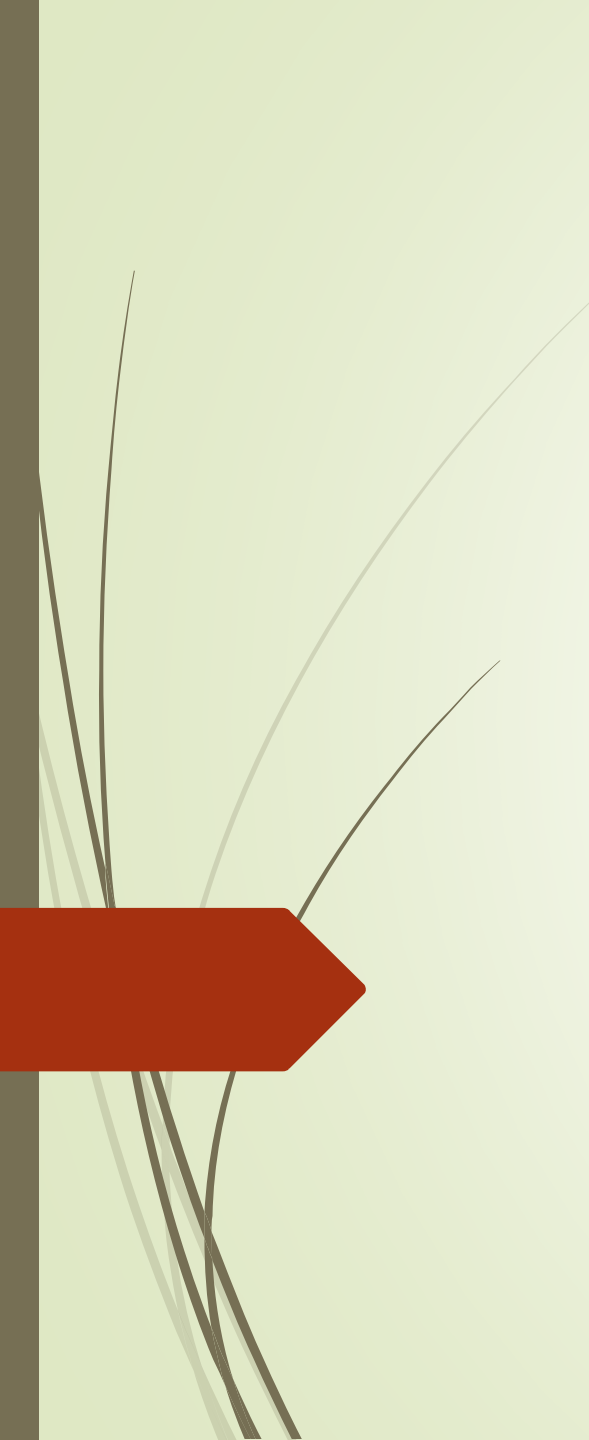




Roadside Safety Journey to a Mailbox Policy

MINK Local Roads Conference
2026

Presentation Overview

- Roadside Safety
 - Benefits
 - Clear Zone Concept
- Mailbox Policy
 - Need



S 73rd & Roca Rd

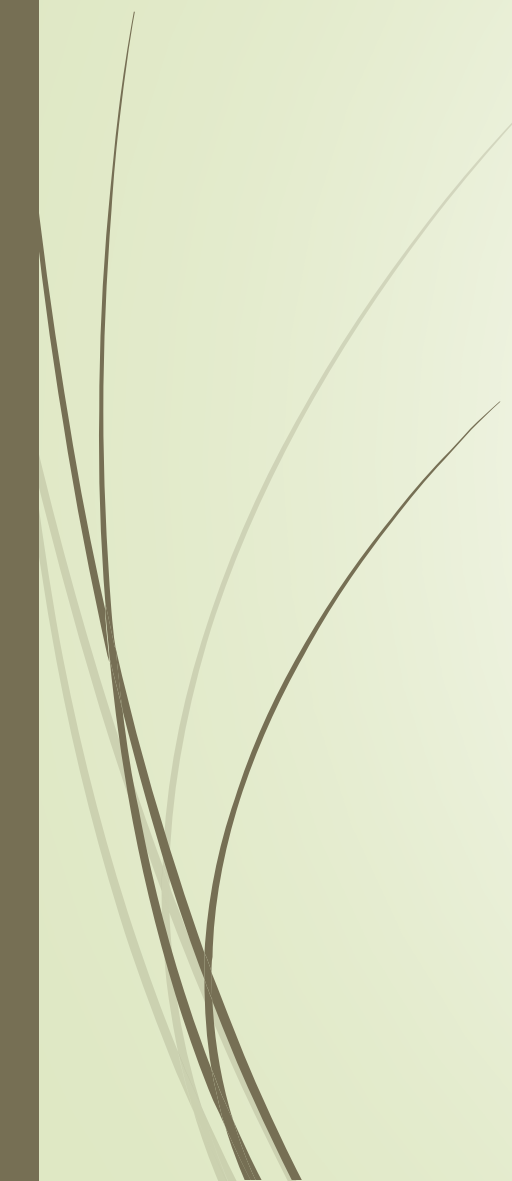


Lancaster County Demographics

- **Lancaster County**
- Area – 850 Sq. Miles
 - Population 340,000
- **Lincoln**
 - 100 Sq. Miles
 - Population 300,000 (88% Urban)
 - Remaining population are in Rural Area or 2 Cities of the 2nd class and 10 villages
- **Primary road system is on a section line grid**
 - 1,350 miles of non-residential roads
 - 1,100 unpaved roads
 - 250 paved roads



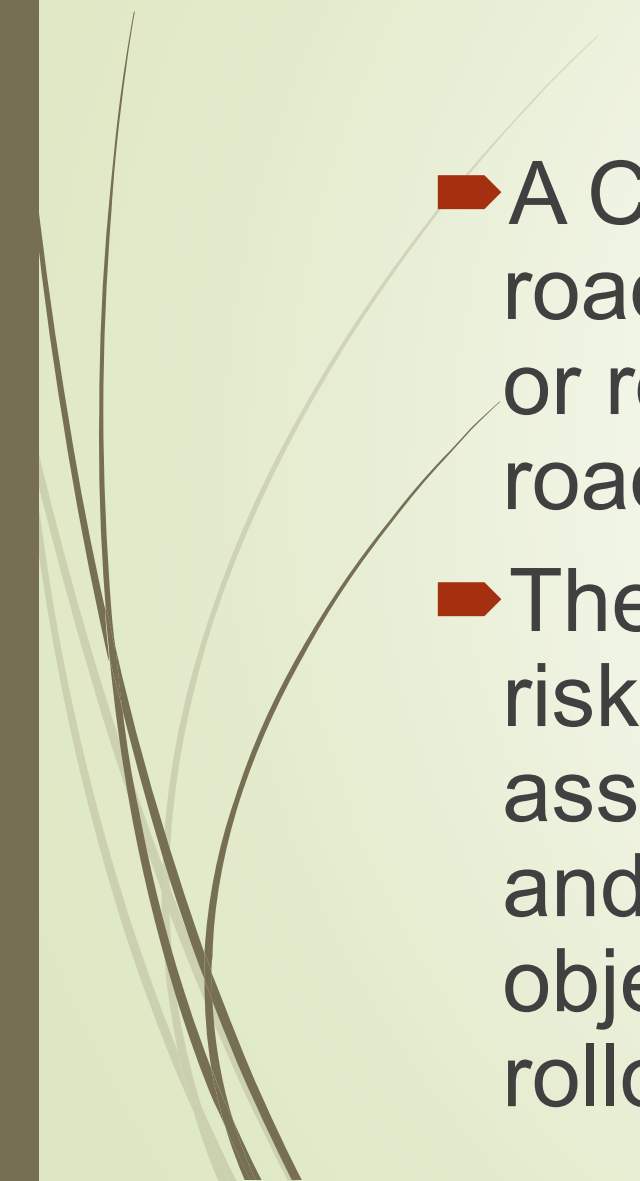
THE BENEFITS OF ROADSIDE SAFETY

- ➡ Roadside design might be defined as the design of the area outside the traveled way. Some have referred to this aspect of highway design as off-pavement design.
 - ➡ Roadway departure crashes are a leading type of fatal crash, accounting for approximately 64% of Fatal Crashes in Rural Areas.
- 



THE BENEFITS OF ROADSIDE SAFETY

Clear Zone Concept

- A Clear Zone is an unobstructed, traversable roadside area that allows a driver to stop safely, or regain control of a vehicle that has left the roadway.
 - The width of the clear zone should be based on risk (also called exposure). Key factors in assessing risk include traffic volumes, speeds, and slopes. Clear roadsides consider both fixed objects and terrain that may cause vehicles to rollover.
- 

THE BENEFITS OF ROADSIDE SAFETY

Clear Zone Concept

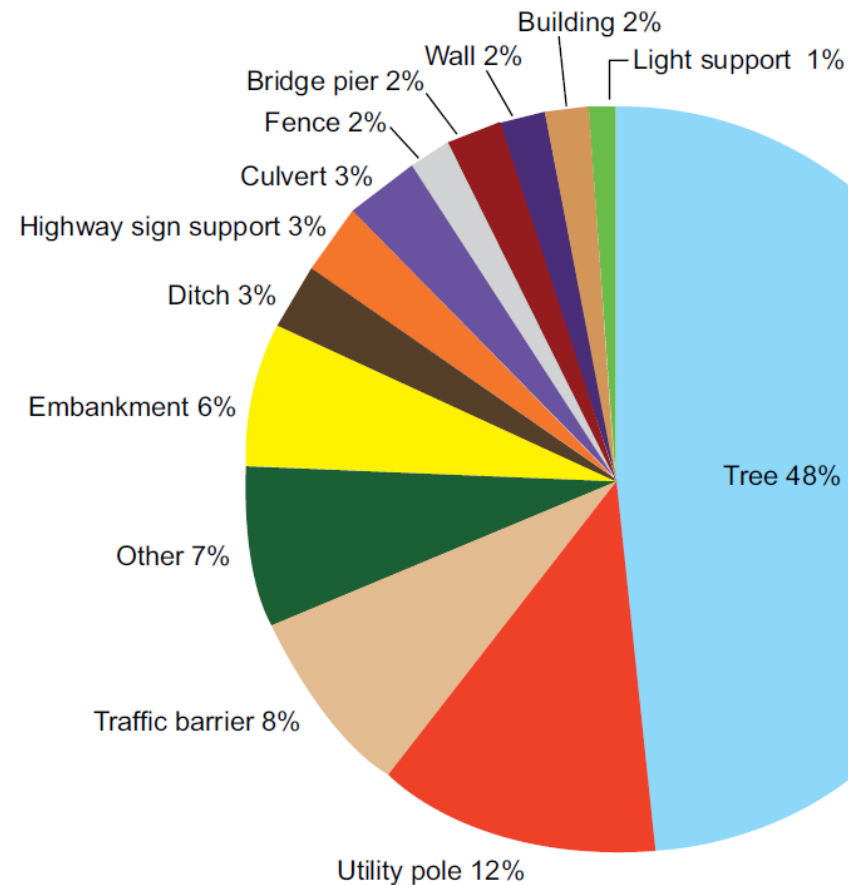
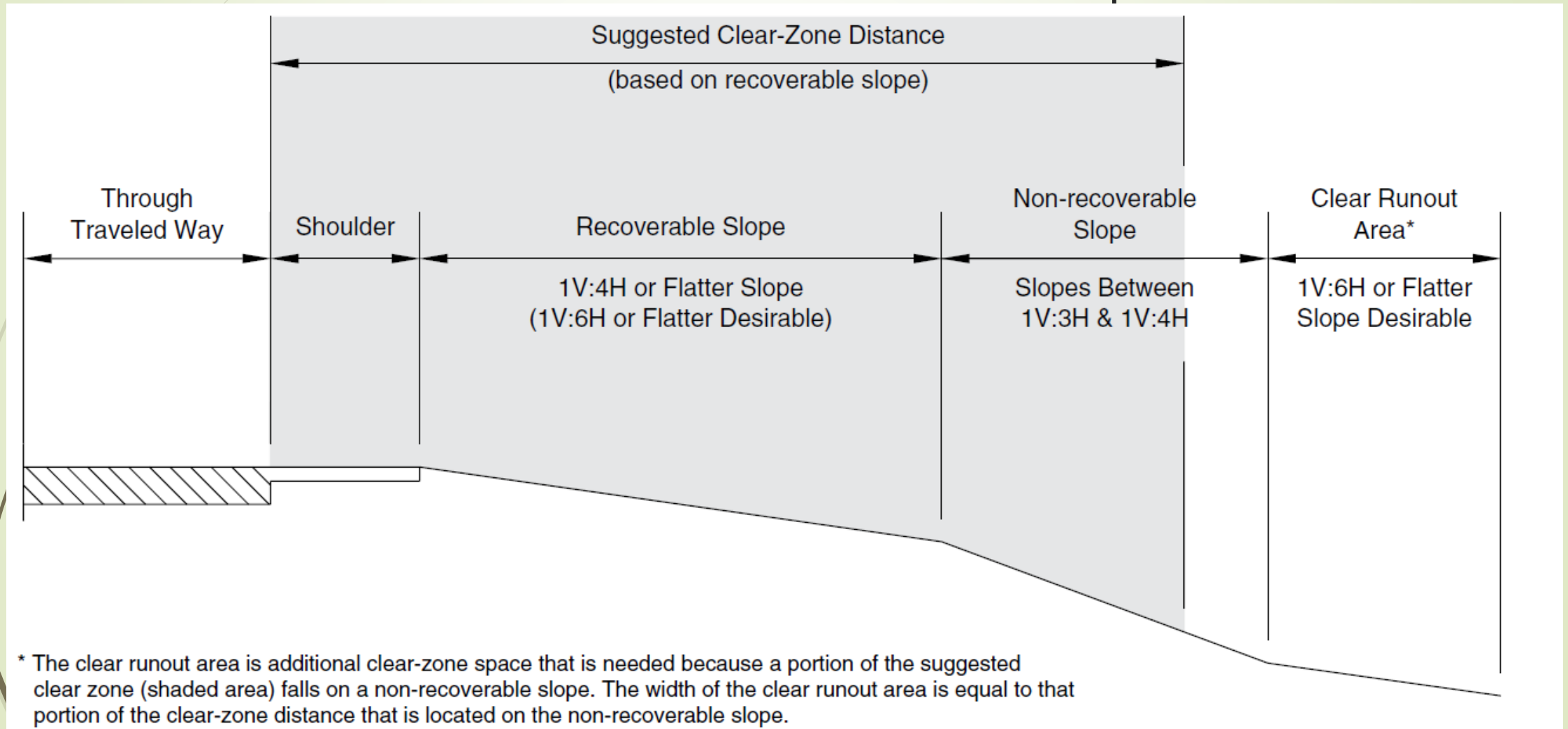


Figure 1-2. Percent Distribution of Fixed-Object Fatalities by Object Struck, 2008 (4)

THE BENEFITS OF ROADSIDE SAFETY

Clear Zone Concept



THE BENEFITS OF ROADSIDE SAFETY

Clear Zone Concept

Design Speed (mph)	Design ADT	Foreslopes			Backslopes		
		1V:6H or flatter	1V:5H to 1V:4H	1V:3H	1V:3H	1V:5H to 1V:4H	1V:6H or flatter
≤40	UNDER 750 ^c	7–10	7–10	<i>b</i>	7–10	7–10	7–10
	750–1500	10–12	12–14	<i>b</i>	12–14	12–14	12–14
	1500–6000	12–14	14–16	<i>b</i>	14–16	14–16	14–16
	OVER 6000	14–16	16–18	<i>b</i>	16–18	16–18	16–18
45–50	UNDER 750 ^c	10–12	12–14	<i>b</i>	8–10	8–10	10–12
	750–1500	14–16	16–20	<i>b</i>	10–12	12–14	14–16
	1500–6000	16–18	20–26	<i>b</i>	12–14	14–16	16–18
	OVER 6000	20–22	24–28	<i>b</i>	14–16	18–20	20–22
55	UNDER 750 ^c	12–14	14–18	<i>b</i>	8–10	10–12	10–12
	750–1500	16–18	20–24	<i>b</i>	10–12	14–16	16–18
	1500–6000	20–22	24–30	<i>b</i>	14–16	16–18	20–22
	OVER 6000	22–24	26–32 ^a	<i>b</i>	16–18	20–22	22–24

b) Because recovery is less likely on the unshielded, traversable 1V:3H fill slopes, fixed objects should not be present in the vicinity of the toe of these slopes. Recovery of high-speed vehicles that encroach beyond the edge of the shoulder may be expected to occur beyond the toe of slope. Determination of the width of the recovery area at the toe of slope should consider right-of-way availability, environmental concerns, economic factors, safety needs, and crash histories. Also, the distance between the edge of the through traveled lane and the beginning of the 1V:3H slope should influence the recovery area provided at the toe of slope. While the application may be limited by several factors, the foreslope parameters that may enter into determining a maximum desirable recovery area are illustrated in Figure 3-2. **A 10-ft recovery area at the toe of slope** should be provided for all traversable, non recoverable fill slopes.



THE BENEFITS OF ROADSIDE SAFETY

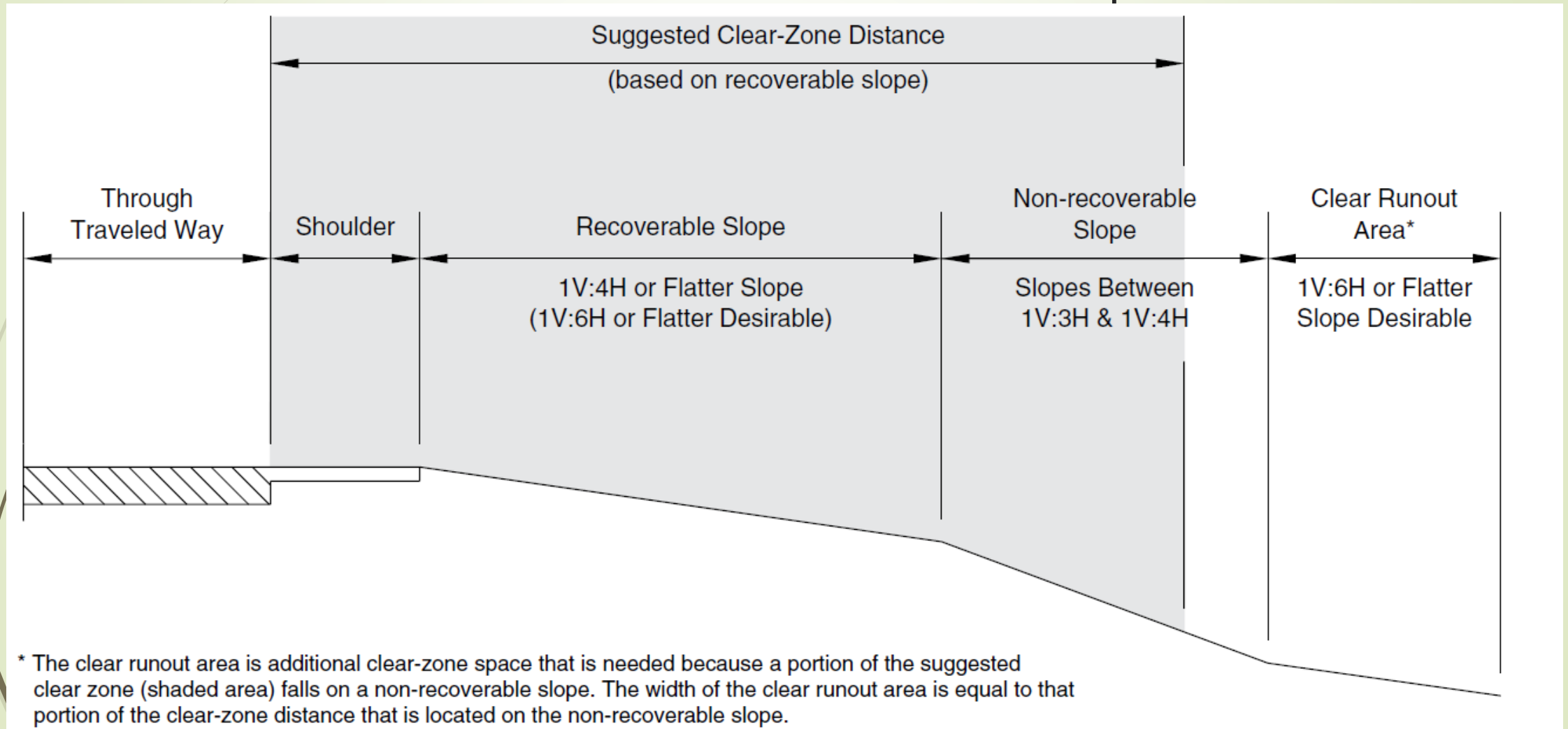
Clear Zone Concept

- When Lancaster County Engineering (LCED) designs a project our design team includes the recommended Clear Zone into the project design.
- However we have many miles of existing road that would benefit from having a Clear Zone. With this in mind we have recommended a minimum 10' clear zone from the edge of the roadway for tree clearing and other fixed obstacles if possible.



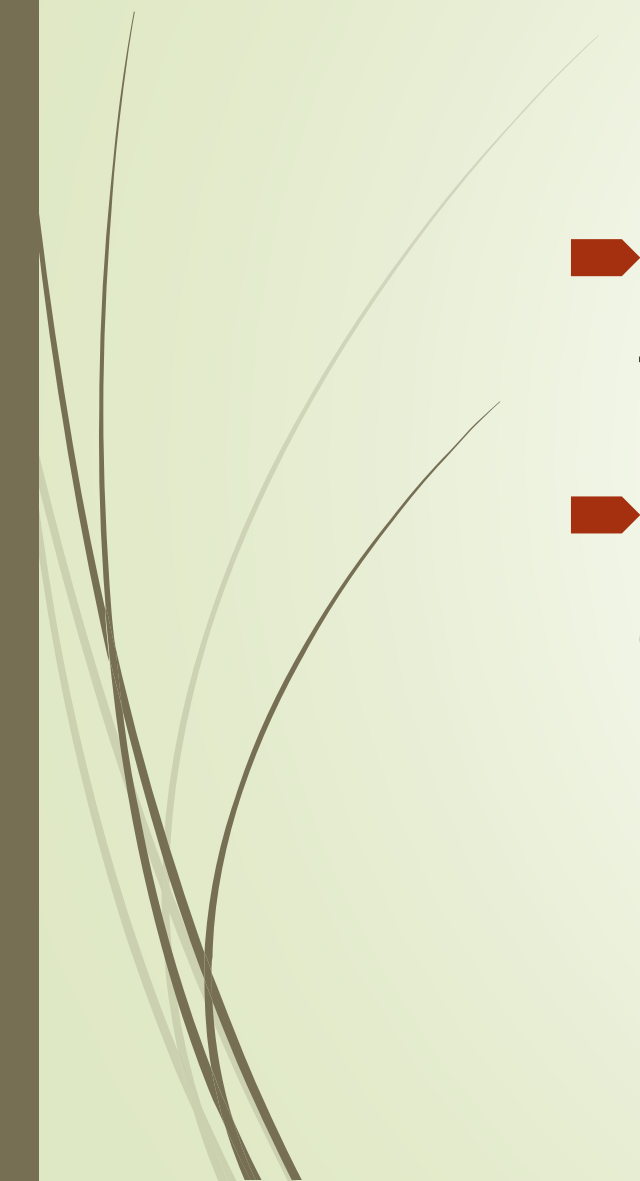
THE BENEFITS OF ROADSIDE SAFETY

Clear Zone Concept





Roadside Safety Mailboxes

- Mailboxes are a use of public ROW that is permitted by statute.
 - Non-Crashworthy installations can be a hazard to the travelling public.
- 



Mailbox crash video

➡ <https://www.youtube.com/watch?v=9onU4fu7itI>



Examples of Hazardous Mailbox installations in Lancaster County





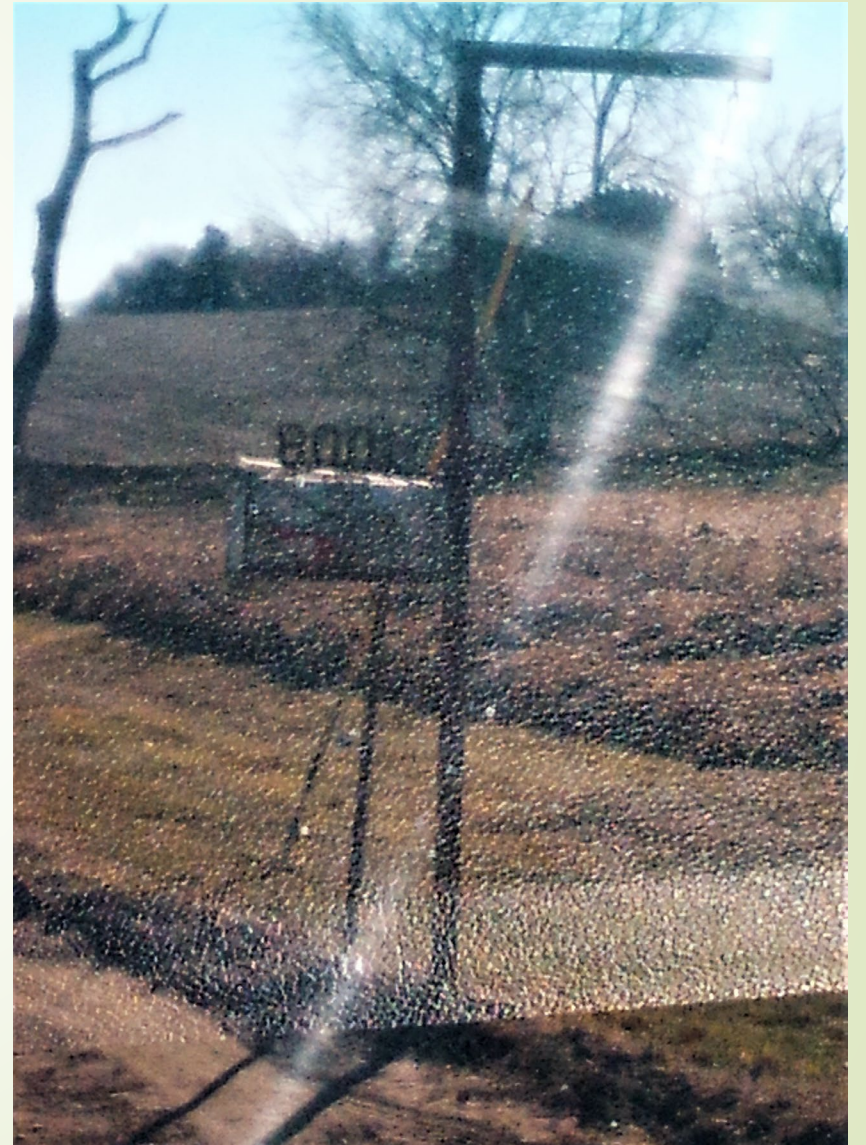














5801 Panama Rd





What are the chances of hitting a mailbox?

- In the 23-month period from February 2024 to January 2026 we had 20 **reported** crashes involving mailbox installations.
 - 2 Minor injuries (likely caused by other factors of the crash)



Lancaster County Mailbox Regulation

- In November of 2025 Lancaster County enacted Mailbox Policy that establish Standards that describe a “Crashworthy” installation and promote uniformity for these installations.
- Mailbox receptacle should be Light weight with a strong attachment to support post.
- Support post should be lightweight and not create a roadside hazard.
- Describe preferred installation location of the mailbox assembly with respect to the roadway.



Lancaster County Mailbox Regulation Highlights

- Mailbox receptacle should be Light weight with a strong attachment to support post.
 - Lightweight Sheet Metal
 - We should have defined this a little better in the regulation.
 - Administratively we determined that Lightweight is 10 lbs.
- Specified Dimensions
 - 12 x 14 x 25 inches



Lancaster County Mailbox Regulation Highlights (cont)

➤ Mailbox Support

- Support post should be lightweight and not create a roadside hazard.
 - 1 ½ " or less pipe
 - Max square wood post size 4" x 4"
 - Max round post 4"
 - Channel post 2 lb per foot or less
 - Square Steel Tube 2.25" or less
- Horizontal Bar mounts, Brick or Stone Mailboxes are not allowed in High-Speed locations (over 30 mph).



Lancaster County Mailbox Regulation Highlights (cont.)

- Mailbox Support (Cont)
 - Brick or Stone Mailboxes are allowed in Low Speed/Residential Areas.
 - Horizontal Bar mounts are never allowed on County ROW.
- Describe preferred installation location of the mailbox assembly with respect to the roadway.
 - Hard Surfaced Roads
 - Gravel Roads
 - Residential curbed and non curbed.



Lancaster County Mailbox Regulation Implementation

- After the Policy was approved by the Board
 - We asked our Operations Staff to identify hazardous Mailboxes
 - Prioritizing the Paved roads and then our gravel system.
- As of the mid August
 - We have identified a total of 262 Hazardous Mailboxes
 - Sent notification to 165 owners so far.
- The reaction has been shall we say mixed.

Questions

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