

**Bike Friendly Camp Hill
Quarterly Meeting Minutes
January 2019**

Q1 Meeting - Thursday, 1/24/2019, Camp Hill Boro Hall 7.30pm
(and follow-up until 2/15/2019)

Attendees: Luisa Lassoová, Bob Diehl, Audrey Logar, Jennifer Hoover, Ross Willard, Steve Knaub, Brett Miller, Chris Shelly, Susan Seitz.

1) Bike/Ped Engineering Study by Simone Collins:

The 3rd workshop 12/5/18 was well-attended.

Next & last workshop: Wednesday 3/6/2019 @6 pm (Boro Hall)

- a) **Draft plan** is on the Boro website under
<http://www.camphillborough.com/news/camp-hill-waking-and-pedestrian-study/>
 - b) If you would like to comment on the proposal, please email to
gcreary@simonecollins.com
 - c) We discussed the official position of “BFC Camp Hill” to the draft plan and individual suggestions, notably:
 - i) Chestnut Street bike lane – we do not support this as outlined in draft plan
 - ii) Where are the bike racks? – need to incorporate in final plan
 - iii) Siebert park trail system – needs to be more fleshed out in final plan
 - d) Steve Knaub will write up a comprehensive “official BFC response” that will be finalized by the group through email and sent to Simone Collins (Appendix A).
- 2) **Chick-fil-A:** There was a lively discussion. All present oppose the development or certain aspects of it. Steve Knaub will write up a comprehensive “official BFC position” that will be finalized by the group through email and sent to Camp Hill Borough officials (Appendix B).
- 3) Bike Share program - expansion to Camp Hill: At the time of the meeting, we had not had any news from CIS. However, subsequently we have received the news that funding for two bike stations in Camp Hill is now available. We will need to figure out suitable locations for these Bike Share stations. A meeting is being scheduled.
- 4) Bike racks for businesses:
- a) Methodist Church (by Fiala) has received a rack, but not installed yet
 - b) New SmithLand development on 19th street (Kevin Mock is in contact with Rick Jordan):
We are willing to donate more than one free logo bike rack, depending on where they

will be installed. Another option would be to match each rack that SmithLand purchases on their own with a free logo bike rack. For more info: <https://www.smithlandusa.com/nas>

- c) Roots A Hair Salon: Luisa dropped off flyer 1/12/19
- d) Schaeffer Park plan – where are the bike racks? Audrey assured us that although the bike racks are “invisible” on the revised plan, bike parking will be installed.
- 5) The South Mountain Partnership Trails Workshop took place on November 20, 2018 at Shippensburg University. Tim Poole represented Camp Hill BFC on the “Bike Friendly Communities Panel”. Luisa & Marilyn also attended. All presentations from this workshop (including Tim’s) are archived at:
<http://southmountainpartnership.org/initiatives/past-workshops/2018-south-mountain-partnership-trails-workshop-building-strong-community-connections>
- 6) Chris Shelly of SAMBA suggested that their organization could help with installing mountain-bike trails in Siebert Park if there is sufficient local interest.
- 7) Mark your calendars: Bike South Central PA Regional Bike Summit Saturday March 16th (8.30 – 3.30) at Dickinson College in Carlisle (contact Marilyn)
<http://www.bicyclesouthcentralpa.org/>
- 8) Goddard trail: Audrey Logar is working on improved/off-road trails in Siebert Park
- 9) Events planned for Bike Month (contact Ross or Marilyn for more info):
 - a) May 9th Spoke N Gear Bike Expo 10 am – 2 pm.
Soldiers and Sailors Memorial Field (across from the Capital Fountain), Harrisburg
 - b) May 13th Executive Ride Around Harrisburg and Press Event: Ride 9 a.m., Press Event 10 a.m.
 - c) May 15th Ride of Silence (assemble 6.30, leave 7pm): Camp Hill Boro office, 2145 Walnut Street. This slow, silent ride goes from Camp Hill to Harrisburg and back to recognize all the cyclists who were injured or killed on Pennsylvania roadways.
 - d) May 17th Bike to Work Day
 - e) May 19th Trailer Ride to Kite Fest (Bob Diehl)
- 10) Tour de Belt: Sunday, June 2, 2019: <https://caga.wildapricot.org/event-3224809>
- 11) **Times and dates of future BFC meetings:**
 - Thursday, April 25th, 2019 @ 7.30 pm
 - Thursday, July 25th, 2019 @ 7.30 pm
 - Thursday, October 24th, 2019 @ 7.30 pm

The next BFC Meeting is scheduled for **Thursday, April 25 @ 7.30pm** Camp Hill Boro Hall
All meetings are open to the public.

Contact the BFC Co-Chairs at:
Luisa Lasso lassova@hotmail.com
Bob Diehl robertwdiehl@gmail.com

Like us on Facebook
<https://www.facebook.com/BikeCampHill/>

More information and minutes of past meetings can be found at
<http://www.camphillborough.com/bike-friendly-community/>

Appendix A:

Response to the DRAFT “Camp Hill Bike/Ped Study” PLAN by the group “Bike-Friendly Camp Hill”

*Compiled consensus recommendations/comments regarding the bike study
(from a discussion at the Quarterly BFC meeting on January 24, 2019)*

Proposed Chestnut Street Bike Lane:

- We don't support the bike lane as proposed in the Draft Plan.
- We recommend changes to the proposed Chestnut Street bike lanes' design:
- **West of 30th Street:**
Contiguous bike lanes are recommended on the north side of Chestnut between 30th and 32nd Streets, and on both sides of Chestnut/Trindle West of 32nd Street.
- **East of 30th Street:**
Bike lanes East of 30th Street are not recommended.
Lanes in the door zone are not recommended.
Lanes requiring the removal of on-street parking will be controversial, and not supported by the general public.
- Removing parking and striping might actually have an unintended effect of visually widening the street and increasing motorists' speed.
- We do recommend bike boxes. Consider locations for bike boxes that are independent of bike lanes, such as signalized intersections along 32nd Street/Cumberland Boulevard and along Market Street.

Bike Parking:

Existing bicycle parking locations should be added to the report with recommendations for new parking locations. Possible locations are already compiled in a google map stored on Google Drive. This map was previously shared with Simone/Collins, but here is the link again:

<https://drive.google.com/open?id=1sgMnfP9Zxeu4TUYCOTJZICCHctk&usp=sharing>

Off-road trails:

The Siebert Park bike paths should be more fully developed, especially the section known as “Pump House trail”, that will provide a connection to the future Conodoguinet Greenway.

Also, Rec Director Audrey Logar is developing new routes for the Goddard Trail in Siebert Park. Please incorporate if Audrey feels those routes are ready to be shared.

Traffic Calming:

Complete the integration of the Cumberland Boulevard Task Force’s report.

Bike Boulevards:

We agree with the recommendation for Logan and Lincoln bike boulevards with traffic calming. However, some of us are in favor of removing stop signs and replacing them with speed tables, while others are skeptical about removing stop signs.

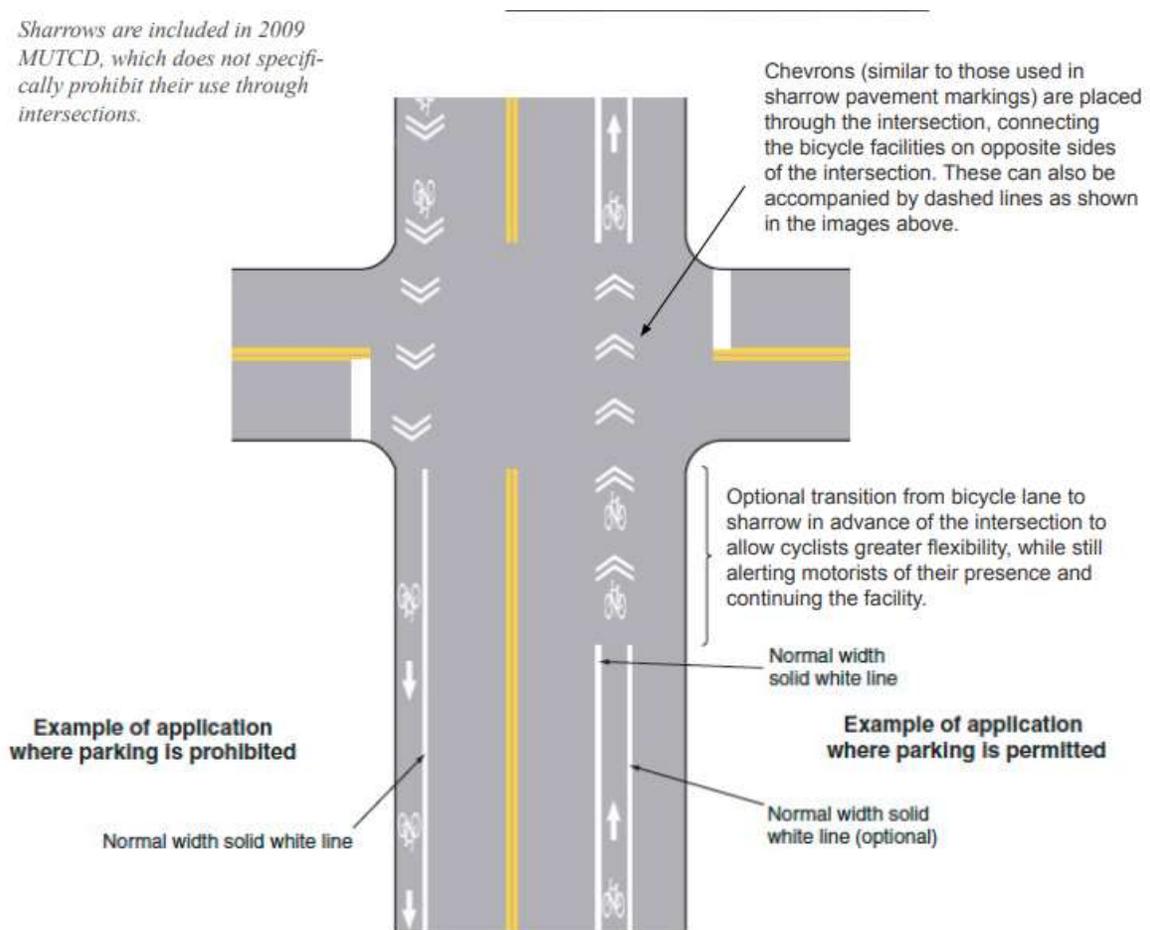
Bike Share:

We would like to see recommendations in the final plan for suitable locations for 2 bike share stations

Sharrows:

One possibility of solving the bottleneck at Chestnut & 32nd Street would be transitioning to sharrows at that juncture. We could sharrow ACROSS the intersection and pick it back up as a painted lane on the other side. (see image):

Sharrows are included in 2009 MUTCD, which does not specifically prohibit their use through intersections.



Appendix B:

Response to the proposed “Chick Fil-A development” by the group “Bike-Friendly Camp Hill”

Compiled group consensus position from a discussion at the Quarterly BFC meeting on January 24, 2019

Bike-Friendly Camp Hill has reviewed the sketch plan for the proposed redevelopment of the southeast corner of 32nd and Chestnut Streets. **We do not support this development as currently proposed.**

A predominantly car-centric development at this key intersection is inconsistent with our goal to maintain and enhance Camp Hill’s status as a Bike Friendly Community. It effectively eliminates the last vestige of a viable walking/biking route for youth and adults residing on the western side of the Boro to safely reach schools and other core Boro destinations.

Bicycling and walking are healthy modes of transportation, not just recreational activities. Therefore, facilities located near a residential area need to be accessible by foot and bike, not just by car. As it stands, the proposed drive-thru chain restaurant favors vehicles and the heavy volume thereof, potentially making Chestnut Street and nearby streets dangerous for pedestrians and bicyclists alike. Its orientation is designed to serve motor vehicles coming from the highway without providing adequate bicycle and pedestrian access. What’s worse, most of the high-volume fast food chain restaurant’s egress traffic would be directed into the neighborhood, even directly onto single-lane private alleyways. This project approach undermines our goal of safe and comfortable cycling and walking.

For this reason, we oppose it.

An amended project proposal that we could support would:

- **Re-orient the building**, so that its main entrance is **easily accessible on foot** from Chestnut street without having to cross a drive-through or a parking lot.
- Make the facility **bike accessible** and provide conveniently located bike parking.
- **Direct egress traffic to flow back onto 32nd Street**, not into a residential neighborhood.

Mixed-use and traditional-neighborhood-development patterns can help support cycling and walking. Therefore, we support projects that:

- encourage non-motorized travel, which can in-turn reduced traffic congestion and increase safety
- follow Camp Hill’s Complete Streets guidelines
- do not result in sidewalks, crosswalks, and neighborhood streets blocked with car traffic
- do not induce car idling pollution
- are configured to control outside traffic from entering neighborhoods
- slow incidental traffic entering neighborhoods with new traffic calming devices
- maintain and enhance existing on-street parking and street trees
- preserve neighborhood alleys for play
- provide main entrances for non-motorized humans directly from the sidewalk
- enhance Safe Routes to School for Camp Hill’s walking school district
- include a complete and easily discernable pedestrian path for parking lot users
- include prominent bicycle parking
- place driveways and off-street parking in back and side yards, not in front yards
- face the neighborhood – not turn their backs on the street