MOBILITY STUDY

for

TUNKHANNOCK BOROUGH
WYOMING COUNTY, PENNSYLVANIA

PREPARED BY

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PROJECT OVERVIEW

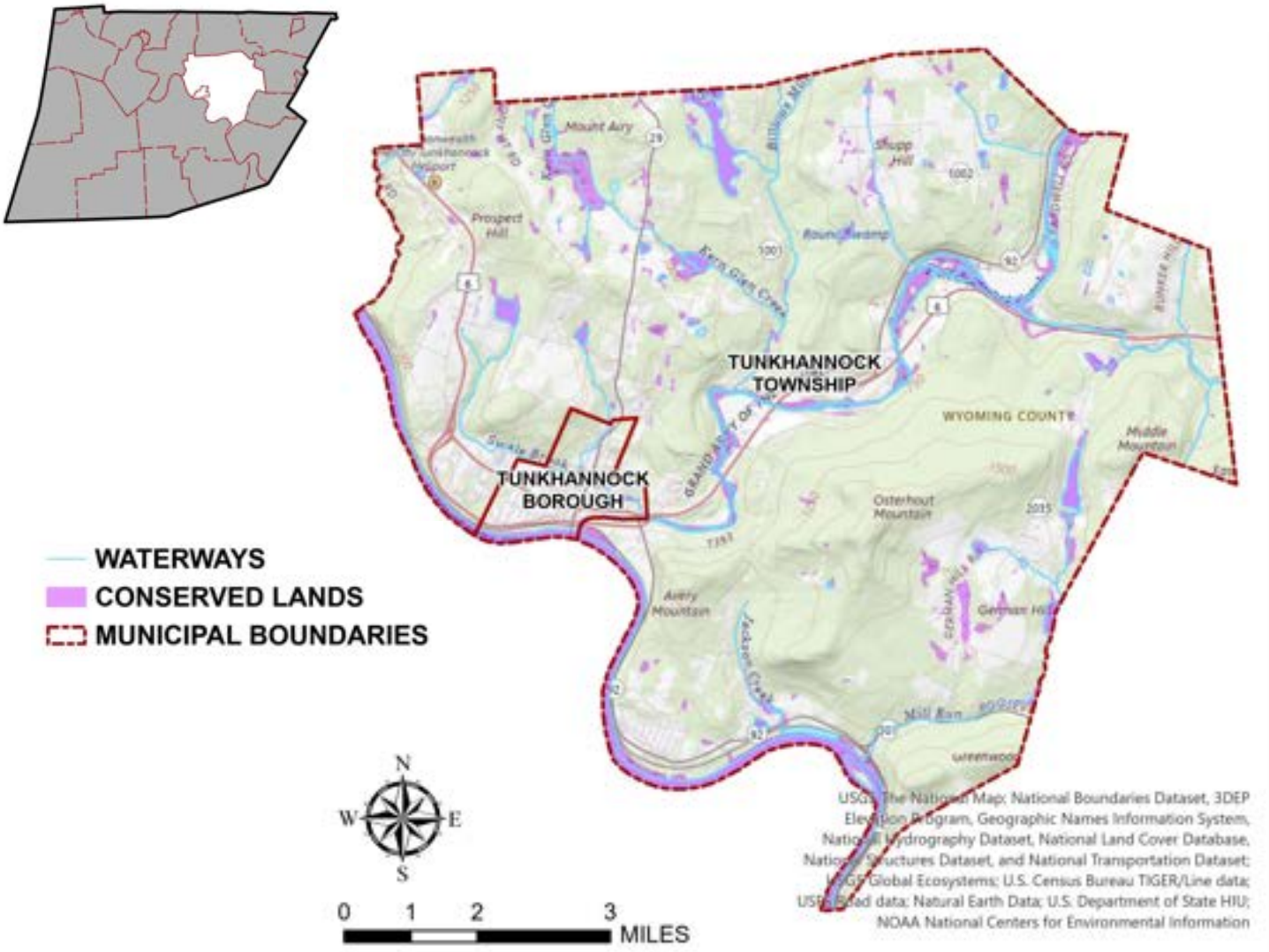
Introduction

The Mobility Study for Tunkhannock Borough in Wyoming County, Pennsylvania reviews the existing transportation network, and looks to identify achievable infrastructure improvements to better serve the community.

This study establishes potential solutions for current areas of concern and suggests priority connections that should be made within the Borough and where sources for funding may be available. It explores how improved streetscapes, trails, and signage might create a safer and more cohesive network for pedestrian and bicycle access to recreational, economic and cultural destinations. It also reviews existing municipal policies for potential updates that will further the goals of this study. The Wyoming County Office of Community Planning secured funding for this Mobility Study through a grant from the Pennsylvania Department of Transportation (PennDOT).

The Wyoming County Office of Community Planning worked closely with HUNT Engineers, Architect, Land Surveyors & Landscape Architect, DPC and the project steering committee to review and analyze the data and maps to develop the included recommendations and action plan.

STUDY AREA MAP—TUNKHANNOCK BOROUGH



PROJECT OVERVIEW

Background

Tunkhannock Borough is the county seat of Wyoming County and sits at the crossroads of US Route 6 and PA Route 29. The intersection of these two roads sees heavy daily traffic and in 2018, Tunkhannock Area School District (TASD) added to that with the consolidation of several schools.

The Borough contains a vast number of economic, civic and cultural destinations. Also, areas of mixed-use, single-family housing neighborhoods, commercial corridors, and a historic downtown-main street business district. Geographical restrictions include the Susquehanna River running west to east, and Reading Blue Mountain Northern rail line running parallel to the river.

US Route 6 currently serves as the main East-West corridor for public transit services, running through the downtown-main street business district. This plan will focus on pedestrian accessibility and safety in key areas and locations within the Borough.

Previous Plans & Studies

Wyoming County Comprehensive Plan

Adopted on April 30, 2019, the County Comprehensive Plan is a document that provides an overall set of policies for future development and conservation within the County over the next 15 years. The plan update is to help ensure that the change is positive, and that Wyoming County retains the qualities that make people want to visit, live and do business within the County. The plan builds upon County assets and addresses the concerns of both residents and businesses. *The plan offers many benefits, including the following:*

1. Considering both land use and roads, to avoid future traffic problems.
2. Avoiding conflicts between different types of developments, such as having intense business uses placed next to a residential neighborhood, particularly across municipal borders.
3. Considering development policies in a comprehensive and coordinated manner, instead of reviewing individual lots in a piecemeal fashion.
4. Highlighting opportunities where the municipalities could save money by sharing services.
5. Recommending ways that natural corridors should be preserved; and
6. Recommending improvements to connect and complete recreation trails

Wyoming County Greenway, Trails and Open Space Plan

Beginning in 2019, the Greenway, Trails, and Open Space Plan, follows the recommendations of the County's Comprehensive Plan to pursue a plan based on recreation and open space. A significant takeaway of this plan is providing ample recreation opportunities within the County and infrastructure improvements to enhance current recreation spaces. Additionally, more efficient connectivity could be developed through the County and within townships and boroughs. Greater connectivity could, in turn, develop a network of recreational spaces and trails. *The goals of this plan are as follows:*

1. Conserve and protect existing natural areas
2. Maintain rural character
3. Renew economic prosperity through tourism and commerce
4. Promote local recreation & tourism through marketing and grassroots efforts
5. Popularize outdoor recreation for fitness and wellness
6. Maintain and improve existing recreation spaces
7. Explore concepts to increase usership
8. Create interpretive and educational opportunities
9. Highlight indigenous and historical narratives
10. Create new connections

Public Involvement

Wyoming County with the support of HUNT facilitated stakeholder and public meetings throughout the planning process. These meetings served as information gathering sessions to receive input from people that live and work in the study area. The information gathered was vital in the development of the study and action items. These meetings included 2 stakeholder meetings, 1 public meeting and numerous key person interviews. Appendix A provides a summary of the public participation for the plan.

What is a Mobility Study?

A Mobility Study refers to an effort to examine and analyze the dynamic relationship between different modes of transport within a given area. Vehicular traffic patterns as well as bicycle and pedestrian movement are reviewed as a part of this study and analyzed for potential improvement projects. This study will result in a clear plan forward for the Borough to implement towards improving safety and access for the community's residents and visitors.

The following items are of particular focus in this examination:

A. Conflicts between vehicular traffic and pedestrian or bicycle traffic will be reviewed for potential safety improvements.

B. Traffic congestion, especially during school drop-off and pick-up times will be considered for alternate routing, and improved pedestrian safety, not just at the schools but within the whole community.

C. Access to important community features will be analyzed for improved connection both from major thoroughfares and other community landmarks.

D. Vehicular intersection safety will be considered for alternate routing and improved on-street parking access in high volume areas.

E. Aging infrastructure will be reviewed for long term improvement plans.

The following mobility study will provide clear direction for the Borough of Tunkhannock to move forward with capital improvements, including potential funding sources, to improve safety and access within the community, not just for drivers but for bicyclists and pedestrians as well. This study will outline and prioritize problem areas and supply potential solutions for the Borough to explore.

Community Mobility Vision

Enhance the existing transportation network to improve safety, reinforce the importance of an active transportation network, develop convenient, connected and inclusive access between community destinations and support the public health needs of all individuals in Tunkhannock Borough.

Establishing the Vision

At the steering committee meeting, members were asked what improvements to the transportation network to reach the Vision of this plan. These have been listed below and have guided the development of an overarching vision statement.

A. Improve safety for bicyclists, pedestrians and transit riders of all ages and abilities.
B. Increase bicycle and pedestrian access to downtown areas, recreation areas and other regional destinations.
C. Create a safe, comfortable, attractive and convenient environment to walk, bike and ride transit within the downtown areas.
D. Connect and close gaps in the sidewalk and trail network.
E. Expand services and supportive infrastructure for public transit.
F. Improve safety for school students and pedestrians walking and biking to and from school.
G. Develop a consistent wayfinding system to promote use and navigation of the active transportation network.
H. Coordinate among partners to plan, expand, and promote the active transportation network.

Improving walking, biking and public transportation opportunities in the area will be an ever-evolving process that will happen over many years. Highlighted below are two long-term aspirations for the area. Partners working together can incrementally implement improvement projects, policies and programs

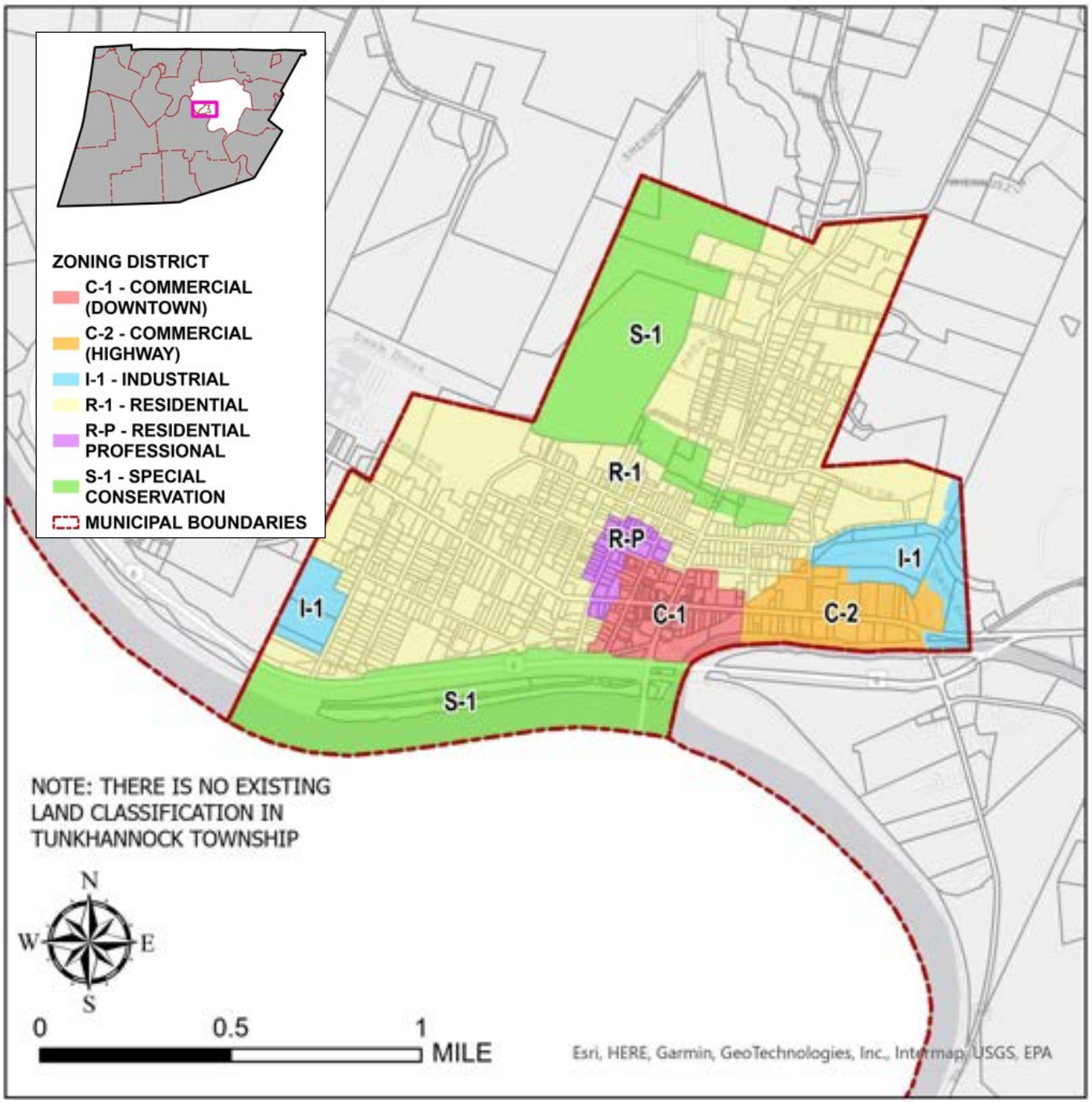
Goals

1. Improve safety across the Borough for pedestrians, bicyclists and motorists.
2. Increase access to and between destinations within the community for people of all ages and abilities.
3. Develop consistent standards to be implemented across a range of capital improvements.
4. Close gaps in the existing network of sidewalks, trails, parks, and community destinations for ease and safety of access.
5. Improve signage/wayfinding throughout the Borough for existing and future amenities and attractions.
6. Coordinate within the community to promote planned improvements and increase use of public amenities.

Study Area

The Borough of Tunkhannock is located on the North shore of the Susquehanna River, along Route 6 approximately 24 miles northwest of Scranton, PA. With a population of around 1,800 people, it is a charming community with a lot to offer. Founded in 1841 there is an array of historic architecture and wonderful river access with plans for future master planning improvements along the riverfront park. Due to the age of the community and the small population, major capital improvements have been limited. It is the goal of this study to help prioritize potential improvement projects and identify available funding opportunities.

EXISTING LAND USE—TUNKHANNOCK BOROUGH



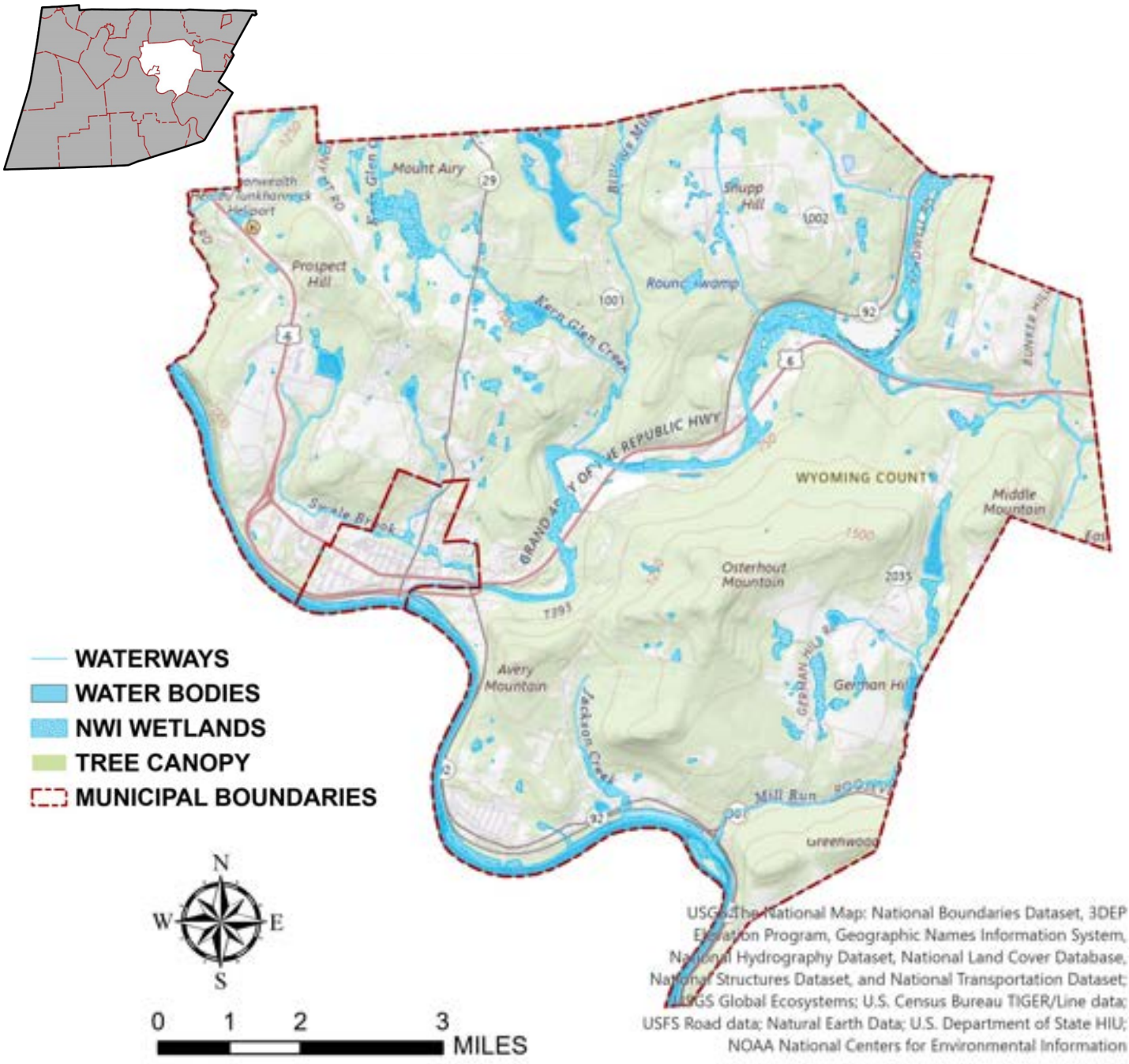
Land Use Destinations

Environmental Features

A. The Borough of Tunkhannock is located along the North shore of the Susquehanna River, a major waterway through Pennsylvania, that which eventually empties into the Chesapeake Bay. This location provides great recreational opportunities for the community such as personal non-motorized watercraft and fishing access .

B. Tunkhannock Creek, a tributary of the Susquehanna River is sourced near Jackson Township, Pennsylvania. This creek runs along the SE side of the Borough and provides additional environmental and recreational value.

ENVIRONMENTAL FEATURES—TUNKHANNOCK BOROUGH

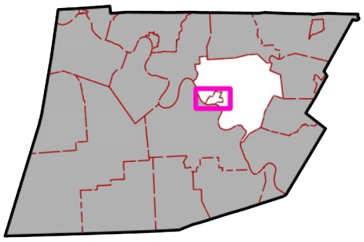


Land Use Destinations

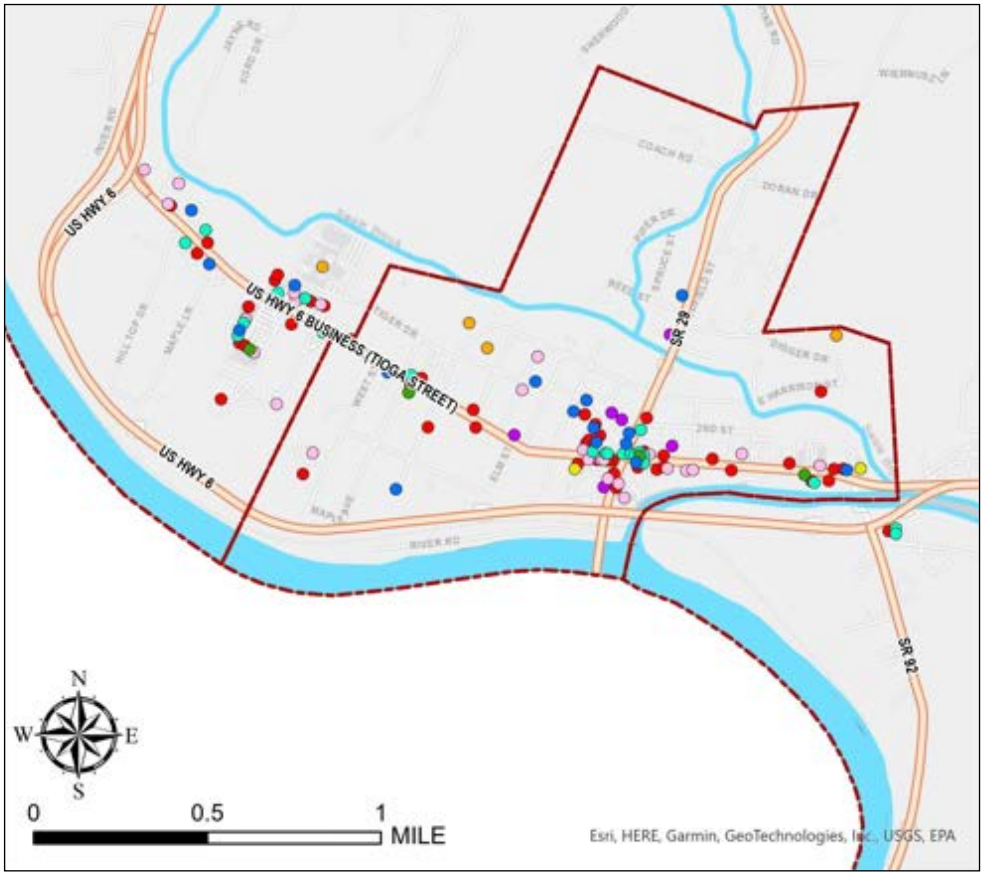
Destinations

A. The Borough of Tunkhannock is home to three public schools: The Tunkhannock Primary Center, Tunkhannock Intermediate Center and Tunkhannock High School. The intermediate school and high school are located on the same campus on the West side of the Borough. The primary school is located on the far East side of the Borough.
B. Riverside Park is located along the North bank of the Susquehanna River. The park is accessible via River Street from Bridge Street (SR 29) just south of Highway 6 and the railroad, and there is a pedestrian access point on the West side via a tunnel. This serves as a primary park and recreation space for the community.
C. The Borough downtown area along Tioga Street is host to an array of shops and restaurants, and is located along a major thoroughfare for the community.
D. The historic Wyoming County Court House is located just north of Tioga Street,
E. There is a retail hub on the East Side of Tunkhannock that includes a range of businesses, a bank and a hotel.
F. There is a retail hub on the West Side of Tunkhannock that includes a range of retail and restaurants.
G. A Sports Complex South is located along State Route 92 (Lee Baumgartner Sports Complex & Bob Schultz Field).
H. Popular Ball Fields are located on the East Side of Tunkhannock (Denny Robinson Field & Art Keefer Field), on the cemetery property.
I. The Iroquois Trail connects to the Ball Fields and heads northeast as a popular recreation trail.

KEY DESTINATIONS—TUNKHANNOCK BOROUGH



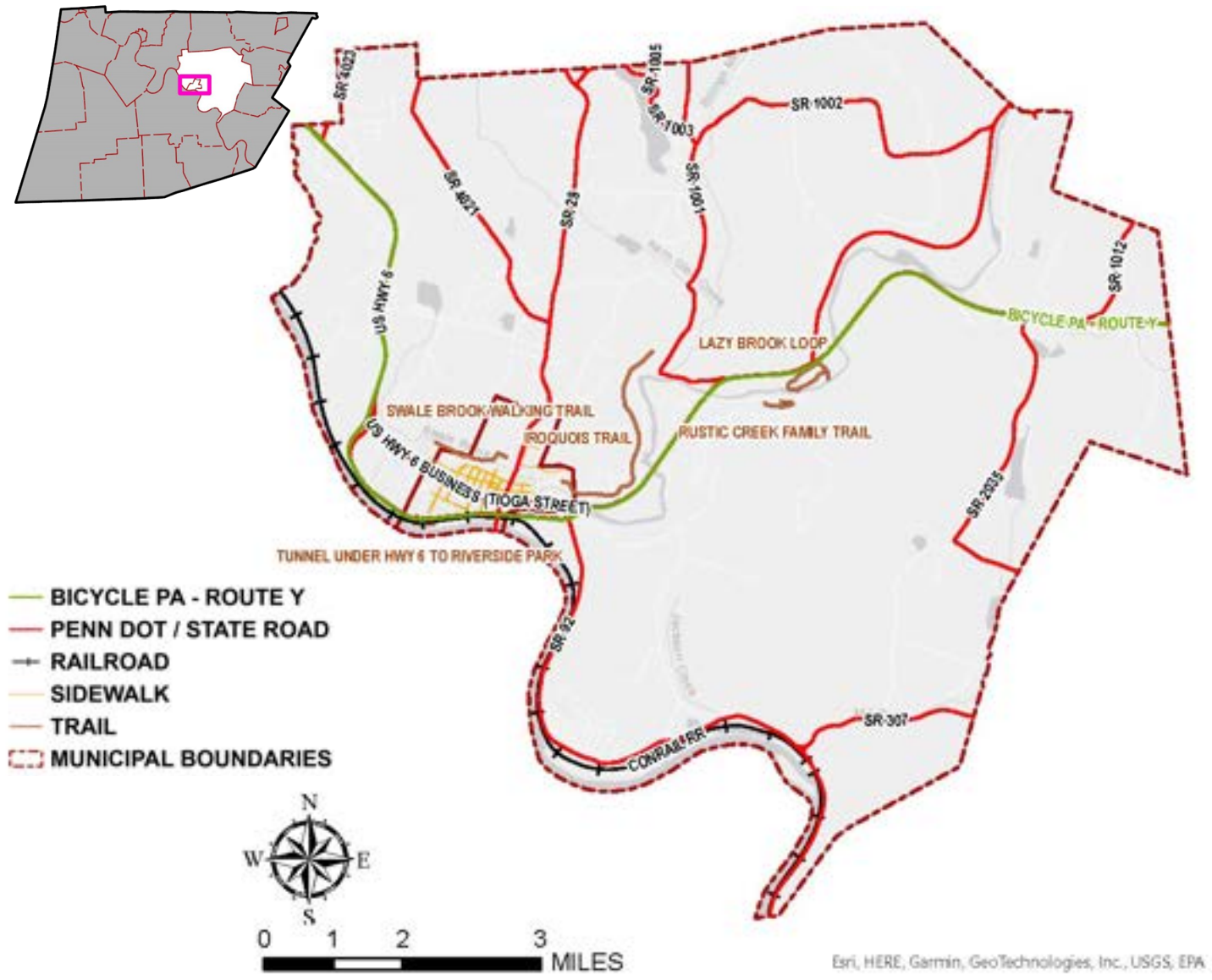
- CIVIC
- GROCERY
- HOTEL / MOTEL
- RESTAURANT
- RETAIL
- SCHOOL
- SERVICE
- WORSHIP
- STATE ROAD
- WATERWAYS
- MUNICIPAL BOUNDARIES



Regional Connections

A. The Highway 6 Bike Route, also known as Bicycle PA Route Y, follows Highway 6 through Tunkhannock and spans Pennsylvania from the Ohio border at Pymatuning Reservoir all the way to Port Jervis, NY. It provides access to Bicycle Routes A and Z in western Pennsylvania and Route L in eastern Pennsylvania, and a range of other connections throughout the state and beyond.
B. The Borough is located just forty-five minutes by car from Elk Mountain Ski Resort, a popular recreational destination for the region.
C. Scranton, PA is located less than 25 miles East of the Borough.
D. It takes less than an hour to get to Towanda, PA by car.
E. It is just over an hour from Tunkhannock to Binghamton, NY by car.
F. The Procter & Gamble plant in Washington Township, a major employer for the area, is located less than 10 miles from the Borough of Tunkhannock.

REGIONAL CONNECTIONS—TUNKHANNOCK BOROUGH

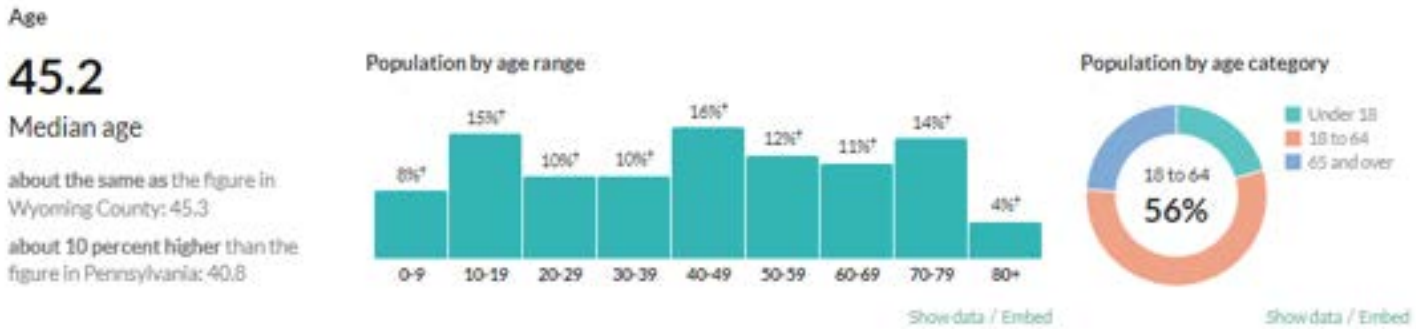


People

According to US Census Bureau population data the estimated population of the Borough of Tunkhannock is 1,635 covering a land area of approximately 0.9 square miles. The following charts and descriptions are built from US Census Bureau population data, the margin of error for this data is at least 10 percent of the total value. Data and charts used in this section are from Census Reporter, an independent project and not-for-profit corporation, using data from the American Community Survey (ACS).

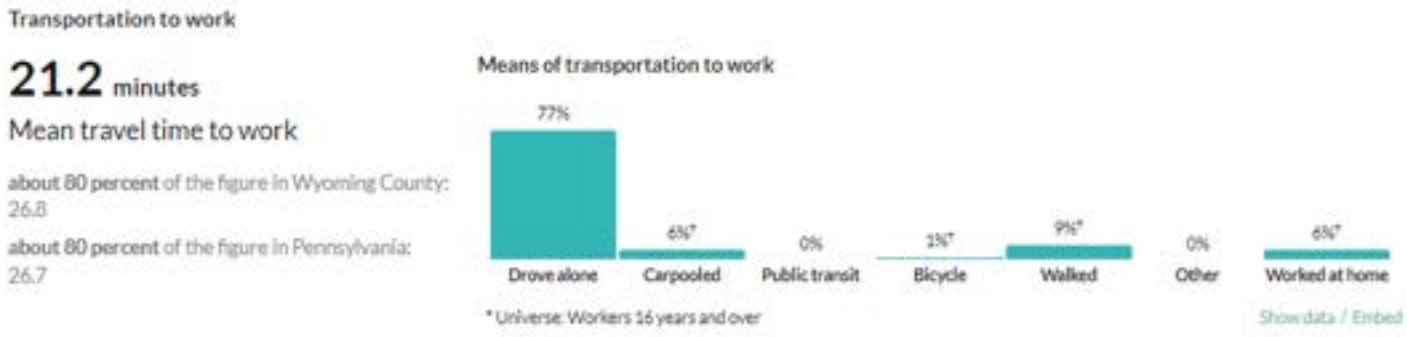
Population by Age Range

The median age within the Borough is approximately 45, with roughly 56 percent of the population between the ages of 18-64. This is consistent with the county as a whole.



Modes of Transportation

The vast majority of workers in the Borough of Tunkhannock commute to work by driving with no passengers. Some small percentage carpool, bicycle, walk or work from home. Commuting one-way takes the population of the Borough approximately 21.2 minutes on average.



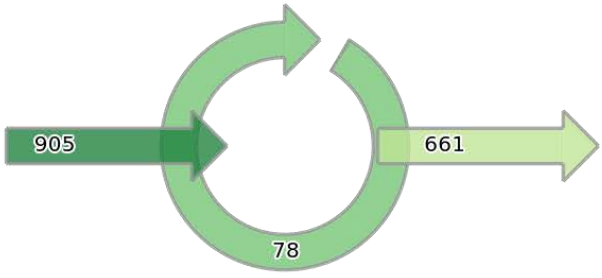
Income & Poverty

The median household income for the Borough is $55,542, approximately 80% of the median income for Wyoming County. Approximately 1/5 of the Tunkhannock Borough population lives below the poverty line, and this rate is nearly double that for Wyoming County as a whole. Children under the age of 18 have twice the rate of poverty as seniors over 65 within the Borough.

A large portion of the traffic within the Borough, vehicular, bicycle and pedestrian, comes from K-12 school transportation. The following is a summary of those traffic impacts as of 2022.

A. Pedestrians make up approximately 160 students in the Borough. None to the Primary Center, 54 to the Middle School and 106 to the High School.
B. Parent Drop-offs account for approximately 182 students in the Borough. 57 to the Primary Center, 73 to the Intermediate Center and 52 to the High School.
C. 36 buses run for the district split into approximately 7 regions across the district. All buses go from the Primary Center to the Intermediate Center and finally to the High School.
D. There are an additional 19 vans for the school district, 16 that pick up within the district but transport to schools outside the district .
E. Over time it is likely that these needs and traffic patterns will evolve. The improvements proposed in this study will provide a great opportunity for better transporting the students and parents in the district and alleviating traffic concerns during drop-off and pick-up times.

The majority of residents in the Borough of Tunkhannock that work, do not do so in the Borough. It has been found that of the 983 employees in the borough, only 78 work in the borough. 905 employees travel to their employment in the Borough and 661 residents of the borough travel outside the Borough to their place of employment. (2021, On the Map)



Safety Analysis

Examination Findings

Through examining the crash maps & data below, three corridors and four specific intersection locations have been identified to pose clear safety concerns. It should be noted that these intersections are in close proximity and safety concerns may be interrelated.

A. US Highway 6
B. Tioga Street
C. Bridge Street
D. Bridge Street and Tioga Street Intersection
E. Warren Street and Tioga Street Intersection
F. US Highway and Bridge Street Intersection
G. Bridge Street and River Street Intersection (further complicated by the railroad crossing)

This study includes PennDOT's Pennsylvania Crash Information Tool (PCIT) to review reported crash data between 2018-2023.

There may have been additional crashes that occurred within the study area but were not reported to PennDOT.

The following table and maps illustrate the data available through PCIT.

Crash Data Table

Pennsylvania Crash Information Tool

Date Range: 01/01/2018 to 12/31/2023*

CRASH SEVERITY LEVEL BY YEAR

	2018 CRASHES	2019 CRASHES	2020 CRASHES	2021 CRASHES	2022 CRASHES	2023 CRASHES	ALL YEARS CRASHES
SUSPECTED SERIOUS INJURY	0	0	0	0	1	0	1
SUSPECTED MINOR INJURY	4	1	2	0	0	0	7
POSSIBLE INJURY	0	1	2	0	2	0	5
UNKNOWN SEVERITY	1	5	3	1	2	2	14
UNKNOWN IF INJURED	0	0	0	0	0	1	1
PROPERTY DMG ONLY	8	4	3	9	5	6	35
TOTAL	13	11	10	10	10	9	63

CRASH DESCRIPTION TYPES BY YEAR

	2018 CRASHES	2019 CRASHES	2020 CRASHES	2021 CRASHES	2022 CRASHES	2023 CRASHES	ALL YEARS CRASHES
ANGLE	3	1	2	1	3	1	11
HEAD ON	1	0	2	0	0	0	3
HIT FIXED OBJECT	2	1	1	4	2	1	11
NON COLLISION	0	1	0	0	0	0	1
NON MOTORIST	0	2	0	0	0	1	3
OPP DIRECTION SIDESWIPE	0	1	1	1	0	2	5
OTHER	0	0	0	1	1	1	3
REAR END	4	5	4	2	4	3	22
SAME DIRECTION SIDESWIPE	2	0	0	1	0	0	3
UNKNOWN	1	0	0	0	0	0	1
TOTAL	13	11	10	10	10	9	63

PERSON INJURY SUMMARY BY YEAR

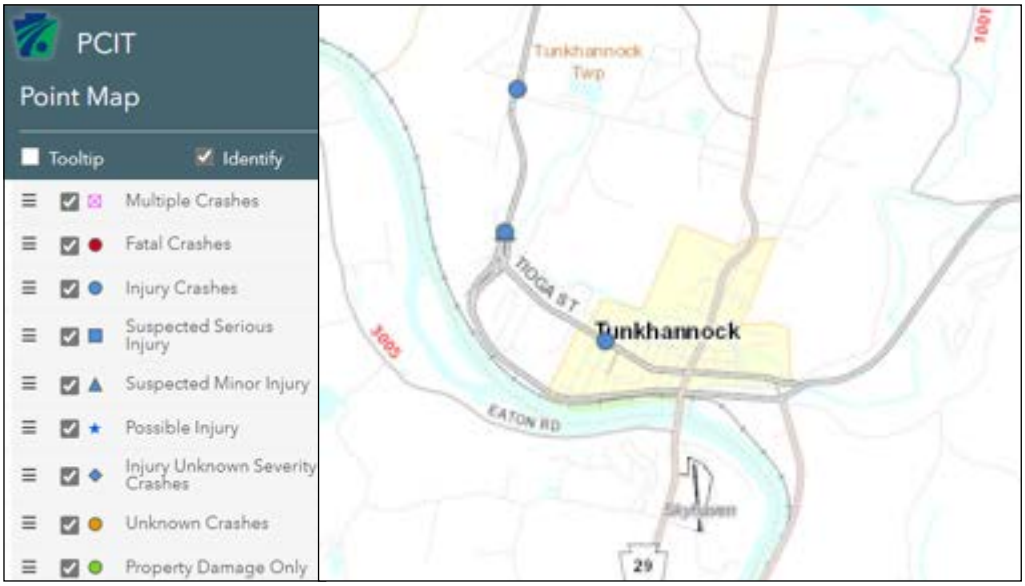
	2018 PERSONS	2019 PERSONS	2020 PERSONS	2021 PERSONS	2022 PERSONS	2023 PERSONS	ALL YEARS PERSONS
FATALITIES	0	0	0	0	0	0	0
SUSPECTED SERIOUS INJURIES	0	0	0	0	1	0	1
SUSPECTED MINOR INJURIES	4	1	2	0	0	0	7
POSSIBLE INJURIES	1	1	3	0	2	0	7
UNKNOWN SEVERITY	1	6	3	1	2	2	15
UNKNOWN IF INJURED	0	0	0	0	0	1	1

* **PLEASE NOTE: Years which do not appear in the report contain zero crashes for this request.**
* Complete records of reportable crashes are available in PCIT for the following years: 2004 - 2023
* Crash information for 2024 is incomplete at the time of this printing. As such, data for 2024 is not included in this report.

IMPORTANT: The information contained in this document is drawn from raw data and should not be interpreted as representing an engineering judgement or determination made by the Department of Transportation as to the type and severity of accidents noted herein.

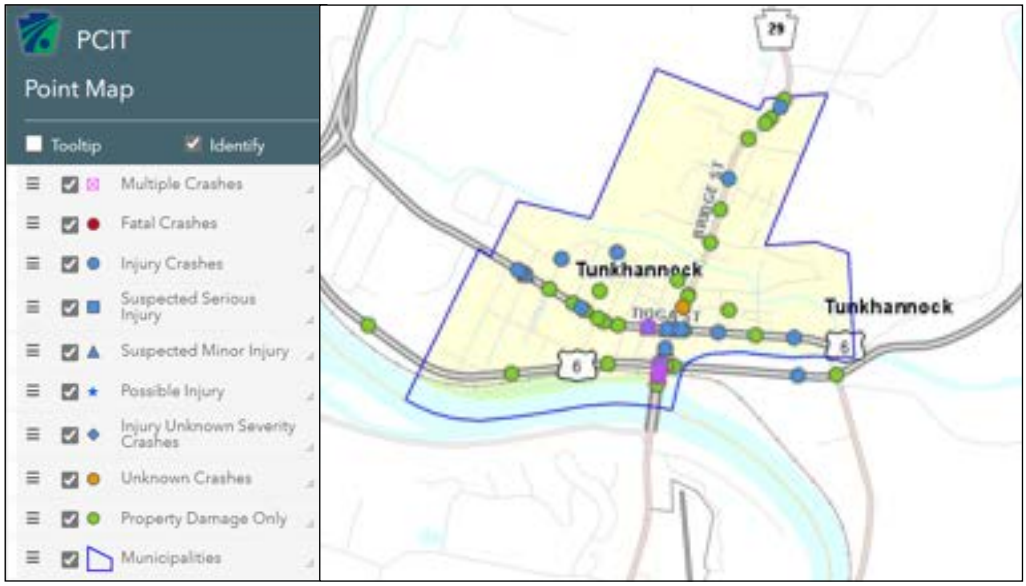
Print Date: 07/11/2024

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)



CRASHES INVOLVING BICYCLES

CRASHES INVOLVING PEDESTRIANS



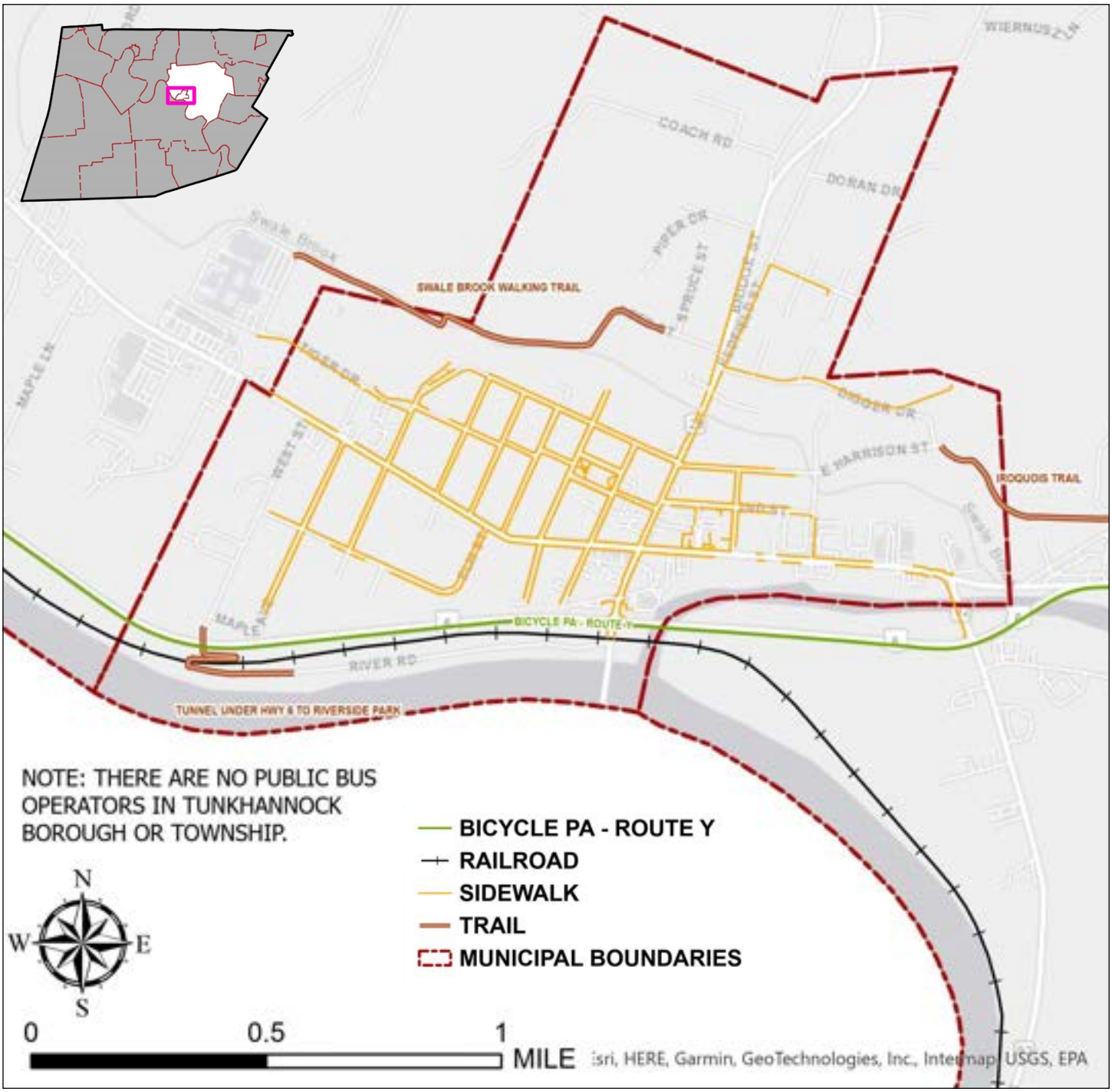
TUNKHANNOC BOROUGH CRASHES

Existing Transportation Network

Tunkhannock already possesses a network of sidewalks throughout the community, the problem is that many of them are in disrepair and there are gaps in some areas that would allow better connectivity between popular destinations. The Bicycle PA Route Y runs directly through town, but there is limited access from that route into the Borough as well as very limited bicycle infrastructure such as bike racks or repair stations.

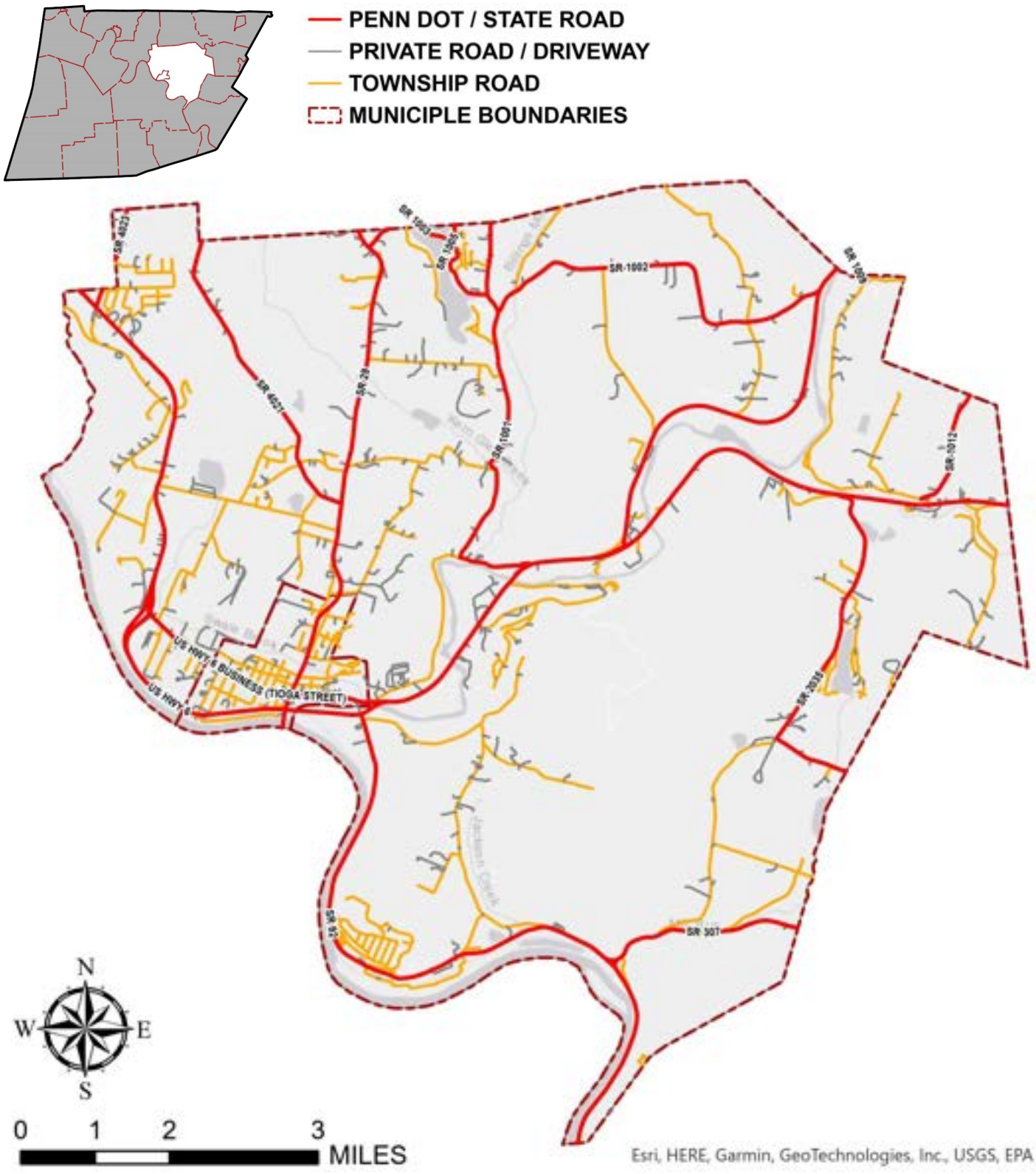
The Existing Active Transportation Map illustrates these existing facilities.

EXISTING TRANSPORTATION NETWORK —TUNKHANNOCK BOROUGH



The Roadway Ownership Map shows the existing network of roads and their related ownership which will be key in progressing suggested capital improvements.

ROADWAY OWNERSHIP —TUNKHANNOCK BOROUGH



Key Issues & Gaps

The following key issues and gaps in the active transportation network were identified by community stakeholders.

A. Safety

1. People do not feel safe walking or biking within the Borough.
2. There is limited infrastructure for walking and biking.
3. High traffic volumes and speeds create uncomfortable environments for walking and biking to public areas and schools from downtown and the surrounding neighborhoods.
4. Intersection configurations and traffic operations make it difficult for bicyclists and pedestrians to cross and make connections to key points of interest.
5. Existing bluestone sidewalks throughout the Borough are in disrepair causing tripping and accessibility hazards.
6. Pedestrian street crossings are particularly troublesome for senior citizens and persons with disabilities who cannot walk very fast.

B. Mobility

1. It is difficult to travel to destinations within the Borough without a car.
2. Parking is very important downtown but is extremely limited.

C. Public Health

1. Improvements to public health, through providing safe walking and biking access to public recreation areas and around the Borough will increase public engagement and encourage healthy lifestyles.

D. Gaps

1. There are gaps in the existing sidewalk networks, and areas that have fallen into disrepair.
2. The regional trail network is disconnected and can be difficult to find or access, especially without a car.
3. There are significant physical barriers to bicycles and pedestrian connections, including US Route 6 Bypass, Route 29, Route 92 and the Railroad.
4. There is a need for consistent wayfinding and promotion of existing trails, bicycle routes and recreational areas.

E. Limited Resources

1. There are limited resources available to expand, enhance and maintain the active transportation network.

Assets – Their Opportunities & Obstacles

Tunkhannock Borough has a number of key assets that provide the foundation and context for this mobility study. Each asset presents a number of opportunities for building connected active transportation networks. However, these key assets also pose some obstacles of challenges that need to be considered or addressed to achieve the plan vision and goals. The key assets, as well as the opportunities and obstacles are summarized below.

Downtown Area

Opportunities:

I. Desirable destinations for active transportation trips.
II. Sites and events that attract both residents and visitors.
III. Historic buildings and development patterns.
IV. Attractive streetscapes.
V. Proximity to local and regional walking and biking trails.

Obstacles:

I. Limited space for active transportation infrastructure improvements due to existing building proximity to roadways or limited ROW
II. Intersections and roadways with configurations that make for difficult crossing and limited visibility.
III. Limited parking opportunities

Greenways

Opportunities:

I. Existing attractions of the river, creek, greenways and parks to connect to the neighborhoods, downtown and schools.
II. Scenic environment for walking, biking, kayaking and other forms of recreation.
III. Creation of gateway or milestone for recreation which could increase tourism.

Obstacles:

I. Limited safe crossings for pedestrians to access key areas.
II. Vehicular and rail network limit access points.
III. Some land areas ideal for trail/greenway expansion are privately owned.
IV. Limited ROW space and existing developments that have not provided sidewalks.

Transportation Toolbox

A variety of infrastructure improvements may be utilized in order to improve the safety and connectivity within the Borough of Tunkhannock. The items that follow in the recommended Transportation Toolbox fall into several categories based on the type of improvement and context. For each item a brief description has been included along with sample imagery of what each infrastructure improvement might entail. Dimensional and material recommendations are included in the descriptions where pertinent.

Roadway & Intersection Improvements

Marked Crosswalk

A pedestrian crossing path in a roadway delineated by pavement markings. Generally, crosswalks should be a minimum of 6' wide.

Mid-Block Crosswalk

A pedestrian crossing path in a roadway located between intersections and delineated by pavement markings and signage. Generally, crosswalks should be a minimum of 6' wide.

Flashing Warning Device

Flashing crosswalk warnings are used to alert drivers to slow down and prepare to stop for possible pedestrians. These may be set to always flash or utilize a push button on either end of the crosswalk to be activated as needed.

Pedestrian Refuge Island

A center median or corner triangle of space either raised or defined by pavement markings to create a safe zone for pedestrians crossing a road. These islands shall meet accessibility standards.

Roadway & Intersection Improvements

On-Street Parking

Space denoted on the side of a public road or street for vehicular parking. Angled and Parallel parking spaces are often utilized for On-Street Parking. Sizes and signage for spaces shall meet local regulations.

Curb Extension or Bulb Out

An extension of the curb line out from the sidewalk into the street for a short distance. These can be used to reduce the crossing distance for pedestrians, improve visibility and calm traffic. Generally constructed to match the material of the sidewalk, accessibility standards shall be met.

Limited Access

A roadway connection or curb cut that limits the directionality of traffic coming and going such as a right-in only and right-out only traffic pattern. Generally, this would be denoted by signage and pavement striping and would in some instances include a raised pork-chop or pedestrian refuge island.

Painted/Textured Intersection

An entire intersection including crosswalks either painted or textured or both to slow traffic and allow safer pedestrian crossings. Decorative paint, stamped pavement or colored pavement are all options.

Transportation Toolbox

Roadway & Intersection Improvements

Buffered Multi-Use Lane

A pathway physically separated in some way from motor vehicle traffic that is often within the right-of-way for use by pedestrians and bicyclists. Flexible delineator posts are sometimes used to create a vertical barrier. Generally, these lanes should be a minimum of 6' wide.

Advisory Shoulder

A pathway for bicyclists or pedestrians in a roadway denoted by pavement markings through use of the shoulder of the roadway. Motorists may only enter these shoulders when no bicyclists or pedestrians are present. Generally, 6' in width the absolute minimum should be 4'

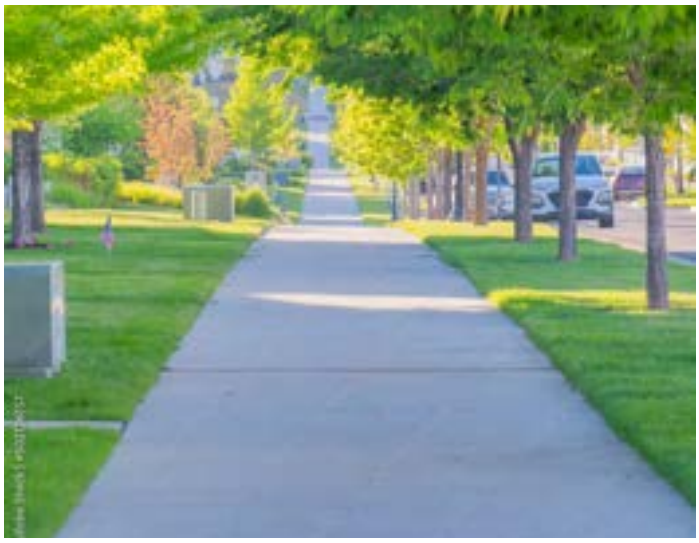
Sidewalk & Trail Improvements

Sidewalk (Attached):

A pedestrian pathway, directly adjacent and connected to the edge of a roadway or street, separated only by a curb. Generally, a minimum of 5' in width and constructed of concrete paving.

Sidewalk (Detached)

A pedestrian pathway, separated from the roadway by a buffer such as a strip of grass, street trees or planting bed, running parallel to the roadway or street. Generally, a minimum of 5' in width with a minimum 4' buffer strip and constructed of concrete paving.



Sidewalk & Trail Improvements

Sidewalk (Interim)

A temporary pedestrian pathway, provided on existing pavement via painted stripes where new construction or improvements are not anticipated in the near future. Generally, a minimum of 5' in width.

Pedestrian Bridge

A bridge designed solely for pedestrian traffic linking two points of interest & typically conveying them over some obstacle such as a roadway, or waterway.

Multi-Use Trail

A path or route designated for recreational and/or commuting purposes that accommodates a variety of users such as pedestrians and cyclists. These trails are typically located in natural settings like parks, forests or alongside urban areas and are designed to provide a safe and enjoyable experience for users, away from vehicular traffic. Generally, a minimum of 6' in width, they can be constructed from a variety of materials such as crushed granite, asphalt, or concrete.

Wayfinding Signage/Markings

Signage or markings in the pavement that can provide directional information for key routes and destinations. They can be used by motorists, cyclists and pedestrians.

Transportation Toolbox

Bicycle Infrastructure

Shared Travel Lane

A shared lane environment for both automobiles and bicycles that is denoted by pavement markings or “sharrows.” These generally serve as a reminder to vehicular traffic to look out for and respect bicycle traffic on the roadway.

Bicycle Lane

Designation of a portion of a roadway for the exclusive use of bicyclists through striping, signage and pavement markings. Generally, these lanes are 6’ wide along the shoulder of the roadway.

Bicycle Route

A planned path or designated route intended for bicycle traffic, generally identified by pavement markings and signage. A variety of path types and widths may be included in a route.

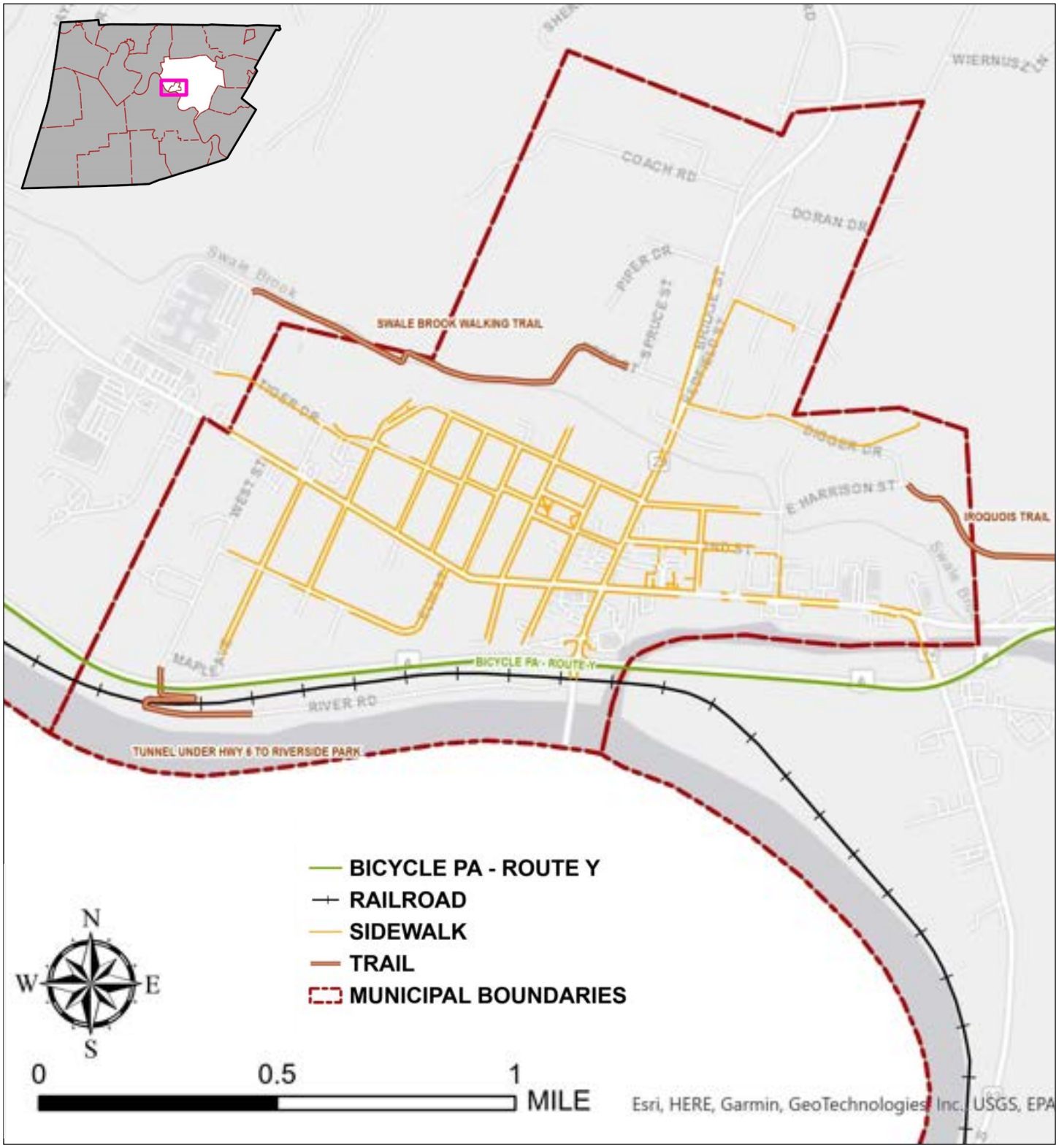
Bicycle Racks

A stationary rack or frame where bicycles can be parked. Generally available in a variety of styles, shapes and sizes.

Potential Connections

As a part of this mobility study, it is important to not only propose potential types of capital improvements but to identify potential locations and connections where improvements would make the most impact. The following map illustrates the prime areas the Borough should consider for mobility infrastructure connection and improvement.

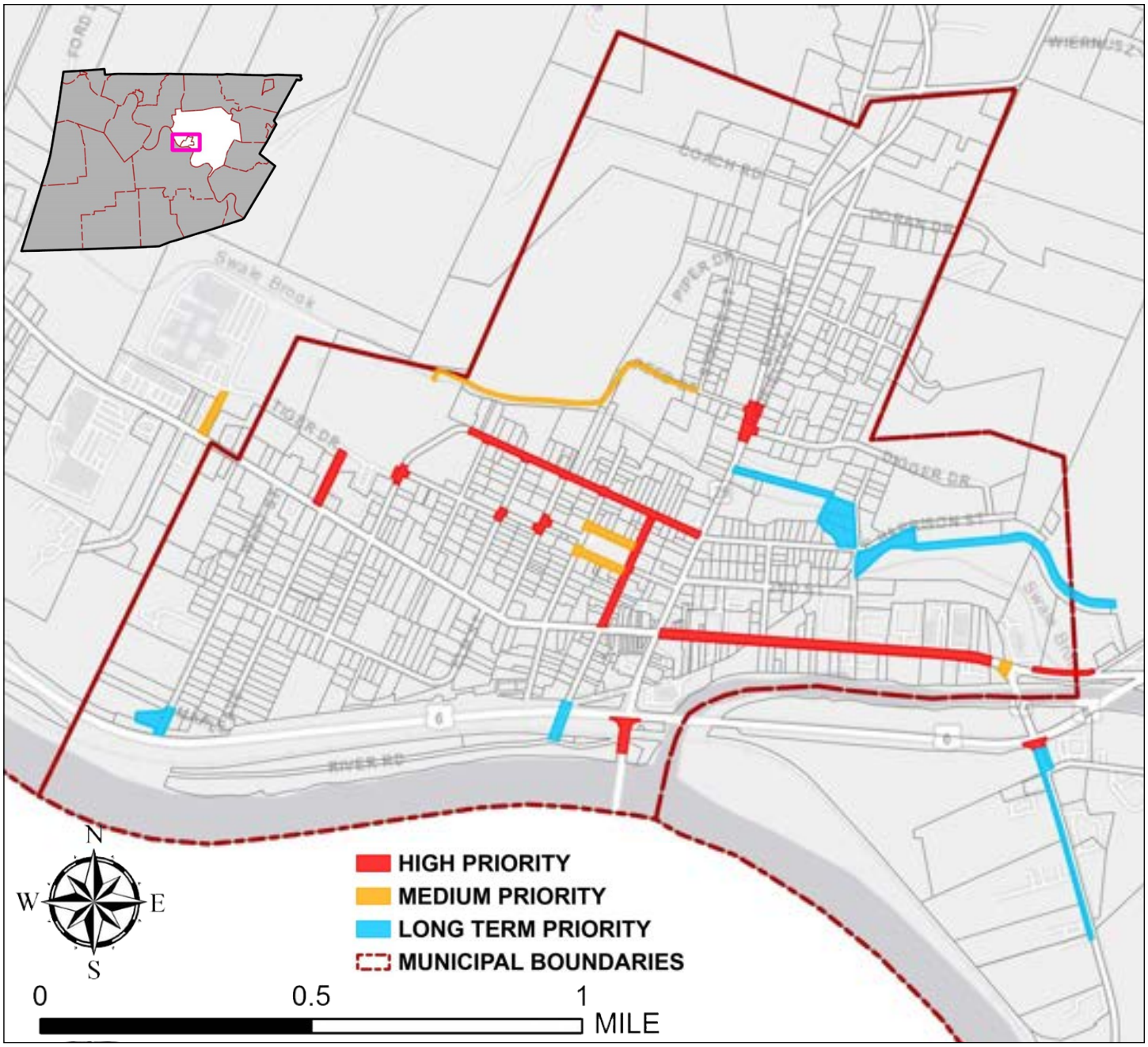
EXISTING TRANSPORTATION NETWORK —TUNKHANNOCK BOROUGH



Potential Capital Improvements

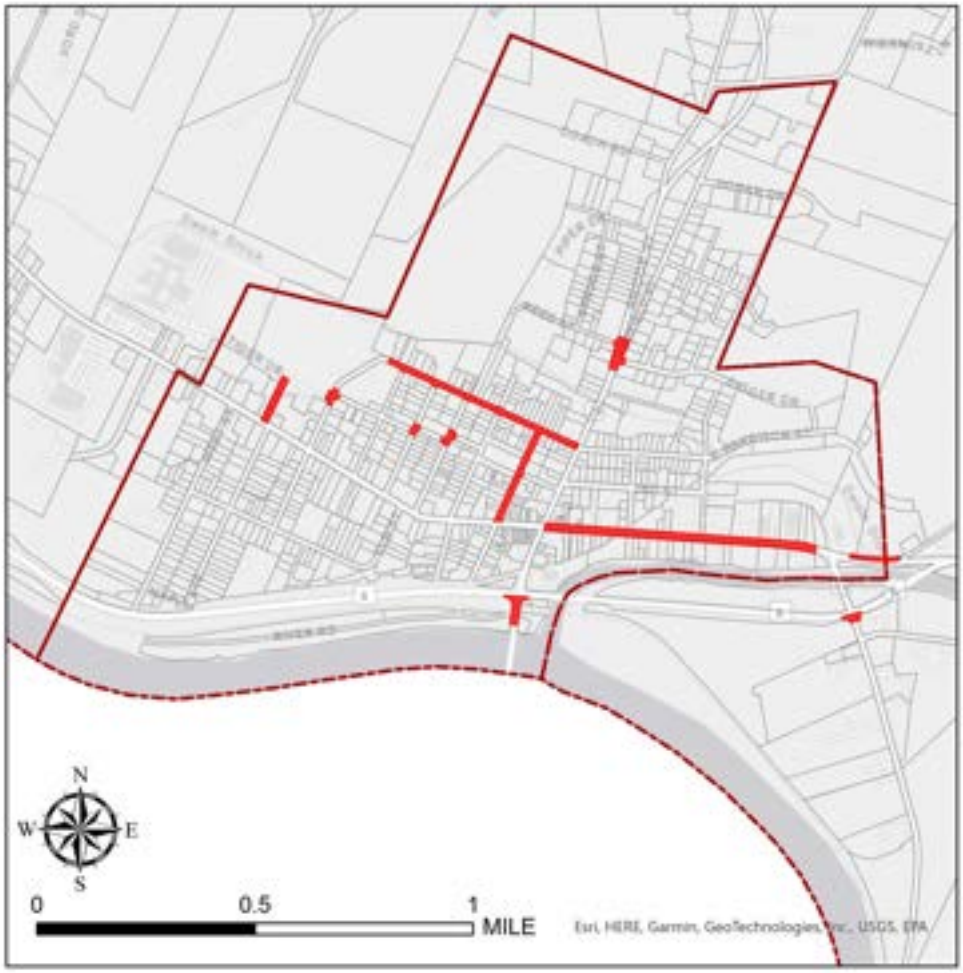
A list of potential capital improvements has been developed and is presented in a hierarchy of High Priority, Medium Priority and Long-Term projects. These projects explore options for improving mobility through the addition or improvement of sidewalks and bike access, warnings for crossings, wayfinding signage, additional parking and larger undertakings such as a pedestrian bridge. For each capital improvement implementation will be contingent upon support, feasibility, funding opportunities, and in some cases agreements with property owners. Additional design and engineering will be needed to implement the majority of these suggested improvements using the standards and input from PennDOT. Additional traffic studies may be needed to fully assess some priority areas.

PRIORITY CONNECTIONS —TUNKHANNOCK BOROUGH



Capital Improvements Priority List

HIGH PRIORITY CONNECTIONS —TUNKHANNOCK BOROUGH



High Priority

New Sidewalk Connections

From W Tioga St to Pennsylvania Ave along West Side: Provide new concrete sidewalks and curb ramps.

Tioga from State Route 92 East across bridge on North Side: Restripe the road striping at the bridge to include a sidewalk or pedestrian area along the North side. Consider including flexible delineator posts or other vertical separation elements.

Capital Improvements Priority List

High Priority

Intersection Safety Improvements

Pennsylvania & Franklin: Develop a plan for reorganizing parent and bus drop-off/pickup circulation to eliminate conflicts and make it safer for pedestrians.

Pennsylvania/Stark & Wyoming: Provide additional signage and striping for pedestrian crossings.

US Hwy 6 & State Route 92: Improve pedestrian crosswalks, curb ramps and signage for access across Hwy 6 and to the Dunkin Donuts that is a popular destination.

Stark/Clay & Slocum: Provide additional signage and striping for pedestrian crossings.

Bridge/Redfield & Reed/Digger: Provide a clear warning to drivers that pedestrians cross at this location through the use of a painted intersection, flashing warning devices and signage, pedestrian refuge islands and/or improved crosswalks and curb ramps.

High Priority

Intersection Safety Improvements

Bridge & River Rd: Develop a plan for improving left turns off River Rd onto Bridge St through the use of additional signage, a painted intersection, and/or revised traffic patterns if possible.

Tioga & Warren: Make Warren one-way North to eliminate blind turns onto Tioga.

Updated Street Sections

Warren from Tioga to Harrison: Provide plans for expanded sidewalks to create additional patio space and additional on-street parking (angled or parallel) with space gained from limiting vehicular traffic one-way.

Tioga from Bridge Street to State Route 92: Create and enforce a standard street section to improve pedestrian access – include options and requirements for striping pedestrian areas where development is expected to remain and does not already include sidewalks.

Harrison from Middle School to Bridge Street: Create and enforce a standard street section to improve sidewalks and limit parking to alleviate weaving traffic issues and the deteriorating asphalt edge (seen mostly on South side). Consider options for burying overhead lines to create more space in the street section for vehicular, bicycle and pedestrian uses.

Capital Improvements Priority List

MEDIUM PRIORITY CONNECTIONS —TUNKHANNOCK BOROUGH

Medium Priority

New Access Connections

Right-In/Right-Out Access from the High School onto Tioga: Provide a new Right-In/Right-Out vehicular access drive from the High School property to Tioga, coming out across from the McDonalds. This will likely require retaining walls to cut into the existing grade.

Trail Connections

From Reed St to the NE side of the Middle School: Provide a new trail connection and potentially upgrade the existing pedestrian bridge from Reed Street to the NE side of the Middle School. Plan to include safety measures such as lighting and/or emergency call boxes.

Medium Priority

Intersection Safety Improvements

Pedestrian Crossing from North Side of Tioga to South Side of Tioga at State Route 92 along West Side: Provide a pedestrian crosswalk to connect the Hampton Inn and other pedestrian traffic from Tioga headed South. This may include flashing warning devices or even a painted intersection.

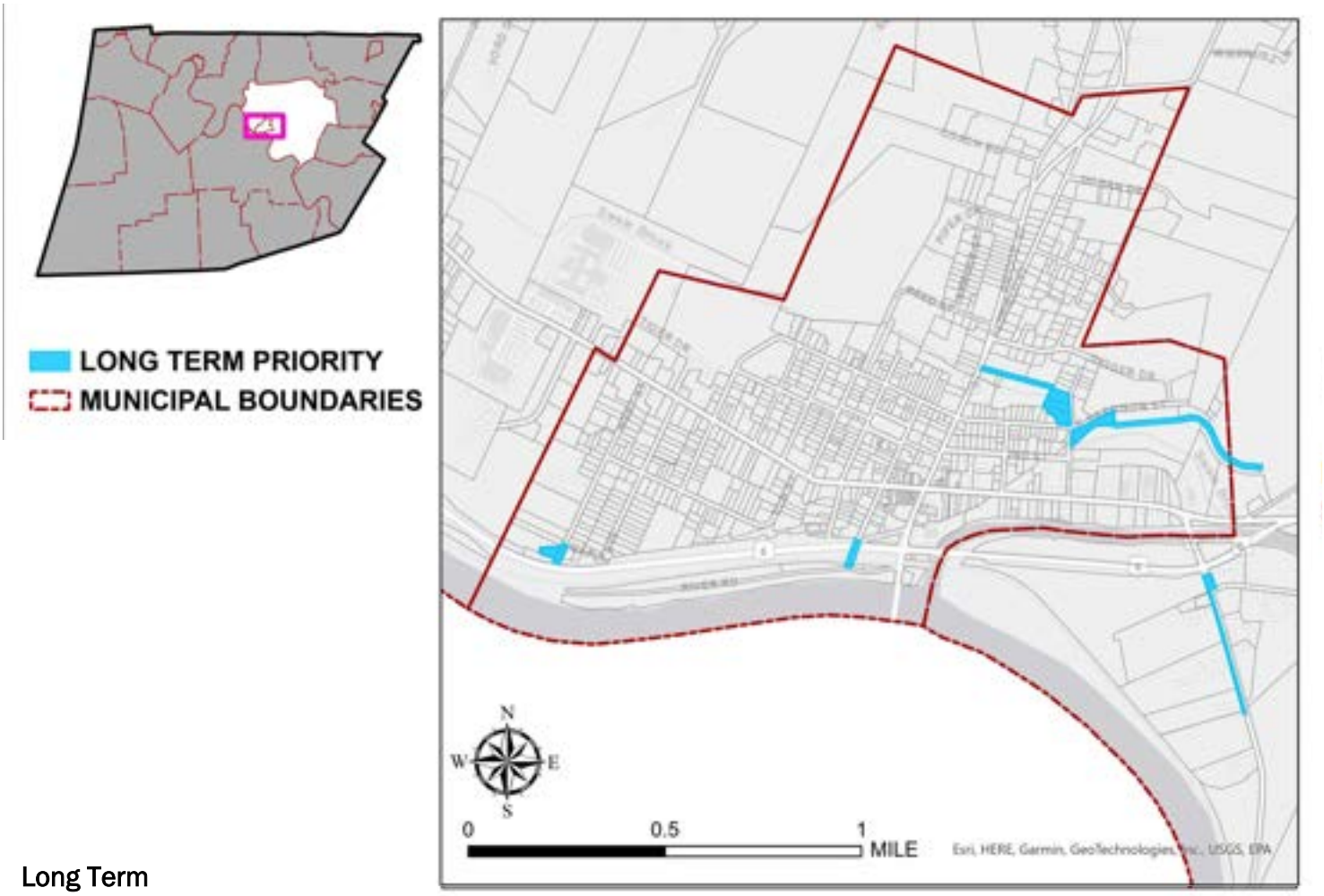
Updated Street Sections

Washington: Make Washington one-way SE to route traffic around the Courthouse and adjust on-street parking accordingly.

Marion: Make Marion one-way NW to route traffic around Courthouse and adjust on-street parking accordingly.

Capital Improvements Priority List

LONG TERM PRIORITY CONNECTIONS —TUNKHANNOCK BOROUGH



Long Term

River Access Improvements

Improve Access and Visibility for existing underpass at West St under US Hwy 6 to River Rd: Clear the existing brush, add wayfinding signage and improve the parking area for this existing river access point.

Provide a Pedestrian Connection over US Hwy 6 from Warren to River Rd: Provide a pedestrian bridge over US Hwy 6. This may be incorporated in the upcoming Park Master Plan as separate project. The existing Railroad crossing easement at this location is anticipated to be an appropriate connection point.

Long Term

New Sidewalk Connections

From US Hwy 6 to Sports Fields along State Route 92: Provide a new sidewalk and curb cuts down to the sports fields along State Route 92 from US Hwy 6.

New Trail Connections

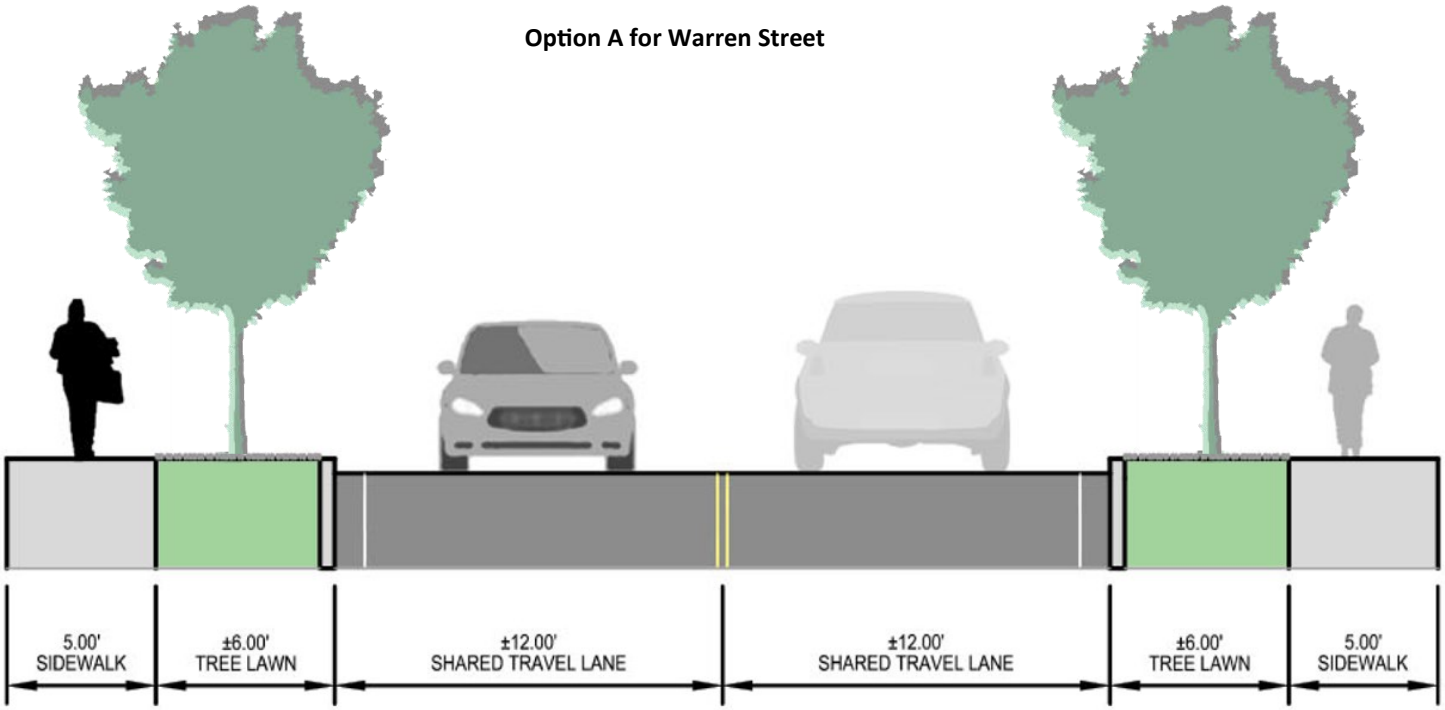
From Bridge St to the McCord/Harrison Intersection: Provide a new trail from Bridge Street along the existing ROW flag lot and utilize the existing Borough owned lot at McCord and Harrison for parking and additional park space along the route.

From the McCord/Harrison Intersection to the Ball Fields on Cemetery Association Property: Establish an easement with the sewer treatment facility to create an extension of that trail and negotiate with other property owners to lengthen that trail access all the way to the existing ball fields that are part of the cemetery property.

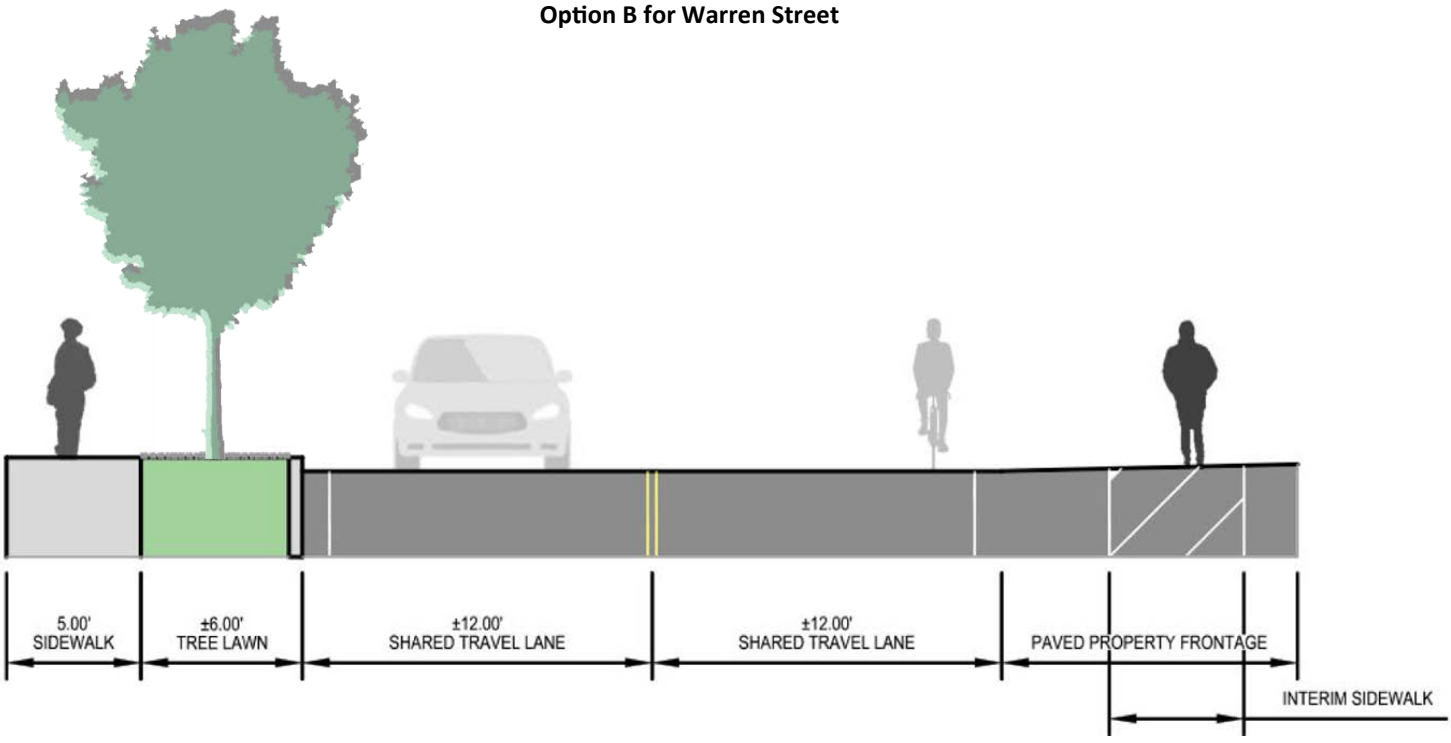
Sample Street Sections

The following sample street sections are included to show potential solutions for existing streetscape conditions outlined in the capital improvements priority list. These sections are conceptual and based off approximate measurements. Further engineering would be necessary to implement any of these solutions.

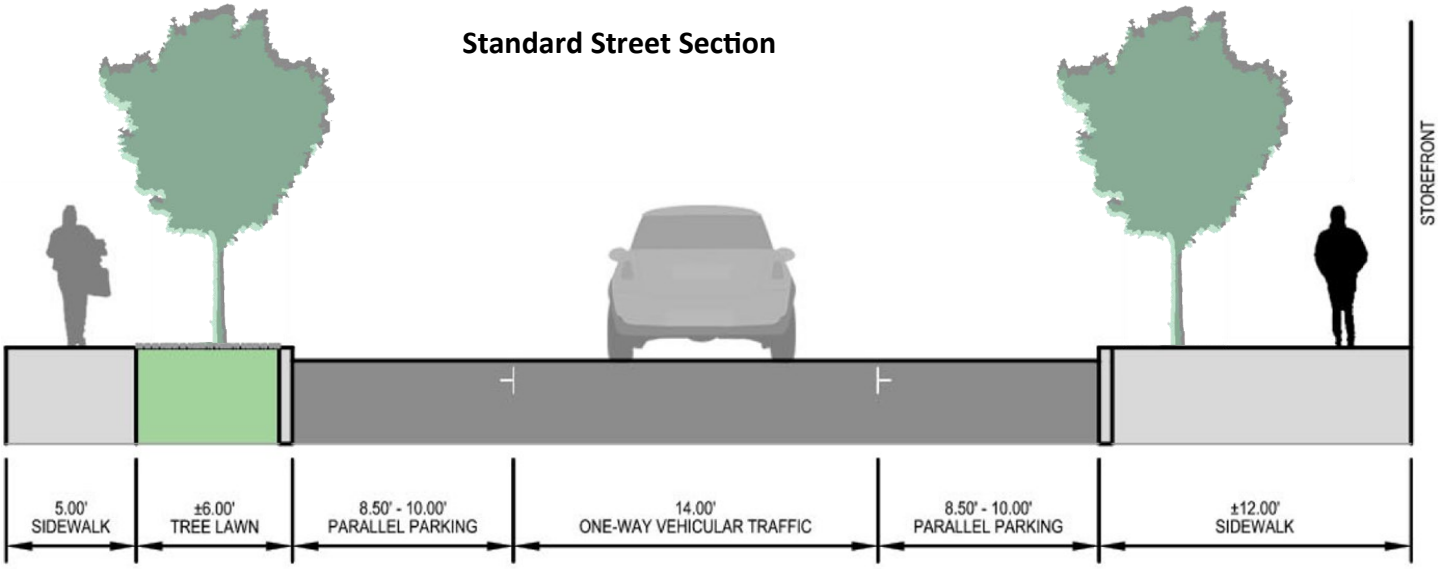
Option A for Warren Street



Option B for Warren Street

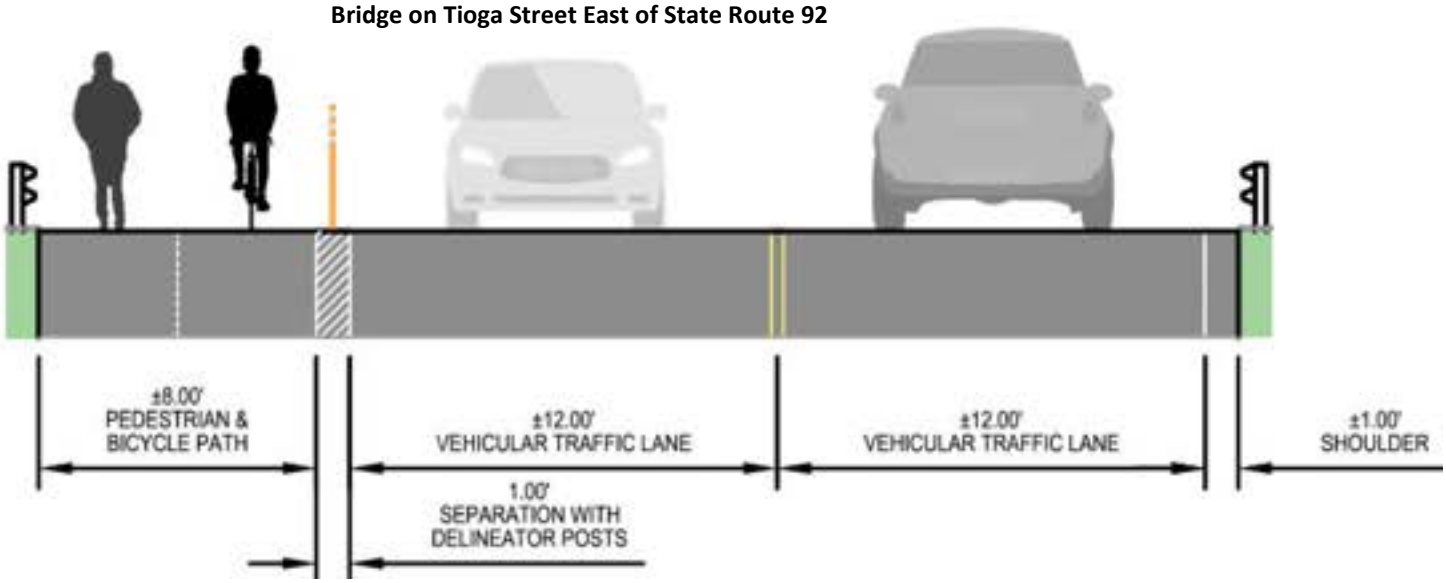


Standard Street Section



Tioga Street
where existing businesses
don't have sidewalks

Bridge on Tioga Street East of State Route 92



Municipal Action

In addition to constructing new infrastructure, updating policies and establishing programs can help to implement the action items from this Mobility Study, encourage community use of new capital improvements and help achieve the vision and goals laid out in this plan.

Borough Municipal Design Standards

An update to the Borough's design standards may be warranted to help define when and where mobility specific design elements are required and their general minimum conditions. These design standards may include specific requirements for items addressed in the Transportation Toolbox such as sidewalks, crosswalks, wayfinding signage, flashing warning devices and bicycle lanes. Standard street sections may be developed or modified to include these elements as well as Borough-wide mapping to track connections and opportunities. These standards should designate minimum sizes, materials and locations including reference to accessibility standards and requirements.

The Borough currently has a Sidewalk Ordinance, and this offers an opportunity to further develop and improve the sidewalks. Currently this ordinance is not enforced to require property owners to meet the standards in the Sidewalk Ordinance. This ordinance, if enforced and updated offers the opportunity to improve the quality of the sidewalks throughout the Borough.

PennDOT Connects

The Pennsylvania Department of Transportation (PennDOT) has developed a program to support and improve the transportation systems of Pennsylvania communities through collaborative planning efforts and funding opportunities. Some specific areas PennDOT Connects aims to address include:

1. Safety issues/concerns
2. Bicycle/pedestrian accommodations
3. Other proposed transportation improvements
4. Right-of-way considerations

The Borough of Tunkhannock will greatly benefit from a collaborative process with PennDOT, the County and other planning partners to develop plans moving forward to improve community mobility and enhance their vision for the future. This mobility study will assist in establishing the need within the community for improved infrastructure and create a framework for conversations moving forward.

Enforcement & Educational Programs

Ensuring that both the public and law enforcement are aware of walking and biking laws goes a long way towards improving safety within a community. Outreach events and training can improve compliance and should be considered by the Borough. These programs can include formalized training seminars but may also include special events to attract community members such as beautification days, block parties, trail openings, public art installations, walk or bike to school or work - day activities and other wellness programs. While the Borough may lead the effort to establish these programs, partnership with the school district and other local organizations can greatly improve community participation and buy-in.

Maintenance Programs

Existing and future infrastructure from capital improvements will require planning for long-term maintenance and upgrades. For example, many of the existing bluestone sidewalks within the Borough are already in disrepair and require a plan for replacement. In some cases, material reuse should be considered, either in place or through alternate methods to showcase historic materials. The Borough should consider the development of a program for tracking necessary maintenance items and prioritize budget for repairs and improvements.

MAKE IT HAPPEN

Action Plan

From the conclusions laid out in this study the Borough will develop plans and secure funding for capital improvements, focusing on the high priority projects initially. The Borough will review and update municipal design standards and ordinances to further the goals outlined in this report.

Capital Improvement Projects

A. Key Parties
    1. Municipality (Improvements to municipally owned rights-of-way, and land & public outreach, funding)
    2. PennDOT (Improvements to state roads, available federal/state funding)
    3. Wyoming County (Improvements to County owned rights-of-way and land)
    4. Other Community Organizations (Public outreach and involvement, funding as available)

B. Key Action Items
    1. See earlier sections of this document for initiatives related to specific improvements.
    2. Evaluate budget, feasibility and priority for specific improvements. Plan for phasing and hire consultants as needed.
    3. Identify partnership opportunities, public, private, and non-profit.
    4. Update municipal design standards and ordinances to further the implementation of improvements.

Municipal Action

A. Key Parties
    1. Municipality
    2. Wyoming County
    3. Tunkhannock Area School District
    4. Other Community Organizations
    5. Local Businesses

B. Key Action Items
    1. Identify and apply for available funding opportunities.
    2. Update municipal ordinances to address maintenance responsibilities within the community.
    3. Inventory existing mobility features within the Borough, such as sidewalks, and assess condition and accessibility to develop a plan for replacements and maintenance.
    4. Plan and budget for regular maintenance needs within the community.
    5. Facilitate regular coordination among partners involved in achieving mobility goals.
    6. Foster outreach with neighboring municipalities and the school district to identify common goals and projects.
    7. Establish wayfinding and signage standards for the Borough.
    8. Identify and foster partnerships for a variety of public programs and volunteer opportunities.

Potential Funding Opportunities

Identifying funding is an important step for capital improvements in this study. Some projects or efforts may be low cost and consist of new pavement marking and signage, while others may require phasing and funding from multiple sources.

Potential funding sources for capital improvement projects can come from funding available at the local level through the municipality or county's general fund or other local funds incorporated into their budgets. These funds can be used to pay for the project in its entirety or as leverage and match for competitive grant funding sources.

This plan identifies a variety of improvements, and many will require funding beyond what is available in the general budget. Various competitive grant programs are available and provide funding for design and construction of capital projects. In *APPENDIX B you will find a Summary of Grant Programs* that identifies some available programs based on the improvement needs identified. Each program has different qualifications and requirements for submission. Grant programs typically require the project to provide matching funds and to commit to administering and fulfilling other grant requirements. These grants and other sources should be reviewed to see which program would be the best fit for the scope of the capital project.

Performance Measures

Even with the initiatives set out in this report it can be hard to establish a starting point and action plan moving forward. The Borough will develop a 5-year plan, to be updated every two years, outlining priority capital improvements and municipal initiatives. This plan will include information on anticipated budgets, processes and timelines for each priority initiative and should examine available external funding sources. It will be updated every two years based on the progress realized, new funding sources that may have become available, and shifting Borough priorities.

The Borough will regularly review updated safety statistics available through the PennDOT's Pennsylvania Crash Information Tool (PCIT). This will give concrete statistical evidence if the municipal efforts are improving mobility and safety within the community.

The Borough will develop and maintain a tracker for all projects associated with mobility improvements and include data such as timelines, parties involved, budget, funding sources, etc. to update the community and partners, and track progress towards the overarching goals.

In order to maintain community interest and investment in the effort it will be important to provide consistent updates. A regularly occurring newsletter will keep the community informed, not only of what projects are in process or soon to start but also to highlight opportunities for public involvement and celebrate partnerships. It would highlight all the work that has been accomplished and even include information on how to provide constructive feedback or ideas for future initiatives.

APPENDIX A: Public Participation Summary

Steering Committee Meetings

Steering Committee Kick Off: February 8, 2022

Meeting Location: Wyoming County Emergency Operations Center, Tunkhannock, PA

Committee Members: K. Delancy, A. Huber, S. Fisher, B. Baker, C. Mullins, G. Suydam, E. Rogler, C. Mead, T. Henry, E. King

Project Team: L Farber (Wyoming County), C. Wood (HUNT)

This meeting was held as an orientation meeting for the steering committee to learn about the project. We opened with introductions, why we are there, what our goal is and the background on why the study was identified.

A brief exercise was conducted to gather input from the members in attendance and discussion was facilitated to start developing solutions and what the vision is for the future.

Steering Committee #2 – March 29, 2024

Meeting Location: Wyoming County Emergency Operations Center, Tunkhannock, PA

Committee Members: K. Carpenter, E. King, A. Huber, C. Mead, C. Chamberlin, E. Rogler

Project Team: L. Farber (Wyoming County), C. Wood (HUNT)

The second meeting identified further and prioritized potential projects. There was a great focus on the traffic that the school generates, the poor conditions of sidewalks and access to the riverfront from town.

APPENDIX B: Grant Programs Summary

Program	Program Details
Transportation Alternatives Set Aside	Federal Trasportation Funds
• Pennsylvania Department of Transportation (PennDOT) • Northeast Pennsylvania Alliance	• Match reuires funding all pre-construction activities • $50000 minimum and $1 million maximum • 2 year timeframe to complete design, right-of-way and utility clearance
CFA/ DCED- Multimodal Transportation Fund (MTF)	Annual competitive grant program for state funds (Act 89)
• Commonwealth Financing Authority (CFA) with Department of Community and Economic Development (DCED)	• 30% match; $100,000 minimum; $3 million maximum • 2-3 year timeframce to complete the grant funded activities
PennDOT Multimodal Transportation Fund (MTF)	Annual competitive grant program for state funds (Act39)
• PennDOT	• 30% match (based on grant awards); $100,000 minimum; $3 million maximum • 3 year time frame to complete the grant funded activities
Automated Red-Light Enforcement (ARLE) Program	Annual competitive grant program
• PennDOT	• Funded by Revenue from automated light enforcement • No matching funds required
Greenways, Trails and Recreation Program (GTRP)	Annual Competitive gant program for state funds (Act 13)
• CFA with DCED & Department of Conservation and Natural Resources (DCNR	• 15% match required; $250,000 maximum • 2-3 year timeframe to complete the gant funded activities
Community Conservation Partnership Grant (C2P2)	Annual competitive grant program
• Department of Conservation and Natural Resources (DCNR)	• Various federal and state funds available for trails and improving access to recreational opportunities • Match requirement dependent on program
Community Development Block Grant	Annual Federal Housing and Urban Development (HUD) funds
• Trehab	• Funds allocated to local jurisdictions based on population and other factors
Municipal Assistance Program (MAP)	Grant program with rolling applications (always accepting applications)
• Department of Community and Economic Development (DCED)	• 50% match required
Walkworks Program	Annual competitive grant program
• University of Pittsburgh	• No matching funds required • Typically less than 1 year to complete the grant funded activities

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TUNKHANNOCK BOROUGH MOBILITY STUDY



Prepared By

HUNT E|A|S