

PROJECT MAP



VISION: People will travel comfortably and safely by bicycle along the eastbound corridor between communities and destinations

WHY LEMON STREET? WHY NOW?

Lemon Street provides an opportunity to implement recommendations from Lancaster's Active Transportation Plan and Vision Zero Action Plan.



Create an **eastbound bicycle connector** through downtown Lancaster that links communities and provides access to other modes of transportation.



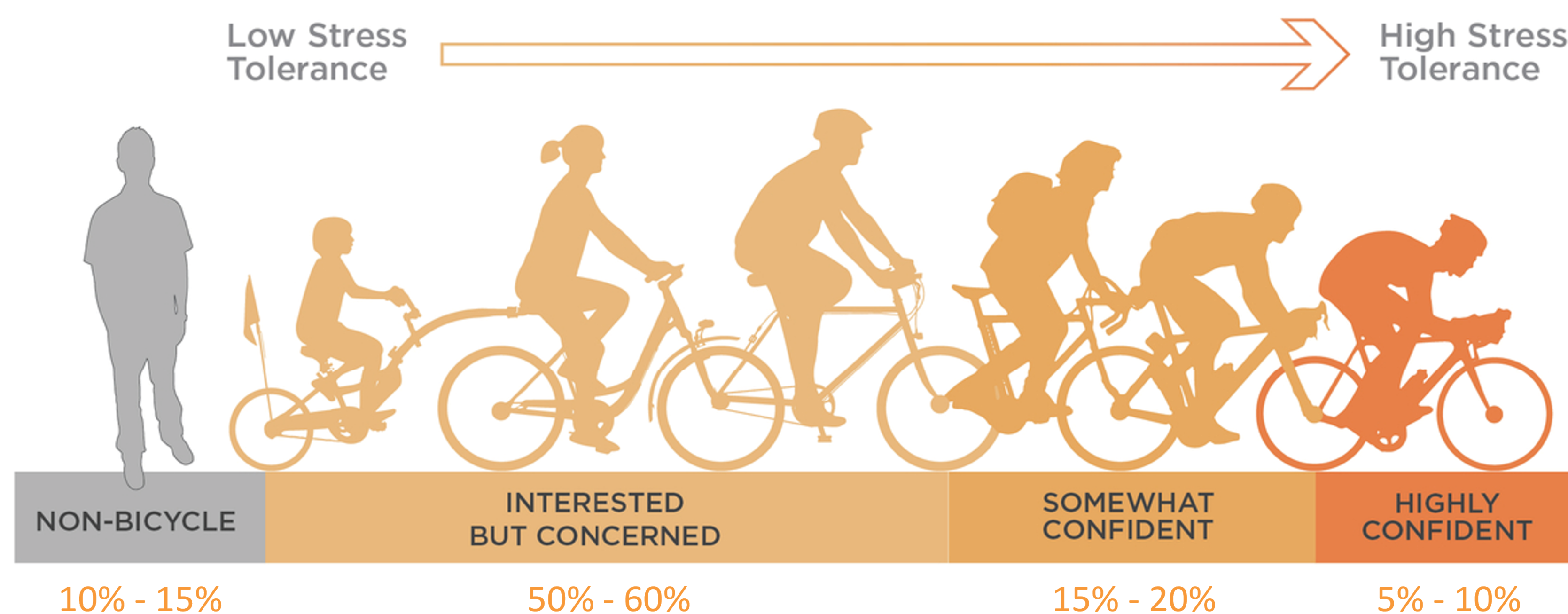
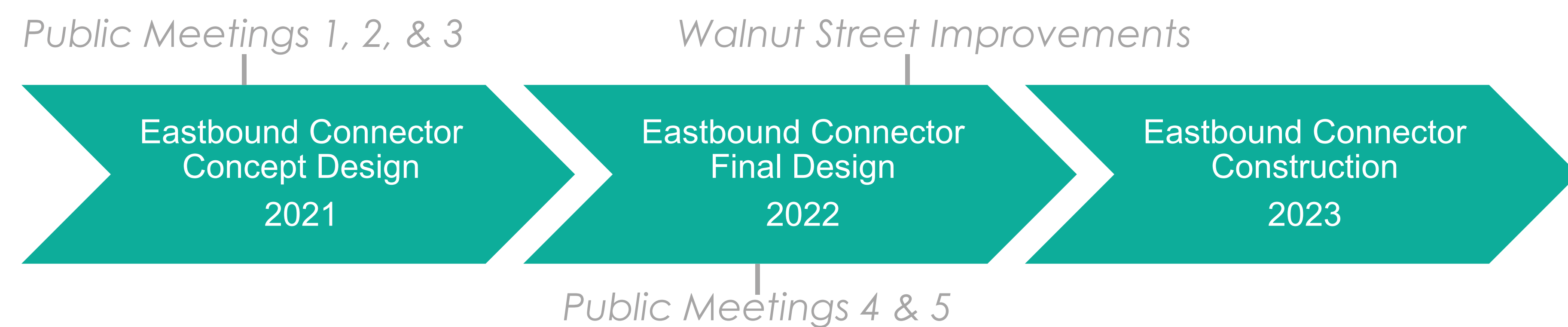
Create a **low-speed** environment (20 mph speeds) that **feels comfortable and safe** for biking and walking.



Increase the **number of people biking** on Lemon Street and through downtown Lancaster, serving the **interested, but concerned** community members.



Reduce crashes for all modes of travel and address infrastructure needs along the **High Injury Network** and at intersections with the most fatalities and serious injuries



LANCASTER EASTBOUND CONNECTOR

DESIGN TOOLKIT



SHARED BIKE LANE



BIKE LANE



BUFFERED BIKE LANE



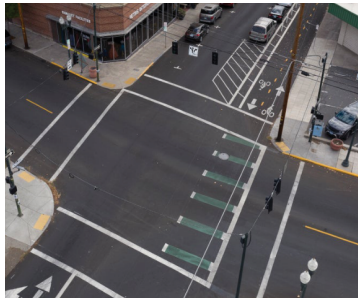
PARKING SEPARATED BIKE LANE



DIRECTIONAL SIGNAGE



DAYLIGHTING



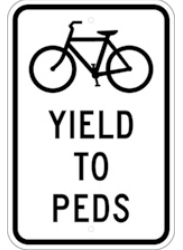
CONFLICT MARKINGS



BIKE BOX



RECTANGULAR RAPID FLASHING BEACON



FLEXIBLE DELINEATOR POSTS



ARMADILLOS



PARKING STOPS



SLOW TURN WEDGE



DIRECTIONAL SIGNAGE

LANCASTER EASTBOUND CONNECTOR

REVISED CROSS SECTIONS

A Existing Street Section – State Street to Race Ave

BUCHANAN AVE

Proposed Street Section – Eastbound PSBL

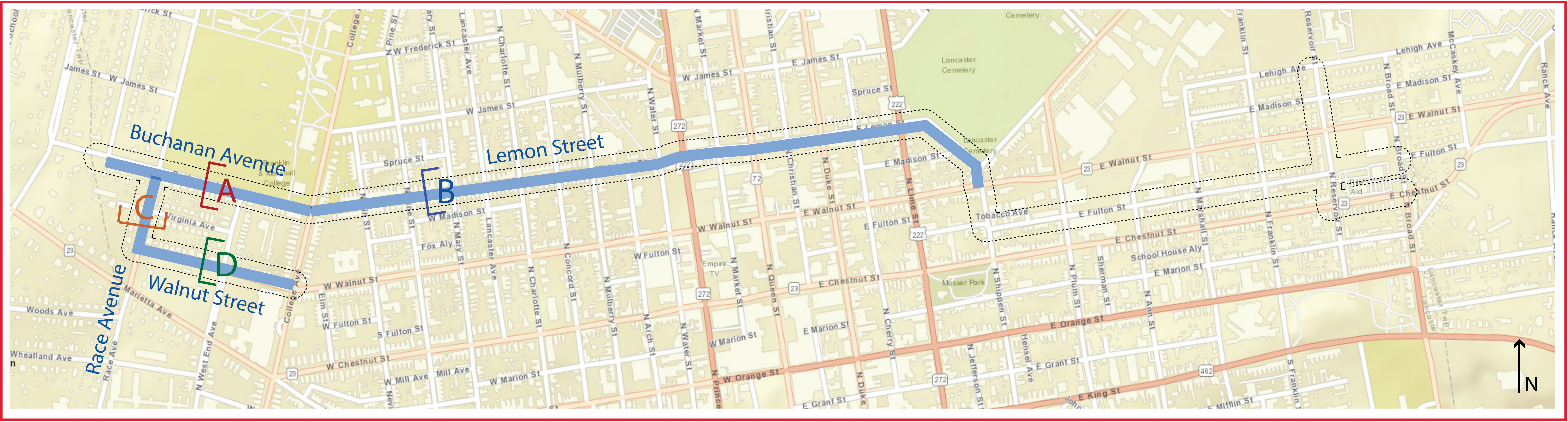
BUCHANAN AVE

B Existing Street Section

LEMON STREET

Proposed Street Section – Eastbound PSBL

LEMON STREET



C Existing Street Section – Walnut Street to Buchanan Ave

RACE AVE

Proposed Street Section – Northbound PSBL

RACE AVE

D Existing Street Section – College Ave to Race Ave

WALNUT STREET

Proposed Street Section – Westbound PSBL

WALNUT STREET

Lancaster Eastbound Connector

Extended Design Update

Public Meeting: June 28, 2022

Previous Meetings: July 14, 2021, September 23, 2021, & November 18, 2021

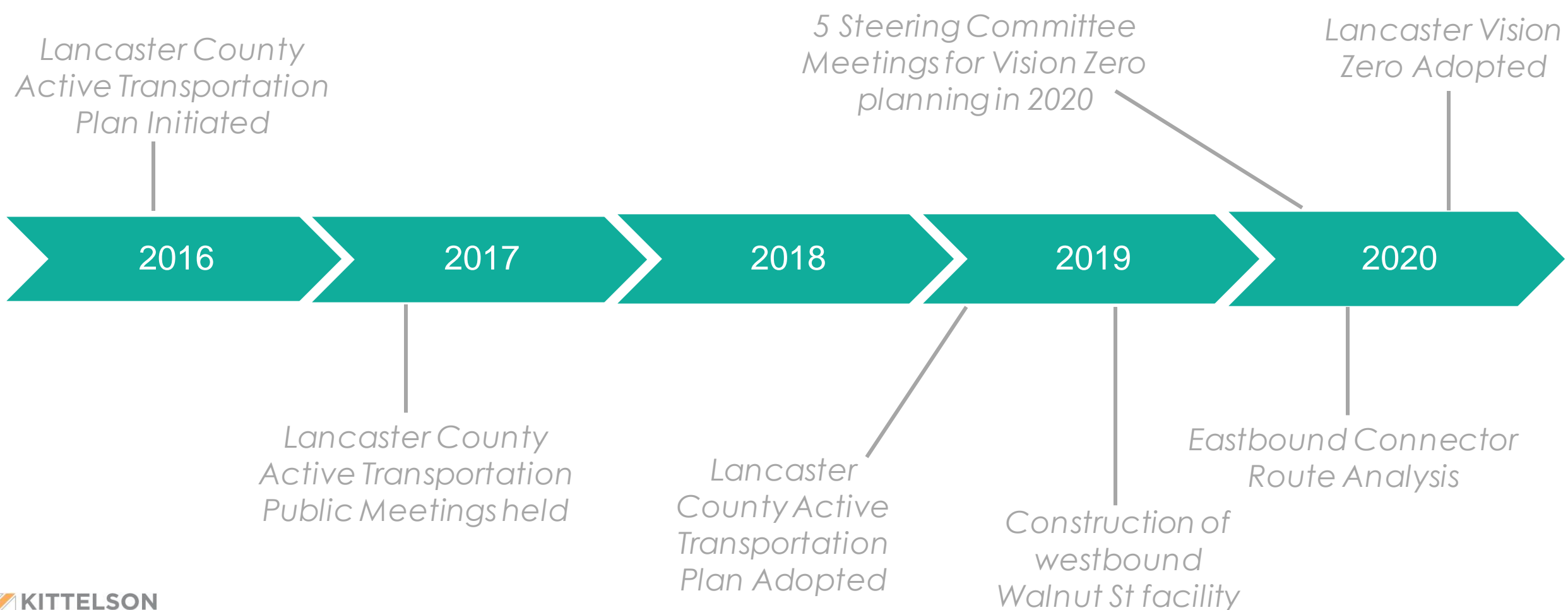
Agenda:

- Timeline
- New Project Extents
- Project Recap
- Proposed Concepts
- Next Steps

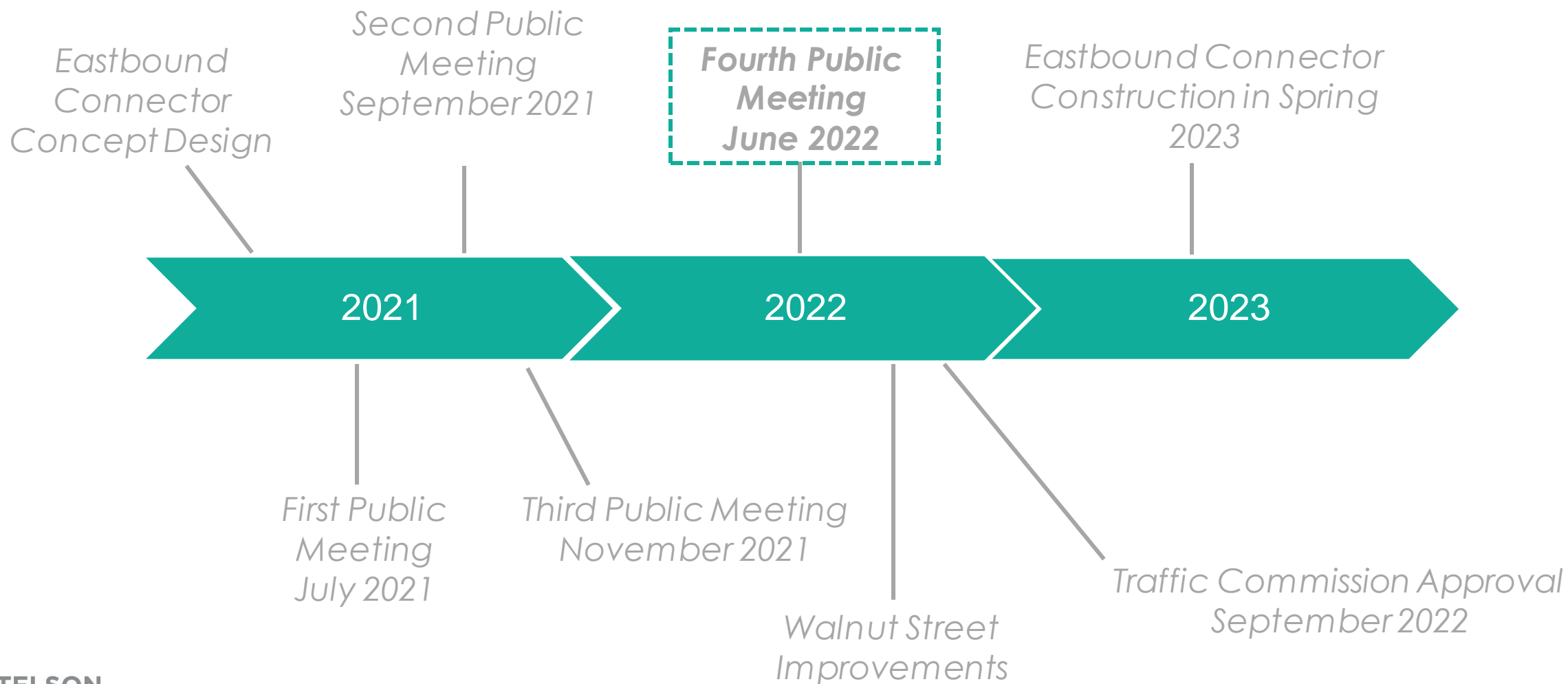


Timeline

TIMELINE



TIMELINE



TIMELINE

Public Meeting #1 (July 2021): Presented initial concepts.

Public Meeting #2 (September 2021): Reviewed design concerns and changes.

Public Meeting #3 (November 2021): Discussed proposed changes on Walnut Street and Lemon Street to respond to community concerns.

Today



Public Meeting #4 (June 2022): Reviewing concepts for the revised extents from State Street to College Avenue.



New Project Extents

PROJECT LOCATION – PREVIOUS EXTENTS



LEGEND:

-  Conceptual Design Segment
-  Connection Opportunities
-  Final Design Segment

PROJECT LOCATION – NEW EXTENTS



LEGEND:

-  Conceptual Design Segment
-  Connection Opportunities
-  Final Design Segment

PROJECT LOCATION – NEW EXTENTS

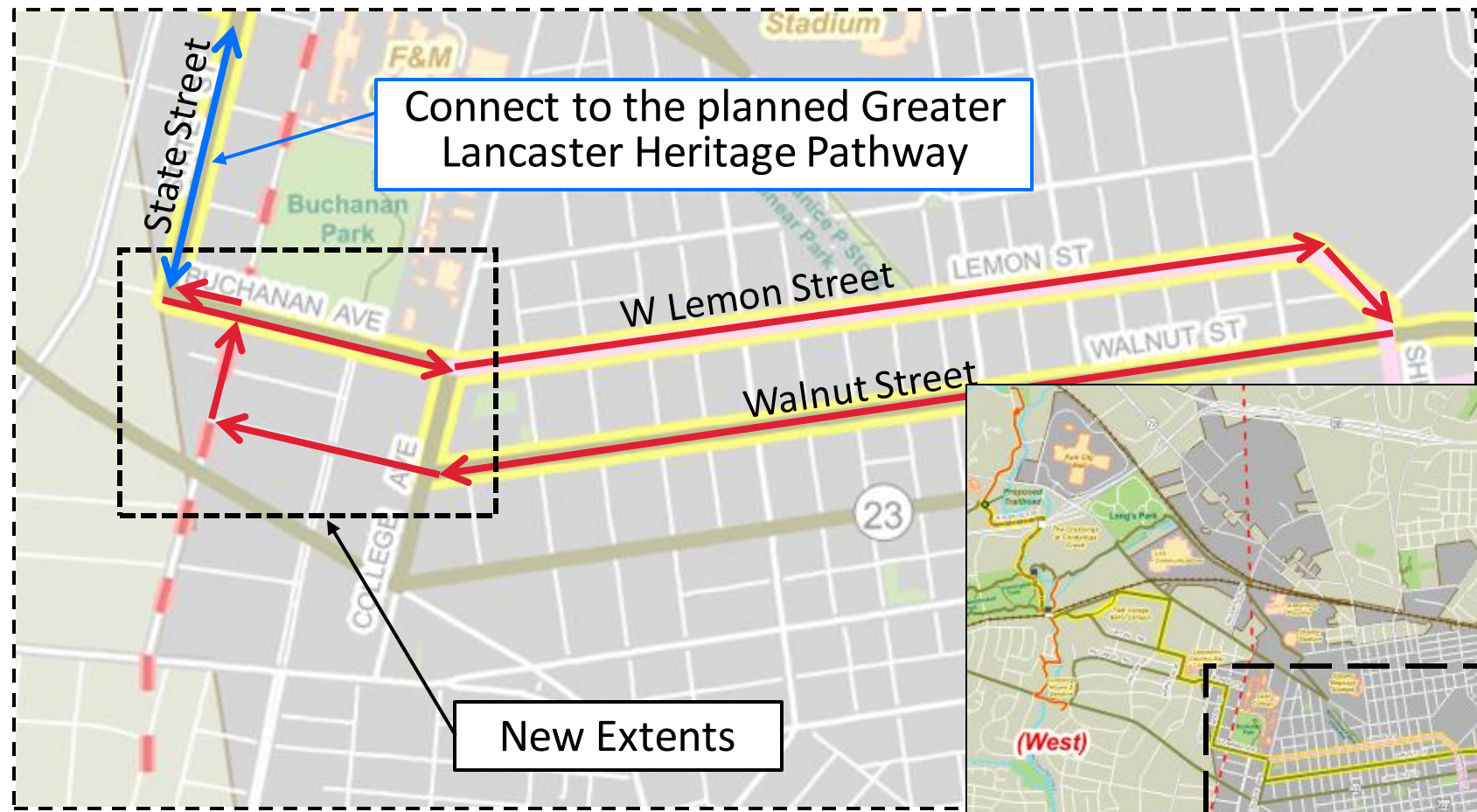


Connect to the planned Greater Lancaster Heritage Pathway

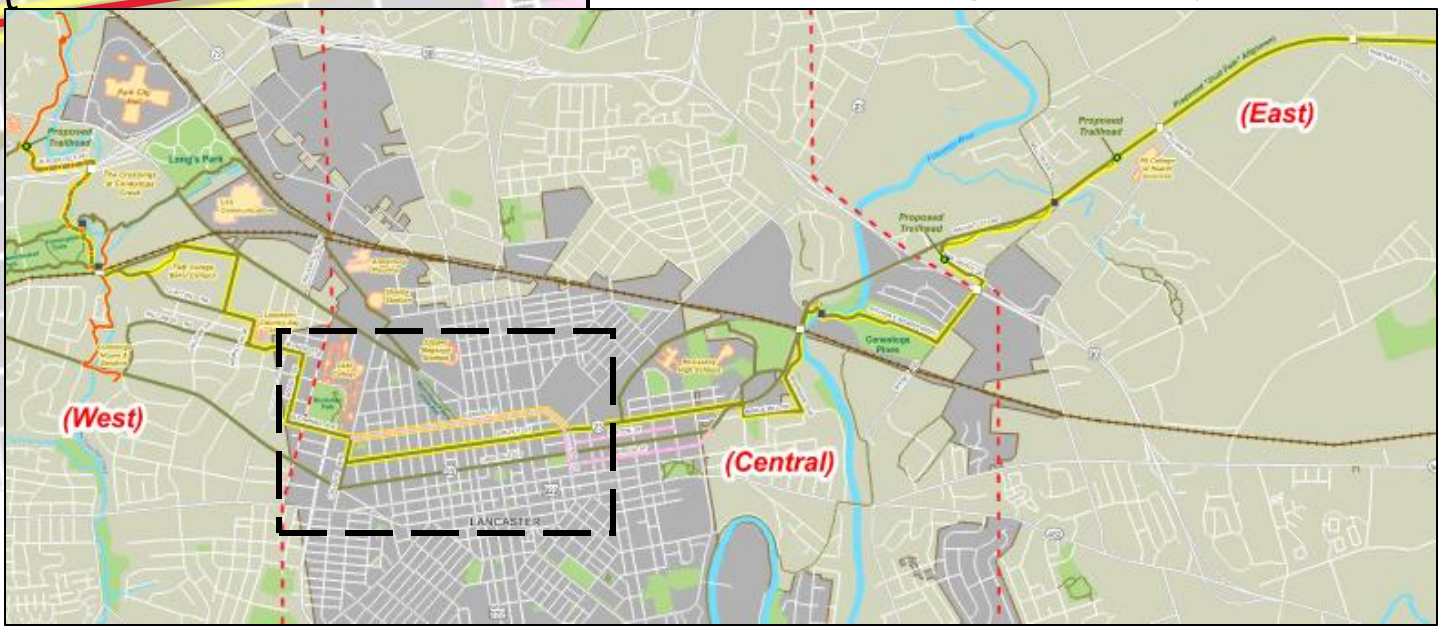
Connect the westbound and eastbound facilities

New Extents

PROJECT LOCATION – NEW EXTENTS



Planned Greater Lancaster Heritage Pathway (GLHP)





Project Recap

PROJECT VISION & GOALS

VISION: *People will travel comfortably and safely by bicycle along the eastbound corridor between communities and destinations.*

GOALS:



Create an **eastbound bicycle connector** through downtown Lancaster that links communities and provides access to other modes of transportation.



Create a **low-speed** environment (20 mph speeds) that **feels comfortable and safe** for biking and walking.



Increase the **number of people biking** on Lemon Street and through downtown Lancaster, serving the **interested, but concerned** riders.



Reduce crashes for all modes of travel and address infrastructure needs along the **High Injury Network** and at intersections with the most fatalities and serious injuries

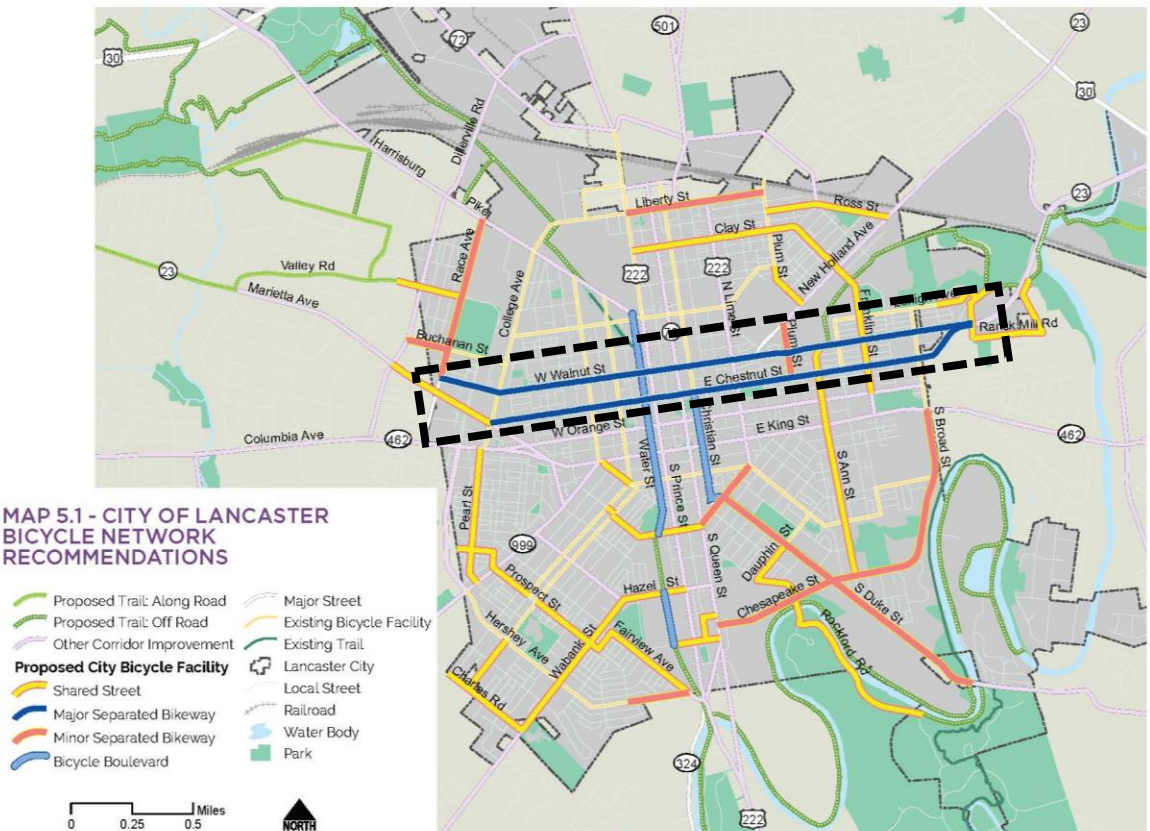
PROJECT PURPOSE

- Implement the **Lancaster County Active Transportation Plan** and the **Lancaster Vision Zero Policy**, which have been planned and discussed over the last several years
- Create the **eastbound bicycle connection** through downtown that is part of the east/west bicycle network for which the westbound Walnut Street facility has already been constructed

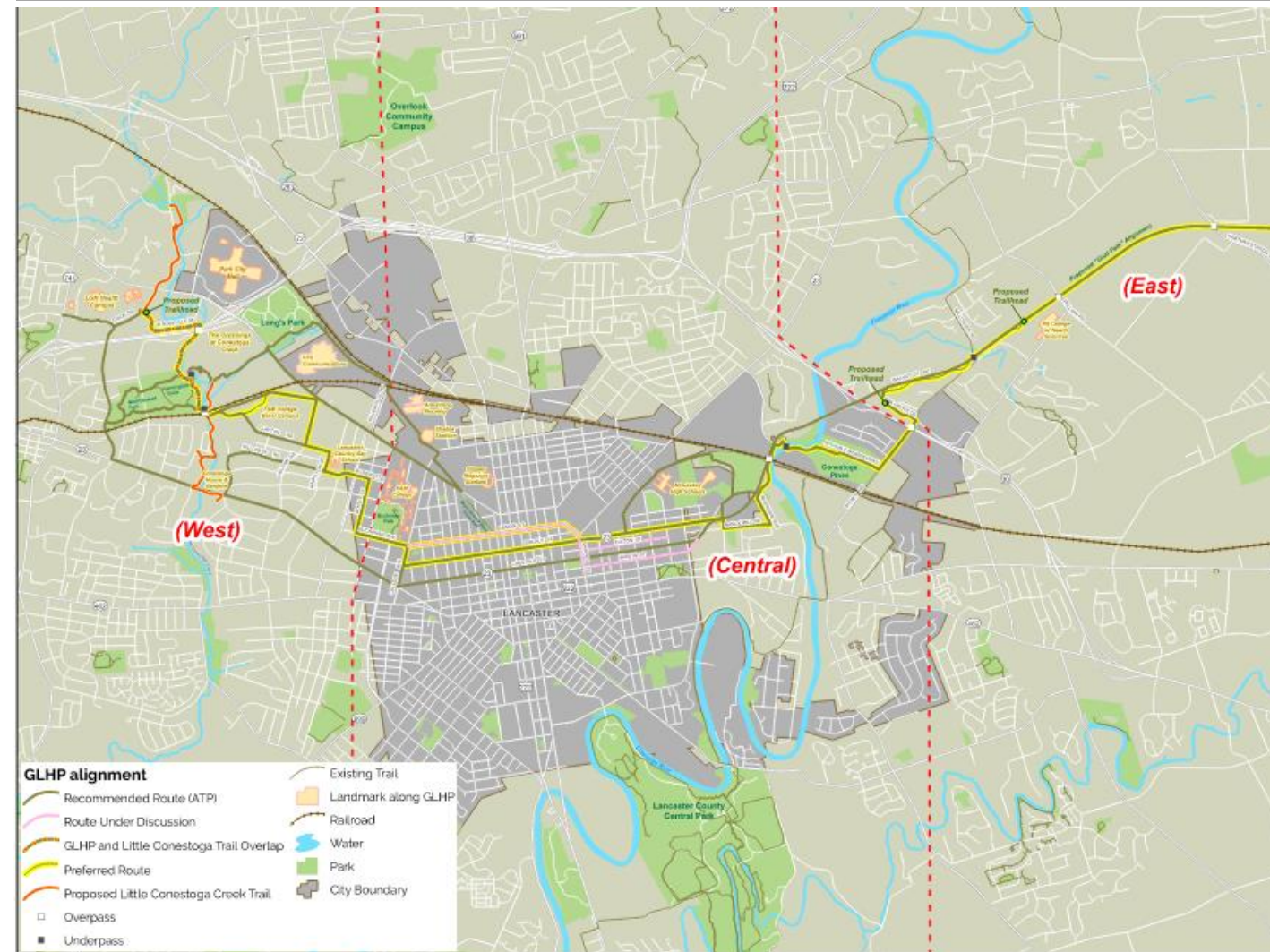
Lancaster Active Transportation Plan

RECOMMENDED BIKEWAY NETWORK

The bicycle network in the city was created to connect people with places - Penn Square, Central Market, schools, parks, and other key destinations. The intention of the network is to build upon the successes of existing facilities and close gaps.



PROJECT PURPOSE



- Provide **connectivity locally** between land uses, communities, and destinations, for which north/south infrastructure has already been invested in
- Set the foundation for active transportation **connectivity to the greater network**, including via the future Greater Lancaster Heritage Pathway
- Move more people by more mobility options

PROJECT PURPOSE

Survey Results from first Public Meeting (115 Responses)

**How often do you bike
in Lancaster City?**

66% said often or
sometimes

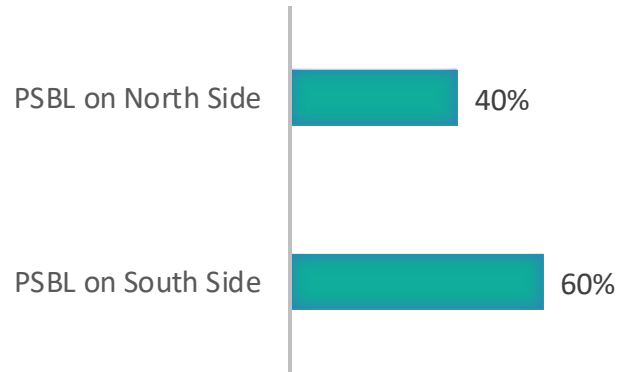
**Do you use the bike
lanes in Lancaster City?**

58% said often or
sometimes

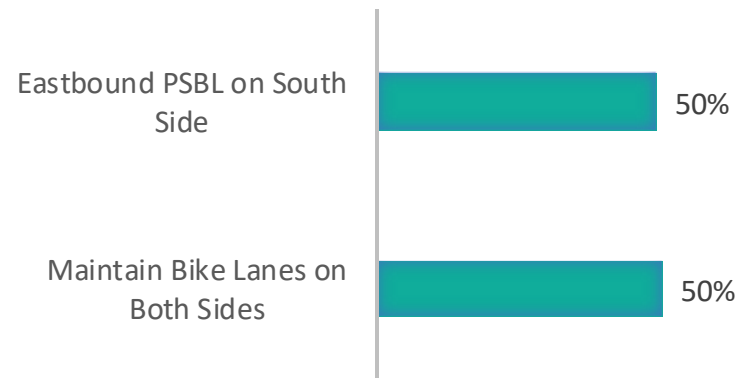
DESIGN OVERVIEW

Survey Results from first Public Meeting (115 Responses)

For Walnut Street's bike lane between College & Race Avenues, which concept do you like best?

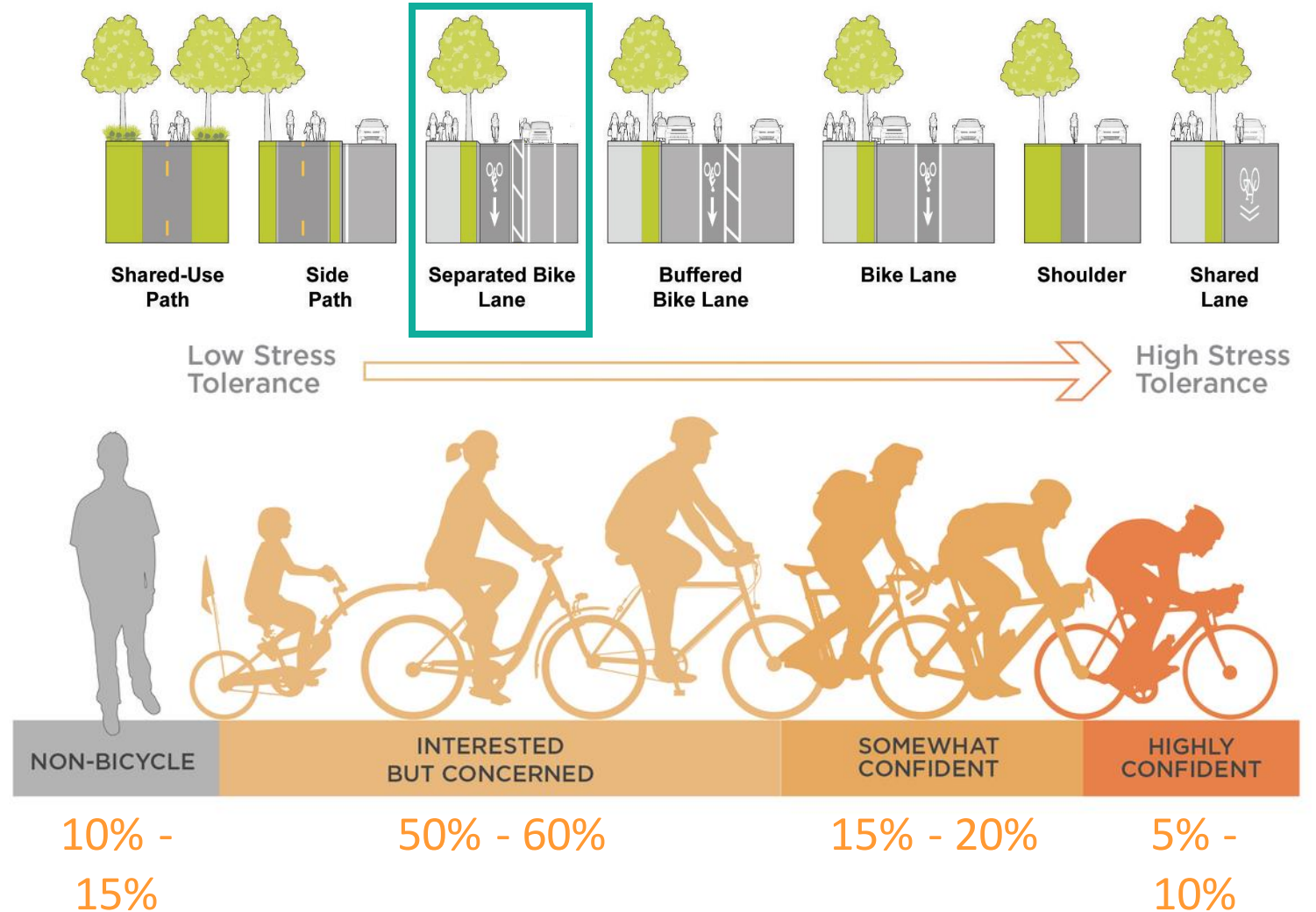


For Buchanan Ave between College Ave & State St, which concept do you like best?



PROJECT PURPOSE

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



DESIGN OVERVIEW

Parking Separated Bike Lane (PSBL):

- In-street bike facility, separated from motor vehicle traffic via parked cars and a delineated buffer area
- Separate and defined space for cyclists using striping, pavement markings, signage, vertical separation, & intersection treatments



Walnut Street Parking
Separated Bike Lane

DESIGN OVERVIEW

Benefits of PSBLs:

- Reduce mid-block crashes on streets with higher speeds and volumes
- Comfortable for all ages and abilities, increasing cyclist volumes
- Maintenance of some parking capacity, which is valuable to residents and businesses
- With appropriate design treatments, PSBLs reduce crash severity



Walnut Street Parking
Separated Bike Lane

DESIGN OVERVIEW

PSBL Best Practices:

- 2' to 3' minimum buffer width
- 5' minimum bike lane width
- Intersection daylighting with flex posts
- Well populated on-street parking
- Directional signage and green paint in conflict zones



Walnut Street Parking
Separated Bike Lane

DESIGN OVERVIEW

Design Toolkit



SHARED BIKE LANE



BIKE LANE



BUFFERED BIKE LANE



PARKING SEPARATED BIKE LANE



DIRECTIONAL SIGNAGE



DAYLIGHTING



CONFLICT MARKINGS



BIKE BOX



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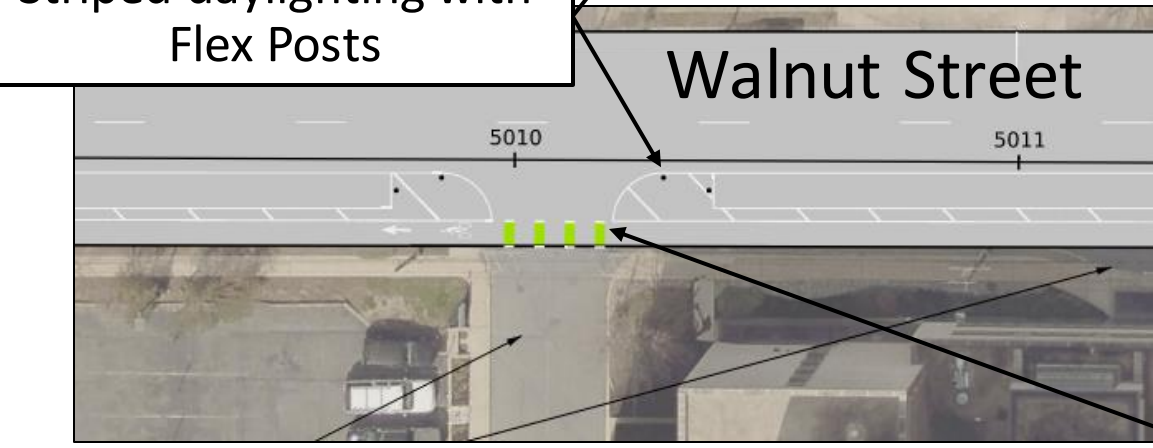
DIRECTIONAL SIGNAGE

DESIGN OVERVIEW

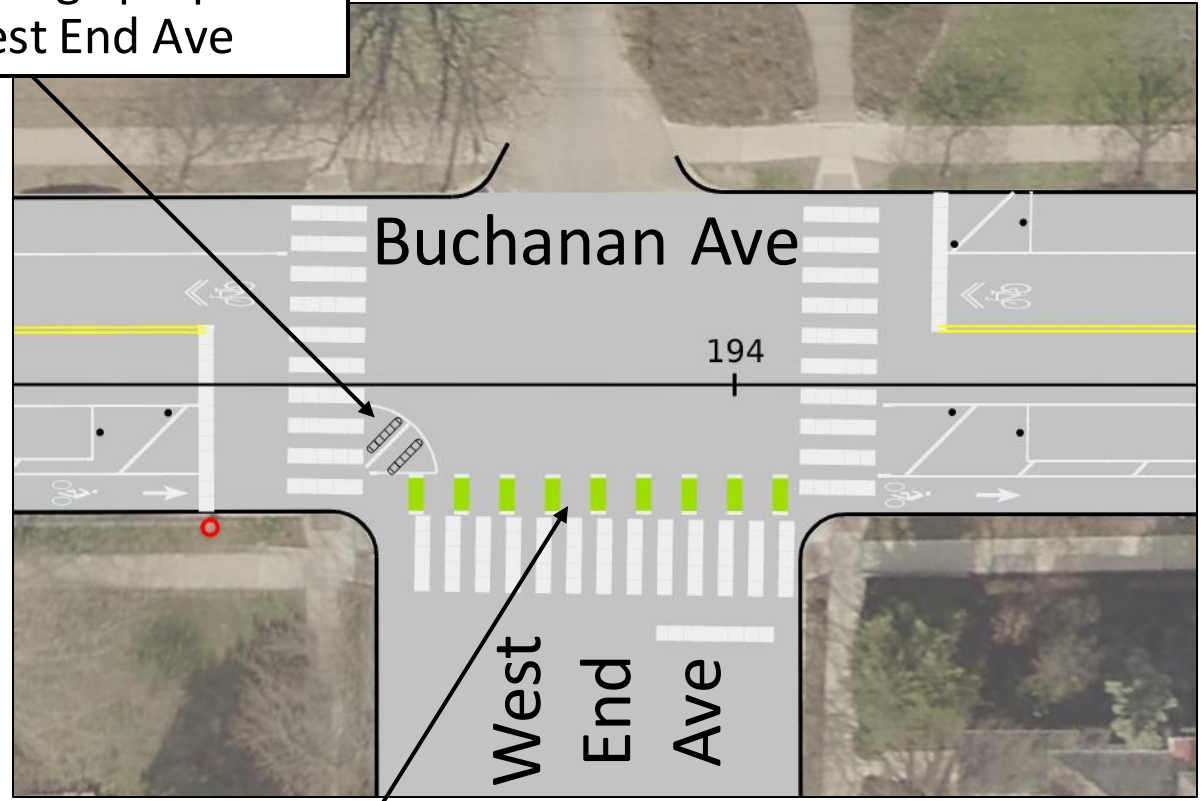
Design Toolkit



Striped daylighting with Flex Posts



Slow turn wedge proposed at N West End Ave



Green conflict markings



Proposed Concepts

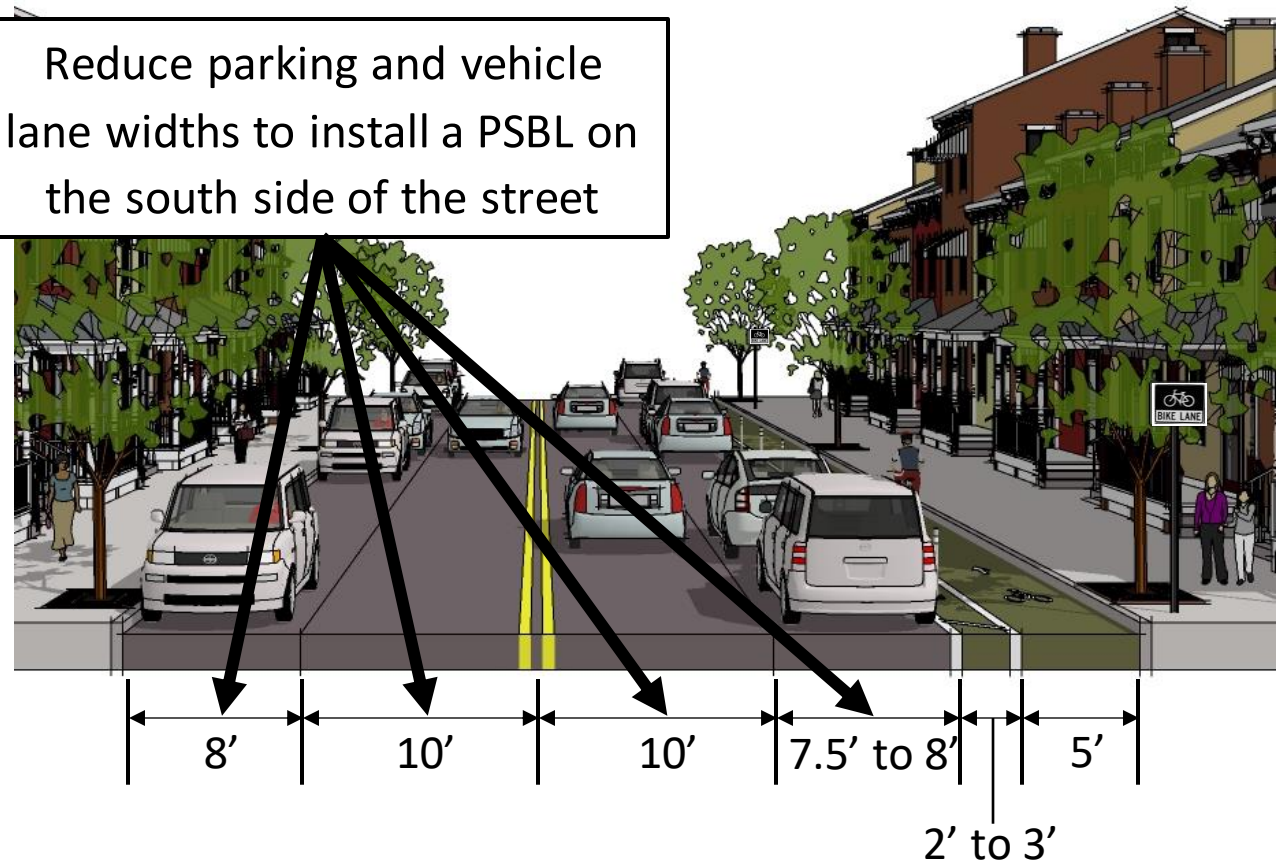


LEMON STREET

Existing Street Section

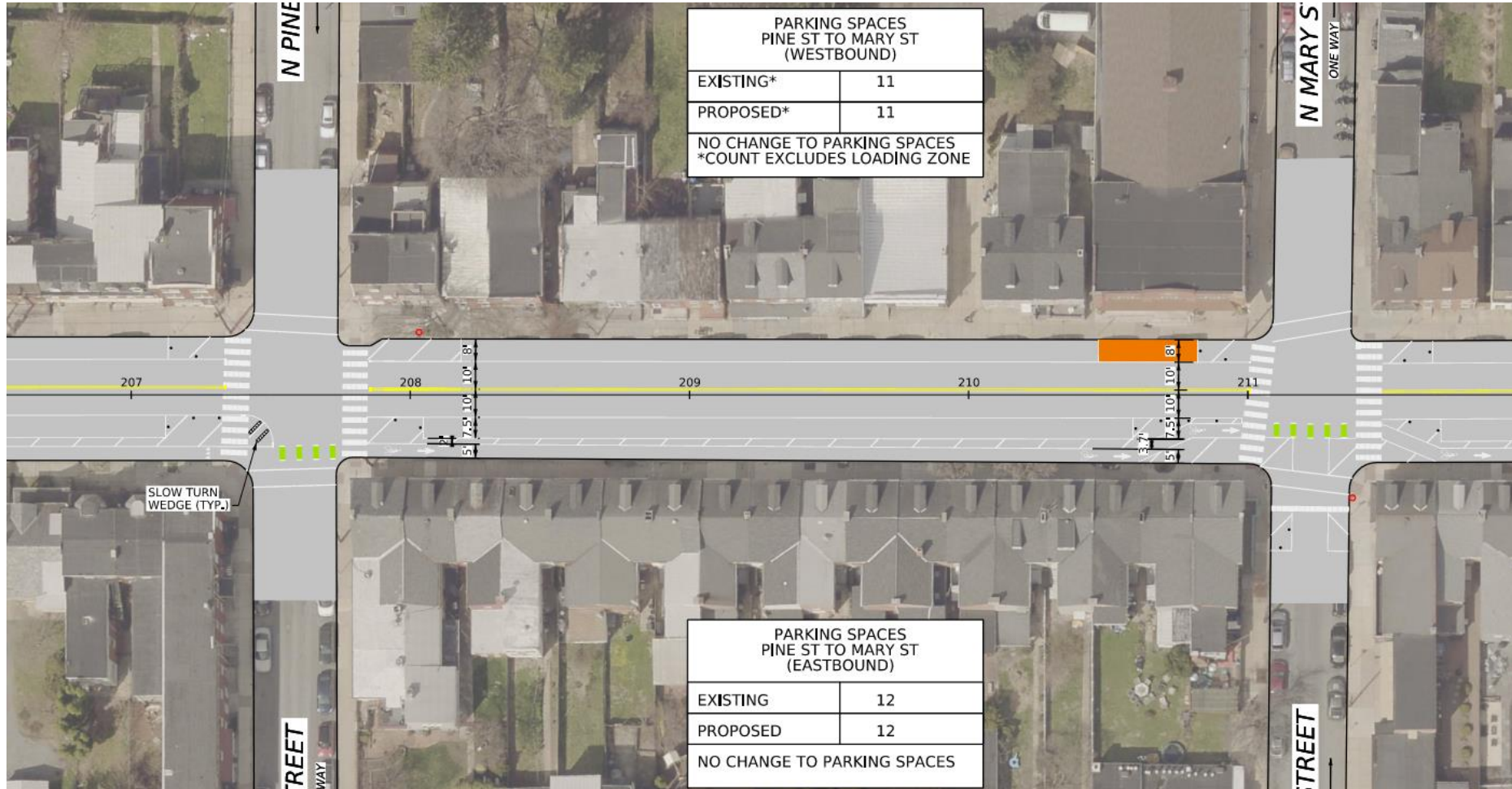
Proposed Street Section – Eastbound PSBL

Reduce parking and vehicle lane widths to install a PSBL on the south side of the street





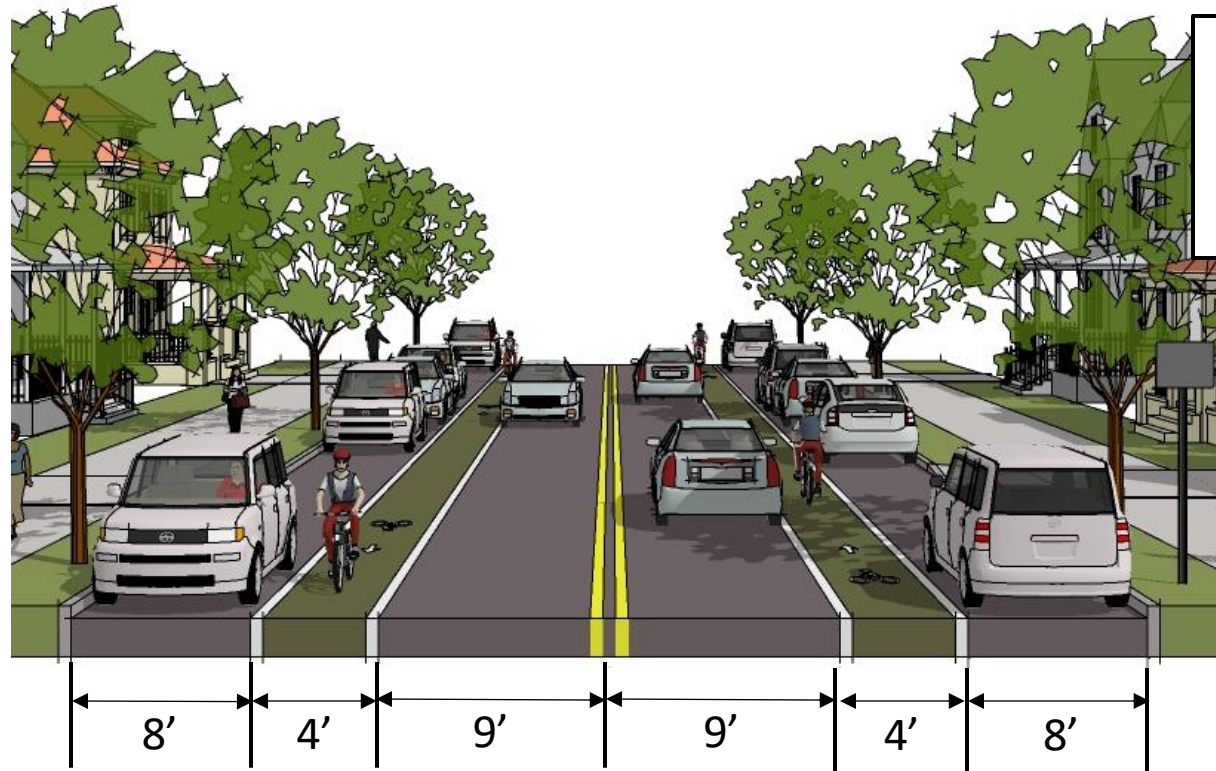
LEMON STREET





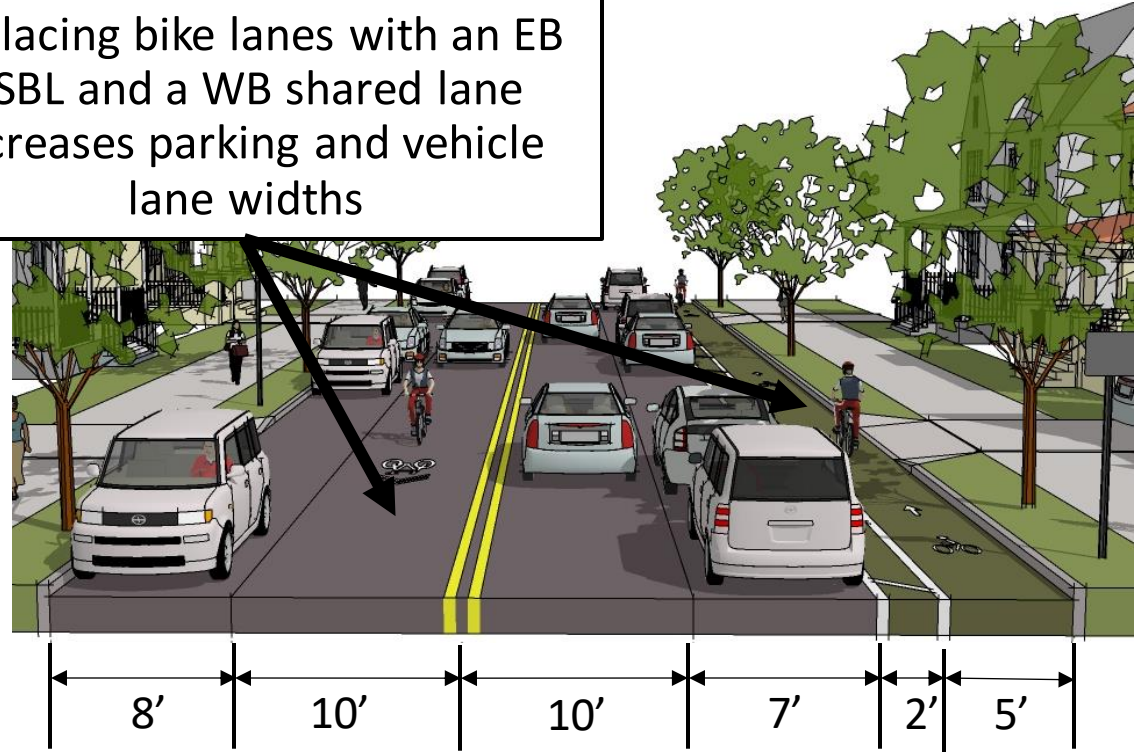
BUCHANAN AVENUE

Existing Street Section – Race Ave to College Ave



Proposed Street Section – Eastbound PSBL + Westbound Shared Lane

Replacing bike lanes with an EB PSBL and a WB shared lane increases parking and vehicle lane widths





BUCHANAN AVENUE



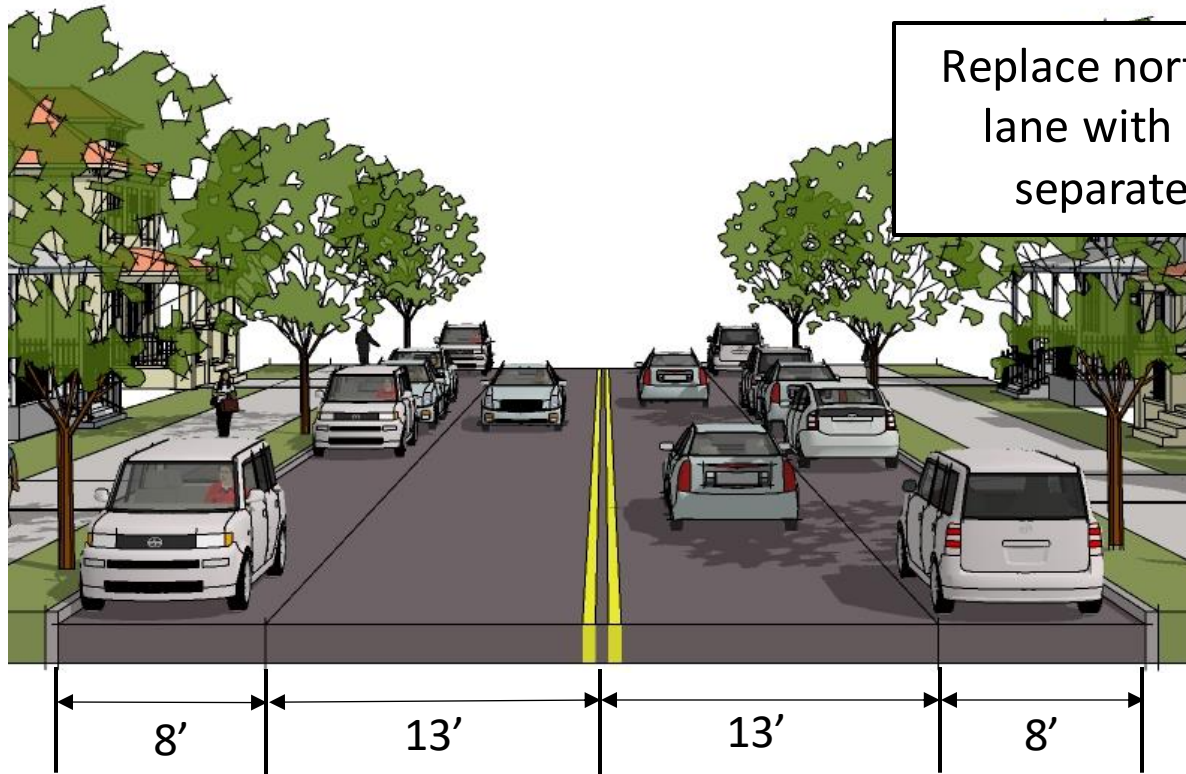
PARKING SPACES RACE AVE TO N WEST END AVE (WESTBOUND)	
EXISTING	29
PROPOSED	29
NO CHANGE TO PARKING SPACES	

PARKING SPACES RACE AVE TO N WEST END AVE (EASTBOUND)	
EXISTING	28
PROPOSED	26
REMOVED 2 PARKING SPACES FOR DRIVEWAY DAYLIGHTING	



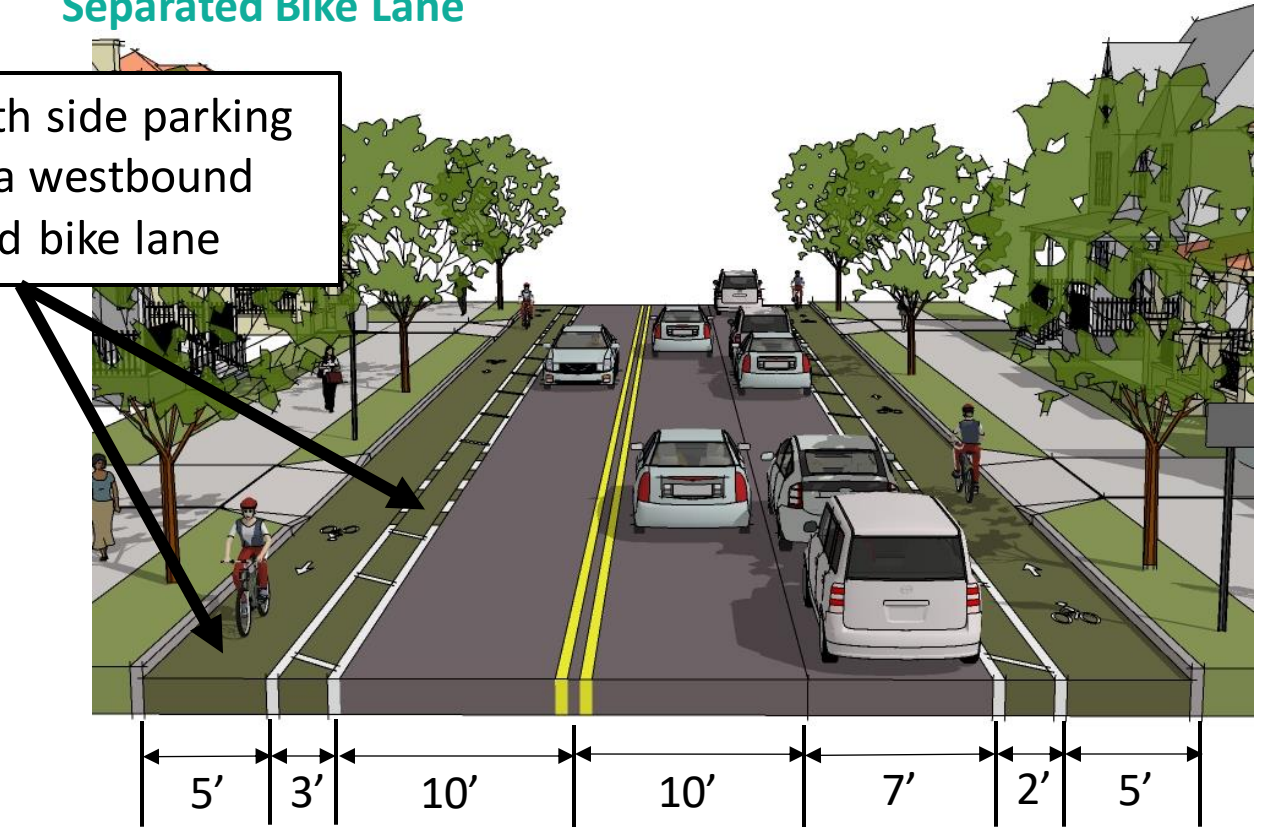
BUCHANAN AVENUE

Existing Street Section – State Street to Race Ave

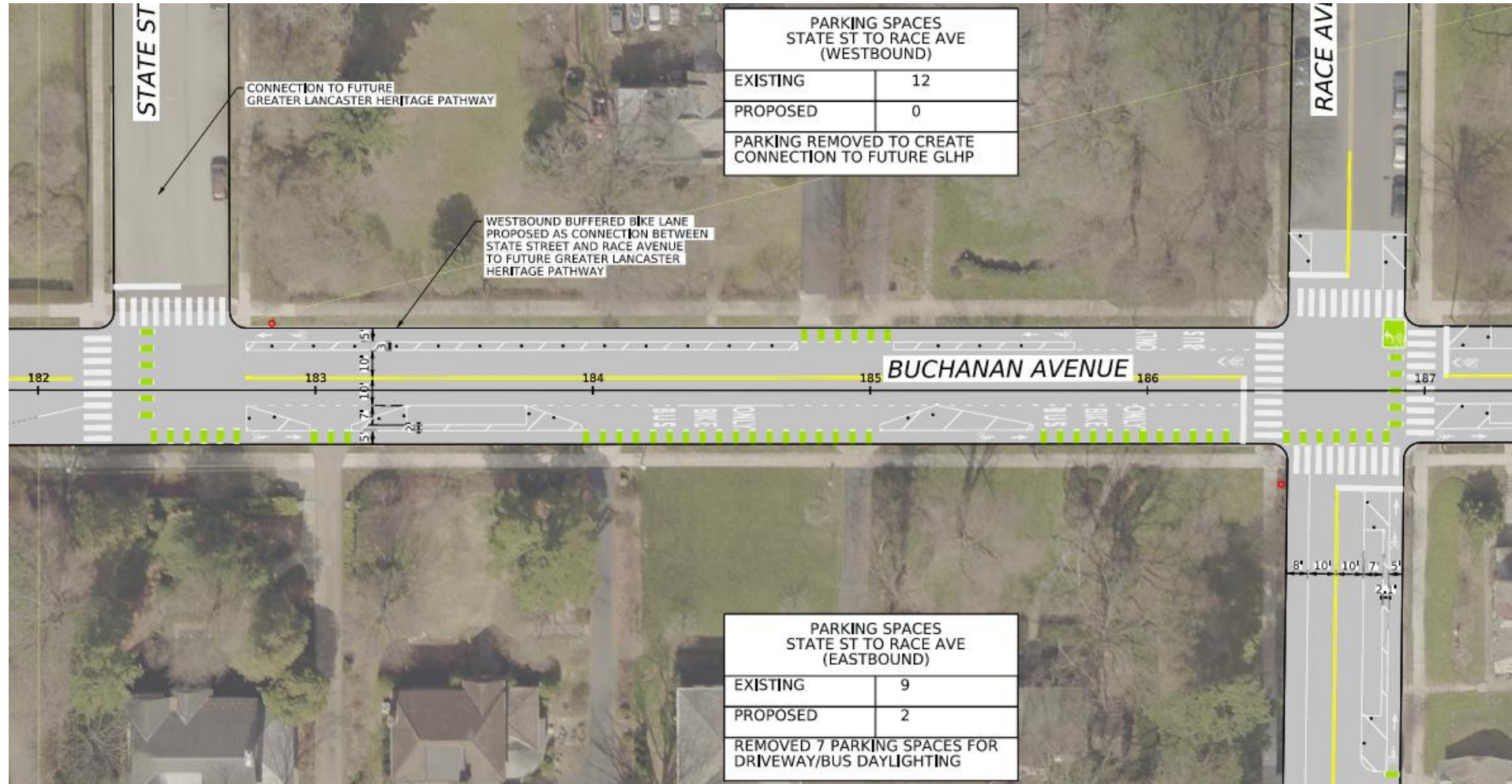


Proposed Street Section – Eastbound PSBL + Westbound Separated Bike Lane

Replace north side parking lane with a westbound separated bike lane



BUCHANAN AVENUE

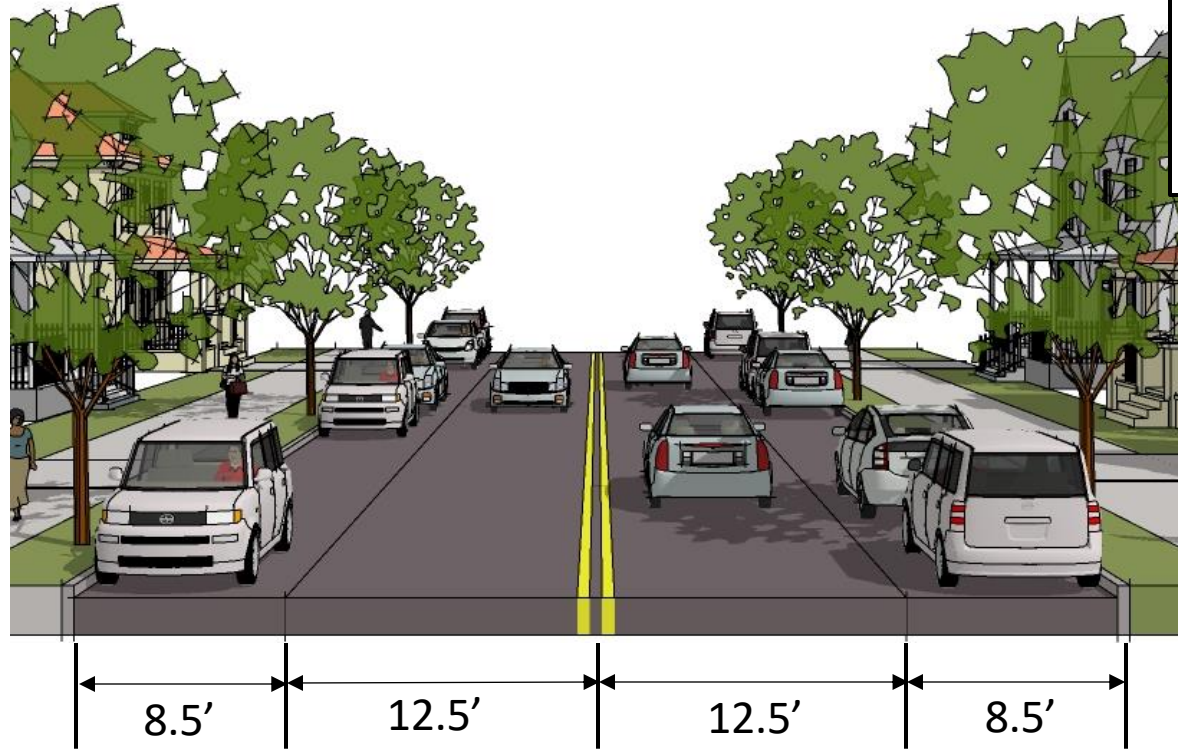




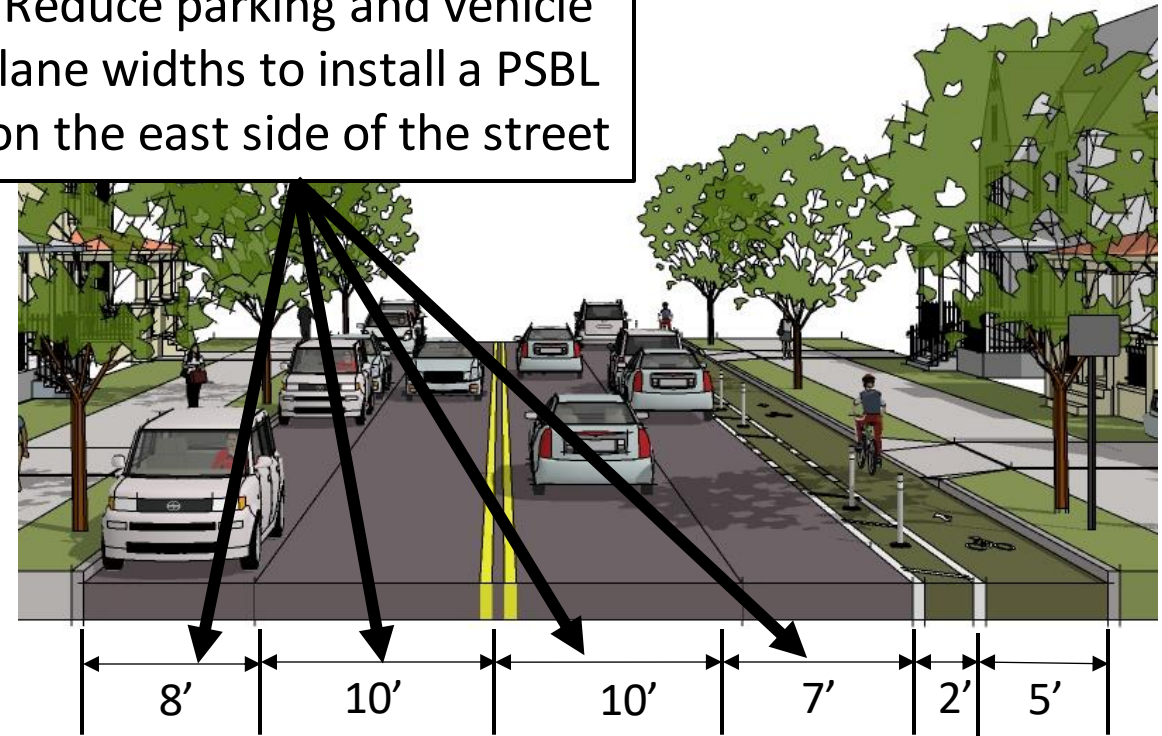
RACE AVENUE

Existing Street Section – Walnut Street to Buchanan Ave

Proposed Street Section – Northbound PSBL

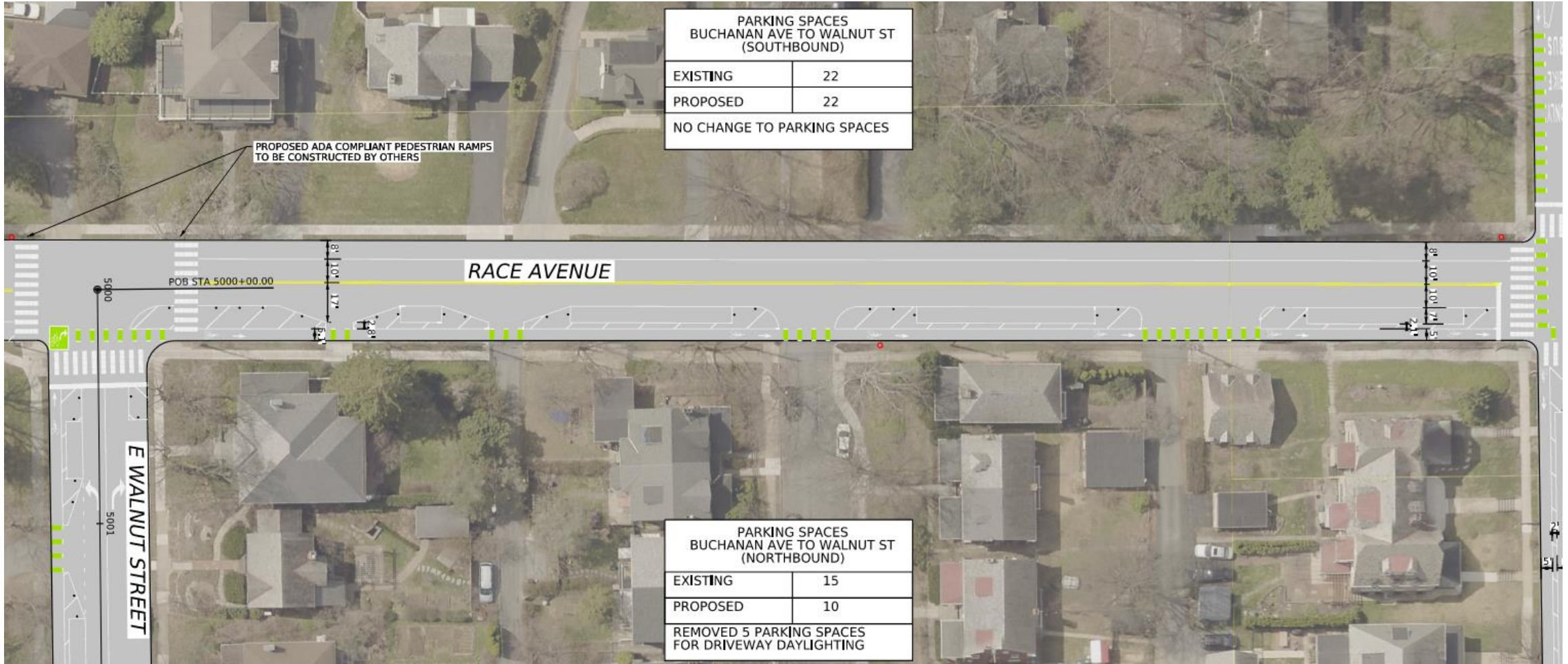


Reduce parking and vehicle lane widths to install a PSBL on the east side of the street





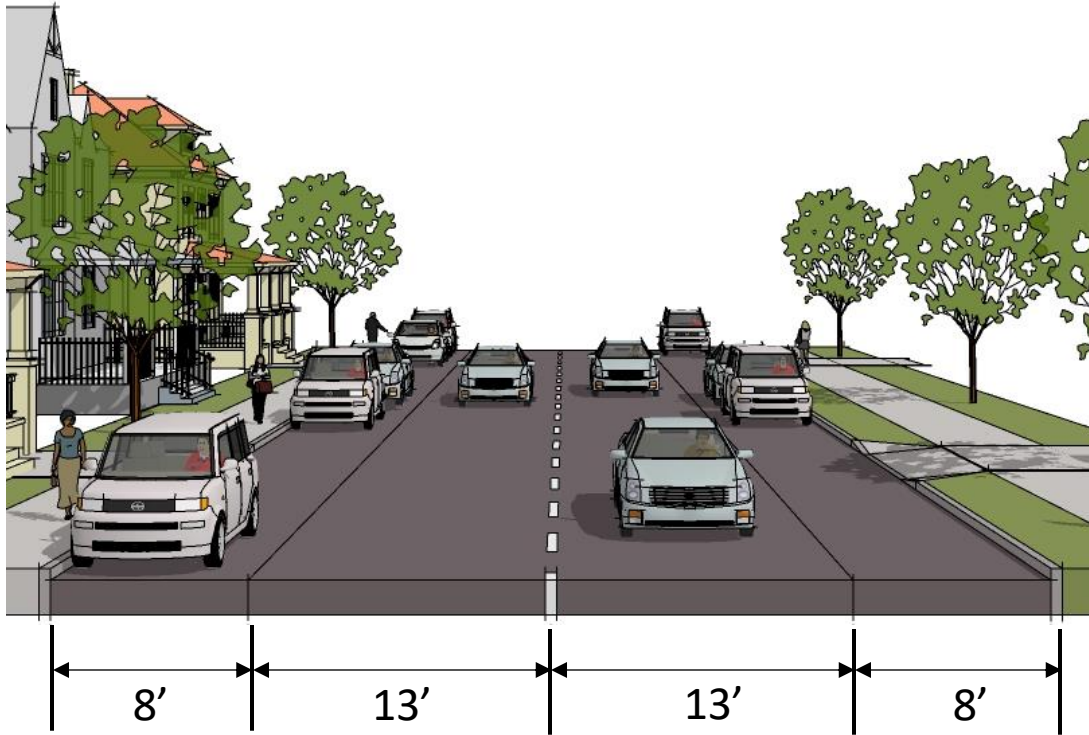
RACE AVENUE





WALNUT STREET

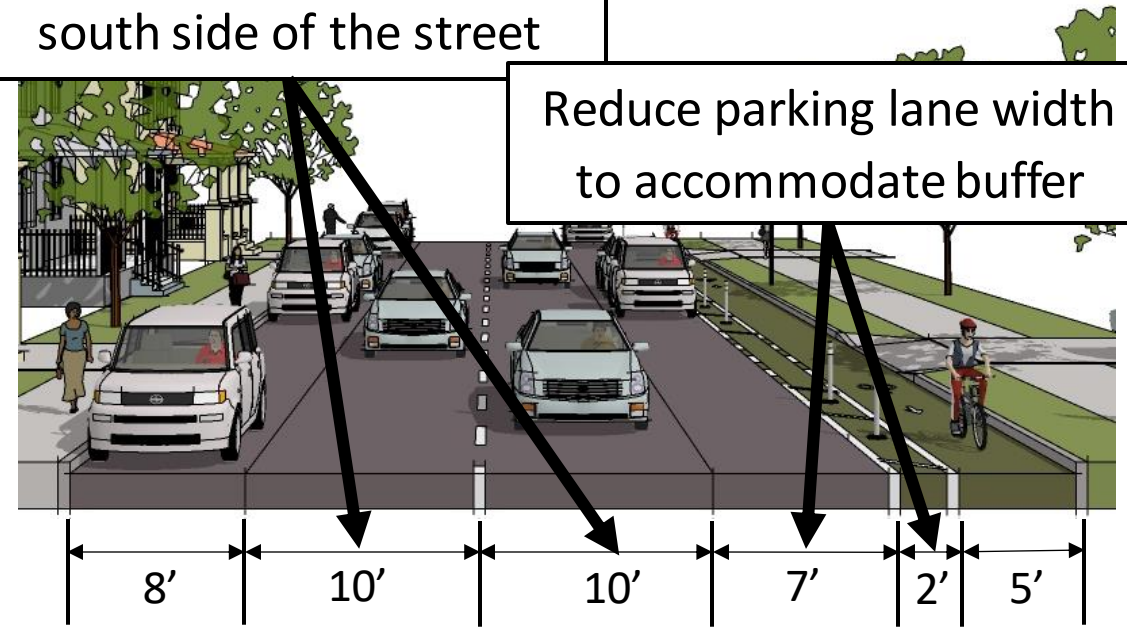
Existing Street Section – College Ave to Race Ave



Proposed Street Section – Westbound PSBL

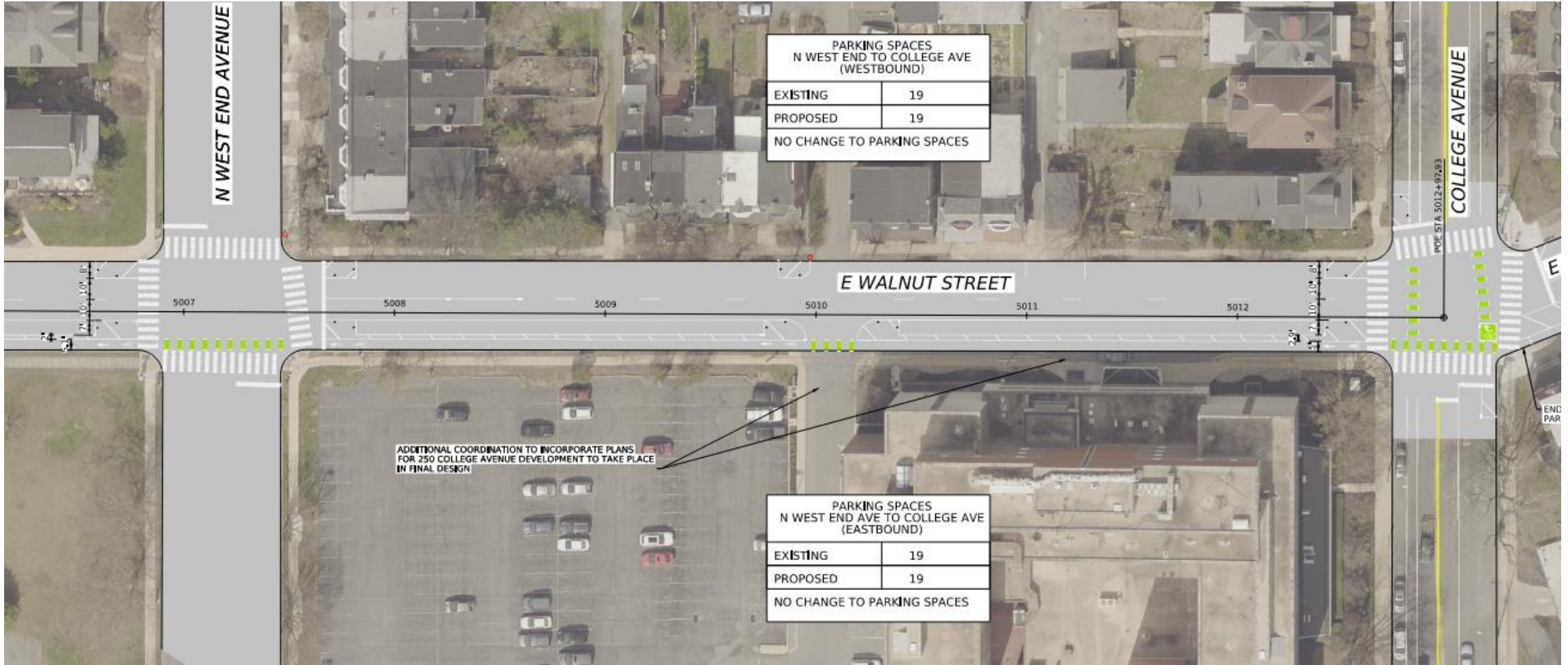
Reduce vehicle lane widths to install a PSBL on the south side of the street

Reduce parking lane width to accommodate buffer

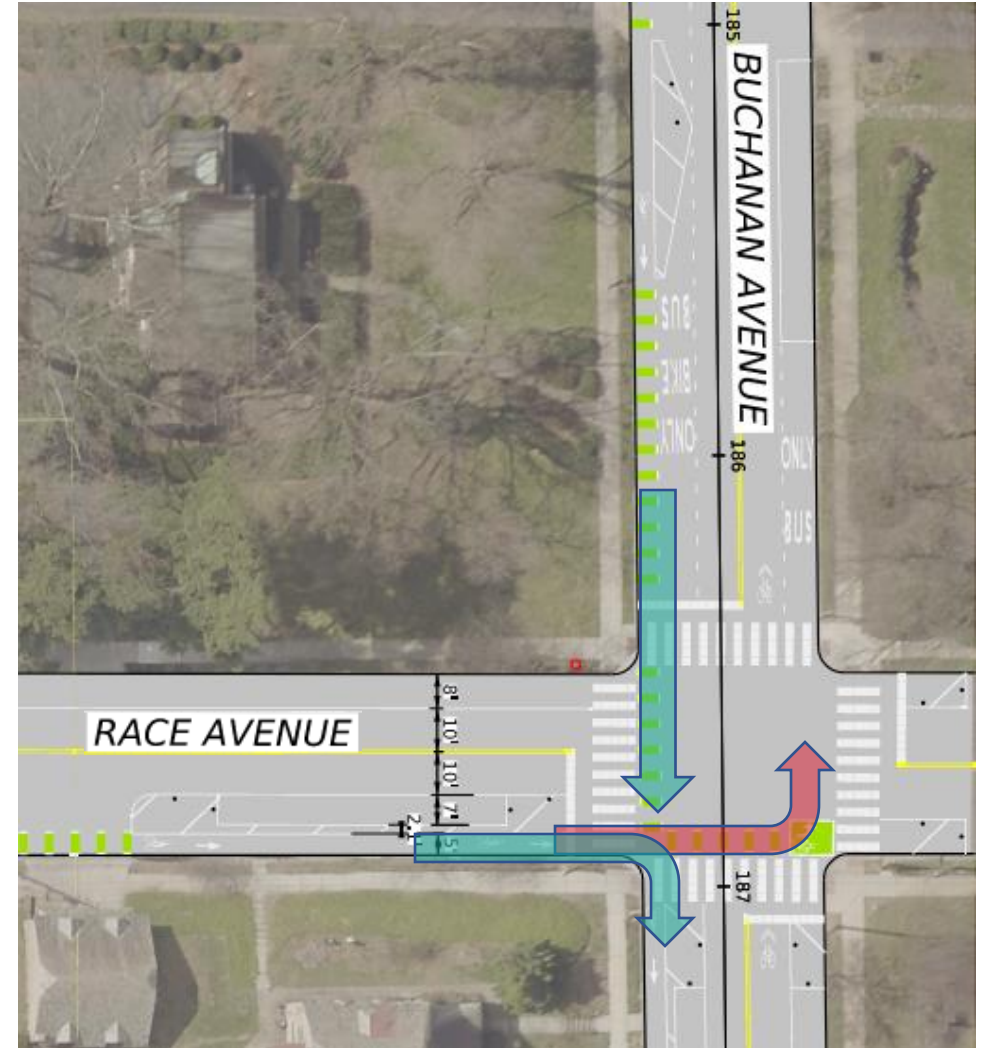
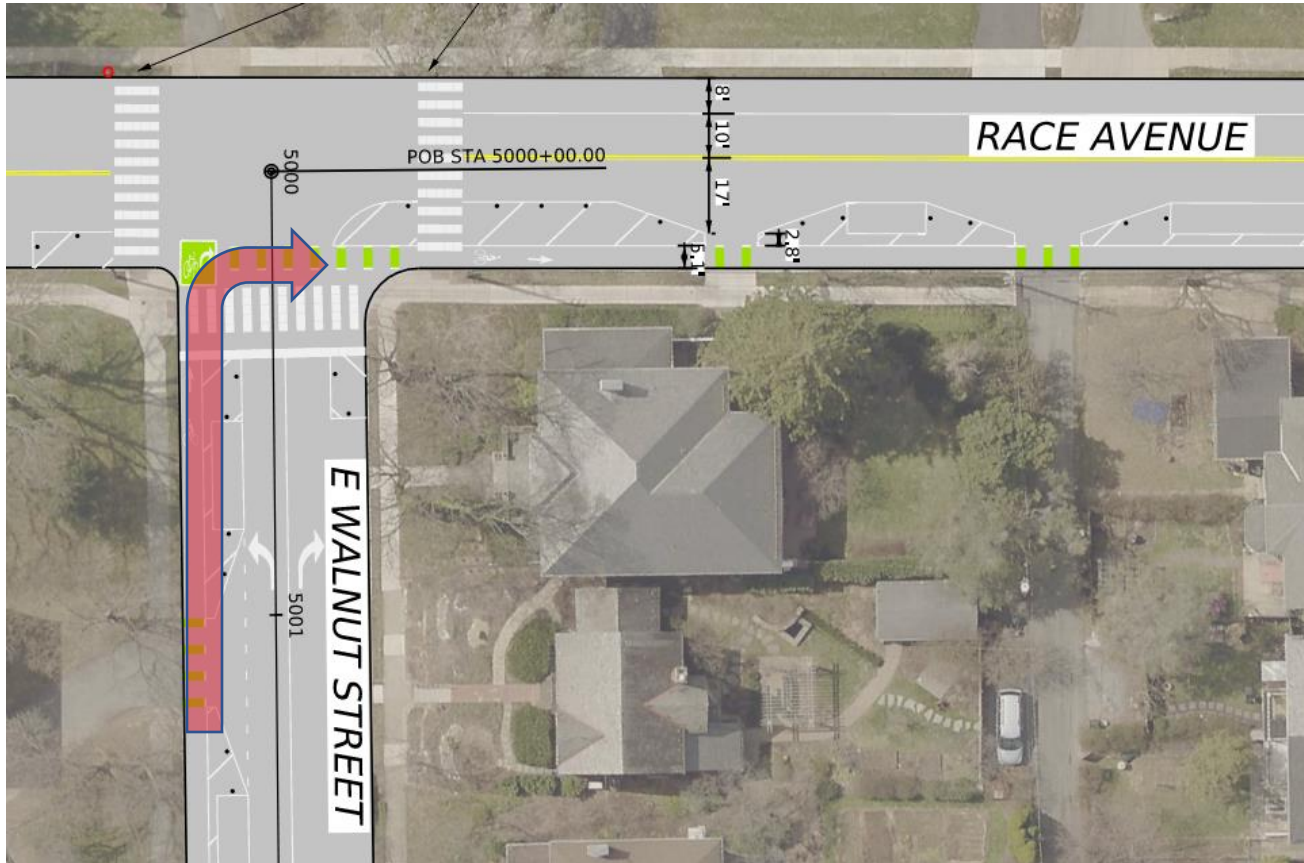




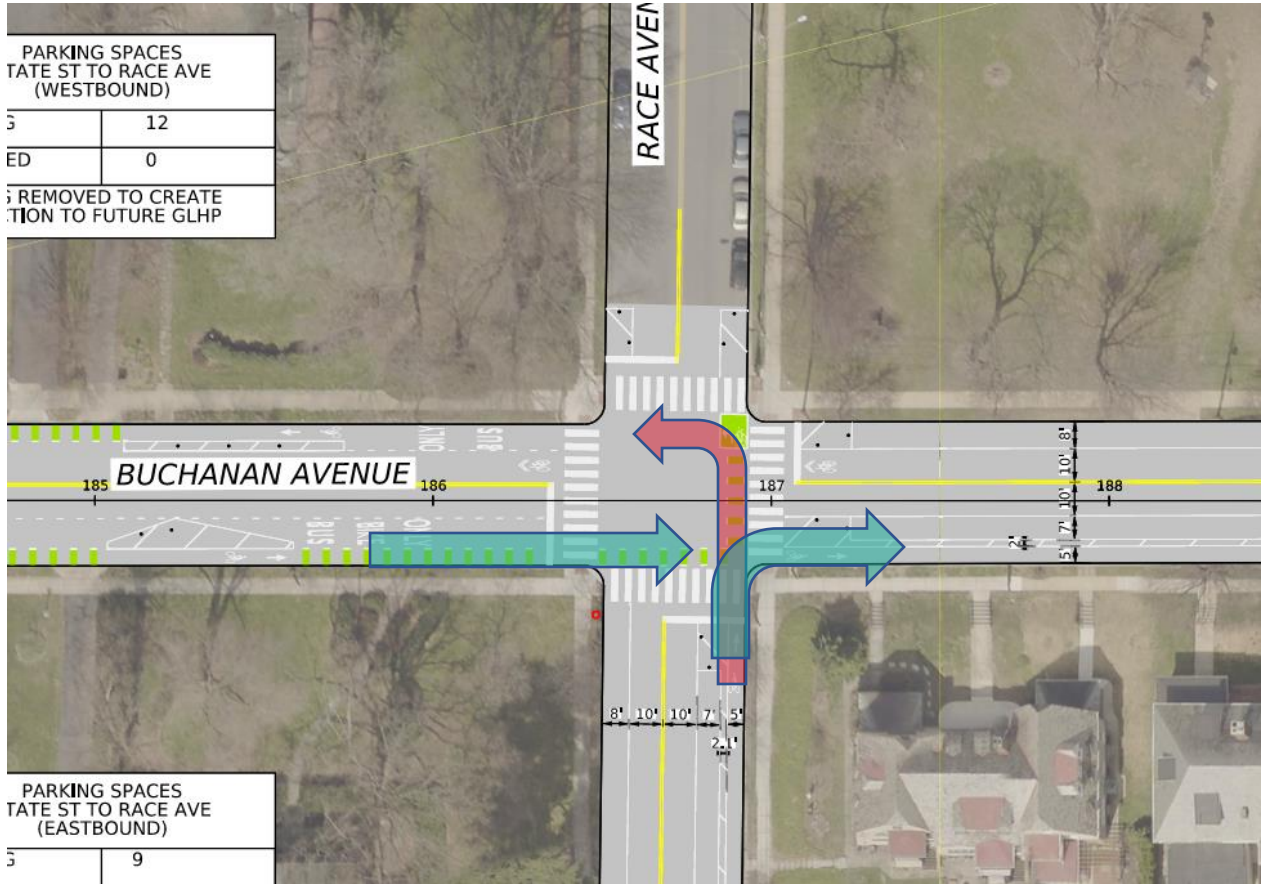
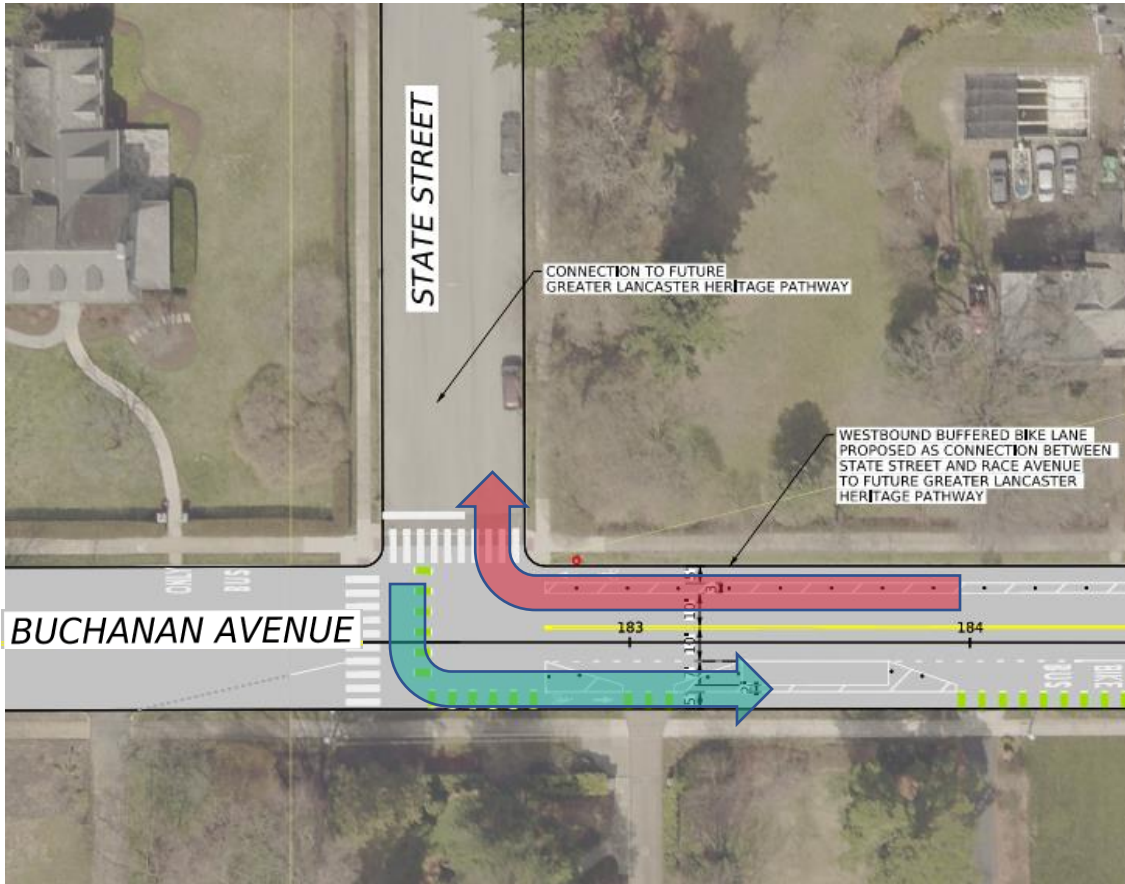
WALNUT STREET



CONNECTIONS



CONNECTIONS



PARKING SPACES
STATE ST TO RACE AVE
(WESTBOUND)

5	12
ED	0

5 REMOVED TO CREATE
TION TO FUTURE GLHP

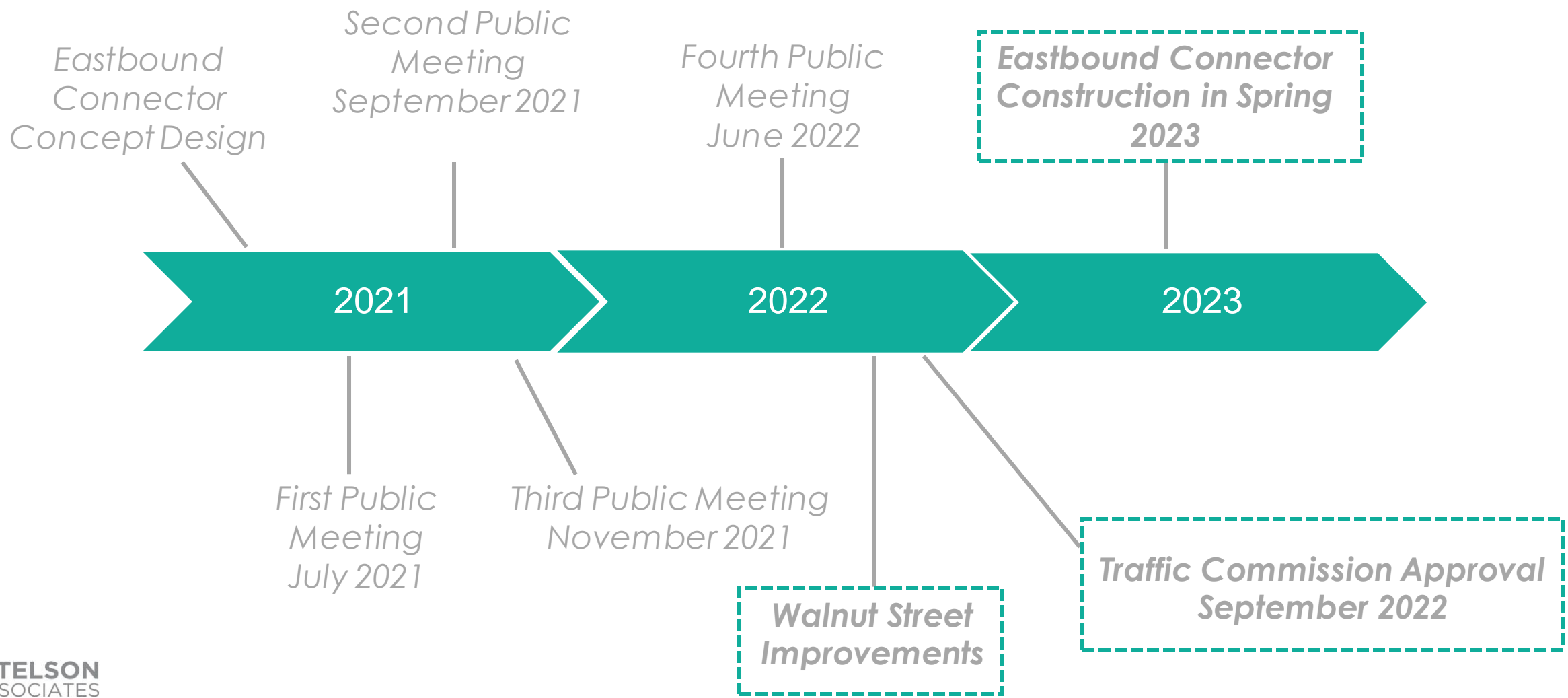
PARKING SPACES
STATE ST TO RACE AVE
(EASTBOUND)

5	9
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Next Steps

TIMELINE



Next Steps:

- Develop Final Design
- Implement Walnut Street Improvements
- Traffic Commission Approval for EB Connector
Final Design
- Construction

CONTACT INFORMATION

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



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