Our regional plans for transportation and economic development...

- **Prioritize** our current needs
- **Envision** attainable future outcomes
- **Describe** local and regional action steps
- **Position** us for state and federal funding
Our regional plans work together to align improvements in access, infrastructure, and amenities for our communities and economy.
### Comprehensive Economic Development Strategy

**Conditions & Needs**
- Economic concentration in **extractive industries**
- **High unemployment**
- Declining and aging **population**
- **Low workforce productivity**
- **Limited infrastructure**: telecommunication systems and data, natural gas, and transportation
- **Abundant natural resources**

**Priorities**
- **Expand** broadband for internet access
- **Renew and refocus** workforce development programs
- **Enhance** tourism assets and promotion
- **Revitalize** communities

**Outcomes**

**Actions**

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**We Aspire to Have...**

A sustainable, diversified economy that weathers the ebbs and flows of the energy and resource extraction industries, and the downturn in the agricultural industry.
Comprehensive Economic Development Strategy

- **Expand broadband** for internet access – 0-24 months
  - Feasibility study of supply (transmission capacity) and demand
  - Funding; implementation
- **Renew and refocus workforce development** programs – 0-5 years
  - Outreach to industry
  - Market careers to students and parents
  - Revise student programs for career development
- **Enhance tourism** assets and promotion – 0-24 months
  - Develop the regional trail network
  - Identify and recruit business
  - Expand agritourism
- **Revitalize communities** – 0-5 years
  - Identify essential features of communities gaining young people
  - Improve walkability
  - Occupy new uses in older buildings
Local Coordinated Transit Plan

We Aspire to Have...
Affordable, efficient, reliable public transportation services throughout the region, including scheduled bus service for all types of passengers) that is visible and well-connected to bicycle and pedestrian systems in the core communities it serves.

- **Varied services** across 5 counties
- **Numerous providers;** varied program assistance
- Demand for **out-of-county travel**
- Demand for **medical and other quality-of-life travel**
- **Infrastructure** that supports services and use
- **New infrastructure** to “build in” service options

**Priorities**
- **Improve** Service Awareness & Traveler Information
- **Enhance** Infrastructure & Amenities in Core Communities
- **Optimize** service analysis, expansion and coordination

**Outcomes**

**Conditions & Needs**

**Actions**
Local Coordinated Transit Plan

- Develop **user-friendly transit materials**. – 0-2 years
- **Educate trip generators**. – 0-2 years and ongoing
- **Centralize transportation service data**; make it available as a one-stop online information source. – 3-4 years
- Improve coordination of **roadway maintenance** schedules. – 0-2 years
- Install **bus stop** signage and shelters; evaluate sidewalks, curb cuts; connect transit to trails and bike paths; install wayfinding signage to/from transit. – 0-5 years
- Develop **model policies/ordinances** to ensure new development accommodates public transportation service access. – 0-2 years
- Conduct **studies and pilot service routes** to improve efficiencies and expand services. – Ongoing
- **Partner** to promote services, coordinate services, eliminate duplication of services and expand services for consumers. - Ongoing
- **Explore rider interest** in non-traditional transportation services, e.g. vanpooling, carpooling, and transportation network companies. – 2-5 years
## Bicycle and Pedestrian Plan

### Conditions & Needs

- Use of designated and other **roads for bicycling**
- **Few** bicycling and pedestrian reported crashes
- **Sidewalk systems** in ~40 communities
- Growing number of **off-road trails**; more concepts identified
- **Low regard** for bicycling and walking as transportation

### Priorities

- **Promote and expand** safe locations for on-road bicycling
- **Maintain and extend** community sidewalk systems
- **Develop and interconnect** off-road trails
- **Promote** safety and mutual respect among all travelers

### Actions

**We Aspire to Have...**
Connections enabling people to walk or bicycle to reach local, daily destinations and where they can walk or bicycle in the scenic Northern Tier landscape.
Bicycle and Pedestrian Plan

Needs

- Promote on-road **bicycling as a means of healthy, low cost-travel; share vision and plan** for improving facilities and conditions. – 0-2 years

- Develop and implement detailed **plans to improve the four Bicycle PA routes**; assess scenic **corridors as touring routes**; improve as feasible. – 0-5 years

- Assess **roads in and around towns** for bicycle use and barriers to use and safety; improve as feasible or re-direct use to alternative location. – Ongoing

- Evaluate **sidewalk and crosswalk conditions and pedestrian use** in towns and along roadways to the edge of town. – 0-5 years

- Develop **sidewalk extension and infill projects**; consider long-term maintenance. 0-2 years

- Centralize (or cross-reference) **online trail promotion**; count trail users. 0-2 years

- Educate interested municipalities on the **trail development process and** on relevant PennDOT and other state **programs**. – Ongoing

- Facilitate **networking among localized trail development groups** to share knowledge and experience. – Ongoing
Known Trail Gaps (DCNR)

Trail Concepts

Public Lands Trails

Local and Regional Off-road Trails

Scenic Corridors (to be assessed for bicycling touring)

Priority Area for Local On-road Bicycle Facilities

Communities with Sidewalk Systems

Gap 66 Interconnect trail systems:

Gap 66 to Hillsgrove to Eagles Mere to Stateline PA to PA 64

Dushore

Forksville

Laporte

Hillsgrove

Eagles Mere

Shunk

Muncy Valley

Sonestown

Beech Glen

Mildred

Lopez

Ricketts

Gap 133 Loyalsock Trail

(public access over private property)

Concept – Eagles Mere Trail

Sullivan County Bicycle-Pedestrian Network Map

Legend

Known Trail Gaps (DCNR)

Trail Concepts

Public Lands Trails

Local and Regional Off-road Trails

Scenic Corridors (to be assessed for bicycling touring)

Priority Area for Local On-road Bicycle Facilities

Communities with Sidewalk Systems
Local and Regional Off-road Trails
Public Lands Trails
Local and Regional Bicycling Routes
Bicycle PA Routes (bicycle touring routes)
Scenic Corridors (to be assessed for bicycling touring)
Priority Area for Local On-road Bicycle Facilities
Communities with Sidewalk Systems

Legend

Wyoming County Bicycle-Pedestrian Network Map

Laceyville
Nicholson
Tunkhannock
Meshopen
Factoryville
Falls
Noxen
Dixon
Forkston
Dixon

Map by: P. Fitzgerald, Northern Tier Regional Planning, September 2018
Legend

🌟 Trail Concepts
Proposed / Planned Trails (at various stages of development)
Local and Regional Off-road Trails
Public Lands Trails
Major Off-road Trails
Bicycle PA Routes (bicycle touring routes)
Scenic Corridors (to be assessed for bicycling touring)
Priority Area for Local On-road Bicycle Facilities
Communities with Sidewalk Systems
Known Trail Gaps (DCNR)

Proposed / Planned Trails (at various stages of development)

Public Lands Trails

Local and Regional Off-road Trails

Major Off-road Trails

Bicycle PA Routes (bicycle touring routes)

Scenic Corridors (to be assessed for bicycling touring)

Priority Area for Local On-road Bicycle Facilities

Communities with Sidewalk Systems

Legend

- Known Trail Gaps (DCNR)
- Proposed / Planned Trails (at various stages of development)
- Public Lands Trails
- Local and Regional Off-road Trails
- Major Off-road Trails
- Bicycle PA Routes (bicycle touring routes)
- Scenic Corridors (to be assessed for bicycling touring)
- Priority Area for Local On-road Bicycle Facilities
- Communities with Sidewalk Systems

Tioga County Bicycle-Pedestrian Network Map

Gap 153 New bridge at hard-to-detour high water point

Gap 154 New bridge at hard-to-detour high water point

Gap 171 New bridge at hard-to-detour high water point

Gap 172 New bridge at hard-to-detour high water point

Gap 78 On-road detour around off-road trail gap

Gap 158 (DCNR) and Gap 274 (Tioga Co) addressed by Marsh Creek extension

Wellsboro

Liberty

Blossburg

Mansfield

Elkland

Knoxville

Westfield

Lawrenceville

Morris

Sylvania

Canton

Ansonia

Gaines

Blackwell

Roseville

Blackwell

Van Gordon

Bloomburg

Gap 172 New bridge at hard-to-detour high water point

Gap 172 New bridge at hard-to-detour high water point

Gap 154 New bridge at hard-to-detour high water point

Gap 153 New bridge at hard-to-detour high water point
Comprehensive Economic Development Strategy

- Tourism, Recreation
- Bicycle & Pedestrian Plan
- Business Mix; Infrastructure & Quality of Life
- Access to Jobs, Training and Education, Services, Amenities
- Affordable Travel, Clean Environment, Active, Healthy Living
- Local Coordinated Transit Plan

Overarching Themes

Public Safety    Health and Wellness

Knowledge of what exists today and what’s possible in the future

Partnerships to Leverage Resources
Questions, Comments

Michelle Brummer, Project Manager
Gannett Fleming, Inc.
717-649-3165
mbrummer@gfnet.com