

South Queen Street Corridor Study

Public Meeting

The goal of the South Queen Street Corridor Study is to identify conceptual improvements for **bicycle and pedestrian mobility** throughout the corridor. Please provide feedback on the **conceptual improvements**.



Study Timeline

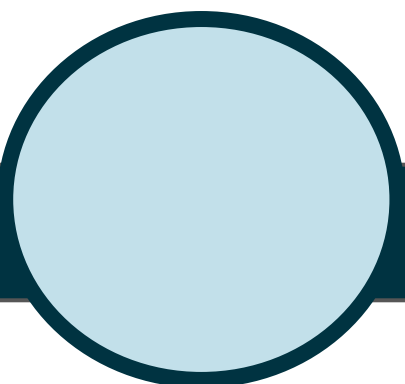
February

March

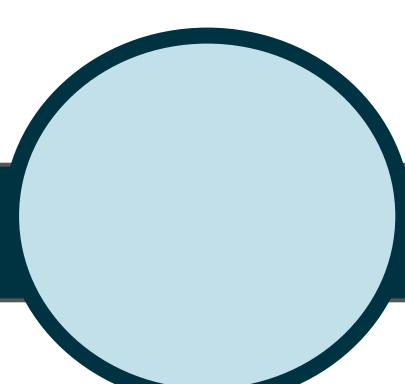
May

July

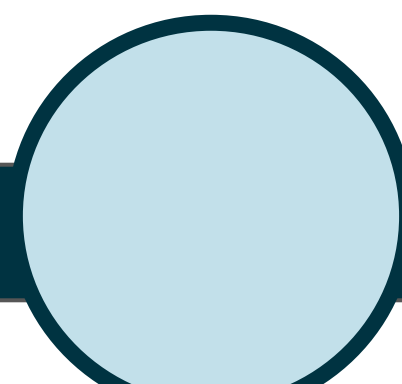
September



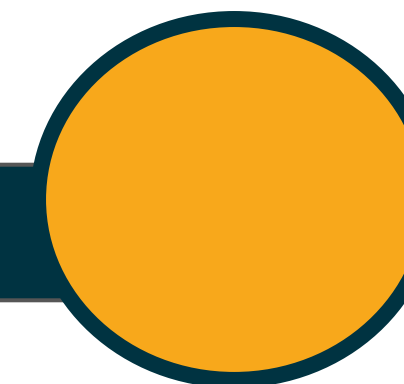
Study
Initiation



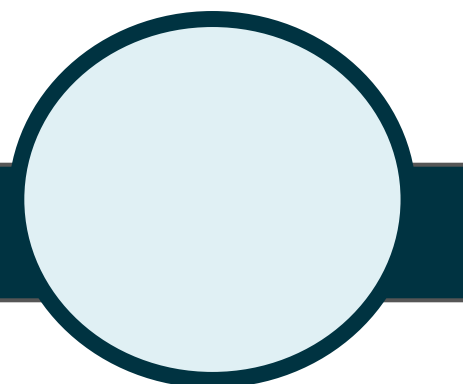
Data
Collection



Concept
Development



Public Workshop
WE ARE HERE!



Draft
Report



Questions and comments about the South Queen Street Corridor Study can be directed to ccaba@ycpc.org.

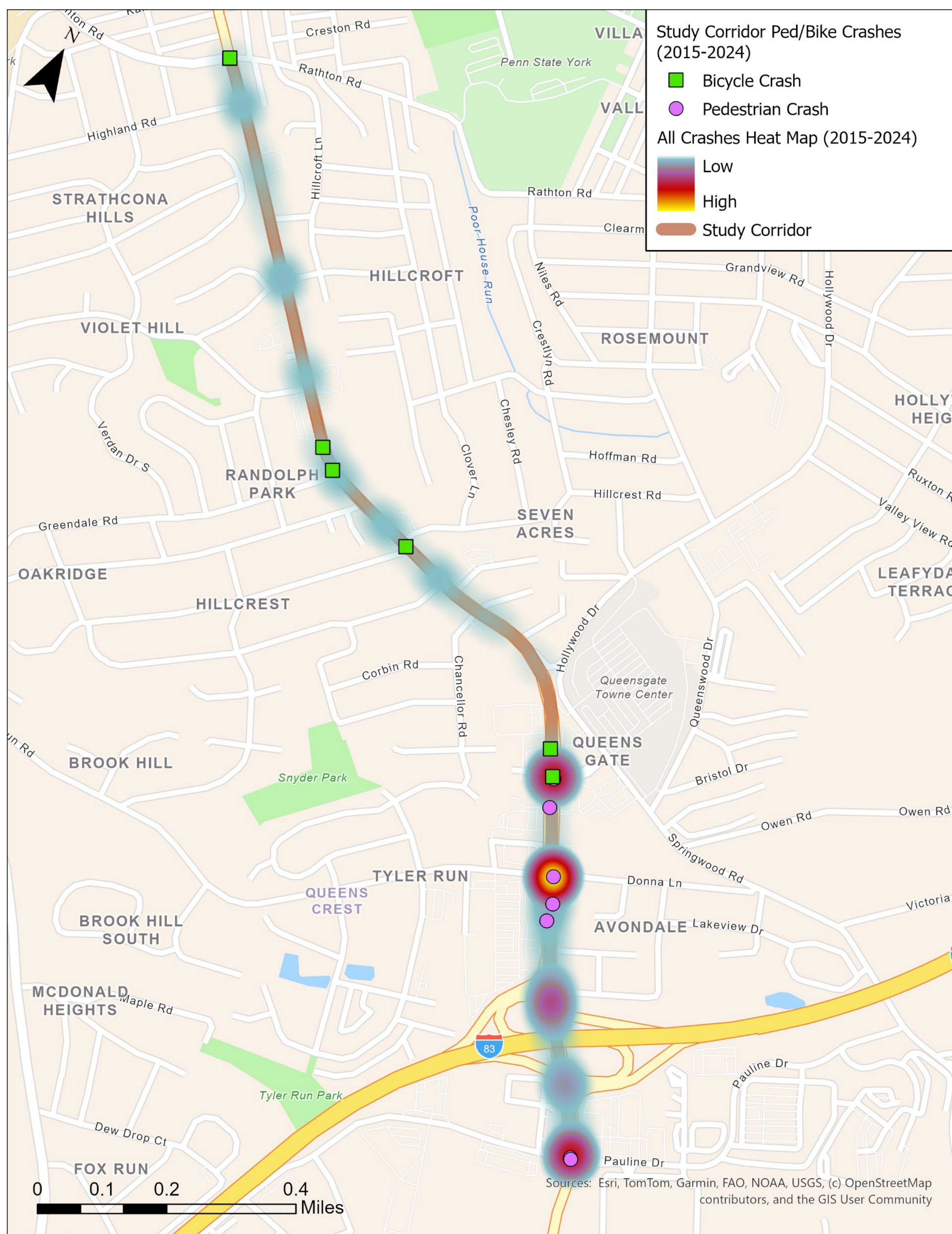
South Queen Street Corridor Study – Existing Conditions

Roadway



- 13 critical intersections including 4 signalized
- Roadway typical section changes near Hollywood Drive
 - **North of Hollywood Dr:** one 11' travel lane in each direction with a center turn lane and variable width shoulders
 - **South of Hollywood Dr:** two 12' travel lanes (plus turn lanes at intersections) divided by a median with variable width to no shoulders
- Utilities, multiple access points, and topography are challenges to bike-pedestrian facilities

Crash Analysis



- A total of 292 crashes occurred along S Queen Street in the study area from 2015-2024, with 1 crash resulting in multiple fatalities and 134 crashes resulting in injuries.
- **Seven** crashes involved **pedestrians** and **seven** crashes involved **bicyclists**.
- Tyler Run Road intersection had the highest concentration of crashes (66 crashes), one involved a pedestrian.
- Springwood Road and Pauline Drive intersections had a high concentrations of vehicular crashes (39 and 40 crashes), each with 2 pedestrian/bicycle involved crashes.

South Queen Street Corridor Study – Existing Conditions

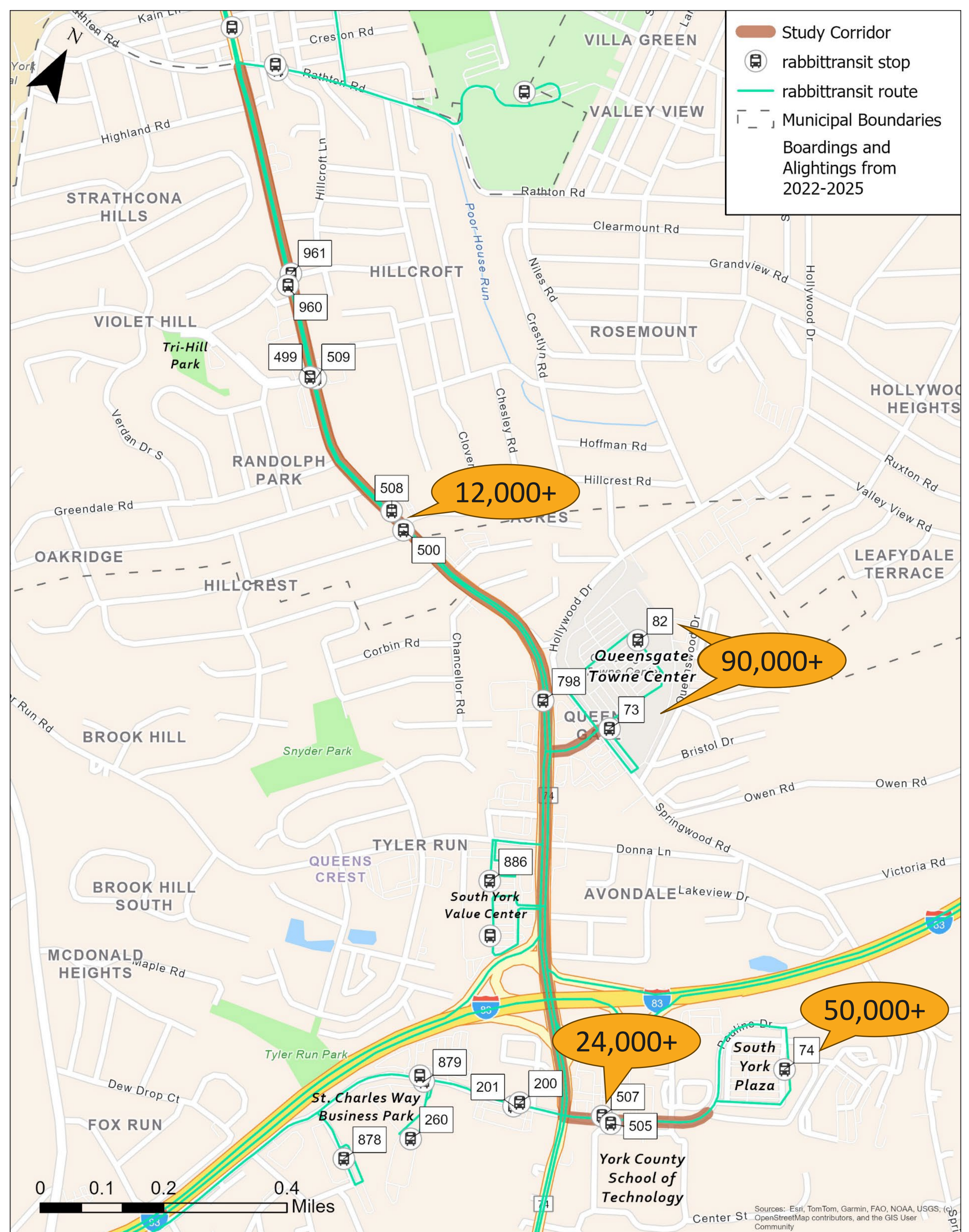


Bicycle and Pedestrian Facilities

- No dedicated bicycle facilities
- No pedestrian facilities exist north of Hollywood Drive and enhancements needed south of Hollywood Drive
- Limited safe crossings

Transit

- rabbittransit bus stops along corridor generate bicycle and pedestrian travel along the corridor.
- Total boarding and alighting numbers from 2022 to 2025 show the highest usage bus stop locations at Queensgate, South York Plaza, Pauline Street, and Hillcrest Road.
- Bus stops lack amenities.
- Adjacent land uses are residential and commercial/retail



South Queen Street Corridor Study Concepts

Rathton Road to Springwood Road: Option 1 – Shared-Use Path (SUP)

10' SUP on the northbound side of South Queen Street from Rathton Road to Springwood Road.



Front Street Shared-Use Path in Harrisburg, PA



Example of flex posts delineating path from roadway



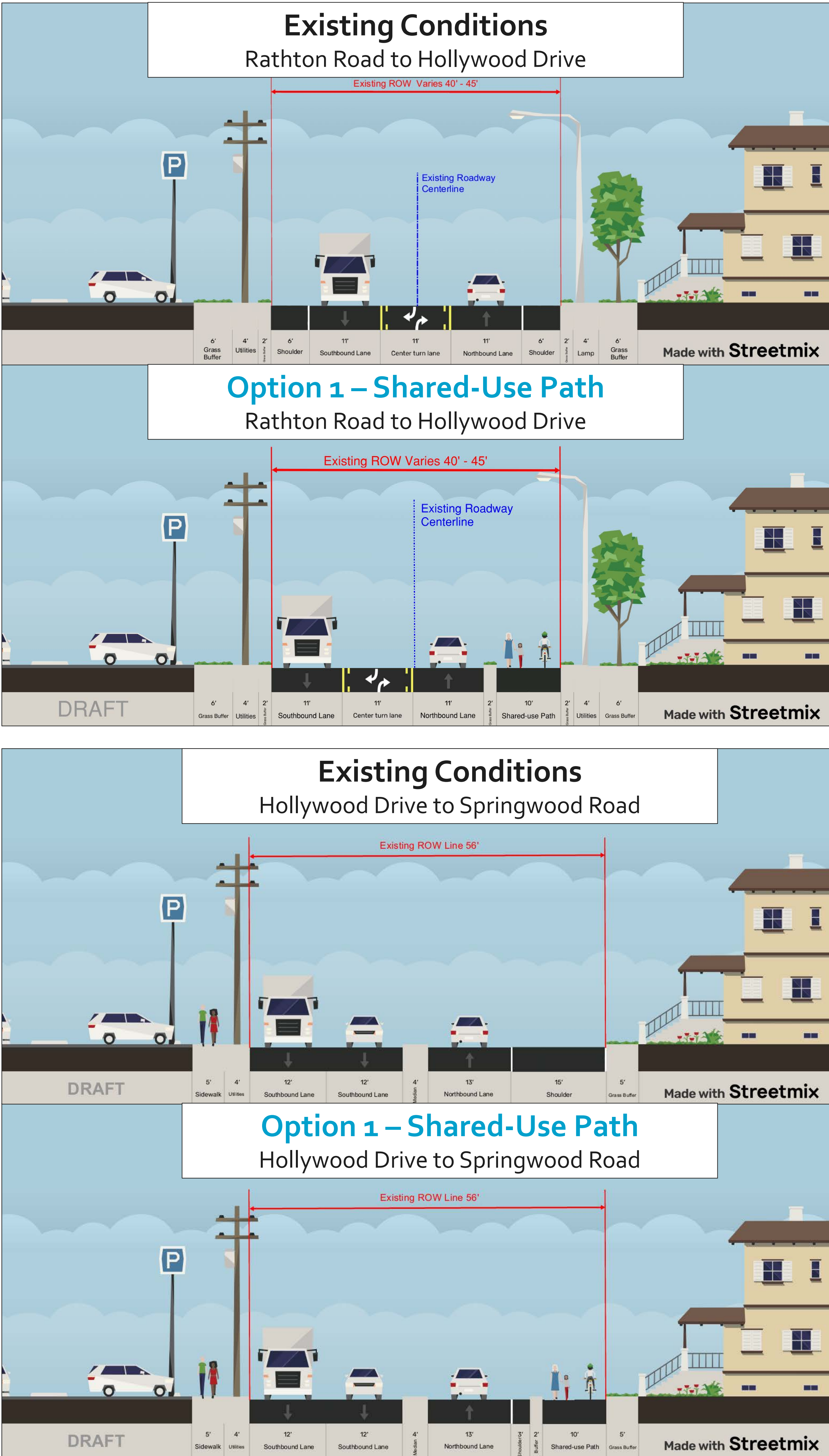
Example of ramped elevated bus loading pads

SUP Features

- 2' curb would separate path from roadway
- Flex posts delineate path from roadway at intersecting side streets and driveways
- Crosswalks on side streets with green markings
- Ramped elevated bus stop landing pads

Please select one choice indicating your support or opposition for Option 1 –SUP Improvements

Typical Sections



Strongly Support Somewhat Support Neutral Somewhat Oppose Strongly Oppose

Additional Comments:

South Queen Street Corridor Study Concepts

Rathton Road to Springwood Road: Option 2 – Sidewalk

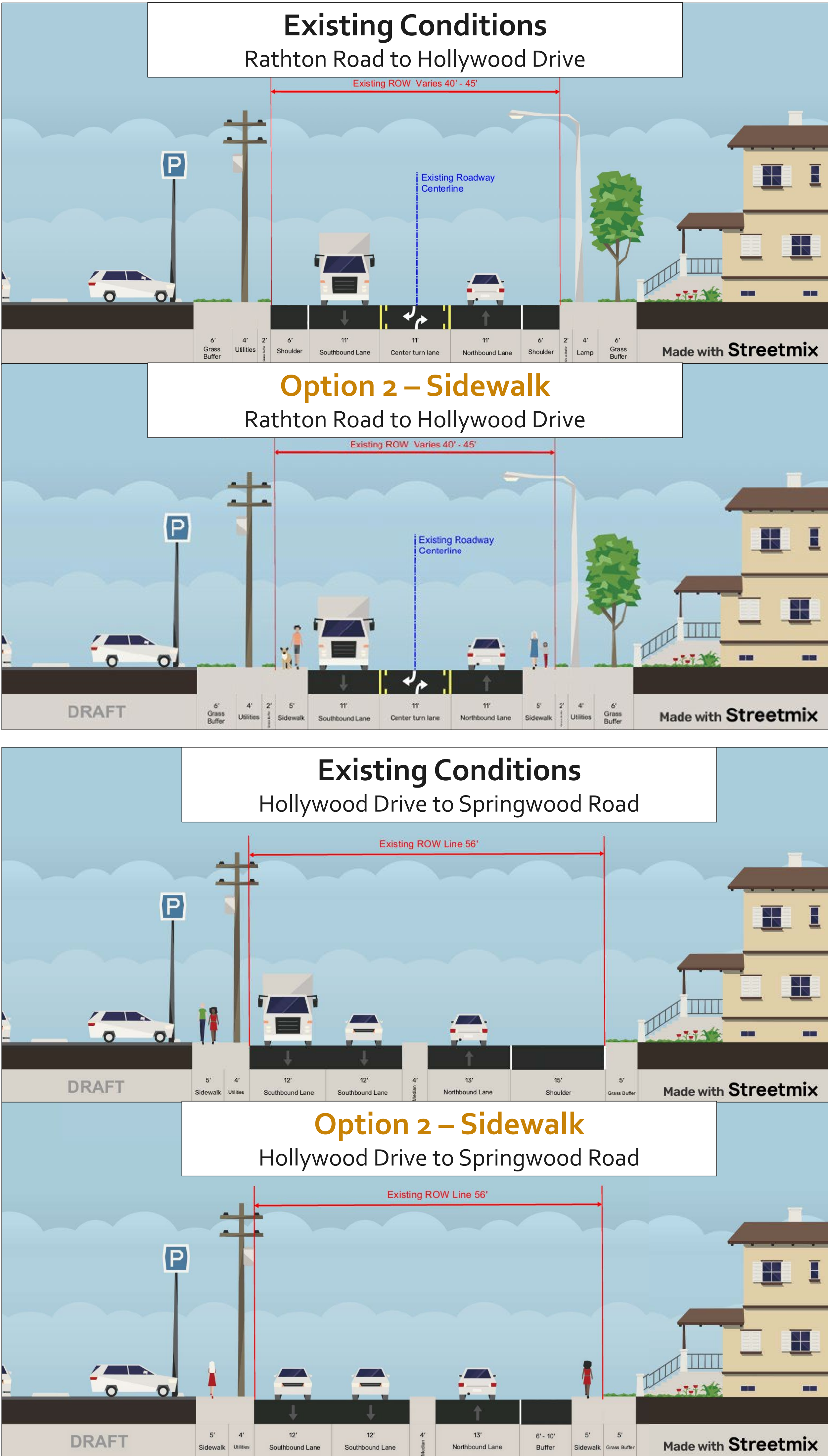
5' sidewalk on both sides of the roadway from Rathton Road to Springwood Road

Sidewalk Features

- Would tie into existing sidewalks in vicinity of S Queen Street and Hollywood Drive
- Marked crosswalks at all side streets
- ADA compliant curb ramps with detectable warning surfaces
- Bus stop loading pads and signage, consistent with SRTA's Bus Stop Typology Standard
- Crosswalks on all legs of Rathton Road intersection

Please select one choice indicating your support or opposition for
Option 2 – Sidewalk

Typical Sections



Strongly Support

Somewhat Support

Neutral

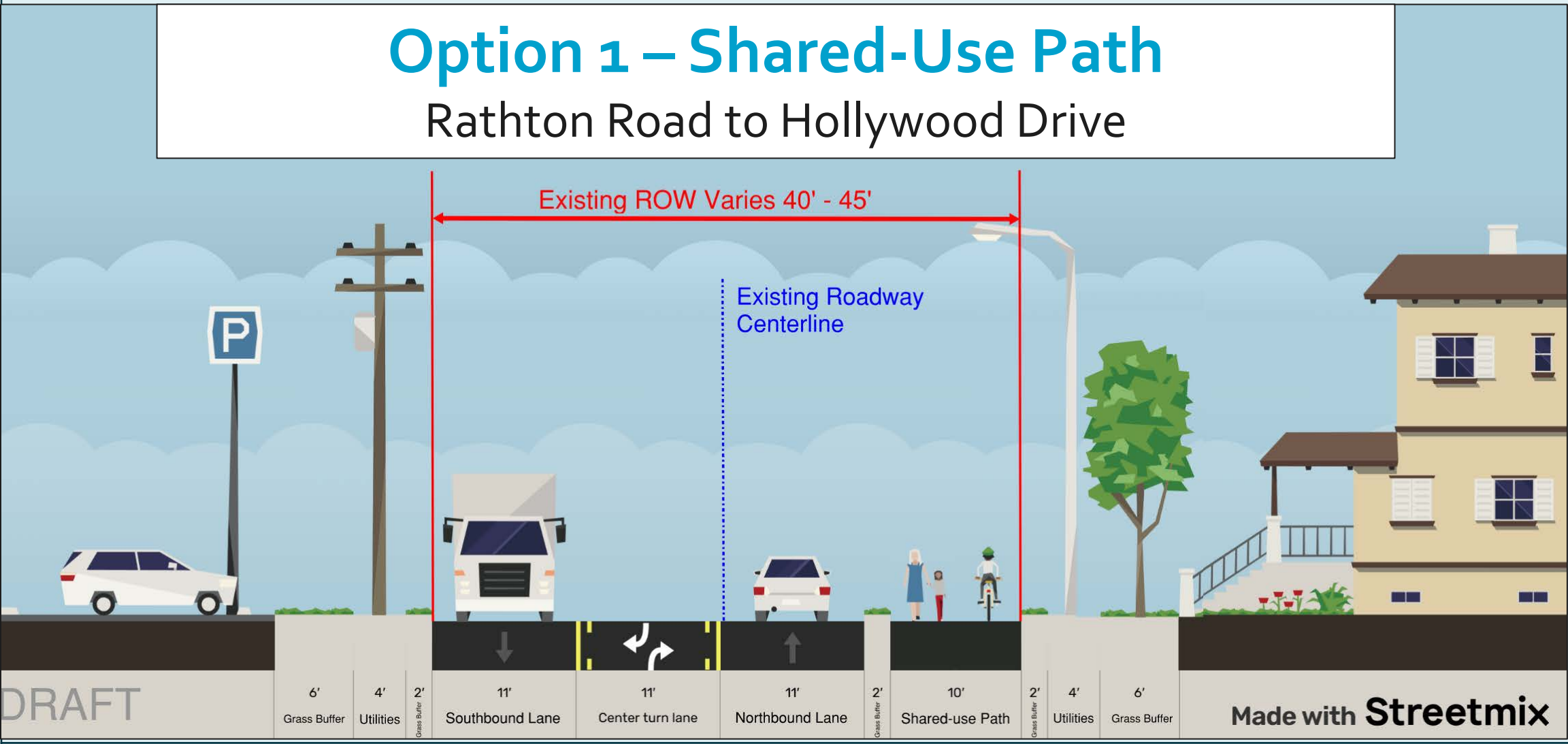
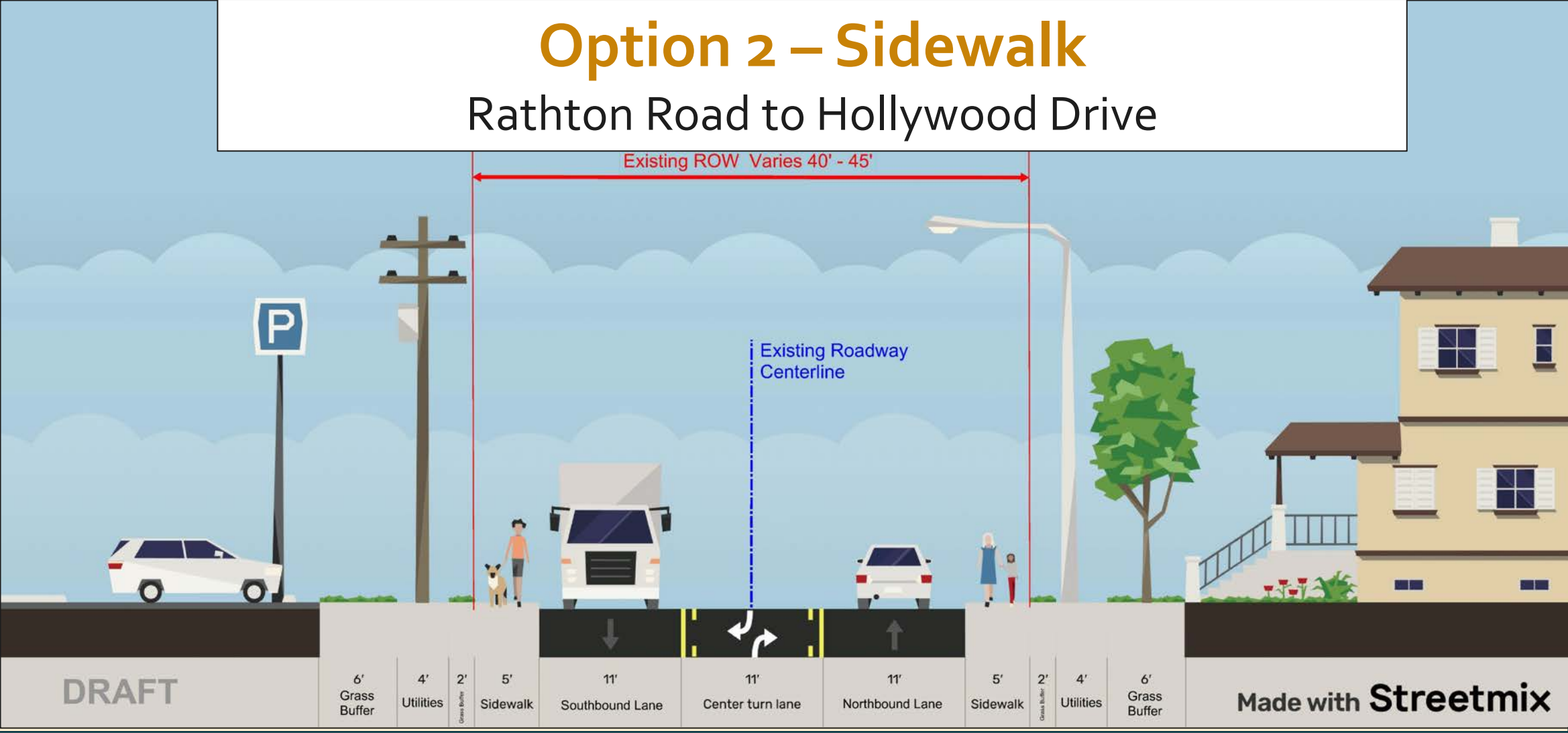
Somewhat Oppose

Strongly Oppose

Additional Comments:

South Queen Street Corridor Study Concepts

S Queen St from Rathton Road to Springwood Road

Option 1 - SUP	Attributes	Option 2 - Sidewalk
Option 1 – Shared-Use Path Rathton Road to Hollywood Drive 	Typical Section	Option 2 – Sidewalk Rathton Road to Hollywood Drive 
Rathton Road to Springwood Road	Limits	Rathton Road to Springwood Road
Provides bicycle facilities	Bicycle Facilities	Does not provide bicycle facilities
Facilities on one side of road (northbound)	Pedestrian Facilities	Facilities on both sides of road
Road height; curb separated	Facility Height	Curb height
2 mid-block crossings	Crossings	2 mid-block crossings
Mostly within existing right-of-way	Right-of-Way	Mostly within existing right-of-way
Ramped, elevated bus stop loading pads (northbound side of S Queen Street) Curb-height bus stop loading pads (southbound side of S Queen Street)	Bus Stops	Curb-height bus stop loading pads (north and southbound sides of S Queen Street)
Not needed due to road height facilities	Curb Ramps	ADA compliant curb ramps with detectable warning surface
Not evaluated; may increase right-of-way requirements. Use of existing pavement, vs. full-depth reconstruction, may be reduce requirements.	Stormwater Treatment	No evaluated; may increase right-of-way requirements.
\$ - \$\$ Use of existing pavement would reduce costs. Costs for barrier options vary.	Relative Cost	\$\$\$ Requires removal of pavement and new concrete and curb for sidewalks.

South Queen Street Corridor Study Concepts

S Queen Street Mid-block Crossings

Mid-block crossing elements are included in **Option 1 – SUP** and **Option 2 – Sidewalk**

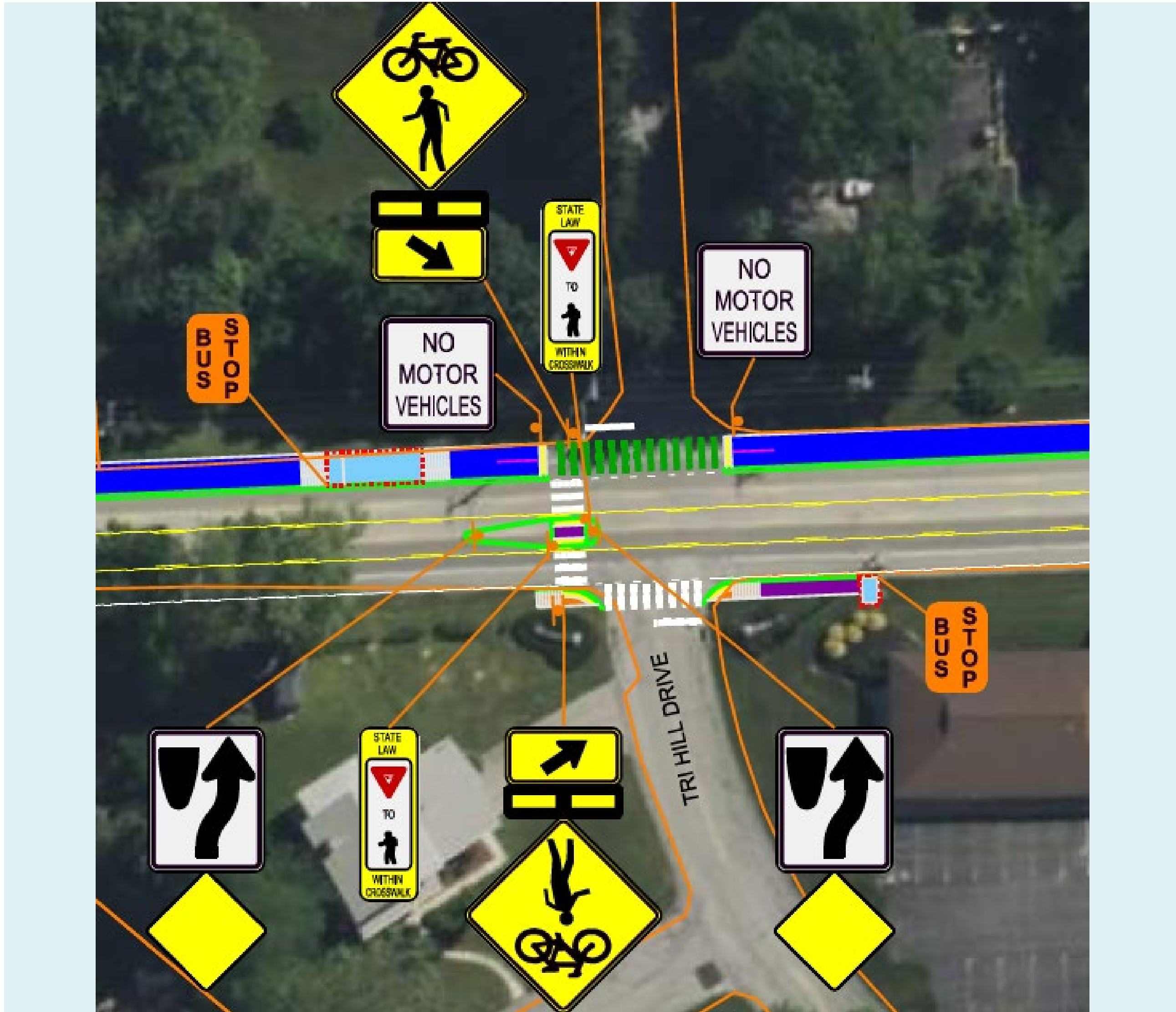
Mid-block Crossing Features

- Pedestrian refuge island
- Pedestrian crossing signage
- Curb ramps with detectable warning surface
- Rectangular Rapid Flashing Beacon (RRFB)
- Connection to bus stops

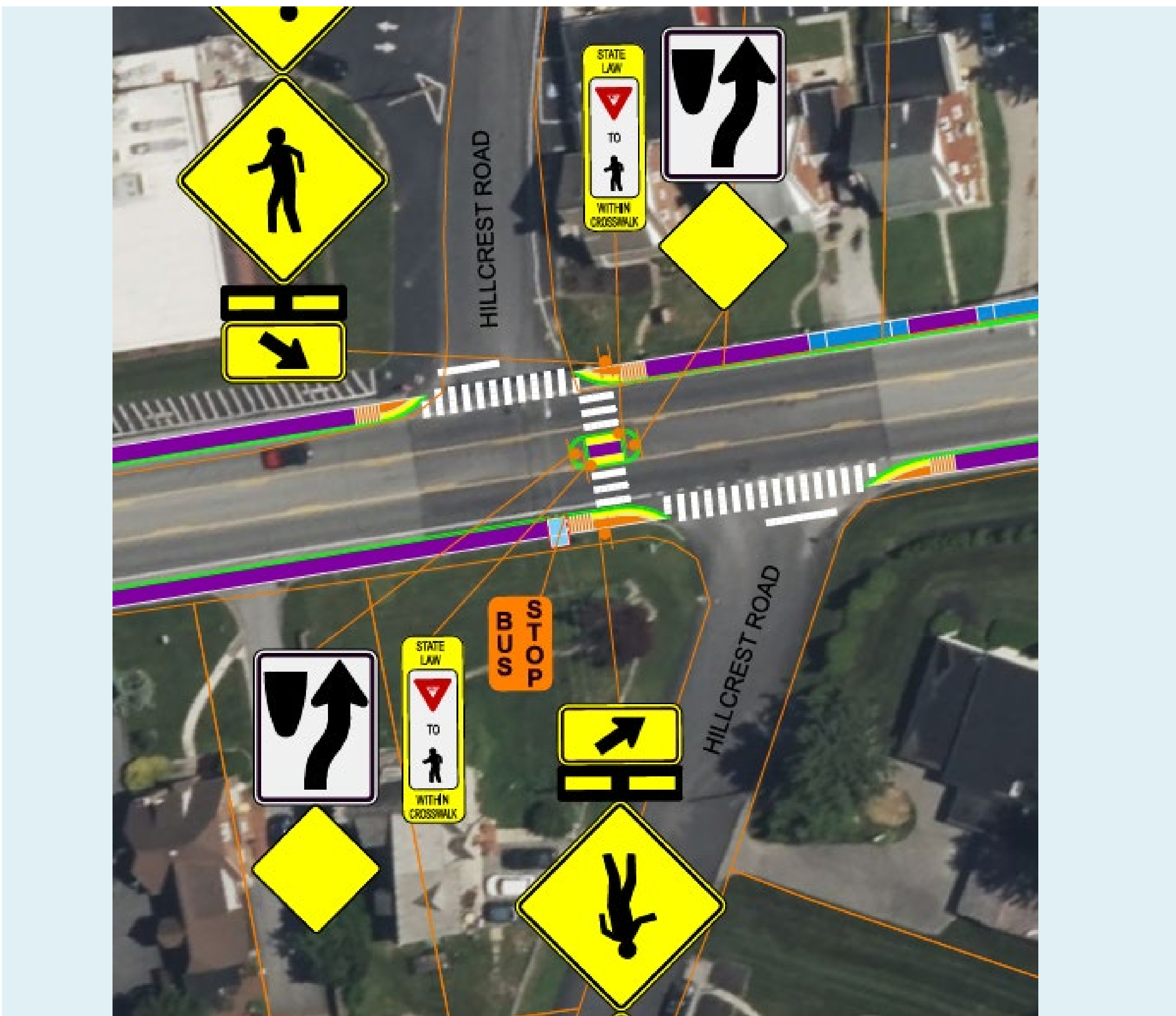


Rectangular Rapid Flashing Beacon
Taken at Rehoboth Beach, DE

Tri-Hill Drive



Hillcrest Road



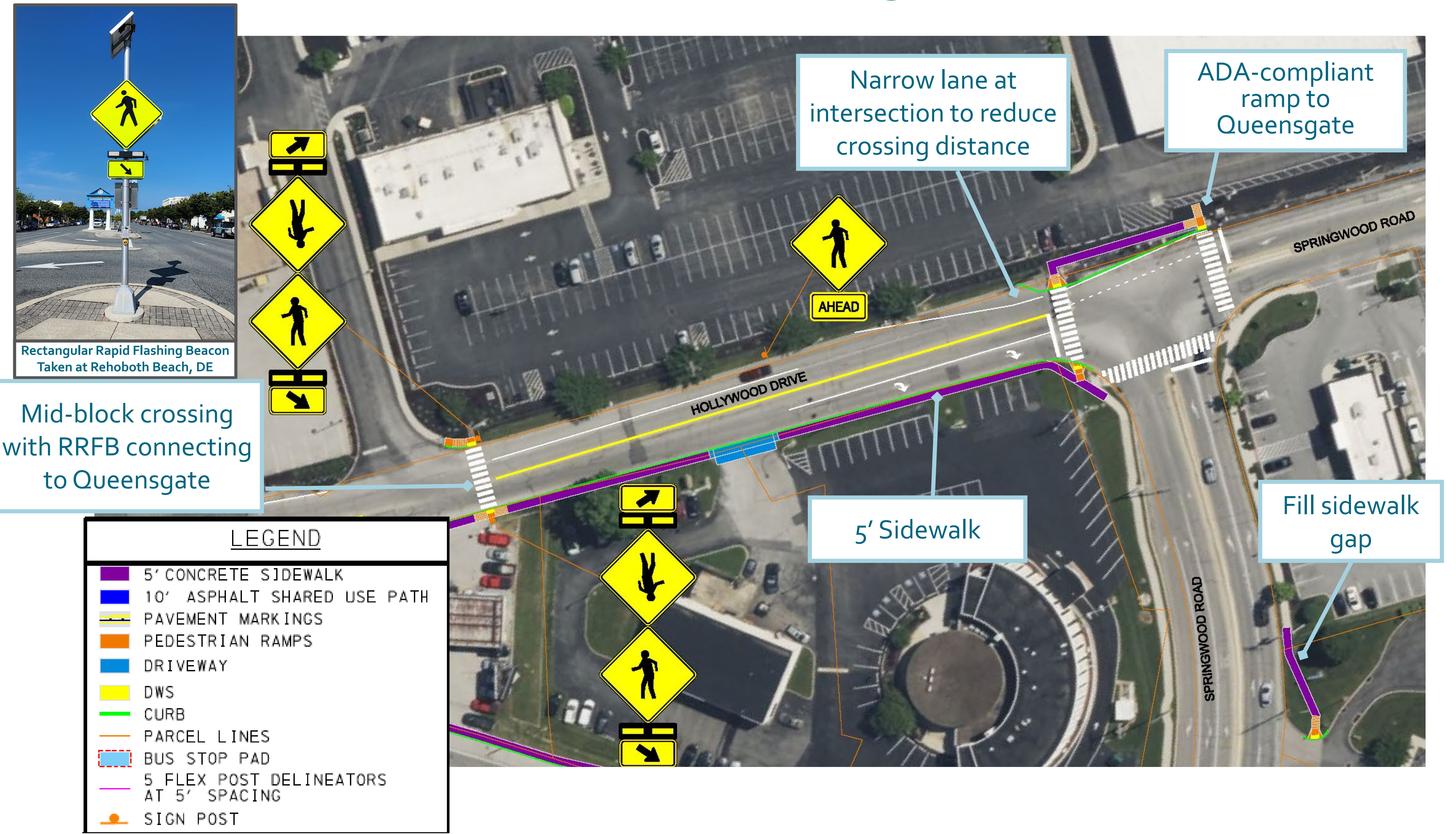
Please select one choice indicating your support or opposition for mid-block crossings on South Queen Street.

Strongly Support Somewhat Support Neutral Somewhat Oppose Strongly Oppose

Additional Comments:

South Queen Street Corridor Study Concepts

Hollywood Drive and Springwood Drive



Please select one choice indicating your support or opposition for improvements to Hollywood Drive and Springwood Drive.

Strongly Support

Somewhat Support

Neutral

Somewhat Oppose

Strongly Oppose

Additional Comments:

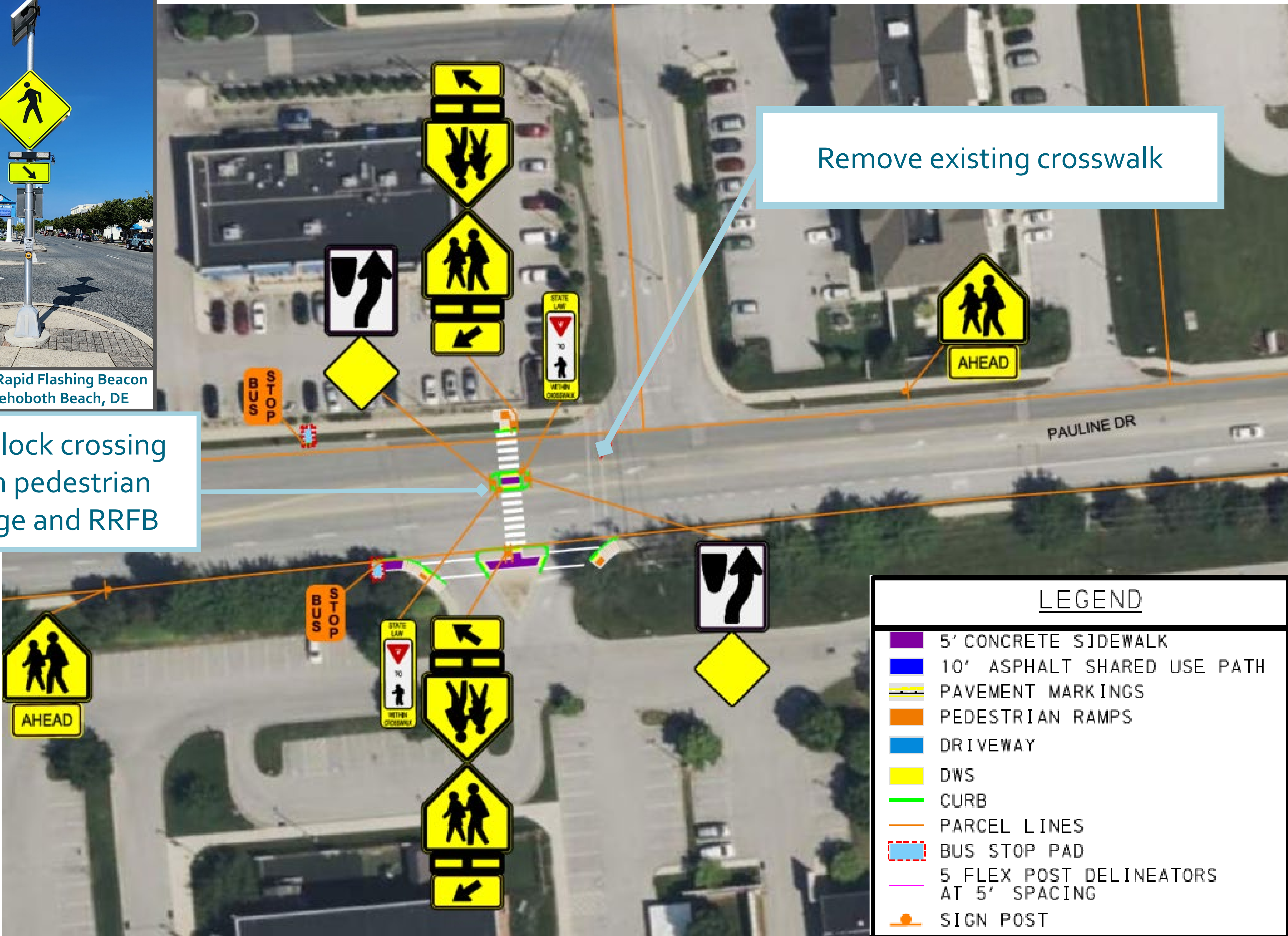
South Queen Street Corridor Study Concepts

Pauline Drive & York County School of Technology Mid-block Crossing



Rectangular Rapid Flashing Beacon
Taken at Rehoboth Beach, DE

Midblock crossing
with pedestrian
refuge and RRFB



Please select one choice indicating your support or opposition for improvements to the mid-block crossing of Pauline Drive.

Strongly Support Somewhat Support Neutral Somewhat Oppose Strongly Oppose

Additional Comments: