

Project Recommendation Matrix

Using the Overall Urban Design Framework as the basis, a comprehensive list of project recommendations for the entire Urban Redevelopment Plan's recommendation, including all long-term projects, has been prepared. They are organized by Transportation and Green Infrastructure and Stormwater Management Projects. Each of the recommendations are prioritized in terms of near, mid and long term and are keyed to a corresponding plan showing the location and extent of the proposed project.

Project Recommendations - Transportation

Map Key #	Priority	Project	Description
T1	Near Term	Undertake an Area-Wide Traffic Generation/Impact Study	<ul style="list-style-type: none"> ▪ A base-line traffic volumes and capacity model should be prepared in coordination with PennDOT District 8-0 for a designated traffic impact area based on the three key redevelopment sites as well as other redevelopment potential within the northern quadrant neighborhood. ▪ A traffic generation model should be developed which considers the traffic generation from the build-out of the three redevelopment sites. ▪ Targeted area-wide traffic improvements to maintain or improve LOS should be identified based on the traffic impact model and heavily focused on extending the existing street grid and using context-sensitive solutions to management traffic. ▪ Determine division of developer versus Borough responsibilities for area-wide traffic improvements based on generated needs/impact.
T2	Near Term	Fairground Avenue Improvements from Penn Street to B Street as a “Complete” Two-way Street	<ul style="list-style-type: none"> ▪ Design and engineer a new roadway with a “complete-street” cross-section that adds a widened sidewalk on the west side of the street (in front of the existing houses) and provides on-street parking on both sides as well as two-way vehicular traffic. ▪ Include sharrows to accommodate on-road bicycle traffic. ▪ Street trees, architectural lighting and integrated stormwater techniques should be included.
T3	Near Term	Intersection Improvements at U.S. Route 11/N. Hanover St./ Fairground Avenue/Penn Avenue	<ul style="list-style-type: none"> ▪ A traffic engineering study should be performed to ways to improve this critical nexus of roadways and to facilitate safe circulation for all modes of travel, including pedestrians and bicyclists. ▪ Two-way traffic on Fairground Avenue should be accommodated to promote improved vehicular and pedestrian connections between the northern quadrant neighborhood and the downtown. ▪ Penn St. should be evaluated as a one-way street, west bound, with diagonal back-in parking.

Time line Near Term = Within 1-2 years Mid Term = Within 3-5 years Long Term = 5+ years

Project Recommendations - Transportation

Map Key #	Priority	Project	Description
T4	Near Term	PA Route 34/Carlisle Springs Road and U.S. Route 11/N. Hanover Street At-grade crossing consolidation and realignment	<ul style="list-style-type: none"> ▪ Methods to consolidate the two at-grade railroad crossings into one crossing should be studied. ▪ Improvements to this intersection must be linked with proposed improvements at the N. Hanover St./Fairground Ave. and Penn Ave. ▪ Pedestrian and bicyclist crossing improvements at the at-grade crossing should be included in any redesign of this intersection to ensure a strong connection between the northern quadrant neighborhood and the downtown. ▪ This intersection should include prominent urban design elements, such as a landscaped median, in order to create a visual connection to the adjacent redevelopment area.
T5	Near Term	PA Route 34/Carlisle Springs Road Streetscaping and Green Infrastructure Improvements	<ul style="list-style-type: none"> ▪ Carlisle Borough should discuss a “turnback” of PA Route 34 to the Borough, with PennDOT, to allow for a “complete streets” redesign. ▪ Pursue redesignating PA Route 34, via Calvary Road to its intersection with U.S. Route 11 as designated truck route. ▪ This roadway should be designed and engineered as a complete street including two-way traffic, on-street parking on both sides, sidewalks, street trees, architectural lighting and integrated stormwater techniques.
T6	Near Term	B Street Extension from Pitt Street to PA Route 34/Carlisle Springs Road	<ul style="list-style-type: none"> ▪ This segment of roadway should be designed and engineered as a complete street including two-way traffic, on-street parking on both sides, sidewalks, street trees, architectural lighting and integrated stormwater techniques. This connection will also be linked to the proposed B Street segment between College St. and Factory St.; traffic calming and sharrows should be evaluated along the entire length of B Street to ensure bicycle connectivity and the neighborhood character of the street is maintained.

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Project Recommendations - Transportation

Map Key #	Priority	Project	Description
T7	Near Term	B Street Extension from PA Route 74/College Street to Factory Street	<ul style="list-style-type: none"> ▪ This segment of roadway should be designed and engineered as a complete street including two-way traffic, on-street parking on both sides, sidewalks, street trees, architectural lighting and integrated stormwater techniques. ▪ This connection would also be linked to the proposed B Street segment between Pitt St. and Carlisle Springs Rd.; traffic calming and sharrows should be evaluated along the entire length of B Street to ensure bicycle connectivity and the neighborhood character of the street is maintained. ▪ Since PA Route 74 (Waggoners Gap Rd. turns to the south from B St. onto College St. (south of B St.) this intersection should be studied to determine what facilities are needed to manage future traffic volumes and to ensure comprehensive bicycling and pedestrian accommodations are included. The designation of PA Route 74 should be maintain in its current configuration.
T8	Near Term	Lincoln Street Extension from Pitt Street to Fairground Ave.	<ul style="list-style-type: none"> ▪ This segment of roadway should be designed and engineered as a complete street including two-way traffic, on-street parking on the north side, a 10' wide multi-use path on the south side, a sidewalk on the north side, street trees, architectural lighting and integrated stormwater techniques.

Time line

Near Term = Within 1-2 years Mid Term = Within 3-5 years

Long Term = 5+ years

Project Recommendations - Transportation

Map Key #	Priority	Project	Description
T10	Near Term	C Street Extension from Pitt Street to PA Route 34/ Carlisle Springs Road	<ul style="list-style-type: none"> This segment of roadway should be designed and engineered as a complete street including two-way traffic, on-street parking on both sides, sidewalks, street trees, architectural lighting and integrated stormwater techniques. This connection would also be linked to the proposed C Street segment between College St. and Factory St.; traffic calming and sharrows should be evaluated along the entire length of C Street to ensure bicycle connectivity and the neighborhood character of the street is maintained.
T11	Near Term	C Street Extension from Pa Route 74/College Street to Factory Street	<ul style="list-style-type: none"> This segment of roadway should be designed and engineered as a complete street including two-way traffic, on-street parking on both sides, sidewalks, street trees, architectural lighting and integrated stormwater techniques. This connection would also be linked to the proposed C Street segment between Pitt St. and PA Route 34/Carlisle Springs Rd.; traffic calming and sharrows should be evaluated along the entire length of C Street to ensure bicycle connectivity and the neighborhood character of the street is maintained.
T12	Near Term	Factory Street, Parking and Bicycle/Pedestrian Improvements	<ul style="list-style-type: none"> Factory St. south of D St. once had a railroad siding located along it to serve the factory. The removal of this rail siding has resulted in a very wide roadway. Redesigning the street for the inclusion of diagonal pull-in parking and bike lanes or sharrows should be studied for the blocks south of D St. Factory Street from D St. to G St. should be studied for sharrows.
T13	Long Term	U.S Route 11/N. Hanover Street and Clay Street Intersection Improvements	<ul style="list-style-type: none"> This intersection should be studied to determine if alternative traffic engineering techniques, such as a roundabout, could be utilized to improve traffic flow, especially considering the increased distribution of traffic from Clay St. as result of the proposed redevelopment to the west of the intersection.

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Project Recommendations - Transportation

Map Key #	Priority	Project	Description
T14	Long Term	U.S. route 11/N. Hanover Street Gateway Corridor Improvements from Clay Street to Charles Street	<ul style="list-style-type: none"> N. Hanover St., north of Clay St. suffers from extensive curb cuts and driveway access points, many poorly defined or extending across the entire frontage of parcels. An access management policy should be established with PennDOT for this corridor which consolidates existing driveways and eliminates access points as a result of redevelopment activities.
T15	Long Term	Memorial Park to Hamilton Street School Multi-Use Trail/Greenway/Safe Route to School	<ul style="list-style-type: none"> A primarily off-street or side-path multi-use trail (minimum 10' wide) trail should be created from Memorial Park to the Hamilton Elementary School. The trail should be linked with public open spaces/stormwater management areas to create a cohesive trail through the neighborhood and links the elementary school to the community.
T16	Mid Term	D Street Extension from Pitt Street to PA Route 34/Carlisle Springs Road	<ul style="list-style-type: none"> This segment of roadway should be designed and engineered as a complete street including two-way traffic, on-street parking on both sides, sidewalks, street trees, architectural lighting and integrated stormwater techniques. The proposed Memorial Park to Hamilton Street School greenway trail would travel along this segment of D Street. This connection would also be linked to the proposed D Street segment between Carlisle Springs Rd. and Hamilton St.; traffic calming and sharrows should be evaluated along the entire length of D Street to ensure bicycle connectivity and the neighborhood character of the street is maintained.
T17	Near Term	D Street Extension from PA Route 34/Carlisle Springs Road to Hamilton Street	<ul style="list-style-type: none"> This segment of roadway should be designed and engineered as a complete street including two-way traffic, on-street parking on both sides, sidewalks, street trees, architectural lighting and integrated stormwater techniques. This connection would also be linked to the proposed D Street segment between Pitt St. and Carlisle Springs Rd.; traffic calming and sharrows should be evaluated along the length of D Street to ensure bicycle connectivity and neighborhood character of the street are maintained.

Time line Near Term = Within 1-2 years Mid Term = Within 3-5 years Long Term = 5+ years

Project Recommendations - Transportation

Map Key #	Priority	Project	Description
T18	Mid Term	Clay Street Multi-Use Trail/Side Path	<ul style="list-style-type: none"> A 10' wide (minimum) side path should be created along the west side of Clay St. This trail would serve as a major pedestrian feeder from the parking areas to the main gate of the Fairgrounds. It would also provide a trail feeder to the Hamilton Elementary School.
T19	Mid Term	Hamilton St. Sharrows	<ul style="list-style-type: none"> The inclusion of sharrows should studied for Hamilton St. from PA Route 34/Carlisle Springs Rd to Cavalry Rd.
T20	Mid Term	West Street Sharrows	<ul style="list-style-type: none"> The inclusion of sharrows should studied for West St. from High St. to K. St.
T21	Mid Term	Gobin/Media Drives Sharrows	<ul style="list-style-type: none"> The inclusion of sharrows should studied for Gobin St. from Hamilton St. to Cavalry Rd. to connect to the pedestrian/bicycle access point to the rear of the Hamilton Elementary School.
T22	Mid Term	Expand Wayfinding Signing System	<ul style="list-style-type: none"> As destinations are developed in the northern quadrant neighborhood, the downtown vehicular wayfinding signing system should be expanded to include new destination in the neighborhood. A pedestrian wayfinding signing system to should be extended from downtown to the main entrance of the Fairgrounds.

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Project Recommendations - Transportation

Map Key #	Priority	Project	Description
T24	Long Term	Terminate Clay Street at G Street	<ul style="list-style-type: none"> Terminating Clay St. via G St. would remove traffic volumes directly from the main entrance to the fairgrounds, improves the configuration of the “diner triangle” and provide more opportunity to extend the entrance of the fairgrounds closer to Carlisle Springs Rd. This alignment appears to be consistent with bus traffic flow from the Hamilton School, which mostly utilizes G Street.
T25	Long Term	Upgrade the main entrance to the Fairgrounds via H Street and create a pedestrian gateway entrance via the abandoned portion of Clay Street	<ul style="list-style-type: none"> Abandoning Clay St. from G St. to H St. would allow for the creation of a fairgrounds plaza at the main gate. It would also provide for the creation of a major pedestrian walkway connection from the main parking areas along Clay St. directly into the fairgrounds entrance along the primary pedestrian circulation route from the parking to the main gate.
T26	Mid Term	New north/south street between B and D Streets	<ul style="list-style-type: none"> A new north/south street in this location forms complete neighborhood block units, provides additional on-street parking and provides neighborhood-level circulation.
T27	Mid Term	Fairground Alley construction between B and D Streets	<ul style="list-style-type: none"> Fairground Avenue would serve as an alley from B St. to D Street to maintain rear access to existing properties fronting on N. Pitt St.
T28	Near Term	2-Level Parking Deck	<ul style="list-style-type: none"> A parking deck in this location would provide the ability to create urban-density in the core mixed-use blocks and would jointly serve the proposed hotel and retail anchor with direct pedestrian access into each building. The building should be treated with green elements including “green screens,” grey water storage and potentially a solar array above the upper level.

Time line

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Long Term = 5+ years

Project Recommendations - Transportation

Map Key #	Priority	Project	Description
T29	Near Term	A Street Extension from Fairground Ave. to PA Route 34/ Carlisle Springs Road	<ul style="list-style-type: none"> This new street would serve as a key east-west connector for the likely first phase of development on the former IAC/Masland Site. This segment of roadway should be designed and engineered as a complete street including two-way traffic, on-street parking on both sides, sidewalks, street trees, architectural lighting and lush landscape plantings. This street connection would also be linked to the proposed parking deck and will likely be lined with restaurants and entertainment uses/retail as well as the front door to the hotel. The urban design approach should create a very slow speed roadway emphasizing the ability for civic uses such as outdoor dining and seating.
T30	Long Term	New Street from Hamilton Street to U.S. Route 11/N. Hanover Street	<ul style="list-style-type: none"> This new street would create a shorter block length along N. Hanover St., north of Clay St., similar to the blocks in the center of the Borough. It would also create a new commercial corner with high visibility and a short street conducive to pedestrian-oriented retail and streetscaping. On-street parking should be provided on both sides of this new street and could support additional redevelopment of older retail properties north of the street, along N. Hanover St.
T31	Near Term	New Street (Hamilton Square Drive)	<ul style="list-style-type: none"> This small street connection would provide street and parking frontage for the proposed mixed-use building 2M and also forms the northern boundary of the proposed Hamilton Square.

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Existing Building Footprints



Existing Institutional/Municipal Building Footprints



Proposed Residential Development



Proposed Commercial/Mixed-Use Development



Parks, Openspace and Stormwater Management Areas



Transportation Key Map
- Former Carlisle Tire and Wheel Site



Existing Building Footprints

Existing Institutional/Municipal Building Footprints

Proposed Residential Development

Proposed Commercial/Mixed-Use Development

Parks, Openspace and Stormwater Management Areas

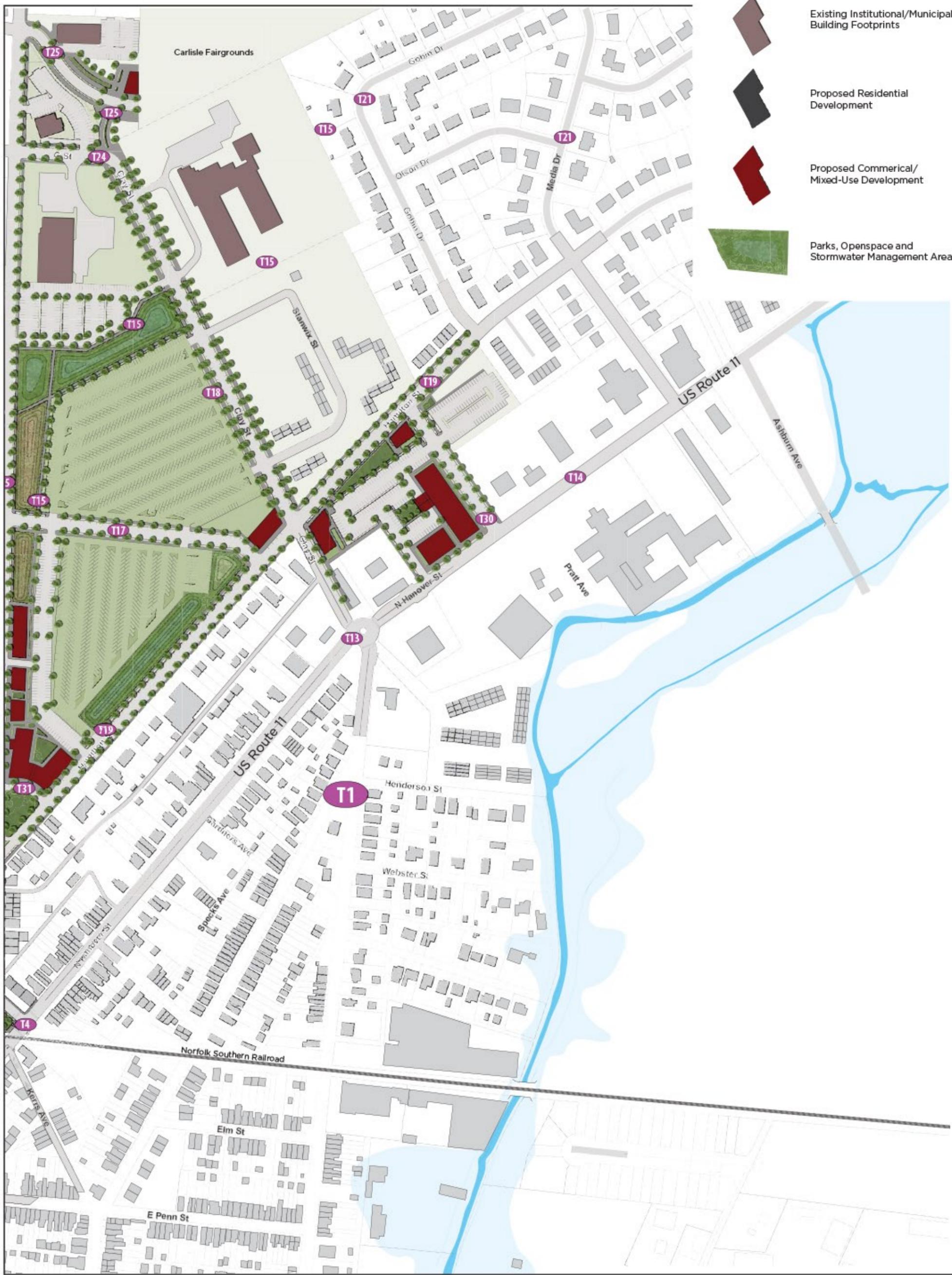


Transportation Key Map - Former IAC/Masland Site



LEGEND

-  Existing Building Footprints
-  Existing Institutional/Municipal Building Footprints
-  Proposed Residential Development
-  Proposed Commercial/Mixed-Use Development
-  Parks, Openspace and Stormwater Management Areas



Transportation Key Map
- 759 Hamilton St. Site and Surrounding Area