

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.

Low Volume are roadways that are sealed or paved with an average daily traffic count of 500 vehicles or less.

Dirt and Gravel roads are unpaved roadways, often owned by local municipalities providing access for the state's agriculture, mining, forestry, and tourism as well as local residents.

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 page IV-3, depicts the major roadways traveled 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

Wayne County Comprehensive Plan Update

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, 2006, and 2021 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.

The data used is drawn from the Pennsylvania Traffic Volume Map which is a statewide mapping of major roadways and their volumes. There is a more detailed map for Wayne County that breaks down these roadways into smaller sections, noting the traffic volumes between primary State Road intersections.

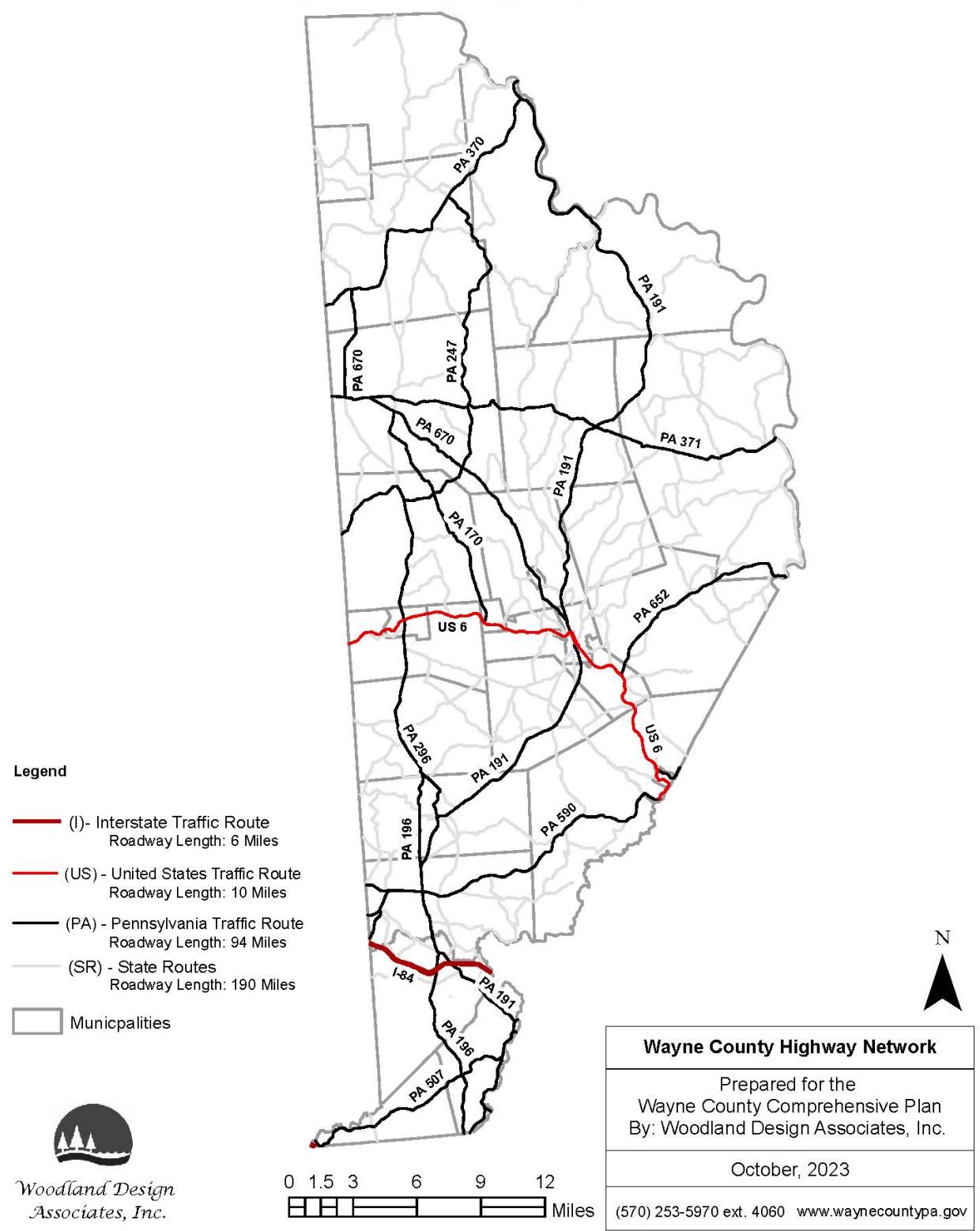
This focused mapping highlights a few key points of consideration: 1) Counts related to development, workplace relocation, or preferred travel routes are more easily distinguishable as segments can be pinpointed based on increased volume 2) Broad generalizations across a segment of roadway can be produced to draw out more specific information and 3) Municipalities can utilize these updated maps for more detailed action plans to concentrate improvements and updates on areas with increased volumes.

There should also be an asterisk (*) placed on the data collected during 2020-2021, knowing that the COVID-19 pandemic had an impact on travel, work and communities across the Nation. Workplaces shifted their models to allow employees to work from home, residents shifted jobs/careers, and it was noted within the Housing analysis, that many of the second family homes that existed within the County switched to primary housing during this time period.



Wayne County Comprehensive Plan Update

Wayne County Highway Network

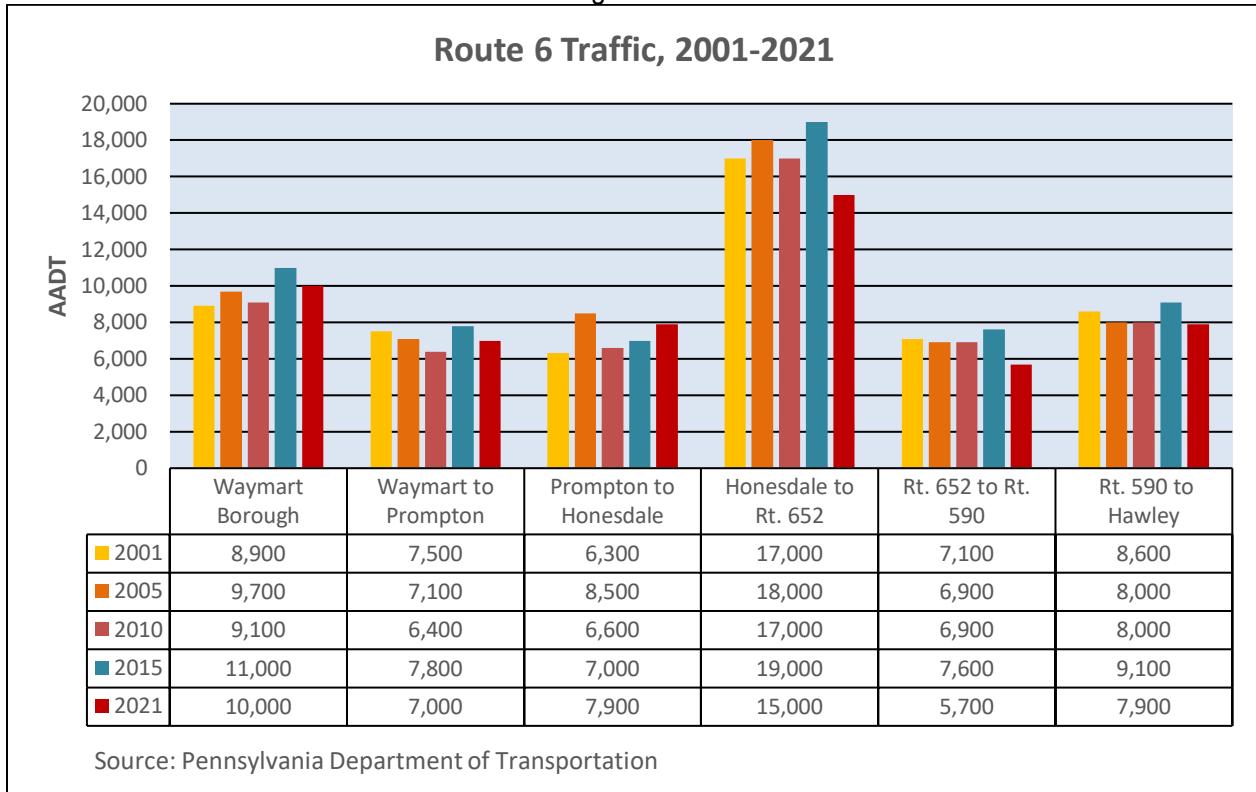


Wayne County Comprehensive Plan Update - 2023



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 fluctuations in traffic counts on both sides of Honesdale Borough between the data from 2001 and 2021. As previously noted, the magnification of counts between State Road intersections increases focus on where traffic is travelling both locally (off the main routes) and through to the main population hubs. PennDOT has invested in portions of Route 6 to create safer traffic patterns and facilitate traffic flow in recent years.

This includes reworking the intersection with State Route 652 to create turning lanes and safer travel lanes on and off Route 6. Route 6 is, during peak seasons, virtually at its full safe capacity. Due to the increased commercial opportunity at this end of Route 6, congestion continues to exist between the Borough line and the shopping plazas. The lack of sidewalks and shoulders in these areas has also become an increased concern as more shoppers walk or bike in this area.

Wayne County Comprehensive Plan Update - 2023

The section of Route 6 on the west side of Waymart Borough has maintained its traffic pattern since this count in 2010 (now 10,000 AADT) with the State Correctional Institution at Waymart and Federal Prison in Canaan

Township functioning at full capacity. Similar to the Honesdale section of Route 6, where it intersects 652, Route 6 in Waymart also lacks sidewalks and shoulders for safe passage of those walking from the neighborhood area to the local grocery stores and shoppes along Route 6.

Overall, Route 6 has seen updates across its length in recent years but continues to have areas of concern related to increased traffic volume, flood damage, and bridge repair. 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 raises the need for these items to be addressed on a more permanent level, to prevent future issues. With an increase in attraction to the more developed areas along Route 6, more issues and a greater volume of traffic will only expedite the rate at which these issues decay.

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. In the western part of the state, Route 6 has seen major updates in planning for safety associated with the bike route and increased future use.



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).

The highest traffic volumes within the County are found in Canaan, Sterling, Salem, Texas Township, and the Borough of Honesdale. The traffic numbers on the roads leading into/out of Honesdale Borough have decreased since the survey in 2006. There are multiple reasons that this may be the case, the leading of which is the impact that the COVID-19 pandemic had on travel, as mentioned in the introduction of this section.

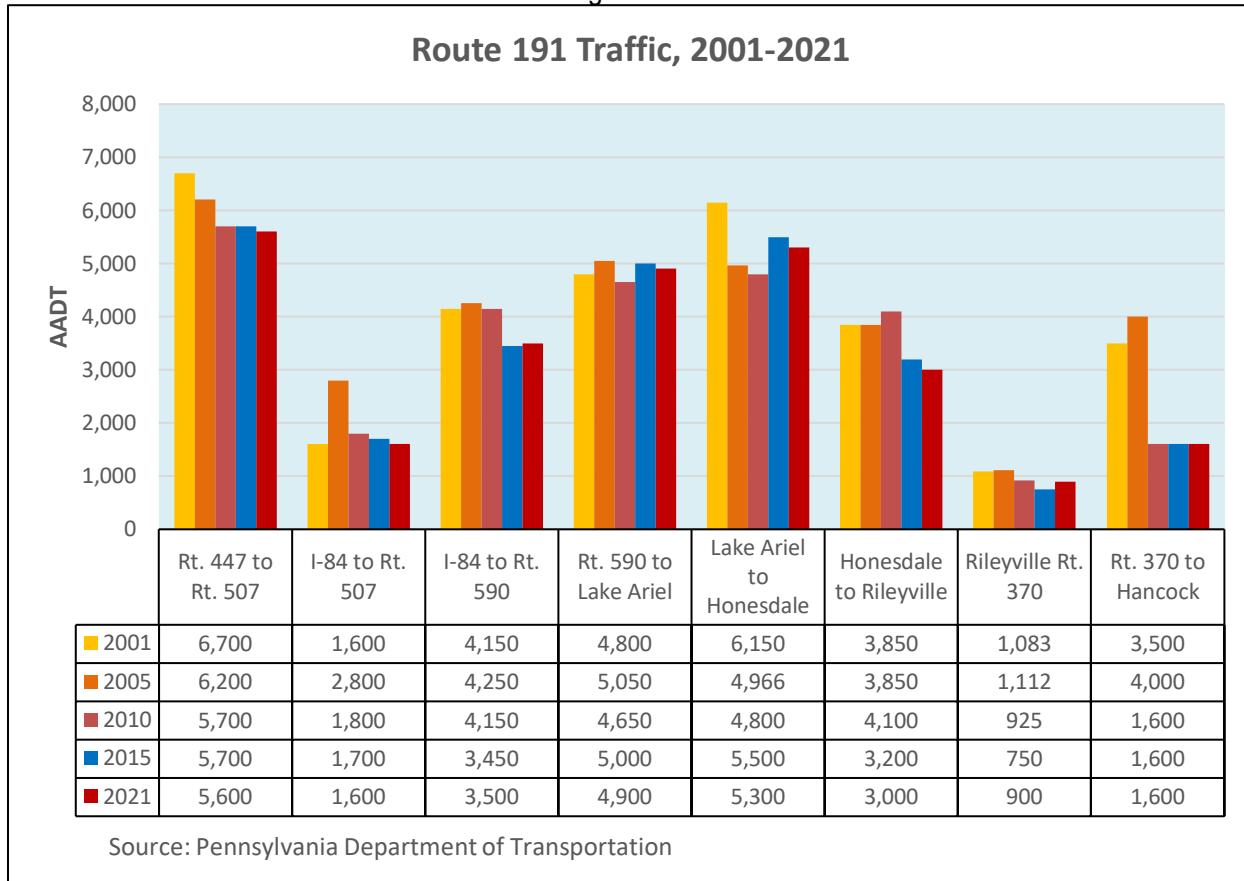
Route 191 has seen a reduction in use since the early 2000's as shown in Figure IV-2. Reasons for this decline are not apparent given no significant shifts in development, alternate preferred roads, or roadway restrictions.

Continued growth can be expected in the area around the I-84 interchange as further developed for a business park and other commercial uses progress. Traffic into and out of Honesdale is expected to see an increase as compared to the 2021 numbers, as more businesses shift into the Borough and surrounding shopping areas.

Wayne County Comprehensive Plan Update - 2023

Route 191 also plays a critical role in moving people and goods through the County and carries relatively heavy truck traffic. 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



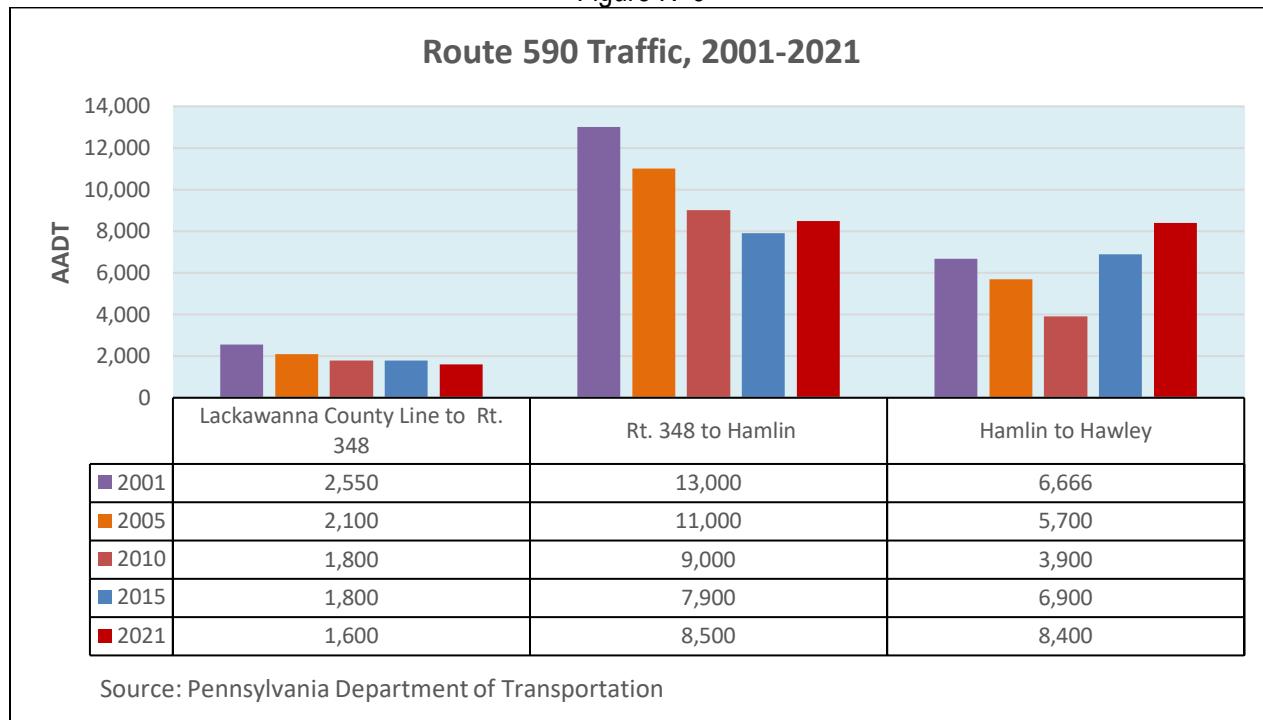
This route, from Honesdale to Hancock, has seen considerable funds allocated to improvements and updates in recent years. The bridge on North Main Street, leaving Honesdale, was replaced in recent years to eliminate the temporary fixes that had been implemented for years.



Route 590, another Secondary Arterial Highway, is 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 to Hawley area.

Wayne County Comprehensive Plan Update - 2023

Figure IV-3



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.

This second home growth is discussed in the Housing Analysis, where this area saw an influx of residents transitioning from their primary residences in the New York City to their second family homes, as their primary residences, during the pandemic. Summertime is when visitation is highest within this region, causing congestion along this route.

Commercial development near Hamlin has slowed in recent years, with businesses coming and going from existing buildings within the area. An upgrade of the intersection is required, which was suggested as part of the last Comprehensive Plan in 2010.

Other Major Highways

The following Table IV-1 and Map summarize traffic volumes and trends with respect to other major State highways in the County. Over the 20 years span shown in the chart below, there was a rise in traffic volumes along Rt 670, 423, 247, 170, and 371 between 2001 and 2010. After that time, it seems that most of these traffic volumes have either plateaued or declined, outside of State Route 652 which saw the greatest growth over that 11-year span. As previously noted, some of these fluctuations could be a result of workplace changes and lower rates of residents commuting to work.

Wayne County Comprehensive Plan Update - 2023

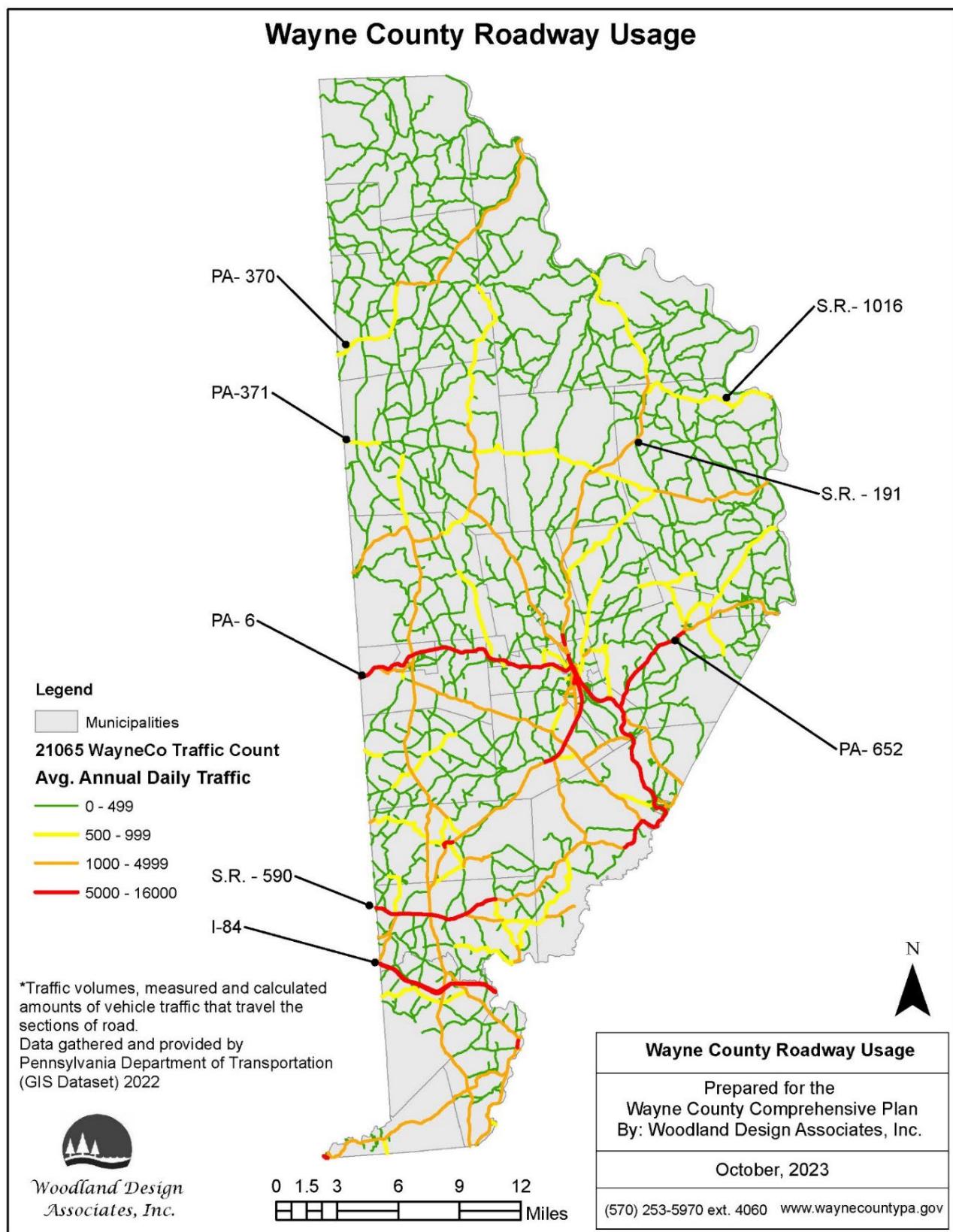
Table IV-1: Annual Average Daily Traffic on Other Wayne County Highways (2001-2021)

Route	Segment	2001	2005	2010	2015	2021
170	Route 6 to Route 247	600	700	850	550	550
170	Route 247 to Route 670	200	150	300	450	400
196	I-84 to Monroe County	1,400	1,600	1,350	1,250	1,400
196	Lake Ariel to Varden	1,550	2,250	2,000	2,100	2,200
247	Browndale to Preston Park	825	1,041	1,250	1,280	1,210
296	Varden to Waymart	2,250	3,200	3,000	3,200	2,900
296	Route 6 to Route 247	900	2,200	1,700	1,900	1,700
370	Route 670 to Route 247	1,200	900	550	1,100	800
370	Route 247 to Route 191	1,400	1,800	1,200	1,500	1,200
371	Susquehanna Co. to Route 670	950	1,100	700	750	675
371	Route 670 to Route 247	600	400	400	500	450
371	Route 247 to Route 191	700	650	500	650	600
371	Route 191 to Damascus	1,100	1,000	1,300	1,100	1,300
423	Monroe County to Rt. 191	1,800	2,400	2,300	1,800	2,000
507	Monroe County to Route 196	3,200	1,750	2,300	3,200	3,400
507	Route 196 to Route 191	1,200	1,300	1,100	1,200	1,000
652	Route 6 to Narrowsburg	7,100	4,950	5,400	7,100	7,300
670	Honesdale to Route 247	1,900	2,050	2,350	1,900	1,900
670	Route 247 to Route 371	350	400	300	350	450
I-84	Wayne County	18,000	21,000	18,282	20,000	18,112

Source: Pennsylvania Department of Transportation



Wayne County Roadway Usage



Wayne County Comprehensive Plan Update - 2023

Dirt, Gravel and Low Volume Roads

This program was created in 1997 and amended in November of 2013, as a way to effectively stop non-point source pollution from dirt and gravel roadways into the Pennsylvania waterways. Funding from PA DEP empowers local municipalities to update and improve these roadways to reduce this pollution. Wayne county has an extensive network of unpaved roads, totaling nearly 552 miles.

Table IV-2 Wayne County Dirt and Gravel Roads Statistics

Municipalities	Low Volume Roads (Miles)	Unpaved Roads (Miles)
Berlin Township	1.3	30
Bethany Borough	0.4	0
Buckingham Township	0	51.1
Canaan Township	6	8.8
Cherry Ridge Township	0	4.5
Clinton Township	1.1	30
Damascus Township	4.1	85.5
Dreher Township	0	12.7
Dyberry Township	0	10.8
Hawley Borough	0	0
Honesdale Borough	0	0
Lake Township	0	1.4
Lebanon Township	0	16.2
Lehigh Township	0	0
Manchester Township	0	67.1
Mount Pleasant Township	0	50
Oregon Township	0	13.8
Palmyra Township	0	4.1
Paupack Township	0	3
Preston Township	0	52.8
Prompton Township	0.3	0.4
Salem Township	0	1.6
Scott Township	0	50.6
South Canaan Township	1.3	31.4
Starrucca Borough	0	8.4
Sterling Township	0	11.8
Texas Township	0.4	4.7
Waymart Borough	0.1	1.1
TOTAL	15	551.8

Source: Penn State Center for Dirt and Gravel Road Studies

Wayne County: Unpaved Roads




Woodland Design
Associates, Inc.

0 1.5 3 6 9 12 Miles

Unpaved Roads

Prepared for the
Wayne County Comprehensive Plan
By: Woodland Design Associates, Inc.

October, 2023

(570) 253-5970 ext. 4060 www.waynecountypa.gov

Wayne County Comprehensive Plan Update - 2023

Planned Highway Improvements

Highway conditions and needs are reflected in planned highway improvements. PennDOT plans for such improvements on a 12-year revolving cycle (TYP) and then budgets for specific improvements on a four-year cycle using a Transportation Improvement Plan (TIP). Both the 12-Year Plan (TYP) and the TIP are developed in coordination with Wayne County and its neighbors within PennDOT's District 4 region. The 2023 TIP (subject to revision) includes the following projects in Table IV-3 and TYP projects in Table IV-4:

Table IV-3 Wayne County Projects on Transportation Improvement Program (TIP)

Route	Municipality	Title/Sponsor	Improvements	Cost
4043	Scott Township	SR 4043 Over Branch Sherm	Bridge Replacement	\$ 450,000
4014	Scott Township	SR 4014 Over Balls Creek	Bridge Preservation	\$ 1,050,000
4010	Starrucca Borough	SR 4010 Over Shadigeer Creek	Bridge Replacement	\$ 250,000
191	Manchester Township	SR 191 Over Equinunk Creek	Bridge Preservation	\$ 750,000
1023	Manchester Township	SR 1023 Over South Branch	Bridge Replacement	\$ 1,319,295
4041	Preston Township	SR 4041 Over Riley Creek	Bridge Restoration	\$ 1,300,000
4031	Pleasant Mount Township	SR 4031 Over Johnsons Creek	Bridge Replacement	\$ 1,125,000
670	Pleasant Mount Township	SR 670 Over Cramer Creek	Bridge Replacement	\$ 1,930,000
1020	Damascus Township	SR 1020 Over Delaware River	Bridge Restoration	\$ 18,500,000
1004	Damascus Township	SR 1004 Over Calkins Creek	Bridge Replacement	\$ 1,300,000
1007	Damascus Township	SR 1007 Over Boyd's Creek	Bridge Replacement	\$ 800,000
1001	Honesdale Borough	SR 1001 over Carley Brook	Bridge Restoration	\$ -
3030	Waymart Borough	SR 3030 Over Van Auken Creek	Bridge Replacement	\$ 450,000
2008	Honesdale Borough	SR 2008 Over Carley Brook	Bridge Replacement	\$ 2,337,654
1001	Honesdale Borough	SR 1001 over Carley Brook	Bridge Preservation	\$ -
3018	South Canaan Township	SR 3018 Over Branch Middle Creek	Bridge Replacement	\$ 1,300,000
6	Texas Township	SR 6 and Long Ridge Road	Safety Improvement	\$ 1,500,000
191/ 3031/ 3042	Cherry Ridge Township	SR 191, 3031,3042 Intersection	Safety Improvement	\$ 2,475,000
3034	Lake Township	SR 3034 Over Middle Creek	Bridge Replacement	\$ 50,000
3031	Cherry Ridge Township	SR 3031 Over Middle Creek	Bridge Replacement	\$ 3,600,000
590	Paupack Township	SR 590 Over Outlet House Pond	Bridge Replacement	\$ 1,290,000
590	Paupack Township	SR 590 Over Inlet to Finn	Bridge Replacement	\$ 1,504,000
590	Paupack Township	SR 590 Over Inlet to Lake Moc-a-Tec	Bridge Replacement	\$ 760,000
590	Salem Township	SR 590 Over Branch of Ariel Creek	Bridge Replacement	\$ 1,250,000
3008	Salem Township	SR 3008 Over Ariel Creek	Bridge Replacement	\$ 1,300,000
590	Jones Creek	SR 590 Over Jones Creek	Bridge Replacement	\$ 2,250,000
3002	Sterling Township	SR 3002 Over Stevens Creek	Bridge Replacement	\$ 1,100,000
3002	Sterling Township	SR 3002 Over Butternut Creek	Bridge Restoration	\$ 1,175,640
371	Lebanon Township	SR 371 over Dyberry Creek	Bridge Replacement	\$ 2,364,360
590	Hawley Borough	Church Street over Lackawaxen River	Bridge Replacement	\$ 3,050,000
			Total:	\$ 56,530,949

Source: Pennsylvania Department of Transportation

Wayne County Comprehensive Plan Update - 2023

Table IV-4 Wayne County Projects on the 12-Year Program (TYP)

Route	Municipality	Title/Sponsor	Improvements	Cost
4017	Dyberry Township	SR 4017 over Dyberry Creek	Replace/Rehab	\$ 400,000
T-603	Buckingham Township	T-603 Factory Bridge #5 over Equinunk Creek	Replace/Rehab	\$ 360,000
1023	Manchester Township	SR 1023 over Equinunk Creek	Replace/Rehab	\$ 350,000
2007	Honesdale Borough	SR 2007 over Carley Brook	Replace/Rehab	\$ 350,000
1002	Damascus Township	SR 1002 over Delaware River	Replace/Rehab	\$ 13,000,000
4008	Cherry Ridge Township	SR 4008 over Johnsons Creek	Replace/Rehab	\$ 350,000
191	Mount Pleasant Township	SR 191 over Branch Middle Creek	Replace/Rehab	\$ 750,000
296	Waymart Borough	SR 296 over Van Aucken Creek	Bridge Replacement	\$ 2,500,000
3018	South Canaan Township	SR 3018 over Branch of Middle Creek	Replace/Rehab	\$ 350,000
3020	South Canaan Township	SR 3020 over Tributary Quinsigamund Lake	Bridge Replacement	\$ 750,000
3020	South Canaan Township	SR 3020 over Inlet Lake Quinsigamund	Replace/Rehab	\$ 350,000
247	Mount Pleasant Township	SR 247 over West Branch Dyberry Creek	Replace/Rehab	\$ 350,000
3031	Cherry Ridge Township	SR 3031 over Wangum Brook	Replace/Rehab	\$ 350,000
3039	Cherry Ridge Township	SR 3039 over Collins Brook	Replace/Rehab	\$ 350,000
447	Dreher Township	SR 447 over Branch of Wallenpaupack Creek	Replace/Rehab	\$ 350,000
1005	Honesdale Borough	SR 1005 over Outlet of Bunnells Pond	Replace/Rehab	\$ 350,000
1016	Damascus Township	SR 1016 over Little Equinunk Creek	Replace/Rehab	\$ 250,000
3011	Salem and Sterling Townships	SR 3011 over West Branch of Wallenpaupack Creek	Replace/Rehab	\$ 350,000
1002	Damascus Township	SR 1002 over South Branch Calkins Creek	Replace/Rehab	\$ 1,300,000
4035	Preston Township	SR 4035 over East Lackawanna River	Replace/Rehab	\$ 350,000
652	Damascus Township	SR 652 Slide	Restoration	\$ 330,000
371	Mount Pleasant and Lebanon Townships	Group 4-17-ST 9	Resurface	\$ 400,000
4035, 0652, 1007, 1025	Damascus, Lehigh, Oregon, and Berlin Townships and Honesdale Borough	Group 4-18-ST 10	Resurface	\$ 100,000
2009	Berlin Township	SR 2009 over Holbert Creek	Replace/Rehab	\$ 250,000
4014	Scott Township	SR 4014 over Hiawatha Creek	Bridge Replacement	\$ 500,000
4001	Clinton Township	SR 4001 over Van Auken Creek	Bridge Improvement	\$ 250,000
170	Mount Pleasant Township	SR 170 over West Branch of Lackawaxen River	Replace/Rehab	\$ 350,000
191	Salem and Sterling Townships	SR 191 over Wallenpaupack Creek	Replace/Rehab	\$ 250,000
191	Cherry Ridge Township	SR 191 over Middle Creek and Abandoned Railroad	Replace/Rehab	\$ 250,000
191	Damascus Township	SR 191 over Little Equinunk Creek	Replace/Rehab	\$ 250,000
191	Manchester Township	SR 191 over Salt River Brook	Replace/Rehab	\$ 250,000
191	Buckingham Township	SR 191 over Outlet of Nabbys Lake	Replace/Rehab	\$ 250,000
247	Preston Township	SR 247 over Kinneyville Creek	Replace/Rehab	\$ 350,000
371	Damascus Township	SR 371 over Branch of Calkins Creek	Replace/Rehab	\$ 250,000
507	Lehigh Township	SR 507 over Tributary to Lehigh River	Replace/Rehab	\$ 250,000
652	Damascus Township	SR 652 over Tributary to Delaware River	Replace/Rehab	\$ 250,000
670	Mount Pleasant Township	SR 670 over Cramer Creek	Replace/Rehab	\$ 250,000
690	Salem Township	SR 690 over Wallenpaupack Creek	Replace/Rehab	\$ 250,000
3002	Sterling Township	SR 3002 over Webster Creek	Replace/Rehab	\$ 350,000
3004	Salem Township	SR 3004 over Jones Creek	Replace/Rehab	\$ 350,000
3022	South Canaan Township	SR 3022 over Outlet at Bronsons Pond	Replace/Rehab	\$ 350,000
3028	Cherry Ridge Township	SR 3028 over Inlet to Lake Wanaka	Replace/Rehab	\$ 350,000
4031	Mount Pleasant Township	SR 4031 over Johnsons Creek	Replace/Rehab	\$ 250,000
			Total	\$30,190,000

Source: Pennsylvania Department of Transportation

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

Wayne County Comprehensive Plan Update - 2023

Funding as part of the TYP program focuses on highway/bridge repairs and public transit primarily, while multimodal, rail freight, and aviation are also considered and funded. 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-3 clearly indicates. 54% of all TIP funding in this cycle is being directed to bridge improvements while 44% is directed toward transit.

Generally, the highest funding is attributed to improvements of the bridges connecting major routes between the County and the adjacent counties/states, as there is a high volume of truck traffic using these bridges for commercial services in and out of the County. There are seven interstate bridges connecting Wayne County to New York which are covered under the Joint Interstate Bridge Commission and not included for consideration in this plan.

One initiative that has not been previously covered PennDOT's desire to collaborate with federal, state and local partners to expand the Electric Vehicle (EV) network of EV charging and alternative fuels network across the state. While in its infancy, PennDOT released a statewide EV Mobility Plan in July of 2022 evaluating the current network of EV transportation charging and plans to "develop ways to expand our EV charging network in an equitable, sustainable, and efficient manner" according to the 2023 Twelve-year Program document published in August 2022.

Rail Transportation

Wayne County's rail has nearly disappeared as a form of commerce or transportation. The former Erie-Lackawanna line through Gouldsboro is used mostly for passenger tourist runs by Steamtown in Scranton.

The Port Jervis mainline (123 miles) along the County's eastern border in New York State (which is operated by the Central New York Railroad) still runs actively from Port Jervis to Binghamton, NY. The Stourbridge Railroad, from Honesdale to Lackawaxen, provides a short length freight service while supporting a tourism run from Honesdale to Hawley. The length of rail from Hawley to Lackawaxen is currently used by a pedal-powered cart operation promoting tourism along the rail, Soaring Eagle.

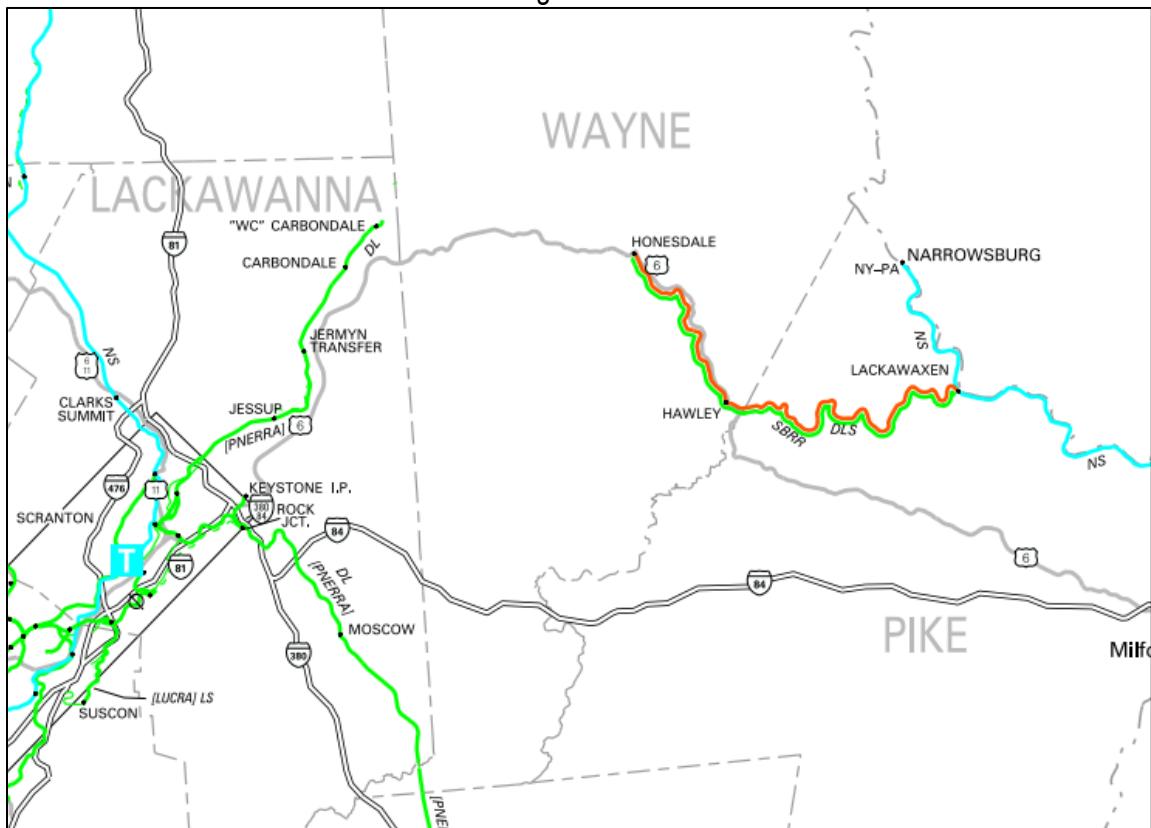
These connections provide for freight rate competition and ensures the availability of daily service to important Hawley and Honesdale industries. An expansive list of train excursions are made during the year which help support the line and the area recreation industry.

This program is being expanded and upgraded to allow more aggressive marketing of area tourism. Recently, there has been interest by local entities and Wayne/Pike Counties to investigate the feasibility of a rail & trail system along this route, to allow for future recreation and commute opportunities.

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.

Wayne County Comprehensive Plan Update - 2023

Figure IV-4



Source: Pennsylvania Department of Transportation Railroad Map

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. Cherry Ridge Airport 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. Cherry Ridge also offers Hanger space for rent on a monthly basis.



Aerial View of Cherry Ridge Airport - Source: PennDOT

Wayne County Comprehensive Plan Update - 2023

The Spring Hill Airpark has a 2,478-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*.

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 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. Finally, 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. There are also several private airstrips and heliports in the County. These include the following:

Table IV-3: Private Airstrips and Heliports

FAA NO.	Airfield	General Location
2PA4	Boden Airport	Lakewood
15PA	Savage Personal Use Airport	Prompton
3PS7	Coxton Lake Heliport	Lakewood
4PA6	Hiawatha Airport	Shehawken
44PN	Honesdale Sports Complex Heliport	Honesdale
7PA3	Kalko Airport	Cold Springs
2PA3	Reed Airport	Lake Ariel
70N	Spring Hill Airport	Sterling
7PA7	Wayne Memorial Hospital Heliport	Honesdale

Source: Federal Aviation Administration data

Public Transportation

Wayne County currently has little in the way of regular common carrier bus transportation service. There is one bus company located in Wayne County and that is Shortline Bus (Coach USA). This service to New York City was disrupted during the COVID-19 pandemic but has since returned to its regular schedule and stops.

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, and Honesdale. Regular taxi service is also available from private providers (e.g., Maple City Transit) to selected communities.

Demand responsive public transportation is provided by the Area Agency on Aging Senior Transportation Service for seniors and Medical Assistance Card holders. The Wayne County Transportation System is a Shared Ride service requiring reservations no later than 4 p.m. two business days before your appointment. Senior shared-ride and persons with disability trips must be booked at least one business day in advance.

Wayne County Comprehensive Plan Update - 2023

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, Pike, Monroe, Susquehanna, and Luzerne Counties.

Funding is provided by the 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 very rural nature of Wayne County makes it extremely difficult to provide additional public transportation that would be economically feasible. However, the emergence, in recent years, of enabled, on demand transportation and the growth of micro-transit ride-share programs may provide innovative solutions for rural mobility.



(Photo location: PA side of the Narrowsburg/Darbytown Bridge)