

Memo



To: David Lange, Program Leader, Northeast Region,
Philadelphia Office, Rivers, Trails and Conservation Assistance
Program--National Park Service

From: Robert S. Patten, Senior Planner, Trail Specialist

CC:

Date: May 22, 2008

Re: TDG Recommendations for Gettysburg Inner Loop Trail and Improved Bicycling and Pedestrian Accommodations in the Borough of Gettysburg, Pennsylvania

This memo provides recommendations regarding proposed bicycle and pedestrian accommodations and improvements that would create an Inner Loop Trail within the Borough of Gettysburg, PA. They are provided to the National Park Service RTCA program to share with the Borough of Gettysburg and Healthy Adams Bicycle/Pedestrian Inc. (HABPI). The recommendations were developed after review of recent planning and feasibility studies, a day of field work bicycling and walking throughout the Borough, and meeting with various individuals representing the stakeholders noted above and others. Additionally, a variety of planning maps prepared by the NPS RTCA program, and aerial imagery available free on the internet (Google Earth and Live Local) were consulted.

Background

The NPS RTCA program (Northeast Region) is providing ongoing assistance to the Borough and HABPI regarding development of a loop bicycle and pedestrian path within and around Gettysburg, and consideration of other bicycling, walking and trail improvements as an expansion of the North Gettysburg Trail Project which runs along BR 15, between Broadway Street and the Gettysburg High School. In February, David Lange asked the Toole Design Group for technical assistance about bicycling and walking facilities in an urban environment as a contribution to their overall assistance agreement with the Gettysburg community.

To orient my self to the project and form a strong foundation for providing recommendations, I reviewed the following documents:

- Draft Report: Summary of the Gettysburg Bicycle Connection Planning Session, May 2005, prepared by URS planning consultants.
- Gettysburg Inner Loop planning map showing Key Destinations, various planned and proposed bicycle facilities and routes and other features related to bicycle travel within the community (version with aerial photo base, and graphic base)
- North Gettysburg Area Trail Feasibility Study, 2000, prepared by Simone Jaffe Collins.

Additional background information was gathered through interviews with various stakeholders. This information related to 1) the alignment, design and status of the North Gettysburg Trail, 2) the opening of the relocated NPS Visitor's Center for the GNMP, 3) PennDOT pedestrian crossing improvements planned for PA 97 and PA 34, 4) campus historic trail plans for the Lutheran Theological Seminary, 5) potential YWCA access improvements, 6) Hospital parking lot expansion plans, and 7) the recently completed Biser Fitness Trail and bridge in Gettysburg Recreational Park.

On Thursday April 10, a field ride (by bicycle) was conducted to review bicycle and pedestrian access and safety issues along various proposed routes for the Inner Loop Trail. This ride included David Lange (NPS); Chuck Reid, Adams County Office of Planning and Development; Dennis Hickethier (HABPI), and myself. At the end of the day, a brief meeting was held involving other stakeholders, including Jim Johnson GNMP-NPS; Borough Council member Sue Naugle, Tom Jolin (HABPI), and others.

After a thorough review of the proposed Inner Loop Trail as a bicycle and pedestrian facility, as well as review of the community's efforts to improve bicycle and pedestrian safety throughout the Borough I have the following recommendations:

Inner Loop Trail Recommendations

In general, the Inner Loop Trail is a useful and well thought out set of proposed bicycle and pedestrian improvements. Many of the segments of the Inner Loop Trail represent important opportunities for improving bicycling and walking conditions in the Borough. These segments have all the necessary components to make them worthy community initiatives. Most stand on their own as improvements that would benefit significant and vulnerable groups within the community, such as children, the elderly, novice cyclists, and others. As component parts of a larger vision—the Inner Loop Trail, these projects take on even more meaning, purpose and community benefit.

The following discussion addresses five key segments of the Inner Loop Trail. I have ordered the segments in priority based upon which I believe the community should address first. My discussion is organized around four key characteristics that a proposed bicycle, pedestrian or trail improvement needs, to be a viable project worthy of community attention: 1) it addresses critical safety and access needs, 2) there are physical opportunities for improvement, 3) it has obvious user/benefit groups, and 4) community stakeholders exist who would likely champion the project.

1. Safe Routes to School: Lefever Street Trail

This 5-block segment runs from Liberty Street in the east to Baltimore Street in central south Gettysburg (see South Section map, legend item #1).

- a. It appears that there are **critical safety needs** for children bicycling or walking to school. Poor pedestrian conditions predominate in front of Lincoln Elementary School, including i) driveways to the parking and drop-off areas in front of the school that have no pedestrian crossing accommodations and are excessively wide, ii) the west/north side of the street does not have a regular curb or sidewalk, iii) utility poles and other hazards are located in the area where students must walk; iv) crosswalks between the schools (across Lefever) are poorly



- marked, v) curb ramps are lacking in key locations, etc.
- b. There appears to be sufficient space providing an **opportunity** to make meaningful improvements. The street is 30 feet wide and accommodates two travel lanes and no on-street parking. A sidewalk exists on most of the south/east side adjacent to the Middle School. On the north/west side up to 8 feet of additional space outside the travel area appears to be available to use for a sidepath/sidewalk. A number of utility poles could be moved (however this is expensive) or alternatively, the street could be narrowed to provide a sidepath and buffer strip on the north/east side of Lefever, from Baltimore to the ballfields just east of the schools. However, along the edge of the ballfields, providing a shared use path width of 8-10 feet will be difficult, but 6' should be possible.
 - c. School children bicycling and walking to school and after school activities would be the primary **beneficiaries** of these improvements. But also others seeking to make an east-west movement across the southern portion of the Borough...as this is the only through route south of Middle Street. Moreover, this segment would be part of a larger connection from BR15 at the northeast gateway to i) the neighborhoods in the southern part of the Borough and ii) destinations south of the Borough, including the GNMP and new Visitor's Center.
 - d. **Stakeholders** who might champion this project would include: the School District, the principals of the two schools, parents of children in the schools, teachers, administrators of the vocational technical school near by, a local fraternal organization such as Rotary, etc.

2. Healthy Pathways: Link the Schools, Hospital and Park

A second priority linkage is to extend bicycle/pedestrian improvements from Lefever and Baltimore Streets to Gettysburg Recreation Park, passing by the hospital (see South Section map, legend item #2). This linkage includes both opportunities and constraints. The primary constraints being the lack of a good location for improving a crossing of Baltimore Street and difficulty in finding an appropriate way to pass through/by/around the shops along Steinwehr Avenue.

- a. Again, well known **safety needs** are present, including lack of a direct and safe pedestrian/bicycle crossing of Baltimore Street, which sees large volumes of local and tourist pedestrians and motor vehicle traffic during the park visitation season. Washington and Long Lane also need crossing improvements. PennDOT is already planning crossing improvements in this general area, however these improvements may not be located to be convenient for local resident and child bicyclists and pedestrians using the Inner Loop Trail.
- b. Along this segment **opportunities** take a variety of forms, some physical, and some situational.
 - Locust Avenue and a vacant property opposite it on the west side of Baltimore Street may present an opportunity for a new crossing of Baltimore. Property ownership needs to be investigated.
 - The shift in location of the GNMP Visitor's Center has raised concerns about the continued success of the shops on Steinwehr. As a result a dialogue has been initiated about revitalization and economic sustainability. This may be a good venue in which to raise the idea of some type of bicycle and pedestrian accommodations in the alleys behind these shops.
 - The Hospital's interest in developing a structured parking lot on the corner of Washington Street and Gettys Street may present an opportunity for the Hospital to construct a major portion of a path around their institution.

- Gettys Street is very wide, approximately 36 feet, with parking on only one side. The street could be narrowed and a path and buffer could be located on the north side of the street.
 - An African American cemetery is located on Lincoln Lane, and there is interest in further developing this site just north of the Hospital for tourist visitation. A ring path around the hospital grounds could be promoted as a fitness and history loop.
 - Crossing improvements are possible at various locations along Long Lane: at Gettys, at a parking lot entrance, at Lincoln Lane, or across from a hospital parking lot driveway that aligns with a space between two baseball fields.
- c. The **beneficiaries** of this segment are many—tourist shop owners, residents and kids needing access to recreation facilities, hospital employees, tourists, etc.
- d. The **stakeholders** who might be willing to support this segment includes the Hospital administration, the Borough Park and Recreation Dept., the School District, and the business community. PennDot should be consulted soon, to get clarity about the pedestrian improvement they are planning/designing for the area.

3. North Gettysburg Trail Extension: A Community Greenway

Extending the North Gettysburg Trail (NGT) to the west across the north side of the Borough to Gettysburg College is an exciting greenway trail opportunity. This trail would traverse a beautiful streamside/parkside corridor creating a signature trail facility for the community (see North Section map, legend item #3).

- a. The **primary needs** related to this trail are to provide a premier recreational, fitness and transportation option for residents on the north side of the Borough, as well as the community as a whole. Secondary needs would be to provide improved bicycle and pedestrian crossings of BR 15, PA34 and Mummasburg Road. This facility would link the High School and Harrisburg Community College with Gettysburg College. It will also link together the County Ag Center, a nursing home, a huge soccer and tennis complex and the crushed stone running path along Mummasburg Road/College Avenue. It would provide a multi-purpose facility that will be used for transportation, recreation and fitness by Borough residents (especially high school and college students) on the north side of town.
- b. The **opportunities** associated with this segment include the following:
- To extend the idea of the NGT, which is already designed and funded.
 - To take advantage of publicly-owned open land and alley rights-of-way to improve the aesthetics of the Borough's edge.
 - To create a historic loop by also using Howard Avenue which features many monuments that are part of the GNMP.
 - To foster a stronger partnership between the Borough and Gettysburg College.
 - To make improvements to the intersection at E. Broadway and BR15, which is adjacent to Eisenhower Elementary School.
 - To promote use of non-motorized transportation among high school and college-aged students. NGT and the extension will create options for in-town students to get to the Community College and High School without using a car. Bike parking and bicycle education and encouragement programs can be developed at these schools. Non-motorized transportation options may provide environmentally-conscious students an issue around which activities and awareness-raising can be organized.
 - To improve a difficult crossing location at the Tennis Court parking lot entrance, where it is already a bit dicey to cross College Avenue—sight

distances are poor and traffic is accelerating or at high speed, not Borough speed.

- c. The **beneficiaries** of this segment include any and all possible trail users in the community, because, as a signature trail it will attract bicyclists, runners, walkers and skaters from all parts of town. Public school students, in particular, will be beneficiaries, including the elementary school students who could have safety at their school enhanced as a part of the project. But students, faculty and staff at Gettysburg College will also use the trail for recreation. It may become a great place of common ground around which the GC community and Borough community can socialize and coalesce.
- d. Key **stakeholders** for this segment will include the school administrators and students from a number of schools, Borough elected officials, many of whom live on Broadway Street, Adams County officials, local residents along Broadway, and the nursing home administrators.

4. **New Linkage Across the Railroad Tracks**

The CSX railroad line through the center of town is a significant bicycle and pedestrian travel barrier. The barrier effect is exacerbated by the fact that existing at-grade crossings along city streets in the center of town are fair to poor as bicycle/pedestrian crossing routes. It is recommended that the Borough begin thinking about the potential benefits of adding an additional bicycle/pedestrian linkage across the railroad west of Washington Street (see North Section map, legend item #4). This could be a bridge, an underpass, or even an at-grade crossing.

While it will be an expensive proposition, the Borough should begin discussing its options now and consider putting in place the necessary property redevelopment regulations to require developers of property within a certain area to contribute to the cost of a new linkage. It appears that the best location for such a crossing would be somewhere between Franklin Street and the new post office. It should be noted that some research into the long term prospects for this branch line could reveal helpful information for the Borough to consider in looking at this issue.

- a. The need for this improvement is both one of **safety and a need for a direct and convenient north-south bicycle/pedestrian travel route** on the west side of the Borough. Safety issues include the following:
 - Bicyclists are now forced to use Washington, Carlisle/Baltimore or Stratton, any of which is not particularly good for bicycling.
 - Currently, students, and maybe others, are crossing the tracks “illegally” in the area of Constitution/West St., or at Franklin. This creates a potentially dangerous conflict with moving trains or shifting rail cars, as well as potential injury resulting from walking on an unimproved surface.
 - Crossing at Washington is inconvenient for a west side inner loop route as it requires route users to detour all the way to the center of town to cross the tracks.
- b. The **opportunity** for a new linkage should be considered in the form of three possible solutions—a bridge/overpass, a tunnel/underpass, or a new at-grade rail crossing (exclusively non-motorized access). A partnership between Gettysburg College and the Borough is central for this improvement to gain momentum. From both a funding and design point of view it should be coordinated with new development that may take place in the future between Buford Avenue (US30) and the railroad tracks. Already, redevelopment is taking place in this area, and the residential nature and architectural approaches are compatible with creating a more vital section of urban neighborhood in this area. The passing of a stream through the area and the historic industrial buildings provide an opportunity to create a new public space that is woven into private development. The public

services of the Post Office, and the tourism activity of the historic train ride also provide anchors that will support increased movement through the area, and with it vitality and security. The College should be consulted regarding its future plans for the buildings and land west of Constitution Avenue.

- The linkage across the RR tracks is the key component for creating the entire western portion of the inner loop. South of Buford, city streets such as Franklin, West and/or Howard can be used to link to the Gettysburg Recreation Park. Springs Avenue is a good link to the Seminary. The alley just north of Chambersburg Street can be used as a link into the center of downtown.¹
 - The College's athletic fields on the western portion of the campus appear to offer plenty of space for a shared use trail traversing the grounds, as well as a pleasant and open setting for such a path.
- c. The **beneficiaries** for this improvement will be the property owners and business community in downtown Gettysburg and the area just west of downtown; the college staff and students; the Lutheran Theological Seminary (LTS) and the community at large. While the Gettysburg business community has a keen understanding of tourism as its central source of income, it seems likely that the College is also a major contributor to the local economy. However, it may take some work to help the downtown business community understand how and why improving the linkage to the college and its western dorms and athletic fields is of economic benefit to commercial life in the town center.
 - d. Key **stakeholders** for this improvement include the downtown business community, property owners in the neighborhood west of downtown, Gettysburg College, the LTS, the US Postal Service, CSX Railroad, and others. Some will be more inclined than others to talk about such an improvement.

5. A Downtown Urban Greenway

Gettysburg has long been bisected by a freight railroad line. Historically, the railroad is the central to the economy of the town, however now rail activity is limited and industrial uses along the corridor are not supportive of a lively retail, commercial and tourist oriented center just a block away. Today, the railroad largely makes it difficult to create an accessible and attractive downtown.

In recent years two locations along this line have been enhanced and demonstrate how the corridor should continue to be transformed. These are a streetscape project on W. Railroad Street and restoration of the Railroad Station and trackside platform/walkway at Carlisle Street. This concept should be expanded to form a downtown urban greenway/promenade along the railroad corridor (see North Section map, legend item #5).

- a. **Safety needs** only partially form the rationale for improved bicycle and pedestrian access along this corridor. **Downtown revitalization** and creating a new sense of place should be the long term goals for the Borough that will be realized with redevelopment of this area and creation of a greenway.
- b. Development of this greenway will be **opportunity driven**, as it is unlikely that sufficient funding could be found to finance it solely with public dollars.
 - Beginning in the west, from Franklin Street space on the south side of the tracks is tight, however an existing sidewalk can be used and continued west to connect with the cul-de-sac at Franklin.

¹ In Gettysburg, formal use of alleys for bike and pedestrian ways presents a variety of aesthetic, property access, maintenance and traffic safety issues. While the opportunities are very attractive, I recommend that this question be raised later in the trail/bicycle/pedestrian facility development process to ensure that it not derail the entire effort.

- Along W. Railroad, the 17-foot travel lane can be striped to provide for a contra-flow bike lane adjacent to the tracks. This lane can be 5 feet, with a two-foot hash-mark buffer, leaving a 10-foot travel lane.
 - From Carlisle Street to N. Stratton Street, when redevelopment of the parcels on the north side of the RR tracks happens, the Borough should require the developer to build a shared use path on the north side of the tracks for bikes and pedestrians, and complete the pedestrian-only promenade on the south side, enhancing the edge adjacent to the parking garage.
 - From N. Stratton St. to approx. 3rd Street, the greenway path & promenade should be aligned on the south side of the tracks and open into a park that is developed in the open area adjacent to the fire station. This area can become a kind of indoor/outdoor community center and gathering place.
 - From the fire station to N. 4th Street the shared use path should continue along the tracks or use an alley just north of US 30 (Lincoln Hwy). In Gettysburg, formal use of alleys for bike and pedestrian ways presents a variety of aesthetic, property access, maintenance and traffic safety issues. I recommend that this question be raised later in the trail development process to ensure that it not derail the entire effort.
 - Redevelopment along and creation of a shared use path/promenade within the railroad corridor will also present opportunities for historic preservation, adaptive reuse of old buildings, interpretation of Borough history, etc. These themes can be brought out and celebrated along the bicycle and pedestrian greenway.
- c. **Beneficiaries:** Creation of a bicycle/pedestrian linkage across the center of town is not only useful for non-motorized transportation, but will benefit the commercial establishments in the town center and contribute to Borough pride and making the Borough attractive to potential future investors.
- d. The key **stakeholders** for this segment are similar to those listed in #4 above— however, some more can be added to the list: the Fire Department, trackside property owners, historic preservation interests, and others.

6. Completing the Inner Loop

To complete the Inner Loop a number of additional segments are needed. They exist primarily on the northwest side of the loop and on the east side. A list of these segments follows (in somewhat geographic order), along with a brief summary of the prospects and my recommendations. Some sections will need to be on-road, others can be new or upgraded shared use trail.

- a. East Broadway and BR 15—As already mentioned, intersection improvements are needed at BR 15 and E. Broadway, which is misaligned. Because of this problem's proximity to the elementary school it may be a good Safe Routes to School project candidate. If not, at least justification for investment of Borough funds at this location can be based on child safety. The completion of the North Gettysburg Trail will make the deficiencies at this intersection very apparent, if they are not already. The crossing should be addressed as part of that construction project, or separately, but soon after its completion.
- b. East Broadway to 4th—This street is 40 feet wide for one block, and if parking was eliminated on one side, it could be striped with two bike lanes.
- c. 4th Street has no parking prohibitions on the west side, however it does not appear to have much demand for parking. If parking can be prohibited on this 30 foot road (which is not currently striped in the middle), it could be restriped with two 5-foot bike lanes and 2 standard 10-foot travel lanes. Traffic volumes and speeds on this street certainly support the need for striped bike lanes. This street has a steady

flow of traffic from town which is avoiding town-center streets to get to and from BR15.

- d. 4th Street becomes very narrow south of U.S. 30. The crossing of U.S. 30 is also uncomfortable for cyclists, however there is a signal. None-the-less the crossing of U.S. 30 at 3rd Street by the bicycle shop appears to be better. However, to use 3rd Street, requires cyclists to use the alley in an industrial area (see alley discussion above). Also, some type of intersection improvements should be considered if 3rd Street were to become part of a Signed Bike Route for the Inner Loop. In this area, it was not possible to find a route that did not present a moderate to serious safety issue that would be magnified by designating a formal Inner Loop route. It is likely that which ever route is selected, some type of significant safety improvement will be needed.
- e. Alley south of Middle Street—3rd Street leads directly to an alley south of Middle Street. On the face of it, it appears that it would present few safety issues to use this alley for a designated bicycle route, and it likely could be designated without too much controversy.
- f. East and West Broadway—East Broadway from BR 15 to Carlisle Street is very wide, 42 feet plus. It could easily be striped with bike lanes while retaining parking on each side. This route could be developed as an interim on-road route alternative for Segment 3 above. West of Carlisle, a beautiful median is present in the street. While this eliminates the potential for bicycle lanes, the “shared lane marking” could be used instead. This street has very little traffic, and parking appears to not be fully occupied, providing space for bicyclists to move right when a car passes. Moreover, the sidewalk can be used by child bicyclists.
- g. While our field visit did not explore the Gettysburg College campus, it would appear to be fairly easy for the Inner Loop Trail to follow an existing path (unpaved) along College/Mummasburg, then turn west at some point, cross between some athletic fields and then proceed south adjacent to athletic fields and then Constitution Avenue all the way to the railroad track near a campus parking lot. The key issue is working out a partnership with the College, however the campus is an open campus, so public access should not be a huge issue.

Strategies and Ideas to Improve Community Support for Bicycle and Pedestrian Improvements

As I reflected upon what I saw during our field reconnaissance and listened to the comments offered by the other people involved, a wide range of ideas emerged that might best be described as potential strategies to use to advance the Inner Loop Trail. These strategies may apply to only one or a few segments, or to the whole Inner Loop concept. They may also apply to bicycle and pedestrian improvements for the Borough in general.

Pedestrian Access and Safety Downtown

While our field work did not focus on pedestrian access and safety throughout central Gettysburg, everyone involved in the project concurred that it was not a particularly friendly environment, and that this fact is somewhat ironic since the economy is so dependent on tourism and visiting central Gettysburg is usually a component of the GNMP tourist experience. Given the large volumes of motor vehicle traffic that tourism generates, it would seem important and worthwhile to make the pedestrian environment on Gettysburg streets in the central core as safe and welcoming as possible.

Ideas for doing this include:

- As a strategy of getting the Borough Council, Public Works Dept., and business community involved in pro-bike, pro-walk actions, asking the Borough Council to “pick

some low hanging fruit,” and install improved crosswalks, maybe some new curb ramps, and safety signage in the downtown core, such as around Lincoln Square.

- Another strategy might be hanging a temporary banner in the Square that asks/reminds drivers about yielding to pedestrians in crosswalks. A local civic club, such as Rotary, might be asked to donate the funds for creating such a banner. Because it would be hung as a non-permanent installation, historic preservation issues should not be a concern. And it could be moved to ensure that it continues to get noticed by a wide variety of drivers.

Linking to Historical Themes

Because Gettysburg is all about history, initiatives to advance bicycling and walking may need to have a historic tie-in. Three possibilities come to mind:

- One of the components of the Civil War that most relates to the Borough itself, is how it, and its residents served to care for the wounded. Many homes and farms became temporary hospitals, many residents became nurses and orderlies. I wonder if this theme could be researched further and if a bicycling and/or walking loop ride could be developed with a guidebook, as a tourist activity option. This aspect of the war is likely to appeal to the women among the family visitors and some thought should be given to that as an aspect of facilitating the visitor experience. Consultation with the NPS and one of the local guide companies might be early steps to explore the viability of this idea.
- More broadly, the whole Gettysburg experience should be analyzed from the point of view of what stories could be told in a bicycle-mounted tour. Then these stories and the routes upon which they are told can be explored to determine what may be viable for local tour guides, or bicycle advocacy groups, to offer the public as a guided ride.
- The third would be to have someone research the history of bicycling in Gettysburg. Bicycling was a big thing in the late 1800's all up and down the east coast from DC to Boston. Surely Gettysburg has an interesting element to add to our whole nation's fascination with the bicycle.

Generating Community Interest

One of the best ways of generating community interest is to sponsor an annual ride. By taking people from the community on a ride around the Inner Loop, you can show people both the potential and the problems/needs. When people see it first hand, they will be motivated to support efforts directed toward change. Also, a group ride creates an environment with greater safety and security, so people can bring their children and families. People who would not ride the loop on their own, will come on a group ride where there is safety in numbers.

Another approach is to offer a regular ride once a month for a smaller group. This can be oriented to getting select VIP's to join the ride and catch the vision. Each month a different small set of community leaders can be invited. This is a good way to get Council Members involved, executives/presidents of various institutions, directors of key government agencies, state or even federal elected officials, etc. Getting key combinations of VIPs to ride together provides a bonding and partnership-creation opportunity.

Addressing the Potential Liability of a Loop Trail

Care needs to be taken when promoting a *loop trail* as the feature bicycle and pedestrian improvement for a community. In all communications, it needs to constantly be made clear that the Loop Trail is **not** being sought as a stand-alone facility that **must be fully-completed** in order to be useful. If this is the public perception, and it could be a logical assumption that people make without thinking, then the project may not be well received by the Gettysburg public. Some components of this loop are obviously costly and will take many years to complete. People will be

hesitant to support investment in something that may not get finished and thus waste the value of what is built as well. Thus, it will be important to stress that the Loop's various segments provide important linkages within the community, and can stand alone as worthwhile investments.

Secondly, HABPI may find that the idea of an Inner Loop Trail hard to sell because it does not appear to be that practical, from a transportation standpoint. Some may consider a loop trail and wonder, "who needs or wants to go in a circle around the Borough, I need to get through the middle?" A *loop* sounds great for recreation, but if you are going to rely on transportation benefits as a selling point with some or all constituencies, a loop can be a liability.

In communities where the transportation selling point is primary, they tend to develop routes more on a *Spoke & Hub* model; movement to/from the core is seen as a primary objective with which many residents can easily identify. And, if cross-town movement is needed, the thinking is that in a small community it can go through the core.

You have shown me that Gettysburg is different. HABPI and others have identified the core as a place that is not bike-friendly today, and is likely to be difficult to change. Moreover, many of Gettysburg's spokes are roadway environments that currently are poor for bicycling and may be difficult/impossible to upgrade. So to sell segments of the Loop Trail as providing safer biking and walking for utilitarian transportation, the proposals for improvements must actually be, and be clearly understood as, practical and relevant for transportation purposes.

As more people are confronted by the question HABPI is raising, "Do we need bicycle and pedestrian improvements?" HABPI may be in a position of having to always explain/justify its strategy for the Loop. Others may see bigger problems and potential benefits elsewhere. As people begin to identify the endpoints of the trips they would like to make biking, walking or running, many of these lines may go through the middle of town, and thus appear unserved by the Loop. HABPI will need to be ready to address this possible disconnect.

For all of these reasons, I suggest giving two ideas some reflective meditation at this juncture in your process:

- First, think about recasting the Inner Loop Trail idea into an image/terminology that more clearly represents the vision of a Borough made fully bicycle and pedestrian friendly. I don't know if you will come up with anything better. So don't give up on the Inner Loop, but play with some other terms and visions. I should note that for HABPI, it may be true that in Gettysburg a recreation amenity is more sellable than a transportation improvement and the Inner Loop Trail is the perfect framework.
- Secondly, it may be important to consider if one single north-south street through town can be improved in some way for bicycling, and if so, which one? What comes to my mind is Stratton, but I did not actually see it. Is there any potential there? For an east-west movement what about Middle or High Streets? On the north side of town Broadway is the obvious opportunity (already discussed), but maybe Lincoln is more useful. I raise these questions with some reservation, as I do not want to overload your efforts with too many ideas. Its is not possible to do it all, nor to start everywhere. But don't overlook something that might be easy, less costly and less controversial, even if it offers only marginal benefit.

Linking to the New NPS Visitor's Center

It is clear that there has long been an interest in linking the Borough with the GNMP and its Visitor's Center. The NPS has discussed the possibility of a portion of trail to make this link, and should take a look at other ways of improving the bike-friendliness of roads in and out of the visitor center. The NPS should work with HABPI to identify other opportunities to improve safe bicycle connections between important battlefield areas and downtown, such as using a peripheral street that is bicycle-friendly. There

may be other opportunities to enhance the bicycling experiences in and around the battlefield, including self guided and or guided themed historic tours by bicycle.

Website

The HABPI website is very nice. This site could be used to provide a home for an Inner Loop Vision Plan and Map. By this I mean a brief Executive Summary (some of the needed content for this is already on the site) and then special pages for the different segments. This way people can focus on a segment at a time, but not lose sight of the long term potential, and things that the Borough and developers should consider with major downtown redevelopment initiatives.

Involving Young People

My final idea emerged from the experience of being in the Community College, where we started our field work. It is a new campus, and I found it such a hopeful environment. Many young people are there with hopes and dreams. They are trying to learn something that will help them make a living. I saw our future in them, and I thought that some students there (and in the high school nearby) undoubtedly have concerns about global warming and the environment. Yet they go to school in a strip mall with a big parking lot in front. They mostly drive to school, which is very costly (community college students are typically not wealthy) and adds to the pollution of air and water.

As a part of building the North Gettysburg Trail, I would urge the community to launch an initiative oriented to making it possible for students to bike from town to the community college and high school. This initiative should include provision of high quality bike parking (perhaps designed and built by the Vocational Technical School or Community College students), promotion of bike use through encouragement and marketing, integration of the effort with environmental clubs among students and as many types of classes and course curriculums for which a linkage can be made. Finally, safety education and riding skill development should be taught in the schools or in extra curricular course offerings. In later years, the older students can bring what they learn to the elementary schools in the Borough. Getting bike culture going among the young in the community could be a great strategy for advancing the cause overall.