



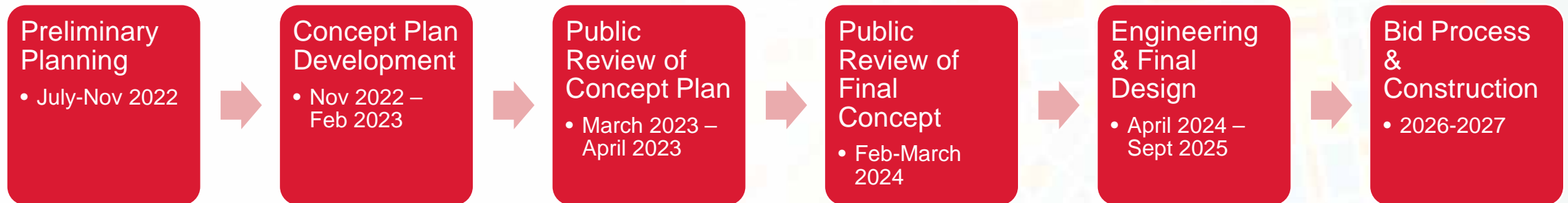
# Church Street Complete Street Project

OCTOBER 9, 2024

# Project Goals

- Calm Traffic
- Improve traffic safety, particularly for vulnerable road users (bicyclists, pedestrians)
  - Safely accommodate pedestrians
  - Safely accommodate 2-way bicycle traffic
  - Create an interconnected bicycle network
- Ensure ADA accessibility for pedestrians with disabilities
- Maintain existing trees in good condition and add new trees
- Maintain brick elements
- Make maintenance as easy as possible
- Minimize impact to residents

# Project Timeline



A faded, light-colored map of Lancaster, Pennsylvania, showing a grid of streets and various colored blocks. The map is positioned in the upper right portion of the slide, behind the main title.

# Previous Public Engagement

# Concept from 1/2024 Public Meeting



# 1/2024 Concept: Segment Details

QUEEN TO DUKE

DUKE TO LIME



# Public Feedback on Final Concept

## 2024 ENGAGEMENT SUMMARY

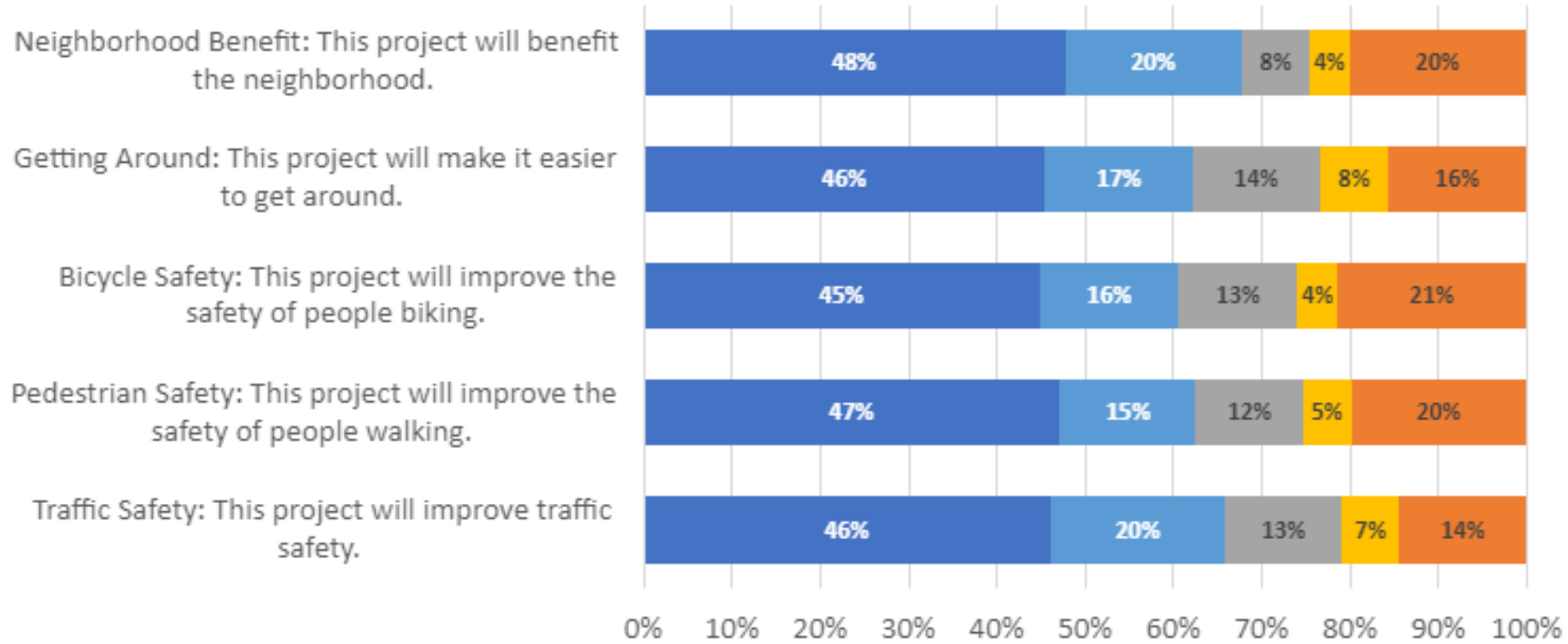
1. **South East Streets Public Open House**, held at King Elementary School on S. Duke Street on 1/31/2024 between the hours of 4:30 and 7:30pm.
2. **Engage Lancaster**, the City's online engagement platform. Online survey and commenting was available 1/31/2024 and 4/1/2024.
3. **Lancaster City Housing Authority Resident Engagement**. In April of 2024, the Housing Authority invited residents of Church Street and Farnum Street Towers to view the proposed improvements and submit surveys.

## QUANTITATIVE SURVEY

- A total of 93 quantitative surveys were submitted by the public for the Church Street project. Not all surveys provided complete quantitative responses, resulting in total responses of between 89 and 91 in various categories.
- 37 surveys were submitted in person at the SE Streets Public Open House
- 22 surveys were submitted online via Engage Lancaster
- 33 surveys were submitted on paper via the Lancaster City Housing Authority.
- Of the 93 surveys, 81.7% were completed in English and 18.3% were completed in Spanish.

# Survey Results (2024)

## Church Street Quantitative Survey Results



	Traffic Safety: This project will improve traffic safety.	Pedestrian Safety: This project will improve the safety of people walking.	Bicycle Safety: This project will improve the safety of people biking.	Getting Around: This project will make it easier to get around.	Neighborhood Benefit: This project will benefit the neighborhood.
■ 5: Strongly Agree	46%	47%	45%	46%	48%
■ 4: Agree	20%	15%	16%	17%	20%
■ 3: Neutral	13%	12%	13%	14%	8%
■ 2: Disagree	7%	5%	4%	8%	4%
■ 1: Strongly Disagree	14%	20%	21%	16%	20%

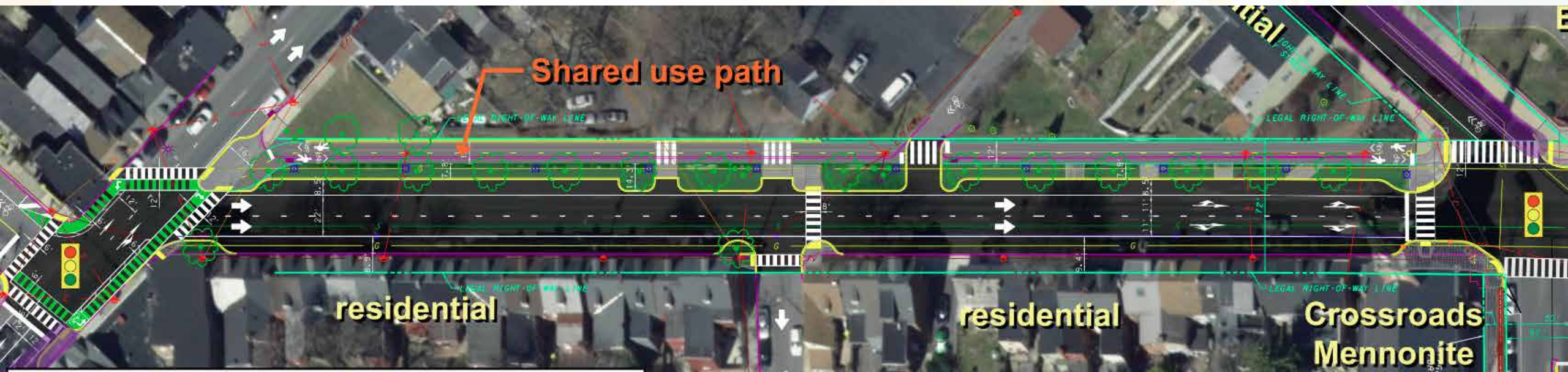
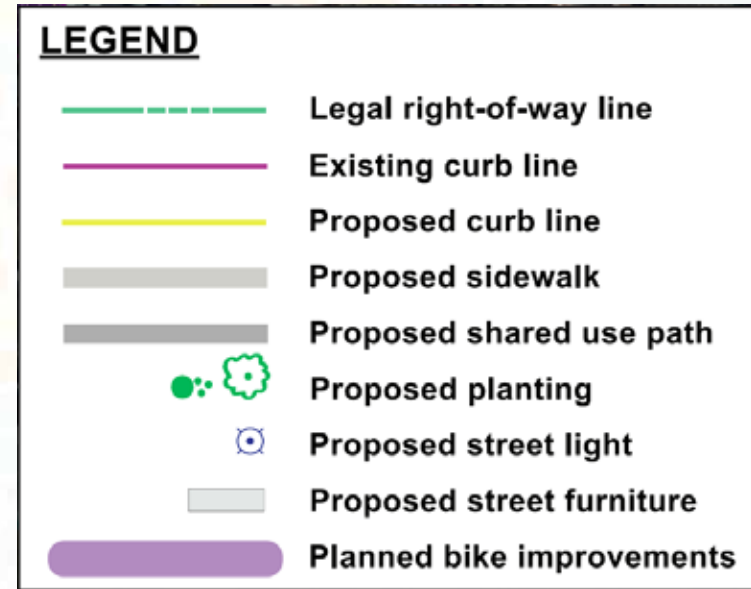
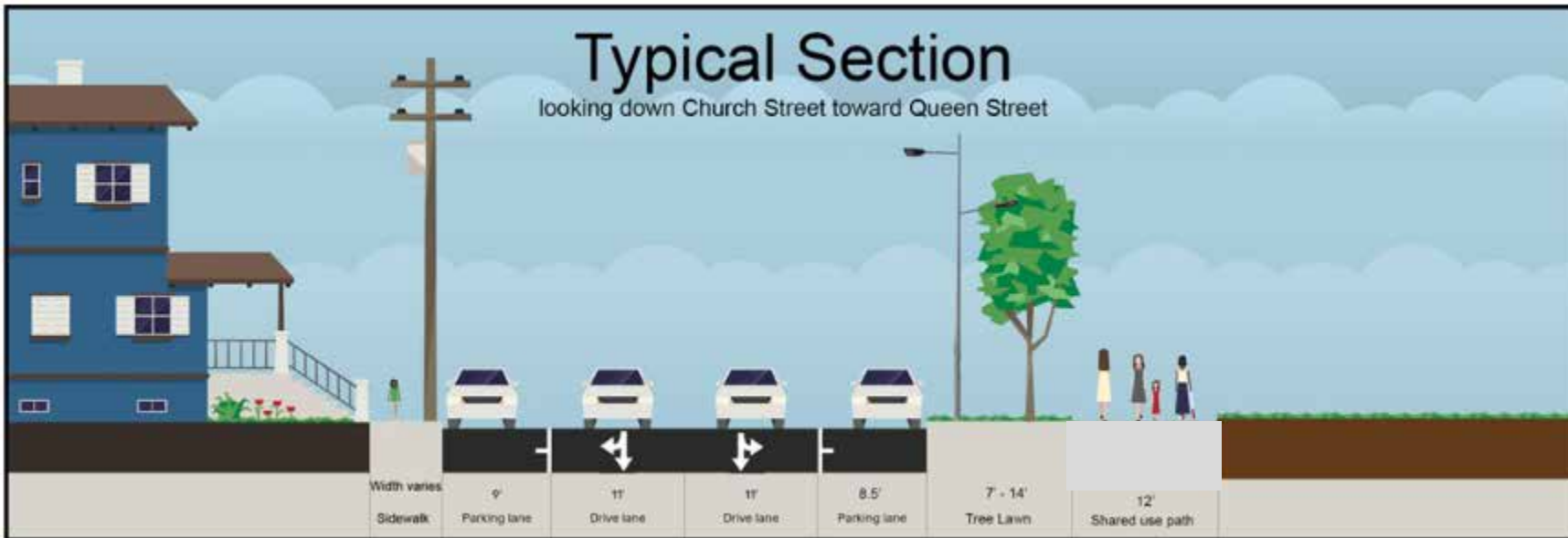
# Key Issues Raised by Public in 2024

- Aesthetic & Historic: Brick path, lighting
- Bicycle & Pedestrian Safety
- Maintenance
- Landscaping & Trees

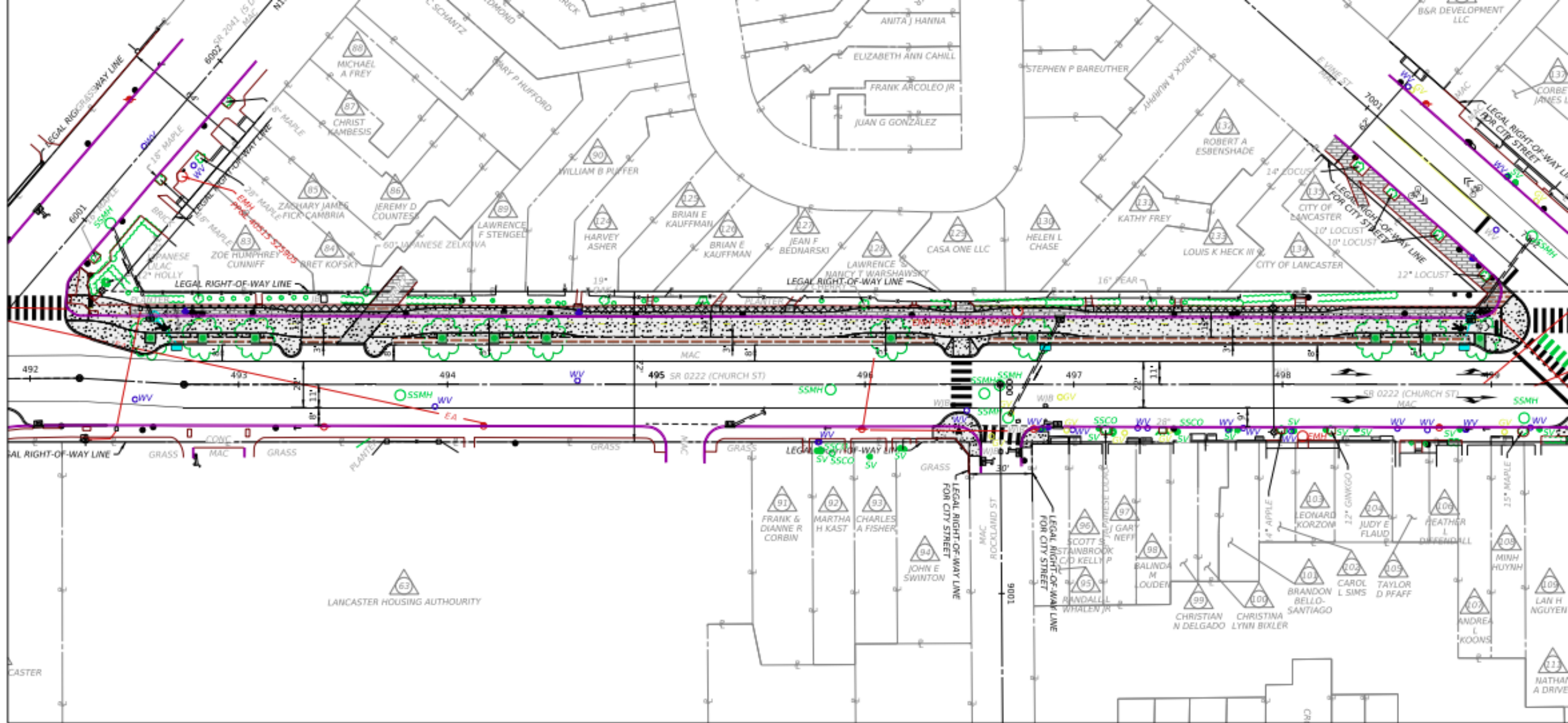
# Adjusted Plans 10/2024

# Queen to Duke Street Segment

# Queen to Duke Segment



# Duke to Lime/Vine Streets Options

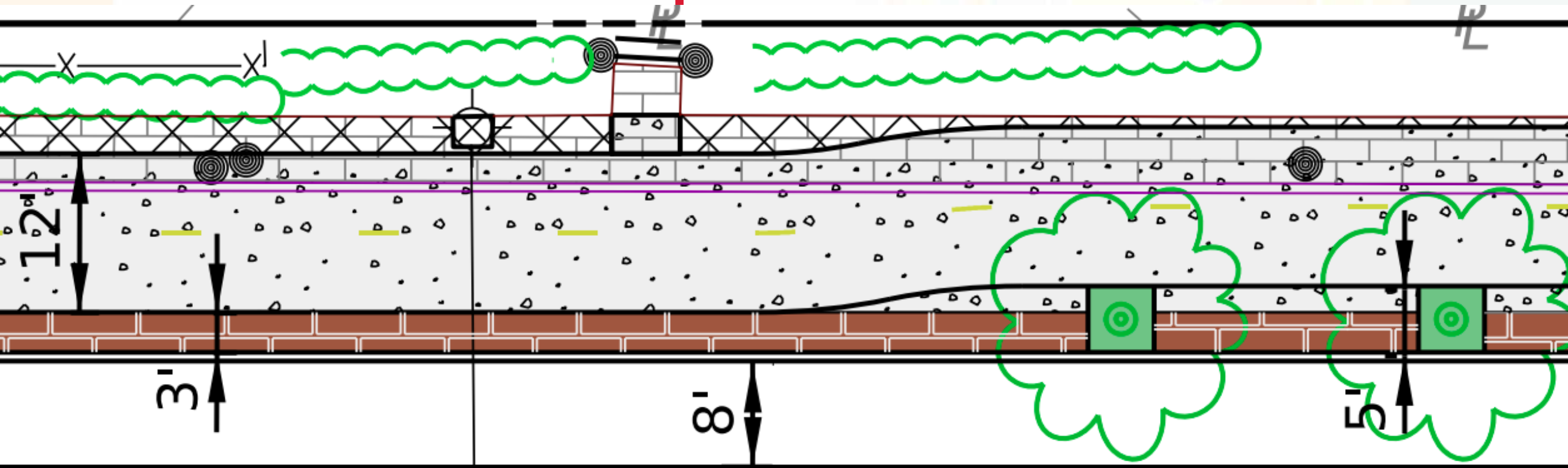


- LEGEND**
-  CONCRETE SIDEWALK / SHARED USE PATH
  -  PLANTING AREA
  -  BRICK SIDEWALK
  -  TO BE REMOVED

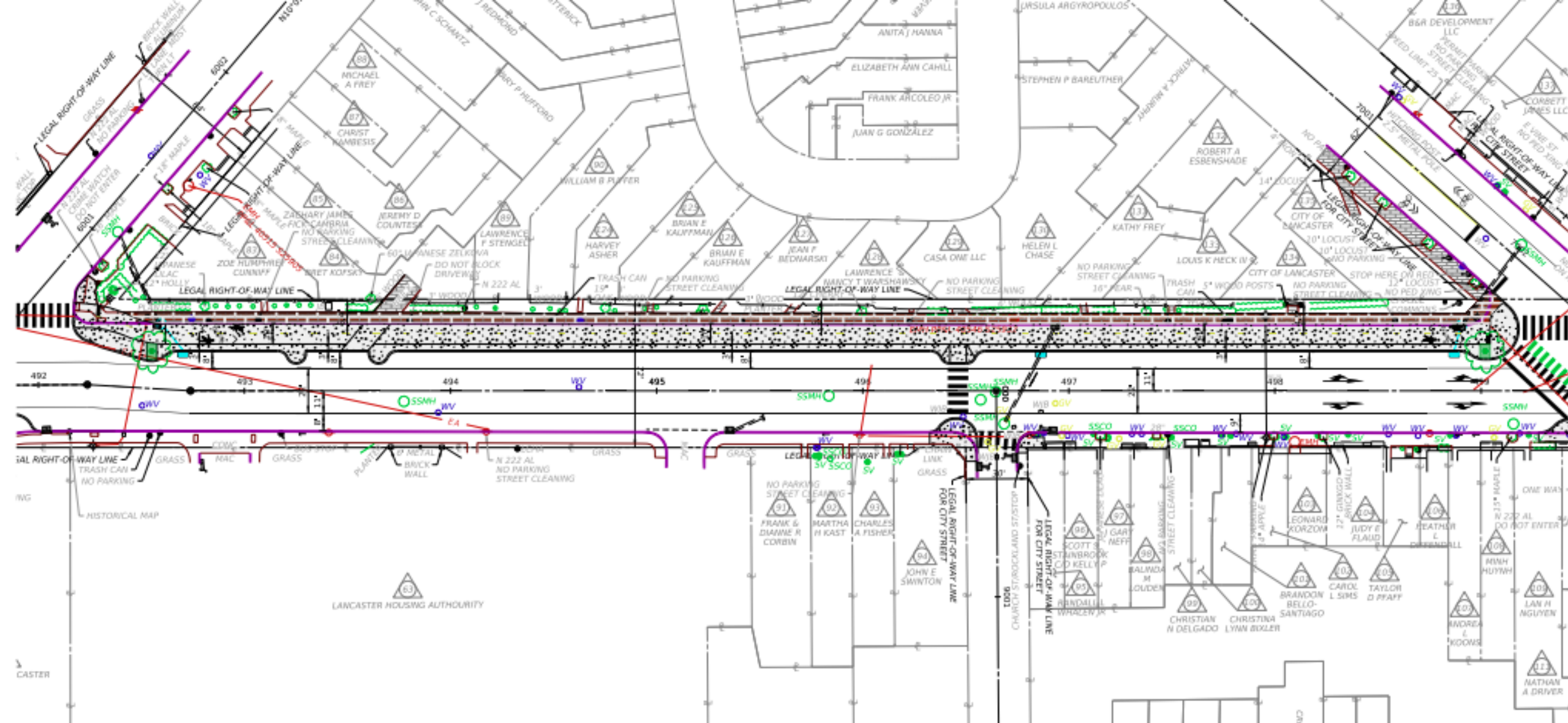
# RECOMMENDED Option 1: 12 ft Path



# RECOMMENDED Option 1: 12 ft Path

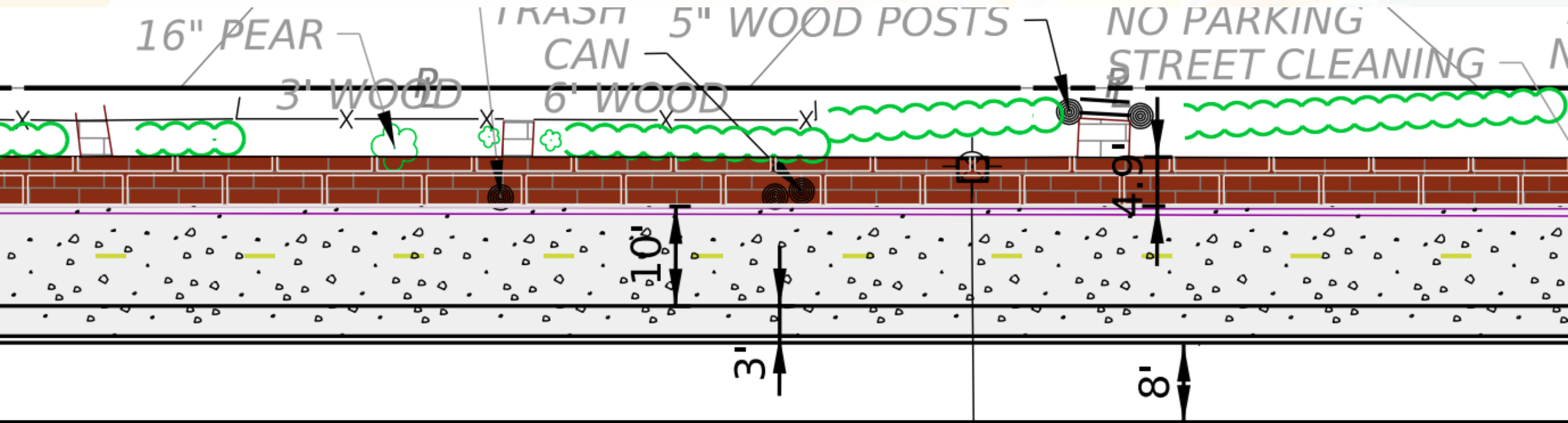


- 12' concrete shared use path
- 3' brick band adjacent to curb
- 5' tree wells

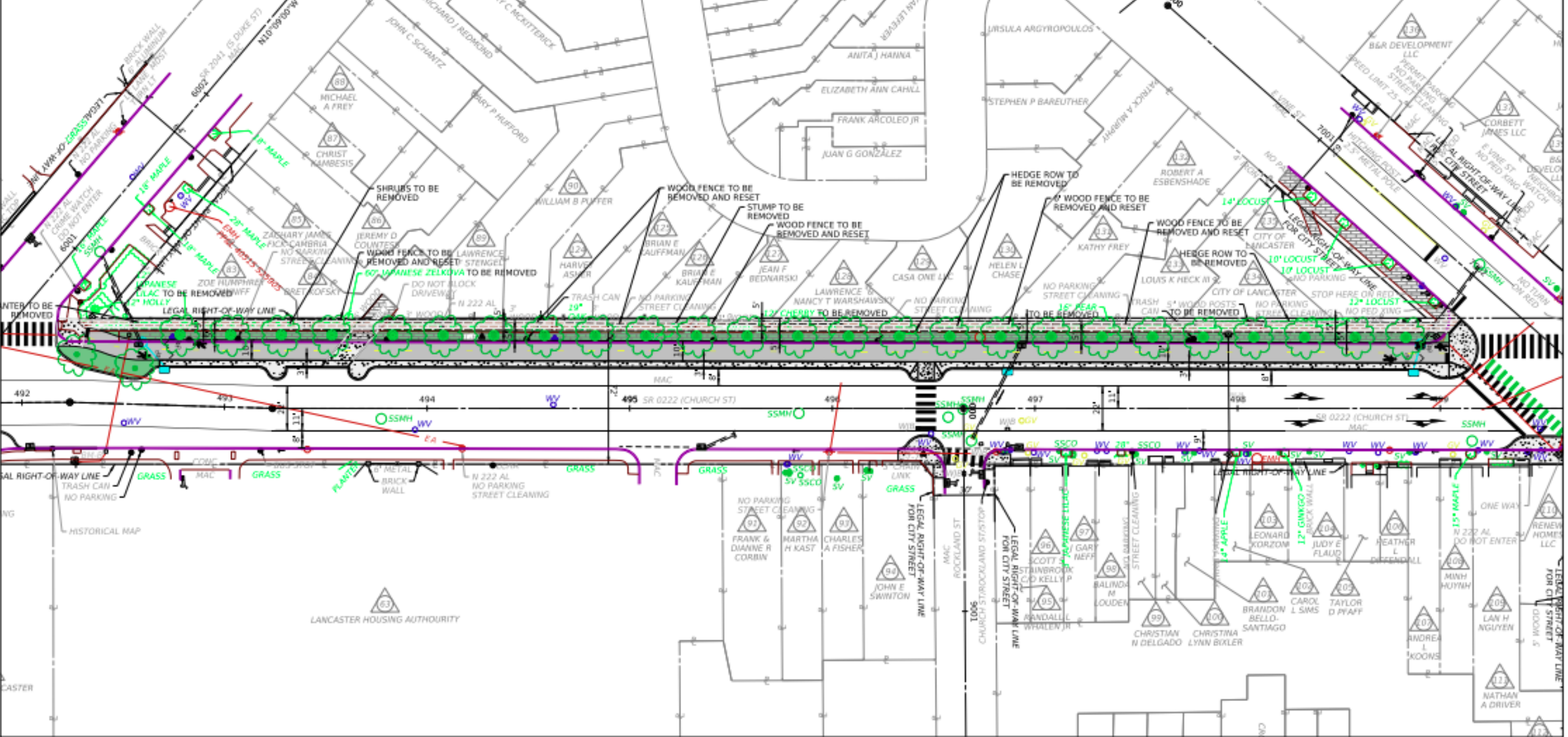


**NOT RECOMMENDED Option 2: 10 ft Path**

# NOT RECOMMENDED Option 2: 10 ft Path



- 4.9' to 5' brick sidewalk
- 10' concrete shared use path
- 3' concrete adjacent to curb
- No/minimal new street trees

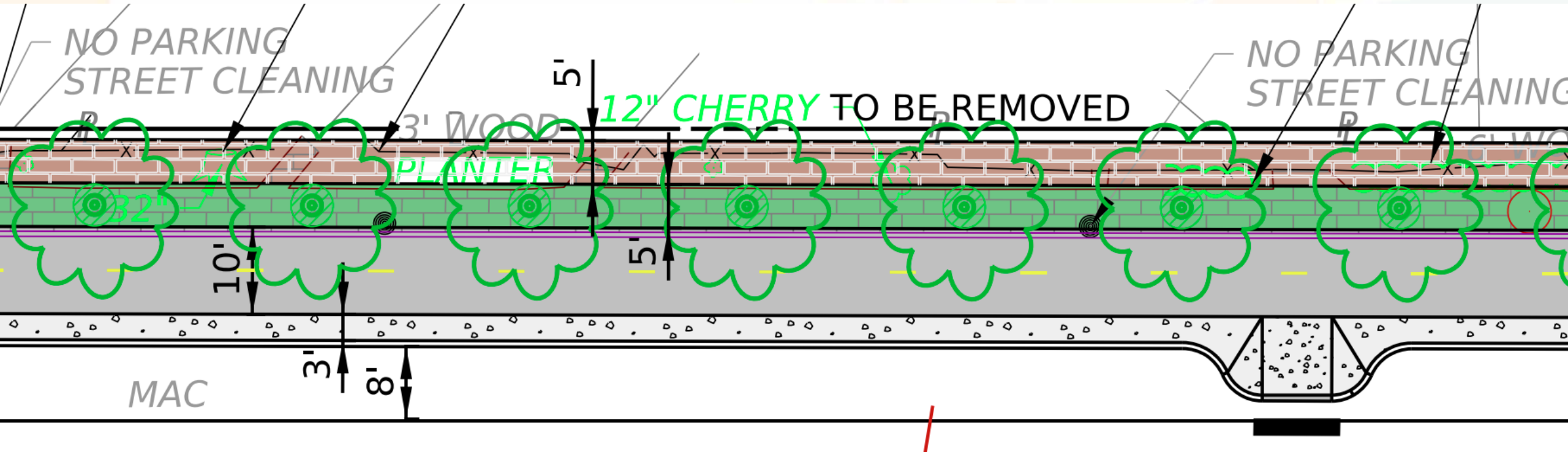


- LEGEND**
- CONCRETE
  - PLANTING AREA
  - BRICK SIDEWALK
  - SHARED USE PATH

**NOT RECOMMENDED Option 3: Full Width**



# NOT RECOMMENDED Option 3: Full Width



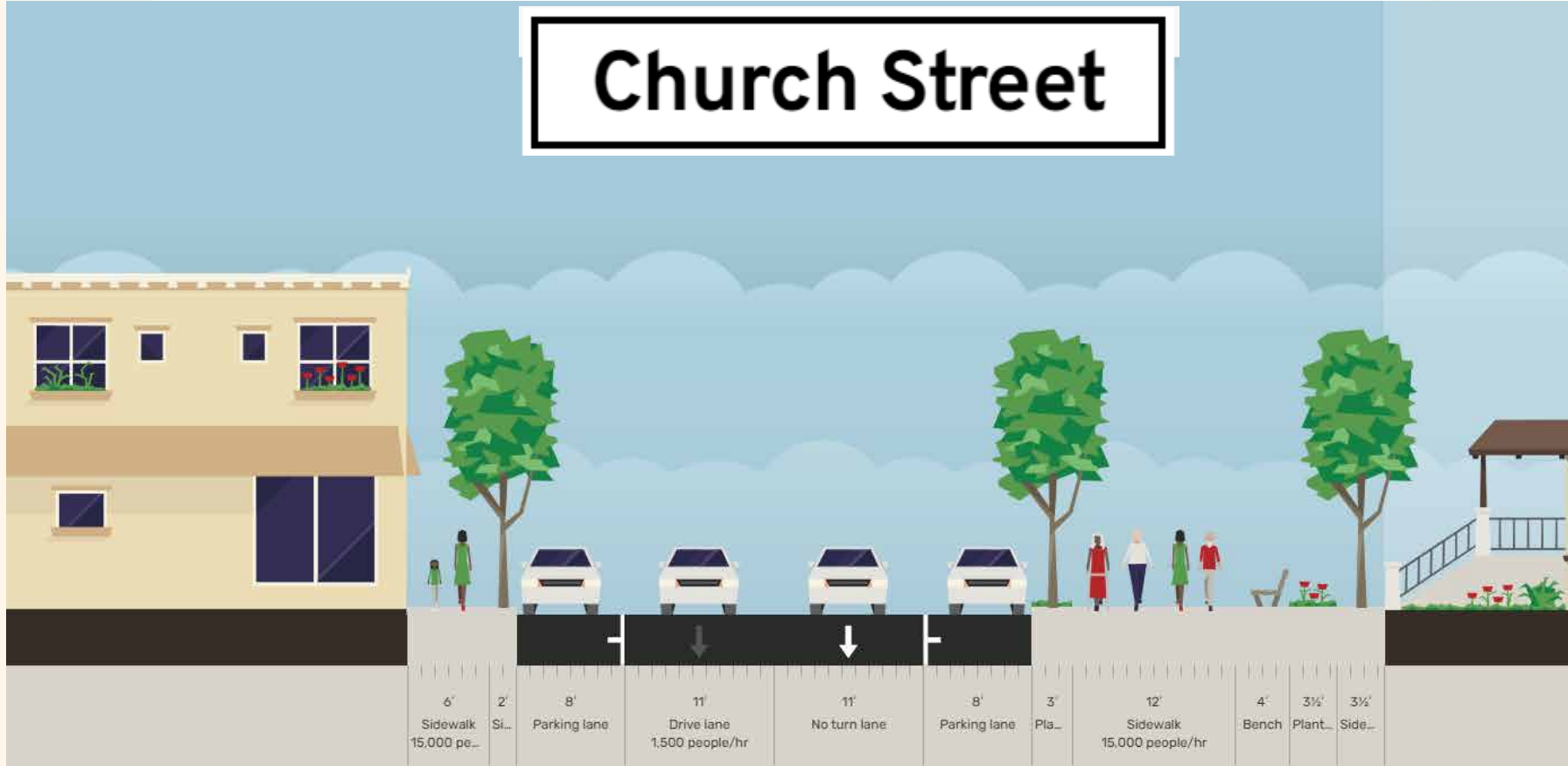
- 5' brick sidewalk
- 5' street tree area
- 10' concrete shared use path
- 3' concrete adjacent to curb

# Comparison of Options

DUKE TO LIME	1) 12ft SHARED USE PUBLIC MEETING	2) 10 ft SHARED USE	3) FULL WIDTH - 10ft SHARED USE
Existing Brick	Removed, potentially reused	Removed, potentially reused	Removed, potentially reused
Proposed Brick	3ft City standard curb-side brick trim	5 ft brick path on north side	5 feet brick path on north side
Existing Landscaping/Fencing	Minimal impact	Minimal impact	High Impact: All landscaping REMOVED up to ROW/property line, including some fencing
Trees	Highly Recommended for Trees (10 new trees)	Not Recommended for Trees (2 new trees)	Somewhat Recommended for Trees (up to 25 new trees, close bike/foot traffic on both sides and competition with existing trees, limited shade on SUP side)
Shared Use Path Width	12 feet	10 feet	10 feet
Path Material	Concrete`	Concrete	Concrete
Curb-Adjacent Material	3 feet brick trim	3 feet concrete	3 feet concrete
Maintenance - Hardscaping	City	Brick path - residents. Shared use path - City.	Brick path - residents. Shared use path - City.

# Option 1: Preferred Option

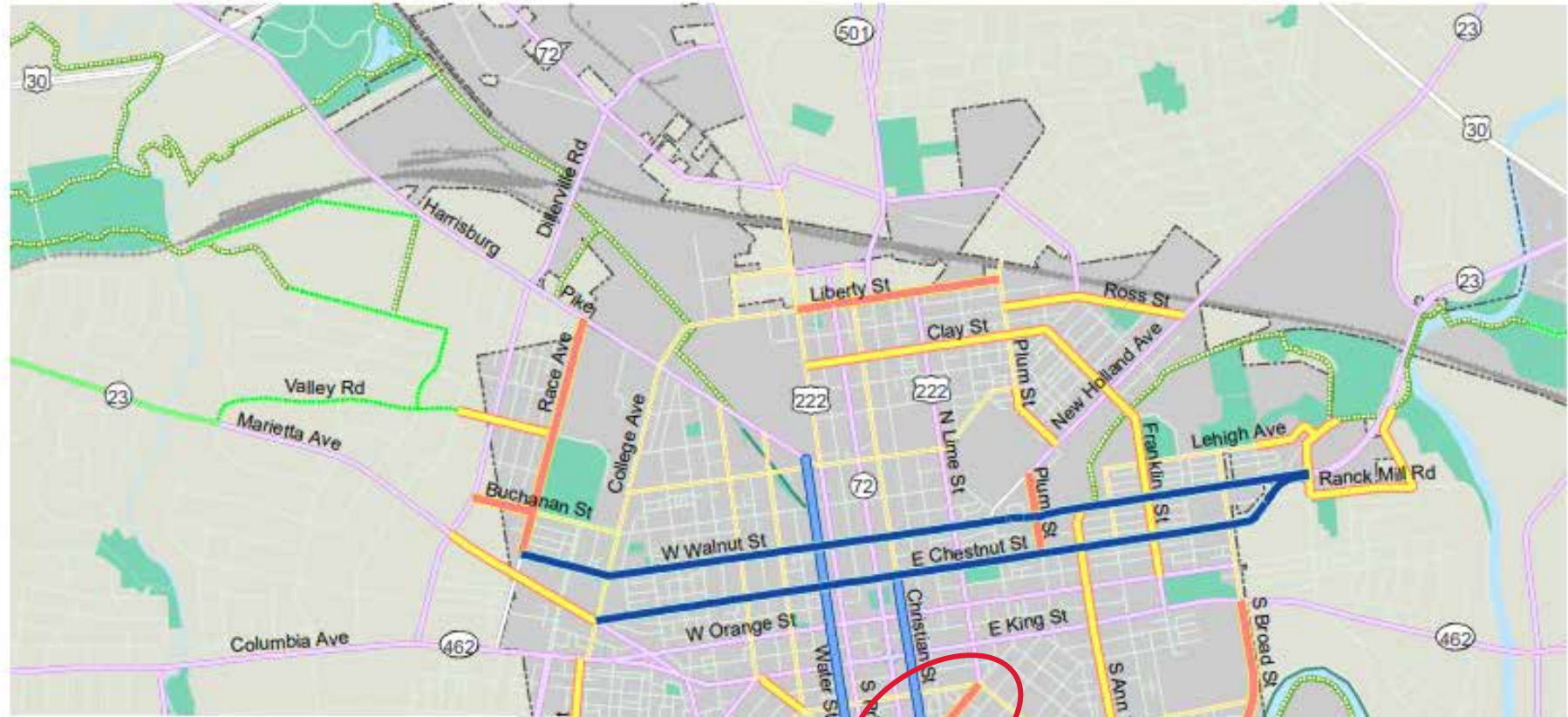
## Church Street



# Questions & Comments

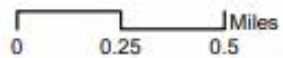
# Shared Use Paths & Cyclists

# City Bike Network

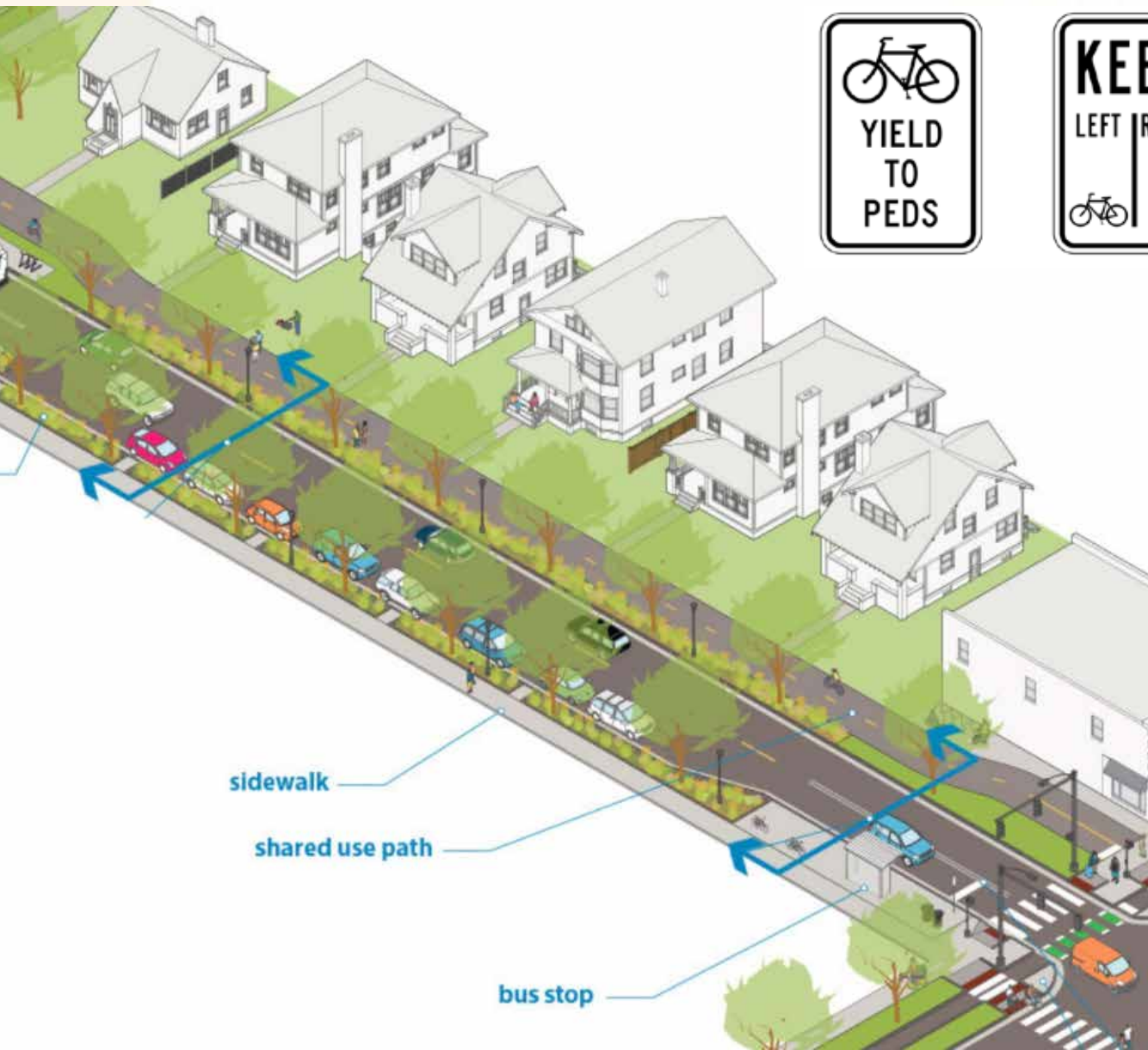


**MAP 5.1 - CITY OF LANCASTER BICYCLE NETWORK RECOMMENDATIONS**

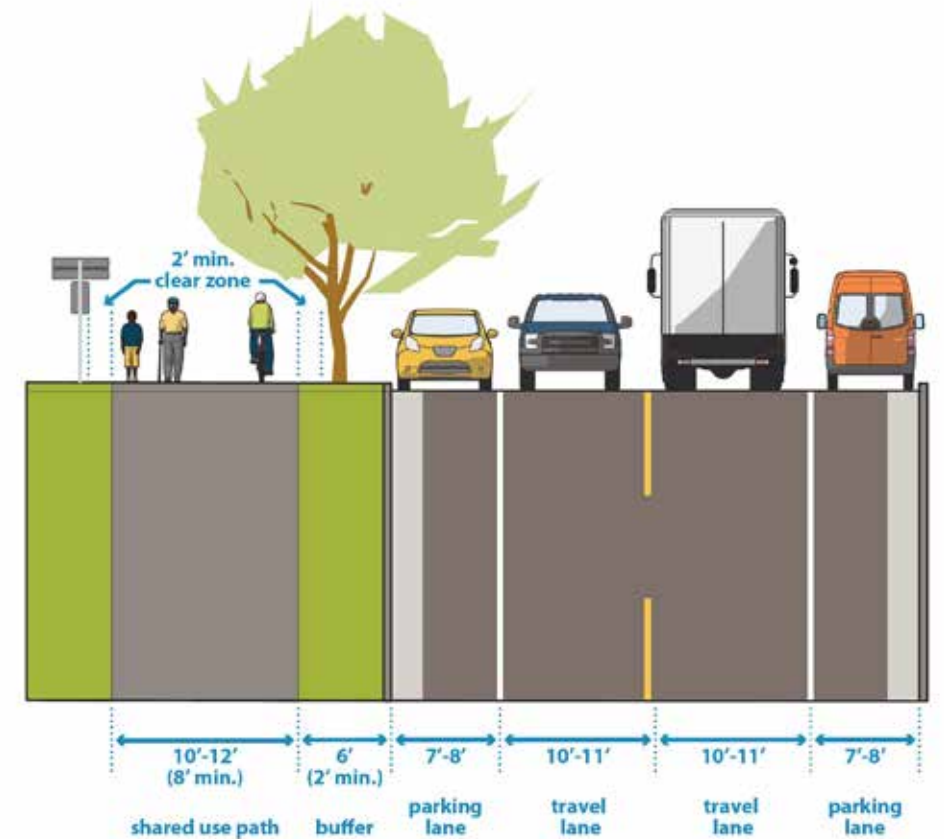
- |  |                                       |  |                           |
|--|---------------------------------------|--|---------------------------|
|  | Proposed Trail: Along Road            |  | Major Street              |
|  | Proposed Trail: Off Road              |  | Existing Bicycle Facility |
|  | Other Corridor Improvement            |  | Existing Trail            |
|  | <b>Proposed City Bicycle Facility</b> |  | Lancaster City            |
|  | Shared Street                         |  | Local Street              |
|  | Major Separated Bikeway               |  | Railroad                  |
|  | Minor Separated Bikeway               |  | Water Body                |
|  | Bicycle Boulevard                     |  | Park                      |



# What is a Shared Use Path?



## Shared Use Paths



Preferred widths shown - see chart for more information

Source: Minneapolis Street Design Guide

# Types of Cyclists



**Comfort Typology of Bicyclists**

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of Population	31-37%	51-56%	5-9%	4-7%

# Who might use a SUP?








# Existing Conditions



# MICROMOBILITY IN PA

DESCRIPTION	MIN AGE	LICENSE	REGISTRATION	INSURANCE	HELMET	PASSENGER	LIGHTS	MAX CAPABLE SPEED	RIDE ON SIDEWALK	RIDE ON BIKE LANE	POSSIBLE DUI	PA VEHICLE CODE
<b>ELECTRIC SCOOTER</b> 	-	-	-	-	-	-	-	-	-	-	Yes	§ 102
Can operate only on private property. Electric scooters, like electric skateboards and electric unicycles, cannot be legally operated on public roadways.												
<b>MOTORIZED PEDALCYCLE</b> 	16	C	Yes	Yes	Yes, under 21	Yes	Yes	25	No	No	Yes	§ 102, § 3523(e), § 1714
Has operable pedals. Design speed of no more than 25 mph. Gas - motor rated 1.5 brake horsepower or less, has an automatic transmission. Electric - powered by an electric battery.												
<b>MOTOR SCOOTER</b> 	16	Class M/Class if >50 cc, Class C if <50cc	Yes	Yes	Yes, under 21	Yes	Yes	Up to 5 brake horsepower	No	No	Yes	§ 102, § 3525
Is a motor-driven cycle. Motor shall not exceed five brake horsepower.												
<b>SEGWAY</b> 	-	No	No	No	Yes, under 12	No	Yes	-	Yes	No	Yes	§ 102, § 3581-3583, § 3703 (c)
Is an electric personal assistive mobility device. An electric, self-balancing, two-nontandem-wheeled device. Lighting must be used when operating between sunset and sunrise. A Segway is allowed on sidewalks unless a municipality prohibits it.												
<b>E-BIKE</b> 	16	No	No	No	No	Yes	Yes	20	Yes, not in business district	Yes	Yes	§ 102, § 3514
Is a pedalcycle with electric assist. Weighs less than 100 pounds. Motor not more than 750 watts. Has operable pedals. Not capable going faster than 20 mph on a level surface when powered by the motor source only. Lighting must be used when operating between sunset and sunrise.												
<b>BICYCLE</b> 	-	No	No	No	Yes, under 12	Yes	Yes	-	Yes, not in business district	Yes	Yes	§ 102, § 3501 et seq., § 3802, § 1547
Is a pedalcycle. Is moved solely by human-powered pedals. Lighting must be used when operating between sunset and sunrise.												