

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

Q3 Meeting - Thursday, 7/25/2019, Camp Hill Boro Hall 7.30pm
(and follow-up until 8/31/2019)

Attendees: Bob Diehl, Susan Pickford, Tim Poole, Brett Miller, Sherry-Ann Bowman

- 1) Susan Pickford introduced herself to the group. She is running as an independent candidate for Cumberland County Judge in the upcoming election. Is ready to engage the public and try to find way to improve communities.
- 2) Bike/Ped Engineering Study by Simone Collins:
 - a) Final Plan is on website:
<http://www.camphillborough.com/download/general-info/walk-and-bike-study-final.pdf>
 - b) Discussed priorities. Generally agreed that the Fiala Compost trail is a priority along with some of the smaller projects. Bob drafted a budget priority list and sent to Carl, Pat and others. Discussed actual expenses for various projects as included in the study. In some cases (such as the Goddard trail in Siebert), it was unclear exactly what Simone Collins estimate included (upper trail and lower trail?, just lower trail?, just upper trail?, signage?, etc?).
 - c) A comprehensive budget priorities statement was sent by Bob Diehl to the Boro on 8/5/19, see **Attachment A**.
- 3) Bike Share program - expansion to Camp Hill:
 - a) On 2/21/19 Rian Riley of CIS met with Bob Diehl, Luisa Lassoava and Kevin Mock at Cornerstone. Camp Hill will get 2 stations, 5 bikes each. We had discussed possible locations for these bike share stations: Willow at Market; Siebert near tennis courts; Boro Hall; Library etc.
 - b) The final decision about locations will be made by Borough Council and CIS of PA. CIS has emailed Pat about getting required PennDOT documents. Siebert and Willow are the sites preferred by CIS. CIS needs to meet with Pat to get Council approval. On 8/20/19, Pat Dennis met with Jenna Lewis of CIS. They spoke regarding two locations:
 - Front of Willow Park
 - Replacement of a bike rack in Siebert park near the volleyball court.Jenna will research if option 2 could be fastened into the current footers. This is the more likely of the two locations to have something done. Option 1 may not be supported

by the board. It will be placed on a future committee agenda for discussion. Pat will talk to the Council president as to what committee this will need to be sent to.

4) Bike Safety Education

- a) On 7/25/19, just prior to the BFC meeting, Brett Miller, Sherry-Ann Bowman and Bob Diehl met with Camp Hill Police Chief Steve Margeson and School Resource Officer Joe Capers. Chief Margeson agreed to look into it and explore ways Officer Capers could do more bike training. Brett will be the main contact.
- b) Don Larkin offered to meet and perhaps have a training at his gym facility.
- c) Poster contest? Themes? Prize? Still a consideration, but holding off for now.

5) Hoover Elementary Development

- a) Bob sent email to school district on 7/9/19 (**Attachment B**). A similar email was sent to Boro council. Our Facebook post on this topic was seen by 2663 people.
- b) Bob Diehl was interviewed on TV on 7/11/19 (ABC 27)
- c) Brainstormed on improvements to plan, such as covered racks; protected area for people who walk; painted crosswalks, etc.
- d) Bob Diehl and Tim Morgan met with Patty Craig, school superintendent, on 8/15/19. Discussed the Hoover plan and our concerns. For a list of concerns submitted/mailed to Patty and School Board see **Attachment C**. Bob said he would research racks better for kids bikes and reach out to the Borough regarding the possibility of making 24th St. a bike/walk corridor since the cars should be on Deanhurst. Bob expressed concern that cars will skip drive thru lane and continue to use the compost loop and perhaps portion of 24th should be closed to cars.

- 6) Lower Allen Township is working with Simone Collins on a bike/ped study similar to ours. Bob attended the meeting on 7/17/19. Like our Study, they were looking for realistic projects with a good cost-benefit ratio. Felt like Simone Collins threw a little bit of everything in there. Most relevant item for CH was a pretty serious consideration of a pedestrian bridge at 18th St. instead of improving 17th St. bridge.

7) Bike racks for businesses:

- a) Neighbors & Smith: Kevin Mock had contacted Richard Jordan of Smith Landback in December 2018 but did not receive a firm commitment to bike racks. Follow-up is needed.
- b) Matt Byers has been in touch with Chipotle. Matt emailed the request and rendering to store manager Tiffany and regional manager Jon Covell on 4/18 and 5/6 and Jon finally replied on 5/17/19 and said he'd forward his request to the property manager for consideration.

8) The 2019 PA Greenways & Trails Summit in Shippensburg will take place September 22-24:
<https://greenwaysandtrails.org/2019-summit/>

Luisa is going. Who else?

9) **Times and dates of future BFC meetings:**

Thursday, October 24th, 2019 @ 7.30 pm

2020: All Thursdays, 7.30 pm

January 23, 2020

April 23, 2020

July 23, 2020

October 22, 2020

The next BFC Meeting is scheduled for **Thursday, October 24, 2019 @7.30pm**
Location: Camp Hill Boro Hall

All meetings are open to the public.

Contact the BFC Co-Chairs at:
Luisa Lassovallassova@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/>

Attachment A: Budget Priorities

August 5, 2019

Borough Council and Staff,

Bike Friendly Camp Hill (“BFCH”) was created in 2015 to improve biking and walking in the Borough. A crucial part of this effort is working with Borough Council and staff. Therefore, in preparation for the Borough’s upcoming budget deliberations, we submit the following priorities for your consideration.

Notably, in 2018 the Borough engaged a consultant, Simone Collins, to conduct a study of our walking and biking facilities. Simone Collins completed the Camp Hill Walk Bike Master Plan (the “Plan”) in March 2019. Many of the Plan’s recommendations are incorporated into our priorities.

Multi-use Trail along 581 Sound Wall

A top priority for BFCH is the development of a multi-use trail along the 581 sound wall from 30th St. to Fiala. This route would connect the “dairy fields”, community gardens, Hoover School, Camp Hill United Methodist Church, and the Fiala fields. It would create an excellent walking and biking route free of cars. This project is “low hanging fruit” and also dovetails with our established interest in reinvigorating the Goddard Trail. The Plan estimated the cost at \$199,000 (see the chart below). There are grants available through Cumberland County and DCNR that could help finance the project. An initial budget allocation could help to develop a more detailed plan or illustrate that the Borough is invested in the project when applying for grants. In addition to the direct infrastructure investments, costs for this effort could also include new kiosks, signage and/or pavement markings, and a new brochure/promotional materials. The Plan addressed this trail on p. 62.

Improved Connections and Crosswalks

Clearly delineating crosswalks would greatly improve walking in the Borough. The Plan brought attention to a number of uninviting and dangerous intersections.

- South 19th St. and Chestnut St. – This is a main corridor leading to the Library and businesses along Market St. This is a wide intersection with no crosswalks and a confusing traffic pattern. The Plan proposed a refuge island with crosswalk markings. See page 56 of the Plan.
- Connection to N. 27th St. underpass at Creston Rd. – The N. 27th St. underpass is the primary connection to the Country Club Hills neighborhood. On the north side of the bypass, the sidewalk leading from the underpass to Creston Rd. is poorly maintained and narrow. Where the sidewalk meets Creston Rd., the sidewalk is uneven, narrow and ends at the road with no protection for pedestrians. See page 52 of the Plan.
- Sidewalk from N. 24th St. to Eisenhower Elementary School along Bypass – This sidewalk is a main corridor from Eisenhower school to Seibert Park and Country Club Hills. It is uneven, narrow, and protected only by a dilapidated chain link fence. There is sufficient space along the roadway for significant improvements. Note that this section may be improved through Bypass improvements that are progressing through the Tri-County Planning Commission. See page 46 of Plan.
- Market St. Crosswalks – Brighter, bolder crosswalks are needed along Market St. Cars rarely yield despite state law. Improving visibility is essential. Hopefully, the Market St. Business

Corridor grant will address the business corridor, but 26th St., 15/16/17th St, and other locations could use attention, as well. The crosswalks need to be wider, with “piano keys”, and maintained in the future.

- The crosswalk at Walnut St. and N. 21st should be enhanced. This a main route to the Library, Willow Park, and Borough Building. Larger and brighter crosswalks would make pedestrians more visible.

Siebert Park Creek Trail

The gravel trail along the creek is a natural and scenic asset to the Borough. There are numerous areas of the trail that could be improved (washed out areas, eroded areas); however, the most significant roadblock is the short section from the pool parking lot area to the gate below the t-ball field. Since the football field improvements, this area has been swampy and uninviting. We understand that the pump house may be moved, but the timetable is unclear. At a minimum, a bed of gravel would greatly improve access to the trail. Members of our group have offered to help rake gravel. The Plan addressed this area on page 60. The existing gate is also dangerous; the cable is invisible at night and the metal latch extends out into the walking/biking area.

Lincoln/Logan Crossing at the Bypass/32nd St.

The Plan recommended a new crossing at the Bypass and Lincoln/Logan St. This would connect an area of Camp Hill that is cutoff from many amenities of the Borough (schools, playgrounds, library, and businesses). The crossing would be a combination of pedestrian refuge island and rapid flashing beacon. The Plan acknowledges that, due to its location along a high-volume state route, this project would require a deeper level of analysis in order to move forward. The Plan estimates the cost at \$120,000. See page 54 of the Plan.

Bike Racks

BFCH continues to reach out to businesses and churches regarding the installation of bike racks. The Borough has offered one decorative standalone rack (2 bike capacity) free of charge to businesses and places of worship. It would be sufficient to have 3 spare racks available. Each rack is approximately \$200. For the budget, \$600 should suffice, but it is dependent on the number of racks the Borough currently has in stock (information requested, but not yet provided).

Miscellaneous

A small budget would be helpful for printing informational and educational materials, attending relevant seminars or events, or funding small prizes at Borough events (such as: Mayfair, Kindergarten pool party, Bike to Work Day, Bike to School Day, and National Night Out). Even \$300 would be much appreciated and well-used.

Thank you for your consideration. The Simone Collins Plan highlighted many of the expected costs on page 86 of the Plan (attached below). We’re glad to discuss further and answer any questions.

Thank you,

Bob Diehl and Luisa Lasso
Co-chairs, Bike Friendly Camp Hill

Estimated Costs of Development					
Total Cost					\$ 344,618
Mobilization (1.5%)					\$ 5,169
Construction Surveying (2%)					\$ 6,892
Erosion and Sedimentation Control (2%)					\$ 6,892
Maintenance of Traffic (1.5%)					\$ 5,169
Construction Contingency (10%)					\$ 34,462
Total Construction Costs					\$ 403,203
Design and Engineering (12%)					\$ 48,384
Total Estimated Project Costs					\$ 451,587
Goddard Trail Route (On-Road)					
30th Street					
			EA	Sub Total	\$ 145,618
<i>New - Concrete (4' Wide)</i>	5,000	SF	\$ 6.25	\$ 31,250.00	
Sharrow On-Road Bike Route - Sharrows at 250' Intervals	34	EA	\$ 207.00	\$ 7,038.00	
Continental Crosswalk striping, white, 24"	8	EA	\$ 1,100.00	\$ 8,800.00	
Raised 6' wide crosswalk design	1	EA	\$ 10,000.00	\$ 10,000.00	
Lincoln Street					
<i>New - Concrete (4' Wide)</i>	1,800	SF	\$ 6.25	\$ 11,250.00	
Sharrow On-Road Bike Route - Sharrows at 250' Intervals	20	EA	\$ 207.00	\$ 4,140.00	
Raised 6' wide crosswalk design	4	EA	\$ 10,000.00	\$ 40,000.00	
24th Street					
Sharrow On-Road Bike Route - Sharrows at 250' Intervals	20	EA	\$ 207.00	\$ 4,140.00	
Decorative Highly visible crosswalk design	3	EA	\$ 3,000.00	\$ 9,000.00	
Raised 6' wide crosswalk design	2	EA	\$ 10,000.00	\$ 20,000.00	
Multi Use Trail (Off-Road)					
<i>Fiala Field North - Asphalt</i>	1,280	SY	\$ 50.00	\$ 64,000.00	
<i>Fiala Field South - Asphalt</i>	2,700	SY	\$ 50.00	\$ 135,000.00	

Attachment B: Email sent to School District

Camp Hill Board of School Directors,

I am co-chair of Bike Friendly Camp Hill, a group of Camp Hill residents that advocates for improved walking and biking in the Borough. We regularly advise Borough Council and staff on ways to enhance the safety and experience of walking and biking in the Borough. The effort has paid off; Camp Hill is recognized as a Bike Friendly Community by the League of American Bicyclists. Also, Camp Hill School District is proudly a walking and biking district. It is excellent to see the bike racks full at each of the schools almost daily.

We have reviewed the Land Development Plan for Hoover Elementary and would like the opportunity to discuss the District's vision for walking and biking to school. Too often walkers and bikers are not fully represented in the design process. If we should meet with particular staff, please advise.

I have a son going into 1st grade with younger siblings on the way. My son rode his bike to school almost every day for kindergarten. As the District embarks on improvements at Hoover, it should strive to accommodate and enhance walking and biking, rather than induce additional demand for automobiles. The design at Eisenhower is cause for concern and hopefully won't be repeated. The biking (and scooter-ing!) facilities at Eisenhower appear to be an afterthought. Huge school resources are devoted to car management, but kids can't even ride their bikes to the bike racks and are reportedly prohibited from parking at the nicer racks near the Pollock Center. In the proposed Hoover Land Development Plan, we do see a designated bike parking area, but it is unclear where the kids will enter the school or how many bikes the rack can accommodate.

Thank you for your commitment to excellence. I'm excited for my kids to attend Camp Hill School District. Again, Bike Friendly Camp Hill would appreciate the opportunity to meet and discuss the walking and biking vision moving forward. I would hope, as avid bikers and walkers (and parents of bikers and walkers), we could provide insights and recommendations that might otherwise be overlooked.

Thank you,

Bob Diehl
Co-chair, Bike Friendly Camp Hill

Attachment C: Hoover Revisions

Follow-up notes/concerns/recommendations from meeting with Patty Craig on August 15, 2019

1. Bike/Ped Routes
 - a. 24th St. as primary bike/ped route?
 - i. Improve markings
 1. Signage or pavement markings (bike lanes)?
 2. Ensure Borough support
 - ii. Close portions of 24th St. during dropoff/pickup? (see discussion below)
 - iii. Official school zone with 15mph speed limit?
 - iv. Still congestion near high school. Also, younger drivers. How to improve this route?
 - b. Vehicle & Pedestrian Exhibit doesn't account for bikes approaching from College Park neighborhood.
2. Access Concerns
 - a. Will kids who bike/walk have easy access to the school near bike racks? We understand the entrance to school for all students will be near bike rack.
 - b. Covered, protected (from wind, rain, etc.) areas for people who bike or walk while waiting to access building?
 - c. Many parents drive and park in the local neighborhood then walk to pick up kids. For example, Dickinson often fills up from the school to the Methodist Church. We're very concerned these parents will use the Compost/Garden loop, which would increase traffic on 24th St. (and negate the purpose and expense of creating car lanes off of Deanhurst). Perhaps 24th St. in front of the school should be closed during pickup/dropoff.
 - d. Who will be parking in new lot? Staff? Any conflict with bikes/peds leaving or arriving?
3. Bike rack improvements
 - a. Racks currently fill up on nice days so need at least as much bike storage as currently exists. Current proposal is for 18'x38' (up from 25'x10' on Plan approved by Council). Consider that if racks are too close to building, only one side of rack will be able to be used, limiting capacity.
 - b. Covered bike parking
 - i. Wet bikes/seats a deterrent to riding
 - ii. Relatively small expense compared with money allocated to car infrastructure.
 - iii. Also applicable to High School and Eisenhower
 - c. Solid, pre-planned racks
 - d. Ensure kids have access to racks (unlike nicer Eisenhower racks)
4. Induced demand
 - a. Making one form of transportation easier (here, cars) will induce more people to use it.
 - b. More cars will create additional congestion
 - c. Need infrastructure equality
5. How to continue conversation?
 - a. Safe Route to Schools group?
 - b. Best contact person? Contact school board (our elected officials) vs. superintendent vs. principals?