

Canistota: Local Safety Action Plan



The City of Canistota developed this Local Safety Action Plan to address roadway safety concerns and reduce fatal and serious injury crashes for all users as part of the U.S. Department of Transportation’s Safe Streets and Roads for All (SS4A) program. As a member of the SECOG Regional Safety Action Plan, this local plan builds on regional analysis by focusing on Canistota-specific needs and identified priorities such as pedestrian safety, speeding, and school access. The Local Plan is intended to connect regional strategies with targeted local improvements that advance the shared goal of eliminating roadway fatalities and serious injuries.

Transportation System & Context

The City of Canistota is a small community where local trips to schools, parks, hotels, the pool, and neighborhood businesses are often made on foot or by bicycle. A unique aspect of Canistota is the large number of Amish visitors who are bused into town year-round for chiropractic care and rely on walking between destinations, often wearing dark clothing that can reduce visibility in low-light conditions. Stakeholder input highlighted significant speeding issues on Willow Street, Railroad Avenue, and Ash Street, as well as heavy walking and biking activity on Ash Street where no sidewalk exists. Additional concerns include crossing safety at Railway Avenue and Main Street, school-related activity and marching band or track practice on Main Street, narrow conditions on 7th Street, truck traffic and industrial access along East Avenue and Railway Avenue, drainage and ditch issues east of East Avenue, and overall sidewalk repair needs throughout town.

Canistota Demographics

Canistota’s population increased by 29.5% from 2014 to 2024, reflecting continued growth over the past decade. As development gradually expands around the community, additional growth is expected in the years ahead.

Vehicles Available			
Vehicles Available	VO Total 2014	VO Total 2024	Percent Change
Total Households	210	272	29.52%
No Vehicle Available	0	14	N/A
1 Vehicle Available	89	43	-51.69%
2 Vehicles Available	62	82	32.26%
3 Vehicles Available	47	92	95.74%
4+ Vehicles Household	12	41	241.66%

Source: U.S. Census Bureau

Population Growth & Characteristics			
Category	2014	2024	Percent Change
Population	522	711	36.21%
Under 18 (Youth)	129	203	57.36%
18 to 64	257	385	49.81%
65 + (Older Adults)	136	96	-29.41%
Total Households	210	272	29.52%
Owner Occupied	159	226	42.14%
Renter Occupied	51	46	-9.80%

Regional Safety Action Plan Vision and Goals

Vision: *The SECOG region will collaboratively pursue a future where no one is killed or seriously injured on our transportation system, using thoughtful, locally guided planning to create safer, more connected communities.*

Regional Goal: To help communities involved in this plan improve transportation safety, SECOG will provide shared performance standards, data tools, and coordination support that enable member jurisdictions to set and track their own safety goals.

Public Engagement

Public engagement for Canistota’s Local Safety Action Plan included a stakeholder interview, online survey participation, and interactive map comments as part of the broader SECOG SS4A process. The stakeholder interview helped identify local safety concerns early in the planning process and provided important community context to support the development of both the regional survey and the local action plan. This input was especially valuable in Canistota, where many of the key safety issues are tied to specific streets, crossings, school activity, and pedestrian movement throughout town.

The regional engagement effort generated 445 survey responses and 814 map-based comments, with Canistota contributing 72 comments and 42 local surveys which is one of the higher totals among participating communities. Across the region, public input consistently highlighted intersection safety, pedestrian safety, and speeding as top concerns, while preferred improvements included more complete sidewalks, added trails, speed control measures, and safer pedestrian crossings. These findings closely align with the concerns raised in Canistota, helping confirm that pedestrian visibility, sidewalk conditions, speeding, and crossing safety should remain central priorities in the City’s Local Safety Action Plan.

Canistota participated in the SECOG Regional Safety Action Planning process in 2026 to identify regional transportation safety priorities. As a part of that process, community engagement and data analysis identified the top safety concerns locally within Canistota.

In Canistota, safety challenges are closely tied to rural travel patterns, where roadway departures and single-vehicle crashes play a prominent role and nighttime conditions heighten risk.

Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Canistota, crash patterns suggest a focus on roadway departure prevention, visibility, and context-appropriate safety treatments for lower-volume roadways.

Figure 1. Types of crashes

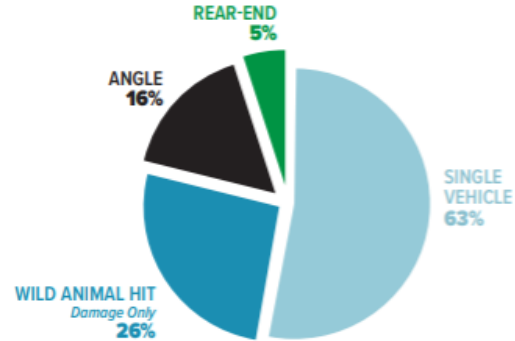


Figure 2. Crashes per year



Crash Analysis

There were **19 total crashes** from 2021-2025

No fatal or severe crashes — lower than regional average (3.8%)

26% on 55+ mph roads; 0% on 65+ mph; 0% on 75+ mph

32% in dark conditions — lower than region (36.5%)

1 crash involving people walking or biking

Engagement Takeaways

Speeding and reckless driver behavior are top community concerns. Additional feedback on safety challenges include:

- + Missing and incomplete sidewalks
- + Dark streets and minimal lighting near parks
- + Challenging intersection sightlines

Project Recommendations

See the SS4A Regional Safety Action Plan project website for more information at www.secog.org



Crash Analysis

HIGH RISK FOR ACTIVE TRIP COLLISIONS

These collisions include bike-involved collisions, ped-involved collisions, collisions occurring in areas with high activity density (> 8 activity density), or collisions where there are > 20 nearby destinations

Crash Type



- A Parked Motor Vehicle 55%
- Motor Vehicle in Transport 36%
- Bicyclist 9%

0 crashes resulted in an injury

0 crashes were severe

1 crash involved someone biking or walking

Intersection Collisions



- Major Intersection 18%
- Minor Intersection 55%
- Not an Intersection 27%

CANISTOTA



Recommendations

Project #1: Willow Street Traffic Calming and Pedestrian Safety

Safety Feedback Received

- No Sidewalks
- Visibility at Intersections
- Speeding

Countermeasure Options

- Speed Feedback Signs - \$12,000 per sign
- Railway, 5th and 7th Street Intersection visibility review (move stop sign/backward and/or trim trees)
- Add sidewalks

Funding Options

- TA Funding
- SS4A Funding

Project #2: Main and Railway Intersection Pedestrian Safety

Safety Feedback Received

- Pedestrian Safety
- Poor sight visibility at intersections

Countermeasure Options

- Add Sidewalks with reconstruction of roadways
- Enhanced pedestrian crossings - \$20,000
- Curb Extensions on Main
- RRFB Pedestrian Signal - \$30,000 per signal
- Daylighting – reduce parking at intersections to increase sight visibility

Funding Options

- TA Funding
- SS4A Implementation Grant

Other Recommended Safety Projects

- **Canistota School and Park Area – pedestrian and school safety**
 - Enhanced Pedestrian Crossings at school designated street crossings
 - RRFB at highest traffic crossing
- **7th Avenue – Street seems narrow to people**
 - 20 mph speed limit
 - Reduce parking at corners for increase visibility
- **East Avenue – speeding and drivers not yielding**
 - Speed feedback sign
 - Low-Cost Stop-Control Enhancements (i.e. Retroreflective sheeting on sign posts, flashing beacons etc)
- **Sidewalk connectivity – retrofit sidewalk throughout town**
- **Speeding – traffic calming and speed feedback signage**

Priority Projects



1. Willow Street Traffic Calming and Pedestrian Safety

2. Main Street and Railway Avenue Pedestrian Safety

Canistota
est. 1884

Willow Street Traffic Calming and Pedestrian Safety



Safety Feedback Received

- ✓ No Sidewalks
- ✓ Visibility at Intersections
- ✓ Speeding

Countermeasure Options

- Speed Feedback Signs - \$12,000 per sign
- Railway, 5th and 7th Street Intersection visibility review (move stop sign/bar forward and/or trim trees)
- Add sidewalks

Funding Options

- ☐ TA Funding
- ☐ SS4A Funding



Main and Railway Intersection Pedestrian Safety



Safety Feedback

Pedestrian Safety

Poor sight visibility at intersections

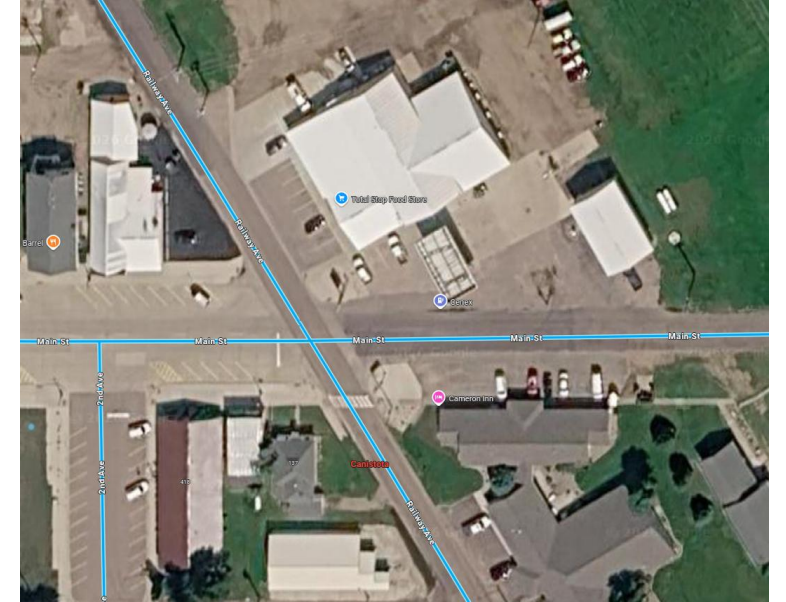
Countermeasure Options

- Add Sidewalks with reconstruction of roadways
- Enhanced pedestrian crossings - \$20,000
- Curb Extensions on Main
- RRFB Pedestrian Signal - \$30,000 per signal
- Daylighting – reduce parking at intersections to increase sight visibility

Funding Options

TA Funding

SS4A Implementation Grant



Other Recommended Safety Projects



- Canistota School and Park Area – pedestrian and school safety
 - Enhanced Pedestrian Crossings at school designated street crossings
 - RRFB at highest traffic crossing
- 7th Avenue – Street seems narrow to people
 - 20 mph speed limit
 - Reduce parking at corners for increase visibility
- East Avenue – speeding and drivers not yielding
 - Speed feedback sign
 - Low-Cost Stop-Control Enhancements (i.e. Retroreflective sheeting on sign posts, flashing beacons etc)
- Sidewalk connectivity – retrofit sidewalk throughout town
- Speeding – traffic calming and speed feedback signage