



Safe Routes to School Assessment: McCaskey School Campus

NOVEMBER 7, 2025

PREPARED BY:



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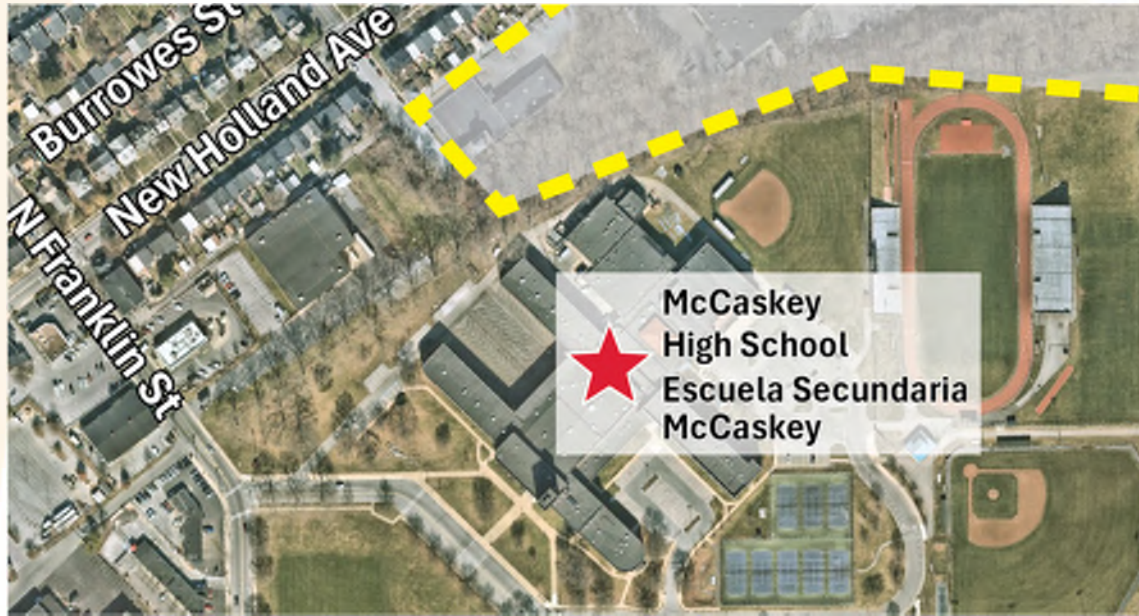
1. School Overview

School Information

- McCaskey School Campus
 - Four total schools:
 - J.P. McCaskey High School
 - McCaskey East High School
 - Lincoln Middle School
 - Wickersham Elementary School
 - Located in the northeast part of Lancaster City near the borders with Manheim Township and Lancaster Township.
 - Project walkshed includes parts of East Side, Ross, and Musser Park neighborhoods.
 - There are students assigned to these schools who are outside of this walkshed study. It is anticipated that safety improvements will be provided as part of future Safe Routes to School Studies.

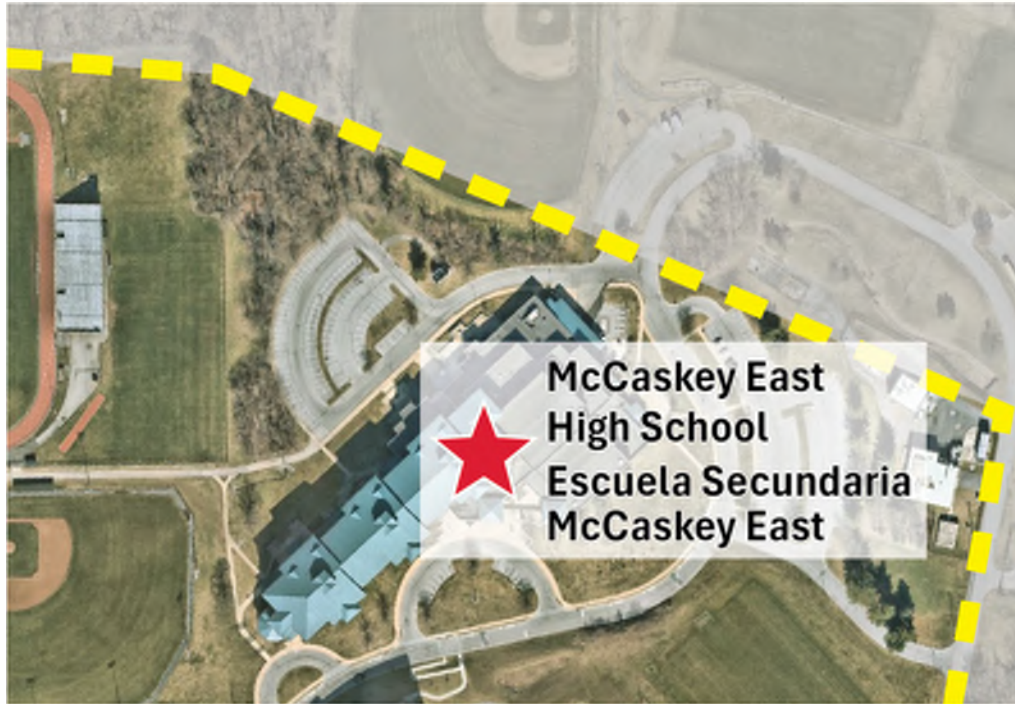


J.P. McCaskey High School Layout



- Located just northeast of Reservoir St
- Main entrance along Reservoir St, additional access from Tornado Alley and for pedestrians via the path from McCaskey East
- Entrances and parking areas located around all sides of the building

McCaskey East High School Layout



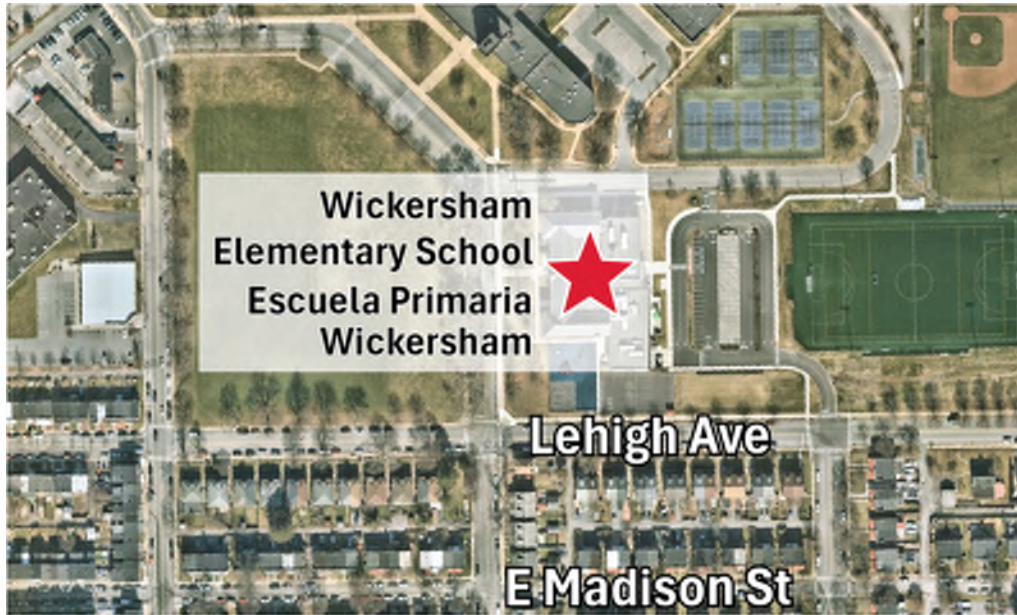
- Located along McCaskey Ave, north of Lehigh Ave
- Vehicular access on McCaskey Ave coming from Lehigh Ave or Grofftown Rd, additional access for pedestrians via the path from McCaskey High School
- Entrances and parking areas located around all sides of the building

Lincoln Middle School Layout



- Located along the north side of Lehigh Ave
- Main entrance on Lehigh Ave, with access from McCaskey Ave or Grofftown Rd
- Additional access for pedestrians via the path from McCaskey East
- Entrances and parking areas located mainly on south and east sides of building

Wickersham Elementary School Layout



- Located along Reservoir St between Lehigh Ave and Tornado Alley
- Main entrance and parking area in back on east side of building, access for vehicles from the Lehigh Ave and Broad St intersection
- Additional pedestrian access and street parking on Lehigh Ave, Reservoir St, and Tornado Alley

2. Arrival and Dismissal Observations

Arrival & Dismissal Operations

- Observation Times:

- Arrival: Approx. 7:00 AM – 8:40 AM*
- Dismissal: Approx. 2:20 PM – 3:30 PM*

- Observation Locations:

- New Holland Ave and Franklin St
- Franklin St and Reservoir St
- Reservoir St and Tornado Alley
- Reservoir St and Lehigh Ave
- Lehigh Ave and Broad St
- Lehigh Ave and McCaskey Ave
- Front of Lincoln Middle School
- North Side of McCaskey East High School
- South Side of McCaskey East High School

- Observation Procedures:

- All observers were stationed at their respective locations for the full arrival and dismissal process.
- Observers spent the time looking for a variety of potential issues, including but not limited to safety concerns, highly traveled routes and access points, interactions between travel modes, curb space uses, compliance with traffic control devices, and vehicle queuing.
- For the dismissal observation, observers were rearranged to have the opportunity to observe a new location.
- After each observation, all observers immediately convened to discuss any observations or concerns about the arrival and dismissal operations.

*Note: Observations performed during 2024- 2025 School Year. For the 2025- 2026 the School District of Lancaster has revised times as follows:

- Elementary Schools: 8:45am -3:15pm
- Middle Schools: 7:45am- 2:45 pm
- High Schools: 8:05am- 3:05pm

Frequently Observed Walking Routes



General Observations

- Reservoir Street is very wide (up to 60 feet, curb to curb), which sometimes leads to high vehicle speeds. Vehicles (many belonging to students) are parked across or very close to crosswalks. Several of the crosswalks along Reservoir Street do not have curb ramps. Students use these crosswalks to access cars on the far side of the street or to walk toward homes located south and west of the schools. Vehicles were also observed making u-turns on Reservoir Street in front of McCaskey High School.
- The Lehigh Avenue and Reservoir Street intersection can get busy with multiple travel modes, including cars, pedestrians, and buses. Cars are more likely to roll through the stop signs when other cars are not present on the other approaches.
- There is heavy pedestrian traffic along much of the length of Lehigh Avenue during arrival and dismissal times.
- Much of the pedestrian traffic for Lincoln Middle School and McCaskey East High School comes through the intersection of Lehigh Avenue and McCaskey Avenue.
- There is limited pedestrian accessibility to the east of the school campus, toward Lancaster Township. While the majority of students come/go from the west, there are a few walking to/from neighborhoods to the east.
- Roadblocks are used in a few locations to prevent through traffic on the school campus. The timing of their placement seems unofficial, and drivers sometimes move the barricades out of the way.

General Observations (Cont.)

- The pathway between the athletic fields that connects the two high school buildings is heavily used in the arrival and dismissal timeframes.
- Overall, students are walking from one school to another in the campus somewhat frequently during the arrival and dismissal periods. This could be for various reasons, including to catch a bus, meet up with siblings or friends, or to go to after school activities.
- Both large and small buses are used to transport students. At both arrival and dismissal times, students are both dropped off and picked up at the schools around the campus, as some buses transport students to/from before and after school care and other schools.
- Of the students who do not travel to school by car or bus, the vast majority walk. Some travel by bicycle or scooter. Of those who bike/scooter, it was observed that students with e-bikes frequently rode in the street, while those with traditional bikes tend to ride on the sidewalk instead of the street.
- Students exercise varying levels of compliance with safe behaviors around traffic. Many do not thoroughly check for vehicles when crossing streets.

Arrival Observations

- Because the campus serves students in elementary school through high school, student arrivals are spread over an extended time, from roughly 7:00 AM to 8:40 AM.
- **McCaskey East High School:**
 - Students enter the building from the front (south) and back (north) sides.
 - Large buses drop off on the back side of the building, while small buses and vans drop off in the small loop in front.
 - Cars also use the small loop in front to drop off, and pedestrians cross this loop twice when walking along McCaskey Avenue to the main entrance. There are traffic barricades placed between the small loop and the larger loop in front of the building. This causes complicated traffic congestion as pedestrians attempt to cross while some vehicles are dropping off and other vehicles are turning around in the loop.
- **Lincoln Middle School:**
 - Students enter the building mostly on the front (south) side.
 - Barricades are placed in front of the school between McCaskey Avenue and the front entrance to prevent through traffic on Lehigh Avenue.
 - The majority of pedestrians come from the south and west via the Lehigh Avenue and McCaskey Avenue intersection.
 - Some cars drop off students at or near the Lehigh and McCaskey intersection. These vehicles come from both Lehigh Ave and McCaskey Ave and depart in various directions, sometimes making U-turns in the middle of the street or intersection.



Pedestrians, cars, and buses mix at the small loop on the south side of McCaskey East HS.

Arrival Observations (cont.)

- J.P. McCaskey High School

- Some students ride buses to McCaskey East High School and walk along the path through the athletic fields.
- Small buses and vans utilize Tornado Alley for drop-offs on the east side of the building.
- Other students drive to school and park in various locations, including on Reservoir Street in front of the school.
- Similar to other schools in the campus, walking students generally come from neighborhoods to the west and south.

- Wickersham Elementary School

- School buses (large and small) and cars share the drop-off loop on the east side of the building. There does not seem to be an established protocol regarding which vehicles use which of the two lanes, resulting in students being dropped off in both lanes and crossing in front of other vehicles. Additionally, the curve radius is tight, so buses cannot fit around the corner when drop-offs are occurring in the right lane.
- Other cars use the front side of the building along Reservoir Street for drop-offs.



Pedestrians cross the wide part of Reservoir St while vehicles unload in front of McCaskey High School.



The drop-off loop at Wickersham Elementary includes bus and car traffic.

Dismissal Observations

- Because the campus serves students in elementary school through high school, student dismissals are spread over an extended time, from roughly 2:15 PM to 3:30 PM.
- **McCaskey East High School:**
 - Heaviest dismissal activity around 3:00 PM.
 - Students leave the building via multiple doors, around all sides of the building.
 - Large buses gradually queue along the curb in the back (north) side of the building, waiting for students to board the buses, then all leaving at the same time. The queue extends beyond the end of the curb and wraps around part of the teacher parking lot. When buses are queued, there is not enough width in the driveway connecting the north side teacher lot to McCaskey Avenue for two-way traffic. A teacher was observed backing up for about 250 ft to allow a bus to get through.
 - Teachers do have to cross line of buses to get to their cars, but students do not have to cross any roadways to board buses. Some students do linger in the edge of the north parking lot, presumably waiting for buses that will queue around the corner of the parking lot.
 - Similar to the arrival period, small buses and cars use the small southern loop to pick up students.
- **Lincoln Middle School:**
 - Heaviest dismissal activity around 2:45 PM.
 - Students leave the building via multiple doors, around all sides of the building.
 - Barriers are placed in front of the school between McCaskey Avenue and the front entrance to prevent through traffic on Lehigh Avenue. Students use the space in the western driveway loop (located between the barriers) as a place to hang out with friends while waiting for rides.
 - Sometimes walking students who depart around the same time form a larger crowd that moves together toward the neighborhoods to the south and west of the school.



The school bus pick-up line at McCaskey East High School runs the length of the curb and wraps around the parking lot to the left.

Dismissal Observations

- **J.P. McCaskey High School:**

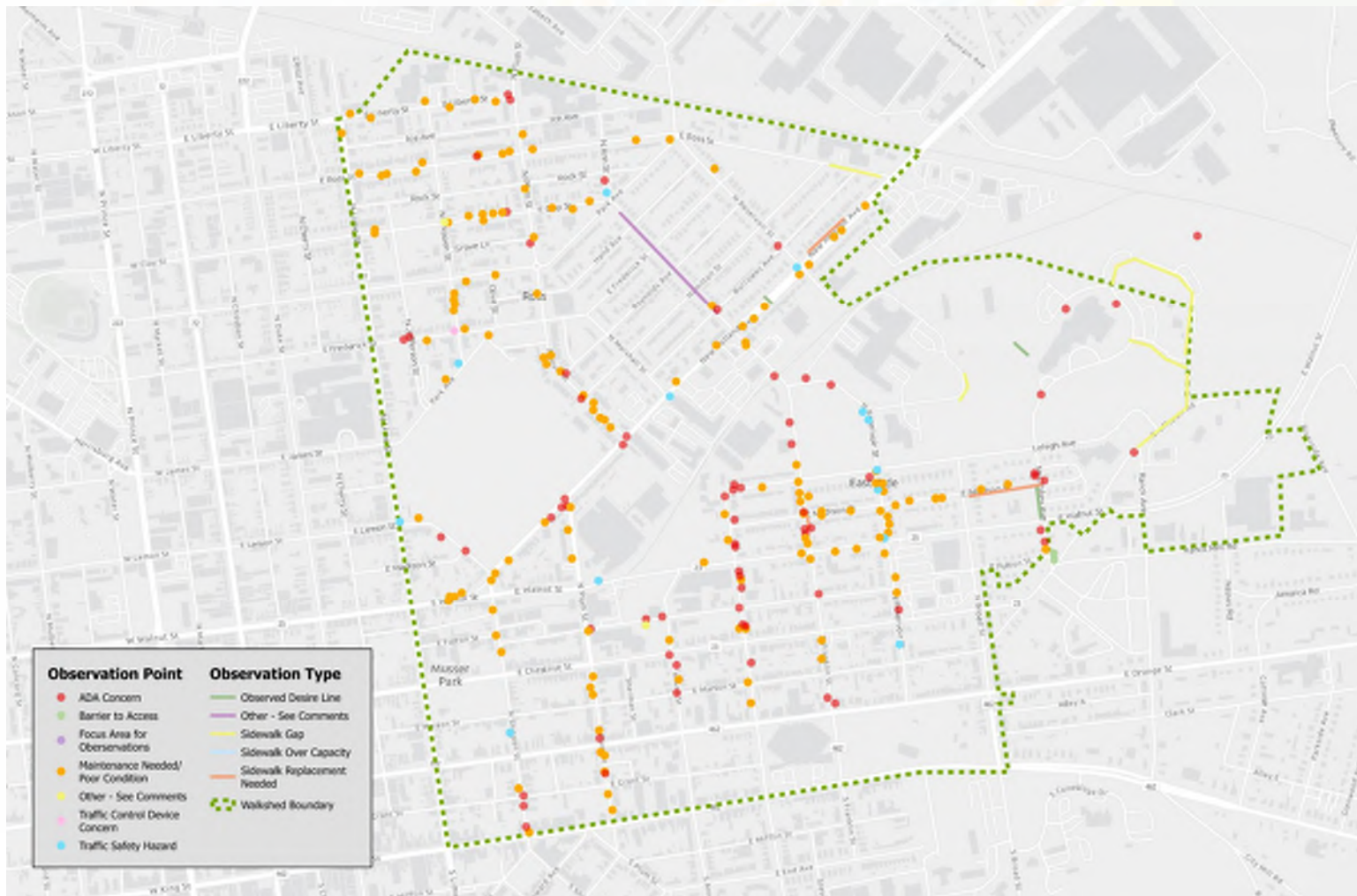
- Heaviest dismissal activity around 3:00 PM.
- Students leave the building via multiple doors, but much of the dismissal activity occurs in front of the building along Reservoir Street.
- The area in front of the school on Reservoir Street is used for a combination of dismissal activities: small buses and parent cars picking up students, students accessing their parked cars, and other students walking or biking home.
- Instances of aggressive driving are infrequent, despite the chaotic interactions of various transportation modes.
- Large numbers of walking/biking students go south on Reservoir Street or northwest on Franklin Street toward New Holland Avenue.

- **Wickersham Elementary School:**

- Heaviest dismissal activity around 3:15 PM.
- Students leave the building via multiple doors, but the heaviest activity is on the west and south sides of the building.
- Most parents waiting to pick up students park along Reservoir Street or Lehigh Avenue. Some also park along eastbound Tornado Alley or in the lot on the east side of the building. At the busiest time (around 3:15 PM), cars are double parking along Reservoir Street.
- The heavy parent pick-up traffic causes traffic congestion on multiple approaches of the Reservoir Street/Lehigh Avenue intersection.
- Prior to elementary dismissal, there are heavy volumes of middle and high school students walking by the school. This overlaps with the period when vehicles are arriving curbside to wait for elementary dismissal.
- There are occasional instances of pedestrians crossing at unmarked mid-block locations, sometimes where visibility is obscured by parked cars.

3. Walkshed Inventory

Walkshed Area Observations



Sidewalk Network

- Generally, sidewalk connectivity is good near the McCaskey campus.
- There are a few streets in the walkshed with missing sidewalk connections.
- Sidewalk connectivity becomes worse when heading southeast from the campus toward the municipal boundary with Lancaster Township.
- Numerous streets have sidewalks in poor condition. These sidewalks are still passable for most students but are less safe and could cause issues for those with mobility impairments.



There is a lengthy stretch of missing sidewalk near the intersection of McCaskey Avenue and Madison Street.



There are scattered sections of rough sidewalk, such as this one along Shippen Street near New Street.

Curb Ramps, Driveways, and ADA Compliance

- Many of the curb ramps in the area of the McCaskey campus are in good condition and are ADA compliant.
- Some ramps, including several around the school campus, are either non-compliant or do not exist at all.
- In a few locations, utility poles, porches, or landscaping cause the sidewalk to be narrowed to less than the appropriate width for a handicap-accessible route.



There are no curb ramps at several crosswalks along Reservoir Street near McCaskey High School.



There are no curb ramps and the crossing surface is rough along Franklin Street near Madison Street.

Crosswalks

- The majority of crosswalks near the McCaskey campus are well marked.
- At a handful of intersections, markings are faded or damaged by vehicle wear and tear.
- There are scattered locations throughout the walkshed that lack marked crosswalks
- The layout of the city streets can occasionally result in long crossing distances where streets meet at an unusual angle.



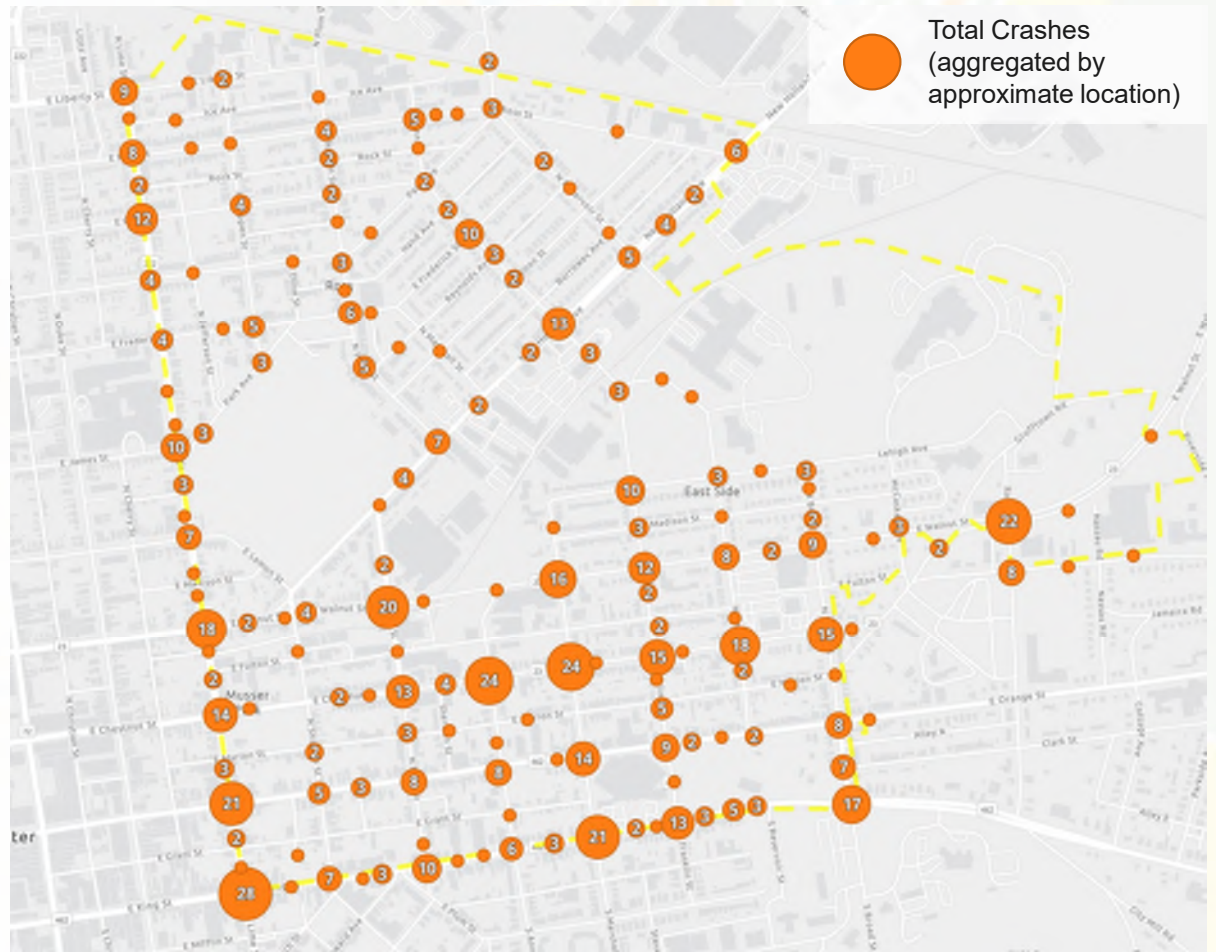
There is a 1000 ft gap between crosswalks on New Holland Avenue, including this intersection at Marshall Street.



Curb ramps are in good condition, but crosswalk markings are broken and faded at Marshall Street and Fulton Street.

4. Existing Conditions Data

Total Crashes in Walkshed



Source: City of Lancaster Crash Data Dashboard

Crashes Involving Non-Motorist in Walkshed



Source: City of Lancaster Crash Data Dashboard

Vision Zero High Injury Network

- The high injury network is a set of city streets that experience a high frequency of injury and fatal crashes. The most recent update to the network was completed in 2020.
- The high injury network is only 6% of city streets, but account for 77% of serious and fatal crashes.
- Most of the streets on the high injury network are those where vehicles travel at higher speeds.
- The closest streets on the high injury network to the McCaskey campus are sections of Franklin St, New Holland Ave, and Broad St.
- Additional blocks within the school walkshed on Lime, Ann, Orange, and King Streets are also part of the high injury network.



5. Public Engagement

Public Engagement Overview

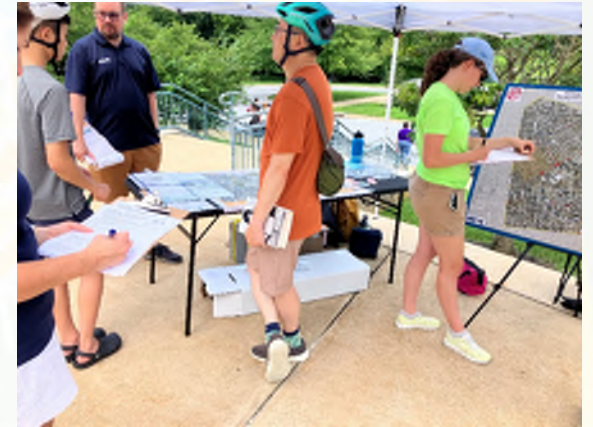
- RK&K in collaboration with Connect the Dots developed a public engagement strategy with the City that included:
 - Coordination with the Lancaster Vision Zero Coordinating Committee
 - City Staff attended a Lancaster Vision Zero Open House – 7/30/25
 - Held a pop-up event in tandem with the Peyton Walker Heart Health Screening Event at McCaskey East High School – 8/2/25
 - City Staff attended back to school night at Wickersham Elementary – 8/12/25
 - Online engagement opportunities through the City Engagement Platform.



Pop-Up Event

The Heart Health Screening event attracted parents/guardians and students from many school districts in central Pennsylvania. The team interacted with approximately 50 of the attendees who are or have students that attend the McCaskey Campus. Engagement Activities included:

- Brief one-on-one interactions with parents/guardians and students
- Interactive map of the McCaskey Campus for locating areas of concern.
- Interactive map with safety improvement stickers for locating areas of suggested improvements
- Jenga Game with conversation starters



Public Engagement Feedback



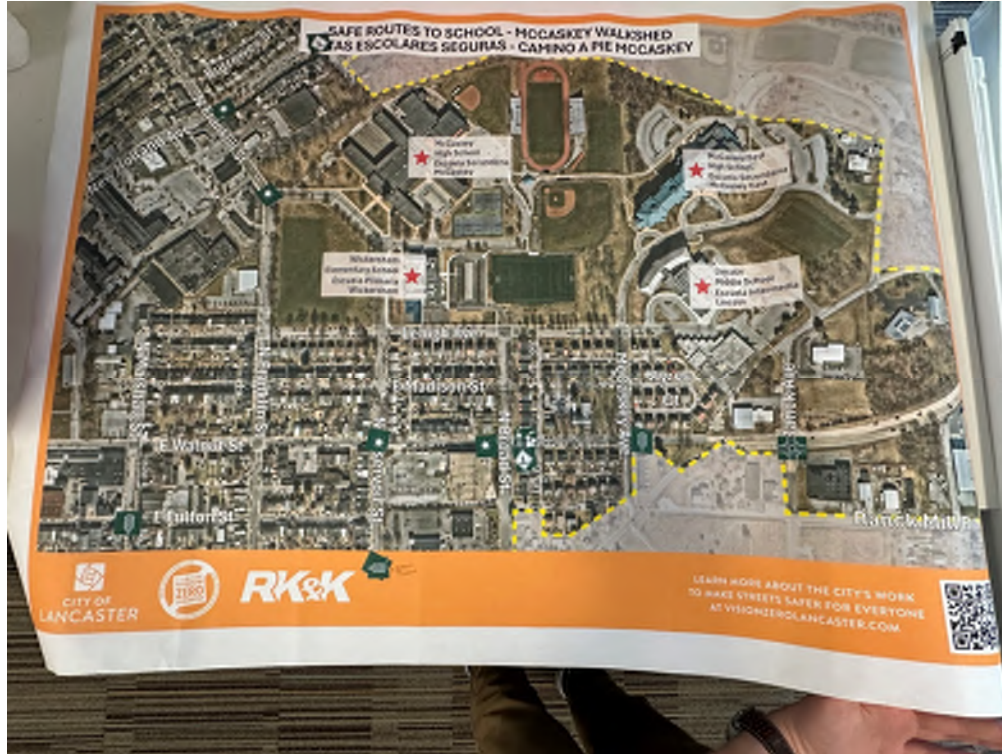
Things that currently work well for walking:

- Some students indicated that walking around the campus in its current condition felt safe.

Reasons for driving:

- Convenience, they drop students off on the way to work,
- Safety concerns: vehicles drive too fast, not safe crossing streets, and too much traffic,
- Safety concerns: crime and kidnapping.

Public Engagement Feedback



Things that could be improved for walking:

- Additional crossing guards.
- Ranck Mill Road & Walnut Street improvements (slow drivers / traffic calming, roundabout, advance signing for students crossing)
- Chestnut Street from Broad Street to Walnut Street (slow drivers / traffic calming, advance signing for students crossing)
- Slow down drivers.

Public Engagement Summary

- The Ranck Mill Road & Walnut Street intersection is challenging to cross due to high speed of vehicles.
- Students will use the route through the St. Anthony's Cemetery to Grofftown Road and McCaskey Avenue to walk to/from school instead of walking through Ranck Mill Road & Walnut Street intersection.
- Chestnut Street from Broad to Walnut is challenging to cross due to visibility around curve and high speed of vehicles.
- Reservoir Street is congested and chaotic with buses, cars, and pedestrians during arrival and dismissal operations.
- There is a lot of congestion in front of Wickersham and students speed on Tornado Alley.
- There is a shortage of crossing guards.
- Many parents feel that driving their children to school is safer and more convenient.
- During engagement, concerns were also brought up by the Lancaster Science Factory located at 454 New Holland Ave. They brought up issues with crossing between their parking lot and location.

6. Recommendations

Recommendations Overview

Recommendations are based on the existing conditions data, arrival and dismissal observations, walkshed inventory, public engagement, and other projects within the walkshed. The recommendations within this study include a relative cost of implementation, as well as an anticipated time frame to implement as follows:

- **Short-Term Improvements**
 - Improvements that can likely be completed by City of Lancaster or School District Staff
- **Mid-Term Improvements**
 - Improvements that likely can be completed as part of a Capital Improvement Project, that can potentially be completed under the Lancaster Vision Zero Implementation Program.
- **Long-Term Improvements**
 - Improvements that likely can be completed as part of a Capital Improvement Project, which will likely require additional funding beyond what is available within the current Lancaster Vision Zero Implementation Program.

With several ongoing studies being developed by the City south of the McCaskey Campus, this study focused on quick-build improvements within that area. Recommendations for capital improvements are focused near the school and to the northwest. The study also provides a recommended prioritization order for these improvements to help guide implementation.

Types of Improvements

Traffic calming measures recommended for further evaluation and installation have previously been implemented within the City of Lancaster or will soon be implemented as part of other Vision Zero Improvement Projects. These improvements are derived from the following resources:

- City of Lancaster Vision Zero Safety Toolbox
- PennDOT Publication 13 Design Manual Part 2 Contextual Roadway Design, Traffic Calming Chapter
- U.S Department of Transportation Federal Highway Administration (FHWA) Proven Safety Countermeasures
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (FHWA STEP Process)



Example: Intersection Daylighting



Example: Pedestrian Refuge Island, Bicycle Facilities, and Rectangular Rapid Flashing Beacon

Other Projects

The City of Lancaster has several projects in the planning and or design phase of this project.

The City of Lancaster is in various stages of planning for other projects within the walkshed. Recommendations from this study should be considered for improvements within these projects:

- Franklin Street resurfacing
- Broad Street

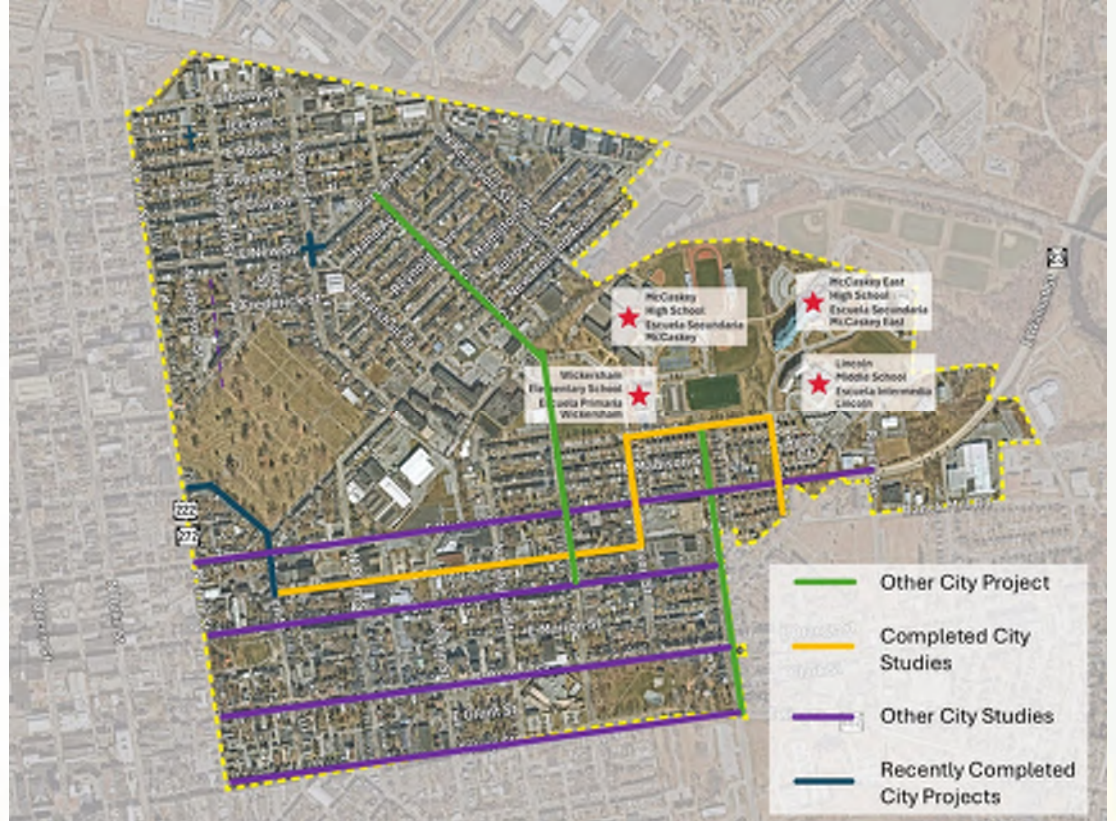
The City of Lancaster is also completing a study for Eastbound Connector Phase II. Recommendations from this report should

Additionally, the City of Lancaster is conducting a Two-Way Restoration Study on several streets within the Walkshed. Recommendations from this study will be evaluated for inclusion in those studies. These Streets Include:

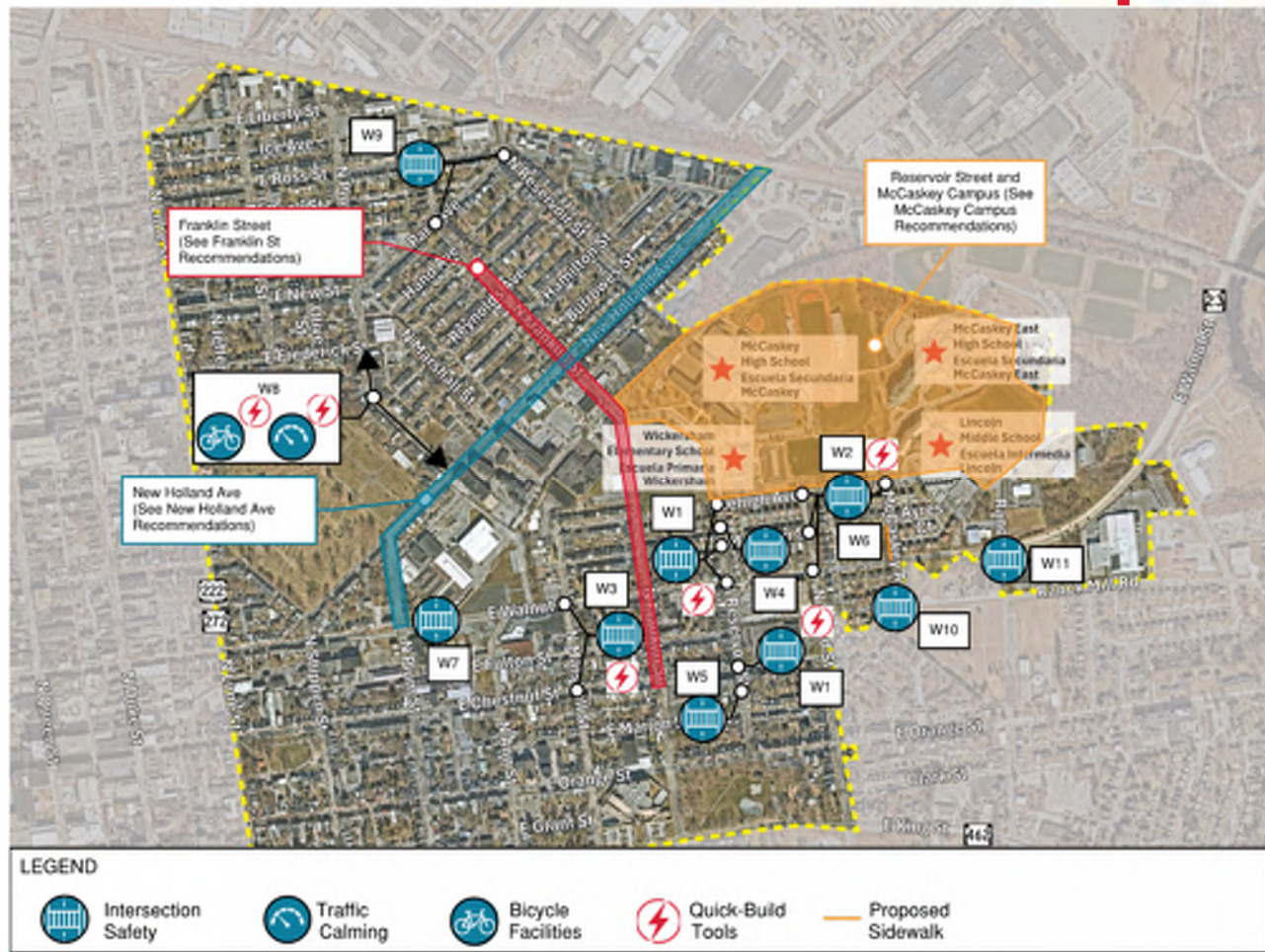
- Walnut Street
- Chestnut Street
- Orange Street
- King Street
- Lime Street

Lastly, the City of Lancaster recently completed improvement projects within the walkshed. The historic crash data may not reflect safety improvements achieved by these projects. The City should evaluate these areas in the future to see if any further improvements are required. These include:

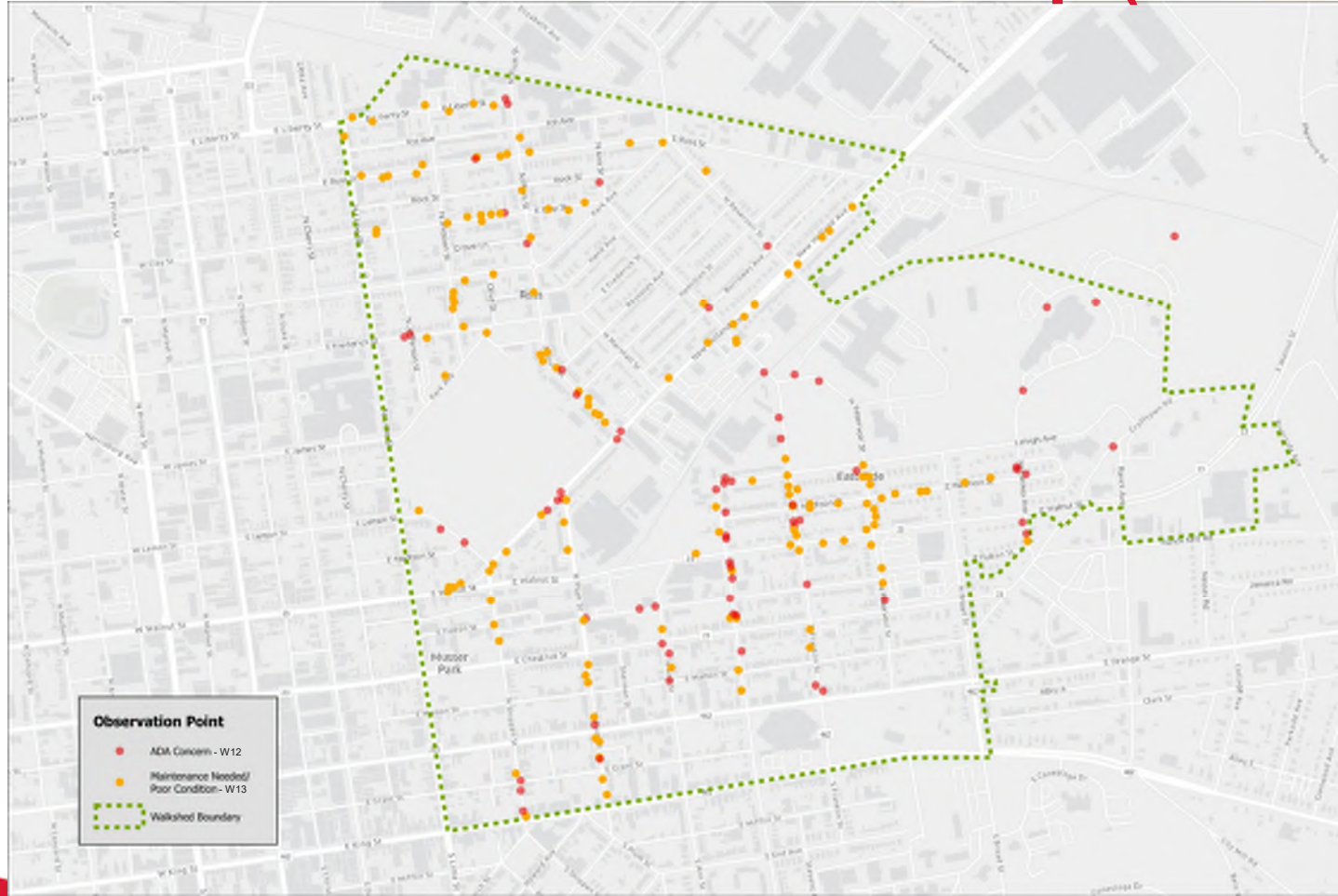
- E Lemon Street from Lime Street to New Holland Avenue
- N Shippen Street from Lemon Street to Fulton Street
- N Plum Street at E New St/Park Avenue




Walkshed Recommendations Map







Walkshed Recommendations Map (W12 & W13)








Walkshed Recommendations

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|------------------|--|------------|------|
| W1 |  | Reservoir Street | <p>Intersection Safety – Quick-Build Improvement: In advance of the Eastbound Connector Phase 2 project, install intersection daylighting at the following intersections on Reservoir Street:</p> <ul style="list-style-type: none"> - Reservoir Street and Lehigh Avenue: Provide intersection daylighting on all approaches. Repair the sunken storm drain at the southwest corner to provide safe conditions for all road users. - Reservoir Street and Madison Street: Provide intersection daylighting on all approaches. - Reservoir Street and Walnut Street: Provide intersection daylighting on the north leg of the intersection. - Reservoir Street and Chestnut Street: Install intersection daylighting on all approaches. This intersection has a high crash rate. | Short-Term | \$ |
| W2 |  | Broad Street | <p>Intersection Safety – Quick-Build Improvement: Install intersection daylighting at the following intersections on Broad Street:</p> <ul style="list-style-type: none"> - Broad Street and Lehigh Avenue: Provide intersection daylighting on all approaches. - Broad Street and Madison St: Provide intersection daylighting on all approaches. - Broad Street and Walnut Street: Provide intersection daylighting on the north leg of the intersection. <p>Explore opportunities to install as part of the Broad Street Sewer Separation Project.</p> | Short-Term | \$ |



Walkshed Recommendations (Cont.)

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|--|--|------------|------|
| W3 |  | Marshall Street | <p>Intersection Safety – Quick-Build Improvement: at the following intersection on Marshall St:</p> <ul style="list-style-type: none"> - Marshall St and Walnut St: Provide intersection daylighting on the north and south approaches. - Marshall St and Chestnut St: Provide intersection daylighting on all approaches. This intersection has a high crash rate. | Short-Term | \$ |
| W4 |  | Reservoir St between Lehigh Ave and Madison St | <p>Intersection Safety: Improve alley entrance to provide greater visibility between pedestrians on sidewalk and cars in alley. Consider removing fence or trimming hedges if within city right-of-way.</p> | Mid-Term | \$\$ |
| W5 |  | Reservoir St between Chestnut St and Marion St | <p>Intersection Safety: Improve alley entrance to include ADA compliant curb ramps and marked crosswalk. Investigate whether it is possible to improve visibility between pedestrians on sidewalk and cars in alley, such as by trimming hedges if within city right-of-way.</p> | Mid-Term | \$\$ |
| W6 |  | Madison St and McCaskey Ave | <p>Proposed Sidewalk: Install sidewalks along the west side of McCaskey Ave and the south side of Madison St. Additional right-of-way may be needed for this sidewalk installation. Evaluate the need for an additional streetlight at the intersection.</p> | Mid-Term | \$\$ |

Walkshed Recommendations (Cont.)

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|---|--|------------|--------|
| W7 |  | Walnut St and Plum St | Intersection Safety: Improve driveway delineation for driveway on northeast corner so that pedestrians are not exposed to vehicles entering/exiting the driveway for such a long distance. Coordinate with business to determine if truck access to loading docks is still necessary. | Mid-Term | \$ |
| W8 |  | Plum Street | Traffic Calming and Bicycle Facilities: Install traffic calming devices and extend the bicycle boulevard south on Plum St from Frederick St to New Holland Ave to tie into future New Holland Ave bike facilities. This will help to alleviate unsafe conditions observed by the public along Plum St. | Mid-Term | \$ |
| W9 |  | Reservoir St, Ross St, Park Ave and Martha Ave Park Ave and Ann St/Clay St/Franklin St | Intersection Safety: Evaluate and implement intersection reconfiguration to improve safety for pedestrians and bicycles. Prioritize designs that shorten pedestrian crossing and encourage low vehicle speeds. Consider options such as a mini-roundabout, raised intersection, etc. Consider opportunities for Green Infrastructure. | Long-Term | \$\$\$ |
| W10 |  | Walnut St, McCaskey Avenue and Ranck Mill Rd | Intersection Safety: Based on the results of the Eastbound Connector Phase 2 reconfigure the intersection. New designs should focus on safe access for pedestrians and bicycles. | Long-Term* | \$\$\$ |
| W11 |  | Walnut St and Ranck Ave | Intersection Safety: Based on the results of the Lancaster Two-Way Restoration Study reconfigure the intersection. New designs should focus on safe access for pedestrians and bicycles. | Long-Term* | \$\$\$ |

Walkshed Recommendations (Cont.)

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|-------------------|--|------------|--------|
| W12 |  | Several Locations | Repair sidewalks that are damaged or uneven to promote the safe passage of all users. | Long-Term | \$\$\$ |
| W13 |  | Several Locations | Expand sidewalk space on streets with narrow sidewalks and/or make other necessary improvements for ADA-compliant accessibility. | Long-Term | \$\$ |

Notes:

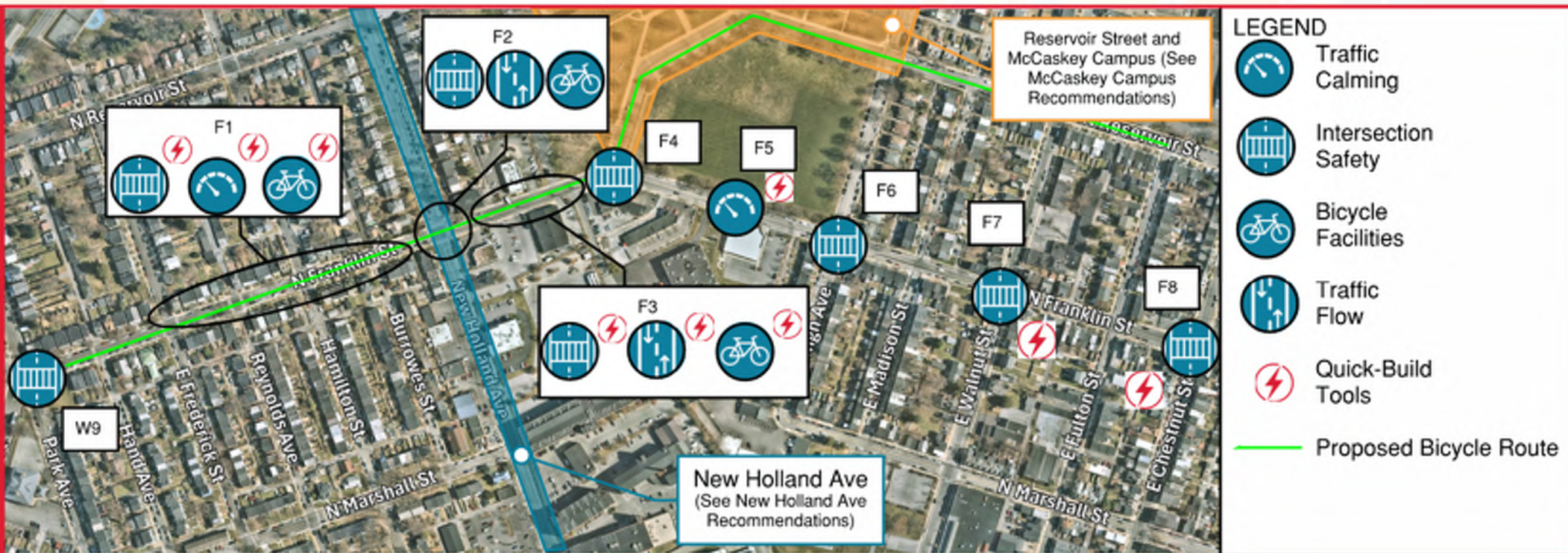
* Requires coordination with Two-Way Restoration Study, PennDOT Signal Permit, and/or PennDOT Highway Occupancy Permit.

** May require utility and/or drainage inlet modifications.




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




Franklin St Recommendations Map

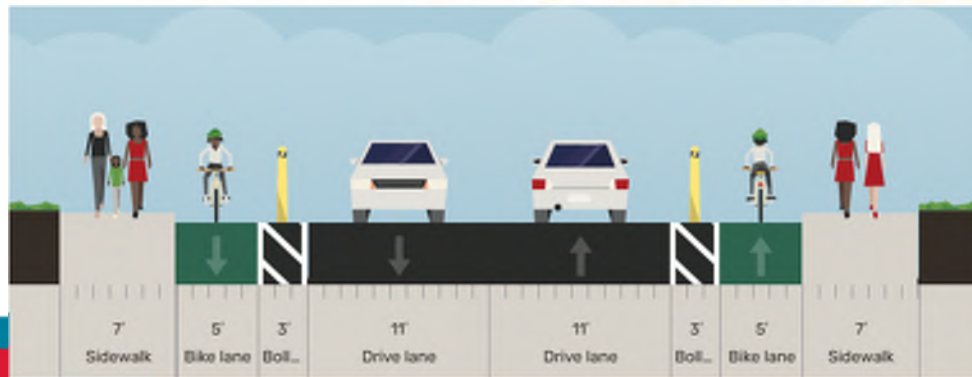


Franklin St Recommendations

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|---|--|------------|------|
| F1 |  | Franklin St from Frederick St to New Holland Avenue | <p>As part of the Franklin Street resurfacing project scheduled for 2028:</p> <p>Traffic Calming: consider vertical traffic calming features such as speed humps or quick-build medians in mid-block locations. Speed humps will help to promote lower vehicle speeds on Franklin St. Also, explore opportunities to make existing intersection daylighting permanent, which also may include opportunities for green infrastructure. **</p> <p>Intersection Safety: Evaluate warrants for an all-way stop at the Frederick St and Hamilton St intersections.</p> <p>Bicycle Facilities: Provide sharrows and signage between Hamilton and New Holland Avenue. If budget allows, extend sharrows between Park Avenue and Hamilton Street even though this extends beyond the resurfacing limits.</p> | Mid-Term | \$\$ |
| F2 |  | New Holland Ave and Franklin St | <p>As part of the Franklin Street resurfacing project scheduled for 2028:</p> <p>Intersection Safety: Update signal timings to include leading pedestrian intervals or a pedestrian-only phase, at least during school crossing hours. Extra emphasis should be placed on a safe crossing of New Holland Ave for pedestrians walking to/from the school campus on Franklin St. Investigate whether sufficient space exists to add curb extensions with separate curb ramps for each crossing direction, which also may include opportunities for green infrastructure. Coordinate with the New Holland Complete Street Study (NH1) for the final layout of the intersection. *, **</p> <p>Traffic Flow and Bicycle Facilities: Evaluate the need for dedicated left turn lanes on Franklin Street. If not needed this space can repurposed for bicycle facilities.</p> | Mid-Term* | \$ |

Franklin St Recommendations






| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|---|--|------------|------|
| F3 |    | Franklin St from New Holland Avenue to Reservoir Street | <p>As part of the Franklin Street resurfacing project scheduled for 2028:</p> <p>Traffic Flow and Bicycle Facilities: Evaluate the need for a continuous two way left turn lane between New Holland Avenue and Reservoir Street. If the lane can be removed evaluate options for on-street bike lanes (See Concept Typical Section).</p> <p>If the continuous two-way left turn lane can not be removed, evaluate long term funding options to widen the existing sidewalk on the northbound side of Franklin Street and provide a shared use path. **</p> <p>Intersection Safety ensure that McDonald's signage/landscaping is not blocking the sightlines of exiting drivers. There is an observed pattern of drivers who are exiting McDonald's stopping across the sidewalk while waiting to turn. Install compliant Detectable Warning Surface at each side of entrance and exit driveways. Coordinate with McDonald's to investigate whether narrowing of entrance and exit driveways is feasible.</p> | Mid-Term | \$ |





*Requires coordination with Two-Way Restoration Study, PennDOT Signal Permit, and/or PennDOT Highway Occupancy Permit.

** May require utility and/or drainage inlet modifications.

Franklin St Recommendations (Cont.)

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|--|---|---|------------|------|
| F4 |   | Franklin St and Reservoir St | <p>As part of the Franklin Street resurfacing project scheduled for 2028:</p> <p>Intersection Safety: As part of the Franklin Street Resurfacing project, investigate options for intersection reconfiguration for the purposes of reducing vehicle speeds and increasing safety for all users. Evaluate the need for a painted left-turn lane on southbound Franklin Street. Consider options such as bump-outs, pedestrian refuge islands providing two-stage pedestrian crossings, or stop signs on Franklin. Consider incorporating green infrastructure. **</p> <p>Bicycle Facilities: Provide a bicycle facility connection between the bicycle facility on Franklin Street (F3) and the bicycle facility on Reservoir Street (R2).</p> | Mid-Term | \$\$ |
| F5 |   | Franklin St from Reservoir St to Lehigh Ave | <p>Traffic Calming: As part of the Franklin Street Resurfacing project scheduled for 2028, Install traffic calming to reduce vehicle speeds.</p> | Mid-Term | \$ |
| F6 |  | Franklin St and Lehigh Avenue | <p>Intersection Safety: If funding is available as part of the Franklin Street Resurfacing project scheduled for 2028, explore opportunities to upgrade quick-build daylighting to permanent curb extensions. If funding is not available, replace existing quick-build intersection daylighting as part of the resurfacing project.**</p> | Mid-Term | \$\$ |


Franklin St Recommendations (Cont.)

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|-----------------------------|---|------------|------|
| F7 |  | Franklin St and Walnut St | Intersection Safety: As part of the Franklin Street resurfacing project scheduled for 2028, install intersection daylighting along north side of Walnut St to improve visibility of pedestrians and vehicles on that side of the road. Permanent safety enhancements should be evaluated as part of the two-way restoration study. * | Mid-Term | \$ |
| F8 |  | Franklin St and Chestnut St | Intersection Safety: As part of the Franklin Street Resurfacing project scheduled for 2028, install quick-build intersection daylighting to improve pedestrian and vehicle visibility. This intersection has a high crash rate. Permanent safety enhancements should be evaluated as part of the two-way restoration study. * | Mid-Term | \$ |

Notes:

* Requires coordination with Two-Way Restoration Study, PennDOT Signal Permit, and/or PennDOT Highway Occupancy Permit.



** May require utility and/or drainage inlet modifications.

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



New Holland Ave Recommendations Map





New Holland Ave Recommendations

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|--|--|------------|--------|
| NH1 |  | New Holland Ave from Plum St (southern leg) to Ross St | <p>New Holland Ave Complete Street Study: Study complete streets corridor options along New Holland Ave, with emphasis on the section from Plum St (northern leg) to Franklin St, which is part of the City of Lancaster High Injury Network and is also traveled by students heading to/from the McCaskey Campus. Two potential options that should be considered for the corridor include:</p> <p>Option 1) Lane narrowing and provide a northbound parking lane Option 2) Lane narrowing and provide a 2-way cycle track on NB side.</p> <p>At intersections, consider curb extensions, intersection daylighting, and/or any other appropriate improvements to maximize multimodal safety as described in below (NH2- NH6). Consider green infrastructure along the corridor.</p> | Mid-Term* | \$\$ |
| NH2 |  | New Holland Ave and Plum St (southern leg) | <p>Intersection Safety: As part of the New Holland Ave Complete Street Study (NH1), evaluate a new crosswalk from the northwest side of New Holland Ave to the east side of Plum St. This intersection was identified as an area of concern in the public engagement process. FHWA STEP Process recommends median refuge island and bump-outs. These will need to be designed to accommodate truck turns through the bend in the street. Consider placement of the crosswalk in an appropriate location to provide sufficient visibility of pedestrians crossing. Additionally, if bicycle facilities are provided, consider an RRFB.</p> <p>If bicycle facilities are recommended in the New Holland Ave Complete Street Study (NH1), provide an eastbound bicycle facility connection from Lemon Street and a westbound/southbound bicycle facility connection to Fulton St (Proposed Eastbound Connector Phase 2).**</p> | Long-Term* | \$\$\$ |

New Holland Ave Recommendations

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|--|---|------------|--------|
| NH3 |  | New Holland Ave and Plum St (northern leg) | <p>Intersection Safety: As part of the New Holland Ave Complete Street Study (NH1), evaluate signal timings to optimize leading pedestrian intervals or to include a pedestrian-only phase, at least during school crossing hours. Extra emphasis should be placed on a safe crossing of New Holland Ave for pedestrians walking to/from the school campus.</p> <p>Also, based on the chosen typical section of New Holland Avenue, provide intersection improvements such as curb extensions. Consider options for incorporating green infrastructure into curb extensions.</p> <p>Additionally, coordinate with the Lancaster Science Factory to explore methods that encourage visitors coming from the parking lot to their center to use the crosswalk instead of crossing mid-block. Methods could include wayfinding signs, decorative sidewalk, and/or decorative barriers.</p> <p>Lastly, if the preferred alternative for the New Holland Ave Complete Street Study (NH1) includes bicycle facilities, design the intersection to provide appropriate connectivity to the bicycle boulevard extension on Plum Street (W8).**</p> | Long-Term* | \$\$\$ |
| NH4 |  | New Holland Ave and Marshall St | <p>Install Intersection Traffic Calming and Evaluate an RRFB: As part of the New Holland Avenue Complete Street Study (NH1), an evaluative installation of a new crosswalk across New Holland Avenue. FHWA STEP Process recommends treatments such as bump-outs and median refuge islands. Consider installation of an RRFB.</p> | Long-Term* | \$\$\$ |

New Holland Ave Recommendations

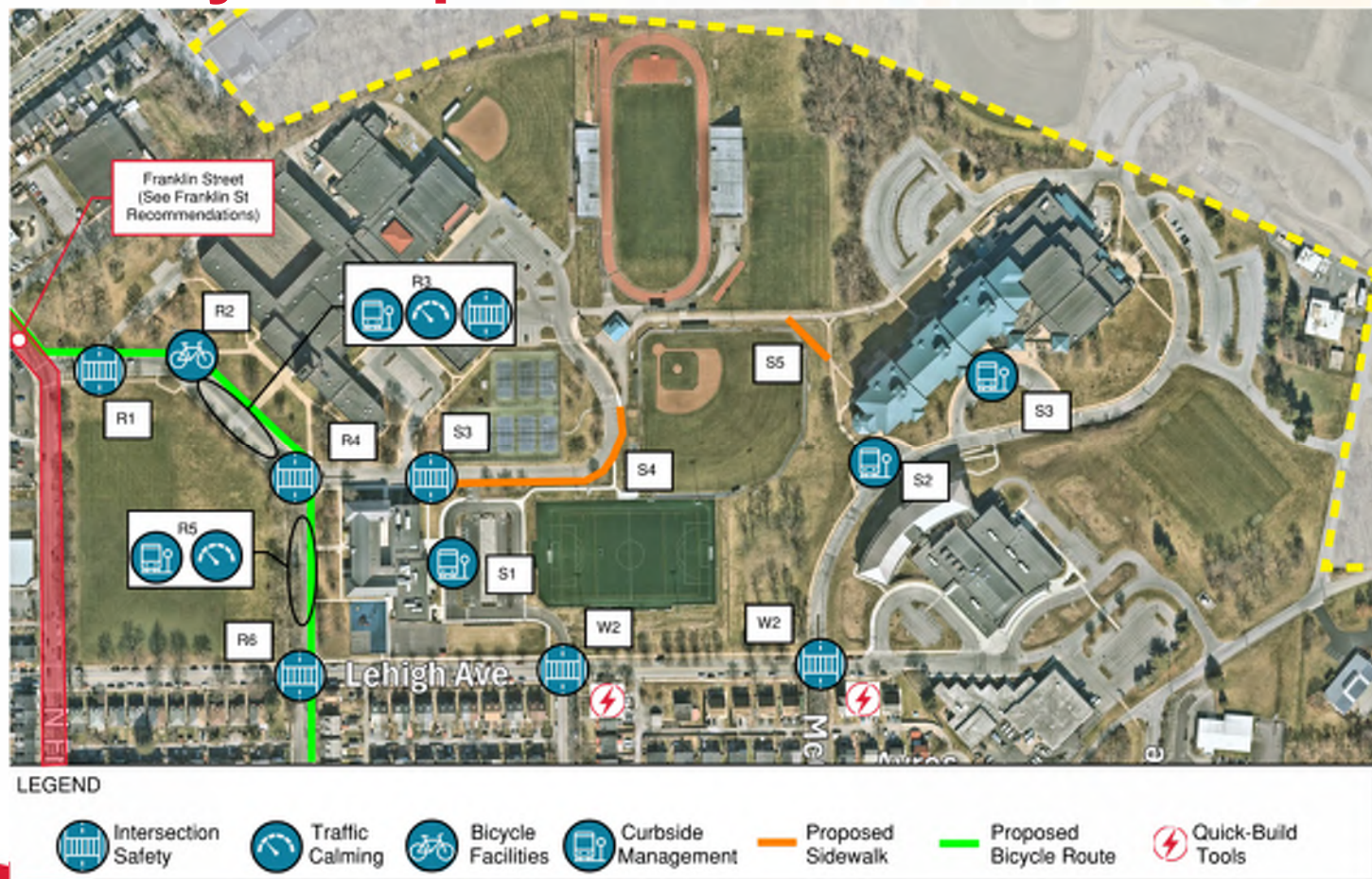
| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|--------------------------------------|---|------------|--------|
| NH5 |  | New Holland Ave and Reservoir Street | Intersection Safety: As part of the New Holland Ave Complete Street Study (NH1), evaluate two (2) new crosswalks across New Holland Ave. Follow the FHWA STEP process for determining appropriate safety countermeasures such as RRFBs, median refuge islands, and placement of the crosswalk in an appropriate location to provide sufficient visibility of pedestrians crossing. Investigate whether curb extensions can be added while still providing sufficient turning radius for trucks. ** | Long-Term* | \$\$\$ |
| NH6 |  | New Holland Ave and Ross St | Intersection Safety: As part of the New Holland Ave Complete Street Study (NH1), evaluate signal timings to include leading pedestrian intervals. Based on the final lane configuration of New Holland Ave, provide intersection bump-outs. Provide a crosswalk across the southern leg of the intersection. ** | Long-Term* | \$\$\$ |

Notes:




* Requires coordination with Two-Way Restoration Study, PennDOT Signal Permit, and/or PennDOT Highway Occupancy Permit.

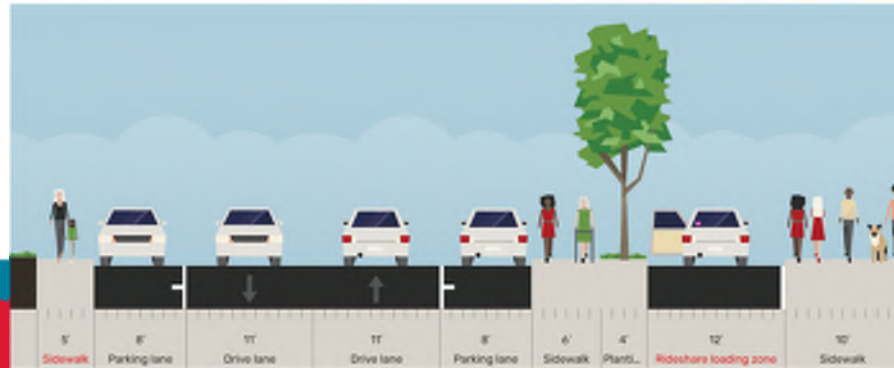
** May require utility and/or drainage inlet modifications.

McCaskey Campus Recommendations Map






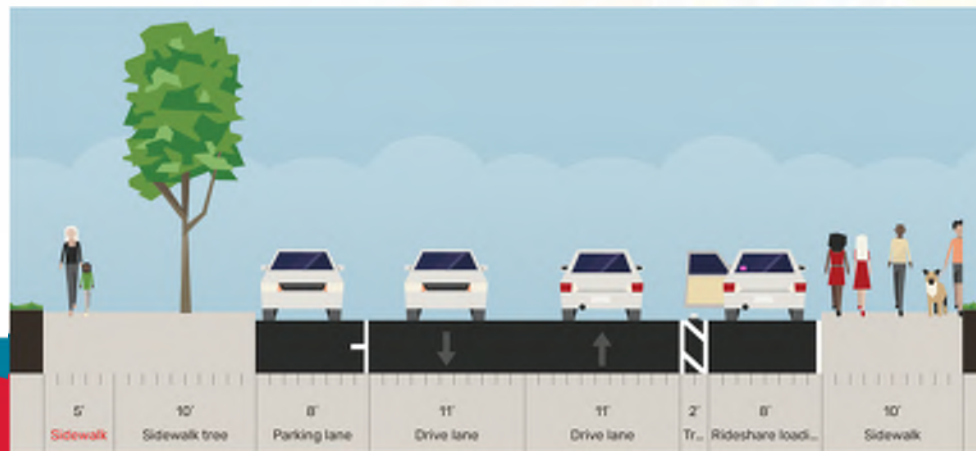
Reservoir Street Recommendations

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|---|---|------------|--------|
| R1 |  | Reservoir St and Administration Parking Lot | Intersection Safety: Redesign the driveway entrance to the SDoL employee parking lot just east of the Franklin Street intersection. Shift the driveway further east to provide a perpendicular intersection with Reservoir Street, which will slow turning vehicles and improve sight distance. | Mid-Term | \$\$\$ |
| R2 |  | Reservoir St from Franklin St to Lehigh Ave | Bicycle Facilities: Evaluate feasibility of designating existing sidewalk on the northbound side of Reservoir Street as a shared use path. This bicycle facility will connect to Franklin Street to the north, and Eastbound Connector Phase 2 to the south. | Mid-Term | \$ |
| R3 |  | Reservoir St at McCaskey Highschool | Curbside Management, Traffic Calming, and Intersection Safety: Redesign Reservoir Street in front of McCaskey High School to include narrower travel lanes, shorter pedestrian crossings with improved markings. Based on available funding, added curb ramps, and potentially additional traffic calming devices, including raised crosswalks and/or speed cushions. See conceptual Typical Section below, note that, a handrail or other treatment should be considered to encourage pedestrians to cross the loading zone at designated crosswalks. | Mid-Term | \$\$\$ |







Reservoir Street Recommendations (Cont.)

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|--|---|------------|--------|
| R4 |  | Reservoir St and Tornado Alley | Intersection Safety: With Reservoir Street reconfiguration (R3 and R5) look for opportunities to shorten pedestrian crossings. Provide 10' wide crosswalk and curb ramps on the west side of the intersection to accommodate shared use path (R2). Additionally, provide compliant curb ramps for pedestrian crossings on Reservoir Street. Consider opportunities for Green Infrastructure.** | Mid-Term | \$\$\$ |
| R5 |  | Reservoir St at Wickersham Elementary School | Curbside Management, Traffic Calming, and Intersection Safety: Redesign Reservoir Street in front of Wickersham Elementary School to include narrower travel lanes, including painted edge lines. Evaluate providing a designated northbound pick-up/drop-off lane, see concept typical section below. | Mid-Term | \$ |
| R6 |  | Reservoir Street and Lehigh Avenue | Intersection Safety: Look for opportunities to convert quick-build intersection daylighting installed under (W1) to permanent bump-outs. Consider opportunities for Green Infrastructure.** | Mid-Term | \$\$\$ |




** May require utility and/or drainage inlet modifications.

McCaskey Campus Recommendations

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|------------------------------|---|------------|------|
| S1 |  | Wickersham Elementary Loop | Curbside Management: Establish through signage or education that drop-offs in the left lane are not permitted. Consider choosing a new location for car drop-offs that would not interfere with bus traffic in the loop. | Short-Term | \$ |
| S2 |  | McCaskey East HS South Loops | Curbside Management: Change drop-off/pick-up loop from the smaller loop to the larger loop by the main entrance. Move the barrier location just east of the larger loop, instead of between the loops. Block off the smaller loop to prevent vehicle traffic. This setup allows more space for drop-off and pick-up, and it allows pedestrians to reach the main entrance of the building without having to cross traffic two times at the entrance the smaller loop. Coordinate all changes with the school district. | Short-Term | \$ |
| S3 |  | Tornado Alley | Intersection Safety: Consider installation of a raised crosswalk and/or curb extensions at the existing crosswalk on Tornado Alley. Parents/Guardians raised concerns with the speed in this area. | Mid-Term | \$\$ |
| S4 |  | East of McCaskey HS | Proposed Sidewalk: Complete the sidewalk connections around the east side of the McCaskey HS building along Tornado Alley. Install sidewalk along the observed desire path near the left field foul pole of the baseball field and the west end of the McCaskey East HS building. | Mid-Term | \$\$ |

McCaskey Campus Recommendations (Cont.)

| ID # | Legend Symbol | Location | Recommendation | Time Frame | Cost |
|------|---|--------------------------|--|------------|------|
| S5 |  | West of McCaskey East HS | Proposed Sidewalk: Install sidewalk along the observed desire path near the left field foul pole of the baseball field and the west end of the McCaskey East HS building. | Mid-Term | \$\$ |
| S6 | N/A | Campus-Wide | Pedestrian Route Improvements: evaluate existing curb ramps and install ADA-compliant curb ramps at all marked crosswalk locations. | Mid-Term | \$\$ |

*Requires coordination with Two-Way Restoration Study, PennDOT Signal Permit, and/or PennDOT Highway Occupancy Permit.

** May require utility and/or drainage inlet modifications.

Additional Recommendations

| ID # | Recommendation | Time Frame | Priority |
|------|---|------------|----------|
| A1 | Explore hiring additional crossing guards to be stationed at several locations: Lehigh and Reservoir, Lehigh and McCaskey, Franklin and New Holland, etc. | Short-Term | \$\$ |
| A2 | With the school and city working together, provide a continued education campaign for Vision Zero and Safe Routes to School. Materials should include the benefits of walking/biking to school. | Short-Term | \$\$ |
| A3 | Evaluate potential for transferring Reservoir Street between Lehigh Avenue and Franklin Street from the City of Lancaster to the School District of Lancaster. | Long-Term | \$ |

Prioritization (City)

To implement the recommendations of this study, the following project bundles are recommended. The time frame of implementation will be subject to available funding and regulatory approval.

| Order of Priority | Project Bundles | ID # |
|-------------------|--|--|
| 1 | McCaskey SRTS Quick-Build Improvements: Implement short-term safety improvement recommendations at eight (8) intersections along the frequently observed walking routes south of the McCaskey campus. These improvements can be implemented as a standalone project or part of a larger Vision Zero project, providing systemic improvements City-wide. | Walkshed: W1- W3 |
| 2 | Franklin Street Resurfacing: Implement the planned resurfacing project on Franklin Street and incorporate safety improvements recommended in this report. | Franklin Street: F1- F9 |
| 3 | Reservoir Street: Coordinate with the School District and evaluate potential options for safety improvements on Reservoir Street. Implement improvements as determined. | Reservoir Street: R1 |
| 4 | New Holland Avenue Complete Street Project: This project will include a study to determine a preferred alternative for implementing a complete street on Conestoga Street between Plum Street and Ross Street. Based on the study's findings, improvements will be designed and implemented. | New Holland Ave: NH1- NH6 |
| 5 | Eastbound Connector Phase 2: Implement recommendations of the Eastbound Connector Phase 2 Study, including improvements. | Eastbound Connector Phase 2 Study Walkshed: W1 &W10 |
| 6 | Other Improvements: Implement other recommendations from this report as funding becomes available. | Walkshed: W4- W9 Franklin Street: F10 |
| 7 | Two-Way Restoration: If the two-way restoration on Walnut Street, Chestnut Street, Orange St, and/or King Street is determined to be feasible, implement safety improvements for pedestrian and bicycle users at intersections with a focus on routes observed to be frequently used by students, including Franklin St, Reservoir St, Broad St, and McCaskey Avenue. If two-way restoration is determined not to be feasible, determine other means for improvements at High Injury Network (HIN) intersections along routes observed to be frequently used by students. | Two-way Restoration Study Walkshed: W11 |

Prioritization (School District)

To implement the recommendations of this study, the following project bundles are recommended. The time frame of implementation will be subject to available funding and regulatory approval.

| Order of Priority | Project Bundles | ID # |
|-------------------|---|--------------------------|
| 1 | Drop-off/Pick-up Reconfiguration: Evaluate and if feasible, implement operational changes. | McCaskey Campus: S1 & S2 |
| 2 | Pedestrian Route Improvements: Implement pedestrian route improvements identified within the school campus and intersection improvements on Tornado Alley. | McCaskey Campus: S3- S6 |