

Broad & Chesapeake Multimodal Connector

Public Meeting #2

July 2023

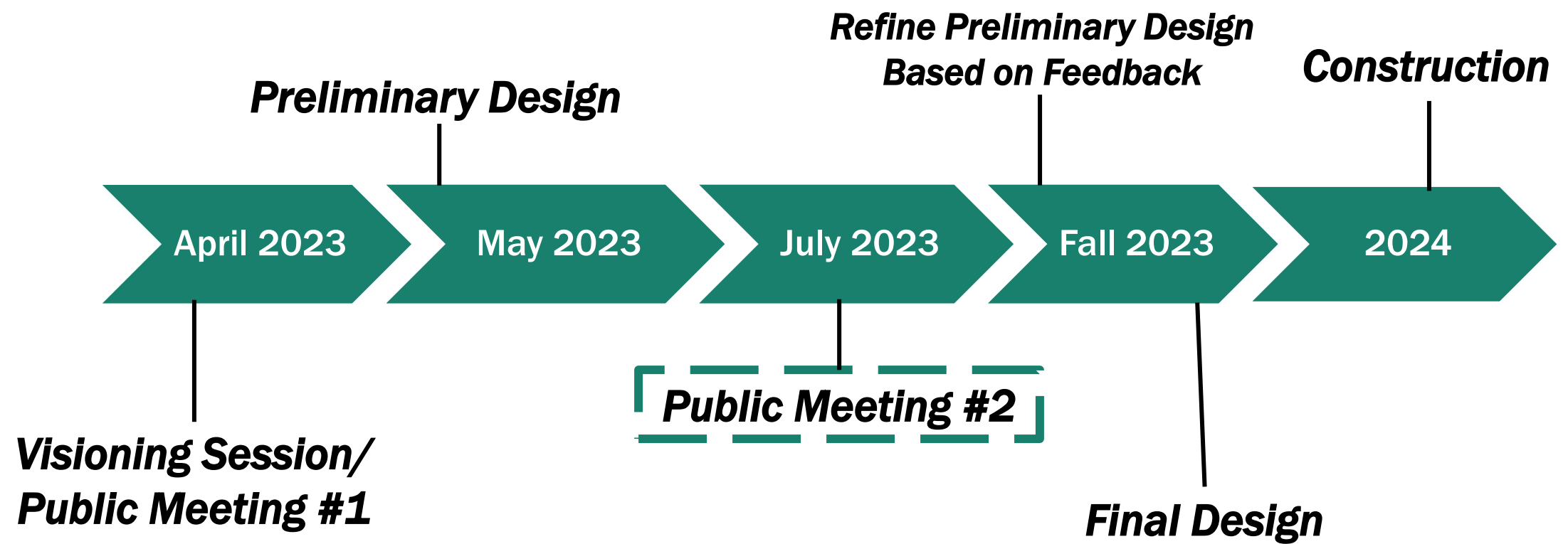
Agenda:

- Project Overview
 - Timeline
 - Purpose & Need
 - Existing Conditions Review
- Public Feedback Summary
- Preliminary Design Concept
 - Design Toolbox
 - Typical Sections
 - Intersection Improvements
- Next Steps



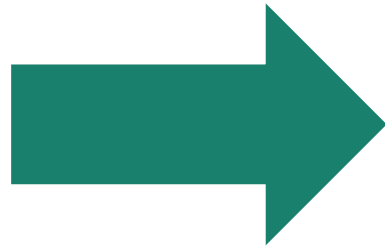
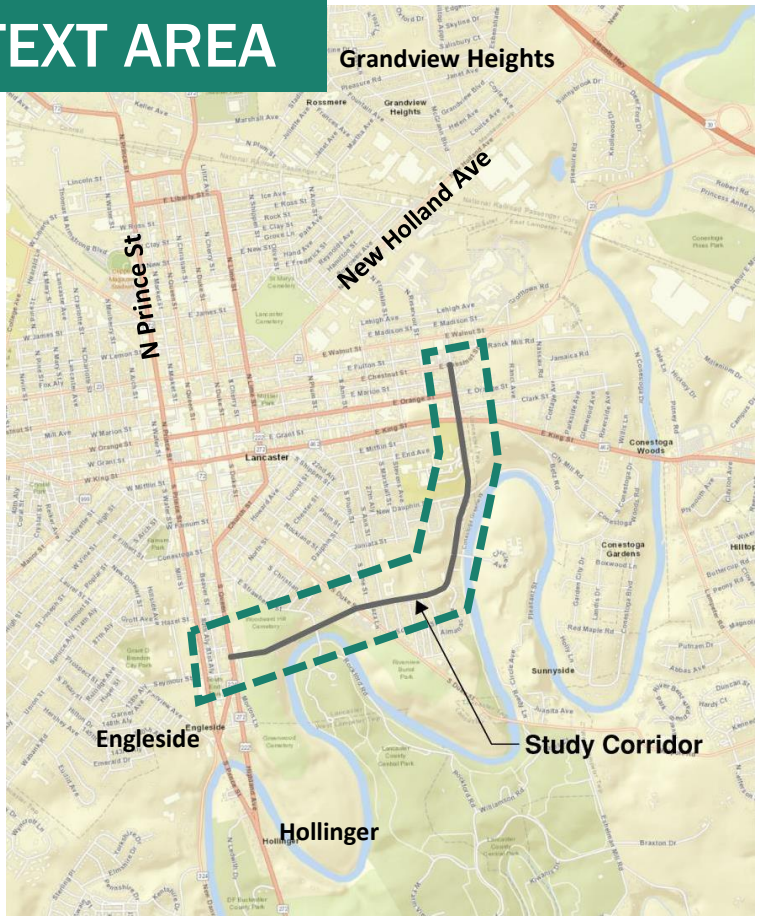
Project Overview

PROJECT TIMELINE

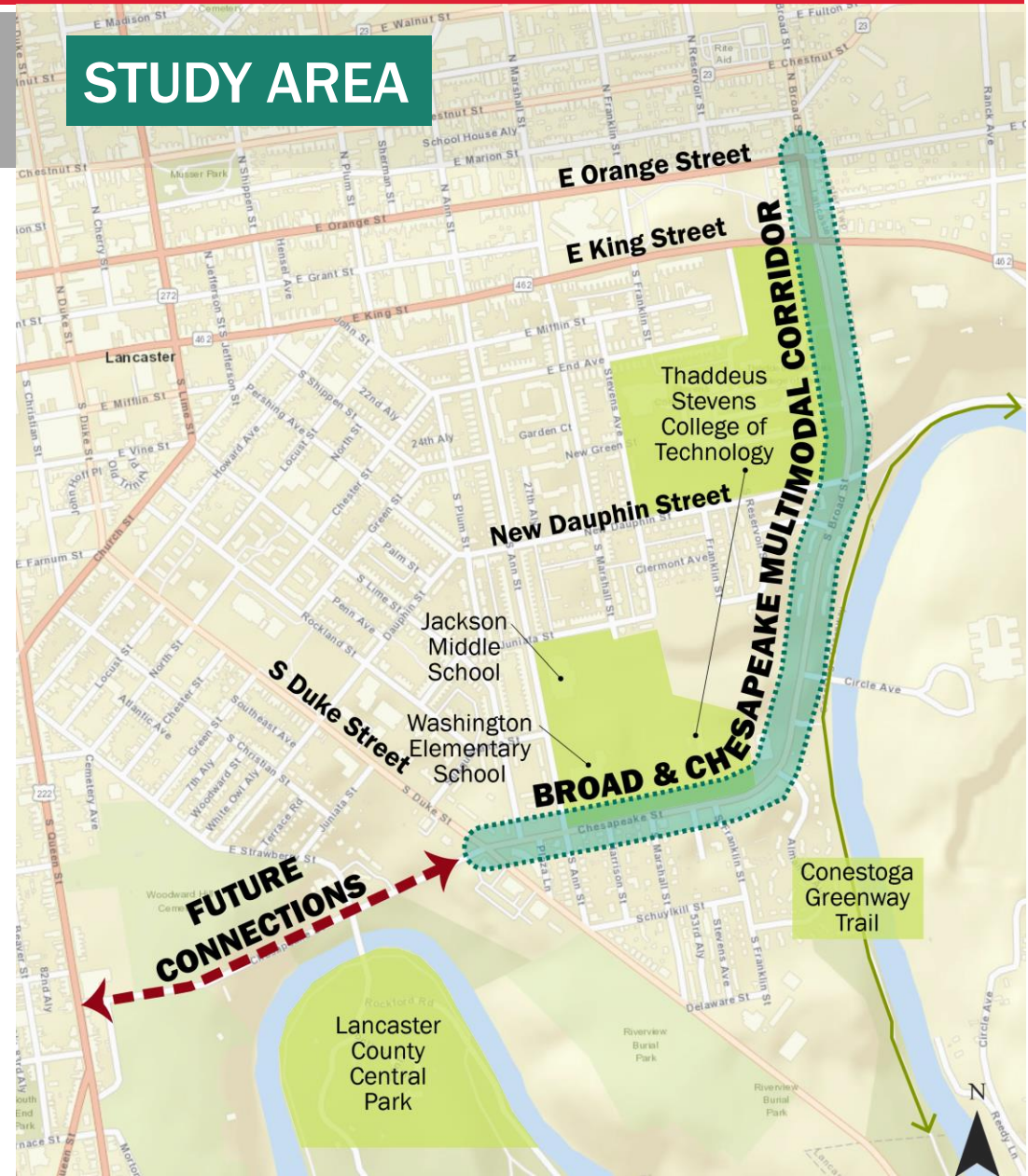


PROJECT LOCATION

CONTEXT AREA

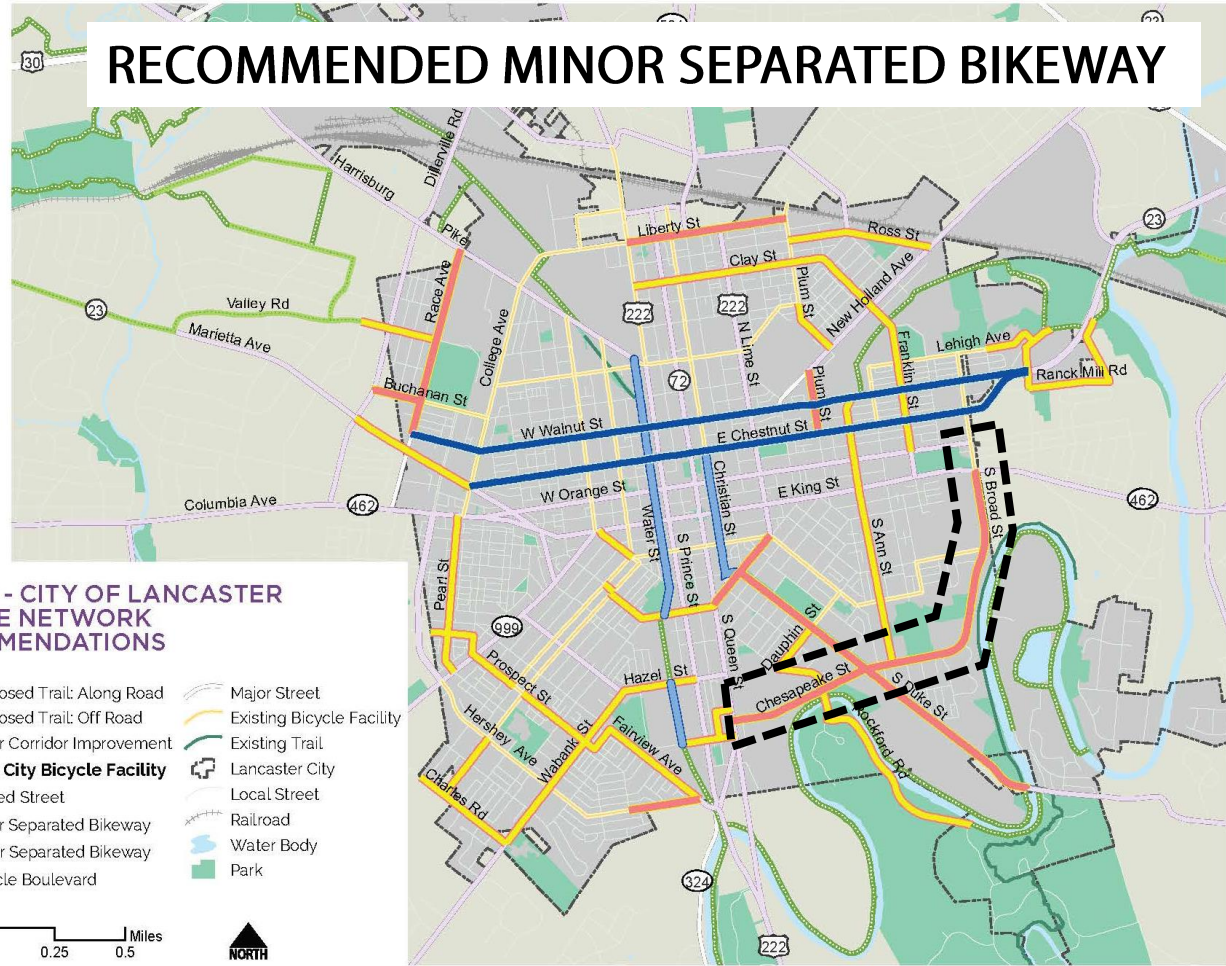


STUDY AREA



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 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 impact intersection visibility





Public Feedback Summary

Public Feedback Summary

KEY ISSUES

- Vehicle speeds are too fast
- Roadway geometry encourages speeding
- Poor intersection visibility
- Safety of pedestrians at intersections and midblock crossings
- Lack of dedicated facilities for bicyclists
- Poor access to transit stops
- Double parking
- Vehicle crashes

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

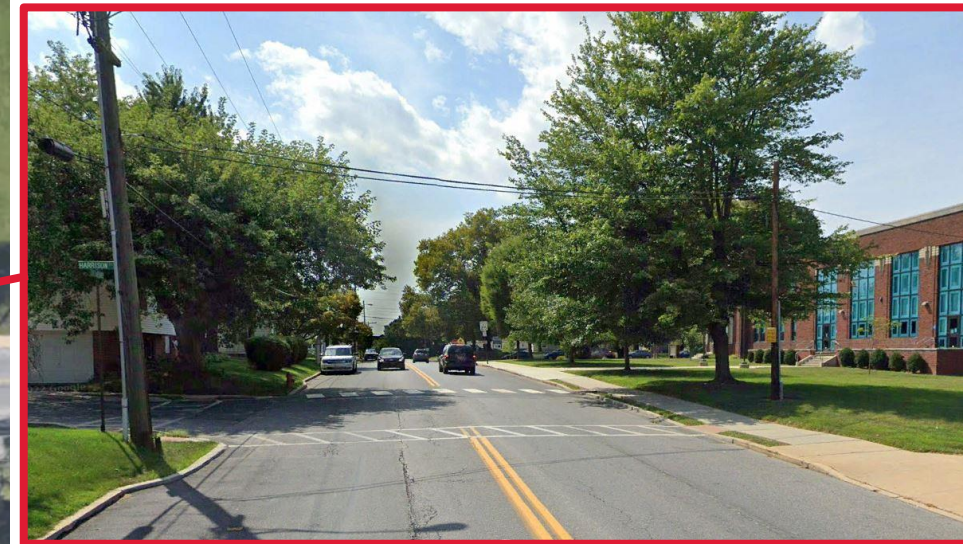


No crosswalk to transit stop at Circle Avenue



Public Feedback Summary: School Zone

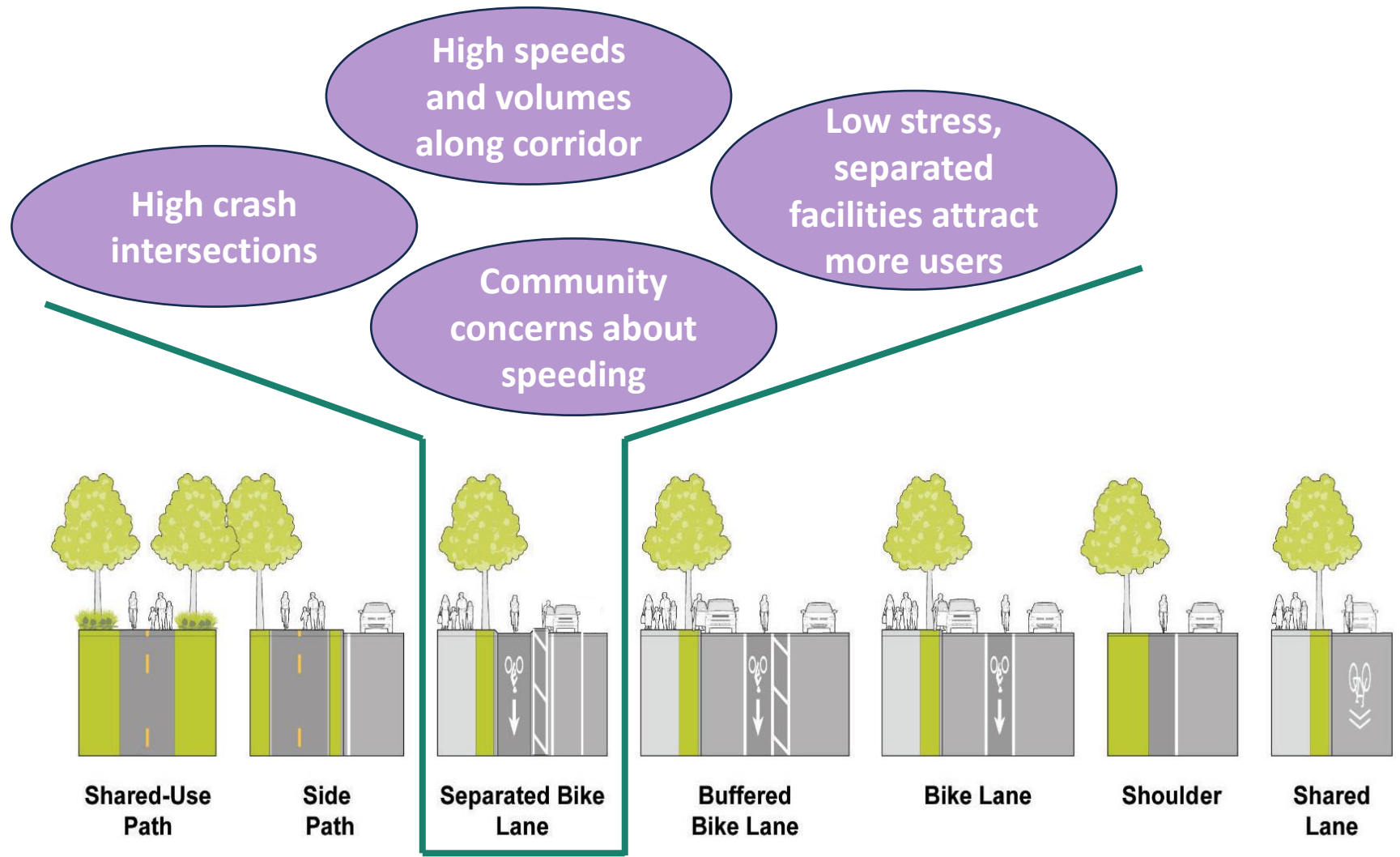
ISSUES BETWEEN S. ANN & MARSHALL





Preliminary Design Concept

FACILITY SELECTION



FACILITY SELECTION

TWO-WAY SEPARATED BICYCLE FACILITY

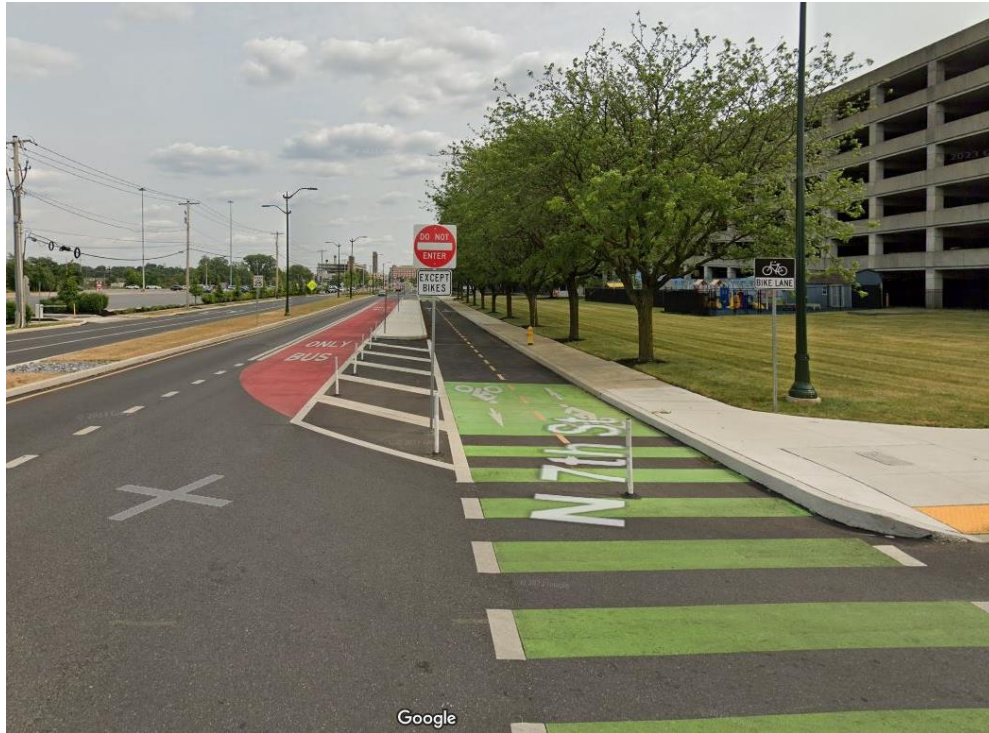


WHY:

- Reduces conflicts with School Loading Area at George Washington Elementary
- Avoids conflicts with Route 1 transit stops along corridor
- Connects to the Conestoga Greenway Trail
- Requires less width than traditional bike lanes at pinch-points

FACILITY SELECTION

EXAMPLE TWO-WAY SEPARATED BICYCLE FACILITY



Google

7th Street, Harrisburg, PA



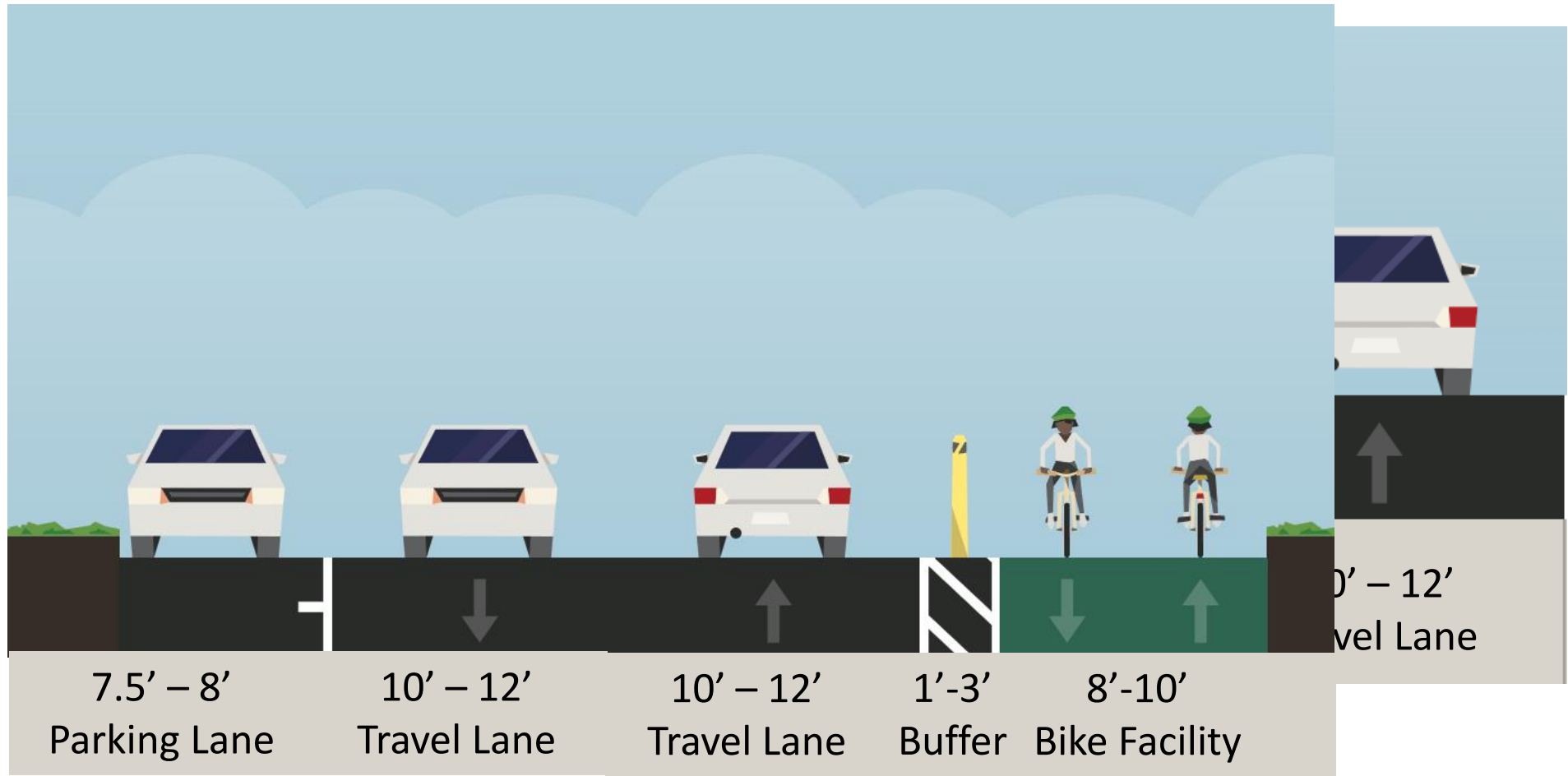
King Street, York, PA



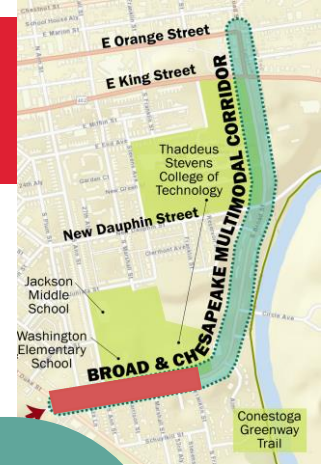
Google

CORRIDOR DESIGN OVERVIEW

TWO-WAY SEPARATED BICYCLE FACILITY



S. Duke to S. Franklin



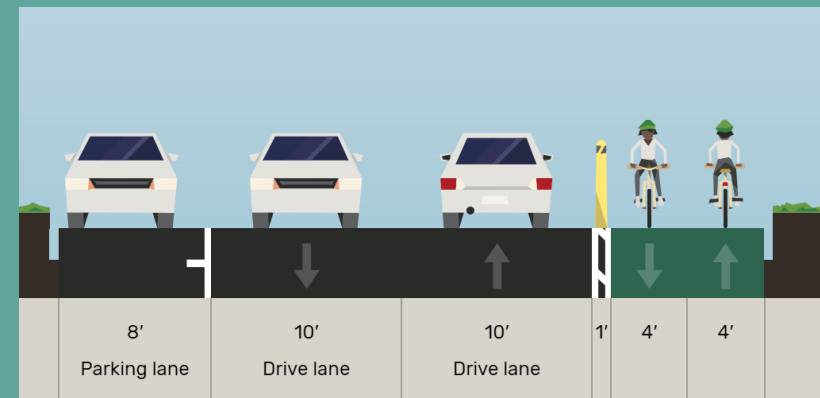
Key Issues:

- Double parking within school zone
- Feels unsafe to walk/bike on S. Ann St.
- Poor visibility around parked cars
- Concerns with crossing at Duke St. and along Chesapeake



Proposed Design Solutions:

- Separated two-way bike lane on south side of Chesapeake to replace on-street parking.
- On-street parking on north side of street only
- High visibility crosswalks and daylighting at crossing locations.





S. Franklin to Circle

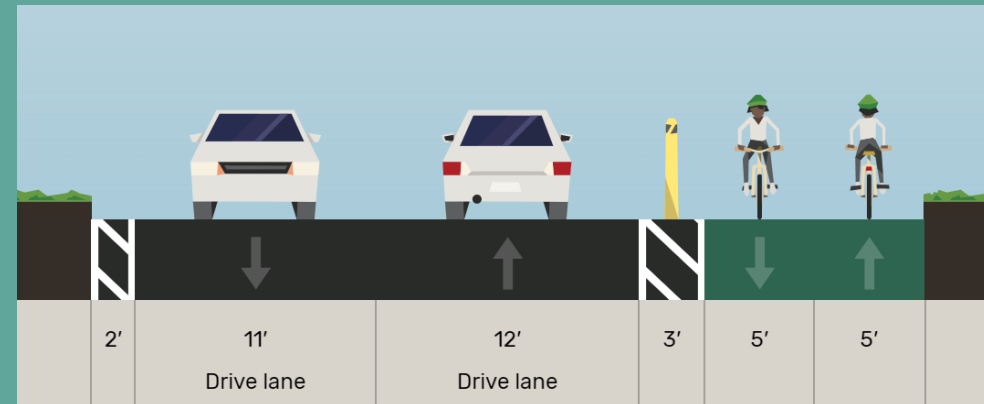
Key Issues:

- Feels unsafe to bike
- No access to Conestoga Greenway Trail
- High speed, cut-through traffic
- Uncontrolled crosswalks at S. Franklin St., Trail parking lot, & Circle Ave. transit stop



Proposed Design Solutions:

- Separated two-way bike lane on the east side
- Shared lane markings in parking lot to connect to Conestoga Greenway Trail
- Gateway island north of Circle Ave. as traffic calming measure
- Pedestrian refuge island at Circle Ave. to reduce pedestrian exposure to motor vehicles



Circle to New Dauphin



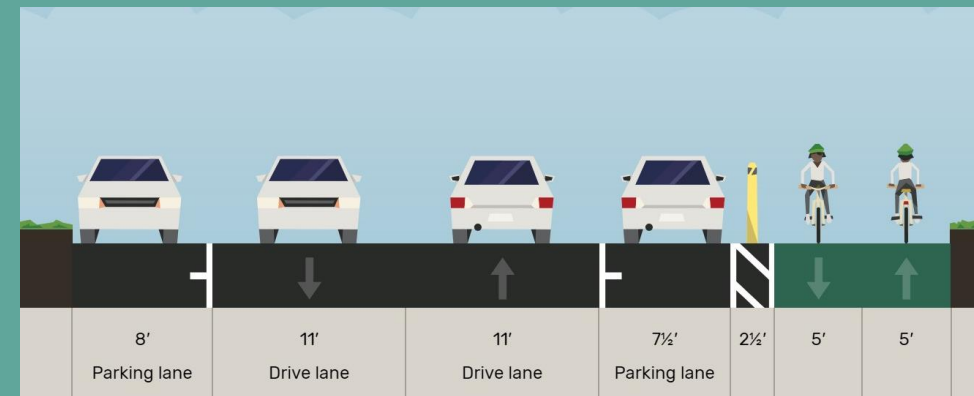
Key Issues:

- Feels unsafe to bike
- High speed, cut-through traffic
- Access to Clermont Ave. transit stop
- Unsignalized intersection at New Dauphin St.



Proposed Design Solutions:

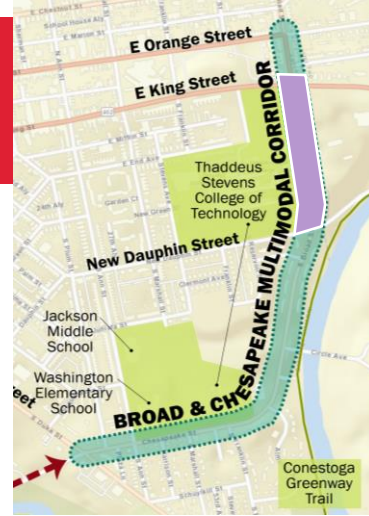
- Separated two-way bike lane on the east side of S. Broad St.
- Maintain parking on both sides of the street
- Gateway islands as traffic calming measure
- Pedestrian refuge islands at Clermont Ave. & New Dauphin St.
- Slow turn wedges at New Dauphin St.



New Dauphin to E. King



New Dauphin to E. King



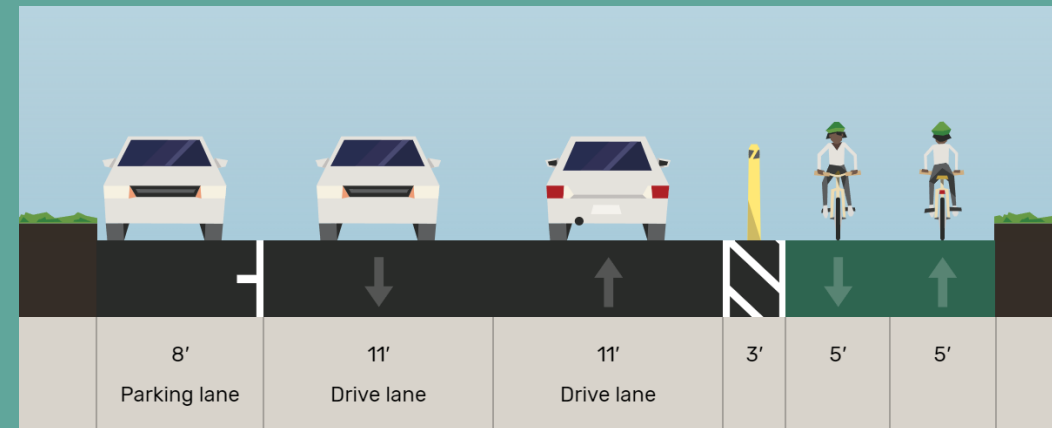
Key Issues:

- Feels unsafe to bike
- High speed, cut-through traffic
- Challenging intersection geometry

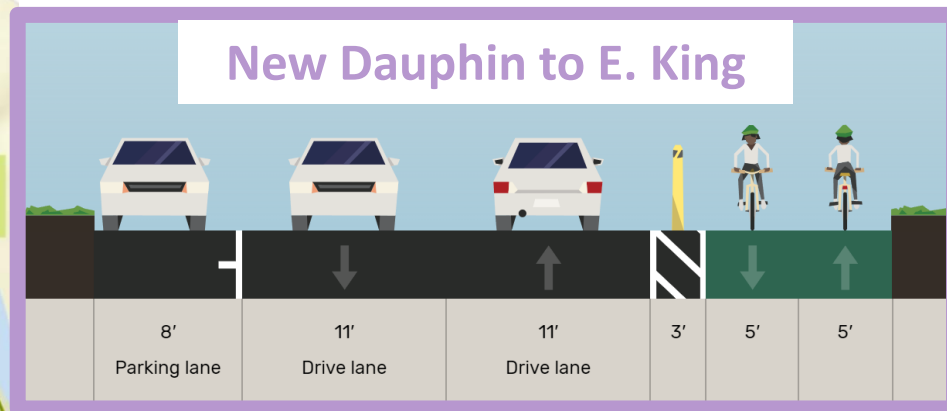
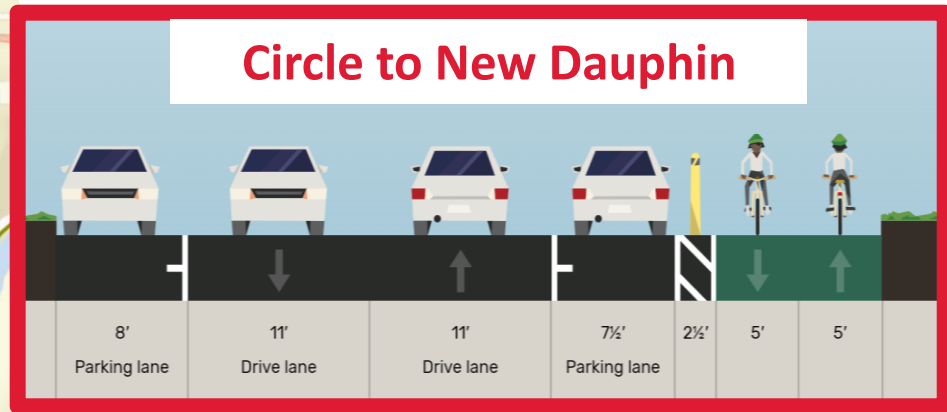
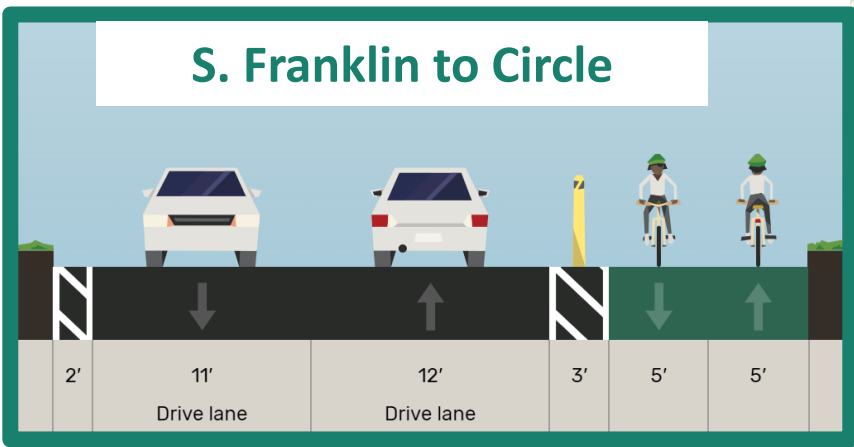
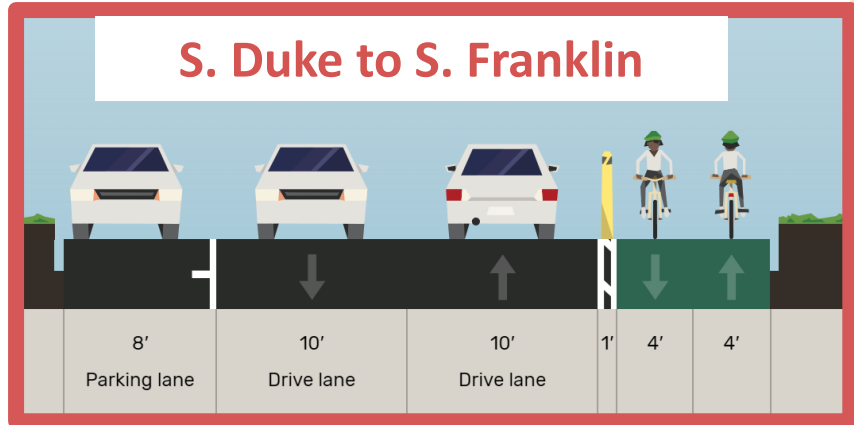


Proposed Design Solutions:

- Separated two-way bike lane on east side of S. Broad St. to replace on-street parking.
- Parking only on the west side of the street.
- Gateway islands as traffic calming measure



PRELIMINARY DESIGN CONCEPT



DESIGN TOOLBOX

INTERSECTION IMPROVEMENTS



Daylighting



Conflict Markings



High Visibility Crosswalk



Bicycle Box

DESIGN TOOLBOX

INTERSECTION IMPROVEMENTS



Parking Stops



Flexible Delineator Posts



Pedestrian Refuge Island



Slow Turn Wedge



Neighborhood Gateway
Traffic Calming Island

PRELIMINARY DESIGN CONCEPT

Key Intersection Improvements

- High Visibility Crosswalks
- Daylighting
- Conflict Markings
- Bicycle Box
- Mountable Slow-Turn Corner
- Pedestrian Refuge Island

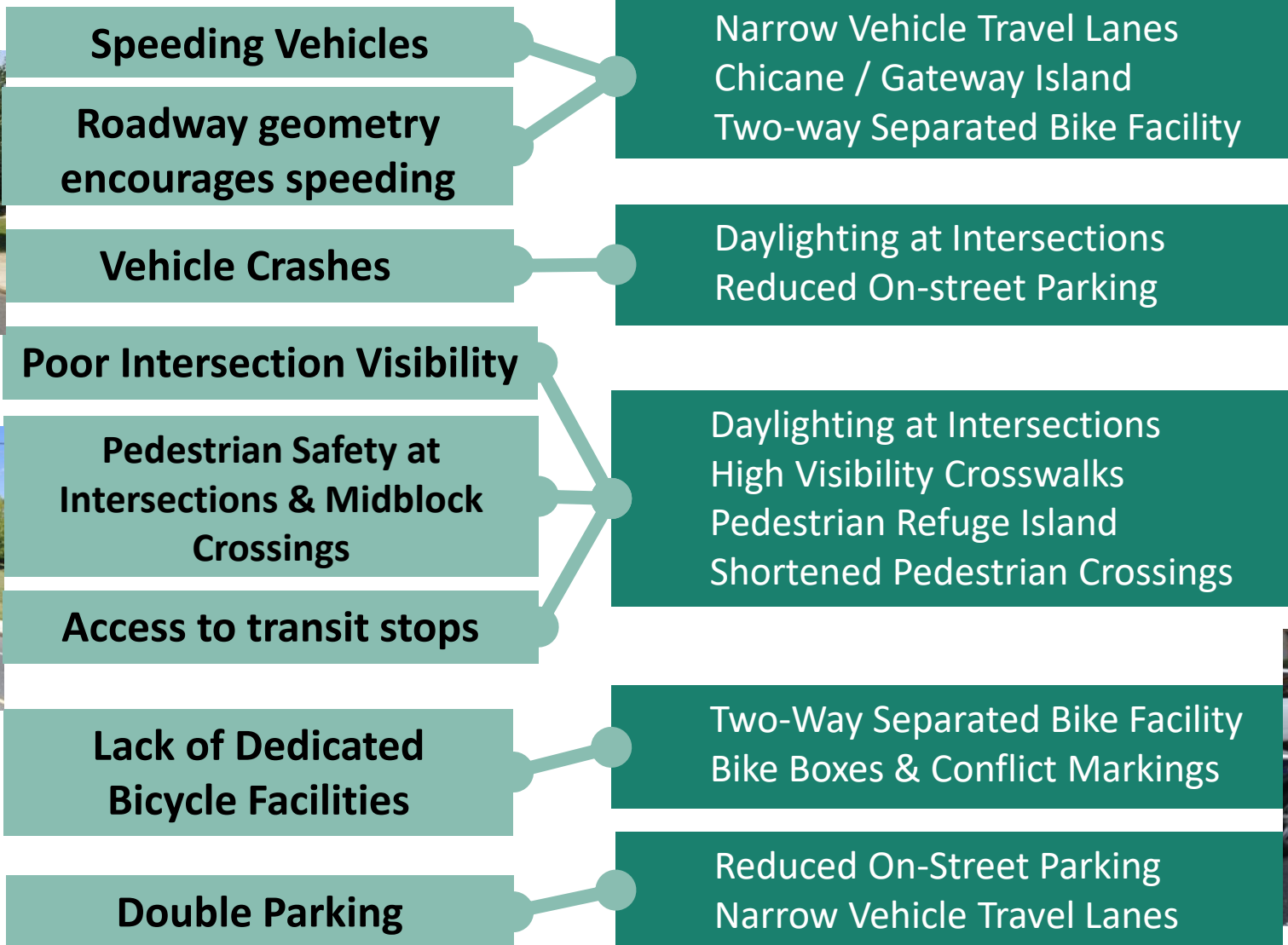
1. **S. Duke Street**
2. **S. Ann Street**
3. **New Dauphin Street**
4. **E. King Street**



Broad and Chesapeake Multimodal Connector

Duke Street to Orange Street

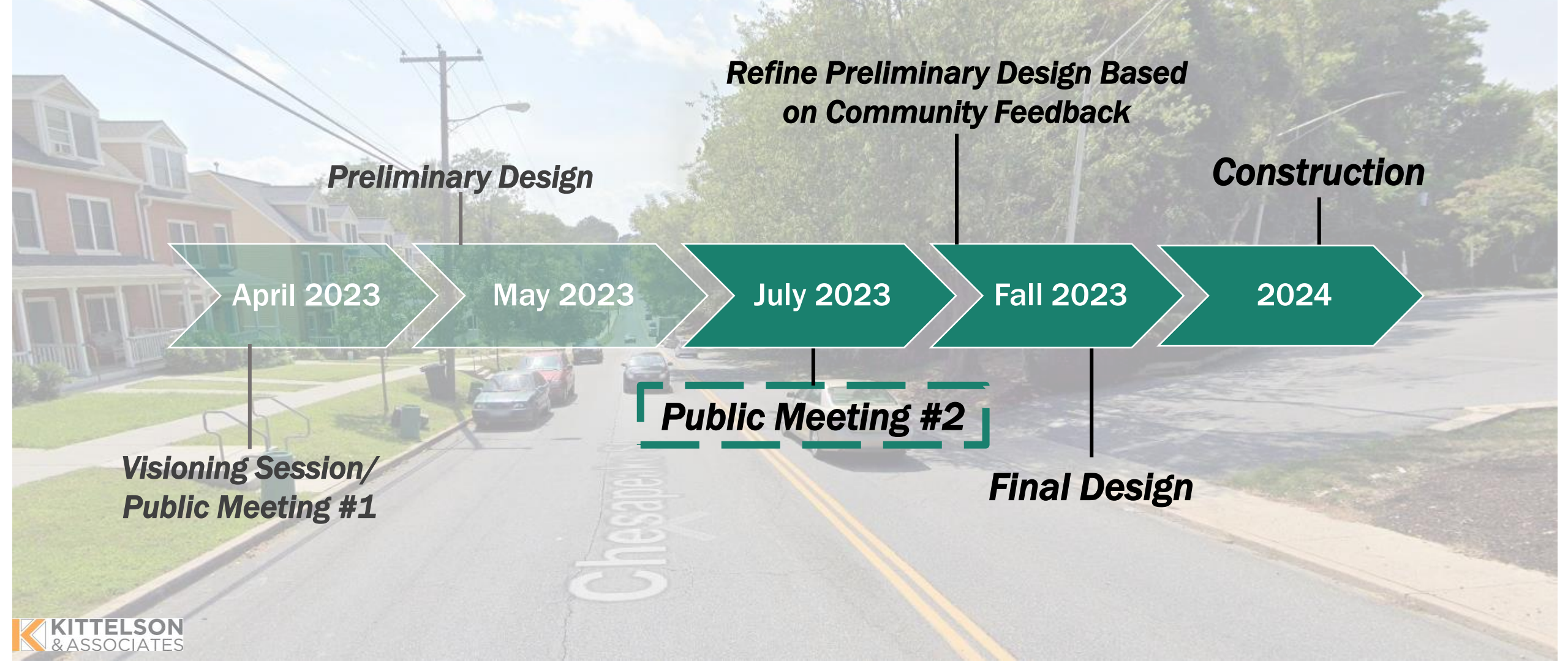
Key Issues & Proposed Design Solutions





Next Steps

NEXT STEPS



CONTACT INFORMATION

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



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