



**Lardner/Klein Landscape Architects, P.C.**

**Memorandum:**

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To: PA Delaware River Valley Scenic Byway  
From: Jim Klein  
Date: 13 October 2010  
Subject: (Advisory Committee Meeting #3 – Meeting Notes)

**Attendees:** Jackie Koons-Felion, Mahendra Patel, Judith Henckel, Howard Klein, Regina Marinelli, Patrick Rissmiller, Jerry Brunetti, Sandra Newman, John Mauser, Victor Rodite

Jim Klein, Elizabeth Watson

The third meeting of the Pennsylvania Delaware River Scenic Byway Advisory Committee was held on October 7, 2010 at the Welcome Center in Lower Mt. Bethel Township.

The purpose of the meeting was to discuss the transportation and enhancement strategies for the byway. Jim Klein presented information regarding the highway safety analysis (prepared by subconsultant team member Daniel Consultants, Inc.) and a set of eight strategies that could be utilized to address the major challenges facing the byway with regard to transportation and enhancements. The presentation and notes are found on the web site ([http://www.lardnerklein.com/DRVSB\\_ac3\\_100710.htm](http://www.lardnerklein.com/DRVSB_ac3_100710.htm))

Handouts were provided on the project website in advance of the meeting and distributed at the meeting as well with a draft map identifying existing traffic conditions and potential opportunities for enhancements. The following comments and suggestions were provided.

1. Need to get traffic volumes for River Road, Front Street and Little Creek Road (Township)
2. PCTI Grants (<http://www.smart-transportation.com/pcti.html>) is part of the governor's smart transportation initiative that are very appropriate to the particular scenario in Martins Creek (comes out of the governor's office so future is in doubt, but there may be some form of these continuing with the next administration) but is worth following as the grant program is popular.
3. Utility companies – need more coordination to help preserve tree canopy as that serves as an important traffic calming technique (the “tree tunnel effect”)
4. Additional Ideas
  - The Martins Creek traffic light causes speeding, especially when vehicles come down Front Street and see a green light then accelerate to beat the light. The light is a good thing and should remain, but this problem needs to be addressed. *Jim Klein mentioned that there are speed activated stop lights – here is a link to a commercial product (not endorsed) but to give you an idea of how they work ([http://www.alibaba.com/product-free/244290719/VEHICLE\\_SPEED\\_ACTIVATED\\_TRAFFIC\\_LIGHTS.html](http://www.alibaba.com/product-free/244290719/VEHICLE_SPEED_ACTIVATED_TRAFFIC_LIGHTS.html))*
  - Pedestrian crosswalks are needed in town, especially in the village. A proposal was rejected by PennDOT because there were no sidewalks leading up to it. The

- suggestion was made to resubmit as part of a more comprehensive traffic calming plan for Martins Creek Village that incorporates pedestrian trails and sidewalks.
- The township considered purchasing a speed activated warning sign (portable) that could be moved around. Pat Rismiller has identified one that can be purchased in the range of \$5,000 dollars (more for solar). *Note: the document on low cost traffic calming techniques identified this as the most effective – a link to that document can now be found on the web page.*
  - planter boxes – could help in town create more of a village like atmosphere
  - entry signs – to the village of Martins Creek and Riverton – should be included as part of traffic calming plan (consider the locations of existing banners as the entry points to Martins Creek)
  - crosswalks could be textured concrete or imprinted asphalt (wears poorly with heavy traffic) such as in East Stroudsburg and Stroudsburg
5. Overall village traffic calming should be a unified design from all directions including Front Street and Main Street
6. Jim Klein requested suggestions on traffic calming approach to Route 611 heading south based on the information on the various tools available from the slide show. Suggestions included:
- shoulder treatment approaching town – different tint to asphalt (consistent on all four approaches)
  - the bridge should have sidewalks when and if it is replaced
  - the bridges parapet walls should be similar to character now (not a Jersey Barrier)
  - improve sight distances at Little Creek Road and at Aherns - if the bridge replacement requires some blasting or realignment the sight distances could be coupled with splitter islands and sidewalks/pathways. The side streets could also have smaller splitter islands to give some protection for crosswalks and the car that is trying to make the turn on to Route 611. The Little Creek Road intersection could also be called out in a unique way (such as paint or pavers) so it feels more like part of the village.
  - The painted chevrons don't seem appropriate in a rural village such as Martins Creek. Also a concern about noise for warning strips (those should be placed in non-residential areas in advance of the entry features)
  - A four-way stop sign was also suggested to replace the light to solve the light running problem
  - An "identity" plan should be created for the long term that helps tie together all the various elements (pedestrian safety, traffic calming, entry features, planter boxes, crosswalks/pavers, etc.)
7. Elizabeth Watson posed the question as to the possibility that if the bridge over Little Creek were replaced, then that may cause some significant alteration to the core of the village. Would this not be an opportunity for the businesses and property owners to get together and come up with a plan for redevelopment that would result, over time in more of a village like character. The scale could be similar, but redevelopment would be done in a pattern that would result in a more cohesive village. This could be a traffic calming strategy in and of itself as it could establish more of a pedestrian precinct for the area.

Although a longer-term idea, there was some interest in looking into this idea in more detail. The CMP should have some basic principles that could be utilized as

a starting point for any discussions should the bridge be replaced or should the Township be required to provide community water or sewer systems for Martins Creek.

Follow up –

1. The presentation has been posted to the web site. Advisory Committee members are urged to look at the presentation again and identify any priorities for future transportation or enhancement projects or plans for early actions (note that the scenic byway program grants are due in February, typically). Please email those comments to either Sandra or Jim
2. Jim Klein will draft a letter regarding 611 Bridge in the northern part of the Township for supervisors to review, and if appropriate to send to the District Executive