Northeastern Pennsylvania Alliance

Pittston, PA

Parking Analysis and Complete Streets Evaluation for Downtown Jim Thorpe Borough

June 2020

In Association With:

Alta Planning + Design
Phoenixville, PA

The Harman Group
King of Prussia, PA

CHANCE
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EXECUTIVE SUMMARY

Background

In November 2017, the Consulting Team of CHANCE Management Advisors, Inc., Alta Planning + Design, and The Harman Group was retained by the Northeastern Pennsylvania Alliance (NEPA) to provide recommendations for improving parking and pedestrian conditions in the tourist area of Jim Thorpe, PA. NEPA defined the study area as being bounded by the Lehigh River to the east, High Street to the south, Broadway and West Broadway, to the north, and a point approximating 371 West Broadway to the west. The study area includes the following major elements:

- a surface parking lot owned and operated by Carbon County, PA (the County Lot) that includes over 500 parking spaces, counting an unimproved area not owned by the County, but which provides overflow parking during Jim Thorpe's major events, such as the Fall Foliage Festival, and Winterfest;
- 77 paid parking spaces along Broadway owned by Jim Thorpe Borough, and approximately 50 metered parking spaces along Lehigh and Susquehanna Avenues owned by Carbon County;
- the Lehigh Gorge Scenic Railway and train station, a major tourist destination, and metered parking lot to the south of the station, and Hazard Square, the focal point of all pedestrian, passenger and commercial vehicle traffic for Broadway, Lehigh Avenue to the north, and Susquehanna Avenue to the south.

Acknowledgments

To guide the course of this planning study, a Project Steering Committee was formed consisting of the following individuals representing key interests necessary to capture critical perspectives of the parking and pedestrian issues of downtown Jim Thorpe Borough. The Consulting Team wishes to extend its sincere thanks to these members of the Committee.

Alan Baranski	Northeastern Pennsylvania Alliance (Project Coordinator)
John McGuire	Jim Thorpe Borough Council
Clem McGinley	Jim Thorpe Borough Planning Commission
Chief Joe Schatz	Jim Thorpe Police Department
Kathy Henderson	Carbon Chamber & Economic Development Corporation
Chris Barrett	Pocono Mountains Visitors Bureau
Daniel McGinley	Broadway Area Resident
Brendan Cotter	Carbon County Community Transit/LANTA
David Bodnar	Carbon County Office of Planning & Development
Jennifer Christman	Jim Thorpe Tourism Agency
Michael Rivkin	Jim Thorpe Tourism Agency

Methods

The consulting team conducted observations of parking and pedestrian conditions in December 2017, February 2018, and May and June 2018. The observations included parking occupancy counts in the County Lot, the metered parking areas of Hazard Square, and along the curb areas of Broadway and West Broadway. Merchants and visitors were interviewed for their perceptions of parking availability as well as pedestrian and vehicular safety issues. Time-lapsed videography was used to help determine problem areas for pedestrian safety, and in particular where pedestrians crossed streets without the benefit of effectively marked crosswalks.

The consulting team also held an initial meeting with members of the project committee, where a number of concerns related to the above mentioned topics were raised, which also helped focus selected consulting activities. In November 2018, a project update presentation identifying preliminary findings was delivered in separate meetings to Carbon County Commissioners, and to invited public officials and private citizens of Jim Thorpe Borough.

A public meeting was held in July 2019 to present the Team's findings, conclusions and alternative solutions. At this meeting members of the Borough Council also were present, and public concerns and other questions regarding the findings and alternatives were addressed.

Lastly, in August 2019, a preliminary final report presentation to discuss alternatives for implementation was delivered to members of the project committee, during which the Team discussed the outline for an Action Plan that would implement the project's recommendations.

During the project, the Consulting Team also worked with past leadership of the Jim Thorpe Tourism Agency on tactical solutions to vehicular congestion at the entry of the County Lot on Lehigh Avenue, in Hazard Square, and along Broadway. Recommendations were made regarding the placement of additional wayfinding signs (both static and electronic) along the major routes to Jim Thorpe and the overflow parking area at Mauch Chunk Lake.

The Team also coordinated with officials of the Pocono Mountains Visitor Bureau, the Jim Thorpe Borough Police Department, and officials of the Pennsylvania Department of Transportation, Engineering District 5-0 (in Allentown), and also held a coordinating conference call on preliminary recommendations with two of the Carbon County Commissioners and NEPA representatives. Topics during these discussions included, respectively:

- grant funding opportunities related to public information and logistical enhancements;

- the placement and types of residential permit parking regulations to help balance residential and visitor parking access needs;

- traffic management and operational alternatives to alleviate congestion and improve pedestrian safety in Hazard Square, and to improve vehicular throughput at the County Lot, and

- the potential for increasing parking capacity at the County Lot by building a single supported level of parking above the surface parking area.

During the project, attempts were made to obtain detailed site drawings for the area of the County Lot traversed by the Delaware and Lehigh Trail to determine the effects on the available parking supply; however, the Team was unable to obtain the drawings by the time of the final presentation to the project committee. Lastly, a number of delays in the receipt of requested data were encountered at various points in time that contributed to the relatively lengthy period for project completion.

Summary Recommendations

An Action Plan provided as APPENDIX A was developed as a result of the findings, conclusions, alternatives and recommendations is the primary deliverable from the project. This Plan provides a blueprint for Borough and County officials to follow that will greatly improve pedestrian safety, traffic congestion and parking conditions in the Hazard Square area. Summaries of the key Recommendations follow.

Improve Driver Information

Vehicular and pedestrian safety can be improved and traffic congestion decreased along both Susquehanna and Lehigh Avenues in the vicinity of Hazard Square through enhanced public information, improved pedestrian crossing markings, and by more regularly diverting parking during large events. Agencies such as the Pocono Mountains Visitors Bureau and local businesses can play a vital role in the dissemination of improved information on their own websites, and by placing public service ads (PSAs) in local and even regional papers, radio stations, billboards / posters, etc. as appropriate.

Improve Wayfinding

Increased use should be made of both static and electronic signs to advise arriving visitors of “Lot Full” conditions at the County Lot, and to communicate peripheral parking alternatives in advance of key decision points along roadways. An attempt at this was made through the Consulting Team’s recommendations to the Jim Thorpe Tourism Agency prior to the Fall Festival of 2018.

Implement Pedestrian Safety Improvements

The Consulting Team has recommended numerous specific locations for, and provided illustrations of, traffic and pedestrian safety improvements that can be affected on Lehigh Avenue, Susquehanna Street, Hazard Square, and along Broadway as well as East Broadway. These include but are not limited to improved pedestrian guidance signs and new and improved street markings that will calm traffic and improve pedestrian safety.

Make Greater Use of Peripheral Parking

Available parking resources at Mauch Chunk Lake and Jim Thorpe Regional High School need to be employed more regularly for near-peak as well as peak event days, not only for the extra-peak Fall Foliage Festival. This will require coordination among numerous entities, including the Jim Thorpe Tourism Agency and its contracted shuttle operator, the Borough Council, Police Department, School Board and High School administration. As an amenity for shuttle riders, and to "shorten" the ride and make it more enjoyable, Tourism Agency volunteers could ride the shuttles and serve as "docents," providing welcoming comments and information on Jim Thorpe Borough, and on its namesake, attractions and history.

Reduce Congestion at the Entrance to the County Parking Lot by Eliminating "Pay on Entry" and by Making Roadway Improvements

It had been anticipated that by late 2019, the County would install "pay by plate" paystations in the County Lot, although it presently is scheduled to occur in March, 2020. This will eliminate the need for drivers to stop and pay when entering the Lot, greatly speeding vehicle throughput and reducing roadway congestion at the Lot's entrance during peak events.

The Consulting Team recommended that during peak events, temporary traffic control devices (cones or barricades) be positioned to create a third, middle lane, southbound along Lehigh Avenue to reduce vehicle queueing for vehicles making left turns into the Lot. This could be accomplished by temporarily prohibiting the parallel metered parking adjacent to the Lot on the east side of Lehigh Avenue, which also would effectively create a northbound lane for traffic exiting the Lot or traversing the entrance from Hazard Square. Additionally, it was recommended for parking to be temporarily prohibited in the perpendicular metered spaces south of the Lot entrance to create a dedicated entrance lane to the Lot for vehicles traveling north from Hazard Square and making a right turn into the Lot. Illustrations of these temporary modifications are included in Appendix B.

A late-February 2020 discussion with the Borough's Chief of Police indicated that a modified version of the above recommendations had been successfully implemented on a trial basis for the President's Day weekend event. Due to a concern to maintain a third lane for emergency vehicle access, a left-turn into the Lot from Lehigh Avenue was prohibited, and traffic was directed to circulate onto the one-way Hazard Square cart-way, and turn left on Lehigh to subsequently approach the Lot from the south.

The above concern for ensuring emergency vehicle access is duly noted. However, the resulting increase in vehicle circulation around Hazard Square presents additional congestion and pedestrian safety issues at this activity nexus, and additionally has the potential to increase motorist delays. While use of the High School parking area with shuttle service to the Hazard Square area has the potential to reduce traffic and congestion, further examination and a potential test of the third lane / left-turn option - perhaps on a non-peak day - should be considered

Enhance Cooperation Among Stakeholders and Form a Parking Sub-Committee of the Borough Council

Perhaps the most essential element for realizing the potential improvements contained herein is the degree of cooperation between the elected officials representing Jim Thorpe Borough and Carbon County. Past history indicates such cooperation has been difficult to achieve. However, a concerted effort to enlist the support of local and state elected officials, regional tourist agencies, concerned citizens and merchants to foster this cooperation and to focus on implementing the solutions contained herein began in the fall of 2019, and such efforts should continue.

A suggestion was put forward at the 27 August 2019 Alternatives Presentation meeting of stakeholders to form a Parking Sub-Committee of the Borough Council to guide implementation of the Study's strategic and tactical recommendations. The Study Team fully supports this idea.

Consider Increasing the Parking Supply

Presented in several APPENDICES are illustrations of a potential single-supported level of parking on the County Lot (which may be referred to as a "parking deck"). With the enhancements to the Lehigh Gorge Trail and the continued use of the Railway, tourism levels are definitely anticipated to increase. While more frequent and expanded use of peripheral parking supplies (with shuttle service to the Jim Thorpe tourist area) represents the most economical approach to reduce congestion and maintain pedestrian and motorist safety, increasing the supply of parking is another option that has various limitations, opportunities and costs.

It has been widely acknowledged that siting opportunities for structured parking anywhere along Broadway or East Broadway do not exist for both geophysical and land ownership reasons. The County's earlier plans to add an employee garage along Susquehanna Street have heretofore ruled out shared use of the space by visitors during peak periods. The possible development of Flagstaff Mountain as a tourist venue / parking alternative with cable car access to Broadway may be feasible, although it also has the potential to increase the demand for parking in and of itself. Thus, the remaining alternative of a single supported level of parking above the County Lot should continue to be evaluated.

Explore Grant Funding Opportunities

Grant funding opportunities should be explored, as the potential exists to financially support many if not most of the recommendations addressed herein through congestion mitigation and public safety initiatives. These could include enhanced wayfinding, public information, shuttle service, pedestrian improvements, development of "apps" for real time parking condition advisories, and even the potential funding (in part or in whole) of a parking structure, as has been done in other Pennsylvania localities. APPENDIX B contains a list (with hyperlinks) of selected grant funding websites and guidance.

Specific Findings and Recommendations

Specific findings and recommendations are provided in the Appendices to this Report, listed in reverse chronological order with respect to their earlier provision to the Parking Study team.

Appendix A: Parking and Complete Streets Action Plan for Jim Thorpe

Appendix B: Alternatives Presentation to the Project Committee, 27 August 2019

Appendix C: Public Presentation of Findings and Alternatives, 18 July 2019 (post-presentation version)

Appendix D: Complete Streets Assessment (Detailed Recommendations on Pedestrian Safety) by Alta Planning + Design, 21 June 2019

Appendix E: Project Update / Initial Presentation of Findings, 13 November 2018

Northeastern Pennsylvania Alliance
Pittston, PA

APPENDIX A:

Parking and Complete Streets Action Plan for Jim Thorpe

Parking Analysis and Complete Streets Evaluation for Downtown Jim Thorpe Borough

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The following Action Plan presents both near and long-term activities to effect recommendations contained in the Consulting Team's final PowerPoint presentation to the Study Project Committee on 27 August 2019. The Status and Next Steps columns have been left blank so that the Plan can be used a working document, to be updated as needed to manage implementation of the various recommendations.

Ref.	Action	Lead Responsibility	Status (Open, Pending, Completed, etc.)	Next Steps
1	Form Parking Committee to implement recommendations from report through Borough Council approval	Borough Council Designee		
2	Coordinate with PennDOT and Carbon County officials, as needed, on the following:	Chief Schatz		
2a	- using both lanes for entry of vehicles to County Lot through peak influx period			
2b	- converting to "pay on exit" cashiering pending the kiosk installation, so that the exit queue forms within the Lot			
2c	- creating a left-turn lane on southbound Lehigh Avenue in front of the County Lot entrance to expedite traffic movement into the Lot			
2d	- prohibiting meter parking on Lehigh Avenue north of the County Lot entry/exit lanes, to expedite northbound traffic movement			
2e	- testing all of the above recommendations prior to Fall Foliage			
3	Negotiate with the Jim Thorpe Area High School to permit use of the parking lots as peripheral parking with shuttle transport to the County Lot	Borough Council Designee / Parking Committee / Mayor		
4	Expand transportation shuttle contract for Mauch Chunk Lake to include Jim Thorpe Area High School	Michael Rivkin / Jim Thorpe Tourism Agency		

Ref.	Action	Lead Responsibility	Status (Open, Pending, Completed, etc.)	Next Steps
5	Procure (purchase or rent) static and electronic signs to direct visitors to peripheral parking areas, locating the signs at key decision points along major roadways leading to Jim Thorpe	Shared responsibility: Parking Committee / Borough Council; Michael Rivkin; Pocono Mountains Visitors Bureau (PMVB)		
6	Increase public information to promote peripheral parking through a combination of print ads, local radio public service announcements, and both official and private merchant websites	Parking Committee / JT Tourism Agency / PMVB		
6a	Prepare request for grant funding to support the public information initiatives	Parking Committee		
7	Establish a priority list to test Complete Streets recommendations (see Appendices) in critical pedestrian areas, particularly with roadway painting of crosswalks, painted "bump-outs", etc. (Note:	Chief Schatz, in coordination with PennDOT and the Parking Committee		
8	Install roadway speed humps and signs along Race Street, at a minimum	Parking Committee		
9	Establish residential permit parking (RPP) areas along High Street, Race Street, and selected areas of West Broadway (consideration should be given to RPP-only regulations to prohibit visitor parking, or time-limited parking where closer to commercial areas to permit visitor parking)	Parking Committee		
10	Test RPP "override" regulations along West Broadway by installing meters or kiosks within the RPP (this will optimize use of curb space for visitor turnover parking, while allowing unrestricted parking periods for permit holders)	Chief Schatz / Parking Committee		

Ref.	Action	Lead Responsibility	Status (Open, Pending, Completed, etc.)	Next Steps
11	Monitor parking availability, traffic and pedestrian conditions in the wake of the preceding ten actions; then, along with projected vehicle counts and tourism levels (to be obtained through coordination with the appropriate tourism agencies), assemble the parking demand and financial data that will help determine the timing and feasibility for constructing a single supported level of parking on the County Lot	Parking Committee, in concert with the Jim Thorpe and Pocono Mountains tourism agencies, the Carbon County Planning department, and other entities as appropriate		

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Pittston, PA

APPENDIX B:

Alternatives Presentation to the Project Committee, 27 August 2019

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PARKING ANALYSIS AND COMPLETE STREETS EVALUATION FOR JIM THORPE, PA

Steering Committee Meeting

Jim Thorpe, PA

Tuesday
27 August 2019

Additional slides included post-meeting

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alta PLANNING + DESIGN

THE HARMAN GROUP THG

Preface to Steering Committee Meeting Presentation (1 of 2)

- This presentation contains post-meeting and other new slides not included in the previous meeting of 18 July 2019, including:
  - A recap of the meetings and site visits to date (on the next page)
  - Findings and recommendations to address certain residential parking problems raised during the public presentation, and
  - Suggestions to reduce traffic congestion along Lehigh Ave. and Susquehanna St. leading to the entrance of the County Lot





Preface to Steering Committee Meeting Presentation (2 of 2)

- 27 August 2019 was the fourth meeting for *CMA* in Jim Thorpe and the sixth site visit overall for the *Consulting Team* in connection with the Parking Analysis and Complete Streets Evaluation

Meeting or Site Visit	Date	Attendees
Project Initiation, parking and pedestrian observations, pedestrian and merchant intercept surveys	Dec 2017	CMA, NEPA, various representatives of the Borough
Parking data collection (Saturday)	Feb 2018	CMA
Set up of time lapsed photography of Hazard Square and Broadway (May and June 2018) and related observations	May 2018	ALTA Planning + Design
PowerPoint presentation of existing conditions to separate meetings of the County Commissioners and Borough stakeholders	Nov 2018	CMA, ALTA, Harman
PennDOT (Allentown, PA), to discuss complete streets suggestions and limitations	Mar 2019	CMA, ALTA, NEPA
PowerPoint presentation on findings and recommendations in public meeting	Jul 2019	CMA, ALTA, Harman, NEPA

Agenda

- Introductions and Meeting Goals (Immediate, Near and Long Term)
- Project Recap (Parking, Complete Streets)
- Parking and Access Observations, Complete Street Evaluation,
- Future Conditions and Parking and Access Recommendations
- Potential Parking Alternatives
- Potential Funding Alternatives
- Next Steps

Introductions

CHANCE
MANAGEMENT ADVISORS, INC.
Parking ▪ Transportation ▪ Access Management

Joseph P. Sciulli, CAPP

Vice President and Senior Operations Consultant

alta
PLANNING + DESIGN

Adam Supplee, RLA, AICP, ASLA

LEED AP/Principal



Alan Baranski

Vice President, Transportation Planning Services Division

Meeting Goals: To solve / develop workable immediate and long-term solutions to:

- Parking Problems
- Traffic Congestion
- Pedestrian Safety





Progress to Date

- Borough has added parking KIOSKS in place of meters
  - Customer service enhancement
- Tourism Bureau explored / added wayfinding to alternative parking for Fall Foliage 2018
- County is presently working on payment KIOSKS for the County Lot in lieu of pay-on-entry
  - Should dramatically improve congestion on Rt. 209





Methods

- Parking **counts** and parking and pedestrian access **observations**
- **Outreach**: interviews with merchants and tourists; County and Borough representatives and elected officials; regional PennDOT officials, and JT Borough Police
- **Time-lapse photography**, pedestrian analysis and review of wayfinding
- Development of parking supply and pedestrian / vehicular safety (**Complete Streets**) recommendations
- Alternatives / recommendations
- Financial estimates

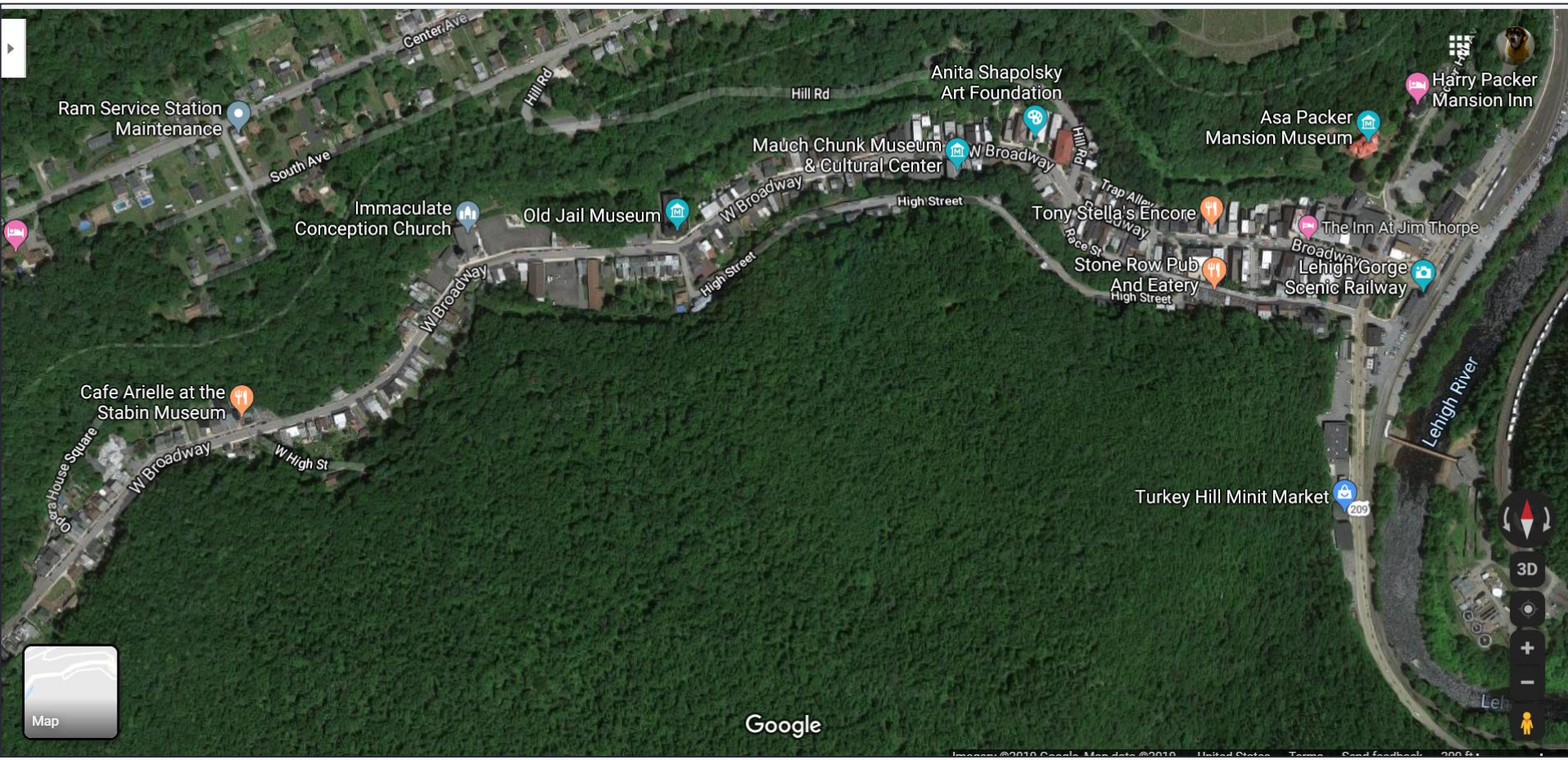
Study Area

- Study area shown on the photo (yellow outline) is focused on the interaction of vehicles, pedestrians, trains, cyclists and parking in Downtown Historic Jim Thorpe



Expanded Aerial View of Study Area

Google Map, 2019



https://www.google.com/maps/place/Jim+Thorpe,+PA/@40.8623651,-75.7451971,717m/data=!3m1!1e3!4m5!3m4!1s0x89c5b29d3eaaaf53:0x229b0f3147157f91!8m2!3d40.8759235!4d-75.7324127

Parking and Access Observations

- Visitors
  - "Just happened to find the (County) lot"
  - "Always just look for metered space on Broadway – didn't know there was a parking lot"

- Merchants
  - Traffic at Hazard Square – cars "keep coming" through light
  - Pedestrians cross at Hazard Square where they should not!
  - Other merchants park on meters

Parking and Access Observations

- Parking signs needed



No sign is posted at the entrance of the lot, visible from the highway from either direction.

Electronic or large “Parking” signs, with the rate posted, should be placed on north and south Lehigh Avenue, visible from both directions. The rate should be on the sign. The rationale for putting the rate is that people can get cash ready, whether they pay on the way in (not desirable) or pay on the way out (more desirable).

Parking and Access Observations

- Cashiering with a $6 parking fee slows transaction times as change frequently may need to be made; slower throughput contributes to vehicles queueing on Lehigh Avenue; closure of the Lot later in the afternoon results in lost revenue opportunities

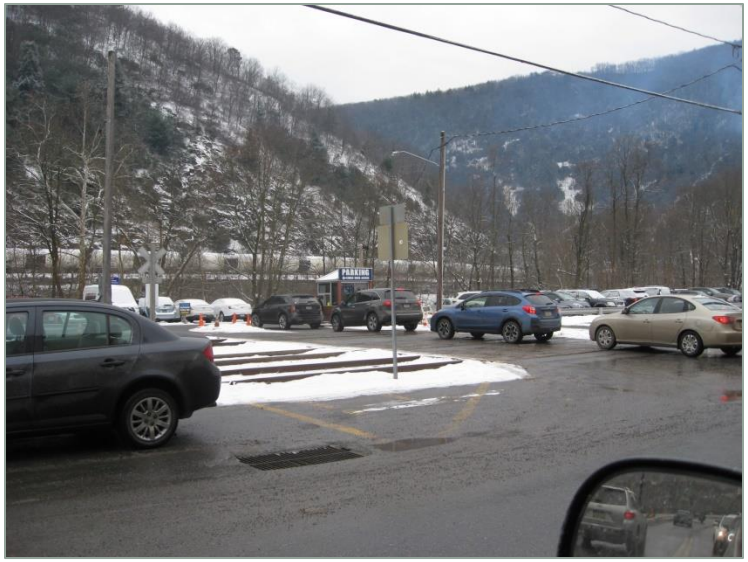






Parking and Access Observations

- Effects of pay-on-entry with a parking fee amount requiring change: slow throughput, vehicle queueing





Parking and Access Observations

- Location of pay booth and “pay-on-entry” approach have contributed to vehicle queuing along Lehigh Avenue.



The pay booth was temporarily located to the right side of the entry lane to accommodate construction vehicle access for the North Street bridge overpass demolition, and should be relocated to its original position.

Also, the use of “pay-on-foot” technology through payment kiosks, or alternately, operating the lot with a “pay-on-exit” cashiering approach, would help reduce vehicle queuing along Lehigh Avenue when entering the lot.

Lot staff could be employed to expedite vehicle entries by handing tickets to drivers, who would pay the flat parking fee at the kiosk with cash or credit card upon their return to the Lot, reducing cash handling. Vehicles thus would queue within the Lot for exit, and the exit gate could be networked with sensors to ensure the gate remains down when a rail car is approaching.

Parking and Access Observations

- Problematic pedestrian pathways



If parking is going to remain along the eastern side of Highway 209, a sidewalk or at least an even footpath of crushed stone should be substituted for the existing hazardous path.

Parking and Access Observations

- (Below) Pedestrians crossing without markings



- (Right) Pedestrians waiting to cross, but crosswalk markings are minimal and not well-striped



Parking and Access Observations

- Parking sign location (yellow circle) is not highly visible or pronounced; small font size, making it difficult to notice



Example of a more effective parking sign

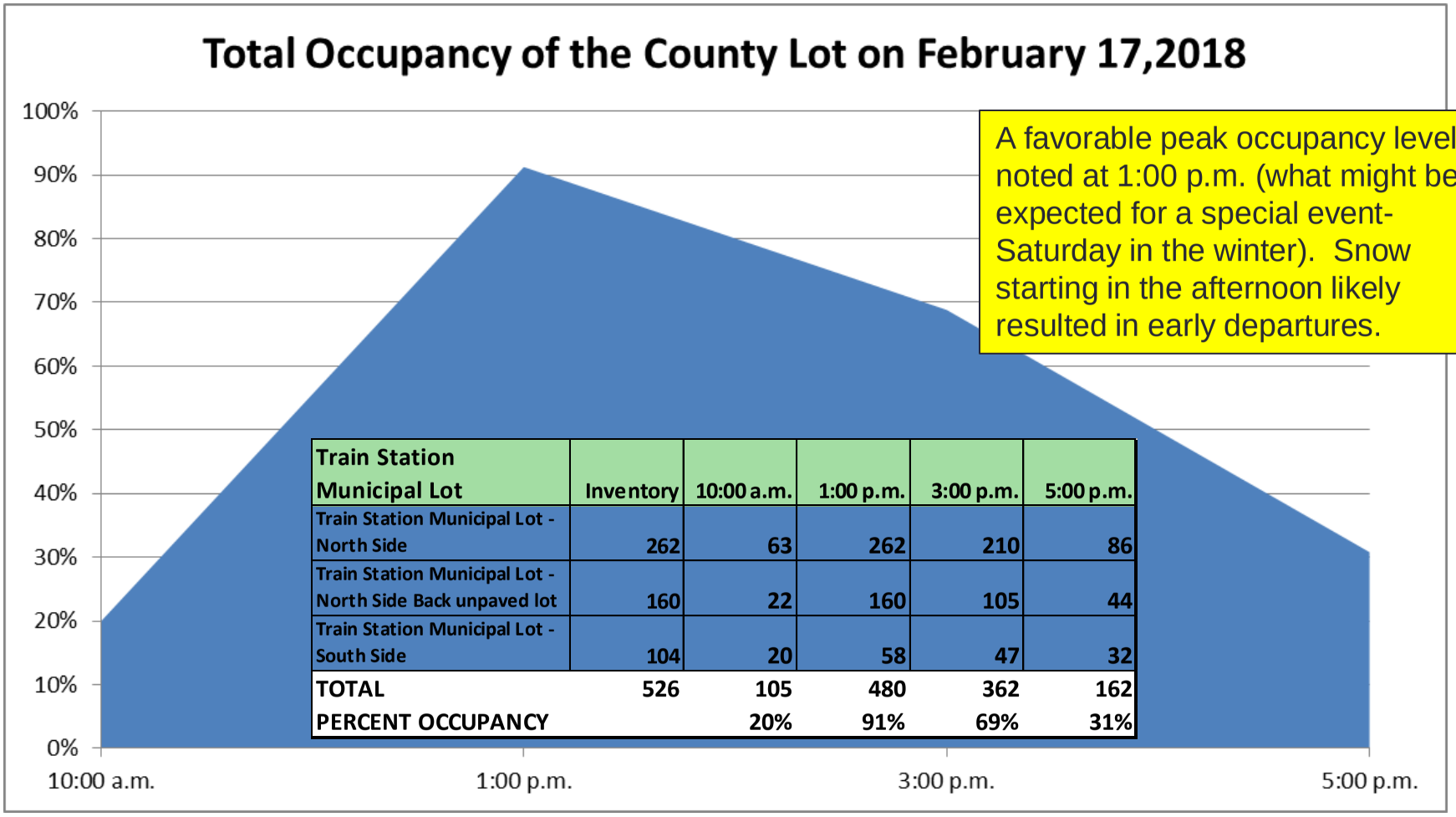


Parking and Access Observations

- The current “pay on entry” process at the County Lot contributes greatly to vehicle queueing, as seen in this photo
- New payment technology (pay-by-plate kiosks) slated for introduction in Fall, 2019 will help to dramatically reduce these backlogs, but unfortunately, they presently are scheduled for installation after the Fall Festival



Parking and Access Observations



Train Station Municipal Lot	Inventory	10:00 a.m.	1:00 p.m.	3:00 p.m.	5:00 p.m.
Train Station Municipal Lot - North Side	262	63	262	210	86
Train Station Municipal Lot - North Side Back unpaved lot	160	22	160	105	44
Train Station Municipal Lot - South Side	104	20	58	47	32
TOTAL	526	105	480	362	162
PERCENT OCCUPANCY		20%	91%	69%	31%

A favorable peak occupancy level noted at 1:00 p.m. (what might be expected for a special event- Saturday in the winter). Snow starting in the afternoon likely resulted in early departures.

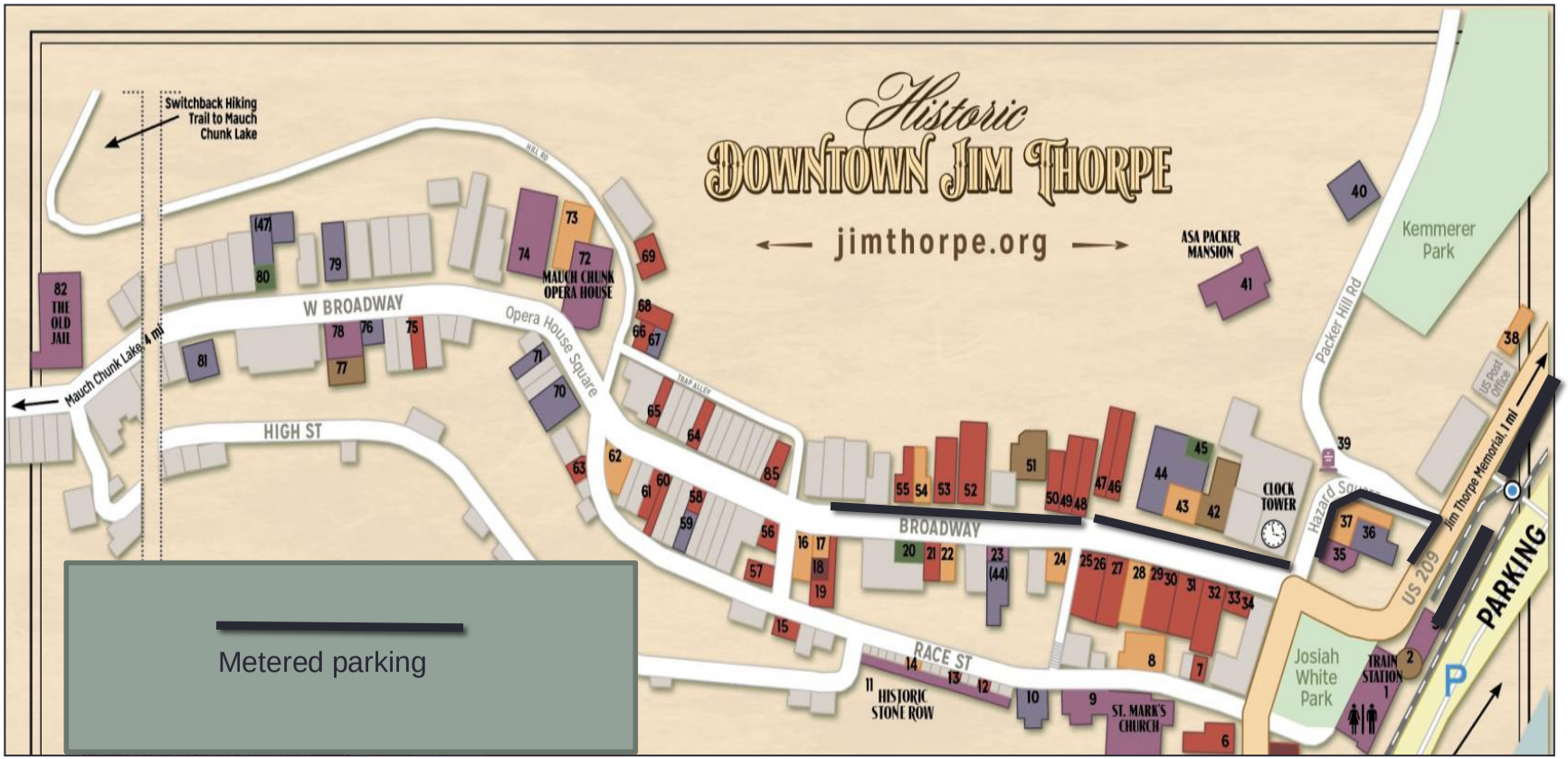
Metered Parking Spaces and Peak Occupancy (1:00 p.m. on Saturday, 17 February 2018)



Competition for Parking on West Broadway

- Along **West Broadway**, residents, bed and breakfast guests, merchants, commercial patrons and visiting tourists compete for limited parking along unregulated curb space
- A draft West Broadway Permit Parking ordinance has proposed permit-only parking along West Broadway, between address numbers 5 to 415
  - A permit to park would be required on Saturdays and Sundays, and from 5:00 p.m. to 9:00 a.m. on weekdays
- There is some discussion that High Street also be included in the Permit Parking zone

Competition for Parking on West Broadway



- In addition to West Broadway, both Race and High Streets are generally non-regulated, parked by residents' cars, and can be subject to visitor parking incursion

Concepts to Keep in Mind When Designing Strategies for Parking and Pedestrian Improvements…….

Parking is the first and last experience of visitors to Jim Thorpe.

Parking, traffic and pedestrian conditions reflect the quality of a location, and shape its desirability as a return destination.

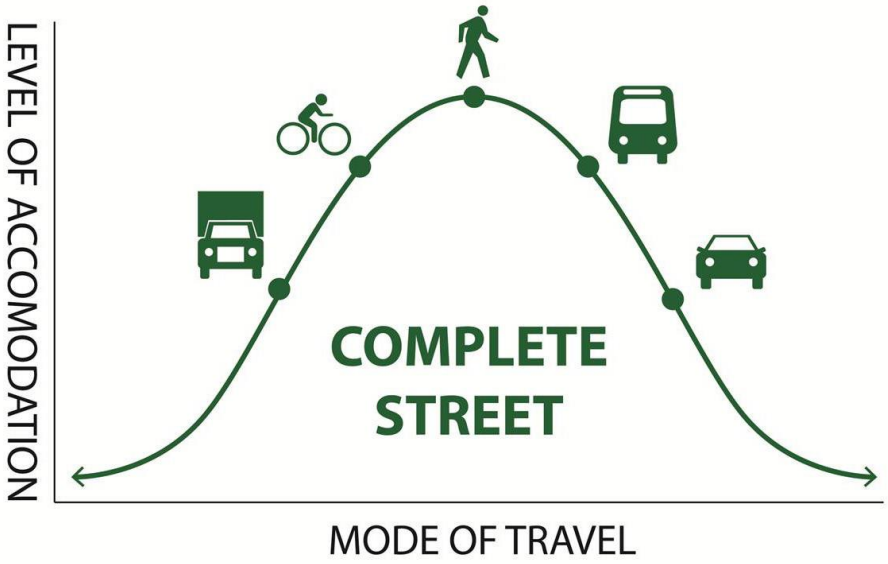
If you want a different result, you must start doing things differently.

Complete Streets Evaluation



What Are “Complete Streets”?

- Street Furniture
- Active Streetscape
- Pedestrian Scale Lighting
- Green Infrastructure
- Bicycle Facilities
- Vision Zero*
- Signage/wayfinding
- Universal Access
- Variety of Safe, Walkable Surfaces



** Strategies to reduce pedestrian fatalities (global initiative)*

Benefits from Complete Streets

- Healthier and more livable communities through: improvements in:
  - Reduced traffic congestion
  - Improved air quality
  - Enhanced pedestrian and motorist safety
  - Easier access for all users
- Economic development proven through additional private development, improved property values, thus stimulating local economy

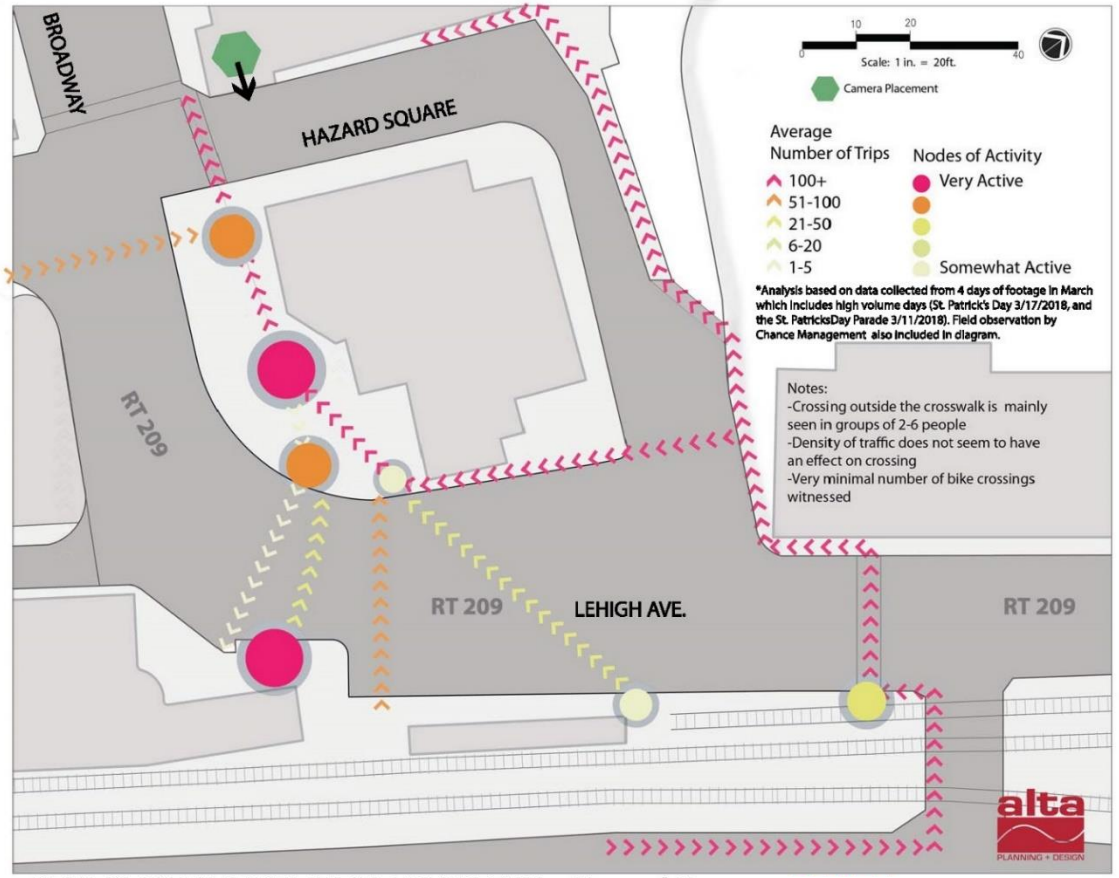
Accommodate A Variety of Events and Demands

- Complete streets should be designed to accommodate the largest events but also acknowledge the off-peak times, creating a safe comfortable urban environ-ment for all users



Findings: Pedestrian Circulation

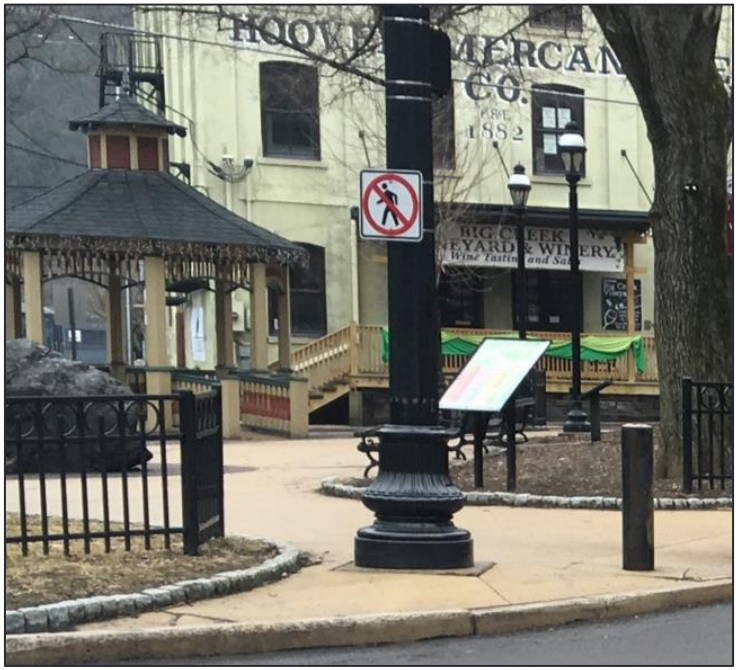
- Current design of Hazard Square limits pedestrian circulation in ways that create a less than optimal situation
- Lack of clear pedestrian routes and/or discouraging pedestrians along frontage or through Josiah White Park

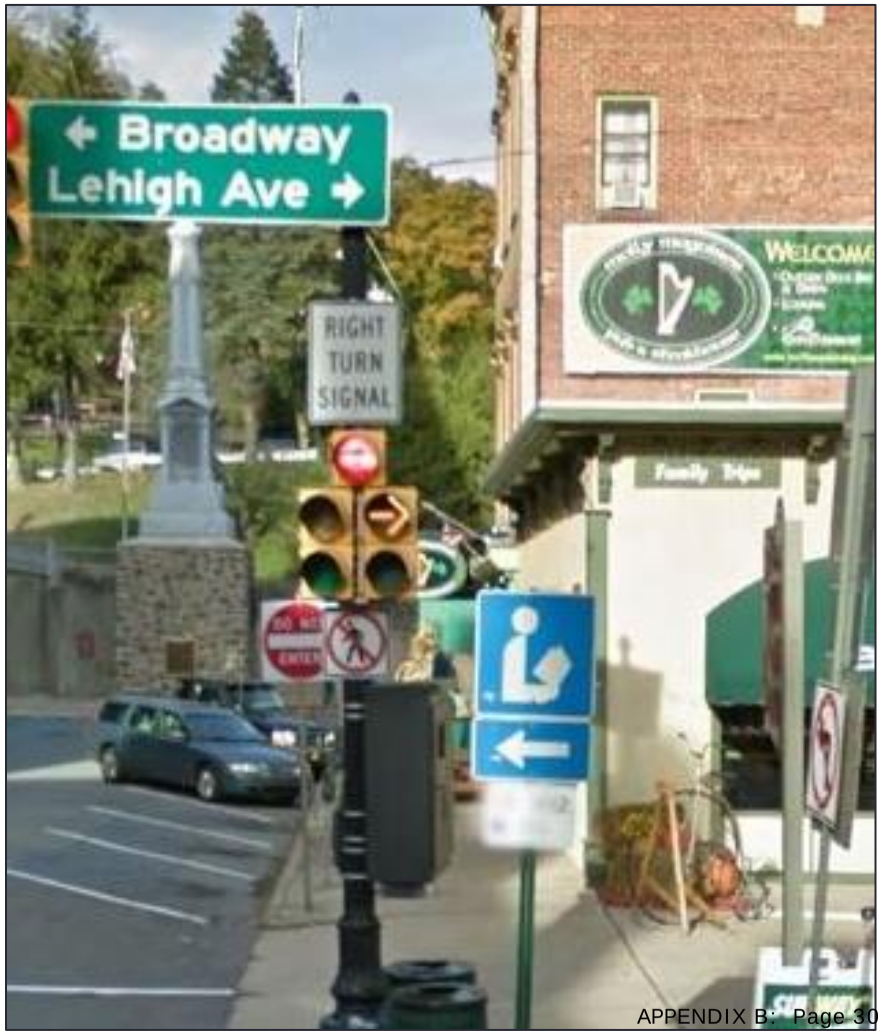


PEDESTRIAN MOVEMENT DIAGRAM - Hazard Square

Finding: Pedestrian Circulation

- PennDOT's "No pedestrian signs" in heart of downtown is counter to promoting walkability





Finding: Vehicle Queuing along route 209

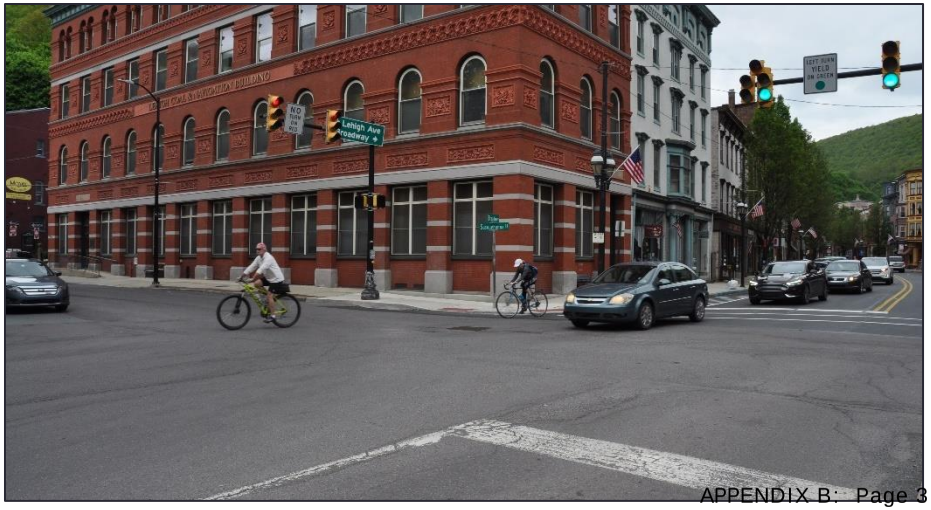
- Busy traffic along route 209 and county parking lot leading to Susquehanna intersection. (01 June 2018 - 5:55 PM)



Existing sidewalks and paving conditions

- Pedestrian crossings and sidewalks are missing where they would normally be expected
- Images illustrate the missing sidewalk along the Josiah White Park and missing crossings at Hazard square





Finding: Sidewalks and Paving

- Constrained pedestrian route along Lehigh Ave. and at Hazard Square

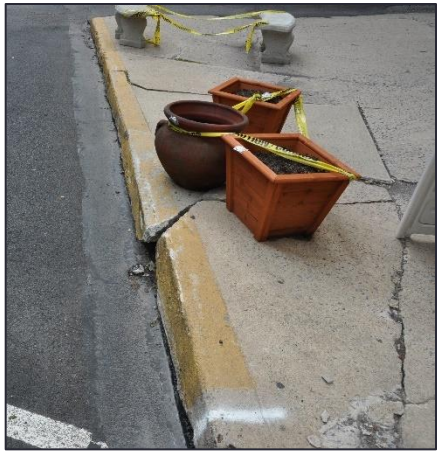






Finding: Sidewalks and Paving

- Degraded paving condition and uneven surfaces along the Lehigh Ave and Broadway St and Race St.







Finding: Signs

- Lack of pedestrian wayfinding makes pedestrian access less legible, safe, and comfortable
- Image illustrates Accessible Route into historic district that is constrained and lacks necessary wayfinding



Finding: Street Furnishings

- Most of the street furnishings are concentrated in Josiah park, and at Broadway St and Susquehanna intersection, including trash and recycle receptacles, benches, landscape planters and lightings





Finding: Green Infrastructure

- Existing trees and drainage systems offer opportunities for introduction of green infrastructure enhancements.





Observations

JT CS HL Reel 3.mp4



Recommendations

- **Tactical Urbanism: Short-term Action, Long-term Change**
- Possibility of low cost “tactical urbanism” projects can test and prove proposed enhancements





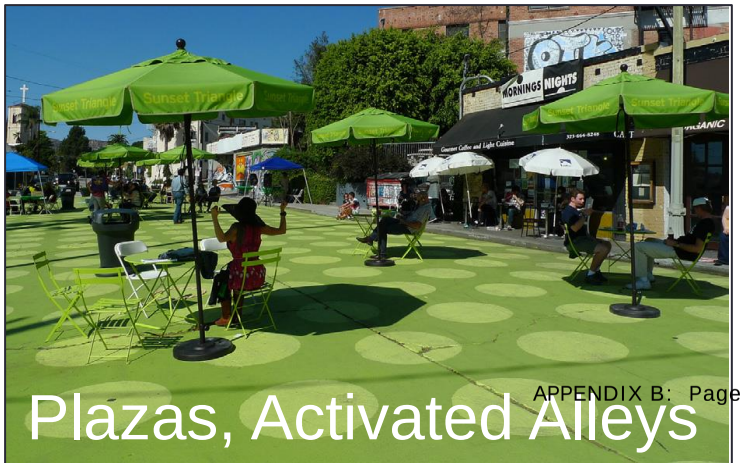
Recommendations

- Low cost, experimental “tactical urbanism” interventions, paint and flexible delineators





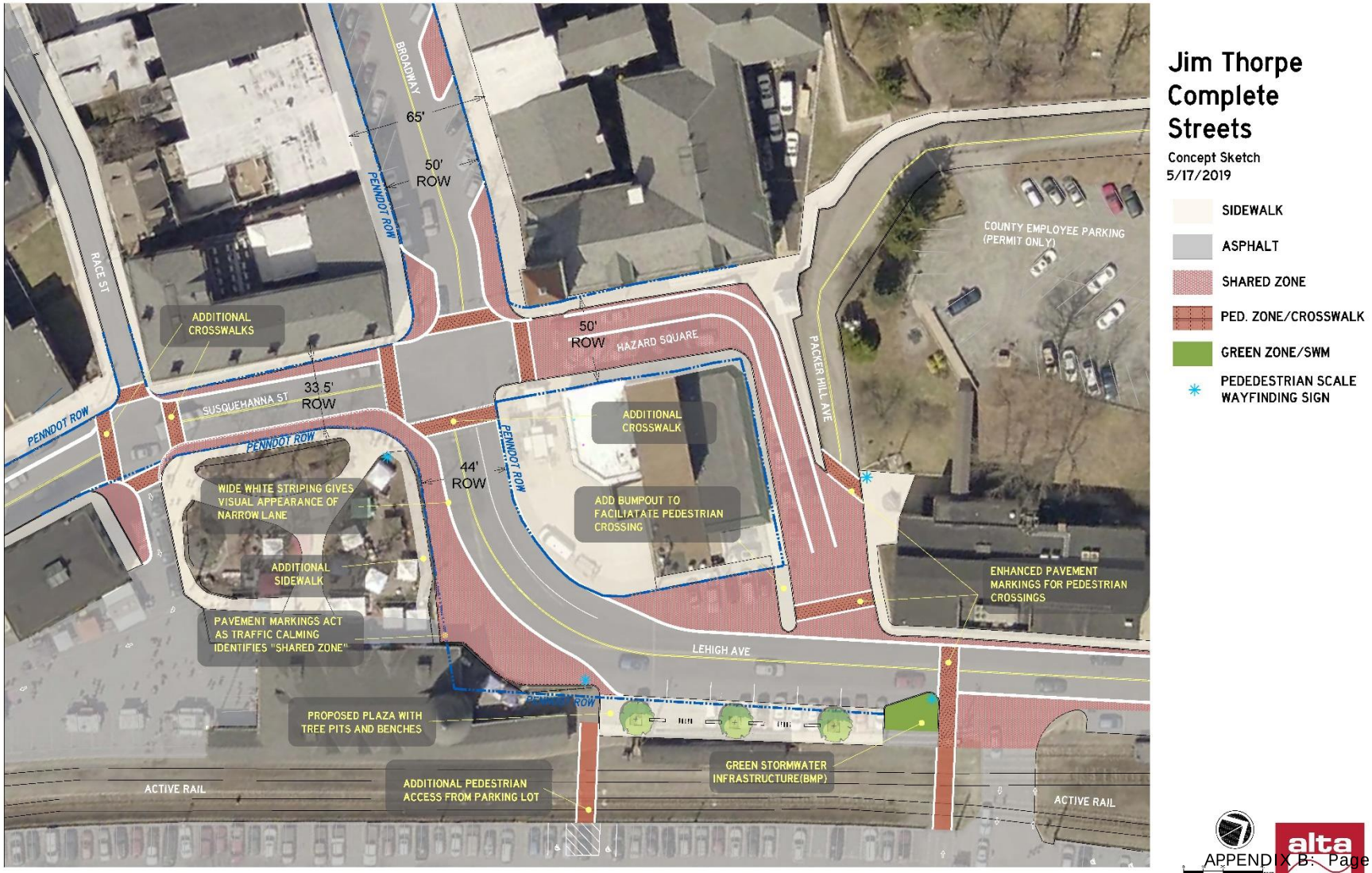




Recommendations

- Safe Crossings (Intersections and additional Railroad crossing)
- Paving Treatments
  - Variety of treatments to guide varying user groups
  - Shared zones
  - Promotes safety during large events and day-to-day activity
- Maximize use of ROW for active transportation
- Cartway ‘Diet’
  - Visual cues (paint) will give the appearance of a reduced cartway without costly curbline relocation
- Develop Borough Design Guideline (Furnishings, Landscape material and lighting)
- Green Infrastructure

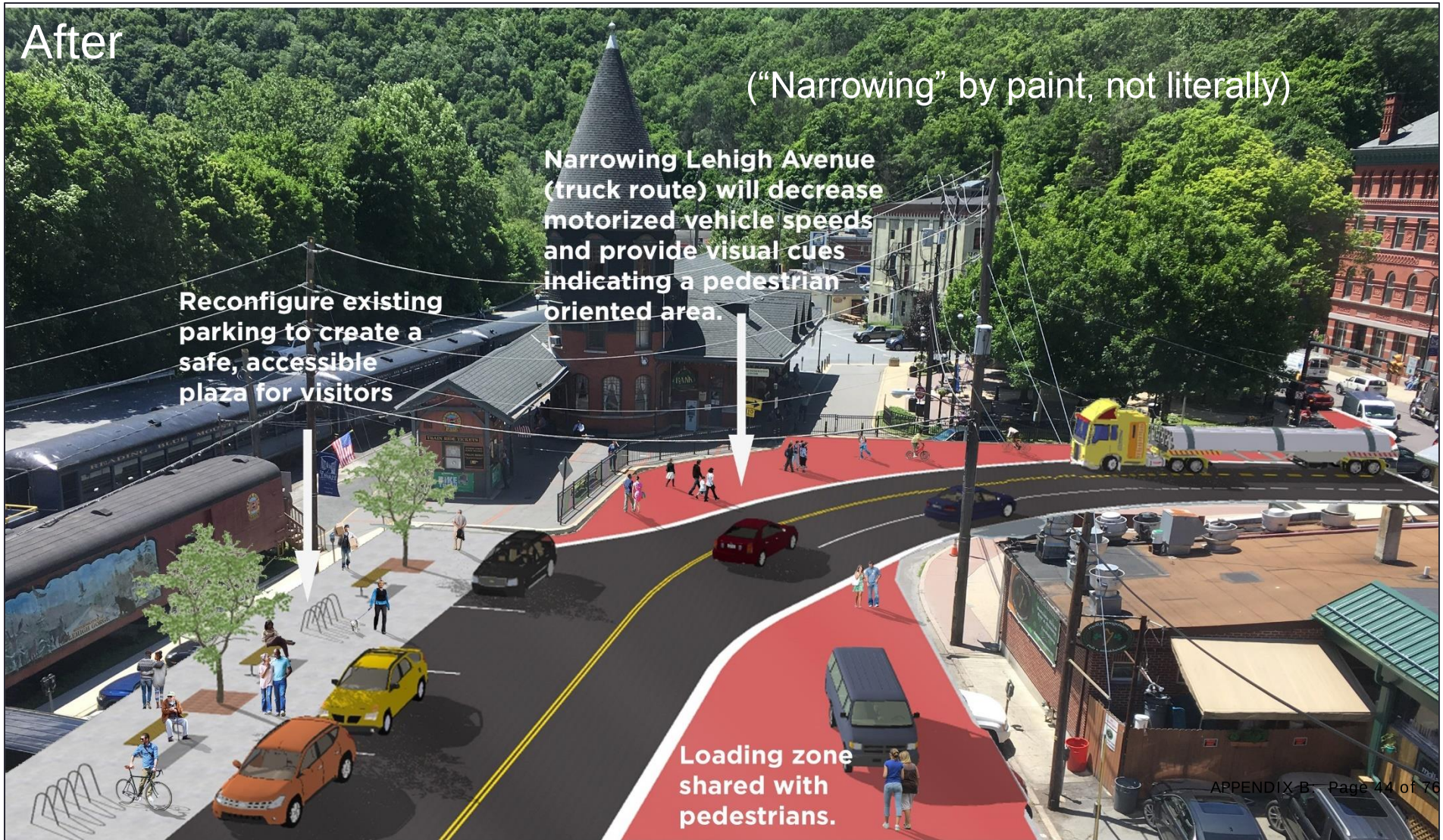
Recommendations: Hazard Square



Recommendations: Lehigh Ave



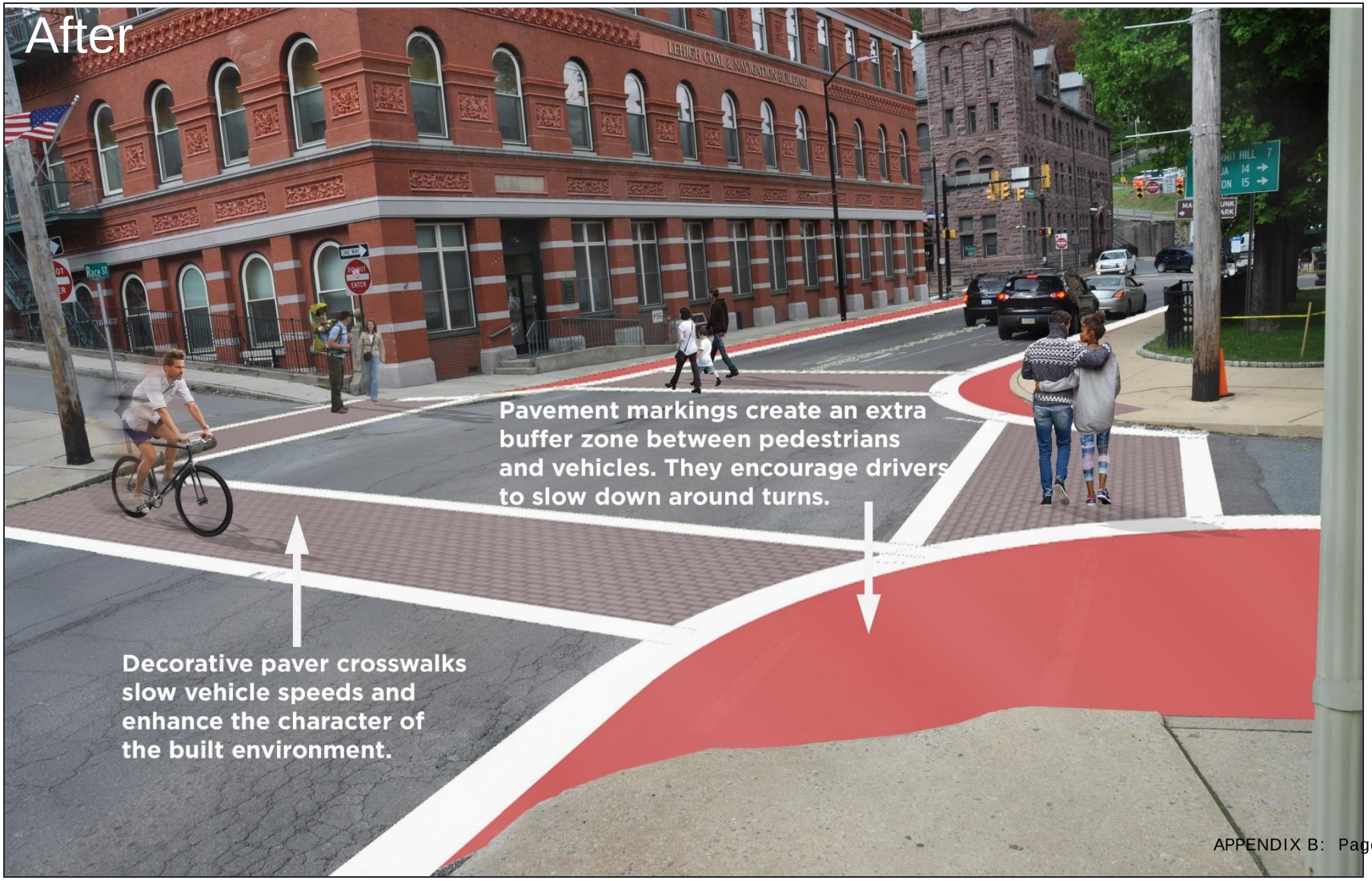
Recommendations: Hazard Square



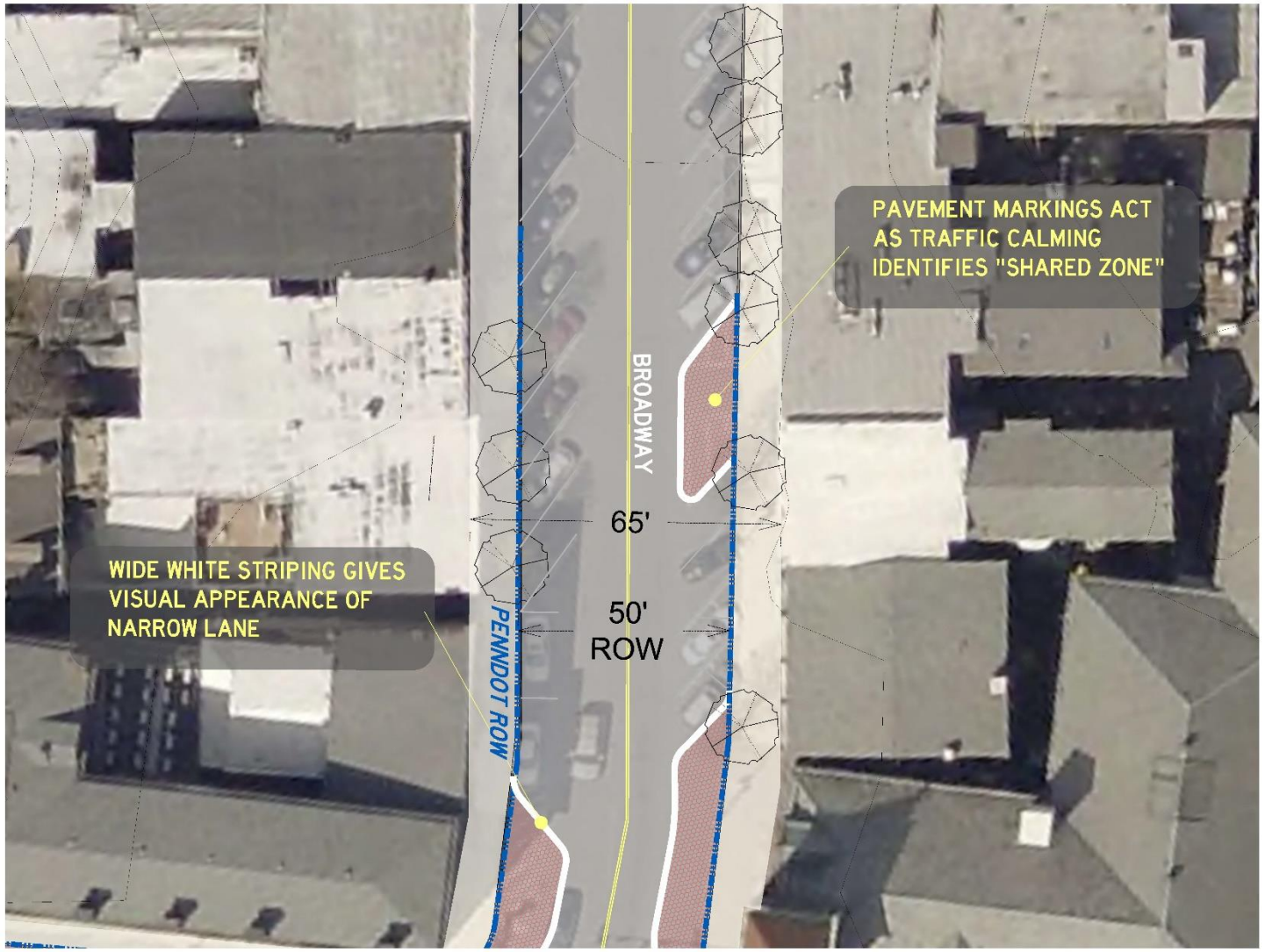
Recommendations: Broadway & Susquehanna



Recommendations: Race & Susquehanna



Recommendations: Broadway



Recommendations: Broadway



Recommendations: Broadway



Recommendations: Broadway



Recommendations: Broadway



Recommendations: Broadway



Recommendations: Broadway



Future Conditions and Parking and Access Recommendations

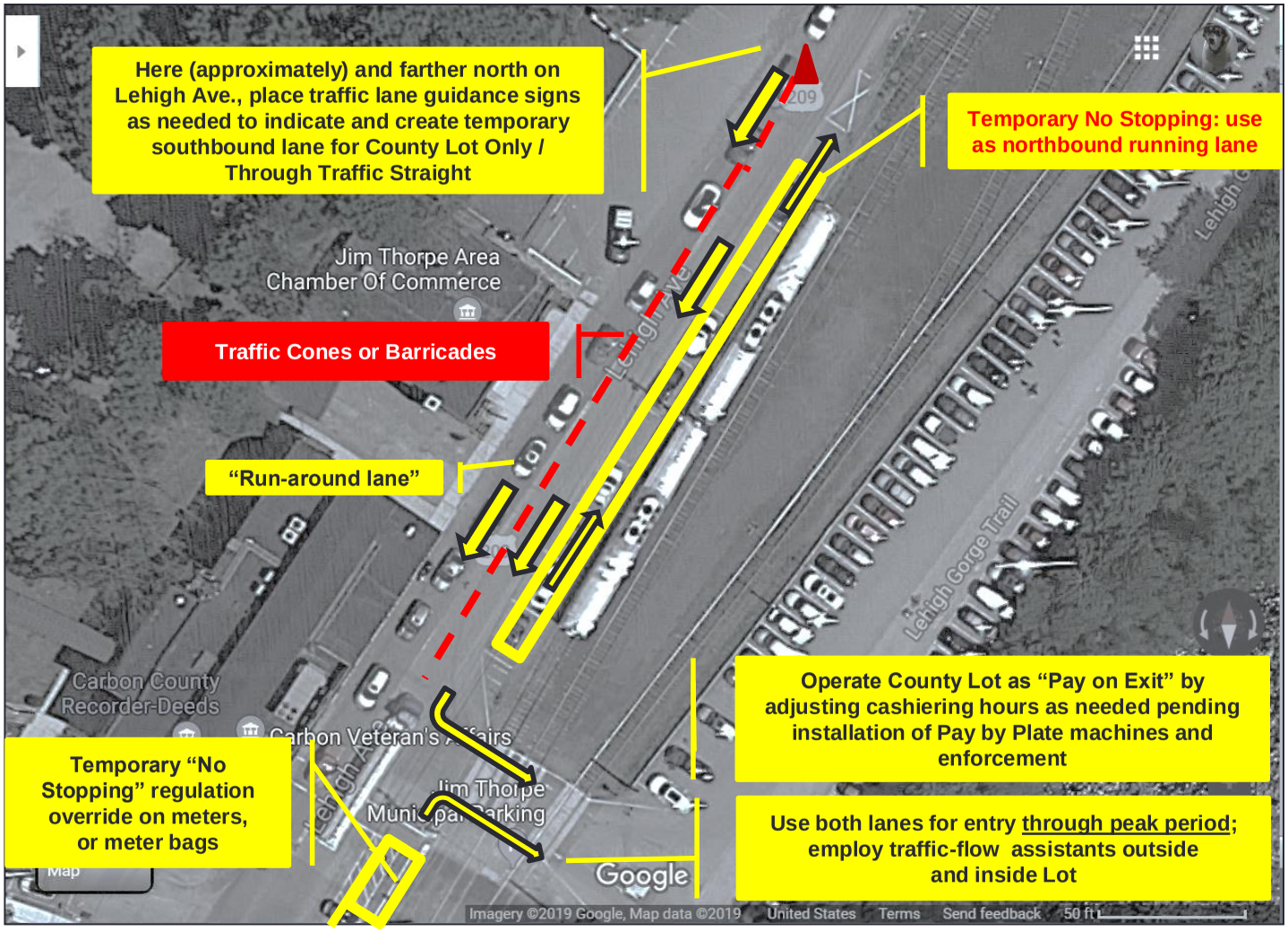
Future Conditions

- The Delaware & Lehigh Trail and bridge will:
  - Add tourists, bikes and vehicles to Jim Thorpe
  - Potentially create parking/bike/pedestrian conflicts
  - Increase parking demand
- County addition of payment kiosks will reduce roadway congestion
- The need for pedestrian safety improvements will increase due to additional demand
- Per PennDOT officials, the perpendicular (90-dgree parking relative to the curb) that lies north of the train station is NOT allowed on a state cartway, requiring the removal of 20 County parking meters

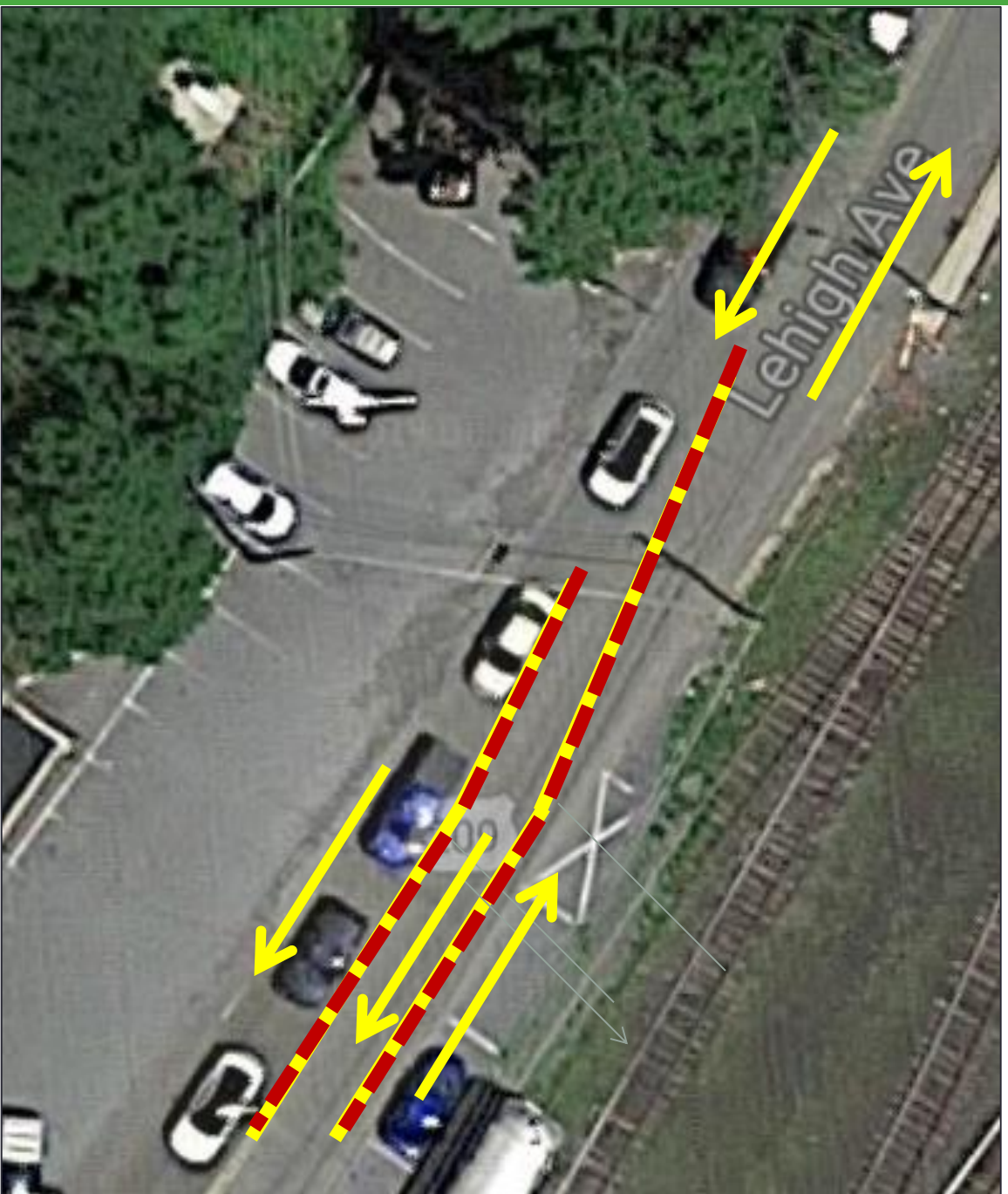
Parking and Access Recommendations

- Operate the shuttle from Mauch Chunk Lake for all major events and holidays (e.g., Independence Day, Labor Day, summer weekends), not just Fall Foliage, **AND…**
- Institute **additional wayfinding** to alternative parking for all major events, similar to the 2018 Fall Foliage Festival, including County "Parking Lot Full" signs at key points, AND / OR…
- Implement **peripheral park-and-ride** with shuttle from the Jim Thorpe Area High School
  - Advance placement of driver information signs along in-bound routes is essential
  - Institute **temporary lane adjustments** in front of the County Lot to alleviate congestion (described on the next page)
  - If the above adjustments can be made, the High School shuttle **drop-off** point for Hazard Square could be in the County Lot, as traffic congestion will be reduced
- The County Lot's operation as a **pay-on-exit facility** is a critical element in reducing congestion along Lehigh Avenue

Reduce Traffic Congestion in Front of the County Lot through Temporary Lane Changes



Also requires Temporary "No Stopping" override regulation (or temporary bags on meters) for parking meters along Lehigh Avenue (at least until they are removed per PennDOT), and operation of County Lot as Pay-on-Exit facility, with adjustment to cashier hours



Expanded View

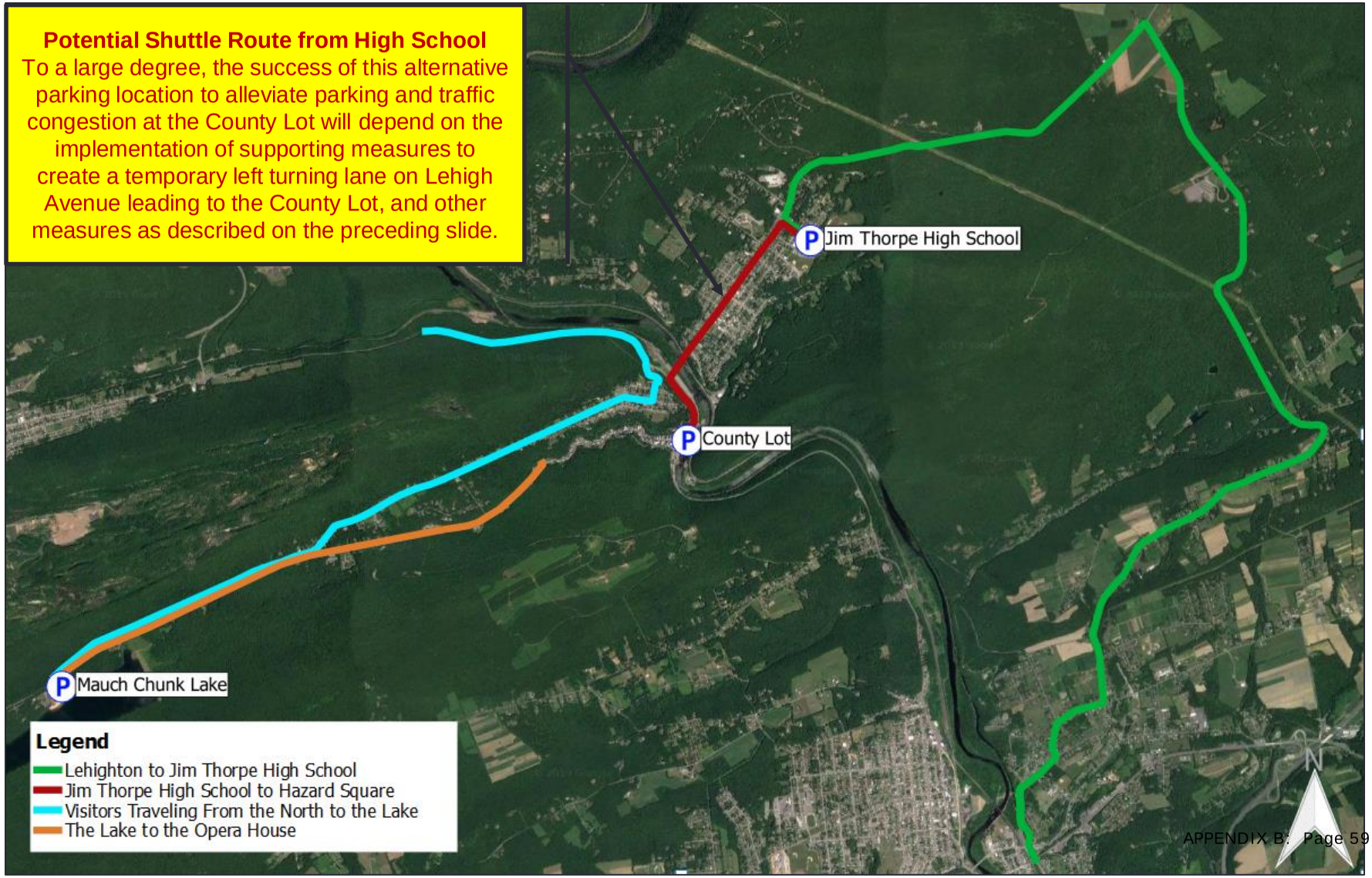
Expanded view for creation of a temporary left-turn lane for the County Lot, southbound along Lehigh Avenue.

Yellow arrows denote traffic flow.

Yellow and Red lines denote temporary lane creation through traffic control devices, such as traffic cones or barricades.

Appropriate directional / informational sign placement is presumed.

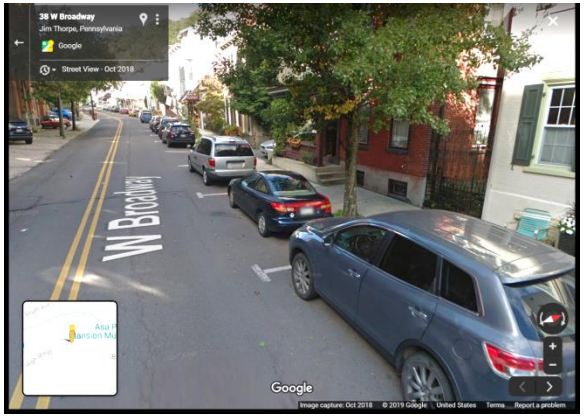
Potential Shuttle Route from High School



Parking and Access Recommendations

- West Broadway Residential Parking
  - Add metered parking along West Broadway via kiosks or single-space meters for hours similar to the existing kiosks / regulations, but with **"RPP override"**
    - No meter payment or parking limit would be required of a permit-holder at any time (*See notes 1 and 2, below)*
  - Add regulation signs to West Broadway in any area that has parking spaces marked on street
  - Sign / regulate Race Street as well as High Street as RPP permit-only, at all times

A Google Earth Street View of West Broadway from October 2018 shows delineated parking spaces, and no parking regulation signs



Latest version of Draft Legislation for Permit Parking

Draft 3.21.19 council 4.4.19

Borough Code Chapter 420 Vehicles and Traffic

Article Permit Parking

420-xx Purpose

Due to limited on street parking and additional pressure from tourism, it has become necessary to assist our neighbors residing in this area, by restricting parking to the residents and their guests.

Note 1: *Based on CMA's experience, the RPP-override regulation typically results in a degree of turnover parking (perhaps 20% of spaces), while providing permit holders the majority of the parking opportunities.*

Note 2: *The payback on West Broadway / RPP-override kiosks would be longer than those on Broadway, obviously. But in lieu of kiosks, if the Borough still has single-space meters to install, or wishes to install single-space credit-card enabled meters, or even wants to experiment with "virtual metered spaces" that would be signed for mobile-payment only, then similar opportunities for turnover parking could be realized. This could even be done on a test-basis to see how much turnover is created.*

Parking and Access Recommendations

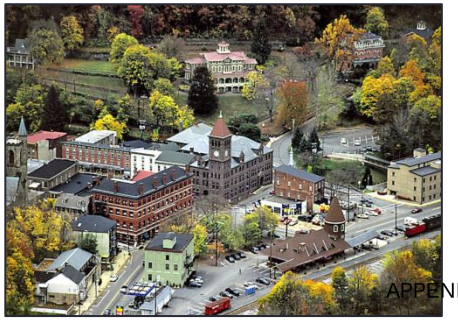
- **Near-term**: Construct a single supported level of parking on the County Parking Lot
  - **Described in the next slides**
  - Dependent on agreement being reached between Jim Thorpe Borough and Carbon County officials
  - Potential exists for **grant funding** to assist with construction costs
- **Near-term**: Pursue grant funding for public information, wayfinding, pedestrian safety improvements, etc.
- **Long-term**: parking at hotel with gondola from Flagstaff?

Source: https://c2.staticflickr.com/4/3623/3361691236_93372d2925_b.jpg

Example of a single supported level of parking



Aerial view of Jim Thorpe from Flagstaff Hill



Potential Parking Alternatives

Addition of a single supported parking level on a portion of the Carbon County Lot

William F. (Bill) Kavanagh, AIA, NCAR

Director of Parking Design

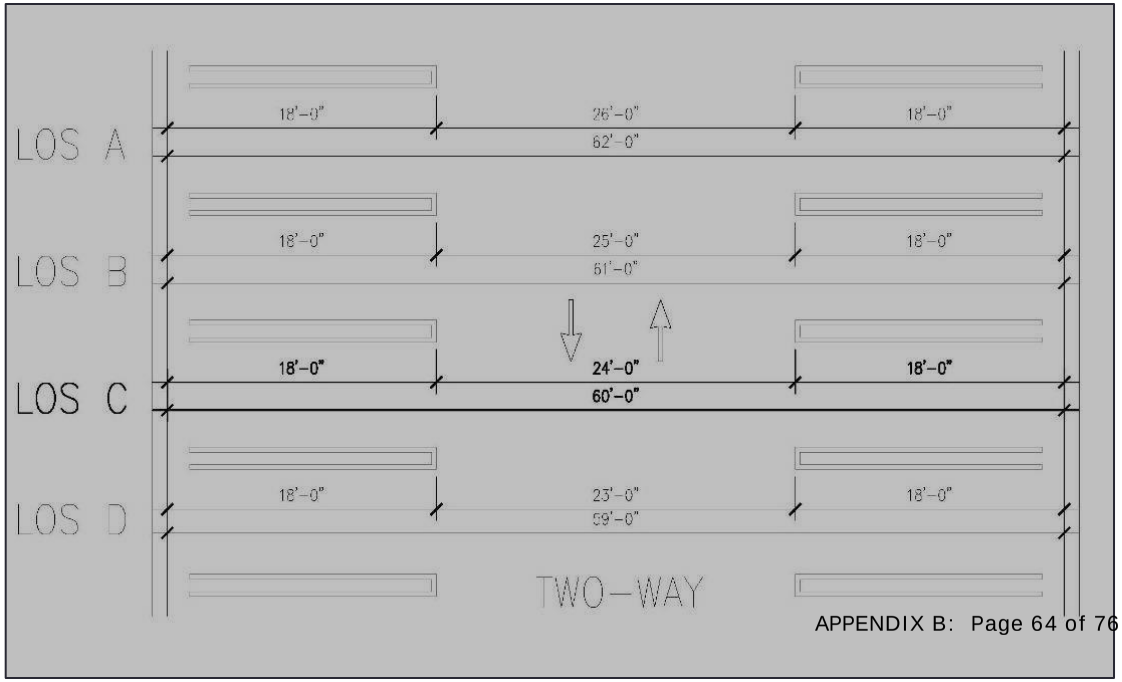
THE HARMAN GROUP

The General Site



Parking Garages “101”

- ❑ **While parking garages can increase parking supply…**
- ❑ **Even small ones require large footprints**
- ❑ **The required dimensions of the structure are a function of parking space sizes and drive aisle widths.**
- ❑ **A common parking “module” is 60 feet wide, and comprises:**
  - ✓ **an 18-foot long parking space,**
  - ✓ **a 24-ft drive aisle, and**
  - ✓ **another 18-ft long parking space**



Site Constraints of County Lot

- The existing parking lot is long and narrow
- It is situated between active railroad tracks and the Lehigh River, meaning…



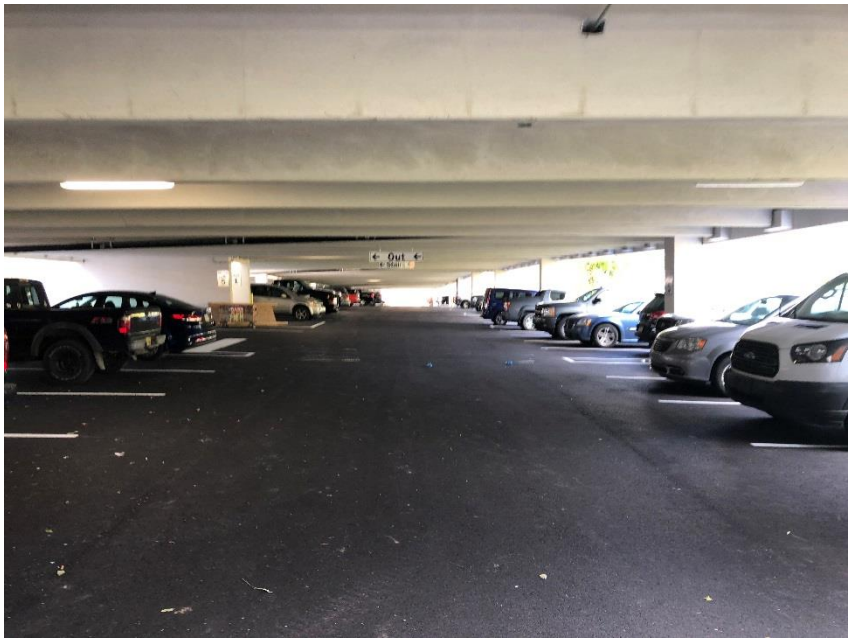




- … A PARKING GARAGE SHOULD BE SITED ON THE WIDER PARTS OF THE EXISTING PARKING LOT

Examples of Single Supported Level

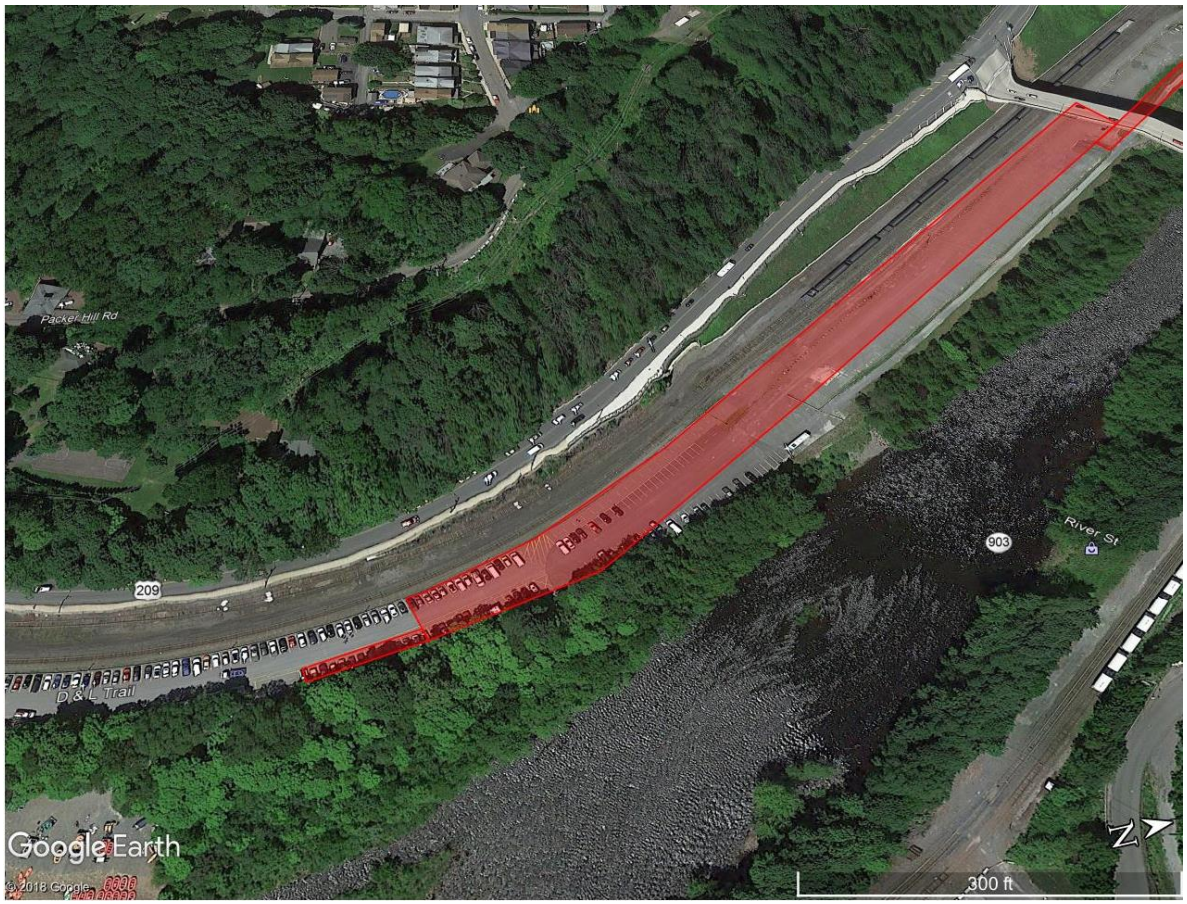




- For the County Lot, three possible configurations were analyzed: 150 spaces, 114 spaces, and 80 spaces
  - Cost and space efficiency is greatest in the 150-space garage
  - At the surface, only 8 spaces would be lost to accommodate the ramp to the raised parking area, regardless of configuration

Single Supported Level of 150 Spaces

- Two levels of parking (grade plus one supported level)
- 14-foot clearance for truck access beyond garage



- ✓ **62 feet wide x 675 feet long**
- ✓ **Net gain: 142 spaces**
- ✓ **46,674 SF (supported structure + ramps)**
- ✓ **328.7 SF/space**
- ✓ **Estimated per-space construction cost: $16,000 - $18,000**

Potential Funding Sources for Parking and Pedestrian Safety Improvements

Potential Grant Sources (Multi-Modal)

- Surface Transportation Block Grant (Federal)
  - Formerly, Transportation Alternative Program
- Congestion Mitigation Air Quality (NEPA MPO CMAQ, Federal)
- Local Share Account Funds (PA gaming revenues)
- PennDOT Multi-Modal Funds
- PA Redevelopment Assistance Capital Program
- DCED Multi-Modal Transportation Funds
- Carbon County Hotel Tax Disbursement Program (Pocono Mountain Visitors Bureau)
- PA Walk Works
- PennDOT Automated Red Light Enforcement (ARLE) Program
- PennDOT Green Light Go Program

Note: All items contain hyperlinks to the grant sources' respective websites. Depending on the source, potential funding opportunities may include marketing, public information, parking information and visitor service needs in addition to construction projects.

Next Steps

- Project Committee meeting
- Provide written report with recommendations

Post-report

- Project Committee / Borough officials' decisions on implementing recommendations, including pursuit of grant funding



Questions and Answers

During the Q&A session at the conclusion of the *Consulting Team's* presentation on Thursday, 18 July 2019, a number of issues and concerns were raised by those in attendance, including those by elected representatives and citizens. Several of the more prominent concerns have been addressed in the following slides.

Questions and Answers

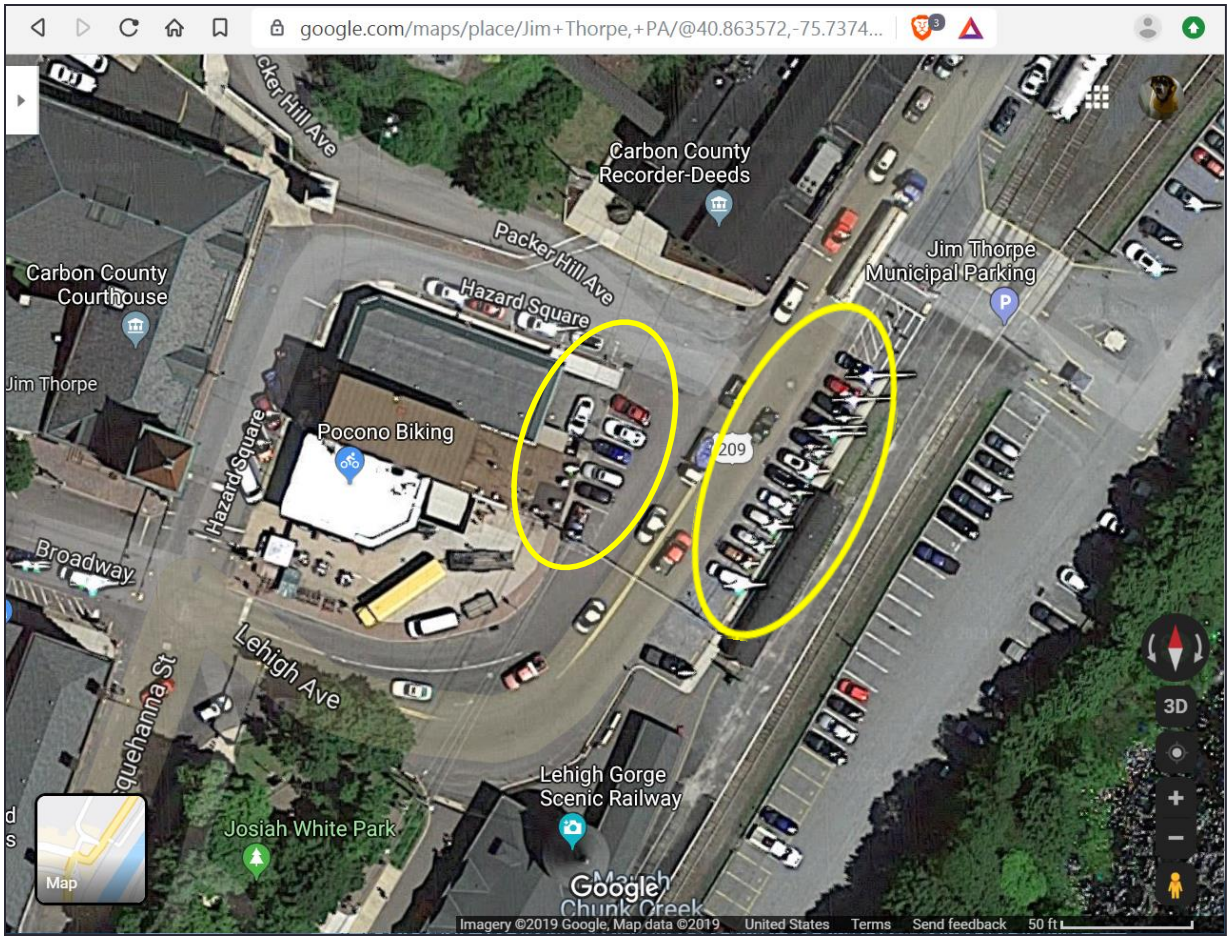
- ‘We can’t have meters removed from Broadway as this would hurt the merchants. You shouldn’t remove the meters from Broadway.’ **Answer**: The *Team* is NOT suggesting removing meters from Broadway.

  - The only parking spaces subject to removal in the *Team‘s* presentation are those that PennDOT has indicated are not legal in Pennsylvania because they back-out into the “cartway” (road). These are the 15 90-degree parking spaces (relative to the curb) along Lehigh Ave. between the train station and entrance to the County Lot, and 5 metered spaces on the west side, all owned by Carbon County. *See the map on the next page.*

  - Further, this presentation recommends that metered spaces be *added* to West Broadway, in conjunction with residential permit parking “override” regulations.

Questions and Answers

Parking meters subject to removal / reduction per PennDOT.



According to PennDOT regional officials, the 90-degree parking spaces encircled in yellow are not permitted or legal in PA, and until removed (or changed to parallel parking spaces, see the Note below), make the additional pedestrian crosswalk enhancements that have been suggested for the immediate vicinity and Hazard Square a "non-starter".

Note: The preferred alternative is to remove the meters and create better pedestrian ways on both sides of Lehigh Avenue. A possible right-turning lane into the parking might also be possible. A second alternative would be to convert some of the spaces on both sides to metered parallel parking spaces.

Questions and Answers

- "The kind of wide pedestrian walking areas / curbs and bump-outs proposed in Hazard Square, and the bump-outs proposed along Broadway, will hamper truck and vehicular traffic." **Answer**: The *Team* is recommending painted - not structured or concrete - bump-outs and pedestrian walkways in certain locations. The types of paint and other treatments suggested are highly durable, they can be used as "tests" of the concept to promote traffic calming and pedestrian safety, and can be removed if desired later.

- "You didn't talk about residential parking at all in the presentation." **Answer**: That is correct, as it was anticipated the topic would be covered in the Final Report. Later during the Q&A, the *Team* mentioned several residential parking alternatives, including permit-only and meter "override" areas (where those with residential permits may park for unlimited time and without payment of the meter fee). However, the *Team* also has included the residential parking issue and recommendations in this Updated Presentation.

Questions and Answers

- "You didn't talk to Borough residents in the areas most affected by visitor traffic (e.g., along West Broadway) at any point during the study." **Answer**: The *Team* acknowledges this, and suggests that this Updated Presentation be made available on the Borough's website, and that public comments be solicited and directed to the Project Committee or a focal point in the Borough (or the *Consulting Team)* in writing. The *Team* will have further interaction with the Committee prior to project conclusion, and will consider all input in its recommendations.

- "The biggest problem we have is lack of support from Carbon County, and so we need to gather as many public officials and private stakeholders together to "make the case" for developing real solutions to the parking problems at hand." **Answer**: The *Team* acknowledges the past and present political difficulties between the Borough and County as perhaps the greatest impediment to solving the parking "crisis" in the Borough, and considers the suggestion to assemble stakeholders in one or more solution-oriented forums as an excellent idea that should be implemented at the earliest opportunity.

Questions and Answers

- "We previously considered using the high school as a remote parking area, but the shuttle riders would never make it to Hazard Square due to the traffic congestion along Lehigh Avenue, especially when one car can block traffic while waiting to enter the County Lot."
  Answers:
  - Unless the County Lot is operated as a "pay-on-exit" facility, the pay-on-entry operation will invariably cause traffic congestion along Lehigh Avenue and within Hazard Square.
  - The potential to reach an agreement with the Jim Thorpe Area High School for use of its parking lots during peak events (e.g., the Fall Foliage festival, and others) is likely achievable, especially when events do not overlap with High School events, such as football games. Clean-up costs could be recouped through the parking / shuttle fee. However, such an agreement would be fruitless without the County's cooperation to operate a pay-on-exit.
  - Unfortunately, County Commissioners have indicated that the pay-by-plate kiosks will not be installed in the County Lot prior to the Foliage Festival, due to the vendor's production schedule. Therefore, if the County is willing to convert to a manual pay-on-exit process, (perhaps with the help of Borough or Tourist Agency resources), use of the High School lots becomes a viable solution. Additional signs and publicity directing visitors arriving from the north and east to the High School would be highly beneficial.
  - Ideally, the above concepts, along with the temporary lane shifts along Lehigh Avenue adjacent to the County Lot, should be planned and tested in the coming weeks in sufficient time to refine operations and thereby avoid gridlock in and around Hazard Square during the upcoming peak events.

Northeastern Pennsylvania Alliance
Pittston, PA

APPENDIX C:

Public Presentation of Findings and Alternatives, 18 July 2019 (post-presentation version)

Parking Analysis and Complete Streets Evaluation for Downtown Jim Thorpe Borough

June 2020
In Association With:

Alta Planning + Design
Phoenixville, PA

The Harman Group
King of Prussia, PA

CHANCE
MANAGEMENT ADVISORS, INC.

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PARKING ANALYSIS AND COMPLETE STREETS EVALUATION FOR JIM THORPE, PA

Public Meeting and Presentation
Memorial Hall
Jim Thorpe, PA

Thursday
18 July 2019

Additional slides included post-meeting

CHANCE MANAGEMENT ADVISORS, INC.
Parking ▪ Transportation ▪ Access Management

alta PLANNING + DESIGN

THE HARMAN GROUP THG

Introductions

CHANCE
MANAGEMENT ADVISORS, INC.
Parking ▪ Transportation ▪ Access Management

Joseph P. Sciulli, CAPP

Vice President and Senior Operations Consultant

alta
PLANNING + DESIGN

Adam Supplee, RLA, AICP, ASLA

LEED AP/Principal

THE HARMAN GROUP
THG

William F. Kavanagh, AIA, NCAR

Director of Parking Design

Project Principal

CHANCE
MANAGEMENT ADVISORS, INC.
Parking ▪ Transportation ▪ Access Management

Barbara J. Chance, Ph.D.

Founder, President and CEO of CHANCE Management Advisors, Inc.

Recipient, *International Parking and Mobility Institute (IPMI)*
"Lifetime Achievement Award", June 2019

IPMI
International Parking & Mobility Institute

Recipient, IPMI "Parking Professional of the Year", 2011

Preface to Post-Meeting Presentation (1 of 2)

- This post-meeting edition of the 18 July 2019 public presentation contains additional slides not included in the original presentation
  - A recap of the meetings and site visits to date (on the next page)
  - Findings and recommendations to address certain residential parking problems raised during the public presentation, and
  - Suggestions to reduce traffic congestion along Lehigh and Susquehanna Avenues leading to the entrance of the County Lot





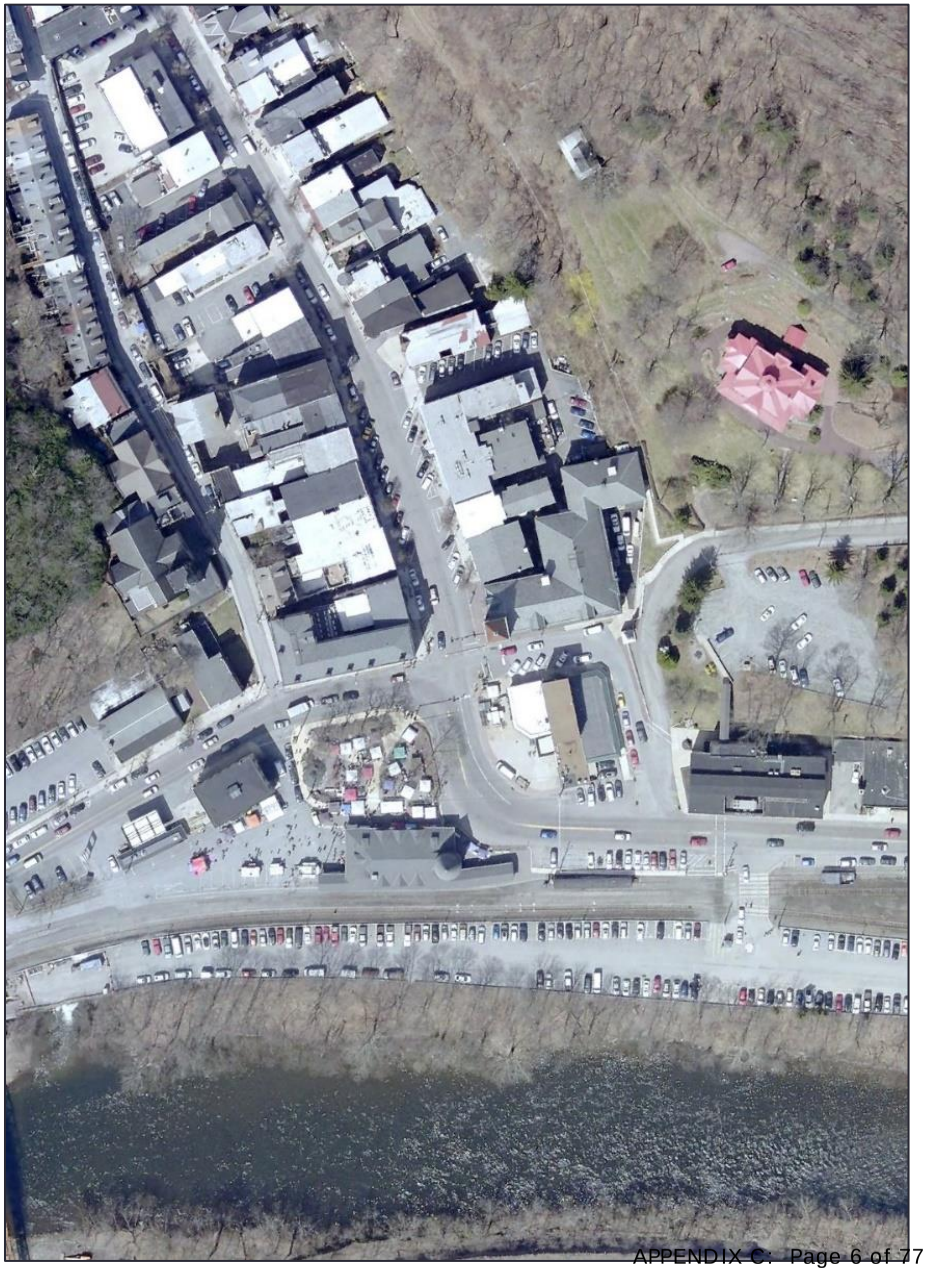
Preface to Post-Meeting Presentation (2 of 2)

- This was the third meeting for *CMA* in Jim Thorpe and the sixth site visit overall for the *Consulting Team* in connection with the Parking Analysis and Complete Streets Evaluation

Meeting or Site Visit	Date	Attendees
Project Initiation, parking and pedestrian observations, pedestrian and merchant intercept surveys	Dec 2017	CMA, NEPA, various representatives of the Borough
Parking data collection (Saturday)	Feb 2018	CMA
Set up of time lapsed photography of Hazard Square and Broadway (May and June 2018) and related observations	May 2018	ALTA Planning + Design
PowerPoint presentation of existing conditions to separate meetings of the County Commissioners and Borough stakeholders	Nov 2018	CMA, ALTA, Harman
PennDOT (Allentown, PA), to discuss complete streets suggestions and limitations	Mar 2019	CMA, ALTA, NEPA
PowerPoint presentation on findings and recommendations in public meeting	Jul 2019	CMA, ALTA, Harman, NEPA

Agenda

- Project Goals / Progress to Date
- Methods / Study Area
- Parking and Access Conditions
  - A recap of findings from November 2018 presentation
- Complete Streets Analysis and Recommendations
- Parking Alternatives
- Next Steps



Project Goal: To solve / develop workable solutions to:

- Parking Problems
- Traffic Congestion
- Pedestrian Safety





Progress to Date

- Borough has added parking KIOSKS in place of meters
  - Customer service enhancement
- Tourism Bureau explored / added wayfinding to alternative parking for Fall Foliage 2018
- County is presently working on payment KIOSKS for the County Lot in lieu of pay-on-entry
  - Should dramatically improve congestion on Rt. 209





Methods

- Parking **counts** and parking and pedestrian access **observations**
- **Outreach**: interviews with merchants and tourists; County and Borough representatives and elected officials; regional PennDOT officials, and JT Borough Police
- **Time-lapse photography**, pedestrian analysis and review of wayfinding
- Development of parking supply and pedestrian / vehicular safety (**Complete Streets**) recommendations
- Alternatives / recommendations
- Financial estimates

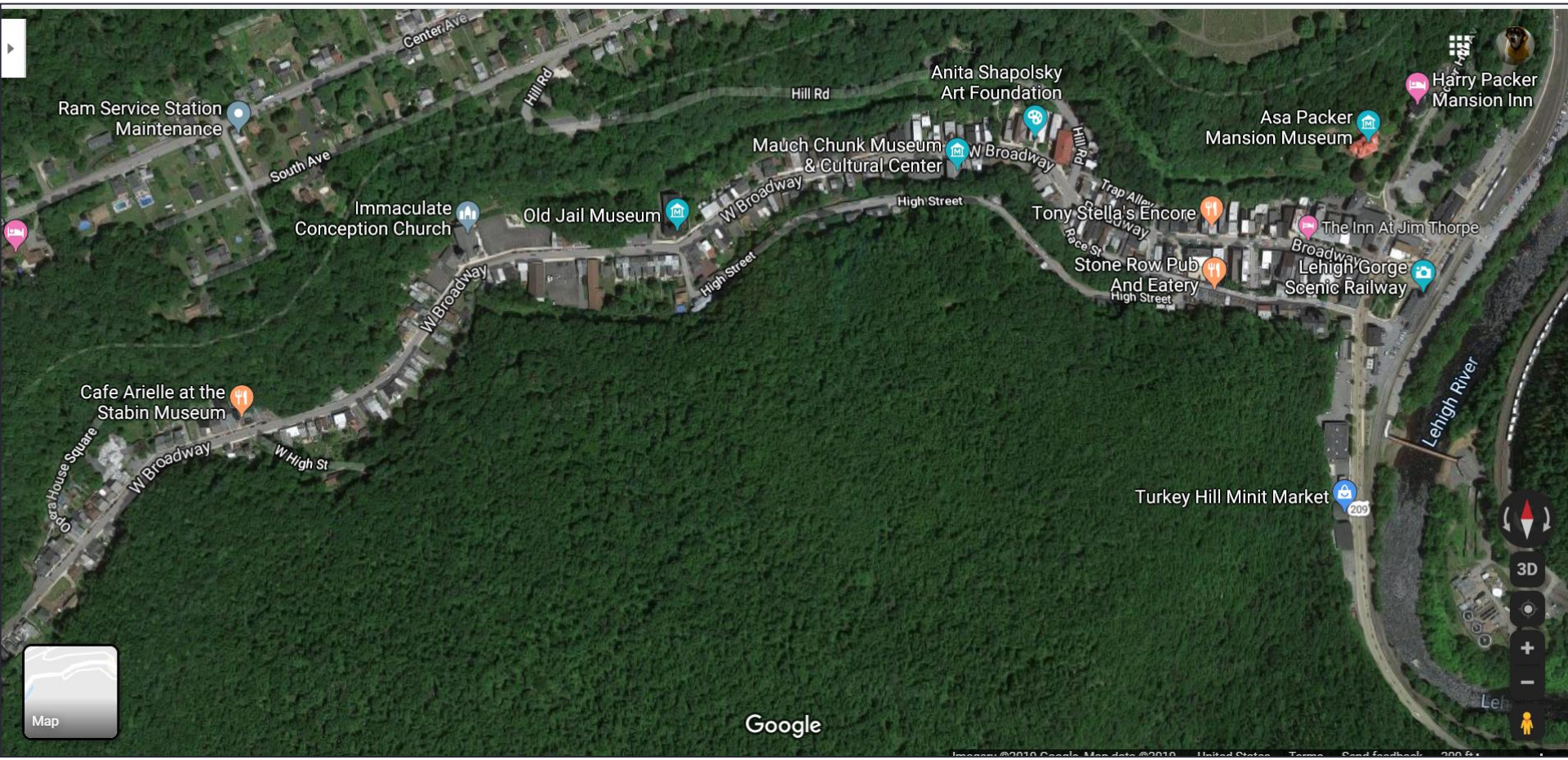
Study Area

- Study area shown on the photo (yellow outline) is focused on the interaction of vehicles, pedestrians, trains, cyclists and parking in Downtown Historic Jim Thorpe



Expanded Aerial View of Study Area

Google Map, 2019



https://www.google.com/maps/place/Jim+Thorpe,+PA/@40.8623651,-75.7451971,717m/data=!3m1!1e3!4m5!3m4!1s0x89c5b29d3eaaaf53:0x229b0f3147157f91!8m2!3d40.8759235!4d-75.7324127

Parking and Access Observations

- Visitors
  - "Just happened to find the (County) lot"
  - "Always just look for metered space on Broadway – didn't know there was a parking lot"

- Merchants
  - Traffic at Hazard Square – cars "keep coming" through light
  - Pedestrians cross at Hazard Square where they should not!
  - Other merchants park on meters

Parking and Access Observations

- Parking signs needed



No sign is posted at the entrance of the lot, visible from the highway from either direction.

Electronic or large “Parking” signs, with the rate posted, should be placed on north and south Lehigh Avenue, visible from both directions. The rate should be on the sign. The rationale for putting the rate is that people can get cash ready, whether they pay on the way in (not desirable) or pay on the way out (more desirable).

Parking and Access Observations

- Cashiering with a $6 parking fee slows transaction times as change frequently may need to be made; slower throughput contributes to vehicles queueing on Lehigh Avenue; closure of the Lot later in the afternoon results in lost revenue opportunities

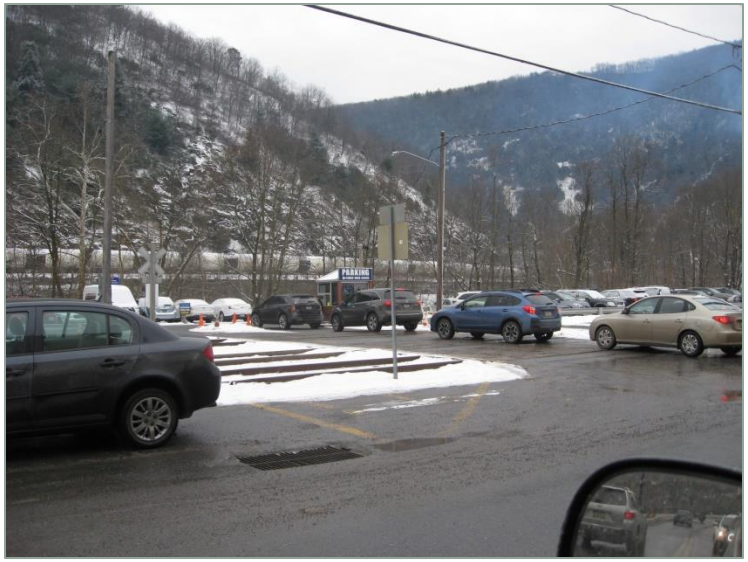






Parking and Access Observations

- Effects of pay-on-entry with a parking fee amount requiring change: slow throughput, vehicle queueing





Parking and Access Observations

- Location of pay booth and “pay-on-entry” approach have contributed to vehicle queuing along Lehigh Avenue.



The pay booth was temporarily located to the right side of the entry lane to accommodate construction vehicle access for the North Street bridge overpass demolition, and should be relocated to its original position.

Also, the use of “pay-on-foot” technology through payment kiosks, or alternately, operating the lot with a “pay-on-exit” cashiering approach, would help reduce vehicle queuing along Lehigh Avenue when entering the lot.

Lot staff could be employed to expedite vehicle entries by handing tickets to drivers, who would pay the flat parking fee at the kiosk with cash or credit card upon their return to the Lot, reducing cash handling. Vehicles thus would queue within the Lot for exit, and the exit gate could be networked with sensors to ensure the gate remains down when a rail car is approaching.

Parking and Access Observations

- Problematic pedestrian pathways



If parking is going to remain along the eastern side of Highway 209, a sidewalk or at least an even footpath of crushed stone should be substituted for the existing hazardous path.

Parking and Access Observations

- (Below) Pedestrians crossing without markings



- (Right) Pedestrians waiting to cross, but crosswalk markings are minimal and not well-striped



Parking and Access Observations

- Parking sign location (yellow circle) is not highly visible or pronounced; small font size, making it difficult to notice



Example of a more effective parking sign

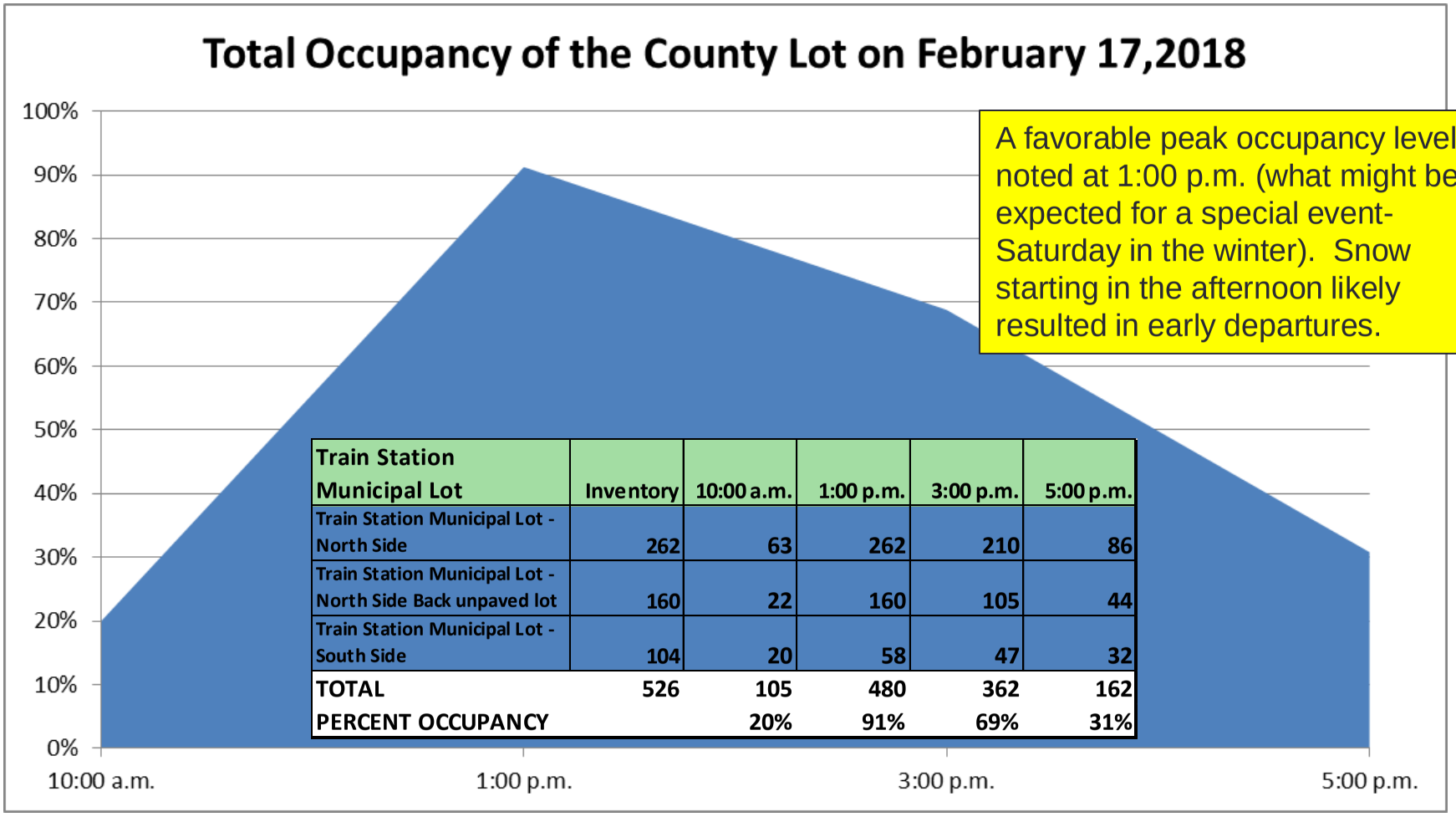


Parking and Access Observations

- The current “pay on entry” process at the County Lot contributes greatly to vehicle queueing, as seen in this photo
- New payment technology (pay-by-plate kiosks) slated for introduction in Fall, 2019 will help to dramatically reduce these backlogs, but unfortunately, they presently are scheduled for installation after the Fall Festival



Parking and Access Observations



Train Station Municipal Lot	Inventory	10:00 a.m.	1:00 p.m.	3:00 p.m.	5:00 p.m.
Train Station Municipal Lot - North Side	262	63	262	210	86
Train Station Municipal Lot - North Side Back unpaved lot	160	22	160	105	44
Train Station Municipal Lot - South Side	104	20	58	47	32
TOTAL	526	105	480	362	162
PERCENT OCCUPANCY		20%	91%	69%	31%

A favorable peak occupancy level noted at 1:00 p.m. (what might be expected for a special event-Saturday in the winter). Snow starting in the afternoon likely resulted in early departures.

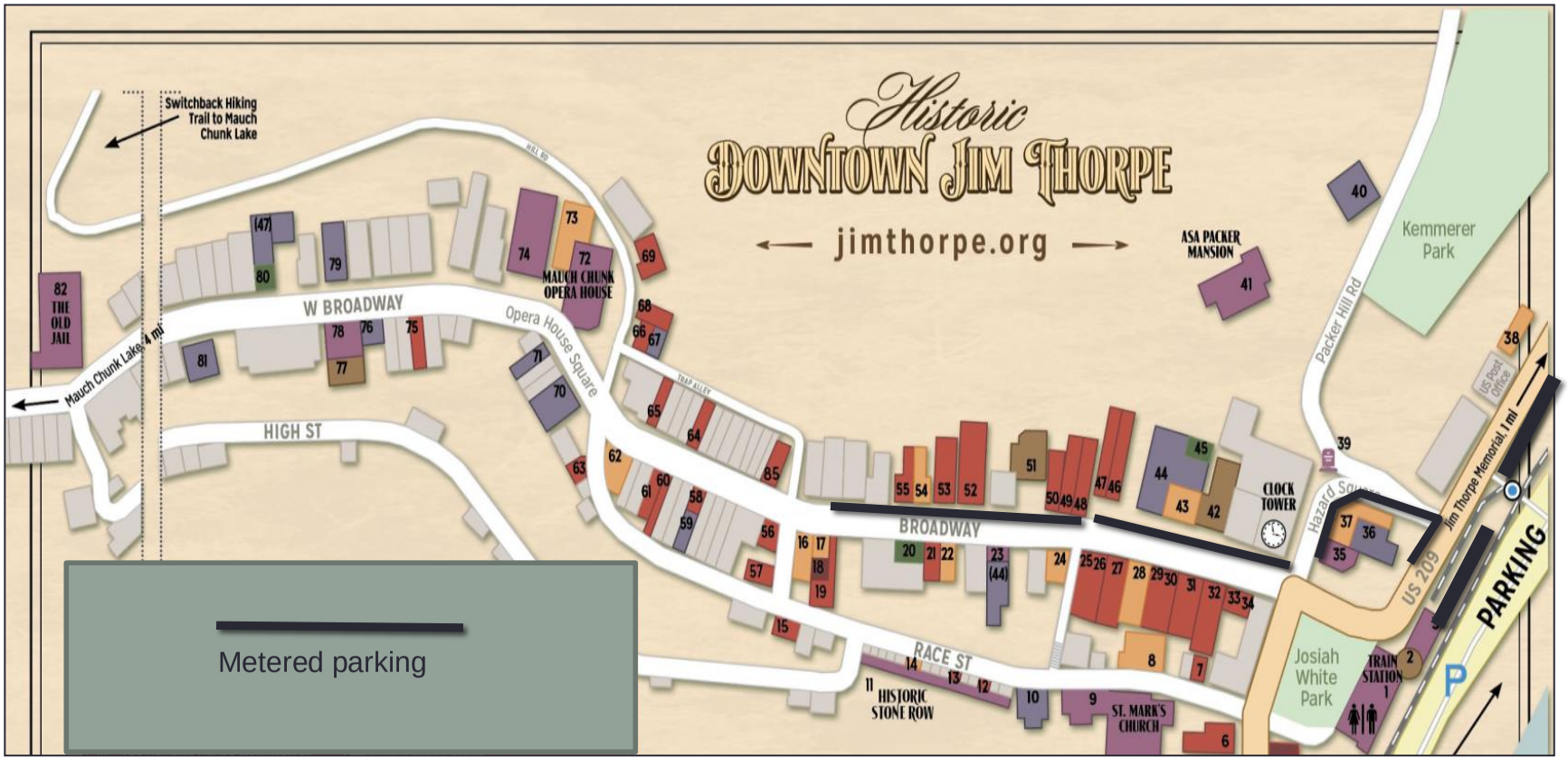
Metered Parking Spaces and Peak Occupancy (1:00 p.m. on Saturday, 17 February 2018)



Competition for Parking on West Broadway

- Along **West Broadway**, residents, bed and breakfast guests, merchants, commercial patrons and visiting tourists compete for limited parking along unregulated curb space
- A draft West Broadway Permit Parking ordinance has proposed permit-only parking along West Broadway, between address numbers 5 to 415
  - A permit to park would be required on Saturdays and Sundays, and from 5:00 p.m. to 9:00 a.m. on weekdays
- There is some discussion that High Street also be included in the Permit Parking zone

Competition for Parking on West Broadway



- In addition to West Broadway, both Race and High Streets are generally non-regulated, parked by residents' cars, and can be subject to visitor parking incursion.

Concepts to Keep in Mind When Designing Strategies for Parking and Pedestrian Improvements…….

Parking is the first and last experience of visitors to Jim Thorpe.

Parking, traffic and pedestrian conditions reflect the quality of a location, and shape its desirability as a return destination.

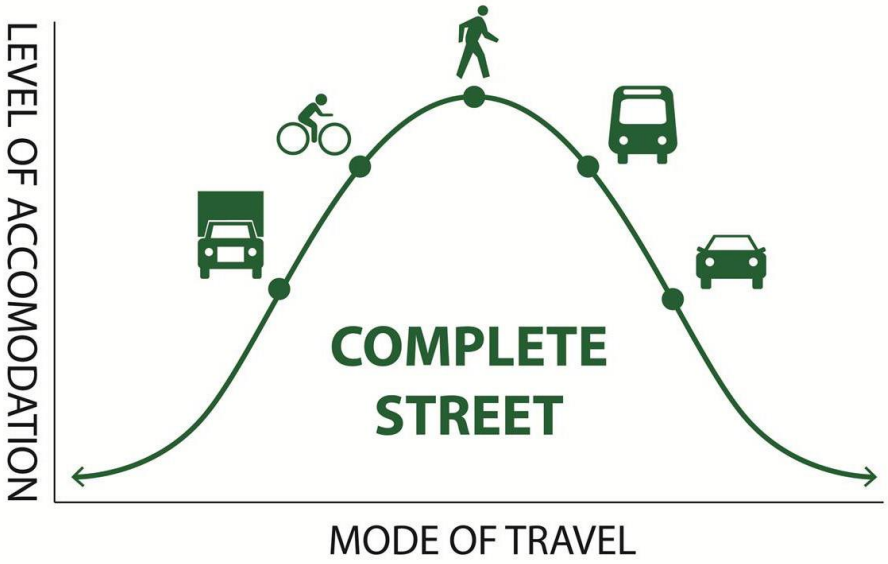
If you want a different result, you must start doing things differently.

Complete Streets Evaluation



What Are “Complete Streets”?

- Street Furniture
- Active Streetscape
- Pedestrian Scale Lighting
- Green Infrastructure
- Bicycle Facilities
- Vision Zero*
- Signage/wayfinding
- Universal Access
- Variety of Safe, Walkable Surfaces



** Strategies to reduce pedestrian fatalities (global initiative)*

Benefits from Complete Streets

- Healthier and more livable communities through: improvements in:
  - Reduced traffic congestion
  - Improved air quality
  - Enhanced pedestrian and motorist safety
  - Easier access for all users
- Economic development proven through additional private development, improved property values, thus stimulating local economy

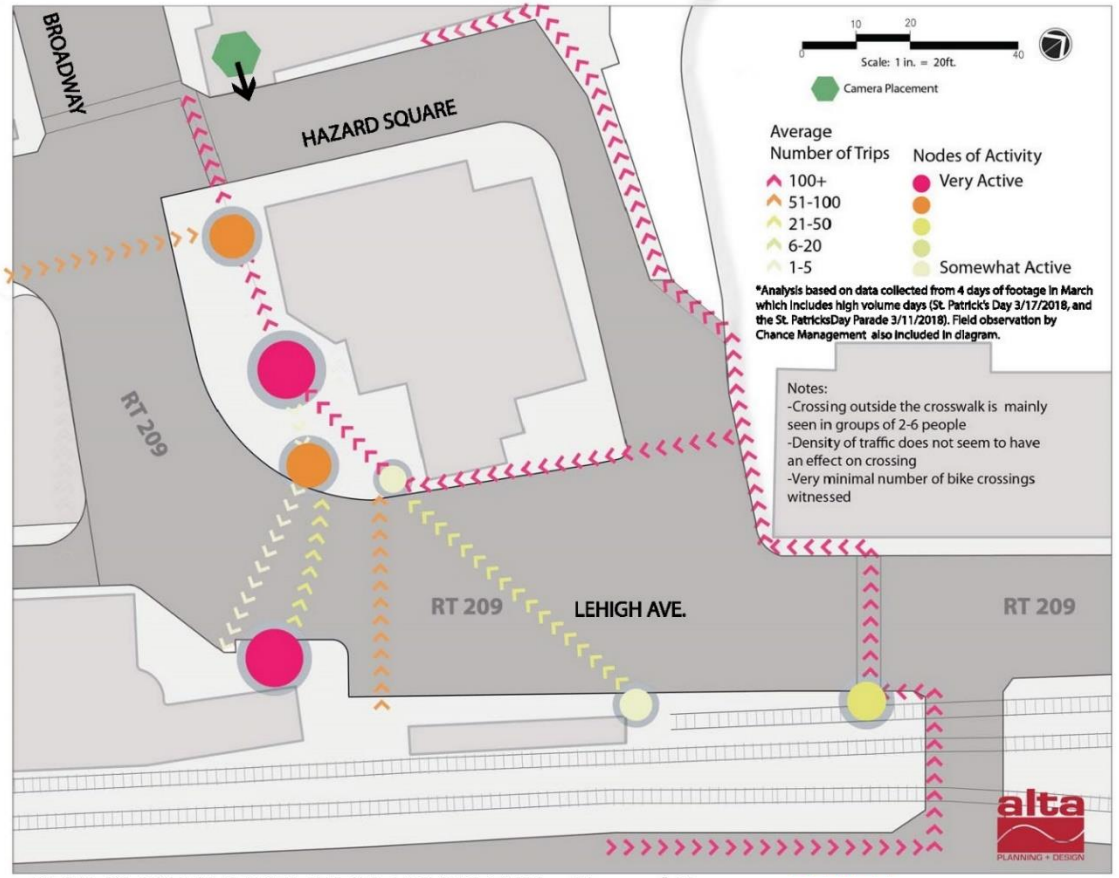
Accommodate A Variety of Events and Demands

- Complete streets should be designed to accommodate the largest events but also acknowledge the off-peak times, creating a safe comfortable urban environ-ment for all users



Findings: Pedestrian Circulation

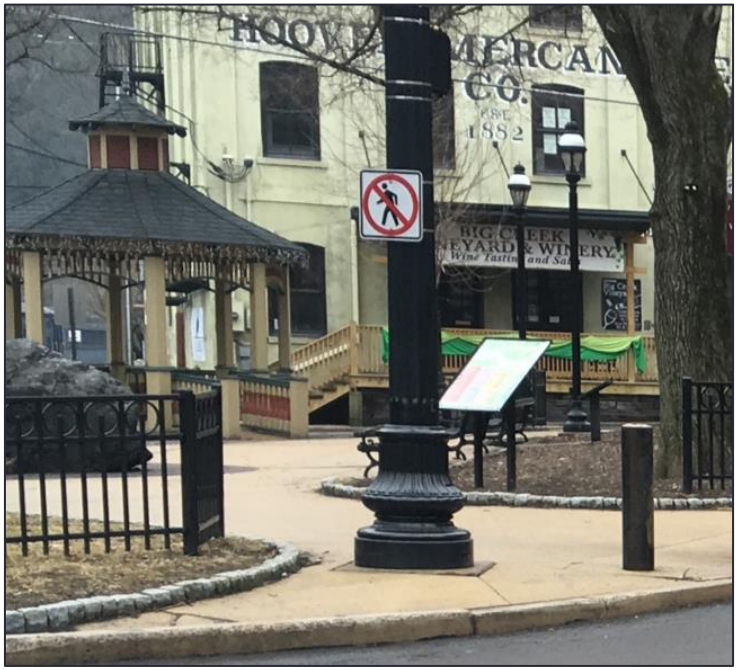
- Current design of Hazard Square limits pedestrian circulation in ways that create a less than optimal situation
- Lack of clear pedestrian routes and/or discouraging pedestrians along frontage or through Josiah White Park

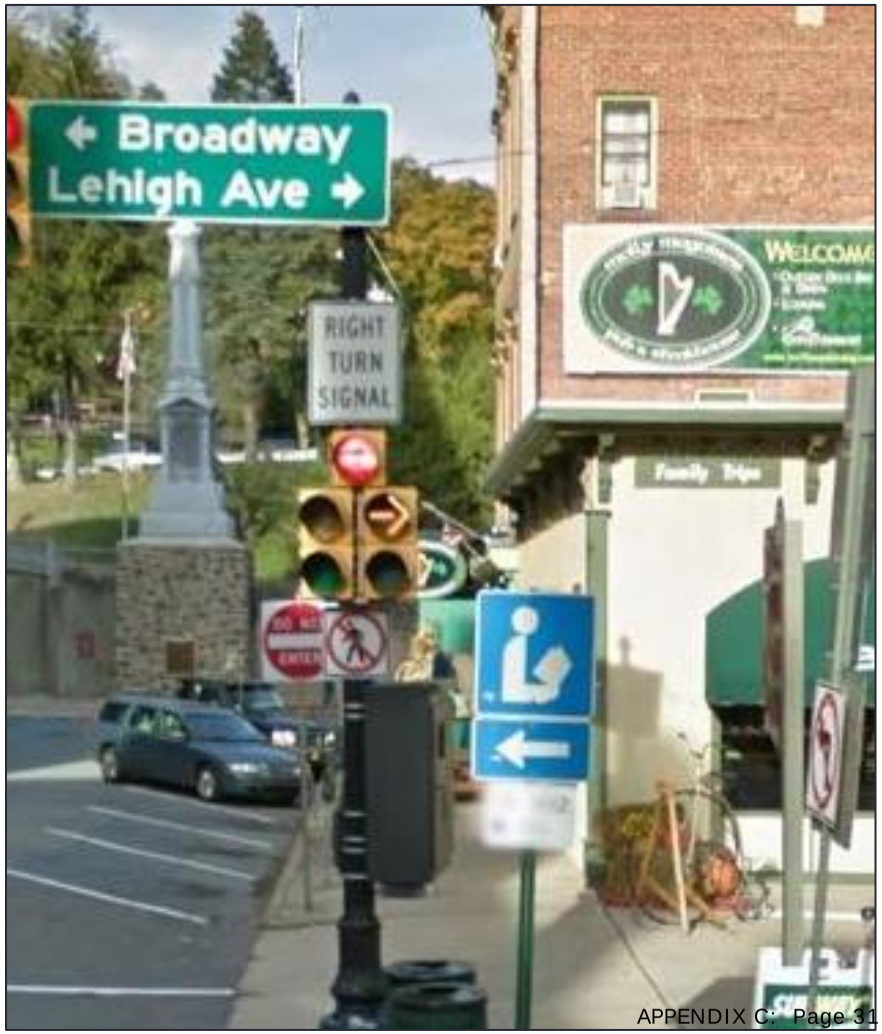


PEDESTRIAN MOVEMENT DIAGRAM - Hazard Square

Finding: Pedestrian Circulation

- PennDOT's "No pedestrian signs" in heart of downtown is counter to promoting walkability





Finding: Vehicle Queuing along route 209

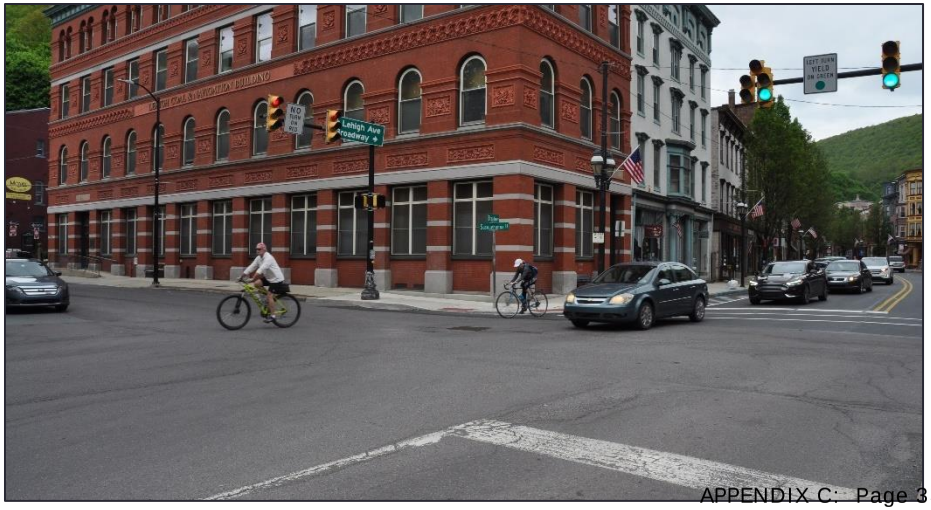
- Busy traffic along route 209 and county parking lot leading to Susquehanna intersection. (01 June 2018 - 5:55 PM)



Existing sidewalks and paving conditions

- Pedestrian crossings and sidewalks are missing where they would normally be expected
- Images illustrate the missing sidewalk along the Josiah White Park and missing crossings at Hazard square





Finding: Sidewalks and Paving

- Constrained pedestrian route along Lehigh Ave. and at Hazard Square

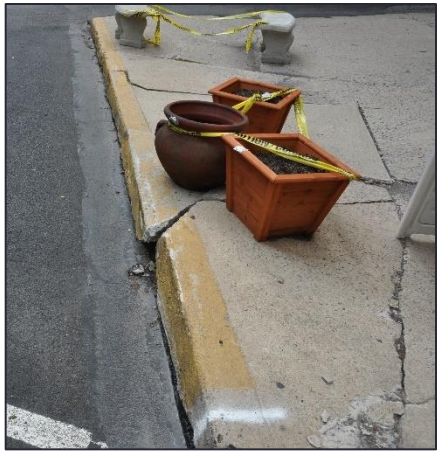






Finding: Sidewalks and Paving

- Degraded paving condition and uneven surfaces along the Lehigh Ave and Broadway St and Race St.







Finding: Signs

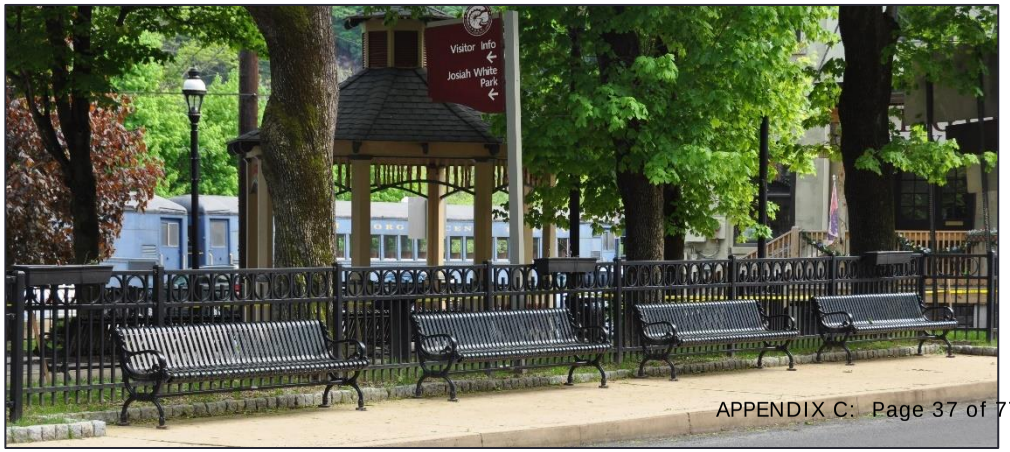
- Lack of pedestrian wayfinding makes pedestrian access less legible, safe, and comfortable
- Image illustrates Accessible Route into historic district that is constrained and lacks necessary wayfinding



Finding: Street Furnishings

- Most of the street furnishings are concentrated in Josiah park, and at Broadway St and Susquehanna intersection, including trash and recycle receptacles, benches, landscape planters and lightings





Finding: Green Infrastructure

- Existing trees and drainage systems offer opportunities for introduction of green infrastructure enhancements.





Observations



Recommendations

- **Tactical Urbanism: Short-term Action, Long-term Change**
- Possibility of low cost “tactical urbanism” projects can test and prove proposed enhancements





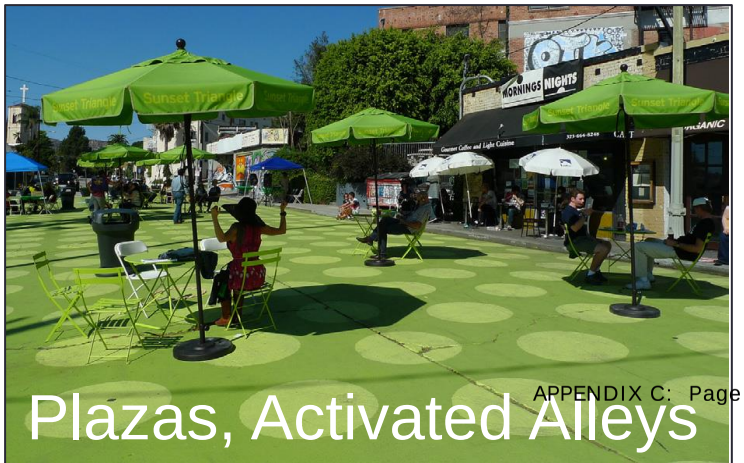
Recommendations

- Low cost, experimental “tactical urbanism” interventions, paint and flexible delineators





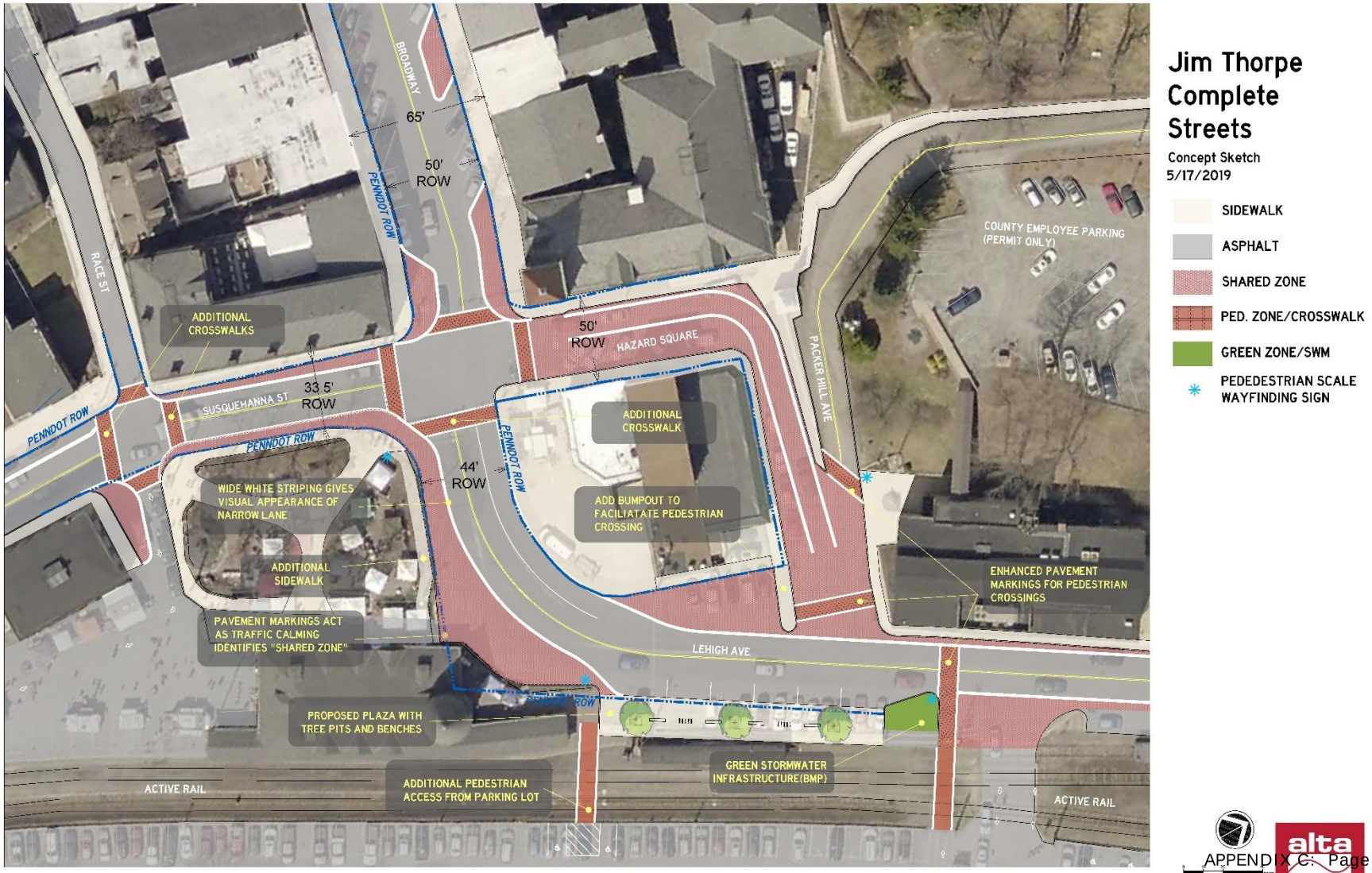




Recommendations

- Safe Crossings (Intersections and additional Railroad crossing)
- Paving Treatments
  - Variety of treatments to guide varying user groups
  - Shared zones
  - Promotes safety during large events and day-to-day activity
- Maximize use of ROW for active transportation
- Cartway ‘Diet’
  - Visual cues (paint) will give the appearance of a reduced cartway without costly curbline relocation
- Develop Borough Design Guideline (Furnishings, Landscape material and lighting)
- Green Infrastructure

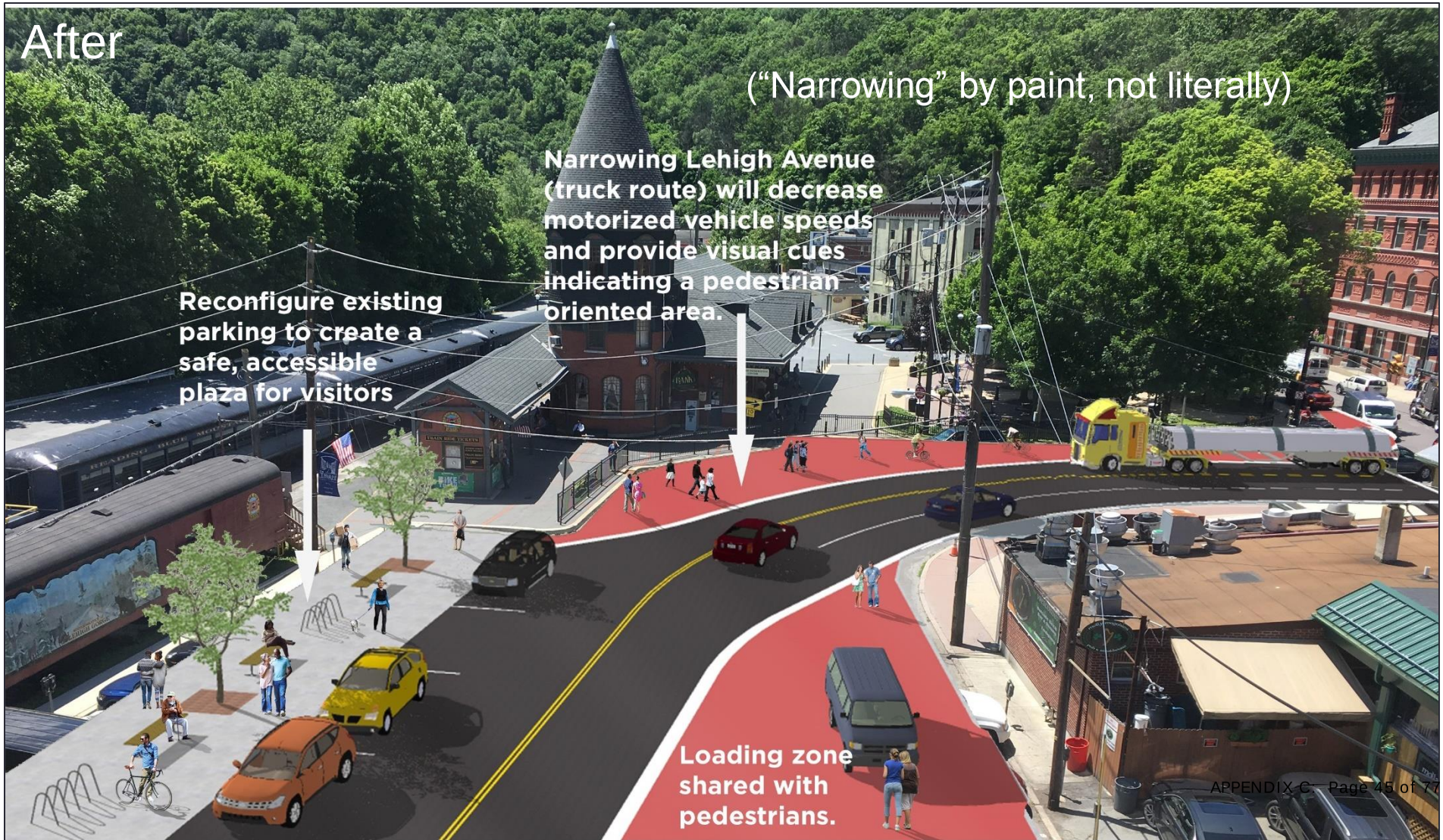
Recommendations: Hazard Square



Recommendations: Lehigh Ave



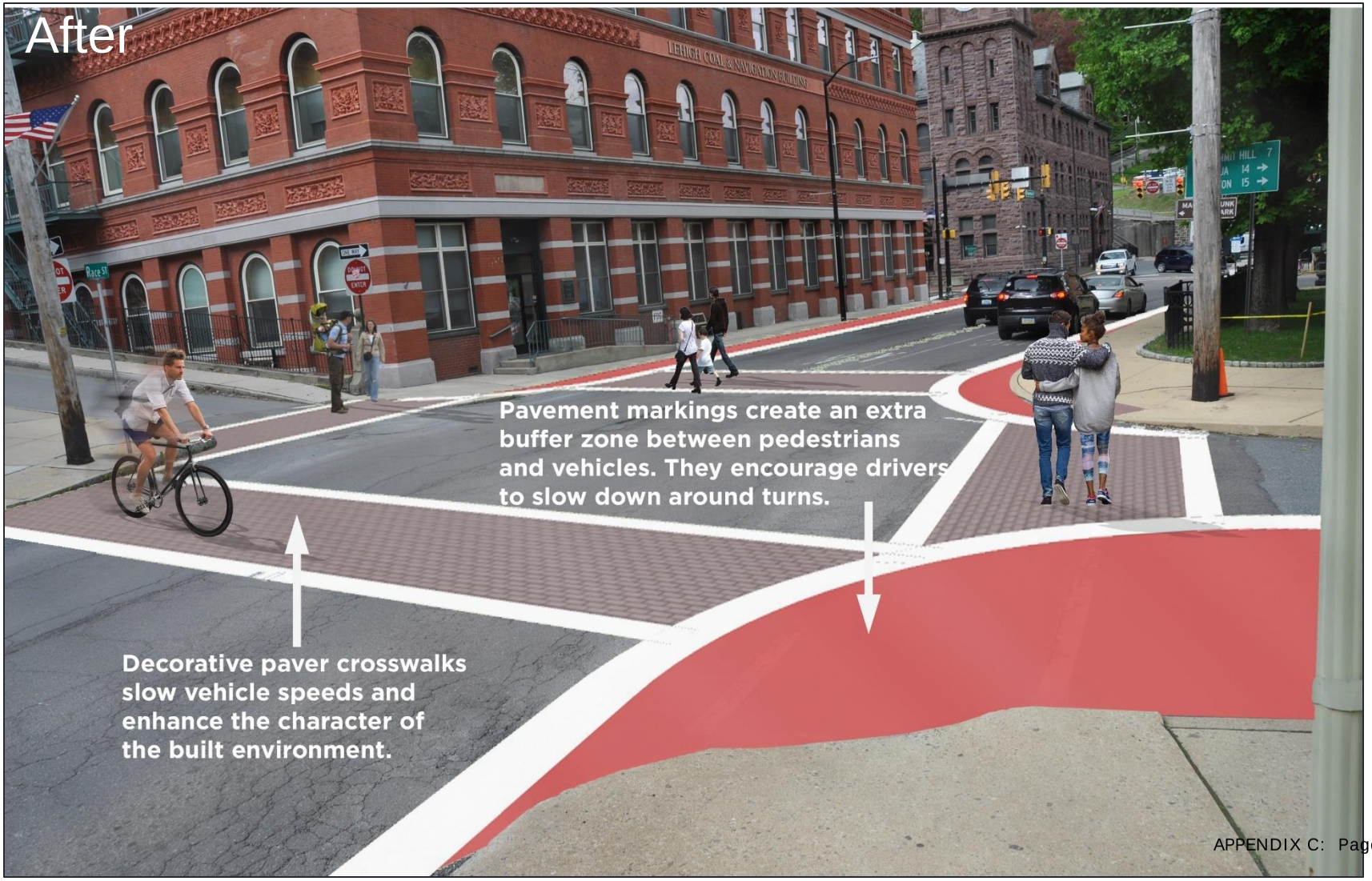
Recommendations: Hazard Square



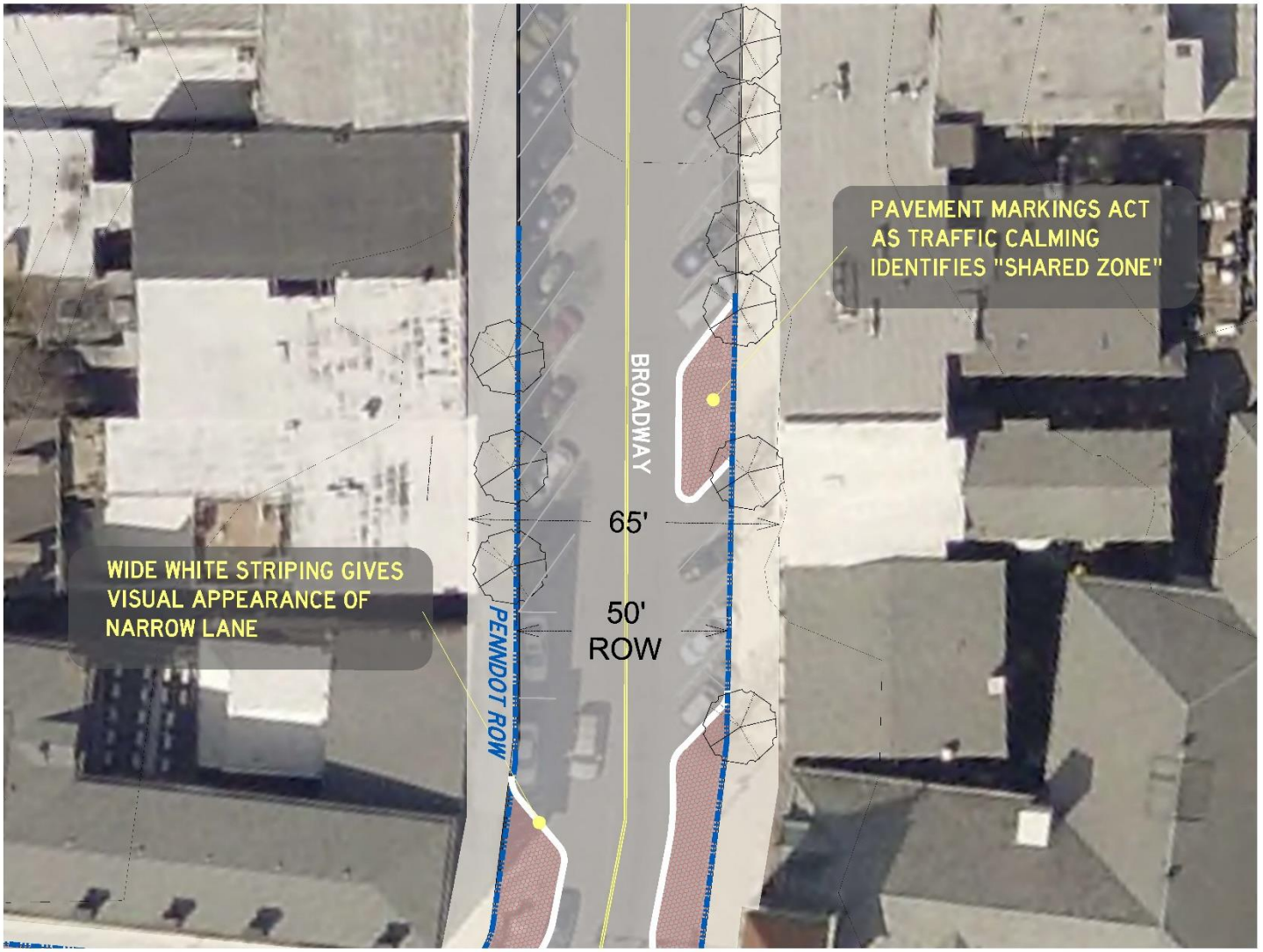
Recommendations: Broadway & Susquehanna



Recommendations: Race & Susquehanna



Recommendations: Broadway



Recommendations: Broadway



Recommendations: Broadway



Recommendations: Broadway



Recommendations: Broadway



Recommendations: Broadway



Recommendations: Broadway



Future Conditions and Parking and Access Recommendations

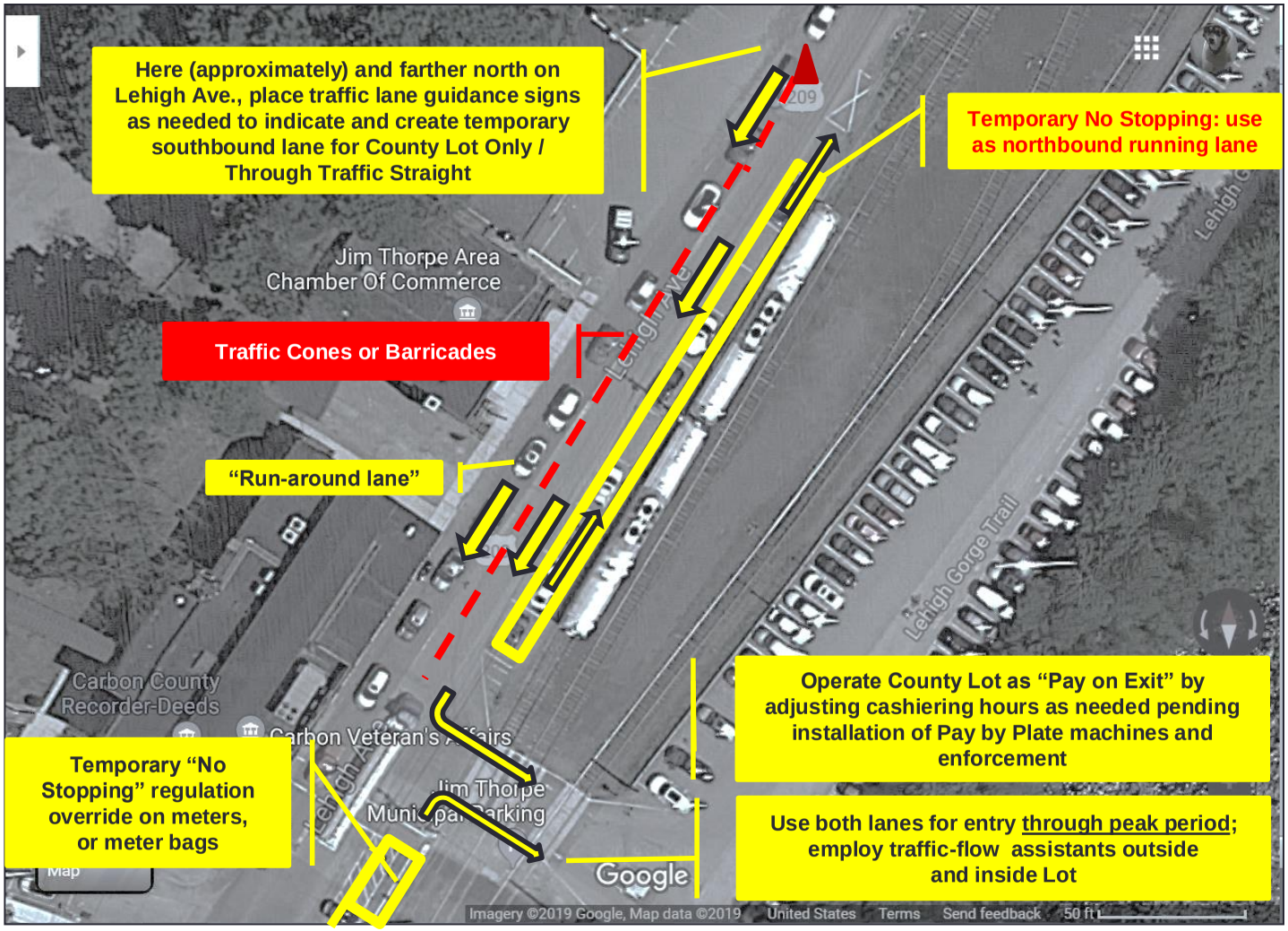
Future Conditions

- The Delaware & Lehigh Trail and bridge will:
  - Add tourists, bikes and vehicles to Jim Thorpe
  - Potentially create parking/bike/pedestrian conflicts
  - Increase parking demand
- County addition of payment kiosks will reduce roadway congestion
- The need for pedestrian safety improvements will increase due to additional demand
- Per PennDOT officials, the perpendicular (90-dgree parking relative to the curb) that lies north of the train station is NOT allowed on a state cartway, requiring the removal of 20 County parking meters

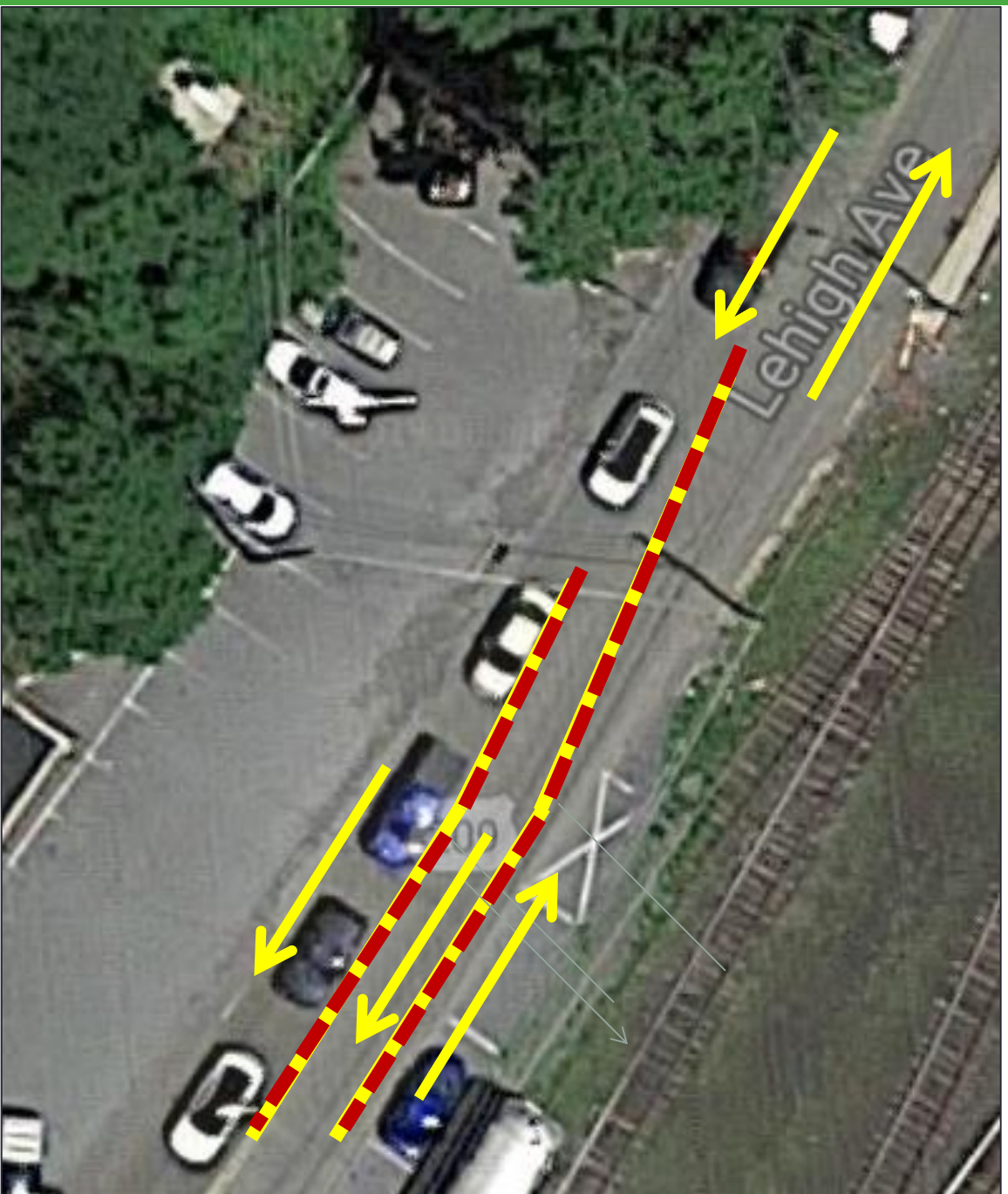
Parking and Access Recommendations

- Operate the shuttle from Mauch Chunk Lake for all major events and holidays (e.g., Independence Day, Labor Day, summer weekends), not just Fall Foliage, **AND…**
- Institute **additional wayfinding** to alternative parking for all major events, similar to the 2018 Fall Foliage Festival, including County "Parking Lot Full" signs at key points, AND / OR…
- Implement **peripheral park-and-ride** with shuttle from the Jim Thorpe Area High School
  - Advance placement of driver information signs along in-bound routes is essential
  - Institute **temporary lane adjustments** in front of the County Lot to alleviate congestion (described on the next page)
  - If the above adjustments can be made, the High School shuttle **drop-off** point for Hazard Square could be in the County Lot, as traffic congestion will be reduced
- The County Lot's operation as a **pay-on-exit facility** is a critical element in reducing congestion along Lehigh Avenue

Reduce Traffic Congestion in Front of the County Lot through Temporary Lane Changes



Also requires Temporary "No Stopping" override regulation (or temporary bags on meters) for parking meters along Lehigh Avenue (at least until they are removed per PennDOT), and operation of County Lot as Pay-on-Exit facility, with adjustment to cashier hours



Expanded View

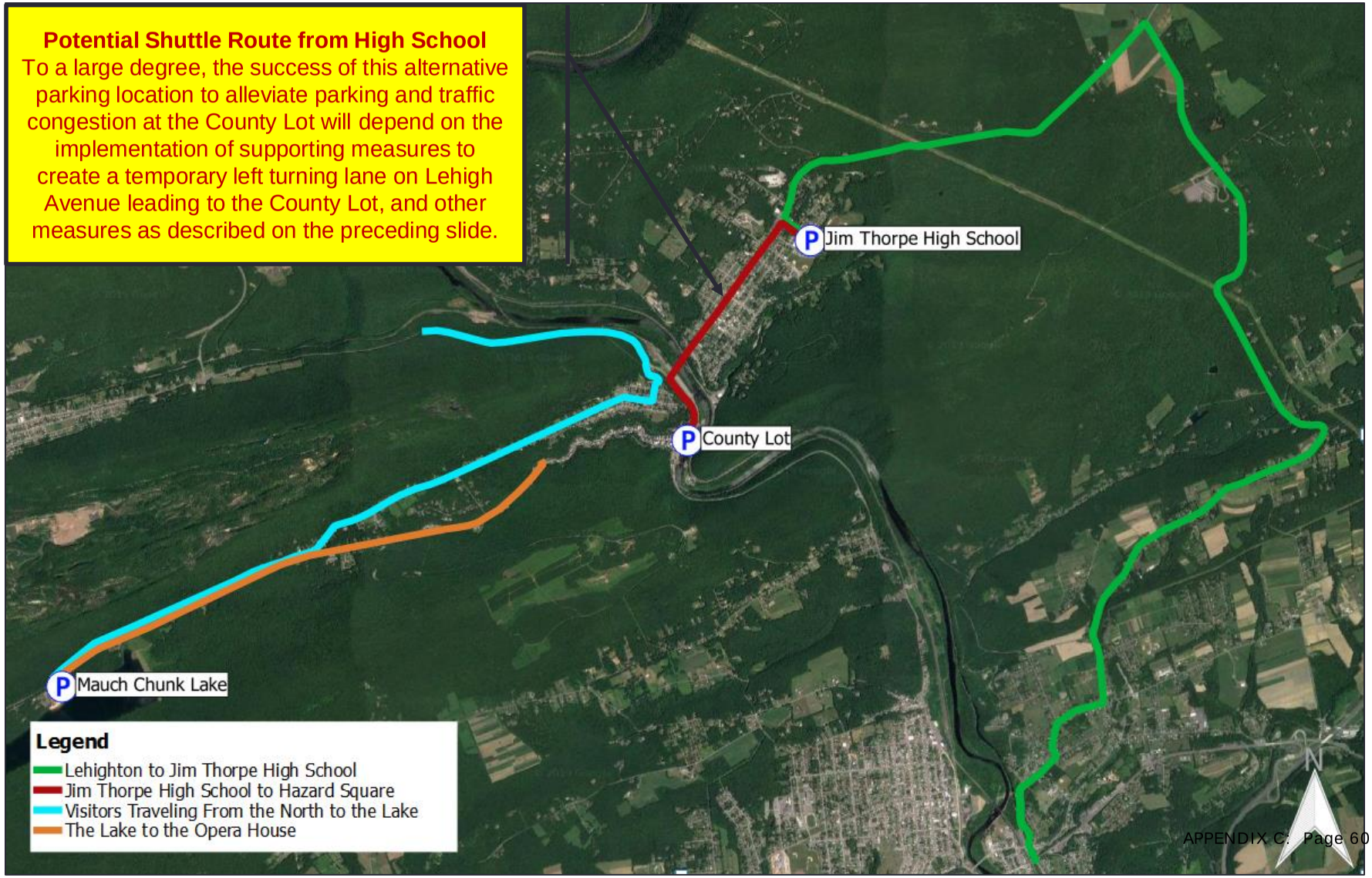
Expanded view for creation of a temporary left-turn lane for the County Lot, southbound along Lehigh Avenue.

Yellow arrows denote traffic flow.

Yellow and Red lines denote temporary lane creation through traffic control devices, such as traffic cones or barricades.

Appropriate directional / informational sign placement is presumed.

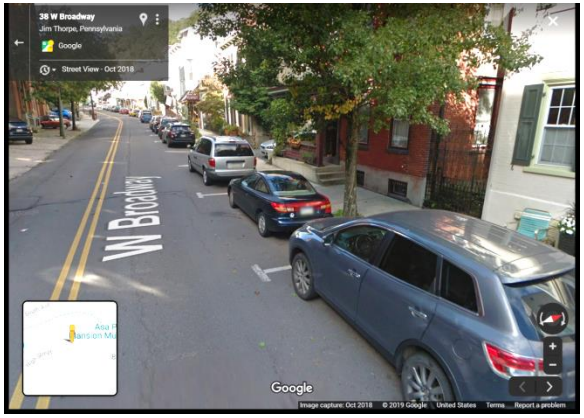
Potential Shuttle Route from High School



Parking and Access Recommendations

- West Broadway Residential Parking
  - Add metered parking along West Broadway via kiosks or single-space meters for hours similar to the existing kiosks / regulations, but with **"RPP override"**
    - No meter payment or parking limit would be required of a permit-holder at any time (*See notes 1 and 2, below)*
  - Add regulation signs to West Broadway in any area that has parking spaces marked on street
  - Sign / regulate Race Street as well as High Street as RPP permit-only, at all times

A Google Earth Street View of West Broadway from October 2018 shows delineated parking spaces, and no parking regulation signs



Latest version of Draft Legislation for Permit Parking

Draft 3.21.19 council 4.4.19

Borough Code Chapter 420 Vehicles and Traffic

Article Permit Parking

420-xx Purpose

Due to limited on street parking and additional pressure from tourism, it has become necessary to assist our neighbors residing in this area, by restricting parking to the residents and their guests.

Note 1: *Based on CMA's experience, the RPP-override regulation typically results in a degree of turnover parking (perhaps 20% of spaces), while providing permit holders the majority of the parking opportunities.*

Note 2: *The payback on West Broadway / RPP-override kiosks would be longer than those on Broadway, obviously. But in lieu of kiosks, if the Borough still has single-space meters to install, or wishes to install single-space credit-card enabled meters, or even wants to experiment with "virtual metered spaces" that would be signed for mobile-payment only, then similar opportunities for turnover parking could be realized. This could even be done on a test-basis to see how much turnover is created.*

Parking and Access Recommendations

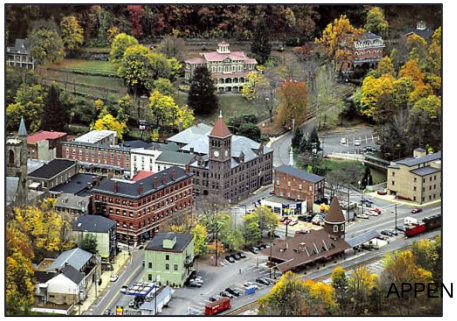
- **Near-term**: Construct a single supported level of parking on the County Parking Lot
  - **Described in the next slides**
  - Dependent on agreement being reached between Jim Thorpe Borough and Carbon County officials
  - Potential exists for **grant funding** to assist with construction costs
- **Near-term**: Pursue grant funding for public information, wayfinding, pedestrian safety improvements, etc.
- **Long-term**: parking at hotel with gondola from Flagstaff?

Source: https://c2.staticflickr.com/4/3623/3361691236_93372d2925_b.jpg

Example of a single supported level of parking



Aerial view of Jim Thorpe from Flagstaff Hill



Potential Parking Alternatives

Addition of a single supported parking level on a portion of the Carbon County Lot

William F. (Bill) Kavanagh, AIA, NCAR

Director of Parking Design

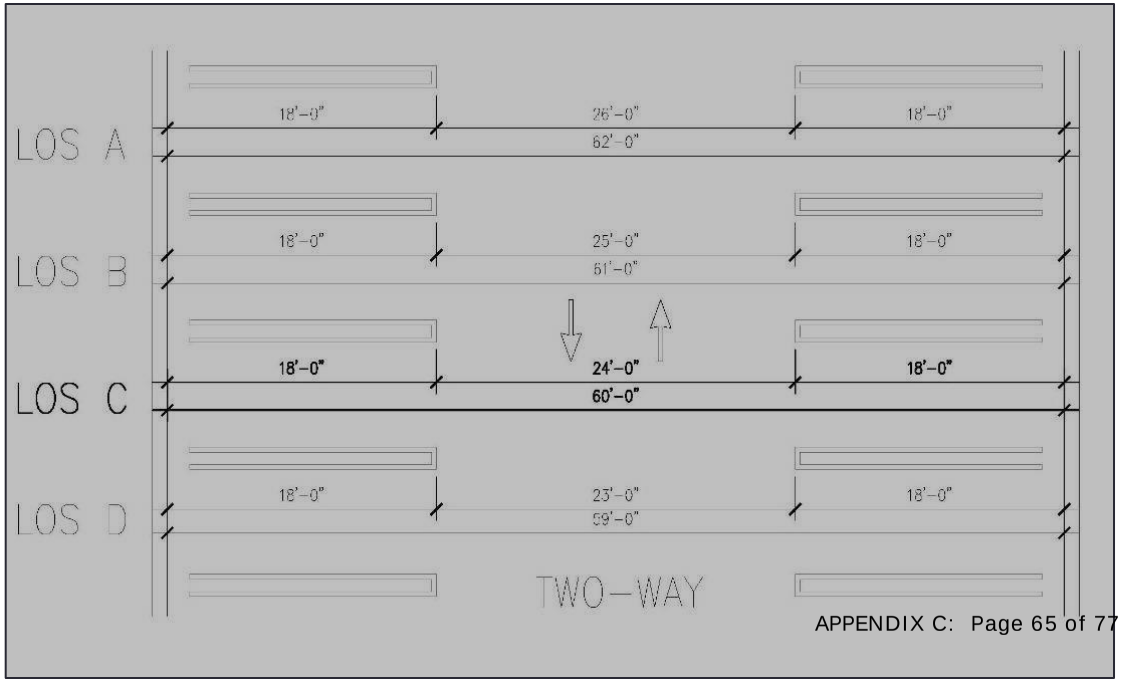
THE HARMAN GROUP

The General Site



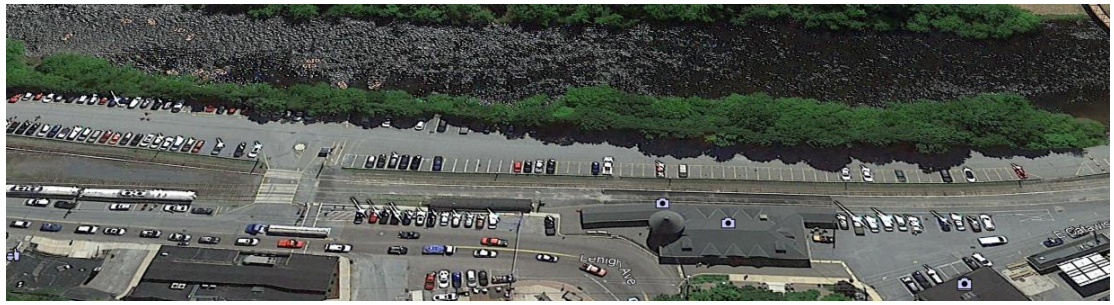
Parking Garages “101”

- ❑ **While parking garages can increase parking supply…**
- ❑ **Even small ones require large footprints**
- ❑ **The required dimensions of the structure are a function of parking space sizes and drive aisle widths.**
- ❑ **A common parking “module” is 60 feet wide, and comprises:**
  - ✓ **an 18-foot long parking space,**
  - ✓ **a 24-ft drive aisle, and**
  - ✓ **another 18-ft long parking space**



Site Constraints of County Lot

- The existing parking lot is long and narrow
- It is situated between active railroad tracks and the Lehigh River, meaning…



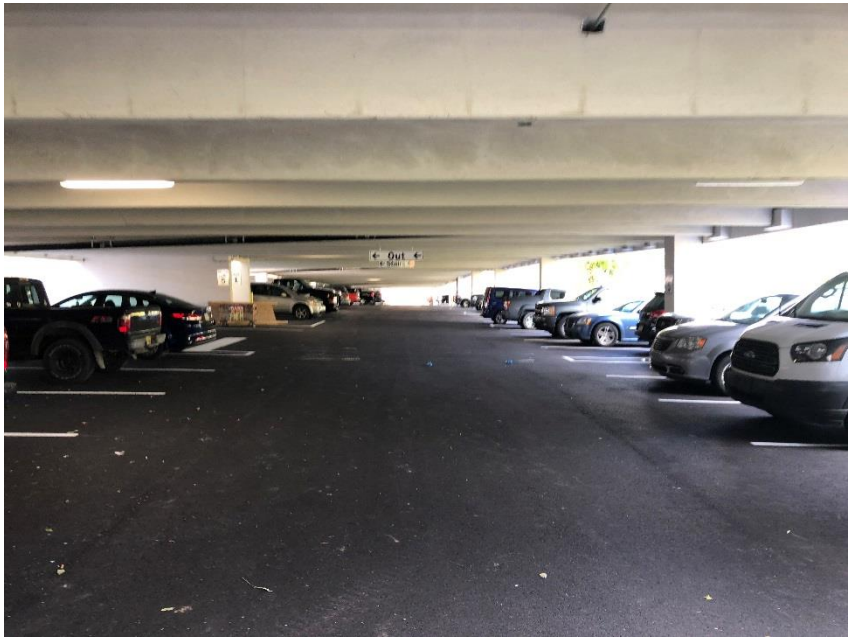




- … A PARKING GARAGE SHOULD BE SITED ON THE WIDER PARTS OF THE EXISTING PARKING LOT

Examples of Single Supported Level

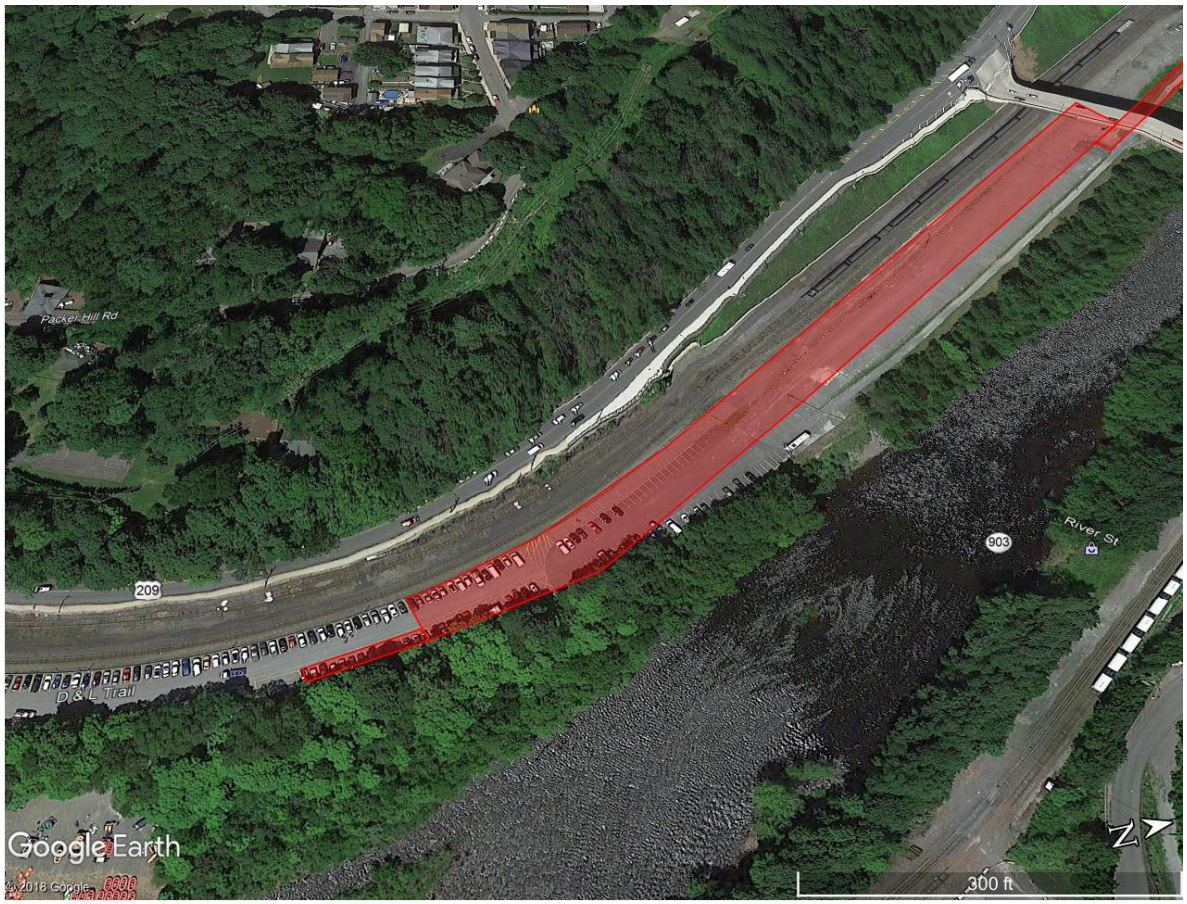




- For the County Lot, three possible configurations were analyzed: 150 spaces, 114 spaces, and 80 spaces
  - Cost and space efficiency is greatest in the 150-space garage
  - At the surface, only 8 spaces would be lost to accommodate the ramp to the raised parking area, regardless of configuration

Single Supported Level of 150 Spaces

- Two levels of parking (grade plus one supported level)
- 14-foot clearance for truck access beyond garage



- ✓ **62 feet wide x 675 feet long**
- ✓ **Net gain: 142 spaces**
- ✓ **46,674 SF (supported structure + ramps)**
- ✓ **328.7 SF/space**
- ✓ **Estimated per-space construction cost: $16,000 - $18,000**

Potential Funding Sources for Parking and Pedestrian Safety Improvements

Potential Grant Sources (Multi-Modal)

- Surface Transportation Block Grant (Federal)
  - Formerly, Transportation Alternative Program
- Congestion Mitigation Air Quality (NEPA MPO CMAQ, Federal)
- Local Share Account Funds (PA gaming revenues)
- PennDOT Multi-Modal Funds
- PA Redevelopment Assistance Capital Program
- DCED Multi-Modal Transportation Funds
- Carbon County Hotel Tax Disbursement Program (Pocono Mountain Visitors Bureau)
- PA Walk Works
- PennDOT Automated Red Light Enforcement (ARLE) Program
- PennDOT Green Light Go Program

Note: All items contain hyperlinks to the grant sources' respective websites. Depending on the source, potential funding opportunities may include marketing, public information, parking information and visitor service needs in addition to construction projects.

Next Steps

- Project Committee meeting
- Provide written report with recommendations

Post-report

- Project Committee / Borough officials' decisions on implementing recommendations, including pursuit of grant funding



Questions and Answers

During the Q&A session at the conclusion of the *Consulting Team's* presentation on Thursday, 18 July 2019, a number of issues and concerns were raised by those in attendance, including those by elected representatives and citizens. Several of the more prominent concerns have been addressed in the following slides.

Questions and Answers

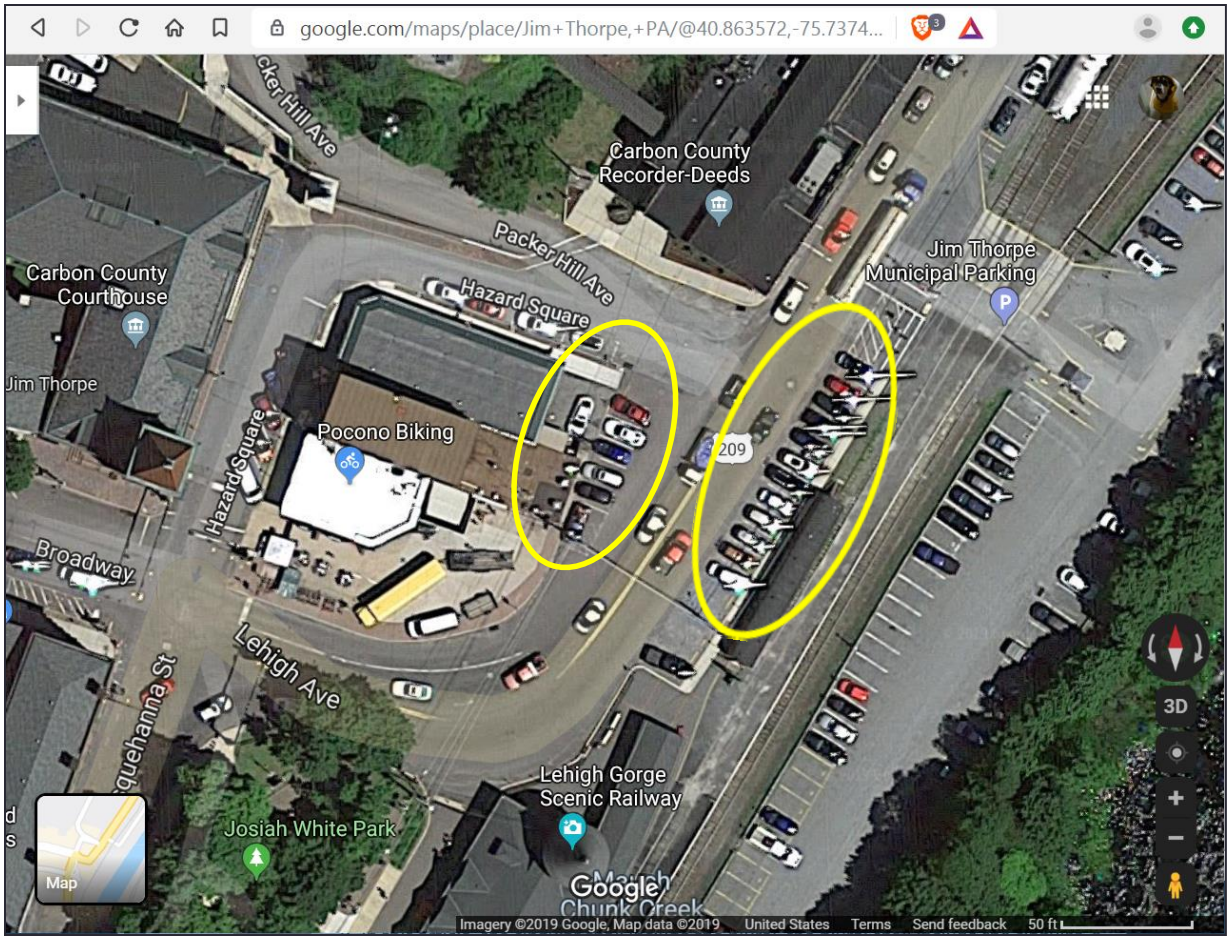
- ‘We can’t have meters removed from Broadway as this would hurt the merchants. You shouldn’t remove the meters from Broadway.’ **Answer**: The *Team* is NOT suggesting removing meters from Broadway.

  - The only parking spaces subject to removal in the *Team‘s* presentation are those that PennDOT has indicated are not legal in Pennsylvania because they back-out into the “cartway” (road). These are the 15 90-degree parking spaces (relative to the curb) along Lehigh Ave. between the train station and entrance to the County Lot, and 5 metered spaces on the west side, all owned by Carbon County. *See the map on the next page.*

  - Further, this presentation recommends that metered spaces be *added* to West Broadway, in conjunction with residential permit parking “override” regulations.

Questions and Answers

Parking meters subject to removal / reduction per PennDOT.



According to PennDOT regional officials, the 90-degree parking spaces encircled in yellow are not permitted or legal in PA, and until removed (or changed to parallel parking spaces, see the Note below), make the additional pedestrian crosswalk enhancements that have been suggested for the immediate vicinity and Hazard Square a "non-starter".

Note: The preferred alternative is to remove the meters and create better pedestrian ways on both sides of Lehigh Avenue. A possible right-turning lane into the parking might also be possible. A second alternative would be to convert some of the spaces on both sides to metered parallel parking spaces.

Questions and Answers

- "The kind of wide pedestrian walking areas / curbs and bump-outs proposed in Hazard Square, and the bump-outs proposed along Broadway, will hamper truck and vehicular traffic." **Answer**: The *Team* is recommending painted - not structured or concrete - bump-outs and pedestrian walkways in certain locations. The types of paint and other treatments suggested are highly durable, they can be used as "tests" of the concept to promote traffic calming and pedestrian safety, and can be removed if desired later.

- "You didn't talk about residential parking at all in the presentation." **Answer**: That is correct, as it was anticipated the topic would be covered in the Final Report. Later during the Q&A, the *Team* mentioned several residential parking alternatives, including permit-only and meter "override" areas (where those with residential permits may park for unlimited time and without payment of the meter fee). However, the *Team* also has included the residential parking issue and recommendations in this Updated Presentation.

Questions and Answers

- "You didn't talk to Borough residents in the areas most affected by visitor traffic (e.g., along West Broadway) at any point during the study." **Answer**: The *Team* acknowledges this, and suggests that this Updated Presentation be made available on the Borough's website, and that public comments be solicited and directed to the Project Committee or a focal point in the Borough (or the *Consulting Team)* in writing. The *Team* will have further interaction with the Committee prior to project conclusion, and will consider all input in its recommendations.

- "The biggest problem we have is lack of support from Carbon County, and so we need to gather as many public officials and private stakeholders together to "make the case" for developing real solutions to the parking problems at hand." **Answer**: The *Team* acknowledges the past and present political difficulties between the Borough and County as perhaps the greatest impediment to solving the parking "crisis" in the Borough, and considers the suggestion to assemble stakeholders in one or more solution-oriented forums as an excellent idea that should be implemented at the earliest opportunity.

Questions and Answers

- "We previously considered using the high school as a remote parking area, but the shuttle riders would never make it to Hazard Square due to the traffic congestion along Lehigh Avenue, especially when one car can block traffic while waiting to enter the County Lot."
  Answers:
  - Unless the County Lot is operated as a "pay-on-exit" facility, the pay-on-entry operation will invariably cause traffic congestion along Lehigh Avenue and within Hazard Square.
  - The potential to reach an agreement with the Jim Thorpe Area High School for use of its parking lots during peak events (e.g., the Fall Foliage festival, and others) is likely achievable, especially when events do not overlap with High School events, such as football games. Clean-up costs could be recouped through the parking / shuttle fee. However, such an agreement would be fruitless without the County's cooperation to operate a pay-on-exit.
  - Unfortunately, County Commissioners have indicated that the pay-by-plate kiosks will not be installed in the County Lot prior to the Foliage Festival, due to the vendor's production schedule. Therefore, if the County is willing to convert to a manual pay-on-exit process, (perhaps with the help of Borough or Tourist Agency resources), use of the High School lots becomes a viable solution. Additional signs and publicity directing visitors arriving from the north and east to the High School would be highly beneficial.
  - Ideally, the above concepts, along with the temporary lane shifts along Lehigh Avenue adjacent to the County Lot, should be planned and tested in the coming weeks in sufficient time to refine operations and thereby avoid gridlock in and around Hazard Square during the upcoming peak events.

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Northeastern Pennsylvania Alliance

Pittston, PA

APPENDIX D:

Complete Streets Assessment
(Detailed Recommendations on Pedestrian Safety)
by Alta Planning + Design, 21 June 2019

Parking Analysis and
Complete Streets Evaluation for
Downtown Jim Thorpe Borough

June 2020

In Association With:

Alta Planning + Design
Phoenixville, PA

The Harman Group
King of Prussia, PA

CHANCE
MANAGEMENT ADVISORS, INC.

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JIM THORPE
COMPLETE STREETS
ASSESSMENT

alta PLANNING + DESIGN

CHANCE MANAGEMENT ADVISORS, INC.
Parking ▪ Transportation ▪ Access Management


LEHIGH
SCENIC
RAILWAY

Table Of Contents

Project Overview

Why Complete Streets?.....04
Complete Streets Components.....04
Benefits of Complete Streets.....08
User Groups.....10
Study Area.....11

Data Collection

Photography and video collection.....12
Meetings, Plans and GIS Data.....12

Data Analysis

Pedestrian Circulation.....13
Vehicular Circulation.....14
Existing sidewalks and paving conditions.....14
Signage.....15
Lighting.....15
Street furnishings.....15
Green infrastructure.....15

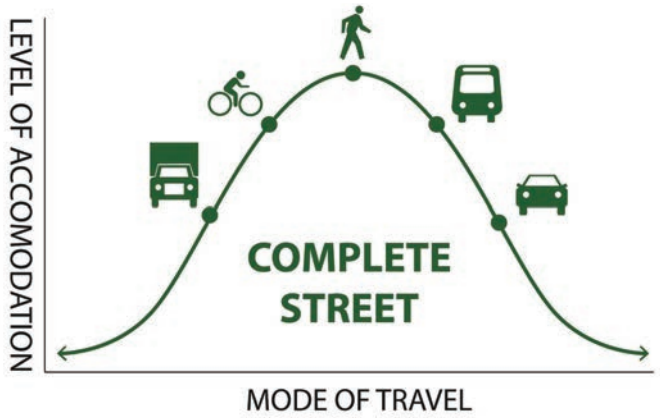
Recommendations

Tactical Urbanism.....16
Downtown Jim Thorpe.....17
Hazard Square.....18
Lehigh Ave Plaza & Crossings.....20
Broadway & Susquehanna.....22
Race & Susquehanna.....24
Broadway Mid-block Crossing.....26
Broadway & Trap Alley.....28
Broadway & Race Street.....30
Opinion of Cost.....32
References.....33

Project Overview

What are Complete Streets?

The Complete Streets design philosophy is an approach that enhances streets by enabling safe, convenient, and comfortable travel and access for users of all ages and abilities, regardless of their transportation mode. In order to facilitate a safe travel and placemaking for everyone to walk, bike, driving a car, or ride public transportation, there is a need for human-oriented design approach, which leads to a Complete Street for all users and their preferred mode of travel. A complete street design includes both a movement zone and a placemaking zone.



Treating streets simply as links for automobiles often ignores the other important contexts and functions that streets should address.

Complete Street Components

There are many considerations that factor into the design of a Complete Street. The most appropriate components of the complete streets for Historic Jim Thorpe area are:

- Street furniture
- Active streetscape
- Pedestrian scale lighting
- Green infrastructure
- Bicycle facilities
- Vision zero strategies
- Signage/wayfinding
- Universal access
- Variety of safe, walkable surfaces

The following are brief descriptions of the elements that comprise a Complete Street and the various design considerations for each component.

Street Furniture: Site furnishings are critical components of a socially and economically vibrant streetscape. The furnishing zone of a sidewalk buffers pedestrians from the adjacent roadway and is an import area for pedestrian and placemaking amenities such as street trees, signal poles, bike racks, benches, movable furniture, landscape planters, and waste receptacles.



***Complete Streets** enable safe, convenient, and comfortable travel and access for users of all ages and abilities.*



***Site Furnishings**, such as benches, provide a place to rest and encourage social and economic interaction at key points along a corridor.*

Active Streetscape: Complete Streets should be designed to accommodate the largest events but also acknowledge the off-peak times creating a safe comfortable urban environment for all users.

Pedestrian Scale Lighting: Pedestrian scale lighting improves visibility for both pedestrians and motorists - particularly at intersections. It should be located in the furnishing/utility zone so as not to impede pedestrian traffic in the through area. Lamp fixtures should be at height of about 12-14 feet, and poles should be spaced approximately 25- 50 feet apart depending on the intensity of lights and placement of street trees. Illumination should be warm and moderate, rather than dim or glaring, and provide a balanced coverage of the corridor and surrounding area for comfort and security.

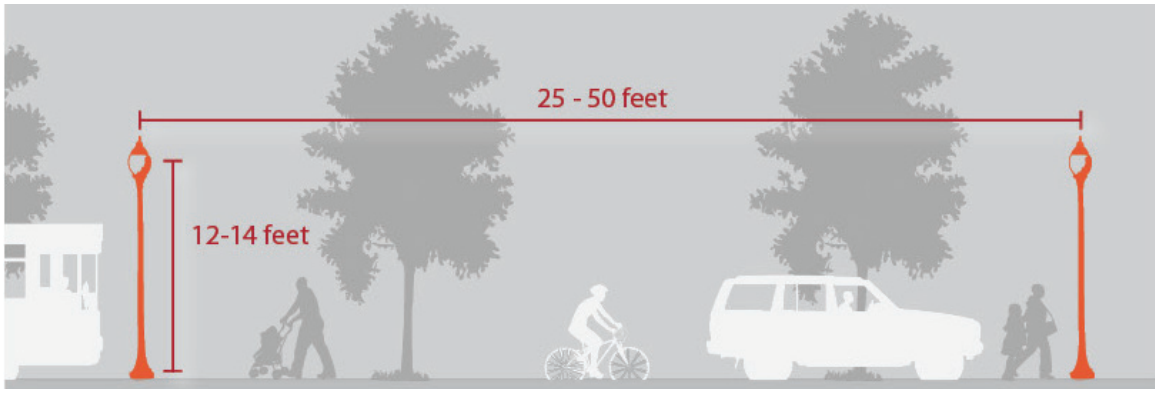
Green Infrastructure: Green infrastructure is a term associated with a range of stormwater management techniques that convert impervious street surfaces into landscaped green spaces that capture and filter stormwater. Conventional stormwater solutions operate by collecting the groundwater and directing it to adjacent water bodies or sewage treatment plants. The collected stormwater can cause infrastructure problems and transfer pollutants from the street into local water bodies. Green streets convert stormwater into a resource that replenishes groundwater supplies. There are a wide variety of green infrastructure facilities such as bioretentions, bioswales, raingardens, infiltration zones that can be applied to a Complete Street Project.



Bioswales *remove silt and contaminates from surface water runoff and are commonly implemented near parking lots where vehicle pollution is aggregated.*



Bioretention Planters *combine engineered stormwater control with aesthetic landscaping to collect and absorb runoff from nearby paved surfaces*



Pedestrian Scaled Lighting *improves personal and traffic safety and is crucial in areas where people will walk after dark.*

Bicycle Facilities: Consistent with bicycle facility classifications throughout the nation, the facility types presented in the figures below identify classes of facilities by degree of separation from motor vehicle traffic. In general, the wider the roadway, the higher the traffic volume, and the greater the traffic speed, the more separation is necessary to provide safe and comfortable riding conditions for bicyclists. The most common bicycle facility types are as follows:

- **Shared Roadways (Sharrow):** are bikeways where bicyclists and cars operate within the same travel lane, either side by side or in single file depending on roadway configuration. The most basic type of bikeway is a signed shared roadway.
- **Shared Roadways with Pavement Markings:** Shared roadways may also be designated by pavement markings, signage and other treatments including directional signage, traffic diverters, chicanes, chokers and /or other traffic calming devices to reduce vehicle speeds or volumes.
- **Separated Bikeways:** such as bike lanes and buffered bike lanes, use signage and striping to delineate the right-of-way assigned to bicyclists and motorists. Bike lanes encourage predictable movements by both bicyclists and motorists.
- **Cycle Tracks:** are exclusive bike facilities that combine the user experience of a separated path with the on-street infrastructure of conventional bike lanes. These are also referred to as protected bicycle lanes.
- **Shared-Use Paths:** are facilities separated from roadways for use by bicyclists and pedestrians. Sidepaths usually refer to shared use paths immediately adjacent to the roadway.
- **Bicycle Parking:** Bicyclists expect a safe, convenient place to secure their bicycle when they reach their destination. This may be short-term parking of two hours or less, or long-term parking for employees, students, residents, and commuters. In order to encourage bicycling in downtown Jim Thorpe, plentiful, convenient and attractive bicycle parking must be provided.



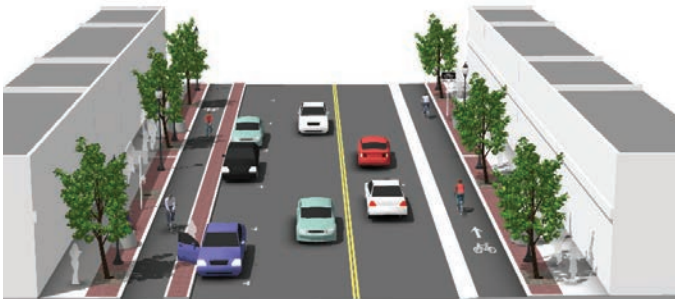
Shared roadways *provides continuity with other bicycle facilities (usually bike lanes), or designates preferred routes through high-demand corridors.*



Shared roadways with pavement markings *often are associated with Neighborhood Greenways (also known as Bicycle Boulevards).*



Separated Bikeways *are exclusively designed for bicycle travel, and are most appropriate on streets with higher traffic volumes and speeds.*



Cycle Tracks *are physically separated from motor traffic and distinct from the sidewalk, providing a higher level of comfort and attracting a larger user base.*

Vision Zero: is a strategy to eliminate all traffic fatalities and severe injuries. This strategy is based on the idea that all people have the right to move about their communities safely by:

- Identify equitable solutions developed
- Evaluate Vision Zero efforts to prioritize investments
- Engineer streets to reduce risk of crashes
- Educate community to promote a culture of safe driving, walking, and biking
- Enforce traffic laws to reduce and prevent unsafe roadway behaviors

Signage/wayfinding: The ability to navigate through a city is informed by landmarks, natural features, and other visual cues. Signs along a corridor exist to raise awareness of a topic and to provide wayfinding for all modes. Wayfinding signage should indicate the location of destinations, the travel distance/time to those destinations, and the location of travel. Wayfinding signage can also improve the safety and awareness of bicyclists and pedestrians by alerting motorists that they are driving along a bicycle route or pedestrian trafficked area.

Universal access: Complete Streets enable safe, convenient, and comfortable travel and access for users of all ages and abilities with their mode of choice.

Variety of safe, walkable surfaces: Walkable surfaces can include different surface materials with a variety of durability and it is suggested to match the surrounding and site character. Other considerations such as sidewalk obstructions, driveways, width and access through construction areas are important to consider as well.



Different surface materials *with a variety of colors and texture can improve the safety and aesthetics of the walkable areas. It can also reflect the unique characteristics of a specific site.*



Pervious sidewalks *not only provide the surface water to infiltrate, but also can enhance the visual aesthetics of the space.*



Wayfinding signs *are typically placed at key locations leading to and along important transportation routes. It is recommended that these signs be posted at a level where the intended users may best view the information. As such, pedestrian, bicyclists, and motor vehicle wayfinding signs will be posted at various levels.*

Benefits of Complete Streets

The benefits of Complete Streets within communities are numerous and have been documented by planners, engineers, state legislatures, non-profit coalitions, state and county health departments, and others. The National Complete Streets Coalition (www.completestreets.com) has published fact sheets on the many direct and indirect benefits Complete Streets provide. Some of the benefits that Jim Thorpe can expect to realize in the implementation of the Complete Streets Plan and include the following:

Healthy and Livable Communities: Today, many local governments and businesses are facing a crisis as they attempt to cope with the growing healthcare costs associated with chronic diseases, many of which are preventable. Obesity and sedentary lifestyles are major contributors to chronic disease for both adults and children. Non-motorized or "active" travel helps citizens meet recommended levels of physical activity, thereby reducing the risk of chronic disease and associated health care costs. Complete Streets are a way of providing an environment that will encourage and promote healthier, more active lifestyles for residents.

Air Quality: Reducing congestion along a roadway results in less vehicle idle times, thus reducing smog and ground level ozone, which are both large contributors of greenhouse gases. Complete Streets-designed corridors improve traffic flow by lessening the stop-and-go pace of vehicular traffic, help regulate vehicle speeds to appropriate levels for the corridor's function, and reduce the number of cars on the road as some motorists become choice pedestrians, bicyclists, and transit riders.

Improved Access: Access to jobs, education, grocery shopping, healthcare, and other destinations is vital in our urban areas. In addition, many seniors and disabled residents are limited in their ability to drive. Creating safe streets allows access and travel by pedestrians, wheelchair users, cyclists, transit users and builds a more livable, accessible community for people of all ages, abilities, and income levels.



***Complete Streets** are designed for all ages and abilities.*



*A combination of **Complete Street elements** are required to balance the placemaking, safety, and accessibility of a corridor.*



***Complete Streets** encourage alternative forms of transportation through enhanced accessibility and safety treatments.*

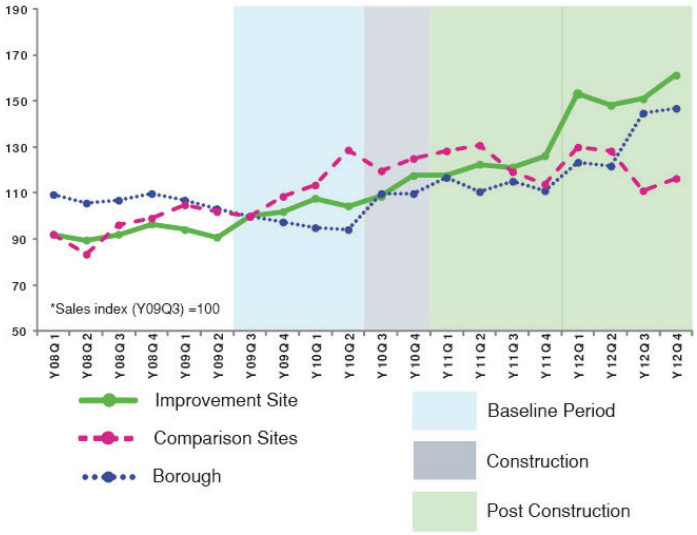
Improves Safety: Streets without safe places to walk, cross, catch a bus, or bicycle put people at risk. Roadway design and engineering approaches commonly found in complete streets create long-lasting speed reduction. Such methods include enlarging sidewalks, installing medians, and adding bike lanes. All road users - motorists, pedestrians and bicyclists - benefit from slower speeds.

Changing demographics: Survey Data compared between 2001 and 2009 has shown that America's 16-34 year olds are driving less and walking, bicycling and taking transit more. Young people's transportation priorities and preferences differ from those of older generations. Preferences for living in places where they can easily walk, bike or take public transportation are clearly exhibited by a recent study by the National Association of Realtors. Environmental consciousness is also becoming more evident with nearly twice as many 18 to 34 year olds stating that they drive less to protect the environment than older generations (16 percent versus 9 percent).

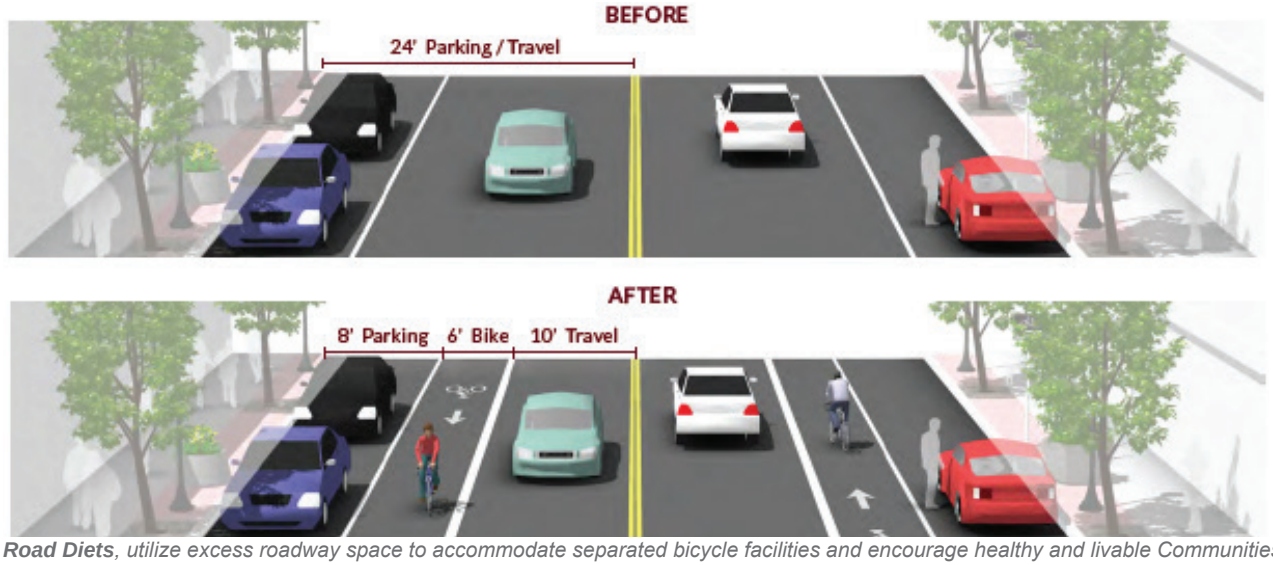
Economic Development: Improving the safety, access, and placemaking through complete streets design has been shown to spur private investment, raise property values, and generally stimulate the local economy. Improvements to pedestrian and bicycle infrastructure creates a more welcoming environment that encourages increased foot traffic along the corridor.



Curb Extensions *shorten the crossing distance and minimize pedestrian exposure on the roadway.*



NYC Case Study of Complete Street Improvements - ***Retail Sales*** *at Improvement Site Versus Comparison Site12.*



Road Diets*, utilize excess roadway space to accommodate separated bicycle facilities and encourage healthy and livable Communities .*

User Groups

The most common non-motorized user types, along with key design characteristics for complete streets, are identified in this section.

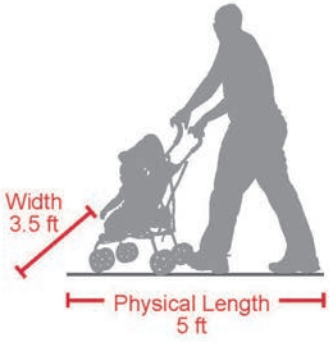
- **Pedestrians:** Pedestrians have a variety of characteristics and the transportation network should accommodate a variety of needs, abilities, and possible impairments. Age is one major factor that affects pedestrians' physical characteristics, walking speed, and environmental perception.
- **Users of Mobility Devices:** A mobility device is designed to assist walking or otherwise improve the mobility of people with a mobility impairment. Wheelchairs or mobility scooters are used for more severe disability or longer journeys which would otherwise be undertaken on foot.
- **Stroller Users:** Strollers are wheeled devices pushed by pedestrians to transport babies or small children. Stroller models vary greatly in their design and capacity. Some strollers are designed to accommodate a single child, others can carry three or more. The design needs of strollers depend on the wheel size, geometry and ability of the adult who is pushing the stroller.
- **Bicyclists:** Bicyclists and their bicycles exist in a variety of sizes and configurations. These variations occur in the types of vehicle (such as a conventional bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level of the bicyclist). The design of a shared use path should consider expected bicycle types on the facility and utilize the appropriate dimensions.



Children have low eye height and walk at slower speeds than adults. They also perceive the environment differently at various stages of cognitive development. Older adults walk more slowly and may require assistive devices for walking stability, sight, and hearing.



Maneuvering around a turn requires additional space for wheelchair devices. Providing adequate space for 180 degree turns at appropriate locations is a required element for accessible design.



Strollers commonly have small pivoting front wheels for easy maneuverability, but these wheels may limit their use on unpaved surfaces or rough pavement.



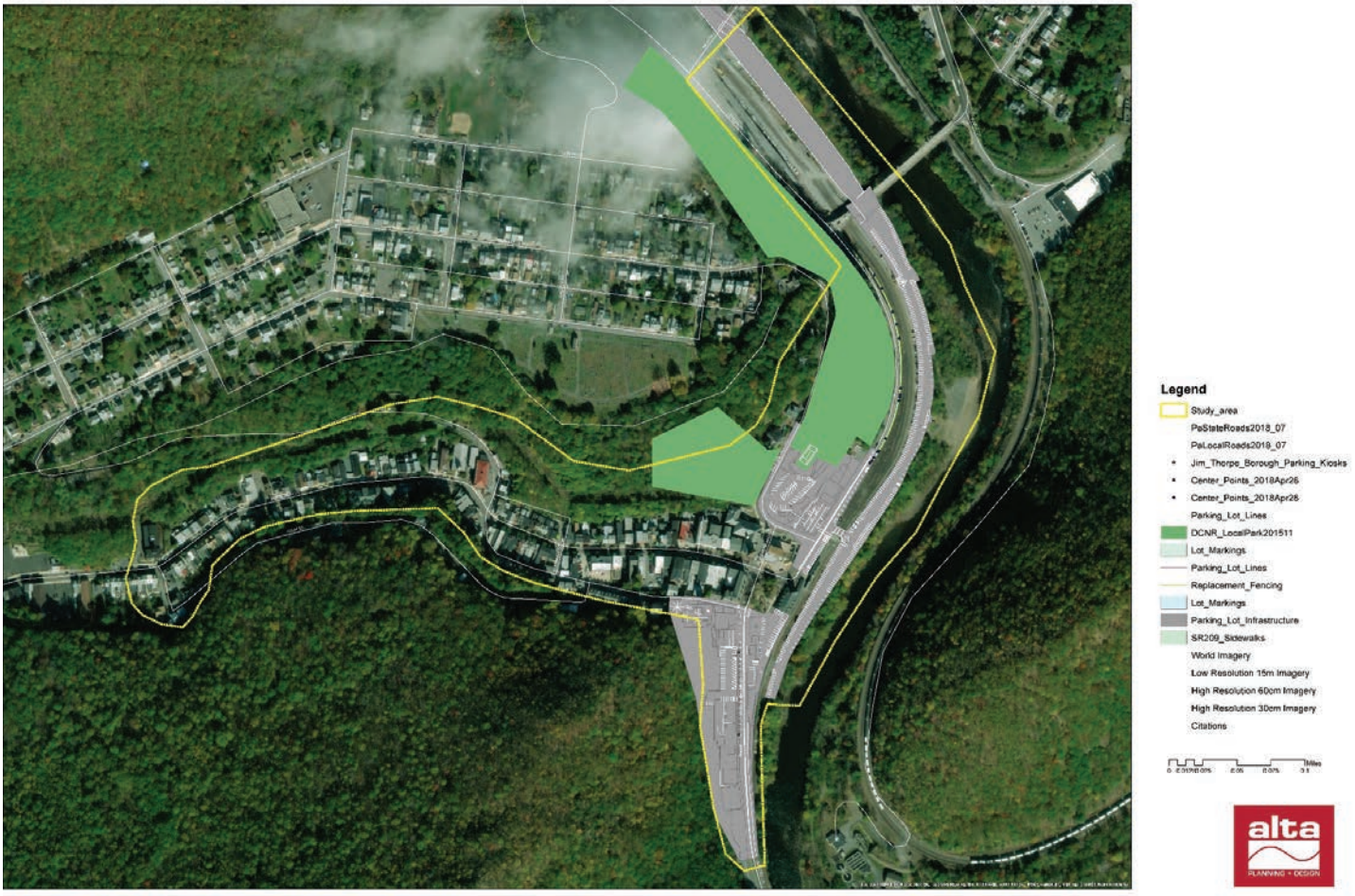
The expected speed that different types of bicyclists can maintain under various conditions also influences the design of facilities such as shared use paths.

Study Area

Jim Thorpe is a historic town in eastern Pennsylvania and is located within the Carbon County. Study area, shown as a yellow line on the map is approximately 65 acres in size and focuses on the interaction of pedestrians, vehicles, trains, and cyclists in downtown historic Jim Thorpe. Although Jim Thorpe may not be able to attain all complete streets components and elements, but applying tactical urbanism and capital improvements, over time may lead to more complete streets assessment.



***Lehigh Gorge Scenic Railway Train Station**, known as a famous landmark of Jim Thorpe area.*



Data Collection

In order to better understand the project area in the Historic Jim Thorpe Region, the project team collected important key information through the items and tasks described in this section.

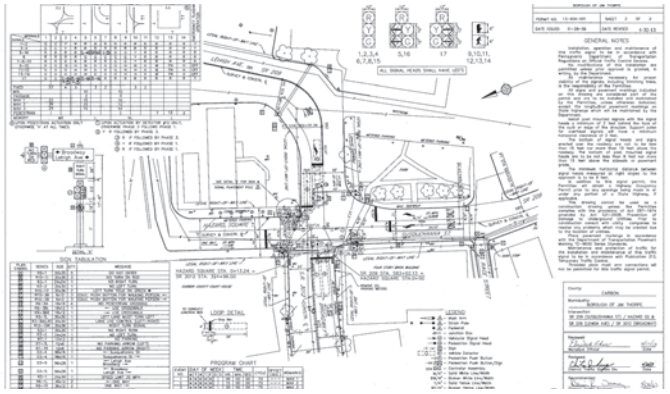
Photography and Video Collection: Identification of issues and opportunities has been performed by observing and recording existing conditions. Project team installed cameras at identified points throughout the Borough to capture imagery over multi-day periods. The team examined photography, video and on-site observations to craft recommendations based upon complete streets principles and practices.

Meetings, Plans and GIS Data: Alta received GIS data from Carbon County and plans from PennDOT District 5. Stakeholders meetings with project team as listed below, play a valuable role for data and feedback input throughout the project.

- April 25th, 2018 : Conference Call with NEPA, Chance Management Advisors, ALTA
- May 18th, 2018 : Alta Staff met with Chief Schatz, Jason Shellhammer (Carbon County) to place cameras for imagery collection.
- November 13th, 2018 : Chance Management Advisors, Harmon Group, and Alta met with Jim Thorpe Borough and Carbon County Staff to share findings.
- March 20th, 2019 Chance Management Advisors, and Alta Planning + Design Met with PennDOT District 5 to share recommendations.



***Data collection** via videos and photography captured from Bell Tower*



***Data collection** from PennDOT District 5 plan to identify improvements opportunities and limitations*



Existing county parking lot condition at Lehigh Avenue

Data analysis

Data analysis has been done through on-site measurements, observations, and analysis of photography, and video, movements and behaviors of all modes of transportation for complete street assessment components.

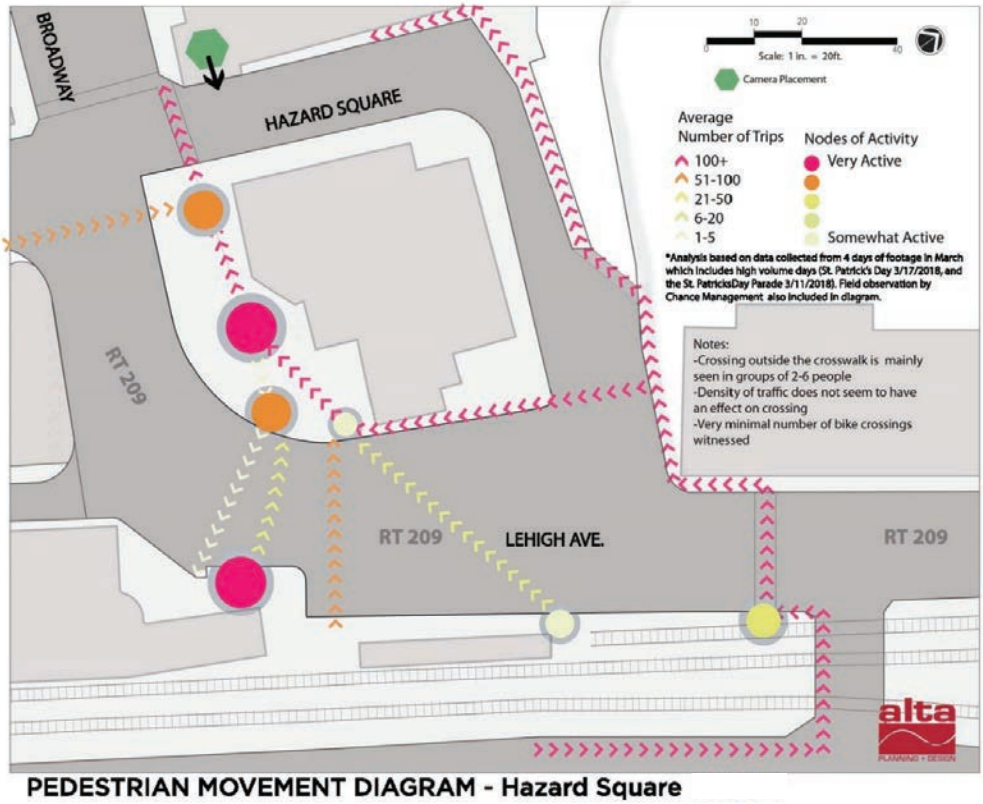
Pedestrian Circulation: Current design of Hazard Square limits pedestrian circulation in ways that create a less than optimal situation. Diagram below illustrates the pedestrian movement in Hazard Square based upon the average number of trips and nodes of activities. There is lack of clear pedestrian route and/or discouraging pedestrians along frontage or through Josiah White Park. Lack of defined pedestrian crossings and vehicular conflicts also offer opportunities for introduction of complete streets enhancement in this highly-used pedestrian area.



Limited pedestrian and bicyclists crossing *condition at Lehigh Avenue.*



Constrained pedestrian route *along Lehigh Ave. At Hazard Square.*



PEDESTRIAN MOVEMENT DIAGRAM - Hazard Square

Pedestrian movement diagram *reveals the opportunities to enhance the constrained crossings and vehicular conflicts in Hazard Square*



PennDOT "No pedestrian signs" *in heart of downtown is counter to promoting walkability.*

Vehicular Circulation: Current condition of the vehicular circulation are in a good shape except during the rush hours and event's hours.

Route 209 is the primary route that vehicles travel through Downtown Jim Thorpe. According to the PennDOT Traffic Information Repository website (TIRe), Lehigh Avenue has the highest average daily traffic count at 10,400, followed by Susquehanna Street at 9706 average daily traffic. Broadway is significantly less traveled at a daily average of 1190. This data was used to form recommendations that will help to reduce pedestrian and vehicle conflicts within the study area.



Busy Traffic along route 209 *and county parking lot leading to Susquehanna intersection. (01, June 2018 - 5:55 PM)*

Existing sidewalks and paving conditions:

Although there has been some enhancement implemented to paving and striping condition on Broadway, the existing condition of the sidewalks and pavings offer opportunities for introduction of Complete Street components. On some intersections pedestrian crossings and sidewalks are missing where they would normally be expected. There is also missing sidewalks and connections on some intersections. Degraded paving condition and uneven surfaces are other improvement opportunities within the study area.



Missing pedestrian crossing *at Susquehanna and Broadway intersection.*



Degraded Paving *condition and* ***lack of pedestrian crossing*** *at Race and Susquehanna intersection.*



Missing sidewalk *along the Josiah White Park.*

Signage: Although present wayfinding downtown is limited and mostly visible from vehicles, pedestrian wayfinding is lacking throughout the study area. Lack of pedestrian wayfinding makes pedestrian access less legible, safe, and comfortable. This condition mostly occurs at most of the intersections in the Hazard Square.

Lighting: Existing condition of the lighting are concentrated in Hazard Square and along the main roads such as Broadway and Susquehanna. While well lit, pedestrian scale lighting is minimal.

Street furnishings: Street furnishings are minimal throughout historic Jim Thorpe, due to physical constraint; topography and limited space available within the right-of-way. Most of the street furnishings are concentrated in Josiah park, Lehigh Gorge Railway train station and at Broadway and Susquehanna intersection. Existing street furnishing amenities include: trash and recycle receptacles, benches, landscape planters and lighting.

Green Infrastructure: Broadway is lined with street trees that offer shade and character to the streetscape. This condition can improve in areas where there is adequate planting space and shade for pedestrian zone is lacking. There are multiple opportunities for green stormwater infrastructure through the Route 209 corridor. Currently, there are instances of standing water and road and pavement pollutants around the existing inlets.



Accessible Route into historic district which is constrained and **lacks necessary wayfinding.**



***Street lighting** condition at Race and Susquehanna intersection, while well lit, lacks pedestrian scale lighting.*



***Existing drainage systems** at Lehigh Avenue offers opportunities for introduction of green infrastructure enhancements.*



***Street furnishings** at Josiah White Park, including wayfinding, benches and planters.*

Recommendations

Tactical Urbanism

Tactical urbanism applies short-term and low-cost interventions to catalyze long-term change for any size of communities. This approach has been adopted by cities around the world to enhance street safety, and to use short-term projects for long-term visions.

As the vision zero concept grows and being adopted by cities, many small projects have been implemented to advance vision zero goals. For instance, San Francisco MTA's commitment to complete at least 24 traffic safety improvements within 24 months of adopting the Vision Zero framework.

A wide range of actors have been able to use tactical urbanism such as individuals, community groups, nonprofits and governments. These projects can be arranged by time interval providing applications for:

- Demonstration projects (1 week - 1 month)
- Pilot projects (1 month - 1 year)
- Interim design projects (1 year - 5 years)

Following are benefits of the tactical urbanism application:

- Acceleration of implementation by encouraging action
- Creating opportunity for community to physically use the practical space
- Understanding and applying public feedback and needs
- Real-world use data collecting from daily users
- Connecting residents to non-profits, local bushinesses and governments agencies
- Evaluate the project components for further major financial investments and plans



Tactical urbanism *will provide opportunities for stockholders to test and evaluate the complete street components.*



Demonstration planter-protected bike lane *enhance the visual appearance of the roads and create a buffer for bike users.*



Demonstrated plaza *for special events.*

Recommendations

Downtown Jim Thorpe

The following are the recommended complete street components for downtown Jim Thorpe area based on the inventory analysis of the site, and stakeholders input.

- **Safe Crossings (Intersections and additional Railroad crossing)**
- **Paving Treatments**
- **Variety of treatments to guide varying user groups**
- **Shared zones**
- **Promotes safety during large events and day-to-day activity**
- **Maximize use of right-of-way for active transportation**
- **Cartway 'Diet'**
- **Visual cues in low impact concept will give the appearance of a reduced cartway without costly curbline relocation**
- **Develop Borough Design Guideline (Furnishings, Landscape material and lighting)**
- **Green Infrastructure**

The project team proposes two separate concepts based on the site condition and inventory analysis. The low impact concept focuses on the implementation of low cost tactical urbanism. In this concept the complete street components including pedestrian crosswalks, shared zones, signs and striping will be implemented for Demo (1day-1year) or Pilot (1month- 1year) period of time. This will prove this opportunity for stakeholders and responsible people to test and evaluate the proposed enhancements.

In the high impact concept, the recommended components will be implemented for Interim (1 - 5 years) period of time and will be maintained after. The following sections of the report will describe and focus on the high impact concept details for different locations of the site.

A planning-level opinion of cost for both concepts has been calculated by project team members and can be found on page 32.



*A combination of **Complete Street elements** are required to balance the placemaking, safety, and accessibility of a corridor.*



***Street Trees** provide visual stimuli, encourage reduced speeds, and provide added environmental benefits along the corridor.*



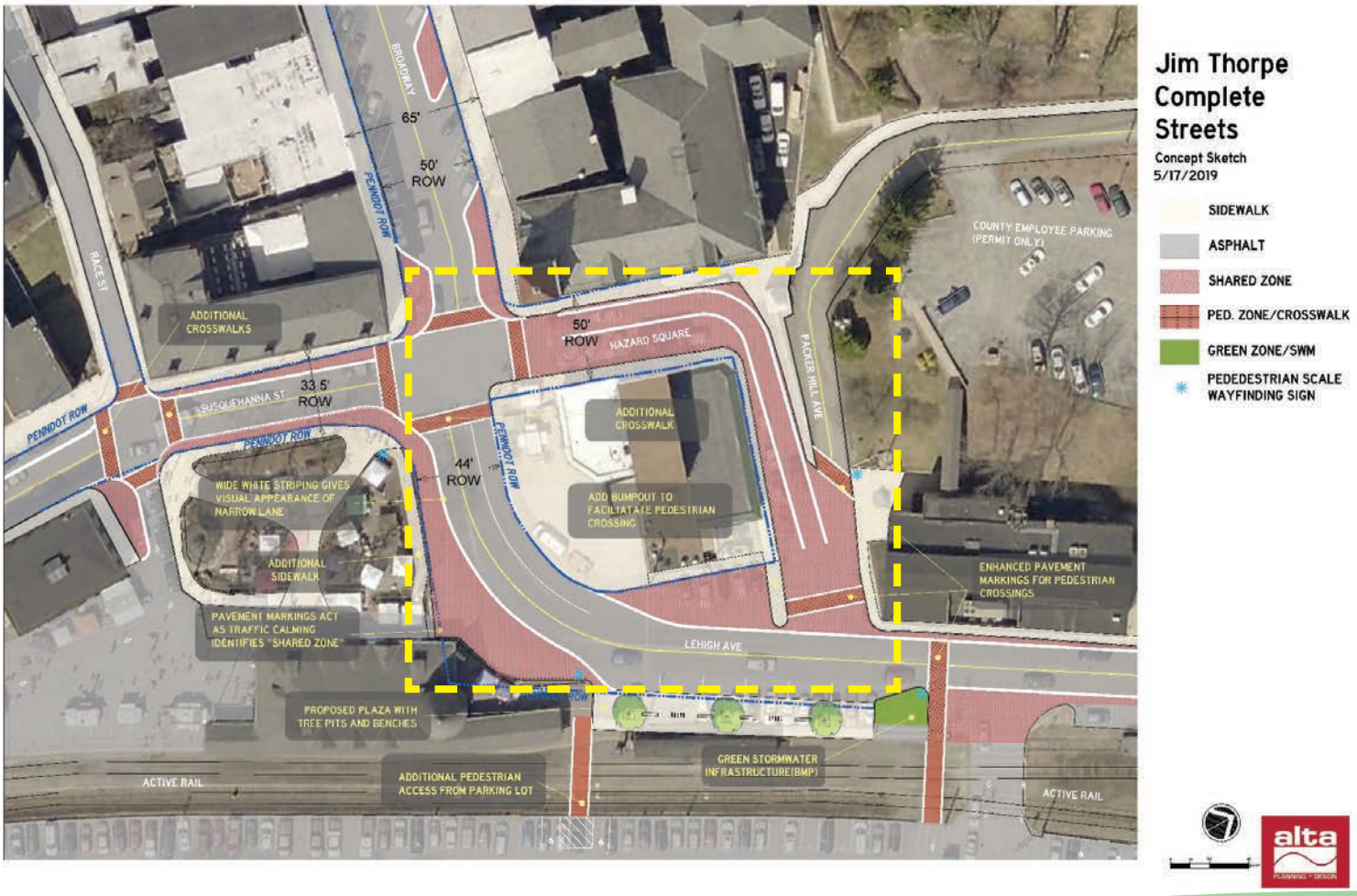
***Street Material,** such as pavers or bricks used in crosswalks,create a visual and tactile distinction from the roadway and signal that it is a separate element.*

Recommendations

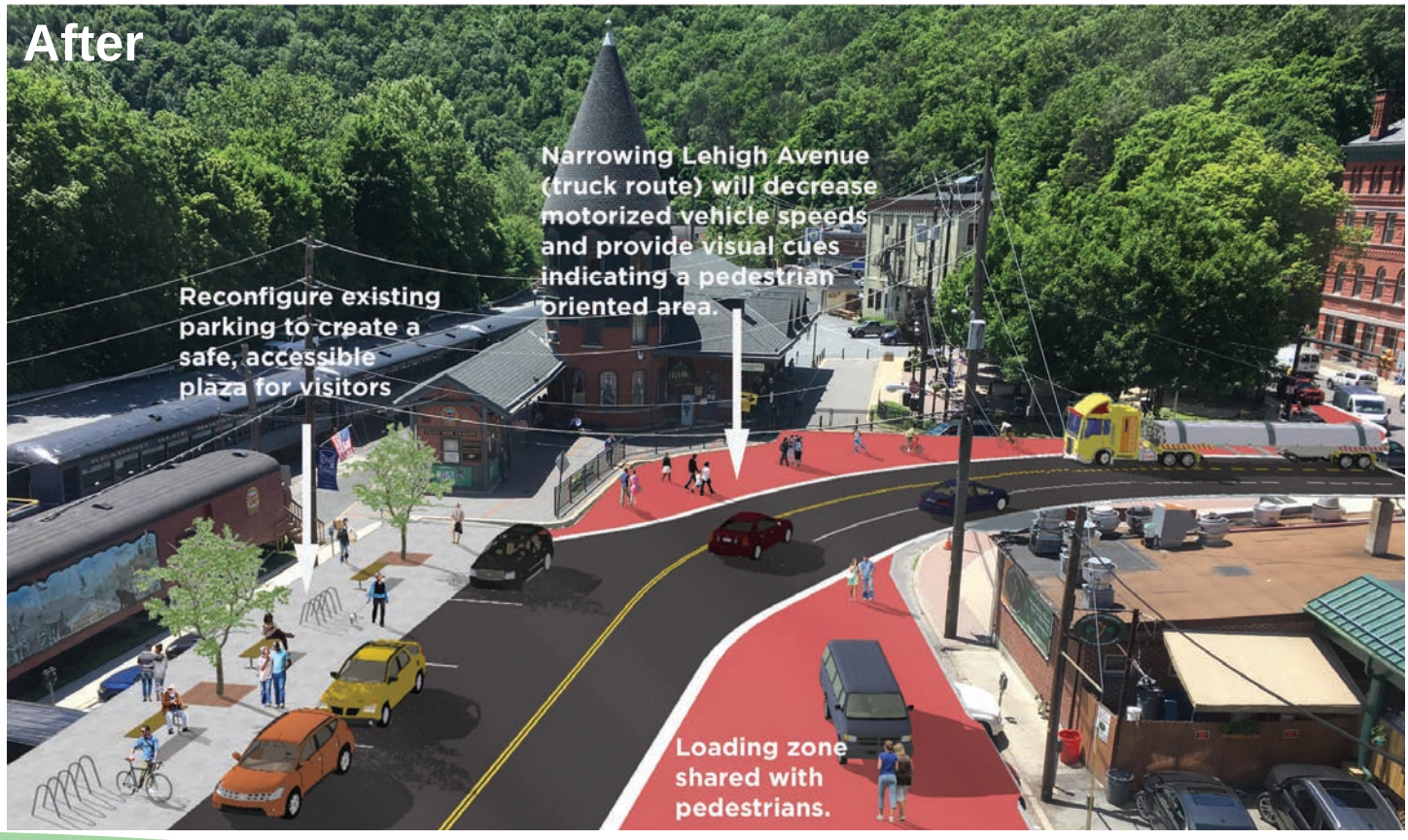
Hazard Square

Following area the proposed concept components for Hazard Square area:

- **Safe Crossings:** defined pedestrian crossings through pavement markings on Packer Hill Avenue and from the County Building to the proposed bumpout located in front of Molly Maguire's Pub.
- **Shared Zone** (Pavement markings act as traffic calming) on both sides of Lehigh Avenue with Susquehanna which leads to the street intersection.
- **Loading Zone** shared with pedestrians for better pedestrian and vehicular circulation in front of the Molly Maguire's Pub, since this area has limited and narrow pedestrian sidewalk.
- **Shared Zone** for hazard Square turn from Bell Tower to the County Building. This area include white striping to define the motor-vehicle traffic.
- Four **Pedestrian Scale Wayfinding** signs located at the identified locations shown with a blue star in the map below.
- **Additional Sidewalk** along the Josiah Park in order to enhance the sidewalk connectivity and reduce conflicts between pedestrians and vehicles.



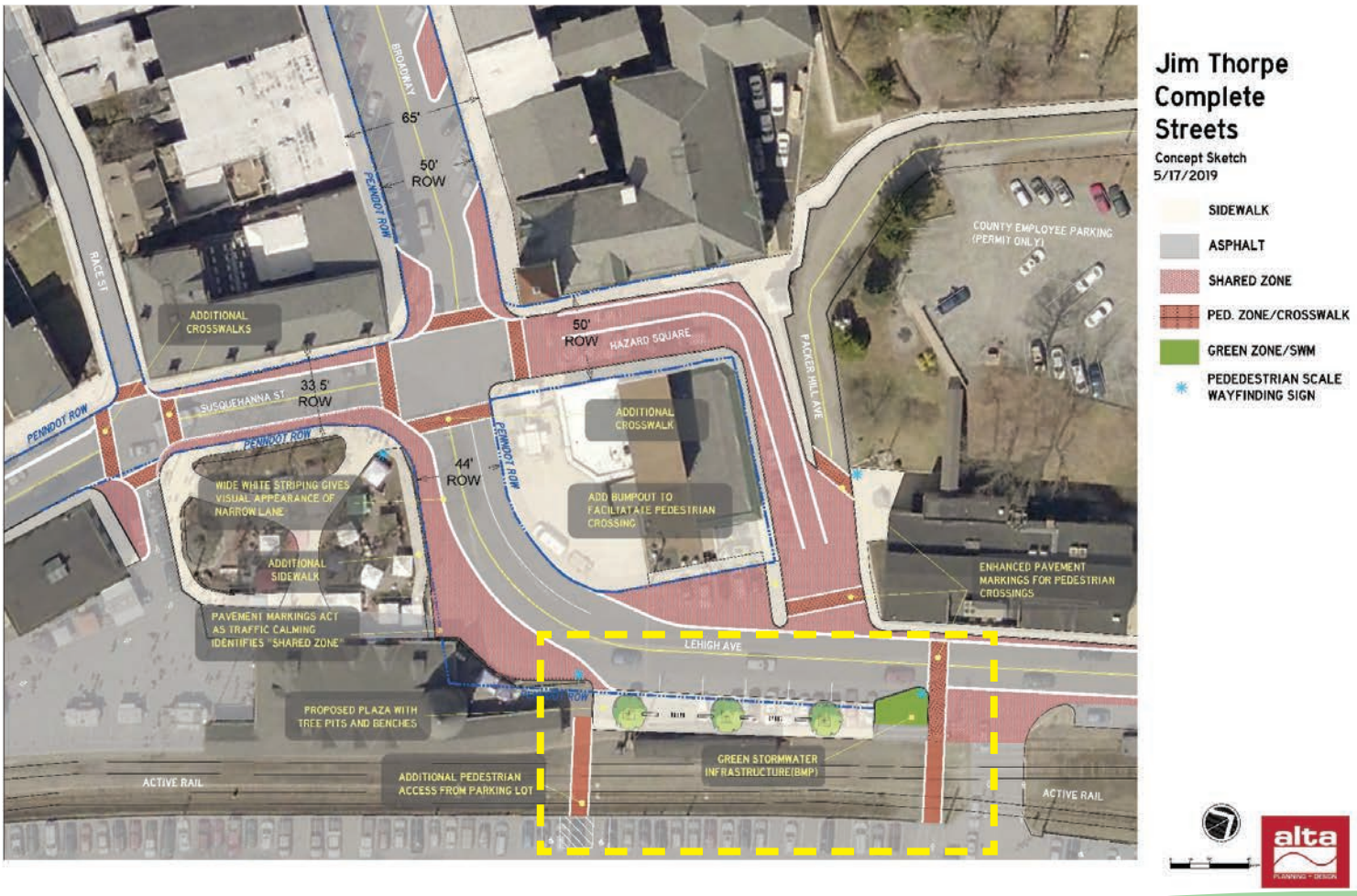

Before


After
Narrowing Lehigh Avenue (truck route) will decrease motorized vehicle speeds and provide visual cues indicating a pedestrian oriented area.
Reconfigure existing parking to create a safe, accessible plaza for visitors
Loading zone shared with pedestrians.

Recommendations

Lehigh Ave Plaza & Crossings

- **Safe Crossings:** defined pedestrian crossings through pavement markings from the municipal parking lot to the Lehigh Avenue. This crossing includes a railroad crossing and pavement marking across the road. Another accessible railroad crossing with two handicap designated parking spaces.
- **Shared Zone** before entering the Hazard Square on sides of the Leigh Avenue which will slow down the motor vehicle traffic and reduces the risk of crash.
- Existing parking area will change its pattern from perpendicular to parallel to the road. This will reduce the risk of a crash while reversing against the road traffic and providing space for the proposed plaza.
- **Concrete Accessible Pedestrian Plaza** shown on the following rendering and located at the municipal parking lot entrance, will perform as a shaded pause and gathering area close to the train station, where users can wait, leave their bikes or seat and enjoy the beautiful view of the train station. This plaza includes three street tree plantings installed in structural soil continuous trench, four benches similar to the existing at Josiah Park, and two sets of bicycle racks. It will also include a green stormwater infrastructure facility at the entrance. This raingarden will capture and treat some amount of stormwater runoff from the adjacent road and plaza and also will provide a defined and visually beautiful entrance to the parking lot.




Before

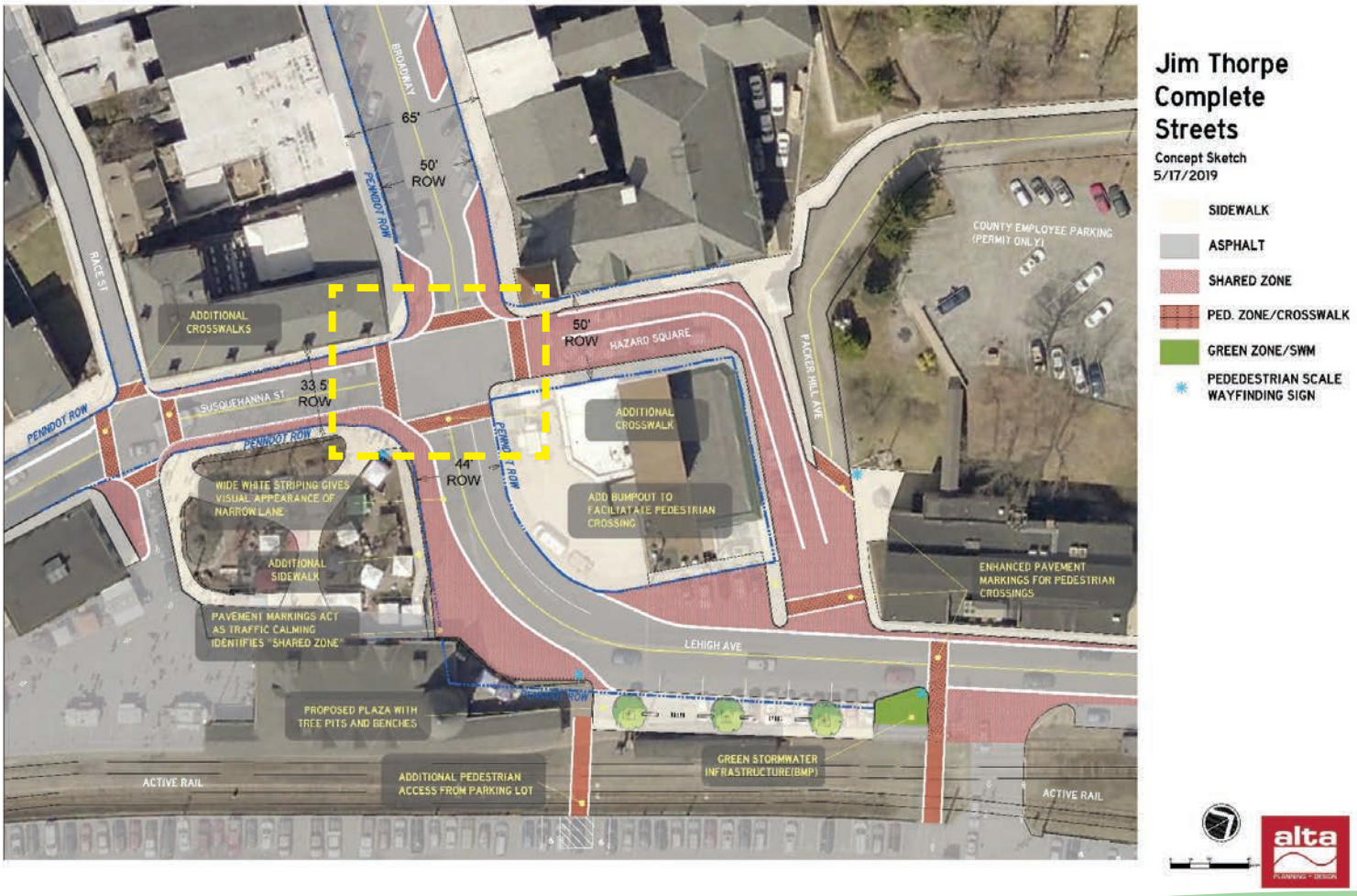

After
Curb extensions can become green infrastructure in the form of stormwater planters. These raingardens are man made depressions that slow, filter, and infiltrate stormwater. They provide a great opportunity to improve streetscape aesthetics.
A painted crosswalk across the railway can provide a clearly defined corridor for pedestrians.

Recommendations

Broadway & Susquehanna

Following area the proposed concept components for Broadway and Susquehanna intersection:

- **Safe Crossings:** defined pedestrian crossings through pavement markings for all four sides of the intersection. There is an existing missing crossing shown on the next page rendering which causes car and pedestrian conflict. Existing signal timing for this intersection allows for the addition of this crosswalk.
- **Shared Zone** (Pavement markings act as traffic calming) on the entrance of the Broadway sidewalk curb at the locations shown on the map below and also on the corner of Josiah Park. This shared zone will continue and connect to Race and Susquehanna intersection.




Before
Broadway
Lehigh Ave
NO TURN ON RED
RIGHT TURN SIGNAL


After
Broadway
Lehigh Ave
NO TURN ON RED
RIGHT TURN SIGNAL
Existing signal timing allows for the addition of a fourth crossswalk at this intersection.
Intersections should be designed to reduce conflicts between bicyclists, pedestrians, and motor vehicles. Heighten the level of visibity by facilitating eye contact and awareness betweeen different modes of transporation.

Recommendations

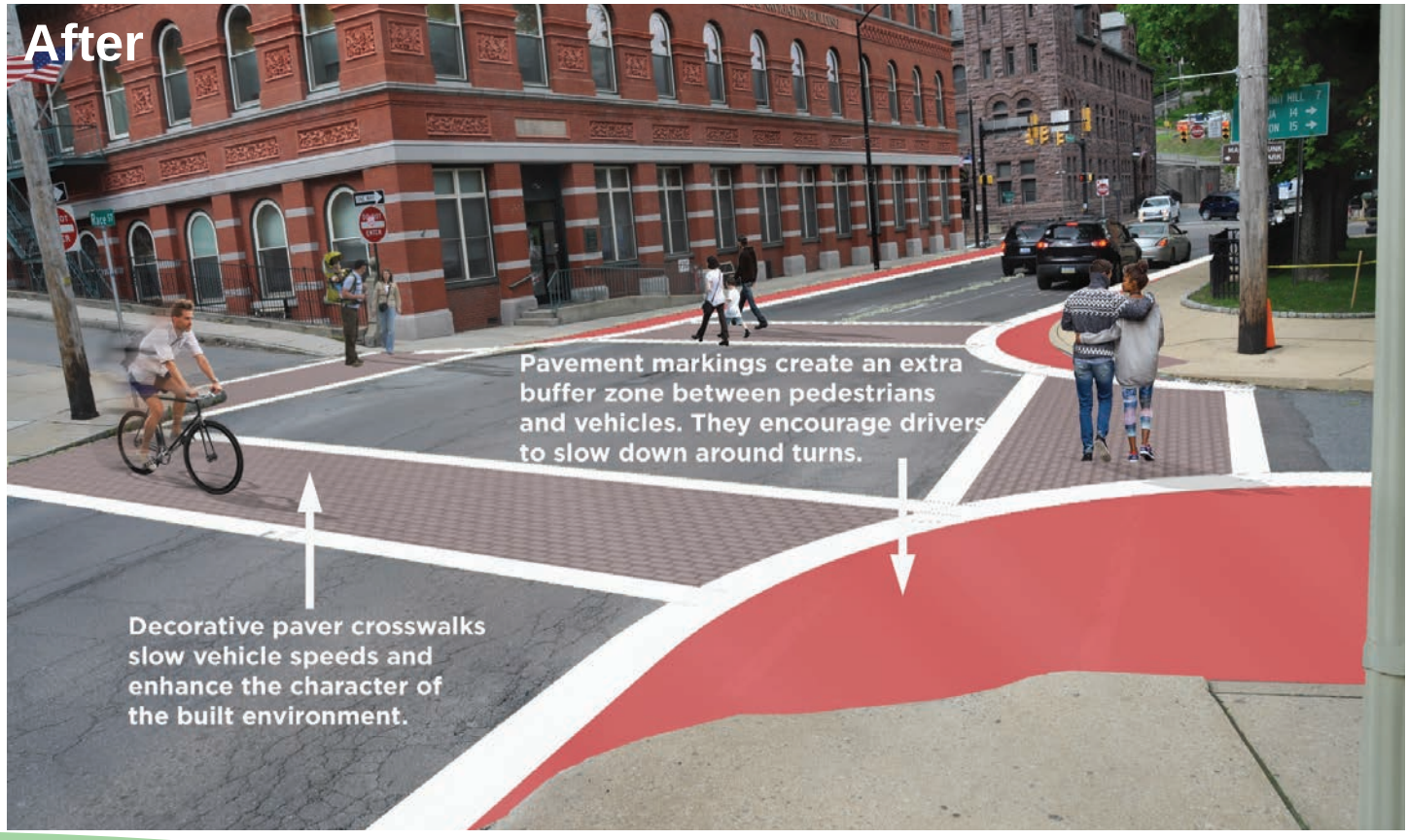
Race & Susquehanna

Following area the proposed concept components for Race and Susquehanna intersection:

- **Safe Crossings:** defined pedestrian crossings through pavement markings for all four sides of the intersection.
- **Painted Bumpout** (Pavement markings act as traffic calming) on the corner of Race Street shown on the map below and on both sides of Susquehanna Street. This condition will slow vehicles as they enter the parking area and reduces the length of crosswalk.




Before


After
Pavement markings create an extra buffer zone between pedestrians and vehicles. They encourage drivers to slow down around turns.
Decorative paver crosswalks slow vehicle speeds and enhance the character of the built environment.

Recommendations

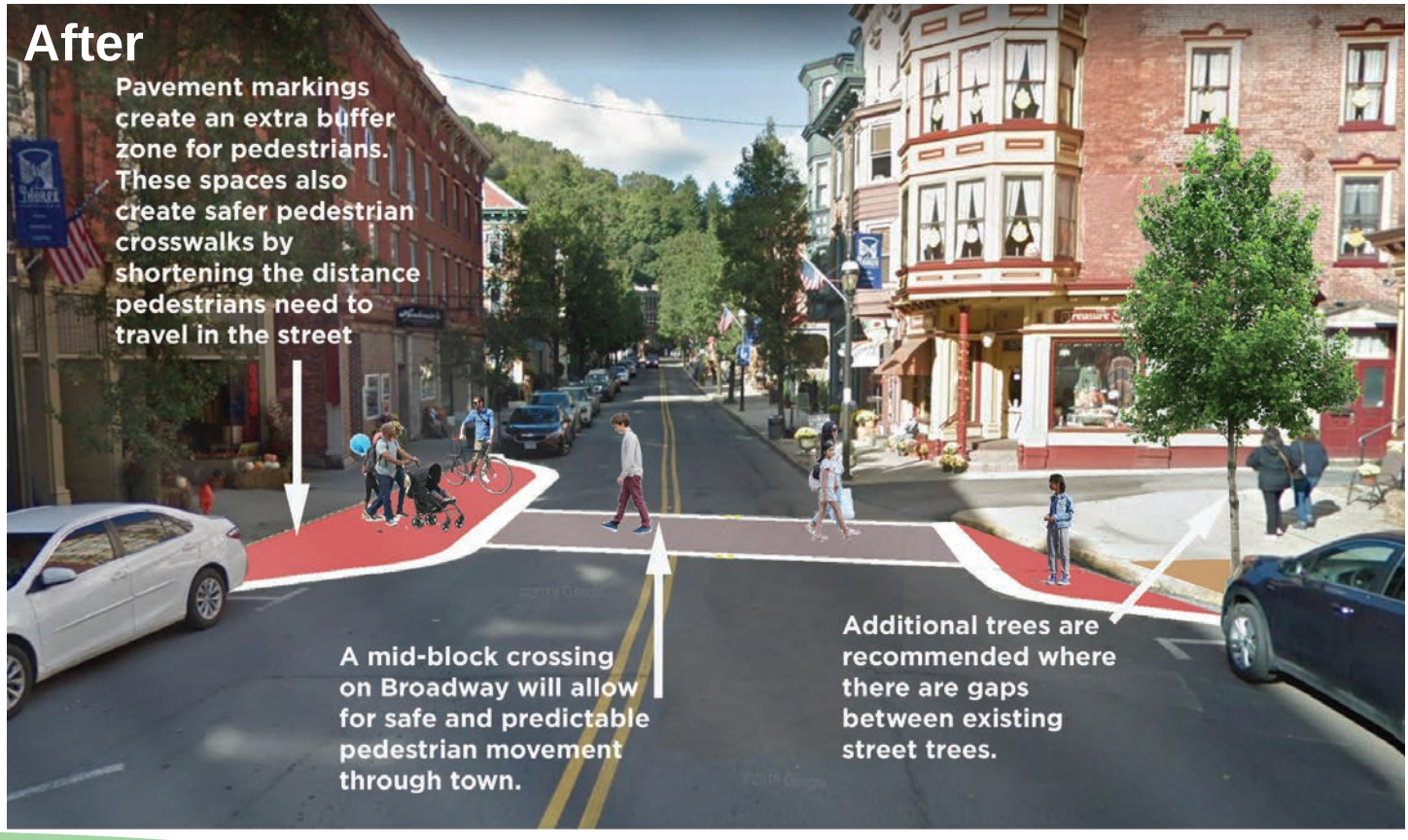
Broadway Mid-block Crossing

Following area the proposed concept components for Broadway Mid-block Crossing:

- **Safe Crossings:** defined pedestrian crossings through pavement markings located mid-block on Broadway. This area has been identified as a commonly used crossing which does not have any crossings.
- **Painted Bumpout** (Pavement markings act as traffic calming) on both side of the area dedicated o pedestrian crossing.
- **Street Trees** to provide shade and shelter for this area that includes a generous sidewalk and benches.




Before


After
Pavement markings create an extra buffer zone for pedestrians. These spaces also create safer pedestrian crosswalks by shortening the distance pedestrians need to travel in the street
A mid-block crossing on Broadway will allow for safe and predictable pedestrian movement through town.
Additional trees are recommended where there are gaps between existing street trees.

Recommendations

Broadway & Trap Alley

Following area the proposed concept components for Broadway & Trap Alley Crossing:

- **Safe Crossings:** defined pedestrian crossings through pavement markings on all sides of the intersection. This area has been identified as a commonly used crossing which does not have any crossings.
- **Painted Bumpout** (Pavement markings act as traffic calming) on the three sides of the intersection shown on the map below.
- **Shared Zone** at the end corner of the Trap Alley on the Race Street for better turning radius and a safe pedestrian use, while allowing for vehicle loading.




Before
ART &
DECOR
for
the
ME and GARDEN

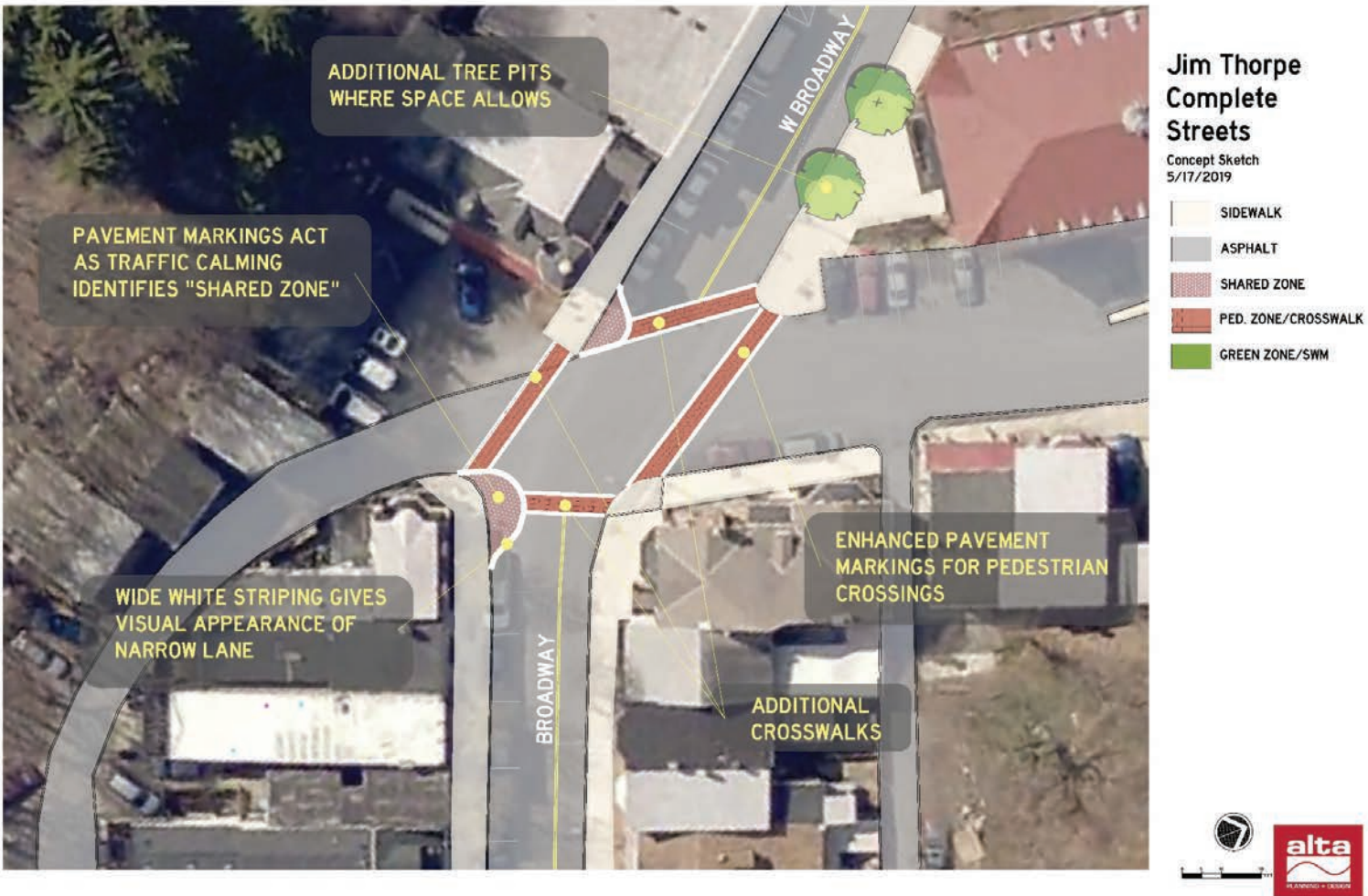

After
These painted areas create a safer pedestrian environment. They create additional spaces for pedestrians who wish to use the crosswalk. These spaces also become an extension of the sidewalk.
ART &
DECOR
for
the
ME and GARDEN

Recommendations

Broadway & Race Street

Following area the proposed concept components for Broadway & Race Street Crossing:

- **Safe Crossings:** defined pedestrian crossings through pavement markings on all sides of the intersection.
- **Painted Bumpout** (Pavement markings act as traffic calming) on the two sides of the intersection shown on the map below. This will slow vehicles and shorten the lengths of proposed crosswalk.
- **Street Trees** to provide shade and shelter for The Mauch Chunk Opera House wide sidewalk. This is a famous and commonly used landmark for the historic downtown.




Before


After
The painted areas can eventually become curb extensions. Curb extensions extend the sidewalk into the roadway. These extensions are traffic calming devices that physically and visually narrow the roadway, increase the visibility of pedestrians, reduce crossing distances, and provide additional space for streetscape improvements.

Recommendations

Opinion of Cost

The team members estimated a planning-level opinion of cost for both proposed concepts.

The low impact concept has been estimated for 1'6" of white striping and acrylic paint for the shared zones and pedestrian crosswalks. The cost includes all intervals and equipment necessary. It is recommended that the project stakeholders create an event for the community to engage in the implementation of this concept.

The high impact concept costs as shown in the table, includes the hard paving items such as sidewalks, plaza, curb extensions and concrete bumpouts. It also includes the cost for proposed raingarden, plaza's amenities and the street tree plantings. There are two proposed railroad crossing for pedestrians which has been counted in the table.

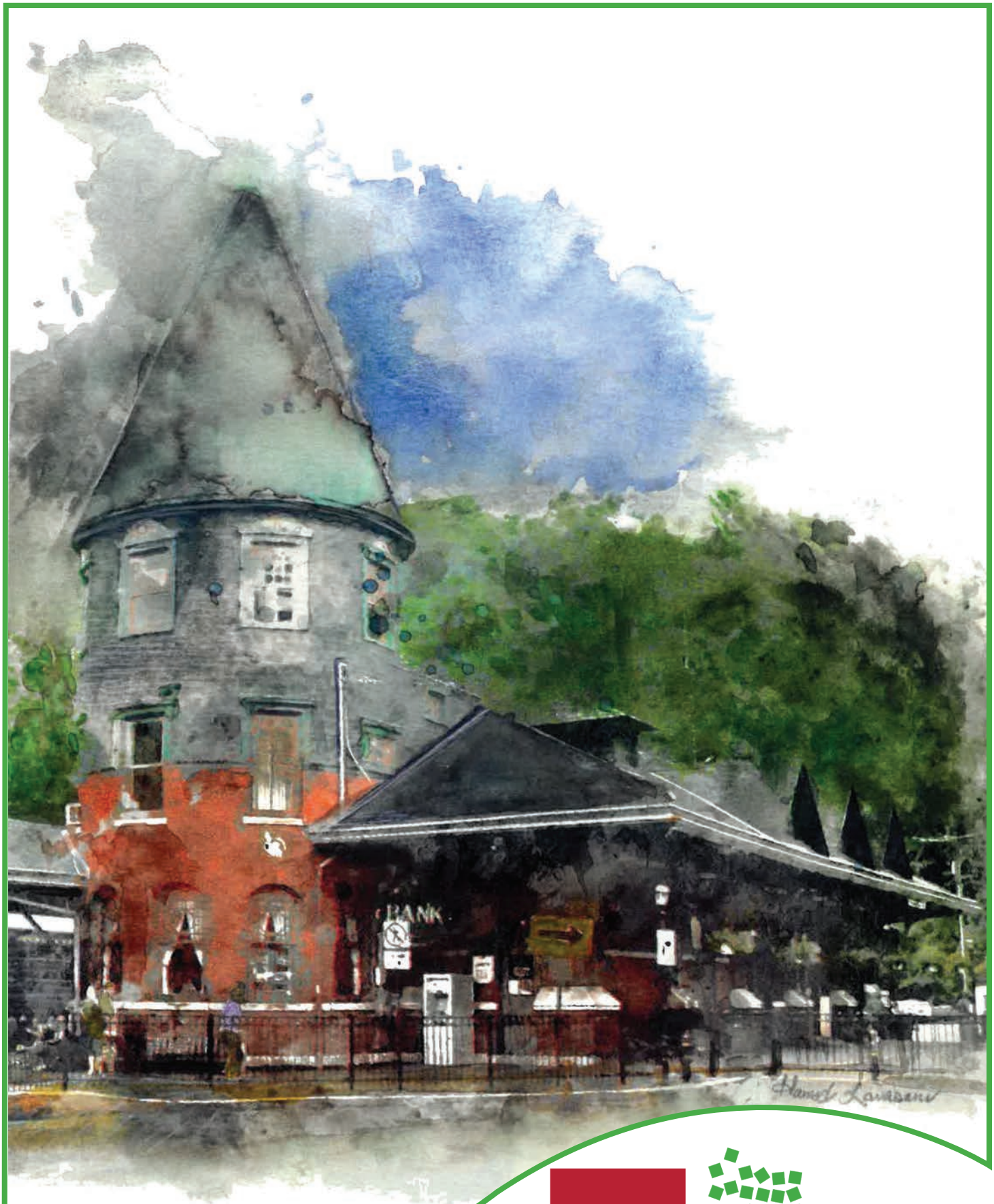
High Impact Concept	
Mobilization	$ 10,000.00
Demolition	$ 3,535.03
Road & Sidewalk Paintings	$ 338,902.07
Pedestrian Circulation- Sidewalks, Plaza	
Sidewalks, plaza, curbs	$ 54,645.01
Railroad Crossings	$ 100,000.00
Site Ameneties	
Benches	$ 7,600.00
Bick racks	$ 8,200.00
Horticulture & Habitat	
Raingarden at the Plaza	$ 12,000.00
Street tree plantings Installed in structural soil continuous trench	$ 3,000.00
TOTAL	$ 537,882.10

Low Impact Concept	
Road & Sidewalk Paintings	$41,113.52

References

Following are the references that have been used to provide this report:

- https://visionzeronetwork.org/
- https://www.dot7.state.pa.us/tire
- “TACTICAL URBANIST’S GUIDE TO MATERIALS AND DESIGN”, December 2016, created by The Street Plans Collaborative.
- Parking GIS data courtesy of Carbon County GIS
- Aerial imagery obtained from Carbon County Parcel Viewer: https://wwwarcgis.com/apps/webappviewer/index.



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Northeastern Pennsylvania Alliance
Pittston, PA

APPENDIX E:

Project Update / Initial Presentation of Findings, 13 November 2018

Parking Analysis and Complete Streets Evaluation for Downtown Jim Thorpe Borough

June 2020
In Association With:

Alta Planning + Design
Phoenixville, PA

The Harman Group
King of Prussia, PA

CHANCE
MANAGEMENT ADVISORS, INC.

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PARKING ANALYSIS AND COMPLETE STREETS EVALUATION FOR JIM THORPE, PA

Project Update

Tuesday
13 November 2018

Including several updated slides, 15 Nov 18

CHANCE MANAGEMENT ADVISORS, INC.
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THE HARMAN GROUP THG

Introductions

CHANCE MANAGEMENT ADVISORS, INC.

Parking ▪ Transportation ▪ Access Management

Joseph P. Sciulli, CAPP

Vice President and Senior Operations Consultant

alta PLANNING + DESIGN

Adam Supplee, RLA, AICP, ASLA

LEED AP/Principal

Liam Cleary

Designer Level I

THE HARMAN GROUP THG

William F. Kavanagh, AIA, NCAR

Director of Parking Design

Agenda

- Project Overview
  - Parking
  - Complete Streets
  - Parking Alternatives
- Listening / Discussion Topics
- Next Steps

Methods

Observations

Opportunities

Alternatives

Challenges

Methods

- Observations of parking and access conditions
- Interviews with merchants, tourists
- Wayfinding assessments
- Parking counts, metered streets and County Lot
- Time-lapse photography
- Pedestrian movement analysis
- Pedestrian safety focus
- Parking supply opportunities, County Lot
- Alternatives

Parking and Access Observations

- Visitors
  - ‘Just happened to find the (County) lot’
  - ‘Always just look for metered space on Broadway – didn’t know there was a parking lot’
- Merchants
  - Traffic at Hazard Square – cars “keep coming” through light
  - Pedestrians cross at Hazard Square where they should not!
  - Other merchants park on meters

Parking and Access Observations

- Deteriorated striping outside of the County Lot



Crosswalk markings are worn off (photo taken on 17 February 2018).

Repaint the crosswalk from the County Parking Lot across Lehigh Avenue, add flashing lights, and change the path from the western landing point of the crosswalk around to Broadway.

Parking and Access Observations

- Parking signs needed



No sign is posted at the entrance of the lot, visible from the highway from either direction.

Electronic or large “Parking” signs, with the rate posted, should be placed on north and south Lehigh Avenue, visible from both directions. The rate should be on the sign. The rationale for putting the rate is that people can get cash ready, whether they pay on the way in (not desirable) or pay on the way out (more desirable).

Parking and Access Observations

- A $6 parking fee slows transaction times as change frequently may need to be made; slower throughput contributes to vehicles queueing on Lehigh Avenue; closure of the Lot later in the afternoon results in lost revenue opportunities

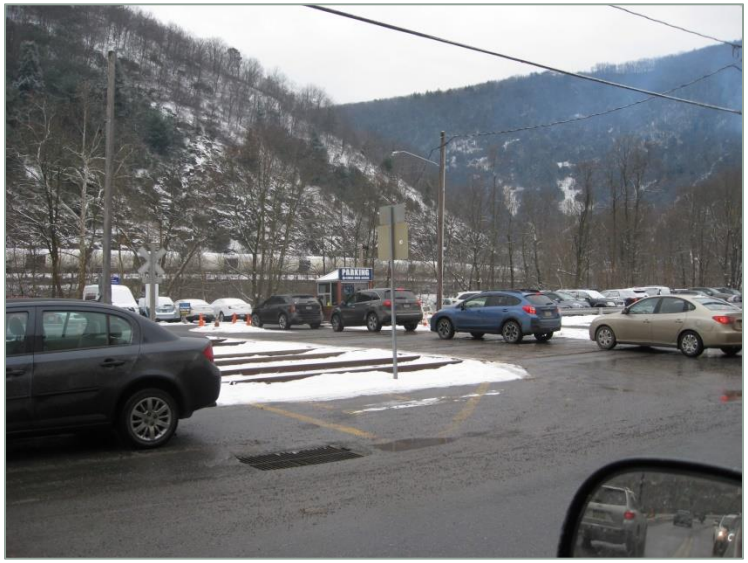






Parking and Access Observations

- Effects of pay-on-entry with a parking fee amount requiring change: slow throughput, vehicle queueing





Parking and Access Observations

- Location of pay booth and “pay-on-entry” approach have contributed to vehicle queuing along Lehigh Avenue.



The pay booth was temporarily located to the right side of the entry lane to accommodate construction vehicle access for the North Street bridge overpass demolition, and should be relocated to its original position.

Also, the use of “pay-on-foot” technology through payment kiosks, or alternately, operating the lot with a “pay-on-exit” cashiering approach, would help reduce vehicle queuing along Lehigh Avenue when entering the lot.

Lot staff could be employed to expedite vehicle entries by handing tickets to drivers, who would pay the flat parking fee at the kiosk with cash or credit card upon their return to the Lot, reducing cash handling. Vehicles thus would queue within the Lot for exit, and the exit gate could be networked with sensors to ensure the gate remains down when a rail car is approaching.

Parking and Access Observations

- Upkeep of parking lot striping is a key customer service / "first impression" issue.



Parking space lines, pictured here in December 2017, should be repainted at more frequent intervals to ensure the best possible "first impression" is created for visitors.

Parking and Access Observations

- … more striping issues…



First Impressions???



Tourist Destination / Welcoming image should warrant more frequent maintenance

Pedestrian walkways within the County Parking Lot should be re-thought and repainted after decisions are made during this project. They also may be changed as a result of the trail layout through the lot.

Parking and Access Observations

- Problematic pedestrian pathways



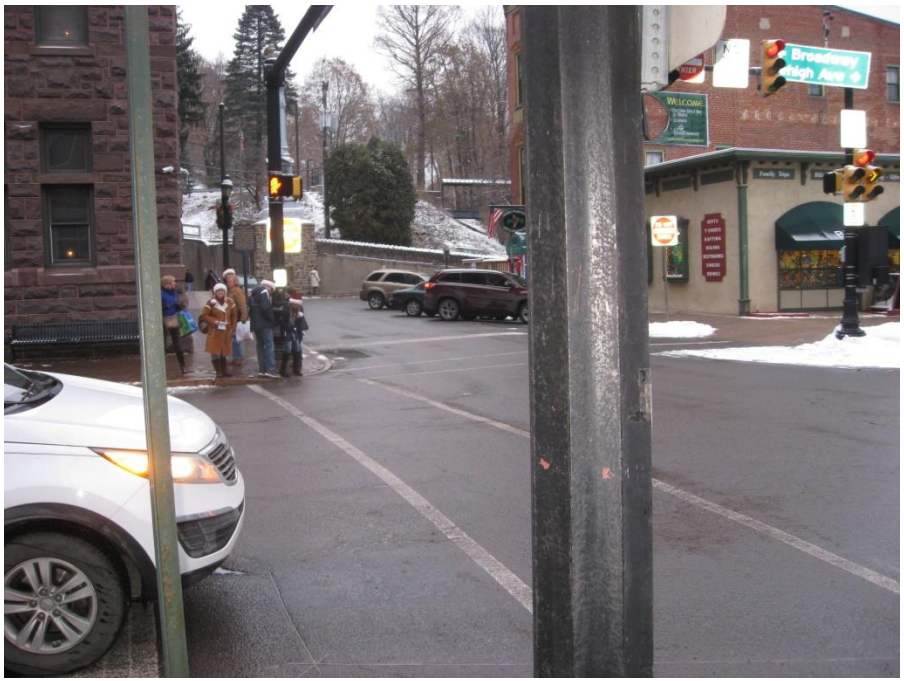
If parking is going to remain along the eastern side of Highway 209, a sidewalk or at least an even footpath of crushed stone should be substituted for the existing hazardous path.

Parking and Access Observations

- (Below) Pedestrians crossing without markings

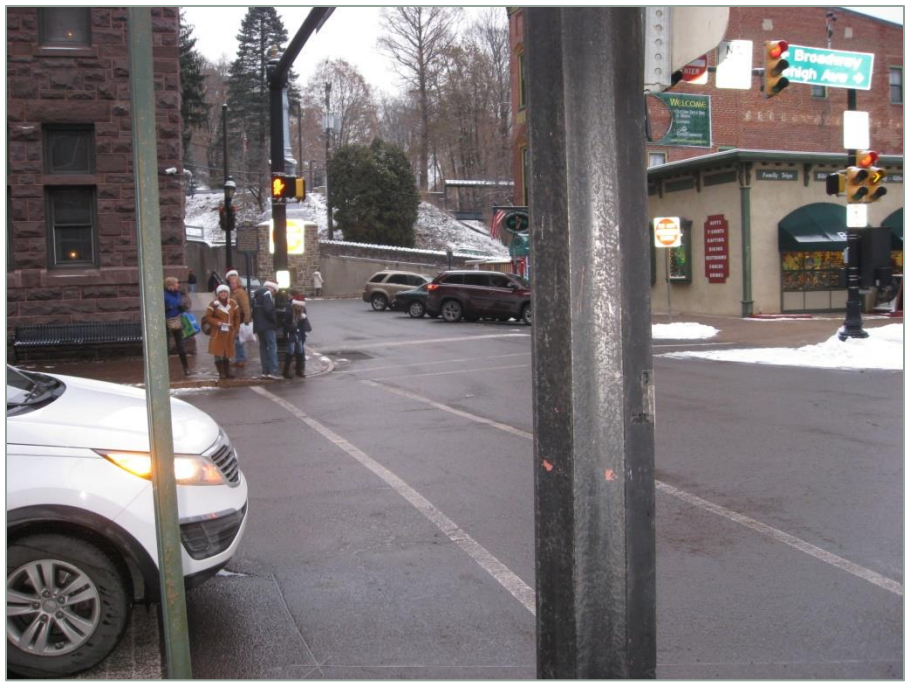


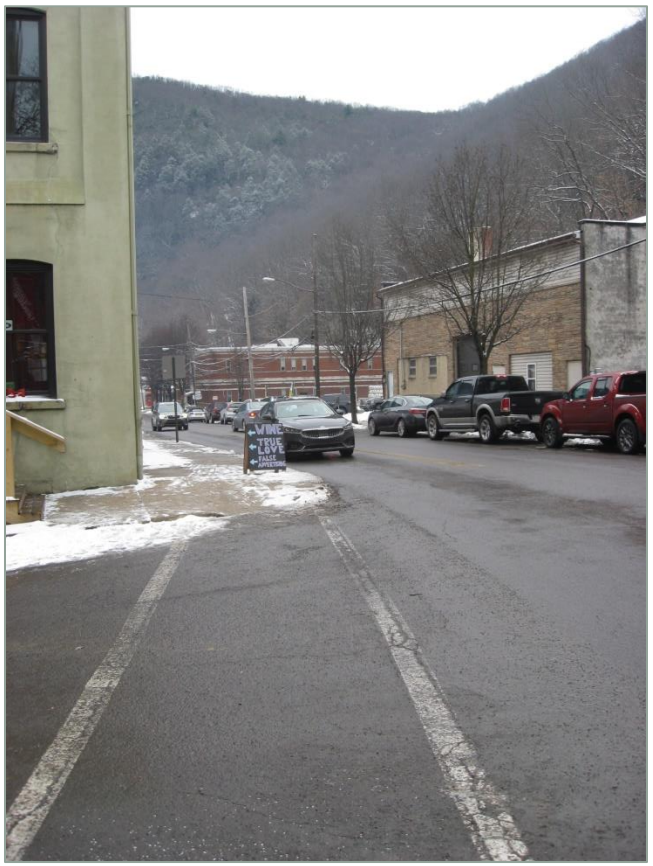
- (Right) Pedestrians waiting to cross, but crosswalk markings are minimal and not well-striped



Parking and Access Observations

- Pedestrians waiting to cross (below left), but crosswalk markings are minimal and not well-striped around Hazard Square





Parking and Access Observations

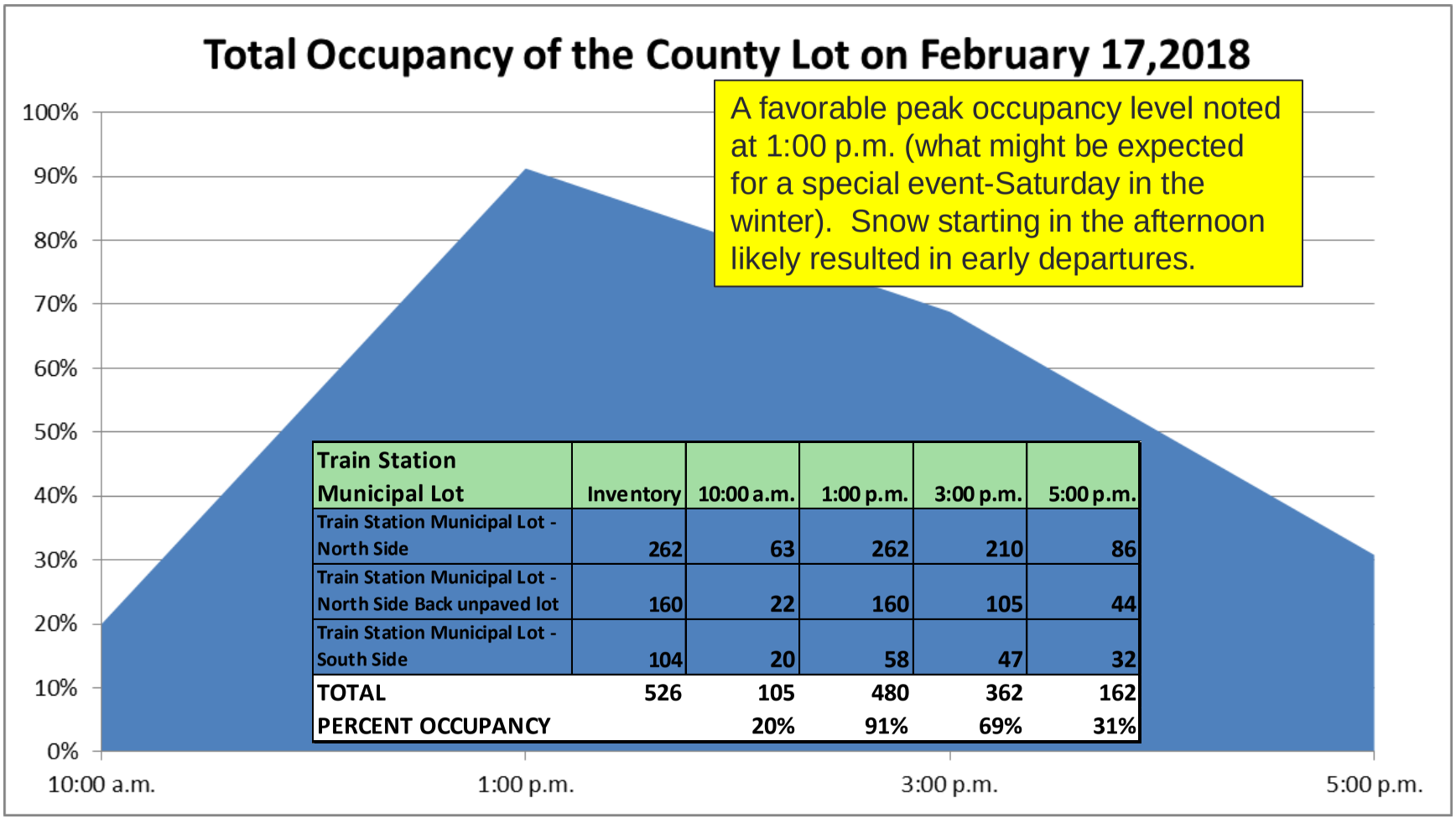
- Parking sign location (yellow circle) is not highly visible or pronounced; small print size, making it difficult to notice



Example of a more effective parking sign



Parking and Access Observations



Train Station Municipal Lot	Inventory	10:00 a.m.	1:00 p.m.	3:00 p.m.	5:00 p.m.
Train Station Municipal Lot - North Side	262	63	262	210	86
Train Station Municipal Lot - North Side Back unpaved lot	160	22	160	105	44
Train Station Municipal Lot - South Side	104	20	58	47	32
TOTAL	526	105	480	362	162
PERCENT OCCUPANCY		20%	91%	69%	31%

Metered Parking Spaces and Peak Occupancy (1:00 p.m. on Saturday, 17 February 2018)



Parking, Complete Streets, Supply – Interrelated

- Opportunities for parking wayfinding and operational improvements
- Opportunities for pedestrian improvements
- Some pedestrian improvements may affect supply
- Future changes to the supply

Complete Streets Evaluation

- Making Jim Thorpe's tourist area more walkable, pedestrian-friendly and safer

Adam Supplee, RLA, AICP, ASLA

LEED AP/Principal

Liam Cleary

Designer Level I

alta PLANNING + DESIGN

COMPLETE STREETS EVALUATION
FOR
JIM THORPE BOROUGH



Methods

- Active streetscape
- Pedestrian Scale Lighting
- Green Infrastructure
- Street Furniture
- Bicycle facilities
- Signage/wayfinding
- Universal access
- Variety of safe, walkable surfaces



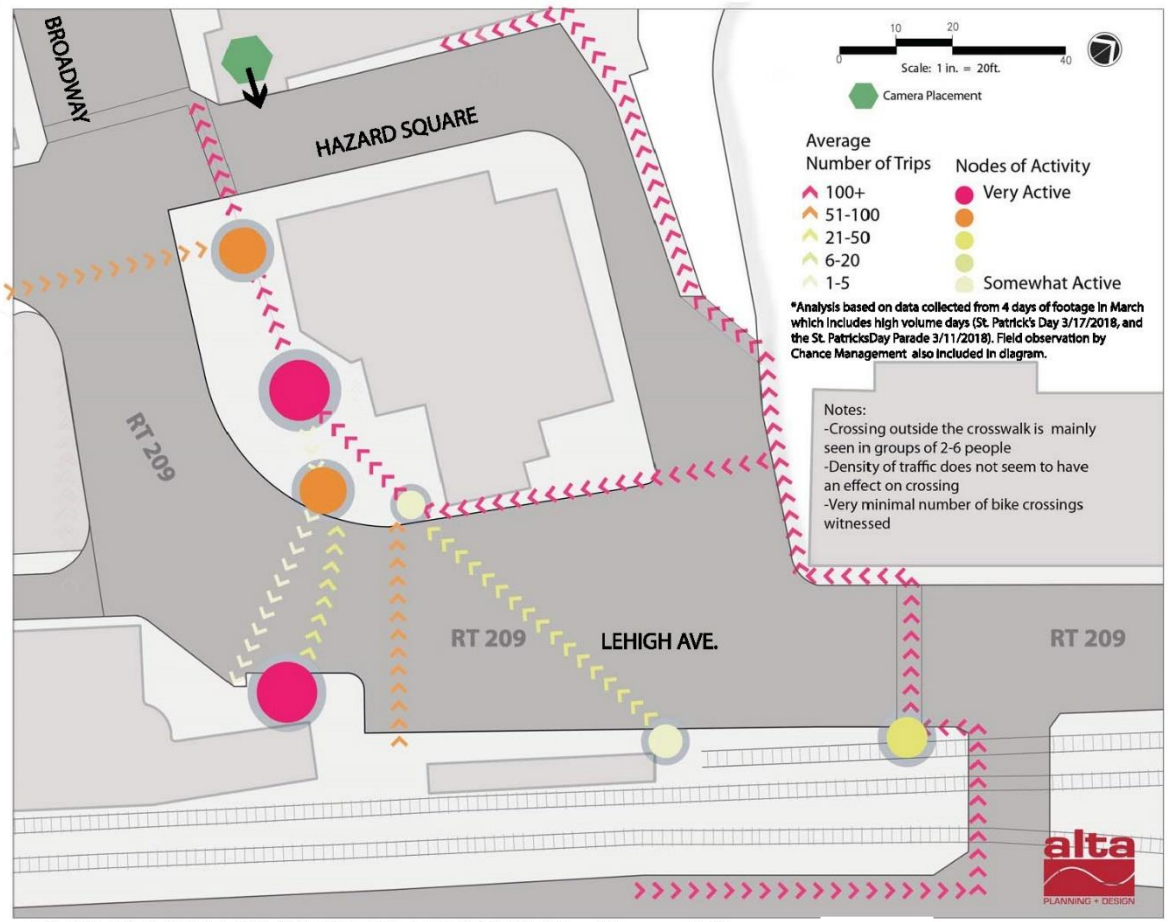
Methods

- Installation of cameras at identified points throughout the Borough to capture imagery over multi-day periods
- Observe and record existing conditions
- Identify issues and opportunities
- Examine photography, video and on-site observations to craft recommendations based upon complete streets principals and practices



Issues

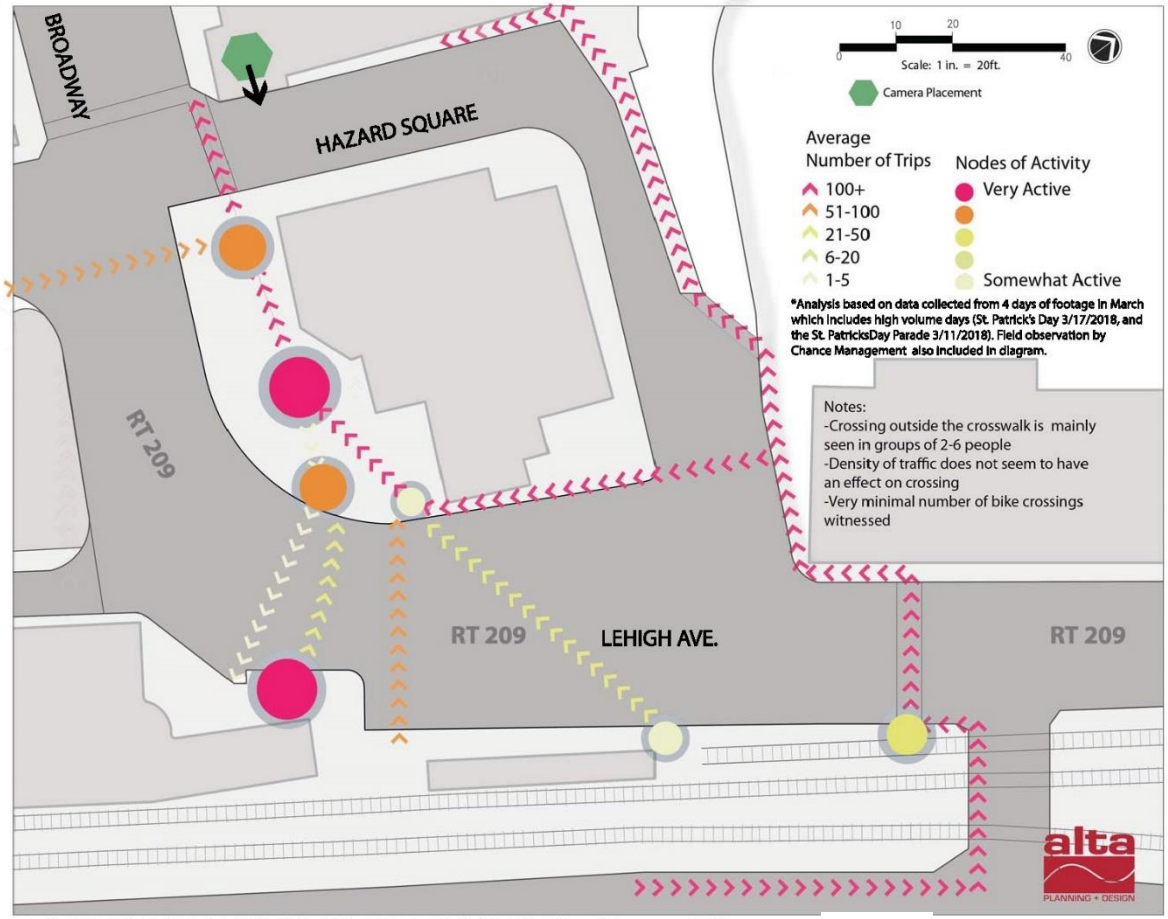
- Current design of Hazard Square limits pedestrian circulation in ways that creates a less than optimal situation.
- Lack of clear pedestrian route and/or discouraging pedestrians along frontage or through Josiah White Park



PEDESTRIAN MOVEMENT DIAGRAM - Hazard Square

Issues

- Lack of pedestrian wayfinding makes pedestrian access less legible, safe, and comfortable
- Pedestrian crossings and sidewalks are missing where they would normally be expected



PEDESTRIAN MOVEMENT DIAGRAM - Hazard Square

Issues

- Constrained pedestrian route along Lehigh Ave.



Issues

- Constrained pedestrian route along Lehigh Ave. at Hazard Square



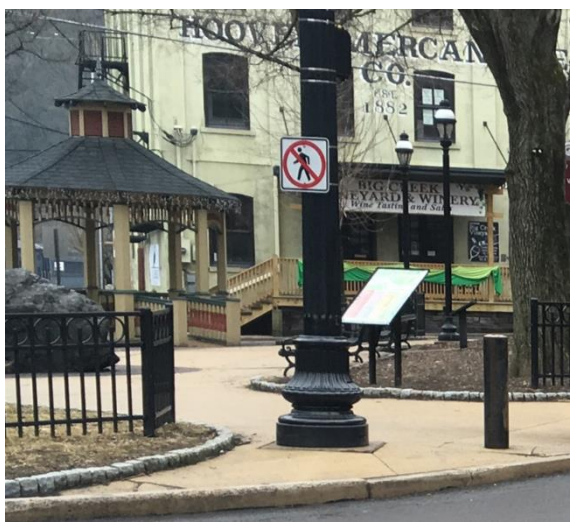
Issues

- Accessible Route into historic district is constrained and lacks necessary wayfinding



Issues

- PennDOT “No pedestrian” signs in heart of downtown are counter to promoting walkability



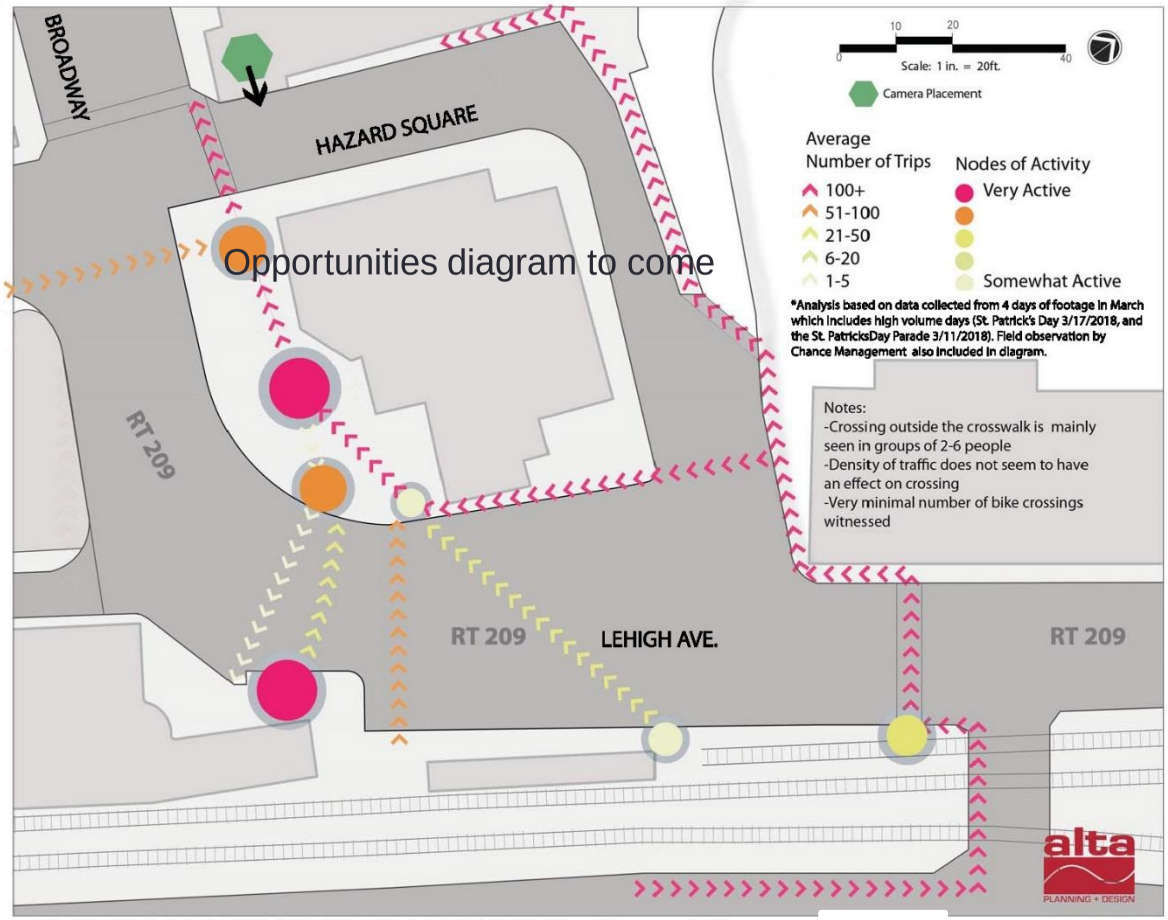


Observations



Opportunities

- Create better defined and direct pedestrian routes through Hazard Square
- Identify areas for enhancing/expanding public space for walking, sitting, dining, resting, etc.



PEDESTRIAN MOVEMENT DIAGRAM - Hazard Square

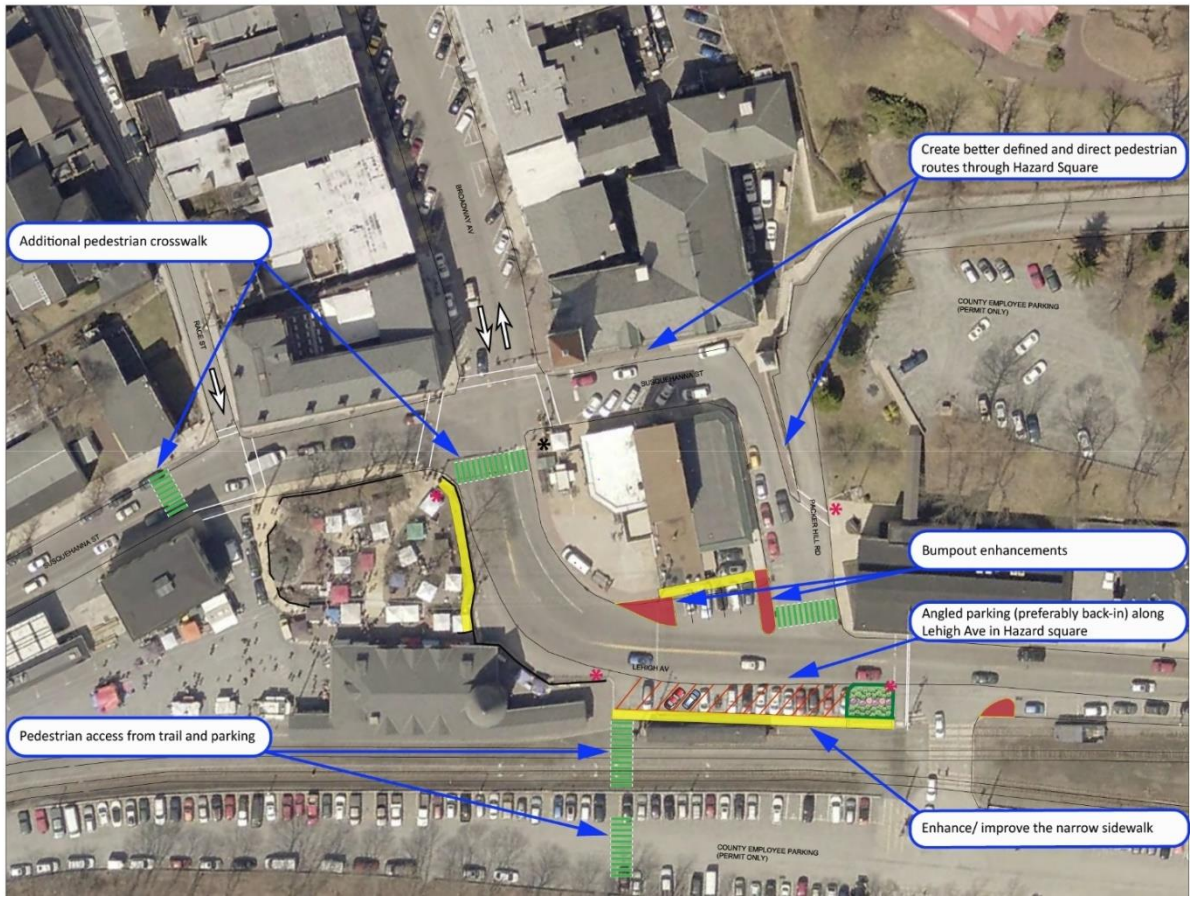
Opportunities

- Improve Hazard Square without removing existing parking spaces



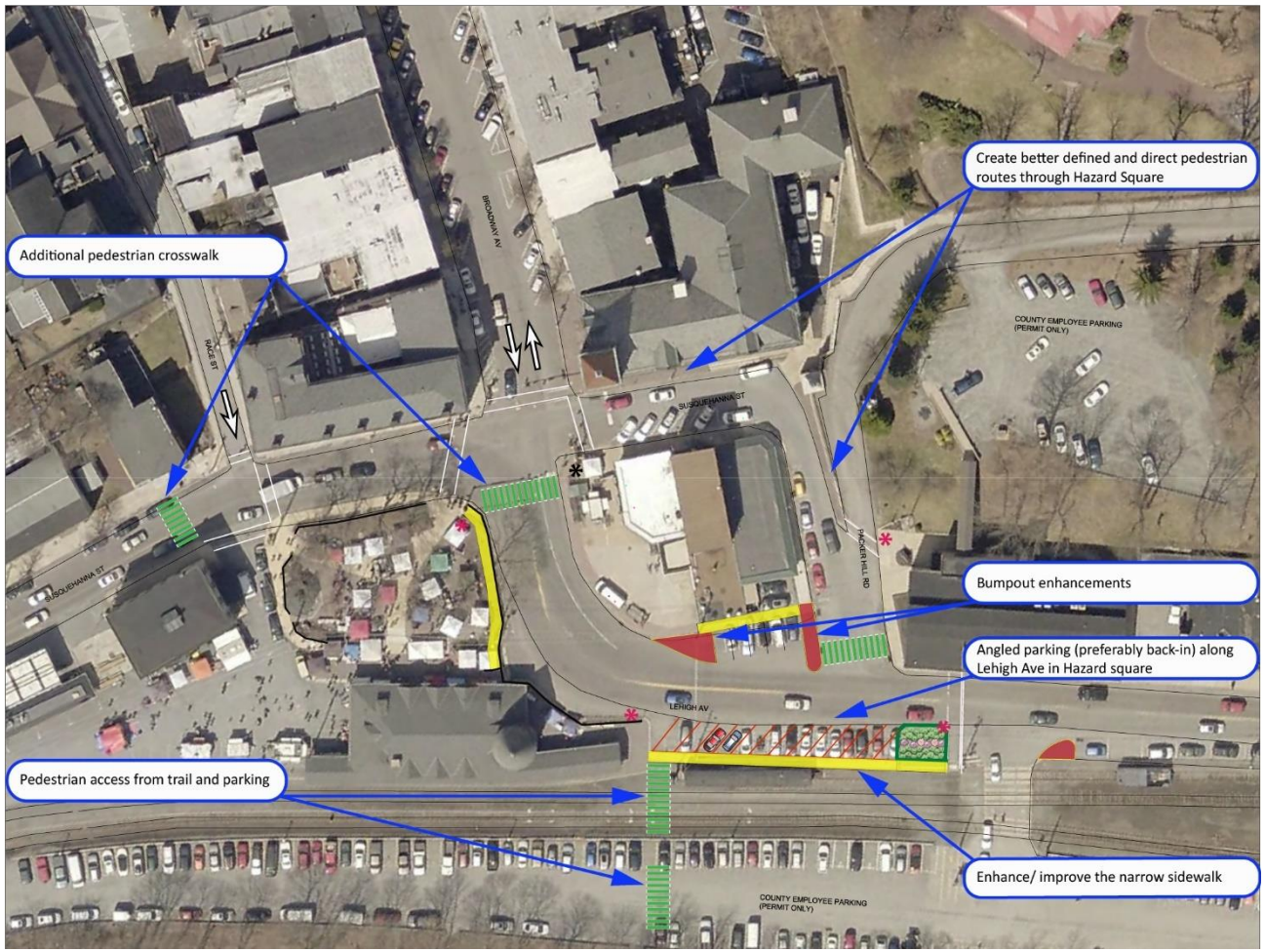
Opportunities

- Reclaim unused space remaining from angled parking
- Improve visual appeal through streetscape elements
- Widen sidewalks, where feasible, to minimum of 6’
- Low cost, experimental “tactical urbanism” interventions, paint and flexible delineators



Opportunities

- Create design guidelines for consistency of streetscape fabric used as a guide for future redevelopment projects



Opportunities

- Possibility of low cost “tactical urbanism” projects to test proposed enhancements





Opportunities

- Transform unusable space on Broadway



Opportunities

- Create pedestrian crossings on Broadway to provide safe pedestrian crossing.



Potential Parking Alternatives

- Addition of a single supported parking level on a portion of the Borough County Lot

William F. (Bill) Kavanagh, AIA, NCAR

Director of Parking Design

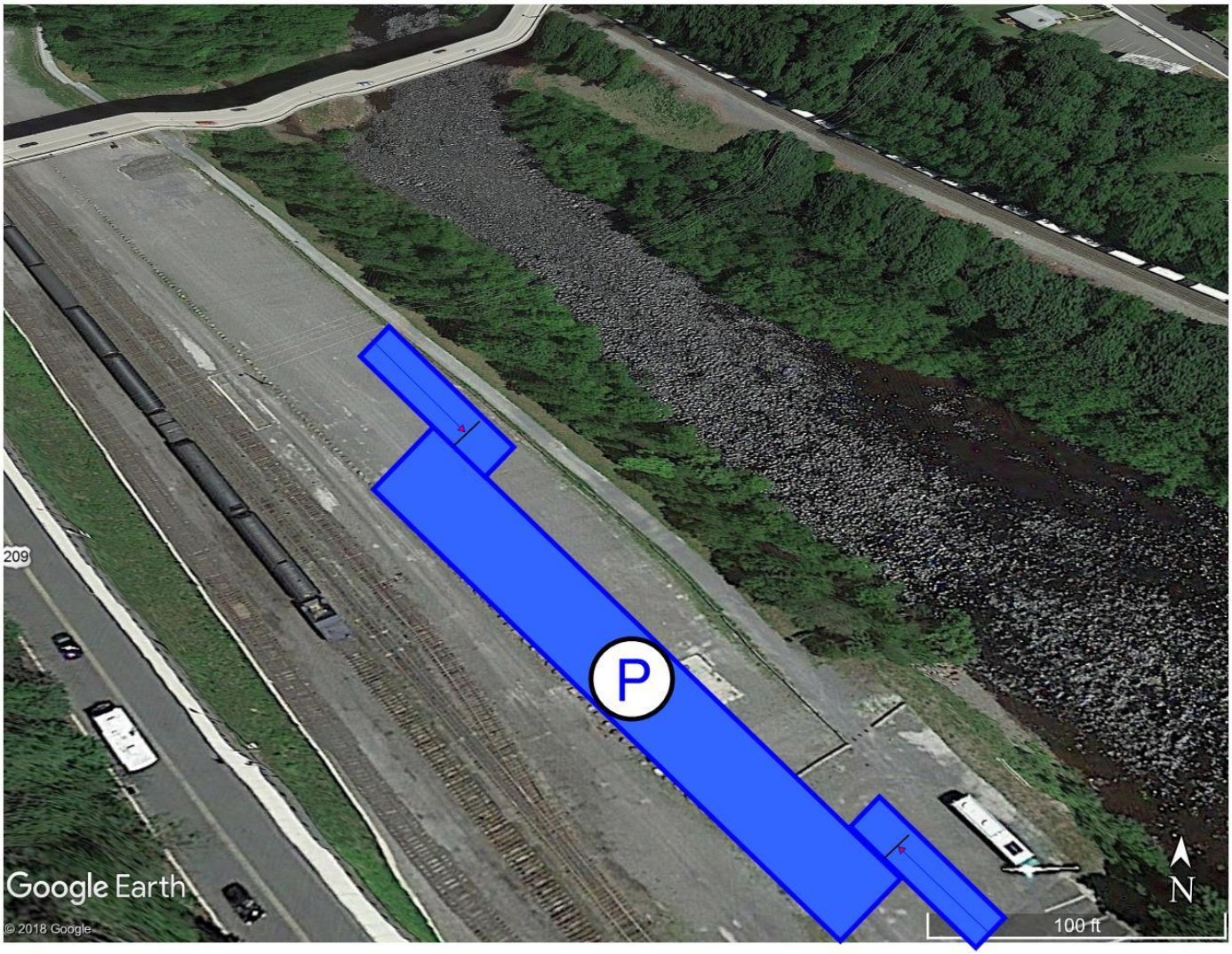
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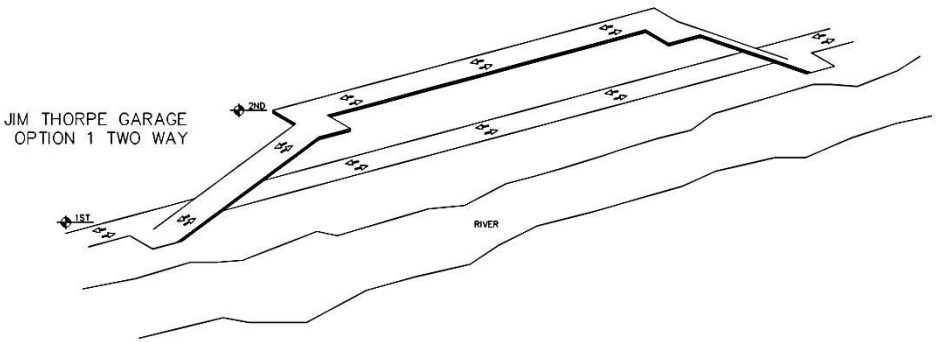
Potential Parking Alternatives

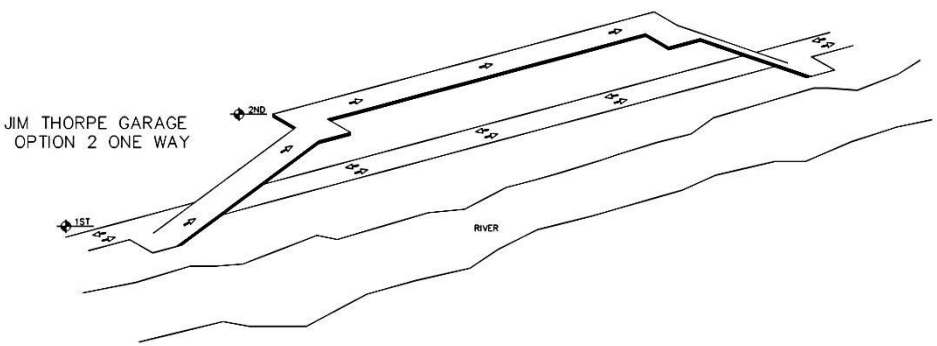


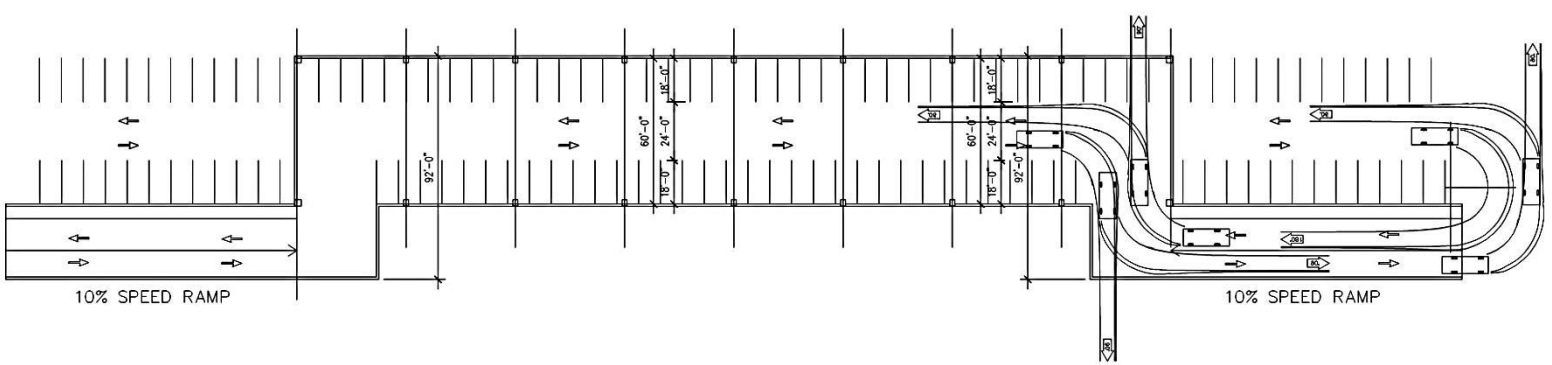
Potential Parking Alternatives



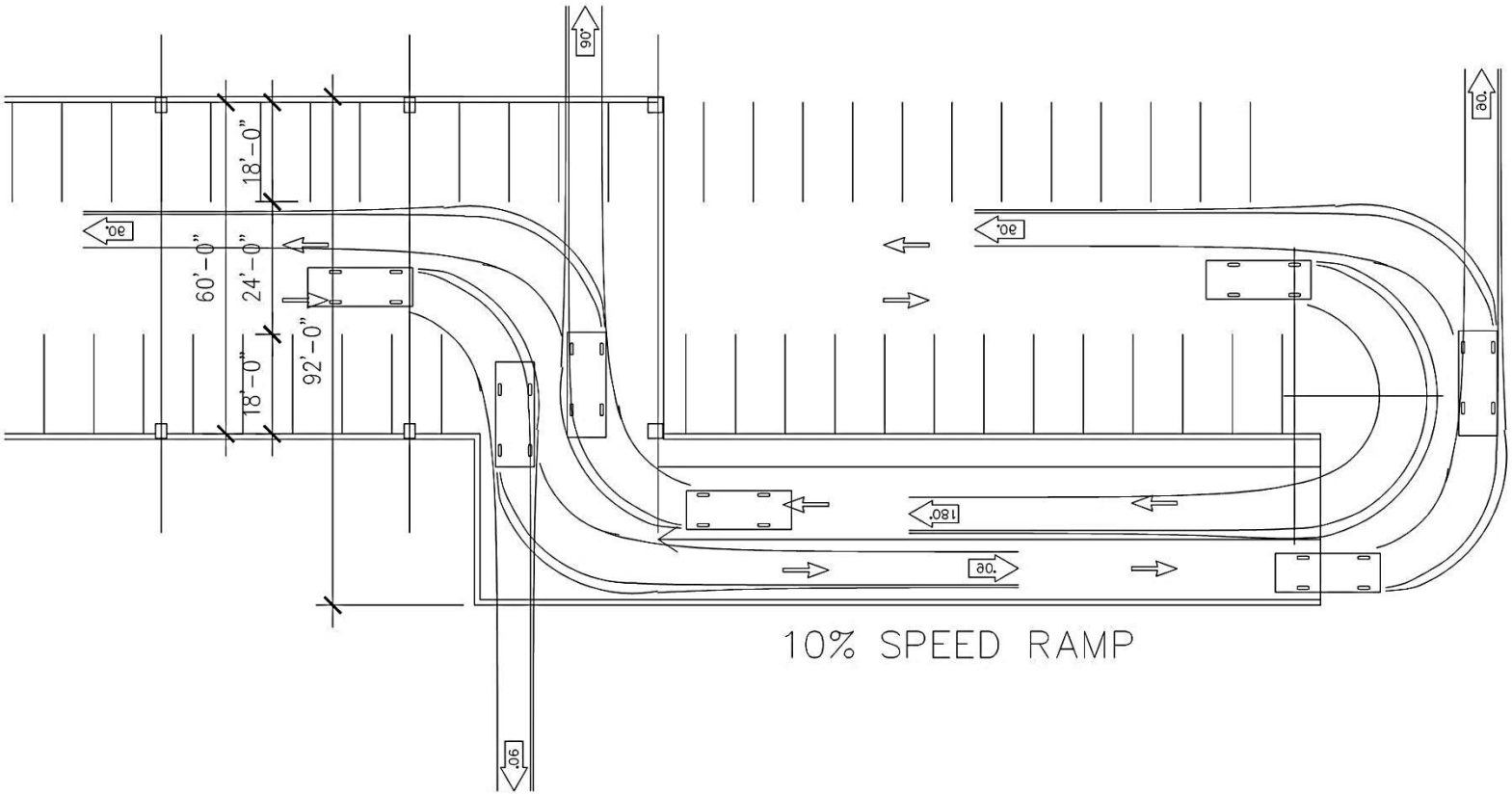
Potential Parking Alternatives





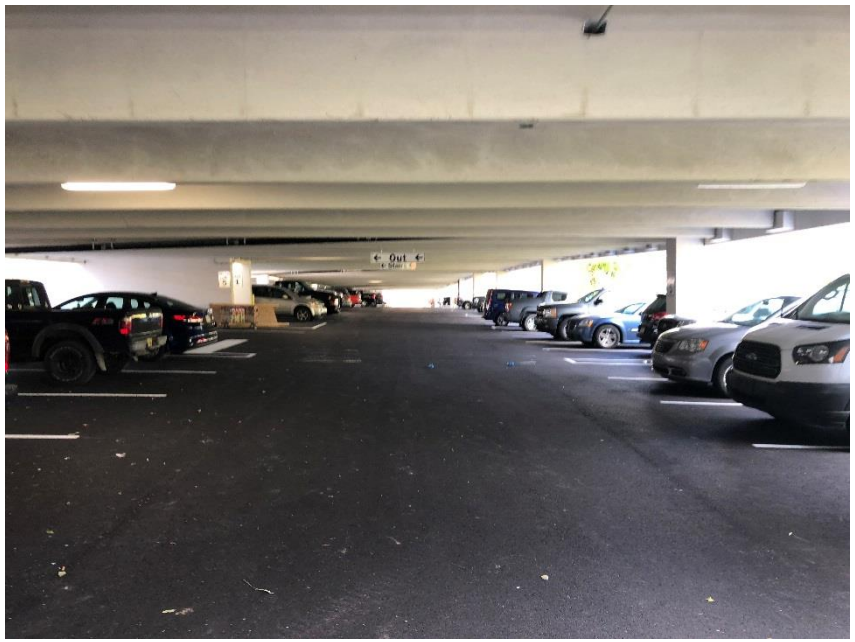


Potential Parking Alternatives



Potential Parking Alternatives





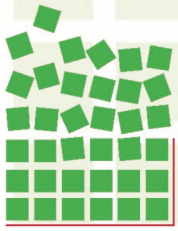
Listening / Discussion Topics

- Complete streets potentials – designing for pedestrian safety: coordinating PennDOT, County, Borough activities
- County parking lot – single supported level?
- Wayfinding to parking
- Parking operations at County Lot
- Residential parking ordinance
- Proposed County garage – design for future?
- Cable car – parking implications?

Next Steps

- Obtain drawings
- Refine potential net parking additions
- Recommendations
- Costing of alternatives
- Funding opportunities

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