Vision Zero in Practice:
Lessons from Lancaster's Streets, Schools, and Neighborhoods

Mid-Colonial District (MCDITE) Workshop

April 15, 2026

visionzerolancaster.com

CITY OF LANCASTER

Agenda

- Introductions (5 minutes)
- Lancaster Vision Zero Overview (10 minutes)
- Two-Way Restoration Study (40 minutes)
- 5 minute break
- Neighborhood Slow Zone Program (30 minutes)
- Safe Routes to School (30 minutes)

Lancaster Vision Zero Overview

Lancaster City

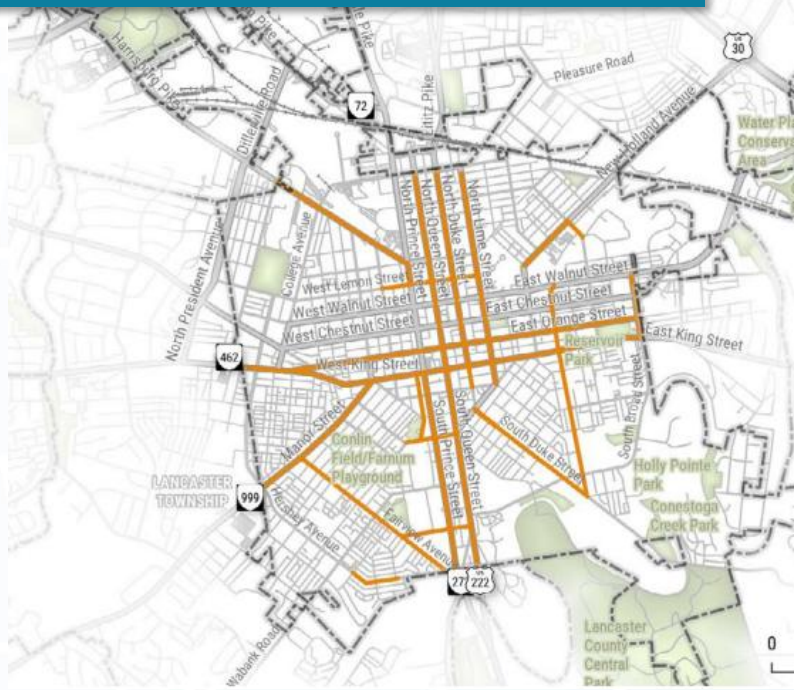
visionzerolancaster.com

CITY OF LANCASTER

Lancaster VZ Program

- Vision Zero Action Plan adopted in 2020
- Goal to eliminate all fatal and serious injury crashes by 2030
- Identified a High Injury Network (HIN) to focus safety improvements

2020 High Injury Network (HIN)



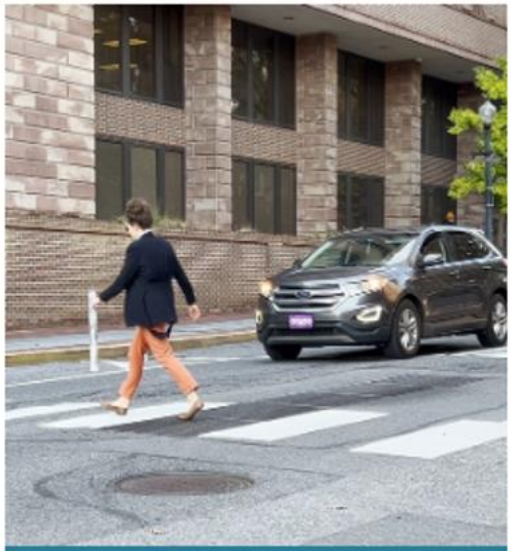
Federal Highway Safe System Approach

CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

Vision Zero Projects as of October 2025



Intersection Daylighting

Leading Pedestrian Intervals

Bike Infrastructure

Rapid Flashing Beacons

84	56%	17	6
Intersections with Daylighting	Traffic Signals with Leading Pedestrian Intervals	Miles of Installed Bike Infrastructure	Intersections with Rapid Flashing Beacons

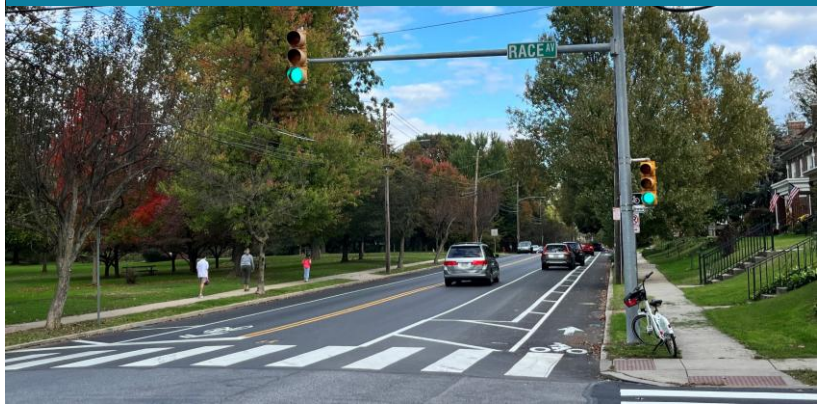
CITY OF LANCASTER

VISION ZERO LANCASTER

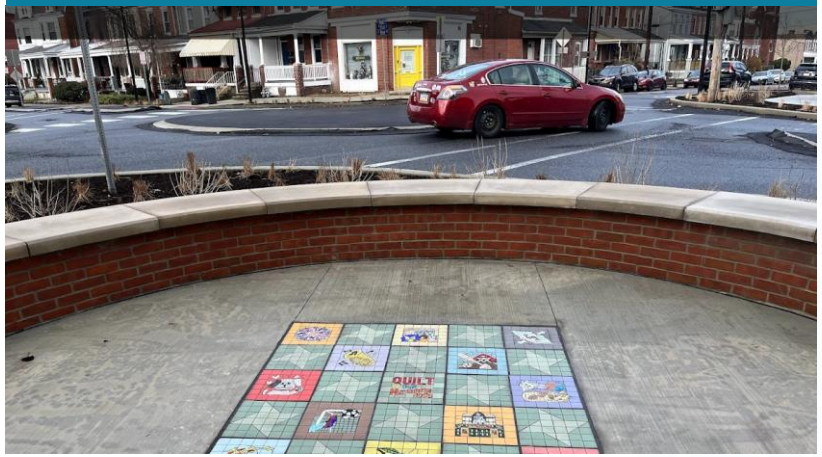
VISIONZEROLANCASTER.COM

Vision Zero Projects So Far….

Lemon Street Separated Bike Lane



Plum Street Mini-Roundabout



Walnut Street Separated Bike Lane

PennDOT Grants: TASA, Multimodal
Public Works Budget: Resurfacing, capital improvements

….leveraging many funding sources

Vision Zero and SS4A Funding

City to tackle 'High Injury Network' with $12.7 million traffic safety grant

GOVERNMENT BY **TIM STUHLDREHER** - MARCH 17, 2023

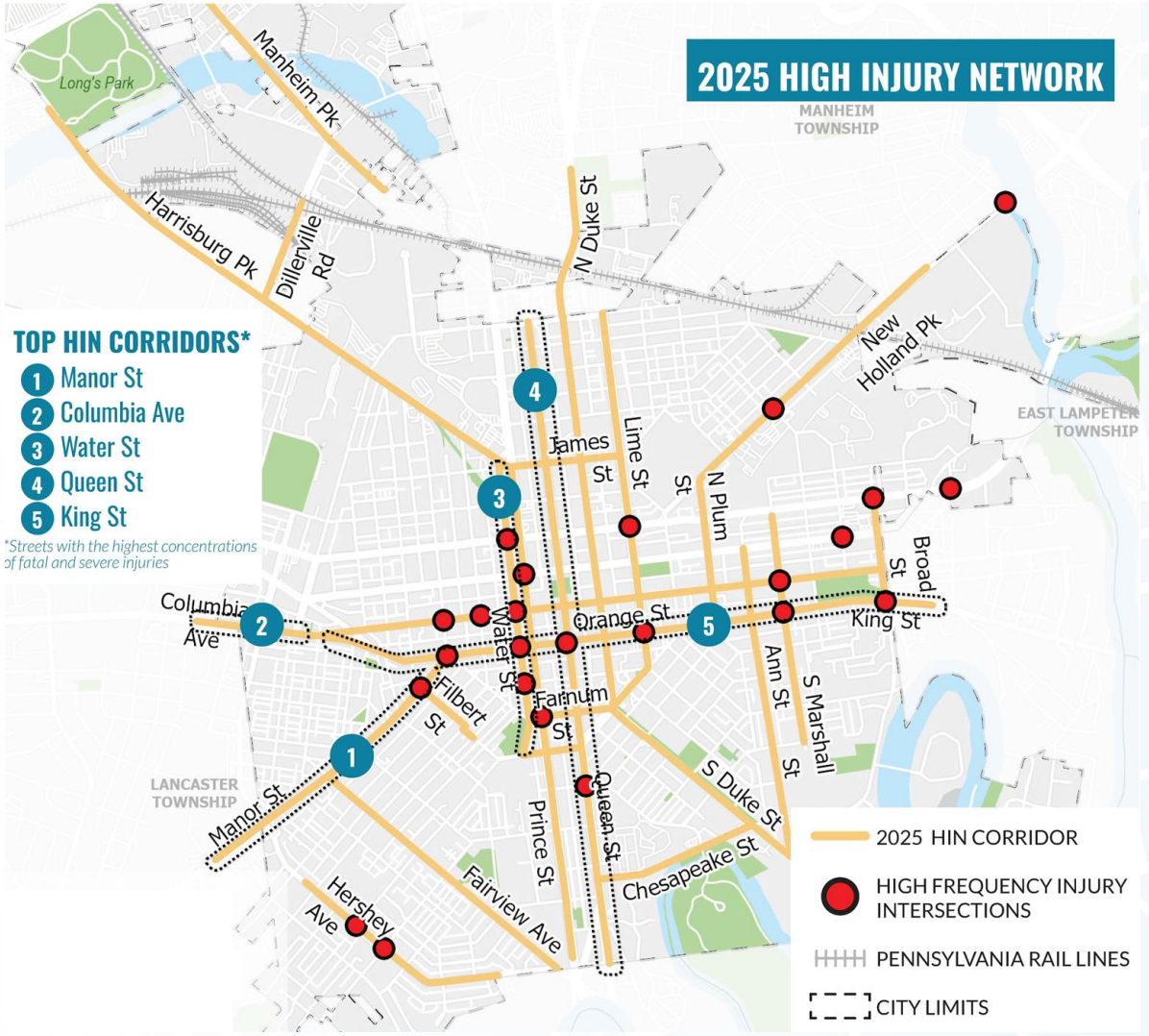
2025 High Injury Network

Streets where the most severe traffic crashes happen

Lancaster's 2020 High Injury Network (HIN) has been updated with the last 5 years of crash data (2020-2024)

The updated High Injury Network gives extra weight to fatal and severe crashes

We want to focus Vision Zero projects on these streets so we can make the biggest difference in saving lives.



CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

Vision Zero Project Types

Safe Routes to School

Project Goal: Safe and healthy opportunities for students to walk and bike to school

Project Tools: traffic calming and intersection safety improvements

STATUS: Recommendations identified for two school zones

Neighborhood Slow Zones

Project Goal: Slow speeds on neighborhood streets

Project Tools: traffic calming and intersection safety improvements

STATUS: Finalized program recommendations and selected two pilot Slow Zones

Vision Zero Project Types

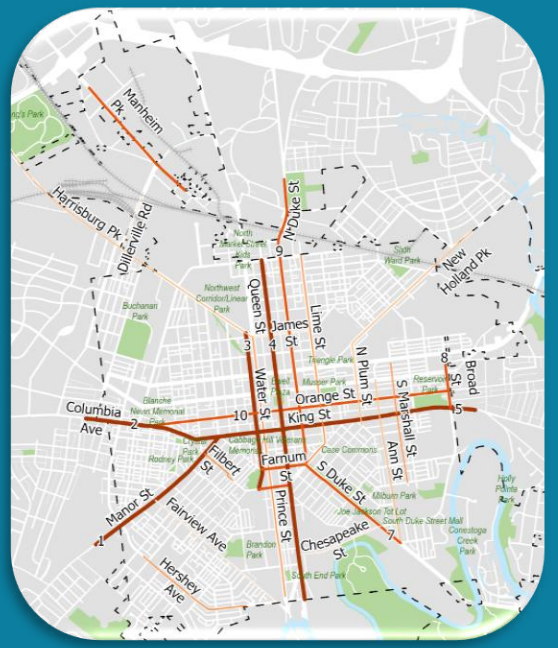
Two-Way Restoration

Project Goal: Slow speeds, reduce barriers, and improve crossing visibility on key corridors

Project Tools: intersection safety improvements, curbside management, and traffic flow

STATUS: Concept design for feasible corridors

High Injury Network (HIN)



Project Goal: Address the highest safety concerns in areas not covered by other project types

Project Tools traffic calming and intersection safety improvements

STATUS: Identifying projects from the updated HIN

VISION ZERO SAFETY TOOLBOX

Treatments that have the greatest impact on improving traffic safety

TRAFFIC CALMING

Slows down cars

Appropriate on all VZ projects

CURBSIDE MANAGEMENT

Provides space for parking, loading + transit

Most appropriate on High Injury Network (HIN), Two-Way Restoration, and some Safe Routes to School projects

TRAFFIC FLOW

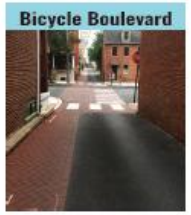
Keeps traffic moving safely

Most appropriate on High Injury Network (HIN) and Two-Way Restoration projects

BICYCLE FACILITIES

Provides space for bicyclists

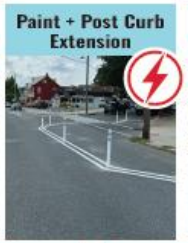
Most appropriate on High Injury Network (HIN) and Safe Routes to School projects

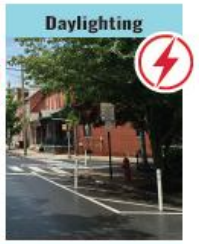


INTERSECTION SAFETY

Improves visibility

Appropriate on all VZ projects





CITY OF LANCASTER

VISION ZERO LANCASTER

Quick-build tools or projects can be implemented more quickly and at a lower cost using road paint and flex posts

LEARN MORE ABOUT THE CITY'S WORK TO MAKE STREETS SAFER FOR EVERYONE AT VISIONZEROLANCASTER.COM

TRAFFIC CALMING

Slows down cars

Appropriate on all VZ projects

Speed Hump

Parking Chicane

Painted Lane Edges

Medians

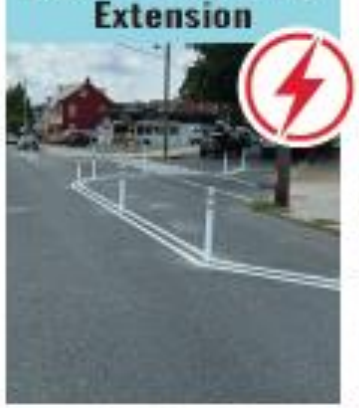
INTERSECTION SAFETY

Improves visibility

Appropriate on all VZ projects

Slow Turn Wedge

Paint + Post Curb Extension



Daylighting

High Visibility Crosswalk

Hardened Centerline

Curb Extension with Green Infrastructure

Mini Roundabout

ADA Ramps

RRFB

Median Refuge Island

Raised Crosswalk/Intersection

CURBSIDE MANAGEMENT

Provides space for parking, loading + transit

Most appropriate on High Injury Network (HIN), Two-Way Restoration, and some Safe Routes to School projects

On-Street Parking

Parking Garage Access

Bus Stops

Loading Zone

TRAFFIC FLOW

Keeps traffic moving safely

Most appropriate on High Injury Network (HIN) and Two-Way Restoration projects

Two-Way Restoration

Left-Turn Lane

Traffic Signal Upgrades

BICYCLE FACILITIES

Provides space for bicyclists

Most appropriate on High Injury Network (HIN) and Safe Routes to School projects

Bicycle Boulevard

Separated Bicycle Lane

Shared Use Path

Bicycle Conflict Markings

Bicycle Box

Priority Vision Zero Projects

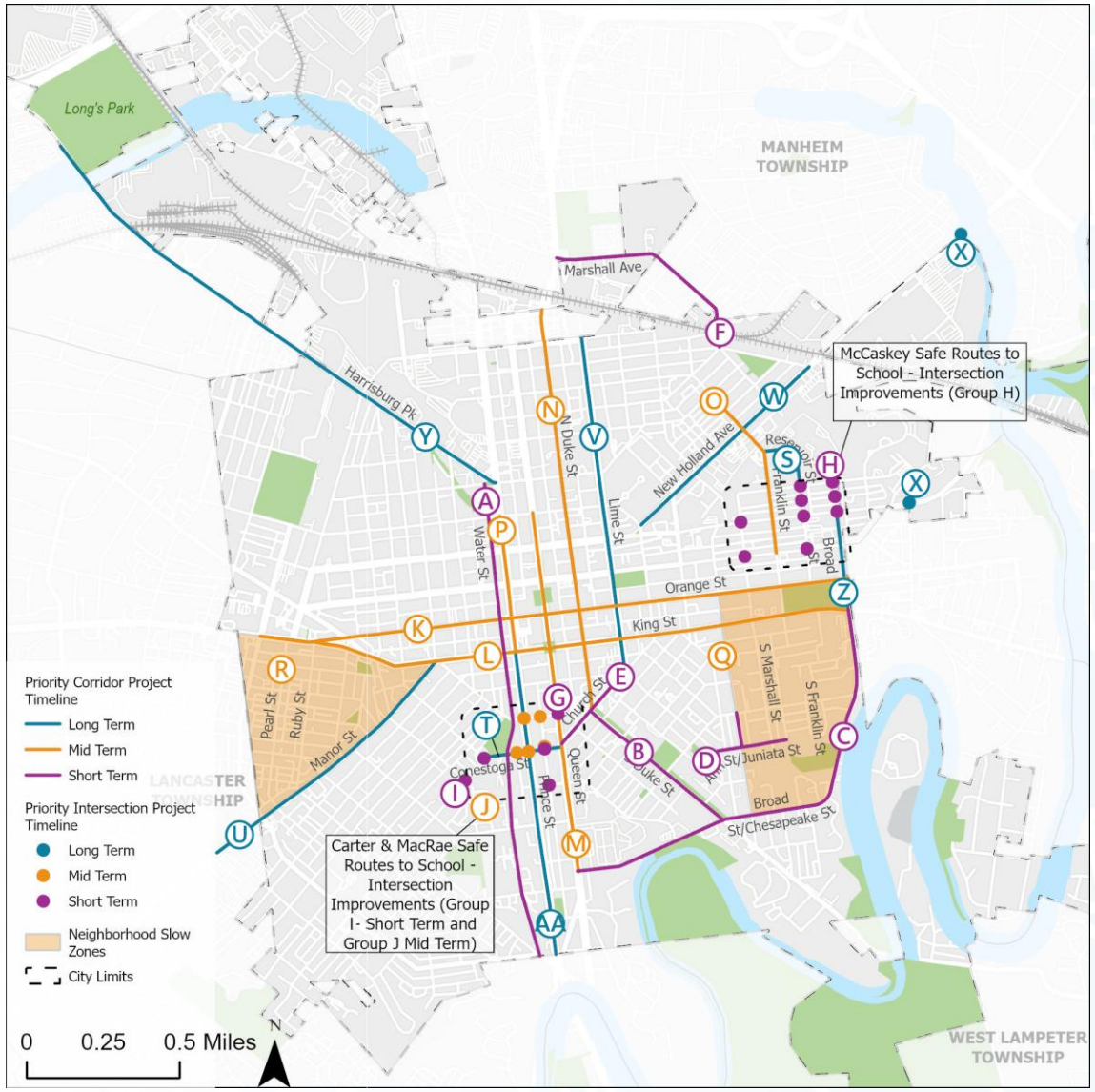
Priority Corridor Project Timeline

- Long Term
- Mid Term
- Short Term

Priority Intersection Project Timeline

- Long Term
- Mid Term
- Short Term

- Neighborhood Slow Zones



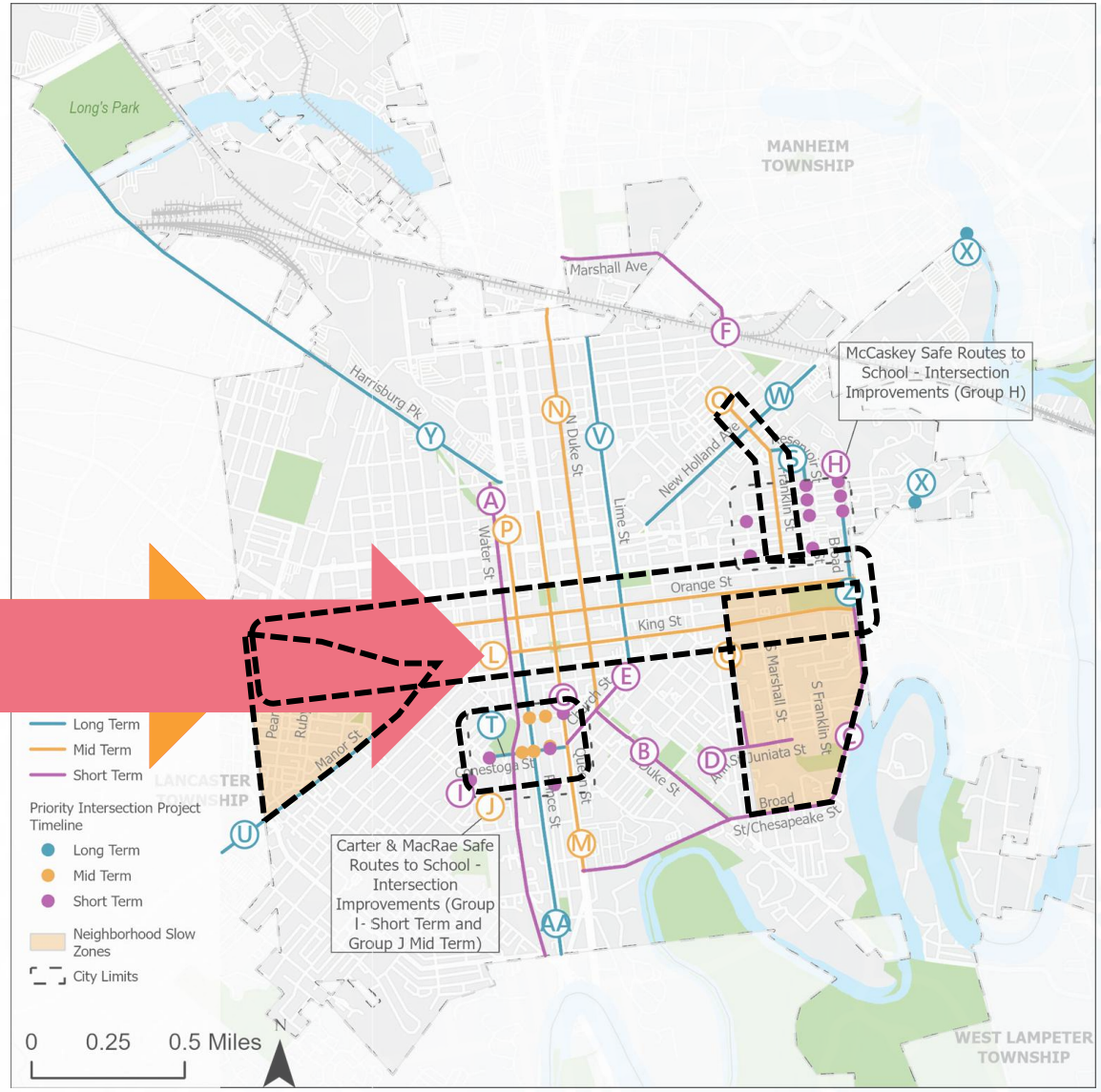
CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

Vision Zero Projects for Today's Discussion

Safe Routes to School
(Carter & MacRae and McCaskey)



CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

Two-Way Restoration Study

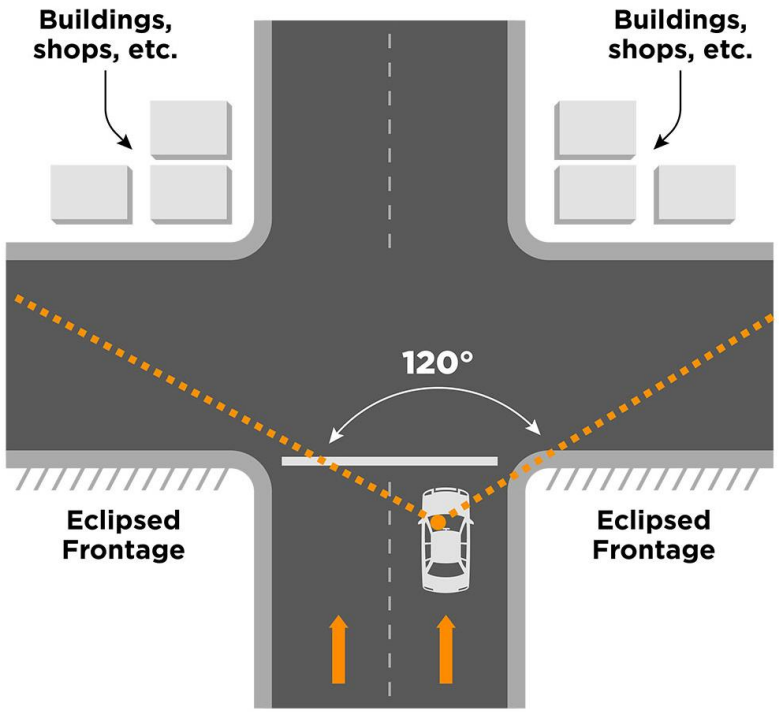
Laura Ahramjian, Kittelson
Carla Dietrich, Michael Baker

visionzerolancaster.com

CITY OF LANCASTER

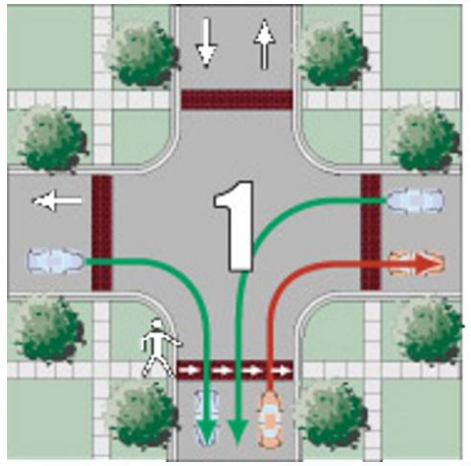
Why Consider Two-Way Streets?

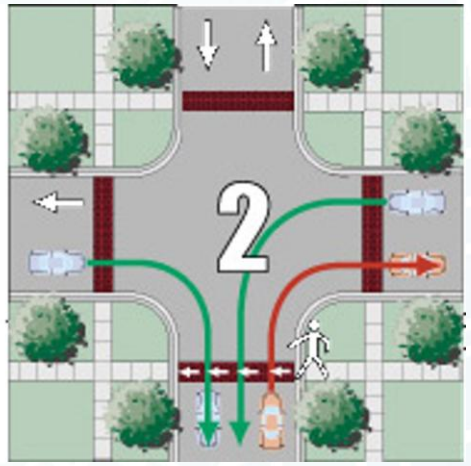
- Improved Safety + Pedestrian Connectivity
- Shorter Trips + Direct Vehicular Routes
- Increased Visibility for Businesses
- More Balanced Traffic Flow



Safety Benefits of Two-Way Streets

Reduce turning movements and vehicle/pedestrian conflicts from out of direction travel





Lower speeds reduce crashes and crash severity

Increase pedestrian visibility at intersections

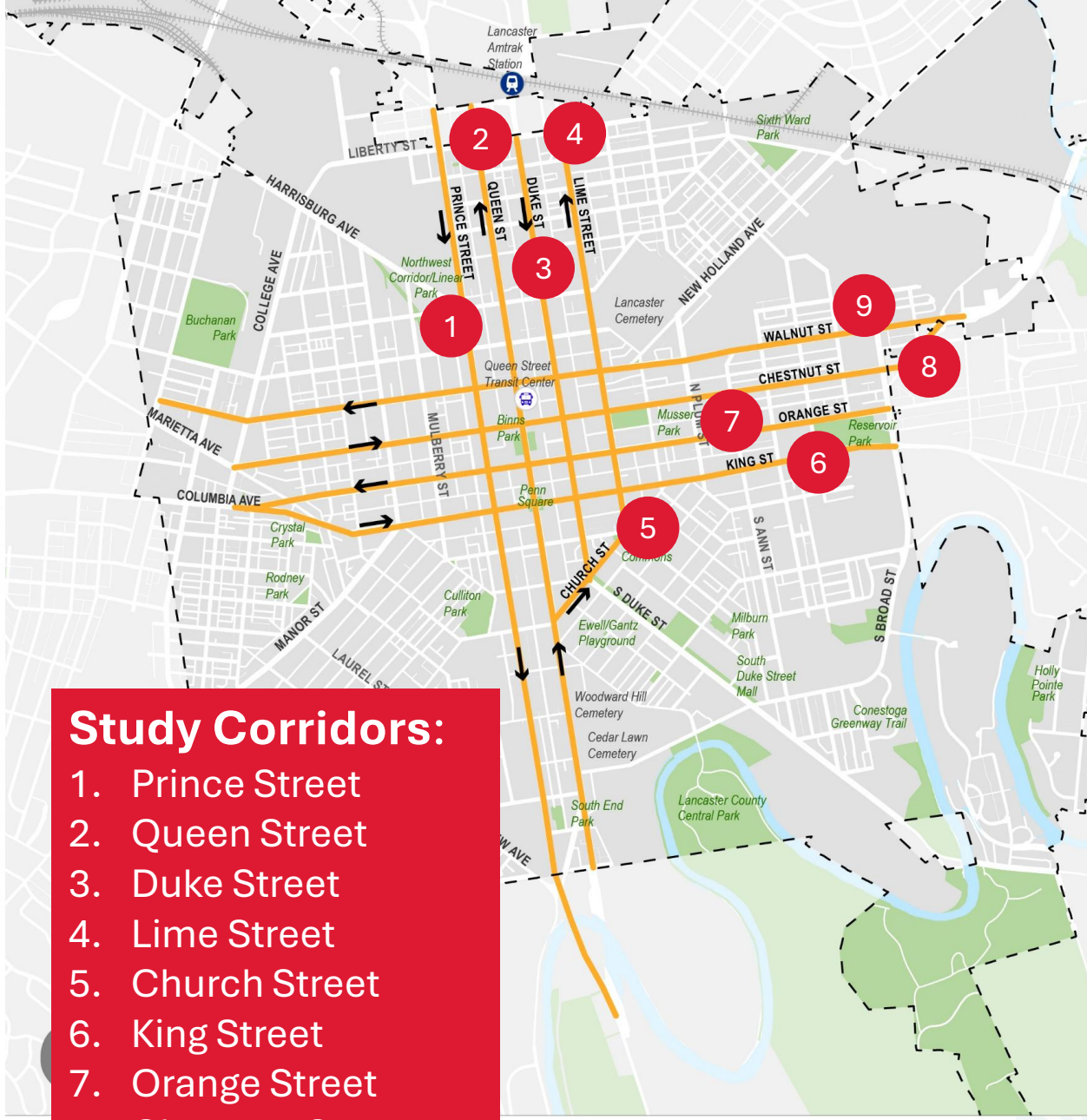
CITY OF LANCASTER

VISIONZEROLANCASTER.COM

Two-Way | Project Scope

- **Existing conditions analysis**
- **Corridor selection for 3 restoration alternatives**
- **Future traffic and multimodal operations analysis to determine feasibility**
- **Two-way restoration concepts for up to 2 feasible corridors**
- Planning-level cost estimates
- Ongoing public engagement

We Are Here



Study Corridors:

1. Prince Street
2. Queen Street
3. Duke Street
4. Lime Street
5. Church Street
6. King Street
7. Orange Street
8. Chestnut Street
9. Walnut Street

PennDOT Coordination

- Early & Often
  - Data Collection Pan and PennDOT Coordination Meeting
  - Methodology Memorandum + PennDOT review/acceptance
  - Initial Findings Memorandum + PennDOT Coordination Meeting

Initial Findings Memorandum
- Traffic Volume Forecasts
- Level of Service (LOS) Criteria
- Operations Analysis Results
- Mitigation Identification
- Initial Feasibility Findings

Discussion

- How have you collaborated with stakeholders to generate buy-in on traffic data collection and analysis?
- Lessons learned?

Stakeholder Meetings

Business and Active Transportation

Emergency Services

Red Rose Transit Authority

Lancaster Parking Authority

Two-Way | Public Feedback

Agreement

- Top goal for all streets is improving safety for all
- Top two issues for safety are vehicles speeding/ not stopping and dangerous intersections
- Traffic calming is a priority
- One-way configurations currently allow for more flexibility for different road users

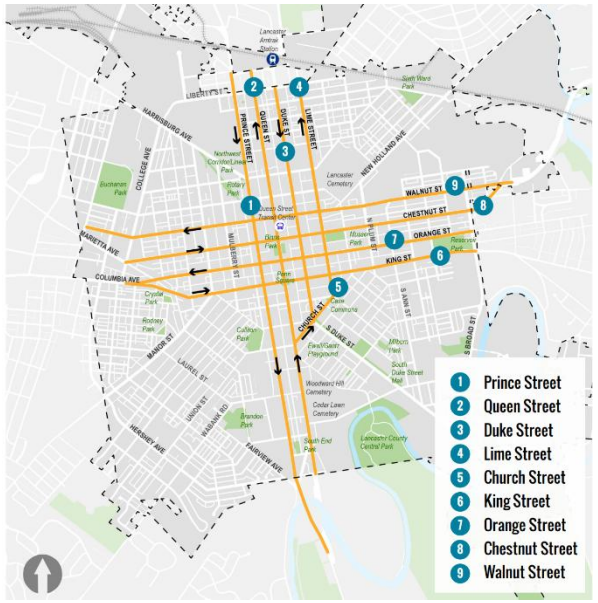
Disagreement

- Drivers and commuters generally prefer the current one-way system
- Bikers and walkers think the one-way system encourages speeding and makes the downtown less walk- and bike-friendly.

Two-Way Study Process

Step 1 — Existing Conditions (9 corridors)

- Existing Conditions Analysis
- Corridor Screening for Two-Way Suitability
- Scenario Identification for Two-Way Reasonableness

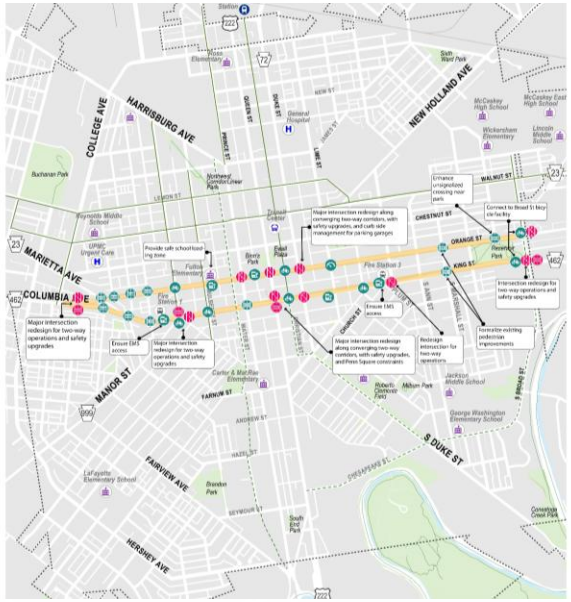


Step 2 — Future Conditions (4 corridors)

- Volume Forecasts
- Synchro Analysis
- Mitigation Assessment
- Multimodal Impacts

Step 3 — Corridor Selection + Concept Design (2 corridors)

- Concept Development for Feasible Corridors to address Traffic and Multimodal Impacts

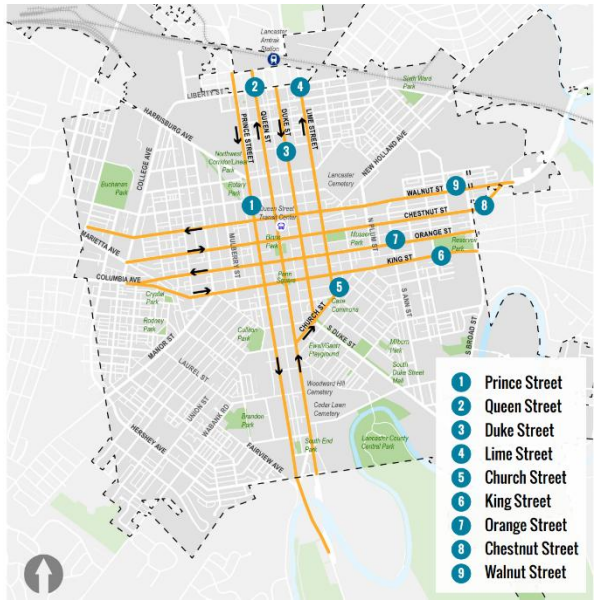


Existing Conditions: 9 Corridors

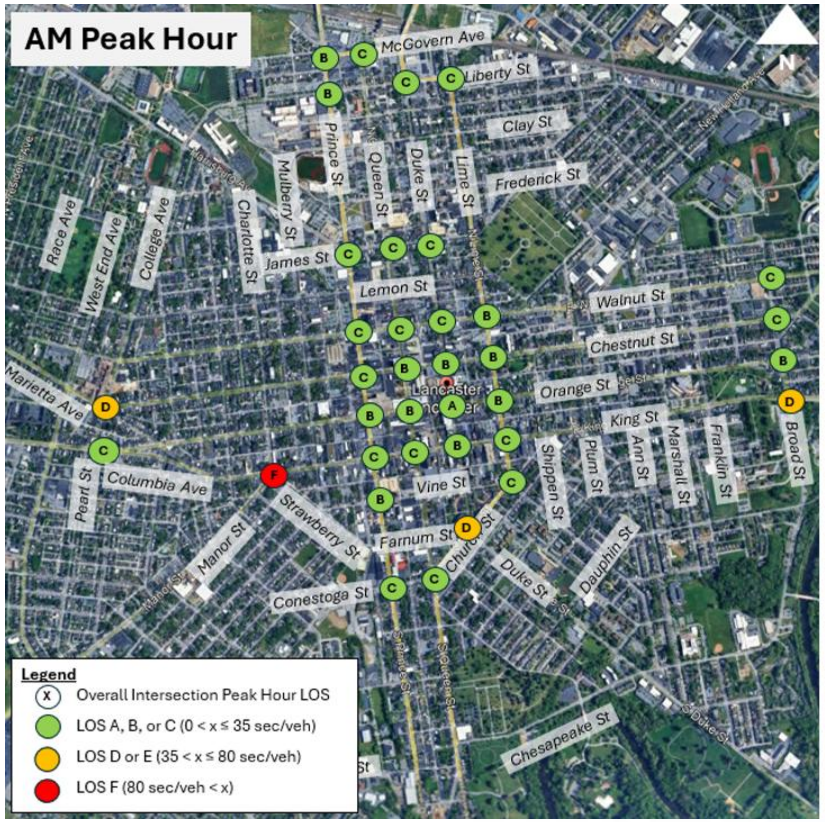
Step 1

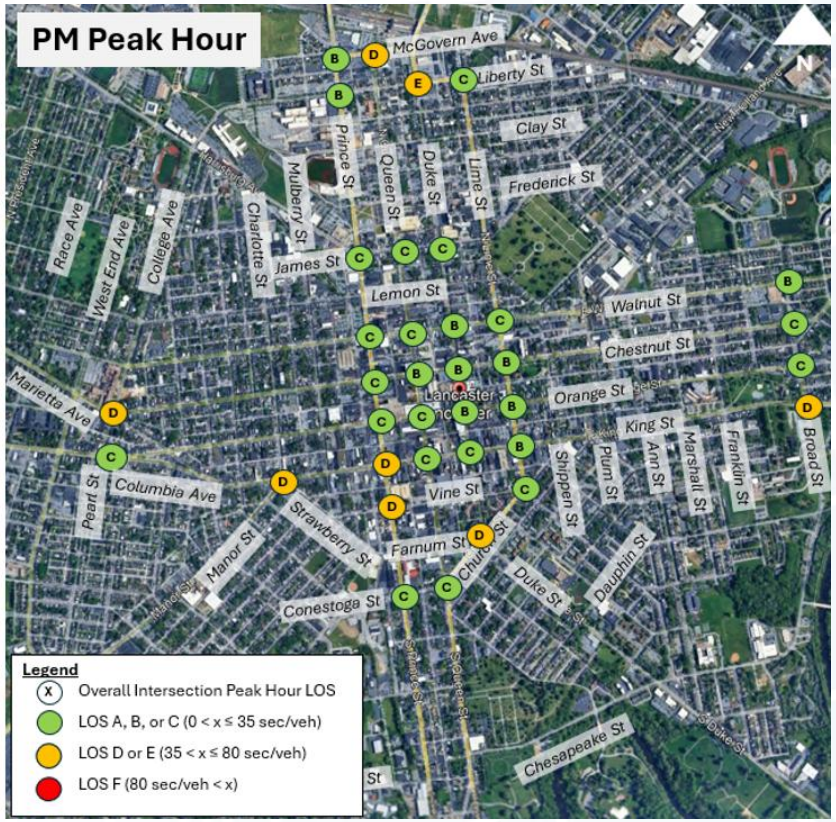
Existing Conditions (9 corridors)

- **Existing Conditions Analysis**
- Corridor Screening for Two-Way Suitability
- Scenario Identification for Two-Way Reasonableness



AM Peak Hour & PM Peak Hour Synchro Analysis



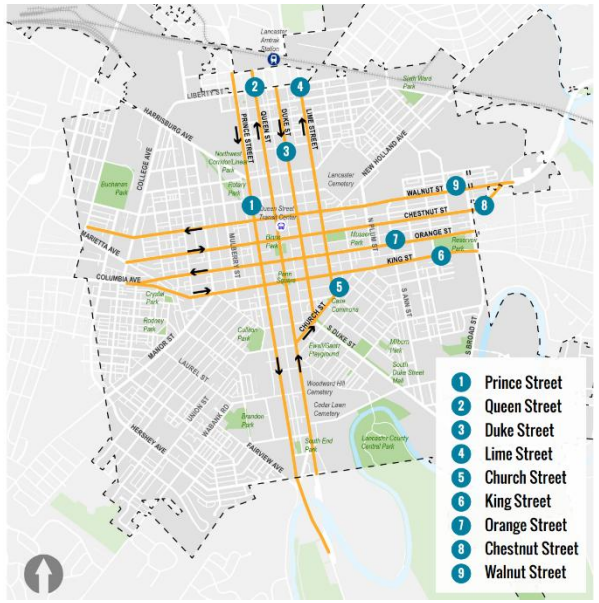


Existing Conditions: 9 Corridors

Step 1

Existing Conditions (9 corridors)

- Existing Conditions Analysis
- **Corridor Screening for Two-Way Suitability**
- Scenario Identification for Two-Way Reasonableness



Unique Project-Specific Corridor Screening Criteria

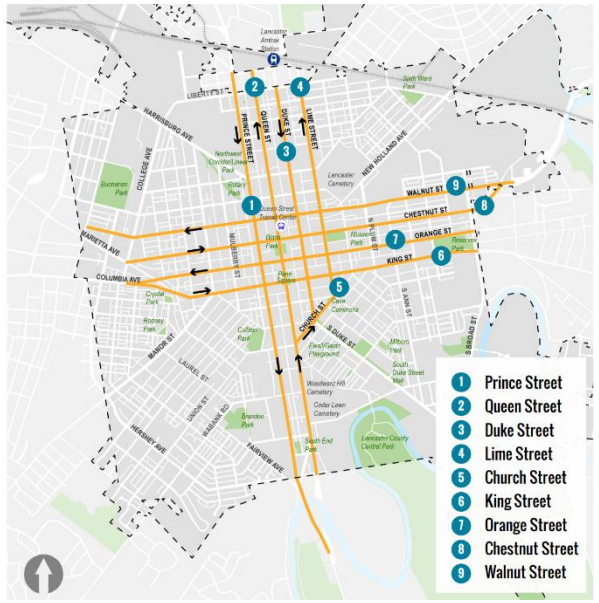
Roadway Context	**Functional Classification**
	Average Corridor **Average Daily Traffic Volume**
	Maximum Corridor **Truck Average Daily Traffic Volume**
Multimodal Facilities	Are existing **bicycle facilities** provided on all or a portion of corridor?
	Are bicycle facilities planned from in **2019 Active Transportation Plan**?
	Number of uncontrolled **marked pedestrian crossings**
	Identified as restoration corridor in 2015 **Downtown Walkability Analysis Report**
	Number of **bus routes**
	Does the corridor provide direct access to **multimodal connections**?
Roadway Characteristics	Minimum **Roadway Width**
	Is **on-street parking** provided?
Safety	Is the entire corridor or a portion of the corridor located **along the HIN**?
	Number of **intersecting HIN corridors**
	Did the Existing Conditions evaluation identify the corridor as one with critical or significant **safety concerns**?
Community Context	Does the corridor provide direct access to one or multiple **fire stations**?
	Number of **school zones** present along corridor.

Existing Conditions: 9 Corridors

Step 1

Existing Conditions (9 corridors)

- Existing Conditions Analysis
- **Corridor Screening for Two-Way Suitability**
- Scenario Identification for Two-Way Reasonableness



	Corridor	Score	Rank
East / West	**Orange Street**	**17.0**	**1**
	King Street	**15.5**	**2**
	Walnut Street	14.5	3
	Chestnut Street	13.5	4
North / South	**Queen Street**	**15.0**	**1**
	Lime Street	14.5	2
	Prince Street	14.0	3
	Duke Street	13.5	4
Connector	Church Street	11.5	--

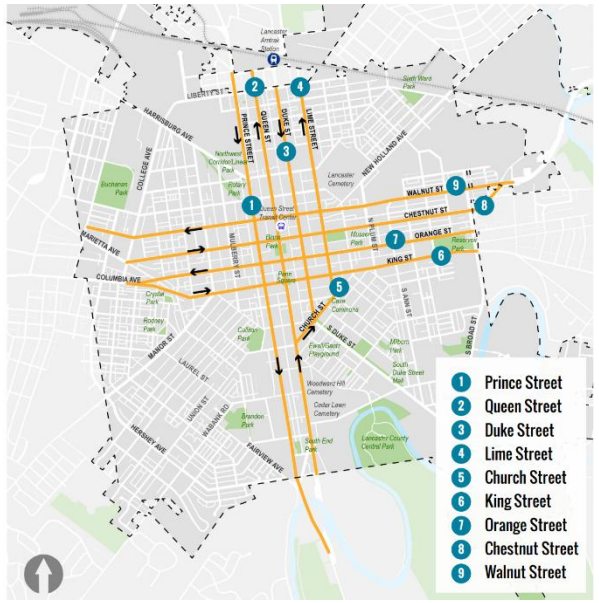
Reduction from 9 to 4 study corridors

Existing Conditions: 9 Corridors

Step 1

Existing Conditions (9 corridors)

- Existing Conditions Analysis
- Corridor Screening for Two-Way Suitability
- **Scenario Identification for Two-Way Reasonableness**

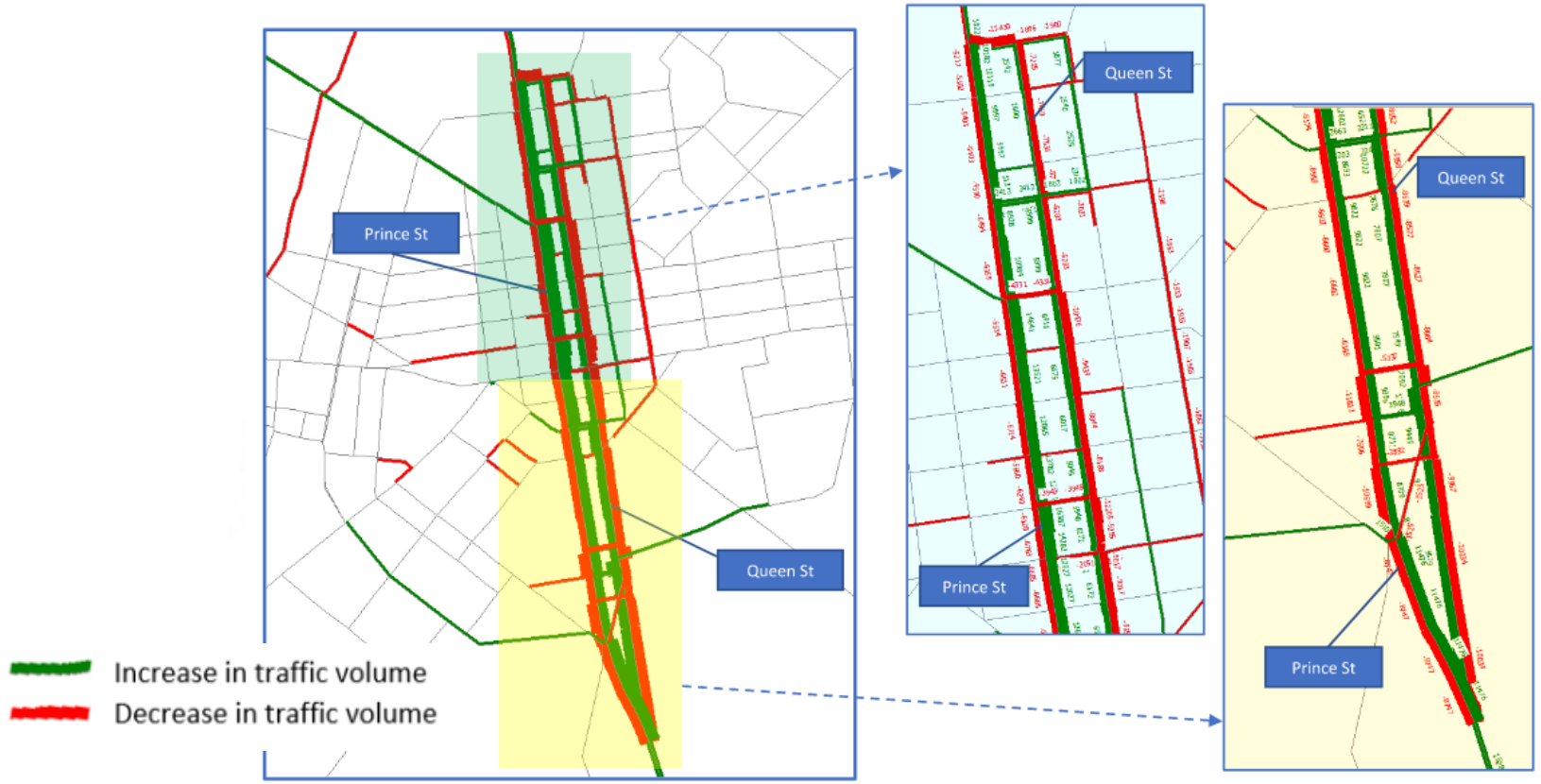


Volume testing of north/south corridors

- Duke Street / Queen Street pair led to more balanced volumes
- Prince Street / Queen Street pair led to larger volume shifts

Scenario 1: Prince Street and Queen Street Restored to Two-way

Figure 1: Daily Volume Change (No-build vs. Scenario 1)

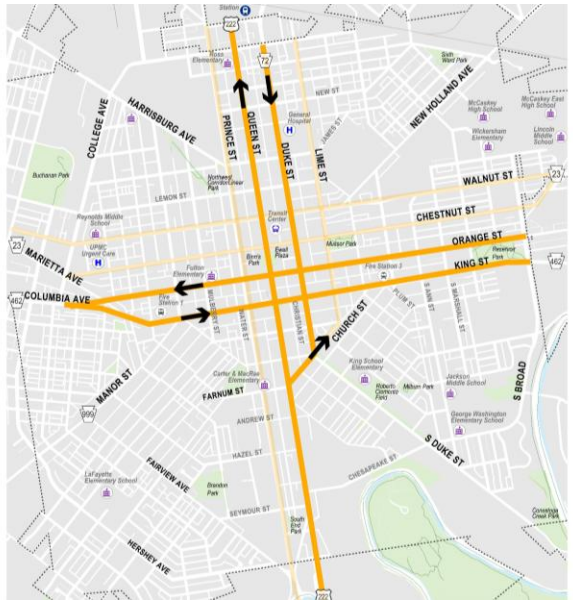


Future Conditions: 4 Corridors

Step 2

Future Conditions (4 corridors)

- Volume Forecasts
- Synchro Analysis
- Mitigation Assessment
- Multimodal Impacts



Two-Way Restoration Corridor Alternatives

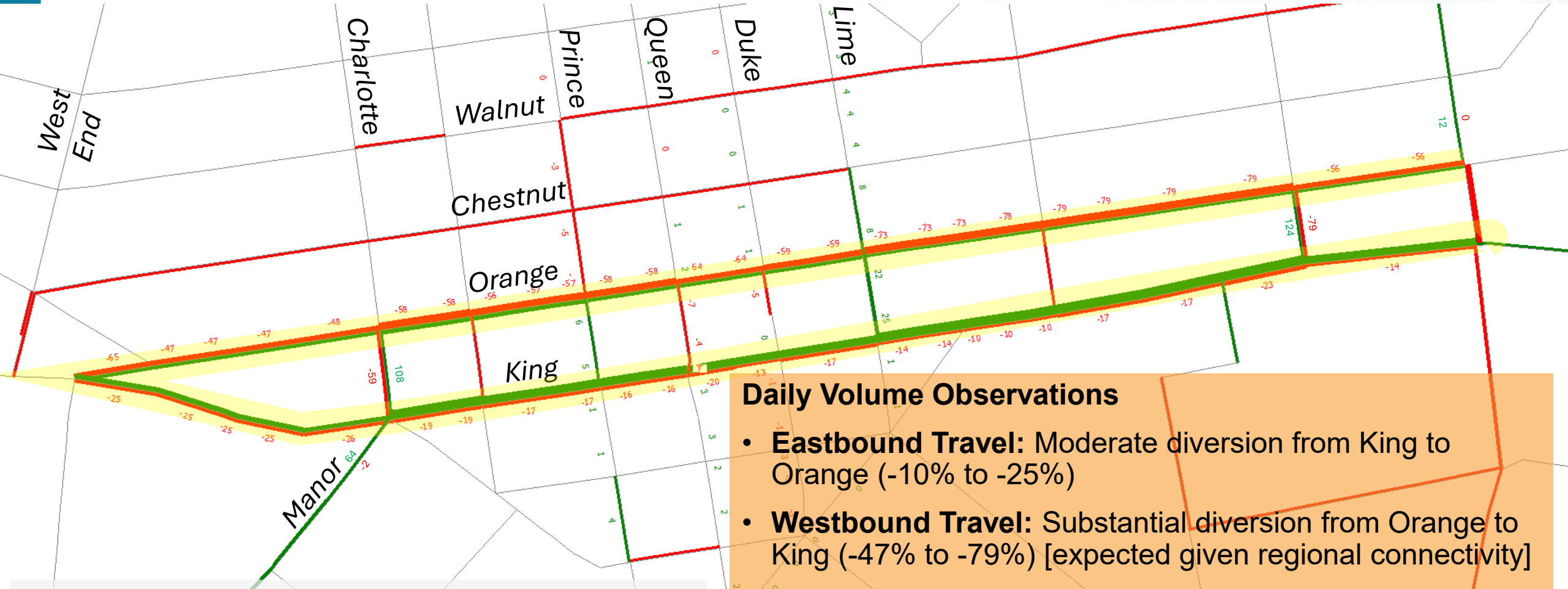
#1
East/West
King St &
Orange St

#2
North/South
Queen St &
Duke St &
Partial Church St

#3
Combined
East / West &
North / South
Combined

Alternative 1 Modeling Observations

Restore King Street Westbound & Orange Street Eastbound



Legend & Notes

±X Daily Volume Percentage Change Compared to No Build

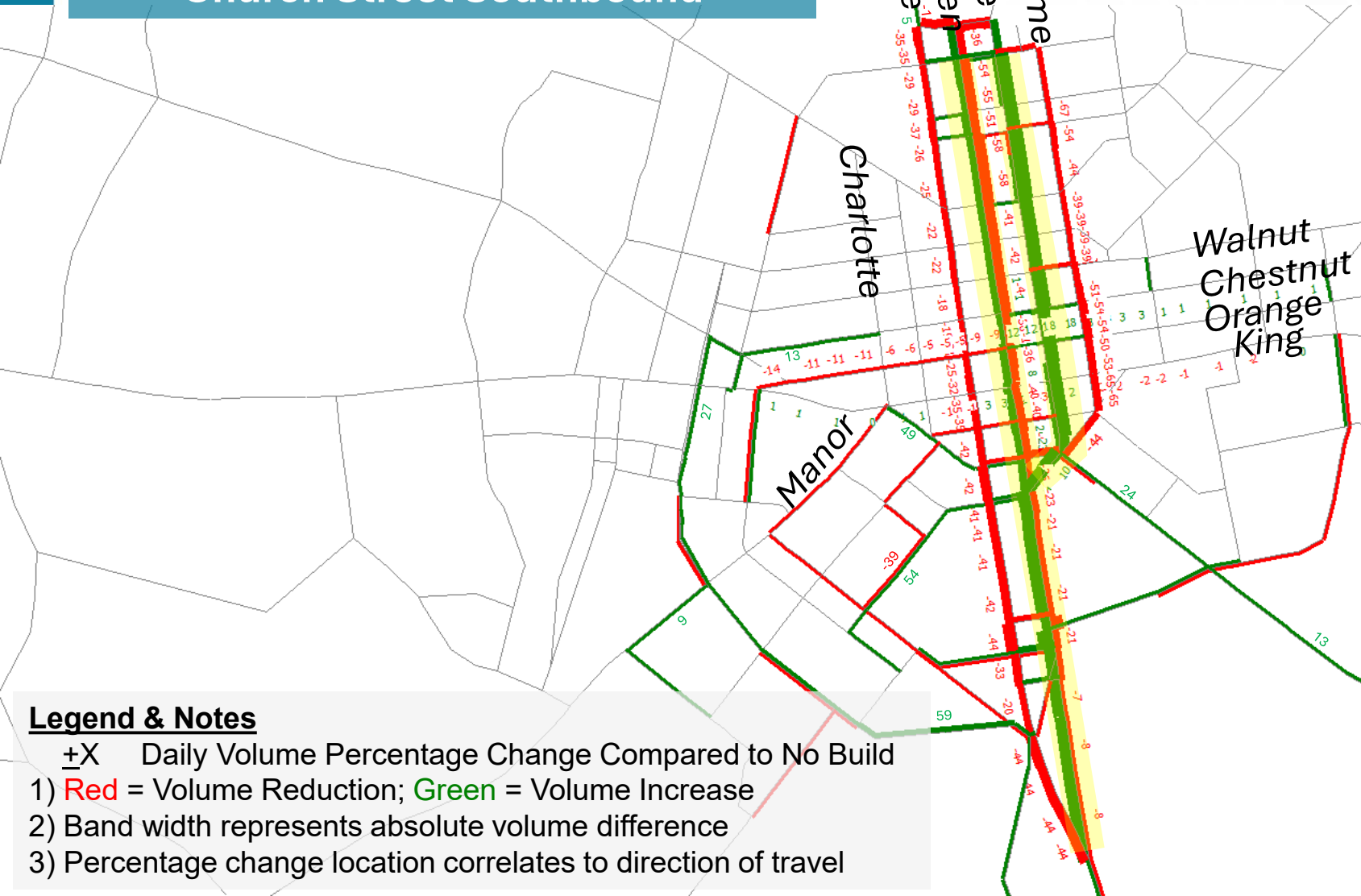
1) Red = Volume Reduction; Green = Volume Increase
2) Band width represents absolute volume difference
3) Percentage change location correlates to direction of travel

Daily Volume Observations

- **Eastbound Travel:** Moderate diversion from King to Orange (-10% to -25%)
- **Westbound Travel:** Substantial diversion from Orange to King (-47% to -79%) [expected given regional connectivity]
- **Secondary Corridors:** Minimal diversion from Walnut Westbound & Chestnut Eastbound
- **Regional Connectivity:** King operates as primary East-West route in CBD & beyond

Alternative 2 Modeling Observations

Restore Queen Street Southbound, Duke Street Northbound & Partial Church Street Southbound



Legend & Notes

±X Daily Volume Percentage Change Compared to No Build

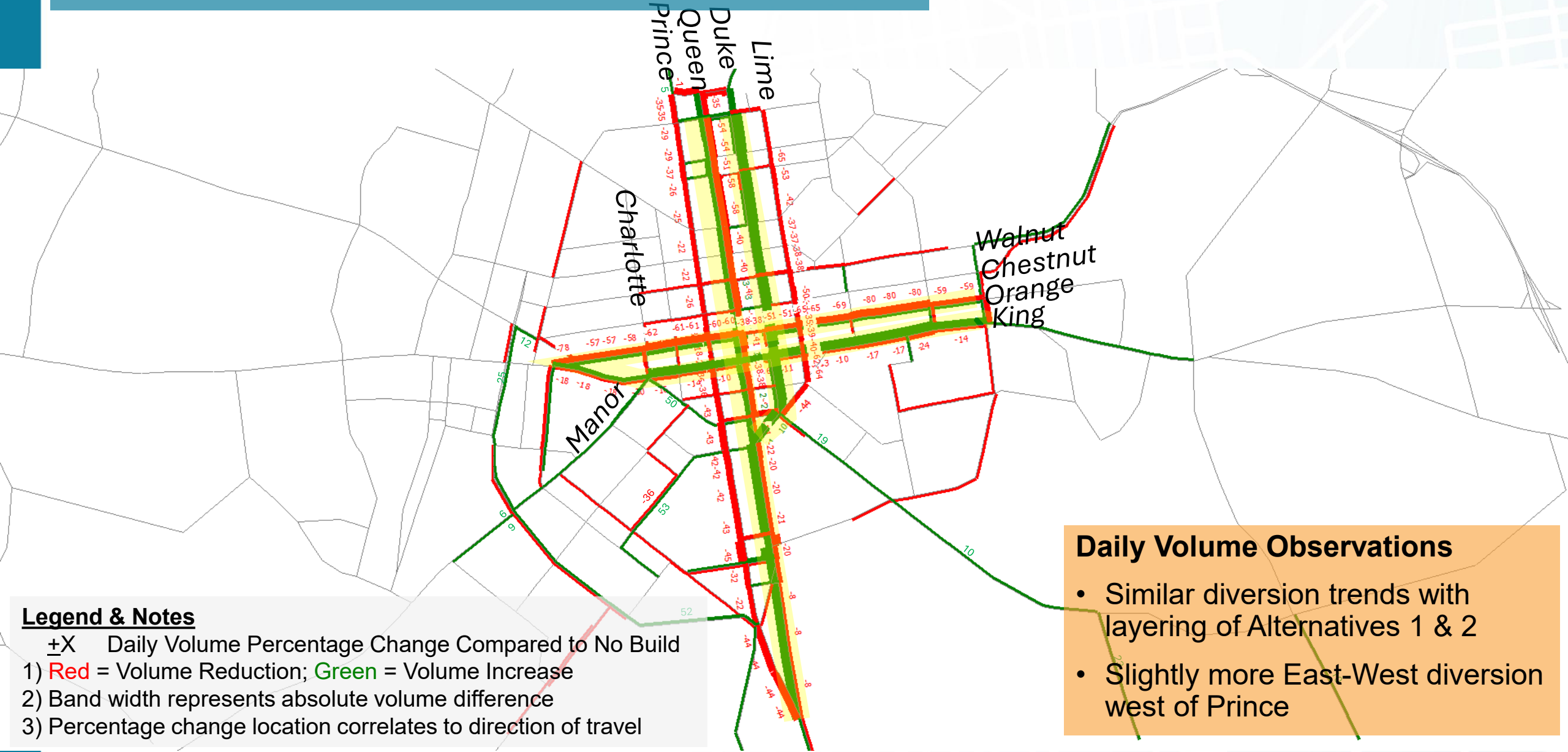
1) Red = Volume Reduction; Green = Volume Increase
2) Band width represents absolute volume difference
3) Percentage change location correlates to direction of travel

Daily Volume Observations

- **Southbound Travel:** Moderate diversion in CBD from Prince to Queen (-18% to -42%)
- **Northbound Travel:** Substantial diversion from Queen & Lime to Duke (-36% to -67%)
- **Regional Connectivity:**
  - South of CBD, southbound traffic shifted from Prince to Queen
  - Queen & Duke shared primary North-South routes in CBD

Alternative 3 Modeling Observations

Alternative 1 and Alternative 2 Combined



Legend & Notes

±X Daily Volume Percentage Change Compared to No Build

1) Red = Volume Reduction; Green = Volume Increase
2) Band width represents absolute volume difference
3) Percentage change location correlates to direction of travel

Daily Volume Observations

- Similar diversion trends with layering of Alternatives 1 & 2
- Slightly more East-West diversion west of Prince

Acceptable Level of Service Threshold

Pub 13
Design Manual Part 2

2.4.3.d – Using Quality of Service, LOS, and Service Measure Metrics to Develop a Project

Performance indicators, such as quality of service, LOS, and service measures, provide the mechanism by which transportation facility designers can measure critical success factors.

Traditionally, PennDOT uses LOS C for rural areas and LOS D for urban areas as its measure for acceptable roadway operations. These measures should continue to be a guide for facilities. However, densely populated urban areas with existing poor LOS may find that a delay metric is more useful. Design LOS or delay metrics should be determined in consultation with the District Traffic Engineer, central office and FHWA, if federal oversight applies.

Desirable LOS

PennDOT uses LOS C for rural areas and LOS D for urban areas as its measure for acceptable roadway operations. These measures should be used as a guide.

For transportation facilities where context is the driving force for design, multimodal considerations have changed the LOS evaluation to consider

Discussion

What are your experiences with context-sensitive measures of effectiveness?

Pub 282
HOP Operations Manual

New Intersections / Driveways

New signalized or unsignalized intersection established to serve as access to the development shall be designed to operate at minimum LOS C for rural areas, and minimum LOS D for urban areas.

The applicant shall identify and confirm that the proposed driveways/intersections are the best access plan. Plans should be evaluated based on operations of each driveway, impact on adjacent roadways, safety, and acceptability to the community. The applicant shall identify the different access options available to the subject property.

If proposing an access intended to serve more than 750 vehicles per day, the applicant shall conduct an Intersection Control Evaluation (ICE) consistent with Publication 10X (DM1-X), Appendix AI.

Gap studies, sight distance studies and queue length/auxiliary lane analysis should be conducted as part of the new intersection or driveway analysis.

The Department, on a case by case basis, will consider evaluation of new intersections to be designed to an overall intersection LOS E, with input from the municipality. An example would be designing an intersection to LOS E to maintain context with other intersections in the area, and to encourage pedestrian mobility through smaller intersection design.

In all cases, the applicant must coordinate with the District to determine the applicable land use context and acceptable levels of service for the site location, as outlined in Step 1: Scoping Meeting.

Acceptable

Overall LOS E or better

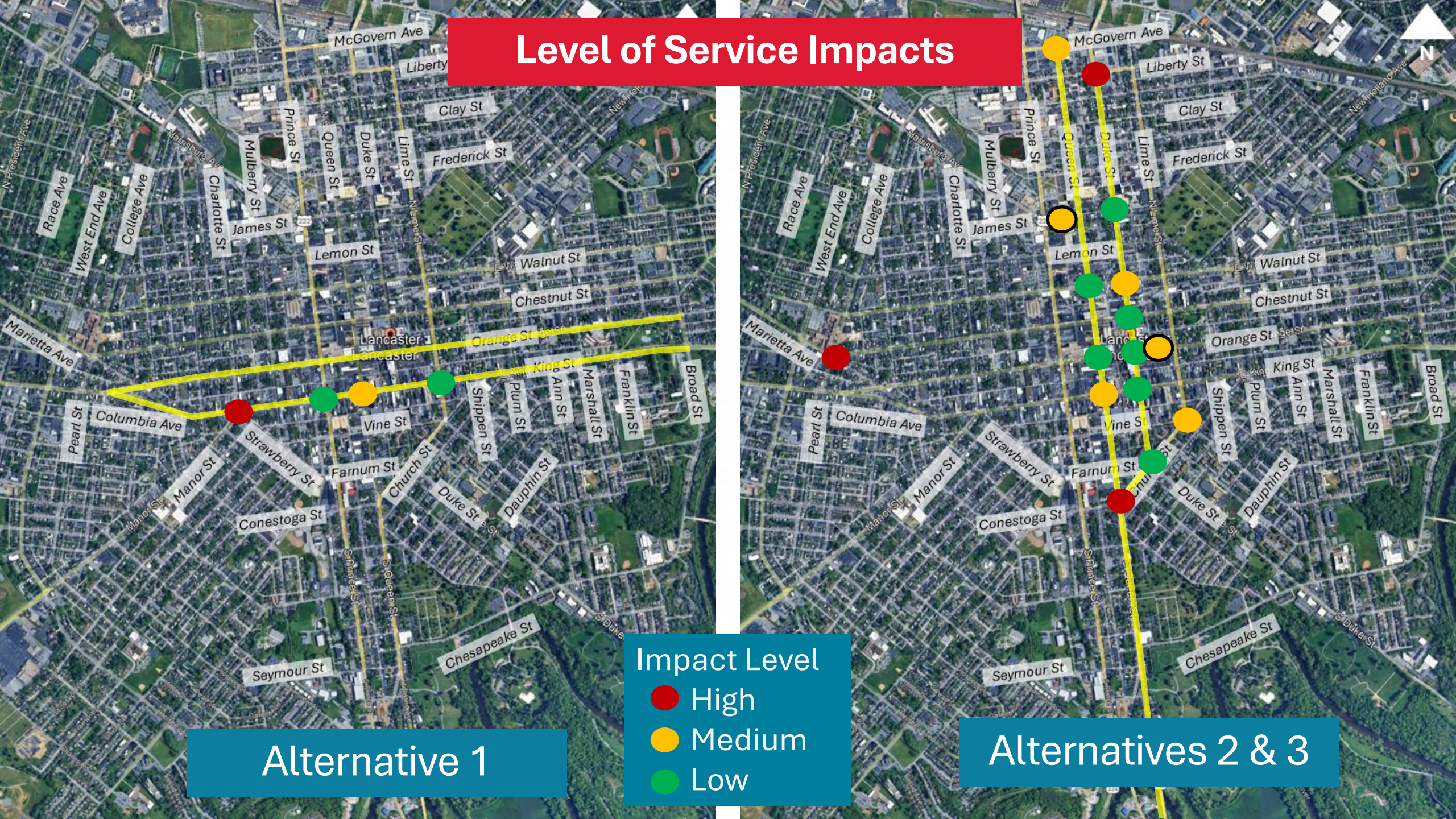
LOS F no worse than No Build

Traffic Operations Mitigation Toolbox

Potential Advantages: Improve Motor Vehicle Operations

	Intersection Mitigation Type	Potential Disadvantages
LOW	**Add dedicated turn lanes** *(with permitted phasing)*	▪ On-street parking removal ▪ Increase signal timing clearances ▪ Increase pedestrian crossing times (Inconsistent with Complete Streets/Vision Zero)
	Modify lane usage *(without adding lanes)*	▪ Lane alignment challenges
MEDIUM	**Increase cycle length** *(< 120 seconds)*	▪ Negative impact at other coordinated intersections in system
	Provide dual turn lanes *(within right-of-way)*	▪ Negative bike/ped impact (Inconsistent with Complete Streets/Vision Zero)
HIGH	**Add through lanes**	▪ Right-of-way impacts ▪ Increase pedestrian crossing times (Inconsistent with Complete Streets/Vision Zero)
	Add dedicated turn lanes *(widen multiple approaches)*	▪ Right-of-way impacts ▪ On-street parking removal ▪ Lane alignment challenges ▪ Increase pedestrian crossing times (Inconsistent with Complete Streets/Vision Zero)
	Increase cycle length *(≥ 120 seconds)*	▪ Adds motor vehicle delay ▪ Negative bike/ped impact (Inconsistent with Complete Streets/Vision Zero) ▪ Negative impact at other intersections in coordinated system

Level of Service Impacts



Two-Way Restoration Key Operational Findings

#1

East/West

King St &
Orange St

✅ Conditional Feasibility

#2

North/South

Queen St &
Duke St &
Partial Church St

⚠️ Feasibility Challenges

#3

Combined

East / West &
North / South
Combined

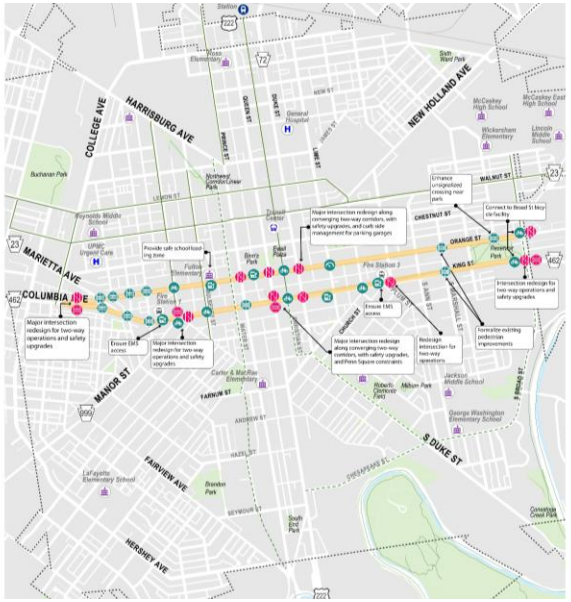
⚠️ Feasibility Challenges

Selection + Concept Design: 2 Corridors

Step 3

Corridor Selection + Concept Design (2 corridors)

- Concept Development for Feasible Corridors to address Traffic and Multimodal Impacts



Proposed Design Concepts and Safety Countermeasures

Corridorwide Spot Treatments at Intersections and Midblock

Using toolbox treatments at multiple signalized and uncontrolled intersections to reducing conflicts and crossing distances due to additional turning movements with two-way restoration, managing speed, and optimizing curbside uses.

Comprehensive Design of Major Intersections

Selected Locations

1. Orange/Columbia
2. Orange/Broad
3. Broad/King
4. King/Strawberry/Manor
5. King/Queen

2-Way Restoration Toolbox

INTERSECTION SAFETY

- New Marked Crosswalk
- ***Existing Curb Bump Out***
- New Quick-Build Curb Bump Out
- New Permanent Curb Bump Out
- Hardened Centerline
- Advance Yield Markings
- Daylighting
- Pedestrian-Scale Lighting
- ***Median***

TRAFFIC CALMING

- New Raised Crosswalk
- New Speed Hump

BICYCLE IMRPOVEMENTS

- Bicycle Conflict Markings

TRAFFIC FLOW

- ***Two-Way Traffic Signal and Phasing with Retroflective Backplates***
- No Right Turn on Red Sign

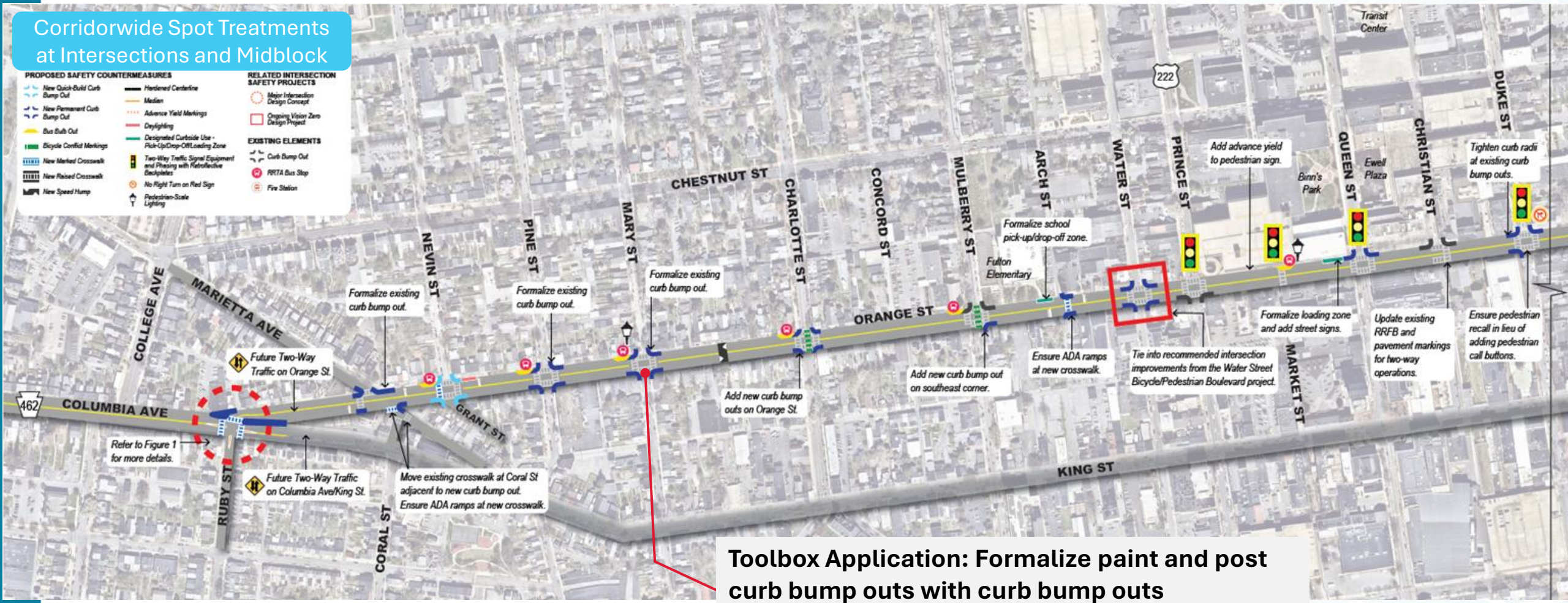
CURBSIDE MANAGEMENT

- Bus Bulb Out
- Designated Curbside Use - Pick-Up/Drop-Off/Loading Zone

RELATED PROJECTS ON THE CORRIDORS

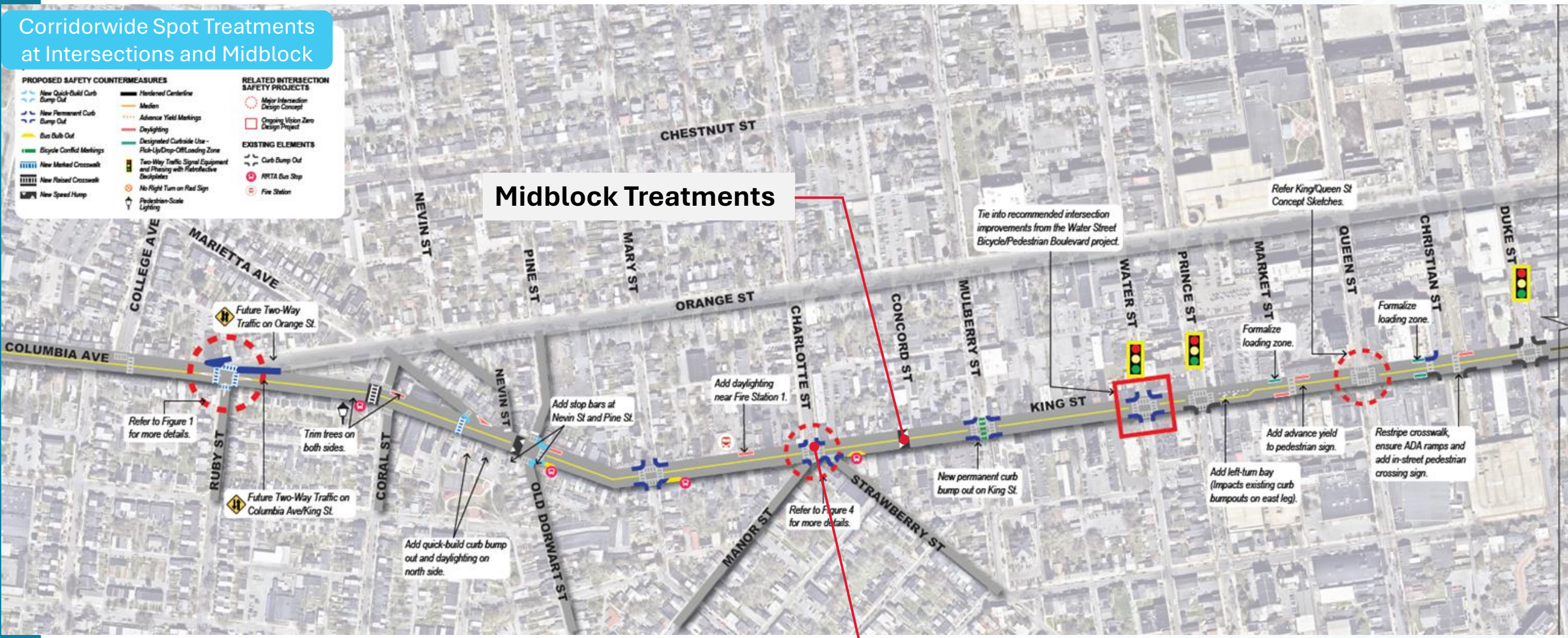
- Major Intersection Design Concept
- Ongoing Vision Zero Design Project

Corridor Concepts Orange St (W Segment)



Toolbox Application: Formalize paint and post curb bump outs with curb bump outs

Corridor Concepts King St (W Segment)



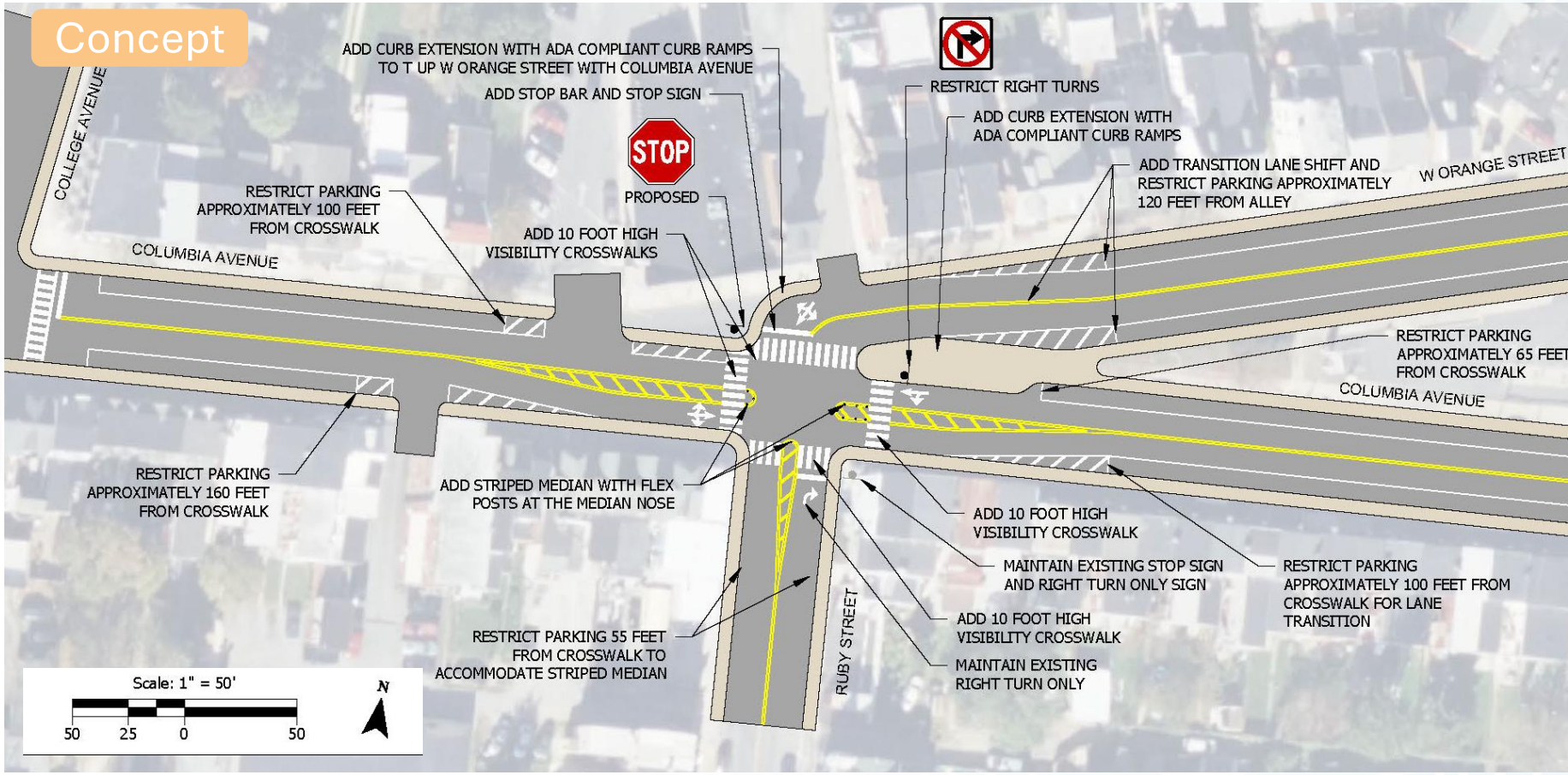
Intersection concepts plans referenced here

CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

Intersection Design: Orange St/Columbia Ave



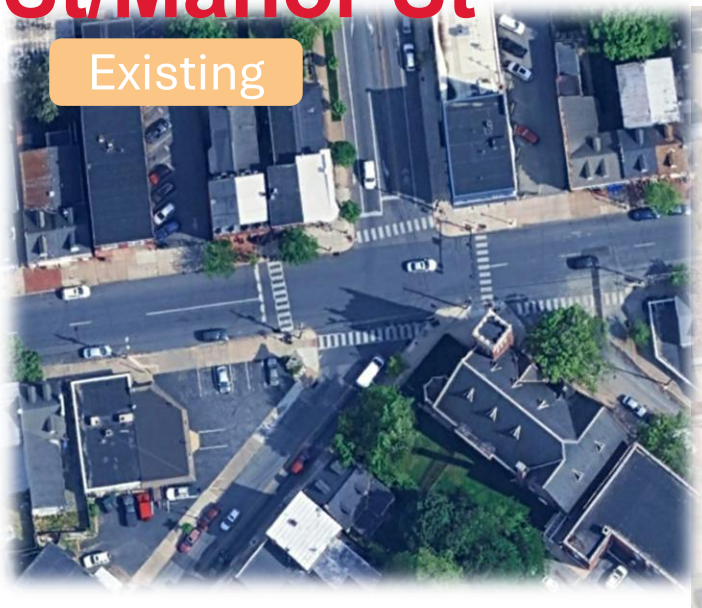
CITY OF LANCASTER

VISION ZERO LANCASTER

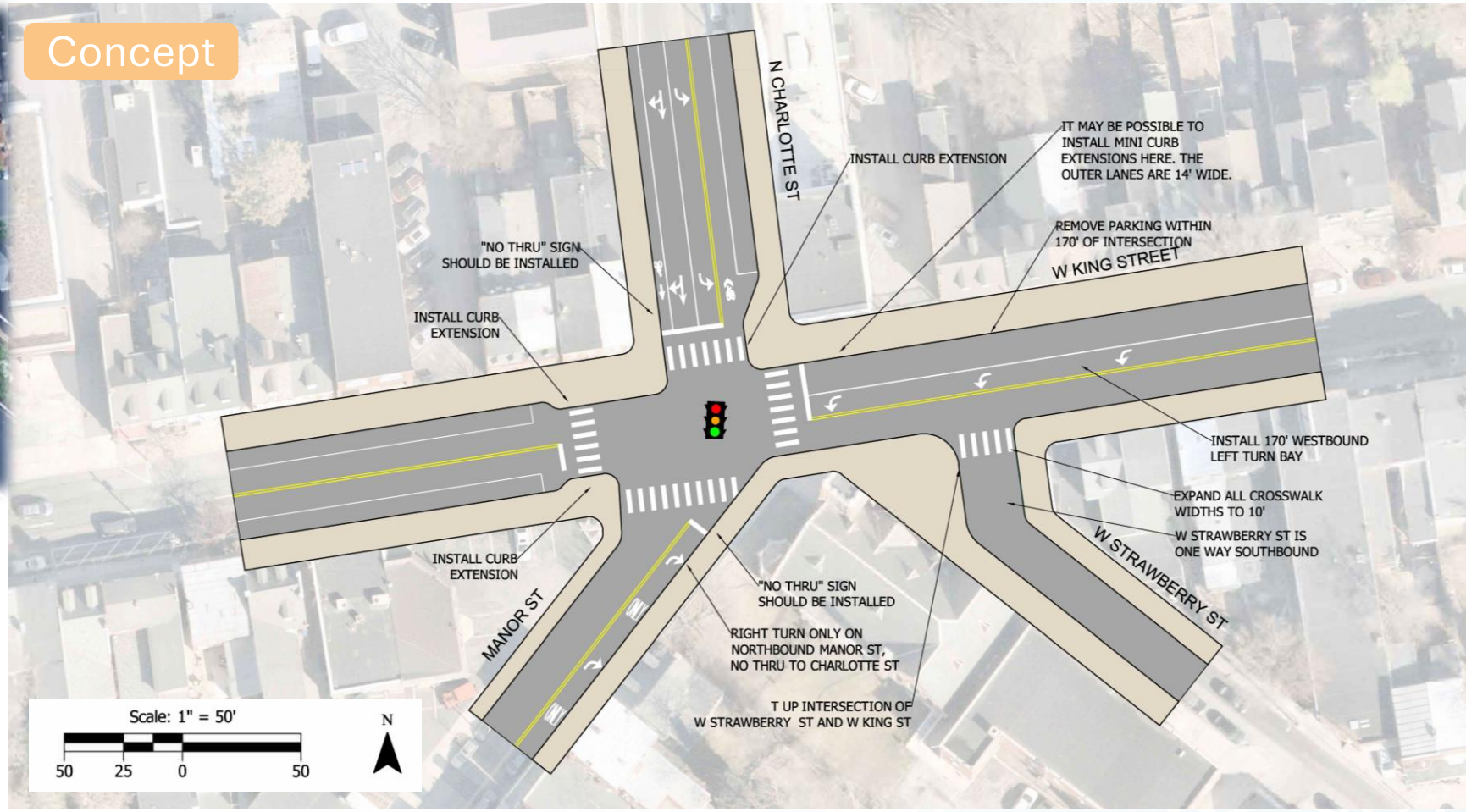
VISIONZEROLANCASTER.COM

Intersection Design: King St/Charlotte St/Strawberry St/Manor St

Existing



Concept

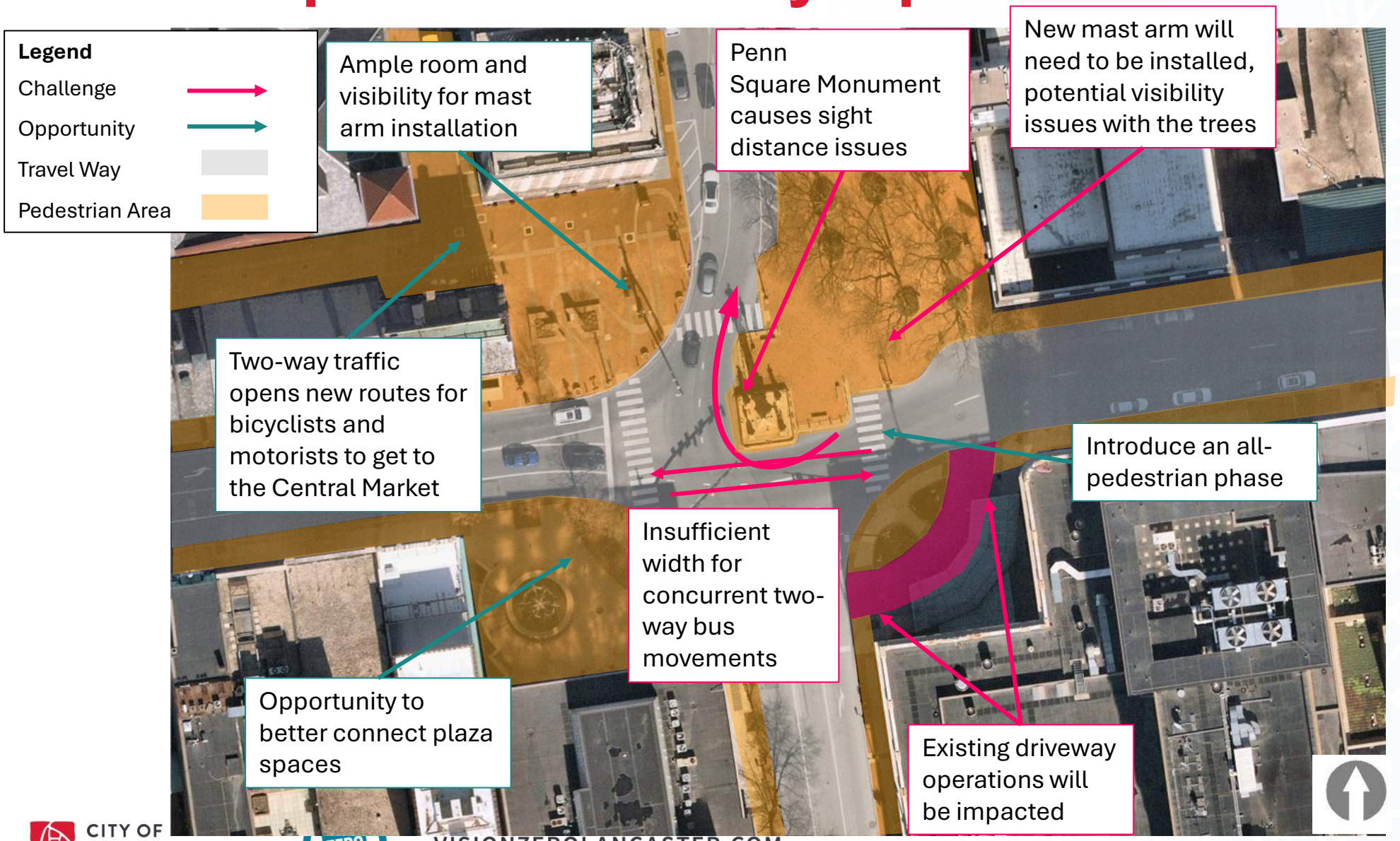


CITY OF LANCASTER

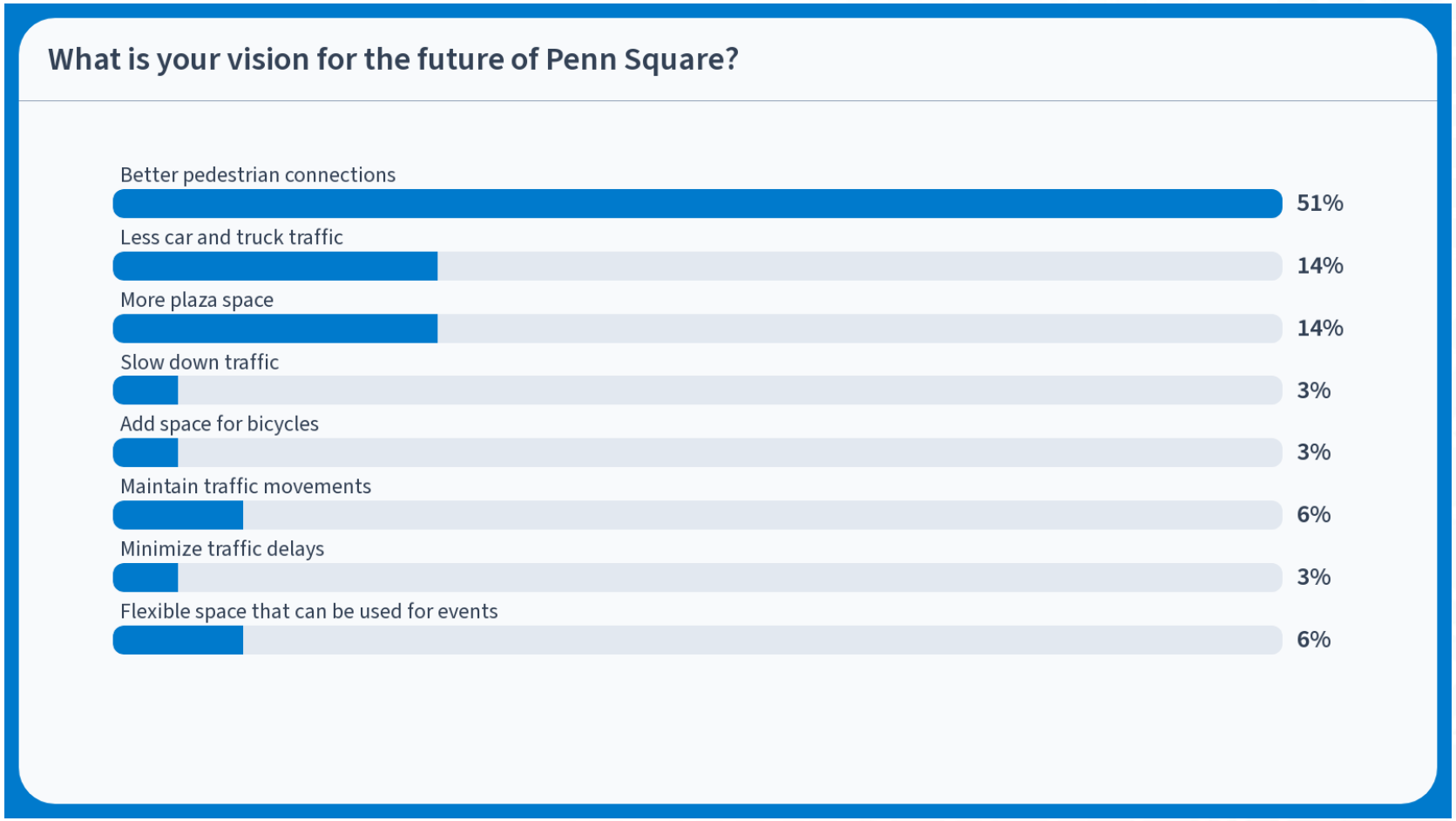
VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

Penn Square – Two Way Operations



Community Vision

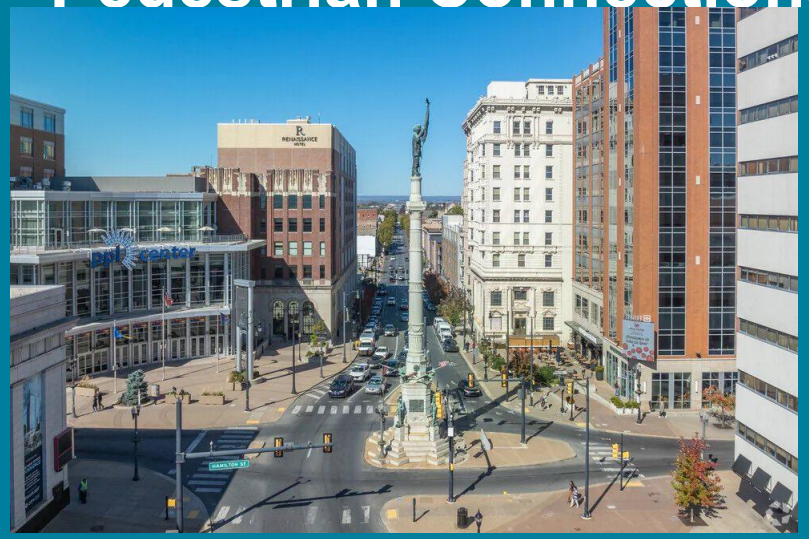


How should we balance trade-offs at Penn Square?

Pedestrian-Oriented Plaza

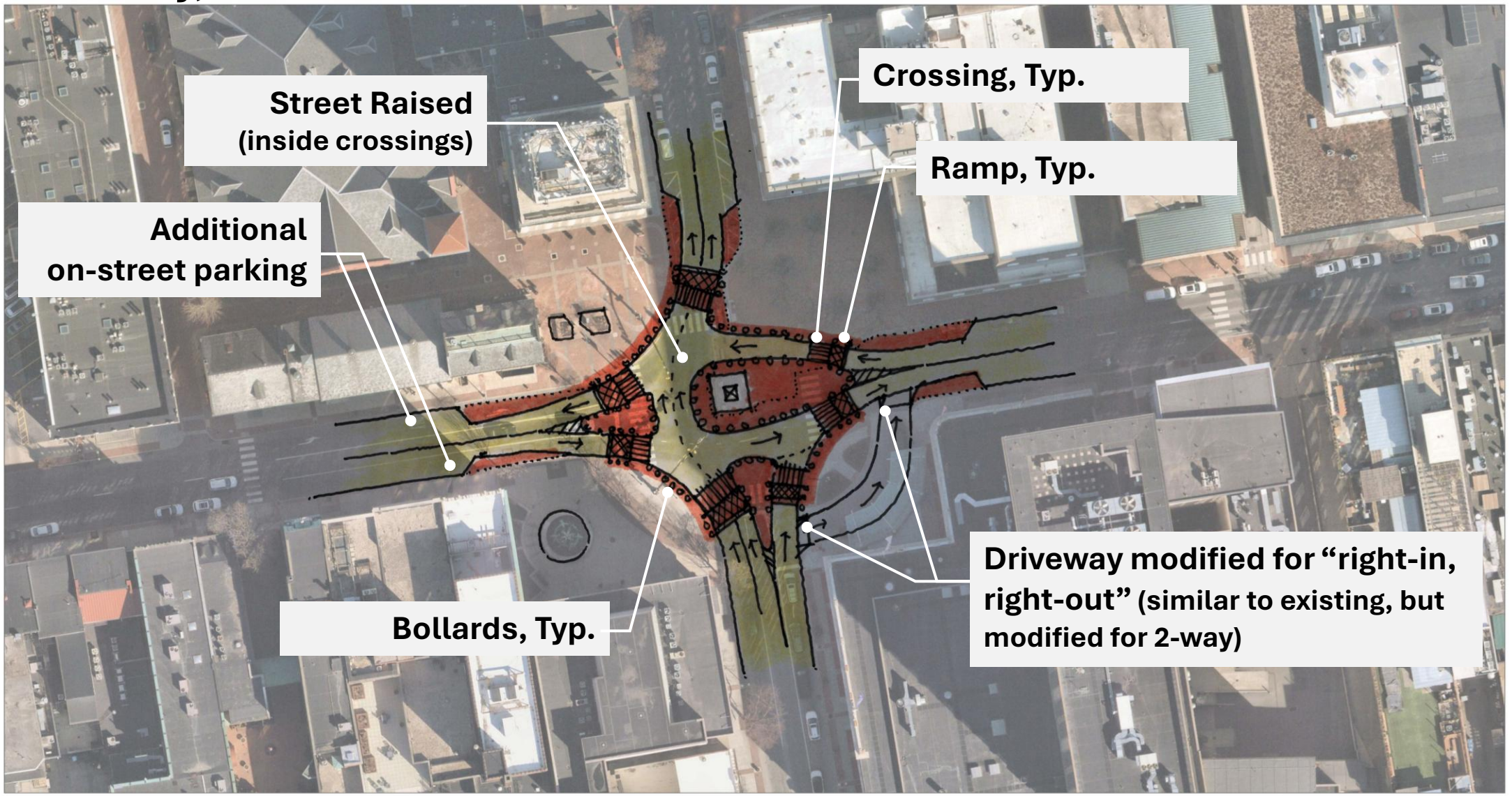
- Curbless street improves pedestrian connections vs. higher costs and slowing regional traffic
- Two-way street and maintaining monument location vs. restricting turning movements and trucks

Vehicular Circulation with Pedestrian Connections



- Standard street design maintains traffic speeds vs. less pedestrian space
- One-way street and maintaining monument location/turning movements/trucks vs. shifting traffic to other streets

Two-Way, Raised Intersection/Curbless Street



KITTELSON & ASSOCIATES

Lancaster, PA

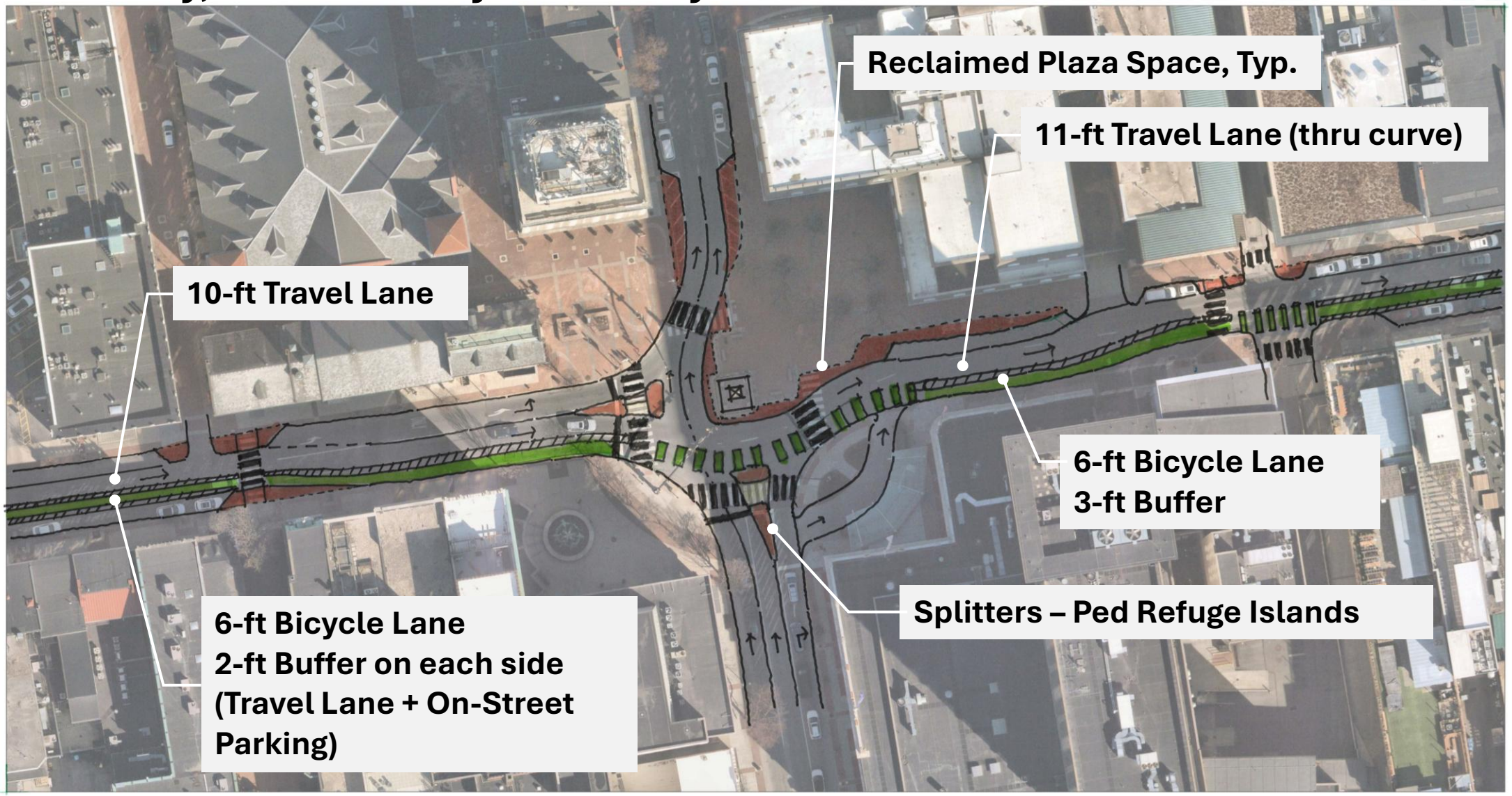
Raised Intersection Examples

CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

One-Way, Buffered Bicycle Facility



KITTELSON & ASSOCIATES

Scale: 1" = 50'

50 25 0 50

N

Lancaster, PA

Neighborhood Slow Zone Program

Alexandra Jahnle, Kittelson

visionzerolancaster.com

CITY OF LANCASTER

NSZ | Overview

- ***Low volume,*** *mostly* ***Residential Streets***
- ***Traffic Calming***
- ***Zone-based***

Pittsburgh, PA, Source: SB Thomas & Associates, Inc.

NSZ GOALS

- ***Slow Traffic –*** reduce speeding and crashes on as many eligible City streets as possible
- ***Install First Where Needed Most –*** prioritize traffic safety improvements based on crash history, pedestrian generators, and area demographics
- ***Cost-effective –*** use high-impact, economical treatments
- ***Streamline Implementation –*** zone-based and quick-build approach to make improvements faster
- ***Neighborhood Ownership –*** describe program goals in Vision Zero public engagement, and gather public feedback

NSZ | Program Summary

- **Program Approach:** City-Led, score eligible s
(safety, demographics, community places.)
- **Program Geography:** Zones focused on residential streets (local, low speed, low volume.)
- **Treatments:** Comprehensive toolbox of quick-buil
and intersection safety treatments.
- **Public Input:** Gather input about existing issues
during project development of City chosen zones.
- **Zone Selection:** Identify priority pilot slow zones.

City-led programs can be more proactive/ and right-sized to fit

Can move faster in the process compared to corridors with larger complexity

Balance comprehensive toolbox, with less capital-intensive treatments

Feedback only from the community is often not addressing all areas within the City

NSZ | Treatments

Vision Zero Tools most appropriate and impactful on neighborhood streets

TRAFFIC CALMING

Slows down cars

Appropriate on all VZ projects

Asphalt Speed Hump Preferred

Speed Hump

Parking Chicane

Painted Lane Edges

Medians

INTERSECTION SAFETY

Improves visibility

Appropriate on all VZ projects

Slow Turn Wedge

Paint + Post Curb Extension

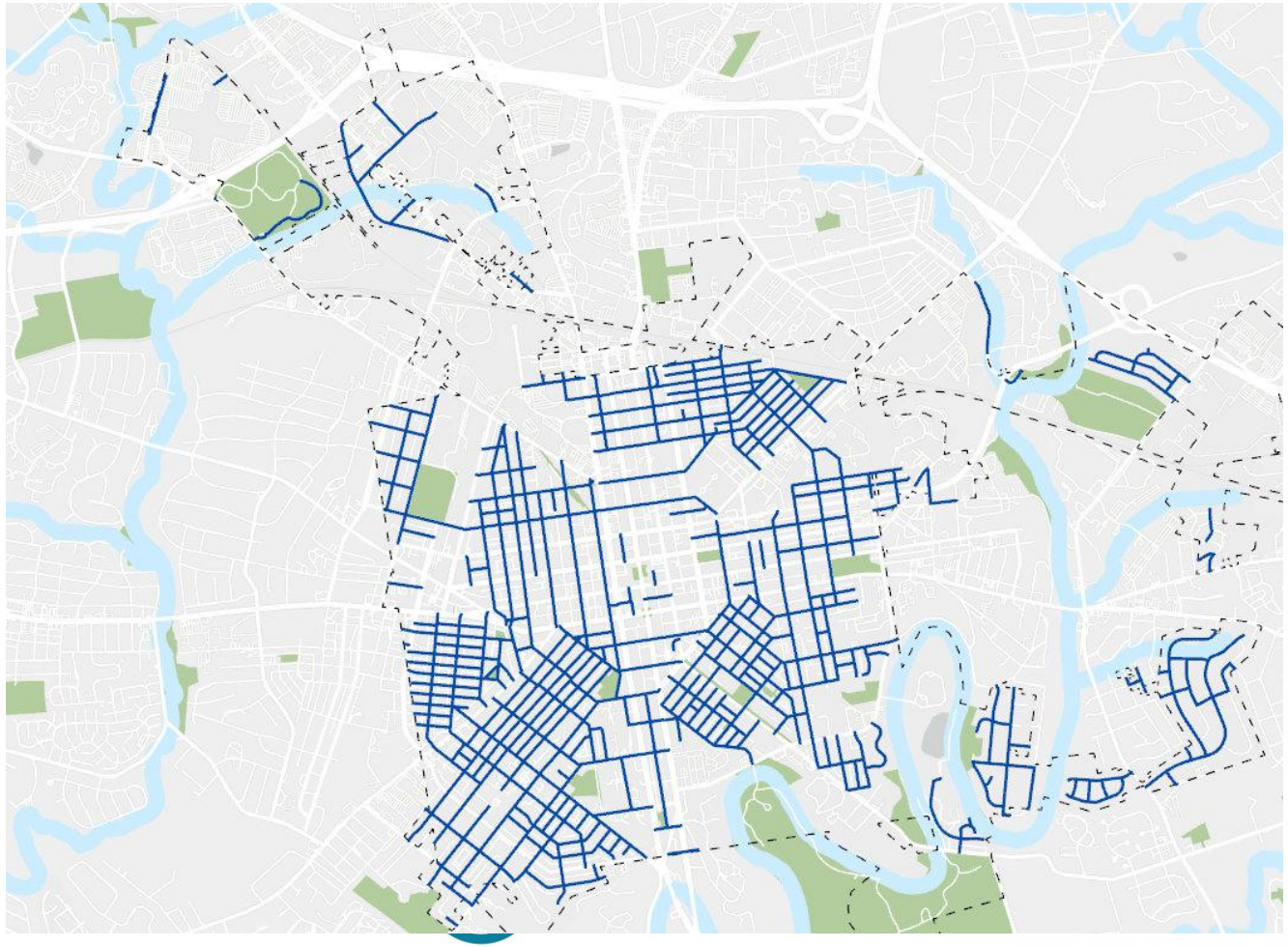
Daylighting

High Visibility Crosswalk

Hardened Centerline

NSZ | Eligibility Criteria

Objective:
Screen out infeasible streets due to engineering (already low speed environments) or interagency needs (arterials, state routes).



Factors	Criteria
Functional Classification	• Urban Local • Urban Collector
Street Type	• Not alley • Not freeway ramp
Posted Speed	≤ 25 MPH
Jurisdiction	Locally-owned
Street Width	>14 feet

NSZ | Prioritization Method

Objective:
Assign a score to each street segment to inform prioritization and zone grouping.

Factor	Criteria Inputs	Weight
Crash History	• Fatal and Severe Injury Crashes • Minor Injury and Possible Injury Crashes • Bike/Ped Crashes • High Injury Network	50
Area Demographics	• Youth and older adults • Households living in poverty • Racial/ethnic minorities • Zero car households	25
Community Places	• Schools and colleges • Parks and stadium • Community centers and select shelters • Public library • Bus depot and Amtrak train station • Hospitals • Select grocery stores	25

NSZ | Prioritization Calculations

Crash History

- Number of crashes (75-foot buffer around eligible streets.)
  - Fatal & Serious Injury Crashes (KSI) multiplied by factor of 3
  - Injury Crashes (non-KSI) multiplied by factor of 1
  - Bicycle & Pedestrian Crashes multiplied by factor of 3
- Eligible street is on High Injury Network (Yes/No) – used to inform zone boundary

Area Demographics

- Population, household counts, and demographic percentages by selecting census block groups (or tracts) (50-foot buffer around eligible streets.)

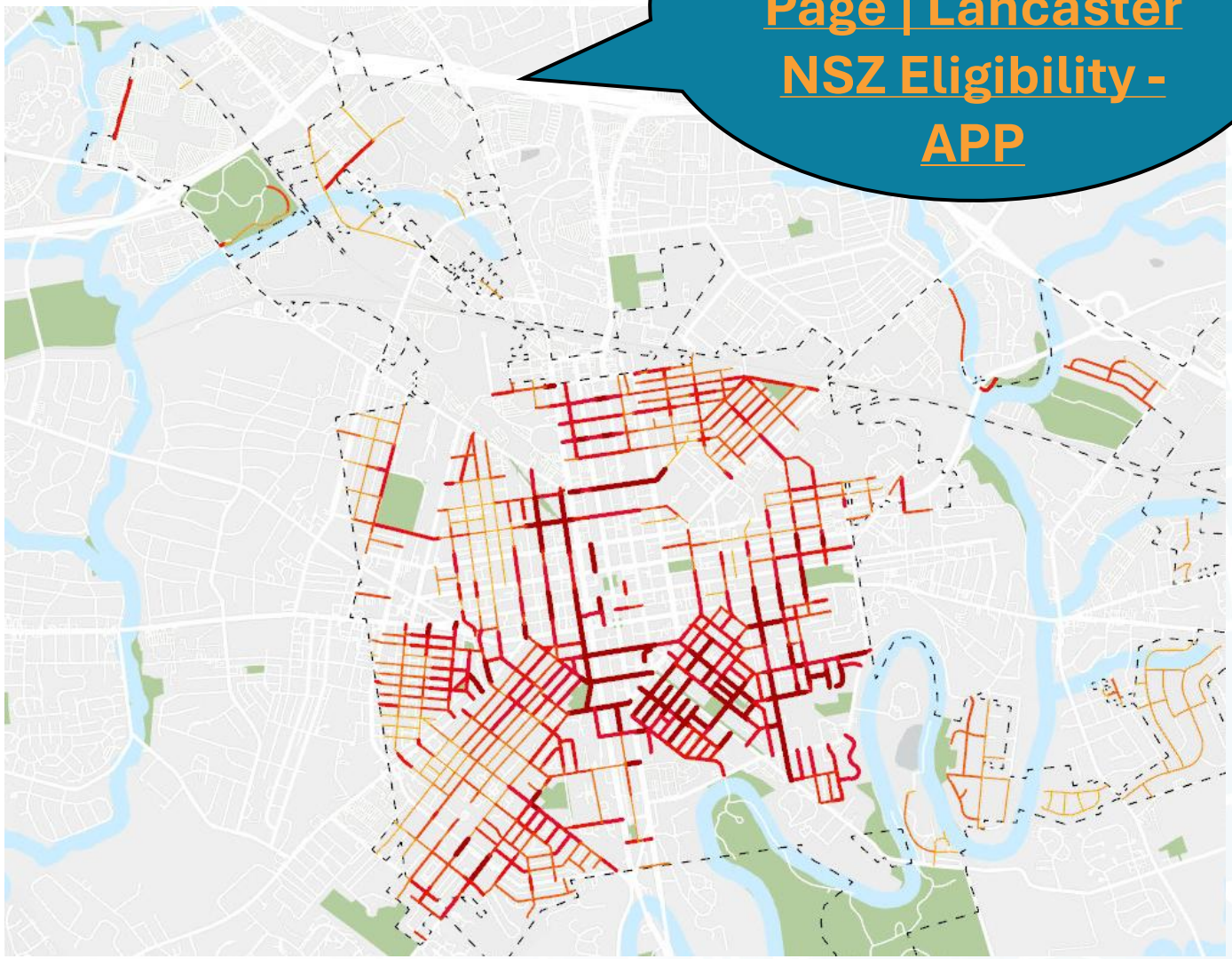
Community Places Score Category

- Count of Community places (500-foot buffer around eligible streets.)

NSZ | Prioritization:
Total Score

Total Prioritization Score

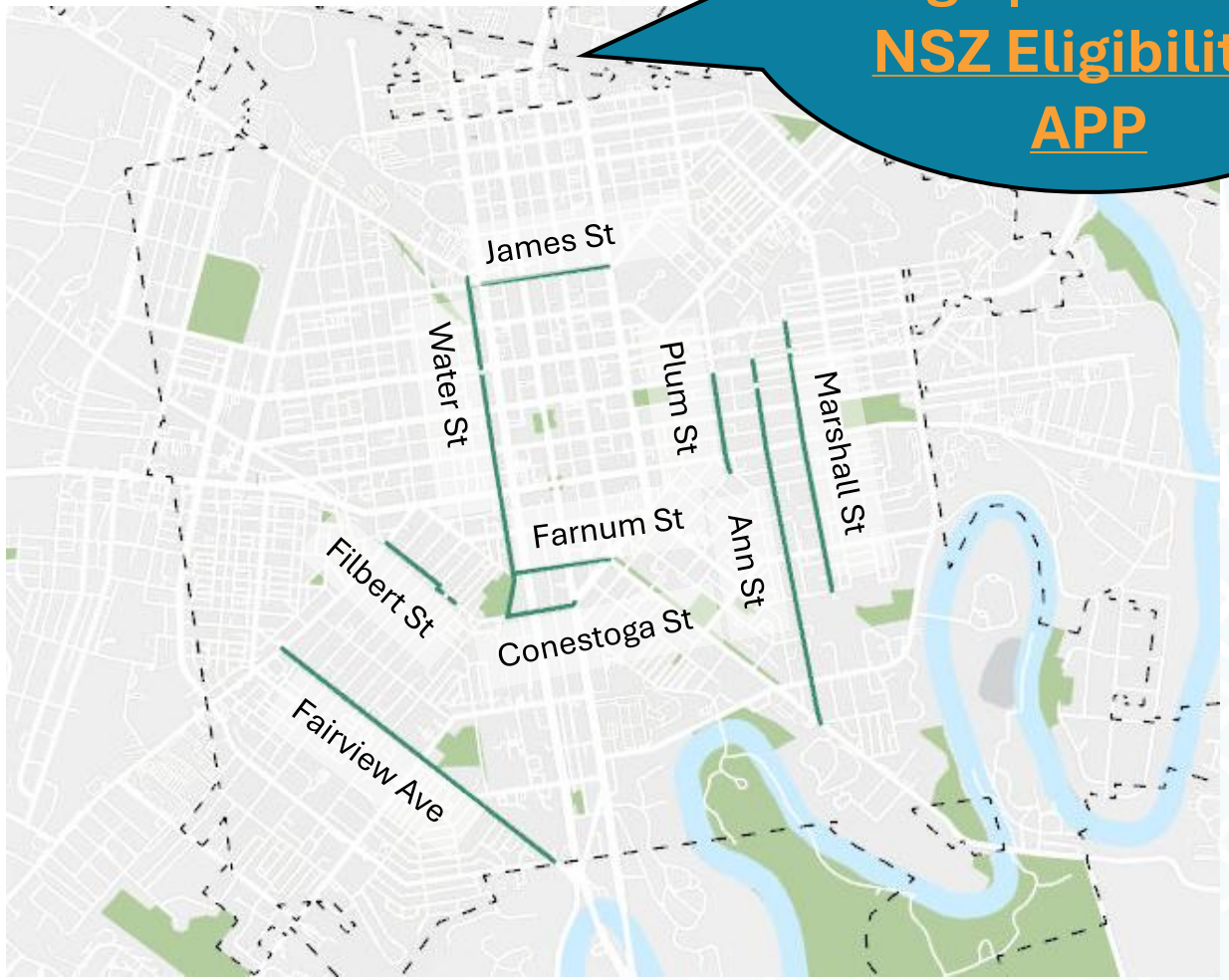
- 31.1 - 74.9
- 25.5 - 31.0
- 21.7 - 25.4
- 19.1 - 21.6
- 16.8 - 19.0
- 15.2 - 16.7
- 14.0 - 15.1
- 12.2 - 13.9
- 10.2 - 12.1
- 6.2 - 10.1



Webmap: Prioritization Page | Lancaster NSZ Eligibility - APP

NSZ | Prioritization:
Eligible Streets on High Injury Network

Eligible Streets on
High Injury Network



Webmap:
Prioritization Page | Lancaster NSZ Eligibility - APP

NSZ | Zone Selection

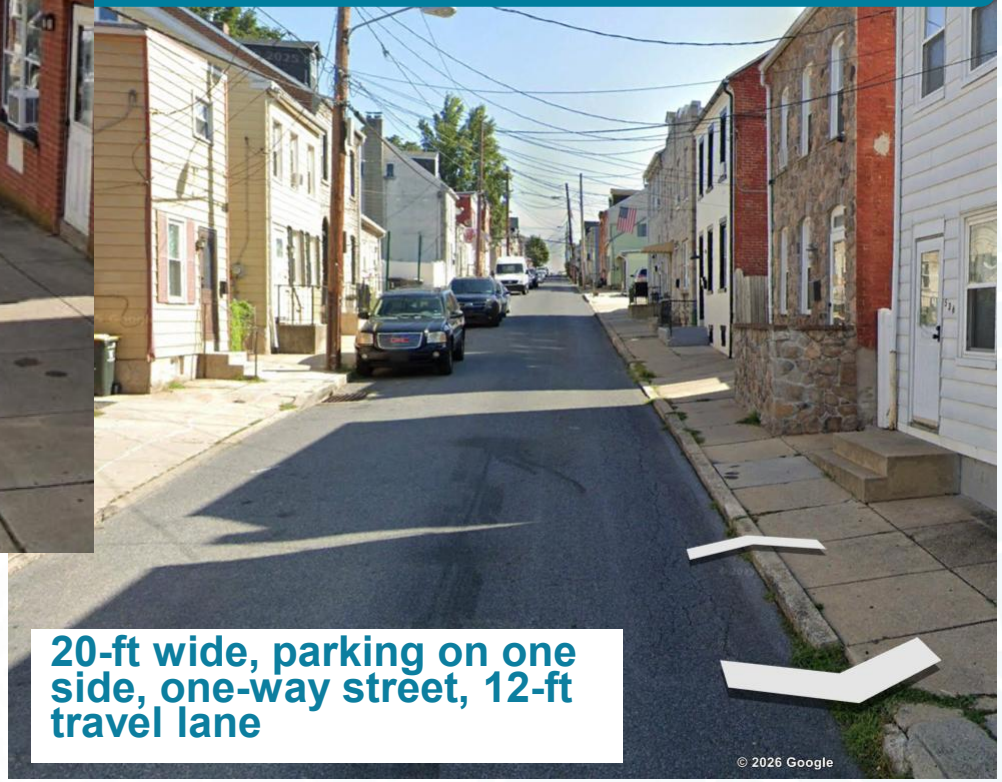
Example Streets

High Street

16-ft wide, parking on one side, one-way street, 8-ft travel lane

30-ft wi

High Street



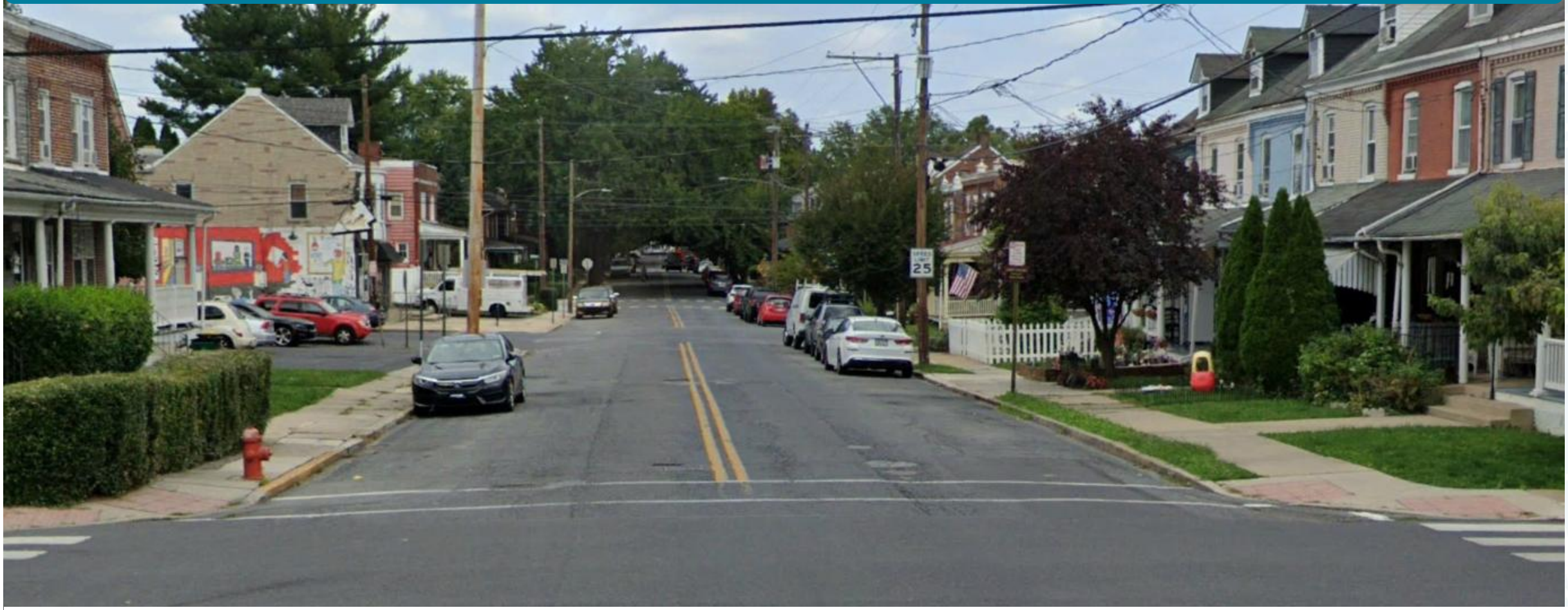
20-ft wide, parking on one side, one-way street, 12-ft travel lane

Source: Google Earth

NSZ | Zone Selection

Example Streets

Pearl Street



38-ft wide, parking on two sides, two-way street, 11-ft travel lane

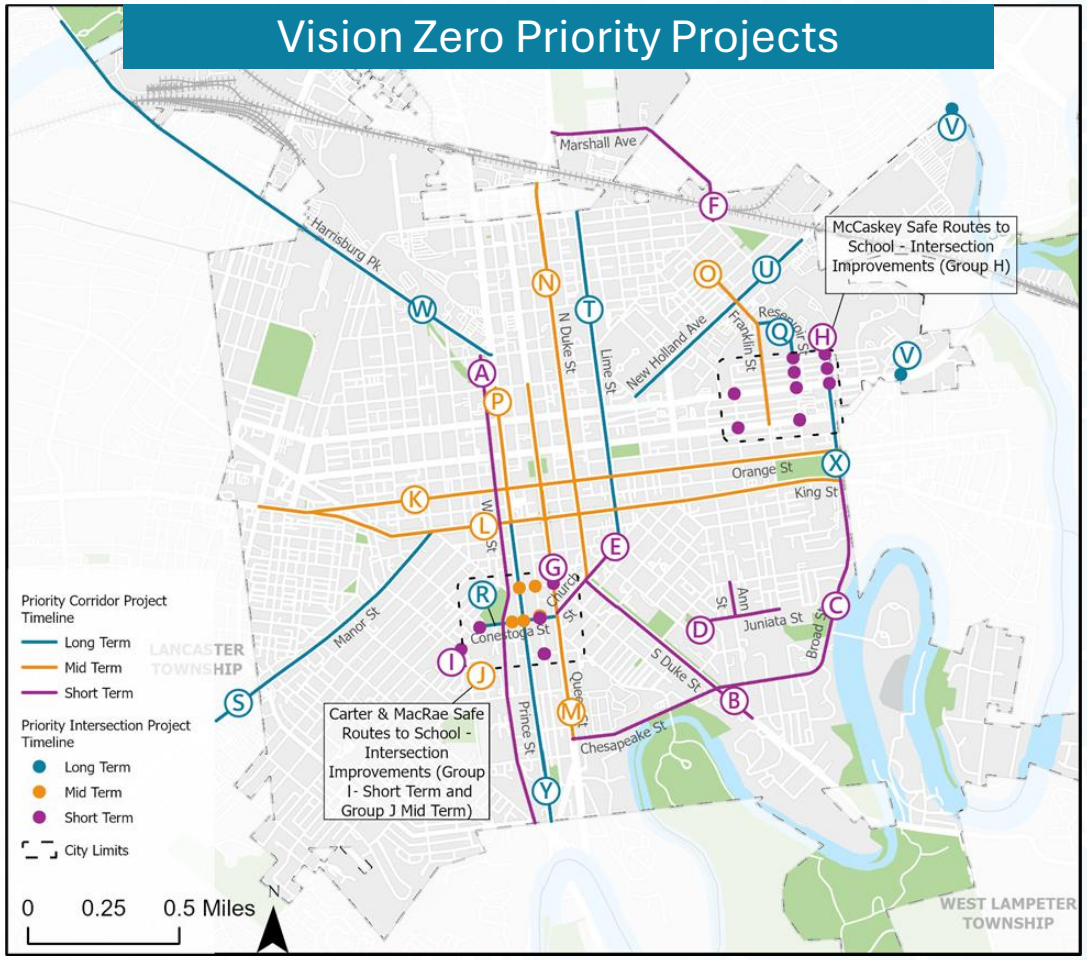
Source: Google Earth

NSZ | Zone Selection: Group Activity

Webmap:
Prioritization Page | Lancaster NSZ Eligibility - APP

Identify 2-4 Priority NSZs:

- High priority streets
- 3 to 6 block grid
- Overlap with High Injury Network where feasible
- Do not include streets with ongoing/ future projects identified
- Spread evenly across City
- Implement with SS4A grant



CITY OF LANCASTER

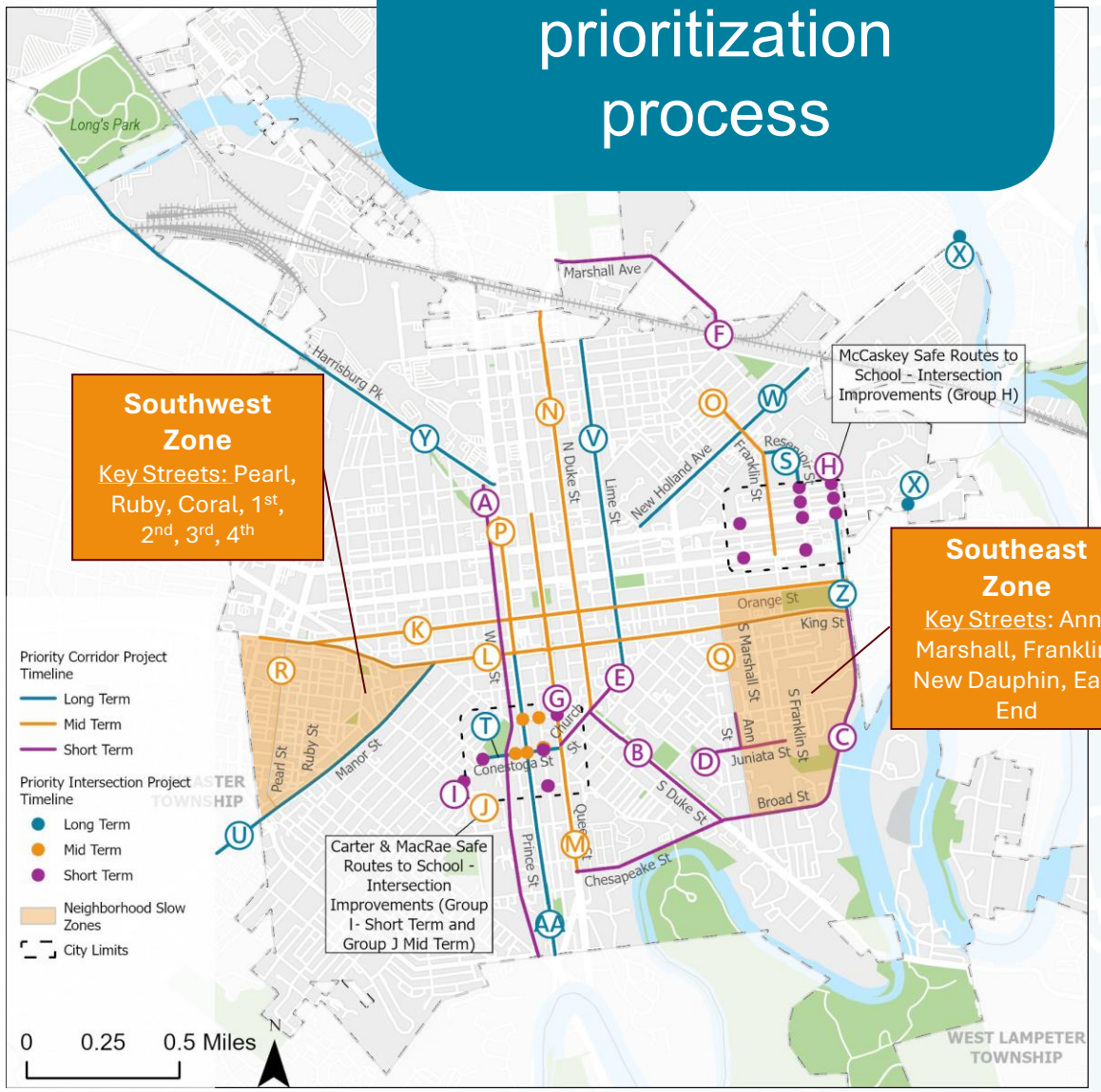
VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

NSZ | Zone Selection: Results

Discussion
Suprises from prioritization process

- High priority streets
- 3 to 6 block grid
- Overlap with High Injury Network where feasible
- Do not include streets with ongoing/ future projects identified
- Spread evenly across City
- Implement with SS4A grant



CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

Safe Routes to School (SRTS)

Will Weismantel, RK&K

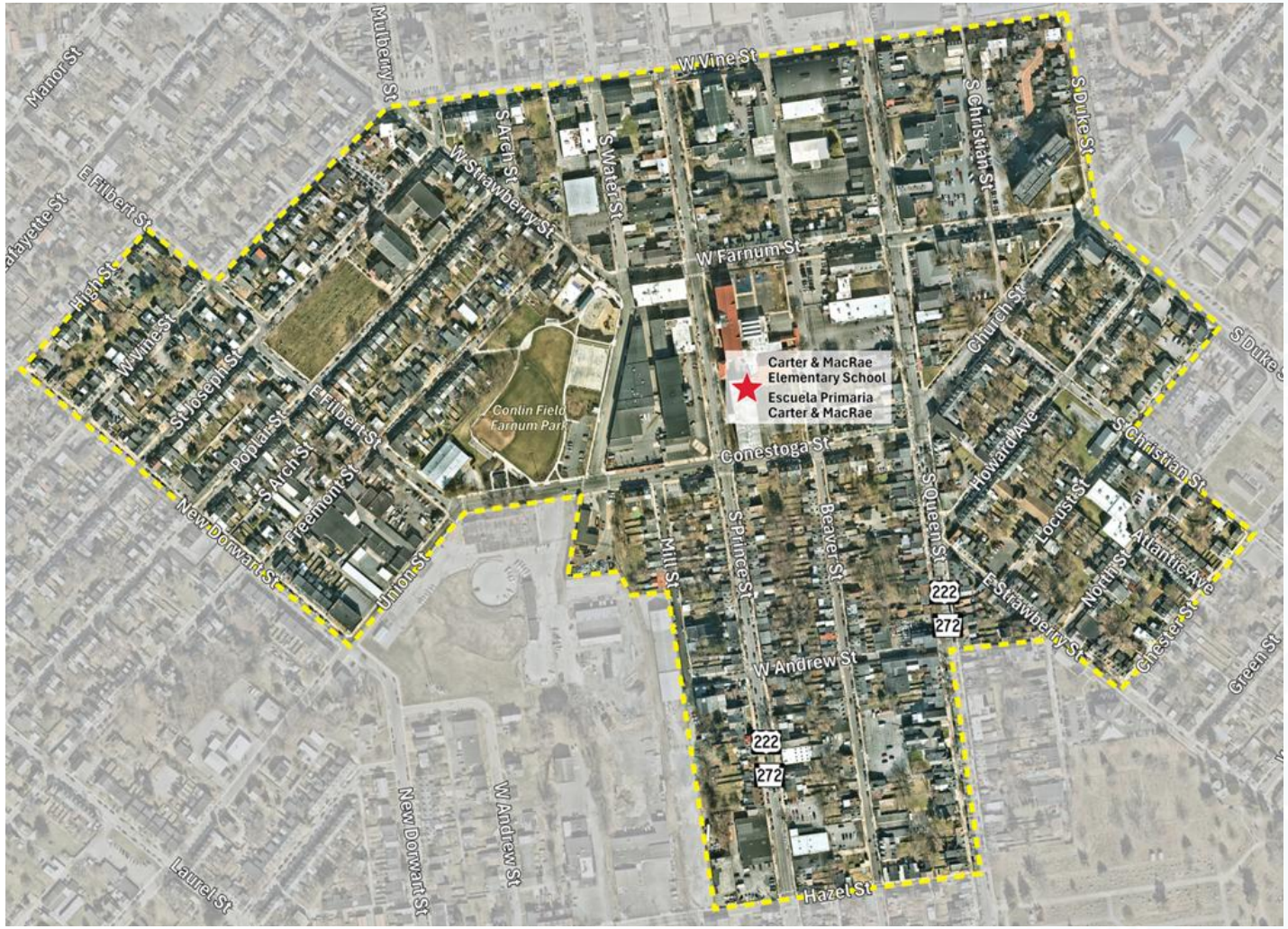
visionzerolancaster.com

CITY OF LANCASTER

Project Purpose

- Create safe, convenient, and healthy opportunities for students to walk and bicycle to school
- Improve Community Health
- Align with the Lancaster's Vision Zero goals
- Provide data-driven recommendations for improvements that can be implemented in the
  - Short-term
  - Mid-term
  - Long-term

Carter MacRae Walkshed

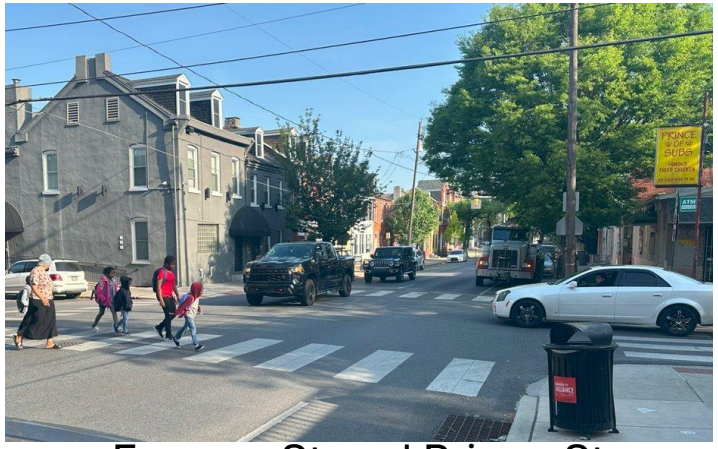


CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

SRTS | Carter and MacRae Walkshed



Farnum St and Prince St

Conestoga St and Prince St

Crashes Involving Non-Motorist in Walkshed

Observations and Data Collection

CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

SRTS | Carter and MacRae Walkshed

- ADA Concern
- Barrier to Access
- Focus Area for Oberservations
- Maintenance Needed/Poor Condition
- Other - See Comments
- Traffic Control Device Concern
- Traffic Safety Hazard

- Observed Desire Line
- Other - See Comments
- Sidewalk Gap
- Sidewalk Over Capacity
- Sidewalk Replacement Needed

CITY OF LANCASTER

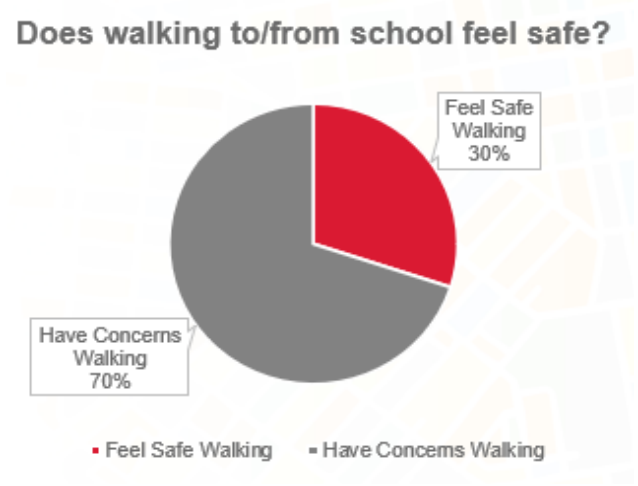
VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

Walkshed Observations

SRTS | Carter and MacRae Walkshed

May 21, 2025 Pop-up Event



CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

Public Engagement

Group Activity: Carter & MacRae Recommendations

Your team has been asked to determine how to allocate §100 (Simolons) for Safe Routes to School Safety improvements. Based on the data collected from crash history, field observations, and public engagement provide recommendations on how the City can spend the budget.

- 10 min group exercise
- 5 min report-out

VISION ZERO SAFETY TOOLBOX

Treatments that have the greatest impact on improving traffic safety

TRAFFIC CALMING

Slows down cars

Appropriate on all VZ projects

CURBSIDE MANAGEMENT

Provides space for parking, loading + transit

Most appropriate on High Injury Network (HIN), Two-Way Restoration, and some Safe Routes to School projects

TRAFFIC FLOW

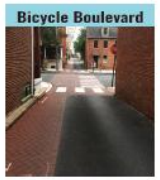
Keeps traffic moving safely

Most appropriate on High Injury Network (HIN) and Two-Way Restoration projects

BICYCLE FACILITIES

Provides space for bicyclists

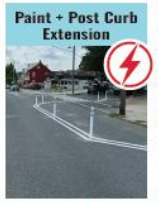
Most appropriate on High Injury Network (HIN) and Safe Routes to School projects

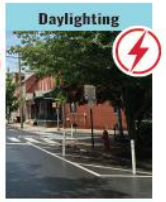


INTERSECTION SAFETY

Improves visibility

Appropriate on all VZ projects





CITY OF LANCASTER

VISION ZERO LANCASTER

Quick-build tools or projects can be implemented more quickly and at a lower cost using road paint and flex posts

LEARN MORE ABOUT THE CITY'S WORK TO MAKE STREETS SAFER FOR EVERYONE AT VISIONZEROLANCASTER.COM

CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

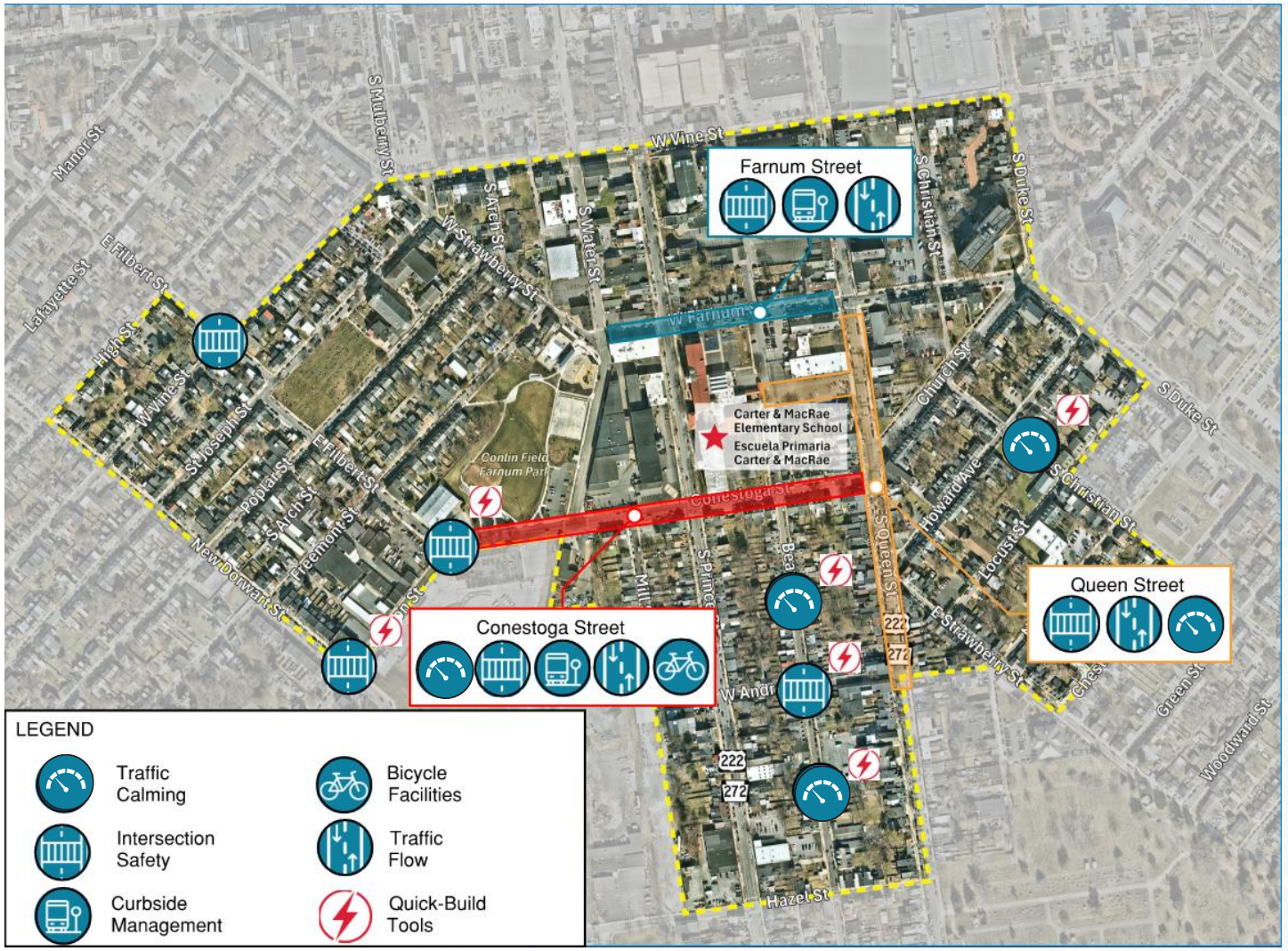
Budget (§100)

- §5 (per block)
- §5 (per intersection)
- §5 (per location)
- §10 (per block)
- §10 (per block)
- §10 (per location)
- §20 (per intersection)
- §30 (per street)

SRTS | Carter and MacRae Walkshed

Priority	Project Bundles
1	Quick-Build Implementation
2	Existing City Projects
3	Conestoga Street and Farnum Street
4	Queen Street
5	Other Improvements

Additional Recommendations
Explore hiring additional crossing guards.
Instruct school buses to avoid picking up and dropping off students on Prince Street.
Future Redistricting.
Coordinate with the Wonder Academy.
Education Campaign.



CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

Recommendations

SRTS | McCaskey Walkshed

Reservoir St and Admin Parking Lot

McCaskey Avenue –
Parent Dropoff Loop

Crashes Involving Non-Motorist in Walkshed

Observations and Data Collection

SRTS | McCaskey Walkshed

August 2, 2025 Pop-up Event

Public Engagement

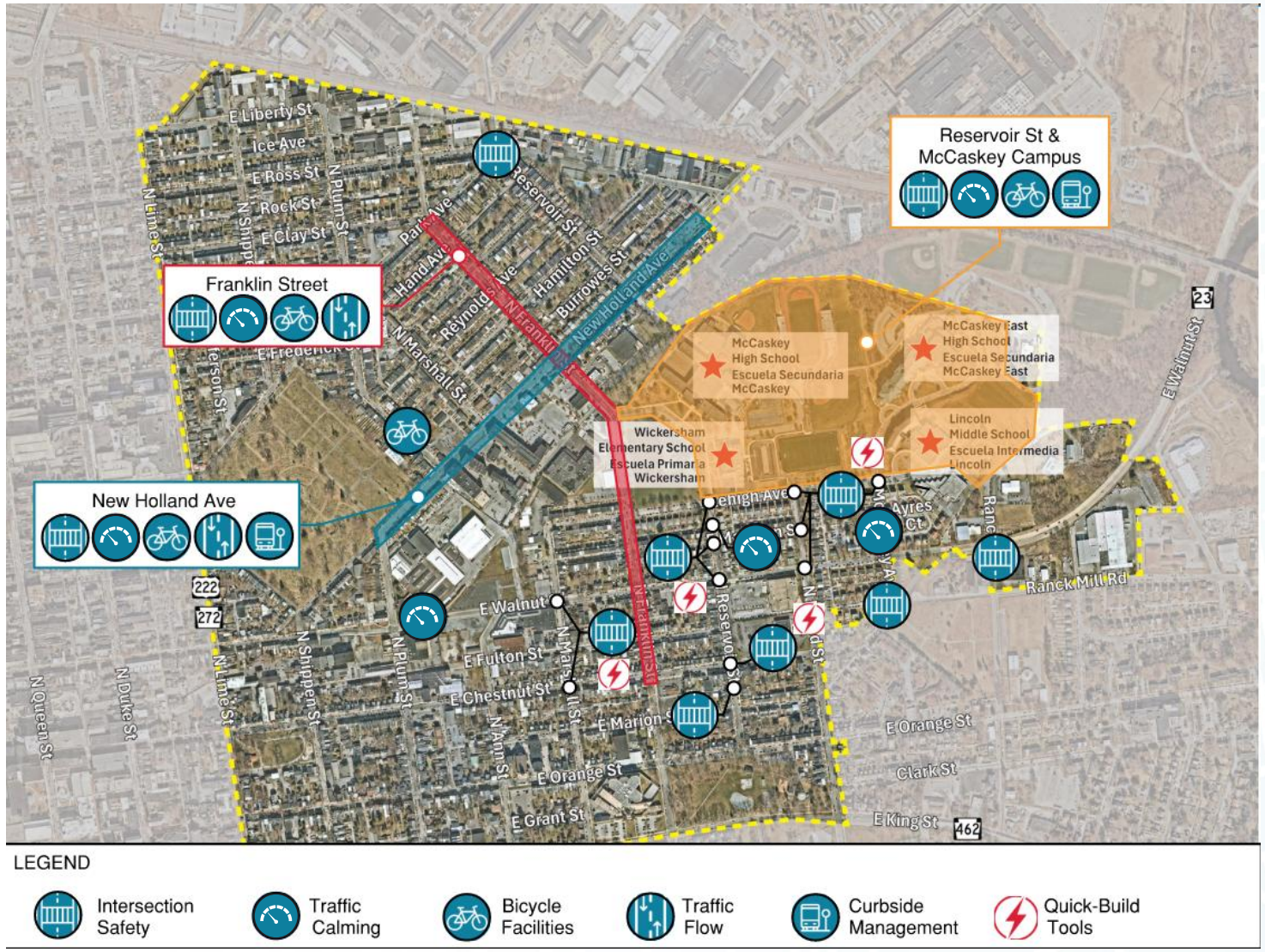
CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

SRTS | McCaskey Walkshed

Priority	Project Bundles
1	Quick-Build Implementation
2	Franklin Street
3	Reservoir Street
4	New Holland Complete Street Project
5	Other City Projects: - Eastbound Connector Phase 2 - Two-Way Restoration
6	Other Improvements



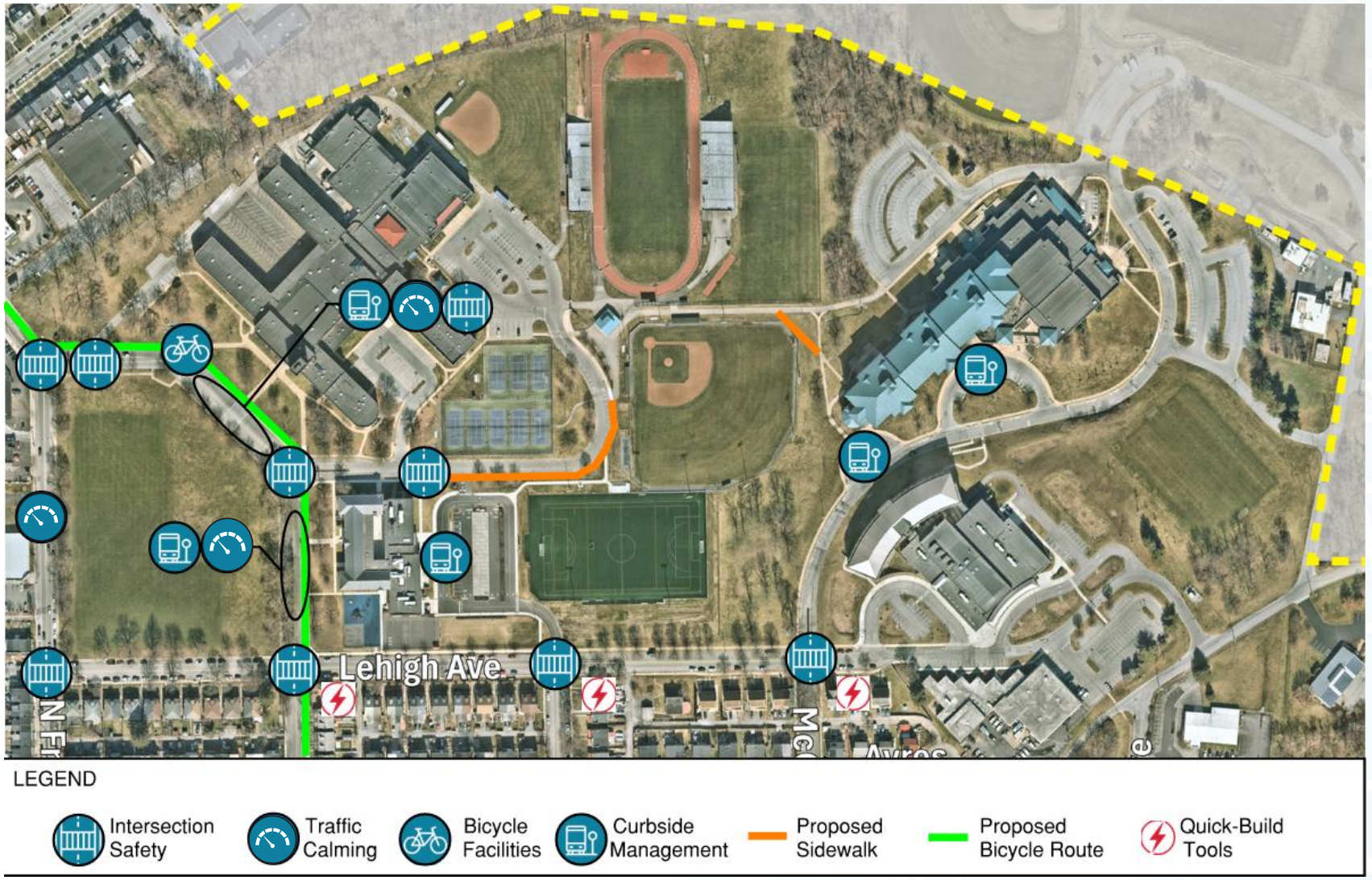
CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

SRTS | McCaskey Walkshed

Additional Recommendations
Explore hiring additional crossing guards.
Education Campaign
Evaluate potential for transferring Reservoir Street to the School District of Lancaster.



CITY OF LANCASTER

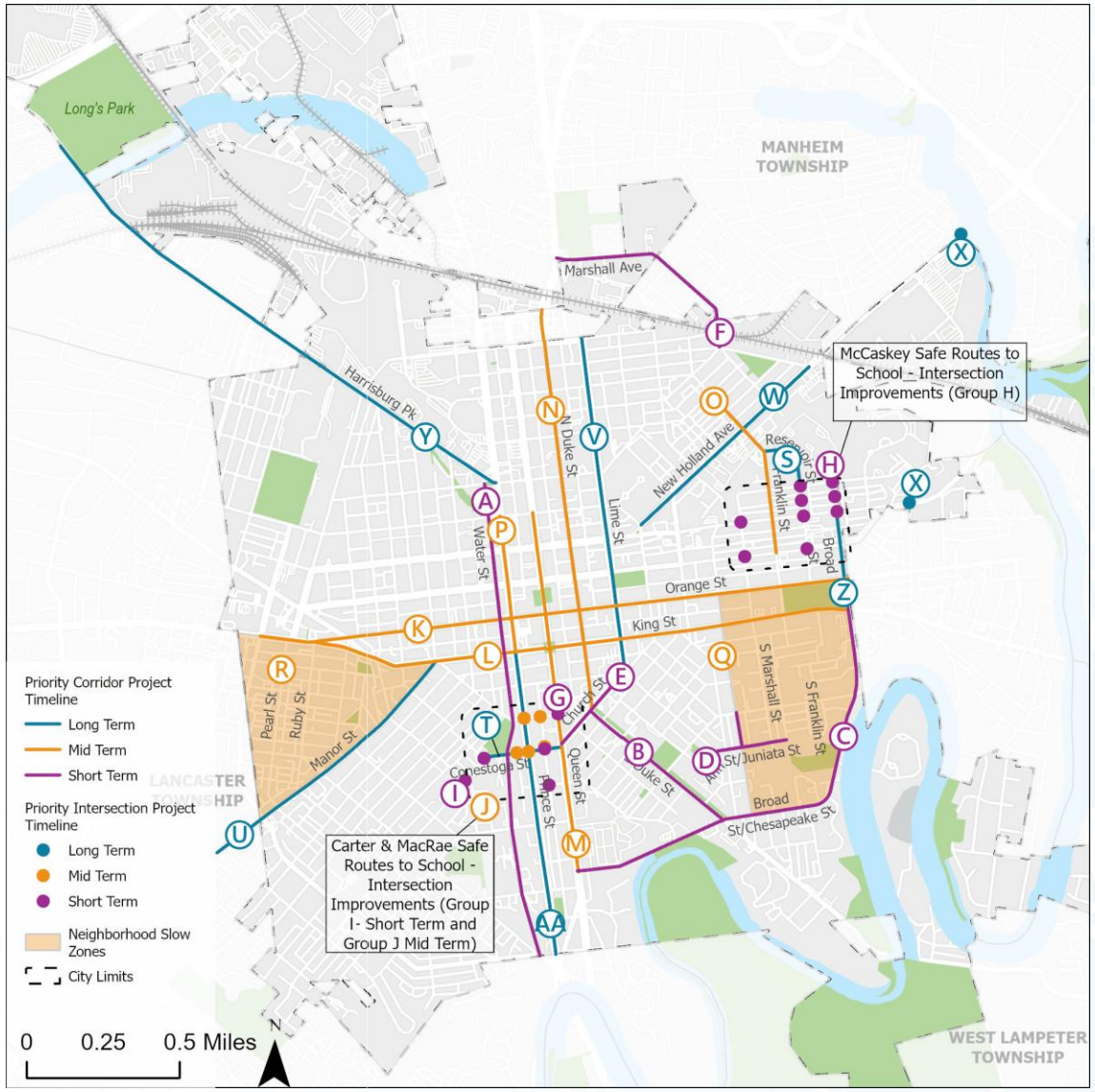
VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM

Recommendations

Coordinating Recommendations with Vision Zero Projects

- Short-term projects that can be implemented with City forces
- Mid-term stand alone SRTS projects
- SRTS recommendations combined with other mid-term Vision Zero projects (two-way restoration and HIN corridors)
- Identify overlap with PennDOT projects



CITY OF LANCASTER

VISION ZERO LANCASTER

VISIONZEROLANCASTER.COM