

Broad & Chesapeake Multimodal Connector

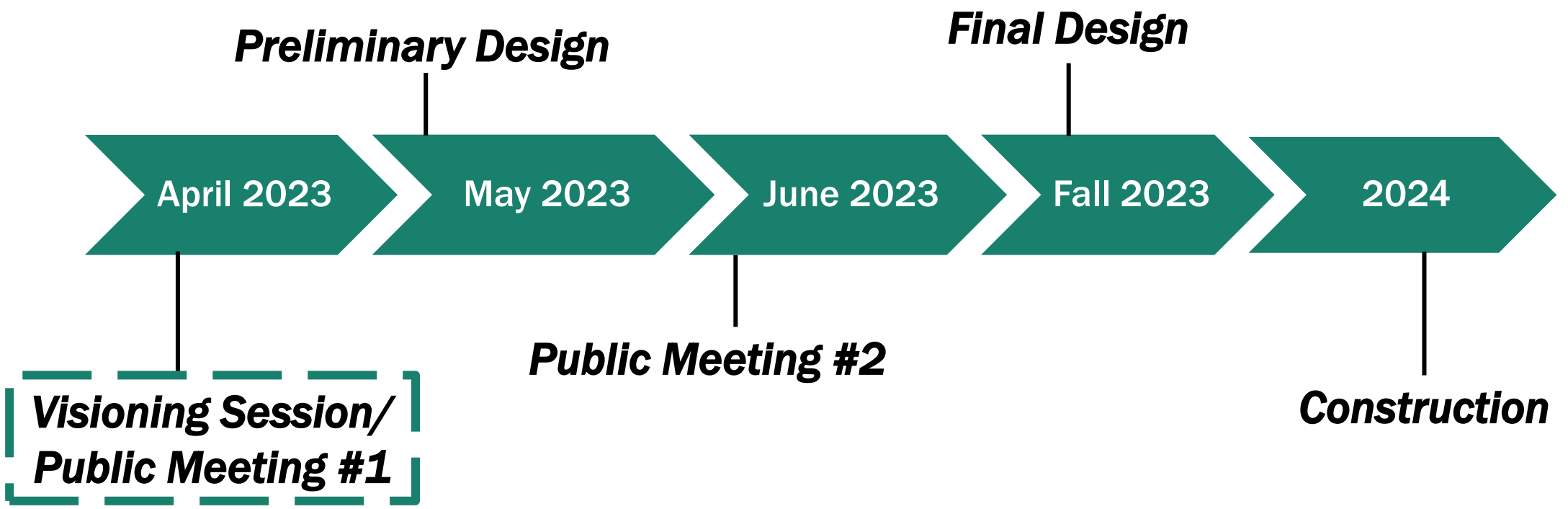
Visioning Session - Public Meeting #1

April 2023

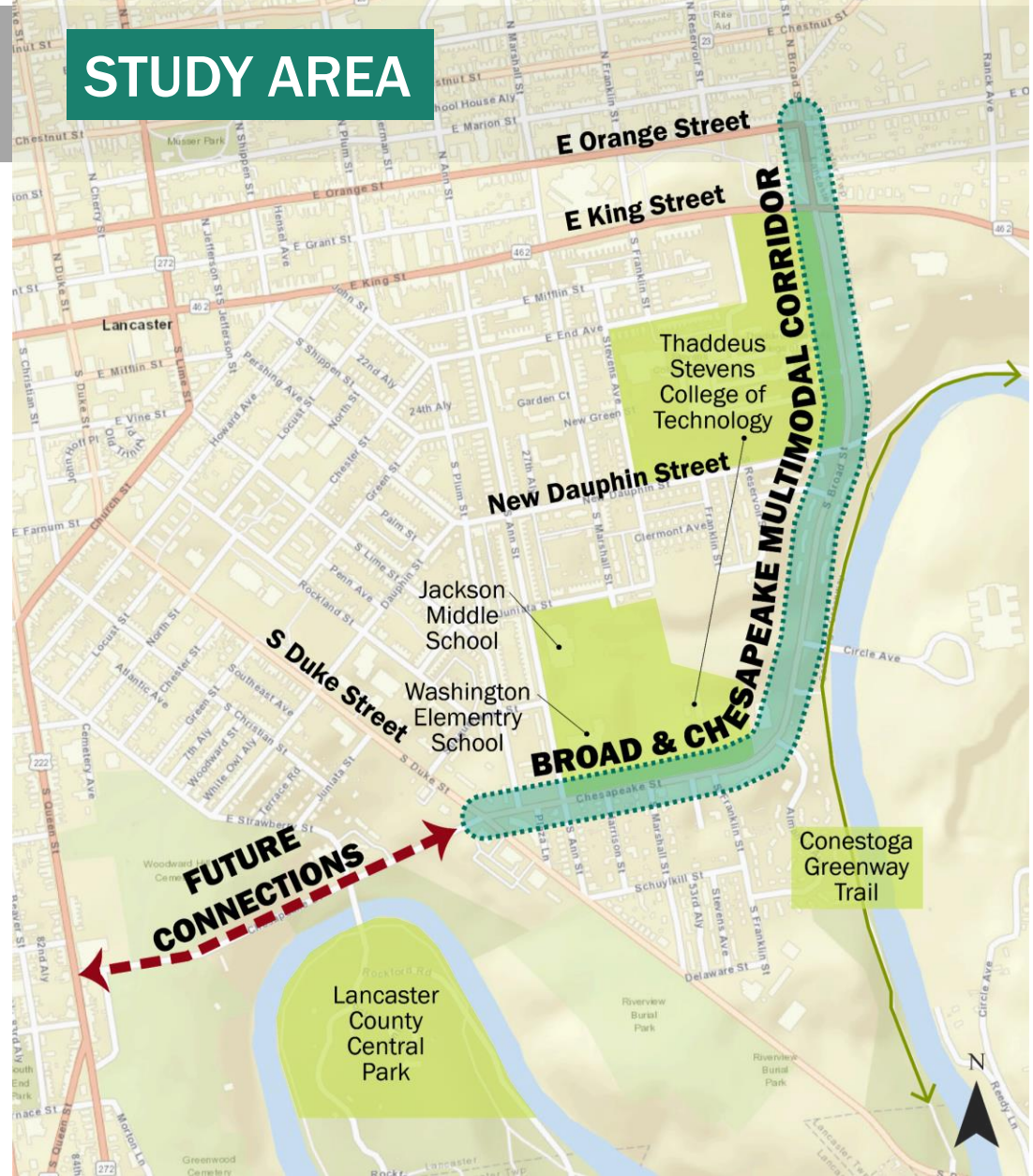
Agenda:

- Project Overview
 - Timeline
 - Location
 - Purpose & Need
- Existing Conditions
- Design Toolbox
- Next Steps

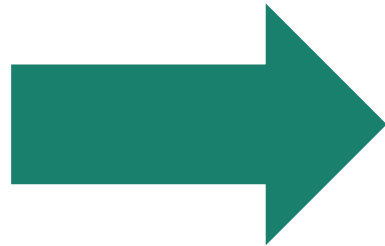
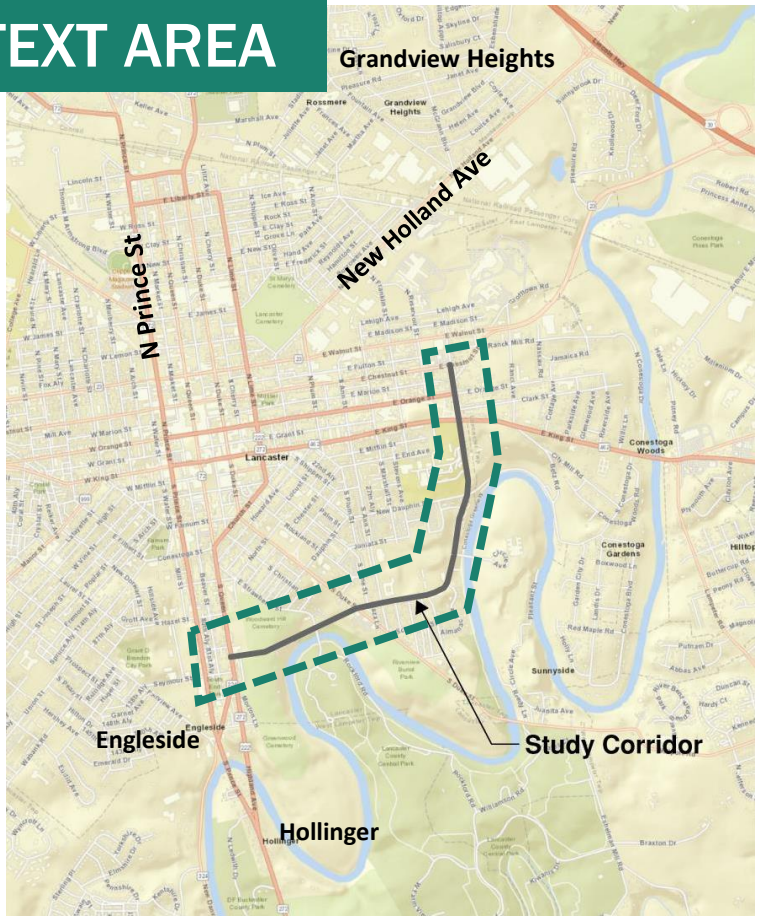
PROJECT TIMELINE



PROJECT LOCATION

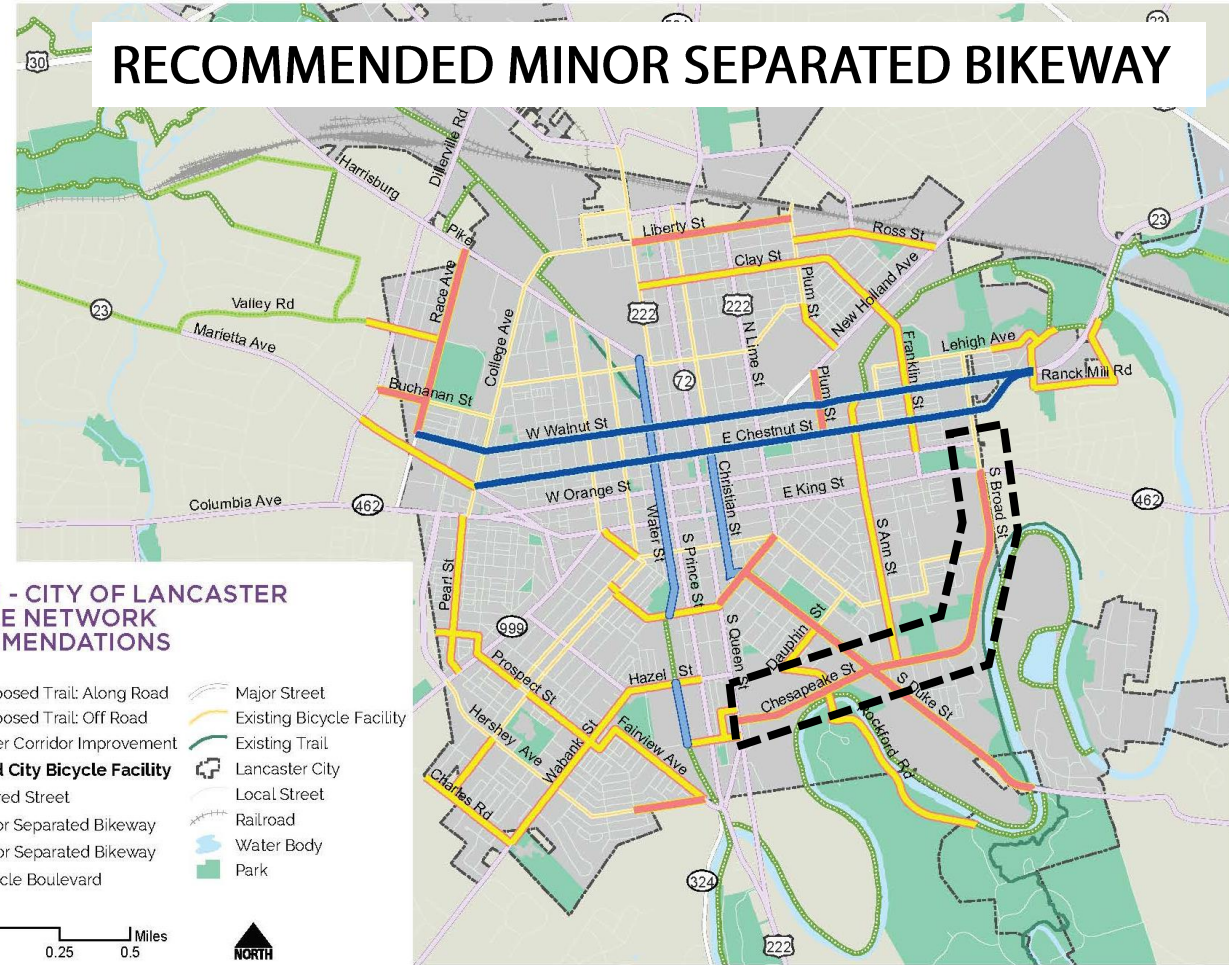


CONTEXT AREA



PROJECT PURPOSE

- Implement the **Lancaster County Active Transportation Plan** and the **Lancaster Vision Zero Policy**
- Create a **safe, comfortable, continuous** corridor for people who walk and bike from Duke Street to Orange Street.
- Use the planned **Resurfacing Project** as an opportunity to implement safety improvements and bicycle facilities



5-8 | CITY BIKEWAY NETWORK

PROJECT PURPOSE

- Provide **comfortable connections** between community locations
- Build out the **Active Transportation Network**, where Broad and Chesapeake are planned bike facilities



PROJECT VISION & GOALS

VISION:

Creating a safe, comfortable, continuous corridor for people who walk and bike.

GOALS:



Improve safety at high crash intersections and address infrastructure needs along the **High Injury Network**



Reduce vehicle speeds from Duke Street to Orange Street



Provide comfortable connections to community locations for people walking and biking



Build out the City of Lancaster's **Active Transportation Network**

EXISTING CONDITIONS

OVERVIEW

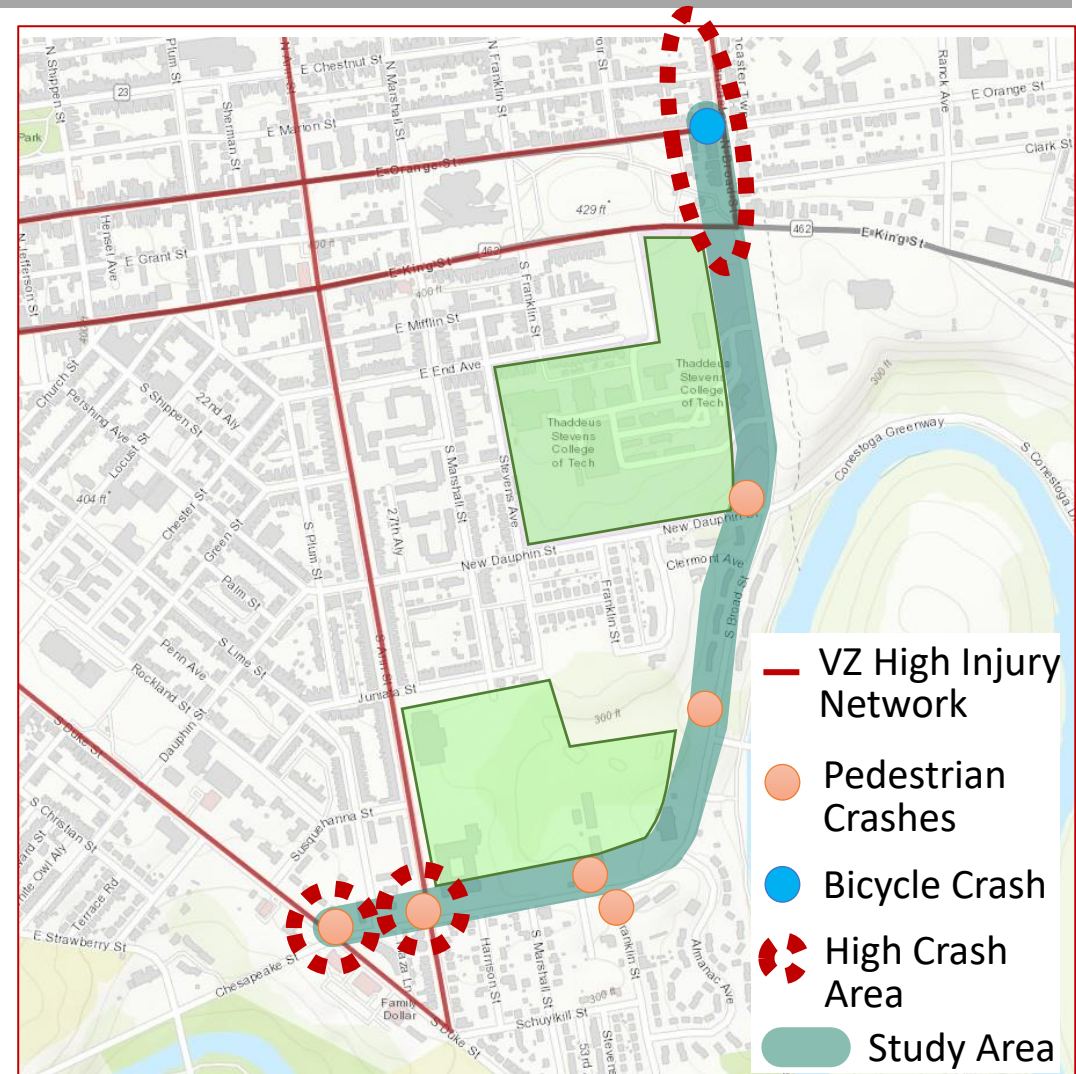
- Two-way minor arterial
- Typical street section varies with 2-3 lanes, some on-street parking, and some dedicated left-turn lanes (one-way and two-way)
- Mix of surrounding land uses including residential, institutional, and commercial
- Topography and roadway curvature can impede intersection visibility



EXISTING CONDITIONS

CRASH DATA (2017-2021)

- **92 crashes** (Duke Street to Orange Street)
- **10 pedestrian crashes** (5 at Duke Street)
- **1 bicycle crash** at Orange/Broad
- **32 crashes** (Queen Street to Duke Street)
- **Need to address high crash locations**
 - Duke Street/ Chesapeake Street
 - Ann Street/ Chesapeake Street
 - N Broad Street (from Walnut Street to King Street)



EXISTING CONDITIONS

LANCASTER VISION ZERO ACTION PLAN

Reducing vehicle speeds simultaneously reduces the number and severity of crashes



EXISTING CONDITIONS

ANALYSIS OF SPEEDS AND VOLUMES

- 97% of vehicles traveled over the 25 mph speed limit
- 85th percentile speeds greatly exceed speed limit
 - Northbound (40 mph)
 - Southbound (49 mph)
- Vehicle Volumes – 11,257 Total
 - Northbound – 6,198, Southbound – 5,059



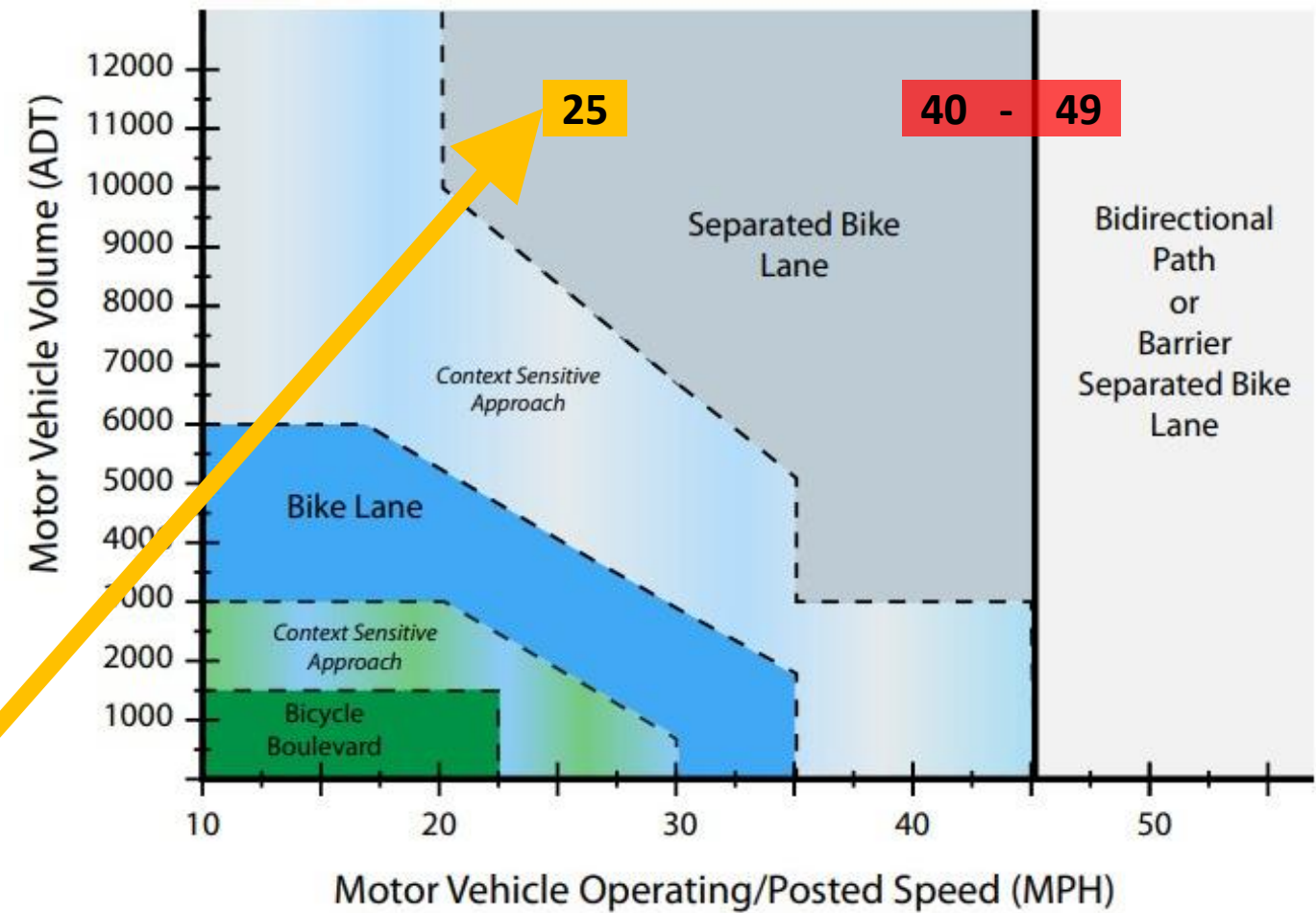
EXISTING CONDITIONS

SPEED AND VOLUME IMPACTS ON BICYCLE FACILITY SELECTION

- Vehicle Volumes – **11,257 Total**
- Posted Speeds of **25 mph** and Vision Zero Goal
- 85th percentile Operating Speeds of **40-49 mph**

PREFERRED FACILITY:
Separated Bike Lanes
Bike Lanes with Buffer

Lancaster ATP Bicycle Facility Selection Matrix



EXISTING CONDITIONS

TRANSIT STOPS

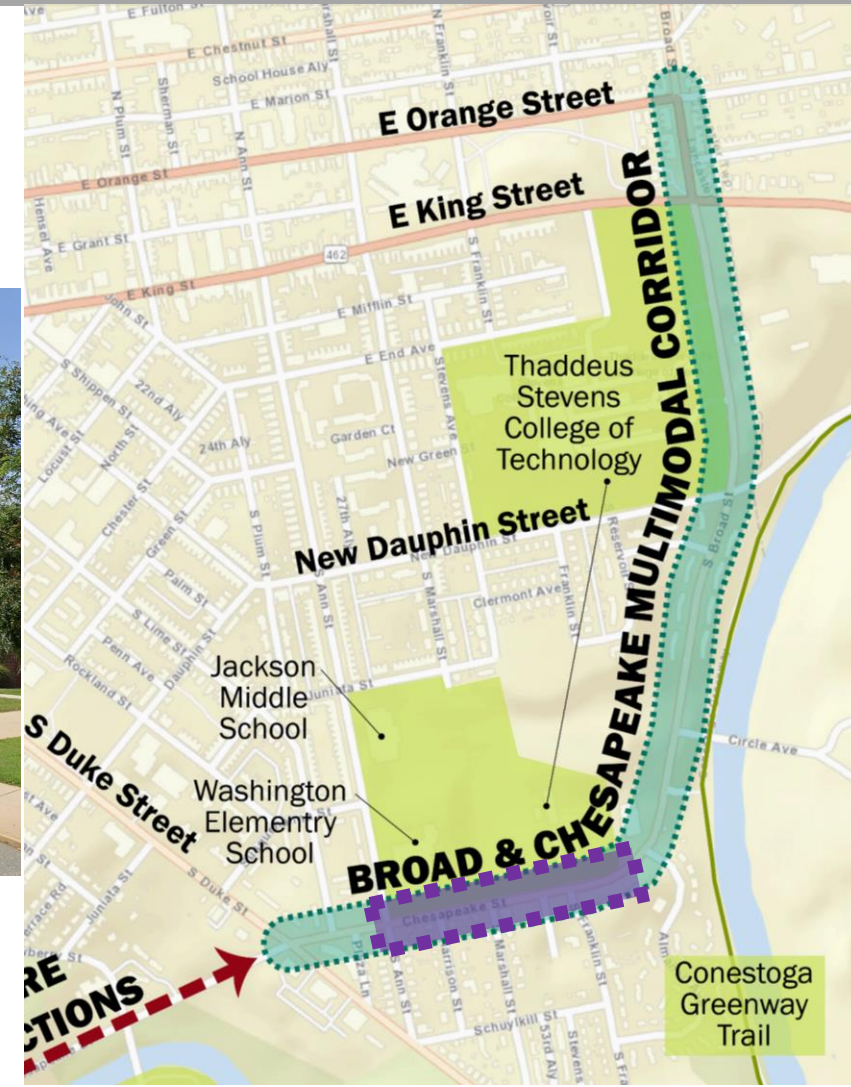
- Red Rose Transit Authority, Route 1
 - Travels **southbound** on S. Broad Street-Chesapeake Street
 - There are **four transit stops** on this route within the project corridor.
 - Buses run every 45 minutes
 - Some intersections are missing painted crosswalks to access bus stops



EXISTING CONDITIONS

SCHOOL ZONES

- School Zones with **15 mph speed** limits located on the corridor
 - Eastbound - Ann Street to South of Almanac Avenue
 - Westbound – east of S. Franklin Street to Ann Street



EXISTING CONDITIONS

KEY ISSUES

- Speeding vehicles
- Vehicle crashes
- Intersection visibility
- Safety of pedestrians at intersections and midblock crossings
- Lack of dedicated facilities for bicyclists with high vehicular speeds and volumes
- Poor access to transit stops
- Illegal Parking

Midblock crossing without warning signage or crosswalk visibility treatments at the Conestoga Greenway Trail



No crosswalk to transit stop at Circle Avenue



How did the Existing Conditions Analysis compare to your experiences on the corridor?

Not Accurate — 1

2

Somewhat Accurate — 3

4

Very Accurate — 5

Please share other typical conditions or issues you have noticed along the corridor

What are the top three issues on Broad and Chesapeake from DUKE TO FRANKLIN?

Speeding Vehicles

Vehicle Crashes

Intersection visibility

Crossing the street feels unsafe

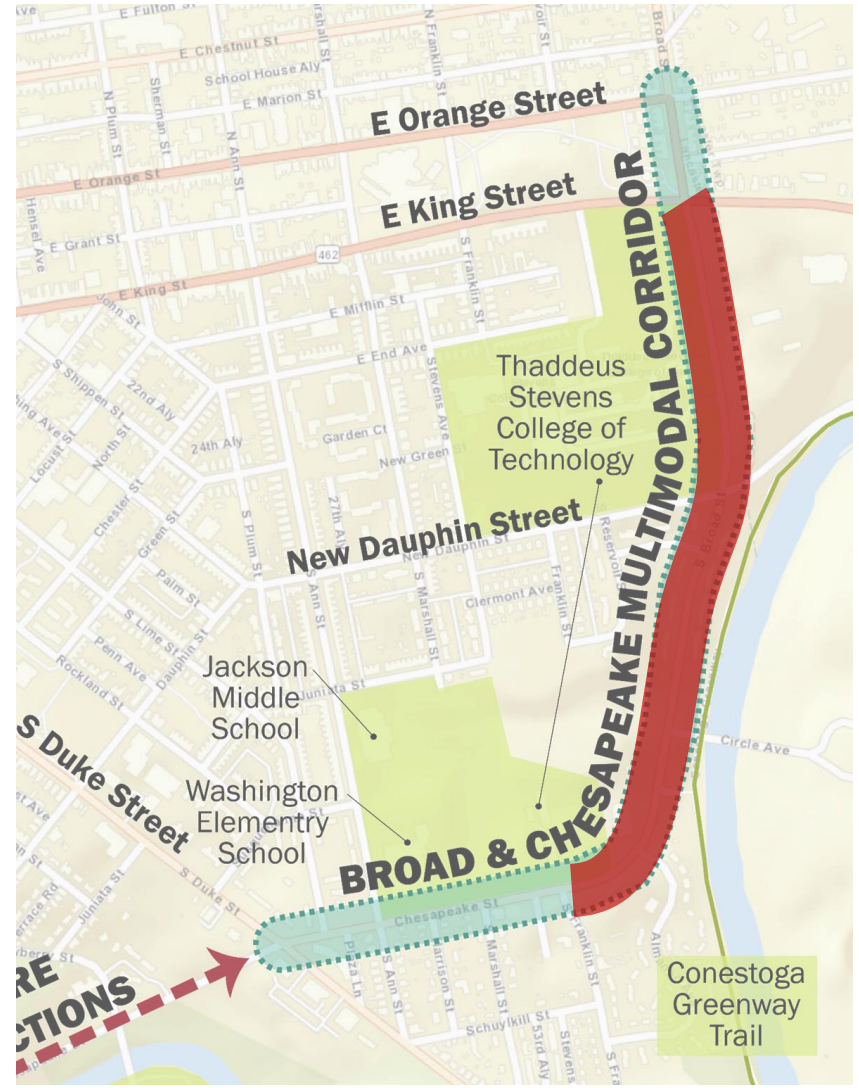
Biking along the street feels unsafe

Walking to transit stops feels unsafe

Illegal parking

Other

Franklin to King



What are the top three issues on Broad and Chesapeake from FRANKLIN TO KING?

Speeding Vehicles

Vehicle Crashes

Intersection visibility

Crossing the street feels unsafe

Biking along the street feels unsafe

Walking to transit stops feels unsafe

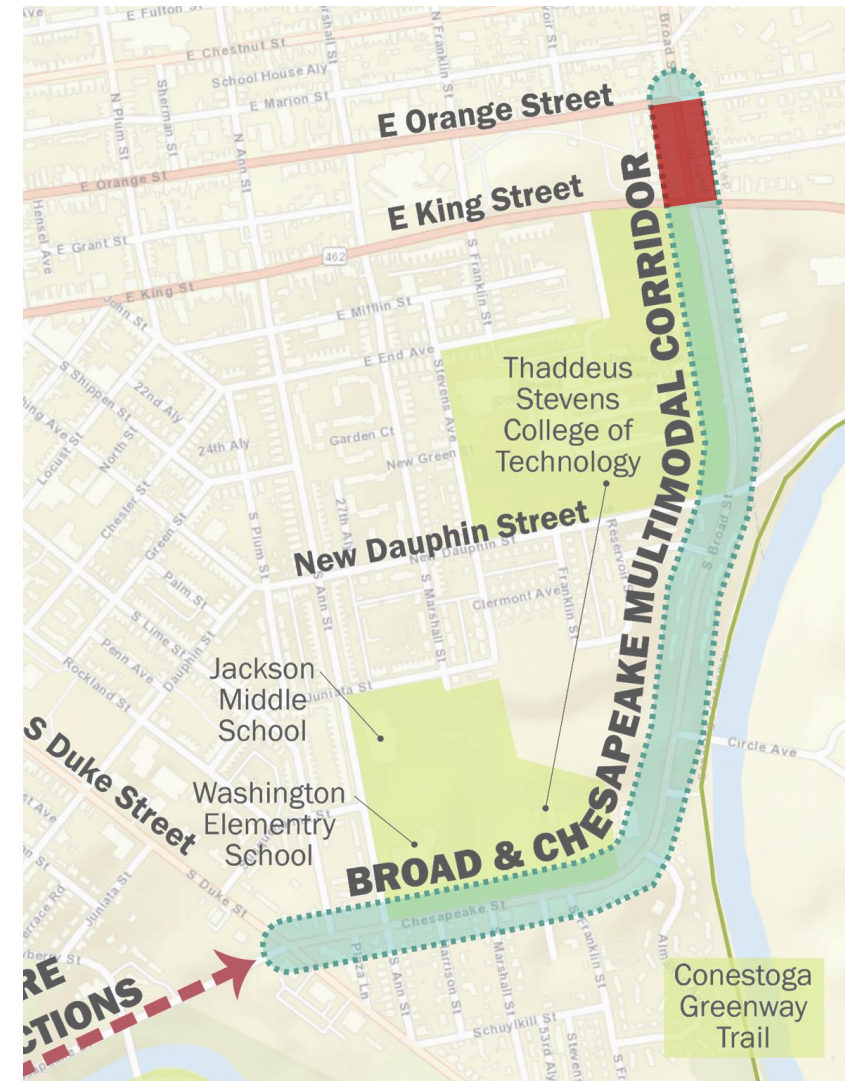
Illegal parking

Other

Broad and Chesapeake Multimodal Connector

Duke Street to Orange Street

King to Orange



What are the top three issues on Broad and Chesapeake from KING TO ORANGE?

Speeding Vehicles

Vehicle Crashes

Intersection visibility

Crossing the street feels unsafe

Biking along the street feels unsafe

Walking to transit stops feels unsafe

Illegal parking

Other

Which destinations do you use along the corridor?

Businesses

Shopping

School

Home

Recreation

Other

DESIGN TOOLBOX

INTERSECTION IMPROVEMENTS



Daylighting



Conflict Markings



High Visibility Crosswalk



Bicycle Box

DESIGN TOOLBOX

INTERSECTION IMPROVEMENTS



Flexible Delineator Posts



Rectangular Rapid Flashing Beacon



Slow Turn Wedge

Please select all treatments that you would like to see at intersections on the corridor

Daylighting

High Visibility Crosswalks

Conflict Markings

Flexible Delineator Posts

Bike Boxes

Slow Turn Wedges

Rectangular Rapid Flashing Beacon

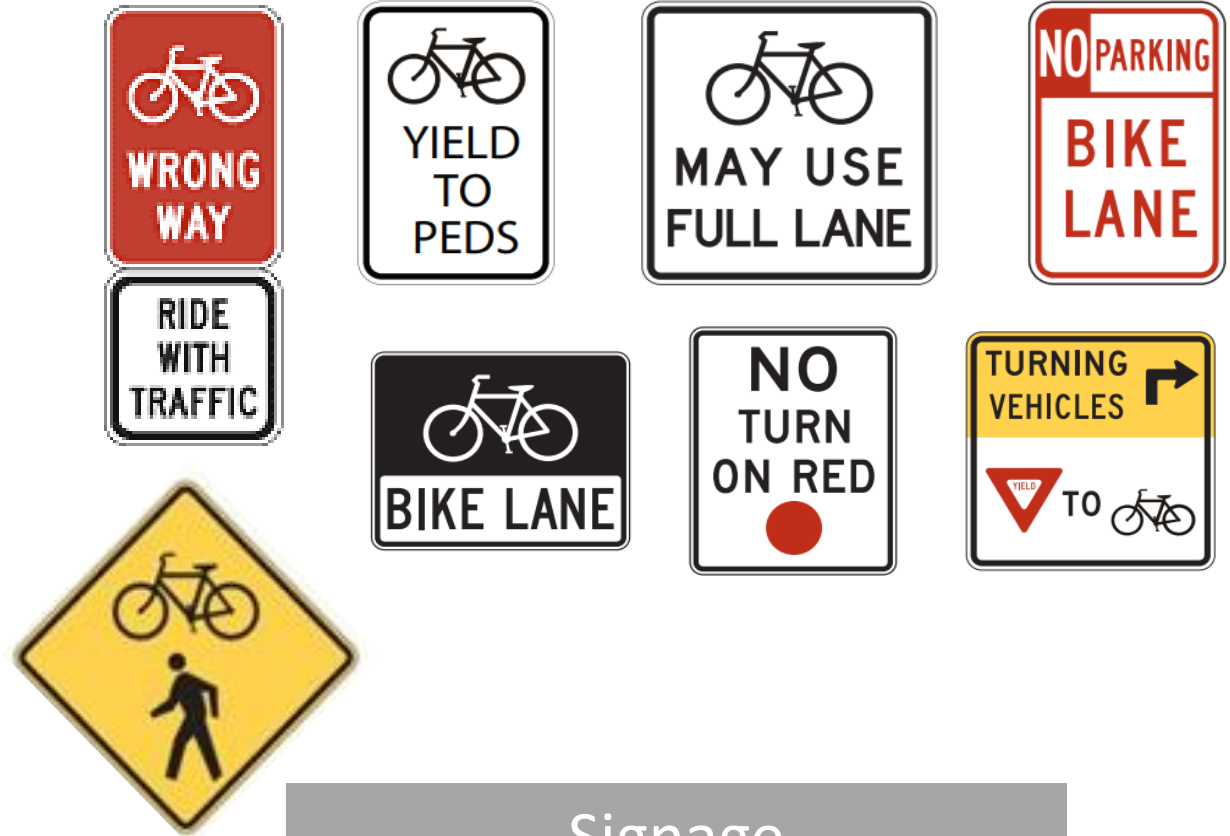
What are key intersection movements that should be considered when implementing treatments?

DESIGN TOOLBOX

CORRIDOR IMPROVEMENTS



Chicane



Signage

Please select all treatments that you would like to see along the corridor

Chicanes

Improved Signage

More Visible Midblock
Crosswalks

Adjustments to roadway
typical section

DESIGN TOOLBOX

BICYCLE FACILITIES



Parking Separated Bike Lane



Buffered Bike Lane



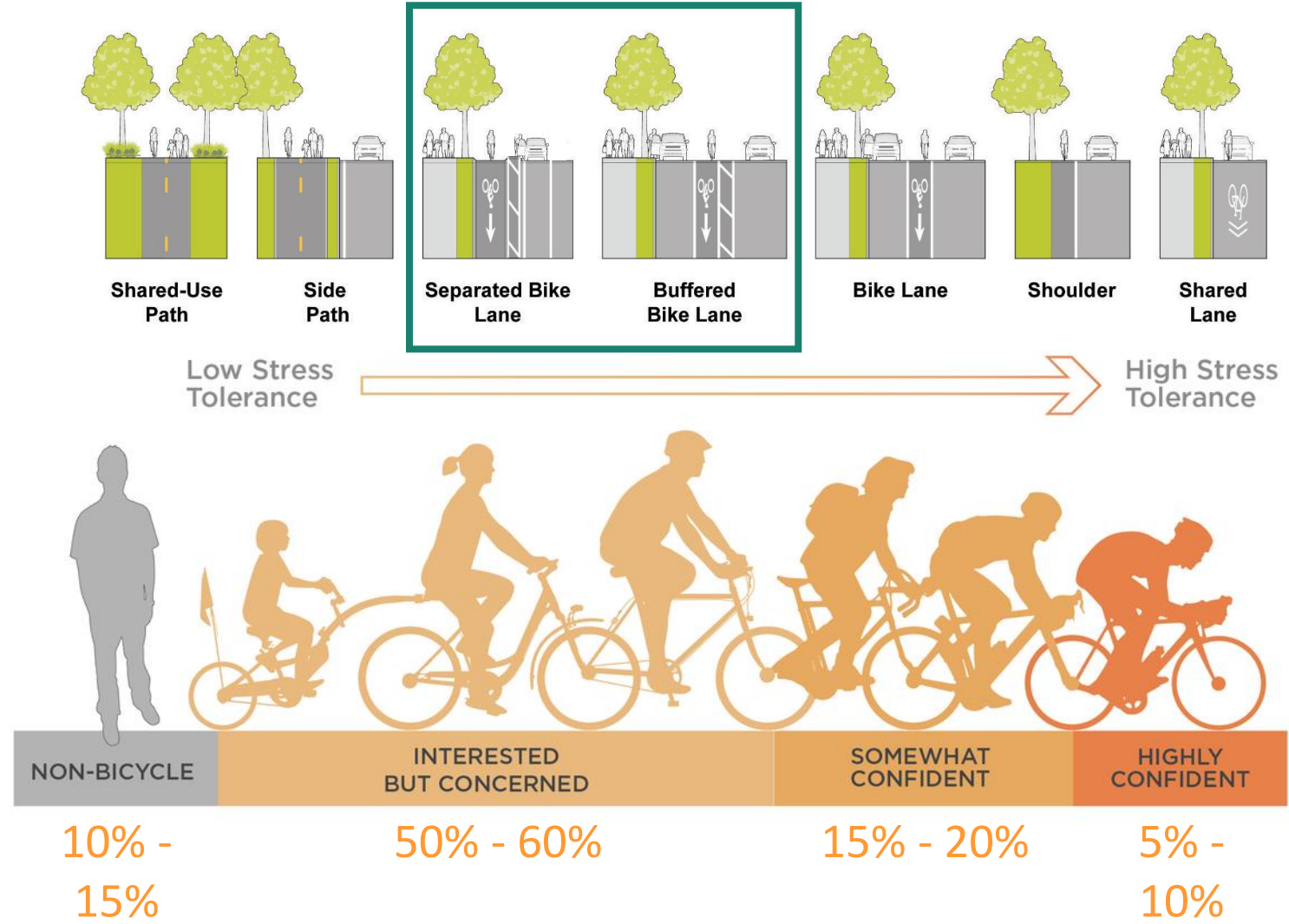
Bike Lane



Shared Lane Markings

DESIGN TOOLBOX

- Roadway improvements will address safety concerns for all users on the High Injury Network
- Low stress, separated facilities attract more users



Which bicycle facility would you feel the safest using on the corridor?

None of the above

What are other ideas or treatments that should be considered for the corridor?

NEXT STEPS

1. Preliminary Design
2. Public Meeting #2 – June 2023
3. Final Design – Fall 2023
4. Construction – 2024

CONTACT INFORMATION

Please visit the
project website for
general project
information and to
provide feedback on
recommendations



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