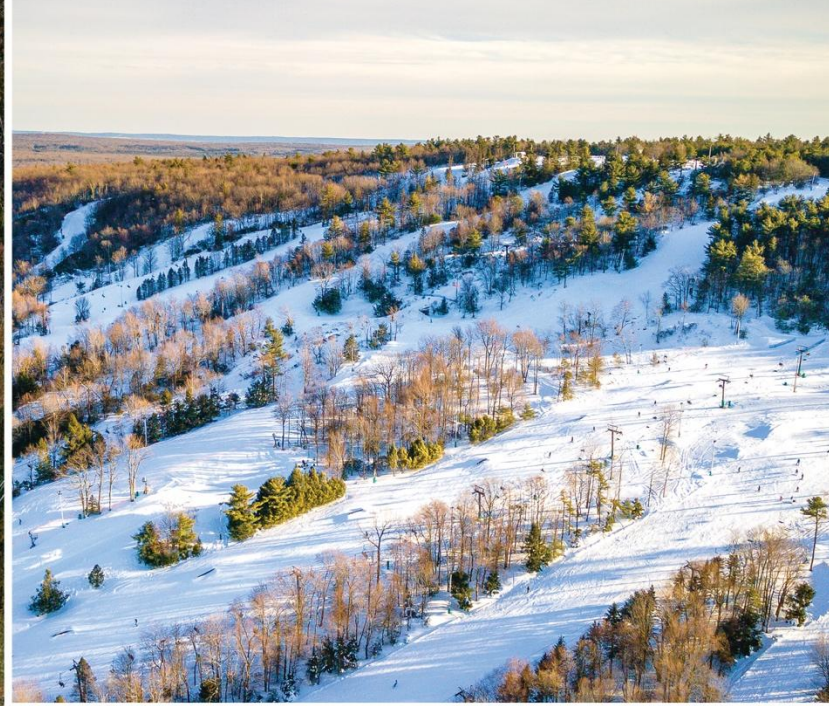
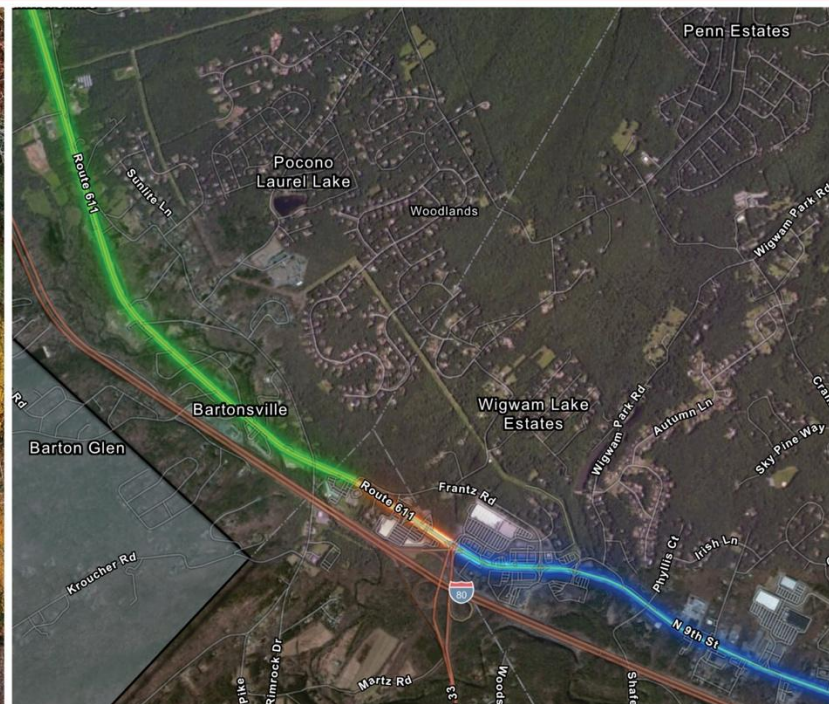




FINAL REPORT



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Table of Contents

Acknowledgements.....	2
Project Management Team.....	2
Steering Committee.....	2
1. Introduction.....	5
Where is the PA 611 Study Corridor?	5
Reason for the Study	5
2. Recommendations.....	7
3. Sketch Planning Analysis	17
Land Use	17
Analysis Area	17
Initial Assumptions.....	17
Property Screening Analysis	18
Land Use Scenario	19
Traffic Volume Projections.....	20
Design Year Assumption	20
Traffic Forecast Process.....	20
Traffic Forecasts.....	25
Future Traffic Operations Analysis	28
Without Improvements Scenario	28
With Improvements Capacity Evaluation.....	29
Operational Considerations.....	31
4. Existing Conditions.....	32
Current Land Uses and Zoning.....	32
Corridor Inventory & Conditions.....	35
Network Inventory.....	35
Traffic Volumes.....	47
Field Visit Observations	58
Crash & Safety Analysis	59

Network Conditions	61
Future Growth	64
Traffic Growth.....	64
Future Land Uses	64
Planned Projects.....	64
Improvements.....	67
5. Public Engagement.....	70
Stakeholder Engagement	70
Problematic Intersections.....	70
Road Conditions.....	71
Traffic Operations.....	71
Transit/Pedestrian	71
Priority Areas of Concern and Suggested Actions	72
Public Survey Results.....	73
Safety.....	74
Congestion.....	77
Improvement Opportunities.....	79
Active Transportation	80
Maintenance	82
Public Open Houses.....	82
Public Open House #1	82
Public Open House #2	83
6. Next Steps.....	84

1. Introduction

Where is the PA 611 Study 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 (Figure 1). 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

As the resident population grows and tourism continues to surge, the existing transportation infrastructure is struggling to keep up in Monroe County. The current roadway system does not have the capacity to support the growing number of vehicles on the road, and the existing active transportation infrastructure is not sufficient to encourage walking, cycling, or bussing to offset congestion. As a primary route to reach businesses and tourist attractions, PA 611 experiences much of the road stress brought on by the region's growing popularity. Furthermore, roadway congestion and safety hazards are exacerbated on PA 611 during weekends and holidays because of the roadway's main access to several resorts, attractions, and shopping destinations.

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. The local match was provided by the Pocono Mountains Visitors Bureau.

Figure 1: Study Corridor and Context



2. Recommendations

The following list of roadway recommendations was 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. Public engagement opportunities, including stakeholder interviews, public survey, and two public meetings (pg. 52), and robust data collection efforts (pg. 22) and a sketch planning analysis (pg. 4), worked together to inform these 32 recommendations. See Appendix H for mapped Safety and Operations Improvement 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 Recommendations

#	Recommendations	Priority	Rationale	Cost	Lead/Support	Timing
S1	Speed Limits – Evaluate posted speed limits as development occurs along PA 611.	Medium	Monitor the appropriate posted speed along PA 611 as context/development evolves over time. Perform engineering studies to evaluate the appropriate corridor speed and use FHWA's USLIMITS2 web-based tool to determine speeds based on roadway and area characteristics. Implement posted speed modifications based on study recommendations.	\$	PennDOT	Ongoing
S2	Crash Monitoring – Monitor crash occurrences along the corridor.	Medium	Prior to implementation of capacity and operational improvements, monitor the corridor for additional spot safety improvements as needs arise such as the following: - Implement left-turn restrictions to and/or from driveways. - Modify driveway usage to right-in/right-out only.	\$ - \$\$	Municipalities/ PennDOT	Ongoing
S3	Traffic Signal Equipment – Signal Equipment Upgrade.	High	At existing traffic signals at Warner Road/Cherry Lane Road, Bartonsville Avenue/Rimrock Drive, Shafers School House Road, and Pocono Commons Drive, upgrade signal equipment to provide flashing yellow arrow signal heads and retroreflective backplates to improve signal head visibility and create safer left turn movements.	\$ - \$\$	Municipalities/ PennDOT	Short
S4	Access Management – Implement access management strategies along PA 611.	High	Prior to implementation of corridor capacity improvements, evaluate and implement access management strategies including: - Consolidate driveways where multiple access points exist. - Install curb to reduce access point width to current design standard if feasible relative to business parking areas. Provide right-turn bays or wider shoulder where right-of-way exists to allow slower-moving turning vehicles to decelerate in the turn lane or shoulder thus avoiding speed differentials with through traffic along PA 611.	\$\$ - \$\$\$	Municipalities/ PennDOT	Ongoing
S5	Access Management – Driveway consolidation/reconfiguration	Medium	Consolidate or reconfigure driveways to access lower-volume roadways instead of PA 611, such as Frantz Road; install curbing at commercial sites along the corridor to create focused access points.	\$\$	Municipalities	Short

#	Recommendations	Priority	Rationale	Cost	Lead/Support	Timing
S6	Geometry Improvements – Align Stadden Road/Learn Road intersection	Low	The existing geometry of the intersection is not optimal for traffic flow. Aligning Stadden Road and Learn Road improves safety by eliminating multi-stage turning maneuvers, reducing conflict points, improving sight distance and driver expectancy, enhancing pedestrian and bicycle crossings, simplifying traffic control, and minimizing rear-end and turning conflicts. The resulting intersection is more intuitive, predictable, and easier for drivers to navigate safely.	\$\$\$	Pocono Twp/ PennDOT	Medium
S7	Speeding & Aggressive Driving - Police Enforcement	Medium	Drivers are less likely to speed or participate in reckless driving if law enforcement is regularly present in the area to enforce proper behavior.	\$	Municipal Law Enforcement/ Pennsylvania State Police	Ongoing
S8	Roadway Improvements – Repaint lane markings with thermoplastic reflective road paint along the entire corridor where feasible	Medium	Thermoplastic reflective road paint lasts 3 to 5 times longer than standard road paint and provides better visibility, especially in low-light environments. This way, the road paint will be less likely to fade, and roads will be marked adequately.	\$\$	PennDOT/ Municipalities	Short
S9	Roadway Improvements – Paint stop lines on all stop-controlled minor streets intersecting PA 611 within the study area	High	Painting stop lines on all stop-controlled minor streets would improve visibility and safety by clearly defining where vehicles must stop, reducing encroachment into the intersection, improving sight distance, enhancing driver consistency, protecting pedestrians, improving nighttime visibility, and supporting enforcement. It creates predictable driver behavior at a location where inconsistency can lead to conflicts.	\$ - \$\$	Municipalities	Short
S10	Traffic Operations Study – Conduct a traffic operations study at PA 611's intersection with Golden Slipper Road (SR 3028)	Medium	Recurring congestion and queue spillback at this location can extend onto PA 611, increasing delay, creating safety concerns, and undermining access management efforts along the corridor. A focused intersection study would identify targeted operational, safety, and access improvements to reduce spillback and improve reliability on PA 611.	\$	NEPA MPO/ Pocono Twp	Medium

#	Recommendations	Priority	Rationale	Cost	Lead/Support	Timing
S11	Multimodal Safety – Plant hedges in between existing sidewalks and roadway	Low	Green buffers increase perceived safety for pedestrians and can encourage use of active transportation, which can alleviate congestion off of PA 611. Site opportunities: - Sidewalk from White Stone Corner Rd/PA 611 until terminus - Sidewalk from Wigwam Park Rd/PA 611 until terminus - Sidewalk from I-80/PA 33/PA 611 until terminus Plant species selected shall not inhibit safe sight distance.	\$	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	Sidewalks should be prioritized to create connections between existing and planned MCTA bus stops. See Appendix I for full list of high priority locations.	\$	MCTA/ Municipalities/ PennDOT/ NEPA MPO	Medium

Table 2: Capacity Improvement Recommendations

#	Recommendations	Priority	Rationale	Cost	Lead/Support	Timing
C1	Intersection Design – Alternative intersection design.	Medium	As development occurs along the corridor and existing signalized and stop-controlled intersections are either added or modified, consider alternative intersection designs such as Continuous Green-T, Quadrant Roadway, and Jughandles where appropriate. Doing so would improve safety performance by reducing the number of conflict points and reducing delay and improving traffic operations by increasing throughput.	\$\$\$	Municipalities	Medium
C2	Corridor Widening - Implement a five-lane PA 611 cross section. (Note: C1 and C2 are mutually exclusive.)	High	- Widen to two through lanes per direction with a center two-way left-turn lane. - Provide additional dedicated turn bays at intersections to accommodate increased turning movements both along PA 611 and on the minor street approaches. - Incorporate access management principles through the design process to consolidate driveway and side street access. - Ensure that bicycle and pedestrian accommodations are preserved and improved with the expanded lane configurations. Continuing to have marked crosswalks, accessible curb ramps, pedestrian push buttons, and appropriate signal timing will keep the corridor safe and accessible. Install sidewalks to provide pedestrian access and connections. - Bus stop placement should be included early in the design process to ensure that the roadway is safe for riders. Sidewalks, ADA-compliant pads, easement for bus stop amenities, and coordination with MCTA should be prioritized during site plan review.	\$\$\$\$\$	NEPA MPO/ PennDOT/ MCTA	Medium
C3	Corridor Widening - Implement a six-lane PA 611 cross-section with median control between Stadden Road and Shafers Schoolhouse Road	High	- Widen to three through lanes per direction with a raised median and dedicated left- or U-turn bays. - Incorporate access management through the design process to consolidate driveway and side street access. - Provide additional turn bays at intersections to accommodate increased turning movements on minor street approaches.	\$\$\$\$\$	NEPA MPO/ PennDOT	Long

Table 3: Traffic Operations Improvement Recommendations

#	Recommendations	Priority	Rationale	Cost	Lead/Support	Timing
01	Signal Improvements – Monitor and optimize signal operations.	High	Conduct traffic study consistent with TE-153 (Pennsylvania Traffic Signal Systems Solutions Toolbox) to determine if modifications to the adaptive signal system and coordinated signal system are warranted. Items to consider include adding or removing signals from the adaptive/coordinated system. Monitor and repair/upgrade signal detection as needed to support optimized operations.	\$\$	Municipalities/ PennDOT	Medium
02	Signal Improvements – Develop incident signal timing plans.	Low	Develop signal timing plans for PA 611 signalized intersections for use in the event of an I-80 incident.	\$-\$\$	Municipalities/ PennDOT	Medium
03	Geometry Improvements – Pigeon Way/Old Mill Road/Learn Road intersection	Medium	Consider a long-term roadway network improvement concept at the PA 611 and Old Mill Road/Pigeon Way/Learn Road intersection in Pocono Township. This concept may include consolidating local access by vacating Pigeon Way and redirecting existing driveways to Learn Road; improving horizontal and vertical geometry along Learn Road and Pigeon Way to address suboptimal approach angles; realigning Learn Road to better align with Old Mill Road; and evaluating the potential for a fully aligned, four-way signalized intersection. These improvements are intended to enhance sight distance and driver expectancy, reduce conflicts associated with speeding and aggressive maneuvers, and support more efficient and intuitive traffic operations along the PA 611 corridor.	\$\$\$\$	Pocono Twp/ PennDOT	Medium
04	Operations – Address commercial sign clutter in Tannersville	Low	Commercial sign clutter can make it more difficult for important traffic signs to be read clearly.	\$	Municipalities/ PennDOT	Short

#	Recommendations	Priority	Rationale	Cost	Lead/Support	Timing
05	Geometry Improvements - Connect Phyllis Court to existing signalized intersection of PA 611 with Shafers School House Road	Medium	To improve access management along PA 611 consider connecting Phyllis Court to the existing signalized intersection of PA 611 with Shafers School House Road and eliminate the Pipher Lane road segment between Phyllis Court and PA 611. This would create safer and more efficient connection points to/from PA 611, reduce the number of conflict points, and protect turning vehicles. Conduct an operations study as well to identify targeted operational, safety, and access improvements, such as the need for additional turn lanes or exclusive turn phasing.	\$\$\$\$	Stroud Twp/ PennDOT	Long
06	Roadway Realignment – Phyllis Court/Pipher Lane/Schafers School House Road	Medium	Evaluate a long-term roadway network realignment strategy in the vicinity of Phyllis Court, Pipher Lane, and Shafers School House Road in Pocono Township. Conceptual elements of this alternative include: closing the southern connection of Pipher Lane at Phyllis Court; regrading and realigning Phyllis Court and Shafers School House Road to improve roadway geometry; exploring the potential transfer of Wigwam Park Road from state to township ownership; and realigning Wigwam Park Road and Pipher Lane to consolidate local access and remove direct access to PA 611. This concept is intended to improve local roadway connectivity, enhance access management along the PA 611 corridor, and support safer and more intuitive travel patterns within the network.	\$\$\$\$	Stroud Twp/ PennDOT	Long
07	Geometry Improvements - Redesign the PA 611 & Serfas Drive/ Beehler Road intersection.	Medium	Consider a long-term realignment of the local roadway network that would establish a more perpendicular (approximately 90-degree) connection between Beehler Road and PA 611, and redirect Serfas Drive to tie into Beehler Road rather than providing direct access to PA 611. This configuration would enhance access management along the corridor and improve overall intersection navigation for motorists.	\$\$\$	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	Evaluate the feasibility of introducing right-turn-only lanes on both PA 611 approaches at the PA 611 & Bartonsville Road/Rimrock Drive intersection. This improvement would support enhanced access management along the corridor and improve overall operational performance. From a safety perspective, dedicated right-turn lanes would help reduce rear-end conflicts by separating slowing and turning vehicles from through traffic and improve driver expectancy through clearer lane delineation.	\$\$\$	Pocono Twp/ PennDOT	Short

#	Recommendations	Priority	Rationale	Cost	Lead/Support	Timing
09	Geometry Improvements – PA 611 & Warner Road/Cherry Lane Road	Low	Evaluate the feasibility of introducing left and right-turn only lanes on both minor street approaches at the PA 611 & Warner Road/Cherry Lane Road intersection. This improvement would support enhanced access management along the corridor and improve overall operational performance. From a safety perspective, dedicated turn lanes would help reduce rear-end conflicts by separating slowing and turning vehicles from through traffic, improve driver expectancy through clearer lane delineation.	\$\$\$	Pocono Twp/ PennDOT	Medium

Table 4: Land Use and Policy Recommendations

#	Study Recommendations	Priority	Rationale	Cost	Lead/Support	Timing
LU1	Municipal Zoning Ordinance Assessment – Evaluate density requirements within the study area.	High	Traffic projections for the corridor for the horizon year of 2055 with Development show average ADTs doubling across most of the corridor based upon current zoning designations.	\$	Municipalities/ MCPC	Short
LU2	Access Management Ordinance Development – Develop an access management ordinance.	High	Access management ordinances control access points onto the roadway, thereby increasing safety and reducing congestion by minimizing and mitigating conflict points.	\$\$	Municipalities/ MCPC	Short
LU3	Transferable Development Rights (TDR) – Develop a TDR Program.	Low	TDR programs allow for a reduction of development in a designated area by transferring that development density to another person or entity.	\$	Pocono Twp/ Stroud Twp/MCPC	Medium
LU4	Official Map – could be developed to identify connector roads, e.g., Frantz Road/Bartonsville Road.	Medium	This policy and implementation tool can help support safety and capacity improvements along PA 611 by helping turn planning concepts into enforceable policy as development and redevelopment occurs.	\$	Municipalities/ MCPC	Short
LU5	Traffic Impact Fees – Develop and adopt a Traffic Impact Fee Ordinance.	High	Traffic impact fees ensure that developers contribute to the enhancement of local infrastructure, which prevents a community from becoming overwhelmed and crowded from new development.	\$\$	Municipalities	Medium
LU6	Safe Streets For All (SS4A) – Apply for a Planning and Demonstration Grant.	Medium	Receipt of a Planning and Demonstration Grant provides funding for the MPO, County or Municipality to develop a Safety Action Plan to prevent roadway fatalities and serious injuries. This measure is supported by the NEPA MPO Active Transportation Plan.	\$	NEPA MPO/MCPC/ Municipalities	Medium
LU7	Multimodal Transportation Fund (MTF) – Apply for PennDOT's MTF grant	Medium	Receipt of the MTF would support eligible projects including improve transit facilities, streetscapes, and transit-oriented development. These projects would increase pedestrian safety along the corridor and promote multi-modal transportation, alleviating congestion off of the main roadway.	\$	Municipalities/ MCTA	Medium

#	Study Recommendations	Priority	Rationale	Cost	Lead/Support	Timing
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	Transit should become a prominent feature of the corridor rather than an additional component to a non-transit-oriented design.	\$\$	MCTA/ Municipalities/ PennDOT/ NEPA MPO	Ongoing

3. Sketch Planning Analysis

The following sketch planning analysis provided the technical foundation that informed the development of the corridor recommendations presented in the previous section. This analysis evaluated the potential for future land use growth within the study corridor and quantified its impact on traffic conditions through a planning-level assessment of trip generation, distribution, and assignment. By incorporating background growth, known development, and potential property build-out scenarios, Design Year 2050 traffic volumes were developed to represent future operating conditions along the corridor. The results of this effort indicated substantial increases in traffic demand and widespread degradation of intersection operations. These findings directly informed the identification of improvement strategies by highlighting key capacity constraints, operational deficiencies, and locations where safety and access management concerns are likely to intensify with future growth.

Land Use

Analysis Area

The sketch planning effort began by identifying vacant parcels that could support future development and potentially affect traffic conditions along PA 611. Vacant parcels within a one-mile buffer of the study corridor were identified as potential development locations. The one-mile buffer was selected to encompass the properties most likely to affect traffic conditions along the PA 611 corridor, while also considering the configuration of the existing roadway network and the area's physical constraints. These vacant parcels were identified using the County's GIS Land Use layer, which provided information on existing parcel status and assigned land use classifications. Additionally, coordination with the project team, including representatives from the surrounding municipalities, was also conducted to ensure the analysis captured properties where future development has been discussed among interested parties.

Initial Assumptions

Several assumptions were applied as part of the planning-level analysis to establish reasonable and defensible traffic projections. The following vacant parcels were excluded from the land use areas:

- Parcels without at least indirect access to PA 611 were excluded, as traffic generated from these properties would not reasonably travel to, from, or through the study corridor.

- Properties overlapping State Game Lands (SGL) or conservation easements were also removed from consideration, as future site development is not anticipated on these lands.

Property Screening Analysis

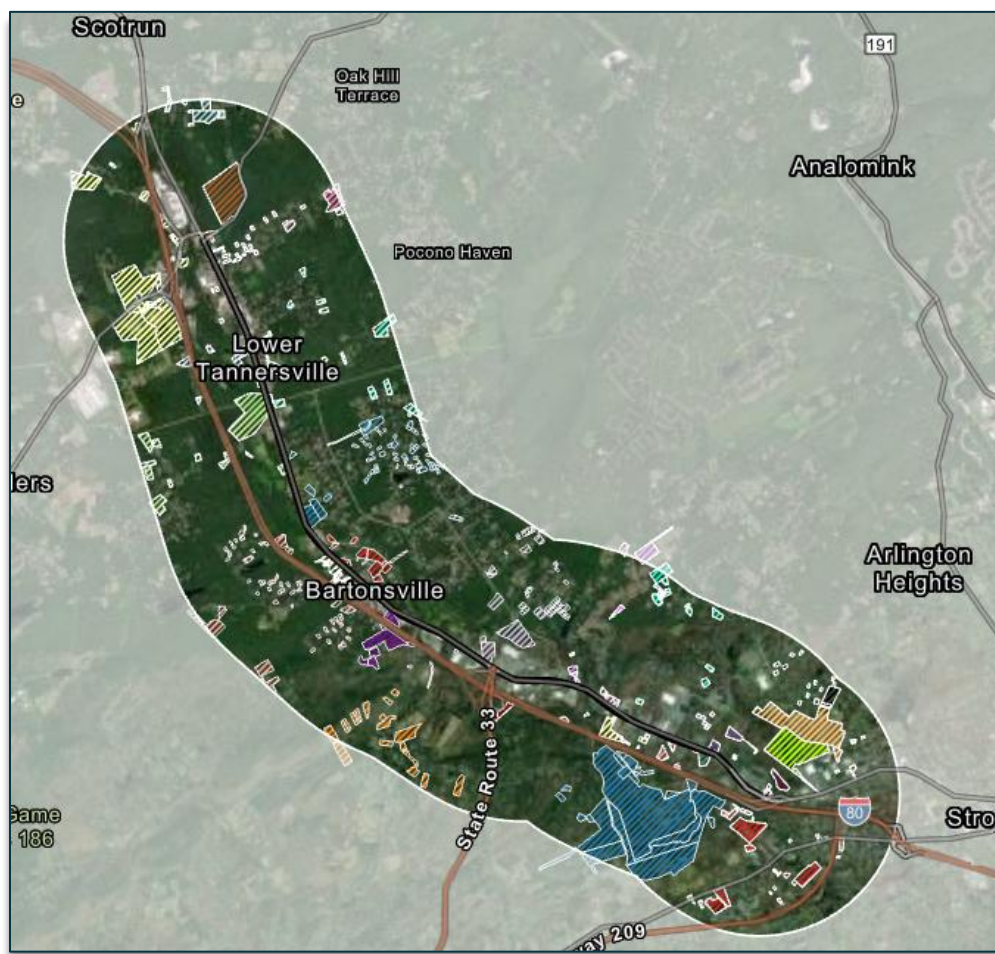
Once the one-mile buffer was applied and the initial exclusions were made, the remaining properties were screened to determine which should move forward to the potential properties trip generation analysis. The purpose of this screening was to identify parcels with a realistic likelihood of developing in the future and generating additional traffic that would access PA 611. The screening process involved the following steps:

- **Step 1 – Currently Planned Development** – To avoid double-counting, parcels already accounted for as part of known or documented planned developments were excluded from the potential property trip generation analysis.
- **Step 2 – Property Size** – Parcels smaller than 0.15 acres without adjoining vacant parcels totaling at least 0.15 acres were assumed to be undevelopable and were removed. Additionally, parcels that did not meet minimum lot size requirements per the applicable municipal zoning ordinances were likewise excluded.

The resulting potential screened property map within the one-mile buffer is presented in Figure 2. The colored parcels represent Traffic Area Zones that are anticipated to directly generate traffic on PA 611.



Figure 2 - Potential Properties



Land Use Scenario

The appropriate land use type and size were evaluated once the list of potential properties was developed through the screening process. Based on identified minimum lot size requirements, a conversion factor was developed to translate vacant parcel area into an estimated building size or number of dwelling units for residential parcels. This approach allowed parcel-level development assumptions to remain consistent with zoning standards while supporting planning-level trip generation estimates.

The land use conversion factors used to convert property size to building square footage were as follows:

- Commercial = 0.50
- Recreation = 1.00

The residential land use conversion varied by zoning density and the assumed number of dwelling units per acre. This resulted in lot sizes ranging from 15,000 to 87,120 square feet per dwelling unit, equivalent to about one to three dwelling units per acre. The screening process and land use conversion resulted in the land use scenario summarized in Table 5.

Table 5

POTENTIAL PROPERTY LAND USE SCENARIO	
Land Use Type	Total Size / Number of Dwelling Units
Commercial & Retail	1,644,530 Square Feet
Industrial	10,294,890 Square Feet
Office (Including Medical)	217,010 Square Feet
Conservation	14,012,020 Square Feet
Residential	894 Dwelling Units

Traffic Volume Projections

This section of the report presents the methodology and findings of the future traffic volume projections, which were developed to assess the impacts of anticipated development on traffic operations performance. The land use scenario outlined in the preceding sections served as one of the foundational inputs to the forecasting process.

Design Year Assumption

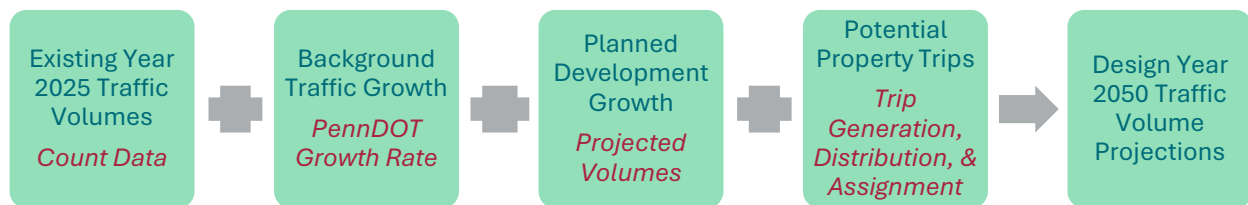
An Existing Year and a future Design Year were defined for the purposes of the operations analysis. The study began in 2025, which serves as the baseline year for existing conditions, and a 25-year horizon was determined to accurately capture and analyze known planned developments and potential property developments. Therefore, Design Year 2050 was assumed for the future operations analysis, or the target year for the volume forecasts.

Traffic Forecast Process

The Design Year 2050 forecasting process captured three key components, each of which was added to the existing traffic volumes:

- Background Growth
- Planned Development Growth
- Potential Property Trip Estimates

The methods used to develop traffic volumes for each of these elements are outlined in the following sections.



Background Growth

Future background traffic volumes were projected from 2025 to 2050 to estimate background traffic volume growth as part of traffic volume projections. This was done by applying an annual growth rate developed using the PennDOT Growth Factors published for August 2025 to July 2026. Considering the PA 611 corridor is an urban roadway, the annual compounded growth rate calculated from the PennDOT Growth Factors is 0.68% for urban non-interstate roadways in Monroe County. Compounding this growth rate over 25 years yields a growth factor of 1.1846.

Planned Developments

Site traffic from the planned projects identified in Table 20 was incorporated into the Design Year traffic volume projections. This was done by reviewing their associated land development plans to develop peak-hour site traffic volumes at each of the study intersections and movements.

Potential Property Trips

The estimation of potential property trips followed an industry-standard trip estimating process, including trip generation, trip distribution, and trip assignment. Each component of the process is described below. Since detailed information for each property was not available, such as exact land use types, internal circulation, access characteristics, and access locations, reasonable and conservative assumptions that aligned with standard engineering practice were applied.

Trip Generation

Trip generation for the proposed development was estimated using projected trip generation data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition. A range of potential ITE land use types was selected based on the size and reliability of the available data sets, as well as the zoning assigned to each potential property. The selected land use types reflect patterns already present in the area and would be considered consistent with a future development scenario involving additional growth. The applicable ITE Trip Generation land use categories for the subject properties are summarized in Table 6.

Table 6

ITE TRIP GENERATION MANUAL LAND USE TYPE	
ITE Code	Trip Generation Manual Land Use
150	Warehouse
210	Single-Family Detached Housing
215	Single-Family Attached Housing
220	Multifamily Housing (Low-Rise)
310	Hotel
411	Public Park
710	General Office Building
712	Small Office Building
820	Shopping Center (>150K)
822	Strip Retail Plaza (<40K)
930	Fast Casual Restaurant
932	High-Turnover (Sit-Down) Restaurant

The ITE trip generation rates used in this analysis matched the study's time periods, covering typical weekday conditions including daily traffic, the AM peak hour of adjacent-street traffic, and the PM peak hour of adjacent-street traffic.

Trip Distribution & Assignment

Trip distribution was developed by assigning the percentage of site generated trips that would likely travel to and from PA 611 based on each property's location relative to the corridor. Trip distribution and assignment assumptions were developed to be reasonable and conservative, despite the planning-level nature of the analysis and limited specific information about each property's internal circulation, site access, and potential connections to the surrounding transportation network.

For distribution purposes, a representative "loading point" along PA 611 was identified for each property, corresponding either to one of the study intersections or to a roadway segment located between adjacent study intersections. For properties without direct, dedicated access to PA 611, a portion of their site-generated trips were assigned to surrounding roadways rather than assuming a full (100%) distribution to PA 611.

Trip assignment was then performed by allocating each property's generated trips to the appropriate study intersection movements based on the identified loading point. Assignment patterns were informed by vehicle movement trends observed in existing intersection turning

movement counts, such as the percentage of vehicles entering/exiting the corridor from the north, south, east, and west, as well as known travel patterns.

Pass-by trip adjustments to account for intermediate trips associated with commercial or retail-generated trips were not applied, as these adjustments generally apply only to individual site driveways, which fall outside the study's analysis locations. Internal capture reductions were not applied to the trip estimates to maintain a conservative approach.

Potential Property Trip Analysis Results

Based on these assumptions, the potential properties identified within the one-mile buffer study area are projected to generate a total of 81,307 daily trips, including 4,661 AM Peak Hour trips and 8,395 PM Peak Hour trips. "Trips" refer to the vehicular movements generated by a land use and include both entering and exiting movements. Factoring for the trip assignment calculations, this results in 68,429 daily trips, including 3,538 AM Peak Hour trips and 6,294 PM Peak Hour trips distributed throughout PA 611 corridor.

Table 7 summarizes these projected trips, including the "entering" and "exiting" property trip assignments. Figure 3 shows the intersection turning movement volumes resulting from the trip generation, distribution, and assignment of the potential properties (bottom row in Table 7).

Table 7

POTENTIAL PROPERTY TRIP GENERATION SUMMARY							
Trips	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Total Potential Property Trips	81,307	2,835	1,826	4,661	3,819	4,576	8,395
Potential Property Trips Assigned To/From PA 611	68,429	2,298	1,240	3,538	2,797	3,497	6,294

Figure 3 - Design Year 2050 AM Peak Hour (PM Peak Hour) [Saturday Peak Hour] Potential Property Trips



Traffic Forecasts

The forecasting process—accounting for background growth, known development activity, and potential property development—produces AM and PM Peak Hour traffic volumes that are approximately 2.0 to 2.6 times higher than existing volumes along the PA 611 analysis segments.

The resulting Design Year 2050 AM Peak Hour, PM Peak Hour, and Saturday Peak Hour intersection turning movement volumes at each of the study intersections are shown in Figure 4.

Additionally, segment average daily traffic volumes are summarized in Table 8. These volumes form the foundation for the traffic operations analysis described in the following report sections.



Figure 4 - Design Year 2050 AM Peak Hour (PM Peak Hour) [Saturday Peak Hour] Traffic Volumes



Table 8

SEGMENT AVERAGE DAILY TRAFFIC VOLUMES					
PA 611 Segment	EY 2025	Background Growth	Known development	Potential Property Growth	DY 2050
PA 611 north of Warner Road/Cherry Lane Road	15,100	17,900	6,800	15,700	40,400
PA 611 between Warner Road/Cherry Lane Road and Stadden Road	15,800	18,700	8,600	19,400	46,700
PA 150 between Stadden Road and Rimrock Drive/Bartonsville Avenue	19,600	23,200	9,200	23,400	55,800
PA 611 between Rimrock Drive/Bartonsville Avenue and Giant Driveway	22,000	26,100	10,100	24,200	60,400
PA 611 between Giant Driveway and Commerce Boulevard/Frantz Road	24,300	28,800	9,200	21,700	59,700
PA 611 between Commerce Boulevard/Frantz Road and Shafers School House Road	25,200	29,900	7,800	18,300	56,000
PA 611 between Shafers School House Road and Pocono Commons Driveway	21,900	26,000	5,900	15,400	47,300
PA 611 south of Pocono Commons Driveway	19,400	23,000	5,800	14,700	43,500

Notes:

1) All ADTs rounded to the nearest 100.

2) PA 611 ADTs are bi-directional.

Future Traffic Operations Analysis

Traffic operations analysis was conducted using the volume forecasts described in the previous sections of the report. The future analysis scenarios included:

- **Design Year 2050 Without Improvements** – No additional improvements within the study area beyond those identified as committed improvements associated with the planned land use changes as documented in land development plans. Optimized traffic signal phase times and cycle lengths were assumed in this analysis scenario.
- **Design Year 2050 With Improvements** – Multiple scenarios examined to assist with the determination of potential action strategies.

The existing conditions analysis included additional evaluation of storage bay adequacy and queueing, while the future-year conditions focused on intersection level of service, vehicle delay, and roadway segment capacity. Detailed storage lane evaluations will be completed if and when a capacity-enhancing design project advances into the design phase.

Without Improvements Scenario

Table 9 summarizes the results of the Design Year 2050 projected traffic operations for the AM Peak Hour, PM Peak Hour, and Saturday Peak Hour under the future scenario without any transportation improvements beyond those currently planned. This table focuses on overall intersection operations and also shows the results of the Existing Year 2025 conditions for comparison purposes. Operations analysis worksheets and a detailed results table with level of service by movement are contained in Appendix J.



Table 9

WITHOUT IMPROVEMENTS OVERALL INTERSECTION LEVEL OF SERVICE ANALYSIS RESULTS							
PA 611 Intersection		LOS (Delay)					
		Existing Year 2025			Design Year 2050 Without Improvements		
		AM Peak Hour	PM Peak Hour	Saturday Peak Hour	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
1	Warner Road (SR 40120)/Cherry Lane Road (SR 1001)	B (10.0)	B (10.7)	B (10.7)	F (252.1)	F (502.8)	C (22.3)
2	Stadden Road/Learn Road	A (1.4)	A (1.6)	A (2.0)	C (19.7)	F (295.1)	D (35.7)
3	Rimrock Drive (SR 3023)/Bartonsville Avenue	B (13.5)	B (19.1)	B (15.3)	F (360.3)	F (740.1)	F (131.1)
4	Giant Driveway	A (6.6)	B (10.4)	B (10.3)	C (29.9)	F (354.4)	C (22.1)
5	Commerce Boulevard/Frantz Road	C (20.4)	C (27.8)	C (23.6)	F (175.2)	F (448.8)	E (65.3)
6	Shafers School House Road (SR 2005)	B (10.5)	B (18.3)	A (9.1)	F (382.7)	F (634.7)	D (41.3)
7	Pocono Commons Driveway	B (14.2)	E (59.0)	C (24.2)	F (169.4)	F (513.4)	F (105.3)

Note: LOS = Level of Service; Delay shown in seconds per vehicle.

The results show that each of the study intersections are projected to operate at an overall LOS F during at least one of the peak hours in the Design Year 2050 Without Improvements condition. This indicates that anticipated development and increases in traffic volumes in the future are not projected to be accommodated without additional improvements to the transportation network.

With Improvements Capacity Evaluation

An evaluation was completed to determine the capacity-related improvements needed to handle the expected growth in traffic volumes throughout the area. Because the local context sets LOS D as the minimum acceptable performance standard, the objective of any transportation upgrades is to bring overall operations at signalized intersections to LOS A, B, C, or D. Acceptable LOS D or better indicates varying degrees of congestion, however, with ultimately stable flow.

Given that this is a planning-level corridor study, the analysis emphasized overall intersection level of service. This approach supports identifying feasible, high-level improvement strategies despite the limited availability of detailed information—such as specific development site plans or future access configurations that could influence traffic patterns.

Synchro software was utilized to evaluate the Design Year 2050 AM Peak Hour, PM Peak Hour, and Saturday Peak Hour operations under the following scenarios at each of the seven study intersections:

- **Option 1** (Five-Lane Corridor) – Widening the corridor to a five-lane cross-section including two travel lanes per direction along PA 611.
- **Option 2** (Six-Lane Corridor) – Widening the corridor to a six-lane cross-section including three travel lanes per direction.

Table 10 presents the overall intersection LOS for all seven study intersections across the various analysis scenarios.

Table 10

WITH IMPROVEMENTS OVERALL INTERSECTION LEVEL OF SERVICE ANALYSIS RESULTS							
PA 611 Intersection		LOS (Delay)					
		Design Year 2050 Option 1			Design Year 2050 Option 2		
		AM Peak Hour	PM Peak Hour	Saturday Peak Hour	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
1	Warner Road (SR 40120/Cherry Lane Road (SR 1001))	C (30.2)	D (45.8)	B (18.3)	C (30.2)	D (45.8)	B (18.3)
2	Stadden Road/Learn Road	B (16.9)	E (46.5)	B (10.9)	B (16.9)	E (46.5)	B (10.9)
3	Rimrock Drive (SR 3023)/Bartonsville Avenue	D (46.4)	F (130.7)	C (22.7)	C (30.9)	D (49.1)	B (19.6)
4	Giant Driveway	C (30.5)	F (194.7)	C (22.0)	C (20.8)	D (50.7)	B (16.4)
5	Commerce Boulevard/Frantz Road	C (33.5)	F (141.7)	C (28.0)	C (27.6)	D (53.7)	C (27.5)
6	Shafers School House Road (SR 2005)	B (19.5)	D (43.2)	B (11.5)	B (19.5)	D (43.2)	B (11.5)
7	Pocono Commons Driveway	D (50.2)	D (44.9)	D (48.1)	D (50.2)	D (44.9)	D (48.1)

The findings show that widening the PA 611 corridor would lead to improved LOS outcomes in the Design Year 2050 and reiterate that added capacity along this corridor would broadly help address future operational needs. Assuming the full build-out land use scenario, the results indicate the need for either a six-lane corridor or a five-lane corridor with reduced or diverted traffic volumes which could be achieved through targeted land use decisions and/or implementation of active transportation supportive land uses. Evaluating whether to widen the corridor would require consideration of multiple factors. Potential operational benefits would need to be weighed against anticipated costs, right-of-way impacts, safety implications, and other relevant constraints.

Individual failing intersection movements do not necessarily indicate that the overall concept isn't viable. In situations where limited movements or intersections within the study area exceed LOS thresholds, overall corridor LOS or acceptable driver perception can be achieved through targeted strategies rather than intensive corridor-wide deployment.

Operational Considerations

While the action strategies presented in the preceding section address considerations beyond roadway capacity, the principal findings from the operations analysis summarized above informed the development of the roadway capacity-related strategies. The associated improvements are needed for achieving comprehensive, corridor-wide capacity enhancements; however, numerous additional projects can also deliver meaningful safety and operational benefits and, in many cases, can be implemented at lower cost and within more practical timeframes.



4. Existing Conditions

Current Land Uses and Zoning

Zoning is a fundamental tool used to regulate land use and ensure orderly growth within the county. Municipalities in Monroe County employ various types of zoning to accommodate diverse needs and interests while preserving the community's character and natural resources. These zoning categories typically include residential, commercial, industrial, agricultural, and conservation zones, each with specific regulations tailored to their respective purposes. While each of the three townships that make up the study area employ their own unique zoning codes, for the sake of this study we assigned these zones into general categories. For example, the land along the entire corridor, despite the township, is either residentially or commercially zoned. The entire length of the segments in both Pocono and Hamilton Townships is commercially zoned. The roadway segment in Stroud Township is also mostly commercially zoned, but it also directly borders some larger residential zones.

The Hamilton, Stroud, Pocono Township, and Stroudsburg (HSPS) region¹ is primarily dominated by rural development and open spaces. Of the 2,600 acres (4% of land use) of commercial development in the HSPS region, the majority is found along the corridor; more than half of PA 611 is fronted on at least one side by commercial development (Appendix B). Additionally, emergency and public safety services are primarily located along I-80/PA 611 as well as Route 209. Residential and recreation/conservation areas surround this commercial zoning.

Some of Monroe County's most intensive land developments are found along PA 611 (Figure 5 and Table 11). The Monroe County 2030 Comprehensive Plan (Appendix A) identifies three centers along the corridor that are connected by major development: Stroudsburg, Tannersville, and Mt. Pocono. With the prevalence of commercial development occurring along the route, there has been conversation about linking these centers and their surrounding areas with bicycle/pedestrian-friendly infrastructure. New development along the corridor requires the construction of sidewalks, which is a great starting point for connecting the region with active transportation.

¹ Hamilton, Stroud, Pocono, Stroudsburg (HSPS) Regional Comprehensive Plan 2022 (Appendix B)

Figure 5: Surrounding Land Use & Zoning, October 2025

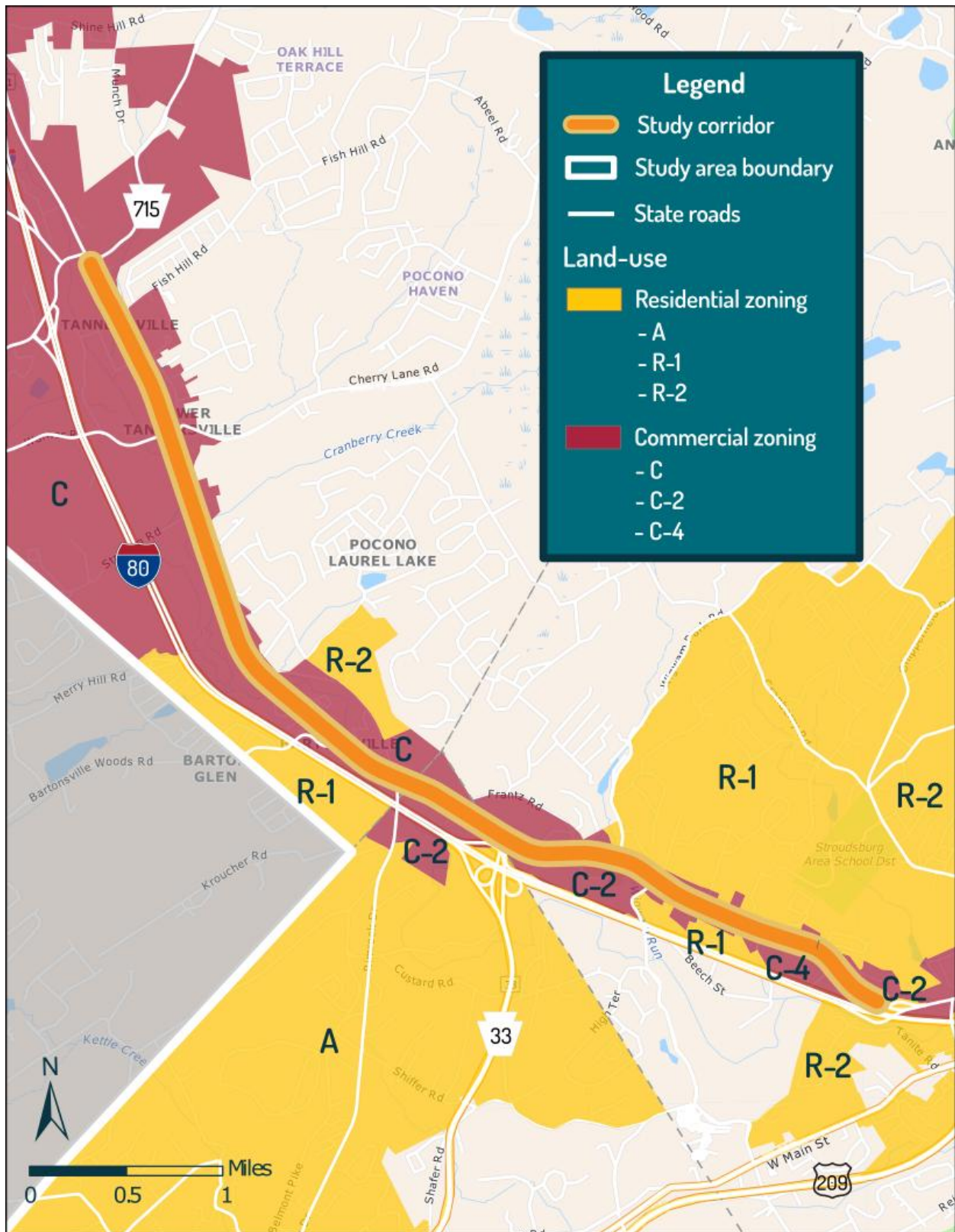


Table 11

DEVELOPMENTS OF REGIONAL SIGNIFICANCE		
Name of Development	Description	Distance from corridor (approximate miles)
Pocono Premium Outlets	These Tannersville outlets feature more than 100 stores.	<1
St. Luke's Hospital	St. Luke's recently completed a 190,000-square-foot expansion, with the potential for major future expansion as well. It features 140 hospital beds.	<1
Stroud Mall	The 428,000-square-foot shopping mall houses 65 stores.	<1
Great Wolf Lodge	Comprising 120,000 total square feet, the Great Wolf Lodge is a major local attraction. The family-friendly resort recently completed a 40,000-square-foot indoor waterpark expansion and added several new lodging spaces.	<2
Camelback Mountain Resort	This resort features a hotel with 453 guest suites, indoor and outdoor waterparks, multiple dining venues, a fitness center, conference spaces, and 39 ski trails.	<5
East Stroudsburg University	A public university with approximately 7,000 enrolled students and 800 employees. The university draws students from over 30 states and two dozen foreign countries.	<5
Northampton Community College	Satellite campus located in Tannersville.	<5
Pocono Medical Center	A mid-size non-profit hospital in the East Stroudsburg Borough that employs over 1,800 individuals. The center is home to the Mattioli Emergency Center, which is one of the busiest emergency rooms in the state. A 58,000-square-foot cancer center was recently added to the center.	<5

Sanofi Pasteur	Sanofi Pasteur is one of the largest international vaccine providers in the world. While the international headquarters is in France, their US headquarters is near the intersection of PA 611 and 314 in Pocono Township. Sanofi Pasteur employs over 2,400 people.	<5
Kalahari Resort	The resort offers over 250,000 square feet of dining, entertainment, and waterpark attractions.	<6
Pocono Mountains Municipal Airport	This airport accommodates up to 30 aircraft and offers flight training, charter service, hangar space, and tie-down space.	<10

Corridor Inventory & Conditions

Network Inventory

Roadway

The PA 611 corridor within the study limits is classified as an Urban Other Principal Arterial Highway based on the PennDOT Monroe County functional classification map. Intersecting roadways contained on the classification map include the following:

- **Other Freeway/Expressway:** PA 33 (SR 0033)
- **Minor Arterial:** PA 715 (south of PA 611)
- **Major Collector:** PA 715 (north of PA 611), Warner Road (SR 4012), Rimrock Road (SR 3023), Shafers School House Road (SR 2005), Wigwam Park Road (SR 2018)
- **Minor Collector:** Cherry Lane Road (SR 1001)
- **Local Road:** Golden Slipper Road (SR 3028)

Roadway characteristics for the PA 611 corridor, including the number of travel lanes, posted speed limits, median treatment, shoulder width, and general conditions, are detailed in Table 12.

Table 12

ROADWAY CHARACTERISTICS					
PA 611 Section	No. of Lanes Per Direction	Median	Posted Speed Limit	Shoulder Width	Conditions
South of PA 715 to Warner Road (SR 4012)/Cherry Lane Road (SR 1001)	1	Center two-way left turn lane with dedicated turn bays at signals	40 MPH	8 ft. shoulders present on both sides	Urban area with driveways and limited access management
Warner Road (SR 4012)/Cherry Lane Road (SR 1001) to Oltmanns Strasse Road	1	Center two-way left turn lane	45 MPH	Varies 6 – 8 ft.	Limited driveway access
Oltmanns Strasse Road to Crossroads II Shopping Center Driveway	1	Center two-way left turn lane with dedicated turn bays at signals	45 MPH	8 ft. shoulders present on both sides	Limited driveway access
Crossroads II Shopping Center Driveway to Wigwam Park Road/St. Luke's Driveway	2	Center two-way left turn lane with dedicated turn bays at signals	45 MPH	Varies 0 – 8 ft.	Limited access management; Locations with partial curb; merge and deceleration lanes for interchange ramps
Wigwam Park Road/St. Luke's Driveway to Pocono Commons Drive	1	Center two-way left turn lane with dedicated turn bays at signals	45 MPH	Varies 5 – 8 ft.	Limited access management

Notes: 1) MPH = Miles per hour.

2) All measurements are approximate.

Infrastructure Conditions

According to 2024 PennDOT International Roughness Index (IRI) ratings, conditions along the corridor are 77.2% “good” and 22.8% “fair” (Figure 6). The IRI rating quantifies how smooth or rough a roadway surface is.

Figure 6: Corridor IRI Ratings



Active Transportation

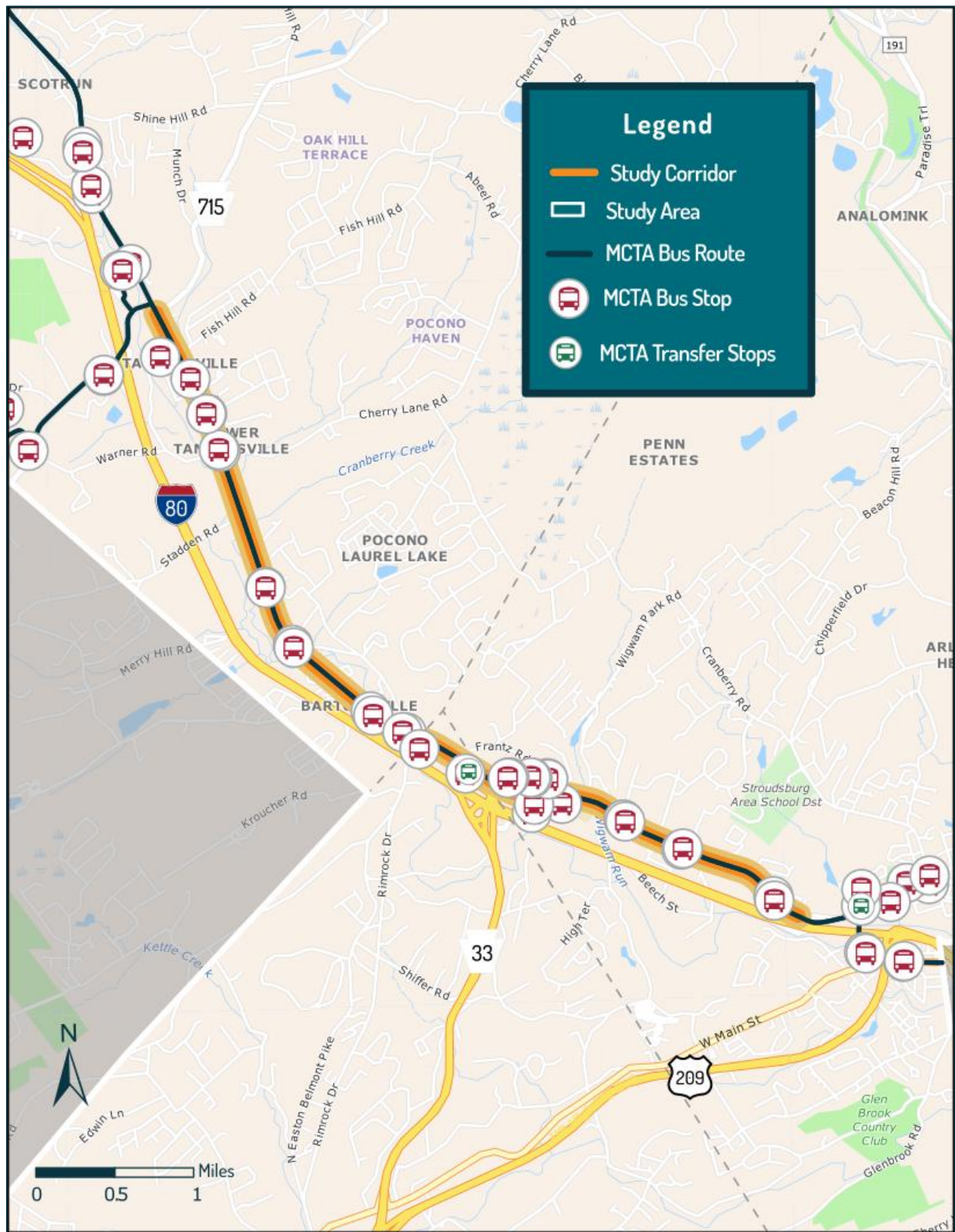
In eastern Monroe County, there are approximately 1,300 households without access to a personal vehicle. These households rely on public transportation, walking, or biking as their main forms of transportation. However, there are many gaps in the active transportation network that limit mobility along the study corridor.

Transit

Much of the public transit services provided by the Monroe County Transit Authority (MCTA), otherwise known as the “Pocono Pony,” are along PA 611 because of the concentration of employers, healthcare, commercial, and recreational services located there (Figure 7). The Blue Route runs along the entire study corridor. At the Crossroads Mall of the Poconos, the Blue Route ends and the Red Route begins, which offers service Southeast to East Stroudsburg University. The EburgXprs Route offers limited service along the corridor; it begins at the Stroud Mall and continues before it terminates north of the study area. Due to limited financial resources, MCTA’s service does not adequately offset car dependence in the region.

Additionally, a substantial pedestrian network is necessary to ensure that transit service is accessible to everyone. Fortunately, since the adoption of the Hamilton, Stroud, Pocono, and Borough of Stroudsburg Comprehensive Plan (Appendix B), the installation of sidewalks has been added as part of the land development approval process along PA 611. Providing sidewalk connections along transit routes significantly enhances the viability of the transit system.

Figure 7: Monroe County Transit Authority (MCTA) bus routes and stops



Sidewalk and Pedestrian Infrastructure Inventory

Along the PA 611 corridor, sidewalk infrastructure is concentrated in three distinct areas, most notably around strip malls and commercial developments located southeast of Bartonsville. Although this infrastructure remains isolated, additional sidewalks exist along the property boundaries of more recent development, such as the Wawa in Lower Tannersville. These features are generally in good condition and provide internal connectivity between shopping centers, other commercial properties, and, in some cases, adjacent residential neighborhoods. However, this infrastructure remains heavily fragmented, resulting in significant gaps in the pedestrian network. Existing sidewalk segments tend to be limited to one side of the roadway and end abruptly at property boundaries before resuming several hundred yards away. As a result, over 75% of the study corridor is entirely void of sidewalks.

Most commercial intersections south of Bartonsville are equipped with well-marked crosswalks and ADA ramps. While these crosswalks aid pedestrian movement between commercial nodes and lead into sidewalks in most cases, they exist in short segments that rarely exceed the property boundaries of the shopping centers.

In other cases, such as at the Shafers School House Road/PA 611 intersection, existing crosswalks feature faded road markings and lack connection to other pedestrian infrastructure. 16 of 46 identified crosswalks along the corridor did not lead to a sidewalk at all. Rather, they lead to an isolated ADA ramp or grassy patches along the roadway. The isolation of these crosswalks limits their effectiveness and faded road markings reduce visibility, creating safety hazards for pedestrians.

For the purposes of this study, eleven major intersections were identified: Pocono Commons Drive/PA 611, Applegate Road/Terrace Drive/PA 611, Shafers School House Rd/PA 611, Bluebird Drive/Wigwam Park Road/PA 611, Frantz Road/Commerce Blvd/PA 611, Crossroads Mall of the Poconos/PA 611, Shops at Crossroads/PA 611, Bartonsville Ave/PA 611, Warner Road/Cherry Lane Road/PA 611, Tannersville Plaza/PA 611, PA 715/PA 611. Of these intersections, six featured fully signalized crosswalks on all approaches (See *Figure 8* and *Figure 9*). These six intersections were Applegate Road/Terrace Drive/PA 611, Shafers School House Rd/PA 611, Frantz Road/Commerce Blvd/PA 611, Tannersville Plaza/PA 611, Warner Road/Cherry Lane Road/PA 611, and Shops at Crossroads/PA 611. Three intersections, PA 33/PA 611, Pocono Commons Drive/PA 611, and Bluebird Drive/Wigwam Park Road/PA 611 had “No Pedestrian Crossing” signs on at least one side of the intersections. Two intersections, Bartonsville Avenue/PA 611 and PA 715/PA 611, had “No Pedestrian Crossing” signs on all approaches (See *Figure 10*).

The most notable gap remains the segment between the eastern edge of Bartonsville and the Wawa in Lower Tannersville. This section constitutes a 2.6-mile gap of pedestrian infrastructure, making up over half of the study area. Another identified gap exists between the Lowe's and Giant shopping complexes near Crossroads Mall. The combination of missing sidewalks, lack of traffic signalization, and posted signage for no pedestrian crossing prevents safe pedestrian movement between two major commercial areas. A third gap occurs by the Dick's Sporting Goods and Mattress Firm near Crossroads Drive. The absence of sidewalk infrastructure limits pedestrian access between three commercial developments. Collectively, these gaps restrict pedestrian travel throughout the corridor and contribute to the lack of sidewalk connectivity and accessibility observed.



Figure 8: Pedestrian Infrastructure in Hamilton and Stroud Township



Figure 9: Pedestrian Infrastructure in Pocono Township

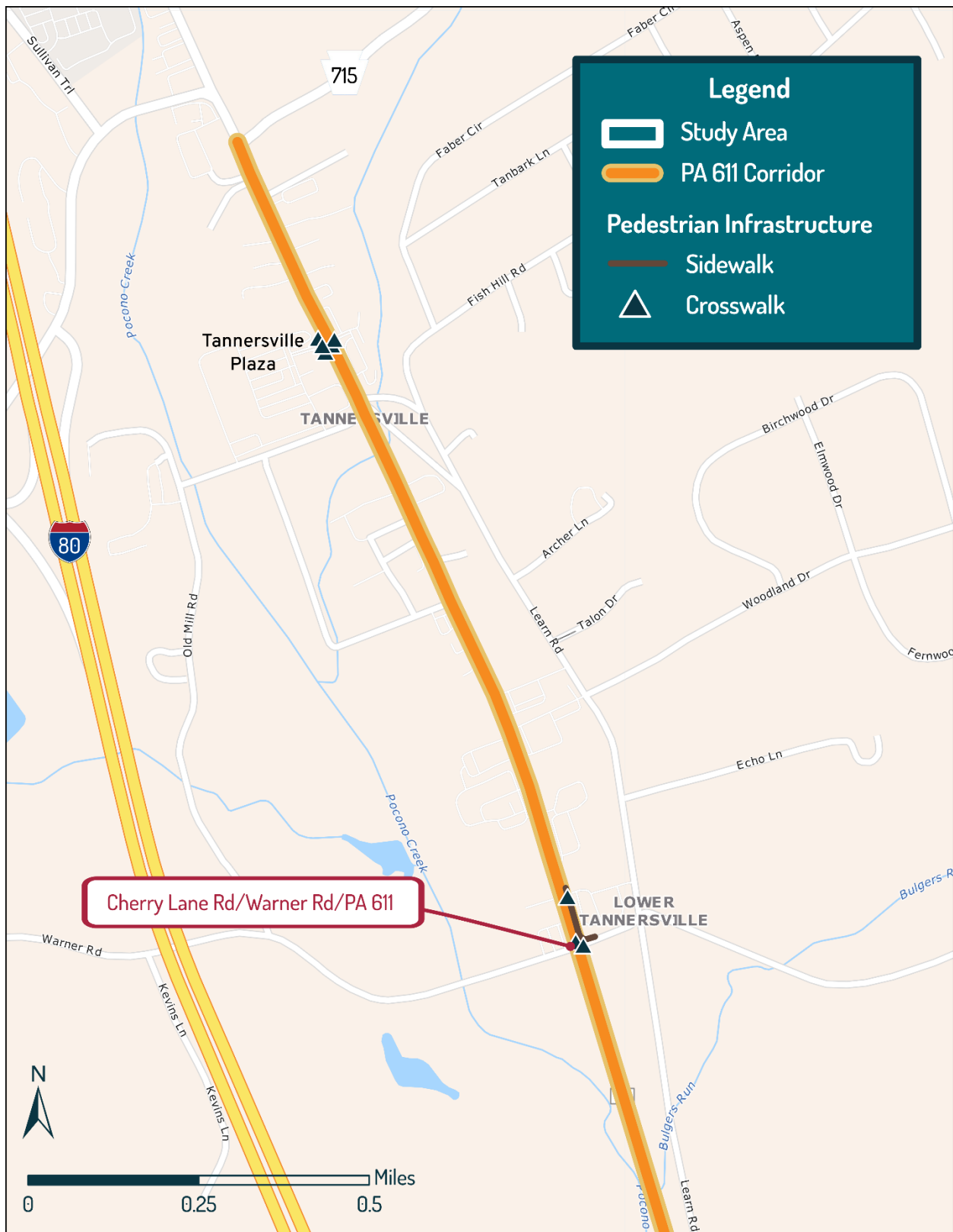


Figure 10: "No Pedestrian Crossing" Areas

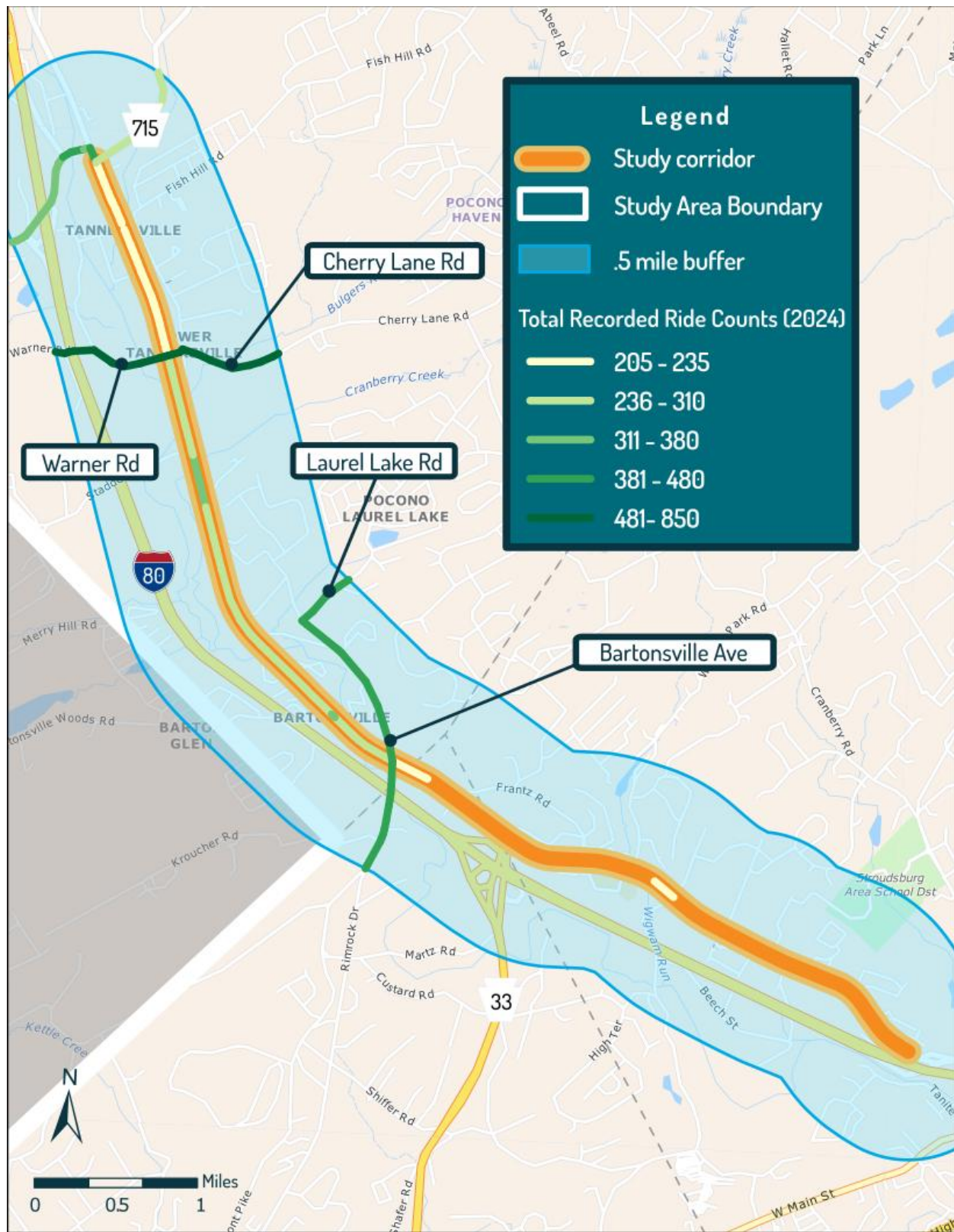


Pedestrian Activity

Over 73% of eastern Monroe County residents are classified as overweight, according to the Eastern Monroe Active Transportation Plan 2020 (Appendix F). This is a symptom of a car-dependent community and a public health concern. Unfortunately, there are many gaps in the County's pedestrian network, especially along key commercial corridors, such as PA 611. The Eastern Monroe Active Transportation Plan (2020) (Appendix F) notes that high traffic volumes and speeds discourage community members from walking and biking due to safety concerns. Intersection configurations and traffic operations make crossing these roads inconvenient, further discouraging mobility. During the public engagement process for the NEPA Active Transportation Plan (2024) (Appendix G), community members and stakeholders emphasized that the existing infrastructure and lack of wayfinding and facilities to be main factors prohibiting mobility throughout the region. The Eastern Monroe Active Transportation Plan has many high-priority recommendations to improve connectivity and pedestrian gateways.

While car activity remains relatively accessible to planners from heavily recorded roadway data, pedestrian and biker activity can be somewhat more elusive. Health tracking apps, such as Strava, remain a great way for planners to access this type of data. Strava is a social media app for runners, walkers, and bikers to share their activities with one another. Users can record when, where, and the speed of their travel. While Strava cannot reveal the total number of pedestrians and cyclists that traverse the study area, it can give planners some idea of how often users use some roads in comparison to others. According to 2024 data, the study corridor itself is not a very active area for pedestrians and bicyclists, but the intersection of Warner Road and Cherry Lane Road with PA 611 saw up to 850 recorded bicycle rides (*Figure 11*). The intersection of Bartonsville Avenue and PA 611 had over 400 recorded rides. No segments of the corridor itself have any recorded pedestrian activity from Strava in 2024. The lack of Strava data does not suggest that there was no pedestrian activity along the corridor in 2024, but does imply that the area is not regularly used by fitness enthusiasts, and this finding can likely be expanded to other pedestrians and bikers.

Figure 11: 2024 Strava bike ride counts within .5-mile buffer of the study corridor



Traffic Volumes

Intersections

The following intersections along PA 611 are included as part of the operations analysis for this study, listed from north to south (See Figure 14):

- Warner Road (SR 4012)/Cherry Lane Road (SR 1001) (Signalized)
- Stadden Road (Minor Street Stop-Controlled)
- Bartonsville Road/Rimrock Road (SR 3023) (Signalized)
- Crossroads II Shopping Center Driveway (Signalized)
- Commerce Boulevard/Frantz Road (Signalized)
- Shafers School House Road (SR 2005) (Signalized)
- Pocono Commons Drive (Signalized)

The PA 611/PA 33 Intersection in Bartonsville was not studied due to the planned I-80 Phase 2 Reconstruction.

Average Daily Traffic

According to PennDOT's Traffic Information Repository (TIRe), the average daily traffic volume on PA 611 varies from about 13,200 to 21,200 vehicles per day, which includes roughly 420 to 740 trucks, comprising about 3 to 5.5 percent of the total. Average daily traffic along the corridor is lower at the northern portion of the study corridor (closer to PA 715) and steadily increases toward PA 33, then decreases slightly between PA 33 and the southern end of the study corridor at Pocono Commons Drive. Table 13 provides a breakdown of the PennDOT TIRe average daily traffic at each of the permanent count locations.

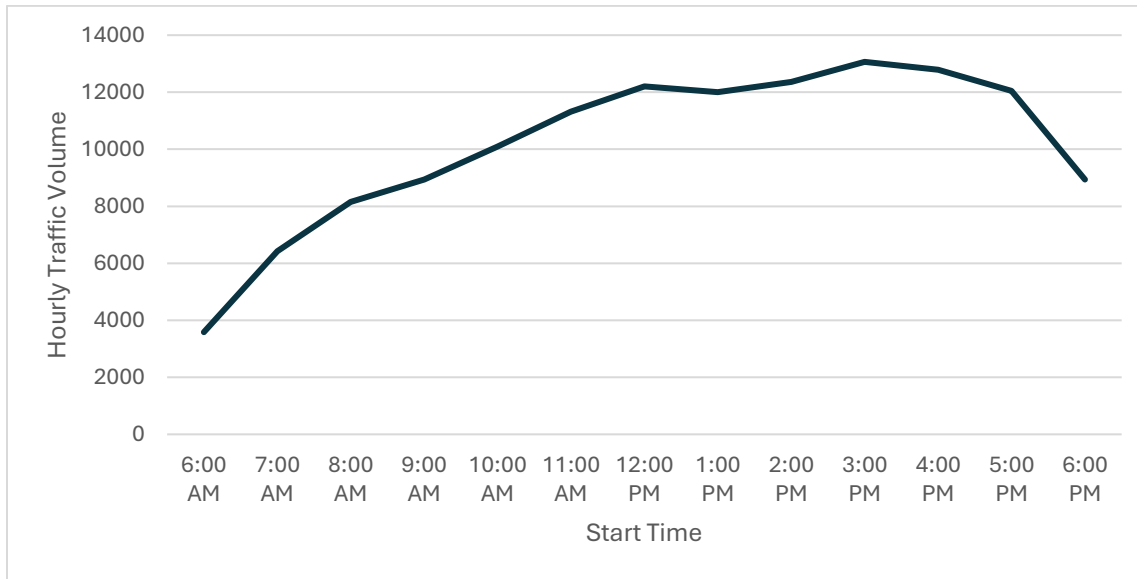
Table 13

STUDY CORRIDOR AVERAGE DAILY TRAFFIC (ADT)				
PA 611 TIRe Count Location	Count Date	Volume (vehicles per day)	Truck Volume (vehicles per day)	Truck %
Between PA 715 and Warner Road (SR 4012)/Cherry Lane Road (SR 1001)	9/15/2025	13,540	733	5.4
South of Stadden Road	6/3/2024	13,172	421	3.2
South of Bartonsville Road/Rimrock Road (SR 3023)	9/15/2025	13,540	733	5.4
Between Frantz Road/Commerce Boulevard and Wigwam Park Road	7/25/2018	21,172	662	3.1
Between Wigwam Park Road and Shafers School House Road (SR 2005)	4/22/2025	19,206	575	3.0
South of Pocono Commons Drive	4/23/2025	18,071	602	3.3

Figure 12 shows the hourly weekday volume distribution throughout the day including the peak period taking place between 2:00 PM - 4:00 PM. The corridor traffic volume distribution is interesting to note, as there is no clearly defined AM peak period, as traffic volume continues to build throughout the morning and early afternoon, before hitting a clearly defined PM peak in the late afternoon with the highest traffic volumes. This indicates that, instead of a sharp surge of traffic demand in the morning, demand is spread across several hours, which happens in areas with flexible work schedules, diverse trip purposes (i.e., not just work-based), and mixed land use patterns.

Based on these traffic volumes, the PA 611 study corridor does not follow typical weekday roadway conditions, where there are clearly defined AM and PM peak periods with mid-day activity less than the peaks.

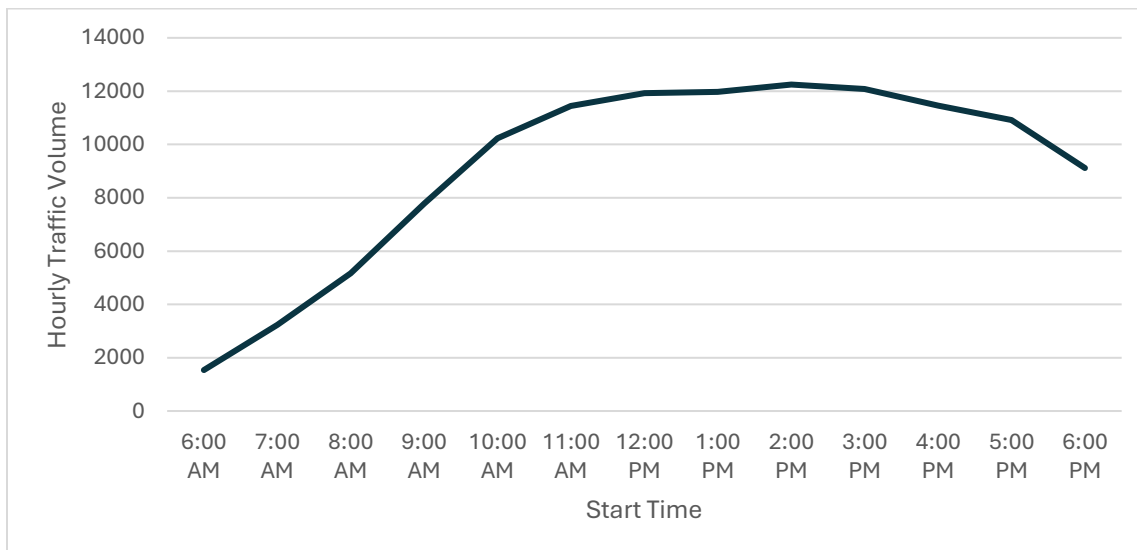
Figure 12: Weekday Bi-Directional Hourly Traffic Volume Distribution



Source: Existing daily volume estimate based on Year 2025 intersection data

Figure 13 shows the Saturday hourly volume distribution throughout the day, including the peak period taking place between 2:00 PM - 4:00 PM. The distribution follows the same pattern as the weekday hourly volume distribution as traffic volumes continue to increase throughout the morning and early afternoon until hitting a clearly defined PM peak in mid-afternoon. Typically, Saturday traffic volumes are lower compared to weekday traffic, as fewer people are commuting to work, however Saturday traffic volumes along the PA 611 corridor are nearly identical to weekday traffic volumes due to tourism and recreational destinations in the area.

Figure 13: Saturday Bi-Directional Hourly Traffic Volume Distribution



Source: Existing daily volume estimate based on Year 2025 intersection data

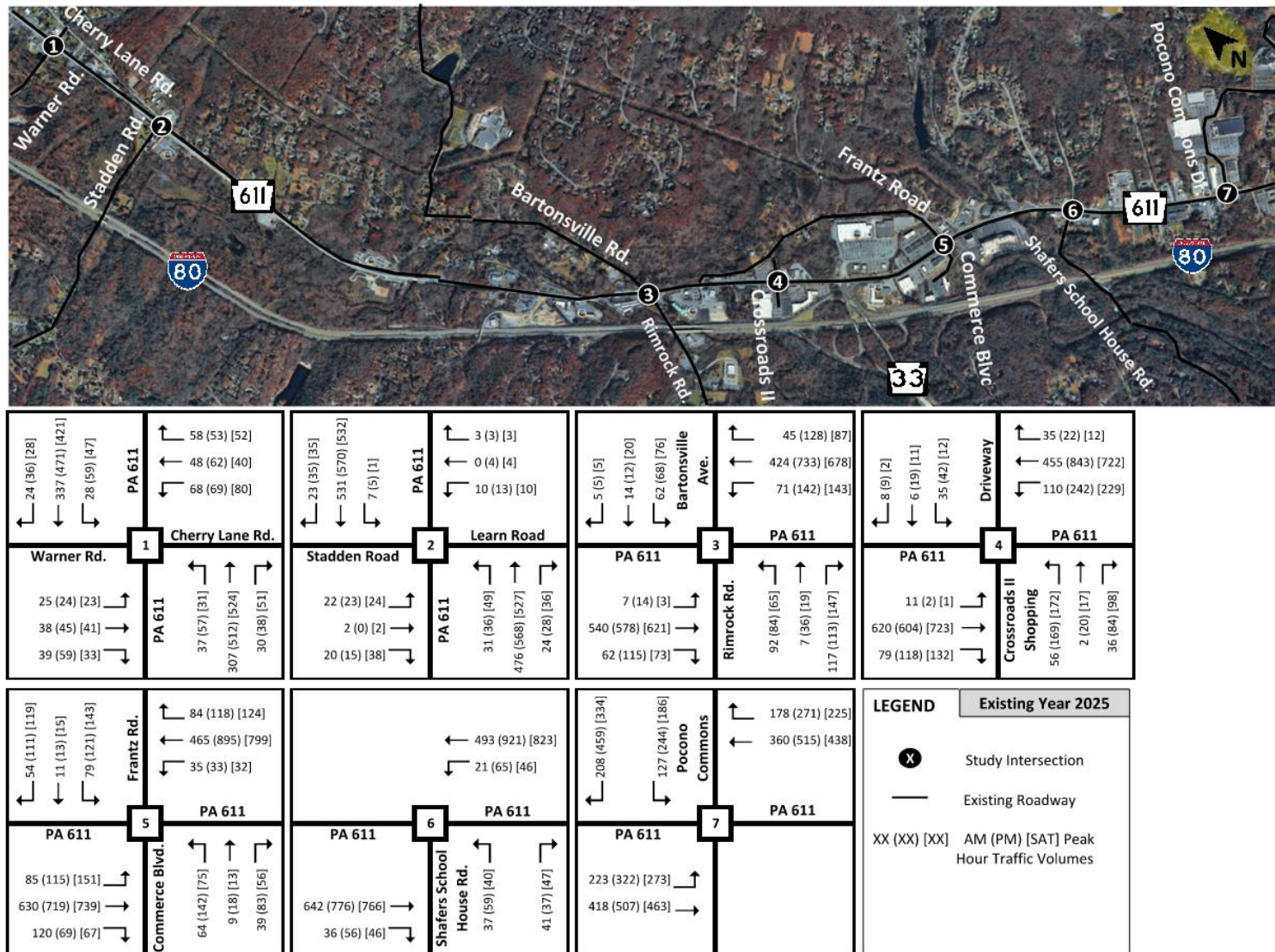
Turning Movements

Intersection turning movement count data was collected at each of the study intersections on a typical weekday to capture commuter traffic and on a Saturday to capture tourism traffic from 6:00 AM – 7:00 PM². Volumes were classified as Light vehicles, Articulated Trucks and Single Unit Trucks, Buses, Pedestrians, and Bicycles. The greatest hourly volumes were extracted from the data and summarized to develop volume sets for the AM Peak Hour, PM Peak Hour, and Saturday Peak Hour (Figure 14).



² Weekday intersection turning movement count data was collected on Tuesday, October 21, 2025, and Saturday count data was collected on Saturday, October 18, 2025.

Figure 14: Existing Year 2025 AM Peak Hour (PM Peak Hour)[Saturday Peak Hour] Intersection Volumes



Minimal bicycle and pedestrian activity was reported during the October 2025 intersection counts. Table 14 shows the level of bicycle and pedestrian activity at each of the intersections.

Table 14

BICYCLE AND PEDESTRIAN ACTIVITY				
PA 611 Intersection		Existing Traffic Control	Existing Year 2025 – Activity Within 13-Hour Intersection Count (Weekday [Saturday])	
			Number of Pedestrians Crossings Interactions	Number of Bicycles Crossing Interactions
1	Warner Rd. (SR 4012)/Cherry Lane Rd. (SR 1001)	Signalized	5 [5]	5 [2]
2	Stadden Road	Minor Street Stop-Controlled	18 [1]	5 [1]
3	Bartonsville Road/Rimrock Road	Signalized	1 [2]	3 [3]
4	Crossroads II Shopping Center	Signalized	26 [12]	0 [2]
5	Frantz Road/Commerce Boulevard	Signalized	15 [22]	3 [5]
6	Shafers School House Road (SR 2005)	Signalized	2 [1]	3 [7]
7	Pocono Commons Drive	Signalized	8 [10]	5 [5]

Travel time (delays)

Travel time data gathered from INRIX³ and Replica HQ was analyzed, resulting in the following key observations:

- Average speeds to traverse the corridor within the study area have remained steady from 2020 through 2025, with there being a noticeable speed difference between northbound and southbound traffic. (Figure 15 for the north section, north of PA 33 interchange and Figure 16 for the south section south of PA 33 interchange).
- Daily trends indicate that speeds are generally consistent Monday through Friday, with lower speeds during weekday peak periods. PA 611 Northbound PM peak period speeds are the lowest. See Figure 17 for the north section north of PA 33 interchange and Figure 18 for the south section south of PA 33 interchange).

³ INRIX is the brand name of a global transportation data and analytics company. INRIX collects real-time and historical traffic data and is widely used by agencies such as the NEPA MPO for congestion analyses and travel time reliability.

Although reduced speeds are typically associated with improved safety, the data for PA 611 suggests that fluctuations are primarily driven by signal delays along the corridor. These irregular speed patterns disrupt traffic flow and may compromise overall safety.

Figure 15: Corridor Travel Speeds North of PA 33 Interchange

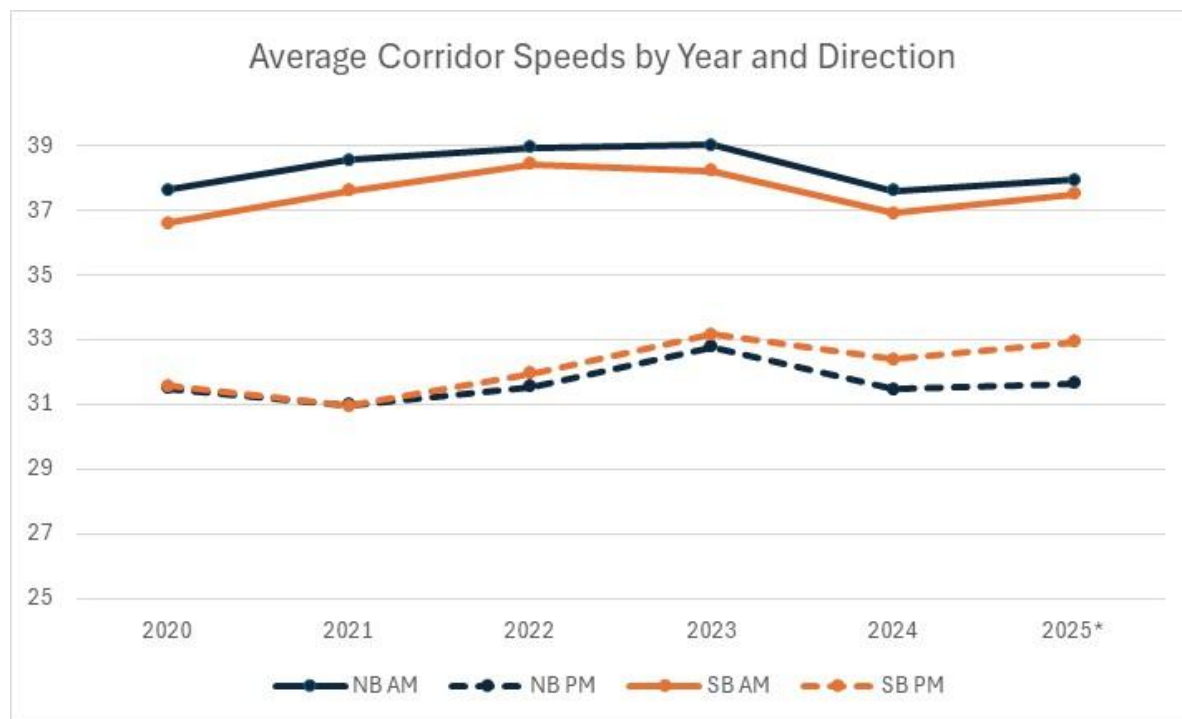
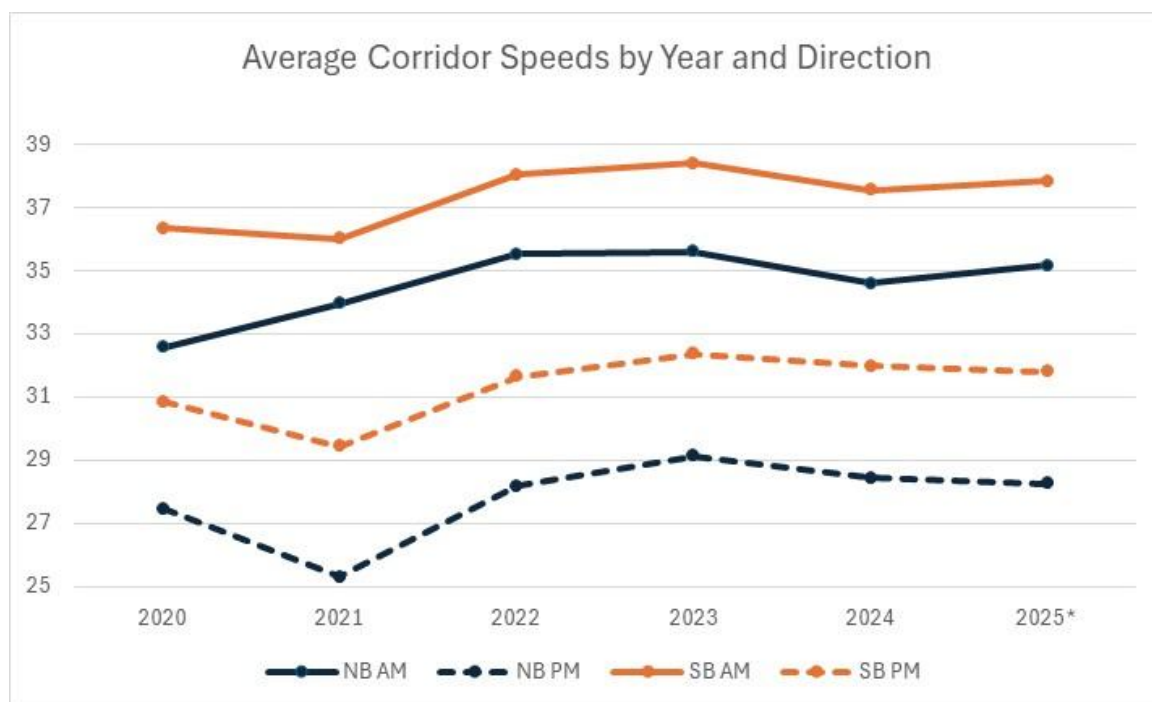


Figure 16: Corridor Travel Speeds South of PA 33 Interchange



Source: INRIX XD for Weekday AM (6-9 AM) and PM (4-7 PM) peak periods 2025 information through early November.

Notes: Speeds shown in miles per hour

NB = Northbound; SB = Southbound

Figure 17: Corridor Travel Speeds North of PA 33 Interchange

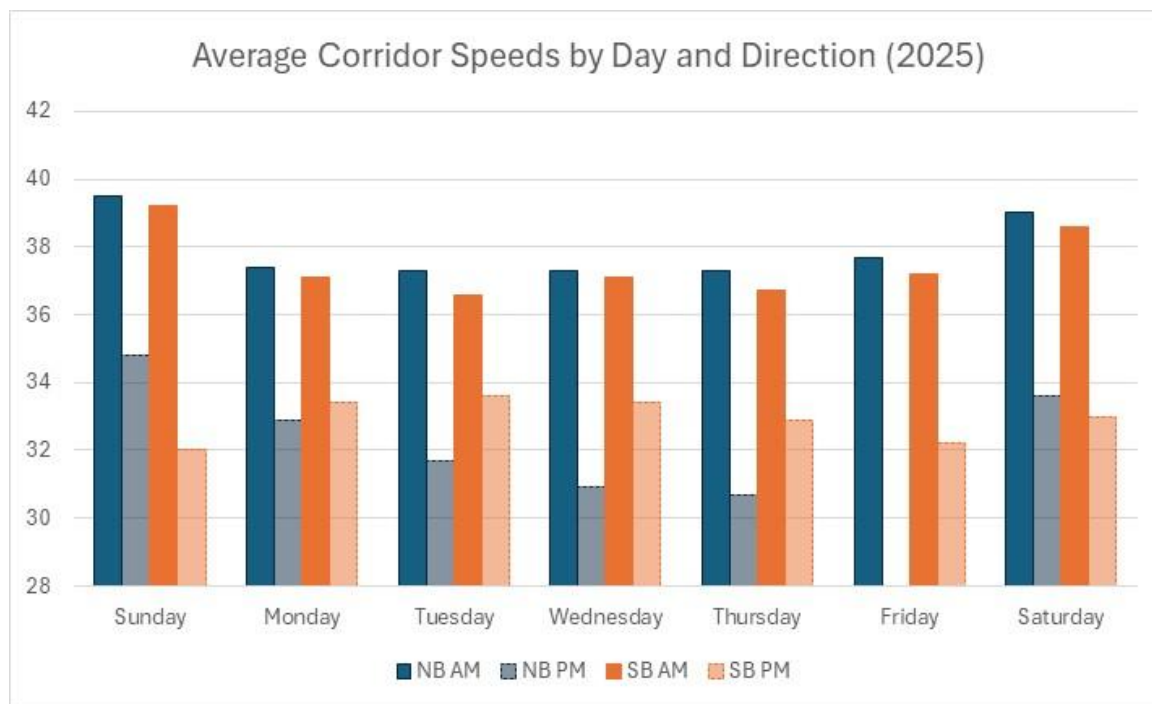
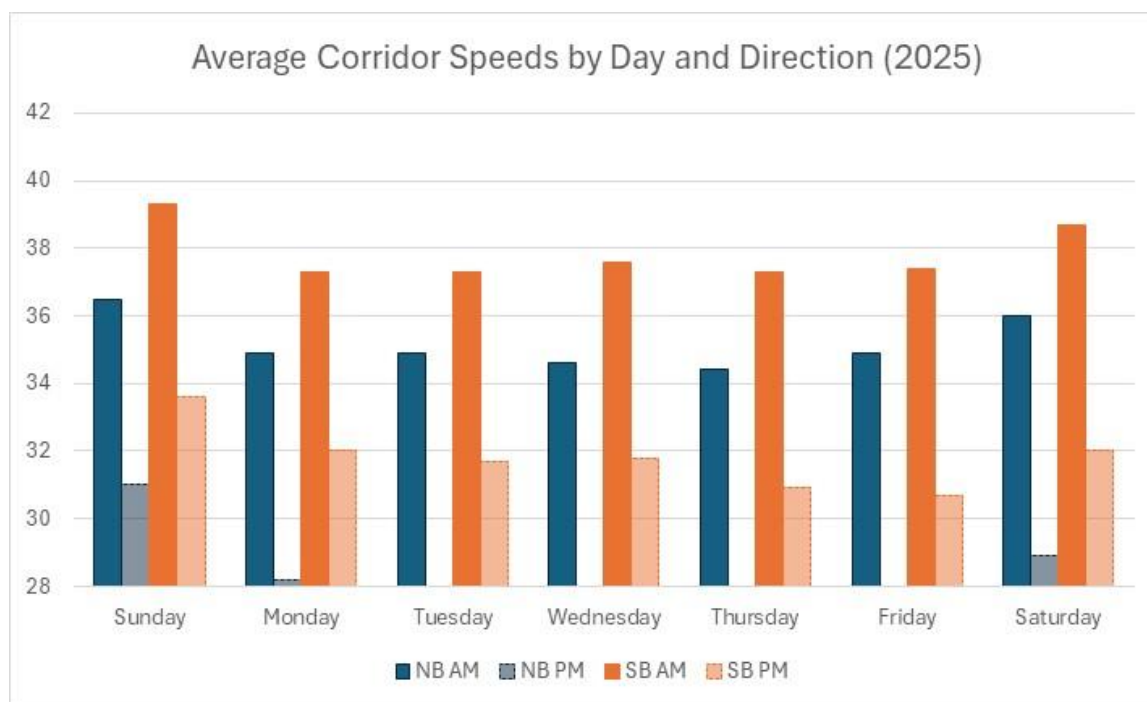


Figure 18: Corridor Travel Speeds South of PA 33 Interchange



Source: INRIX XD for AM (6-9 AM) and PM (4-7 PM) peak periods 2025 information through early November.

Notes: Speeds shown in miles per hour

NB = Northbound; SB = Southbound

Origin-destination Data

Origin-destination (O-D) data for the PA 611 corridor was obtained from RITIS, INRIX Trip Analytics (2023 O-D information), and Replica HQ. The data was evaluated for both the immediate study area and the region. In the immediate study area, shows the amount of traffic entering the corridor from the north and to the south ends of the study areas to points north of the PA 33 Interchange and to the PA 33 Interchange and points south.

Figure 19 shows the distribution of those trips. This O-D data is based on Year 2023 INRIX Trip Analytics.

Table 15

THROUGH TRAFFIC PERCENTAGES		
Location	Percentage North of PA 33 Interchange	Percentage to PA 33 Interchange and South
Southern Project Limits – PA 611 Northbound, north of Pocono Commons Drive	31%	69%
Northern Project Limits – PA 611 Southbound, south of PA 715	80%	20%

Source: Year 2023 INRIX Data

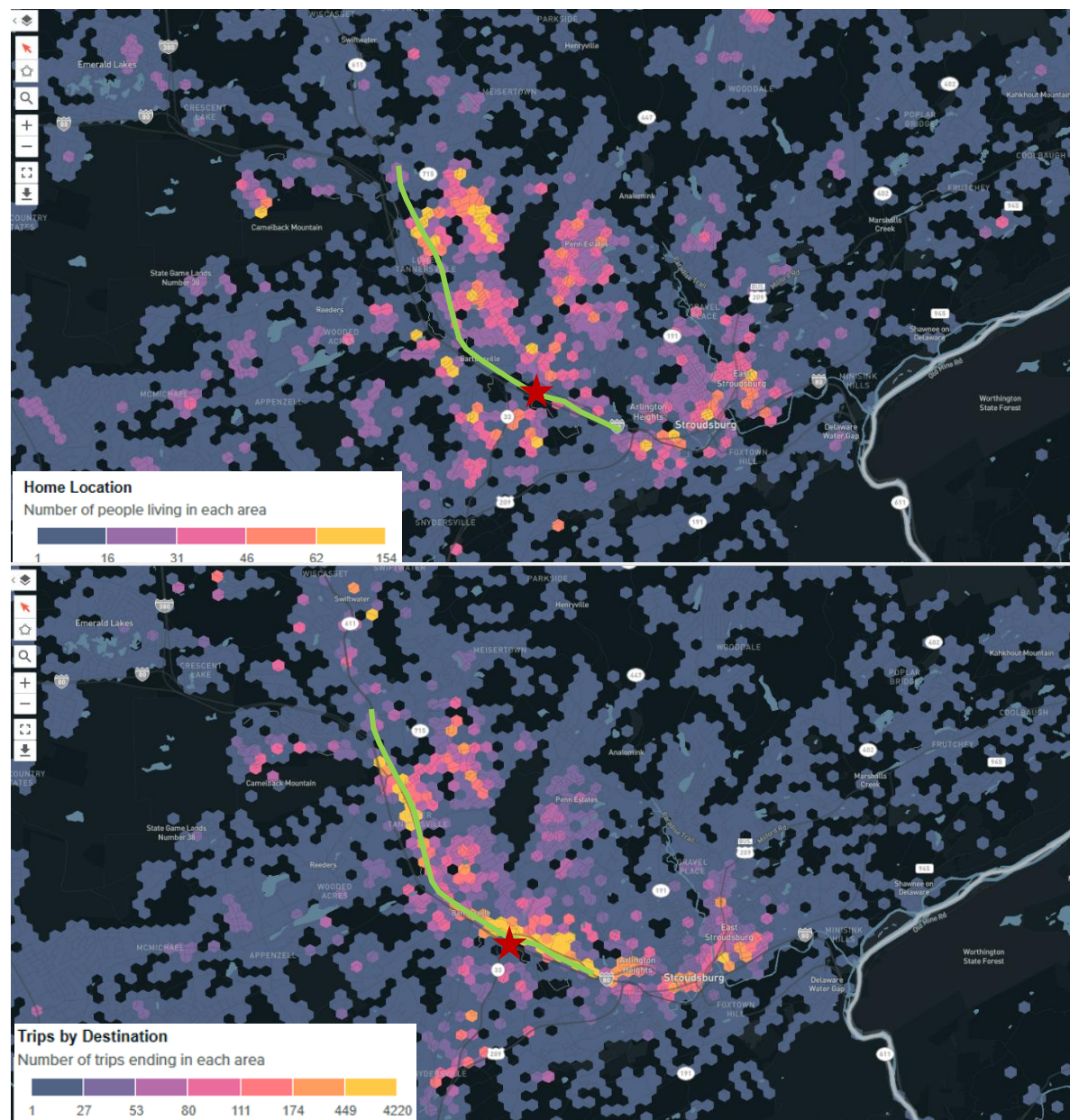
Figure 19: Immediate Study Area Distribution of Trips - PA 611 Northbound from Pocono Commons Drive (Top) and PA 611 Southbound, south of PA 715 (Bottom)



Source: Year 2023 INRIX Trip Analytics data

Regional origin-destination data was evaluated for PA 611 users at the PA 33 interchange, as shown in Figure 20. The data shows that origin-destination clusters exist immediately to the east of PA 611 in Pocono and Stroud Townships, as well as Stroudsburg and East Stroudsburg Boroughs. An additional cluster exists just south of PA 611 along PA 33 in Hamilton Township. This indicates that PA 611 users at the PA 33 interchange are confined to the immediate area.

Figure 20: Daily Origin-Distribution of Trips - Regional Area: Origins (Top) and Destinations (Bottom)



Source: Year 2025 Replica weekday data

Note: Red star indicates PA 611 interchange with PA 33, while the green line represents the PA 611 corridor.

Field Visit Observations

Traffic engineers conducted a field visit during the afternoon and evening on Monday, October 20, 2025. The key observations during the field visit are as follows:

General

- Minimal pedestrian activity and no bicycle activity were observed during the field view.

Traffic Operations

- Between PA 715 and Shafers School House Road (SR 2005), PA 611 functions under an adaptive signal system. This system uses sensors to monitor traffic flow, processes data to determine current traffic demand at each intersection approach and uses dynamic signal timing to adjust signal timings to optimize traffic flow along the corridor. Despite this technology, significant queuing was observed along northbound PA 611 during the PM peak period between PA 715 and Warner Road/Cherry Lane Road.
 - Queuing originated from the PA 715 intersection.
- Significant queuing was also observed along PA 611 Southbound during the PM peak period south of Frantz Road/Commerce Boulevard, where the cross-section of the roadway reduces from four lanes to two lanes.

Safety

- Frequent observations were made of vehicles braking abruptly due to traffic ahead making right turns.
- Frequent observations were made of vehicles braking abruptly due to vehicle queuing at signalized intersections.

Planned Developments

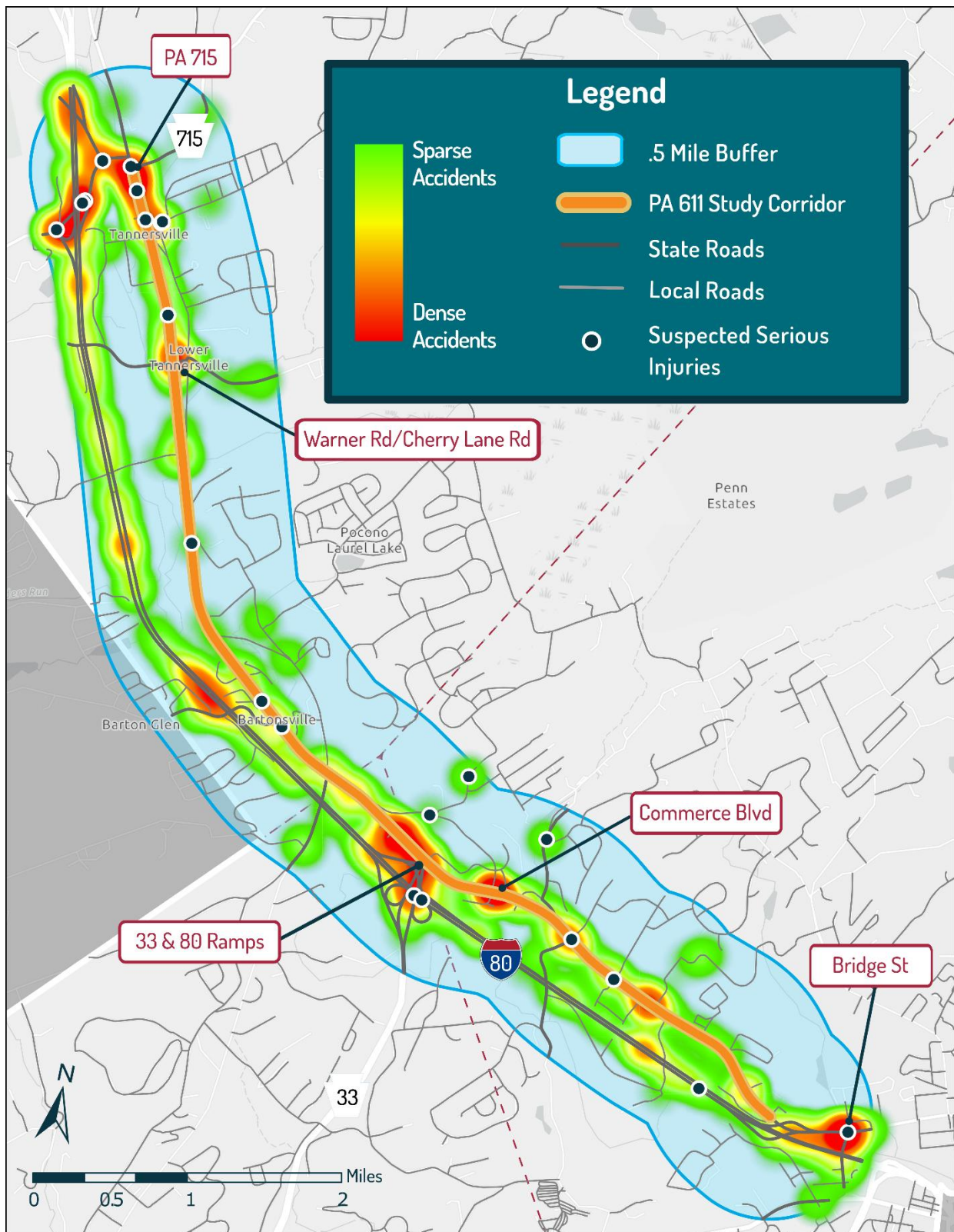
- The status of planned and approved development projects was confirmed during the field view.

Crash & Safety Analysis

A review of historic crash data covering reported crashes from January 2020 through December 2024 (a five-year period) revealed the following findings (Figure 21). Crashes are considered reported when law enforcement has documented the accident and an official report has been filed. Unreported crashes are not documented and are therefore unavailable data. Unreported crashes are usually minor collisions.

- **Number of Collisions** - A total of 309 crashes was reported during the five-year period, with 104 collisions at major intersections, including the seven study intersections and PA 715 and PA 33 intersections, and 57 crashes along the segments between major intersections.
- **Crash Types** - The top three collision types ranked as follows: 1) 44% Angle, 2) 35% Rear End, and 3) 8% Hit Fixed Object. The majority of Hit Fixed Object collisions occurred along the segments between intersections, while the Rear End and Angle collisions occurred at both the major intersections and along the segments.
- **Severity** - The majority (50%) of the crashes were Property Damage Only (PDO). Nearly a quarter (23%) of the crashes involved Suspected Minor Injury, while one collision reported involved a fatality.
- **Fatal Collision** - The single reported fatal collision occurred at the intersection of PA 611 & PA 715 and was a Head On crash that occurred during dry/clear conditions at night.

Figure 21: Reportable crashes within a .5-mile buffer of the study area, 2019-2023



Network Conditions

Congestion hot spot locations were identified based on Year 2025 RITIS and REPLICA segment data. Table 16 lists the corridor hot spot locations by intersection and direction of travel.

Table 16

TOP HOT SPOT LOCATIONS		
Rank	Location	Direction of Travel
1	PA 611 at PA 715	Northbound
2	PA 611 at PA 33	Southbound
3	PA 611 at Applegate Road/Terrace Drive	Southbound
4	PA 611 at Frantz Road/Commerce Boulevard	Northbound

Source: Review of RITIS Trend Map and REPLICA Segment Speed Data for 2025

A more detailed intersection traffic operations analysis was conducted using Synchro analysis software (version 12) for the AM Peak Hour, PM Peak Hour, and Saturday Peak Hour. Synchro inputs include traffic volumes, roadway geometry and configurations, and existing signal timings based on signal permit plans obtained from PennDOT's Traffic Signal Asset Management System (TSAMS). The primary measure of effectiveness is the level of service (LOS). 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). The LOS thresholds for each measure of effectiveness provided in the Highway Capacity Manual (HCM) 7th Edition are shown in Table 17. LOS is measured in terms of delay in seconds per vehicle (sec/veh) passing through the intersection for signalized intersections.

Table 18 summarizes the Existing Year 2025 overall intersection operations analysis results for the AM Peak Hour and PM Peak Hour at each of the study intersections. The overall intersection LOS results indicate that each of the study intersections operates well under the Existing Year 2025 peak conditions.

Table 17

HIGHWAY CAPACITY MANUAL LEVEL OF SERVICE THRESHOLDS		
Level of Service	Signalized Intersection Average Delay (seconds/vehicle)	Unsignalized Intersection Average Delay (seconds/vehicle)
LOS A	$x \leq 10$	$x \leq 10$
LOS B	$10 < x \leq 20$	$10 < x \leq 15$
LOS C	$20 < x \leq 35$	$15 < x \leq 25$
LOS D	$35 < x \leq 55$	$25 < x \leq 35$
LOS E	$55 < x \leq 80$	$35 < x \leq 50$
LOS F	$80 < x$	$50 < x$

Source: Transportation Research Board, Highway Capacity Manual, 7th Edition

Note: If $v/c > 1.0$, LOS = F

Table 18

EXISTING YEAR 2025 OVERALL INTERSECTION ANALYSIS RESULTS					
PA 611 Intersection		Existing Traffic Control	Overall Existing Year 2025 LOS (Delay)		
			AM Peak Hour	PM Peak Hour	Saturday Peak Hour
1	Warner Rd. (SR 4012)/Cherry Lane Rd. (SR 1001)	Signalized	A (10.0)	B (10.7)	B (10.7)
2	Stadden Road	Minor Street Stop Controlled	A (1.4)	A (1.6)	A (2.0)
3	Bartonsville Road/Rimrock Road	Signalized	B (13.5)	B (19.1)	B (15.3)
4	Crossroads II Shopping Center	Signalized	A (6.6)	B (10.4)	B (10.3)
5	Frantz Road/Commerce Boulevard	Signalized	C (20.4)	C (27.8)	C (23.6)
6	Shafers School House Road (SR 2005)	Signalized	A (7.8)	B (10.3)	A (8.1)
7	Pocono Commons Drive	Signalized	B (14.2)	E (59.0)	B (13.1)

Note: LOS = Level of Service; Delay shown in seconds per vehicle.

The results showing that each of the study intersections operates well overall are likely attributed to not every signalized intersection along the corridor being modeled in Synchro. Observations from the field indicated queues from adjacent intersections caused spillback and further queues developed at adjacent intersections. As only a select number of intersections were analyzed for operations, these observations are not captured or reflected in the Synchro operations analysis.

The minor street level of service was examined to gain a sense of how traffic that is not traveling through the corridor experiences delay. Table 19 summarizes the highest delay/worst LOS minor street approach results. As shown, two of the seven study intersections experience LOS E or LOS F on a minor street during at least one of the peak hours.

Table 19

EXISTING YEAR 2025 WORST MINOR STREET APPROACH ANALYSIS RESULTS					
PA 611 Intersection		Existing Traffic Control	Existing Year 2025 LOS (Delay)		
			AM Peak Hour	PM Peak Hour	Saturday Peak Hour
1	Warner Rd. (SR 4012)/Cherry Lane Rd. (SR 1001)	Signalized	WB: B (13.5)	WB: B (16.5)	WB: B (16.6)
2	Stadden Road	Minor Street Stop Controlled	WB: C (24.7)	WB: D (31.6)	WB: D (30.4)
3	Bartonsville Road/Rimrock Road	Signalized	NB: C (21.4)	NB: C (29.7)	NB: C (27.4)
4	Crossroads II Shopping Center	Signalized	NB: C (27.9)	NB: C (28.5)	NB: C (28.7)
5	Frantz Road/Commerce Boulevard	Signalized	SB: C (25.0)	WB: D (35.2)	SB: D (35.6)
6	Shafers School House Road (SR 2005)	Signalized	NB: B (15.5)	NB: B (19.0)	NB: C (21.2)
7	Pocono Commons Drive	Signalized	WB: B (17.2)	WB: F (85.9)	WB: B (14.7)

Note: LOS = Level of Service; Delay shown in seconds per vehicle

Future Growth

Traffic Growth

The PennDOT growth factor for August 2025 to July 2026 for Monroe County is 0.68 for Urban Non-Interstate facilities.

Future Land Uses

The County Comprehensive Plan makes it clear that commercial development should continue to be concentrated along the corridor and that the town centers of Stroudsburg, Tannersville, and Mt. Pocono should be densified before resorting to any sort of developmental sprawl. The HSPS Regional Comprehensive Plan 2022 (Appendix B) recommends that the current footprint of zoning for intensive use be maintained along the PA 611 corridor.

Planned Projects

Coordination was conducted with NEPA, Monroe County, and municipalities to determine what potential developments have been proposed and studied in the area. Table 20 provides a list of the planned and in some cases approved developments that would alter traffic volumes in the corridor in the near and long term. See Figure 22 for a map of planned development projects within the study area.



Table 20

PLANNED DEVELOPMENT PROJECTS		
Project Name	Location	Anticipated Opening Year
The Shoppes at Turtle Walk	Hamilton Township	2028
Edgemont Terrace Warehouses	Jackson Township	2028
Orange Paver	Stroud Township	2026
Westhill Villa	Pocono Township	2028
Hospital and Medical Office	Pocono Township	2026
Bartonsville Wawa	Pocono Township	2026
The Ridge	Pocono Township	2028
Cranberry Creek Apartments	Pocono Township	2028
Great Wolf Employee Housing	Pocono Township	TBD
Mariott Hotel	Pocono Township	2027
Brookdale Spa	Pocono Township	2027
Brookstead Apartments	Pocono Township	2027
TRAP Enterprise - Event Center	Pocono Township	2027
MCTA Expansion	Pocono Township	2026
Mtn Edge Village	Pocono Township	2027
Tannersville Point Apartments	Pocono Township	2028
Lot 1 Hotel + Retail	Pocono Township	2028
Core5 at Stroudsburg	Pocono Township	2027
Members 1st FCU	Pocono Township	2028
Suburban Realty L.P.	Stroud Township	2027
Plaza 611 Self Storage Center	Stroud Township	2026
AutoZone Store #5878	Stroud Township	2026
Leisure Lake Event Center & Restaurant	Pocono Township	2026
Alaska Pete's Restaurant	Pocono Township	2028
TL Realty Apartments	Pocono Township	2027
Pocohanne Apartments	Pocono Township	2027
Incline Village	Pocono Township	2028

Figure 22: Future Land Development



Source: NEPA MPO

Improvements

Planned Improvements

PennDOT's 12-Year Program (TYP) (Appendix C) is the State's official program for multimodal transportation improvement projects and their funding. The first four years of the TYP are known as the Statewide Transportation Improvement Program (STIP), which encapsulates all of the Transportation Improvement Programs (TIPs) that have been adopted regionally by MPOs and Rural Transportation Organizations (RPOs).

Local, state, and federal agencies collaborate to prioritize projects and develop their fiscal constraints every two years when the TIP (Appendix D) is updated. Each year, the MPO must also publish a list of projects that have obligated federal funds from the previous fiscal year, which is called the Annual List of Obligated Projects (Appendix E). See Table 21, Table 22, and Table 23.

Table 21

PENNDOT TYP (2025-2036) AND TIP (2025-2028) PROJECTS				
Title	Project ID	Improvement Type	Locations	Estimated Bid Year
PA 611 and SR 715 Improvements	74979	Safety improvement	I-80 Exit 298, SR 611, Scotrun and Exit 299, SR 715 Tannersville and Pocono Townships	2026
SR 715 over Pocono Creek	79163	Bridge replacement	Bridge carrying State Route 715 over Pocono Creek, Pocono Township, Monroe County	2024
SR 715/611 Intersection	79473	Safety Improvement	State Route 715/611 Intersection, Pocono Township, Monroe County	2024
I-80 Sec 17M Breakout #1 (Exit 303)	118999	Highway Reconstruction	Interstate 80 and PA 611, Stroud Township, Monroe County	2026
I-80 Reconstruction-Monroe	76357	Highway Reconstruction	I-80 west of Exit 303 (Ninth Street) in Stroud Township through Stroudsburg Borough to east of Exit 307	2032
I-80 Phase 2 Reconstruction (Bartonsville)	112351	Highway Reconstruction	I-80 mainline from west of SR 4012 (Warner Rd Bridge) to east of the SR 33 interchange Pocono, Hamilton, and Stroud Townships, Monroe County. Includes PA 611/ PA 33 intersection.	2030
NEPA Bridge Preservation & Repair 7	109826	Bridge Restoration	Various bridges in Carbon, Monroe, and Schuylkill Counties	2024
NEPA Br Preserv & Repair 8	113494	Bridge Restoration	Various bridges in Carbon, Monroe, and Schuylkill Counties	2027
SR 611 Learn Road (T-537)	118403	Pedestrian safety improvements	Along State Route 611 from the intersection of Learn Road/Old Mill Road to Township Drive in Pocono Township, Monroe County	2026

Table 22

NEPA MPO Annual List of Obligated Projects 2024				
Title	Project ID	Improvement Type	Locations	Estimated Bid Year
PA 611/715 Improvements	79473	Safety improvement	I-80 Exit 298, SR 611, Scotrun and Exit 299, SR 715 Tannersville and Pocono Townships	2026

Table 23

Regional Operations Plan – Eastern RTMC Region 2020			
Title	Project Number	Stakeholders	Description
I-80 (Monroe) ITS	FA.35	PennDOT 5-0, NEPA MPO, Martz, Monroe County Transit Authority	Integrated corridor management of I-80 and parallel corridors (PA 611)

Passenger Rail Improvements

Tangential to the corridor study is the anticipated restoration of passenger rail service within the region. In 2023, the Biden Administration approved \$8.2 billion in grants for conventional and high-speed rail projects nationwide. One of these projects will connect Scranton to New York City, with an intermediate stop in Mt. Pocono. While an official scope, project schedule, and cost estimate has not been completed, a grant has awarded PennDOT up to \$500,000 for the project. This corridor would facilitate three roundtrips daily. While most of the alignment needed already exists, abandoned track, such as the Lackawanna Cutoff, will have to be rebuilt to establish the corridor. The Scranton to New York City corridor is one of just five corridors nationwide to reach this milestone. A Service Development Plan (SDP) is now needed to perform service operations analysis, environmental reviews, and additional transportation planning work. A completed SDP is anticipated by 2028 and will lay the groundwork for future funding and decision-making. The service has tremendous planning implications for the future of the PA 611 corridor.

5. 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, when 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/Phyllis Court/Pipher Lane.

The following lists contain the main concerns of the stakeholder groups and are grouped by topic.

Problematic Intersections

- PA 611/Bridge Street
- PA 611/Bartonsville Avenue/Rim Rock Road
 - Daily, seasonal, and event congestion on Bartonsville Avenue.
 - Pedestrian accidents at intersection of Rim Rock Road & PA 611.
 - Suggestions to widen right turn from PA 611 onto Rim Rock Road South Bound.
- Shafer's Schoolhouse Road/Phyllis Court/Pipher Lane/PA 611
 - Accident-prone area.
 - Suggestions to remove Pipher Lane.
 - Suggestions to align Phyllis Court with Shafer's Schoolhouse Road and make intersection with traffic signals.
- Old Mill Road/Pigeon Way/Learn Road/PA 611
 - It is very confusing to navigate.
 - Side streets get backed up with additional traffic.
 - Difficult for drivers on side streets to merge onto PA 611, drivers have resorted to using the PNC bank parking lot to get access to the corridor.

- Golden Slipper Road/PA 611
 - No traffic signal at intersection.
 - Drivers from Golden Slipper Road have been hit trying to cross PA 611.
 - Head-on collisions caused by drivers on PA 611 North Bound turning left onto Golden Slipper Road.

Road Conditions

- Street lines and other pavement markings are frequently repainted to keep traffic in the proper lanes and is a large safety concern.
- Signage along the corridor is as good as it can be, but requests were raised for upgraded signage for medical parks and hospitals. It is not always clear what signage is for which facility, since there are several in the area.

Traffic Operations

- Days with worst congestion: Monday - Friday.
 - 1:00 PM – Bartonsville Avenue and Rim Rock Road; Monroe Career & Technical Institute (MCTI) pick-up for all local School Districts.
 - 2:30 PM – Cherry Lane Road backs up due to school buses from high school dismissals.
 - 4:00 PM – Elementary school dismissals.
- Seasonal/event congestion at Bartonsville Road causes delays on PA 611.
- Congestion along PA 611 has become so severe that drivers are using the center turning lane to pass vehicles and school buses, a major safety concern.
- Sullivan Trail (toward the corridor's northern terminus) gets backed up and prompts people to park vehicles along the roadway and walk to their destination. The roadway is not fit to accommodate pedestrians, so this is a major safety concern (Pocono Premium Outlets).

Transit/Pedestrian

- The system itself is not reliable enough for residents to use for daily mobility.
- Bus stops along the route are unsheltered and challenging to access.
- Pedestrian infrastructure lacks necessary sidewalks and pathways to connect to bus stops.
- Stakeholders say they have never witnessed cyclists on the roadway, which they attribute to the dangerous conditions and lack of adequate accommodation.

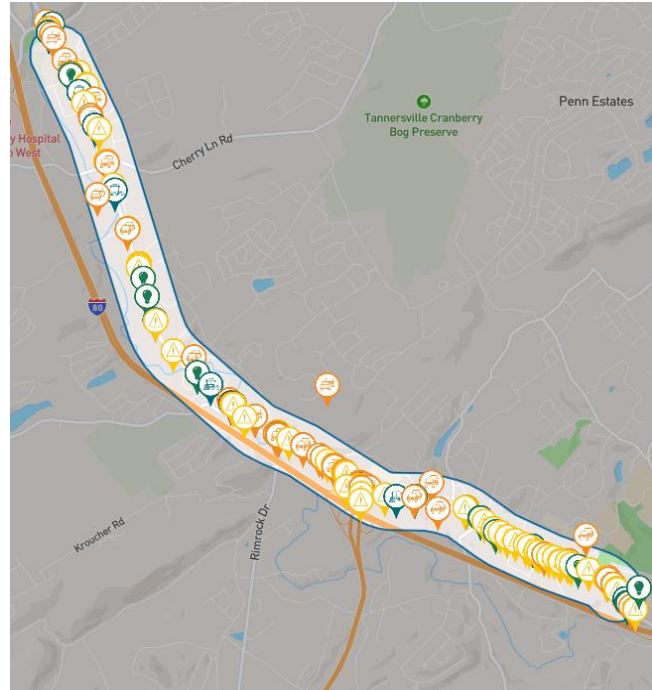
Priority Areas of Concern and Suggested Actions

- School buses heavily rely on PA 611 as the most efficient route to transport students, but congestion is forcing buses to re-route to avoid delays.
- Congestion Alleviation
 - Coordination of traffic signals along the corridor.
 - Widen PA 611 to four lanes.
 - Widen from the PA 33/PA 611 interchange to Bartonville Ave.
- Vehicle Safety Concerns
 - Golden Slipper Road & PA 611.
 - Bartonville Avenue & Rim Rock Road.
- Pedestrian Safety Concerns
 - Sidewalk installation on PA 611 near Bartonville Avenue and PA 33 for pedestrians shopping at Giant.
- Implement “smart” traffic signals along the entire study corridor.
- Consider widening the corridor to 3-4 lanes and eliminating the center turn lane.
- Add a traffic signal at the intersection of Golden Slipper Road and PA 611 to improve safety of vehicles turning left onto PA 611 from Golden Slipper Road.
- Align the intersection of Schaffer’s Schoolhouse Road and Phylis Court.
- Implement better signage that distinguishes between the various medical facilities along the route.

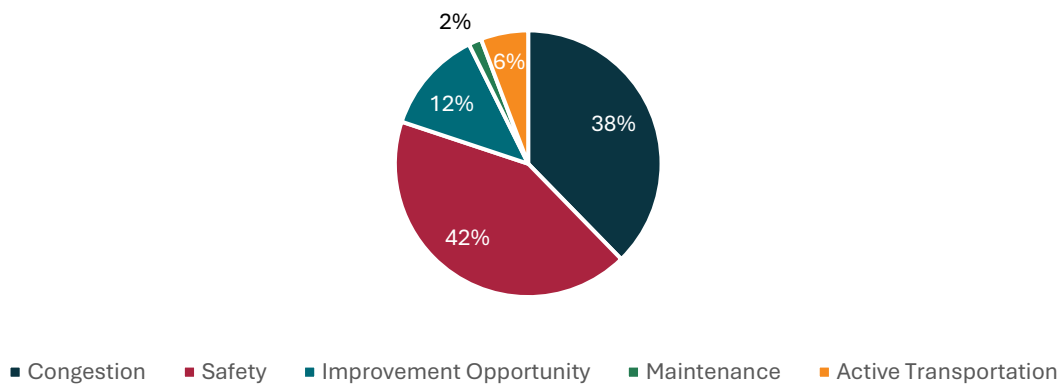
Public Survey Results

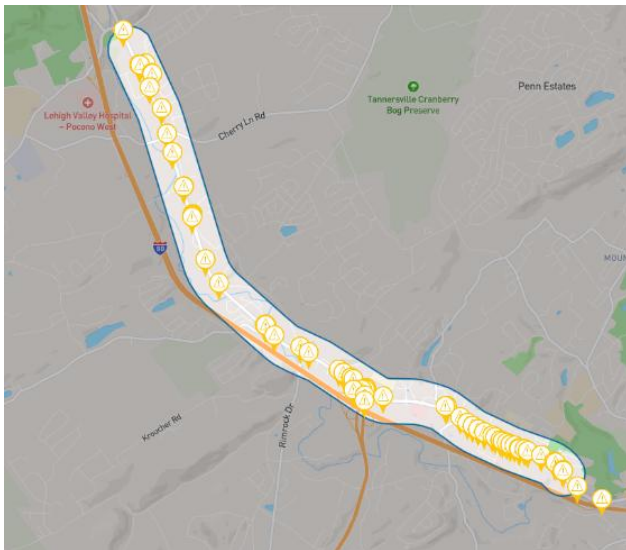
The project team used the public survey platform "Wikimapping," which allowed the public to map their comments and concerns by dropping virtual pins on an interactive web-map. Participants had the option to categorize their pins by the following categories: Safety, Congestion, Maintenance, Active Transportation, or Improvement Opportunities. The public was also able to support existing feedback by giving a "thumbs up" to comments they agreed with, resulting in a total of 121 community endorsements that helped to highlight shared concerns and priorities.

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.



Comment Category Breakdown





Safety

"Safety" was the most common concern among survey takers, accounting for 42 percent of the total pins dropped. The most frequent comments regarding safety included aggressive driving, speeding, confusing lane markings and unsafe merging, poor visibility, and difficulty making left turns safely on or off PA 611. Survey participants generally noted the following concerns:

Summary of Concerns:

- PA 611/Old Mill Road (3 pins)
 - It is difficult to make a left turn onto PA 611 from Old Mill Road, especially when traffic is heavy. Aggressive driving and speeding make it even more difficult to make the turn safely, especially for out-of-state drivers who are confused by the intersection.
- PA 611/Learn Road (2 pins)
 - There is poor visibility when trying to turn, especially left, off Learn Road onto PA 611.
- PA 611/Serfas Drive/Beehler Road (4 pins)
 - This intersection is dangerous because of poor visibility and aggressive driving. It was reported that drivers often do not stop at the stop sign at the end of Beehler Road before proceeding onto Serfas Drive, which makes turning onto Serfas Drive from PA 611 a safety hazard. Poor visibility and improper use and speeding in the center turn lane also makes it unsafe to turn onto PA 611 from Serfas Drive or Beehler Road.
- PA 611/Golden Slipper Road (5 pins)
 - This intersection was reported as confusing due to poorly marked roads and signs, confusing lane markings, and poor visibility. Golden Slipper Road features a traffic control island that separates the traffic turning left and right on PA 611, but neither side has a stop line. This creates a safety hazard for motorists trying to turn left onto PA 611 from Golden Slipper Road. Motorists also attempt to turn left onto PA 611 from the wrong side of the traffic control island. Survey respondents indicated that unreported accidents and crashes have occurred here.

- Road segment between PA 611/Bartonsville Avenue/Rimrock Drive and PA 611/PA 33/I-80 (5 pins)
 - Aggressive driving and speeding along the corridor make it dangerous for motorists to pull out of parking lots, such as from the Giant shopping center. Motorists ignore "No Entry" signs and turn left off of PA 611 into parking lots and shopping centers, causing accidents.
- PA 611/PA 33/I-80 (6 pins)
 - Lane markings and merge points are confusing here, especially for out-of-state drivers.
- Road segment between PA 611/Applegate Road/Terrace Drive and PA 611/Mountain View Drive (13 pins)
 - There are many pins concerned with cross traffic safety along this stretch of road and requests for "Right Turn Only" lanes.

Safety Comments:

“The center turning lane is frequently used as a “bypass” lane.... essentially, if someone has to make a left-hand turn (even if it's 1/3 of a mile away), they'll jump in the turning lane and use it to pass traffic they should have waited in line behind. This causes danger with other vehicles entering 611 from other driveways.”

“The angle of this intersection makes it difficult to see over your shoulder when exiting Bartonsville Ave., regardless of the intended direction heading on 611.”

Location: PA 611 / Bartonsville Ave / Rimrock Dr

“The traffic lights on 611 South do not match up. There are two turning lanes and one straight lane. Often, vehicles in the turning lane will go straight as well.”

Location: PA 611 / Pocono

“The biggest problem is that drivers do NOT use signals. Adding a left turn lane on both Bartonsville Ave and Rimrock would help. Traffic circles are a nightmare and simply add to confusion and frustration in heavy traffic.”

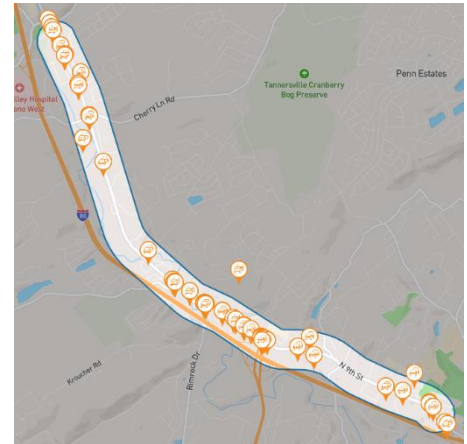
Location: PA 611 / Bartonsville Ave / Rimrock Dr

Congestion

Nearly 38 percent of pins dropped were categorized as congestion concerns. The most mentioned congestion hazards were intersection alignment and poor traffic signal coordination.

Summary of Concerns:

- PA 611/PA 715 (4 pins)
 - Weekend traffic backs up at this intersection, given its proximity to the outlets and other attractions.
- PA 611/Old Mill Road (4 pins)
 - Survey takers note poor signal coordination at this intersection and lack of alignment between Old Mill Road, Learn Road, and Pigeon Way on the other side of PA 611 as causes of congestion in the area.
- PA 611/Golden Slipper Road (3 pins)
 - It is difficult to turn left onto PA 611 from Golden Slipper due to heavy traffic. Some members of the public asked for a traffic light here, both for vehicles turning left onto Golden Slipper Road and for vehicles turning onto PA 611 from Golden Slipper Road. One comment expressed concern that adding a light on PA 611 at this intersection will make congestion along the route worse.
- PA 611/Bartonsville Avenue/Rimrock Drive (11 pins)
 - The current synchronization of the traffic lights here is not sufficient, as traffic backs up significantly north and southbound. Some survey takers suggested adding "Right Turn Only" lanes on both sides of PA 611 to alleviate congestion.
- Road segment from PA 611/Frantz Road/Turtle Walk Lane to Exxon Mobile Gas Station (8 pins)
 - When PA 611 narrows down to two northbound lanes, it significantly backs up traffic, and the signage does not adequately prepare drivers for the merge. Seasonal congestion was also noted, making it difficult to enter PA 611 from parking lots.
- PA 611/PA 33/I-80 (14 pins)
 - This intersection is a major cause of congestion. The merge points are confusing, especially to out-of-state drivers; the lanes are not aligned with the traffic signals, and the intersections are not properly aligned. Additionally, the intersection becomes gridlocked when an accident occurs on I-80.



- PA 611/Skinner Hill Rd (3 pins)
 - Traffic backs up on both sides of PA 611, making it extremely difficult to turn onto the route from Skinner Hill Road. One comment noted that this is a safety hazard for those that line up on Skinner Hill Road in case of an emergency. People also attempt to use Skinner Hill Road as a turn around when PA 611 is backed up.

Congestion Comments:

"It takes 45 minutes on weekends to get from the 33/80/611 interchange to Bartonsville Rd. There are no other ways around this corridor as it is the one way in and out of Bartonsville."

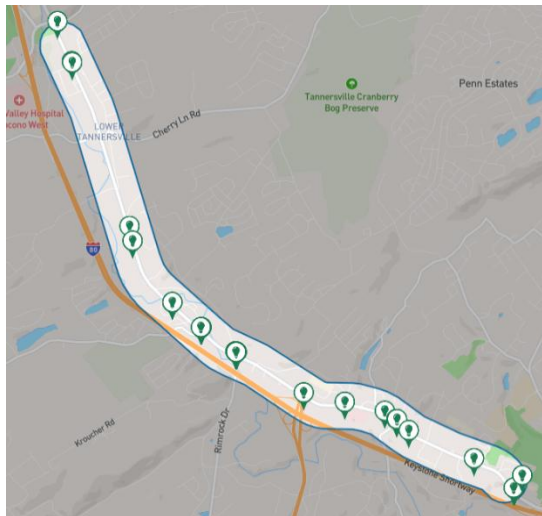
"Lights are not synchronized. Makes traffic back up significantly as soon as the light turns red."

Location: PA 611 / Bartonsville Ave / Rimrock Dr

"Weekend Summer traffic on 611 northbound often backs up from Rimrock all the way back to Smuggler's Cove. PLEASE stop allowing such large projects along this main artery of travel from Bartonsville all the way to Mount Pocono. It's too congested already!!!"

"Goes from a four-lane to a two-lane road. Significantly backs up traffic."

Location: PA 611 / Turtle Walk Ln / Frantz Rd



Improvement Opportunities

While many of the 24 submitted improvement opportunities were unique, some common themes emerged. Several pins suggested the need for a consistent four-lane roadway configuration throughout the corridor. Other comments pertained to eliminating the center-turn lane, improving intersection alignment, and implementing better active transportation infrastructure, such as sidewalks and transit systems.

Summary of Concerns:

- PA 611/Bartonsville Avenue/Rimrock Drive (4 pins)
 - Survey takers suggested adding "Right Turn Only" lanes, a green left turn arrow for drivers turning left onto PA 611 from Bartonsville Avenue and replacing the intersection with a traffic circle.
- Phylis Court/Pipher Lane and PA 611/Pipher Lane/Schaffer School House Road (3 pins)
 - The current alignment of this intersection is confusing and dangerous. Pipher Lane should be eliminated and Phylis Court should be aligned with Schaffer School House Road.
- PA 611/Radio Drive (3 pins)
 - Ideas in this area pertain to neighborhoods, like on Skinner Hill Drive, that only have one point of ingress/egress onto PA 611. This is a congested area, which locals expect to worsen with the new interchange associated with the I-80 expansion project - one opportunity to alleviate that would be to create a connection between Skinner Hill Road and the Shoppes at Stroud shopping center, which would divert traffic from PA 611.

Improvement Opportunity Comments:

“Suggestion - expand the northbound lane to 2 lanes all the way from the Highway 33 exit to Bartonsville Road to prevent the 2 - 1 lane merge at the used car lot.”

“Create a 4-way signalized intersection... vacate Pigeon Way and make it a pedestrian space. connect the new signalized intersection directly to the nearby intersection of Fish Hill Rd & Learn Rd.”

Location: PA 611 / Old Mill Rd

“A red light should be added here and/or additional signage. The new intersection is confusing to out-of-state drivers. There have been several accidents here due to northbound drivers pulling in front of southbound drivers.”

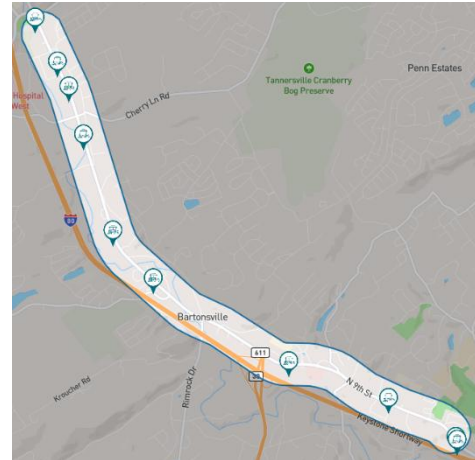
Location: PA 611 / Golden Slipper Road

“Think about implementing roundabouts and medians as opposed to center left-hand turn lanes.”

Active Transportation

Eleven active transportation pins were dropped in an even spread along the corridor. The comments received had a heavy focus on cross traffic safety and inadequate active infrastructure and transit service. Some survey takers expressed that a more robust active transportation system would alleviate much of the congestion along PA 611 and could serve as an alternative to widening the corridor to four lanes where relevant. Active transportation pins were

dropped in an even spread along the corridor. The comments received had a heavy focus on cross traffic safety and inadequate active infrastructure and transit service. Some survey takers expressed that the belief that a more robust active transportation system would alleviate much of the congestion along PA 611 and could serve as an alternative to widening the corridor to four-lanes where relevant. Survey takers want to see more sidewalks and pedestrian crossings, especially around shopping centers, to safely reach bus stops and amenities.



Active Transportation Comments:

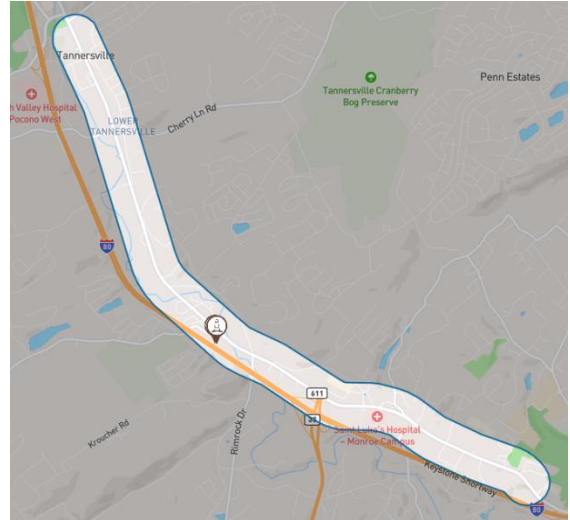
“Sidewalks should be available on both sides of PA 611 between Cherry Lane and TLC Park. Bus stop shelters and pads can be placed along with sidewalks.”

Location: PA 611 / Warner Rd / Cherry Lane Rd

“Any redevelopment along 9th Street should include improved bicycle lanes/access, at least to ShopRite.”

Maintenance

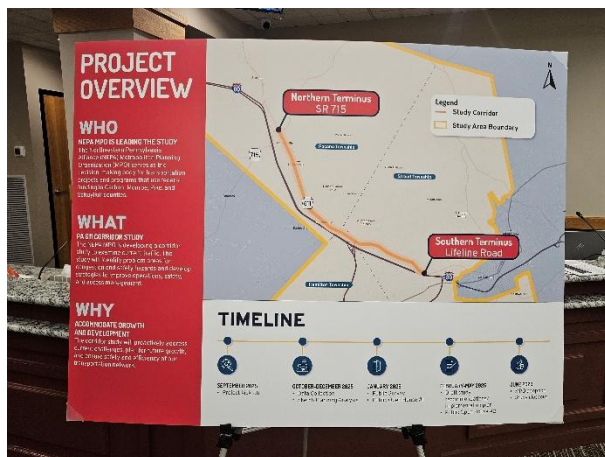
There were three maintenance pins dropped: two at the intersection of PA 611/Golden Slipper Road and one north of the study area terminus. One pin at the Golden Slipper Road intersection checked the box for "winter maintenance needed," and the other noted that the guard rail on PA 611 southbound is too high and that it is difficult to see the traffic coming southbound on PA 611 from Golden Slipper Road.



Public Open Houses

Public Open House #1

The project team officially introduced the corridor study to the public on Wednesday, January 21st, 2026 at the Pocono Township Municipal Building. The open house was held from 5:30-7:30 PM to maximize public attendance. 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 stationed each of the posterboards and the digital public survey tool on a computer following a short presentation. Just under 50 members of the public and several public officials attended the event.





Public Open House #2

The second PA 611 Corridor Study public meeting was held on Wednesday, May 6th, 2026 where community members identified several transportation, safety, and accessibility concerns along the corridor. Participants noted that the "No Right on Red" restriction at the signalized intersection of Brookdale Road and Route 611 contributes to congestion. Additionally, attendees expressed concerns regarding the Frantz Hill Road/Brookdale Road intersection, where Google Maps directs drivers to make a left turn onto Route 611 at an angle that participants described as unsafe. Residents suggested considering a "No Left Turn" restriction at this location.

Attendees also emphasized the importance of coordinating future roadway improvements with planned water and sewer infrastructure projects to reduce construction-related disruptions. Public comments highlighted the necessity of incorporating Public Right-of-Way Accessibility Guidelines (PROWAG), including wider shoulders, improved sidewalks, and enhanced sidewalk connectivity throughout the corridor. Furthermore, participants encouraged the study team and local municipalities to seek grant funding opportunities for transit amenities such as bus shelters.



6. 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.

