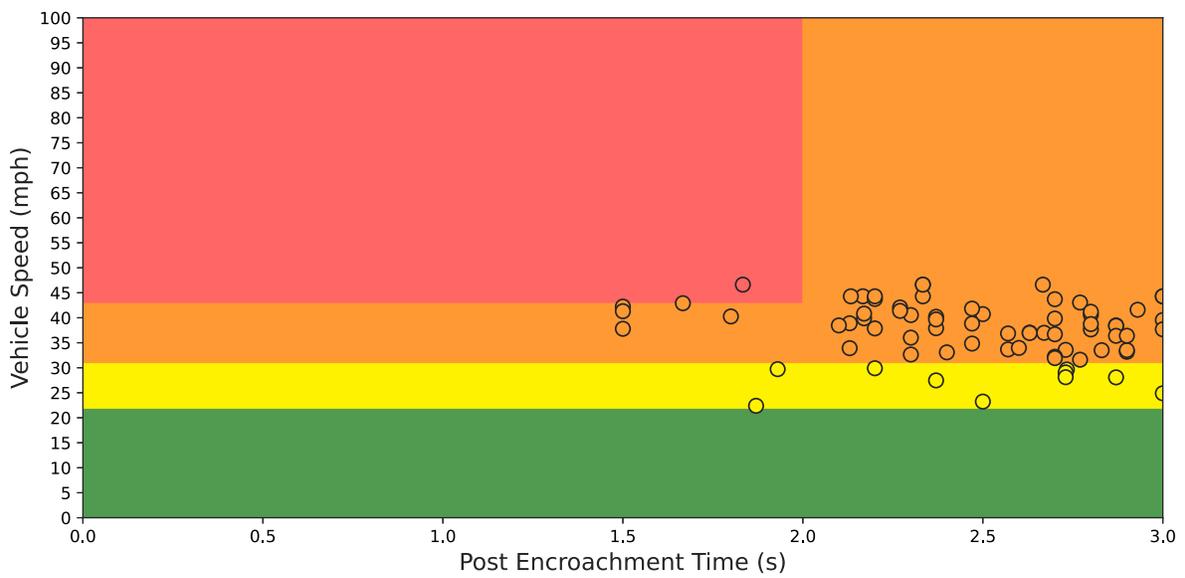
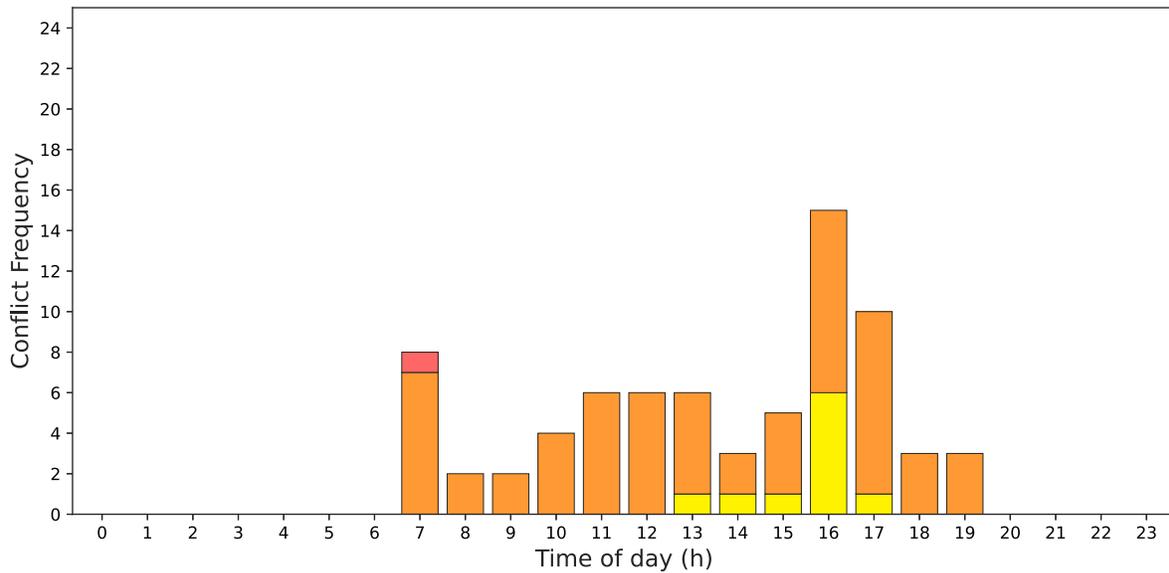
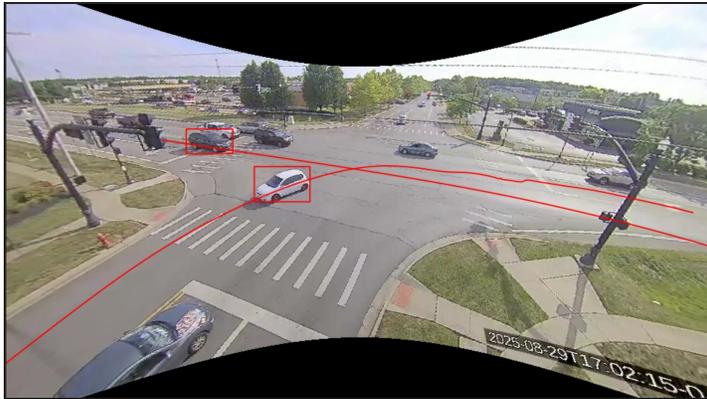




East-Left Vehicle vs West-Through Vehicle

@ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

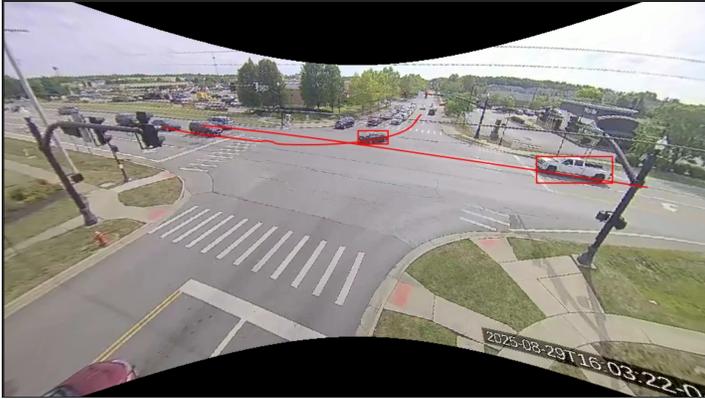
Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	1	62	10	0
Annual Estimate	91	5658	912	0
Conflict Rate (%)	0.03	1.89	0.31	0.0
Relative Risk	NA	1.94	1.43	1.13



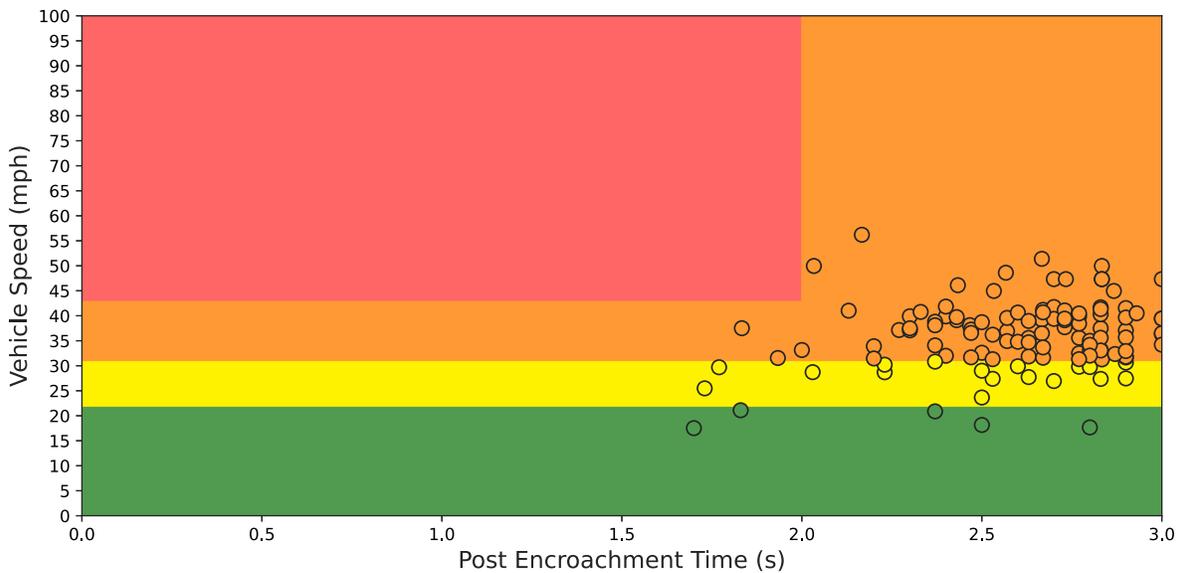
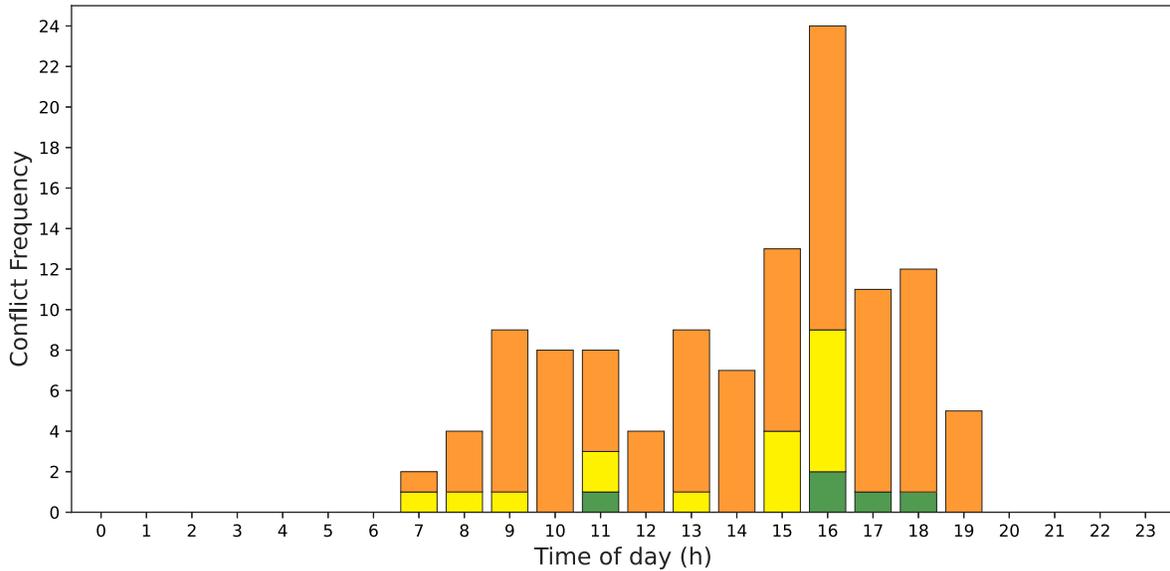


West-Left Vehicle vs East-Through Vehicle

@ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29



Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	94	17	5
Annual Estimate	0	8578	1551	456
Conflict Rate (%)	0.0	1.62	0.29	0.09
Relative Risk	NA	1.63	1.23	1.02

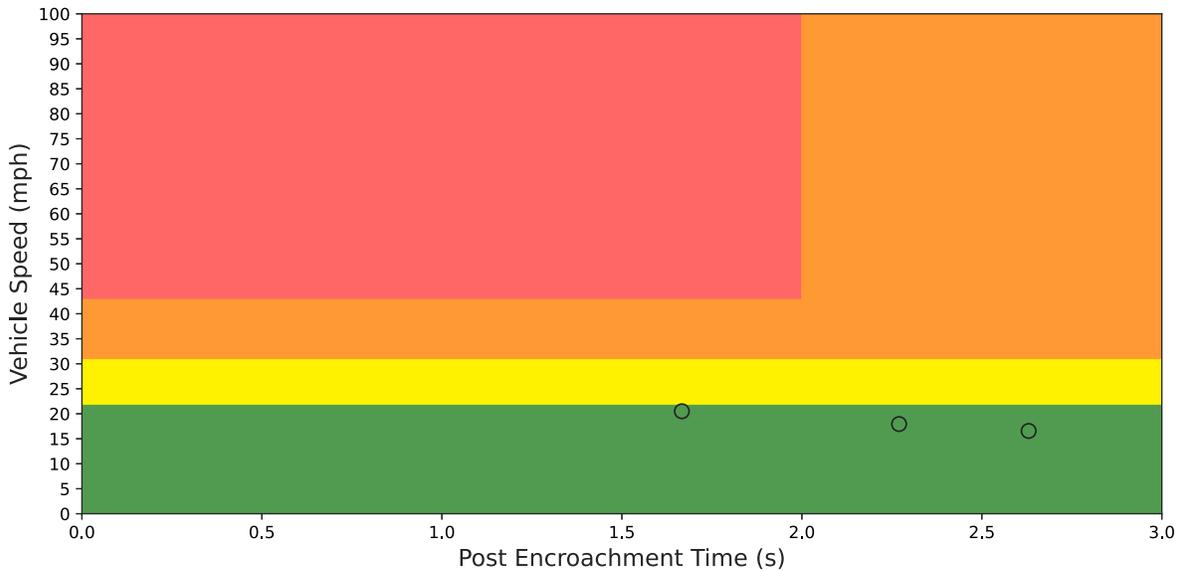
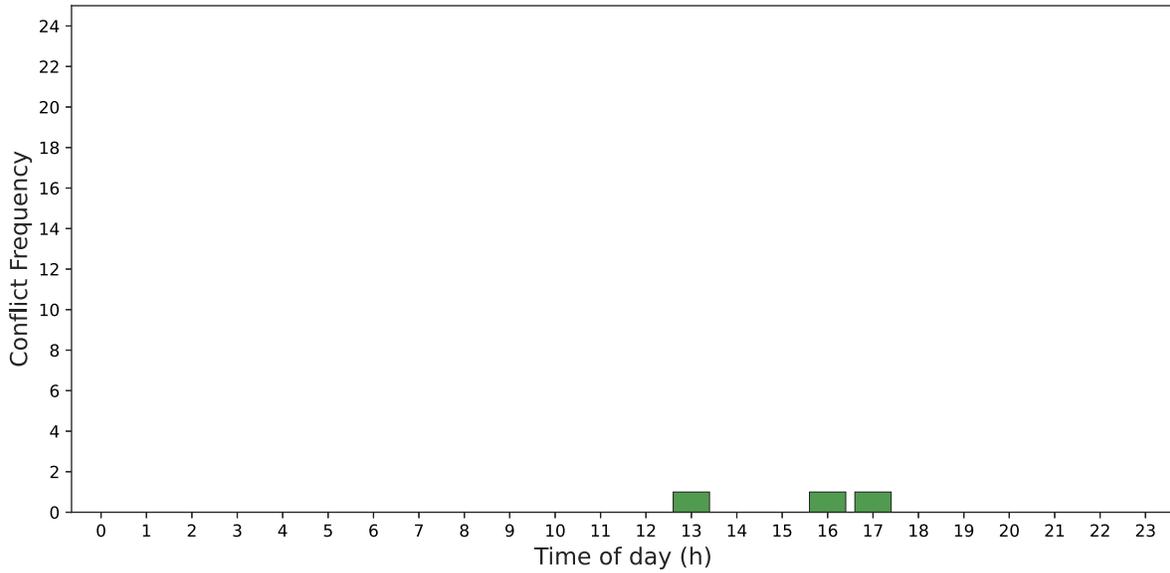
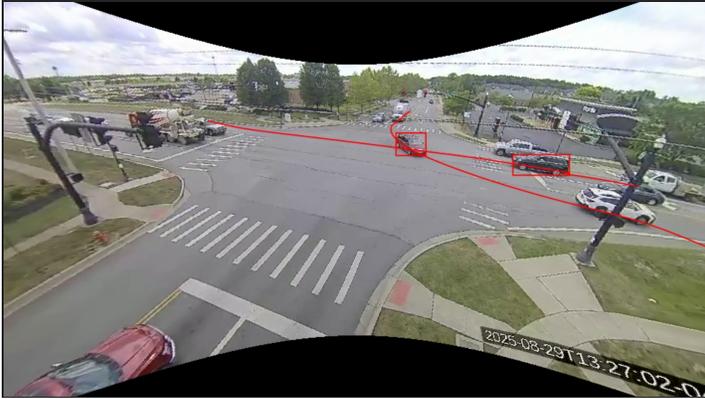




North-Left Vehicle vs East-Through Vehicle

@ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

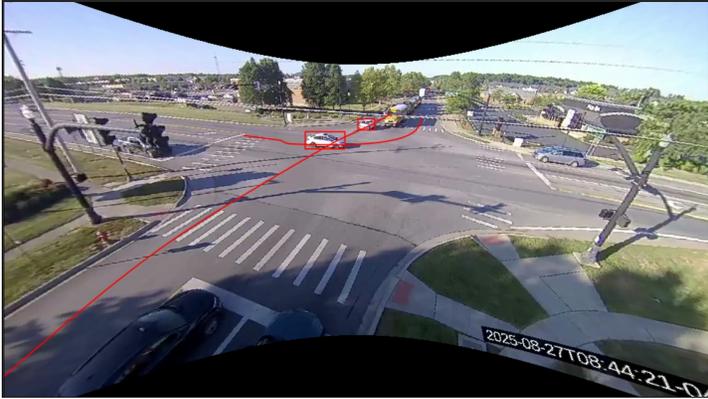
Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	0	3
Annual Estimate	0	0	0	274
Conflict Rate (%)	0.0	0.0	0.0	0.03
Relative Risk	NA	NA	NA	NA

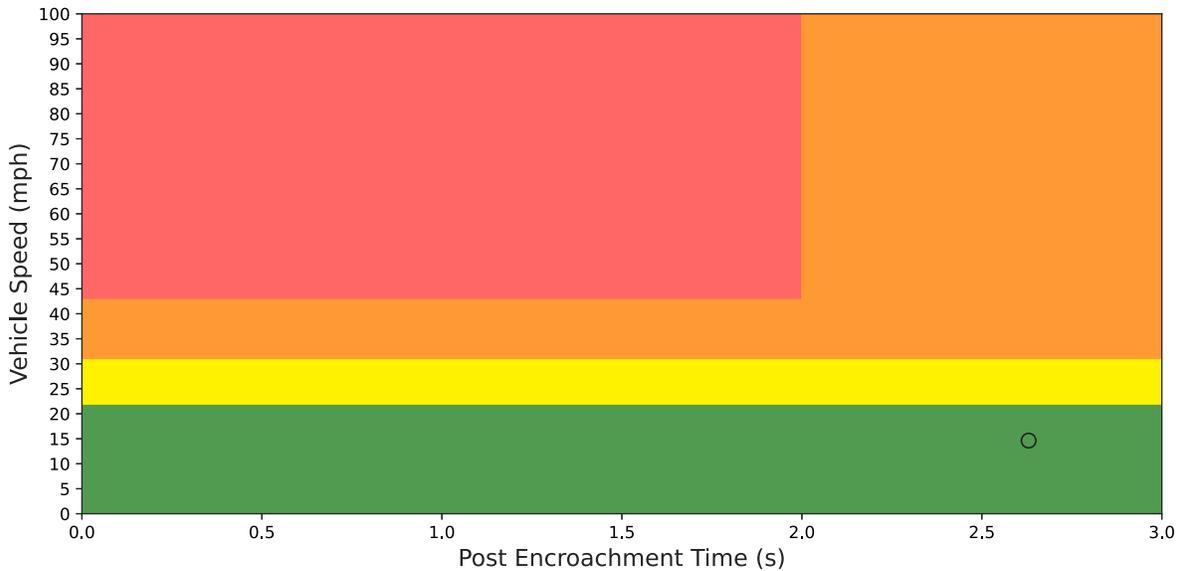
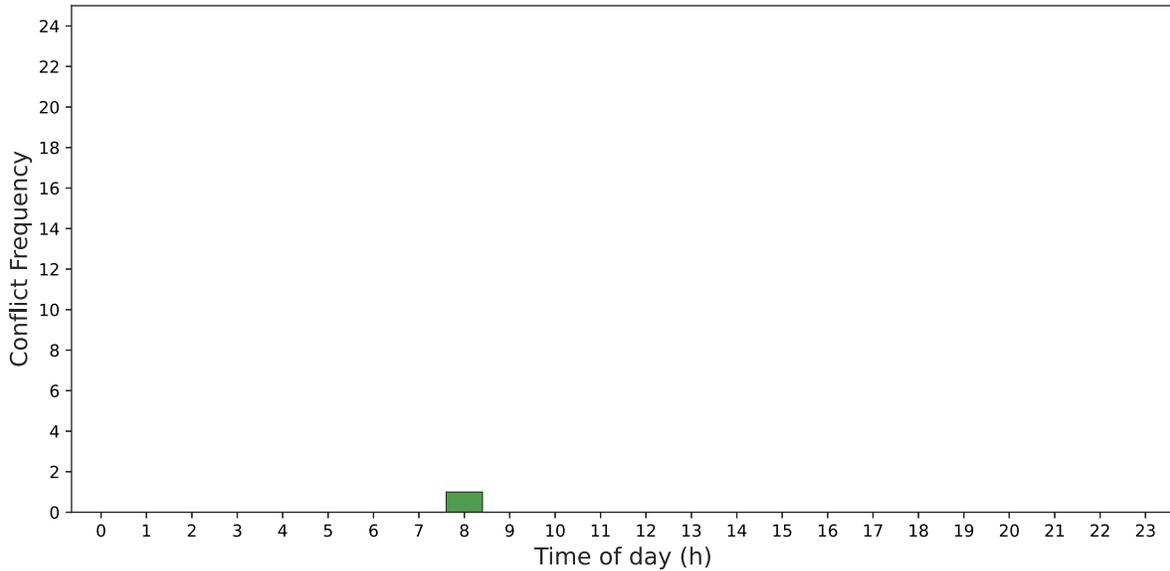




West-Left Vehicle vs North-Through Vehicle

@ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

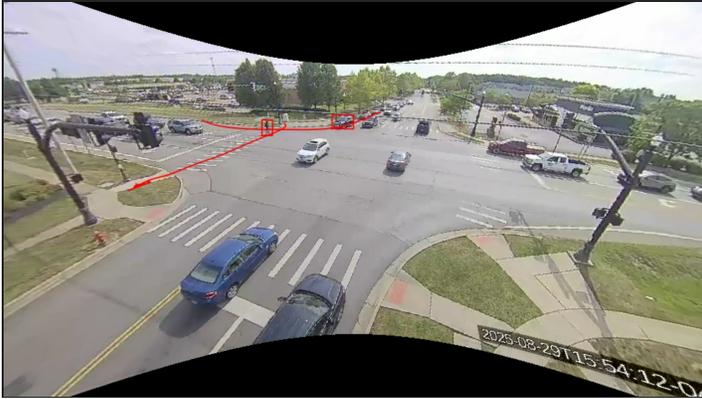
	Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
	Measured Frequency	0	0	0	1
	Annual Estimate	0	0	0	91
	Conflict Rate (%)	0.0	0.0	0.0	0.02
	Relative Risk	NA	NA	NA	NA



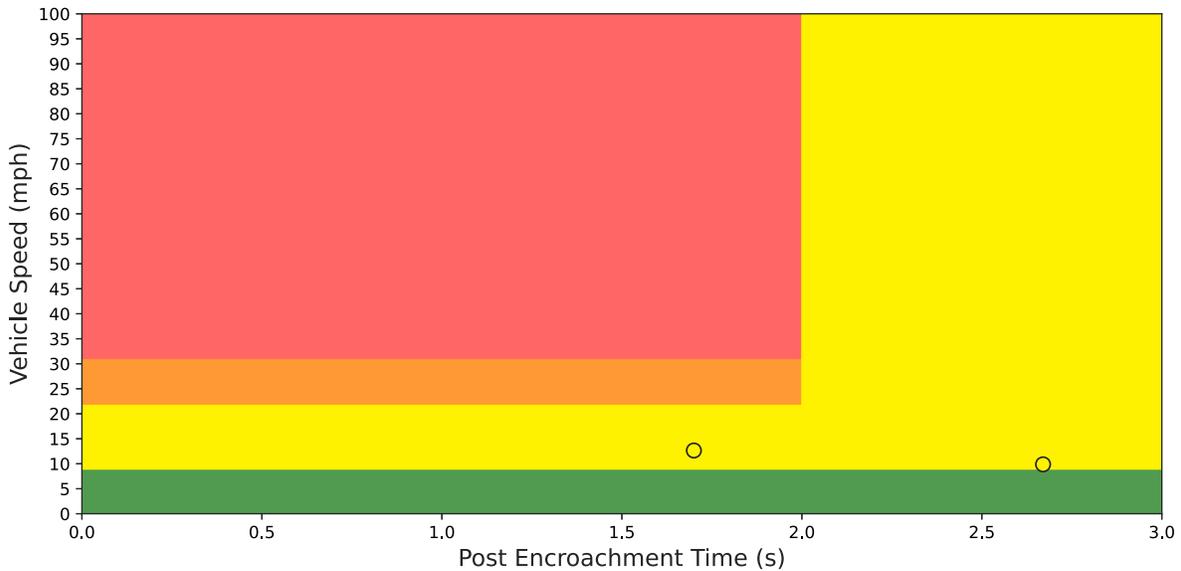
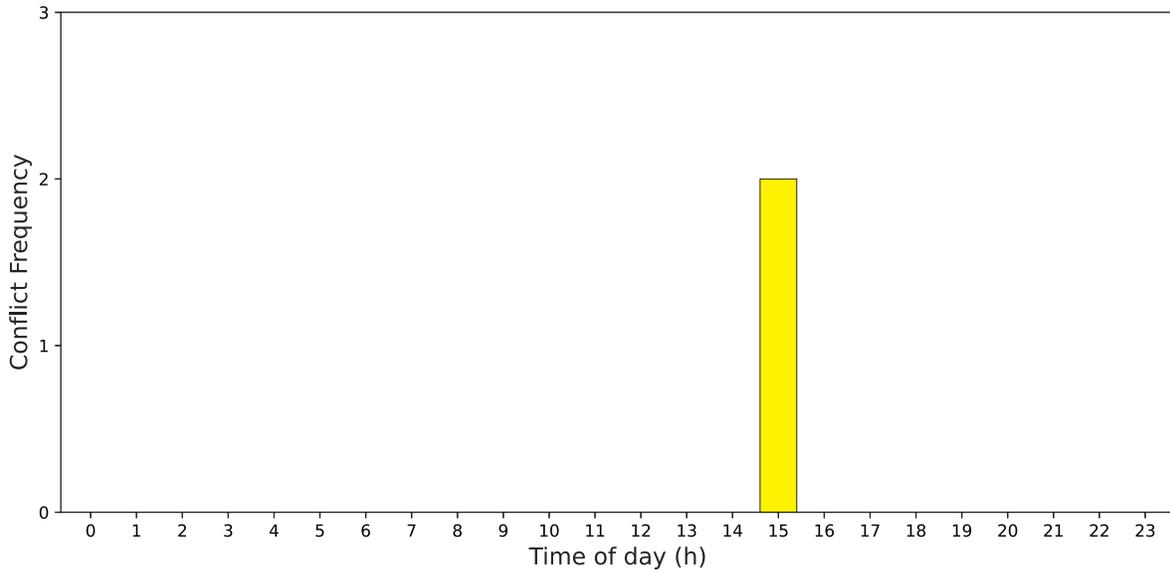


North-Right Vehicle vs Cyclist on East Side (North-Right Hook)

@ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

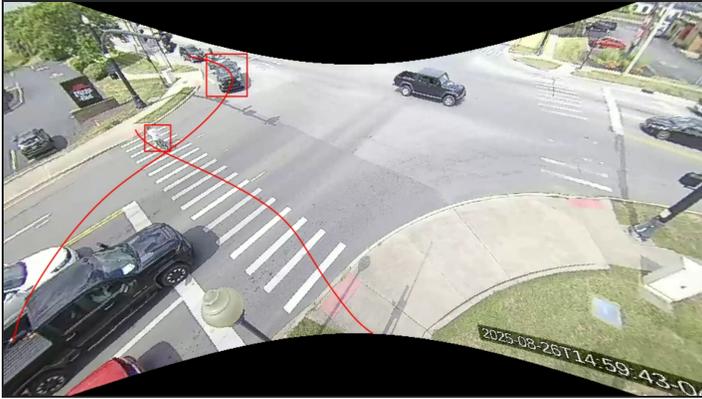


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	2	0
Annual Estimate	0	0	182	0
Conflict Rate (%)	NA	NA	NA	NA
Relative Risk	NA	NA	NA	NA

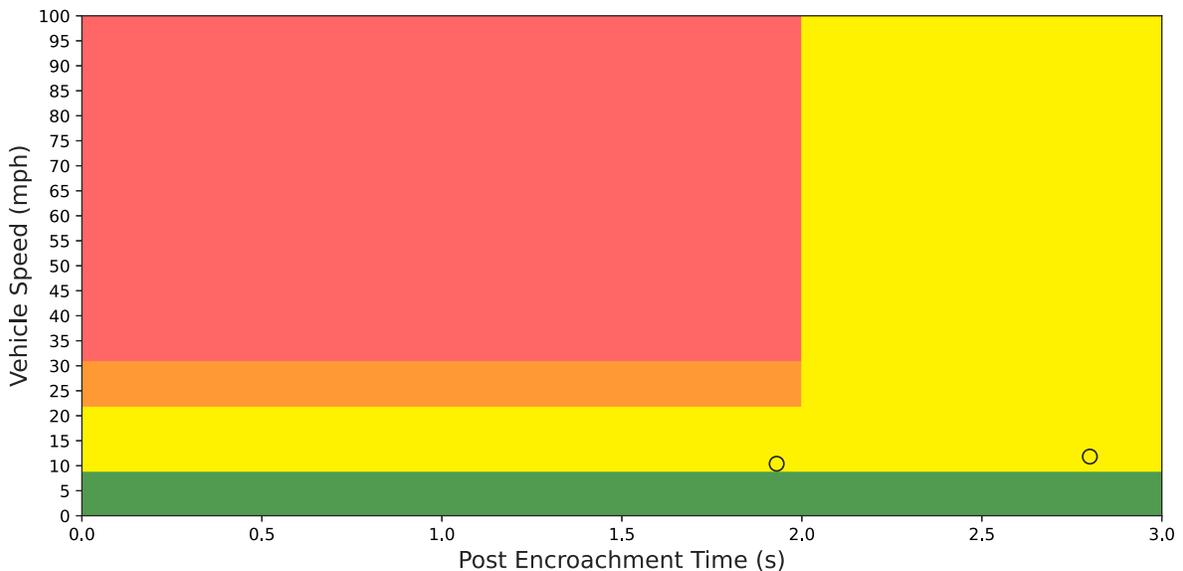
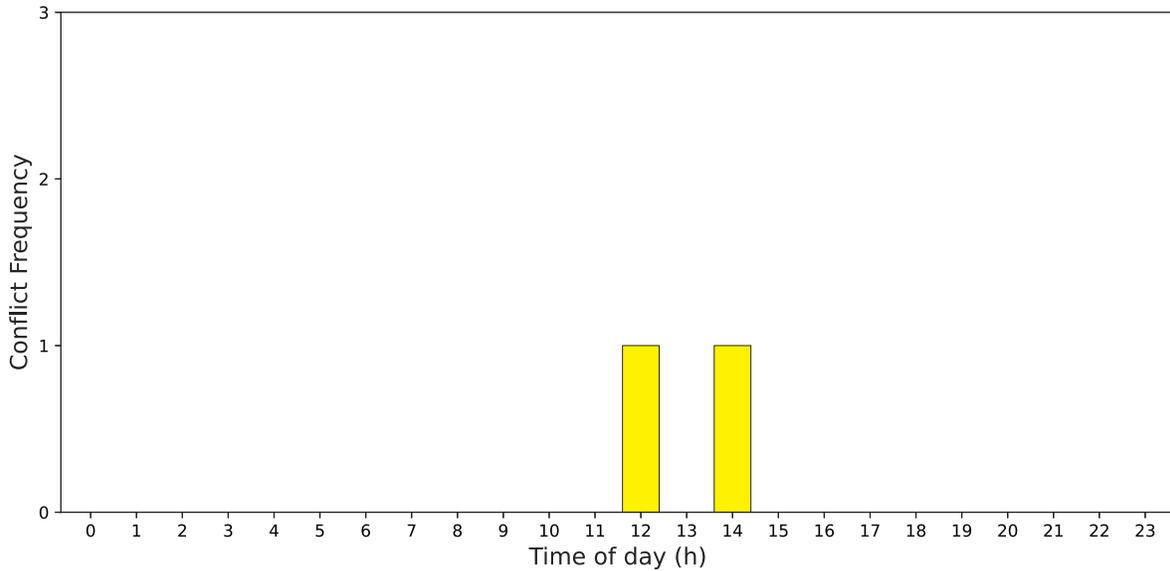




East-Right Vehicle vs Cyclist on South Side (East-Right Hook) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

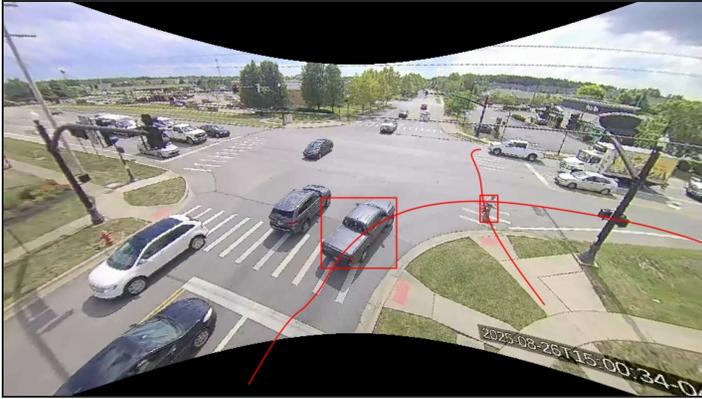


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	2	0
Annual Estimate	0	0	182	0
Conflict Rate (%)	NA	NA	NA	NA
Relative Risk	NA	NA	NA	NA

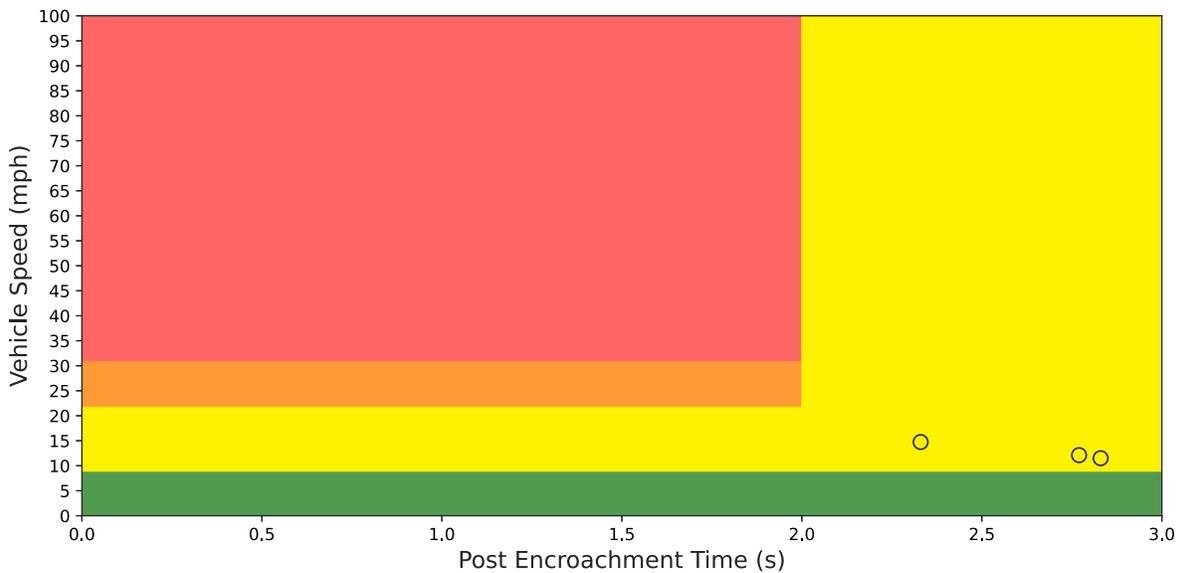
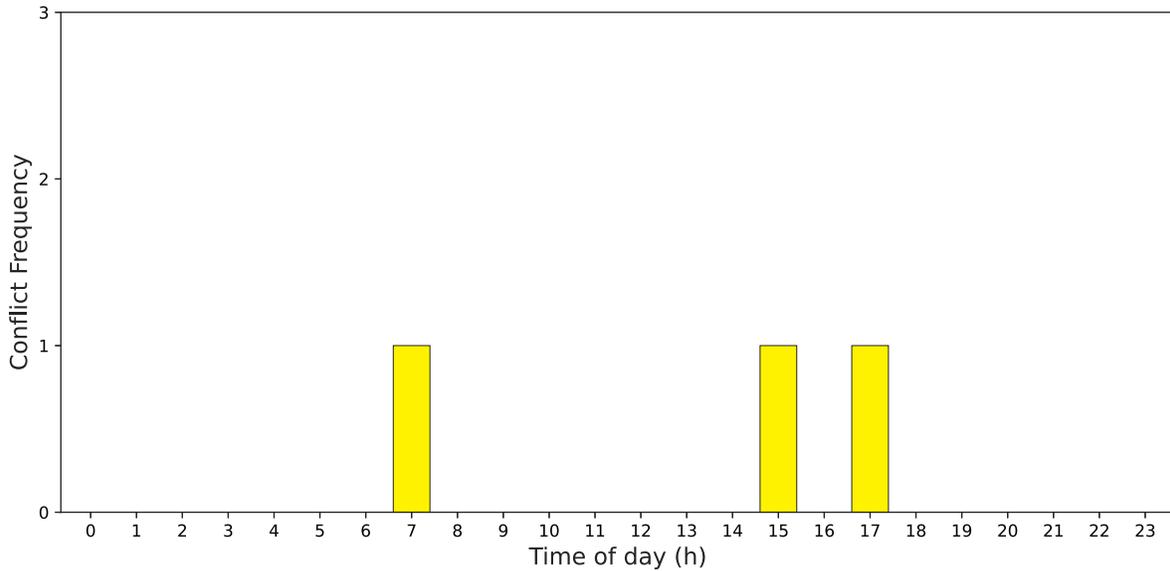




South-Right Vehicle vs Cyclist on West Side (South-Right Hook) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

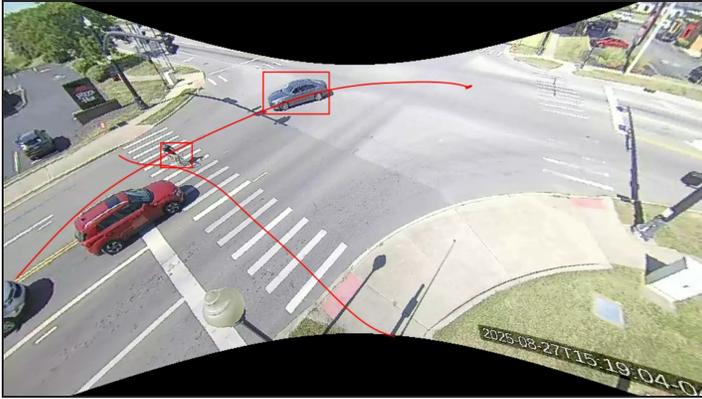


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	3	0
Annual Estimate	0	0	274	0
Conflict Rate (%)	NA	NA	NA	NA
Relative Risk	NA	NA	NA	NA

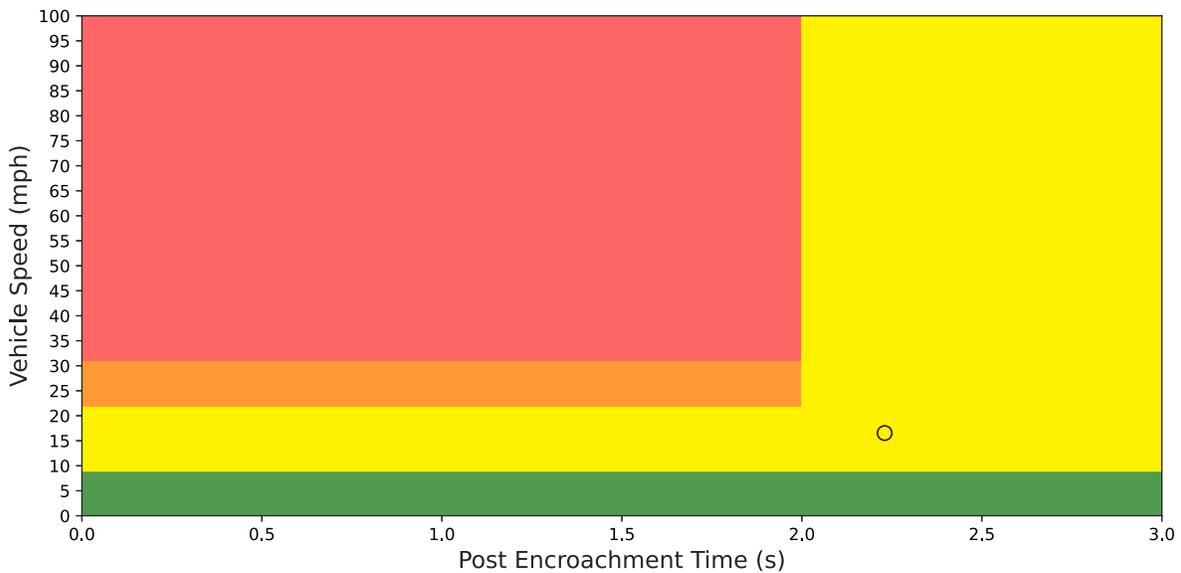
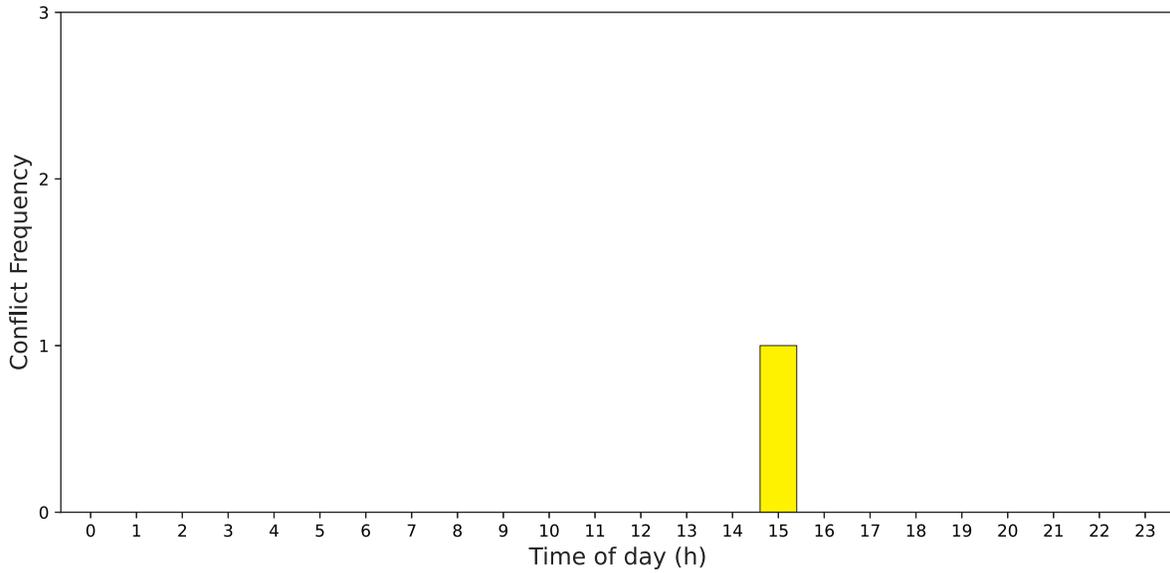




West-Left Vehicle vs Cyclist on South Side (West-Left Hook) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

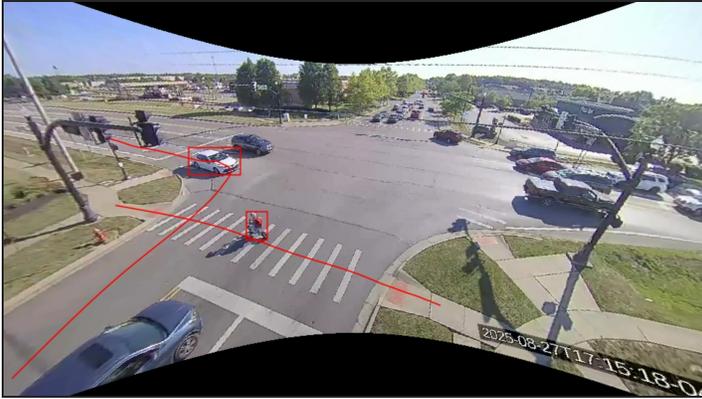


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	1	0
Annual Estimate	0	0	91	0
Conflict Rate (%)	NA	NA	NA	NA
Relative Risk	NA	NA	NA	NA

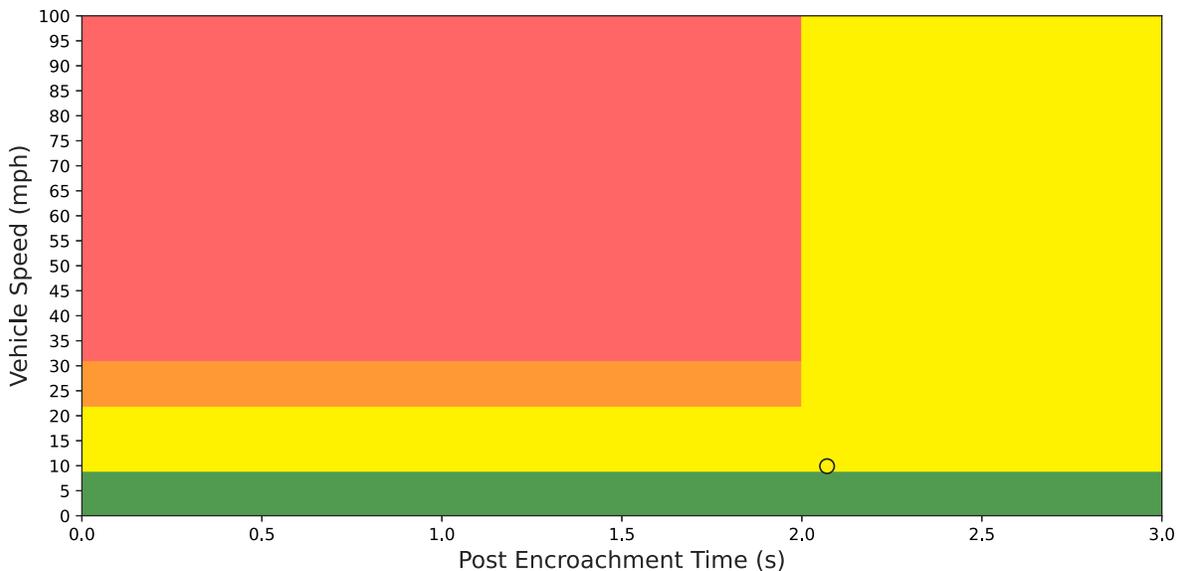
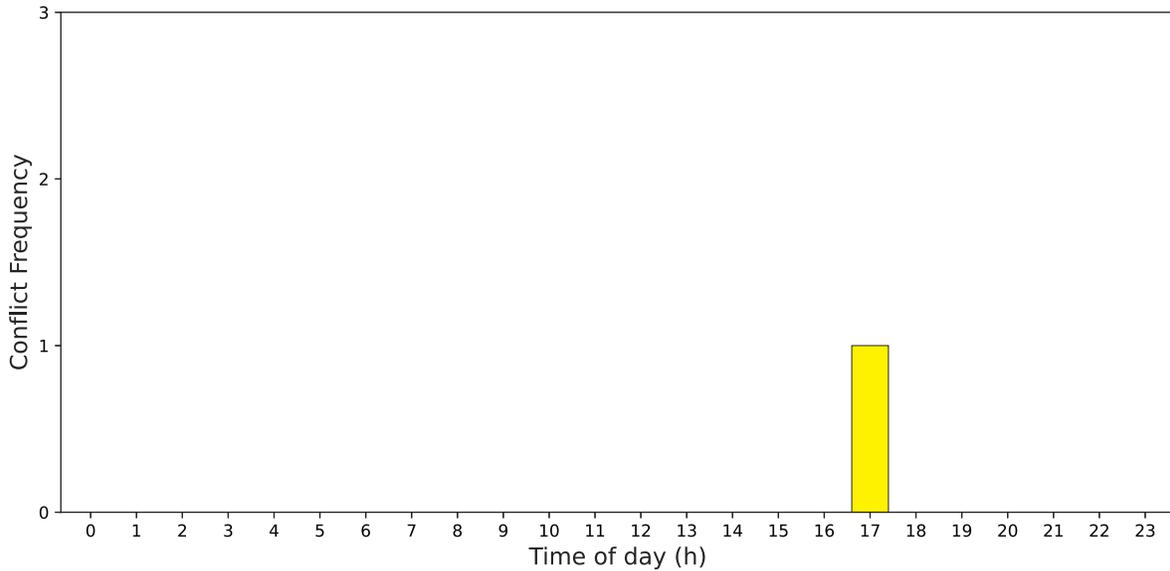




West-Right Vehicle vs Cyclist on North Side (West-Right Hook) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

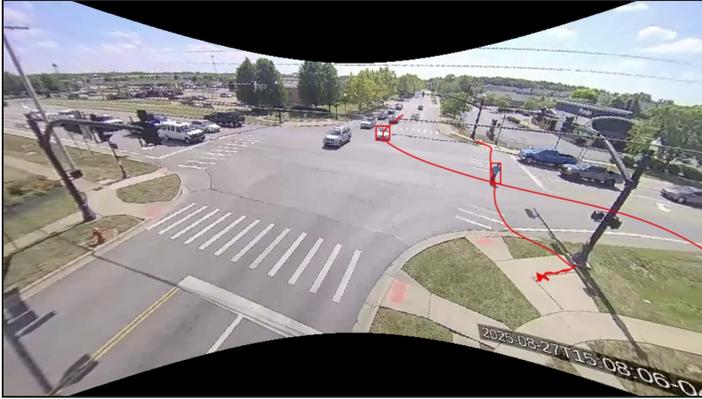


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	1	0
Annual Estimate	0	0	91	0
Conflict Rate (%)	NA	NA	NA	NA
Relative Risk	NA	NA	NA	NA

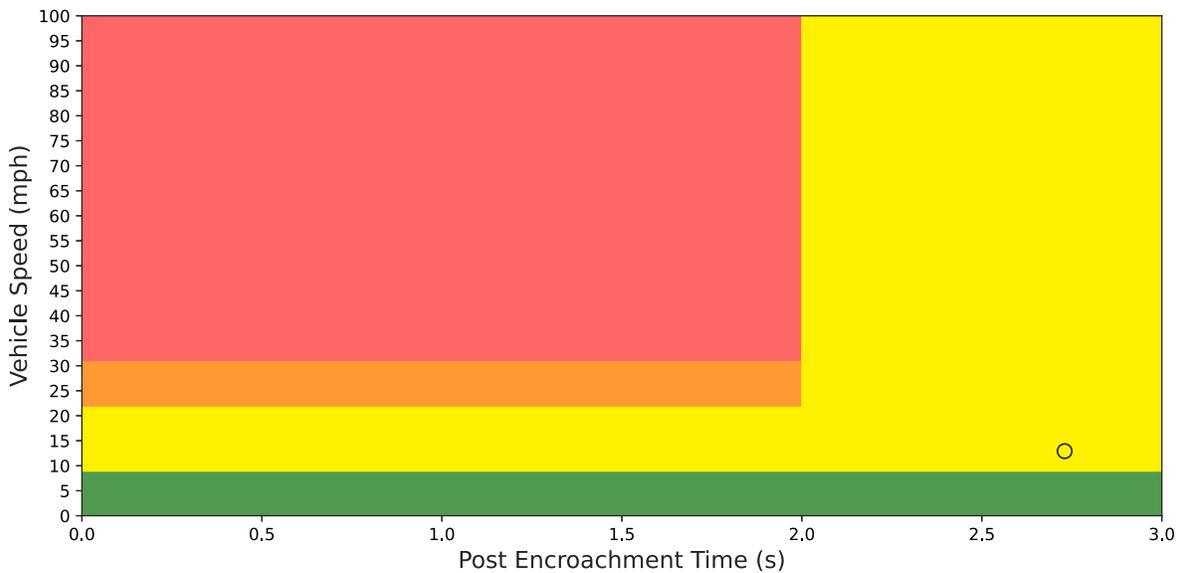
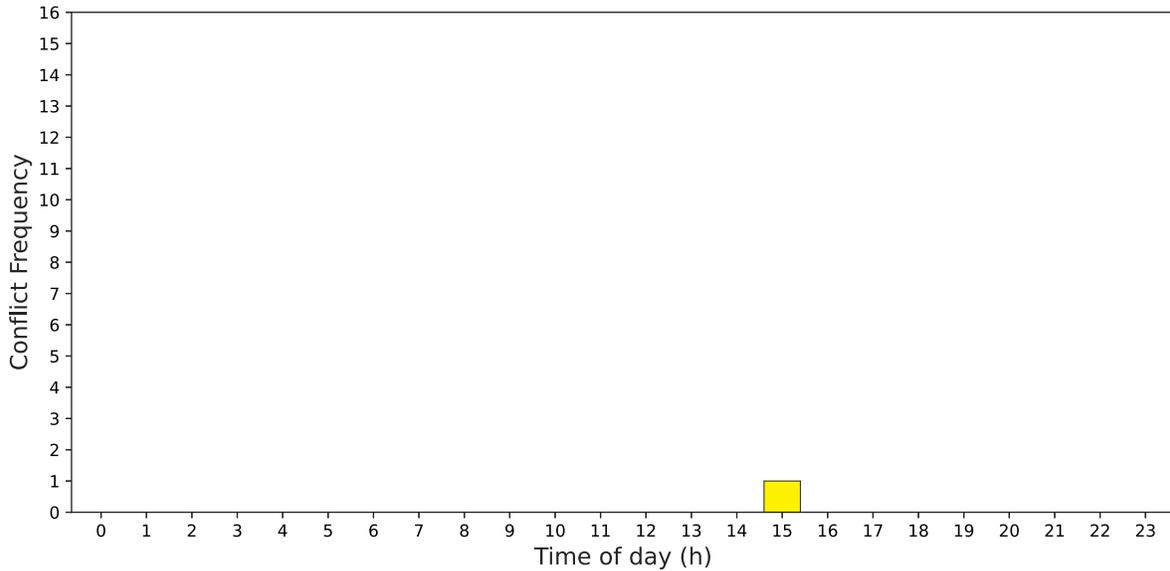




North-Left Vehicle vs Pedestrian on West Side (North-Left Hook) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

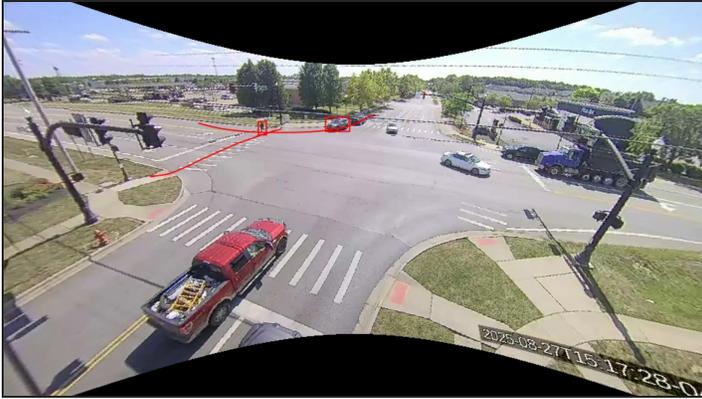


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	1	0
Annual Estimate	0	0	91	0
Conflict Rate (%)	0.0	0.0	1.92	0.0
Relative Risk	NA	NA	1.2	1.12

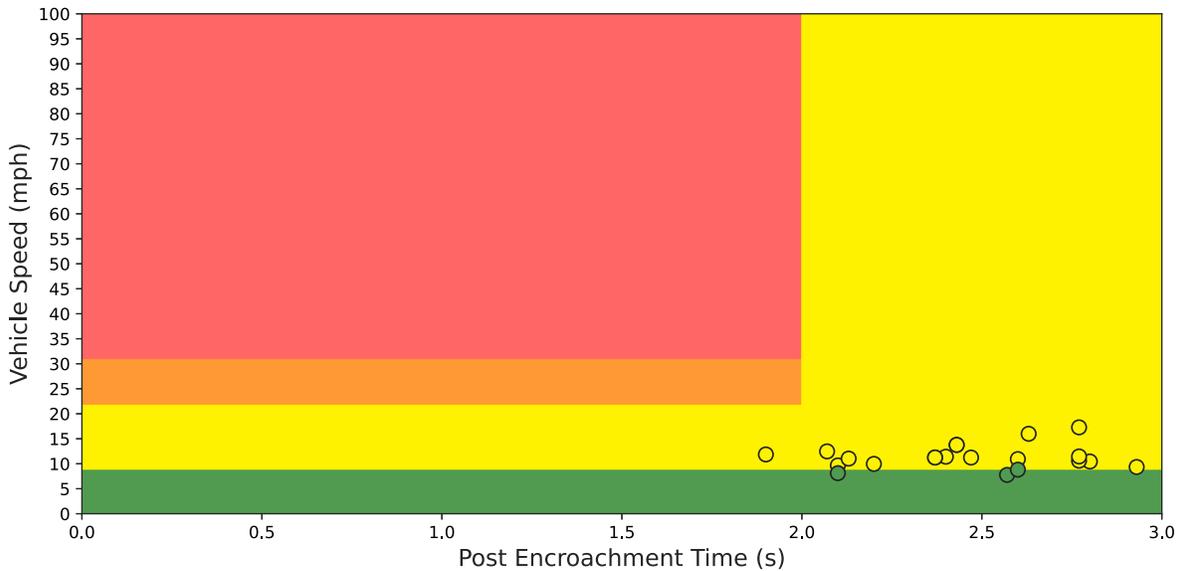
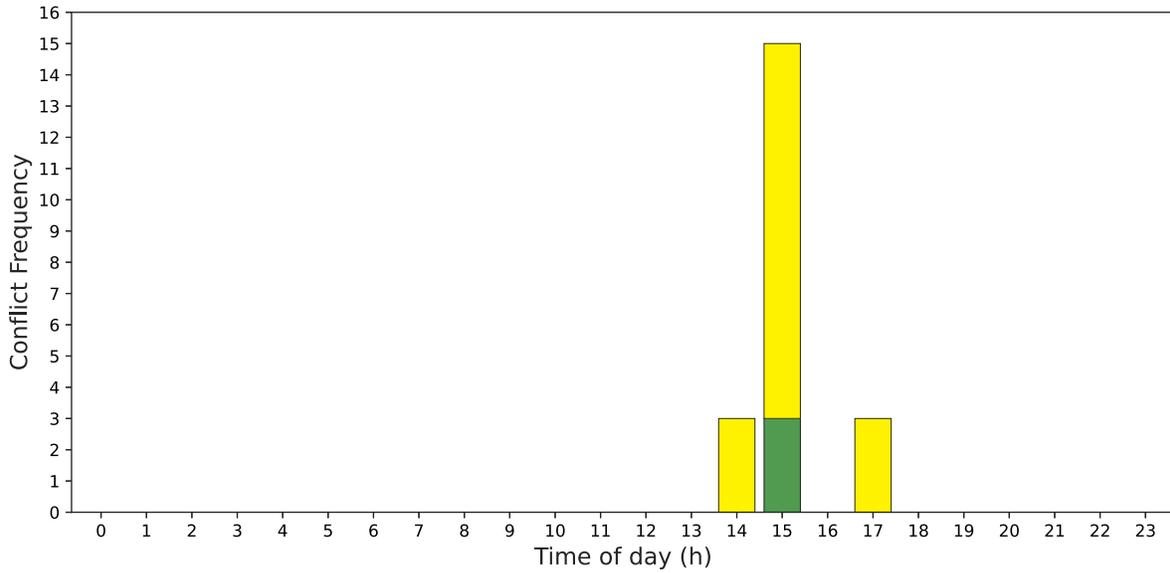




North-Right Vehicle vs Pedestrian on East Side (North-Right Hook) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29



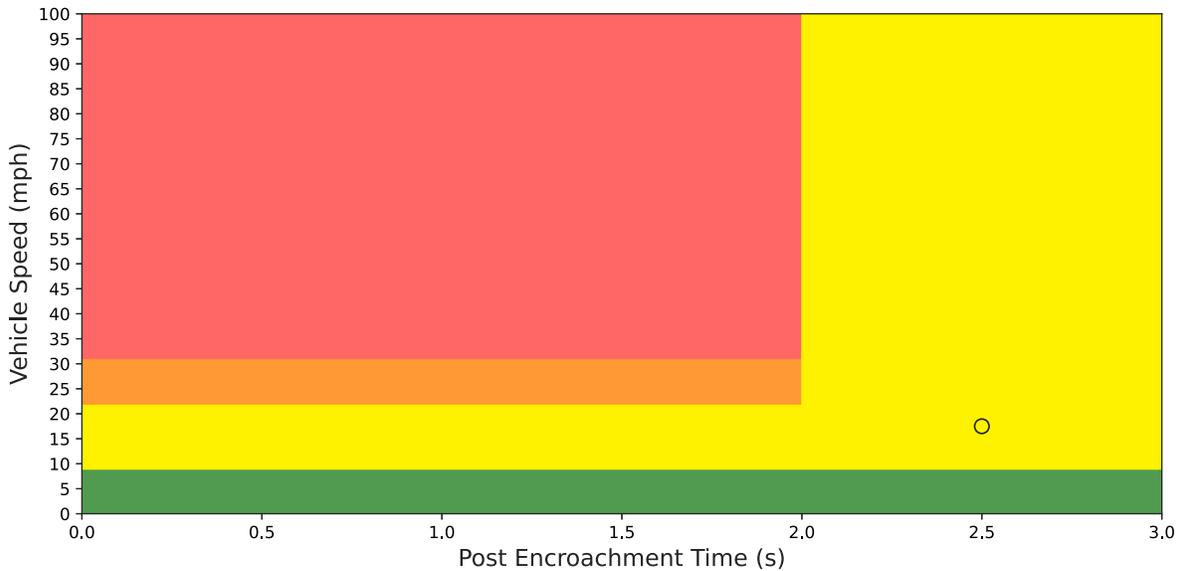
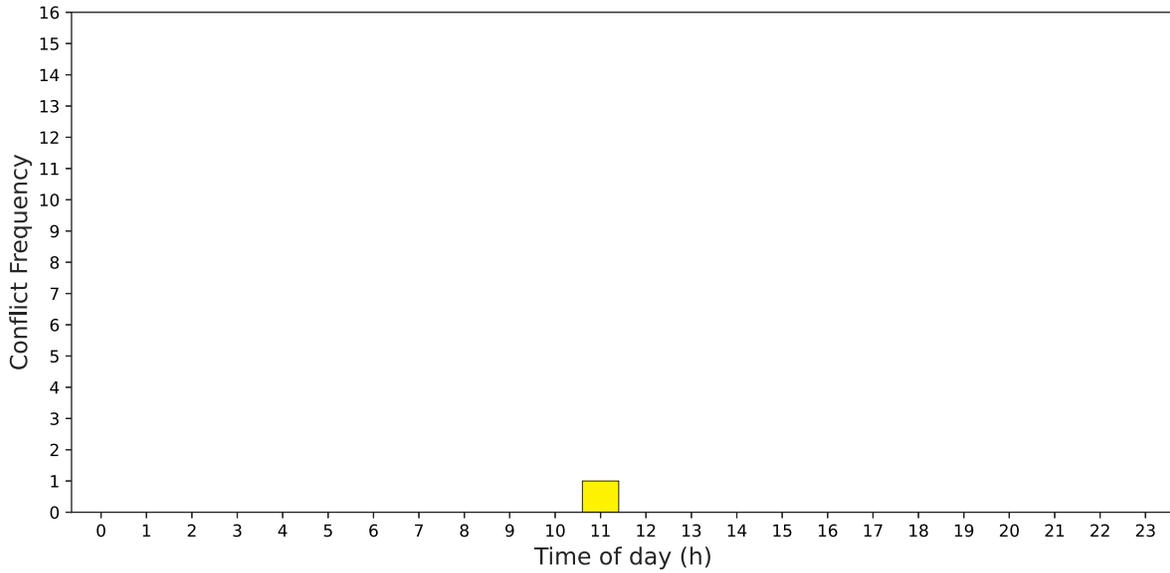
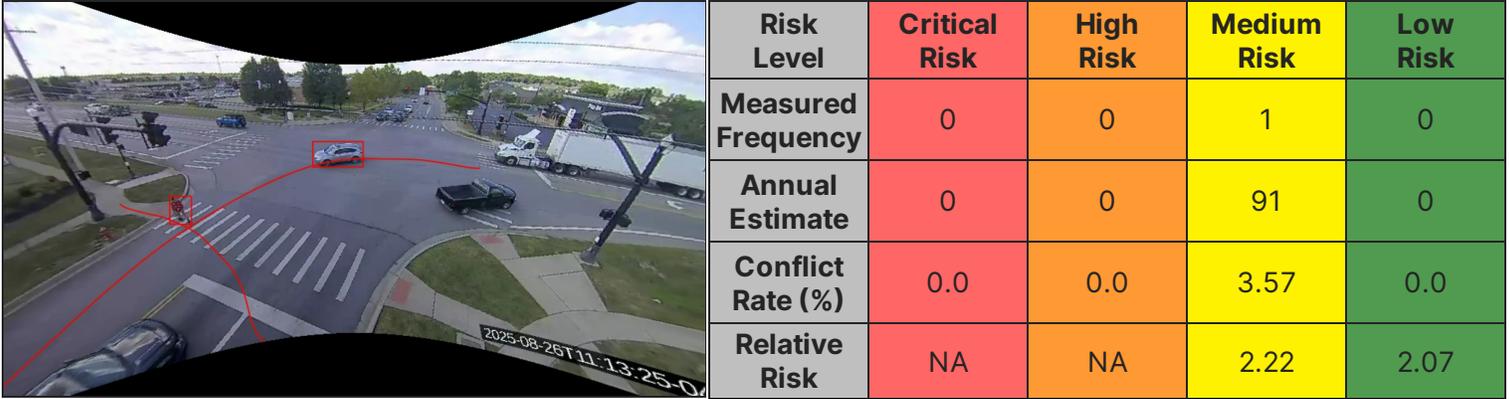
Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	18	3
Annual Estimate	0	0	1642	274
Conflict Rate (%)	0.0	0.0	6.62	1.1
Relative Risk	NA	0.0	2.58	2.23





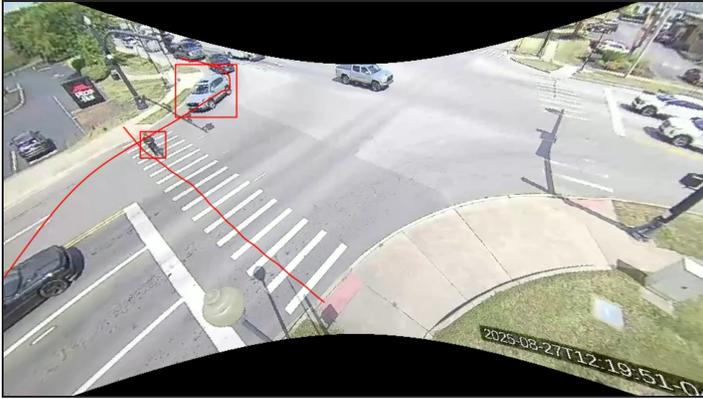
East-Left Vehicle vs Pedestrian on North Side (East-Left Hook)

@ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

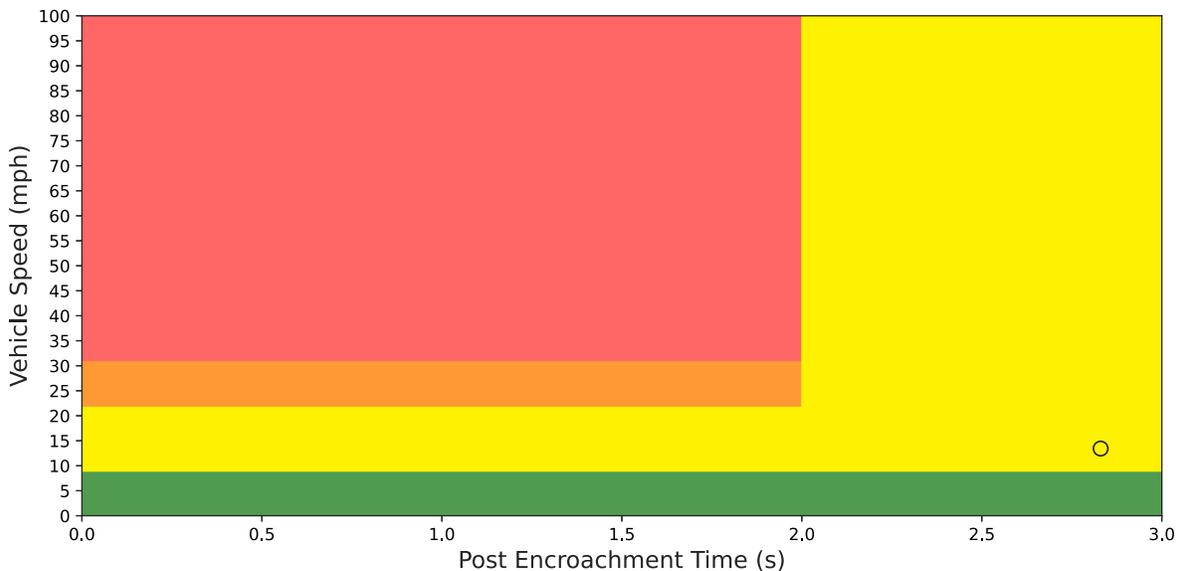
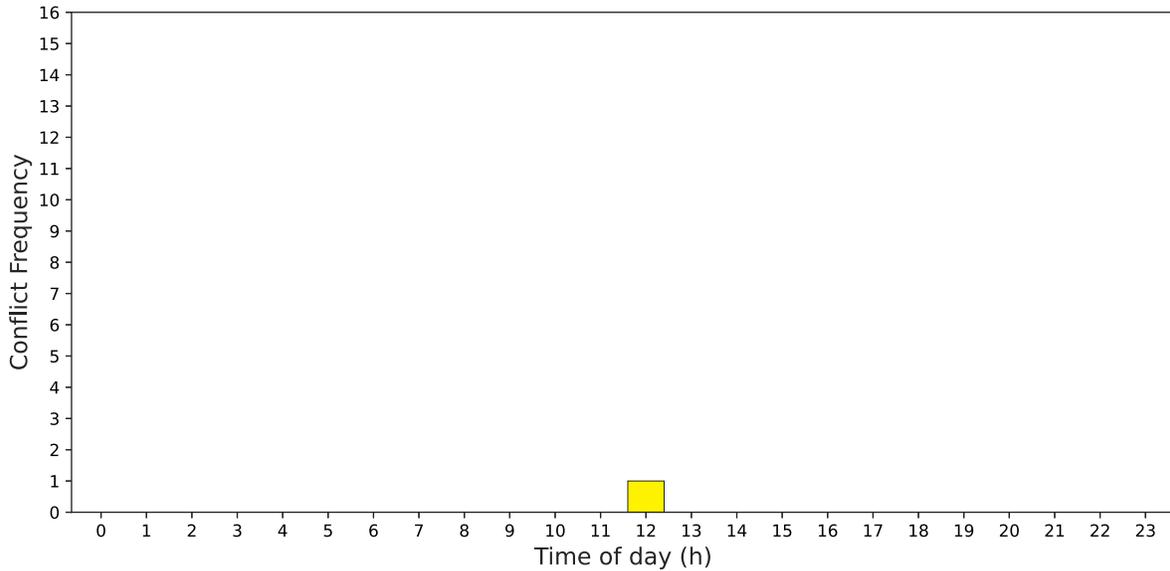




East-Right Vehicle vs Pedestrian on South Side (East-Right Hook) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

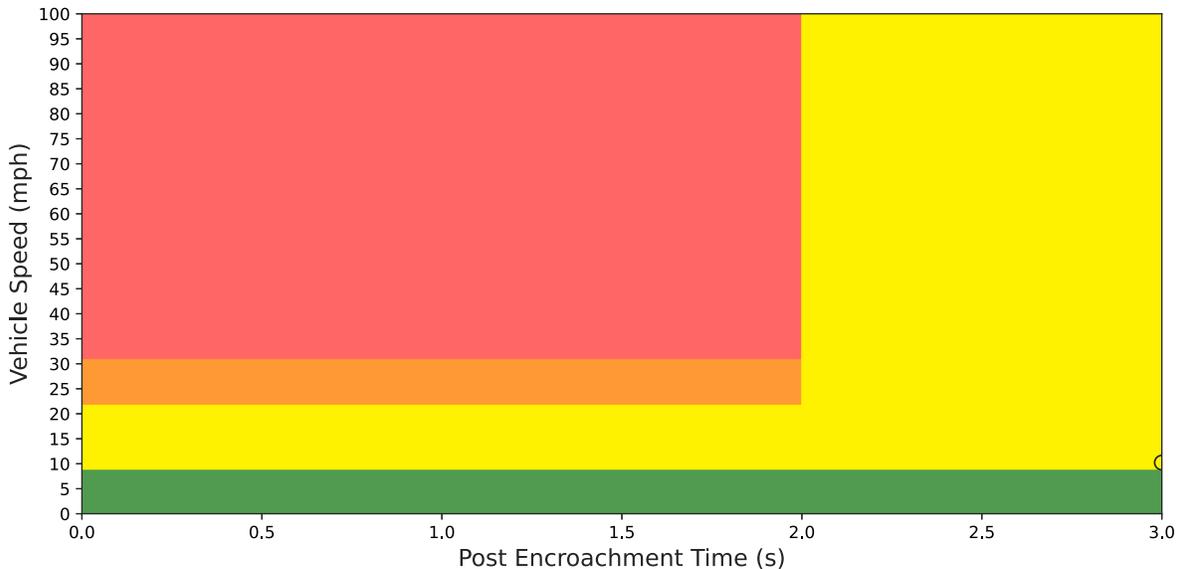
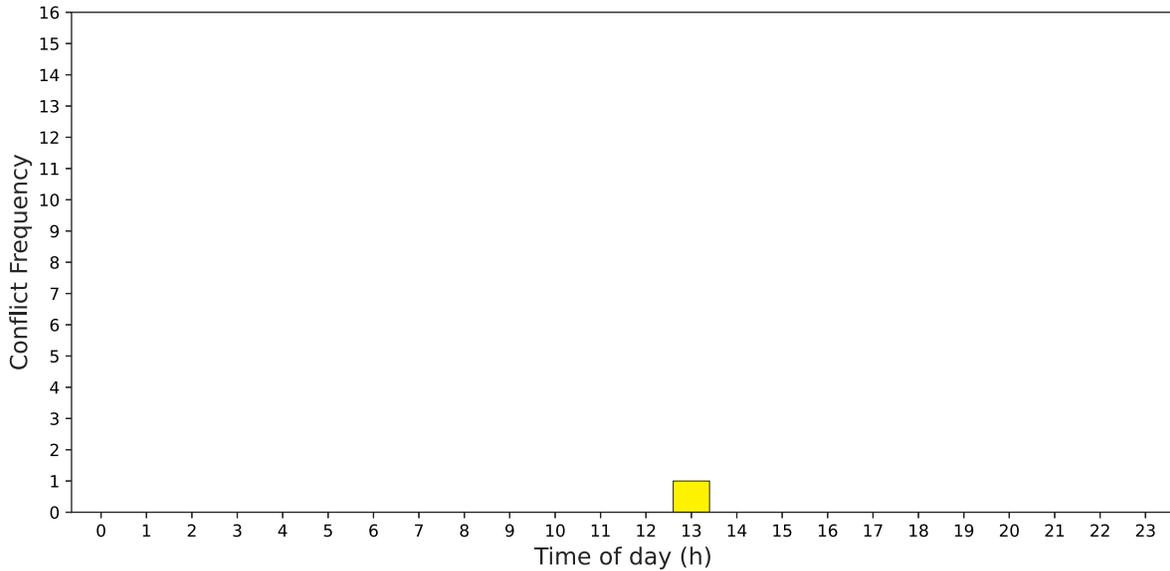
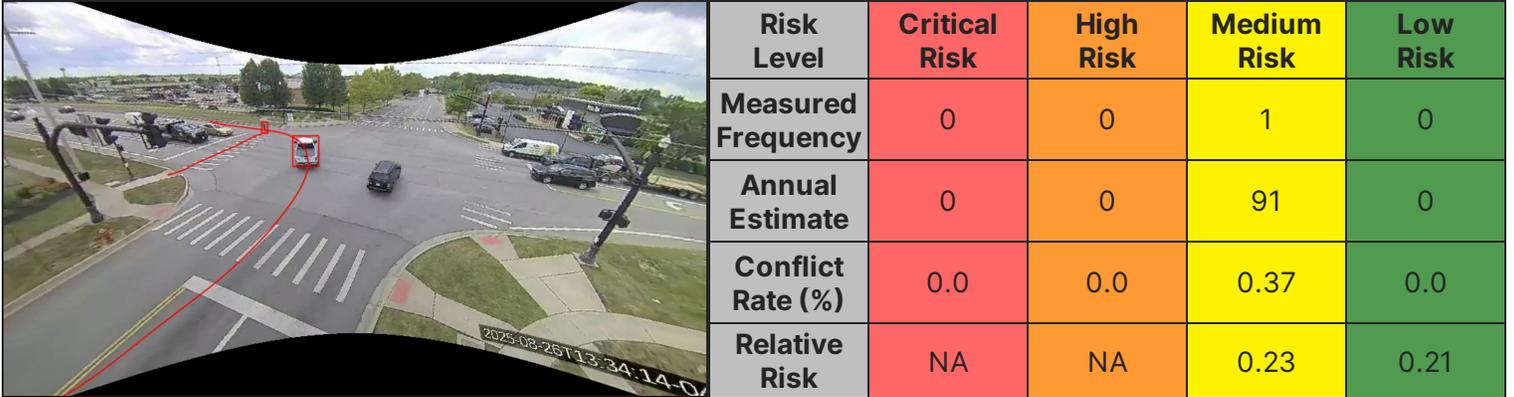


Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	1	0
Annual Estimate	0	0	91	0
Conflict Rate (%)	0.0	0.0	6.25	0.0
Relative Risk	NA	0.0	2.44	1.81



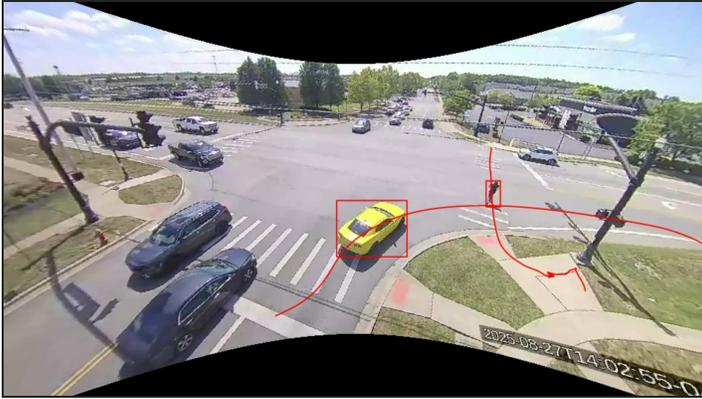


South-Left Vehicle vs Pedestrian on East Side (South-Left Hook) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

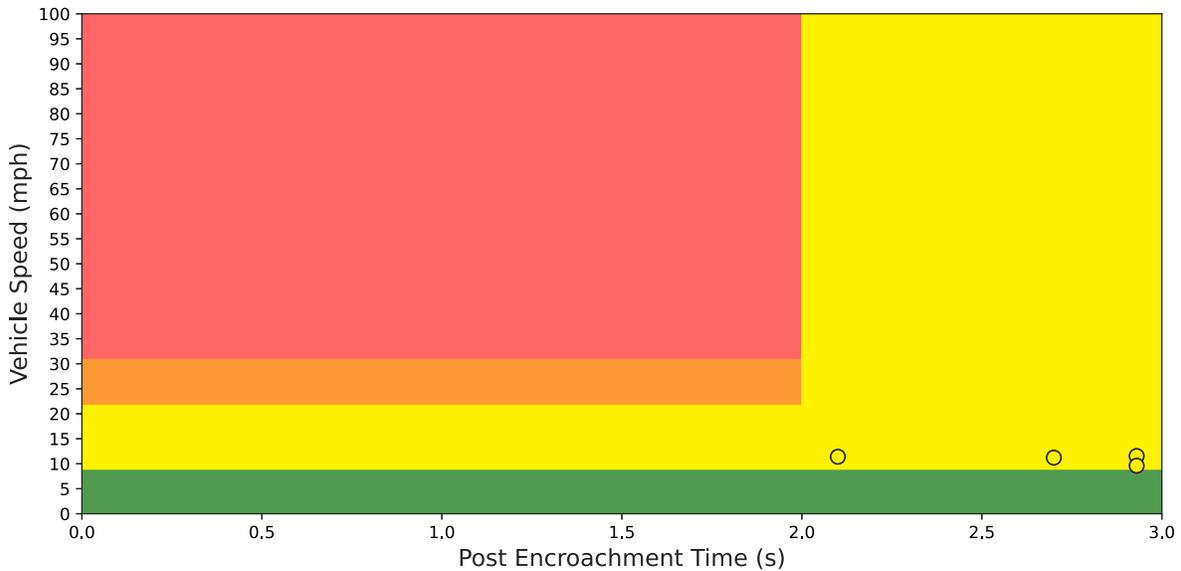
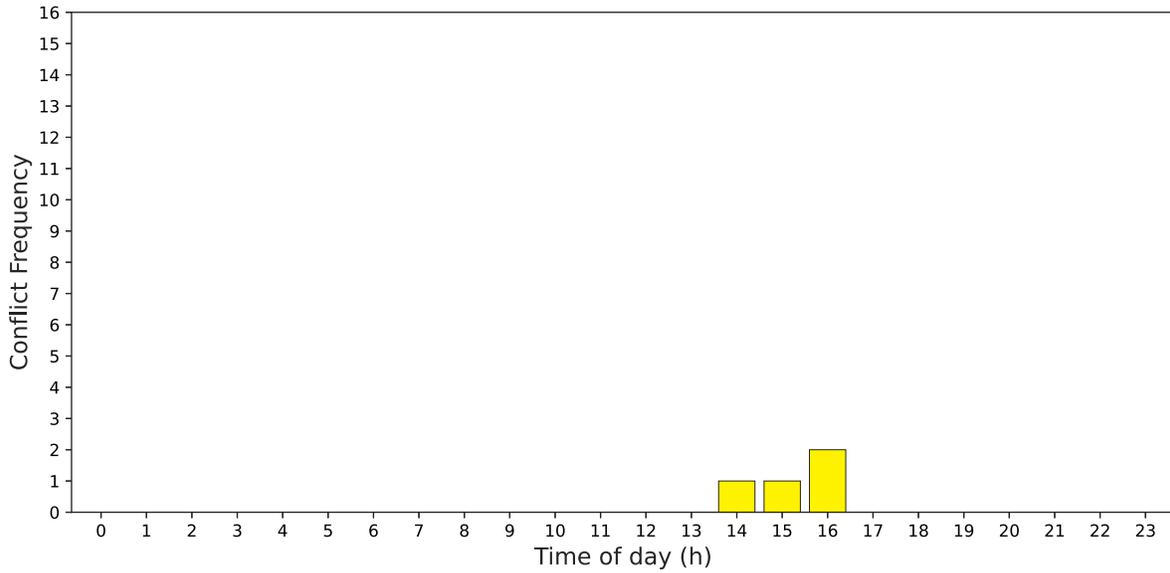




South-Right Vehicle vs Pedestrian on West Side (South-Right Hook) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29



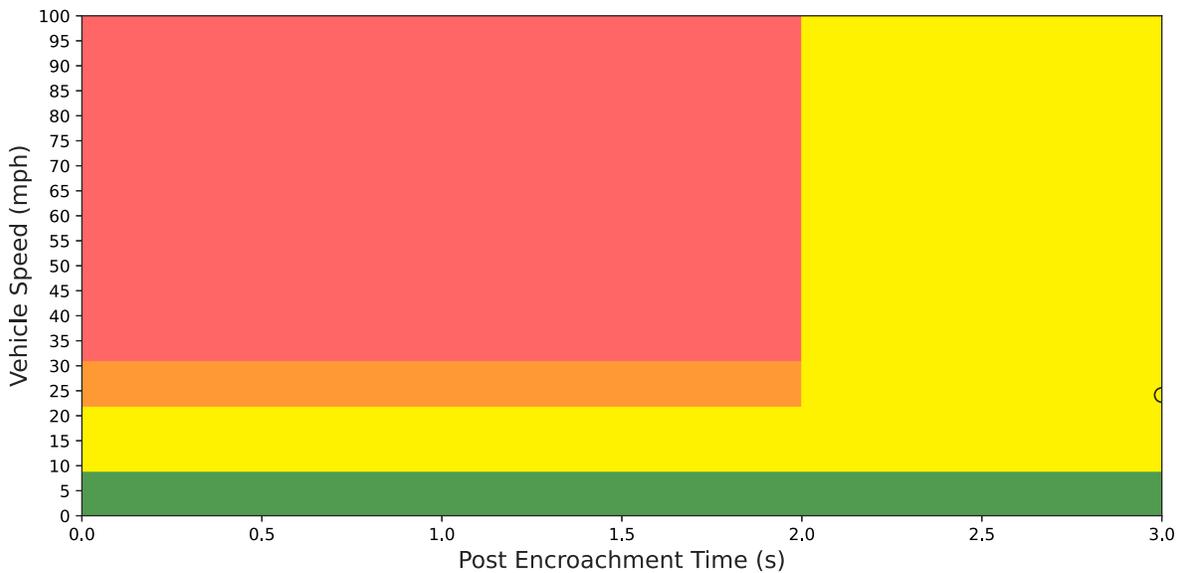
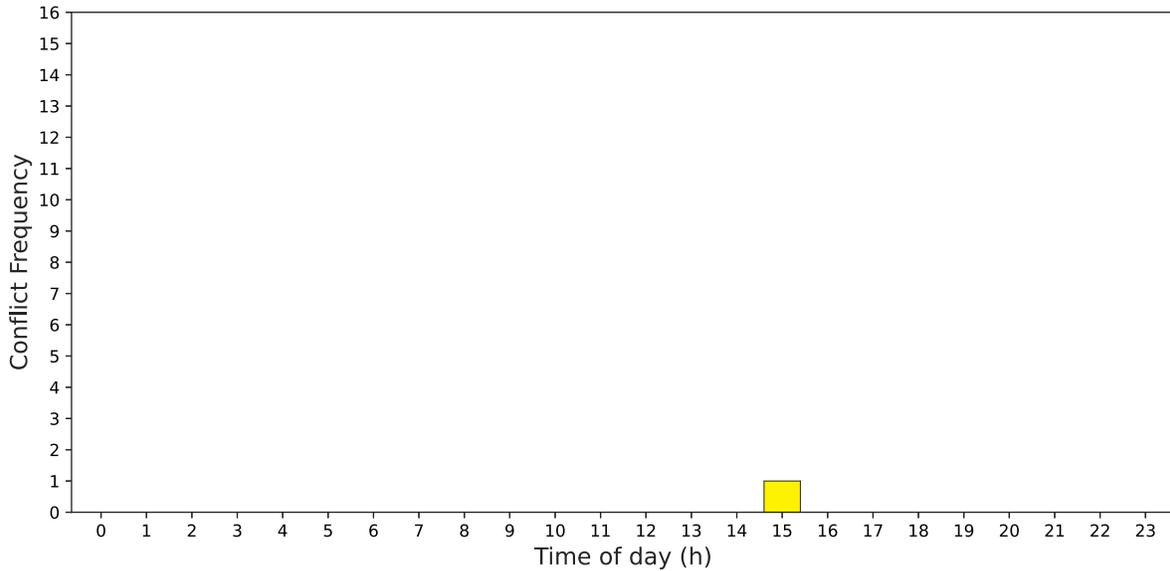
Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	4	0
Annual Estimate	0	0	365	0
Conflict Rate (%)	0.0	0.0	7.69	0.0
Relative Risk	NA	0.0	3.0	2.22





West-Left Vehicle vs Pedestrian on South Side (West-Left Hook) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

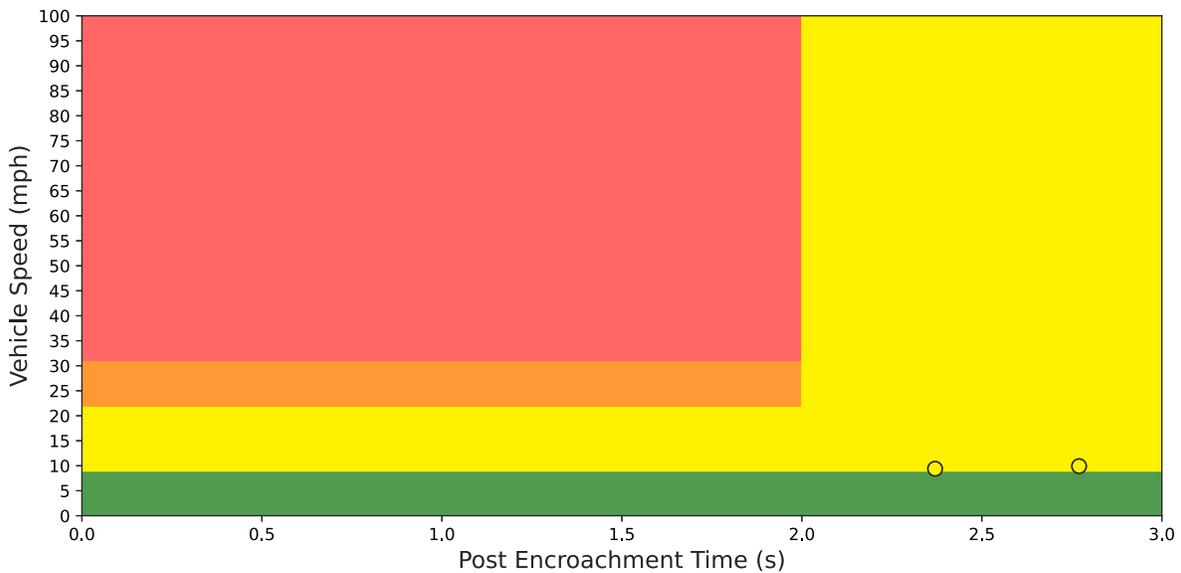
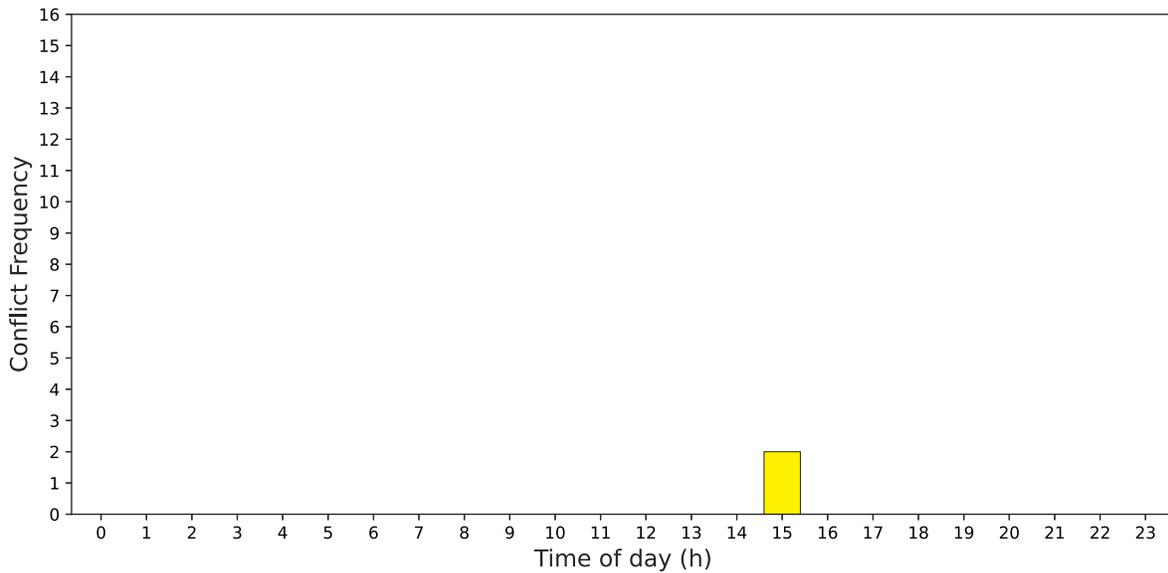
Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	1	0
Annual Estimate	0	0	91	0
Conflict Rate (%)	0.0	0.0	6.25	0.0
Relative Risk	NA	NA	3.88	3.62





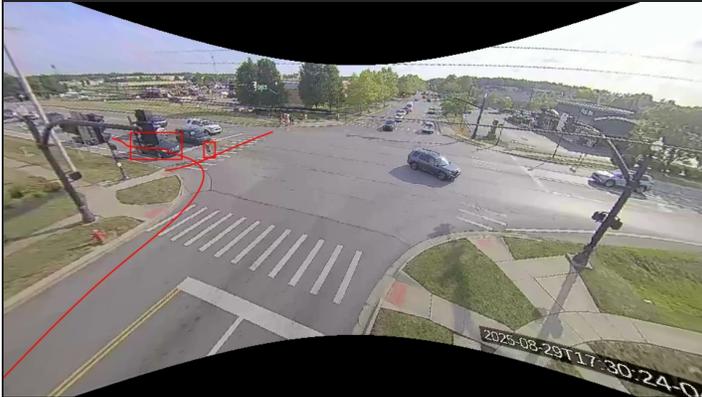
West-Right Vehicle vs Pedestrian on North Side (West-Right Hook) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29

	Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
	Measured Frequency	0	0	2	0
	Annual Estimate	0	0	182	0
	Conflict Rate (%)	0.0	0.0	7.14	0.0
	Relative Risk	NA	0.0	2.78	2.06





West-T/L/R Vehicle vs Pedestrian on East Side (West-T/L/R near-side) @ W Cherry Street & Miller Drive, 2025-Aug-26 to 2025-Aug-29



Risk Level	Critical Risk	High Risk	Medium Risk	Low Risk
Measured Frequency	0	0	1	0
Annual Estimate	0	0	91	0
Conflict Rate (%)	0.0	0.0	0.37	0.0
Relative Risk	NA	NA	NA	NA

