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.
Parking ▪ Transportation ▪ Access Management

alta PLANNING + DESIGN

THE HARMAN GROUP
THG

Introductions

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

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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

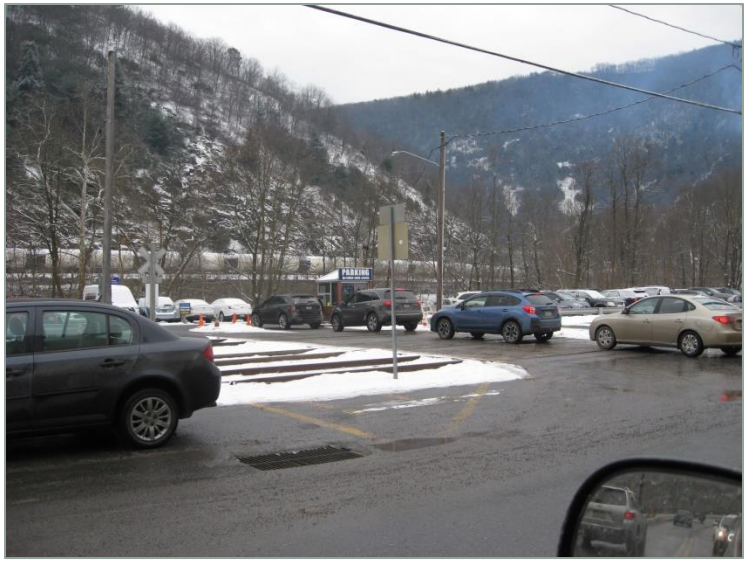






Parking and Access Observations

- 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

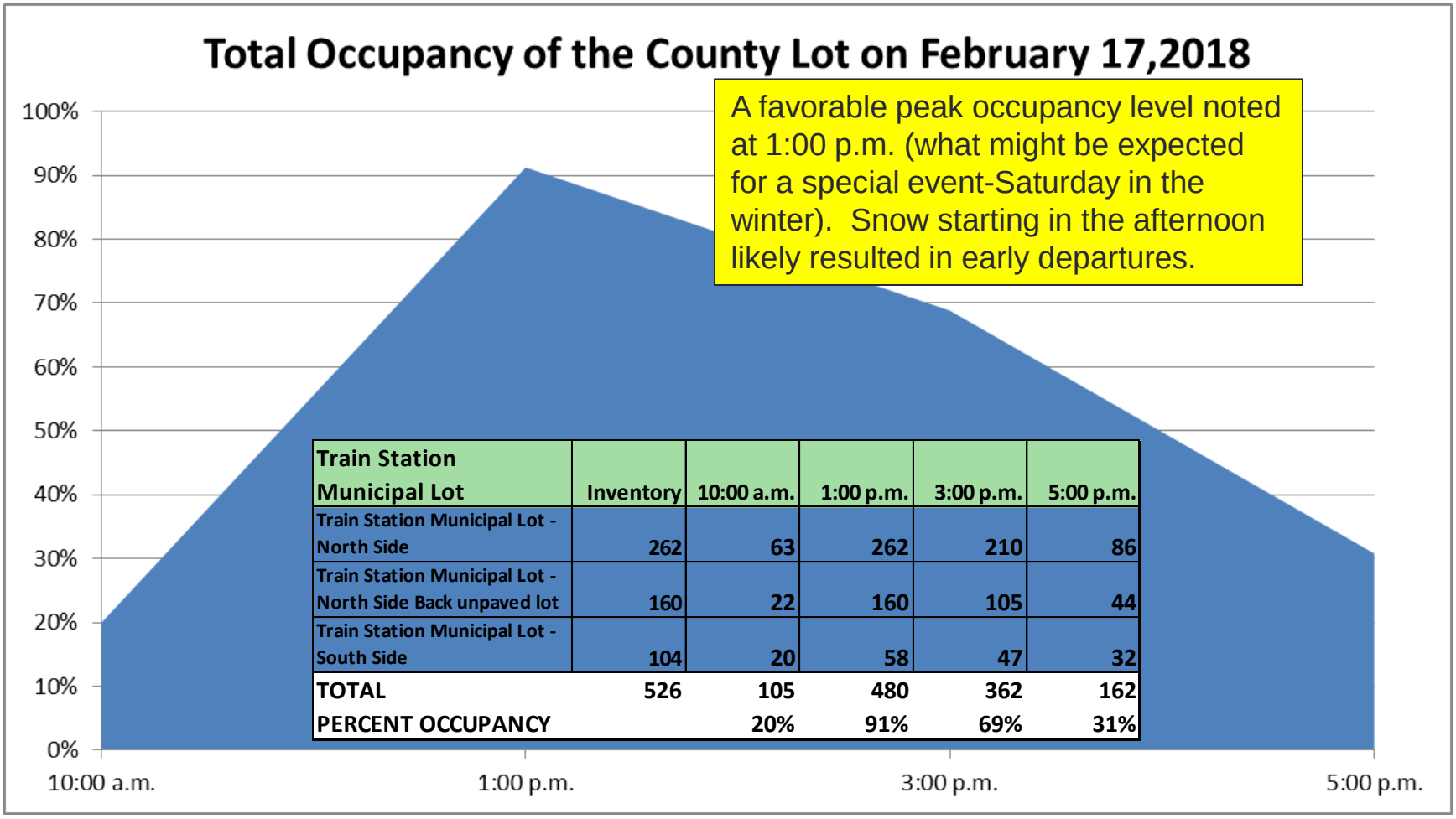
- Parking sign location (yellow circle) is not highly visible or pronounced; small print size, making it difficult to notice



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

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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



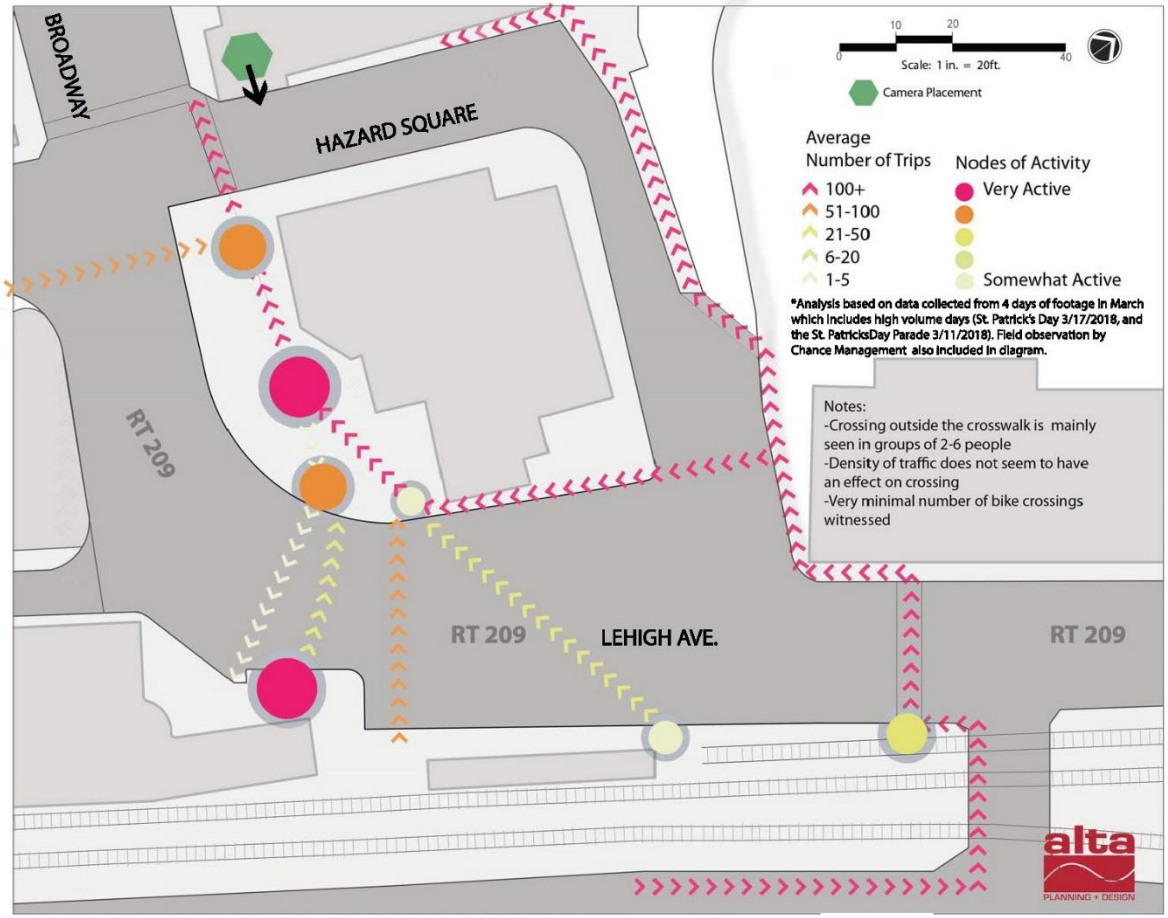
Methods

- 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

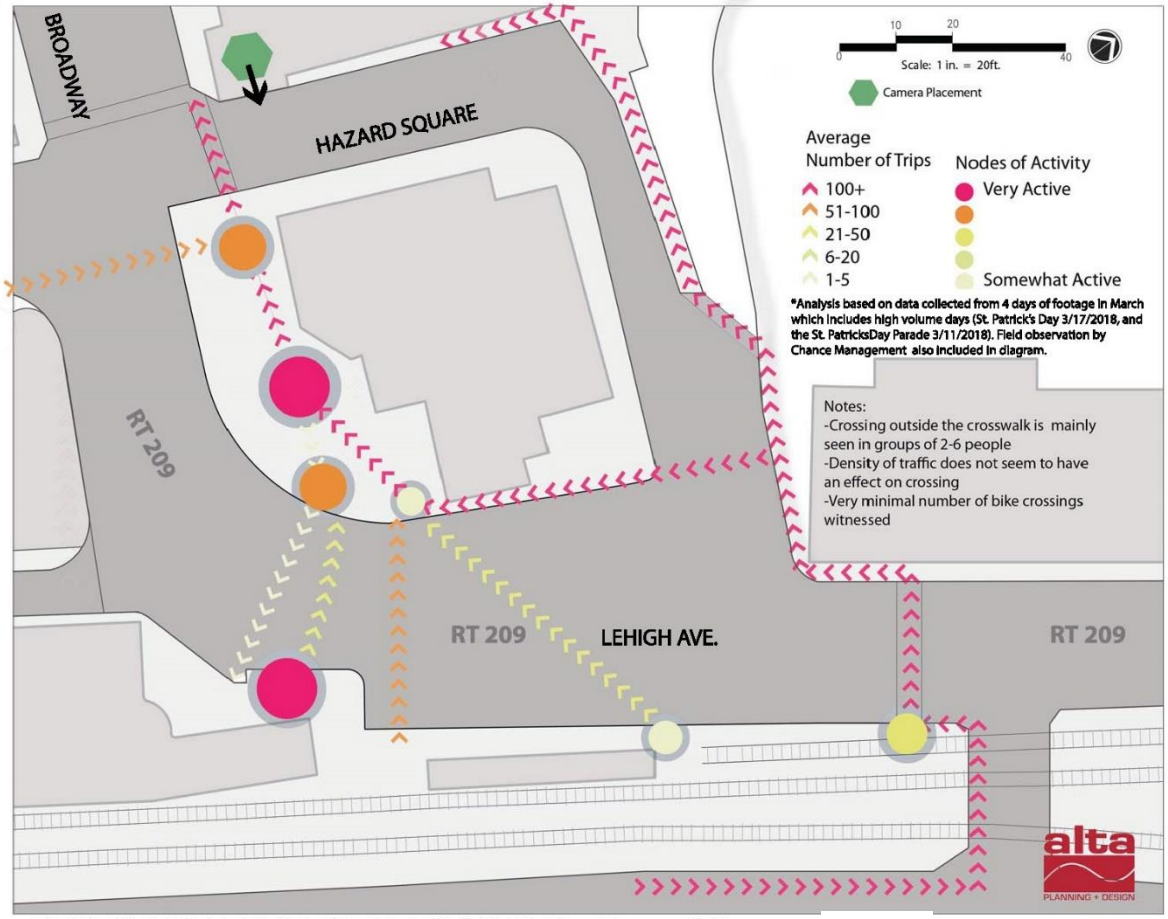
- Current design of Hazard Square limits pedestrian circulation in ways that creates a less than optimal situation.
- Lack of clear pedestrian route and/or discouraging pedestrians along frontage or through Josiah White Park



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

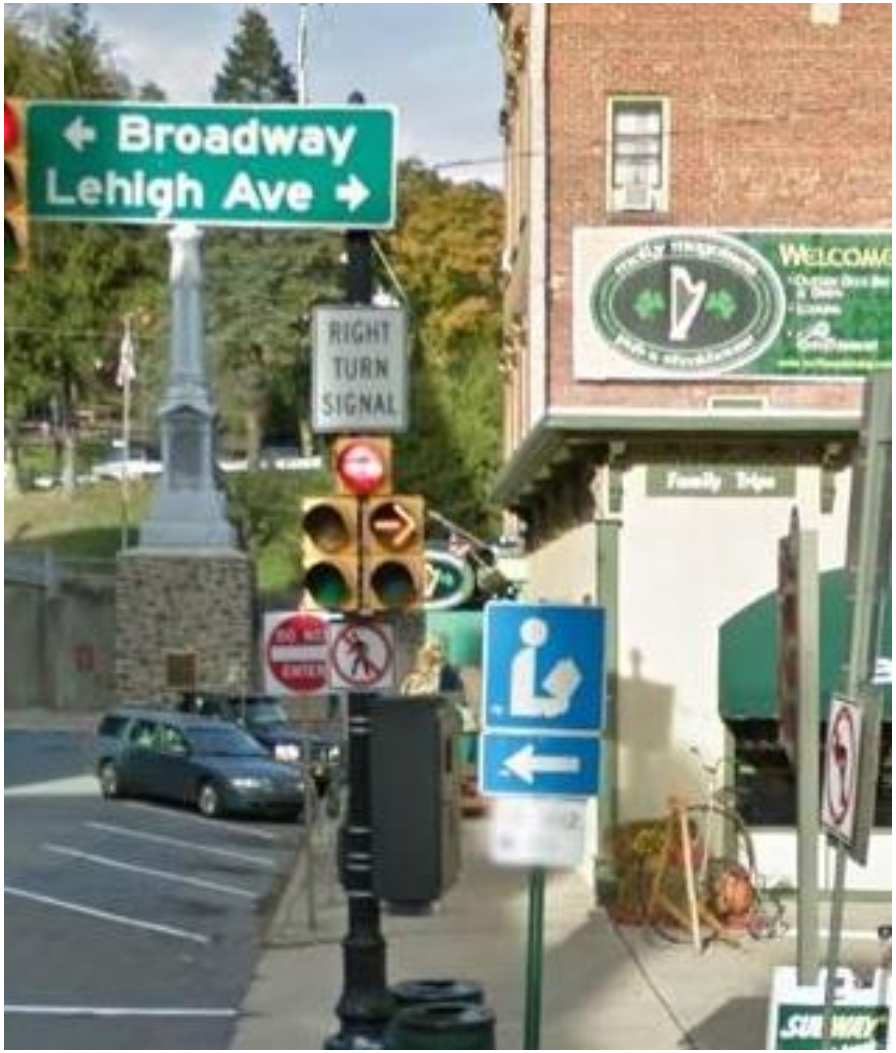
- Accessible Route into historic district is constrained and lacks necessary wayfinding



Issues

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



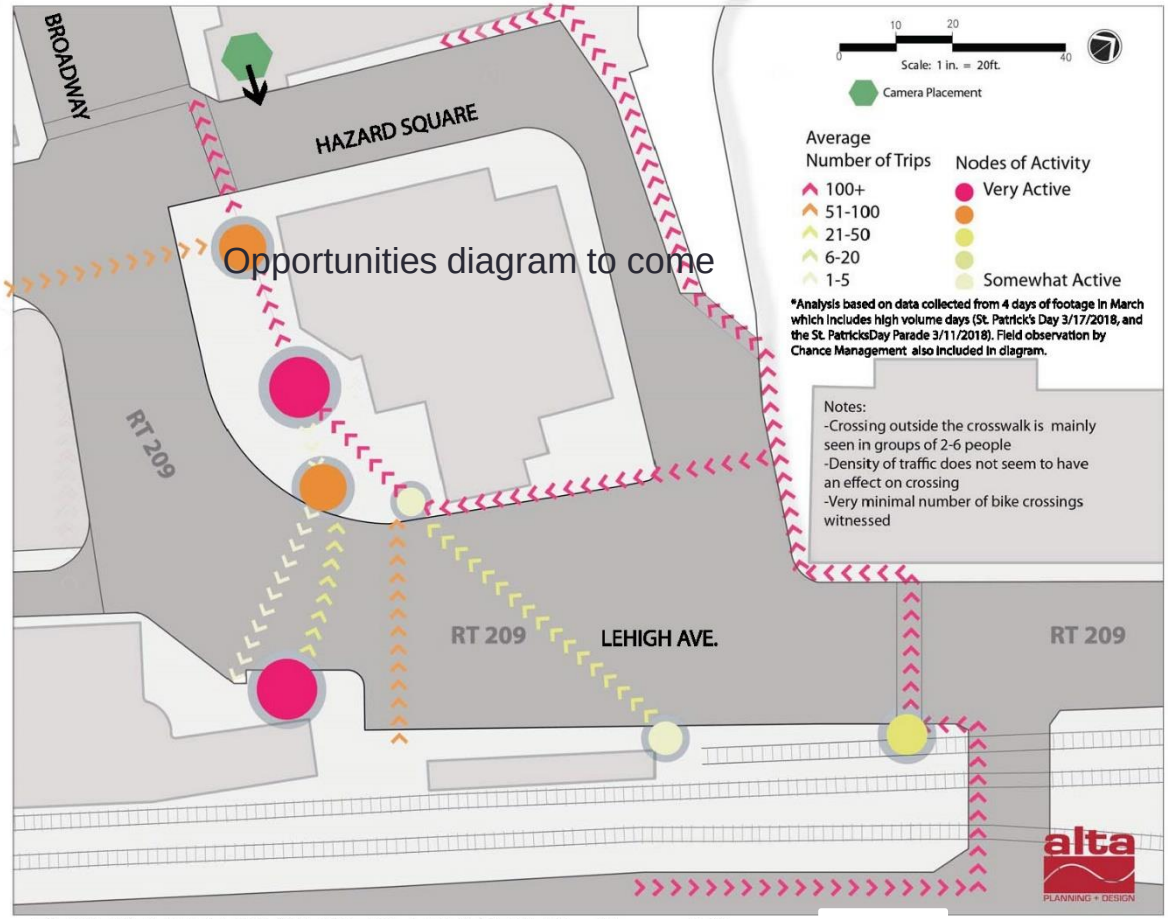


Observations



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

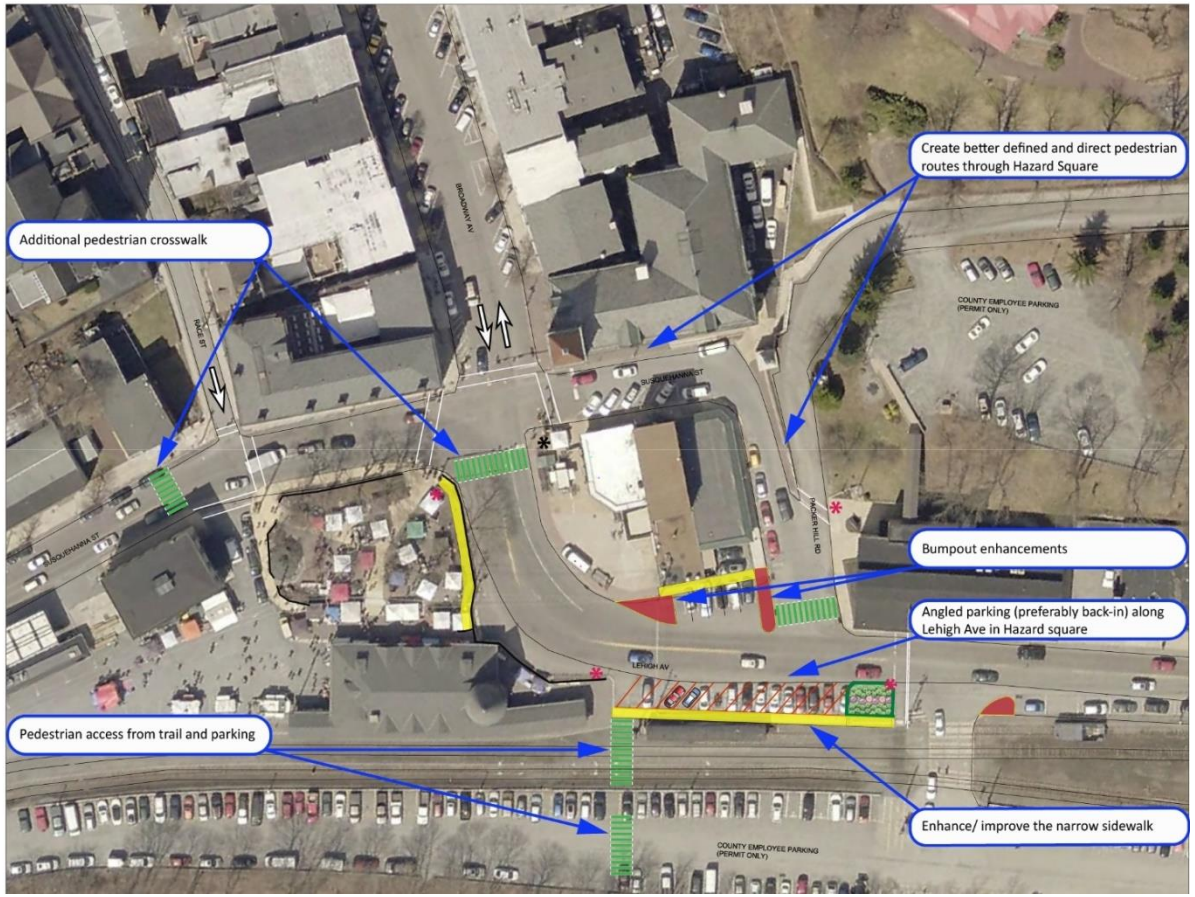
Opportunities

- Improve Hazard Square without removing existing parking spaces



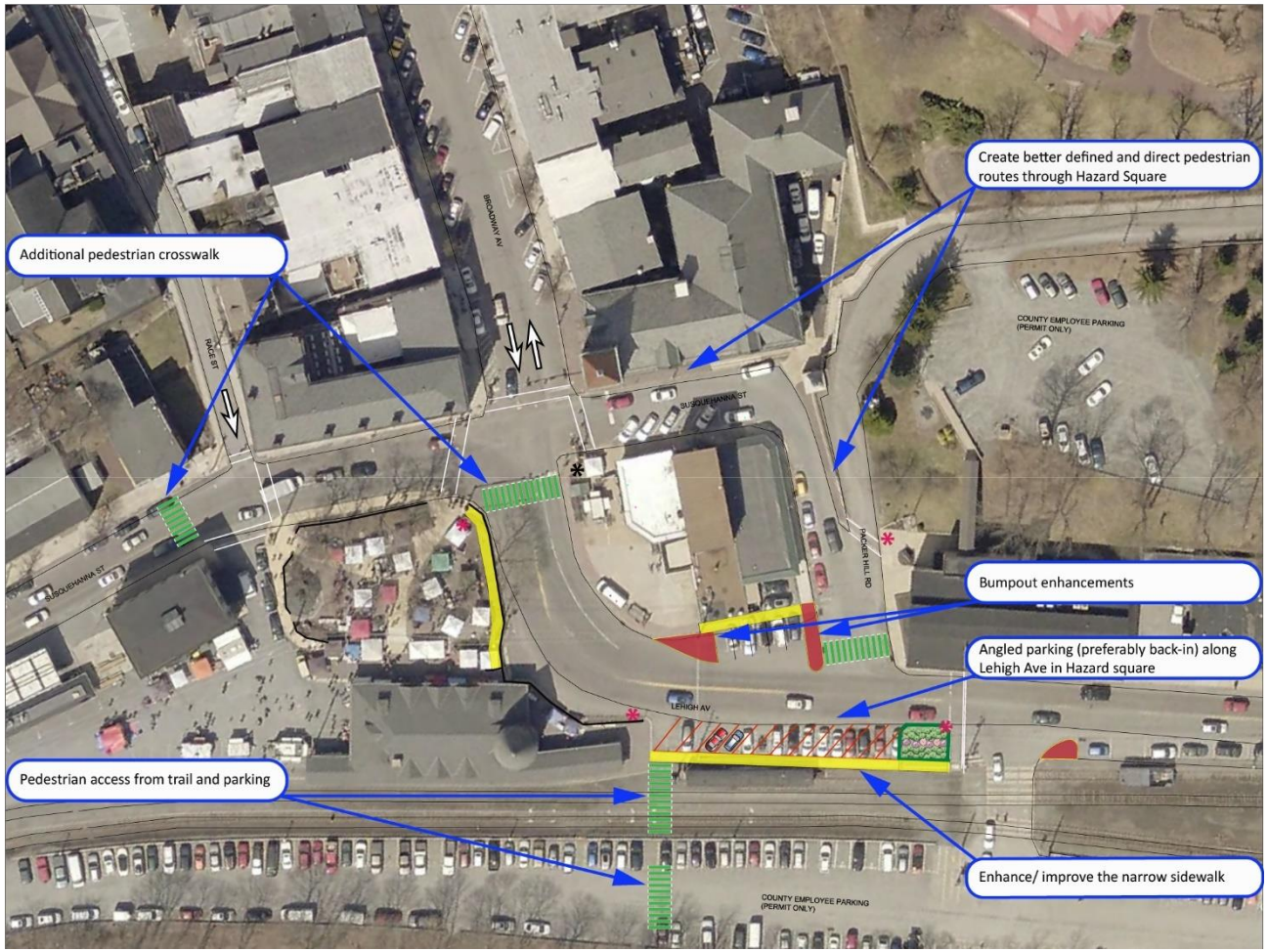
Opportunities

- 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

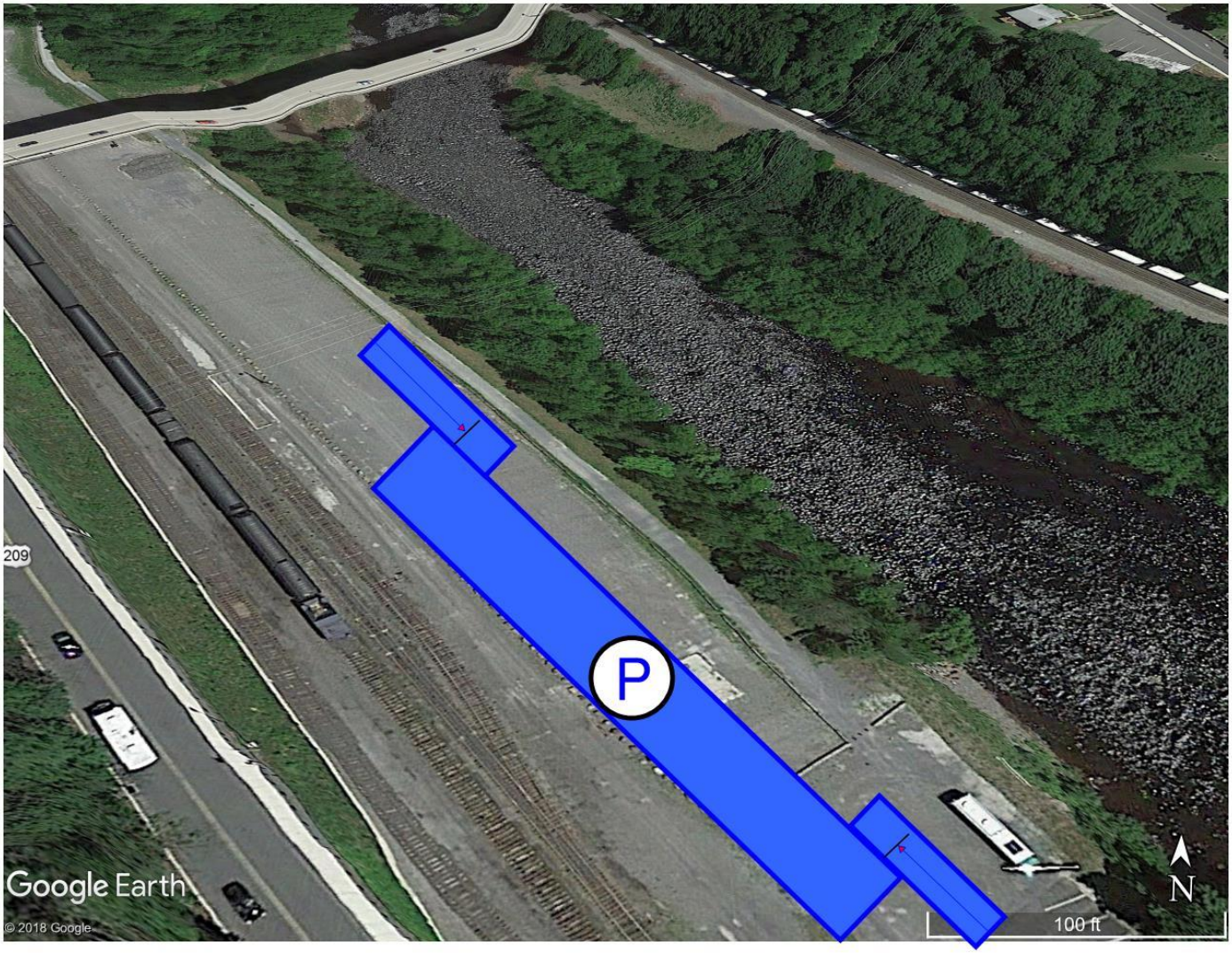
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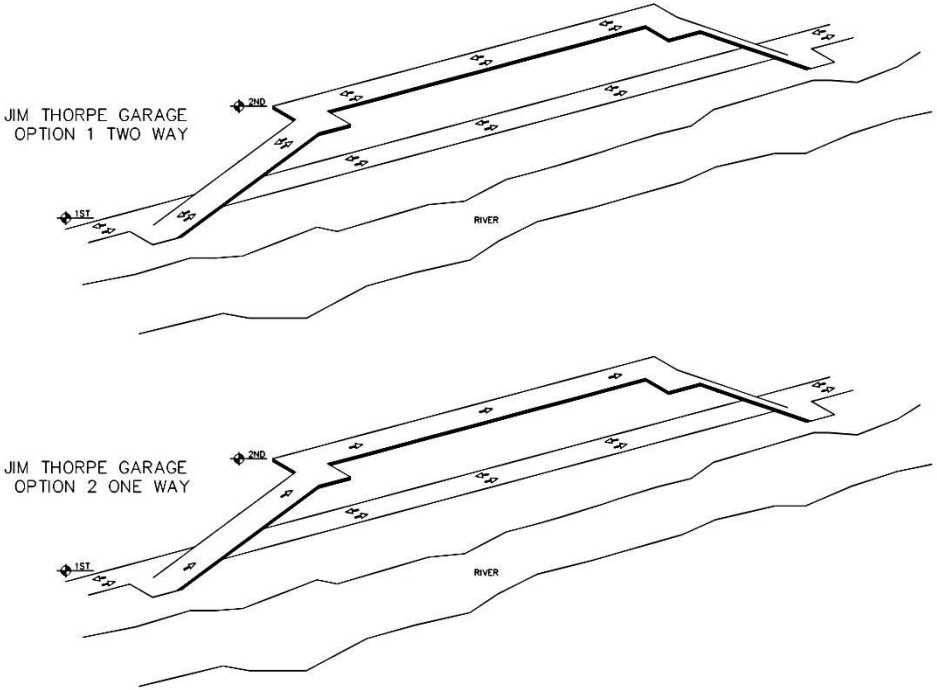
Potential Parking Alternatives

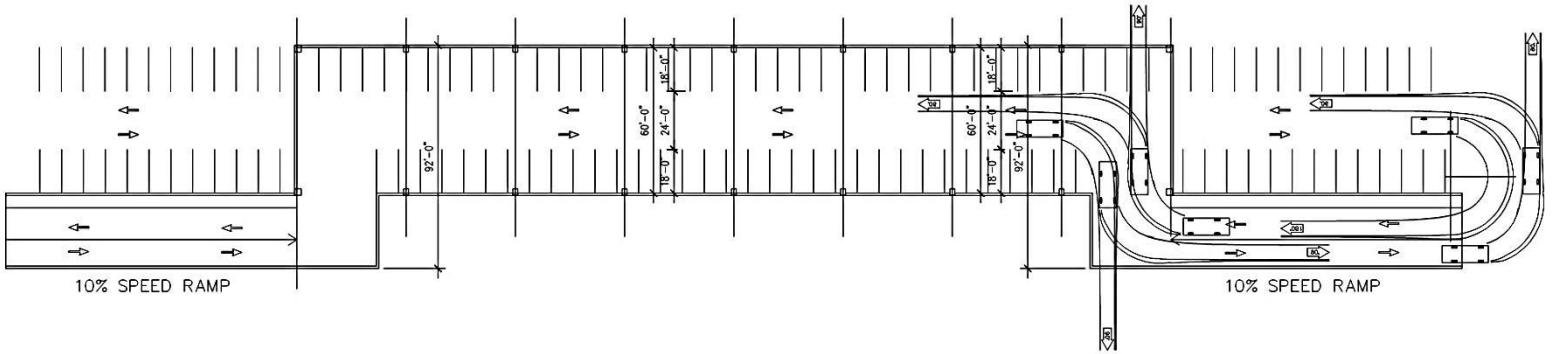


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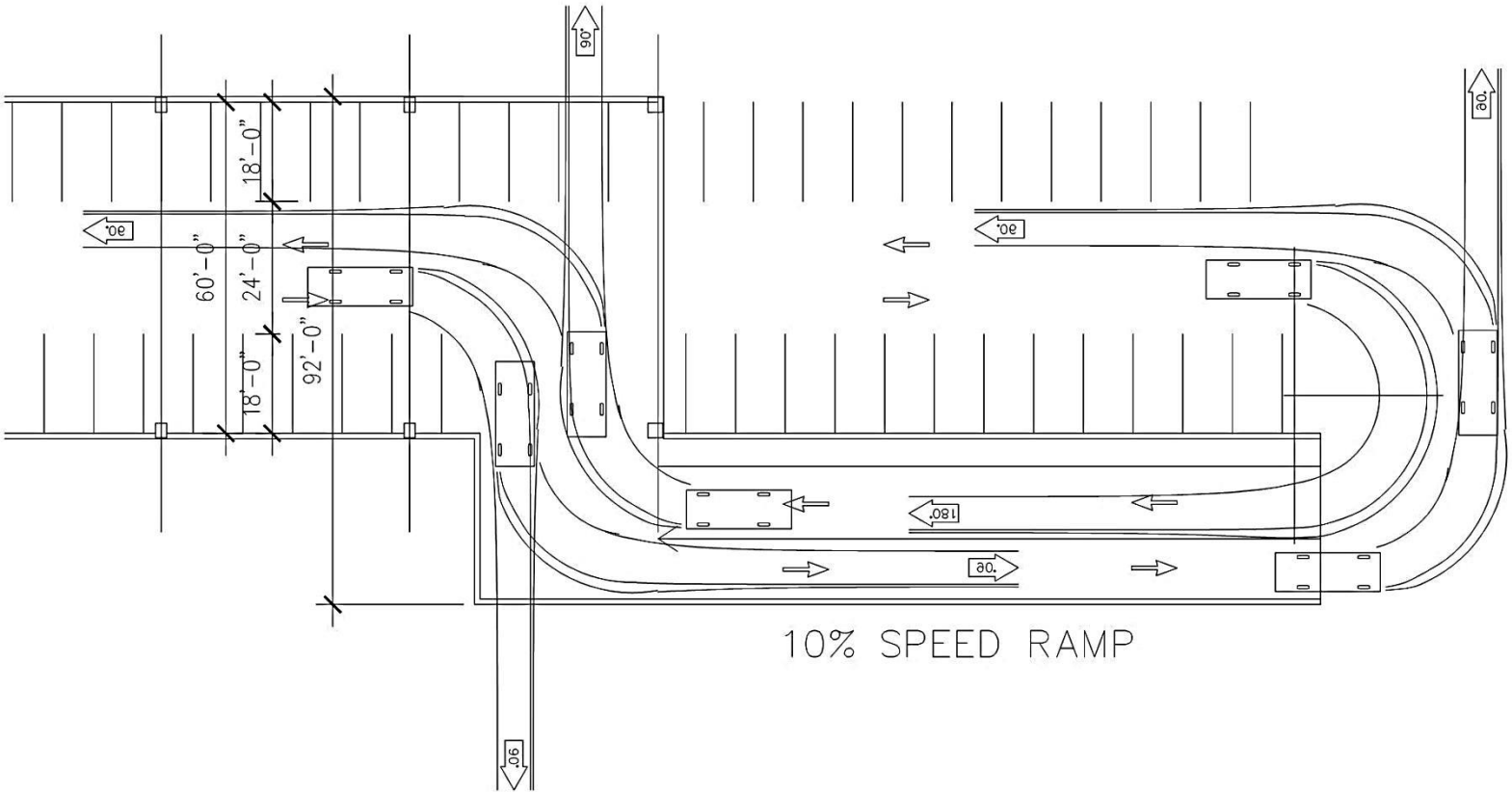


Potential Parking Alternatives



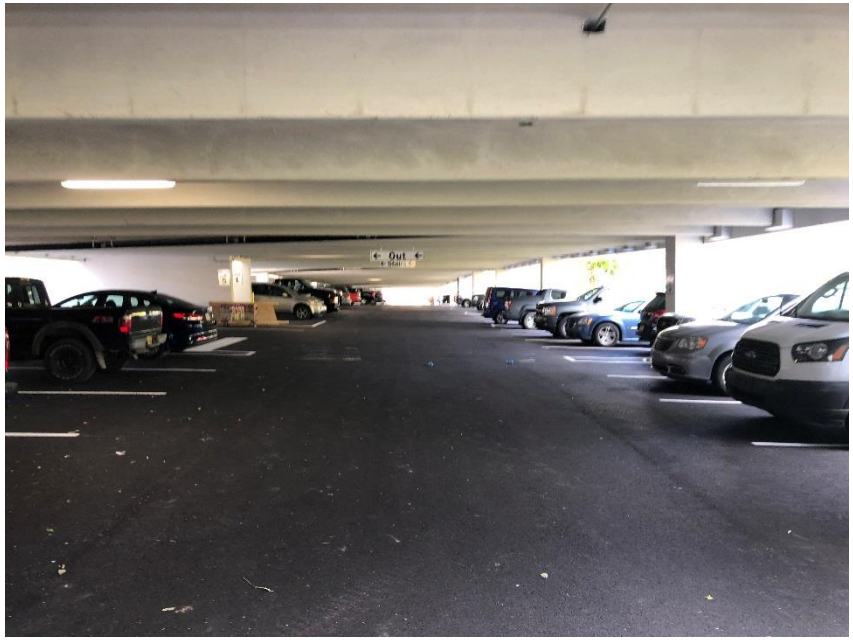


Potential Parking Alternatives



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