

**Carlisle/Cumberland County, PA - Walkable Community Workshop
Oct. 30, 2007**

Broad goals for a decade from now:

- Childhood and adult obesity rates are dropping, child and adult physical activity levels are rising.
- Safe for pedestrians and bicyclists of all ages and ability levels, including older and impaired users.
- Regional and local networks of trails connecting village centers, shopping, work destinations, recreation, parks, etc.
- Affordable housing, truly mixed-use neighborhoods.
- Less driving, more transit.
- Thriving downtowns, village centers, and conserved farmland and open space.
- Economically thriving community and region that has solved the environmental and congestion challenges of the trucking industry.
- People regularly walking and cycling for recreation, but especially for routine travel--errands, to the store, children walking and cycling to school, etc.

Programs

- Downtown business development & beautification
 - o Small business incentives, expand Pomfret success to other streets in core, especially High & Hanavor
 - o Donate a bench program.
 - o Walk/bike/transit discount for those who don't bring a car downtown.
 - o Walk to shop program for college students--get them to downtown merchants.
- Promote transit use
 - o "Sexy" bus program- promotional program for transit use (music on busses, themed décor, cup holders, free newspaper with commuter pass?)
 - o Picnic on a bus program. Outreach to get folks to learn schedules, routes, details, and try a bus ride. Educate regarding inter-modal, inter-city transit (Amtrak). See www.smarttrips.org
 - o Better inter city transit (initially bus rapid transit; eventually rail corridor) with higher frequency.
 - o Intra-city shuttle/trolley - to Target, big box stores, downtown, .
- Make bike rental easy; first 30 minutes free (e.g. Paris bike program)
- Education & outreach.
 - o Marketing and publicity program; fundraising and sponsorships (corporate, etc.) for infrastructure improvements. Allow funders to sponsor a trail, a safe route to school, etc.
 - o Pedometers for everyone!
 - o Specifically target planning commissions, elected officials, business leaders with programs to educate around importance of this walkability..
 - o Increase awareness of viability of building trail along active corridors.

- Encourage big box developers and lenders to create walkability in shopping centers--encourage connections within so that people don't drive, but rather walk from one store to the next.
- Educate developers, planning commissions on need for more physically active community design.
- Create community strategic plan.
 - Community task force to engage citizenry, get support. Creates and organizes strategic plan. Perhaps tie to LeTort Regional Authority. General public education on the importance of this walkability.
 - Bike-ped facilities inventory - sidewalks, greenways, bike lanes & widths--with a focus beginning around key trip generators & destinations (schools, retail centers, transit stops, senior housing, etc.)
- Launch regional Safe Routes to School program.
 - Walking school busses.
 - Safety education for kids--parents, in school, etc. Educate about the real safety risks for kids.
 - School field trips on foot, downtown.
 - Students involved in community service projects--increase ownership.
 - Education & awareness around school wellness.
 - Prohibit kids from driving to school--have kids in bussing areas take bus, and restrict or charge money for driving. Could even restrict allowing parents drop off at school; create remote drop off areas, except for special circumstances.
- Neighborhood associations to enhance safety, walkability.
 - Wore walking patrols?
 - Community clean-up events, etc.
 - Front porch policy--turn on porch lights, increases safety
 - "Corner Captains" stationed simply to watch kids walking to school.

Projects

- High St. Hanover project
 - Change four-lanes to three-lane (plus two bike lane) alignment.* Plan exists, but has been set aside due to concerns about traffic congestion.
 - Creates bike lane from west end to Army heritage center, North-south also. Get out to Appalachian trail.
 - Downtown roundabout at High and Hanover. Goal is to increase traffic flow, improve safety.
 - Close alleys to vehicle traffic on the downtown square
 - Large planters on downtown square area.
- Downtown bicycle & pedestrian accommodation
 - Bike friendly bike racks
 - Bike route signs
 - Pedestrian scale street, pathway lighting
 - Signage, route-finding - noting destinations, mileage/walking time.
 - Alleys--pedestrianize with pathways, greening, lighting.
 - Diagonal crosswalk markers at lights with "scramble" timing.

- Create additional curb extensions in downtown area (boost pedestrian safety, discourage truck traffic).
 - All freeway interchange areas need improved bicycle pedestrian accommodation (at least allow for safe crossing).
- Get trucks out of downtown.
 - Route 81 interchange on west end of town, and new ones on east end of town too. On west end, improve Allen St to allow for 81/Turnpike connection.
 - Or interchange at 81 and Turnpike directly.
- Transit improvements
 - Local shuttle in the commercial district for local users.
 - Train - commuter rail to Harrisburg (or bus rapid transit) on corridor 1. Stations right in Carlisle. E.g. Spring Rd. and Hanover (use Leer parking lot); annex building
 - Bike shelters, bus shelters, comfort facilities along trail heads and at bike/bus interchanges, etc. Include route finding, schedule information.
 - Improve marking, signage, facilities, at bus stops.
- Regional trail implementation, including Emerald Necklace
 - Rails with trails to Shippensburg, and east to Harrisburg; multi-modal corridor.
 - Connect Army Heritage center, Dickinson, WalMart, Giant, Library,
 - Use central rail-with-trail as a spine, then have spokes off of that to destinations.
 - Safe routes to parks - bike routes, separate trails, creating network that could become Carlisle's Emerald Necklace
 - Bike path along Norfolk Southern railway. Connector walking paths to this
 - Bike Ped connections to the hospital--also possible to extend LeTort trail, back through neighborhoods, under Rt. 81, also up to Ritner highway.
 - Covered bike racks along trail, at key destinations. Comfort stations, water maps at trail heads.
- Neighborhood park initiatives
 - Create neighborhood dog parks in larger parks (no more driving to walk Fido).
 - Skate-board, rollerblade park--in green space,
 - Restore the skating rink at K street.
 - Kayak/Canoe dock - LeTort park, Wildlife trail, solar lighting & call boxes
 - Stormwater run-off minimization.- only pave a portion of projected parking areas. Leave remainder as grass.
- Improve (retrofit) big box shopping areas
 - Shuttles to and through the big box retail areas, connect to downtown, neighborhoods.
 - Pedestrian friendly parking boulevards and connectors within shopping areas, as well as parallel access roads.
- New commercial & residential building practices (create a model development):

- Build up rather than out for new retail--reduce separation distances.
- Mixed use neighborhoods - work, shop and live within same zone.
- Community, neighborhood traffic calming program
 - Mini-roundabouts in neighborhoods to replace four-way stop signs (e.g. at Belvedere & Hillside)
 - Pedestrian crossing under I-81 out toward hospital, employment agency.
 - Crosswalk at post office, move the mail boxes to reduce conflicts.
 - Eliminate passing zone on York Rd. and reduce speed limit there. Perhaps do accompanying
 - Change intersection at W. Willow and Walnut Bottom for vehicle & bike/ped safety.
 - Tunnel under W. High Street near Library.

Policies

- Keep big trucks out of downtown area.
 - New truck route policy to protect the downtown (alternate routes outside borough).
 - Restrict trucks in Carlisle to local deliveries only; work to reduce borough as bypass.
- Better regional, multi-municipal leadership, collaboration, planning.
 - Stronger county government to allow for more regional planning.
 - Get public officials to be a regional lobby--be advocates to the state for better enabling legislation (e.g. off-site mitigation) & funding.
 - Joint recreation councils to share facility promotion
 - Consistent statewide zoning requiring pedestrian and bicycle accommodation.
 - Shared trail funding and planning across communities. Sell the benefits of trails (safer areas, increased housing values, etc.)
 - Look at existing planning documents (e.g., county open space plan), inventory existing priority efforts; collaborate!
- Employer policy efforts
 - Employers to encourage employees to bike, walk, transit to work (subsidized transit passes, financial & vacation rewards, etc.).
 - Larger employers to create incentives for employees to live closer and to use alternative transportation (should help local businesses as well).
- Focus sidewalks on key trip generators/attractors. Locate more, smaller parks in neighborhoods for greater access. Explore barriers.
- Creative funding approaches:
 - Healthy vending and advertising (commercial activity) to support, sponsor bicycle & pedestrian projects.
 - Green space development & partnership--get the trucking dollars to help underwrite these efforts (as part of fee structure).
- Transit, rail policies.
 - Reduce bus headways, increase schedule frequency and duration
 - Get rail lines to change policies to allow for rail-with-trail

- Mandate for full comfort facilities for transit users (e.g. transit operator). Quality bus stops, shelters, etc.
- School policies
 - Physical education requirement--kids must walk full trail system with a family member or friend, even in small chunks, during the year.
 - No screen days on Mondays and Wednesdays
 - Examine school bus policies--how often to stop, how close together, safe to walk to bus stops? Look for logical areas for collected stops,
 - Encourage community use of public school grounds, facilities for health, recreation.
- Enhanced pedestrian safety and enforcement policy (e.g. crosswalk enforcement for both drivers and pedestrians).
- Zoning code and subdivision rule & regulation improvements
 - Ordinances supporting multimodal travel (facilities); e.g. require setback sidewalks and dedicated bike lanes, or multi-use paths on all facilities.
 - Promoting mixed--use districts and codes, to reduce single-use segregation.
 - Require cul-de-sac connectivity, or never accept them as public streets. At minimum require connected pathway network.
 - Commercial/retail overlay in the R4 (downtown residential) district.
 - Add addendums to deeds to maintain trail, pathway, alley easements
 - Require green space integrated during housing development.
 - All new development to create or subsidize green space
 - Change ordinances that allow for greenspace adjacent to buildings.
- Related environmental ordinances, practices
 - Municipal tree pruning program--borough project? Better than individual abutter's neglect.
 - Pass stormwater by-law for latest best practices in handling run-off, maintaining green areas, permeable surface, etc.