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Baltimore Street to be beautified

BY JIM HALE Times Staff Writer Aug 30, 2017 Updated 2 hrs ago

Adding traffic signals at Lefever and South streets is part of a proposal to improve Gettysburg's Baltimore Street corridor.

Grants will be sought from various sources for the three-phase plan that could cost \$11 million and take eight years to complete, officials told the borough council Monday during a workshop session.

A committee of some 80 people, representing residents, businesses, and other organizations, concurred with the proposal, said Deb Adamik, president of the Main Street Gettysburg community development organization, and engineer Chad Clabaugh.

They and committee members walked the streets for 72 hours to gain real-world understanding of traffic patterns, sidewalk conditions, crosswalk and lighting needs, and other issues including how to attract businesses and present Baltimore Street's history, they said.

The borough council would have to approve the proposal, which extends from the south end of town to the first block of Carlisle Street, and is inspired by improvements on Steinwehr in recent years. Various aspects of the proposal would also require the Pennsylvania Department of Transportation's approval after traffic studies.

The new traffic lights at Lefever and South would be tied into the existing ones at Steinwehr Avenue to improve traffic flow and safety, said Clabaugh, of the C.S. Davidson firm in Gettysburg. He compared the concept to the interconnected signals now in place at Herra Ridge and Chambersburg roads.

Over the course of approximately 90 minutes, Clabaugh and Adamik presented many other parts of the proposal, but noted nothing is final at this point.

Some aspects of the proposal, titled "Footsteps of Lincoln," are:

- Creating "bump-outs" by widening sidewalks in many locations to reduce the width of traffic lanes in hope of slowing vehicles, potentially dissuading large trucks from passing through the borough, and making crossing safer for pedestrians. The changes could require the borough to take over snow-plowing responsibilities from the state, Clabaugh said. The bump-outs would also assist with Americans with Disabilities Act compliance and provide sites for water-gardens and other features to assist with stormwater control regulations, he said.

- The bump-outs would reduce parking spaces between Lincoln Square and Soldiers' National Cemetery from 120 to 90, Clabaugh wrote in an email Tuesday. The current concept also gives the council the option to restore 10, he wrote. If 83 metered spaces being proposed on nearby Gettysburg Area School District property are included, he wrote, "there would be a net gain of 53 metered spaces."

- Improving Pfeffer Alley to provide pedestrian access to Baltimore from the proposed school-lot spaces. The distance involved is more than people are used to walking downtown but less than they routinely walk in the local Walmart parking lot, Adamik said. The overall proposal is consistent with the borough's "holistic" strategy of moving to centralized parking areas including the school lot, the borough's Racehorse Alley garage, and increased parking that is being discussed by private parties in the Steinwehr corridor, borough Manager Charles Gable said.

- Opening the narrow parking lot of the Adams County Library System's Gettysburg facility to Baltimore.



- Revamping the Breckenridge Street crosswalk, where many children from the nearby elementary and middle school cross, and where a child was hit by a vehicle.

- Working with the state and Cumberland Township to extend the borough's 25 mph speed limit south to The Pike Restaurant and Lounge so vehicles will have slowed by the time they enter the borough at the top of the hill.

- Adding a gateway structure at the south end of town, possibly reaching across the entire road.

- Adding a crosswalk at the Gettysburg Tour Center, based on pedestrian traffic patterns and sightlines required for safety.

- Extending the proposal to the Gettysburg Transit Center bus facility on Carlisle Street and including bicycle-friendly features throughout the proposal, thereby gaining eligibility for multi-modal transportation grants.

In other business Monday, Gable said a developer active in the Staten Island area of New York is planning a visit next month to the vacant Gettysburg Station site between Baltimore and Stratton streets, where property tax breaks and zoning changes are under consideration. The developer will be asked what incentives would be required to make desirable development possible, Gable said.