



BUILDING A STRONGER LANCASTER

BLOCK BY BLOCK

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BLOCK BY BLOCK



STRONG NEIGHBORHOODS



SAFE STREETS



SECURE INCOME



SOUND GOVERNMENT



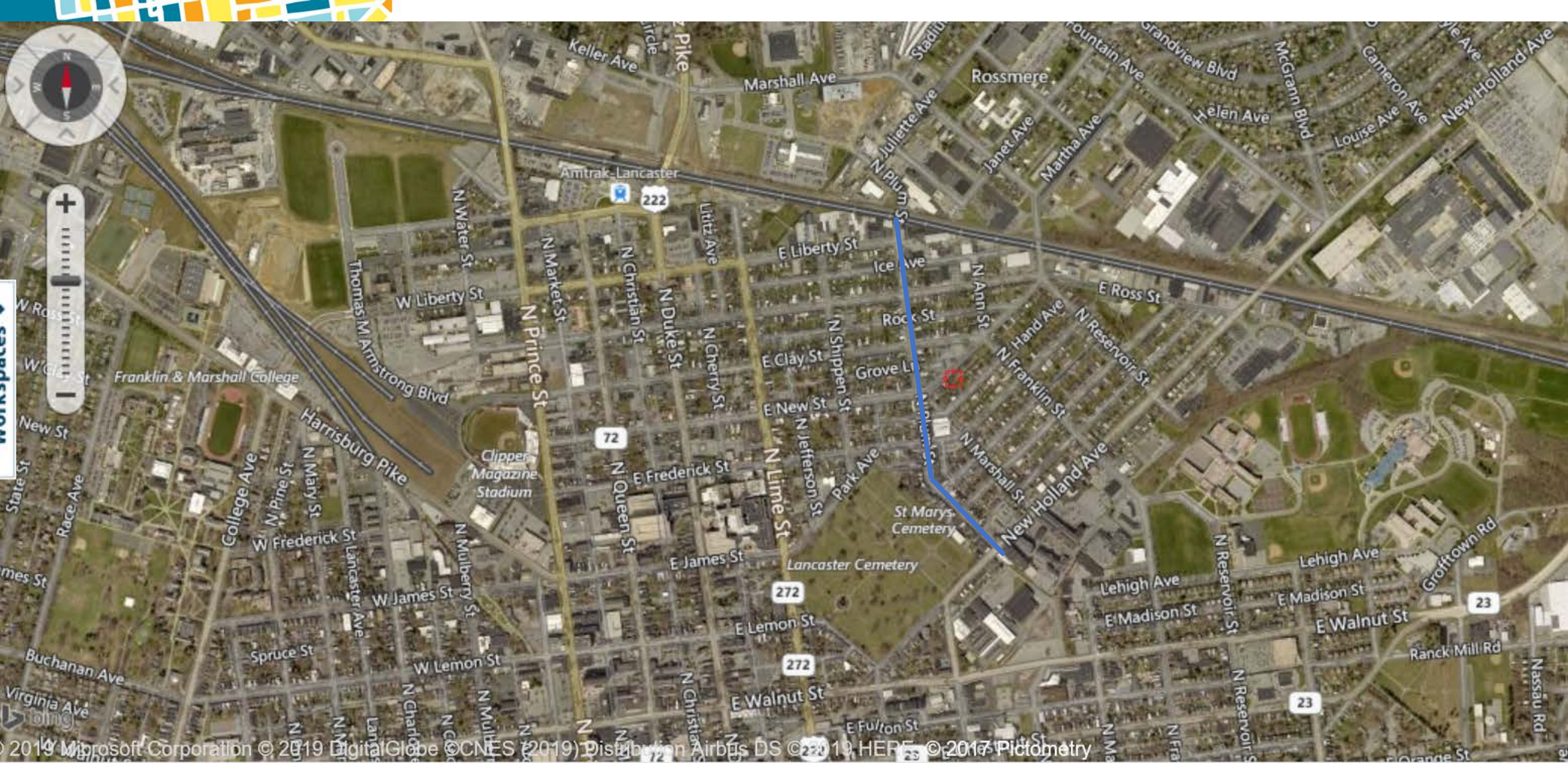
Mini/Neighborhood Roundabout & City Bike Facilities

September 27, 2019
MASITE Annual Meeting



Neighborhood Roundabout

- N. Plum Street Traffic Commission request
- Completed traffic study
- Two intersections – high crash locations
- Potential solutions presented to neighborhood group to obtain buy-in

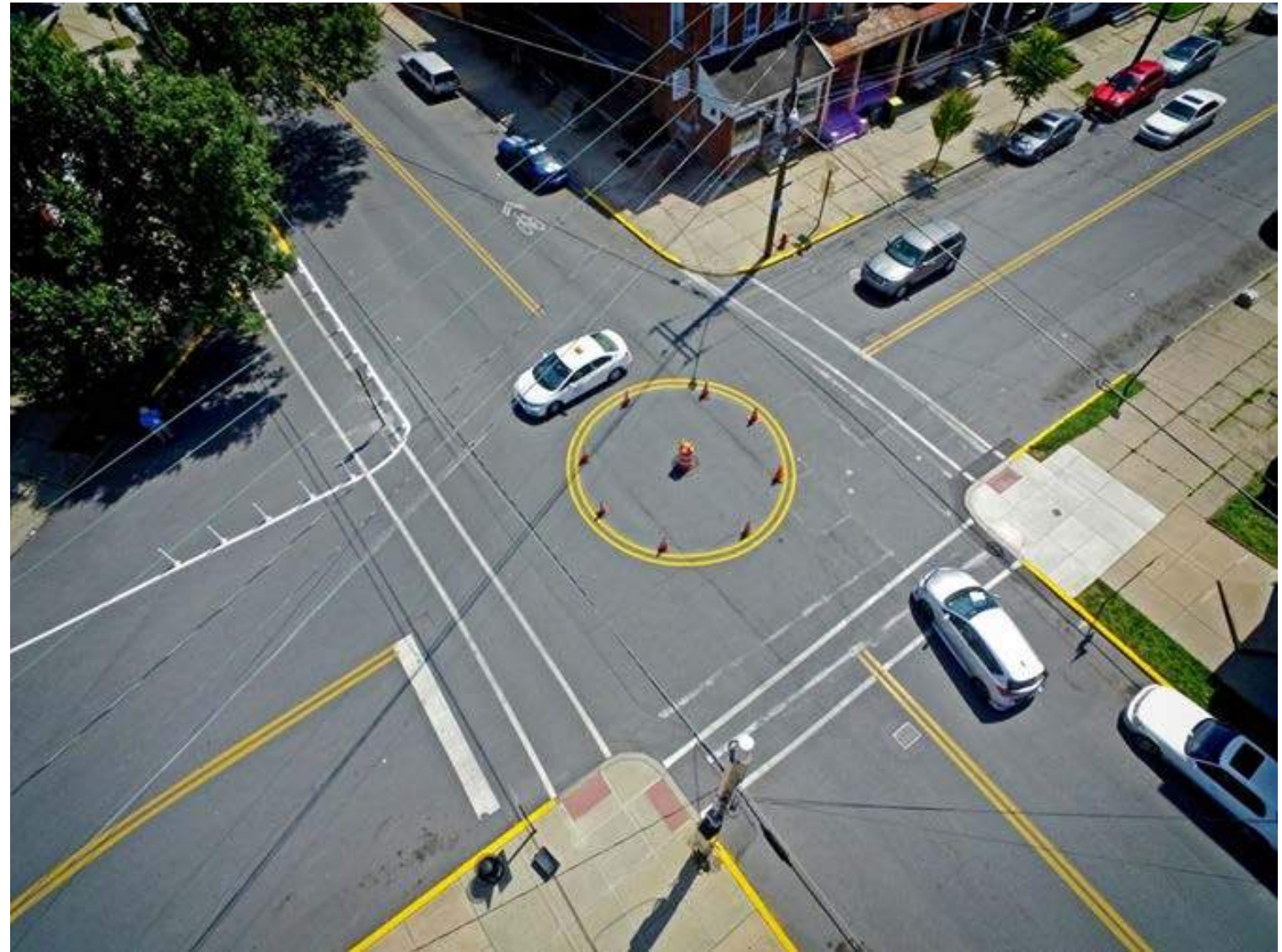




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Media Coverage

- https://lancasteronline.com/news/local/proceed-with-caution-lancaster-drivers-question-whether-roundabout-is-effective/article_e61c53f6-8c8b-11e9-acdf-3bfb3b234b23.html
- <https://www.wgal.com/article/lancasters-first-roundabout-to-be-installed-at-intersection-plagued-by-crashes/27915608>
- <https://fox43.com/2019/06/12/mini-roundabout-causes-some-confusion-for-drivers-in-lancaster/>
- <https://www.abc27.com/news/local/lancaster/lancaster-to-construct-temporary-roundabout-at-troubled-intersection/>

ROUNDLY CRITICIZED

Neighborhood residents say roundabout is an ineffective hazard



A van drives through the roundabout Monday on North Plum Street at East New Street and Park Avenue in Lancaster city. Residents in the neighborhood are not fans of the traffic-calming measure.

HURUBIE MEKO

Terry Walker doesn't think a roundabout is the best way to address safety concerns at North Plum Street, East New Street and Park Avenue in Lancaster city.

The 78-year-old said he was almost hit while walking across North Plum Street by a motorist who did not yield.

"It's like putting an elevator in an outhouse," said Walker, who lives in the 300 block of East New Street. "It just doesn't work."

Walker said he would prefer a traffic light there.



Three months after the city installed a temporary roundabout, neighborhood residents remain skeptical about the traffic-calming measure.

Residents and people who work near the intersection said there have been fender benders at the roundabout in the past three months.

A resident of the 500 block of North Plum said he has seen the cones replaced at least five times because motorists drive over them or drag them away.

The roundabout has not slowed down motorists traveling on North

ROUNDABOUT, page A5

EDUCATION

PHOTO BY JEFFREY M. HARRIS FOR THE STAR-LEDGER

Media Coverage – 3 months later

- https://lancasteronline.com/news/local/three-months-after-lancaster-city-installed-roundabout-residents-still-skeptical/article_ad1e546a-de42-11e9-9d1e-9fc62b3e2476.html
- https://lancasteronline.com/video/watch-drivers-navigate-lancaster-s-plum-st-roundabout-video/video_dd57f00c-6191-5a21-824b-c16fab7d369e.html

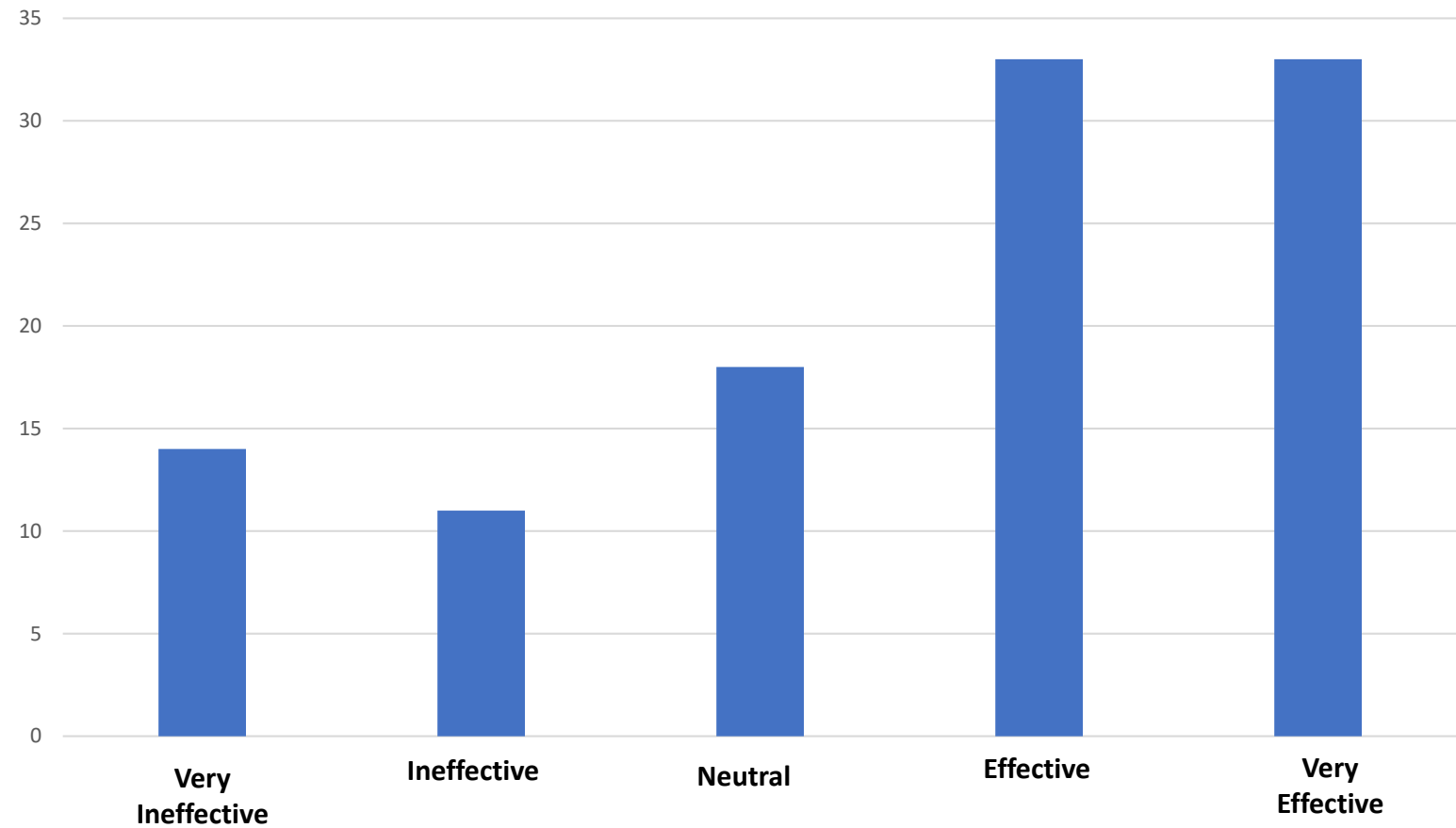


After Study

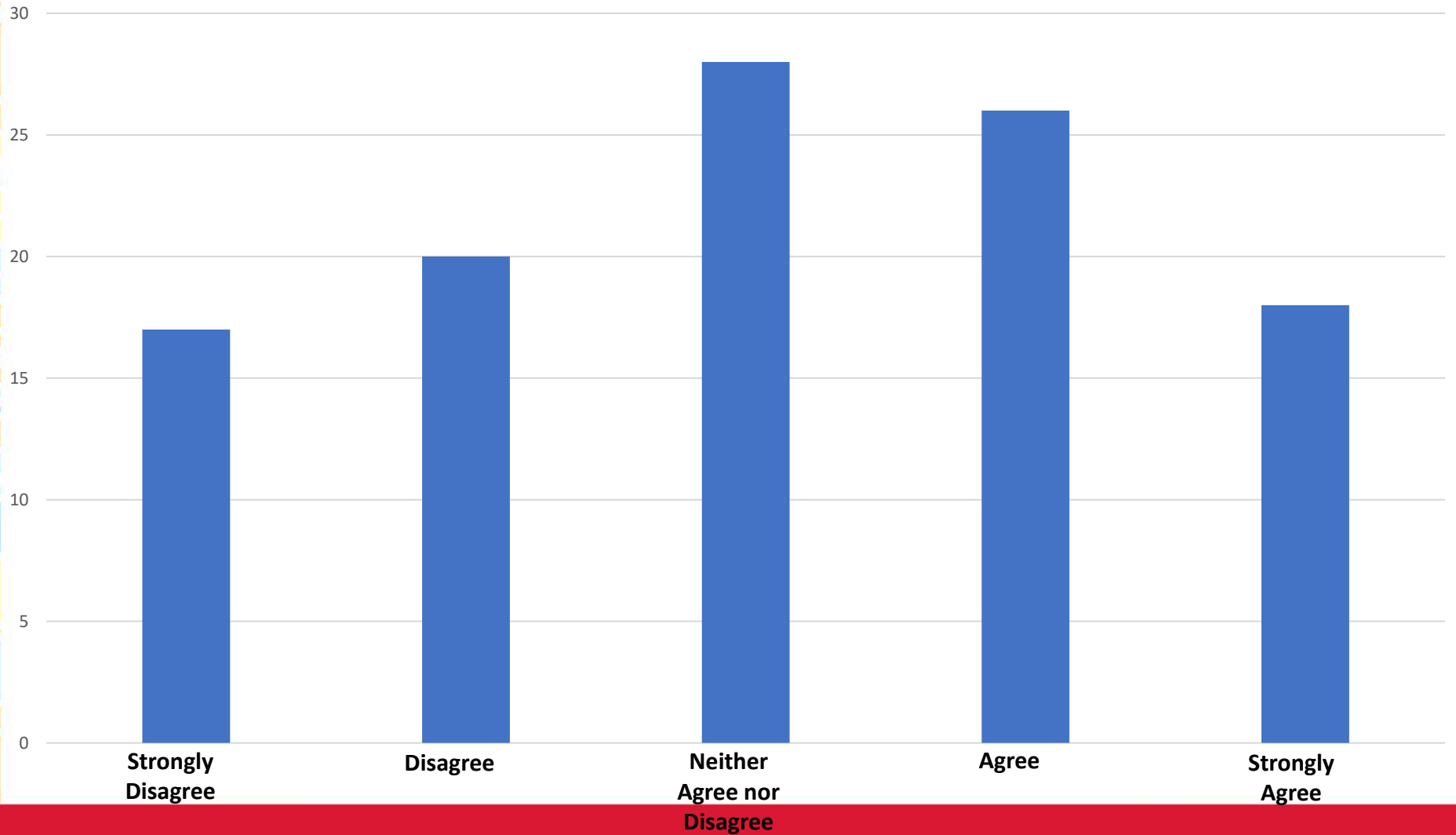
- Traffic speeds – 85th percentile
 - Before - 29 NB/28 SB mph
 - After - 24 NB/23 SB mph
- Up to 10% of Plum Street traffic did not yield during PM peak
- No crashes in 3 month period

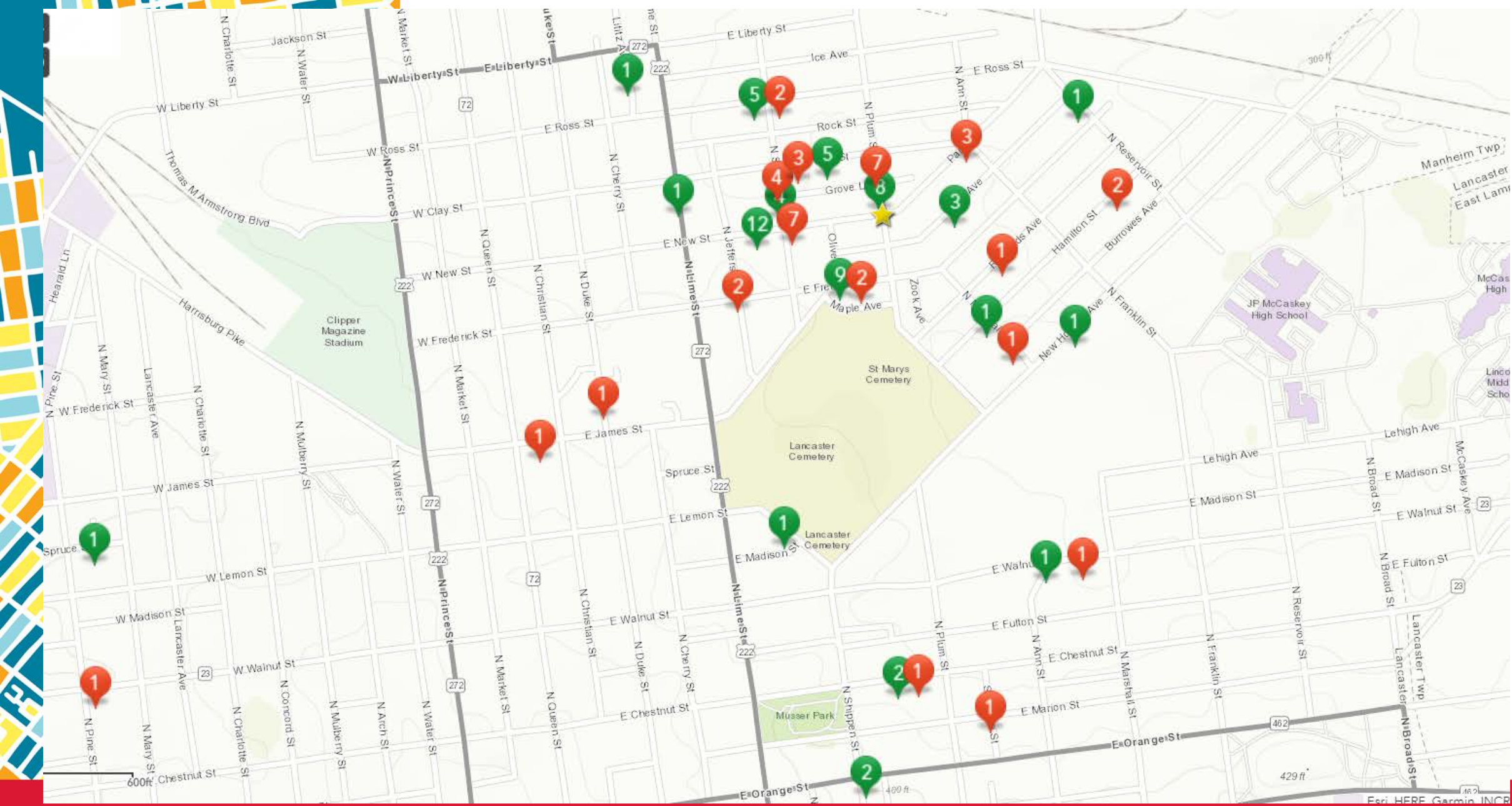


How effective is the roundabout at reducing speeds?



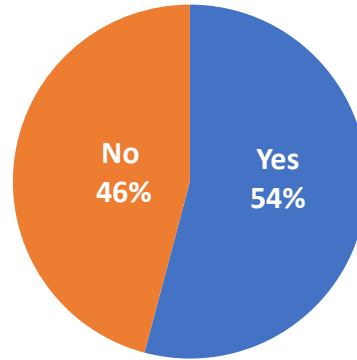
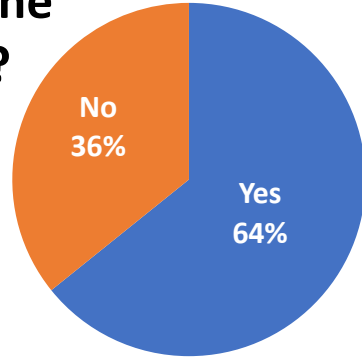
After getting acclimated, the majority of MOTORISTS use the roundabout correctly.



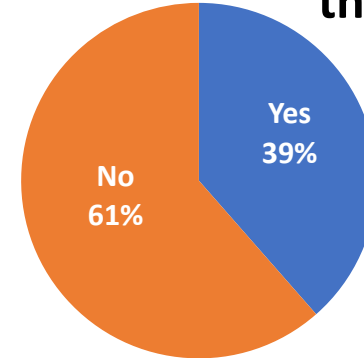


Does the intersection feel safe?

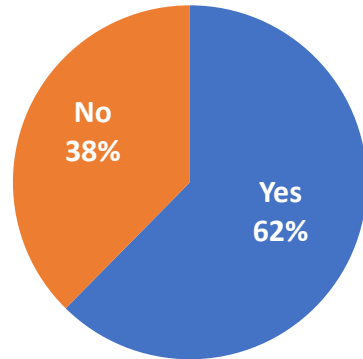
Do large vehicles have issues with the intersection?



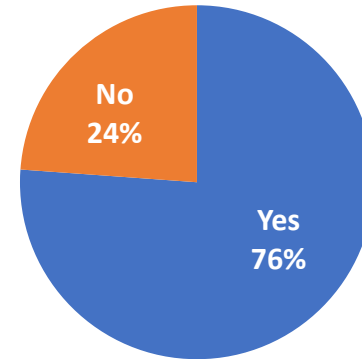
Would you like to see the roundabout removed?



Would you like to see the existing roundabout made permanent with mountable curbs?



Would you like to see the existing delineators/posts on the southeast corner made permanent with curb bump outs?



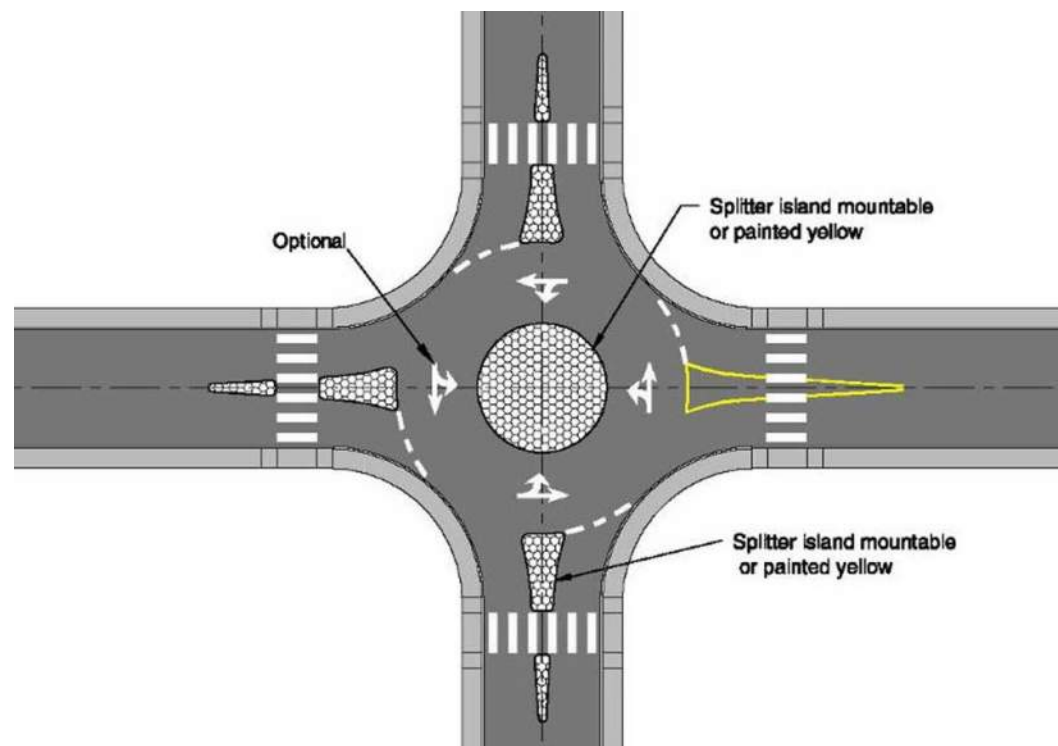


General Theme of Comments

- Overall, the roundabout has been received positively
- Most frequently expressed concern is over motorist's lack of knowledge of how to properly use a roundabout
- Concerns over the physical design of the roundabout:
 - Ability to slow traffic approaching from Plum Street
 - Difficulty for larger vehicles to navigate
 - Pedestrian safety

Lessons Learned

- Larger radius to create more deflection - Go Big
- Change is hard - education and buy-in is key
- You can't please everyone



Active Transportation Plan



IMPROVE ACCESS & CONNECTIVITY

Develop an efficient and flexible transportation system that enhances the livability of our communities by providing alternative ways to travel, improving access to bicycle and pedestrian infrastructure, and connecting people with each other.



ENHANCE HEALTH

Create opportunities for biking and walking as part of a daily routine to increase physical activity, improve overall community health, and reduce the health risk factors associated with a sedentary lifestyle.



PROTECT THE ENVIRONMENT

Incorporate active transportation facilities into the design of new and existing communities to reduce traffic-related air and noise pollution, decrease water pollution, and use less land for roads and parking lots.



CREATE ECONOMIC OPPORTUNITY

Use trails and active transportation infrastructure to revitalize communities and create business opportunities. Connect everyone to economic and educational opportunities through active transportation - particularly those who face barriers related to age, ability, or lack of access to a private automobile.



INCREASE SAFETY

Ensure that everyone feels safe walking, biking, and riding transit. Reduce conflicts and crashes involving all users, particularly bicyclists and pedestrians.

What **prevents** you from **BIKING?**



65% There are **no bike lanes** on the route to my destination

64% The **streets/trails do not feel safe**

54% Drivers are too **aggressive**



Designing Bikeways for All Users

Active Transportation Plan

Designing for ages 8 to 80 will be the most effective way to reach the “Interested but Concerned” group

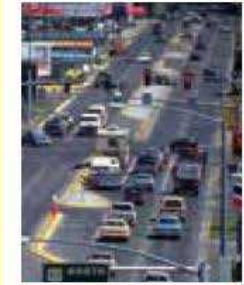


< 2%
STRONG &
FEARLESS



5%
ENTHUSED &
CONFIDENT

60%
INTERESTED
BUT
CONCERNED



35%
NO WAY,
NO HOW

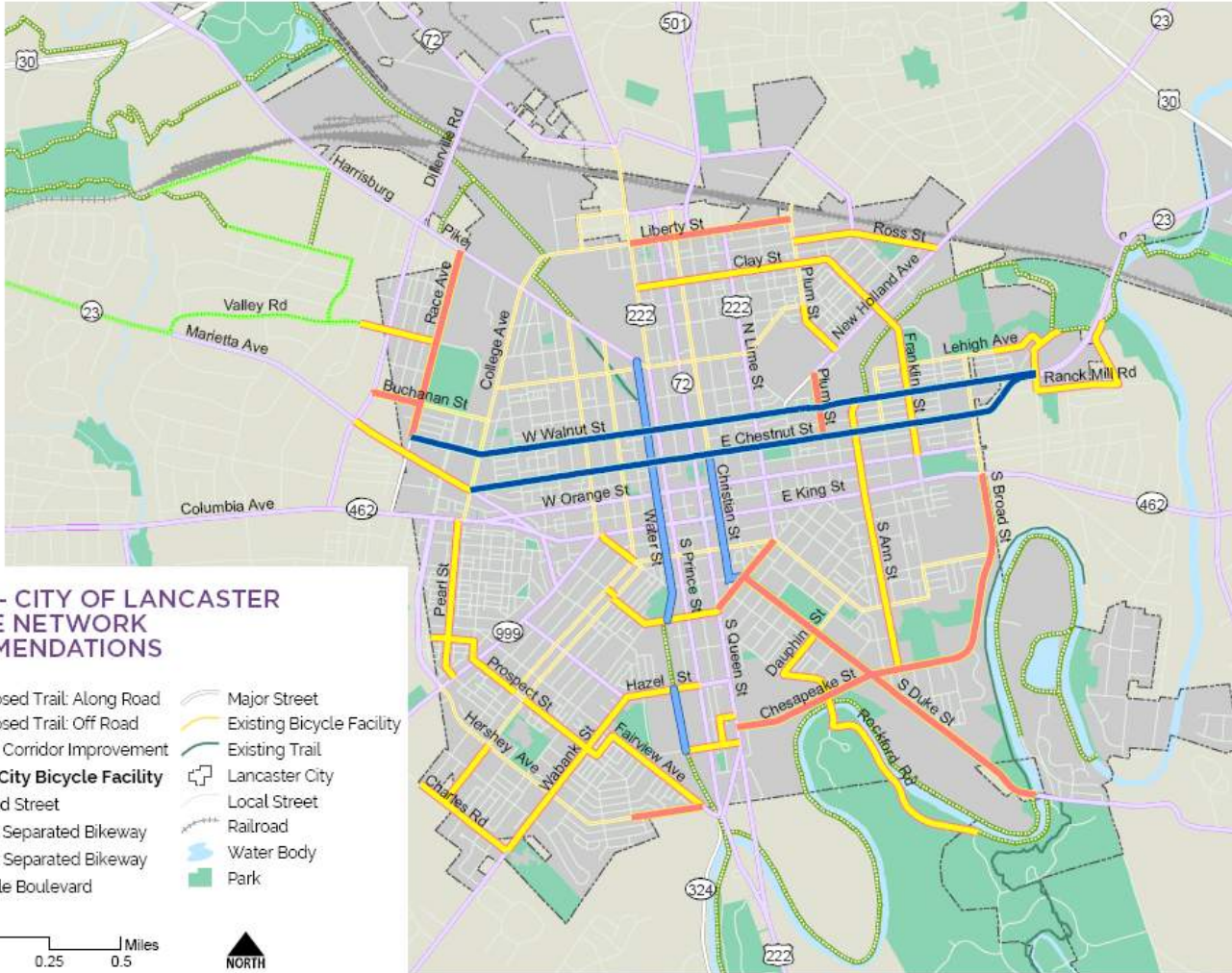
©Michelle Johnsen Photography

SOURCE: www.portlandoregon.gov/transportation/article/264746



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.



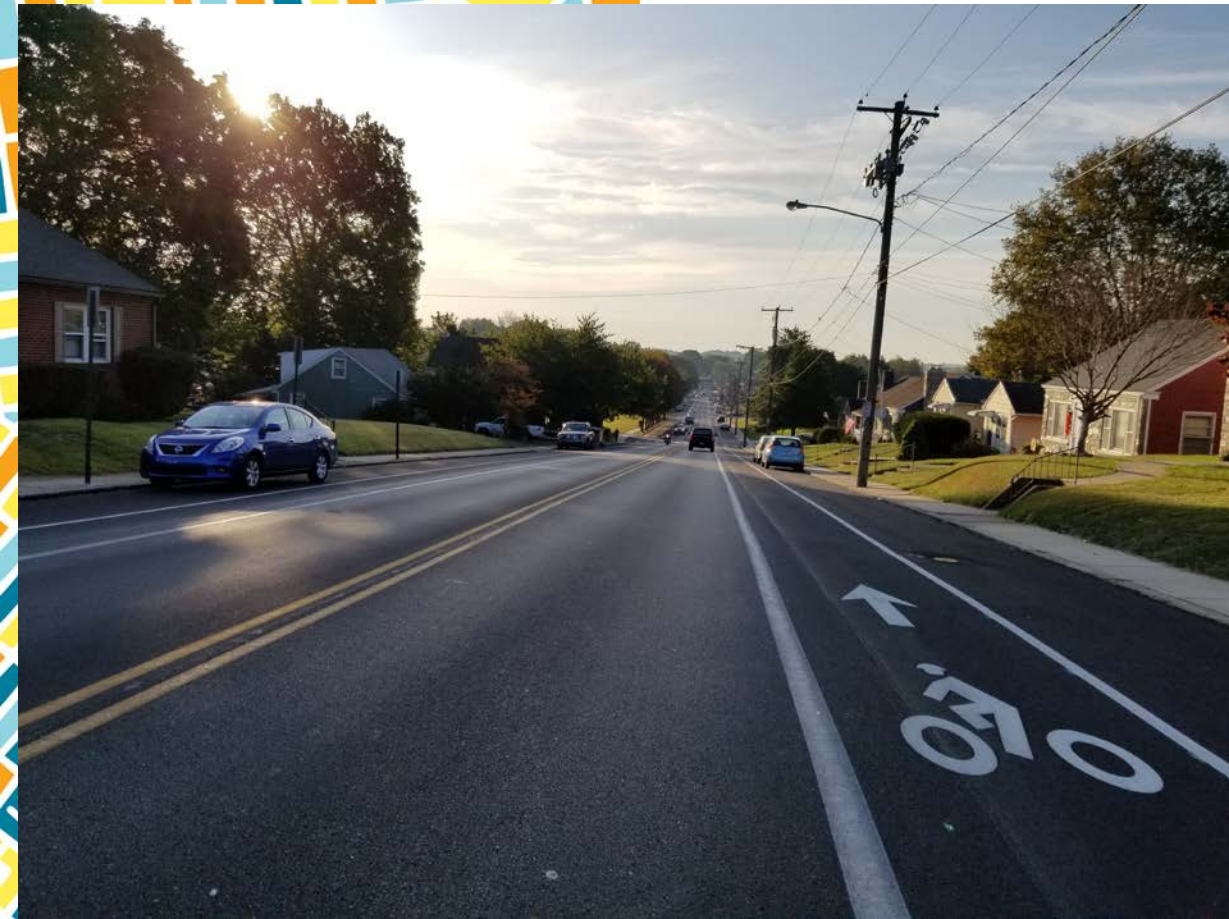
MAP 5.1 - CITY OF LANCASTER
BICYCLE NETWORK
RECOMMENDATIONS

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

0 0.25 0.5 Miles
NORTH

5-8 | CITY BIKEWAY NETWORK

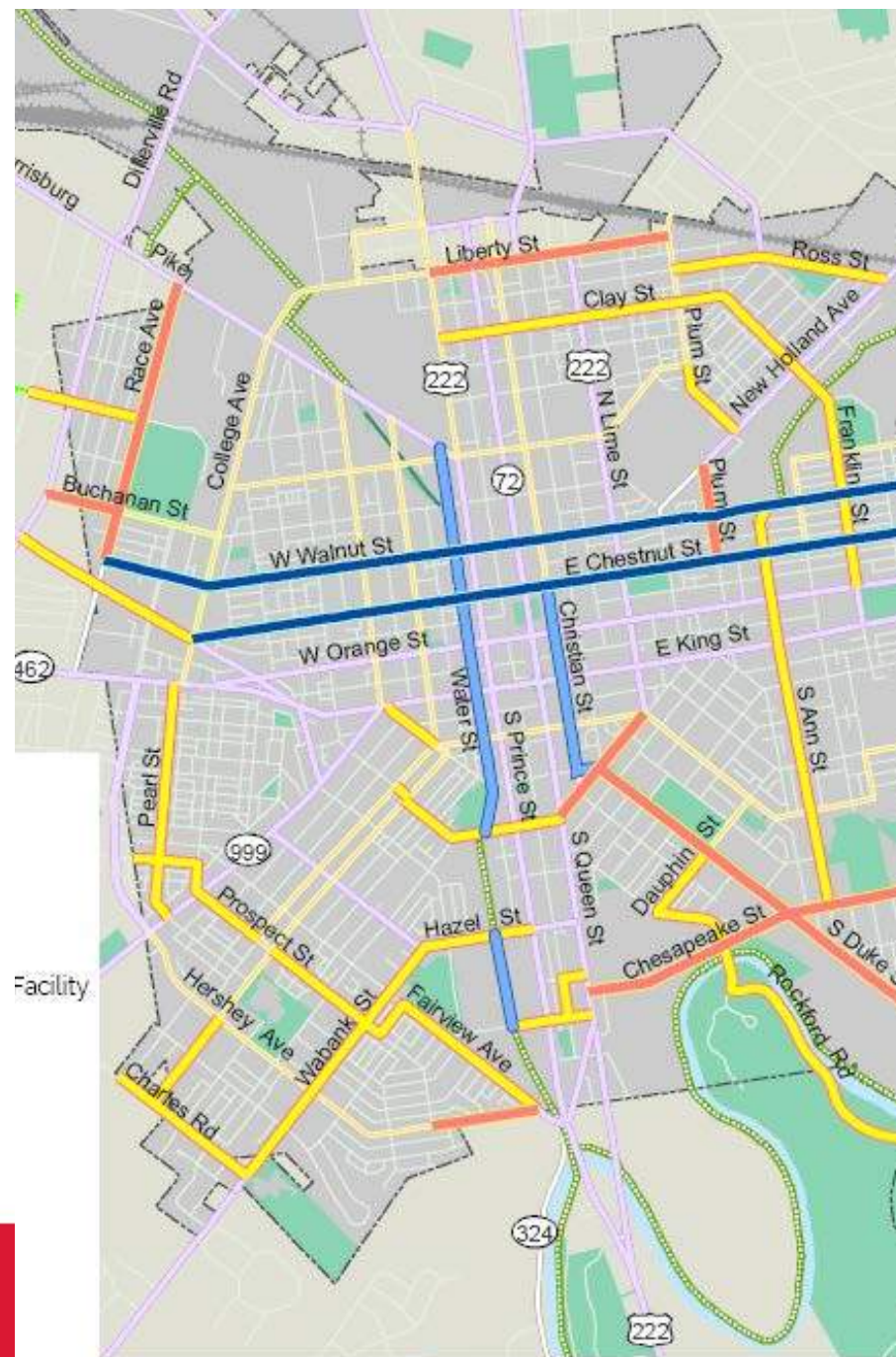
Hershey Avenue & Broad St



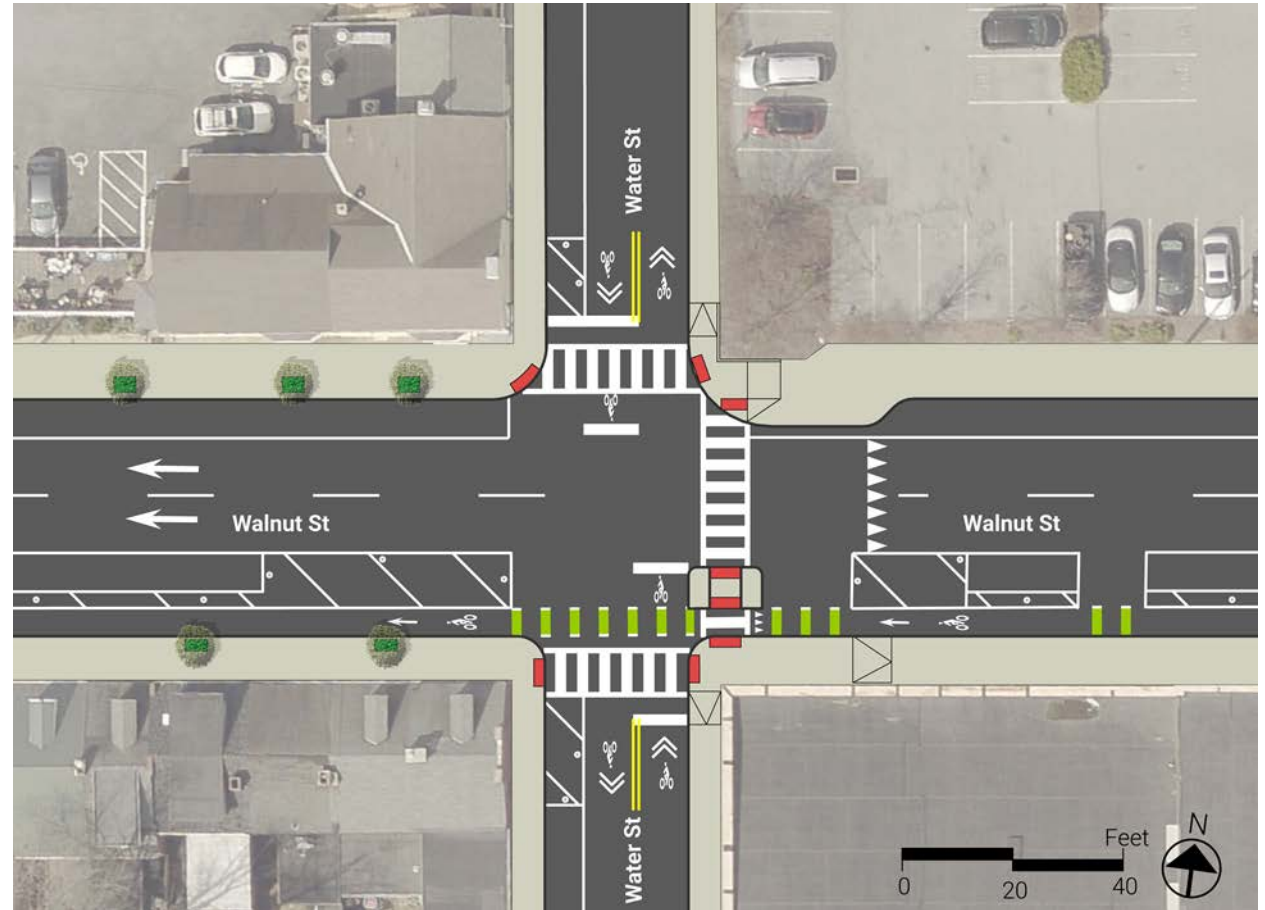


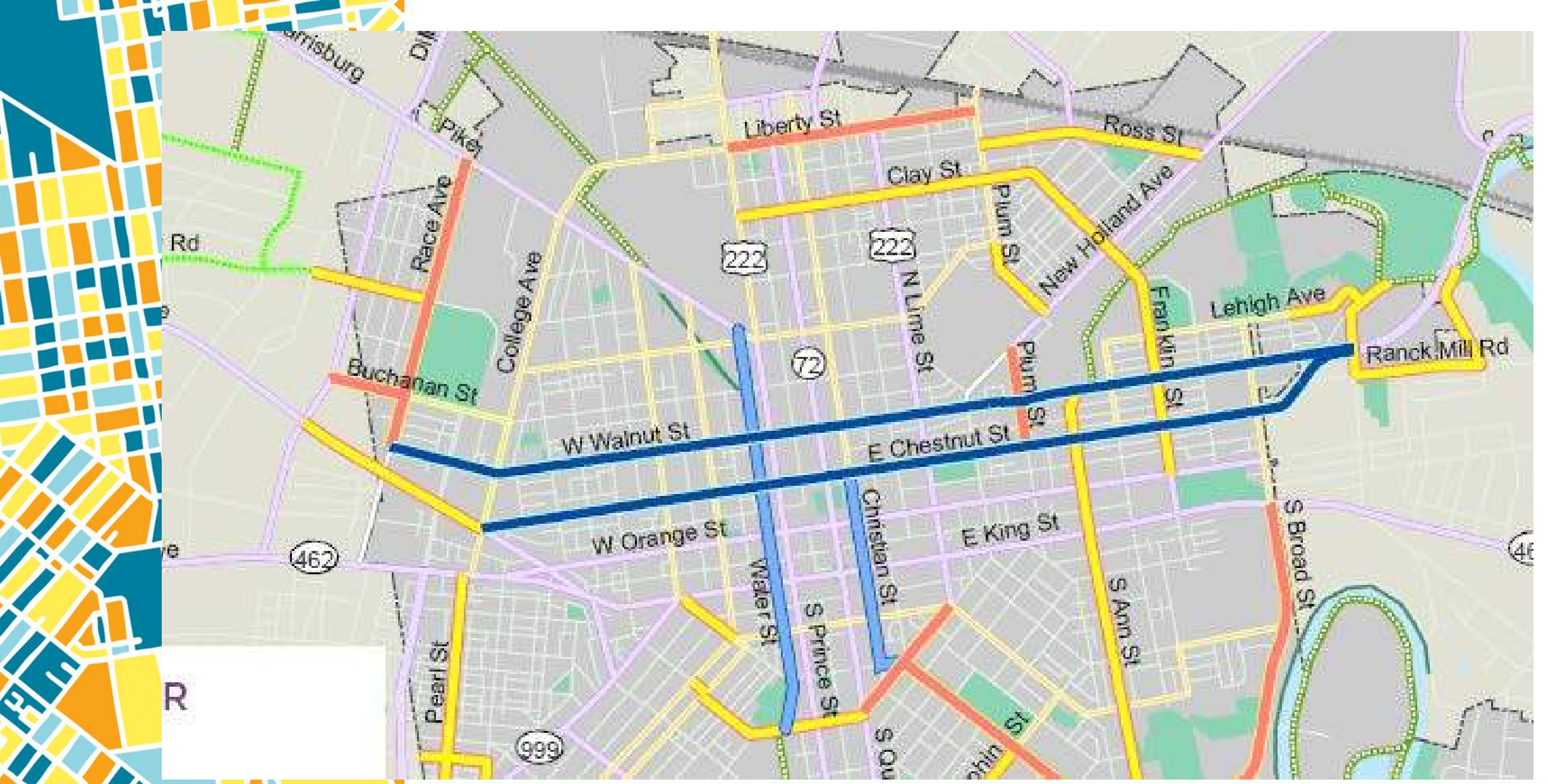
Mulberry & Charlotte Two-Way





Christian & Water Street





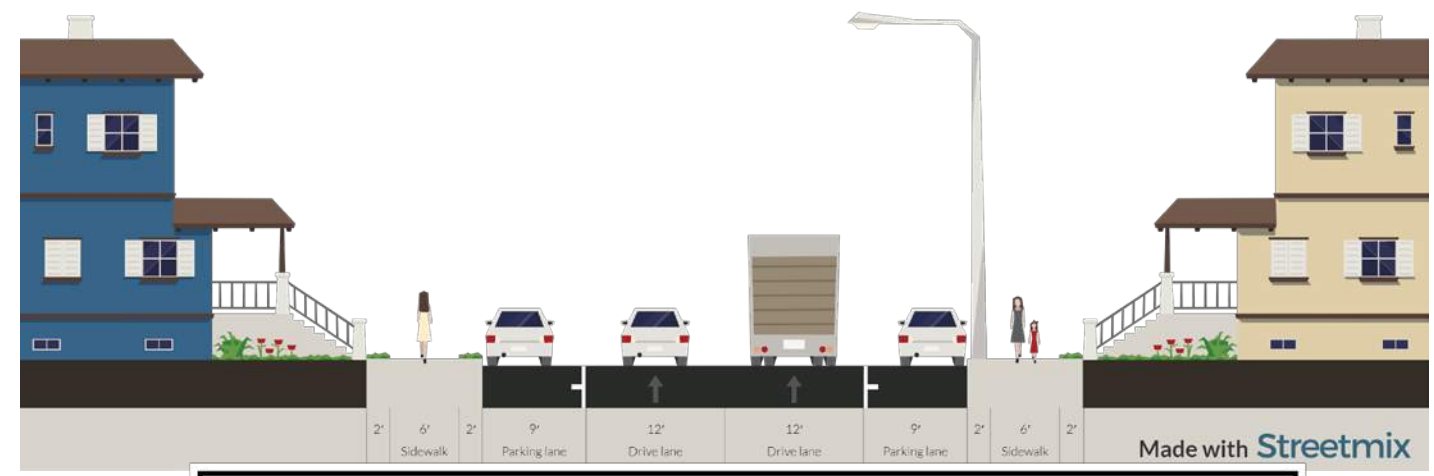


Parking Protected Bike Lanes

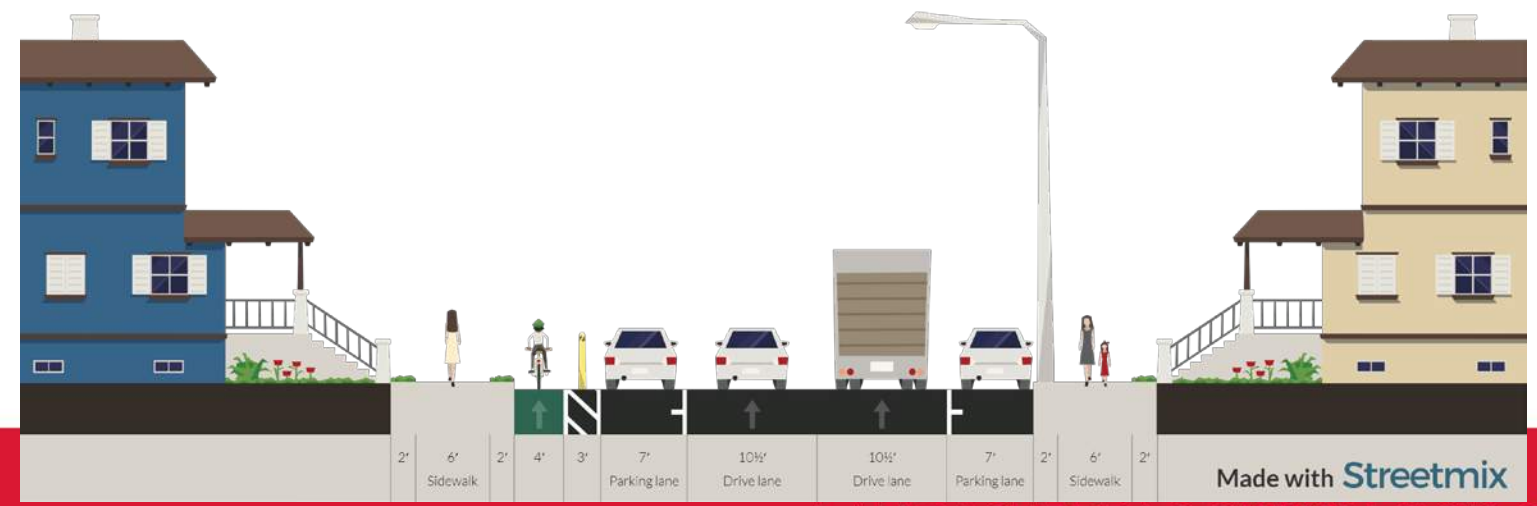
- Protects bicyclists from moving traffic
- Avoids door zone of parked vehicles
- Retains on-street parking
- Eliminates double parking and loading/unloading in bike lane
- More attractive for bicyclists of all ages and abilities
- Studies show 28% lower injury rate on protected bike facilities than on-street
- Studies show adding protected bike lanes increases bike ridership from 21 to 170%



Walnut St (Broad to Lime) - Existing

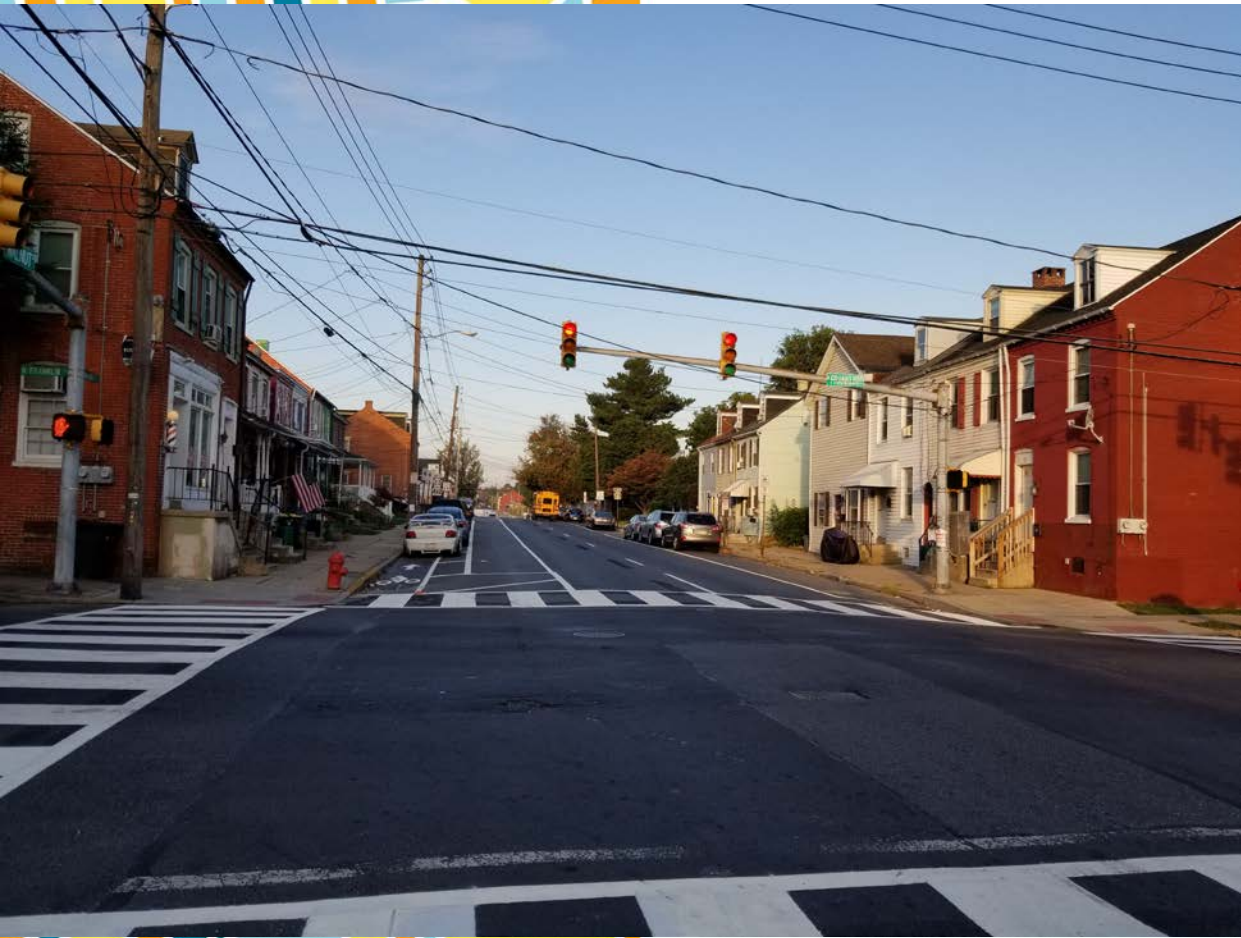


Walnut St (Broad to Lime) - Proposed





Walnut Street





Next Up

- Eastbound Route through City
- North section of Water Street
- South section of Christian Street
- Greater Lancaster Heritage Pathway trail connections



Lancaster city wants to be bike-friendly. How about first becoming more car-friendly?



THE LNP EDITORIAL BOARD 9 hrs ago



Construction workers from by B.F. Brown and Company, Inc. work to repave the 300 block of East Walnut Street in Lancaster city as motorists travel west after funneling into one lane on Monday, September 9, 2019.

Suzette Wenger

[Buy Now](#)



Questions/Contact

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