

**Bike Friendly Camp Hill
Quarterly Meeting Minutes
July 2017**

To: BFC mailing list
From: BFC Meeting Facilitator (Tim Poole)
Date: Thursday, 7/27/2017, Camp Hill Boro Hall

Attendance: Tim Poole, Mark Simpson, Marilyn Chastek, Kevin Mock, Bob Diehl, Rod Bender, Brett Miller, Sherry Bowman, Martin Marietta

Bike racks: the business program is being rolled out slowly. The Boro is working with Cordier, which is apparently the owner of the Uovo and Zags properties. Bob Diehl will continue contact with the Camp Hill Shopping Center, but we need to clarify purchase, installation and maintenance responsibilities. Rod Bender will continue to work with Sam Robbins on placement at the proposed Fiala Field gazebo or elsewhere.

Tim met with Sam Robbins to discuss the lower entrance to the Siebert Park trails. The area below the softball field is often wet due to drainage that has occurred since the stadium upgrades. Also the current gate/cable is unsafe. The drainage issue cannot be addressed now, but the area will be improved next year when the pump house is relocated. Sam agreed to replace the current cable with a gate or bollard system, and Tim provided some design ideas and recommended specs.

Bike Month: a number of activities were held including group bike rides, a community bike rodeo and expo, a walk/bike to school challenge for Middle School students, Camp Hill once again served as the start/end point for the regional Ride of Silence, we had a bike safety exhibit at Mayfair, and a large Team Camp Hill rode in Tour de Belt.

We got over 100 responses to our community bike survey. Detailed results and a synopsis were provided to this group under separate cover.

We will be re-applying to LAB for the Bicycle Friendly Community designation. We first did this two years ago when we were getting started. Significant progress has been made in those two years. Committee chairs have been asked to take responsibility for their sections of the application. Due date is August 19.

Tim has been discussing an engineering study with Mark, Carl and Pat as well as representatives from Gannett Fleming (Boro engineer) and Navarro Wright. This will be a necessary first step to pursuing the larger infrastructure improvements that we would like to begin considering. Tim has recommended that this be done in a coordinated way with the Market Street and Cumberland Blvd efforts that are going on in parallel in order to limit

duplication of effort. Council is currently working on the budget for 2018 and well as the Capital Improvement budget for the next five years, and we are working to be included.

Along the lines of the above, PennDOT has a funding program called TA Set Aside currently open with a deadline of 9/22. The Cumberland Blvd group is aggressively pursuing an application. Kevin Mock has agreed to work with them, and we will coordinate where there are any opportunities to have some of our priorities included in the same application. It is important to note that this program funds construction, while engineering/design have to be locally funded, so getting Council to approve funding for engineering work as discussed above is critical.

Tim and Steve Knaub met with the new CHSD superintendent, Patty Craig, to update her on our efforts and to secure on-going district support. The meeting was positive, but it was clear that most decision making will still rest with individual building principals and other staff. We will continue to work with district personnel to get bike safety education into the schools and to improve bike parking (racks) at the various school buildings.

Bob, Luisa, Martin and a small committee continue to work on the possibility of a Conodoguinet Creek Trail. Partners need to be worked into this process, including East Pennsboro Twp and the Conodoguinet Creek water trail or watershed organization. A DCNR grant for a feasibility study is a potential next step, but would require a local sponsor and local match. Private landowners may need to be contacted at some point, but this needs to be handled carefully.

Brett Miller and Sherry Bowman provided an update on the efforts of the Cumberland Blvd improvement group. They are pursuing education and enforcement to have the 35mph speed limit observed and enforced. Infrastructure improvements will focus on "traffic calming" – giving motorists the idea that this is a city boulevard and not an expressway. An initial step could be plantings and other beautification for the median. Other ideas include installing or improving sidewalks the entire length of the roadway, improving access to/from the underpasses, and possibly lane width reductions and the introduction of bike lanes. Support of various entities including the Boro, PennDOT, HATS, DCED, is currently being lined up.