

# TRAVEL SAFE DELAWARE: An Action Plan for Safe Streets

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*Appendix C. List of Potential Safety Projects*

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## Potential Safety Projects

The following projects have been identified through previous planning processes as well as public and stakeholder input received throughout the process of developing Travel Safe Delaware. This is a non-exhaustive list of potential safety investments the City could make to address the safety challenges identified in this Safety Action Plan. The City should work to implement the listed safety improvements and continually update this list as projects are completed and new challenges are identified.

| Project Name/Location                                      | Brief Description  | Source                               |
|--|--|--------------------------------------|
| <b>SR 37 &amp; US 42 Intersection Improvements</b>         | Pedestrian crossing improvements, roadway geometry improvements, intersection capacity improvements  | City Thoroughfare Plan, Public Input |
| <b>SR 521 &amp; Bowtown Road Intersection Improvements</b> | This skewed intersection has increasing traffic volumes and development in the vicinity. A roundabout or peanut roundabout could be implemented in this area.  | City Thoroughfare Plan               |
| <b>Troy Road Curve Realignment</b>                         | This substandard curve needs realigned to enhance motorist safety. It would qualify for systemic safety from a project type perspective, but it does not have the right ODOT functional classification to qualify.   | City Thoroughfare Plan               |
| <b>Glenn Parkway Railroad Overpass</b>                     | The next extension of Glenn Parkway north of Berlin Station Road will include a grade separated railroad crossing (over or under). The project will include the elimination of the existing Berlin Station Road at-grade crossing.   | City Thoroughfare Plan               |
| <b>Pollock Road Extension &amp; Relocated Intersection</b> | This project would eliminate a dangerous unsignalized intersection and possibly fit it with ODOT's US23 goals.   | City Thoroughfare Plan, Public Input |
| <b>Olentangy River Trail North</b>                         | This project would improve pedestrian safety by providing a separate shared use path parallel to US23. Currently, pedestrians are observed walking along the shoulder of US23 in this area. The path alignment would be a part of the Central Ohio Greenway segment already identified in this area. | City Bikeway Plan                    |
| <b>Delaware Run Greenway</b>                               | This proposed trail alignment would provide an east-west connection between Houk Road and Elizabeth Street. Pedestrians would have a continuous separated shared use path connection between downtown Delaware and the city's west side.   | City Bikeway Plan                    |
| <b>Emergency Vehicle Preemption</b>                        | Expand the implementation of new emergency vehicle preemption to include all city signals. Expand preemption from fire and EMS to Police vehicles.   | Travel Safe Delaware                 |

| Project Name/Location   | Brief Description  | Source                       |
|---|--|------------------------------|
| <b>US-23 &amp; Central Avenue Southbound Off-Ramp Improvements</b>    | Adding dual lanes on the exit ramp, along with associated intersection and downstream improvements, will enhance safety of the US23 corridor by reducing queues caused by high traffic volumes.        | Public Input                 |
| <b>US23 Exit Ramp Wrong-Way Traffic Alert</b>                         | This project will aim to improve signage and possibly make intersection improvements at the US-23 to SR-37 exit ramp, as vehicles are known to occasionally travel in the wrong direction on the ramp. | Travel Safe Delaware         |
| <b>Pedestrian Connectivity Project</b>                                | Identify critical gaps in sidewalk and shared use path network throughout the city.  | Travel Safe Delaware         |
| <b>Mingo Trail Connector - Olentangy to Belle</b>                     | Extension of shared use path from Olentangy Ave. to Belle Ave.   | Parks & Rec Department Study |
| <b>Mingo Trail Extension to South</b>                                 | Extension of shared use path south to Meeker Way, using an alignment along US23 and/or Stratford Rd.   | Parks & Rec Department Study |
| <b>US23 to Pollock Trail Connector</b>                                | Extension of shared use path from Meeker Way to Pollock Rd. Including a crossing of the Olentangy River.   | Parks & Rec Department Study |
| <b>Valleyside Drive</b>   | Roadway extension to provide an additional north/south route connecting US 36 & SR 37, providing improved emergency response times.  | City Thoroughfare Plan       |
| <b>Removal of Prepare to Stop When Flashing Signs</b>                 | Removal of all prepare to stop when flashing signage in the City, together with any necessary signal detection modifications.  | Travel Safe Delaware         |
| <b>Additional Main Line Stop Bar Detection and Advanced Detection</b> | Identify and implement signal detection upgrades across entire city signal system.   | Travel Safe Delaware         |
| <b>US36 &amp; Davidson Lane Safety Study</b>                          | Identification and implementation of safety improvements at US36 and Davidson Lane, an intersection with a history of serious and fatal crashes.   | Travel Safe Delaware         |
| <b>Speed Studies</b>  | Perform speed studies to identify possibilities for speed reductions, with a focus on high injury networks.  | Travel Safe Delaware         |
| <b>Intersection Safety Studies</b>                                    | Study intersections on high injury networks to identify intersection modifications to enhance safety.  | Travel Safe Delaware         |