



# YEAR SIX UPDATE

Vision Zero Action Plan – City of Harrisburg

Third Edition (June 2025)



June 17, 2025

**Subject: Vision Zero Policy Update and Commitment to the Safe Streets and Roads for All (SS4A) Program**

Dear Harrisburg Community,

As Mayor of the City of Harrisburg, I am proud to announce the official adoption of Harrisburg's Vision Zero Action Plan Update, a comprehensive and equity-focused roadmap to eliminate traffic-related fatalities and serious injuries across our city. This updated plan represents a major step forward in our commitment to creating safer, more livable streets for all residents and visitors. I am proud to reaffirm our city's commitment to eliminating roadway fatalities and serious injuries by 2030 and ensuring our transportation systems serve everyone—regardless of age, ability, income, or mode of travel.

This adoption also serves as our formal commitment to align with the goals and implementation requirements of the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program. By doing so, we are reinforcing our dedication to data-driven, community-informed, and results-oriented action to address traffic violence in Harrisburg.

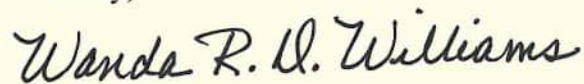
The Action Plan Update was informed by local crash data, community input, and proven best practices and outlines targeted, high-impact strategies to address these issues, including:

- **Redesigning high-injury corridors** with safer crossings, protected bike lanes, and traffic-calming infrastructure;
- **Implementing speed management policies**, including enforcement and reengineering of wide, dangerous arterials;
- **Expanding safe routes to schools and transit** through sidewalk and accessibility improvements;
- **Prioritizing investments in underserved communities** that have long been impacted by systemic underinvestment;
- **Strengthening government and community partnerships** to ensure coordinated, accountable implementation.

Vision Zero is more than a goal—it is a principle that traffic deaths and serious injuries are preventable and unacceptable. We are committed to transparent progress reporting and to evolving the plan based on emerging data and continued public engagement. This Update Vision Zero Action Plan will guide our efforts to make Harrisburg a city where no life is lost on our streets—and where safety, equity, and mobility are shared values.

We thank our community members, city staff, transportation professionals, and partners who helped shape this plan. Together, we will turn this vision into reality.

Sincerely,

A handwritten signature in black ink that reads "Wanda R. D. Williams". The signature is written in a cursive, flowing style.

Wanda R.D. Williams  
Mayor, City of Harrisburg

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

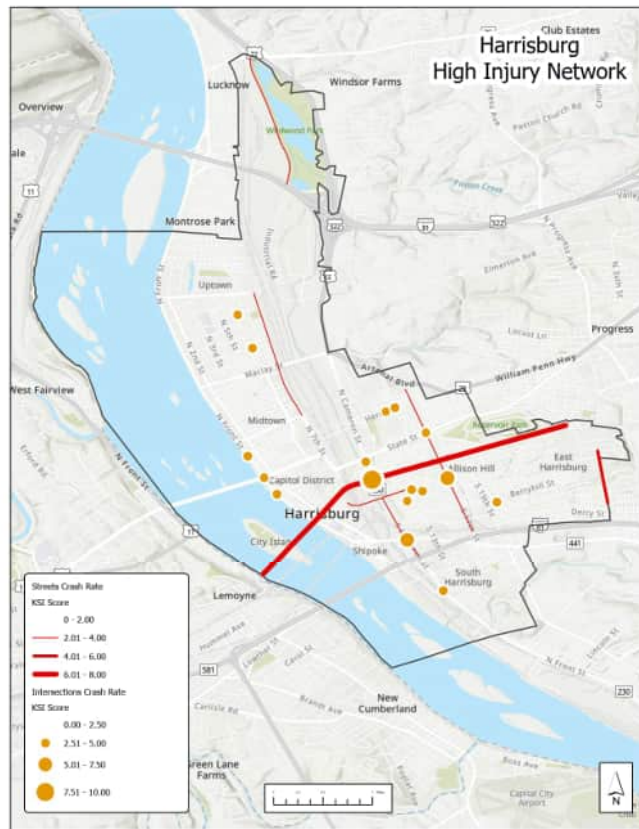
## TABLE OF CONTENTS

MAYOR'S COMMITMENT & CALL TO ACTION	i
INTRODUCTION	2
COMPLETED PROJECTS	5
2025 ACTION ITEMS	11
COMPLETED PUBLIC OUTREACH	17
UPDATE ON THE HIGH INJURY NETWORK	20
APPENDIX – PUBLIC ENGAGEMENT	

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

Vision Zero represents the City of Harrisburg's comprehensive approach to eliminating traffic fatalities and serious injuries on City streets. The City has made steady progress in improving safety on its streets since the launch of the Vision Zero program. This updated Action Plan documents the success of the program since 2019 and recommends a strategy to obtain zero fatalities or serious injuries by the year 2030.

## EVALUATION TOOLS



High Injury Network: The foundation for the data-driven program.

The updated HIN represents a collection of crash datasets within Harrisburg's city limits. This dataset was developed from five years of PennDOT crash data (2019-2023) and excludes Interstate 81 and 83. The City reviewed all crashes within its limits and assigned a higher score to deaths and serious injuries of the vulnerable road users (walkers, bikers and motorcyclists).

The data set reveals the following information:

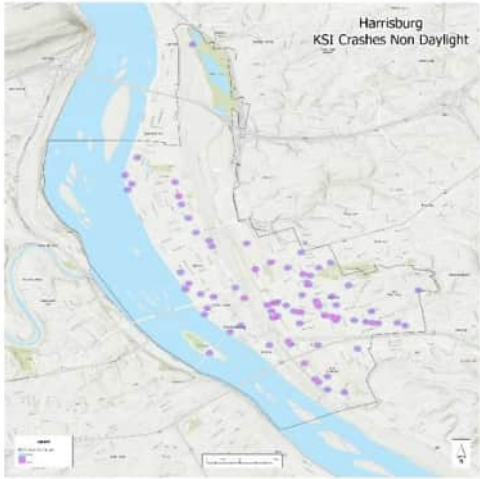
1. 37% of all crashes occurred at night but accounted for 52% of all fatalities and serious injuries.
2. 54% of all fatalities and serious injuries involved aggressive driving.
3. 21% of all fatalities and serious injuries were alcohol related.

On the HIN map, the red lines represent the streets with high numbers of pedestrian,

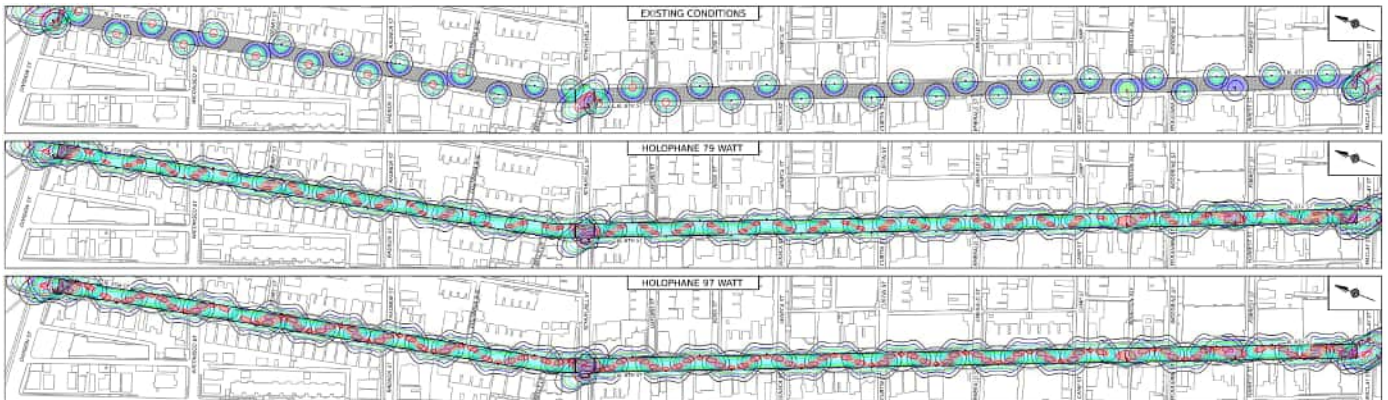
bicyclist and motorcycle fatalities and severe injuries. The circles represent the intersections with high crash rates involving those same vulnerable road users. The map will be used by the City to prioritize improvements in the city to reduce traffic deaths and serious injuries to zero by the year 2030.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

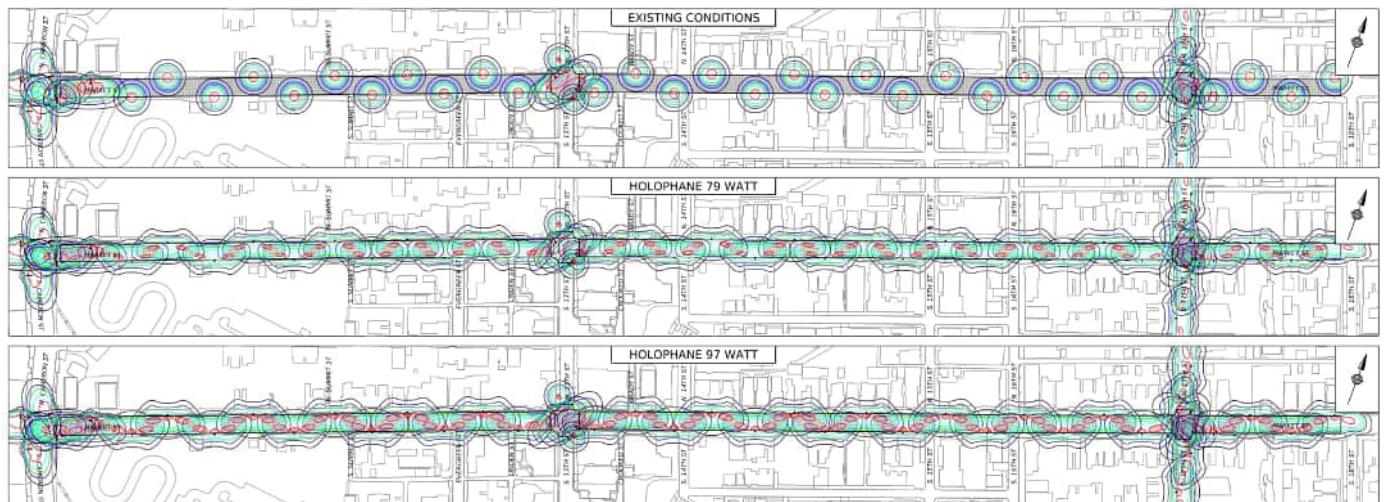
Based upon the high percentage (52%) of fatalities and serious injuries that occurred at night during the study period, a second data set map was prepared to show where the nighttime fatalities and serious injury crashes occurred.



This map revealed that most of the nighttime crashes occurred on streets such as Derry Street, South 17<sup>th</sup> Street, Market Street and North 6<sup>th</sup> Street between Division St. and Maclay Street, where the City of Harrisburg replaced cobrahead style streetlights with decorative acorn post-top lights in 2000. A photometric analysis of South 17<sup>th</sup> Street, Market Street and North 6<sup>th</sup> Street confirmed that average luminance values are poor and do not meet the design criteria. Replacing these lights is a high priority for the City.



North 6<sup>th</sup> Street Lighting Photometric Plan



Market Street Lighting Photometric Plan

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## VISION ZERO PROJECTS

For the past six years, the City has focused its engineering resources on developing capital improvements within the HIN. These projects, based on Vision Zero, emphasize infrastructure improvements for the most vulnerable of road users.

## COMPLETED PROJECTS

### 2019 ACTION ITEM 2.2: SECOND STREET MULTIMODAL



**Project Description:** The Second Street Multimodal Project, substantially completed in November 2022, addressed two miles (or nearly a third) of the 2019 HIN . Various safety improvements were refined based upon extensive community engagement and were integrated into the project including converting from one-way to two-way operations, removal of traffic signals at and replacing them with three mini-roundabouts and one two-way stop controlled raised intersection, median islands raised crosswalks speed cushions, traffic signal modifications and roadway lighting improvements.

**Project Outcome:** A post construction speed study confirmed a consistent drop of five miles per hour along the corridor with no vehicles observed exceeding 5 mph over the posted speed limit. There have been no fatalities along the corridor within the project limits since completion. The corridor is no longer on the HIN.



# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## NORTH SIXTH STREET ROAD DIET

**Project Description:** This project converted North Sixth Street from Boas Street to Reilly Street from 4-lanes to 3-lanes, added bicycle lanes and on street parking and a two-way left turn lane to improve multimodal efficiency and reduce conflict points.

**Project Outcome:** There have been no serious injuries or fatalities along the corridor within the project limits since completion. The roadway segment is no longer on the HIN.



## 2019 ACTION ITEM 2.6: NORTH SEVENTH STREET MULTIMODAL



**Project Description:** This project transformed North Seventh Street from Herr Street to Reilly Street including a two-way cycle track, a multilane roundabout at the intersection of North Seventh and Reilly Streets, two mid-block crossings with staggered raised crosswalks, lighting upgrades, upgrades to transit facilities including a floating bus stop and a dedicated transit boarding lane.

**Project Outcome:** There have been no serious injuries or fatalities along the corridor within the project limits since completion.

## 2019 ACTION ITEMS 2.5 AND 2.7: DERRY-MULBERRY STREET

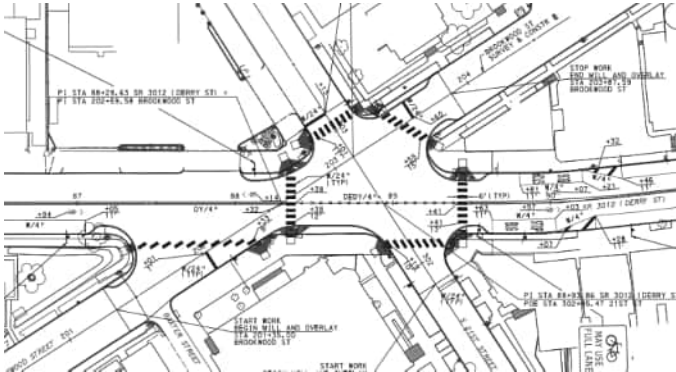
**Project Description:** This project realigned the intersection of Derry Street and Mulberry Street with a mini roundabout.

**Project Outcome:** There have been no serious injuries or fatalities at the intersection since the project was completed. The intersection is no longer on the HIN.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## 2019 ACTION ITEMS 2.7 AND 2.11: DERRY STREET

**Project Description:** The Derry Street Safety Improvement Project led by PennDOT consists of paving, signing, ADA ramp upgrades, and curb extensions at the intersection of Derry Street, Brookwood Street and South 21<sup>st</sup> Street.



The modest safety improvements incorporated into the project were done in conjunction with routine paving of the corridor in accordance with 2019 Action Item 2.11.

**Project Status:** Construction began in November 2023 and was completed in December 2024.

## PROJECTS IN CONSTRUCTION

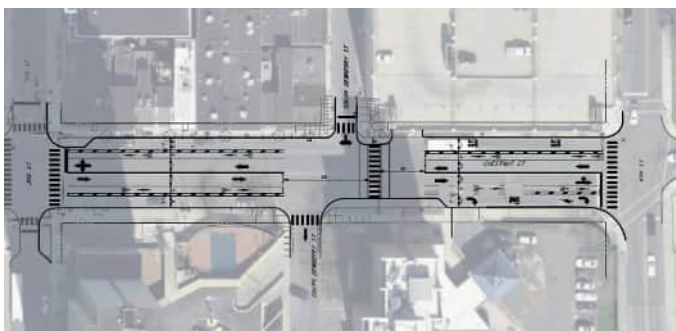
## 2019 ACTION ITEM 2.9: FRONT-FORSTER STREET



**Project Description:** The Capitol Gateway Project led by the City is a safety project focused on the most crash prone intersection in the city limits - Front Street and Forster Street. It includes paving, signing, ADA ramps upgrades, removal of slip lane at Front Street and Forster Street, a landscaped median and curb extensions.

**Project Status:** Construction began in July 2024 with completion set for Summer 2025.

## CHESTNUT STREET



**Project Description:** The project includes improvements along Chestnut Street from Third Street to Fourth Street, including bike lanes, a raised crosswalk at South Dewberry Street, bus boarding area and sidewalk and ramp improvement.

**Project Status:** Project construction is funded by a Commonwealth Financing Authority Multimodal Grant. Design is completed and

construction is scheduled for summer 2025.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## PROJECTS IN DESIGN

### WALNUT STREET – MULTIMODAL

**Project Description:** The project improves the multimodal facilities on Walnut Street from Front Street to Fourth Street including an eastbound contra-flow bike lane, sharrow markings for westbound bicyclists, a raised intersection at Walnut Street and Second Street, a raised crosswalk at Court Street, ADA ramp and sidewalk improvements.

**Project Status:** The City has secured \$1,000,000 in federal funds for construction and is in contract negotiation for professional design services to assist with project design, permitting and delivery.

### HERR STREET – PEDESTRIAN IMPROVEMENT PROJECT

**Project Description:** The project involves enhancing pedestrian facilities with high visibility crosswalks, ADA ramps and curb extensions at N. 15<sup>th</sup> Street to improve pedestrian sight distance and reduce pedestrian crossing distances. A missing segment of the sidewalk will be installed along Herr Street near Arsenal Boulevard and transit facilities will be enhanced by providing consolidated ADA compliant stops and shelters.

**Project Status:** The City was awarded \$925,000 in federal transportation funds for construction. Preliminary Engineering kicked off February 2025 and the project is scheduled for construction March 2027.

### 2019 ACTION ITEM 2.3: DOWNTOWN TRAFFIC SIGNAL RETIMING

**Project Description:** The signalized intersections in the core downtown area operate on time-of-day coordination plans that have been modified over the years. The variety in how these closely situated traffic signals currently function cause confusion among both pedestrians and drivers, leading to conflicts. Poorly timed traffic signals can cause aggressive driving. Well timed and coordinated traffic signals can improve traffic flow and reduce redlight running and are useful for managing speeds. This project aims to retime the network using strategies that improve safety and service for pedestrians, bicyclists, and transit while still meeting the needs of motorized road users. The project will implement low-cost proven safety countermeasures such as leading pedestrian intervals, yellow change intervals, and traffic signal timing to manage vehicle speeds.

**Project Status:** The City was awarded a \$955,184 federal Safe Streets for All (SS4A) grant to complete the project. A design team was selected in spring of 2025 and the design efforts are scheduled to kick off in Summer 2025.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## PROJECTS IN PLANNING

### DIVISION STREET

**Project Description:** Four concepts were developed to improve safety along Division Street between North Second Street and North Seventh Street. North Seventh is on the current HIN. The project proposes to replace the existing stop-controlled intersection at the intersection with a mini roundabout and add traffic calming features along the Division Street corridor.

**Project Status:** Public visioning and outreach took place in spring 2025. The City is currently seeking funding opportunities.

### SEVENTEENTH STREET MULTIMODAL

**Project Description:** A safety study of the 17th Street corridor between Walnut Street (northern limit) and Brookwood Street (southern limit) was completed in December 2024 and contains short-, mid- and long-term recommendations to improve safety along the corridor.

**Project Status:** The City is currently seeking funding opportunities to advance the report recommendations.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## 2025 ACTION ITEMS

### Prioritize Street Safety Projects Along High Injury Network

Capital Projects			
Action Item	Description	Lead Agency	Vision Zero Year
1.1	Implement 7 <sup>th</sup> Street Traffic Calming Strategies Between Maclay Street and Reily Street	Engineering Department	1-3 years
1.2	Complete the Herr Street Pedestrian Improvement Project (funded)	Engineering Department and PennDOT	2-4 years
1.3	Implement Short-Term Recommendations of the 17 <sup>th</sup> Street Safety Study	Engineering Department	< 2 years
1.4	Study the Market Street Corridor and Implement Recommendations of the Study	Engineering Department	1-5 years
1.5	Complete the Walnut Street Multimodal Project (funded)	Engineering Department and PennDOT	< 2 years
1.6	Implement Mid-Term Recommendations of the 17 <sup>th</sup> Street Safety Study	Engineering Department	2-5 years
1.7	Complete the Downtown Traffic Signal Retiming Project (funded)	Engineering Department	3 years
1.8	Complete the Allison Hill Traffic Signal Upgrades for Vulnerable Road Users Project	Engineering Department	3 years
1.9	Implement the Preferred Concept for the Division Street Corridor Multimodal Project	Engineering Department	3-5 years
1.1	Implement the Recommendations of the Harrisburg Downtown Circulation Study (Market Street Two-Way)	Engineering Department	5+ years
1.11	Implement Long-Term Recommendations of the 17 <sup>th</sup> Street Safety Study	Engineering Department	5+ years
1.12	Implement State Street Road Diet	Engineering Department and PennDOT	After I-83 Expansion Project
1.13	Continue to Relocate and Improve Existing Bus Stops Based Upon the Harrisburg Bus Stop Optimization Study	Engineering Department and Rabbit Transit	1-5 years
1.14	Evaluate and Implement Bikeway Connections Between Paxton Street and the Capital Area Greenbelt	Engineering Department and PennDOT	1-5 years
1.15	Evaluate and Implement Multimodal Improvements on North Sixth Street between Wiconisco Street and Verbeke Street	Engineering Department	2-5 years
1.16	Construct Multimodal Safety Improvements as Part of State Road Projects thru the PennDOT Connects	Engineering Department and PennDOT	Ongoing

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

1.17	Continue to Advance the Paxton Creek De-Channelization Project to Provide a Necessary North-South Shared Use Path Through the City	Engineering Department and Harrisburg Redevelopment Authority	5+ years
1.18	Evaluate and Implement Multimodal Improvements on Second Street between Market Street and Forster Street	Engineering Department	5+ years
1.19	Evaluate and Implement Multimodal Improvements on Forster Street between Second Street and Seventh Street	Engineering Department and PennDOT	5+ years

## ACTION ITEM PROJECT DETAILS

### 1.1 - Seventh Street Traffic Calming Strategies:

**Corridor:** Seventh Street between Division Street and Maclay Street is a two-lane roadway with sidewalks on both sides for the northern portion and a sidewalk on only the western side for the southern portion. Seventh Street between Maclay Street and Reily Street is a four-lane roadway with sidewalks on both sides. There are no bicycle amenities along this segment of the corridor. However, there is a two-way cycle track on Seventh Street south of Reily Street, and the Maclay Street Bridge Replacement Project led by PennDOT will add bike lanes on Maclay Street at Seventh Street.

**Safety Data:** Seventh Street between Division Street and Reily Street is part of the high injury network. A pedestrian fatality occurred in February 2019 at the intersection of Seventh Street and Muench Street and there have been several serious injury crashes along the corridor. Additionally, the City has received frequent complaints of motorists reaching high speeds approaching the Reily Street roundabout. Speed and volume data collected for a 7-day period starting on August 1, 2024, revealed that on an average weekday vehicles were exceeding the posted speed limit by approximately 17 MPH. The data also revealed that less than 2,100 vehicles per day travel the corridor on an average weekday.

**Project:** Given the low average daily traffic volumes, the high speeds, the poor safety performance of the corridor and the lack of bicycle amenities, the four-lane segment should undergo a road diet. A road diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A road diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL). A 4-lane to 3-lane road diet has been proven to reduce total crashes 19-47%. For this location, given the lack of driveways and connecting roads on the eastern side of the corridor and the railroad tracks, the southbound Seventh Street travel lane between Maclay Street and Reily Street could be reduced to a single travel lane with either an extension of the existing two-way cycle track or bike lanes. In addition to the road diet, other recommendations for the corridor include installing rectangular rapid flashing beacons (RRFB's) at the roundabout approaches per the latest design guidance, raised crosswalks or speed cushions.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## 1.2 - Herr Street Pedestrian Improvement Project:

**Corridor:** The project limits are Herr Street between 12<sup>th</sup> Street and Arsenal Boulevard. This segment is a three-lane roadway between 12<sup>th</sup> Street and 15<sup>th</sup> Street and a two-lane roadway with sidewalks. There is a sidewalk gap of approximately 130 feet on the southern side at the western limits heading into Susquehanna Township. There is parking on the southern side (eastbound direction) between 15<sup>th</sup> Street and Arsenal Boulevard. There are no existing bicycle amenities along the corridor.

**Safety Data:** Herr Street is not part of the high injury network. However, a pedestrian fatality occurred in June 2021 at the intersection of 15<sup>th</sup> Street and Herr Street and there have been several serious injuries along the corridor. There was also a pedestrian fatality at the intersection of 14<sup>th</sup> Street and Herr Street in October 2020. A roadway safety audit completed in 2022 revealed opportunities to improve safety for both motorists and non-motorists.

**Project:** The City of Harrisburg was awarded \$925,000 in federal funds to implement pedestrian safety improvements to the corridor. The project involves enhancing pedestrian facilities with high visibility crosswalks, ADA ramps and curb extensions at 15<sup>th</sup> Street to improve sight distance and reduce pedestrian crossing distances. A missing segment of sidewalk will be installed along SR Herr Street near SR 0022 (Arsenal Boulevard) and transit facilities will be enhanced by providing consolidated ADA complaint stops with shelters. On-street parking will be maintained. A bicycle climbing lane between 0230 (Cameron Street) and 15<sup>th</sup> Street to replace the eastbound vehicle climbing lane will be evaluated and considered.

## 1.3, 1.6, 1.11 - 17<sup>th</sup> Street Safety Study Recommendations:

**Corridor:** 17<sup>th</sup> Street between Walnut Street and Brookwood Street is a two-lane roadway with sidewalks on both sides. There are numerous bus stops along the corridor.

**Safety Data:** 17<sup>th</sup> Street is part of the high injury network. Four crash fatalities occurred along the corridor during the 2019 to 2023 period.

**Project:** The purpose of the study was to evaluate the existing conditions along the corridor through field observations and data analysis, and to use the findings to develop recommendations to improve safety with an emphasis on vulnerable roadway users. Included in the evaluations of the existing conditions were crash history analyses, speed studies, lighting analysis, signing and pavement markings analyses, traffic control device inventories, and geometric evaluations. The resulting recommendations are proposed to occur in time-based categories: short-term (less than 2 years), mid-term(2 to 5 years), and long term (over 5 years). The short-term recommendations include the following corridor-wide improvements: pedestrian access along sidewalks, refreshing pavement markings, and removing sign clutter. Mid-Term recommendations include corridor-wide bus stop and street lighting re-designs and improvements, adding leading pedestrian intervals (LPI) to signalized intersections, and evaluating a warrant for removing the traffic signal at the intersection of 17<sup>th</sup> Street and Walnut Street. Long-term recommendations include corridor-wide base repair and roadway resurfacing, sidewalk and curb repair or replacement, and ADA compliant pedestrian curb

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

ramps at all intersections, with ADA compliant pedestrian push buttons and signs at signalized intersections.

## 1.4 - Market Street Corridor:

**Corridor:** The study area for this project is Market Street between North 5<sup>th</sup> Street and Cameron Street. Market Street is a two-way four-lane roadway that travels east-west across the city.

**Safety Data:** Market Street is a major part of the high injury network. There were four reported crashes involving pedestrians and bicycles between 2018 and 2022, two of which resulted in pedestrian fatalities.

**Project:** Market Street is one of the streets needing the most improvements for vulnerable roadway users based on the high injury network analysis and the public's feedback. The



purpose of this study is to evaluate the existing conditions and use the findings to develop recommendations to improve safety with an emphasis on vulnerable roadway users. The following are the areas to be evaluated: traffic signals, signing, pavement markings, multimodal facilities, crash analysis, lighting analysis, and a speed study. A road diet is proposed to allow safer travel along the corridor for vulnerable roadway users via the installation of buffered bike lanes or a shared use path. The proposed road diet includes a roundabout at the intersection of Market Street and South 21<sup>st</sup> Street.

Roundabout Concept at Market Street and S. 21<sup>st</sup> Street

## 1.5 - Walnut Street Multimodal Improvements Project:

**Corridor:** Walnut Street between Front Street and 4<sup>th</sup> Street is a two-lane westbound road with parking on the north side of the travel way.

**Safety Data:** Walnut Street is not part of the updated high injury network, though it is adjacent to Market Street, the corridor with the most severe KSI scores.

**Project:** the City of Harrisburg was awarded \$1,000,000 for the East-West Connection – Walnut Street Multimodal Improvements Project. The Walnut Street segment's proposed improvements include an eastbound contra-flow bike lane, a raised intersection at the intersection of Second Street with a new traffic signal, and a relocated bus stop.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## 1.7 – Downtown Signal Retiming Project:

Corridor: The core downtown area consists of the signalized intersections south of Forster Street and west of Cameron Street.

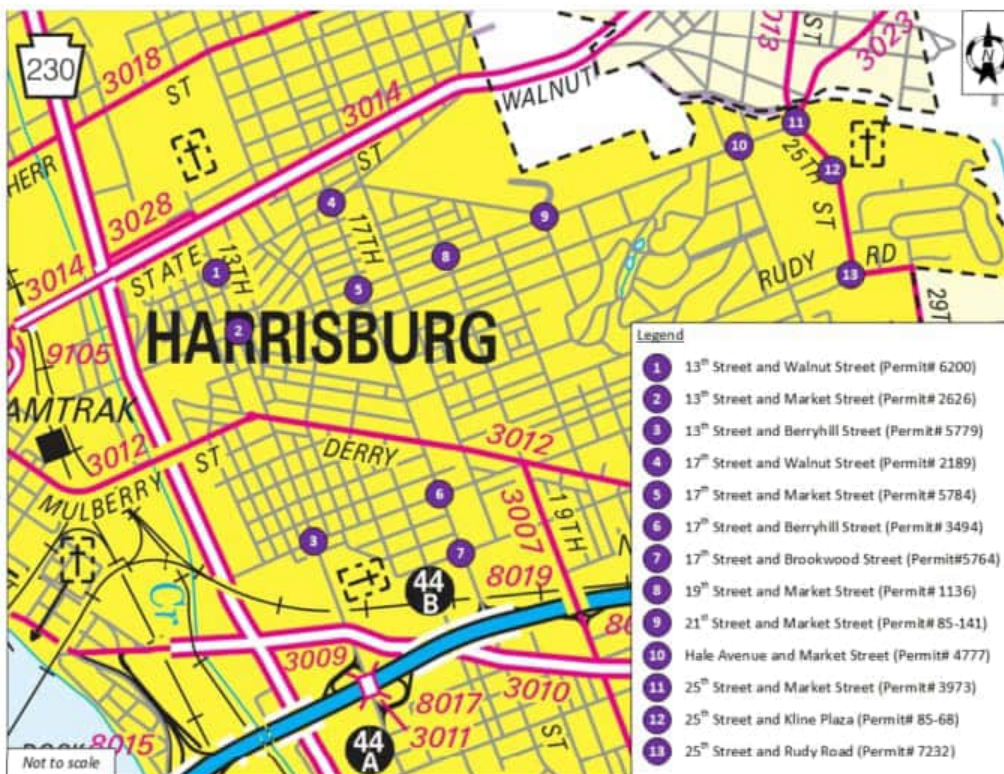
Safety Data: Market Street is a major part of the high injury network.

Project: The objectives of this project are to install Leading Pedestrian Intervals (LPI's) at 25 signalized intersections, incorporate pre-emption for emergency vehicles and transit priority for all new signals and signal rebuilds, and retime traffic signals.

## 1.8 - Allison Hill Traffic Signal Upgrades for Vulnerable Road Users:

Corridor: The corridors include Market Street east of Cameron Street, 13<sup>th</sup> Street, 17<sup>th</sup> Street, 19<sup>th</sup> Street, 21<sup>st</sup> Street, and 25<sup>th</sup> Street.

Safety Data: Market Street and 17<sup>th</sup> Street are a part of the high injury network.



Project: The installation of Leading Pedestrian Intervals (LPI's), to allow vulnerable roadway users to use crosswalks for a period prior to vehicles traveling in the corresponding direction to receive the green light, at signalized intersections is a focus of this project. Updating the pedestrian clearance values in the study areas to a consistent 3.5 feet per second will also improve existing safety issues.

Allison Hill VRU Project Map

## 1.9 - Division Street Corridor Multimodal Project:

Corridor: Division Street is a bi-directional roadway with a wide cartway that encourages high vehicle speeds through a residential neighborhood along a park and nearby school.

Safety Data: Division Street is not part of the high injury network, but the corridor is the subject of numerous public complaints, is to be resurfaced and roadway improvements are

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

necessary to stimulate economic development. Between 2019 and 2023, Division Street experienced a notable number of traffic incidents and multiple injury collisions. A two-vehicle crash occurred at the intersection of North Sixth Street and Division Street in April 2025, highlighting the ongoing safety issues in the area. These incidents underscore the urgent need for comprehensive safety improvements along the corridor. This project aims to alleviate the pressures vulnerable users face by implementing and installing traffic calming measures.

Project: The Project Objectives are to:

- **Enhance Safety and Accessibility:** Implement traffic-calming measures, pedestrian crossings, and ADA-compliant sidewalks to reduce vehicle speeds and improve safety for all users.
- **Promote Multimodal Transportation:** Improve the corridor's accessibility and safety for all users—especially pedestrians and transit riders—through enhanced crosswalks, traffic-calming features, and ADA-compliant transit stop upgrades. While bicycle-specific infrastructure may or may not be included in the selected concept, the project will still create a safer, more inclusive environment for non-vehicular travel and support equitable mobility options.
- **Stimulate Economic Development:** Revitalize underutilized properties along Division Street, such as the William Penn High School that has been abandoned for over a decade, to encourage residential and commercial growth.

On May 8, 2025, Harrisburg unveiled four design concepts at a public workshop seeking public input to shape the project's direction. Residents and stakeholders are encouraged to participate in the ongoing discussions to ensure the project meets the community's needs and aspirations.

## 1.10 - Harrisburg Downtown Circulation Study (Market Street Two-Way):

**Corridor:** A Market Street two-way network analysis was completed to assess the impact of converting Market Street between Second Street and Fifth Street to two-way traffic.

**Safety Data:** Market Street is a major part of the high injury network and the project will have a significant impact on vulnerable roadway user safety if implemented.

**Project:** Tri-County Regional Planning Commission (TCRPC) initiated the Harrisburg Downtown Circulation Study on behalf of the Harrisburg Area Transportation Study (HATS) to review vehicular and multimodal operations along Market Street between the Lemoyne Bottleneck on the West Shore and Cameron Street in downtown Harrisburg. Maintaining or improving transit system efficiency with the pending move of the transit system's transfer center is a key component of the project.

## 1.12 - State Street Road Diet:

**Corridor:** State Street is a four-lane roadway with parking on both sides. Historically, vehicles have been seen travelling much faster than the posted speed limit of 35 miles per hour.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

**Safety Data:** State Street is a part of the high injury network at the intersection of State Street and South 17<sup>th</sup> Street.

**Project:** The wide footprint of State Street has led to vehicular traffic traveling at speeds that create safety issues for pedestrians and bicyclists. This project aims to alleviate the pressures vulnerable users face by implementing and installing traffic calming measures with a road diet. The proposed cross section changes would create a narrower travel way for vehicles that would effectively slow down vehicles by manipulating driver perception and behavior. A bike lane will be installed with a buffer to separate it from vehicular traffic to further provide amenities for vulnerable roadway users. Implementation of the project can occur after the I-83 widening is completed.

## 1.13 - Harrisburg Bus Stop Optimization Study:

**Corridor:** Six corridors were analyzed to determine whether moving bus stops along the corridors would improve traffic flow and safety along the following roadway segments: 1.6 miles along Derry Street, 1.4 miles along Herr Street, 2.1 miles along Market Street, 2.5 miles along 3<sup>rd</sup> Street, 1.8 miles along North 6<sup>th</sup> Street, and .3 miles along North 7<sup>th</sup> Street.

**Safety Data:** Many of the selected corridors are part of high injury network.

**Project:** The City of Harrisburg and its partners evaluated 198 bus stops along six main corridors based on location, operations, use, and equity. The study identified three levels for stop amenities and guidelines for standardization of bus shelter designs. It was found that, generally, bus stops in the study corridors lack industry-standard elements and practices. The outcome of the project is to increase the distance between stops and make the following fundamental recommendations: remove obsolete bus stop signs, install modern signs at recommended bus stops, implement far-side bus stops, modify the bus stop database, and reduce the total number of bus stops (from 191 to 124).

## 1.14 - Bikeway Connections Between Paxton Street and the Capital Area Greenbelt:

**Corridor:** Paxton Street is a critical east-west corridor and is currently four lanes wide.

**Safety Data:** A part of the study corridor near South Cameron Street, is located within the high injury network.

**Project:** As part of the I-83 widening, Paxton Street will be realigned and reduced to three lanes with bike lanes. The road diet on Paxton Street will include traditional, non-buffered bike lanes from 13th Street to the eastern city limits. A long-term goal for the City is to extend the Paxton Street bike lanes from 13th Street into downtown Harrisburg, to Paxton Creek shared use path, Second Street or Front Street, and to add adequate bicycle facilities to connect these bike lanes to the Capital Area Greenbelt and build out the bicycle network.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## 1.15 - Multimodal Improvements on North Sixth Street

Corridor: North Sixth Street between Wiconisco Street and Verbeke Street is adjacent to schools, state and federal offices and residential areas.

Safety Data: The study area is not part of the high injury network; however, in May 2025 the Mayor declared a site emergency in response to persistent speeding and hazardous driving behaviors.

Project: The corridor lacks adequate pedestrian and bicycle infrastructure and poses significant safety challenges due to high vehicle speeds, limited pedestrian crossings, poor pavement conditions, poor lighting and outdated roadway design.

## 1.16 - Multimodal Safety Improvements as Part of State Road Projects thru the PennDOT Connects Program

Corridor: Various State Routes.

Safety Data: The State Routes owned and maintained by PennDOT tend to carry the most vehicle traffic with the highest posted speed limits and, as a result, are where fatalities and serious injuries often occur.

Project: The City will continue to coordinate with PennDOT through the Connects Program to initiate safety improvements during various routine paving and other PennDOT led transportation projects within the City limits.

## 1.17 - Paxton Creek De-Channelization Project:

Corridor: The study area follows Paxton Creek from Herr Street to beyond Mulberry Street.

Safety Data: The Cameron Street corridor, which runs parallel to Paxton Creek, is part of the high injury network.

Project: Cameron Street, Paxton Creek and the railroad tracks divide the City. The Paxton Creek Restoration Master Plan provides a comprehensive strategy to restore the natural ecological function of the creek, with the goal of transforming it into an Urban Green Space (UGS). The plan evaluated the history of the degradation of Paxton Creek and proposed lowering the existing flood elevation to maximize redevelopment potential within the Harrisburg Transit Center (HTC) Transit Oriented Development (TOD) study area and greatly reduce the floodplain impacts to properties located north and south of the TOD area. The newly widened creek would include a shared use path to be used by pedestrians and bicyclists seeking to avoid the high stress Cameron Street corridor and provide the necessary multimodal connection to the Harrisburg Transit Center.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## 1.18 – Multimodal Improvements on Second Street between Market Street and Forster Street:

Corridor: The project consists of North Second Street between Market Street and Forster Street.

Safety Data: The corridor is not part of the high injury network, but the safety of vulnerable roadway users has been a known issue along this three-lane, one-way northbound roadway that cuts through downtown. In addition, on May 23, 2025, Pennsylvania state legislators announced a partnership with the City, the Harrisburg Intergovernmental Cooperation Authority (ICA), and the Capital Region Economic Development Corporation (CREDC) to develop a comprehensive downtown revitalization plan to restore economic vitality and enhance quality of life. Infrastructure and safety improvement along Second Street are expected to be a major part of the revitalization plan.

Project: The corridor lacks adequate pedestrian and bicycle infrastructure and poses significant safety challenges due to high vehicle speeds, limited pedestrian crossings, poor pavement conditions, poor lighting and outdated roadway design. This project aims to correct those deficiencies by conducting public outreach and a safety assessment of the corridor.

## 1.19 - Multimodal Improvements on Forster Street between Second Street and Seventh Street (Capital Gateway Project):

Corridor: Forster Street is an east-west roadway that begins after Harvey Taylor Bridge.

Safety Data: Forster Street is not a part of the updated high injury network, though three suspected serious injury crashes occurred in the study area during the 2019 to 2023 period. It is a wide corridor with a 35-mph speed limit and the second most frequently mentioned street in terms of safety concerns during the public survey.

Project: The corridor lacks adequate pedestrian and bicycle infrastructure and poses significant safety challenges due to high vehicle speeds, multiple wide travel lanes, poor lighting and outdated roadway design. This project aims to correct those deficiencies by conducting public outreach and a safety assessment of the corridor, which will benefit from the installation of traffic calming measures to improve safety.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## Evaluate Potential Safety Projects

Evaluation			
Action Item	Description	Lead Agency	Vision Zero Year
2.1	Develop Vision Zero Walk Audit Checklist and complete Walk Audits along High Injury Network.	Engineering Department	1
2.2	Spot check streetlight levels along the High Injury Network to identify areas of further evaluation.	Engineering Department	1
2.3	Develop neighborhood slow zones program that reduces traffic speeds, ensuring the safety of the most vulnerable roadway users (seniors, children, and people walking and bicycling).	Engineering Department	1+
2.4	Implement a road safety audit process for neighborhood streets.	Engineering Department	1+
2.5	Perform speed limit traffic studies on the High Injury Network.	Engineering Department	1+
2.6	Evaluate High Injury Network for Traffic Hazards per Pennsylvania Vehicle Code Section 6112. (Trees, plants, shrubs, similar obstructions).	Engineering Department	1+
2.7	Develop a Bicycle Master Plan that identifies potential bicycle facilities. Recommend coordinated efforts with SusqueCycle, TCRPC, Rabbittransit, Amtrak, and Airports for multimodal connection and major destination opportunities.	Planning Department	1+
2.8	Assess safety in school zones, including pick-up and drop-off areas. Coordinate efforts with the school administration to identify the top three highest risk locations. Short-term solutions include (1) maximizing compliance with traffic laws such as speeding, use of crosswalks, parking; and (2) review of the pick-up / drop-off area plans for safety.	Engineering Department, Police Department, Harrisburg School District	1+
2.9	Develop a Special Events Plan to encourage bicycle and pedestrian use. Recommend addition of transit to modes for coordination relative to special events/access.	Engineering and Planning Department	1+
2.10	Update High Injury Network annually or as data becomes available and report project successes.	Engineering Department	1+

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## Pursue City Code and Policy Amendments to Align with Vision Zero

Engineering - City Code & Policy Amendments			
Action Item	Description	Lead Agency	Vision Zero Year
3.1	Propose an Amendment to the City of Harrisburg Subdivision and Land Development Ordinance, Chapter 7-513.11 Traffic Impact Assessment to replace the traffic impact study (TIS) with a comprehensive transportation review (CRT) to provide options for multimodal uses.	City of Harrisburg, Planning and Engineering Departments	1+
3.2	Draft amendment to remove off-street parking requirements from the Zoning Ordinance. Alternatively, consider whether to rezone more corridors for Commercial Neighborhood (CN) designation, which does not require off-street parking.	City of Harrisburg, Planning and Engineering Departments	1+
3.3	Draft amendment to remove off-street parking requirements from the Zoning Ordinance. Alternatively, consider whether to rezone more corridors for CN designation, which does not require off-street parking.	City of Harrisburg, Planning Department	1+
3.4	Amend City codes for permit applications to improve bicycle and pedestrian detours in construction zones.	City of Harrisburg, Engineering Department	1+

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## Educate and Engage the Public to Promote a Culture of Transportation Safety

Education / Engagement			
Action Item	Description	Lead Agency	Vision Zero Year
4.1	Channel 20: Produce, air, and share pedestrian, cyclist, and driver safety promos.	Communications Department	Ongoing
4.2	Social Media and Webpage: Pedestrian, cyclist, and driver safety campaign and resources	Communications Department	Ongoing
4.3	Provide promos on pedestrian and driver safety for Channel 20, website, social media.	Communications Department	Ongoing
4.4	Post at local government offices; provide to schools.	Communications Department	Ongoing
4.5	Develop graphics for pedestrian and driver safety posters (CAT + Harrisburg Comms). Advise coordination with Marketing Manager, Hillary Griffie, and Safety Officer, Richard Trout specifically for content and posting	SRTA	Ongoing
4.6	Print pedestrian and driver safety posters for posting on buses. Advise coordination with Marketing Manager, Hillary Griffie, and Safety Officer, Richard Trout specifically for content and posting	SRTA	Ongoing
4.7	Traffic safety officers present pedestrian and driver safety info to neighborhood groups.	Police Department	Ongoing
4.8	Vision Zero presentations to parent groups and incoming students.	Harrisburg School District	Ongoing
4.9	Distribute and post printed Vision Zero materials.	Harrisburg School District	Ongoing

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

## Prioritize Maintenance Efforts Along High Injury Network

Maintenance Efforts Along the High Injury Network			
Action Item	Description	Lead Agency	Vision Zero Year
5.1	Install pedestrian countdown timers, 12-inch traffic signals with reflective backplates, overhead street name signs and high visibility crosswalks at all signalized intersections.	Public Works Department and PennDOT	1+
5.2	Update stop and yield signs within the HIN. Add retroreflective sleeves to the sign posts. Install stop bars and crosswalks as needed.	Public Works Department	1+
5.3	Remove or replace non Manual on Uniform Traffic Control Devices / Signs along the HIN.	Public Works Department	1+
5.4	Update School Zone Signal Plans.	Public Works Department	1+

## Reinforce Safety Thru Enforcement

Enforcement			
Action Item	Description	Lead Agency	Vision Zero Year
6.1	Assign limited police resources to focus on top crash locations.	Police Department	1
6.2	Institute high visibility enforcement, prioritizing high crash corridors and using a combination of education and enforcement.	Police Department	1
6.3	Integrate Vision Zero curriculum into police officer Training.	Police Department	Ongoing
6.4	Pursue automated enforcement.	Mayor's Office and Police Department	1 to 3
6.5	Coordinate monthly fatal and severe injury crash reviews with Engineering.	Police Department and Engineering Department	Ongoing
6.6	Increase parking enforcements and increase parking ticket fines for violations that affect pedestrian safety.	City Ordinance, Standard Parking, Mayor's Office, and Police Department	1+

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

Identify Equitable Solutions on Behalf of All City Residents

Executive & Equity			
Action Item	Description	Lead Agency	Vision Zero Year
7.1	Re-establish Vision Zero Task Force to monitor Action Plan progress.	Mayor's Office	1
7.2	Ensure Equity in all aspects of the Program.	Task Force	1
7.3	Pursue State Policy Changes : Create Vision Zero Working Group, with members of other Pennsylvania local governments.	Engineering Department	1
7.4	Pursue City Policy Changes: Investigate opportunities for funding and policy changes to reduce implementation timeframe.	Task Force	1 to 5

## COMPLETED PUBLIC OUTREACH

To achieve the initiative’s aim of enhancing traffic safety by identifying key concerns and priorities from community members, public outreach was conducted via survey and public meeting.

The online survey, made accessible on the city’s official website, posed questions to capture qualitative data related to travel habits, safety concerns, and suggestions for improving road conditions and pedestrian infrastructure. During the collection period of November 4, 2024 and February 25, 2025, a total of 164 responses were submitted.

Survey results show that majority of respondents travel to or within the city for entertainment and recreation (138 responses), and/or for work (122 responses). Participants were asked to indicate all forms of transportation used to travel within Harrisburg. Traveling by car is the most common form of transportation; 92.1% of participants use a car. 76.2% of participants walk while 42.1% of participants travel by bicycle. Rideshare is used by 23.8% of participants. 10.4% of participants ride the bus. Scooters are used by 1.2% of participants. Finally, traveling by train was indicated by 0.8% of those surveyed. The majority of Harrisburg residents commute to work by car (75 responses), with walking (24 responses) being the next most common form of transportation. Nearly half of Harrisburg residents prefer walking over other forms of transportation when attending recreational activities.

Regarding safety concerns, 79.9% of participants selected rush hour time frames as the most dangerous time to travel. 12.8% of participants find traveling at night to be the most dangerous. 4.3% of participants find the late evening to be the most dangerous travel time. Less than 1% of participants selected the other time frames. Participants were given a list of seventeen safety concerns and asked to rank their top five concerns. The percentages represent the portion of participants that ranked each concern as a top five safety concern.

- 58.6% - People ignoring traffic laws while driving
- 54.3% - Drivers failing to yield to pedestrians and cyclists
- 52.4% - High vehicle speeds



# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

- Lower speed limits – 5.59
- Adding bike lanes – 4.94
- Longer crossing times – 4.29
- Road diets (lane reduction) – 4.14
- Lane narrowing (reducing width of a lane of traffic) – 4.03
- Improve or add transit locations – 3.38

Four different construction projects were completed in the City of Harrisburg in response to the previous Vision Zero Action Plan. Participants were asked whether they found that the projects improved safety. North 2<sup>nd</sup> Street between Forster Street and Division Street (Two-Way Conversion) was noted as improving safety by 80% of participants, though several participants commented on reduced visibility. North 6<sup>th</sup> Street between Boas Street and Reily Street (Added Bike Lane/Lane Reduction) was noted as improving safety by 79% of participants. North 7<sup>th</sup> Street between Herr Street and Reily Street (Two-Way Cycle Track, Median, Roundabout, Raised Crossings) was rated as improving safety by 85% of participants, though there were comments mentioning the raised crosswalks are too high. Derry Street and Mulberry Street Intersection (Roundabout) was rated as improving safety by 83% of participants.

The survey results reinforce the need for comprehensive traffic safety improvements in the City of Harrisburg. Enhanced infrastructure, stricter traffic enforcement, and better pedestrian and cyclist accommodations have been suggested by participants as avenues to reduce traffic-related injuries and fatalities.

On January 30, 2025, a public meeting was convened at 1820 Paxton Street. The open house format included multiple information stations, comparison maps illustrating the city's high-injury network, and a summary of the survey responses.

## UPDATE OF THE HIGH INJURY NETWORK

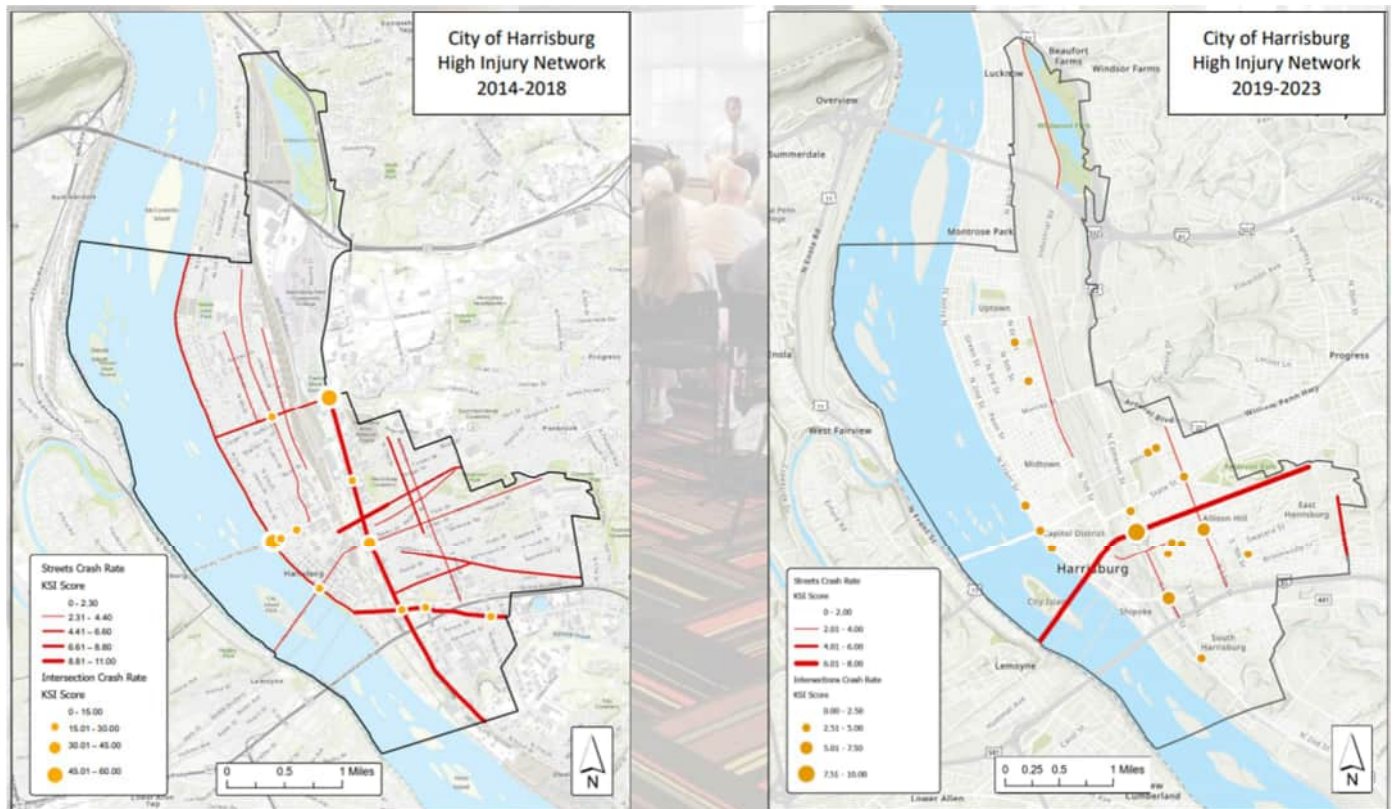
The 2019 – 2023 updated high injury network is evidence of the traffic safety improvements accomplished by the City through Vision Zero thus far. Only about a quarter of the total volume of included roadways and intersections highlighted in the 2014-2018 high injury network exist. The range of streets crash rate Killed or Seriously Injured (KSI) scores range is 30% lower than the initial network, and the intersection crash rate KSI score range is over 80% lower. The concentration of locations of hot spot intersections that have the highest KSI scores shifted to the southern half of the center of the City limits. In the original network, the hot spot intersections are concentrated in the center of the north-south oriented city.

The roadways that remain in the network include North 7<sup>th</sup> Street, Market Street, South Cameron Street, North and South 17<sup>th</sup> Street, Mulberry Street, and South 29<sup>th</sup> Street.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

City of Harrisburg 10-Year Fatalities and Severe Injuries											
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
Total Roadway Fatalities	4	6	7	9	1	4	10	7	5	2	55
Total Roadway Severe Injuries	22	14	25	25	25	15	30	35	23	28	242
Total VRU Fatalities	6	4	6	7	1	3	5	5	4	0	41
Pedestrian, Bicyclist, Motorcyclist											
Total VRU Severe Injuries	11	7	11	14	15	9	17	14	11	20	129
Pedestrian, Bicyclist, Motorcyclist											
Pedestrian Fatalities	2	3	2	4	1	2	2	3	2	0	21
Pedestrian Severe Injuries	7	6	6	8	9	5	7	7	5	10	70
Bicyclist Fatalities	0	0	1	0	0	0	1	2	0	0	4
Bicyclist Severe Injuries	0	0	2	2	1	0	2	1	2	5	15
Motorcyclist Fatalities	4	1	3	3	0	1	2	0	2	0	16
Motorcyclist Severe Injuries	4	1	3	4	5	4	8	6	4	5	44

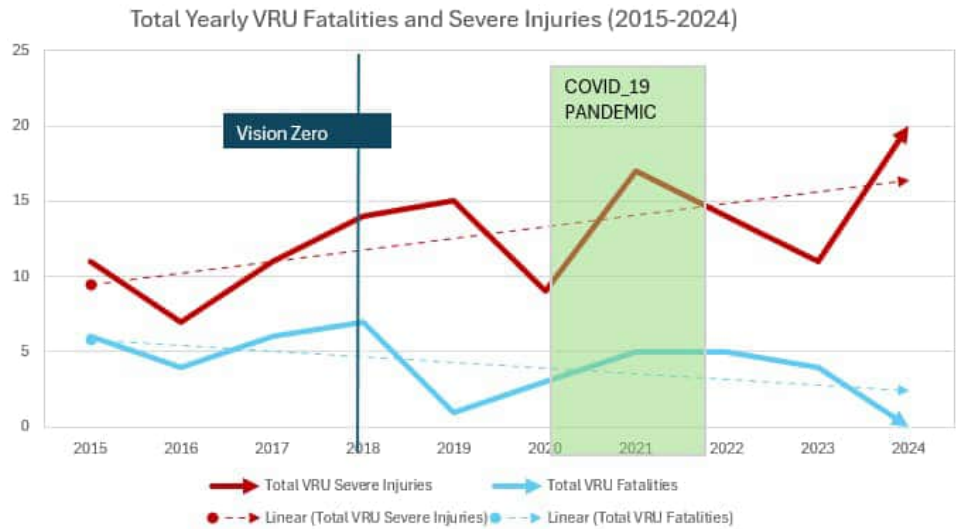
Item	2014-2018 Study	2019-2023 Study
Streets Crash Rate KSI Score	Range: 0.00 to 11.00	Range: 0.00 to 8.00
Intersection Crash Rate KSI Score	Range: 0.00 to 60.00	Range: 0.00 to 10.00



# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

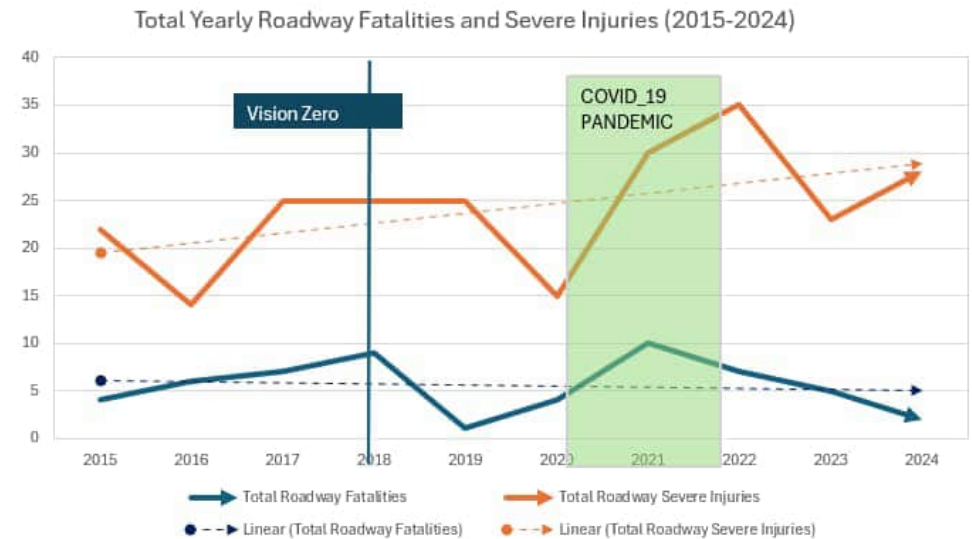
## COVID-19 TRAFFIC SAFETY PARADOX

Despite the reduction in the size of the HIN and the decrease in roadway fatalities since the implementation of Vision Zero, injuries towards pedestrians, motorcyclists, and bicyclists have started trending upwards in the months and years following the COVID-19 Pandemic.



This counterintuitive rise in traffic deaths during the COVID-19 Pandemic despite significantly lower traffic volumes is known as the COVID-19 Traffic Safety Paradox. The post-pandemic data has been even more troublesome when the severe injuries of motorists are added to the non-motorist data. Both severe injuries and fatalities soared in unison between 2021 and the

start of 2023. These troublesome trends were more significant at national and statewide levels and are potentially interconnected with behavioral, environmental, and enforcement-related factors that emerged or worsened during and after the pandemic. Possible causes include:



**Riskier Driving Behavior:** With reduced traffic during lockdowns, some drivers engaged in speeding and aggressive driving.

**Substance Use:** There was an uptick in alcohol consumption during the pandemic, leading to more impaired driving incidents.

**Reduced Law Enforcement Presence:** Early in the pandemic,

traffic enforcement decreased, leading to less oversight and riskier behavior.

**Changes in Traffic Patterns:** The increase in pedestrian and cyclist activity, coupled with infrastructure not adapted for these changes, contributed to more crashes.

# VISION ZERO ACTION PLAN - YEAR 6 UPDATE

Lingering Behavioral Shifts: Even as traffic volumes returned to normal, aggressive driving behaviors persisted. Drivers became conditioned to expect less enforcement oversight.

Mental Health and Social Stress: Elevated stress, depression, and anxiety levels during the pandemic contributed to impaired decision-making and lapses in judgment behind the wheel.

Inexperienced drivers: New drivers had fewer opportunities for traditional training and real-world experience during the pandemic.

Implementation of Vision Zero has made an impact in creating a safer network of travel in Harrisburg but reversing the post-COVID-19 increase requires continued vigilance of the multi-pronged strategy laid out in this Action Plan.

The shift downtown from Class A office space to residential and mixed use has the potential to significantly impact roadway safety. Fewer commuters means less traffic and encourages more off-peak travel patterns. The roadways that were designed and built for these high peak vehicle volumes lack safe pedestrian crossings, protected bike lanes and must be redesigned for the shift in traffic patterns to lower speeds and support transit, walking and biking.

# Harrisburg Vision Zero 2.0

Safety Survey Summary of Results



# OVERVIEW

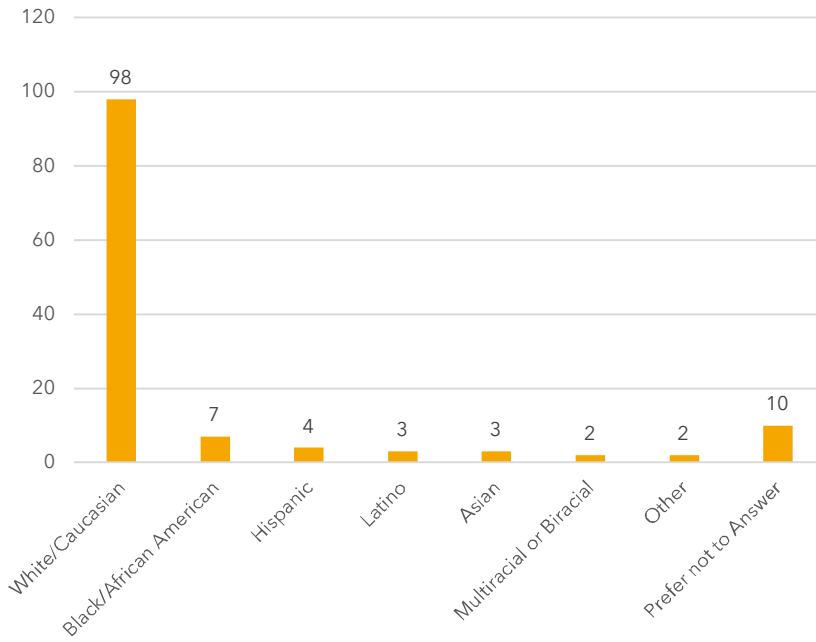
- The Harrisburg Vision Zero 2.0 initiative aims to enhance traffic safety by identifying key concerns and priorities from community members. The survey poses questions that capture travel habits, safety concerns, and suggestions for improving road conditions and pedestrian infrastructure. A total of 164 responses were submitted between November 4, 2024, and February 25, 2025.

WHO TOOK THE  
SURVEY?

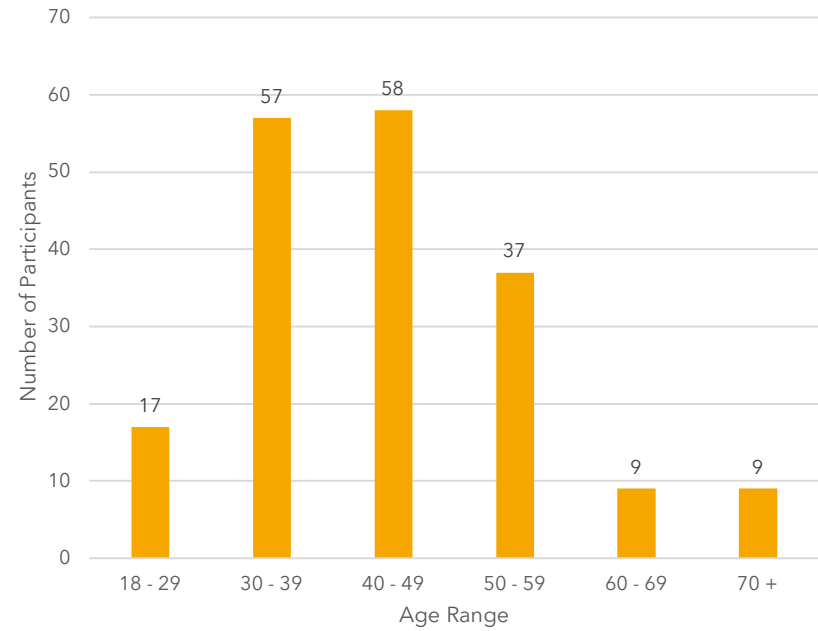


# DEMOGRAPHICS

Ethnicity/Race

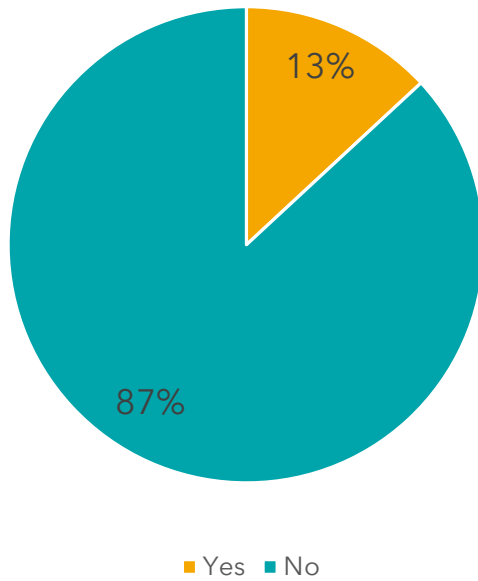


Age

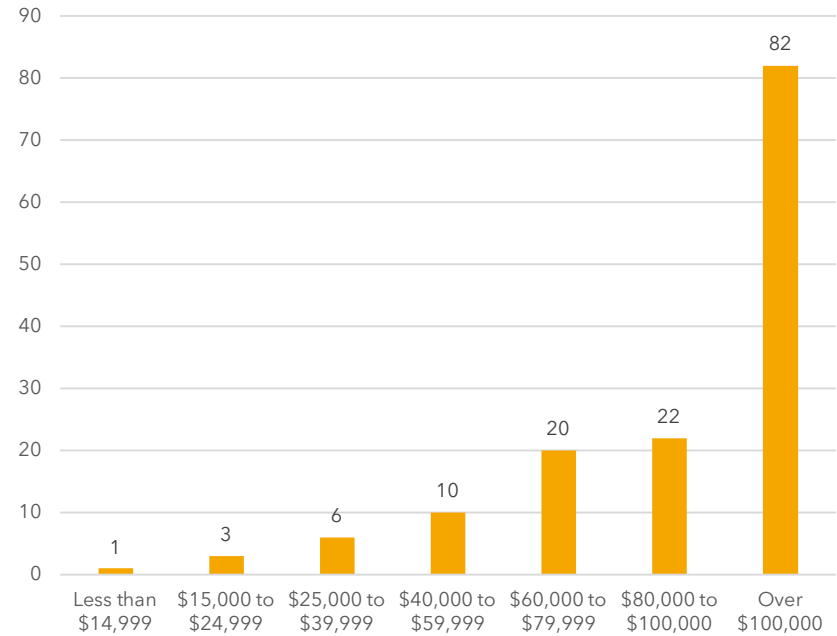


# DEMOGRAPHICS CONTINUED

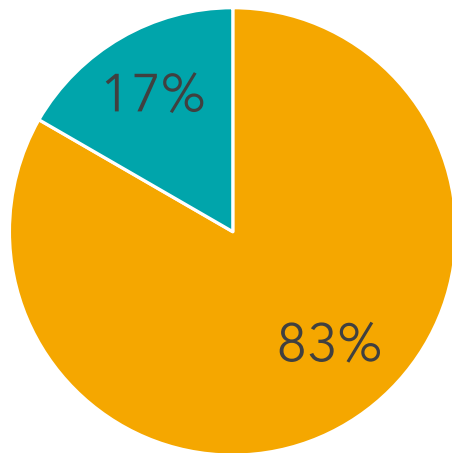
Do you have a disability?



Household Income



## DO YOU RESIDE IN THE CITY OF HARRISBURG?



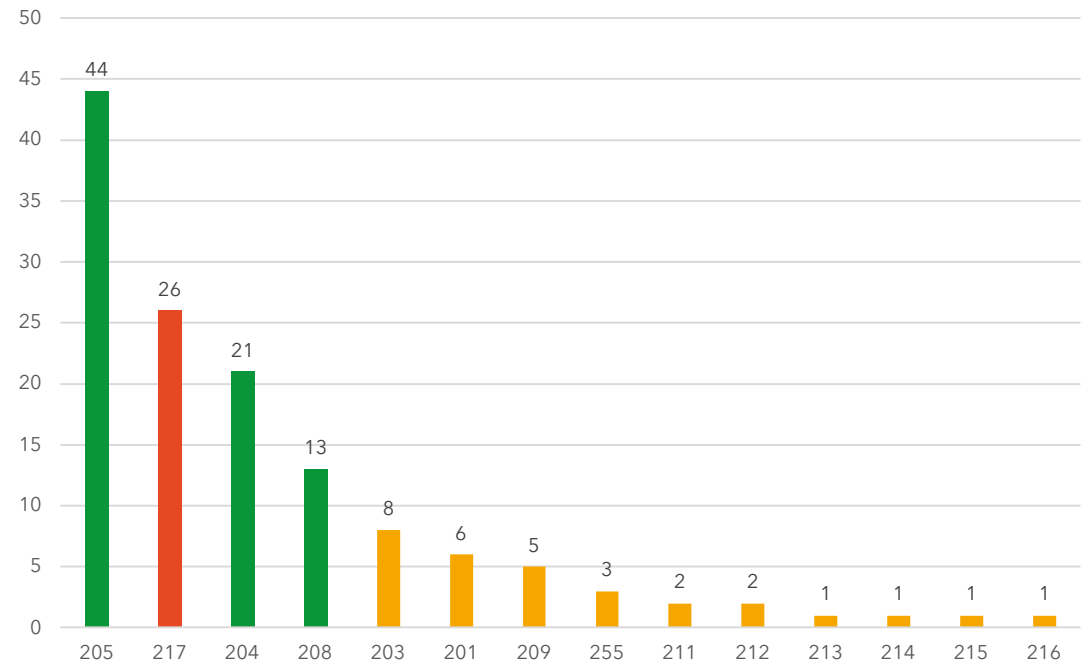
■ Yes (135 responses) ■ No (27 responses)

- Eighty-three percent (83%) of participants reside in the City of Harrisburg.

# CENSUS TRACTS REPRESENTED IN STUDY

Of the 135 participants who live within Harrisburg:

- 47.6% reside within Census Tracts 205, 204, & 208 which are in Midtown, Harrisburg.
- 15.6% reside in Census Tract 217, or East Harrisburg

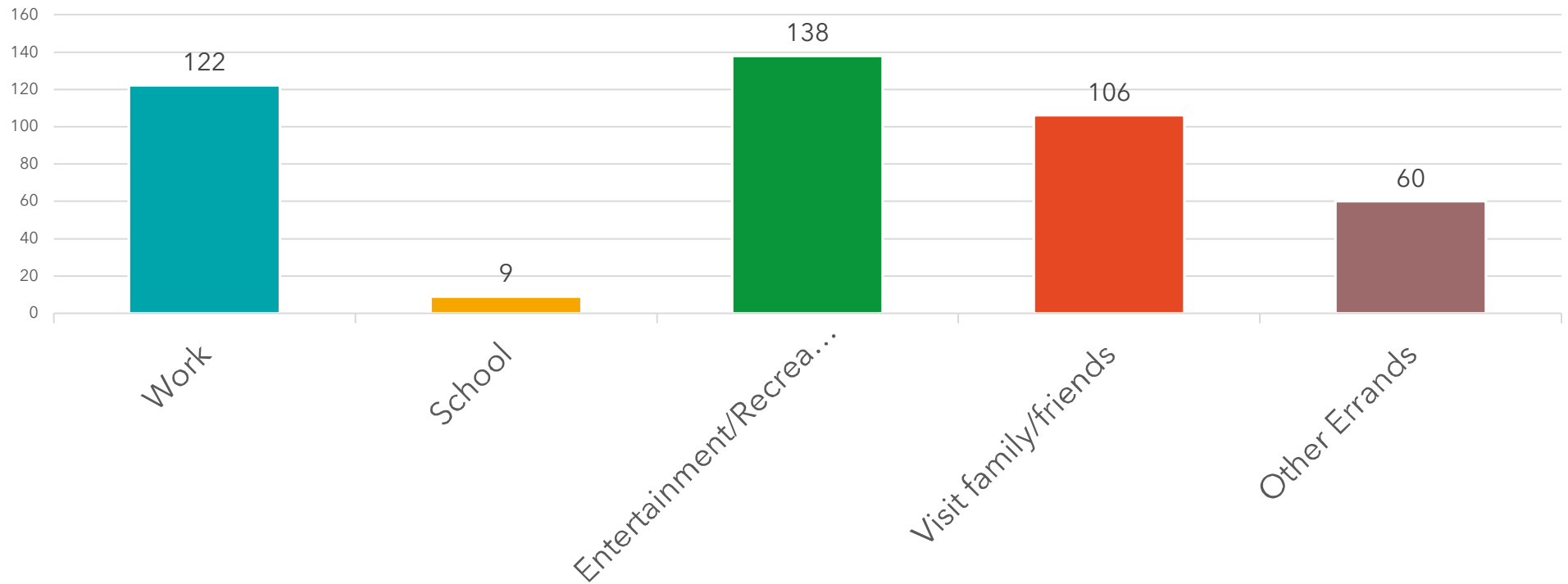




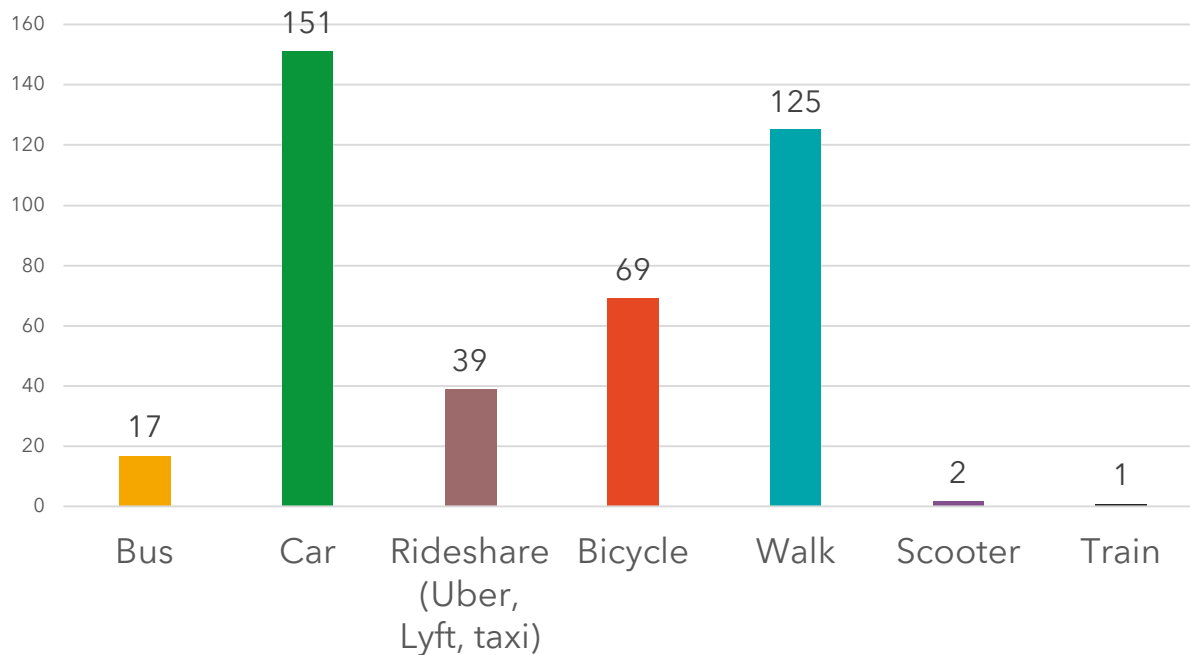
# TRAVEL PREFERENCES



# WHY DO YOU TRAVEL TO/WITHIN THE CITY?

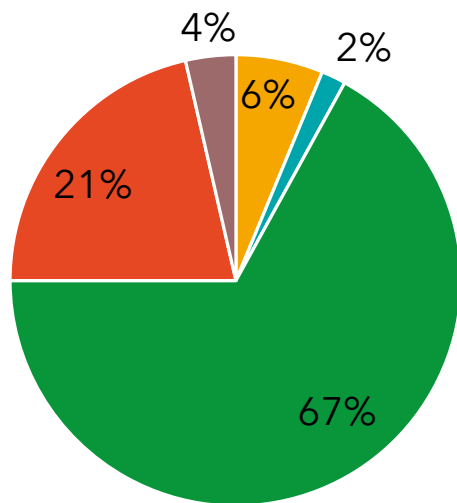


# HOW DO YOU TRAVEL IN THE CITY?



Participants were asked to indicate all forms of transportation used to travel within Harrisburg. Traveling by car is the most common form of transportation. 92.1% of participants use a car. 76.2% of participants walk. 42.1% of participants travel by bicycle. Rideshare is used by 23.8% of participants. 10.4% of participants ride the bus. Scooters are used by 1.2% of participants. Finally, traveling by train was indicated by 0.8% of those surveyed.

# COMMUTING TO WORK

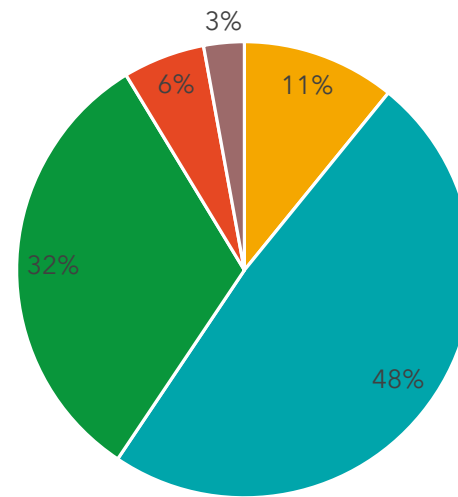


■ Bicycle ■ Bus ■ Car ■ Walk ■ Other

The majority of Harrisburg residents commute to work by car (75 responses), with walking (24 responses) being the next most common form of transportation.

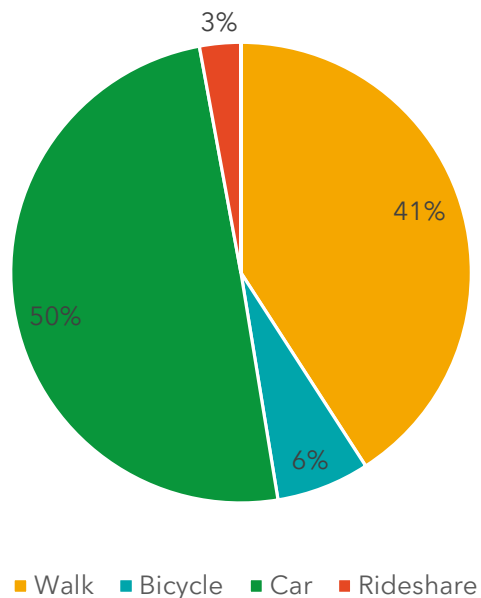
# TRAVEL FOR RECREATIONAL ACTIVITIES

Nearly half of Harrisburg residents prefer to walking over other forms of transportation when attending recreational activities.



■ Bicycle ■ Walk ■ Car ■ Rideshare ■ Other

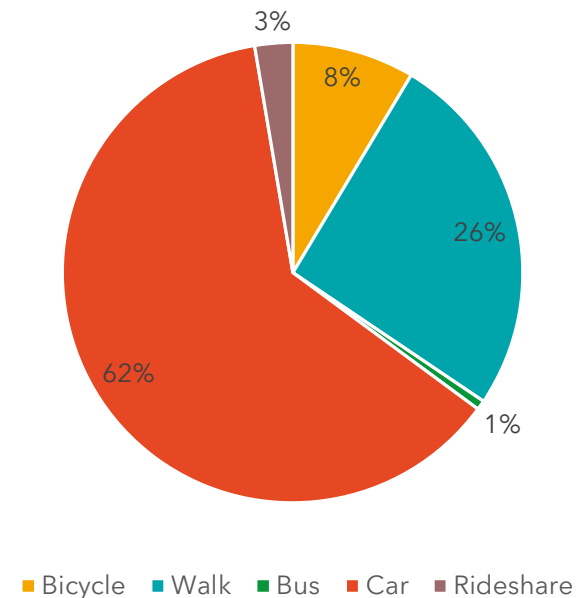
# TRAVEL TO SHOP



Preferred travel options for shopping is fairly split for Harrisburg residents. Half prefer to use a car, whereas 41% prefer to walk. The remaining 6% uses a bike and 3% uses rideshare.

# TRAVEL FOR OTHER ERRANDS

For other errands, most Harrisburg residents (62%) opt to travel by car. 26% of residents walk to complete their errands. Only 8% of residents travel by bicycle to complete errands. Rideshare is only used by 3% of residents for running errands, and only 1% travel by bus.

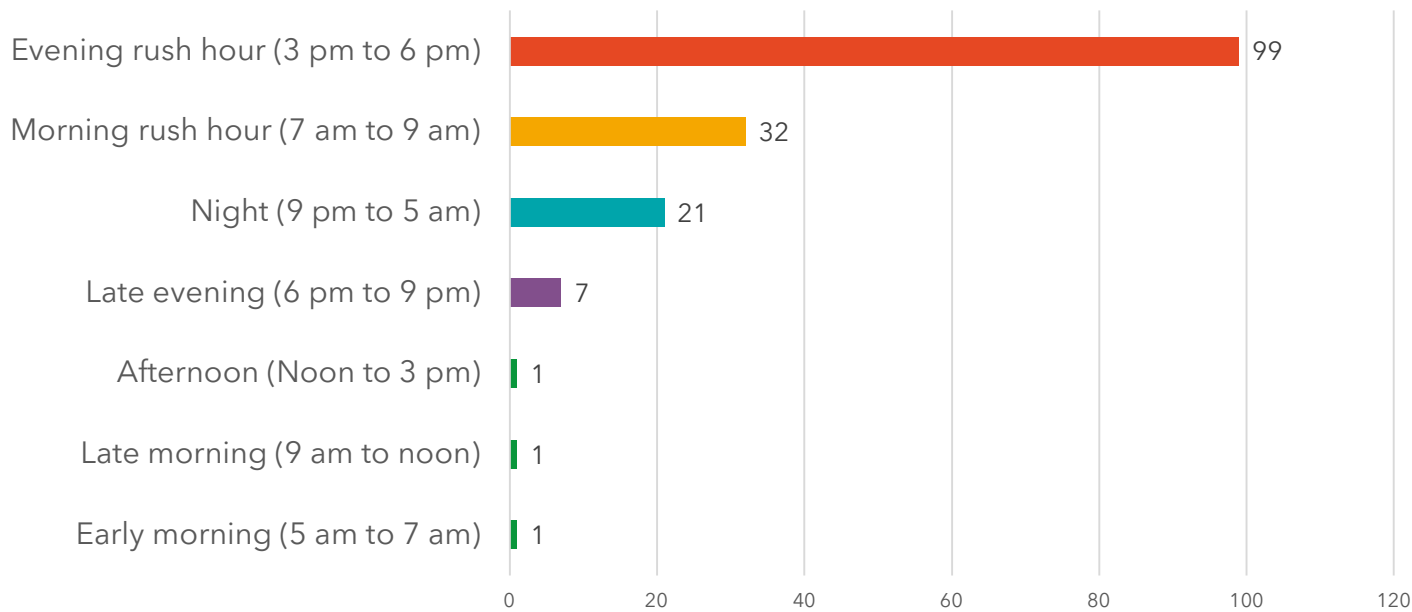




# SAFETY CONCERNS



# WHAT TIME OF DAY DO YOU FIND TRAVELING IN HARRISBURG MOST DANGEROUS



79.9% of participants selected rush hour time frames as the most dangerous time to travel. 12.8% of participants find traveling at night to be the most dangerous. 4.3% of participants find the late evening to be the most dangerous travel time. Less than 1% of participants selected the other time frames.

# TOP 5 TRAFFIC SAFETY CONCERNS



Participants were given a list of seventeen safety concerns and asked to rank their top five concerns. The percentages represent the portion of participants that ranked each concern as a top five safety concern.

58.6%

1. People ignoring traffic laws while driving

54.3%

2. Drivers failing to yield to pedestrians and cyclists

52.4%

3. High vehicle speeds

47.0%

4. Aggressive driving

40.2%

5. Distracted driving

# STREETS IN NEED OF IMPROVEMENTS

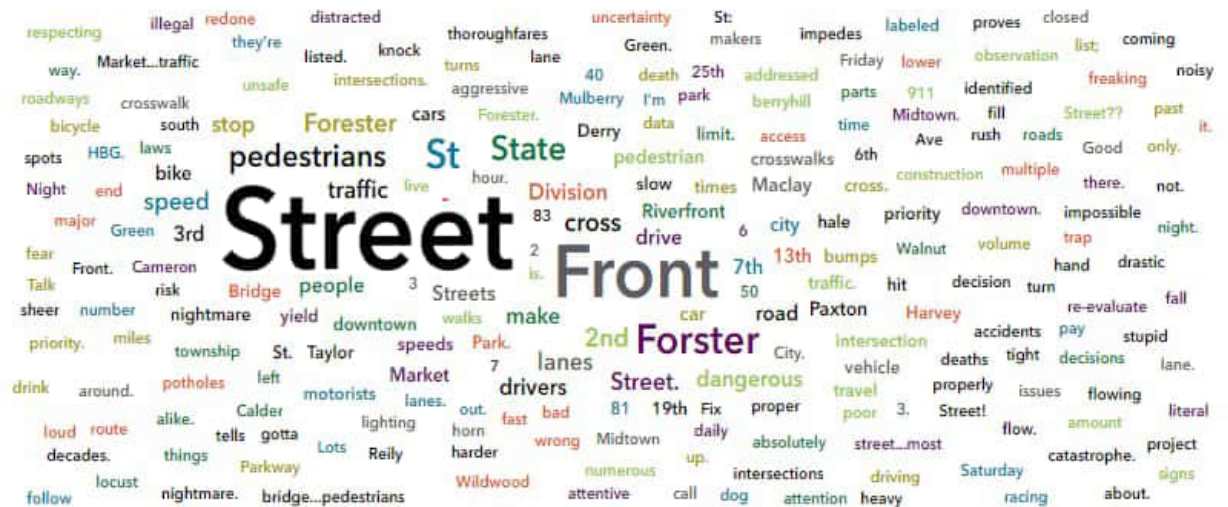
Participants were given a list of seven streets and asked to rank them in order of importance for improvements. An average weighted score of the rankings is shown below. Streets ranked in higher need of improvements display a higher average score.



# OTHER STREETS NEEDING ATTENTION

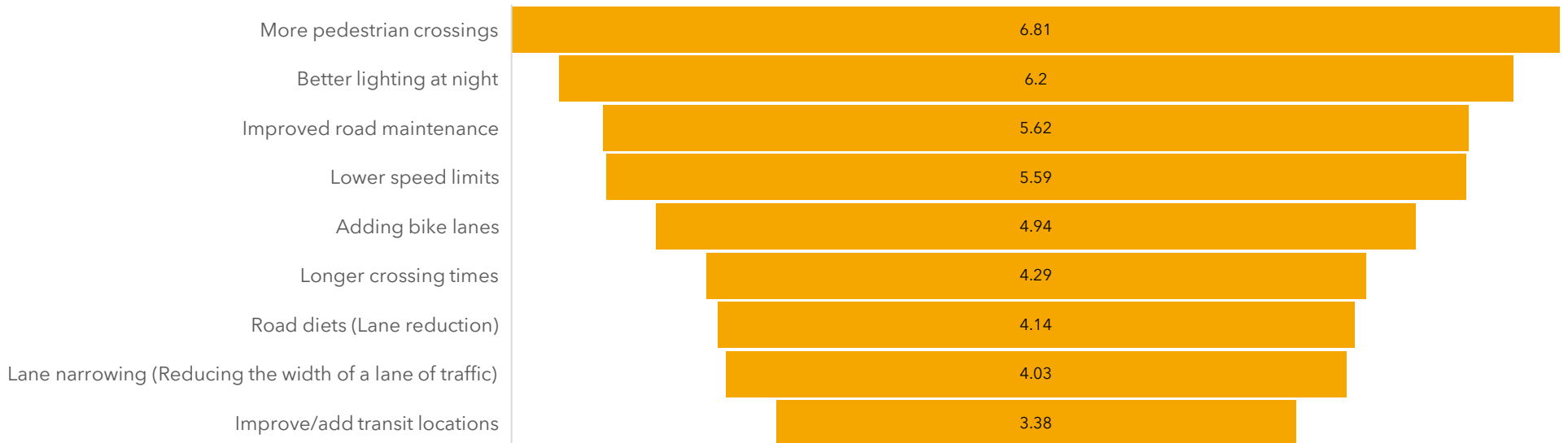
Participants were asked to write in any additional streets or intersections in need of improvements that were not mentioned in the previous question.

- **FRONT STREET**
  - 45 MENTIONS
- **FORSTER STREET**
  - 25 MENTIONS
- **STATE STREET**
  - 18 MENTIONS



# IMPROVEMENTS DESIRED FOR PEDESTRIAN SAFETY IN HARRISBURG

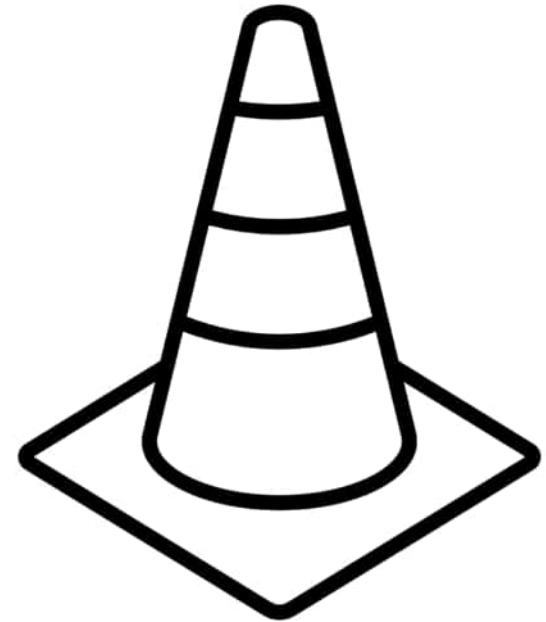
Participants were given a list of nine suggested improvements and were asked to rank them in order of importance. An average weighted score of the rankings is shown below. The higher the score, the more importance.



## SUCCESS OF COMPLETED VISION ZERO IMPROVEMENTS

---

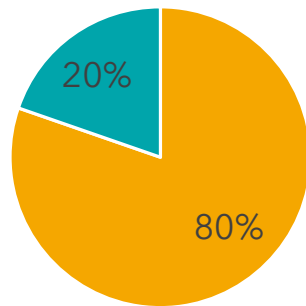
- Four different construction projects were completed in the City of Harrisburg due to the previous Vision Zero Action Plan. Participants were asked whether they found that the projects improved safety.
- The following slides detail these results:



# Improvements Made

## **N. 2<sup>nd</sup> St. between Forster St. and Division St. (Two-Way Conversion)**

Was Safety Improved?

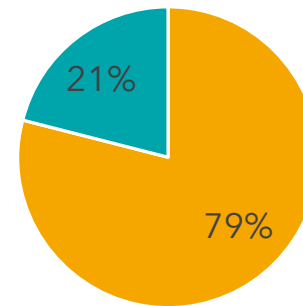


■ Yes ■ No

\*Reduced visibility mentioned by several participants as a comment

## **N. 6<sup>th</sup> St. between Boas St. and Reily St. (Added Bike Lane/Lane Reduction)**

Was Safety Improved?

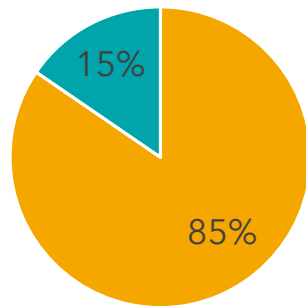


■ Yes ■ No

# Improvements Made

## **N. 7<sup>th</sup> St. between Herr St. and Reily St. (Two-Way Cycle Track, Median, Roundabout, Raised Crossings)**

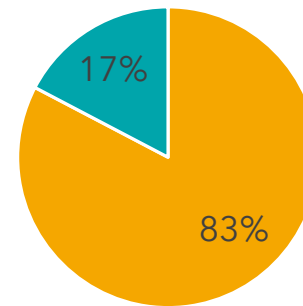
Was Safety Improved?



■ Yes ■ No

## **Derry St. and Mulberry St. Intersection (Roundabout)**

Was Safety Improved?



■ Yes ■ No

\*Participants mention the raised crosswalks are too high



# CONCLUSION

The survey results reinforce the need for comprehensive traffic safety improvements in the City of Harrisburg. Enhanced infrastructure, stricter traffic enforcement, and better pedestrian and cyclist accommodations have been suggested by participants as avenues to reduce traffic-related injuries and fatalities.