



Creative Paths to Safer Streets

Approaches to Planning and Implementation

Creative Paths to Safer Streets

1 HSIP Project Implementation

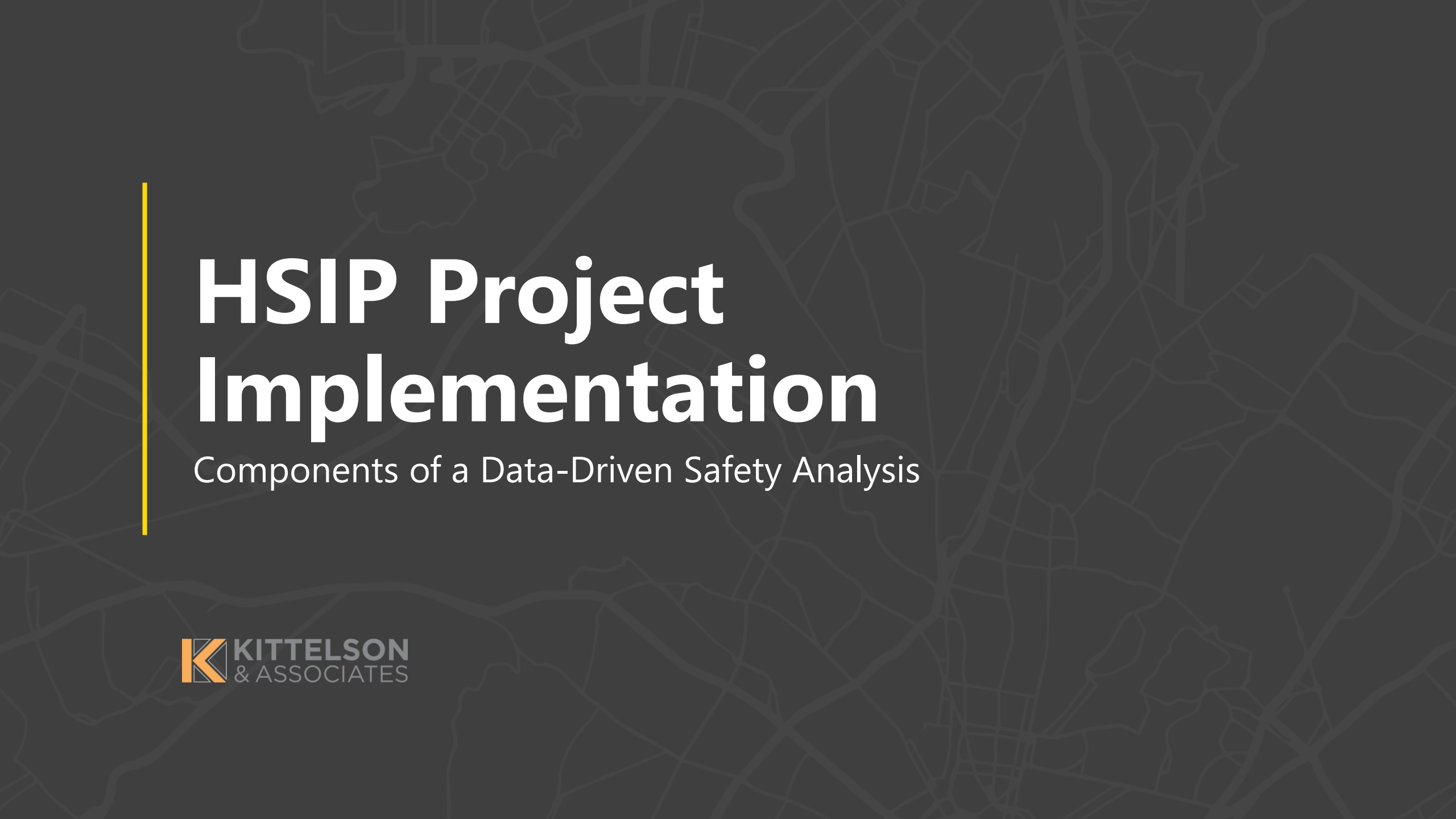
Alexandra Jahnle

2 Local and Regional Safety Planning Projects

Jeff Riegner

3 Vision Zero Implementation in Lancaster

Laura Ahramjian



HSIP Project Implementation

Components of a Data-Driven Safety Analysis

Pennsylvania

- **Strategic Highway Safety Plan (SHSP)** – Provides a framework for developing a coordinated and comprehensive approach to addressing road safety across the state.
- **Highway Safety Improvement Program (HSIP)** – A Federal Program focused on infrastructure safety improvements that will lead to significant reductions in traffic fatalities and injury on all public roads.



Project Development Process

Network Screening - What sites have potential for improvement?

Diagnosis - What pattern do crashes follow?

Countermeasure Selection - What factors contribute to crashes?

Economic Appraisal - What countermeasures are cost effective?

Project Prioritization - What projects meet program objectives?

Safety Effectiveness Evaluation - How effective were countermeasures?

Identify Safety Problems

Develop Possible Safety Solutions

Select and Implement Strategies

Source: Highway Safety Manual, First edition, American Association of State Highway Transportation Officials, 2010.

What is Network Screening and Why does PennDOT do it?

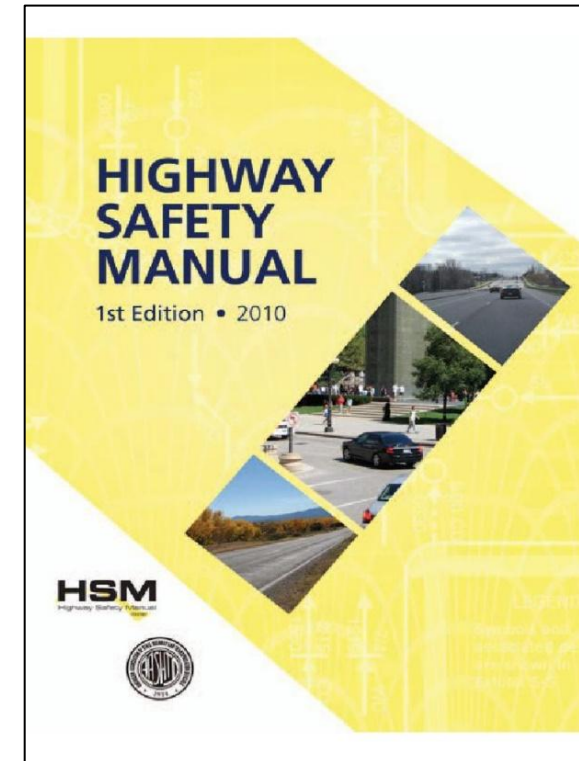
The network screening process is outlined in the Highway Safety Manual and Publication 638A.

What:

- Large-scale, “network-wide” Highway Safety Manual (HSM) analysis
- Compares number and severity of crashes predicted by HSM to historical crash data
- Identifies where there are (and are not) excess crashes

Why:

- Provide Districts and Planning Partners with information on where excess crashes do (and do not) exist
- Inform the prioritization and selection of **Highway Safety Improvement Program (HSIP) projects**
- Maximizes the return on safety investments



Pennsylvania's Network Screening Categories

- Intersections
 - Urban
 - Rural(By County)



- Segments
 - Urban
 - Rural(By County)



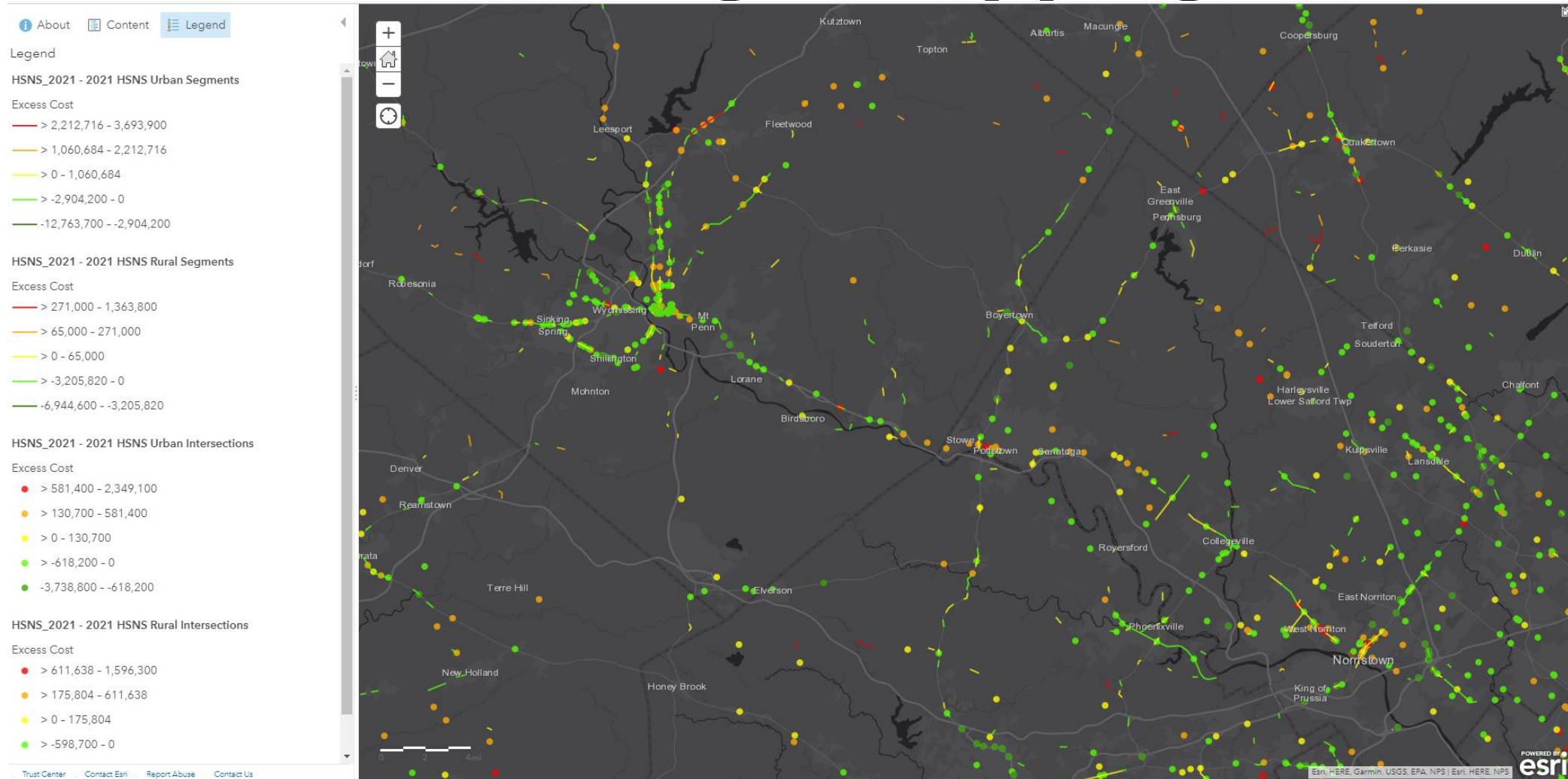
- Freeways & Interchanges
 - Basic Freeway Segments
 - Speed change lanes (accel / decel lanes)
 - Ramps
 - Ramp terminals (intersections)(Statewide - not by area type or County)



Network Screening – Intersection Lists

Fatal & Injury Crashes						Total Crashes						Excess Cost	Google Maps Web Link	Notes
Observed Crashes / Year	Predicted Crashes / Year	Overdispersion	W	Expected Crashes / Year	Excess	Observed Crashes / Year	Predicted Crashes / Year	Overdispersion	W	Expected Crashes / Year	Excess			
5.80	2.08	0.432	0.18	5.13	3.05	9.20	2.93	0.356	0.16	8.20	5.27	\$1,755,200	https://www.google.com/maps/search/?api=1&query=42.09577199,-80.08404707	1-page write-up completed in 2024 NWS
4.60	1.80	0.432	0.20	4.04	2.24	8.20	2.96	0.356	0.16	7.36	4.40	\$1,296,600	https://www.google.com/maps/search/?api=1&query=42.11062167,-80.1160288	Skipped 1-page write-up due to One Map project
4.60	2.28	0.432	0.17	4.21	1.93	6.00	4.06	0.356	0.12	5.77	1.71	\$1,087,500	https://www.google.com/maps/search/?api=1&query=42.12210732,-80.08486275	1-page write-up completed in 2024 NWS
4.20	2.09	0.432	0.18	3.82	1.73	6.60	3.45	0.356	0.14	6.16	2.71	\$991,600	https://www.google.com/maps/search/?api=1&query=42.13608648,-80.06711118	
4.00	1.94	0.432	0.19	3.61	1.67	7.60	3.10	0.356	0.15	6.93	3.83	\$974,500	https://www.google.com/maps/search/?api=1&query=42.11508357,-80.06495757	
4.60	2.77	0.432	0.14	4.34	1.57	7.00	5.12	0.356	0.10	6.81	1.69	\$888,900	https://www.google.com/maps/search/?api=1&query=42.11725888,-80.09810578	
3.80	1.92	0.432	0.19	3.44	1.52	7.00	2.79	0.356	0.17	6.28	3.49	\$887,000	https://www.google.com/maps/search/?api=1&query=42.09715144,-80.08030152	
3.80	1.91	0.432	0.20	3.42	1.51	4.20	3.04	0.356	0.16	4.01	0.97	\$845,600	https://www.google.com/maps/search/?api=1&query=42.13264893,-80.06313663	
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3.20	1.72	0.432	0.21	2.89	1.17	5.00	2.83	0.356	0.17	4.63	1.80	\$670,100	https://www.google.com/maps/search/?api=1&query=42.11498338,-80.10422181	
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3.20	1.93	0.432	0.19	2.96	1.03	5.00	2.96	0.356	0.16	4.67	1.71	\$591,700	https://www.google.com/maps/search/?api=1&query=42.11192679,-80.07354299	
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2.40	1.59	0.432	0.23	2.21	0.62	4.60	2.69	0.356	0.17	4.28	1.59	\$364,200	https://www.google.com/maps/search/?api=1&query=42.12398202,-80.07981492	
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Network Screening - Mapping



Why is the HSM Important?

- Removes subjectivity from design decisions
 - "This won't be safe"
- **Enables safety to be quantified like other project decisions**
 - "2.65 acres of wetlands impacted"
 - "Delay decreases from 57.8 seconds to 32.6 seconds"
 - Now: "11.8 crashes per year are expected to be eliminated"
- Relationship between crashes and volume is sometimes non-linear, so rates can be misleading
- Limitations to using observed crashes for analysis

HSM Predictive Method

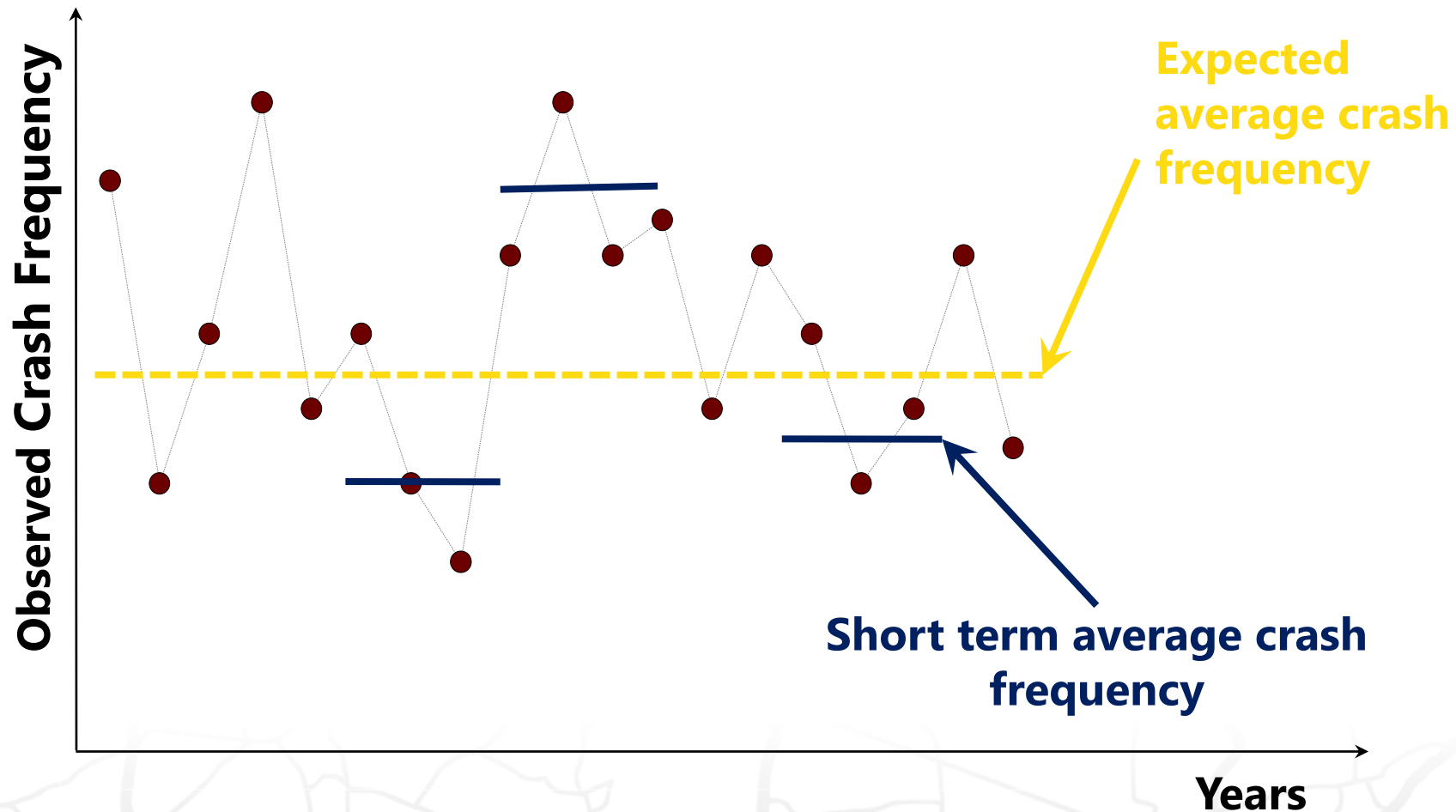
- Expected Average Crash Frequency = a long-term view of crash frequency
- **Identify Potential for Safety Improvement**
- **A method to prioritize sites** – Uses crash data, traffic volumes, roadway characteristics to estimate existing or proposed roadway's predicted safety performance.

Benefits of the Predictive Method -

- Regression to the Mean bias is addressed by concentrating on long-term expected average crash frequency.
- Reliance on availability of limited crash data for one site is reduced by incorporating predictive relationship based on data from many similar sites.
- Method accounts for fundamentally nonlinear relationship between crash frequency and traffic volume.

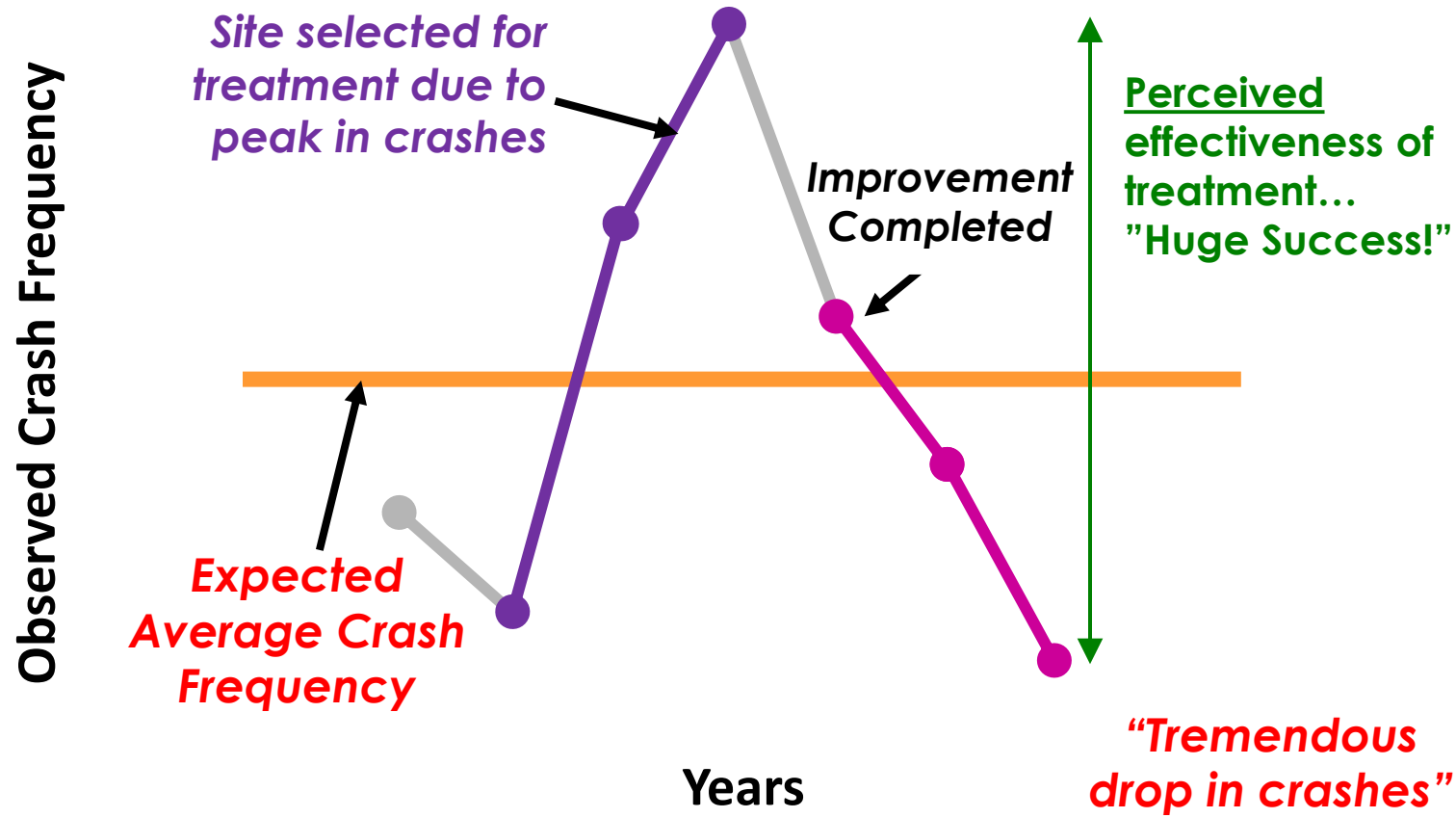
Regression to Mean

Natural Variability in Crash Frequency



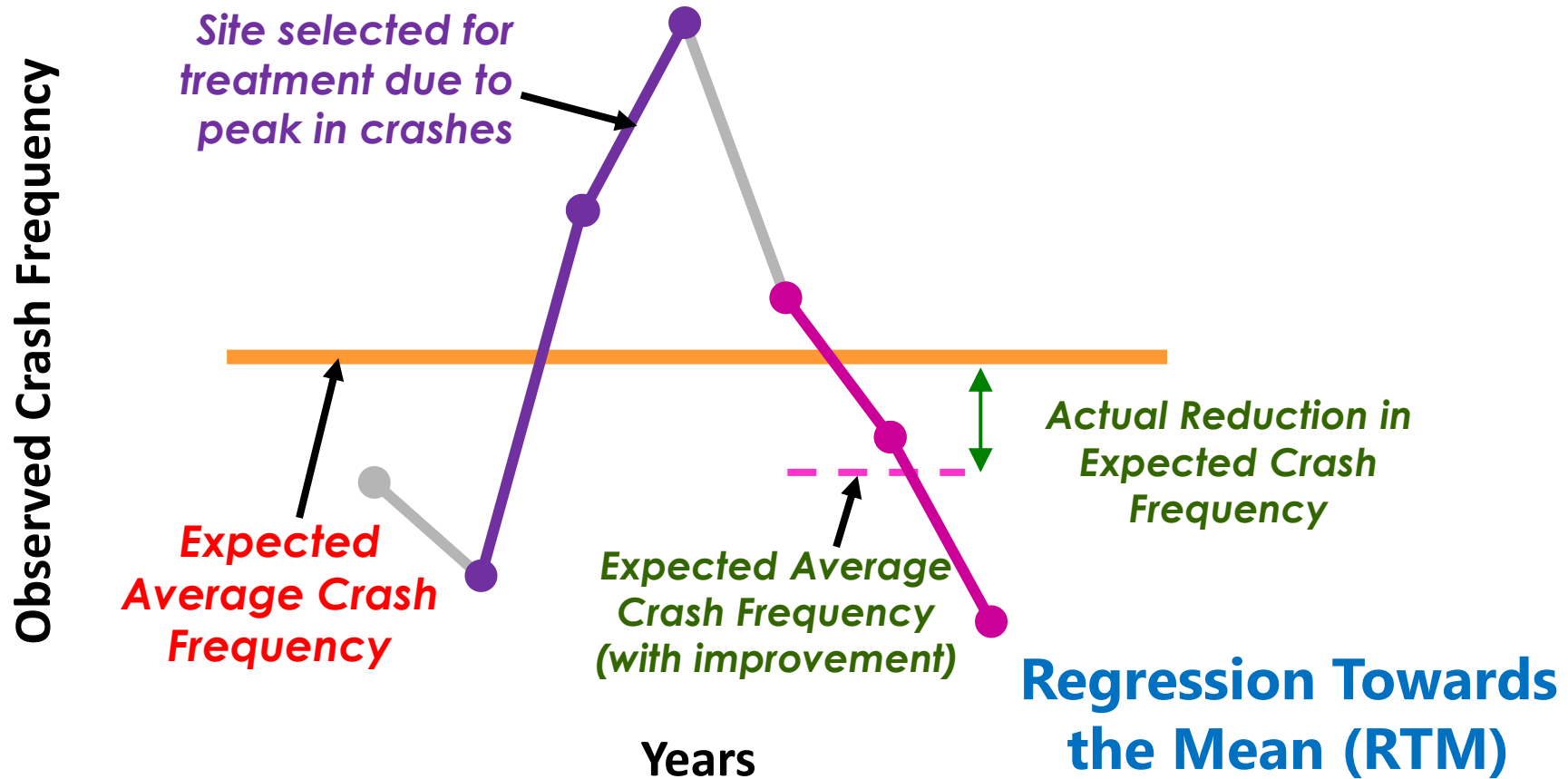
Regression to Mean

What was the real impact?

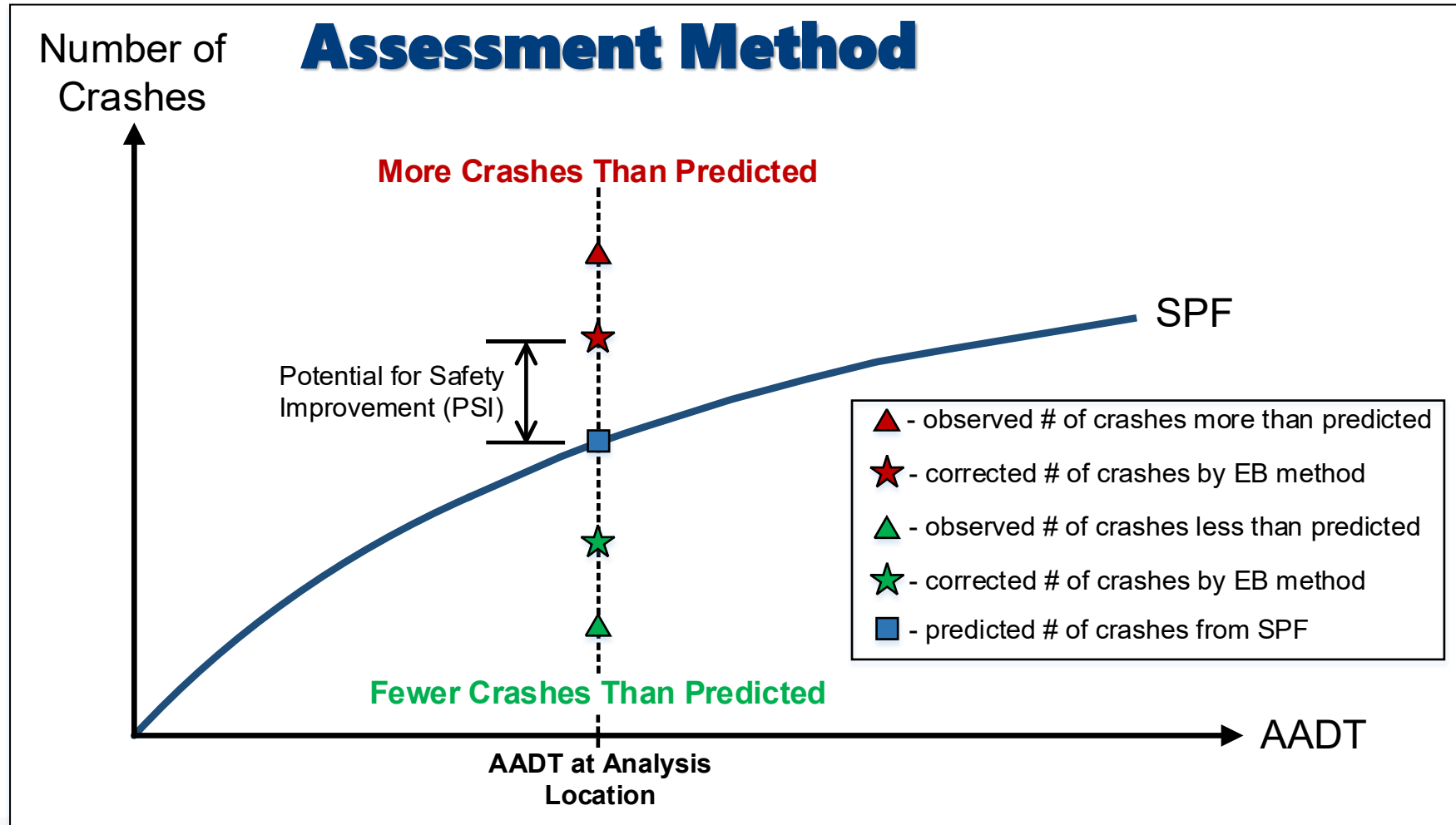


Regression to Mean

Moving to Reality...



Potential For Safety Improvement



Coordination + Prioritization

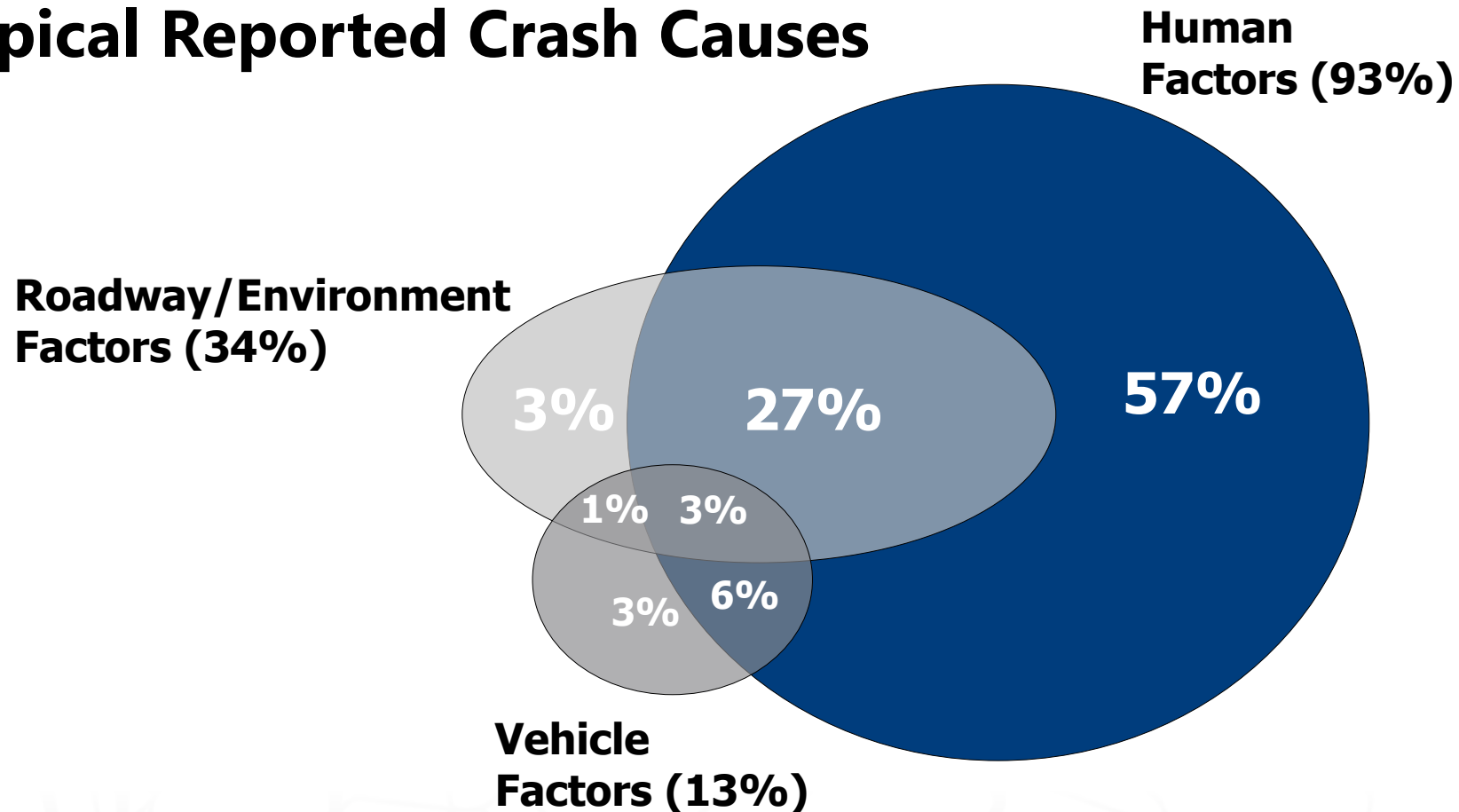
- Statewide Network Screening Completed
- Coordination with each PennDOT District
 - Identify top sites (intersections or corridors) to conduct **Road Safety Audits**
 - Identify top sites to: select countermeasures, estimate economic benefit, and prepare HSIP applications
- Coordination with Planning Partners
 - Confirm top sites align with agency and community
- Remove locations which projects were recently completed, are in progress, or planned

What is a Road Safety Audit?

Formal	Procedures and documentation
Safety Performance	Focus on safety
Independent	Auditors detached from project team
Audit Team	“Multi-disciplinary Team” highway safety and traffic operations professionals, law enforcement, transit agencies, maintenance, community stakeholders

Why do we need Road Safety Audits?

Typical Reported Crash Causes



Identify Countermeasures

- Target safety issues + contributing factors identified at site
- Estimate safety impact
 - CMF < 1.0, expected to reduce crashes
 - CMF > 1.0, expected to increase crashes
- Estimate safety benefit
 - Change in crash frequency and/or severity
 - Convert to crash cost (monetary value)

2024 Pennsylvania Crash Costs	
Fatal	\$14,877,119
Injury	\$272,288
PDO	\$14,374
FI	\$562,522
PDO	\$14,374

2024 Comprehensive Loss
Due to Reportable Crashes

Max Severity	Number	Average Cost	Estimated Total Costs
Fatal Injury (crashes)	1,060	\$14,877,119	\$15,769,745,831
Suspected Serious Injury (crashes)	3,991	\$854,840	\$3,411,666,896
Suspected Minor Injury (crashes)	27,590	\$276,831	\$7,637,759,808
Possible Injury (crashes)	20,699	\$153,909	\$3,185,759,596
Property Damage Only (crashes)	57,424	\$14,374	\$825,425,024
TOTAL			\$30,830,357,155

Planning-Level Cost Estimates

- Prepare Cost Estimates for Proposed Project
 - Construction Costs
 - Preliminary Engineering
 - Final Design
 - Right-of-way
 - Utilities
- Compare safety benefit (change in crashes) to project costs

E06013 HSIP Priority Locations

PennDOT District 6-0 - Delaware County

K

KITTELSON & ASSOCIATES

Opinion of Probable Construction Cost

Prepared By: Kittelson & Associates, Inc.

9/10/2025

Level 3C: Planning Level Opinion of Probable Cost

DESCRIPTION	CONTEXT	TOTAL COST	
69th Street-Church Lane (SR 2001) – Marshall Road to Baltimore Avenue			
1	Curb Extensions and Intersection Re-alignment	Two curb extensions at Patterson Avenue. Two curb extensions and one pedestrian refuge island at Ruskin Lane. Two curb extensions at Baltimore Avenue. Includes ADA Curb Ramps and Pavement Restoration.	\$ 483,000
2	Raised Crosswalk and Rectangular Rapid Flashing Beacon (RRFB)	Install Raised Crosswalk midblock between Marshall Road and Patterson Avenue. Install RRFB at raised crosswalk between Marshall Road and Patterson Avenue.	\$ 87,000
3	Speed Humps for speed management along 69th Street-Church Lane corridor	13 Speed Humps: Assumes four speed humps installed between Baltimore Avenue and Long Lane, seven speed humps installed between Long Lane and Ruskin Lane, and two speed humps between Ruskin Lane and Patterson Avenue.	\$ 52,000
4	Centerline Rumble Strips	Install centerline rumble strips along the 69th Street-Church Lane corridor from Baltimore Avenue-Baltimore Pike to Marshall Road.	\$ 6,000
5	Sidewalk Installation and Access Management on east side of 69th Street	Install sidewalk and consolidate driveways on the east side of 69th Street (south of the Marshall Road intersection and to Patterson Avenue) to address access management and improve pedestrian connections along the corridor.	\$ 209,000
6	Pedestrian Signal Timing Improvements, Signal Upgrades, Retroreflective back plates	Implement Leading Pedestrian Intervals and install retroreflective back plates at Signalized Intersections. Implement Pedestrian Signal Upgrades at Ruskin Lane and adjacent to curb extensions.	\$ 106,000
7	Pavement Markings and Signage	High Visibility Crosswalks at signalized corridor intersections, and key side street locations. Implement green bicycle lane extension pavement markings across intersections and driveway conflict areas. Speed Hump pavement markings and signage.	\$ 114,500
8	Supplemental Roadway Lighting (select locations)	Assumes 6 new poles at \$25,000 per pole (includes wiring, foundation, pole, bracket arm, luminaire and conduit)	\$ 150,000
9	Intersection Specific Access Management	Redefine driveway access within intersection influence area at Marshall Road intersection and Baltimore Avenue intersection.	\$ 100,000
Mobilization (8%)		\$ 104,600	
MPT (5%)		\$ 65,375	
Sub-Total		\$ 1,477,475	
Contingency (20%)		\$ 295,495	
Total ~		\$ 1,773,000	
Inspection CM/CI (10%)		\$ 177,300	
Pre. Engr. (5%)		\$ 88,650	
Final Design (4.5%)		\$ 79,785	
Right-of-way		\$ -	
Utilities (5%)		\$ 88,650	
TOTAL		\$ 2,207,385	

Scope Accuracy:

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level C: Limited engineering performed. Rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

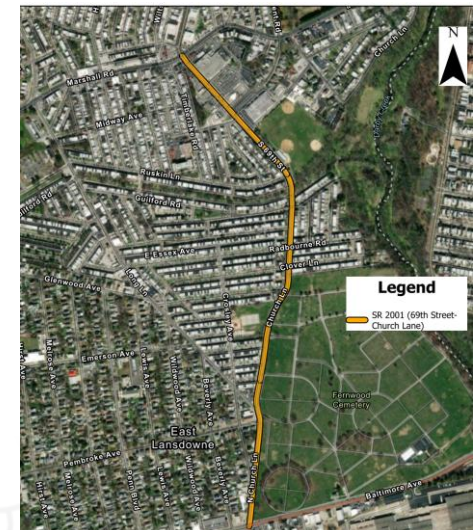
HSIP Application Summary

- A. Contact Information
- B. Project Information

C. Relationship to Strategic Highway Safety Plan (SHSP)

D. Safety Justification and Proposed Modifications

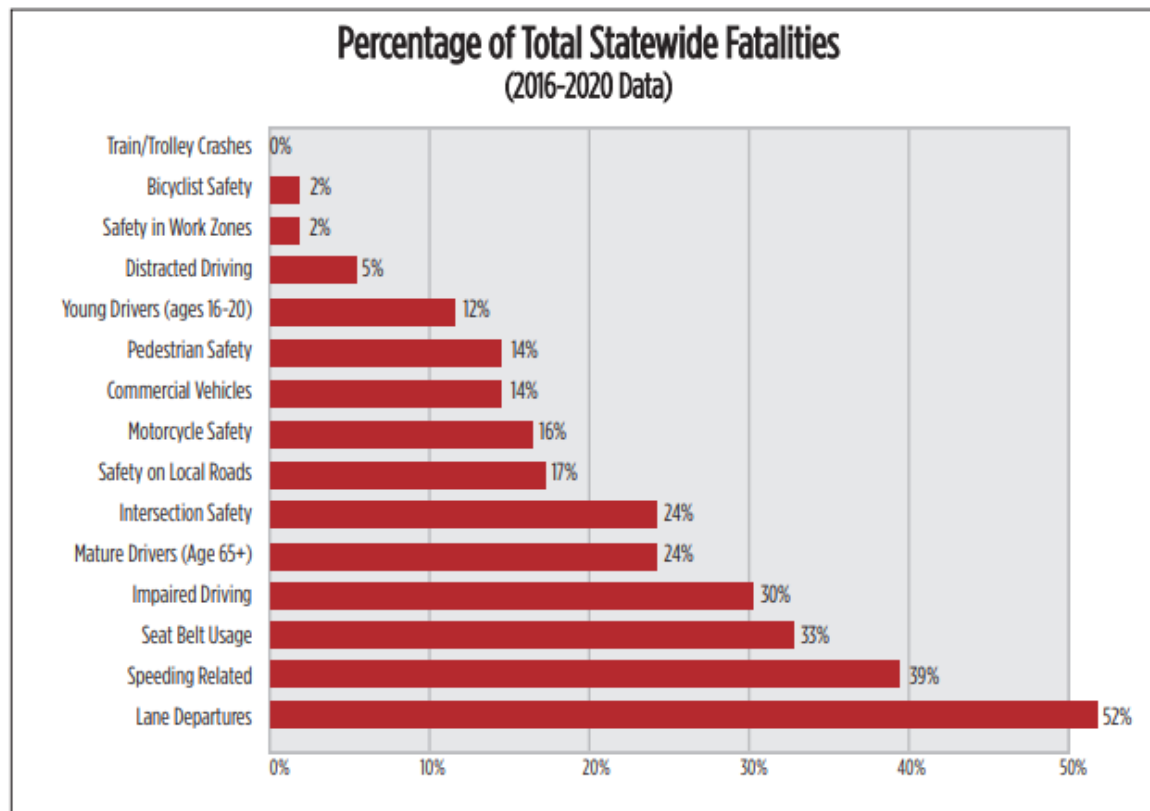
E. Estimated Costs



HSIP Application Summary

C. Relationship to Strategic Highway Safety Plan (SHSP)

Identify *which* Safety Focus Areas the project addresses



Identify *how* the project addresses the Safety Focus Areas

- Details about Proposed Safety Countermeasures



CMF / CRF Details

CMF ID: 132

CMF Name: Install speed humps

Description:

Prior Condition: No Prior Condition(s)

Category: Speed management

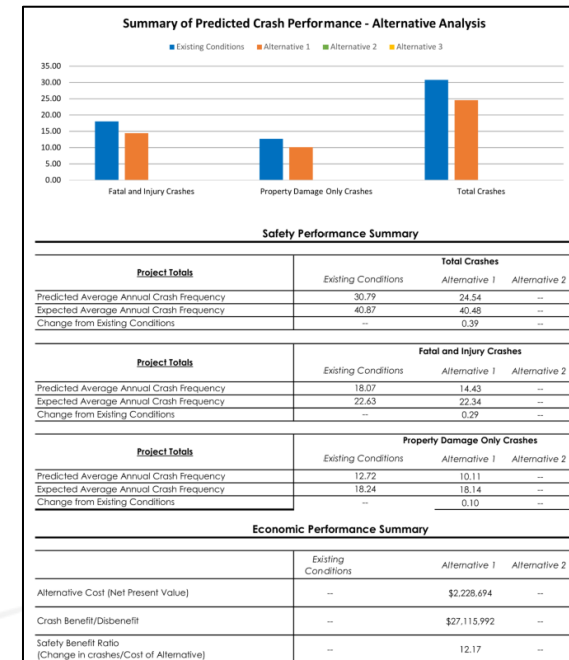
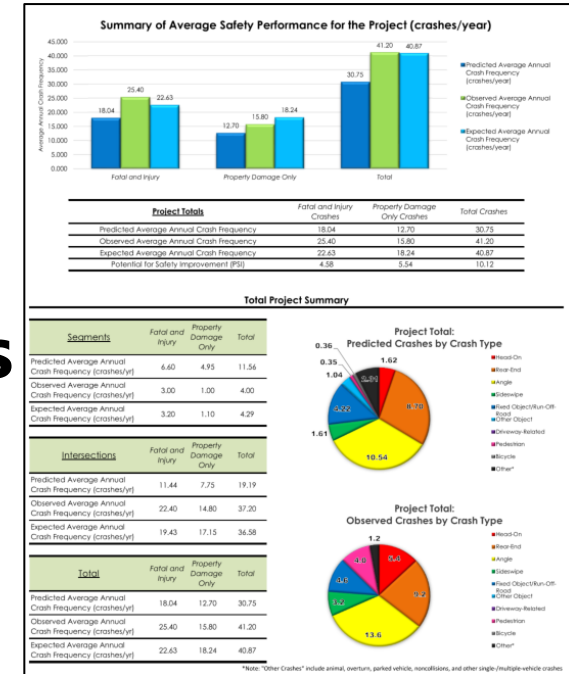
HSIP Application Summary

D. Safety Justification and Proposed Modifications

- Summarize site Safety Deficiencies and Proposed Countermeasures which address Safety Deficiencies
- Summarize HSM Analysis
 - Utilize PennDOT HSM Tool A and Tool B
- Summarize Economic Performance
 - Project Cost (Net Present Value)
 - Crash Benefit/Disbenefit (Crash Reduction Benefit)
 - Safety Benefit Ratio (Change in Crashes/ Cost of Project)

The following countermeasures are proposed as part of this project:

- Install Speed Humps along the project corridor for speed management.
- Install centerline rumble strips along the project corridor to address head on crashes, opposite direction sideswipe, and run-off-road crashes.
- Add retroreflective backplates to signals to enhance visibility to motorists.



HSIP Project Implementation

Next Step

- Prioritize Projects Applications before moving into Implementation
 - Compare Project Safety Benefit Ratios
 - Coordinated effort across Planning Partners and PennDOT Districts

Key Takeaways...

- SHSP identifies specific safety focus areas and is a blueprint to reduce fatalities and serious injuries in Pennsylvania.
- Use PennDOT's Network Screening effort and HSM Analyses to inform the selection of safety solutions and implementation of those strategies through HSIP funds.

Questions?

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Local/Regional Safety Planning

Different Communities Require Different Approaches



Lancaster County

- Developing / evolving place
- Rural, suburban, and urban contexts
- Complete streets include pedestrians, bicyclists, cars, trucks, freight, horse & buggy
- Leveraging PennDOT resurfacing, the TIP, etc.

Helping Lancaster County prioritize improvements for Complete Streets.

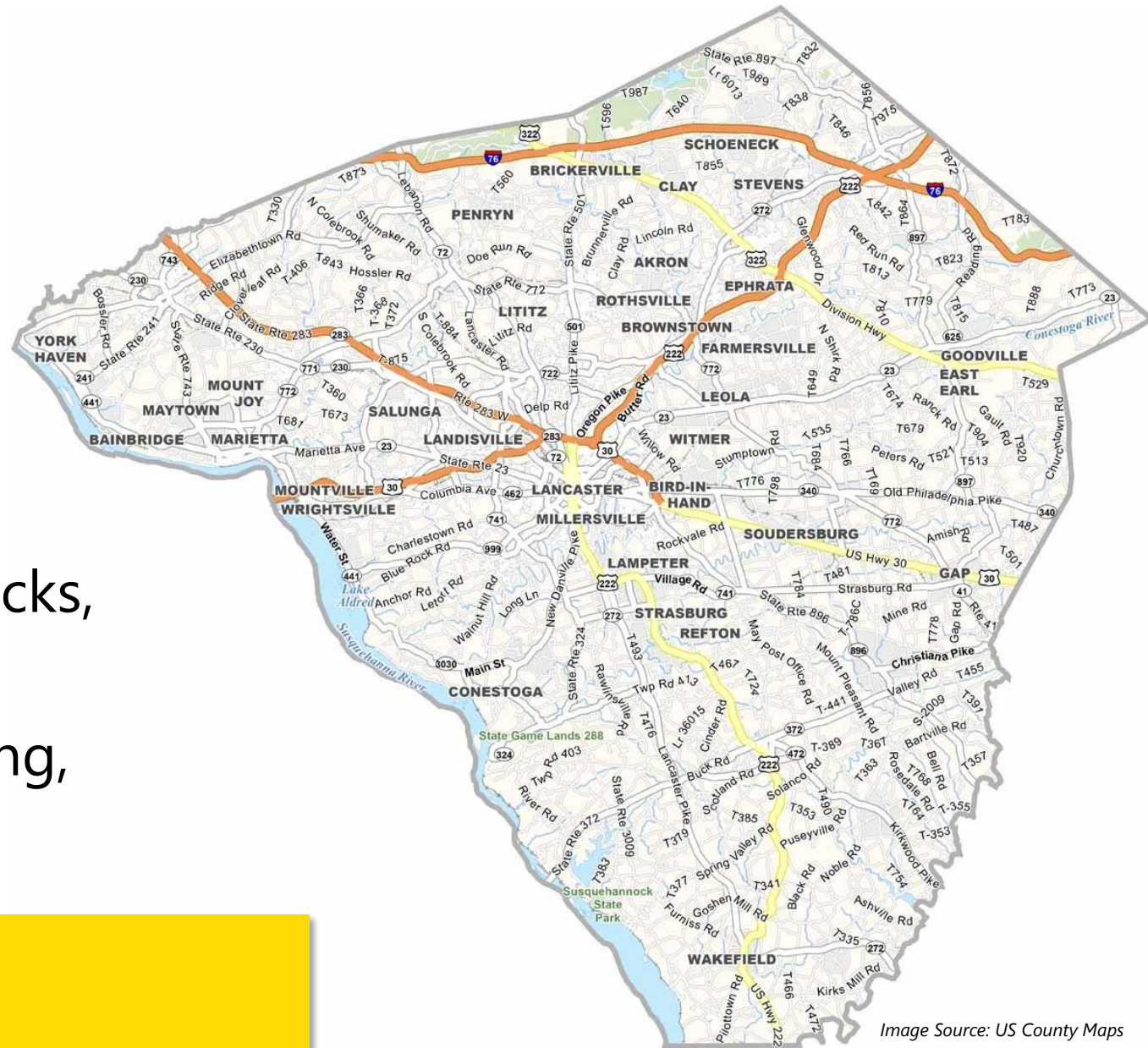


Image Source: US County Maps

Lancaster County: Main Street Prioritization

- Evaluated Borough main streets for multimodal improvements
- These PennDOT-maintained streets have many needs and functions
- Performed an objective data analysis process
- Weighted metrics and scored corridors based on need



Traffic Speeds



Roadway Conditions



Bus Service



Safety



Plans and Policies



Traffic Volumes



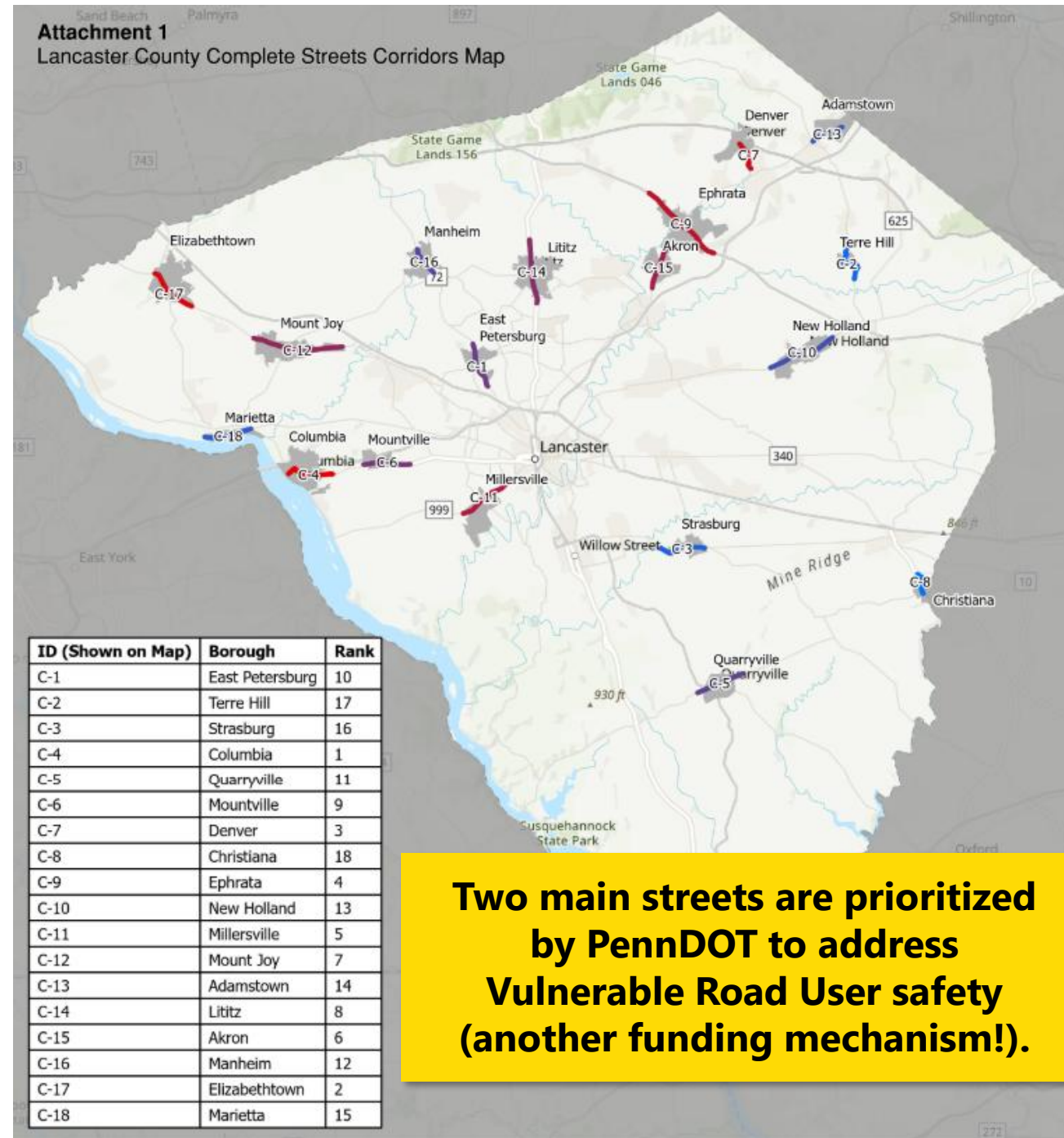
Income & Racial Equity



Demand

Lancaster County: Main Street Prioritization

- Boroughs provided feedback on how to weight the metrics
- Next Steps:
 - Coordinate with PennDOT resurfacing program
 - Identify additional funding mechanisms
 - Verify that designs address concerns



Lancaster County: PA 741 Resurfacing

- 2-mile corridor with mixed and developing land uses
- 16,000 – 19,000 vpd and 35-mph speed limit
- 243 crashes along the corridor between 2019 and 2023, including 2 hit pedestrians
- Corridor is planned for resurfacing in the next 4 years

GUIDING PRINCIPLES:



Focus on non-motorized road users.



Prioritize access at bus stops and key pedestrian generators.



Build upon recommendations made in the Active Transportation Plan (ATP) and other previous studies.



Consider both shorter-term solutions that can be achieved through resurfacing and longer-term projects or other funding mechanisms.



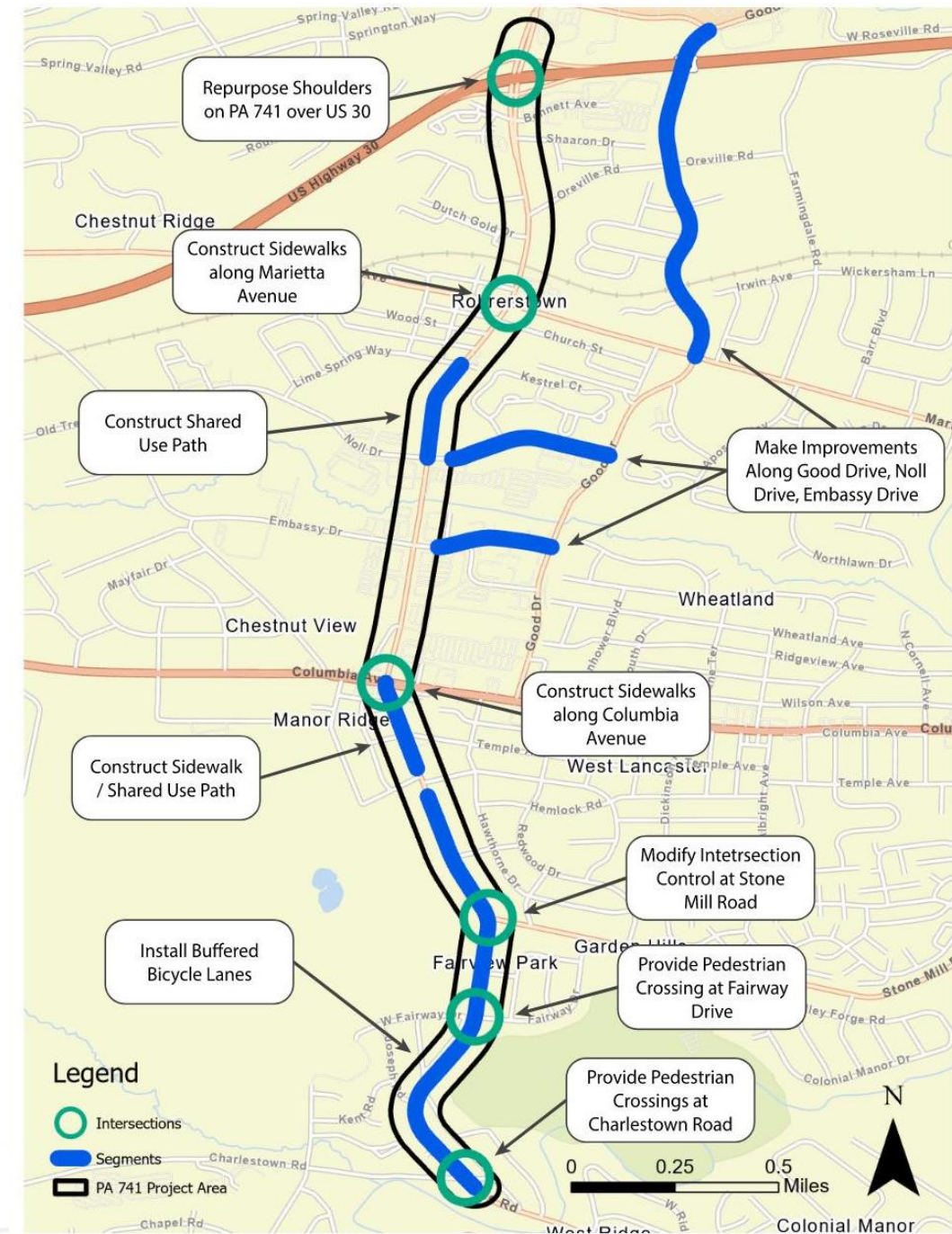
Identify both systemic and spot-specific solutions.



Inventory potential impacts, best practices, implementation steps, relevant permits, estimated costs, and potential funding sources.

Lancaster County: PA 741 Resurfacing

- Safety and access improvements for non-motorized road users
- Systemic, segment, and intersection improvement projects
- Shorter-term and longer-term implementation strategies
- Understanding the function of the broader network, improvements to nearby streets also recommended
- Based on Crash Modification Factors and FHWA proven safety countermeasures



Lancaster County: PA 741 Resurfacing

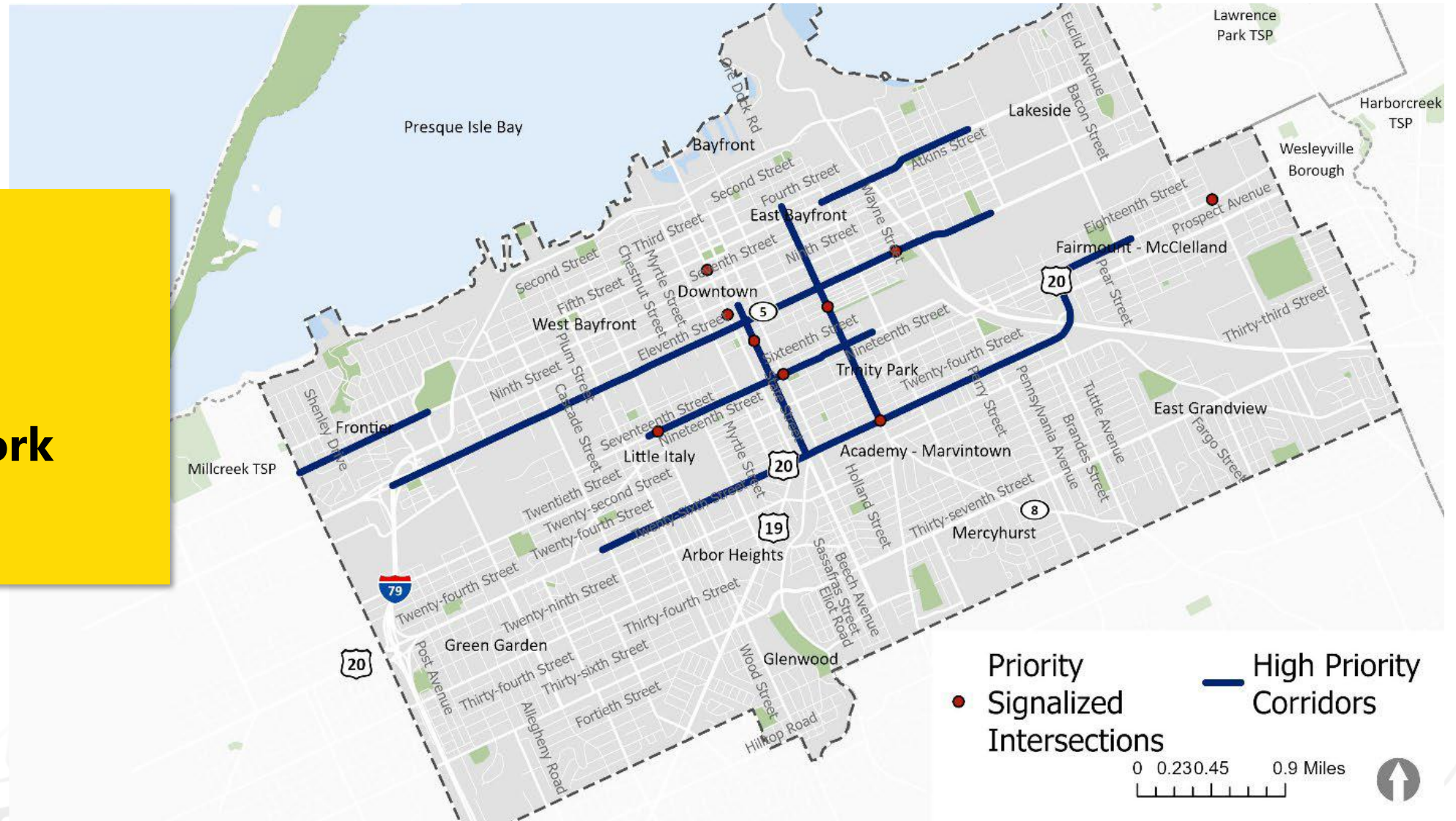
- Next Steps:
 - Coordinate with PennDOT to incorporate improvements as part of the resurfacing project (pavement marking upgrades).
 - Additional funding may be needed to include ramp and sidewalk construction.
 - County and Townships should begin identifying subsequent project champions and seeking funding to deliver design and construction projects.
 - Local code modifications may be needed to leverage key multimodal infrastructure construction through private development.

Erie SS4A Safety Action Plan



Erie SS4A Safety Action Plan

High Injury Network



Erie SS4A Safety Action Plan

- Adopted in June 2025
- Infrastructure recommendations include:
 - Comprehensive safety countermeasures on the high injury network
 - Systemic road diets
 - Systemic signalized intersection improvements
 - Road safety audits at high priority intersections
 - Data analysis for lane departure crashes



Erie SS4A Safety Action Plan

REMEMBER TO STOP!

YOU CAN KEEP YOURSELF AND OTHERS SAFE, IF YOU:

STOP what you're doing.

THINK — What dangers could I face?

OBSERVE — Look around for all dangers.

PROCEED — If it's safe, walk on.

The following safety measures help keep you safe, but you must be your own safety superhero and remember to **STOP!**



Pedestrian Signals

You may cross the street, but watch for turning cars.



School Bus

When the bus stops for you, don't run. Make sure all traffic stops before you proceed.



Crosswalk

Make eye contact with drivers before crossing. Is there another driver that might not see you?

- Other recommendations include:
 - Educational programs
 - Enhanced enforcement operations
 - Speed limit studies/adjustments
 - Complete Streets policy
 - Capital Improvement Program
 - Modified policies for development review and maintenance
 - Safe Routes to School expansion
 - Traffic calming program

Source: safeacross.com

Erie SS4A Safety Action Plan

- Primary funding approach: Combined SS4A grant “bundling” implementation with supplemental planning activities
- Implementation:
 - Cross section modifications on high injury network
 - Curb extensions and crosswalk improvements
 - Signal improvements
 - Intersection daylighting
 - Safe Routes to School sidewalk and crosswalk installation/replacement



Erie SS4A Safety Action Plan



- Supplemental planning and demonstration:
 - Road safety audits at priority intersections
 - Data analysis on lane departure crashes
 - Complete Streets policy
 - Traffic calming program

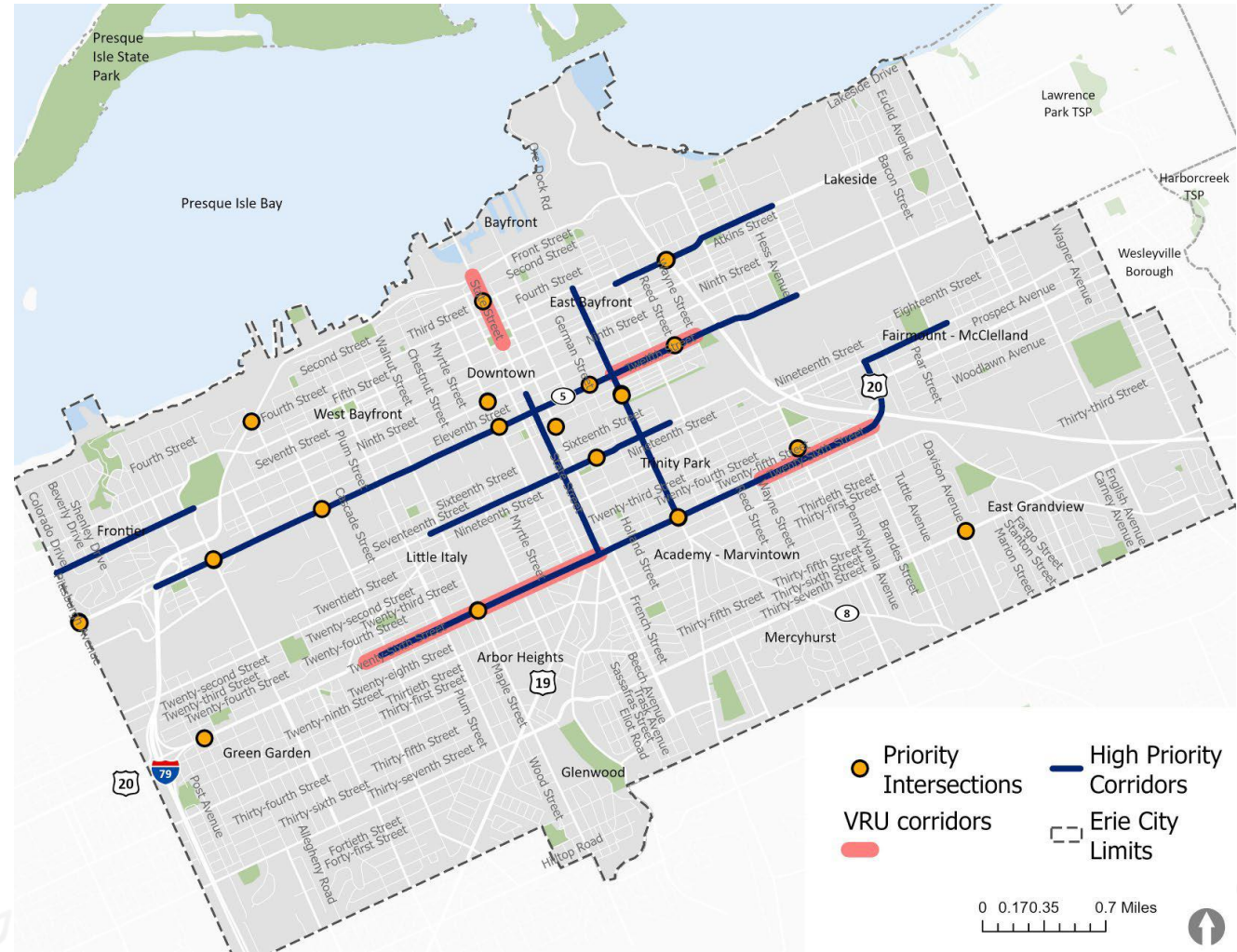
Source: City of Erie

Erie SS4A Safety Action Plan

- Request for \$20 million in Federal funds
- Creative approach to \$5 million match
 - Redevelopment Assistance Capital Program (RACP)
 - Green Light-Go
 - Commonwealth Financing Authority Local Share Account (CFA LSA)
 - PennDOT Multimodal Transportation Fund
 - Modest City funding

Erie SS4A Safety Action Plan

- Additional funding opportunities
 - HSIP funding for vulnerable road user (VRU) high risk areas
 - Transportation Alternatives Set-Aside
 - Other grant opportunities
 - Transportation Improvement Program (TIP)



Lewisburg SS4A Safety Action Plan

- Scheduled for adoption in November 2025
- Comprehensive safety countermeasures on the high injury network:
 - US 15/Derr Drive
 - SR 45/Market Street
 - SR 192/Bufalo Road
 - 7th Street
 - Water Street
 - St. Anthony Street



Lewisburg SS4A Safety Action Plan



- Other recommendations include:
 - Complete Streets policy
 - Modified policies for maintenance
 - Traffic calming program
 - Road safety audits
 - Educational programs
 - Transportation safety media campaigns

Lewisburg SS4A Safety Action Plan

- Support for other projects
 - Leading pedestrian intervals on Market Street
 - Buffalo Valley Rail Trail crossing of US 15
 - TASA project to construct curb extensions and high-visibility crosswalks on Market Street
- Coordination with East Buffalo Township
 - Many shared destinations, including elementary and middle schools and Bucknell University



Source: The Daily Item

Lewisburg SS4A Safety Action Plan

- Anticipated funding sources
 - Multimodal Transportation Fund
 - Green Light-Go
 - Department of Community and Economic Development (DCED)
 - Transportation Alternatives Set-Aside
 - Highway Safety Improvement Program (VRU high risk area on Market Street)
 - SS4A supplemental planning and demonstration funding
 - Other grant funding
 - Transportation Improvement Program (TIP)

HATS SS4A Safety Action Plan

- Tri-County Regional Planning Commission (Cumberland, Dauphin, and Perry counties)
- Adopted in September 2024
- Has resulted in two additional SS4A grants to date



HATS SS4A Safety Action Plan



- Sober Ride Home pilot program
 - \$269,000 SS4A demonstration grant
 - Locations, dates, and times determined based on colocation analysis of impaired driving crashes and establishments serving alcohol
 - QR code is available at selected establishments during critical times, allowing intoxicated patrons to get a free ride home via rideshare

HATS SS4A Safety Action Plan

- Multi-municipal supplemental planning and demonstration grant
 - Based on HATS Safety Action Plan
 - Led by Lower Paxton Township with:
 - Camp Hill Borough
 - Carlisle Borough
 - Mechanicsburg Borough
 - New Cumberland Borough
 - Susquehanna Township
 - Swatara Township
 - West Hanover Township



HATS SS4A Safety Action Plan

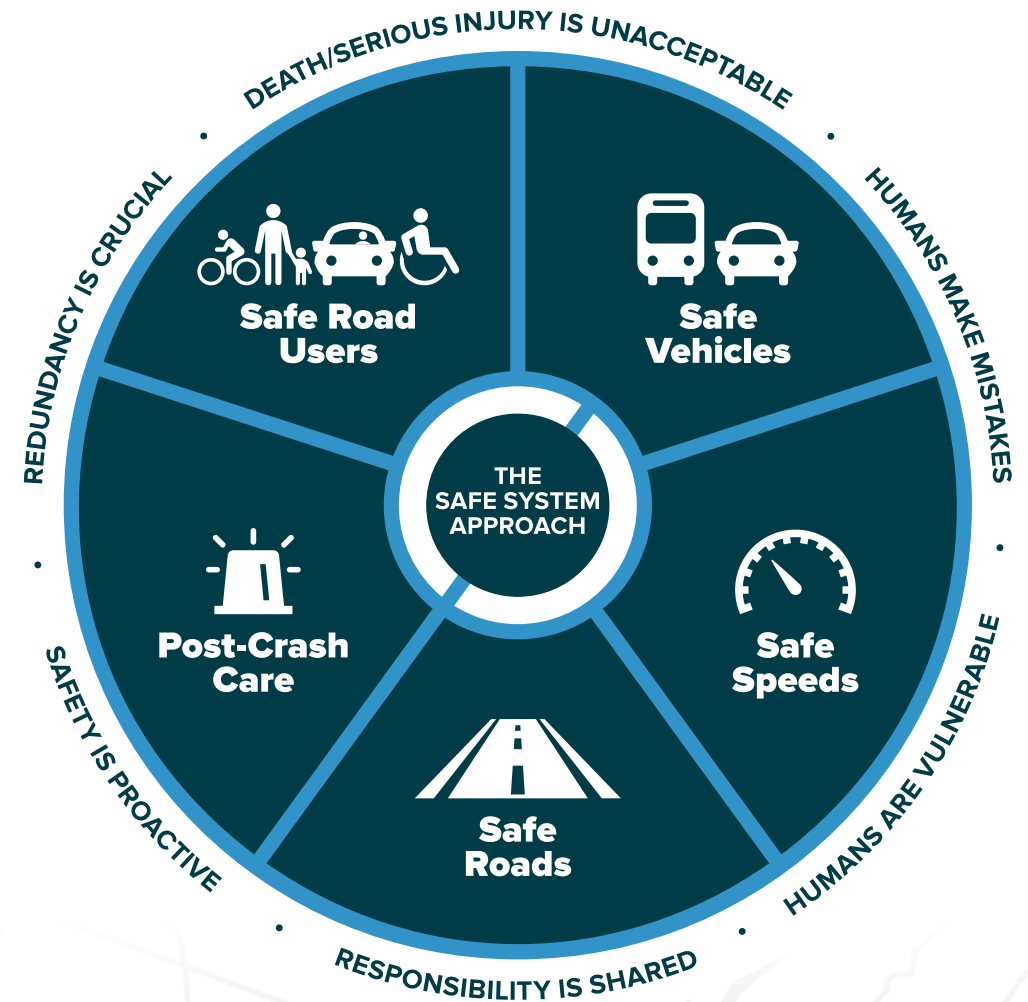
Multi-municipal supplemental planning and demonstration grant elements:

- 1 Demonstration projects in the region to test solutions**
Paint & post curb extensions, bike lanes, prefabricated roundabouts
- 2 Road safety audits**
Ten across seven municipalities
- 3 Regional implementation guide for demonstration projects**
Match will likely be provided by PennDOT

Conclusion/Lessons Learned

The Safe System Approach
requires addressing
multiple factors at once

**The same mindset is
needed for funding**



Conclusion/Lessons Learned

Take advantage of SS4A funding while it is still available

Know what funding options apply to your recommendations

Combine/bundle projects as much as possible

Position plan recommendations to meet grant requirements

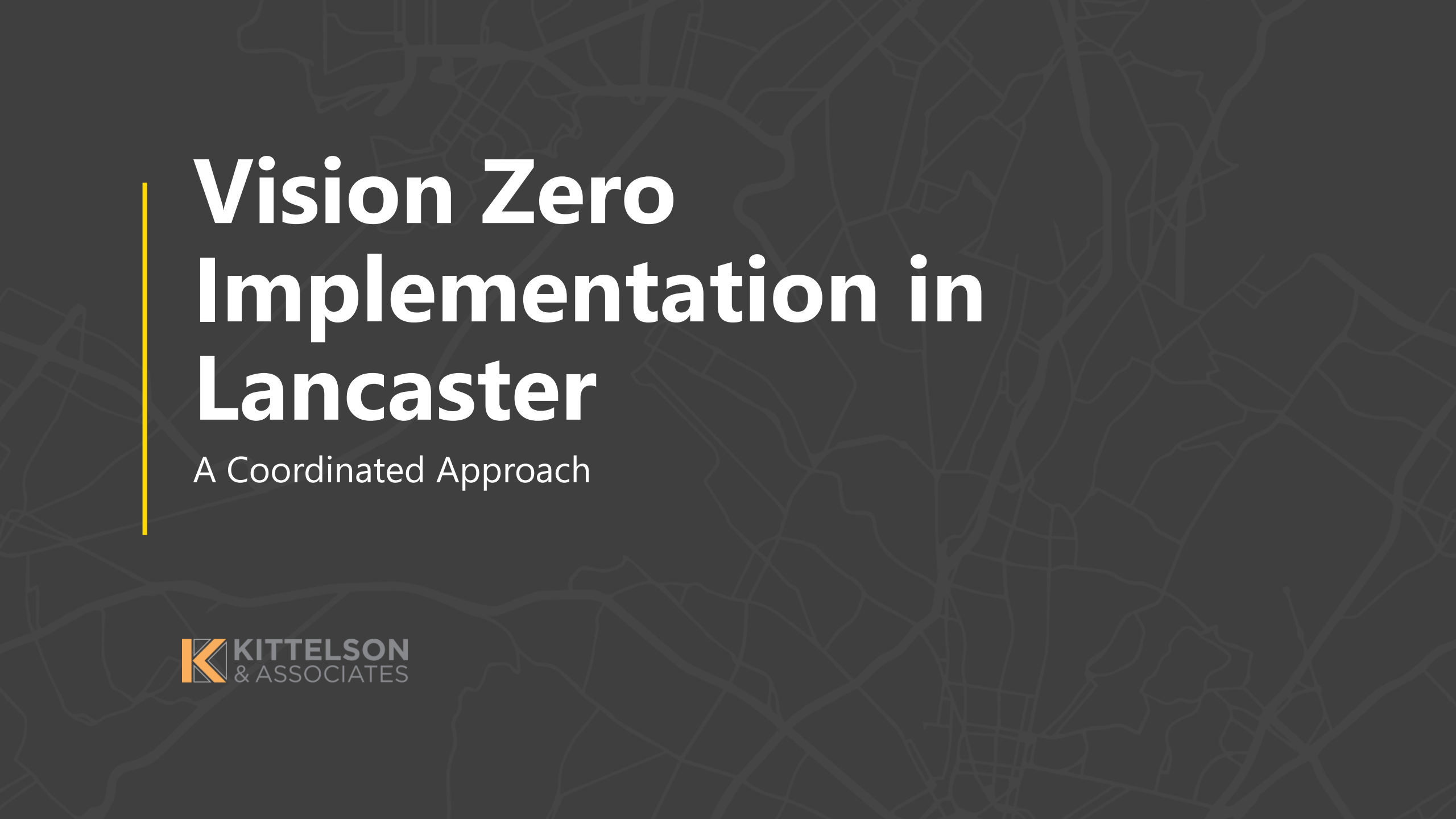
Questions?

Jeff Riegner, PE, AICP, PTOE, RSP1

Senior Principal

jriegner@kittelsohn.com





Vision Zero Implementation in Lancaster

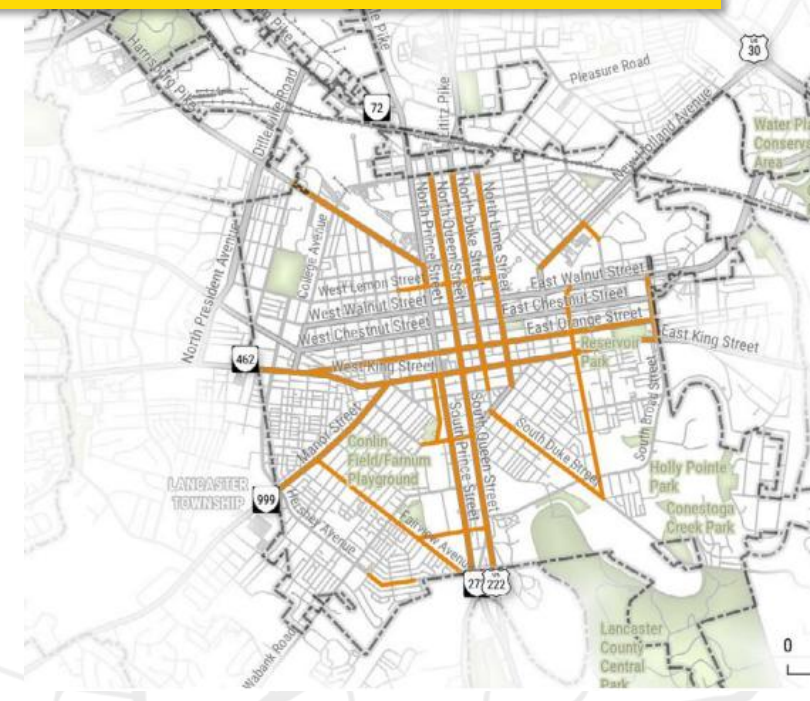
A Coordinated Approach

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)



Vision Zero Projects So Far....



Intersection Daylighting

76

Intersections with
Daylighting



Leading Pedestrian Intervals

50%

Traffic Signals with Leading
Pedestrian Intervals



Bike Infrastructure

17

Miles of Installed Bike
Infrastructure



Rapid Flashing Beacons

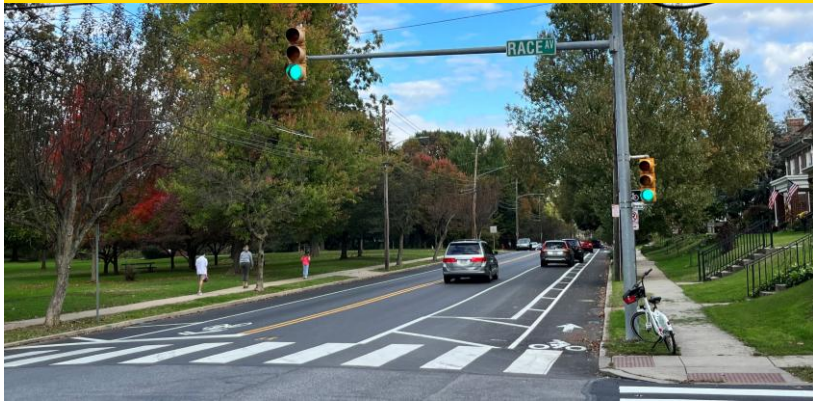
6

Intersections with Rapid
Flashing Beacons

As of March 1, 2025

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 STUHLBREHER - MARCH 17, 2023



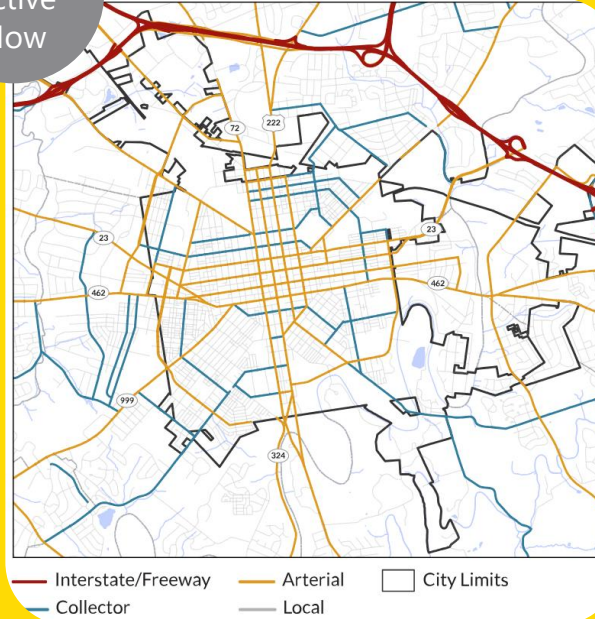
New Vision Zero Projects (Funded by SS4A Grant)

Active
Now



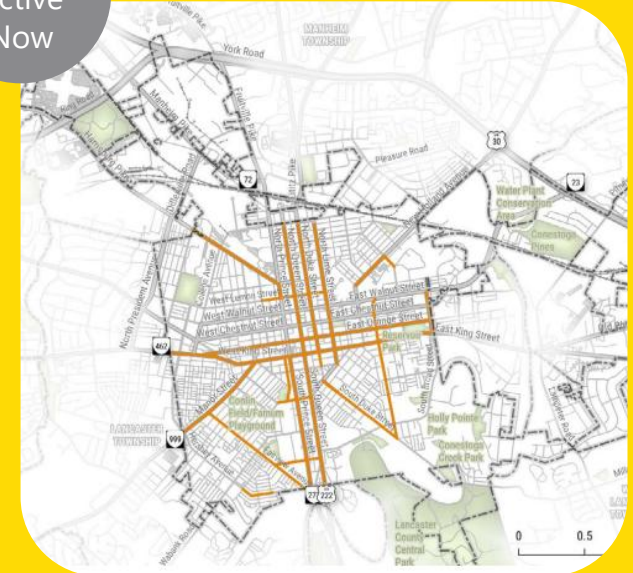
**Two-Way Restoration
(Study + Construction)**

Active
Now



**Street Design Guide
(Study)**

Active
Now



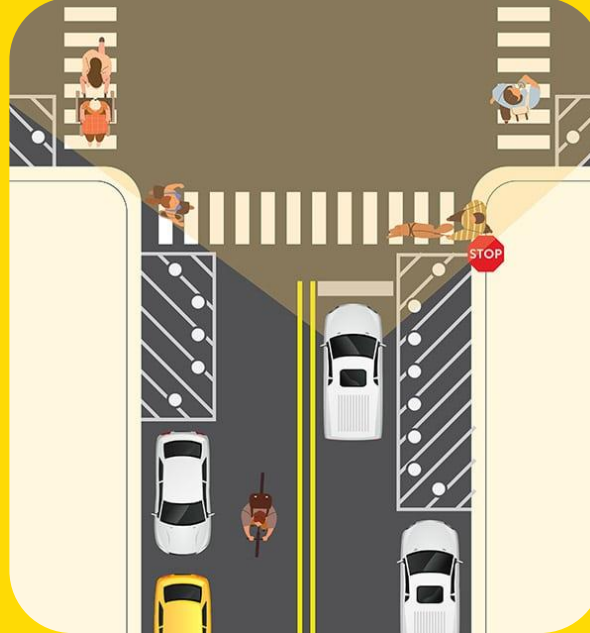
**High Injury Network
Improvements (Study
+ Construction)**

New Vision Zero Projects (Funded by SS4A Grant)

✓
Active
Now



**Safe Routes to School
Projects**



**Systemic
Improvements**

✓
Active
Now



**Neighborhood Slow Zones
(Study + Construction)**

New Vision Zero Projects (Funded by SS4A Grant)

PROJECTS INVOLVE:



Study



Concept, Preliminary,
and Final Design



Construction



Public engagement

Projects will be carried out
by several consultant
project teams

CHALLENGE:

How to coordinate
activities on multiple,
concurrent projects?

Program Management

- Online tools and meetings to share data, coordinate project schedules, and share findings and recommendations
- Up-front study, analysis, and prioritization to guide project development across all VZ projects

Updating the
High Injury
Network (HIN)

Top 5 Corridors

1. Manor St
2. Columbia Ave
3. Water St
4. Queen St
5. King St

Rank Total

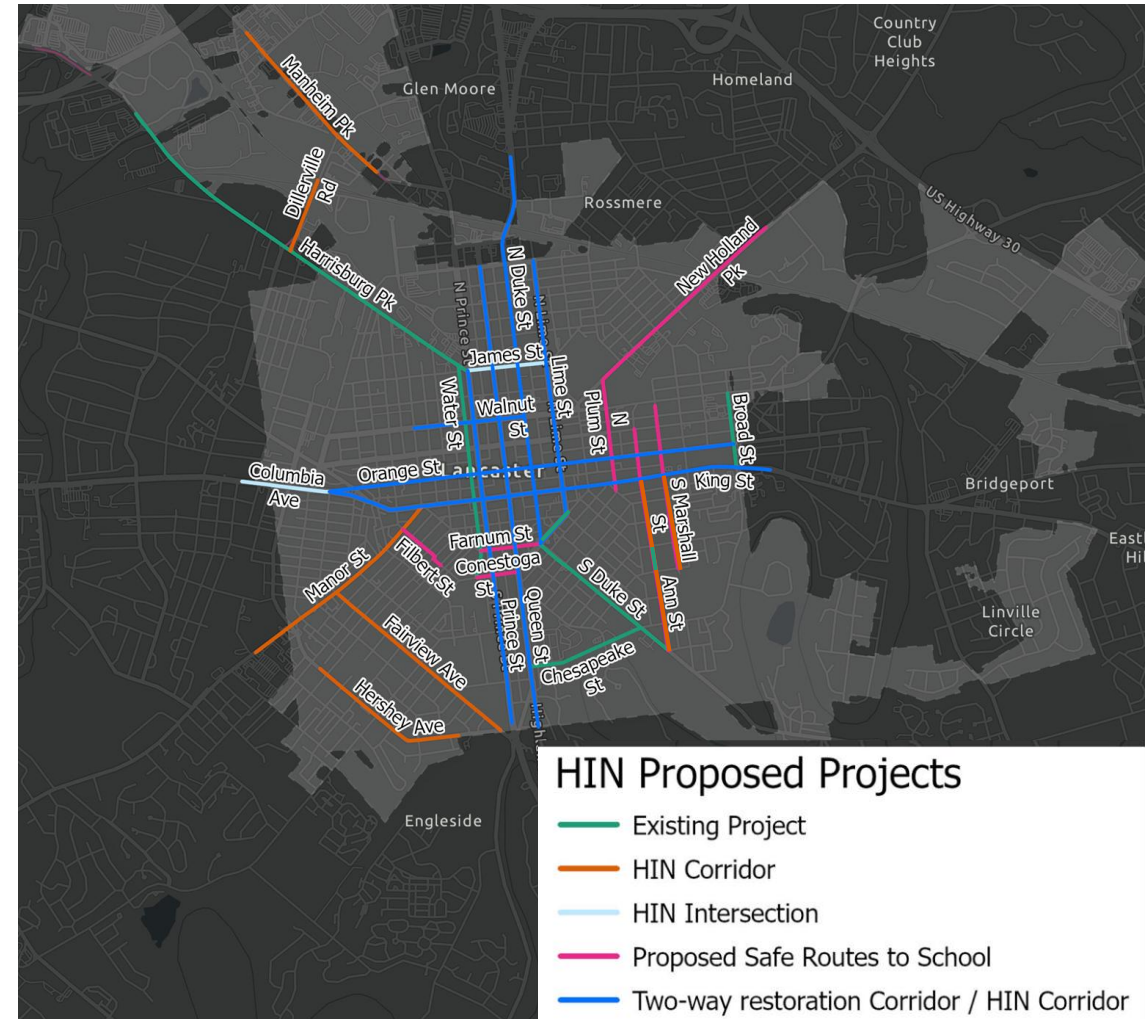
- 1 - 5
- 6 - 10
- 11 - 15
- 16 - 20
- 21 - 26
- City Limits

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Tying VZ Projects to the HIN

Categorized each HIN corridor into a project type:

- Existing VZ Project
- HIN Corridor Improvement
- HIN Intersection Improvement
- SRTS Project
- Two-Way Restoration Corridor or HIN Corridor



NEPA Process



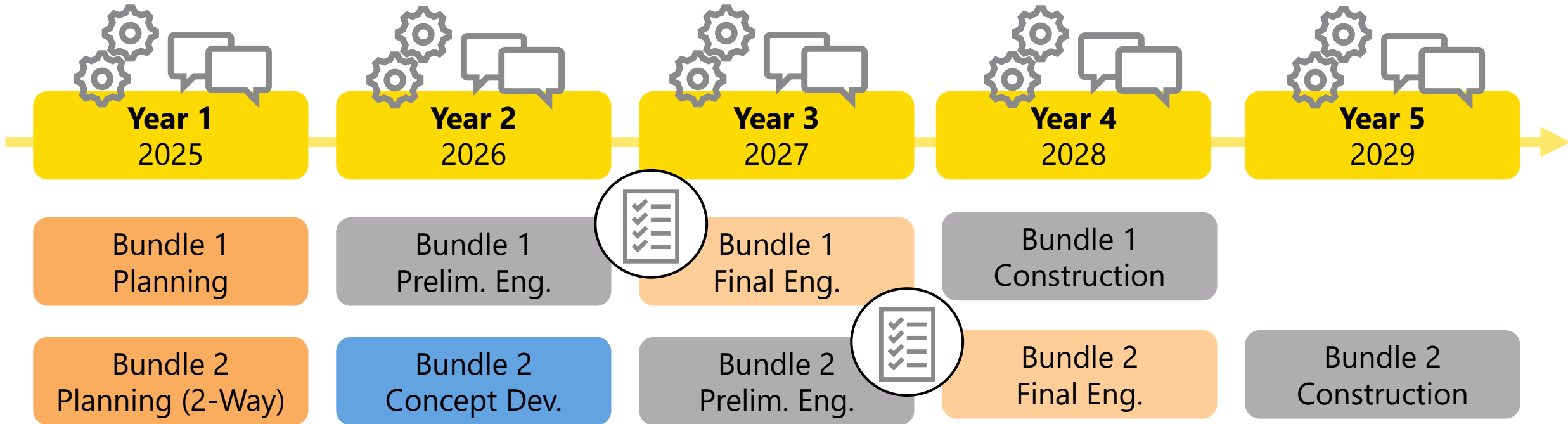
Program Administration



Education and Outreach

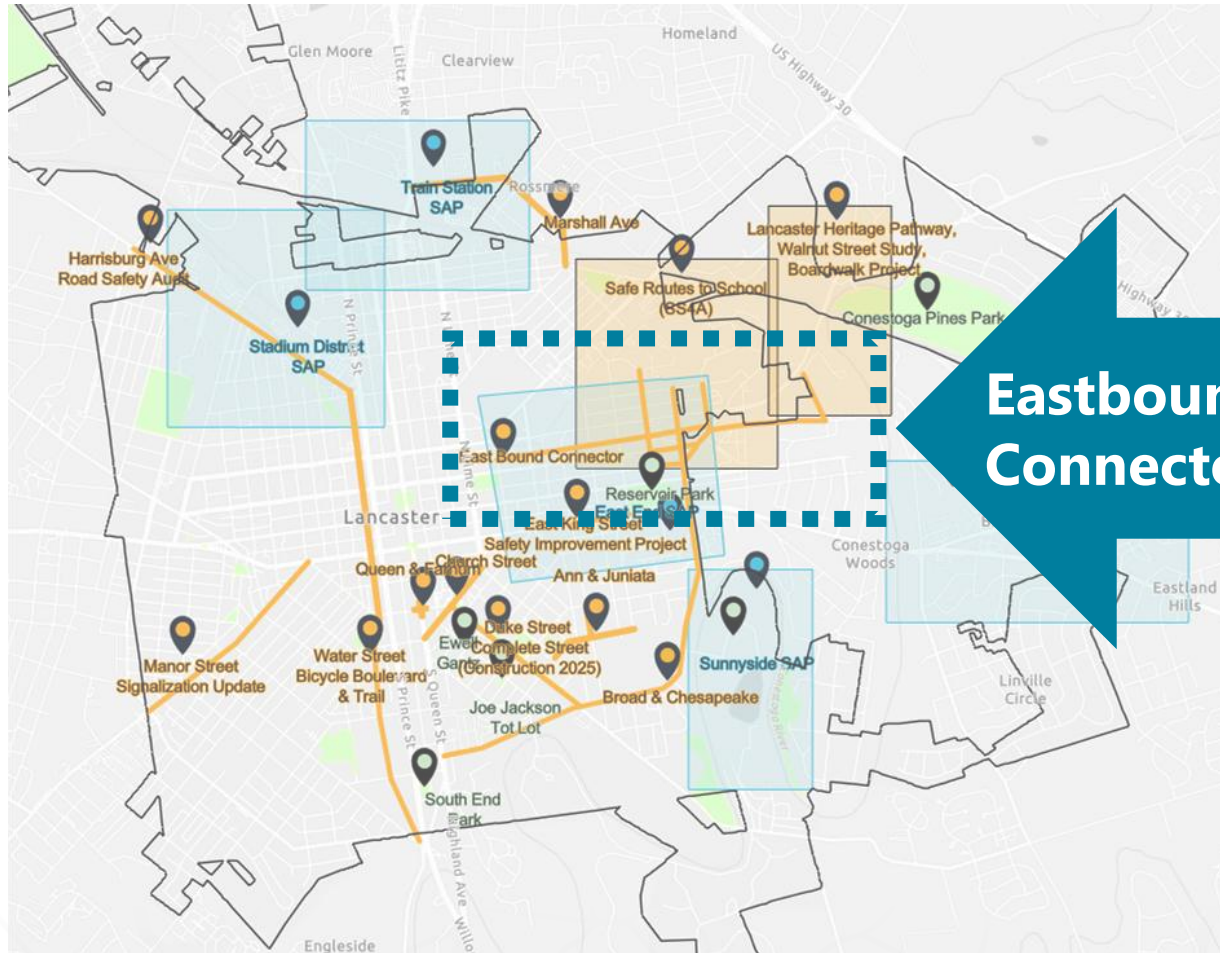


NEPA Process



Developing project costs across bundles
to estimate grant costs

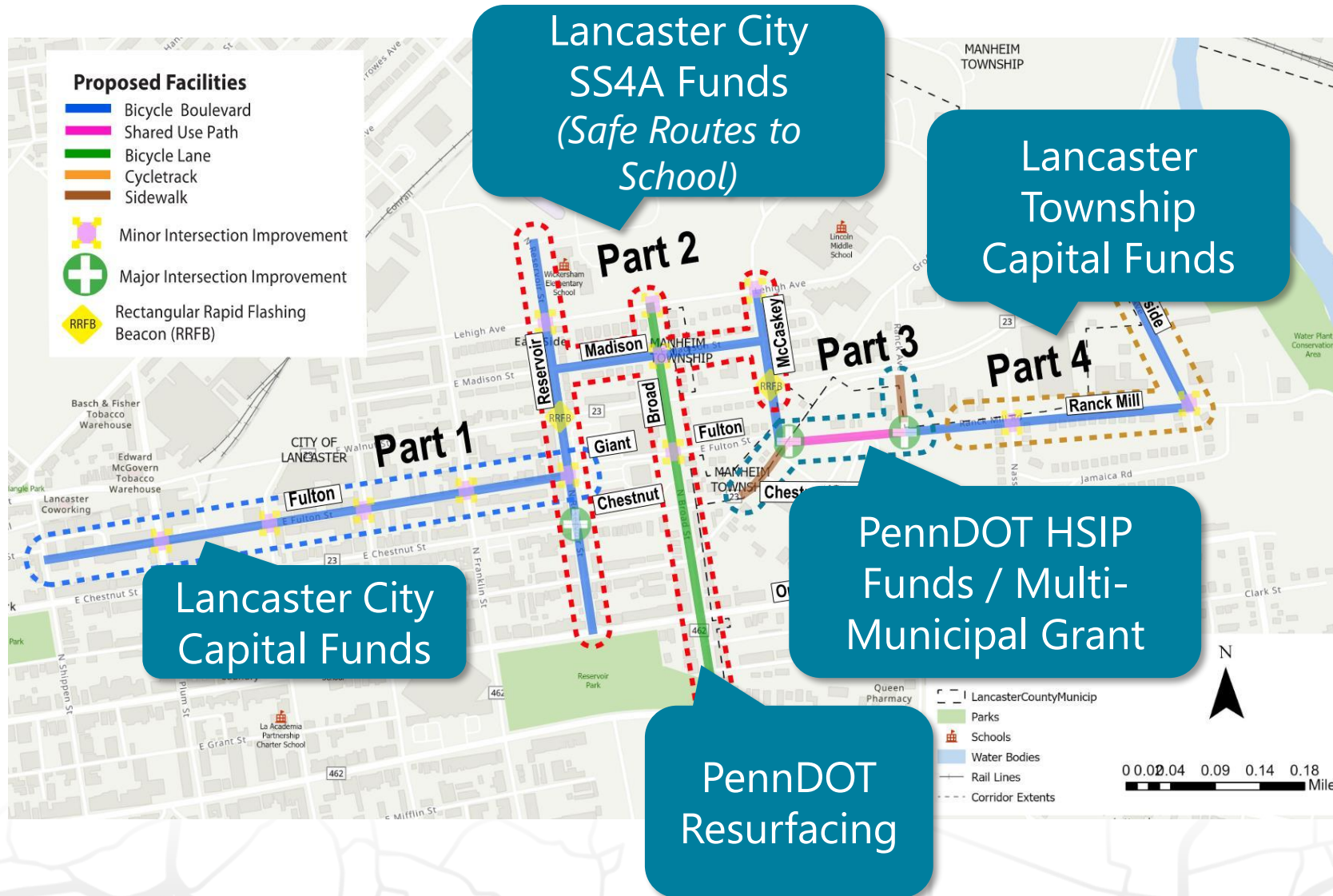
Layering SS4A Implementation with Existing Projects



Eastbound Connector Pt. 2

- Bicycle and pedestrian connection to regional trail network
- Safety improvements to schools
- Located in Lancaster City and Lancaster Township
- Includes State Routes

Eastbound Connector Implementation



Coordinated Public Engagement

OBJECTIVE: Coordinate engagement activities across all Vision Zero projects in Lancaster

- One Engagement Plan
- One Steering Committee (ICC)
 - Breakout groups as needed, e.g. sub-committees, focus groups, etc.
- Primary Engagement via Open Houses with multiple projects
- Supplemental activities as needed

Engagement Timeline

April 2025

ICC Kickoff Mtg

Introduction to Vision Zero program and project and the ICC

September 2025

ICC Meeting #2

- Citywide street typologies
- Safe Routes to School recommendations
- 2-way corridor feasibility

Winter/Spring 2026

ICC Meeting #3

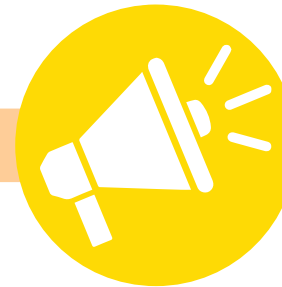
- Citywide street design guidelines
- 2-way corridor concepts
- Future project updates



Bike Month
Pop-Ups
May 2025



Open House
Summer 2025



Open House
Fall 2025



Open House
Spring 2026

Coordinated Engagement in Action

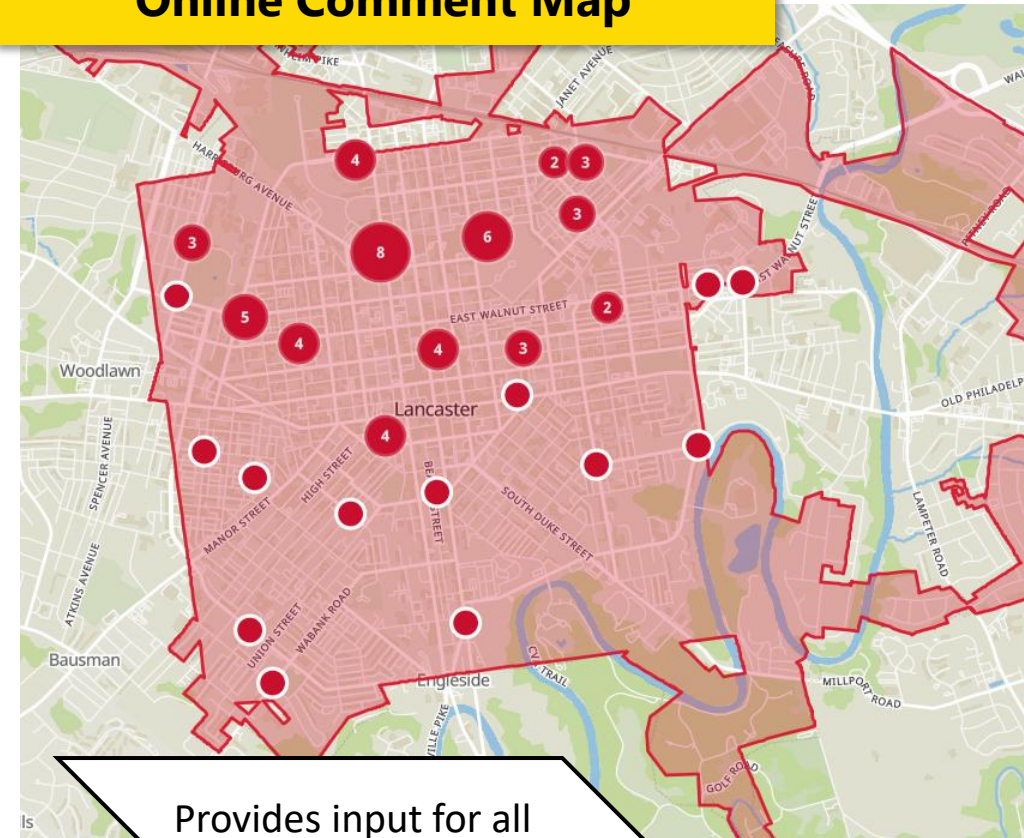
Summer 2025 Open House



Status updates on all Vision Zero projects + Stakeholder Meetings



Citywide Street Safety Concerns Online Comment Map



Provides input for all Vision Zero projects

What's Next?

- Standard toolbox of treatments and costs for all Vision Zero projects
- Program Recommendations for Neighborhood Slow Zones
- 2-Way Restoration Feasibility
- SRTS Recommendations

Simplify project scoping + outreach

Identify how + where low-cost safety improvements can be implemented quickly

Questions?

Laura Ahramjian, AICP

Associate Planner

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THANK YOU!