



# CAMP HILL, PA

TOTAL POPULATION

7,630

TOTAL AREA (sq. miles)

2.12

POPULATION DENSITY

3,599

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Camp Hill
High Speed Roads with Bike Facilities	40%	NA
Total Bicycle Network Mileage to Total Road Network Mileage	47%	33%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	1%
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	QUARTERLY
Bicycle-Friendly Laws & Ordinances	SOME	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 91K	1 PER 15K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	1.3 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	1.4 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	2.2 /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3.4 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	2.8 /10

## KEY OUTCOMES

	Average Silver	Camp Hill
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.6%	1.5%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	549	170
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	7.3	0



## KEY STEPS TO SILVER



» Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create an in-school bicycle education program.

» Your reported bicycle network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.

» Develop a design manual that meets current NACTO standards, or consider whether the FHWA's Small Town and Rural Multimodal Network Guide may have some appropriate solutions for your roadways as you increase your bicycle network. This will make it easier for planning & engineering staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other communities throughout the United States.

» Continue to increase the amount of high quality bicycle parking throughout the community.

» Install a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.