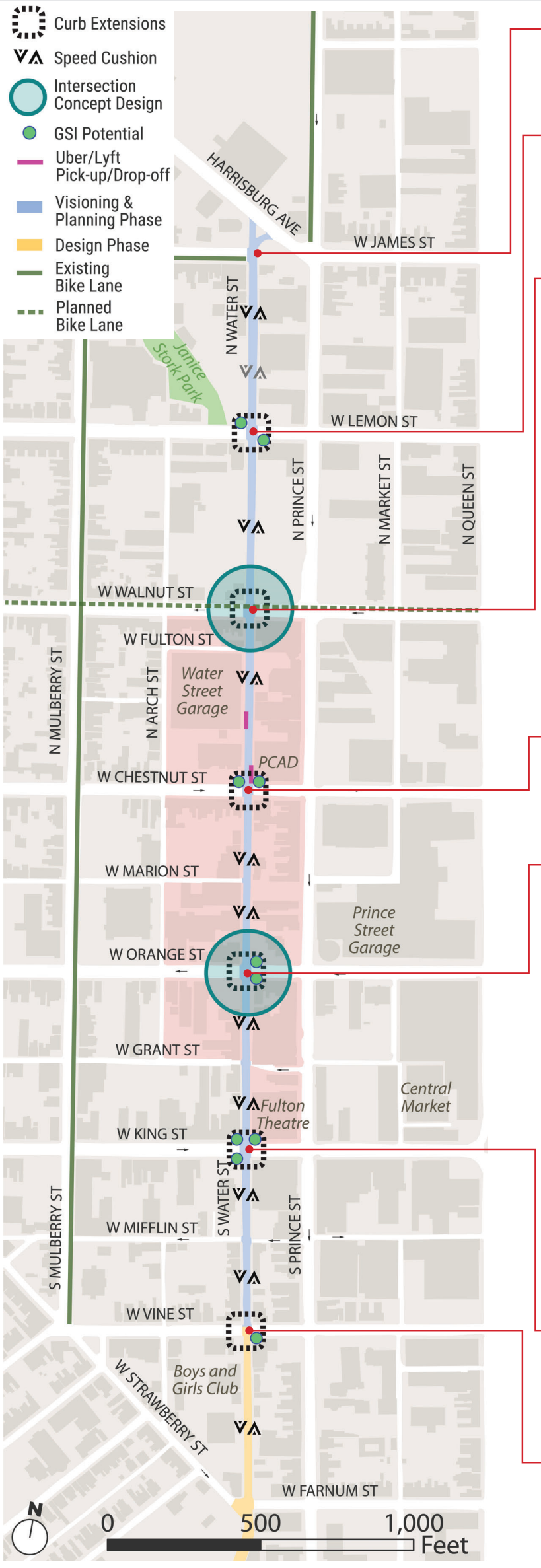
CITY OF LANCASTER
A City Authentic

WATER STREET
Bicycle and Pedestrian Boulevard

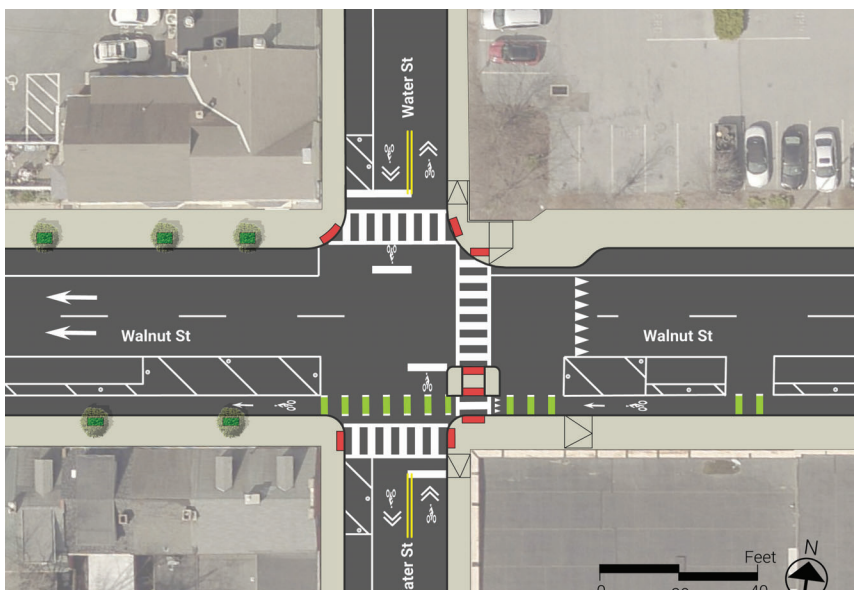
North Water Street Corridor Plan
Recommended traffic calming, pedestrian, and bicycle treatments along Water Street from Harrisburg Avenue to Vine Street



James Street Intersection
Pavement markings for bike crossing to Rotary Park sidewalk to transition to James Street bike route east of Prince Street

Lemon Street Intersection
Curb extensions on northwest and southwest corners onto Water Street and Lemon Street; northeast and southeast corners onto Lemon Street only (subject to change if bicycle facility on Lemon Street included in future design)

Walnut Street Intersection (in construction)



Curb extension on northeast corner onto Walnut Street. Protected bike lane on south side of Walnut Street and pedestrian refuge island on southeast corner. Daylighting restricts parking to increase visibility on northwest, southwest, and southeast corners.

Chestnut Street Intersection
Curb extensions on northwest and southwest corners onto Water Street and Chestnut Street; northeast and southeast corners onto Chestnut Street only (subject to change if bicycle facility on Chestnut Street included in future design).

Orange Street Intersection

Curb extensions on northwest and southwest corners onto Water Street and Orange Street; northeast and southeast corners onto Orange Street only. Existing driveways on northeast and southwest corners would be extended.

King Street Intersection
Curb extensions on northwest corner onto Water Street and King Street, northeast corner onto King Street, southeast corner onto Water Street. Consider walk time countdown for pedestrian signals and leading pedestrian interval.

Vine Street Intersection
Curb extensions on northwest and southwest corners onto Water Street and Vine Street; northeast and southeast corners onto Vine Street only.

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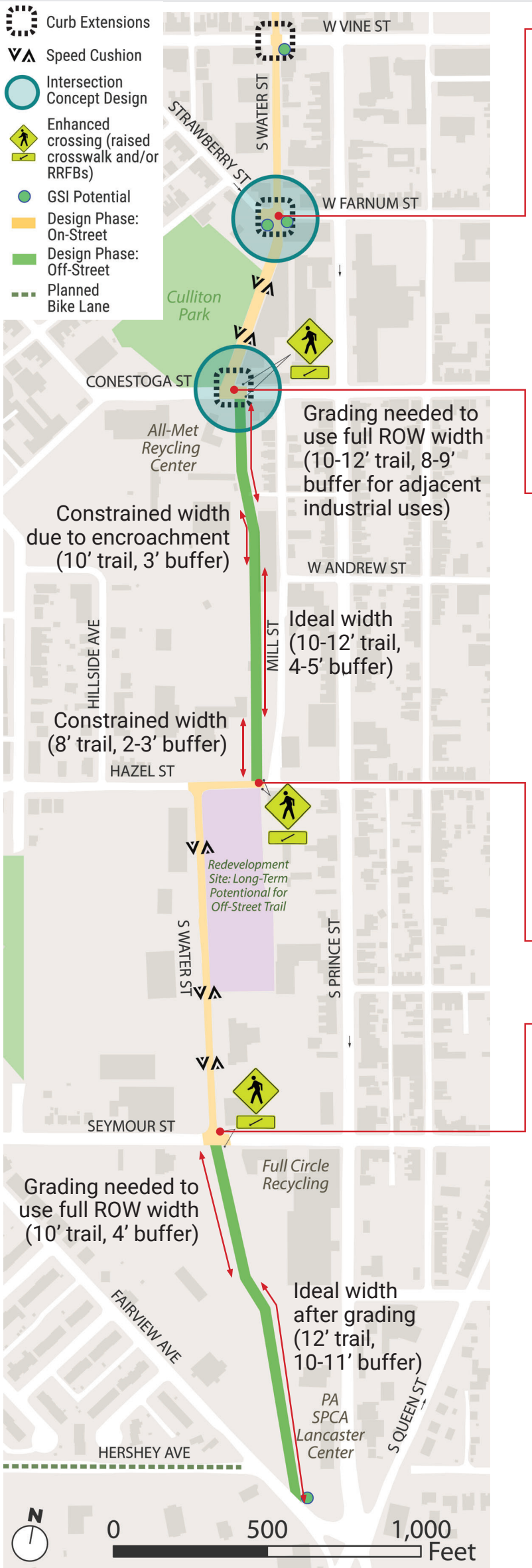
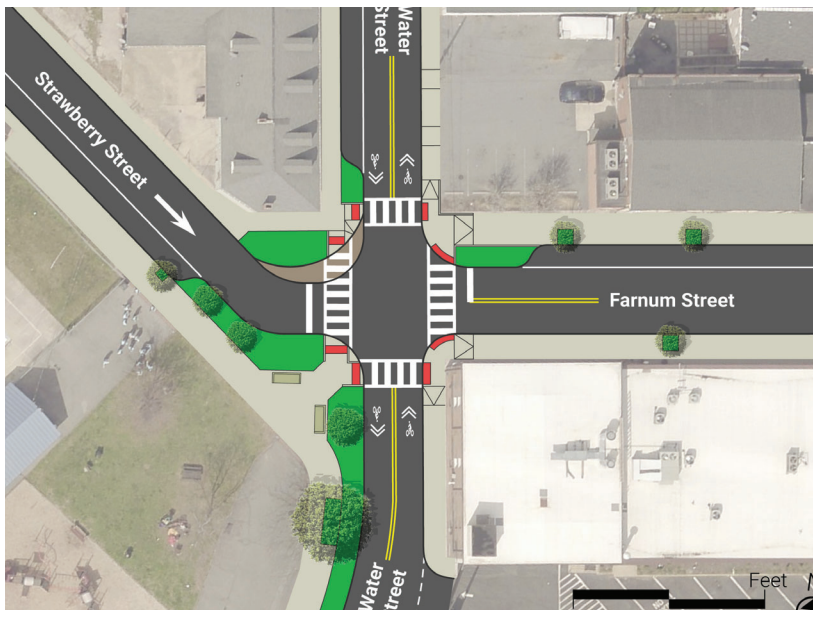
South Water Street Corridor Plan
Recommended traffic calming, pedestrian, bicycle treatments, and trail design considerations along the South Water Street corridor

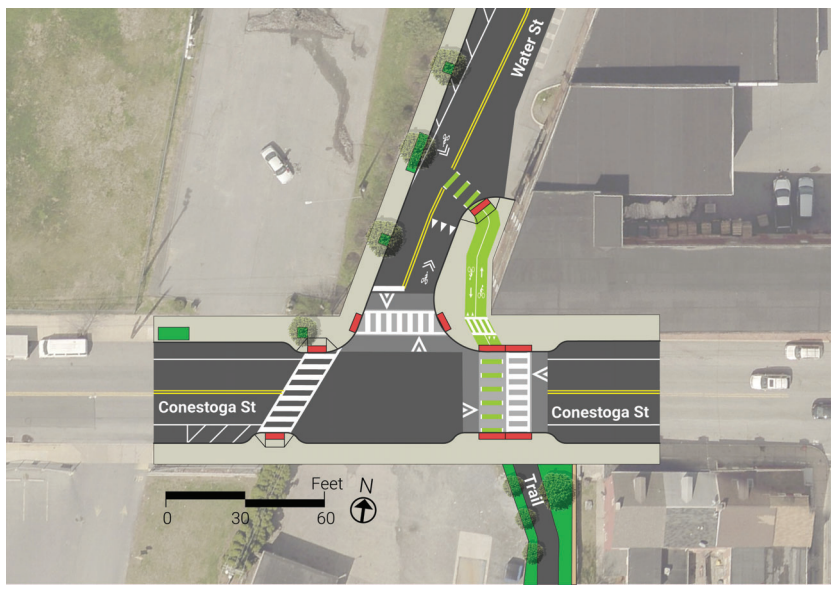


Strawberry Street / Farnum Street Intersection



Curb extensions "T" up Strawberry street to improve visibility; truck apron on curb extension accommodates truck turns. Potential for green infrastructure and landscaping on curb extensions.

Conestoga Street Intersection



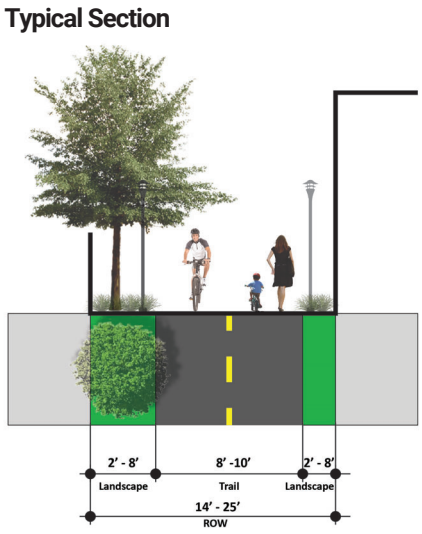
Curb extension on northeast corner creates space for bikes to transition mid-block onto raised bikeway toward trail entrance. Bikeway aligns with combined raised crossing across Conestoga Street that includes Rectangular Rapid Flash Beacons (RRFB). Raised pedestrian crosswalk across Water Street.

Hazel Street Intersection
Raised crosswalk with Rectangular Rapid Flash Beacons (RRFB)

Seymour Street Intersection
Raised crosswalk with Rectangular Rapid Flash Beacons (RRFB)

Multi-Use Trail Design Considerations
Ideal trail width of 10-12 feet; constrained width of 8 feet. Landscaped buffer areas range from 2-11 feet depending on ROW constraints.

Typical Section



Between Conestoga Street and Hazel Street