

Chapter IV - Transportation Analysis

Highway Functional Classifications

There are 1,400 miles of public road in Wayne County (672 miles of Borough/Township and 727 miles of State highway). Highway networks are essentially feeder systems. These routes serve various functions. Growth and changes in circulation patterns can, over time, result in highways changing functions. They are typically classified by function as Local, Collector or Arterial. Traffic volumes, speeds, and location are among key factors making such determinations.

Local highways are the connectors from bordering lands to Collector highways. They are characterized by smaller widths, shorter segments and occasionally unpaved roadways. Traffic volumes and road speeds are far lower than Arterial and Collector volumes. These include all the other streets and highways that form the "capillaries" of the road network, picking up traffic from individual homes and businesses and moving it outward to Collector highways.

Collector highways provide access from local roads to arterial highways. They also link local commercial enterprises to major avenues of travel. Lower traffic volumes and speed limits are features of collectors. Examples of collector routes in the County are Goose Pond Road (SR 3008) between Lake Wallenpaupack and Route 590 and Long Ridge Road (SR 2003) between Indian Orchard and Lackawaxen Township. The Scott Center Road (SR 4037) is another.

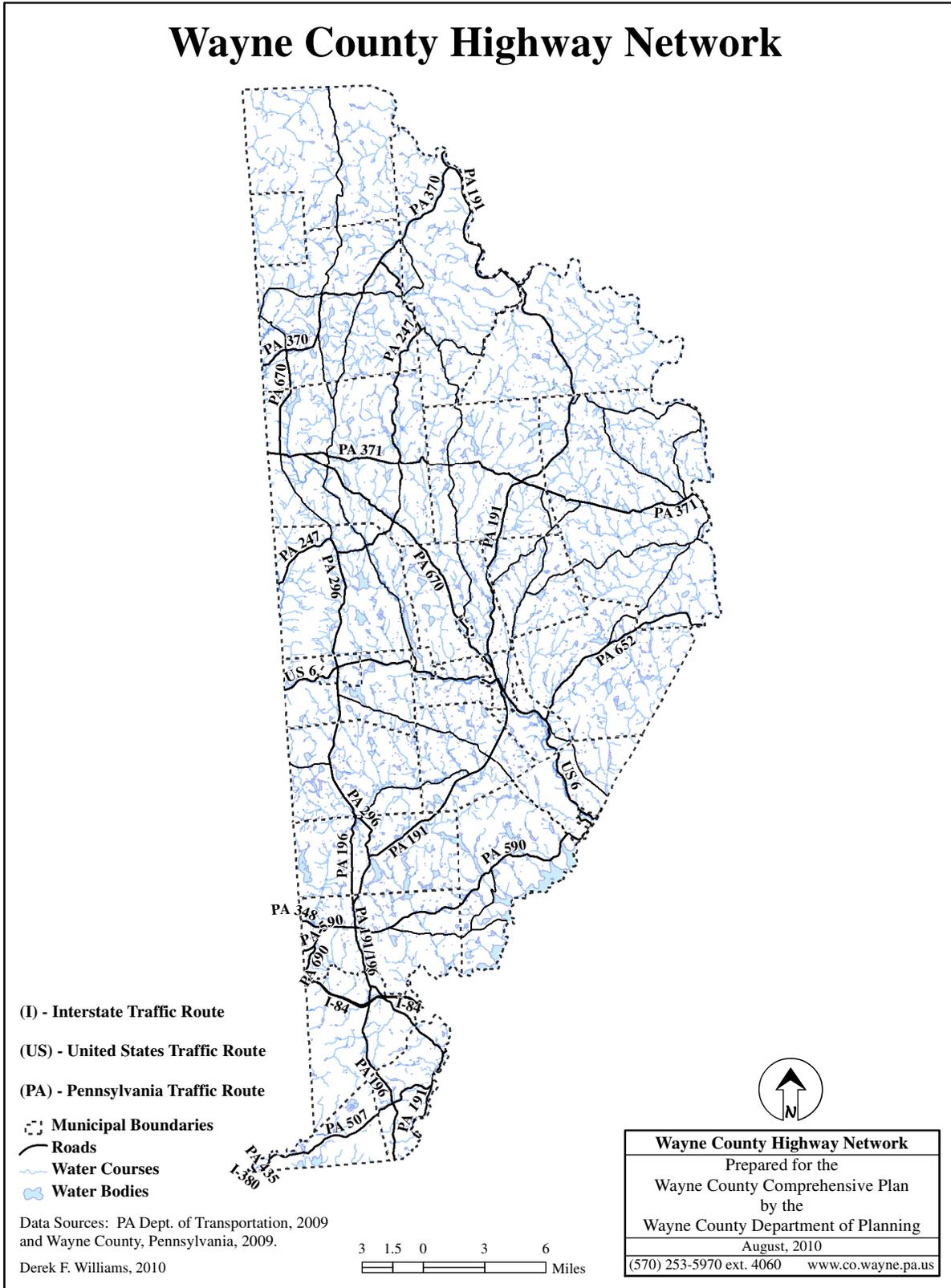
Arterial highways move high traffic volumes at a fast pace between communities and to points outside the County. They also connect Collector highways. Pavement widths are at least two or three lanes with a one lane wide berm or shoulder on either side. Examples of arterial highways in Wayne County are Route 6 between Waymart and Hawley, Route 590 between Lake Wallenpaupack and Hamlin and Route 191 from Newfoundland north through Honesdale and Equinunk. This classification is due to the high volume of traffic and speeds typically found.

There are few areas where growth has not increased traffic but the pattern is most obvious where Poconos and Lake Region growth have forced old highways into new roles. The map on the following page depicts the Principal and Secondary Arterial highways through Wayne County.

Highway Traffic Volumes

Annual Average Daily Traffic (AADT) data from the Pennsylvania Department of Transportation reveals traffic patterns for major highways. Each highway is divided into sections and every several years a count is obtained as to the estimated average daily traffic. Estimates are made between counts based on percentage increases in area traffic. Data obtained for the years 1970, 1980, 1990, 2001 and 2006 has been compared to quantify patterns on major travel routes, including Routes 6, 191, 196, 296, 370, 371, 507 and 590. The data collected has also been charted to show individual trends for each and to pinpoint growth areas by highway segments.

Wayne County Highway Network

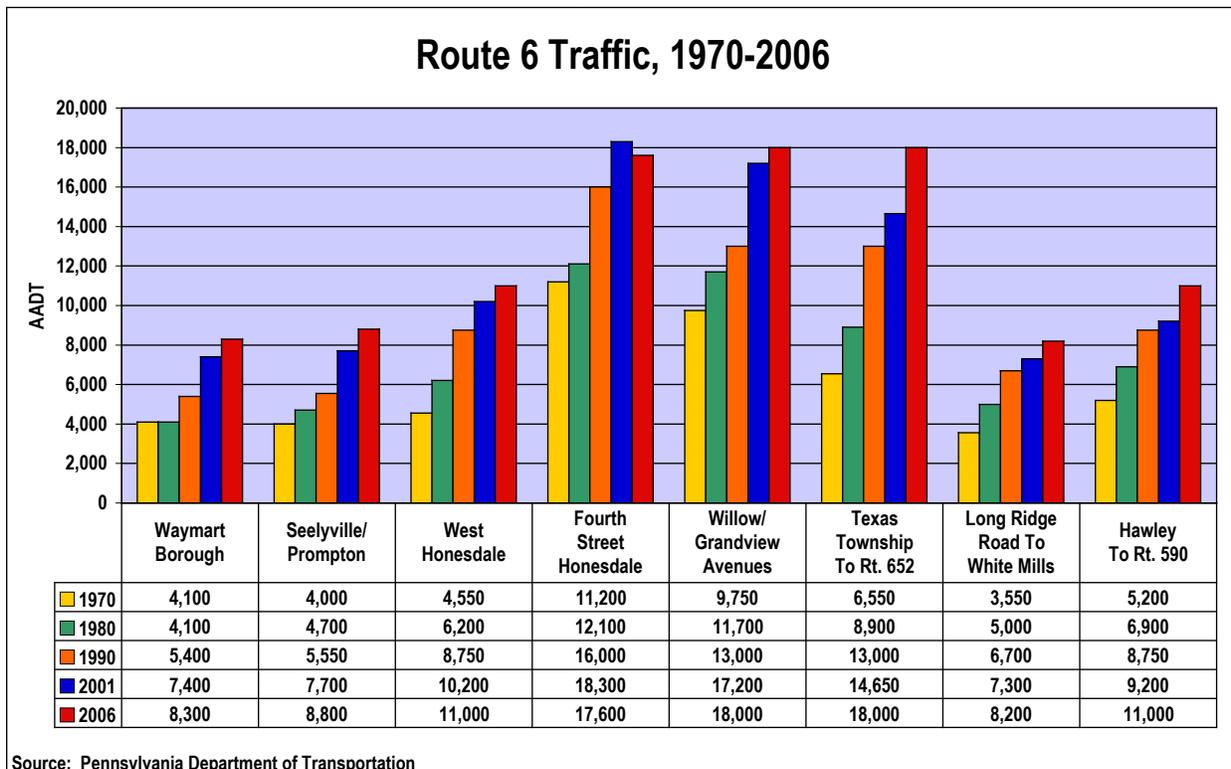


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U.S. Route 6 is classified as a Principal Arterial Highway and runs west to east starting in Canaan Township passing through Waymart Borough, Prompton Borough, Texas Township, Honesdale Borough, Palmyra Township and Hawley Borough. It is the principal west-east route through the County and is used to bring most goods in and out of the County.

Figure IV-1



Route 6 has experienced large increases in 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. Route 6 is, during peak seasons, virtually at its full safe capacity, a fact that has caused PennDOT to invest in the new Church Street bridge and general upgrading of the highway infrastructure between the Borough and Route 652. It's not clear these measures are enough, however, given the congestion that continues to exist between the Borough line and the K-Mart and Wal-Mart shopping plazas. The lack of sidewalks and shoulders in these areas has also become a problem as pedestrian traffic has increased in the vicinity. Recent widening of the highway in this area all but eliminated shoulders and created a hazardous situation.

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A new one-way traffic pattern has been developed for Honesdale Borough, which is expected to move traffic faster, but could also complicate downtown circulation in shopping and pedestrian areas. All the implications of this change will not be realized until the system has been operating for some time. The Borough has expressed an interest in re-evaluating the one-way routing after an opportunity to test it with the new bridge in place, which will open up new options for drivers accessing downtown areas. This is appropriate, especially if accomplished in the context of a comprehensive traffic management plan and upgrade of Route 6 as a whole.

The section of Route 6 on the west side of Waymart Borough has also seen large recent increases in traffic (now 9,900 AADT) since the upgrading of the State Correctional Institution at Waymart to add capacity and the addition of the new Federal Prison in Canaan Township. This raises issues with regard to winter maintenance (always a problem “on the mountain”) and impacts on adjoining roads.

Overall, Route 6 requires major upgrading throughout to address the capacity of the underlying infrastructure and also address the impacts on the communities it serves. Much of the work done over the last several years has been in reaction to specific problems and failed to address the fundamental issues with the role of this highway as the major link to the outside world for the movement of goods and people in and out of the County.

Route 6 is also designated as a Bike Route Y across the entire Commonwealth, although it occasionally leaves the Route for safer and/or more scenic corridors such as Honesdale-Carbondale Road and Lower Willow Avenue.



Route 191, classified as a Secondary Arterial Highway, runs south to north, starting in Dreher Township at the Pike County line and ending in Buckingham Township at the Delaware County (NY) line in Hancock. This is the principal south-north route through the County and it intersects with nine of the other major routes (Routes I-84, 6, 196, 296, 423, 507, 370, 371 and 670).

High traffic volumes are found in Dreher, Salem, Lake, Cherry Ridge, Texas Townships and the Borough of Honesdale. Traffic has increased significantly in Cherry Ridge, Texas and Dyberry Townships and Borough of Honesdale, including pedestrian traffic on the Sunrise Avenue section.

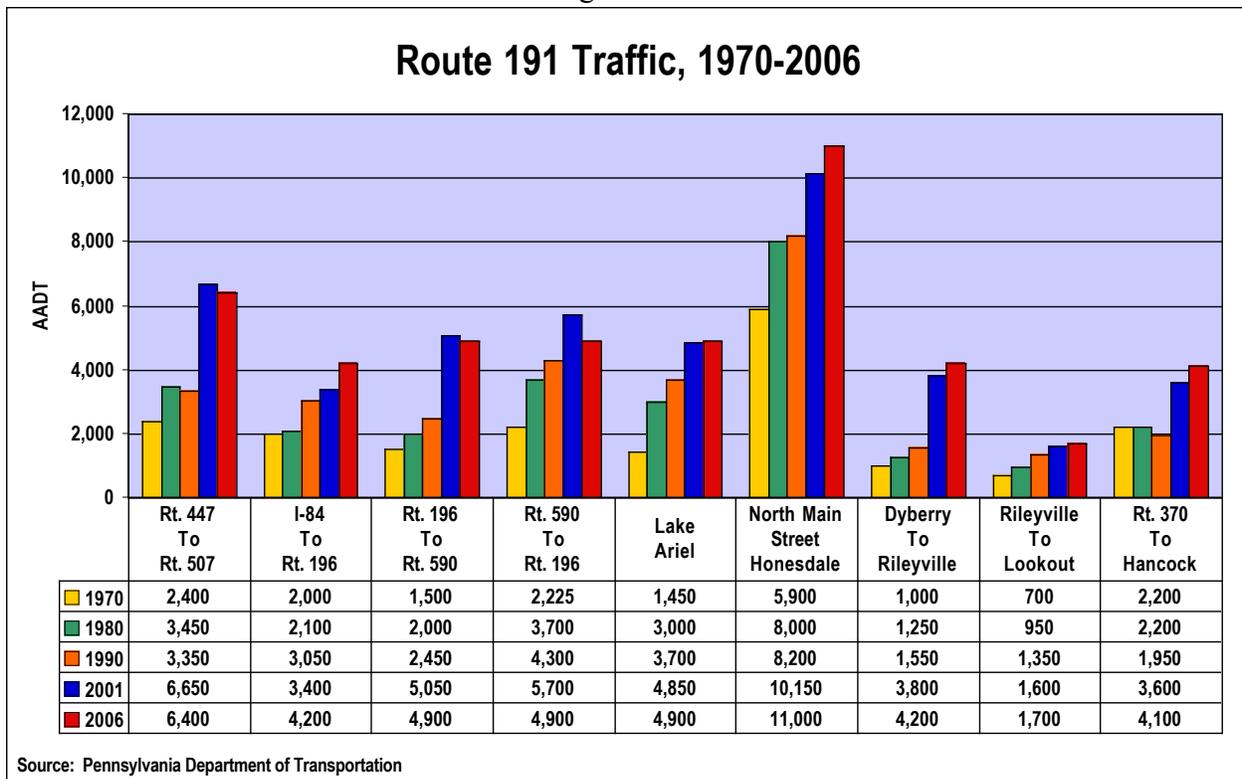
Route 191 traffic has, since 1990, grown by substantial amounts in Newfoundland, at the I-84 interchange, in Honesdale and in the Hancock area, among other locations. Continued growth

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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. The Sterling Business Park, for example, will employ an estimated 1,200 persons and is now under construction. Continued residential growth in Southern Wayne County and immediately north of Honesdale (in Dyberry and Oregon Townships) is also likely to increase traffic significantly.

Route 191 also plays a critical role in moving people and goods through the County and carries relatively heavy truck traffic (10% or more) in Newfoundland, at the I-84 interchange, between Lake Ariel and Honesdale and from Lookout to Route 370 (where the proportion is as high as 12%). Many of these areas have narrow shoulders for this level of commercial traffic, particularly given the terrain south of Hamlin and north of Lookout, which is relatively steep.

Figure IV-2



This route has also suffered a great deal of flood damage north of Honesdale in recent years, which has left many sections of Route 191 in relatively poor structural condition. One bridge in Dyberry Township has recently been replaced after being out of service since 2005, but widening and rebuilding of the road base is needed in several areas.

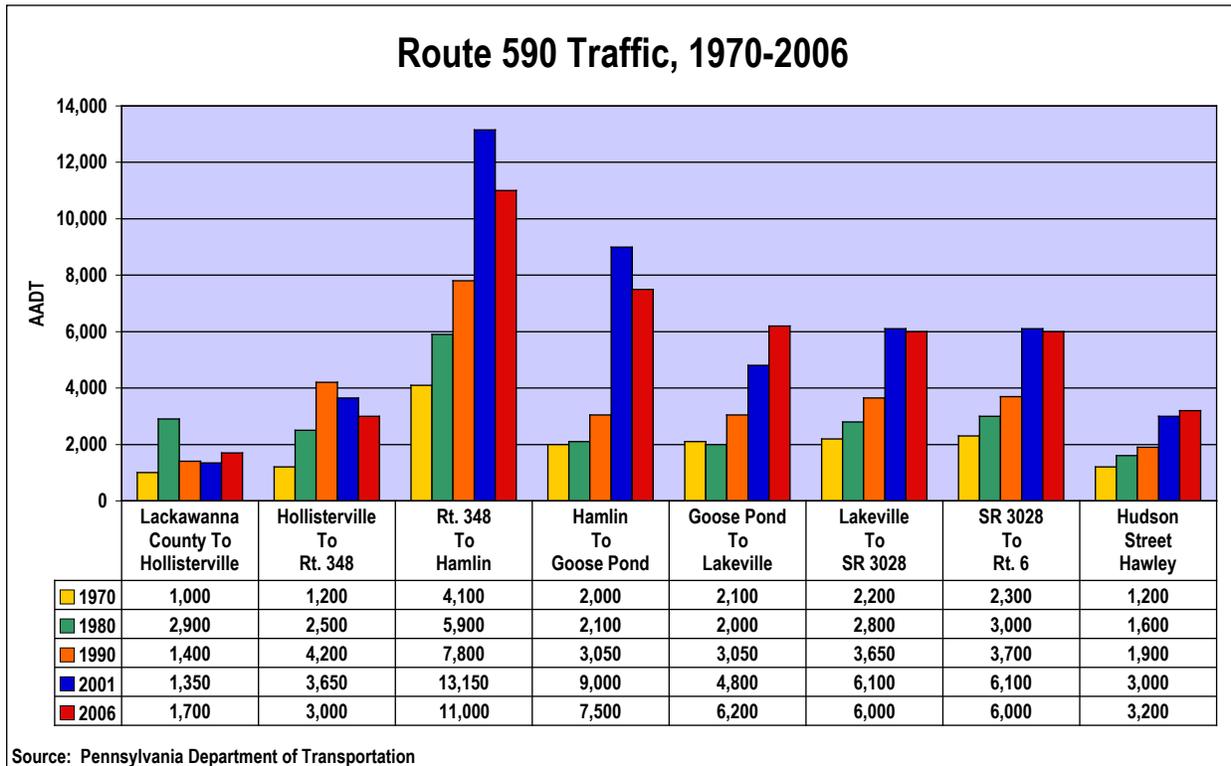
Flood damage was particularly acute in the Equinunk area and has also been repaired, but the road remains uneven and appears to still be vulnerable to future flooding.

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Route 590, another Secondary Arterial Highway, is located in Southern Wayne County, in Salem, Paupack and Palmyra Townships and Hawley Borough. It experiences a significant volume of traffic over its entire length, which runs through the heart of Wayne County's recreational region, but it is especially well traveled in the Hamlin/Hideout area.

Figure IV-3



Growth since 1990, from Route 348 east, has been fairly constant along the entire route except in the Hamlin area where it jumped to new peaks in 2001 but has since eased. This traffic has created much congestion at the Hamlin Corners intersection of Routes 191 and 590. It is attributable to residential and second home growth in the Wallenpaupack area, especially within developments such as the Hideout and Wallenpaupack Lake Estates. There are often long weekend delays on Route 590 during Summer when visitation is highest. Commercial development at Hamlin has continued at a steady pace in response to a growing population, and created some pedestrian conflicts. PennDOT has attempted to address this congestion by adding a turning lane and additional signalization but the results have been poor. A major upgrade of the intersection is required, which is what Salem Township's Comprehensive Plan recommends.

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Other Major Highways

The following Table IV-1 summarizes traffic volumes and trends with respect to other major State highways in the County. There has been significant growth in traffic on Routes 170, 196/296, 435, 507 and I-84. Some of this is attributable to recreational and second home activity, while new development is a factor in others (e.g., Route 435, which is heavily influenced by the buildout of Big Bass Lake).

Table IV-1: Annual Average Daily Traffic on Other Wayne County Highways

Route	Segment	1970	1980	1990	2001	2006	01-06 Change	% Change
170	Prompton State Park	N/A	N/A	N/A	600	950	350	58.3%
196	I-84 to Monroe County	N/A	N/A	N/A	1,500	1,800	300	20.0%
196	Lake Ariel to Varden	600	1,800	2,600	2,900	2,400	-500	-17.2%
247	Browndale to Preston Park	N/A	N/A	N/A	1,200	1,200	0	0.0%
296	Varden to South Canaan	800	1,550	1,900	2,400	2,800	400	16.7%
296	South Canaan to Canaan	700	2,000	1,650	2,000	2,800	800	40.0%
296	Canaan to Waymart	800	3,000	2,650	4,000	3,900	-100	-2.5%
296	Belmont Street, Waymart	1,400	3,150	3,564	4,307	5,256	949	22.0%
296	Route 6 to Clinton Township	1,200	2,700	1,800	1,800	2,900	1,100	61.1%
296	Clinton to SR 4002	850	1,100	1,800	1,800	2,900	1,100	61.1%
296	SR 4002 to SR 247	200	250	400	1,000	1,600	600	60.0%
348	Hollisterville	N/A	N/A	N/A	7,800	7,800	0	0.0%
370	Susquehanna Co. Line	800	550	650	500	550	50	10.0%
370	Poyntelle	750	550	800	1,100	1,200	100	9.1%
370	Lakewood	550	600	800	1,200	1,400	200	16.7%
370	Starlight	1,150	1,800	1,600	1,800	1,800	0	0.0%
371	Belmont Corners	500	1,100	1,250	1,000	1,100	100	10.0%
371	Belmont to Pleasant Mt.	750	800	950	900	1,100	200	22.2%
371	Pleasant Mt. to Cold Springs	350	450	500	1,000	700	-300	-30.0%
371	Cold Springs to Rileyville	350	500	700	700	650	-50	-7.1%
371	Rileyville to West Damascus	350	700	800	1,100	850	-250	-22.7%
371	West Damascus to Damascus	700	1,000	1,100	1,300	1,400	100	7.7%
423	Monroe County to Rt. 191	N/A	N/A	N/A	1,600	1,800	200	12.5%
435	Gouldsboro	N/A	N/A	N/A	2,100	6,900	4,800	228.6%
447	Newfoundland	N/A	N/A	N/A	1,900	1,800	-100	-5.3%
507	Monroe County to Goudsboro	900	1,900	2,150	1,900	2,100	200	10.5%
507	Gouldsboro to Route 196	650	1,200	1,250	1,300	2,200	900	69.2%
507	Rt 196 to Haags Mill	650	1,200	1,550	1,200	1,300	100	8.3%
507	Haags Mill to Pike County	2,400	3,450	3,350	4,200	4,400	200	4.8%
652	Beach Lake	N/A	N/A	N/A	5,300	5,800	500	9.4%
670	Bethany	N/A	N/A	N/A	2,600	3,000	400	15.4%
690	Hollisterville	N/A	N/A	N/A	1,400	1,400	0	0.0%
I-84	Wayne County	N/A	N/A	N/A	17,100	21,000	3,900	22.8%
I-380	Wayne County	N/A	N/A	N/A	18,900	19,000	100	0.5%

Source: Pennsylvania Department of Transportation (numbers for 2001 rounded to nearest 100)

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Planned Highway Improvements

Highway conditions and needs are reflected in planned highway improvements. PennDOT plans for such improvements on a 12-year revolving cycle and then budgets for specific improvements on a four year cycle using a Transportation Improvement Plan (TIP). Both the 12-Year Plan and the TIP are developed in close coordination with Wayne County and its neighbors within PennDOT's District 4 region. The 2009-2012 TIP (subject to revision) includes the following projects:

Table IV-2 Wayne County Projects on Transportation Improvement Program

Route	Municipality	Title/Sponsor	Improvement	2007	2008	2009	2010	Total
N/A	Various	Wayne Rail Line Item	Rail Highway Crossing	\$13,000	\$13,000	\$13,000	\$13,000	\$52,000
N/A	Hawley	Downtown Enhancement	Downtown Enhancement	\$100,000				\$100,000
247	Clinton	"Main Street, Browndale"	Highway Restoration			\$108,000		\$108,000
191	Dreher	Sr 191 & 507 Intersection	Safety Improvement			\$587,000		\$587,000
191	Salem	191/196 & T367	Safety Improvement			\$400,000	\$400,000	\$800,000
590	Salem	Hamlin Corners (Betterment)	Highway Restoration		\$800,000			\$800,000
6	Texas	3Rd Lane Indian Orchard	Safety Improvement		\$1,208,556	\$132,444		\$1,341,000
Highway Sub-Total				\$113,000	\$2,021,556	\$1,240,444	\$413,000	\$3,788,000
T-758	Buckingham	County Bridge #6, Kellams	Bridge Replacement	\$220,000			\$600,000	\$820,000
T-724	Buckingham	Cummings Brook	Bridge Replacement		\$560,000			\$560,000
4020	Buckingham	Shehawken Creek	Bridge Replacement	\$55,000			\$65,000	\$120,000
T-450	Canaan	Keens Pond Bridge	Bridge Replacement	\$80,000		\$800,000		\$880,000
3024	Cherry Ridge	Middle Creek Bridge #3	Bridge Replacement	\$210,000			\$800,000	\$1,010,000
3028	Cherry Ridge	Bridge Over 191	Bridge Replacement	\$287,000		\$150,000		\$437,000
191	Cherry Ridge	Replace Parapets	Bridge Replacement	\$216,666				\$216,666
4002	Clinton	Keens Pond	Bridge Replacement	\$46,000			\$500,000	\$546,000
1031	Damascus	Beaver Dam Bridge	Bridge Replacement	\$85,000			\$200,000	\$285,000
1031	Damascus	Beaver Dam Creek Bridge 1	Bridge Replacement				\$200,000	\$200,000
1031	Damascus	Beaver Dam Creek Bridge 2	Bridge Restoration			\$110,000	\$840,000	\$950,000
T-634	Damascus	Hopkins Road	Bridge Replacement		\$150,000	\$30,000		\$180,000
191	Dyberry	Bridge Over Big Brook	Bridge Replacement	\$1,200,000				\$1,200,000
4017	Dyberry	Bridge Over Dyberry Creek	Bridge Replacement			\$33,000		\$33,000
6	Honesdale	Church Street Bridge	Bridge Replacement	\$3,000,000	\$4,000,000			\$7,000,000
2008	Honesdale	Carley Brook Bridge 2	Bridge Replacement			\$116,000		\$116,000
E. Tryon	Honesdale	Bridge #21 Axe Factory	Bridge Replacement	\$180,000	\$600,000			\$780,000
3019	Lake	Jones Creek Bridge	Bridge Replacement	\$35,000				\$35,000
507	Lehigh	Replace Parapets	Bridge Rehabilitation	\$214,444				\$214,444
1018	Manchester	Little Equinunk Bridge	Bridge Replacement			\$240,000	\$200,000	\$440,000
4008	Mt. Pleasant	Johnsons Creek	Bridge Replacement	\$40,000	\$70,000			\$110,000
2004	Palmyra	Middle Creek Bridge	Bridge Replacement			\$320,000		\$320,000
T-367	Paupack	Wangum Bridge #29, T-367	Bridge Replacement	\$267,000			\$900,000	\$1,167,000
3015	Paupack	Moc-A-Tek Bridge	Bridge Replacement	\$70,000				\$70,000
4033	Preston	Lake Como #1	Bridge Replacement	\$80,000	\$340,000			\$420,000
4033	Preston	Lake Como #2	Bridge Replacement	\$380,000				\$380,000
3005	Salem/Sterling	Forks Bridge Road	Bridge Replacement	\$70,000		\$1,000,000		\$1,070,000
590	Salem	Lake Genero	Bridge Replacement			\$500,000		\$500,000
3006	Salem	Ariel Creek Bridge	Bridge Replacement	\$70,000		\$800,000		\$870,000
3024	South Canaan	Middle Creek Bridge II	Bridge Restoration		\$875,000			\$875,000
3034	South Canaan	Middle Creek Bridge	Bridge Replacement	\$100,000				\$100,000
3041	Texas	Replace Parapets	Bridge Rehabilitation	\$216,666				\$216,666
Bridge Sub-Total				\$7,122,776	\$6,595,000	\$4,099,000	\$4,305,000	\$22,121,776
Highway and Bridge Total				\$7,235,776	\$8,616,556	\$5,339,444	\$4,718,000	\$25,909,776

Source: Pennsylvania Department of Transportation

These projects, several of which are in progress or already completed, are heavily oriented toward bridge upgrades, which is the top priority within the Commonwealth for the next several

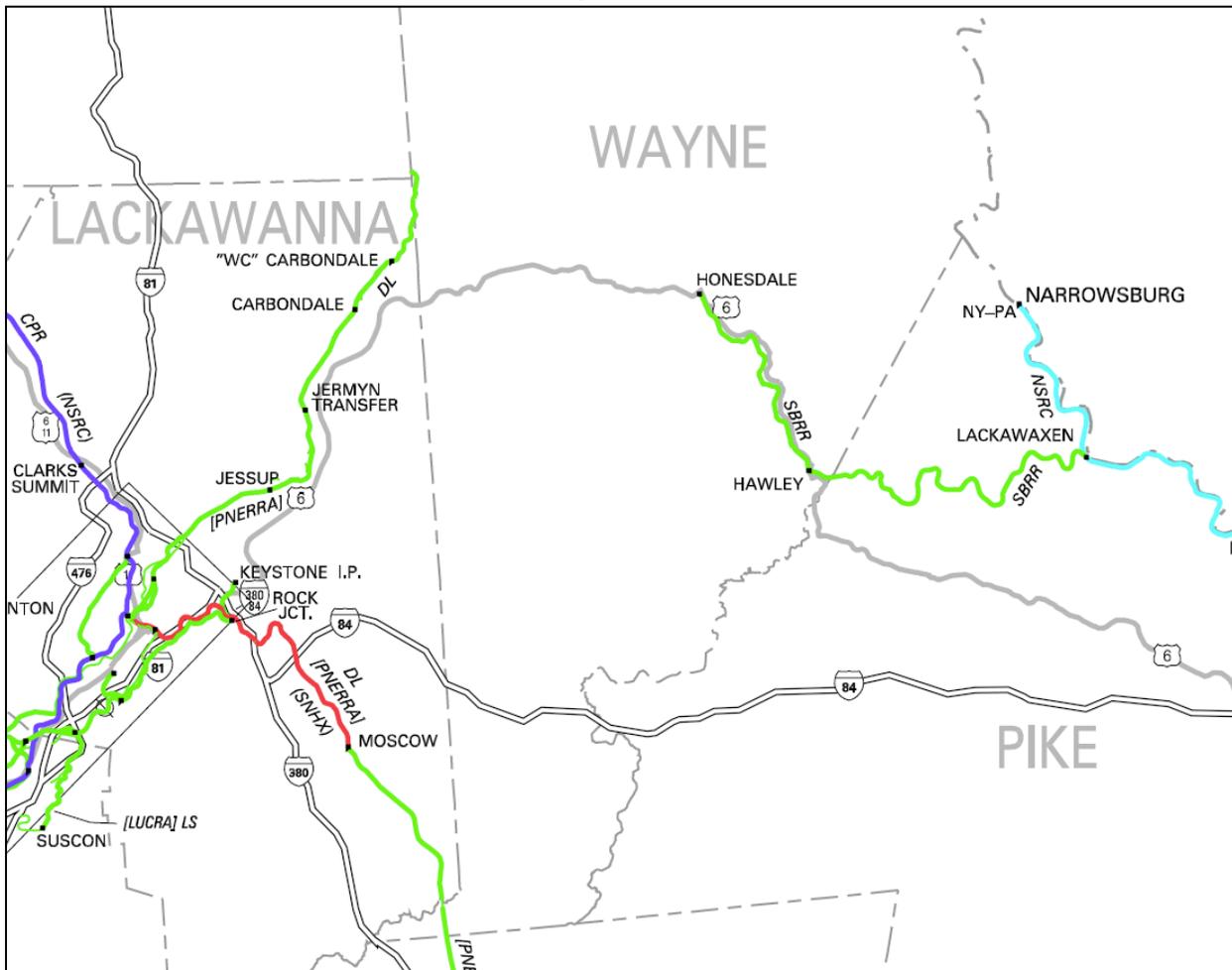
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years. A large percentage of Pennsylvania's bridges are not up to current standards and an accelerated program of upgrades and replacements is planned over the next several years, as Table IV-2 clearly indicates. Indeed, some 68% of all TIP funding in this cycle is being directed to bridge improvements, which is appropriate. Generally, the highest priorities are improvements to Routes 6, 191 and 590, which are the primary movers of people and goods through the County.

Rail Transportation

Wayne County's rail service is much more limited than it was a few decades ago. The Delaware and Hudson line serving the Browndale/Forest City area as well as Starrucca is gone and replaced by a trail system. The former Erie-Lackawanna line through Gouldsboro is used mostly for passenger tourist runs by Steamtown in Scranton, but freight service is also made available to Mount Pocono over this line and there are continued efforts being made to institute commuter rail service between Scranton and New Jersey that would also rely upon this line.

Figure IV-4



Source: Pennsylvania Department of Transportation Railroad Map

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The former Erie-Lackawanna's Honesdale branch also remains as does the Port Jervis mainline along the County's eastern border in New York State (which although not depicted on the map continues to Binghamton, New York). The former is now operated as the Stourbridge Railroad Company. It provides freight service and supports a tourist excursion program. The non-profit Lackawaxen-Honesdale Shippers Association represents local rail users and assists with the cost of maintaining the line.

The Stourbridge Railroad connects with the Central New York Railroad at Lackawaxen providing access to the national rail system and multiple carriers. These connections provide for freight rate competition and ensures the availability of daily service to important Hawley and Honesdale industries. It also connects to a proposed business park now under development in White Mills. A number of passenger tourist runs are made during the year which help support the line and the area recreation industry. This program is being expanded and upgraded to allow more aggressive marketing of area tourism.

The mainline along the Delaware River likewise serves a valuable role with respect to Wayne County agriculture. Located along it are feed mills serving the area and being able to bring in ingredients by rail is important to keeping costs of feed affordable to Wayne County farmers. Both the mainline and Honesdale branch are in relatively good condition and there continues to be private and public investment in the infrastructure, including the replacement of a bridge in Hawley that was flooded out in 2005. There are some significant grade crossing improvements needed in Hawley Borough.

Air Transportation

Wayne County currently has two airports. They are Cherry Ridge Airport located in Cherry Ridge Township and Spring Hill Airpark located in Sterling Township. The Cherry Ridge Airport is the County's major commercial air facility. It utilizes a 3,000 foot hard-surfaced strip to accommodate light aircraft. It provides service to single and twin engine planes along with helicopters. Services provided by companies include flight instruction, charter flights, aerial photography, and air ambulance service.



Aerial View of Cherry Ridge Airport
Source: PennDOT

The Spring Hill Airpark has a 2,450 foot paved strip for use by light aircraft. Also located on the airfield is a 60,000 square foot enclosed hangar. Services, provided by three different companies located at Spring Hill include fueling, repairs and instruction. The County examined the need for air service extensively in 1982, with the preparation of an *Airport Plan/Study*. That Plan is on file with the County Planning Department and provides additional detail as to the County's

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facilities. It does not appear there is any current need for public sector action on this matter.

Moreover, most of Wayne County's air transportation needs are met by the Scranton/Wilkes-Barre International Airport (at Avoca) located approximately 30 to 40 minutes from Honesdale. The Avoca airport is expected to handle most of Wayne County's air transportation needs in the future with its operation being both accessible and convenient. 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 Avoca and Newburgh facilities have both undergone major upgrades in recent years and replaced their terminals. Finally, the Newark Airport is convenient for many fliers, being less than two hours away.

There is some commerce and industry at both airports. Cherry Ridge has a restaurant and aviation repair services. The Sterling Airpark has had testing laboratories and other businesses located on their site.

There are also a number of private airstrips and heliports in the County. These include the following:

Table IV-3: Private Airstrips and Heliports

FAA No.	Airfield	General Location
PN33	Branning Airfield	Honesdale
7PA3	Kalko Airport	Cold Springs
44PN	Honesdale Sports Complex Heliport	Honesdale
2PA4	Boden Airport	Lakewood
3PS7	Coxton Lake Heliport	Lakewood
4PA6	Hiawatha Airport	Shehawken

Source: Federal Aviation Administration data

Public Transportation

Wayne County currently has little in the way of regular common carrier bus transportation service. The two bus companies located in Wayne County are Avery Transportation and Shortline (now part of Coach USA). Avery Transportation offered Honesdale to Hawley service and Honesdale to Scranton service several years ago. However, due to lack of patrons, both services were terminated. Today Avery Transportation offers charter services to numerous destinations in the Pennsylvania, New Jersey and New York area as well as other tourist areas throughout the country.

Shortline offers transportation services with its bus line to the Port Authority in New York City. Pick-up points located in Wayne County are Hawley, White Mills, Indian Orchard, Honesdale and Waymart. Regular taxi service is also available from private providers (e.g., Maple City Transit) to selected communities.

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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 Wayne County Transportation System is a Shared Ride service requiring reservations be made before 10:00AM the day before. Currently, the Service provides travel to medical centers, shopping centers and to three senior centers. Service is provided for all of Wayne County and transportation is provided outside the County to Lackawanna and Luzerne Counties as well.

Funding is provided by state, Federal and lottery proceeds. Small charges apply in some instances and donations are also accepted. This service, at the present time, appears to be adequately providing for the needs of those the programs are designed to help. The Agency's 22 buses serve 17 different routes and, typically, 3 to 4 of those buses take residents to medical appointments in Scranton. Altogether, between 45,000 and 50,000 riders are served per year, roughly 55-60% of which are individuals of age 65 years or older.

The very rural nature of Wayne County makes it highly unlikely additional public transportation would be economically feasible, even on a subsidized basis. Currently, the high costs of serving the difficult geography of the County combined with low ridership simply renders it impossible to deliver much additional service at a reasonable cost. There may be increased opportunities for Shortline to deliver commuter service to New York, however. New Jersey Transit also continues to embellish its train schedules out of Port Jervis.