

Vision Zero in Action: Designing Lancaster's Streets for Safety & Prosperity

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Vision Zero Policy & Progress



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)

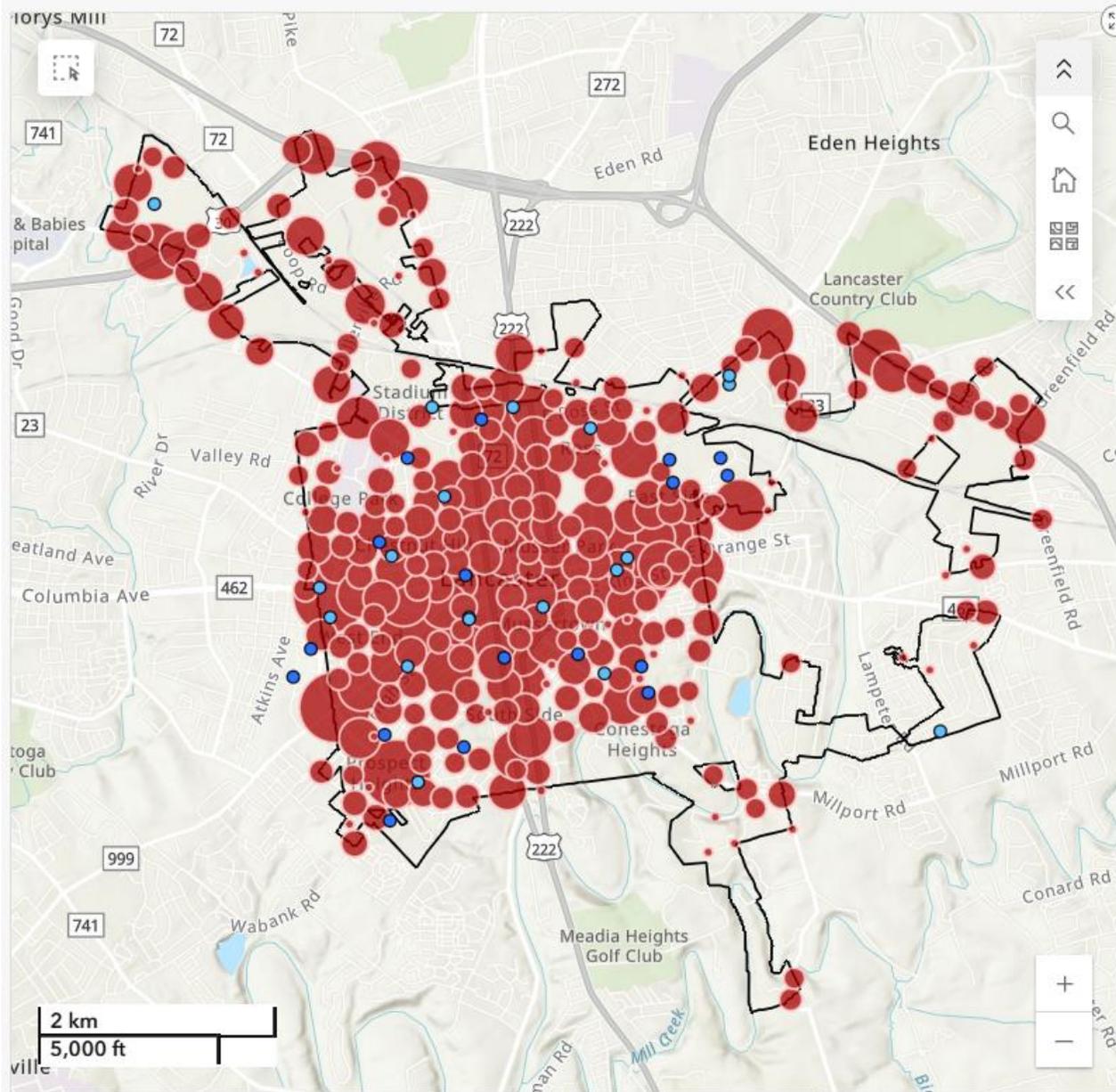


**SLOW
DOWN**
TO SAVE LIVES

**STOP FOR
PEOPLE**

**WATCH
OUT**
FOR PEOPLE BIKING

City of Lancaster Crash Data Dashboard

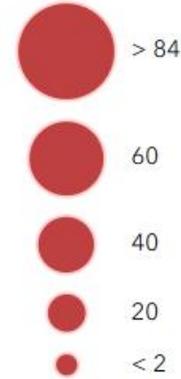


Schools

- Public
- Private

City Crash Data

Number of features



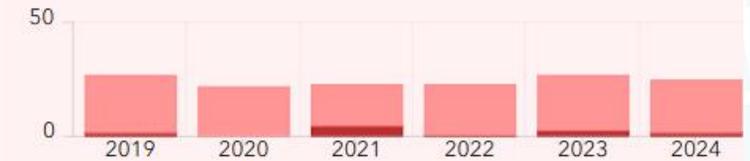
Crash Totals by Year

All Crashes



KSI Crashes

Killed shown in red. Suspected serious injury shown in faded red.



By Year

By Month

By Day

All Crashes by Severity

Not injured
48.2%

Unknown if
injured 5.5%

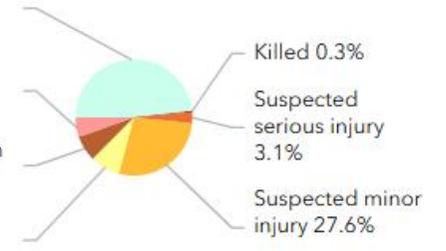
Injury/Unknown
severity 7.1%

Possible injury
8.3%

Killed 0.3%

Suspected
serious injury
3.1%

Suspected minor
injury 27.6%



By Severity

Click -> ...

4,356
Crash Incident
Records

Slow Speeds: The Backbone of Vision Zero



Many of the streets in downtown Lancaster are narrow and, even on the sidewalk, people are walking close to motor vehicles. Slower speeds will allow drivers to see pedestrians sooner and adjust their actions.

Lancaster City's High Injury Network

CRASH TRENDS



Almost **two thirds** of all crashes happened along the HIN corridors.



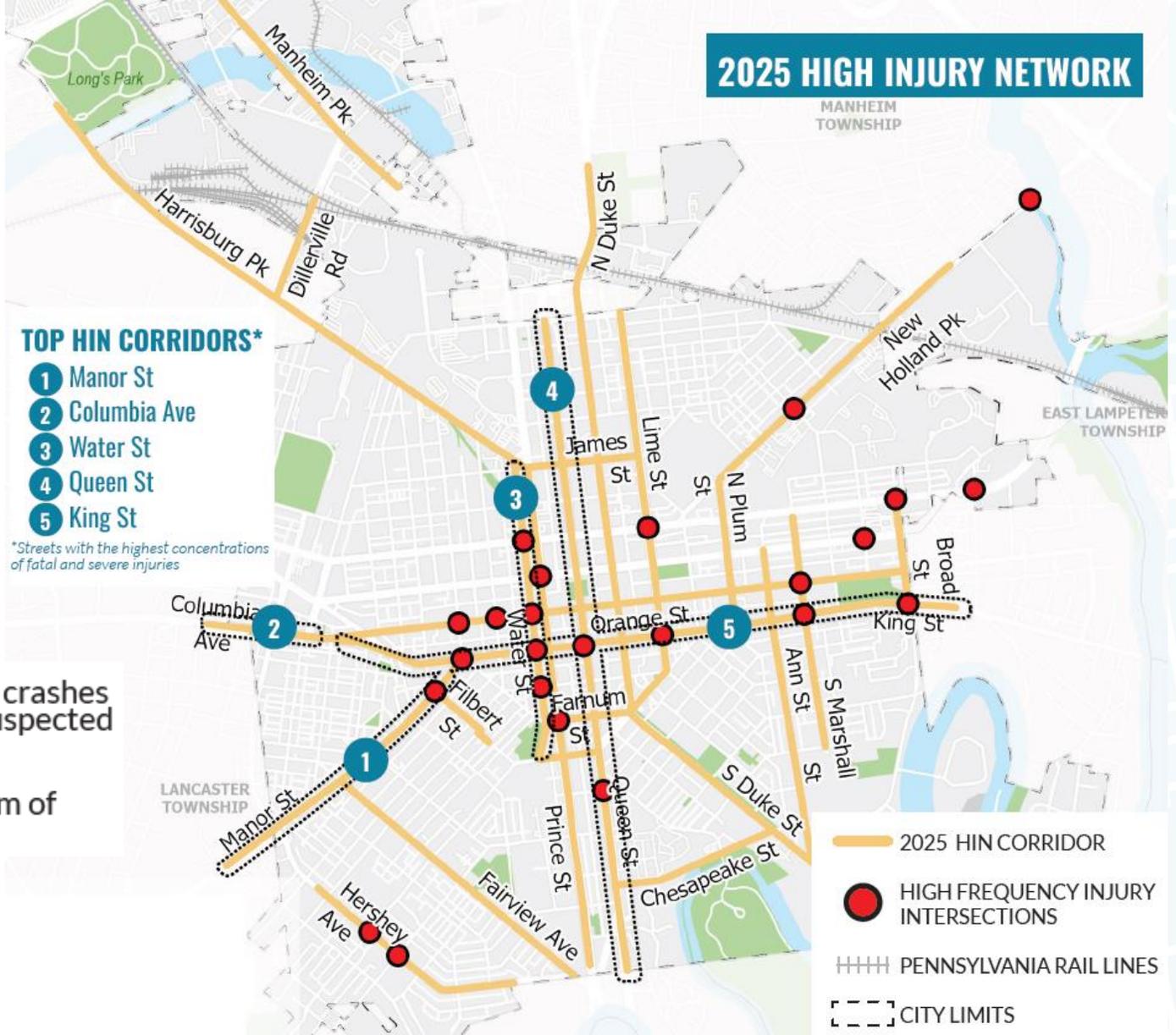
Angle crashes made up **51%** of all crashes.



Pedestrian-involved crashes made up **9%** of all crashes but were responsible for **28%** of all fatal and suspected serious injury crashes.



Vulnerable Road User crashes resulted in a form of injury nearly **100%** of the time.



Priority Vision Zero Projects

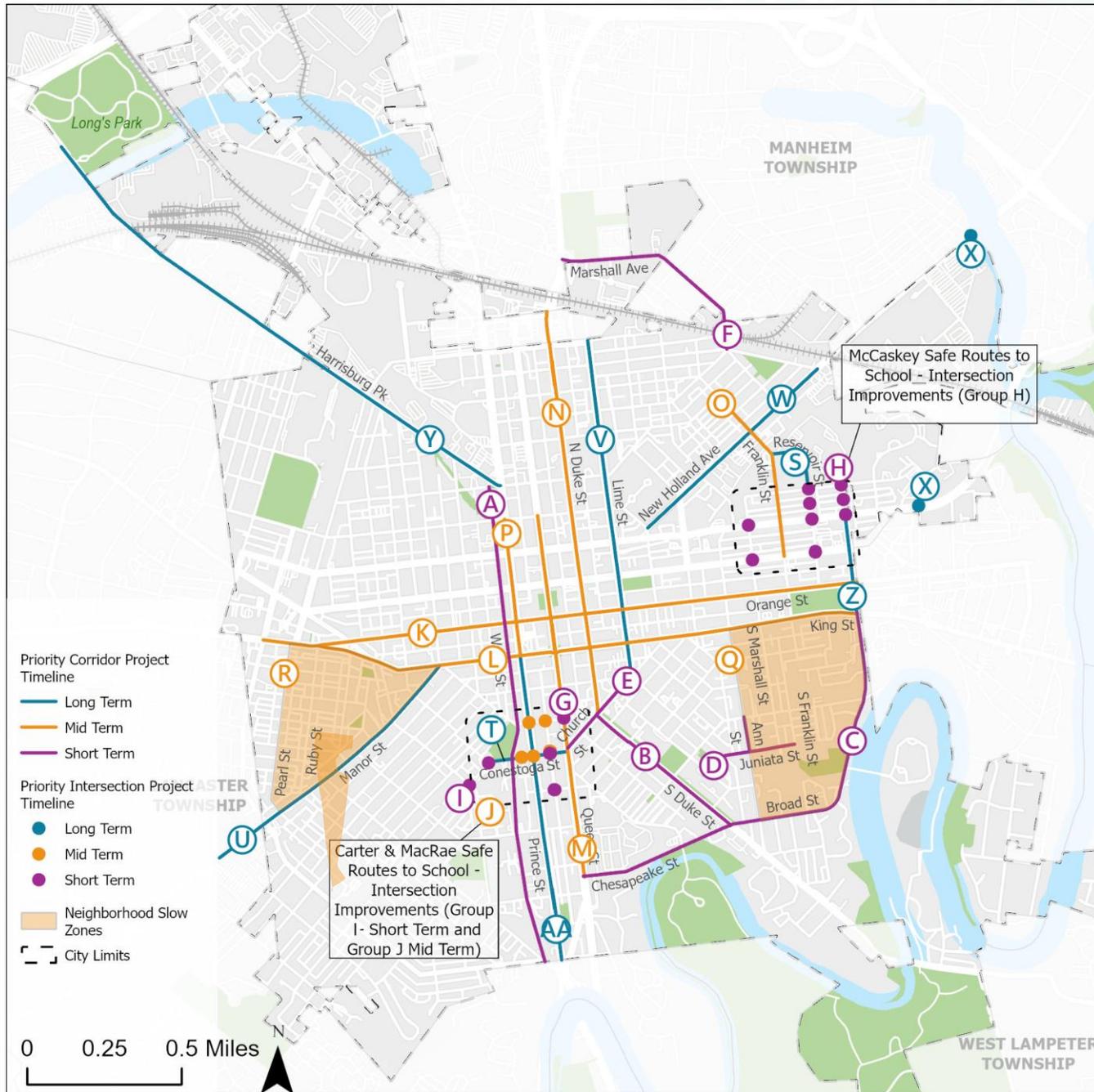
Priority Corridor Project Timeline

- Long Term
- Mid Term
- Short Term

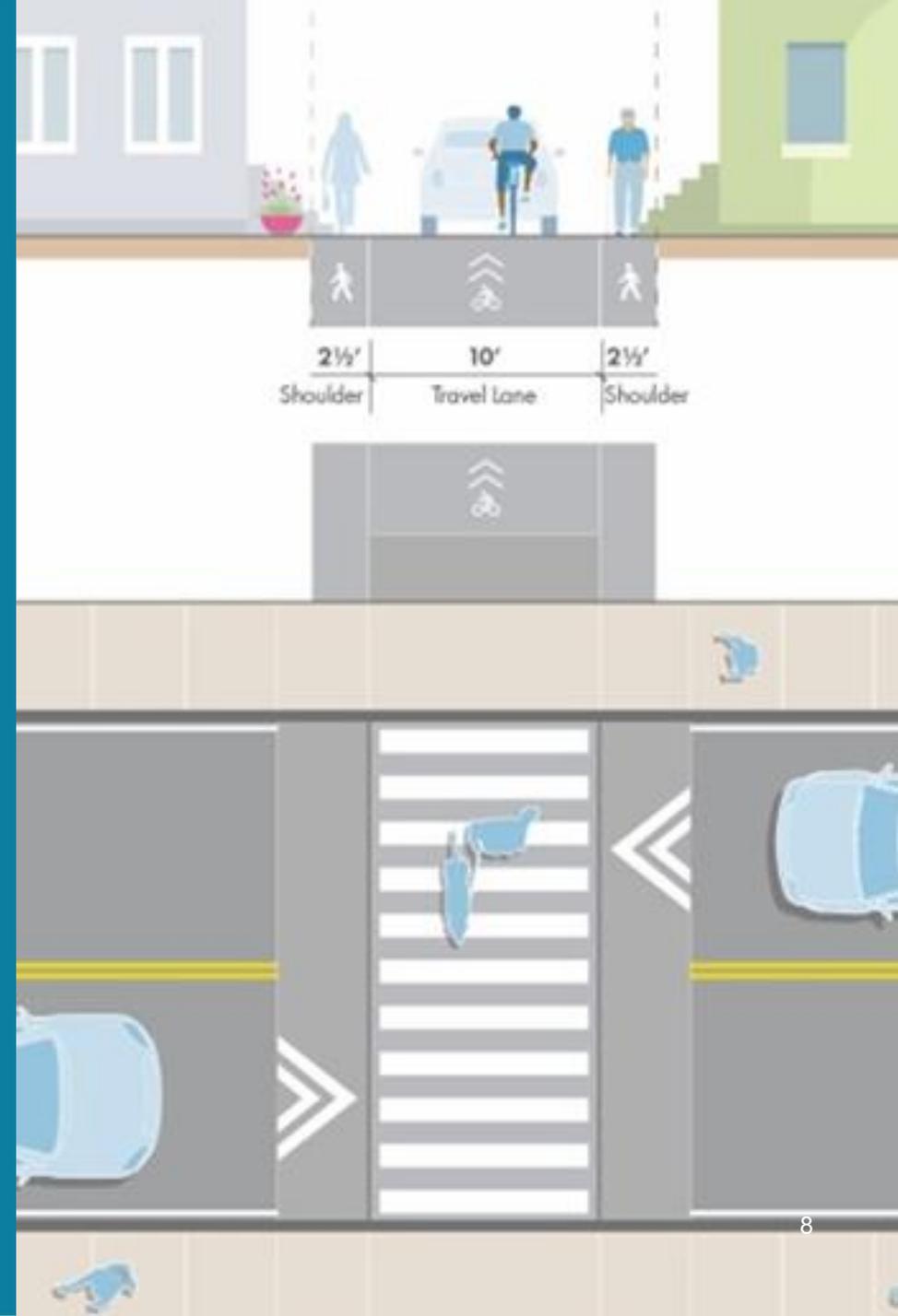
Priority Intersection Project Timeline

- Long Term
- Mid Term
- Short Term

Neighborhood Slow Zones

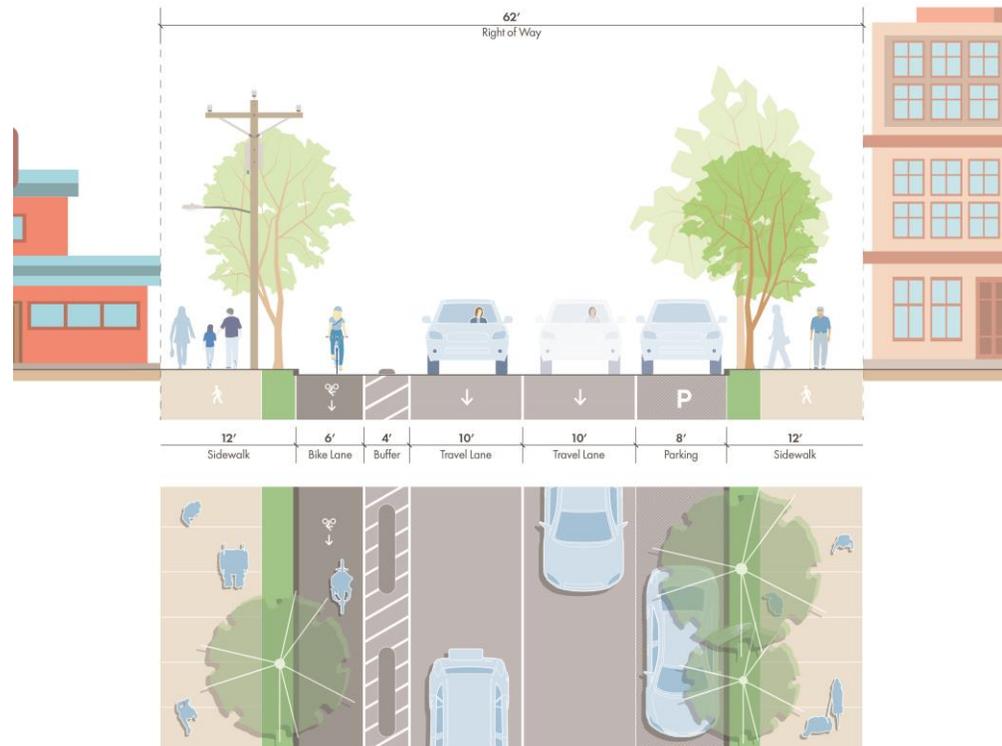


Street Design Guidelines



What are street design guidelines?

High-level expectations for what our public right-of-way looks and feels like.

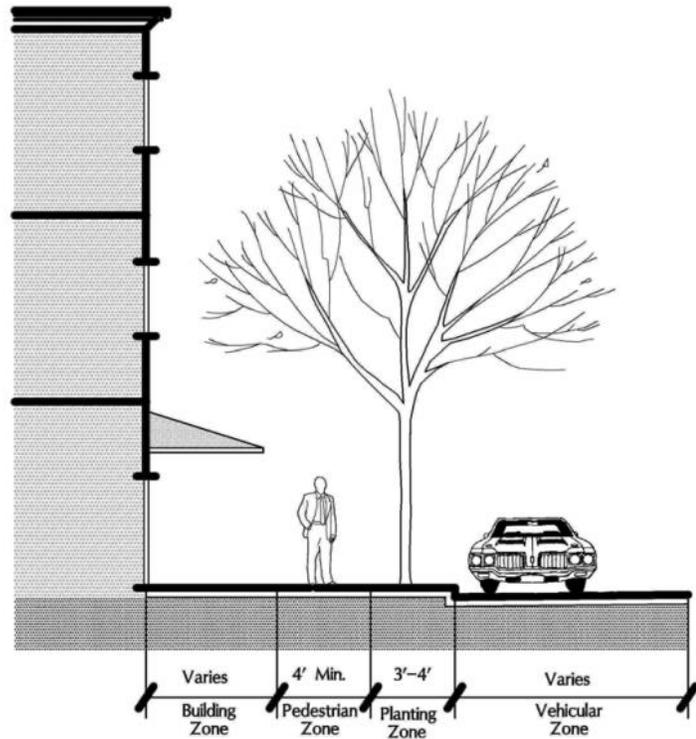


Key Features

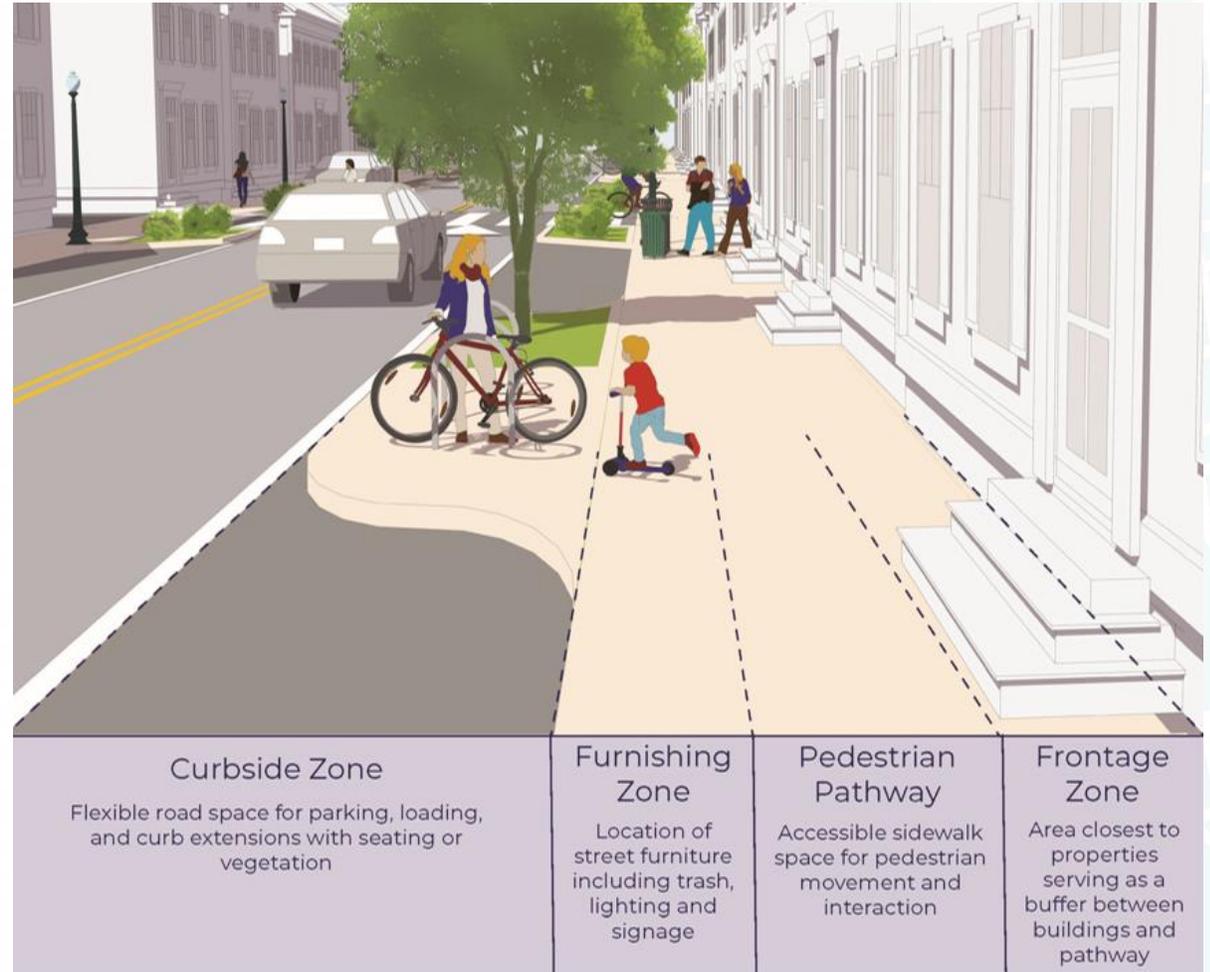
- Accessibility
- Designing a Welcoming Street
- Curbside Management
- Historic Areas & Local Identity
- Stormwater Management
- Emergency Access
- Maintenance and Construction
- Street Furnishings
- Materials & Treatments
- Biking & Micromobility Access

Why are we updating them?

2004 Street Design Guidelines



2026 Vision Zero Street Design Guidelines



Key Changes from 2004 to 2026

2004 Street Design Guidelines

1. Focused more on pedestrian/sidewalk areas
2. 3 Streetscape Types: DID & Key Corridors, Residential, Non-Residential
3. Accessibility standards
4. Includes street tree guidance
5. Does not address curb management

2026 Vision Zero Street Design Guidelines

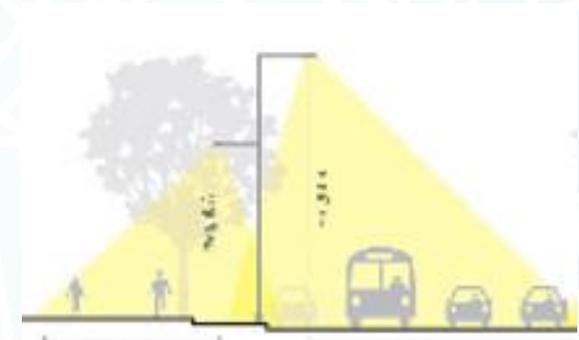
1. Additional guidance for in-street traffic calming & safety treatments, bicycle facilities, etc.
2. Additional Street Types: Primary urban, neighborhood, suburban, shared streets, and alleys.
3. Update to meet current accessibility standards (PROWAG)
4. Street tree guidance to mostly defer to codified Tree Ordinance
5. Considers curb management concepts

Factors for Consideration

- **Local Plans:** Vision Zero, design guides, plans, policy
- **Community Context & Street Usage:** Neighborhoods, development patterns & uses, high pedestrian volumes, etc.
- **Street Network:** Street types, hierarchies, designs, grid
- **Active Transportation:** Pedestrian and bicycle facilities
- **Multimodal Considerations:** Transit, curb management, parking, goods movement, mobility hubs
- **Urban Design and Streetscape:** Lighting, streetscape amenities, public art, wayfinding
- **Standard Design Guidance & Best Practices:** PROWAG, NACTO, AASTHO, PA Building Better Bus Stops

What do we expect of our streets & sidewalks?

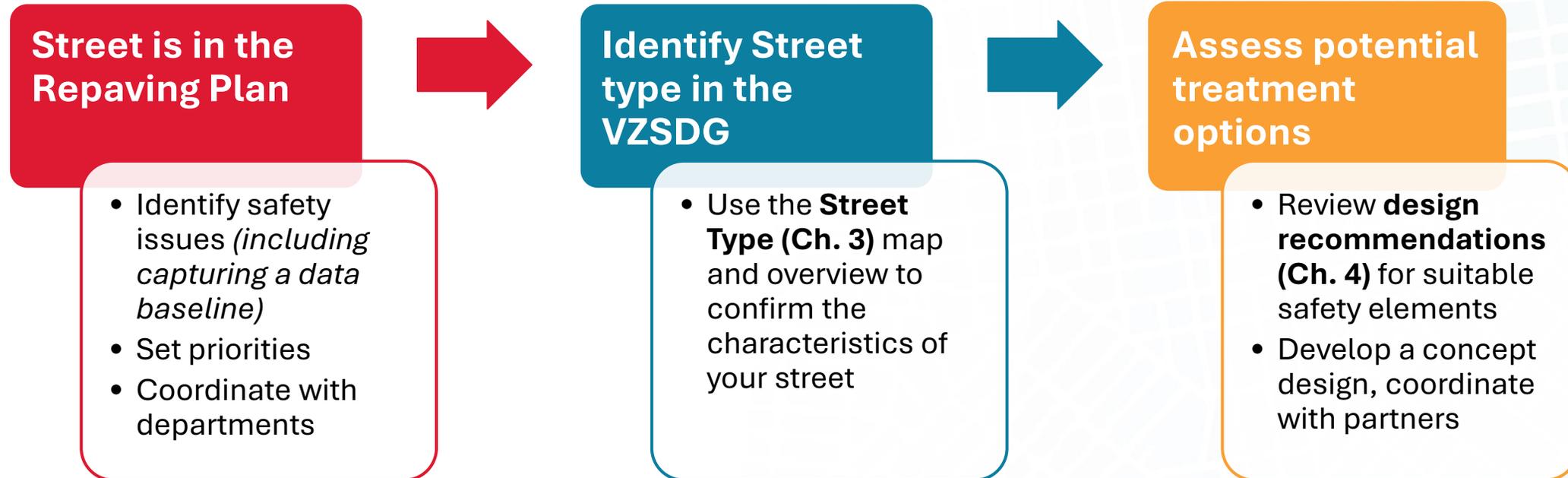
- Safe, but move traffic efficiently.
- Green and shaded, but with business visibility and level sidewalks.
- Light enough to see & be safe, but dark enough to be Dark-Sky Compliant.
- Beautiful, but affordable & easy to maintain.
- Accommodate lots of people and activity, but are quiet.
- Consistent, but flexible.
- Provide gathering space, but not loitering space.
- Meet the needs of all street users, without infringing on the rights of others.
- Easy to navigate but not over-signed.
- Provide lots of parking, and loading, but be walkable.



How will the VZSDG be Used?

- **City Staff** reference the Guidelines when identifying potential projects and prioritizing treatment options
- **City Staff and Local Partners** explore systemic considerations such as curb management and expanding mobility options
- **Designers, Developers, and Project Partners** refer to the guidance when developing concepts for review

How will the VZSDG be Used?



Discussion: STREETS & SAFETY

What IS working?

What is NOT working?

Discussion: SIDEWALKS & STREET FURNITURE

What IS working?

What is NOT working?

Discussion: CURBS & LOADING

What IS working?

What is NOT working?

Discussion

How could we make **STREETS** and **CURBS** better for business?

How could we make **SIDEWALKS** better for business?

What We've Heard So Far

Streets

- Better maintain tree wells and replace trees
- Get bicycles off downtown sidewalks
- Improve accessibility for people with disabilities
- Brick banding & stamped asphalt...mixed reviews
- How to handle consistent, long-term maintenance
- Providing human-scale lighting without creating sidewalk barriers
- More uniform lighting
- More strategic about lighting & tree placement

Signage & Wayfinding

- Wayfinding signage for parking, destinations
- Wayfinding & clear pedestrian paths during construction
- Historical markers / signage about important destinations

Sidewalks & Street Furnishings

- More mid-block crossings to improve business access
- Slow e-bicycles & micromobility devices
- Make it easier to close streets for events
- Design that encourages use of alleys for walking/biking
- Don't install brick in streets
- Challenges with trash collection in compact urban spaces

Curb Management

- Need for short-term parking for Door Dash and other delivery services
- Need for loading zones for large vehicles
- Change process for designating loading zones
- Consider how curb space can be used for small-scale business expansion (ex: outdoor dining)
- More accessible parking spaces downtown
- Need policies for EV charging
- Power at curbs for food trucks

Two-Way Restoration Study



Why Consider Two-Way Streets?



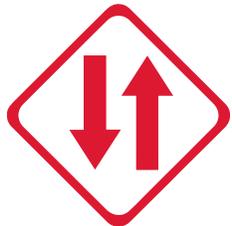
Improved Safety +
Pedestrian Connectivity



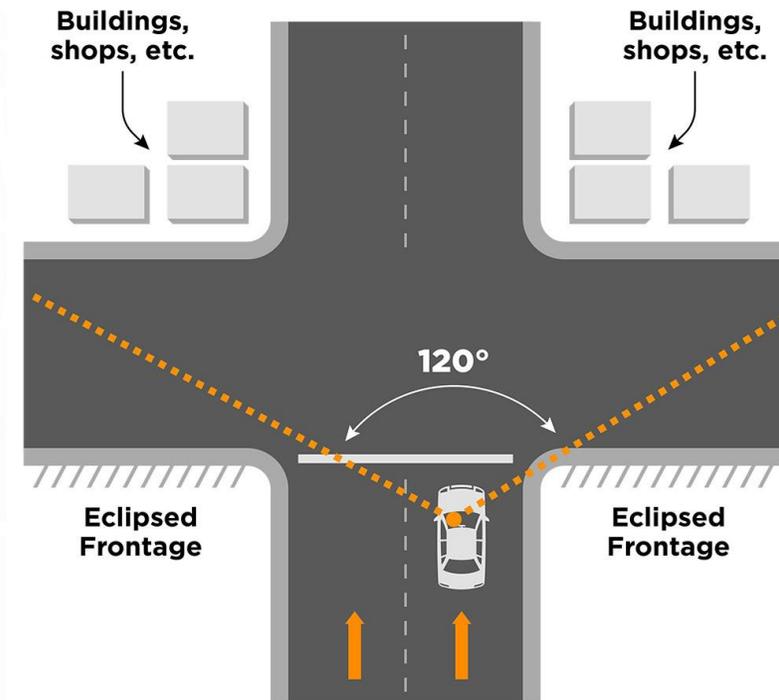
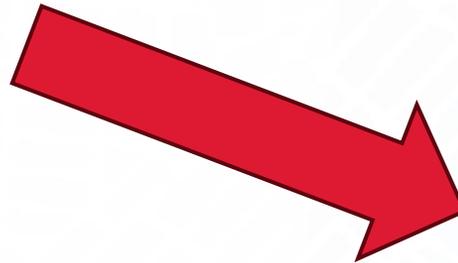
Shorter Trips + Direct
Vehicular Routes



Increased Visibility for
Businesses



More Balanced Traffic
Flow

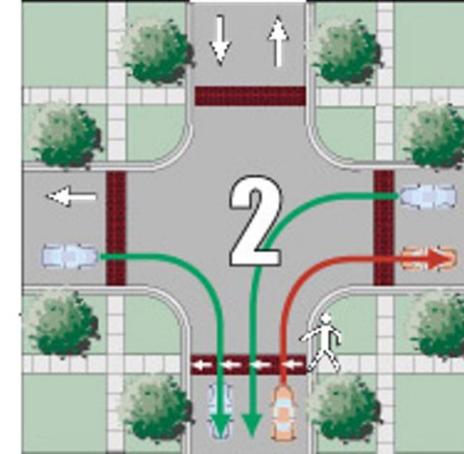
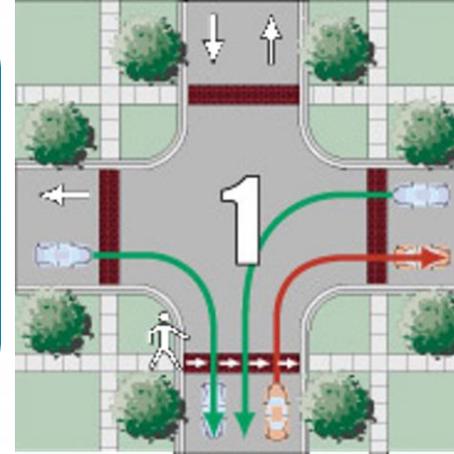




Safety Benefits of 2-Way Streets



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



Lower speeds reduce crashes and crash severity



Increase pedestrian visibility at intersections



Successful 2-Way Conversions

Charlotte/ Mulberry Streets



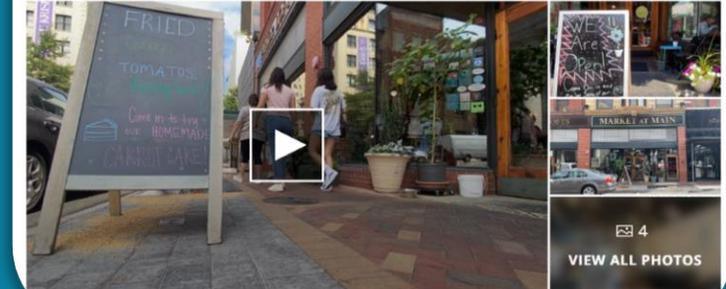
Main Street, Lakeland FL



Main Street, Lynchburg VA

Downtown Lynchburg business is booming thanks to 2-way traffic

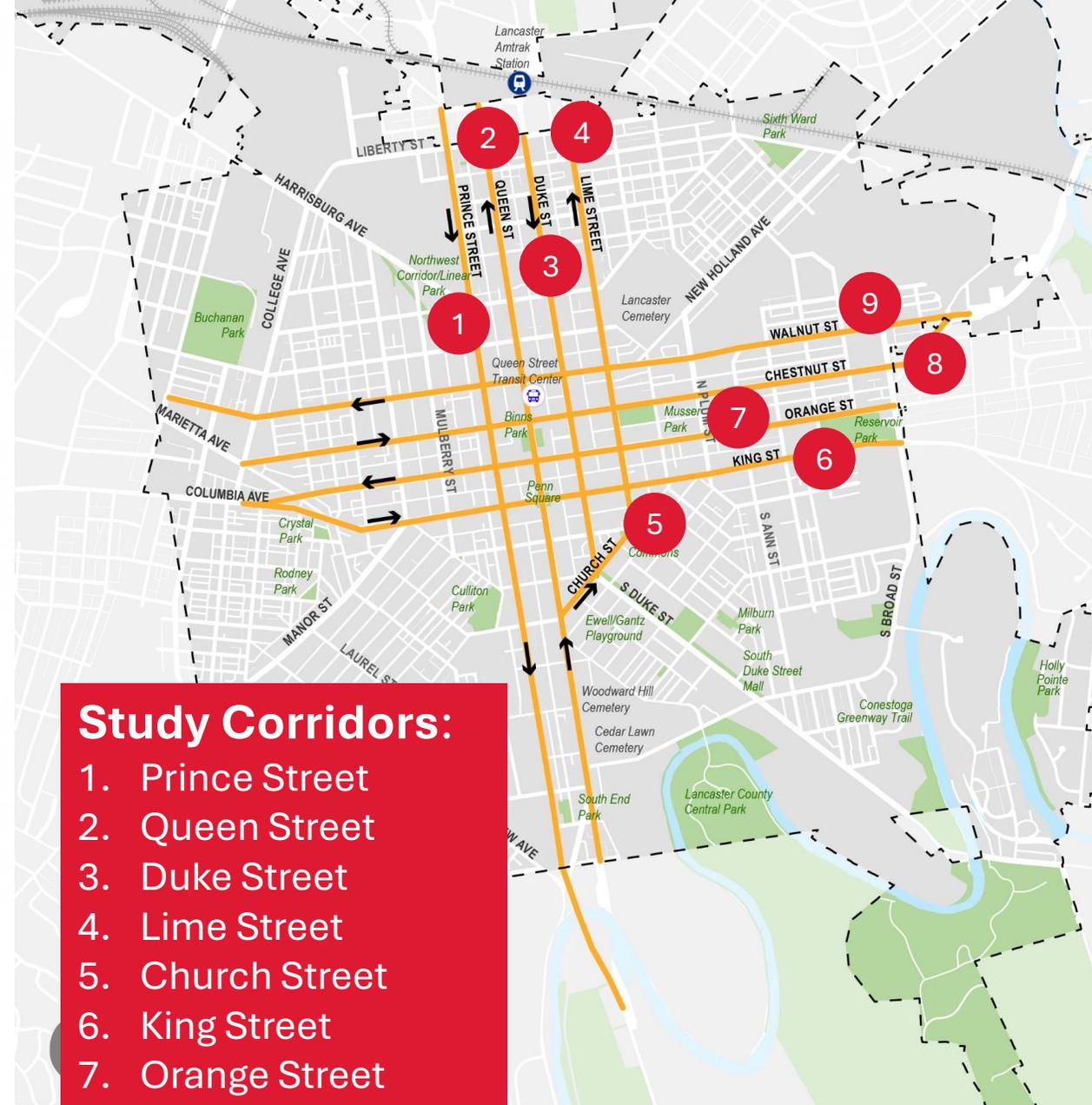
by Kelsey Childress | Thu, August 19th 2021 at 4:51 PM
Updated Fri, August 20th 2021 at 5:33 AM



Business has never been better for restaurant owners on Main Street. (WSET)

2-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 ← **We Are Here**
- Planning-level cost estimates
- Ongoing public engagement



2-Way Restoration | Schedule



**SPRING/
SUMMER
2025**



**FALL
2025**



**WINTER
2025**



**SPRING
2026**

Existing Conditions

Gather data and traffic counts, assess current conditions

Future Conditions

Evaluate conditions with 2-way operations and determine feasibility

Corridor Concepts

Develop concepts for 2 feasible corridors

Plan Development

Document study findings into a draft and final plan document



Stakeholder Interviews + Open House



Online Survey



Open House + Outreach



Open House + Outreach

2-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

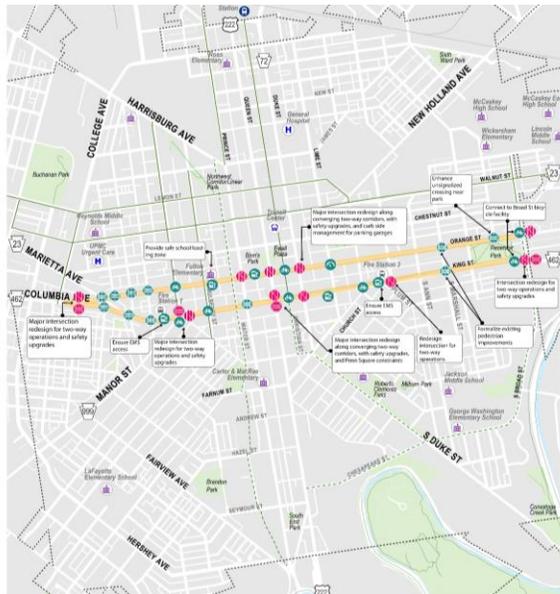
- Drivers and commuters generally prefer the current one-way system
- Bikers and walkers think the one-way system encourages speeding and makes the downtown less walk- and bike-friendly.

Selection + Concept Design: 2 Corridors

Step
3

Corridor Selection +
Concept Design
(2 corridors)

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



- Corridor-wide diagrams for Orange and King
- Intersection concept designs for
 1. Orange/Columbia
 2. Strawberry/Manor/King
 3. King/Queen
 4. Broad/King
 5. Broad/Orange

Redesign complex intersections



Connect to existing/future bicycle facilities



or intersection redesign along
diverging two-way corridors, with
safety upgrades, and curb side
management for parking garages

Enhance
unsignalized
crossing near
park

Connect to Broad St bicy-
cle facility

Intersection redesign for
two-way operations and
safety upgrades

Formalize existing
pedestrian
improvements

COLUMBIA

Major intersection
redesign for two-way
operations and safety
upgrades

Ensure EMS

Major intersection

Designate drop-off areas

Add left-turn lanes and remove parking



Formalize paint and post curb extensions



LEGEND

Observation

- Opportunities
- Issues

Potential Treatments

- Traffic Calming
- Bicycle Facilities
- Intersection Safety
- Traffic Flow
- Curbside Management

Area with Concentrated Issues

Area with Several Opportunities for Improvement

Selected Corridors

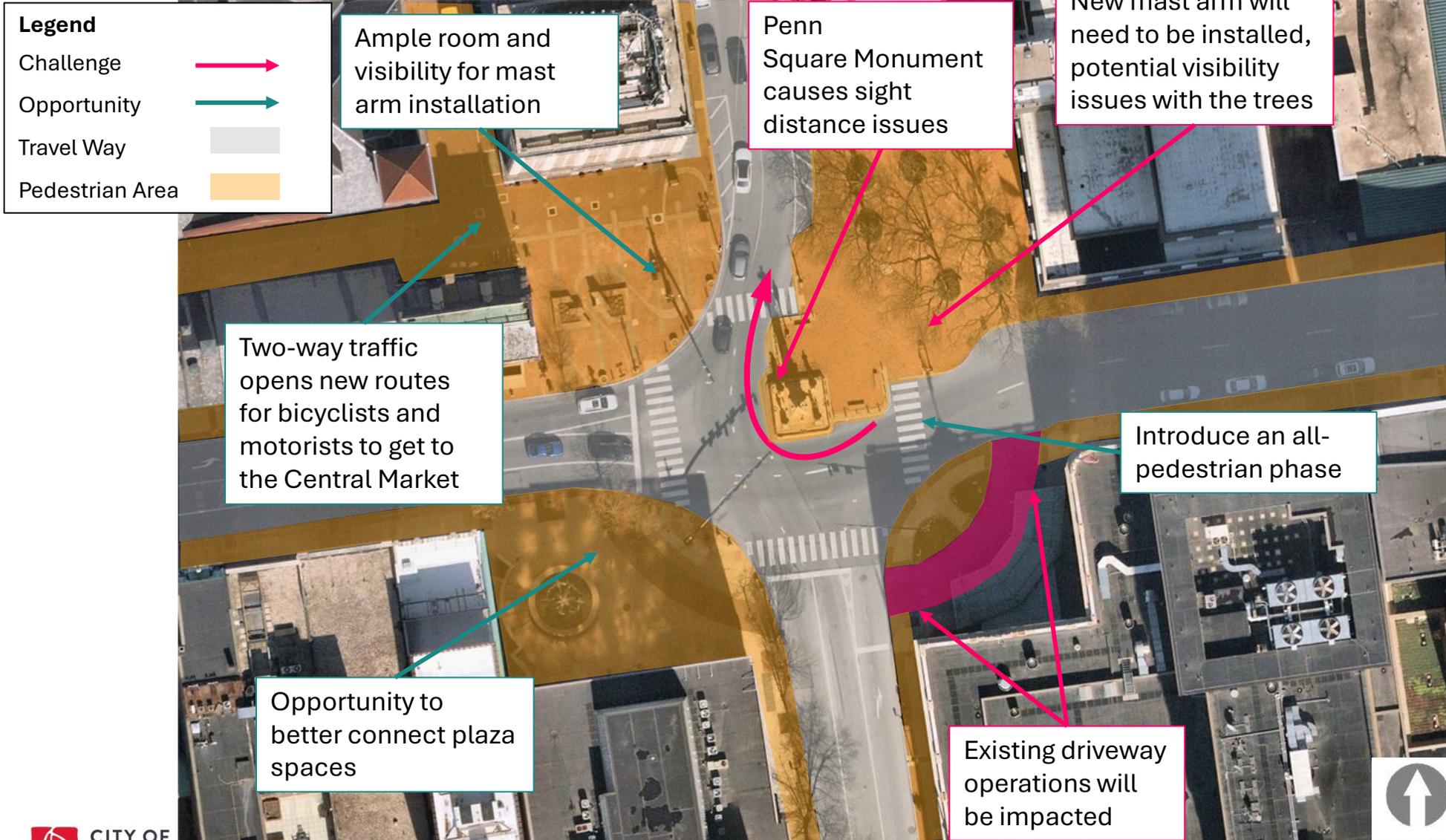
Existing Bike Facility

Downtown Investment District

Parks



Penn Square – Two Way Operations



In one word, how does Penn Square feel today?



What is your vision for the future of Penn Square?

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

Which image best aligns with your future vision for Penn Square?

Pedestrian-Oriented Plaza



Vehicular Circulation with Pedestrian Connections



Thank you!

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We're hitting the streets to talk about traffic safety!

- | | |
|--------------------------------------|--|
| April 2
5:30 – 7:30 p.m. | Mayor's Town Hall
Location: King Elementary, 466 Rockland St |
| April 6
6:00 p.m. | City Council Presentation on Vision Zero
Location: City Hall, Nelson Polite Council Chambers |
| April 7
5:30 – 7:30 p.m. | Mayor's Town Hall
Location: Brightside Opportunities Center, 515 Hershey Ave. |
| April 22
4:00 – 7:00 p.m. | Vision Zero Open House
Location: Lancaster Public Library, 151 North Queen St. |
| April 23
10:00 – 1:00 p.m. | Vision Zero Open House
Location: Lancaster Public Library, 151 North Queen St. |
| May 9
11:00 – 3:00 p.m. | Open Streets Lancaster
Location: Water Street, Lancaster |

