



## Carlisle Active Living Workshop Summary

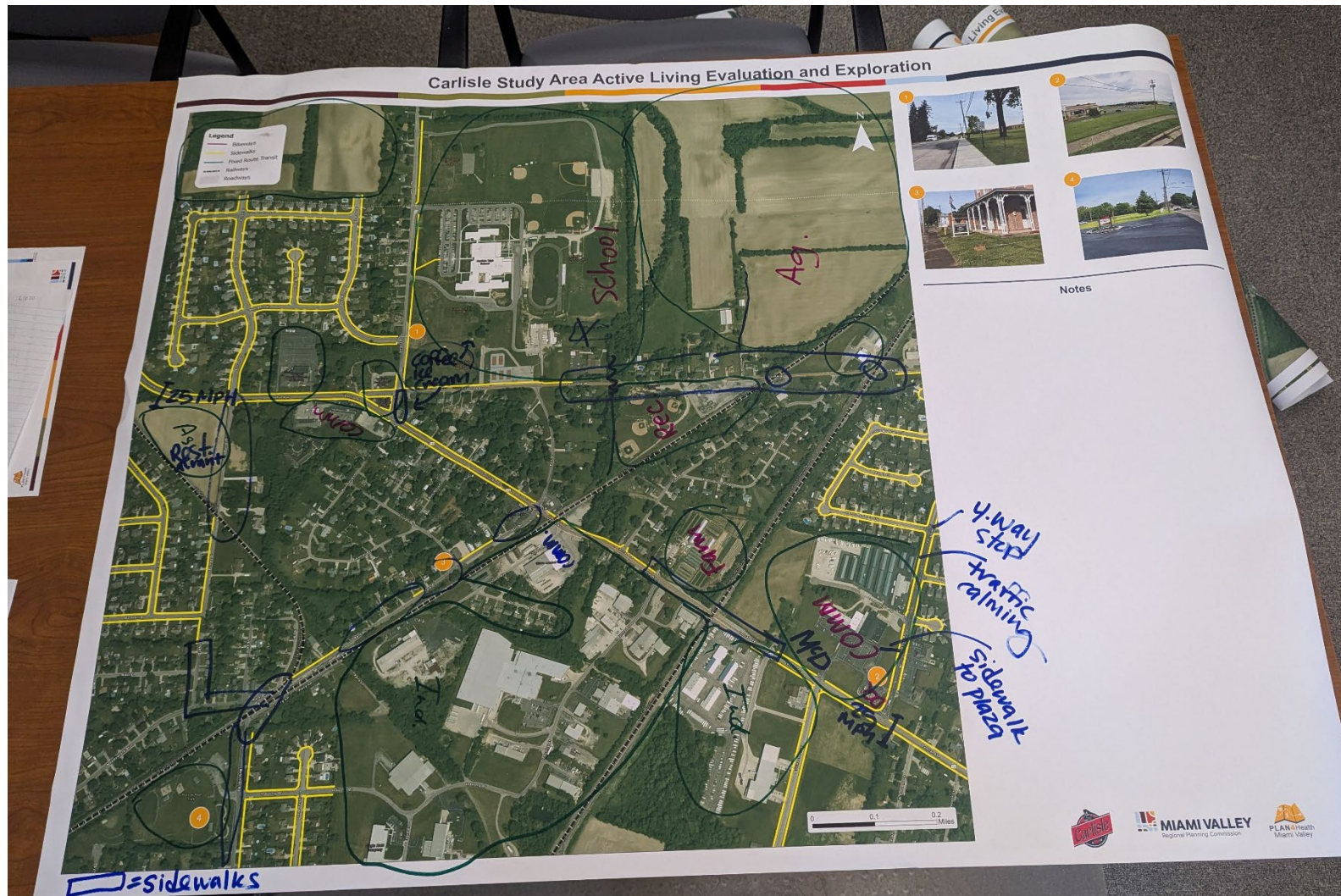
The Carlisle Active Living Workshop was held on May 20, 2026 at the Carlisle Municipal Building Council Chambers (760 W Central Ave, Carlisle, OH 45005). The event was a joint effort between the City of Carlisle and The Miami Valley Regional Planning Commission (MVRPC). The workshop was attended by residents, local government employees, and other interested parties. The purpose was to introduce and interactively discuss the active living conditions within a focus area of the city. Carlisle staff shared on their motivation and interest in the topic of active living and MVRPC staff presented findings from the PLAN4Health – Miami Valley Built Environment Assessment and discussed the topic of active living. Workshop participants engaged with multiple activities throughout event, including a “spot the difference” exercise, an active living evaluation and exploration mapping activity, and a visual preference exercise. A short walking tour was planned, but cancelled due to rainy conditions. The following pages show the outcomes of the workshop activities.

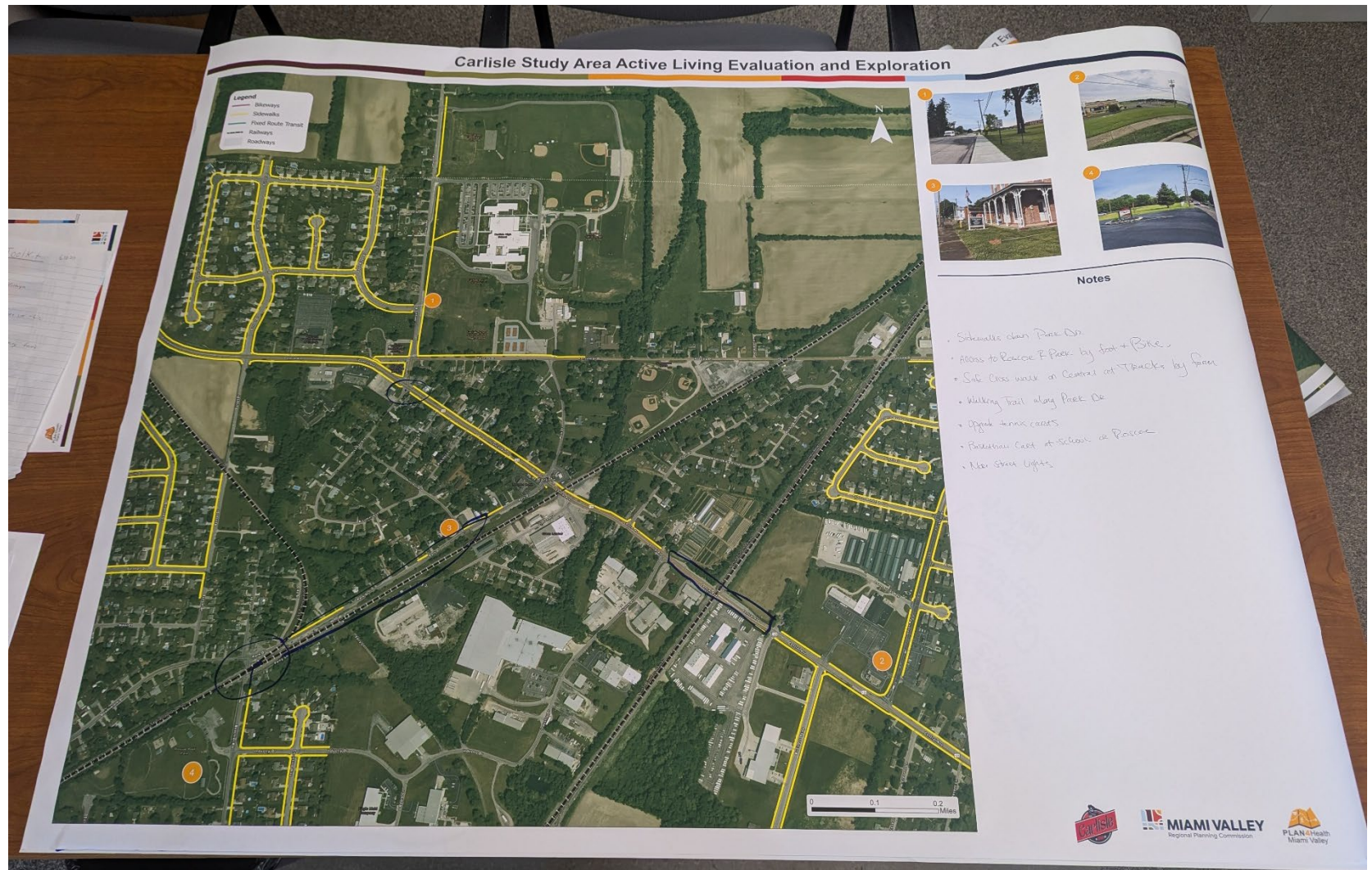
[Click here to see a copy of the workshop agenda](#) | [Click here to see a copy of the workshop presentation](#)



## Active Living Evaluation and Exploration Mapping Activity

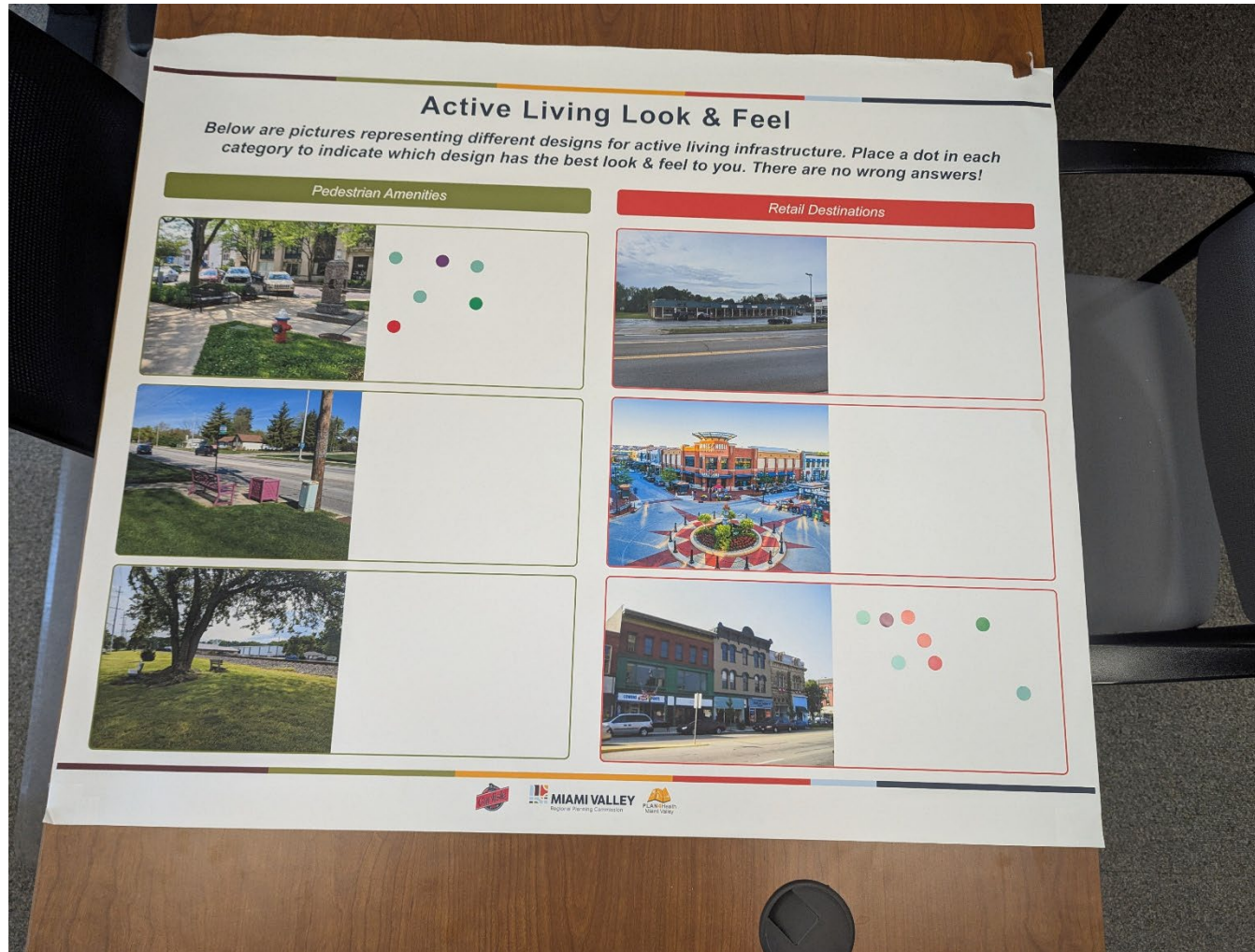
Participants were asked to evaluate active living conditions and recommend interventions within and around the focus area in Carlisle. The following images reflect their comments.





## Active Living Look and Feel

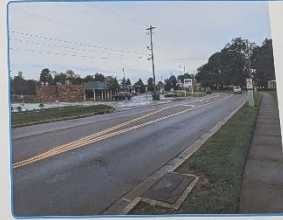
Participants were asked to indicate their preference for a range of amenities to support active living. The following pictures show the outcomes of this dotting exercise.





**Active Living Look & Feel**

*Below are pictures representing different designs for active living infrastructure. Place a dot in each category to indicate which design has the best look & feel to you. There are no wrong answers!*

| Crosswalks                                                                         | Street Design                                                                        |
|------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
|   |   |
|   |   |
|  |  |





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## Activities and Discussion Summary:

Analyzing the content of the activities and discussion revealed some insights.

- For the look and feel activity there was complete consensus from participants on each topic area, which included:
  - Areas with off-street and shaded pedestrian amenities, such as benches and public art
  - Brick and mortar traditional downtown retail destinations with on street parking
  - Crosswalks that are well marked, in good condition, and have bright and visibly distinct signage
  - Street designs that emphasize traffic calming and pedestrian refuges with a grassy median, as well as tree cover and lighting
- The lack of parks, as well as the difficulty getting to Carlisle's primary park (Rosco Roof) as a pedestrian was a large discussion point. Getting a pedestrian walkway into Roscoe Roof and connecting it to Park Drive over the rail line was discussed
- The grassy area on Park Drive across from the historical society was cited as a prime opportunity to create a new park, and it was noted that with the lack of sidewalks in that area, the installation of a walking path at that new park could alleviate the issue
- Fairview Drive was emphasized by participants as a high priority corridor to install walkways. Multiple participants noted that they see children walk on the road here to go home to/from school, and to access the baseball / softball fields. The creek that intersects Fairview, which would require a new or reconstructed bridge, was noted as a potential difficulty in implementing this
- Potential improvements to OH-123 were discussed in relation to slowing and alerting traffic in order to reduce accidents at its intersection with Chamberlain Road
- Restaurants that would serve kids going to / leaving school was discussed in terms of how it would reduce the number of children taking dangerous routes across the city to reach food options
- Some improvements and activity infrastructure were recommended by participants, such as installing more street lights, building a community basketball court, improving the existing tennis courts, installing railbikes on underutilized rail lines, and more.
- Changing speed limits were discussed in certain corridors as a way to improve pedestrian safety, especially considering the amount of truck traffic experienced along Central Avenue