

## **Chapter XIV - Transportation Plan**

### **Introduction**

This *Transportation Plan* is intended to address unmet infrastructure and service needs of the County *and* its constituent municipalities. Trends with potential to affect needs may be discerned from the *Transportation Analysis* (Section IV of this *Comprehensive Plan*) as well as other background studies. These include the following:

- Route 6 has experienced large increases in vehicular, pedestrian and bicycle traffic on both sides of Honesdale Borough but especially on the east side toward Hawley. This is mostly a function of the extensive new commercial development in Indian Orchard and on the east side of Hawley Borough. The section of Route 6 on the west side of Waymart Borough has also experienced large recent increases in traffic (now 9,900 AADT) since the upgrading of the State Correctional Institution at Waymart and the addition of the new Federal Prison in Canaan Township.
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- New Honesdale Church Street bridge  
Source: Wayne County Planning Department
- Route 191 traffic has, since 1990, grown by substantial amounts in Newfoundland, at the I-84 interchange, in Honesdale and in the Hancock area, among other locations. Continued growth can be expected as the area around the I-84 interchange is further developed for a business park and other commercial uses and when N.Y. Route 17 is fully converted to status as I-86.
  - Route 590 has experienced a significant increased volume of traffic over its entire length, which runs through the heart of Wayne County's recreational region. This has created much congestion at the Hamlin Corners intersection of Routes 191 and 590 with long weekend delays on Route 590 during the Summer season when visitation is highest. There are also periods of congestion on other parts of Route 590 and Route 6 near Wilsonville in peak tourist season.
  - Planned PennDOT highway projects are heavily oriented toward bridge upgrades, which account for 68% of all planned funding in the current cycle. Generally, the highest priorities are improvements to Routes 6, 191 and 590, which are the primary movers of people and goods through the County.

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- The Stourbridge Railroad Company provides freight service and supports a tourist excursion program over the line of railroad between Lackawaxen (Pike County) and Honesdale. It connects with the Central New York Railroad providing access to the national rail system and multiple carriers. The mainline along the Delaware River likewise serves a valuable role with respect to Wayne County agriculture.
- Wayne County has two airports; Cherry Ridge Airport in Cherry Ridge Township and Spring Hill Airpark in Sterling Township. Most air transportation needs are met by the Scranton/Wilkes-Barre International Airport (at Avoca). Southern Wayne County is also relatively convenient to the Lehigh Valley Airport, while other parts of the County have relatively good access to the Binghamton and Newburgh Airports, all of which are served by major carriers.
- The Shortline Bus Company (now part of Coach USA) offers bus transportation to the Port Authority in New York City (three trips per day from Honesdale/Hawley and twice daily from Hancock/Deposit). Martz Trailways offers 16 daily weekday trips from Tobyhanna to New York City. Demand responsive public transportation is also provided by the Area Agency on Aging Senior Transportation Service for seniors and other Medical Assistance Card holders. The Agency's 22 buses serve between 45,000 and 50,000 riders per year, roughly 55-60% of which are individuals of age 65+ years.
- An expansion of the Tennessee Gas Pipeline that was constructed in 1955 is underway. The expansion is a series of 30-inch loops to be constructed that will parallel the existing 24-inch pipeline. The loop that will affect Wayne County is segment 321, which stretches approximately four miles within Susquehanna County and 17.7 miles within Wayne County. It runs from Herrick Center through Mount Pleasant Township, ending in Berlin Township. An estimated completion date of 2011 is expected. The Tennessee Gas Pipeline Company is a subsidiary of El Paso Corporation, which is expanding this "300 Line" to transport new diversified natural gas supplies to serve the growing demand for natural gas transmission service in the northeastern United States. Altogether, the 300 Line Expansion Project involves the installation of seven looping segments in Pennsylvania and New Jersey totaling approximately 128 miles of 30-inch pipeline, and the addition of two new compressor stations and as well as upgrades at seven existing compressor stations. This project will facilitate the transmission of Marcellus Shale gas to metropolitan markets and, therefore, have a major economic impact on the County.

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### **Public Input**

Surveys conducted during the process of developing *Goals and Objectives* (See Chapter XI) for this *Comprehensive Plan* sought public views regarding the five most important needs with respect to making Wayne County “a better place to live.” The top 20 items from the list generated are summarized in Table XIII-1 of the preceding chapter.

Among the list of top 10 needs are three items involving transportation infrastructure. Highway maintenance is the highest rated need identified by resident survey respondents after full-time employment and addressing taxes and the cost of government. Public transportation was ranked 9th and traffic congestion came in at 10th on this list. This ranking confirms an expectation on the part of the citizenry that the primary responsibility of local government from a services perspective is providing for transportation needs and maintaining the highway system in good condition.

Interestingly, vacation property owners surveyed ranked public transportation as the highest of these three transportation related needs and give much lower priorities to highway maintenance and traffic congestion.

### **Recommendations**

The following are specific transportation needs requiring attention over the next several years. These include the following:

1. Route 296/196 from Waymart Borough to Route 191 in Salem Township is receiving much increased traffic and includes a number of dangerous curves and blind intersections. These need to be corrected and the road widened to accommodate the growth in traffic. The new Federal Prison in Canaan Township and the proposed new elementary-school the Western Wayne School District is building just south of the terminus of this highway section will further increase traffic and the need for an upgrade in the near term.



2. Route 191 from Honesdale to Hancock and Route 670 from Honesdale Borough to Bethany Borough are too narrow for the extensive use they receive and should be widened and re-aligned. These highways are primary routes to and from Northern Wayne County. They serve some vital industries, including agriculture, mining and manufacturing (bottled water). They also receive a fair amount of seasonal usage when summer camps are in session and second homes are heavily occupied. They also include a number of steep hills through an area of the County that often experiences cold temperatures and heavier snowfalls. Eliminating some of the curvature and widening the road will help alleviate this situation.

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3. Routes 196, 371 and 423 are in need of improvements to accommodate increased traffic including widening and realignment in major segments. Route 196 south of Sterling and Route 423 are very narrow and hilly, plus they serve areas of the County that have experienced much second-home development (e.g., Pocono Springs Estates) now converting to permanent homes. Elevations increase toward the southern end of the County, creating some difficult winter conditions. Finally, these roads are characterized by very narrow shoulders. They are in great need of upgrading.



Rt. 423 approach to Rt. 191  
(note narrow shoulders)  
Photo by Denis Malvern

4. Route 6 between Honesdale and Indian Orchard is very heavily traveled with more traffic expected. This has created many conflicts between vehicular and other modes of transportation (e.g., bicycles, pedestrian). Parts of this highway section are also a designated bicycle route but the highway shoulders have been reduced in width to accommodate increased vehicular traffic, exacerbating the conflicts. This portion of the Route 6 corridor needs comprehensive study and a long-term plan to address the needs of all travelers.
5. There are also numerous other bridges and projects in the County (identified in the PennDOT 12 Year Plan, which is updated on a regular basis and continually being revised with County input) that need to be replaced. Chapter IV of this *Comprehensive Plan* (the *Transportation Analysis*) and, specifically, Table IV-2 identify the bridges and projects currently on the PennDOT 12 Year Plan. Many are smaller bridges that have been in need of repair for some time, although the new Church Street bridge in Honesdale (see earlier photograph of this bridge under construction) is also included.
6. Still other projects already identified on the PennDOT 12 Year Plan are also important for safety and other reasons and should proceed, depending on funding availability. Again, Table IV-2 from Chapter IV (*Transportation Analysis*) provides the details. These projects include highway “betterments” (curbing, sidewalks, etc.) at key intersections such as the Route 191 and Route 590 intersection in Hamlin (now one of the most congested in the County) and others. All transportation improvements in busy areas of the County should include consideration of pedestrian and non-motorized vehicle transportation needs.



7. The County should likewise look to municipal comprehensive plans for input as to County transportation priorities. Several regional plans have been prepared or are in progress. The *Lake Region Comprehensive Plan*, for example, indicates “Route 590 on the east side of Hawley also needs upgrading, as does Route 196 and Route 2003 that demand similar initiatives to address alignment shoulder issues.” The *East Central Wayne*

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*County Comprehensive Plan* recommends realigning the Siko Road (T-564) intersection with Route 191, among several intersection upgrades. The *Central Wayne Comprehensive Plan* recommends several measures for increasing the flow of traffic in Honesdale.

8. It is important to address the need for more public transportation options by building on the County system to provide a broader range of shared ride opportunities along with demand-responsive systems, working with private providers to expand their services, developing park and ride facilities and identifying low-cost solutions such as shared-ride and other programs. The County now offers transportation for Medical Assistance clients and those with disabilities. Informal park and ride lots have appeared in several areas, reflecting a need that will have to be addressed on a more formal basis in the future as population grows and commuting expands.