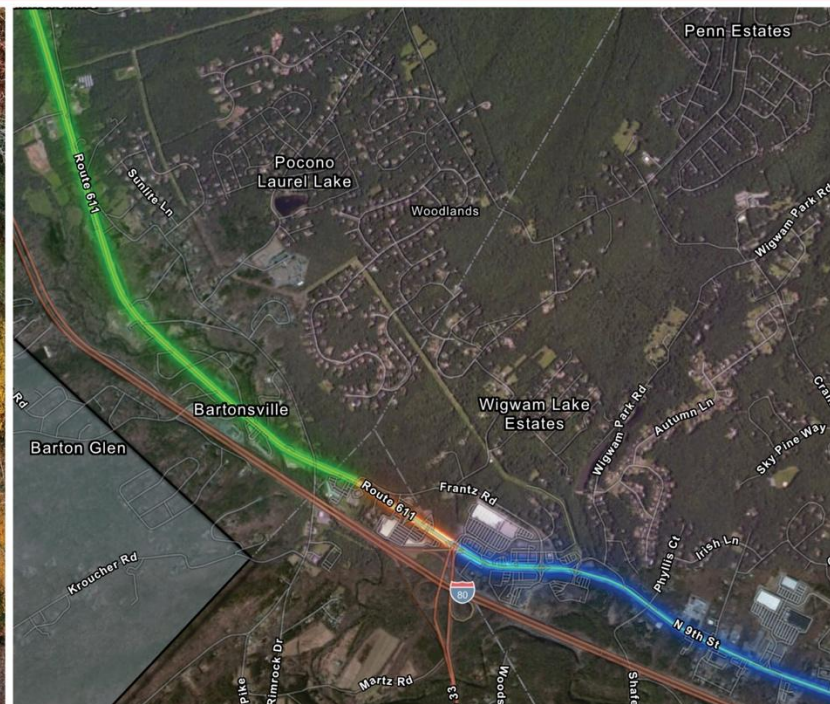




EXECUTIVE SUMMARY



Introduction

The PA 611 Corridor

Pennsylvania State Route 611 (PA 611) is nestled within the picturesque landscapes of the Pocono Mountains in Monroe County, Pennsylvania. The 5.4-mile corridor stretches from its intersection with PA 715, at the northern terminus, to its intersection with Lifeline Road, at the southern terminus, and traverses three municipalities: Stroud, Hamilton, and Pocono Townships. The study limits were determined by the pre-existing PennDOT Intersection Project at PA 611/PA 715 and improvements on PA 611 related to the I-80 Reconstruction Project. The roadway serves the Monroe County seat of Stroudsburg. A majority of the study corridor (3.4 miles) is located within Pocono Township, with another 1.9-mile segment in Stroud Township, and the remaining .5-mile section in Hamilton Township. The study corridor parallels Interstate 80 (I-80), a major interstate highway in the region. PA 611 often serves as a secondary route to I-80 during peak traffic hours, tourism season, or when accidents occur on I-80; thus, congestion on one roadway often carries over onto the other.



Reason for the Study

PA 611 is poised for continued growth and development, with numerous residential and commercial projects on the horizon. As more housing developments, resorts, and businesses take shape, the population in the region is expected to soar, further intensifying traffic congestion and safety concerns on the roadway. Without proactive measures, this growth could overwhelm the existing infrastructure even further, leading to gridlock, longer commute times, and compromised road safety on PA 611. Because of these high priority growth pressures, NEPA MPO secured funding to conduct this corridor study.

Methodology

Data Collection and Traffic Operations Analysis

The project team kicked off the study with a thorough evaluation of the corridor's existing conditions, including but not limited to an inventory of the surrounding zoning and land uses, roadway and network conditions, crash and safety analysis, and projected future growth. As a part of these efforts, the project team collected turning movements counts at seven major intersections along the corridor, producing valuable data pertaining to average travel speed, average daily traffic, turn counts, bicycle and pedestrian activity and more. This data, coupled with an inventory of vacant developable parcels within a mile radius of the corridor, informed a sketch planning analysis that modeled several potential scenarios for the study intersections and segments.

The following tables summarize the results of the sketch planning analysis considering a variety of outcomes for the corridor's level of service (LOS) by design year 2050 depending on if various capacity improvements become implemented or not. LOS is a standard index of the service provided by a transportation facility and can range from LOS A (free-flow conditions) to LOS F (severely congested conditions). LOS is measured in terms of delay in seconds per vehicle (sec/veh) passing through the intersection for signalized intersections.

Intersection Level of Service (LOS) Summary

PA 611 Intersection		Existing Traffic Control	Overall LOS (Delay)											
			Existing Year 2025			Design Year 2050 Without Improvements			Option 1: Five-Lane + Additional Turn Lanes + Phasing Modifications + Optimized Timings + Signalized Stadden			Option 2: Converted to 6-lanes		
			AM Peak Hour	PM Peak Hour	SAT Peak Hour	AM Peak Hour	PM Peak Hour	SAT Peak Hour	AM Peak Hour	PM Peak Hour	SAT Peak Hour	AM Peak Hour	PM Peak Hour	SAT Peak Hour
1	Warner Rd/Cherry Lane Rd	Signalized	B	B	B	F	F	C	C	D	B	C	D	B
2	Stadden Rd	Stop controlled	A	A	A	C	F	D	B	E	B	B	E	B
3	Rimrock Dr/Bartonsville Ave	Signalized	B	B	B	F	F	F	D	F	C	C	D	B
4	Giant Driveway	Signalized	A	B	B	C	F	C	C	F	C	C	D	B
5	Commerce Blvd/Frantz Rd	Signalized	C	C	C	F	F	E	C	F	C	C	D	C
6	Shafers School House Rd	Signalized	B	B	A	F	F	D	B	D	B	B	D	B
7	Pocono Commons Driveway	Signalized	B	E	C	F	F	F	D	D	D	D	D	D

Segment Level of Service (LOS) Summary

PA 611 Segments		2025 ADT	Year 2050 Segment Capacity Check				
			2050 ADT	Existing Layout (Capacity = 18,300)	Basic 5-Lane Arterial (Capacity = 36,600)	5-Lane Divided Hwy (Capacity = 51,000)	6-Lane Divided Hwy (Capacity = 76,000)
A	North of Warner Rd/Cherry Lane Rd	15,100	40,400	Over Capacity	Over Capacity	Under Capacity	Under Capacity
B	Between Warner Rd/Cherry Lane Rd + Stadden Rd	15,800	46,700	Over Capacity	Over Capacity	Under Capacity	Under Capacity
C	Between Stadden Rd + Rimrock Dr/Bartonsville Ave	19,600	55,800	Over Capacity	Over Capacity	Over Capacity	Under Capacity
D	Between Rimrock Dr/Bartonsville Ave + Giant Driveway	22,000	60,400	Over Capacity	Over Capacity	Over Capacity	Under Capacity
E	Between Giant Driveway + Commerce Blvd/Frantz Rd	24,300	59,700	Over Capacity	Over Capacity	Over Capacity	Under Capacity
F	Between Commerce Blvd/Frantz Rd + Shafers School House Rd	25,200	56,000	Over Capacity	Over Capacity	Over Capacity	Under Capacity
G	Between Shafers School House Rd + Pocono Commons Driveway	21,900	47,300	Over Capacity	Over Capacity	Under Capacity	Under Capacity
H	South of Pocono Commons Driveway	19,400	43,500	Over Capacity	Over Capacity	Under Capacity	Under Capacity

ADT = average daily traffic

Public Engagement

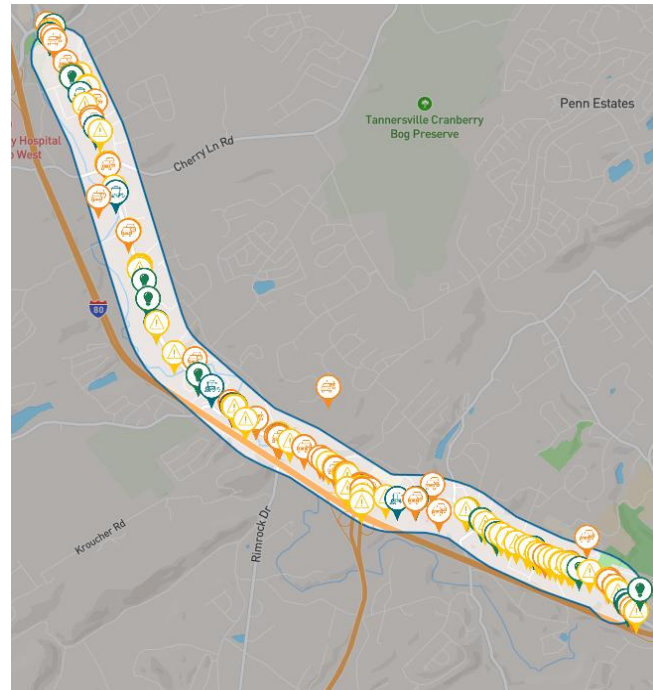
Stakeholder Engagement

Stakeholder interviews took place on Tuesday, January 20, 2026, and Thursday, January 22, 2026. The interviews were held across three group sessions, including representatives from Community Development of the Poconos, the Pocono Chamber of Commerce, the Pocono Mountain School District, and other key organizations within the region. The interviews were hosted by Michael Baker International and the NEPA MPO.

The main concerns stakeholders raised during interviews were regarding the intersection of Bartonsville Avenue and PA 611, drivers' use of the center turning lane as a passing lane, and the rise in traffic volumes that the corridor is set to experience in the coming years. Stakeholders would like to see PA 611 widened to four lanes, where possible, better traffic signal coordination during peak traffic conditions, and intersection improvements at Bartonsville Avenue/Rim Rock Road, Golden Slipper Road, and Shafer's Schoolhouse Road/Phyllis Court/Pipher Lane.

Public Survey Results

The public survey was open from January 7 through February 13, 2026, and collected a total of 191 responses. The areas that received the most pins were the intersections of PA 611/Golden Slipper Road/Pocono Lane, the intersection between PA 611/Bartonsville Avenue/Rimrock Drive, the road segment between Rimrock Drive and the PA 33 ramp, and the intersection between PA 611/PA 33/I-80. Of the 191 pins dropped, 81 identified safety concerns, 72 related to congestion, 24 highlighted improvement opportunities, 11 pertained to active transportation concerns, and three related to maintenance needs.



Public Open Houses



The project team officially introduced the corridor study to the public at the first Public Open House on Wednesday, January 21st, 2026, at the Pocono Township Municipal Building. The project team created and set up several posterboards around the room that displayed the data collection efforts that had been completed up to that point including level of service for each intersection, planned developments, and 2023 crash data. Michael Baker staff, with support of NEPA MPO staff, stationed each of the posterboards and the digital public survey tool on a computer following a short presentation. Almost 50 members of the public and several public officials attended the event.

The second Public Open House was held on Wednesday, May 6th, 2026, where the project team presented their traffic operations analysis findings, public survey results, and roadway recommendations to the public. Participants engaged in conversations with the project team about their questions, concerns, and suggestions for the future of the study. Overall consensus from the open house indicated that the public was in general agreement with the proposed recommendations.

Recommendations

The following list of roadway, intersection and land use / policy recommendations were developed considering the current and projected challenges of the PA 611 corridor and the Pocono Region at large. Designed to target the root causes of congestion and safety hazards along the roadway and to take preventative measures against future traffic caused by development pressures, the recommendations cover a wide range of improvement options broken into four categories: Safety Improvements, Capacity Improvements, Traffic Operations Improvements, and Land and Policy Recommendations. The above public engagement opportunities along with Steering Committee input, robust data collection efforts, and a sketch planning analysis worked together to inform the following 32 recommendations.

Table Key:

Lead:

- **MCPC** = Monroe County Planning Commission
- **Municipalities** = Pocono Township, Stroud Township, and Hamilton Township (*unless otherwise noted*)
- **NEPA MPO** = Northeastern Pennsylvania Metropolitan Planning Organization
- **PennDOT** = Pennsylvania Department of Transportation

Timing:

- **Short** = 1-2 years to implement
- **Medium** = 2-5 years to implement
- **Long** = 5+ years to implement
- **Ongoing** = No specific time frame

Cost:

- **\$** = <\$25,000
- **\$\$** = \$25,000 to \$250,000
- **\$\$\$** = \$250,000 to \$1,000,000
- **\$\$\$\$** = \$1,000,000 to \$5,000,000
- **\$\$\$\$\$** = > \$5,000,000



Table 1: Safety Improvement Opportunities

#	Recommendations	Priority	Lead/Support	Timing
S1	Speed Limits – Evaluate posted speed limits as development occurs along PA 611.	Medium	PennDOT	Ongoing
S2	Crash Monitoring – Monitor crash occurrences along the corridor.	Medium	Municipalities/PennDOT	Ongoing
S3	Traffic Signal Equipment – Signal Equipment Upgrade.	High	Municipalities/PennDOT	Short
S4	Access Management – Implement access management strategies along PA 611.	High	Municipalities/PennDOT	Ongoing
S5	Access Management – Driveway consolidation/reconfiguration	Medium	Municipalities	Short
S6	Geometry Improvements – Align Stadden Road/Learn Road intersection	Low	Pocono Twp /PennDOT	Medium
S7	Speeding & Aggressive Driving - Police Enforcement	Medium	Municipal Law Enforcement/ Pennsylvania State Police	Ongoing
S8	Roadway Improvements – Repaint lane markings with thermoplastic reflective road paint along the entire corridor	Medium	PennDOT	Short
S9	Roadway Improvements – Paint stop lines on all stop-controlled minor streets intersecting PA 611 within the study area	High	Municipalities	Short
S10	Traffic Operations Study – Conduct a traffic operations study at PA 611's intersection with Golden Slipper Road (SR 3028)	Medium	NEPA MPO/ Pocono Twp	Medium
S11	Multimodal Safety – Plant hedges in between existing sidewalks and roadway	Low	Municipalities	Short
S12	Multimodal Study – Conduct an inventory of bus stops along the PA 611 corridor. Generate a list of high-need locations for: new stops, ADA-accessible pads, shelters, signage, lighting, sidewalk connections, and safe crossings.	High	MCTA/ Municipalities/PennDOT / NEPA MPO	Medium

Table 2: Capacity Improvement Recommendations

#	Recommendations	Priority	Lead/Support	Timing
C1	Intersection Design – Alternative intersection design.	Medium	Municipalities	Medium
C2	Corridor Widening - Implement a five-lane PA 611 cross section. (Note: C1 and C2 are mutually exclusive.)	High	NEPA MPO/ PennDOT	Medium
C3	Corridor Widening - Implement a six-lane PA 611 cross-section with median control between Stadden Road and Shafers Schoolhouse Road	High	NEPA MPO/ PennDOT	Long

Table 3: Operations Improvement Recommendations

#	Recommendations	Priority	Lead/Support	Timing
01	Signal Improvements – Monitor and optimize signal operations.	High	Municipalities / PennDOT	Medium
02	Signal Improvements – Develop incident signal timing plans.	Low	Municipalities/ PennDOT	Medium
03	Geometry Improvements – Pigeon Way/Old Mill Road/Learn Road intersection	Medium	Pocono Twp/ PennDOT	Medium
04	Operations – Address commercial sign clutter in Tannersville	Low	Municipalities/ PennDOT	Short
05	Geometry Improvements – Connect Phyllis Court to existing signalized intersection of PA 611 with Shafers School House Road	Medium	Stroud Twp/ PennDOT	Long
06	Roadway Realignment – Phyllis Court/Pipher Lane/Schafers School House Road	Medium	Stroud Twp/ PennDOT	Long
07	Geometry Improvements - Redesign the PA 611 & Serfas Drive/ Beehler Road intersection.	Medium	Pocono Twp/ PennDOT	Medium
08	Geometry Improvements - Implement right-turn-only lanes in both directions on PA 611 at the Bartonsville Rd/Rimrock Dr intersection.	High	Pocono Twp/ PennDOT	Short
09	Geometry Improvements – PA 611 & Warner Road/Cherry Lane Road	Low	Pocono Twp / PennDOT	Medium

Table 4: Land Use & Policy Recommendations

#	Study Recommendations	Priority	Cost	Lead/Support	Timing
LU1	Municipal Zoning Ordinance Assessment – Evaluate density requirements within the study area.	High	\$	Municipalities/ MCPC	Short
LU2	Access Management Ordinance Development – Develop an access management ordinance.	High	\$\$	Municipalities/ MCPC	Short
LU3	Transferable Development Rights (TDR) – Develop a TDR Program.	Low	\$	Pocono Twp/ Stroud Twp/ MCPC	Medium
LU4	Official Map – could be developed to identify connector roads, e.g., Frantz Road/Bartonsville Road.	Medium	\$	Municipalities/ MCPC	Short
LU5	Traffic Impact Fees – Develop and adopt a Traffic Impact Fee Ordinance.	High	\$\$	Municipalities	Medium
LU6	Safe Streets For All (SS4A) – Apply for a Planning and Demonstration Grant.	Medium	\$	NEPA MPO/ MCPC/ Municipalities	Medium
LU7	Multimodal Transportation Fund (MTF) – Apply for PennDOT’s MTF grant	Medium	\$	Municipalities/ MCTA	Medium
LU8	Transit Stop Access and Amenities Program – Integrate bus stop locations (and supporting multimodal infrastructure) into roadway widening, access management, sidewalk, and land-development review processes.	High	High	MCTA/ Municipalities/ PennDOT/ NEPA MPO	Ongoing

Next Steps

NEPA MPO, in collaboration with its partners at Monroe County, Pocono, Stroud, and Hamilton Townships, MCTA, and PennDOT, will look to implement the study recommendations by assembling an implementation task force. Additionally, the MPO will continue to prioritize PA 611 improvements in their TIP, TYP, and LRTP updates. NEPA MPO’s LRTP update is pending; the PA 611 corridor will be a high priority and key focus of this plan. Additionally, Hamilton, Pocono, Stroud, and Stroudsburg will update their joint municipal comprehensive plan in 2032. This plan should contain strategies for collaborative implementation of PA 611 roadway recommendations.



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