

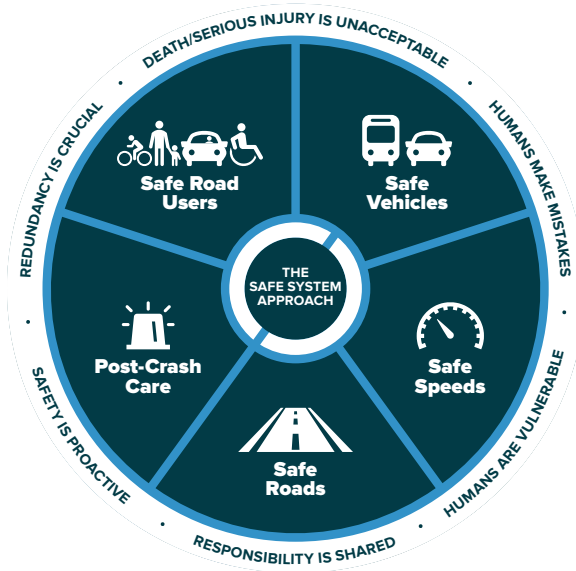


PURPOSE

The Shamokin Safety Action Plan's purpose is to reduce and eliminate fatal and serious injury crashes in Shamokin. Because of transportation safety concerns in the community, Shamokin received a Safe Streets and Roads for All (SS4A) grant from the United States Department of Transportation (USDOT) to prepare this safety action plan. Making Shamokin's streets safer is also expected to spur economic development.

APPROACH

The Shamokin Safety Action Plan follows the Safe System Approach, the U.S. Department of Transportation's framework for road safety. Everyone makes mistakes while traveling, but no one should have to pay for their mistake with their life. The Safe System Approach aims to eliminate traffic fatalities and serious injuries by addressing all aspects of the transportation system: safer roads through physical changes to the street, safer road users and safer speeds through education and enforcement, safer vehicles through innovations in the automotive industry, and improved post-crash care. Creating a safer transportation system requires all of these elements.



PROJECT GOAL

Create safe, accessible streets for all people — walking, driving, biking — to encourage economic vitality in Shamokin.

OBJECTIVES



MINIMIZE CONFLICTS



ENHANCE PEDESTRIAN AND BICYCLE SAFETY



ENHANCE VEHICULAR CIRCULATION



IMPROVE WAYFINDING

PROJECT TIMELINE

JULY - OCTOBER 2024

INFORMATION GATHERING

DATA
COLLECTION &
ANALYSIS



EXISTING
CONDITIONS



PUBLIC
ENGAGEMENT



OCTOBER 2024 - FEBRUARY 2025

SOLUTION DEVELOPMENT

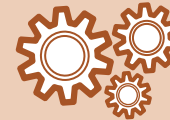
AREAS OF NEED



PRIORITIZATION



ACTIONS &
STRATEGIES



JANUARY - MAY 2025

REFINEMENT

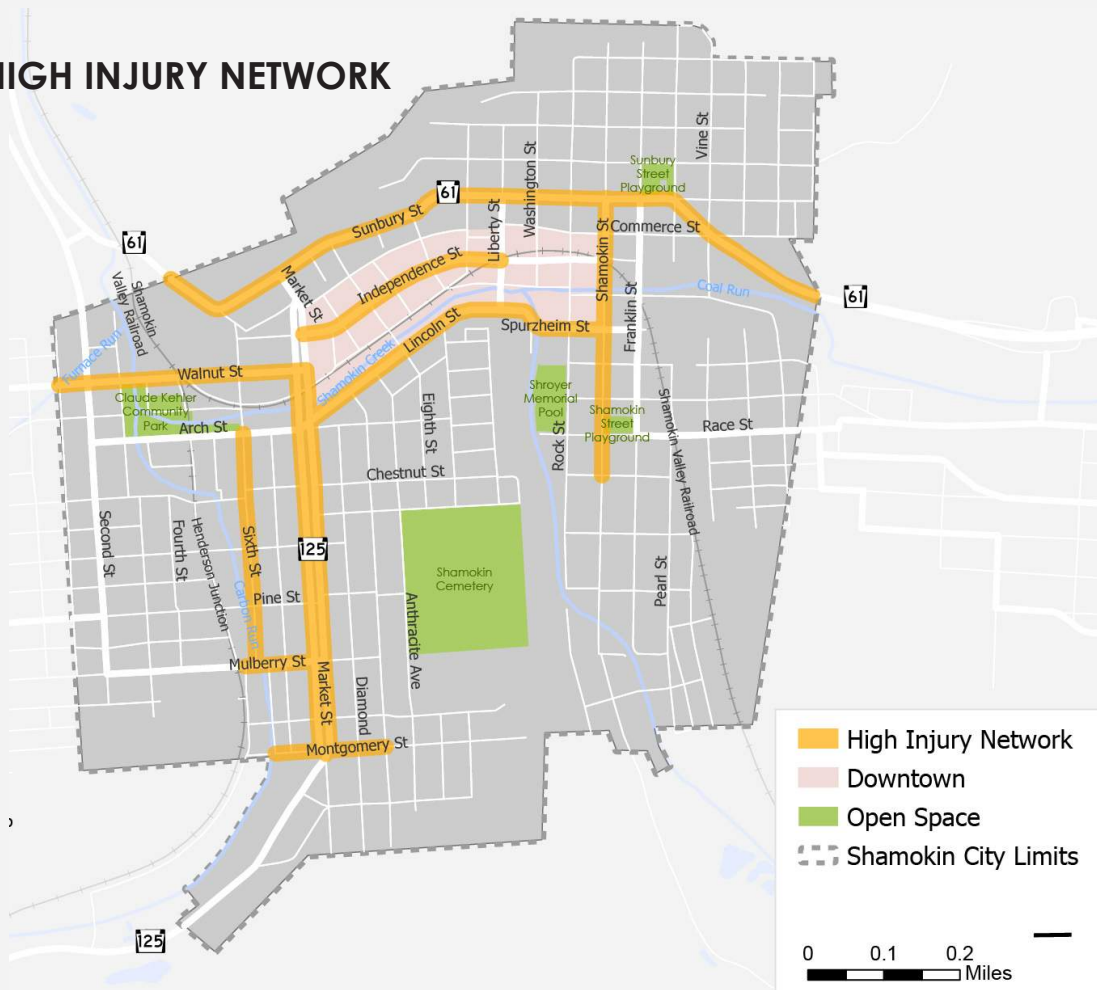
PUBLIC
ENGAGEMENT



FINAL PLAN



HIGH INJURY NETWORK



AREAS OF CONCERN

The high injury network to the left shows key corridors in Shamokin where crashes involving fatalities and/or injuries have taken place most often over the past several years. These corridors include:

- PA 61
- Independence Street
- Lincoln Street / Spurzheim Street
- Shamokin Street
- Walnut Street
- 6th Street
- Mulberry Street
- Market Street
- Montgomery Street

Within these corridors, four main problem types became apparent.

Intersection Design

Many intersections lack clear sightlines, pavement markings, and traffic control measures. Additionally, some intersections don't meet at right angles, causing confusion, and there is a general need for better lighting.

Vehicular Circulation

Narrow streets, on-street parking configurations, and speeding contribute to safety issues.

Wayfinding

A lack of legible street signage and clear ATV signage make it harder for people to get around.

Multimodal Facilities

Missing and poorly maintained sidewalks, conflicts between different vehicle types, and a lack of accessible facilities pose issues for multi-modal users in Shamokin.

SAFETY COUNTERMEASURE TOOLBOX

The safety countermeasure toolbox includes **corridor** and **intersection** safety strategies that Shamokin can implement within problem areas to improve access.

Corridor Safety



Speed humps / speed cushions



Enhanced delineation for curves



Back-in angle parking



Sidewalk improvements



Refresh pavement markings



Lighting



Signage



Speed feedback signs

Intersection Safety



Curb extensions



Pedestrian refuge islands



Raised crosswalk



Paint & post curb extensions



Daylighting / clear corners



Crosswalk visibility enhancements

CITY-WIDE RECOMMENDATIONS

As well as identifying specific corridors for improvements, a number of considerations for the entire city circulation network were also identified. These improvements can be separated into three groups: **systemic improvements, multimodal improvements, and non-infrastructure solutions.**



Systemic Improvements

The following improvements apply to a majority of Shamokin's streets and a comprehensive approach to implementation would be beneficial.

- Pavement markings
- Street signs and ATV wayfinding signs
- Lighting
- Speed humps / traffic calming measures
- Intersection daylighting
- High visibility crosswalks
- Leading pedestrian intervals
- Sidewalk infrastructure

Because of cost constraints, implementation of these interventions should be targeted to priority intersections. These priority intersections are determined by the scoring process in the implementation section of the plan.



Multimodal Improvements

The following improvements increase access and safety for those travelling on foot, bicycle, scooter, or other non-automobile modes.

- Creating a bicycle network
 - Implement bicycle boulevards on streets like Shamokin Street, with sharrows symbols and improved wayfinding signage
 - Dedicated bicycle lanes on Market Street and intersection improvements
- Wayfinding and street signage
 - Ensure all named streets have applicable street name signs
 - Emphasize historic placemaker signage
 - Implement signage for ATV routes
- Sidewalk upgrades
 - Repair existing sidewalks and implement sidewalks where gaps exist



Non-Infrastructure Solutions

Implementation of the following improvements require public policy changes and public participation.

- Education
 - Expanded roadway safety education for children
 - Vulnerable road user education
- Enforcement
 - Progressive ticketing
 - Speed enforcement in school zones
 - High visibility saturation patrols
- Policy
 - Driver education programming for ATV riders
 - Formalized complete streets policy
 - Enhanced street maintenance operations

TARGETED INTERVENTIONS



PA 61 / Sunbury St.



Lincoln St. / Spurzheim St.



Independence St.

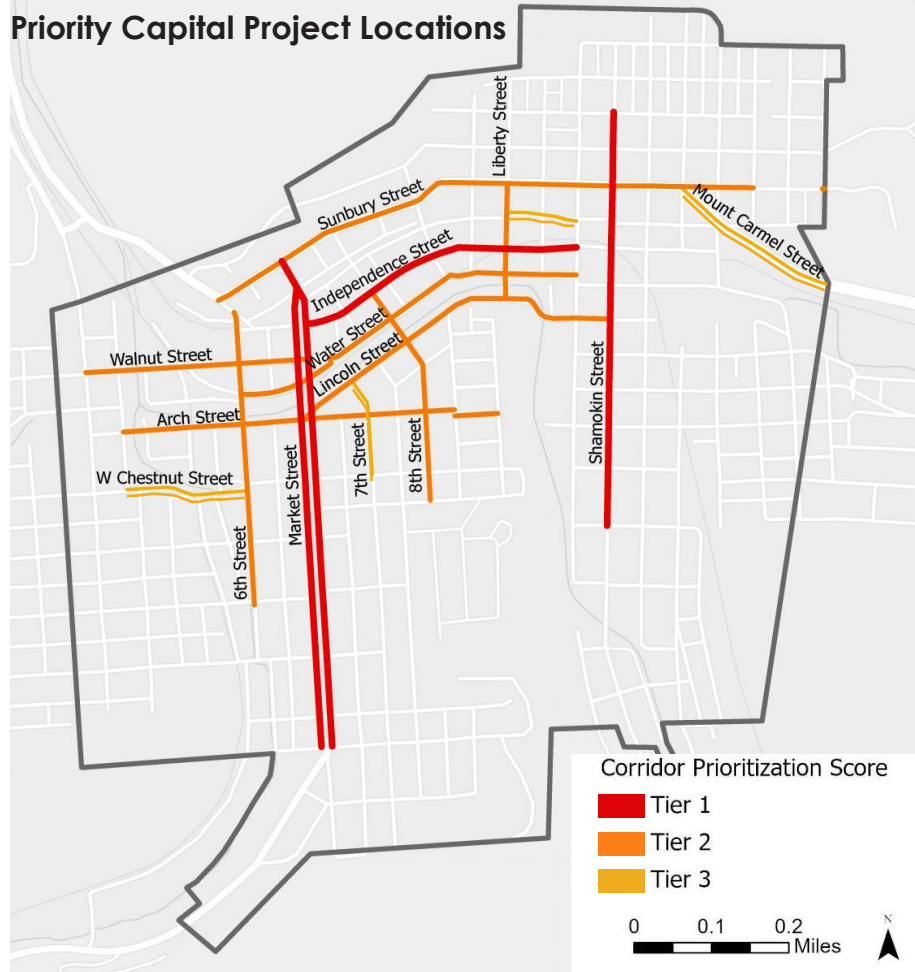
Currently in ongoing design

Market St.



IMPLEMENTATION

Priority Capital Project Locations



Tier 1 Projects

1. Independence Street Corridor

General improvements



2. Market Street Corridor

Curb and median extensions, bike lanes, high visibility crosswalks, sidewalk improvements



3. Shamokin Street Intersections

Daylighting, high visibility crosswalks, sidewalk improvements



4. Water Street Intersections

High visibility crosswalks, daylighting



5. Lincoln Street Corridor

Curb extensions, daylighting, high visibility crosswalks, refresh pavement markings.



6. Sunbury Street Intersections

High visibility crosswalks, daylighting



7. 6th Street Intersections

High visibility crosswalks, daylighting



8. Liberty Street Intersections

High visibility crosswalks, daylighting



Tier 2 Projects

9. Walnut Street Intersections

High visibility crosswalks, daylighting



10. 8th Street Intersections

High visibility crosswalks, daylighting



11. Arch Street Intersections

High visibility crosswalks



12. Commerce Street Intersections

High visibility crosswalks



13. W Chestnut Street Intersections

High visibility crosswalks



Tier 3 Projects

14. 7th Street Intersections

High visibility crosswalks



15. Mount Carmel Street Intersections

High visibility crosswalks, guardrails along corridor



Prioritization Criteria

A system to help determine the priority of each project was developed based on the project goals and community feedback. The criteria and considerations are outlined below.

Safety

(20 points)

Does the project location fall on the High Injury Network or intersect it in some way?

Public Feedback

(20 points)

Was the project location mentioned during public engagement meetings?

Access to key destinations

(20 points)

Is the project location within 500ft of community destinations?

Multimodal considerations

(20 points)

Is the project missing a sidewalk on one or both sides of the street?

Is the project located along a designated ATV route?

Is the project along or part of the City's proposed multi-modal network?

Economic Development

(20 points)

Is the project within the City's designated Economic Opportunity Zone?