



Lancaster Vision Zero

Hourglass Presentation

March 6, 2026

visionzerolancaster.com



Agenda

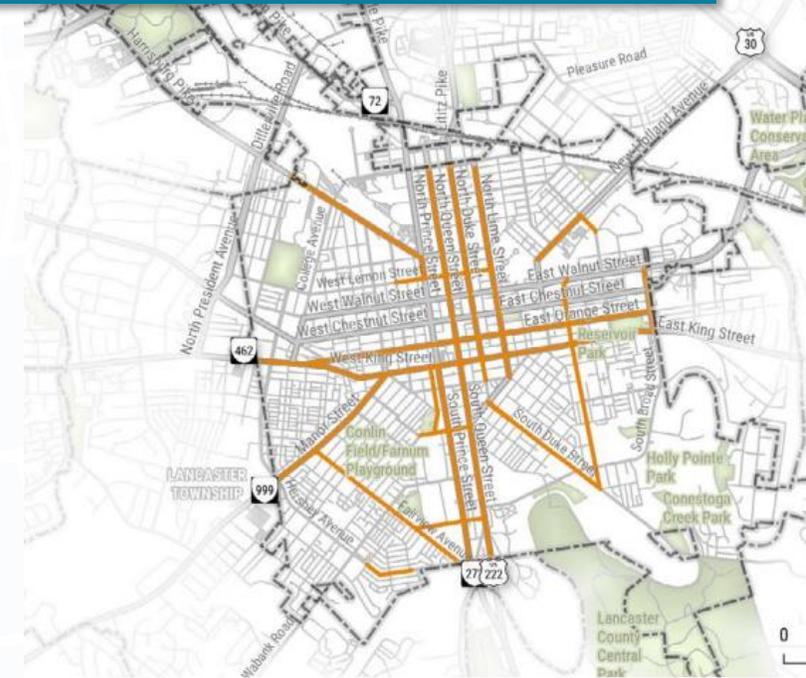
- Introductions
- Vision Zero Update
- Two-Way Restoration
 - Project Overview
 - Benefits
 - Feasibility
 - Concept Design
 - King/Queen Intersection Discussion

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)

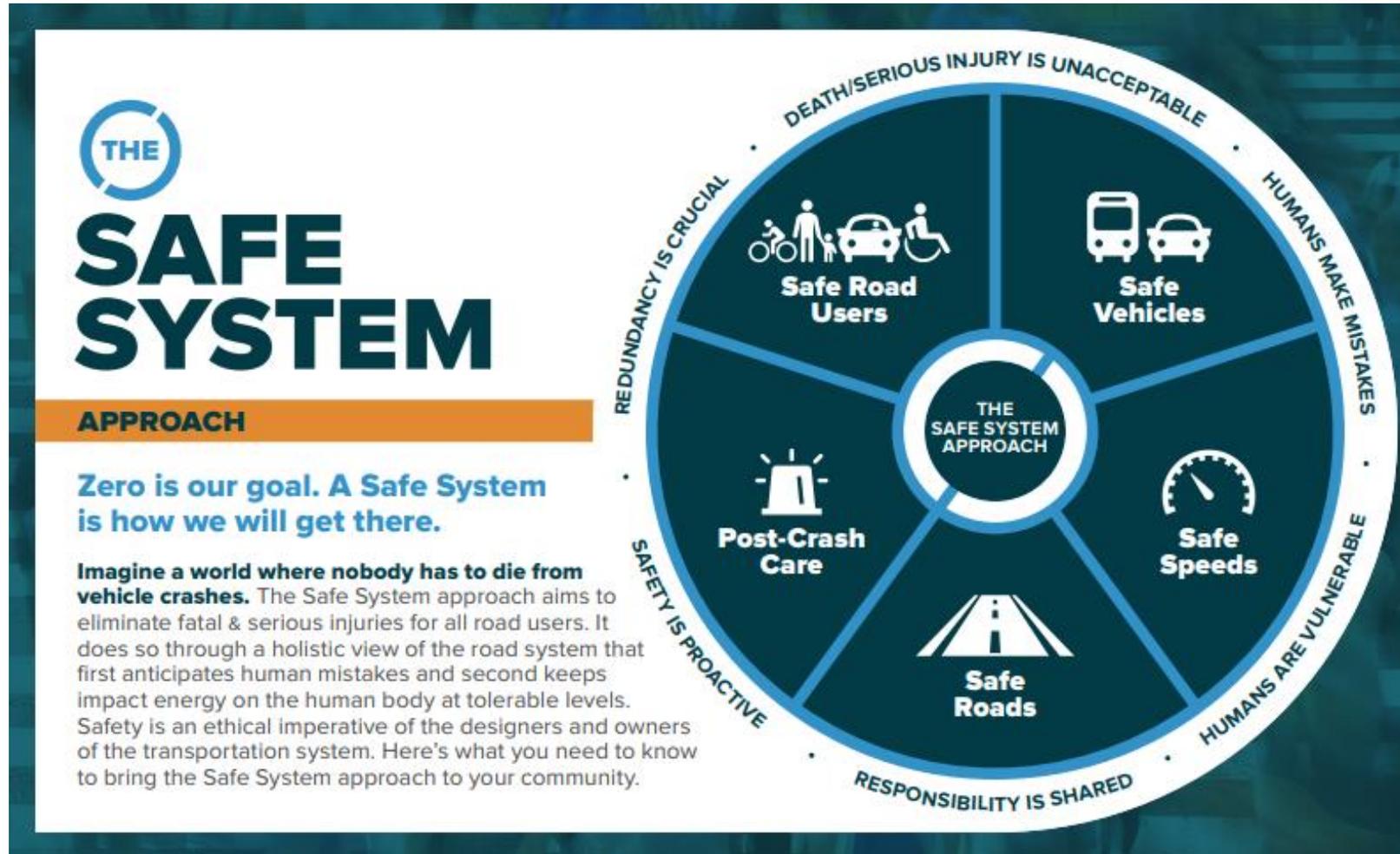


**SLOW
DOWN**
TO SAVE LIVES

**STOP FOR
PEOPLE**

**WATCH
OUT**
FOR PEOPLE BIKING

Federal Highway Safe System Approach



Vision Zero Projects as of October 2025



Intersection Daylighting

84

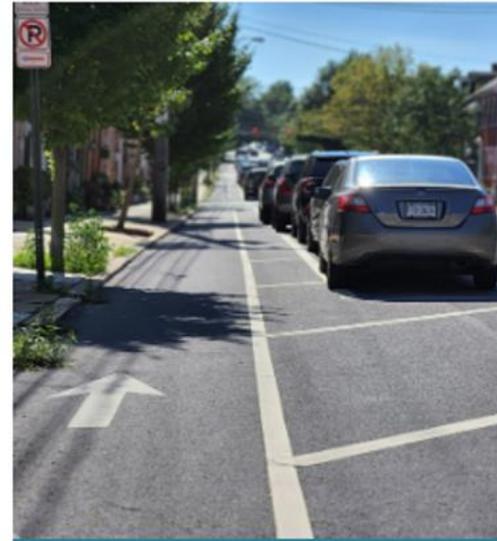
Intersections with Daylighting



Leading Pedestrian Intervals

56%

Traffic Signals with Leading Pedestrian Intervals



Bike Infrastructure

17

Miles of Installed Bike Infrastructure



Rapid Flashing Beacons

6

Intersections with Rapid Flashing Beacons

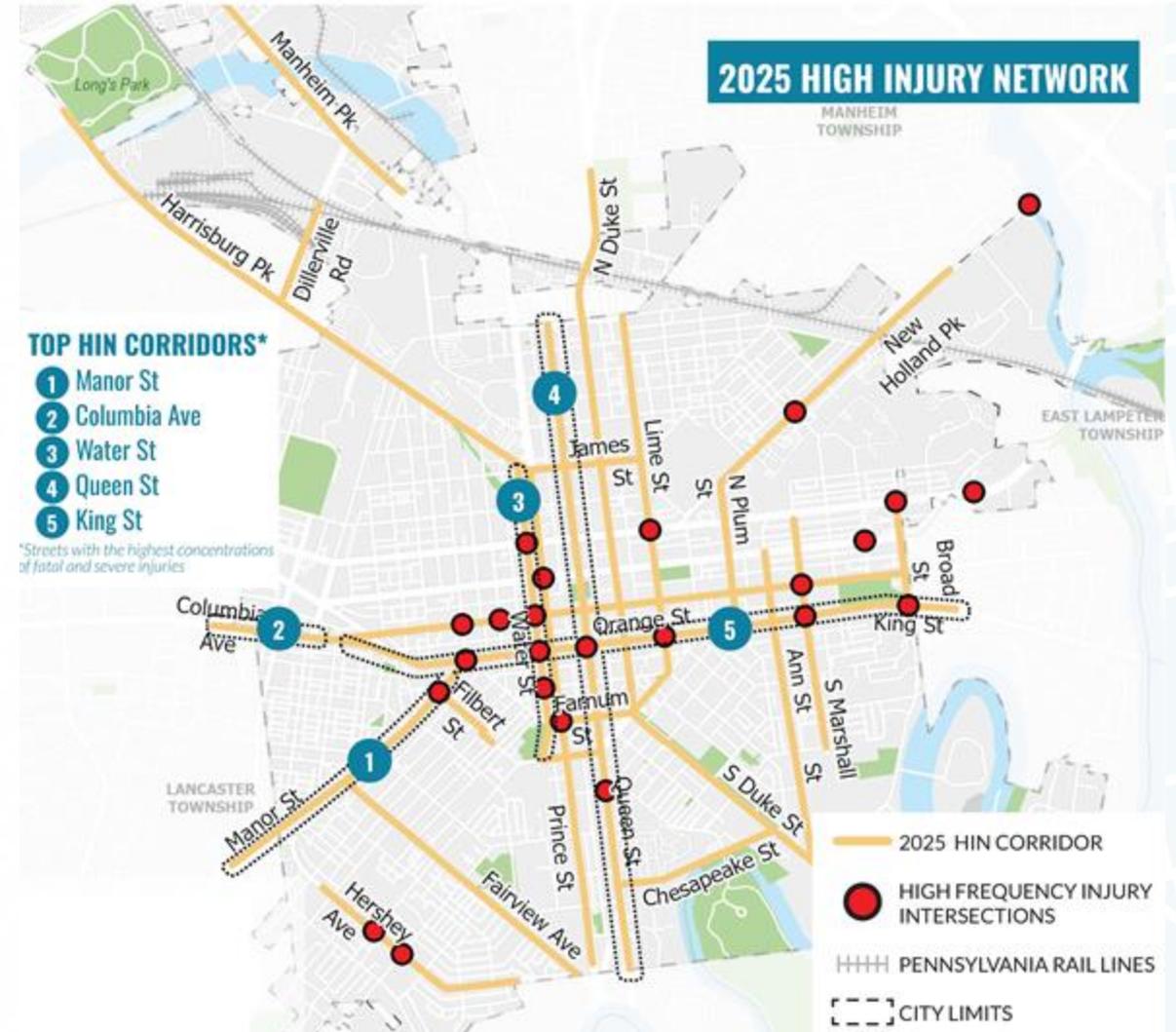
2025 High Injury Network

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.



Priority Vision Zero Projects

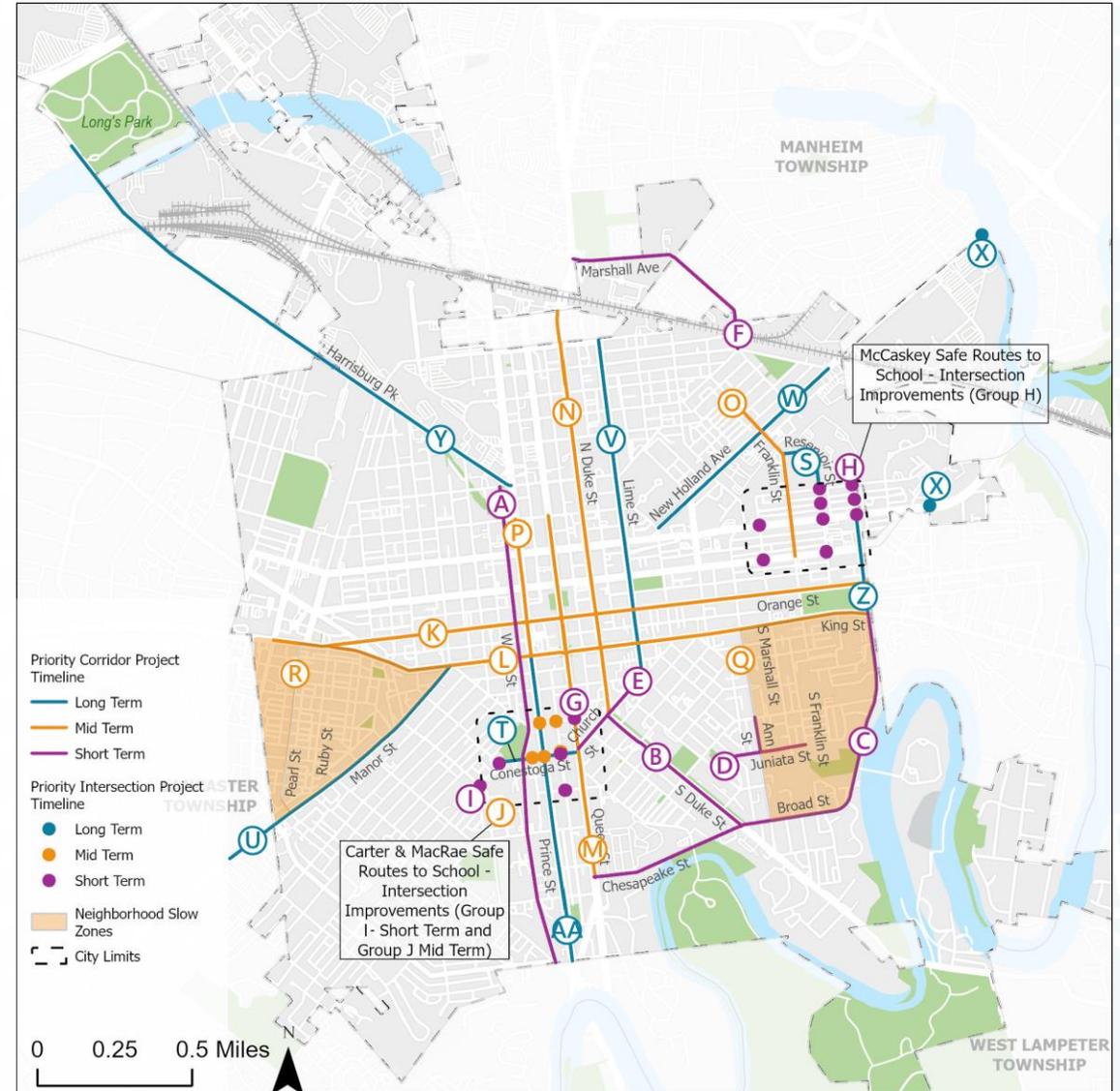
Priority Corridor Project Timeline

- Long Term
- Mid Term
- Short Term

Priority Intersection Project Timeline

- Long Term
- Mid Term
- Short Term

- Neighborhood Slow Zones



Lancaster VZ Program

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2020 High Injury Network (HIN)



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VISION ZERO SAFETY TOOLBOX

Treatments that have the greatest impact on improving traffic safety



TRAFFIC CALMING

⚡ Slows down cars
Appropriate on all VZ projects



Speed Hump



Parking Chicane



Painted Lane Edges



Medians



CURBSIDE MANAGEMENT

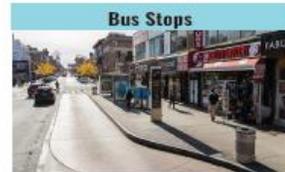
⚡ Provides space for parking, loading + transit
Most appropriate on High Injury Network (HIN), Two-Way Restoration, and some Safe Routes to School projects



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

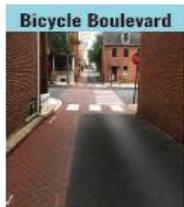


Traffic Signal Upgrades



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

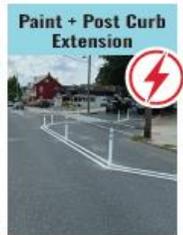


INTERSECTION SAFETY

⚡ 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



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



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



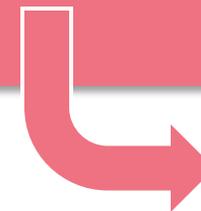
STATUS: Recommendations identified for two school zones

Neighborhood Slow Zones



Project Goal: Slow speeds on neighborhood streets

Project Tools: traffic calming and intersection safety improvements



STATUS: Finalizing program recommendations

Vision Zero Project Types

2-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

HIN Corridors + Intersections



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



2-Way Restoration Study

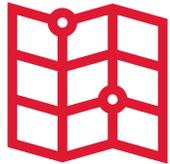
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Why Consider Two-Way Streets?



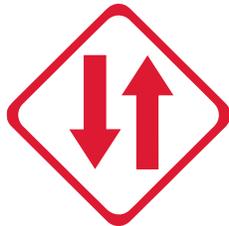
Improved Safety +
Pedestrian Connectivity



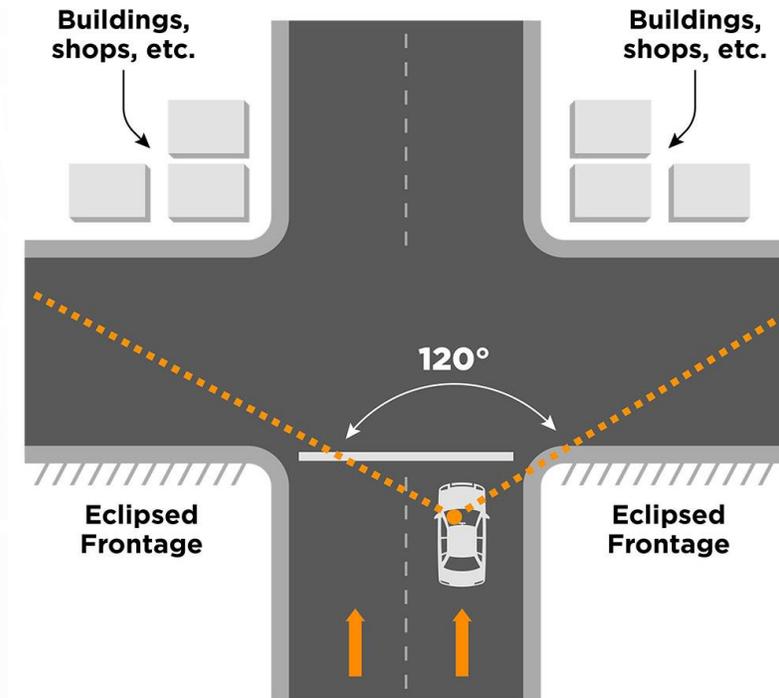
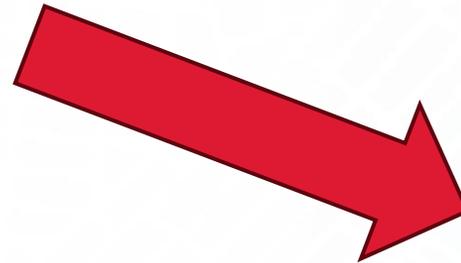
Shorter Trips + Direct
Vehicular Routes



Increased Visibility for
Businesses



More Balanced Traffic
Flow

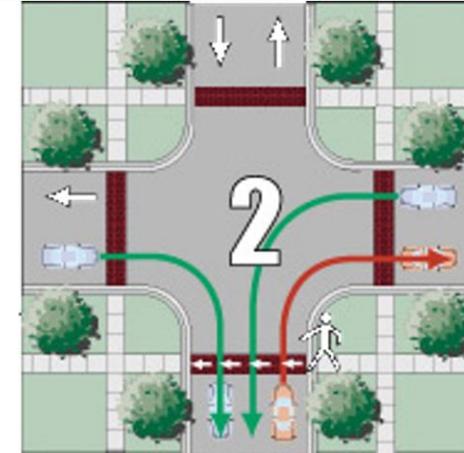
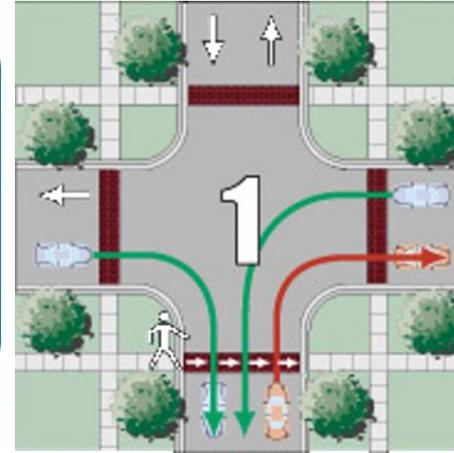




Safety Benefits of 2-Way Streets



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

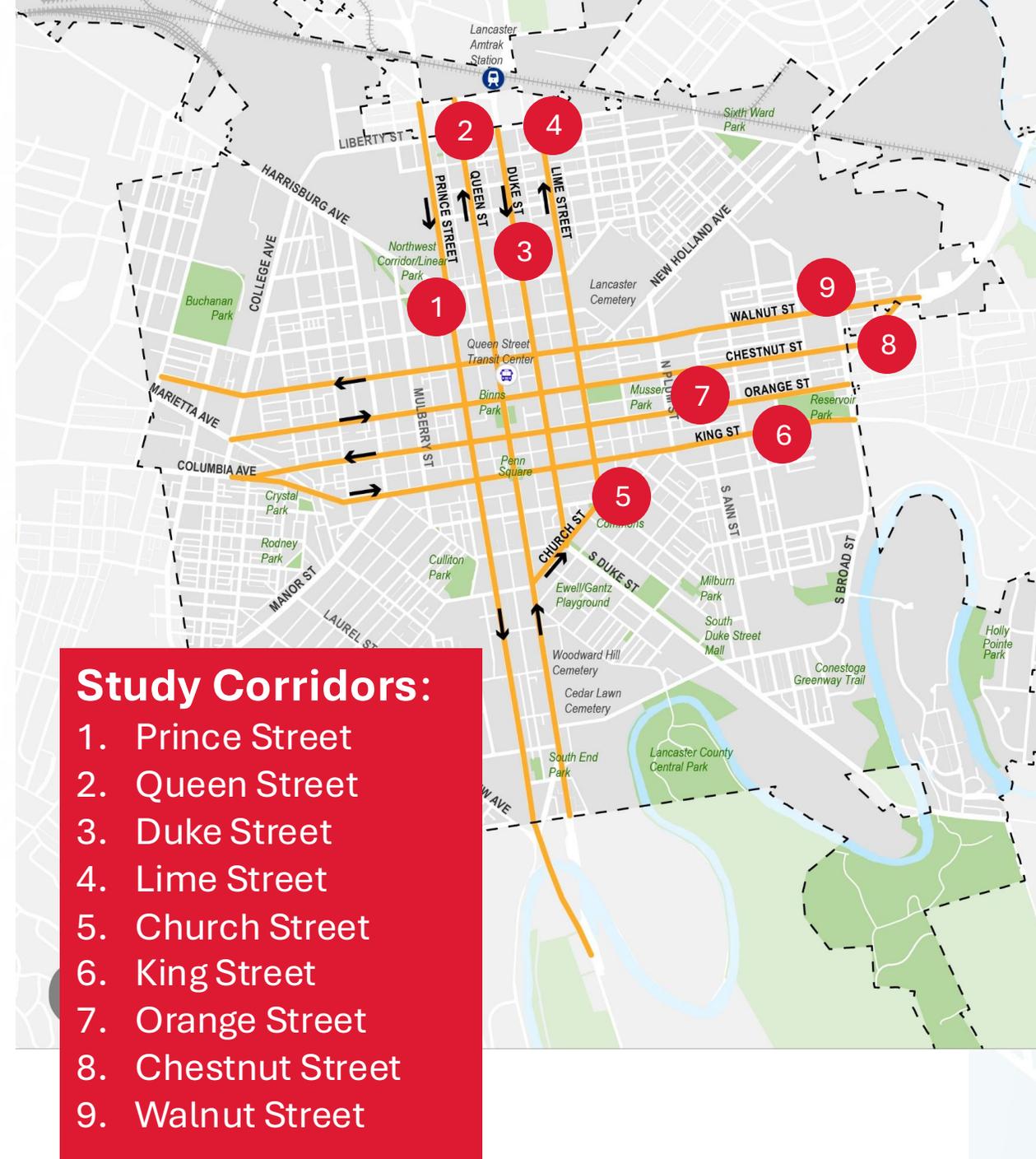
by Kelsey Childress | Thu, August 19th 2021 at 4:51 PM
Updated Fri, August 20th 2021 at 5:33 AM



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
- Planning-level cost estimates
- Ongoing public engagement

← **We Are Here**



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

Stakeholder Meetings



Business and Active
Transportation



Emergency Services



Red Rose Transit Authority



Lancaster Parking Authority

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.

Two-Way Study Process

Step 1

Existing Conditions
(9 corridors)

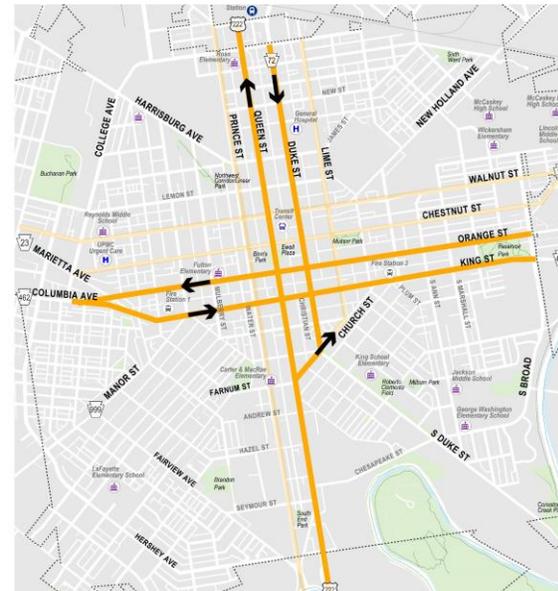
- Existing Conditions Analysis
- Corridor Screening for 2-Way Suitability
- Scenario Identification for 2-Way Reasonableness



Step 2

Future Conditions
(4 corridors)

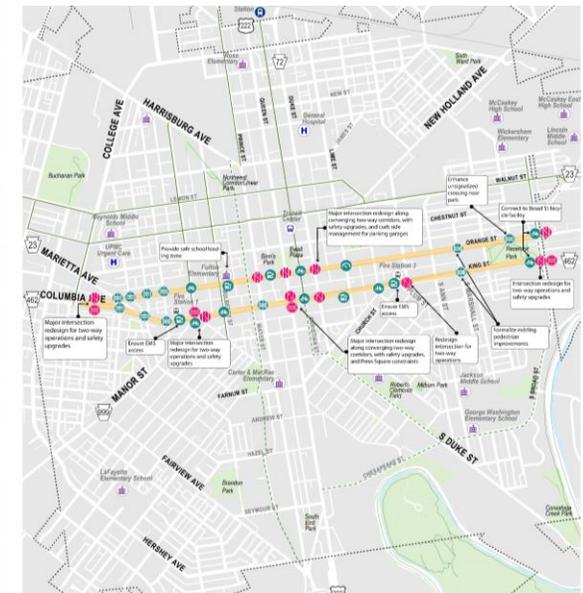
- Volume Forecasts
- Synchro Analysis
- Mitigation Assessment
- Multimodal Impacts



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 2-Way Suitability
- Scenario Identification for 2-Way Reasonableness



Corridor screening to determine 2-way suitability

- Public feedback
- Roadway context + characteristics
- Multimodal facilities
- Safety
- Community context

Volume testing of north/south corridors

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

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

2-Way Corridor Alternatives

#1

(East/West)

King St /
Orange St

#2

(North/South)

Queen St / Duke St /
Partial Church St

#3

(Combined)

East / West and
North / South
Combined

Future Conditions: 4 Corridors

Step
2

Future Conditions
(4 corridors)

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



Queen/Duke Street: More Impacts to Traffic

Orange/King: Less Impacts to Traffic

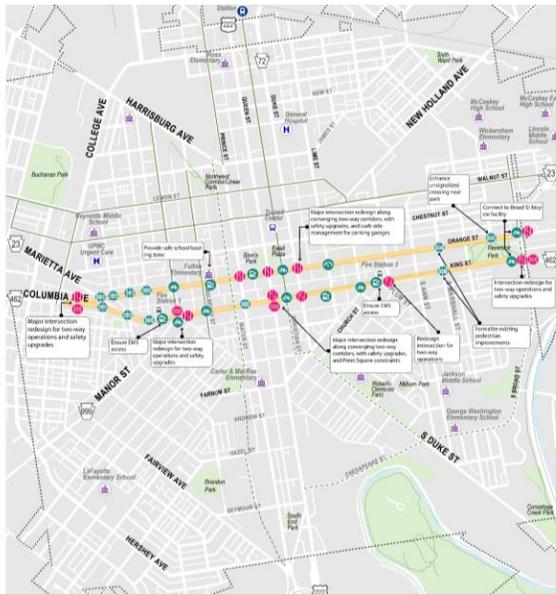
Alt.	Two-Way Corridors	Feasibility
1	King / Orange	✔ Conditional
2	Queen / Duke / Partial Church	⚠ Challenges
3	King / Orange + Queen / Duke / Partial Church	⚠ Challenges

Selection + Concept Design: 2 Corridors

Step
3

Corridor Selection +
Concept Design
(2 corridors)

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



- 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
converging 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

Formalize paint and post curb extensions



Add left-turn lanes and remove parking



Designate drop-off zones

LEGEND

Observation

- Opportunities
- Issues

Potential Treatments

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

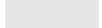
- Area with Concentrated Issues
- Area with Several Opportunities for Improvement

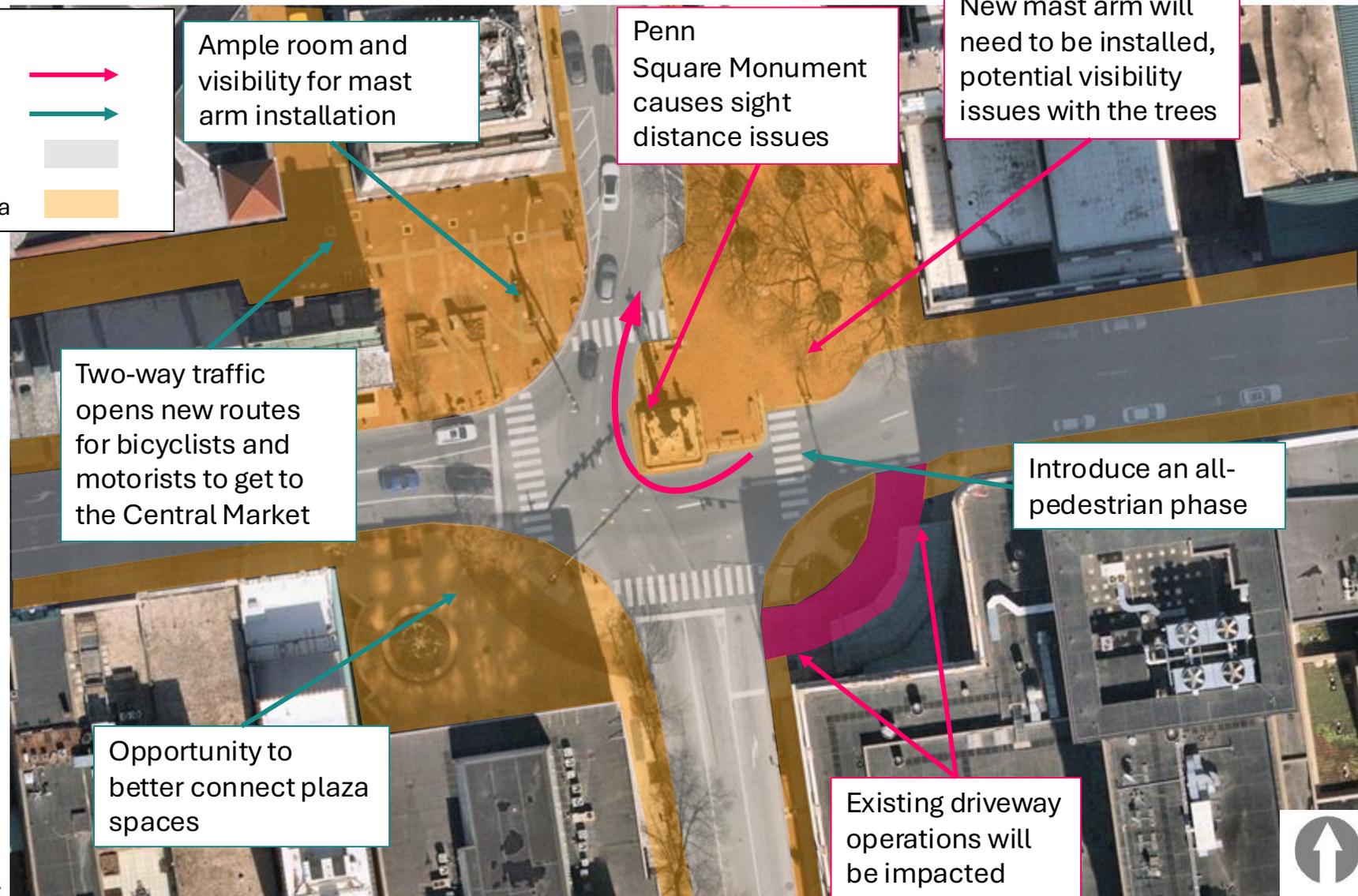
- Selected Corridors
- Existing Bike Facility
- Downtown Investment District
- Parks



Penn Square – Two Way Operations

Legend

- Challenge 
- Opportunity 
- Travel Way 
- Pedestrian Area 



Ample room and visibility for mast arm installation

Penn Square Monument causes sight distance issues

New mast arm will need to be installed, potential visibility issues with the trees

Two-way traffic opens new routes for bicyclists and motorists to get to the Central Market

Opportunity to better connect plaza spaces

Introduce an all-pedestrian phase

Existing driveway operations will be impacted



Join by Web PollEv.com/lauraa161 Join by Text Send [lauraa161](https://text.poll Everywhere.com/lauraa161) and your message to **22333**



In one word, how does Penn Square feel today

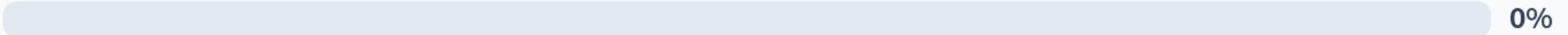


Nobody has responded yet.

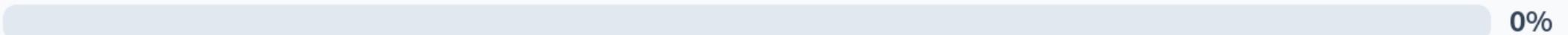
Hang tight! Responses are coming in.

What is your vision for the future of Penn Square?

Better pedestrian connections



Less car and truck traffic



More plaza space



Slow down traffic



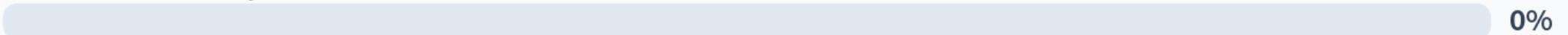
Add space for bicycles



Maintain traffic movements



Minimize traffic delays



Flexible space that can be used for events



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

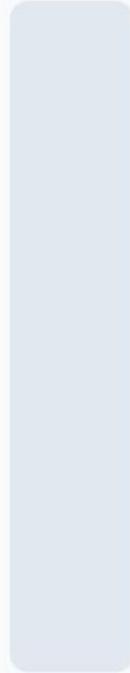
Vehicular Circulation with Pedestrian Connections



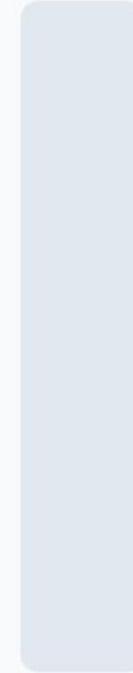
- Standard street design maintains traffic speeds vs. less pedestrian space
- One-way street and maintaining monument location/turning movements/trucks vs. shifting traffic to other streets

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

0%



0%



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

Where We'll Be Next

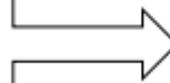
March 6 12:00 – 1:00 p.m.	Hourglass First Friday Forum (Members Only Event) Location: Provided upon registration
March 18 8:30 – 10:00 a.m.	Monthly Merchant Committee Meeting (Registration Required) Location: The Ware Center, 42 North Prince Street
April 2 5:30 – 7:30 p.m.	Mayor's Town Hall Location: 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



VISIONZEROLANCASTER.COM



Learn more here
Más información aquí



Thank you!

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