

State Transportation Commission

2015 Twelve Year Program Development

Regional results of the survey and public feedback from August thru November 2013

Scranton_Wilkes-Barre MPO

Mobility Concerns

Traffic congestion is growing and resources are limited to build additional capacity.

As a result, transportation agencies are exploring ways to manage demand, operate efficiently, and improve capacity.

Using a scale of 1-5, for each mobility concern, please rank how important each mobility concern is to you, with one being 'Not Important' and 5 being 'Very Important'.

Congestion	Relieve traffic congestion by addressing bottlenecks and other traffic relief measures.	
Responded With an Average Rank of		4.35
Signals	Modernization of traffic signals streamlines traffic flow and reduces fuel costs for motorists.	
Responded With an Average Rank of		4.06
Transit	Implementing new technologies improves service.	
Responded With an Average Rank of		4.03
Passenger Rail	Ridership on the Keystone Corridor has doubled since 2000 making it Amtrak's fourth-busiest route in the nation. Rail infrastructure improvements are critical to timely service.	
Responded With an Average Rank of		3.97
Freight Rail	\$500 billion in goods and services travel through PA each year. That investment would grow with upgrades to accommodate intermodal changes such as emerging needs from the natural gas industry and double-stack train access to our ports.	
Responded With an Average Rank of		3.82
Incident	This legislation would allow for the safe, quick clearance of traffic incidents from the roadway.	
Responded With an Average Rank of		3.56
Real Time	This involves the use of dynamic message signs, PennDOT's 511PA.com system and social media.	
Responded With an Average Rank of		3.41
Mobility Suggestion	Suggest another mobility concern:	
Provided Other Options for Mobility Concern		3.00
Airline	Making upgrades to aviation infrastructure and technologies improves on-time performance.	
Responded With an Average Rank of		2.85

Scranton/Wilke-Barre MPO

Preservation and Renewal Strategies

Transportation infrastructure is aging and investment in preservation has fallen short. As a result, transportation infrastructure owners have adopted a “basic maintenance first” in an attempt to keep bridges and roadways open

Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
24	68.57%	of Responders Chose for Top Three With an Average Rank of	2.21
Reconstruct Pavement	Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.		
21	60.00%	of Responders Chose for Top Three With an Average Rank of	2.00
Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.		
17	48.57%	of Responders Chose for Top Three With an Average Rank of	1.94
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.		
15	42.86%	of Responders Chose for Top Three With an Average Rank of	1.87
Rail Infrastructure	For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.		
13	37.14%	of Responders Chose for Top Three With an Average Rank of	1.69
Preservation Other	Suggest another preservation option:		
1	2.86%	of Responders Provided Other Options for Top Three grouping	.00

Scranton/Wilke-Barre MPO

Safety Strategies

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
23	65.71%	of Responders Chose for Top Three With an Average Rank of	1.83
Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
20	57.14%	of Responders Chose for Top Three With an Average Rank of	2.10
Pedestrian Bicycle	The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.		
17	48.57%	of Responders Chose for Top Three With an Average Rank of	1.65
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
11	31.43%	of Responders Chose for Top Three With an Average Rank of	2.09
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
8	22.86%	of Responders Chose for Top Three With an Average Rank of	1.75
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
7	20.00%	of Responders Chose for Top Three With an Average Rank of	2.71
Safety Other	Suggest another safety option:		
5	14.29%	of Responders Provided Other Options for Top Three grouping	.00

State Transportation Commission

2015 Twelve Year Program Development

**Regional survey and mapped comments from the public feedback August thru
November 2013**

Scranton_Wilkes-Barre MPO

Mobility Concerns

Mobility Suggestion	Suggest another mobility concern:
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Get rid of ALL automated traffic enforcement, such as red-light cameras, speed cameras, etc. Use 85th percentile free-flowing traffic speed limits, and time yellow lights to the 85th also.	
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Preservation and Renewal Strategies

Transportation infrastructure is aging and investment in preservation has fallen short. As a result, transportation infrastructure owners have adopted a “basic maintenance first” in an attempt to keep bridges and roadways open

Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
24	68.57%	of Responders Chose for Top Three With an Average Rank of	2.21
Reconstruct Pavement	Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.		
21	60.00%	of Responders Chose for Top Three With an Average Rank of	2.00
Why are we making, lighting and paving parking lots at interstate intersections ie: Hazleton and our roads, and bridges going unattended and being derated for weight?			
Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.		
17	48.57%	of Responders Chose for Top Three With an Average Rank of	1.94
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.		
15	42.86%	of Responders Chose for Top Three With an Average Rank of	1.87
NO road fees or taxes to this. Let this be funded by fares ONLY!			
Let private business run this and it will solve itself. No state/federal money.			
Rail Infrastructure	For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.		
13	37.14%	of Responders Chose for Top Three With an Average Rank of	1.69
No road fees or taxes for this. Let train people pay their own way.			
Preservation Other	Suggest another preservation option:		
1	2.86%	of Responders Provided Other Options for Top Three grouping	.00
when reconstructing pavement, use longer-lasting alternatives, including pavement that contains recycled tires.			

Safety Strategies

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Safety Improvements Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.

23 65.71% of Responders Chose for Top Three With an Average Rank of 1.83

Would like to see a better job at bridge on/off and storm sewer manholes. Why can no one pave a road the same height as the above? Does any one inspect the job after it is completed? Do any of you ride a motorcycle? And why are not all the center pavement overlaps sealed across the state

All we ever do in this state is patch and hope or the occasional safety improvement. How about we actually address congestion with something other than "use public transportation"?

Distracted/Aggressive Driving Strategies include education, enforcement, roadway strategies like rumblestrips, etc.

20 57.14% of Responders Chose for Top Three With an Average Rank of 2.10

Would really like to see more uniform roadway signage ie: Bigger signs for lane ending, merging, etc

No red-light cameras. Use 85th percentile free-flowing speed limits, longer yellows, decent length all-red intervals, and sensors to keep an all-red. Red-light cams lead to MORE crashes and safe drivers ticketed for technicalities, such as stopping over the line, non-complete stop for right on red, entering a split second after red, etc.

Pedestrian Bicycle The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.

17 48.57% of Responders Chose for Top Three With an Average Rank of 1.65

Impaired Driving Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.

11 31.43% of Responders Chose for Top Three With an Average Rank of 2.09

No DUI checkpoints, only roving patrols. No interlock for first offense.

Work Zone Safety The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.

8 22.86% of Responders Chose for Top Three With an Average Rank of 1.75

I do not favor using photo-enforced technologies as I feel the cause people to drive less safely by erratically slamming on brakes at yellow lights and upon known speed cameras on the interstates.

No speed cameras! Use 85th percentile free-flowing speed limits and realistic speed cushions. Cameras lead to MORE crashes and safe drivers ticketed. Your ideas are incorrect. The speed cams have also produced many errors where used.

Safety Strategies

Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
7	20.00%	of Responders Chose for Top Three With an Average Rank of	2.71

Safety Other	Suggest another safety option:		
5	14.29%	of Responders Provided Other Options for Top Three grouping	.00

- Changing the laws about Amish buggies
- Changing the law about Amish buggies
- Reduce railroad grade crossings to prevent car vs. train collisions.
- road surface improvement.
- Set 85th percentile free-flowing speed limits. Also set yellow durations on traffic signals to the 85th percentile.
- Require traffic signals use a decent all-red, sensors to keep an all red, longer yellows, and realistic speed limits on the road.
- Ban all forms of automated traffic enforcement, such as red light cameras, speed cameras, school bus passing cameras, etc.
- Capacity improvements

State Transportation Commission

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Regional mapped comments from the public feedback August thru November 2013

Scranton_Wilkes-Barre MPO

Scranton/Wilke-Barre MPO

Country USA

Scranton/Wilke-Barre MPO, Lackawanna County, PA

BikePath

Sanctioned bicycle path along the Roaring Brook from Dunmore to Elmhurst would be a good improvement allowing easy and safe bicycle access to the North Pocono area from the Scranton metro area. Perhaps coordinate with DCNR. - Pennsylvania 435, Moscow PA 18444

Bicycle path is needed on this stretch of the Lackawanna River to connect existing trails to the North and South. - U.S. Army Recruiting Station, 3 West Olive Street #112, Scranton PA 18508

----- 962 Main Street, Simpson PA 18407

Bridge

----- 1205 Oneill Highway, Dunmore PA 18512

Bridge MarkerBridge Bridge in need of repair

----- Simmerson Road, Moscow PA 18444

----- 209 Harrison Avenue, Scranton PA 18510

----- Interstate 81, Scranton PA 18505

----- 2000 Ash Street, Scranton PA 18510

Railroad bridges in this area need serious attention. They appear under-maintained and in need of overhaul and painting. - Scranton Riverwalk, Scranton PA 18503

Bridge MarkerTransit Other MarkerBridge Bridge in need of repair

----- 427 State Route 435, Elmhurst PA 18444

Congestion

Traffic going up the hill to the red light is constantly backed up all the way down past Dunkin Donuts at almost all times of the day. - 741-1097 Grand Army of the Republic Highway, Clarks Summit PA 18411

Congestion is awful along 81 during typical morning and afternoon travel times, but especially if lanes are closed. - Interstate 81, Dunmore PA 18512

Consistent rush hour traffic jams. - 108 Throop Street, Dunmore PA 18512

Consistent rush hour traffic jams. - S. Blakey St. At Potter and Green Ridge Sts., Dunmore PA 42329

Upgrading the traffic signals on Blakely Street to ones that uses the traffic sensing cameras may help alleviate congestion in this area, coupled with coordinating the signals. - 107 South Blakely Street, Dunmore PA 18512

very congested during AM and PM peak hour. - Interstate 81, Moosic PA 18507

----- 1300 Palm Street, Scranton PA 18505

Roadway

----- 19 Electric Street, Carbondale PA 18407

----- 3244 Hornbaker Cemetary Road, Madison PA 18444

----- Interstate 84, Moscow PA 18444

Roadway MarkerRoadway Drainage issues

----- 226 Elmhurst Boulevard, Scranton PA 18505

Roadway MarkerRoadway Other

Dynamic speed limit signs would be beneficial on the I-81 corridor. Speed limits during peak hours should be kept at 55 mph, but during off-peak, low usage hours speeds in many stretches could probably safely be raised to 65 mph. - Interstate 81, Scranton PA 18510

Roadway MarkerRoadway Road in need of repair

Scranton/Wilke-Barre MPO, Lackawanna County, PA

Roadway	MarkerRoadway	Road in need of repair
		Potholes are close to knocking out struts, etc. in vehicles. - 1011 Chapin Drive, Clarks Summit PA 18411
		----- - 133 Scranton-Pocono Highway, Moscow PA 18444
		----- - Simmerson Road, Moscow PA 18444
		----- - Mcandrews Road, Moscow PA 18444
		----- - Elmhurst Boulevard, Scranton PA 18505
		----- - 292-2234 Elmhurst Boulevard, Scranton PA 18505
Safety		
		----- - 42-158 Grand Army of the Republic Highway, Carbondale PA 18407
Safety	MarkerSafety	Frequent speeding a concern
		Many people go flying up the hill to slam on their brakes to get over into the straight lane and out of the left turn lane. All because of the constant congestion - 741-1097 Grand Army of the Republic Highway, Clarks Summit PA 18411
		----- - 1302 Palm Street, Scranton PA 18505
Safety	MarkerSafety	Many crashes at this location
		Pedestrians have been hit by cars here during concerts. A walking trail along the roadway is needed. - Montage Mountain Road, Moosic PA 18507
		----- - Grand Army of the Republic Highway, Scranton PA 18508
Safety	MarkerSafety	Other
		Better signage should be put in place to warn drivers of the lane split (left lane, left turn - right lane, straight/right turn). Many people outside of the area don't know this and accidentally go up past the solid line and others don't let them in to go - 741-1097 Grand Army of the Republic Highway, Clarks Summit PA 18411
		There should be no parking allowed on either side of the street in this area. - 312 William Street, Dunmore PA 18510
		This street should be a one-way going up the hill since only one car can get by at a time due to cars being parked on both sides of the street in this block. - 1108 Taylor Avenue, Dunmore PA 18510
		Many illegally parked vehicles in this area impair sight distance, turning, and emergency vehicle access to Lake Scranton. Additional enforcement and signage is needed in this area. - 75 Lake Scranton Road, Scranton PA 18505
		Railway tunnels need to be better maintained and rehab-ed to extend safe service life. - 754-756 Matthew Avenue, Scranton PA 18510
Safety	MarkerSafety	Traffic signal issues
		An emergency signal in this area to alert drivers to firetrucks and police cars entering the roadway from the municipal building would be highly beneficial. This is especially of concern given the blind curve. - 439 Blue Shutters Road, Moscow PA 18444
		Light is either way too short or way too long for traffic. Coming off of 81/476, if you miss the light you're waiting another 10 minutes. And sometimes it will randomly switch to red/yellow blinking lights for no reason, causing traffic to get backed up f - Northern Boulevard & U.S. 6 & U.S. 11, South Abington PA 18411
Transit		
		----- - 10 Rittenhouse Street, Simpson PA 18407
Transit	MarkerTransit	Other
		Light rail for the Wyoming Valley - 67-87 Cemetery Street, Carbondale PA 18407
		Intercity rail service needed. - 98 Bogart Place, Scranton PA 18503

Scranton/Wilke-Barre MPO, Lackawanna County, PA

Transit	MarkerTransit	Other
		Passenger Rail from Scranton to NYC and Binghamton, NY - 150 South Washington Avenue, Scranton PA 18503
		Passenger rail to NYC and Binghamton, NY - 150 South Washington Avenue, Scranton PA 18503
		Rail service connecting Scranton with NYC and Binghamton - 4375 Elmhurst Boulevard, Scranton PA 18505
WalkPath		
		Walking path/trail is needed along the roadway. Pedestrians often walk in roadway when concerts occur, causing a hazard. - Montage Mountain Road, Moosic PA 18507

Scranton/Wilke-Barre MPO, Luzerne County, PA

BikePath		
		----- - Deep Hole Road, Drums PA 18222
		The lack of bicycle paths throughout the downtown area makes it a little dangerous to get around. The downtown area also lacks bike racks/places to lock up your bike. - 410 West Mine Street, Hazleton PA 18201
		Bike Paths along Route 11 from West Pittston to West Nanticoke - 299 Parrish Road, Laurel Run PA 18706
		to connect Back Mountain to Wilkes-Barre for commuting. - 200-248 Barnes Street, Plymouth PA 18651
		----- - 2-1358 Trailwood Lake Road, Wilkes-Barre PA 18702
		----- - 2-98 North River Street, Wilkes-Barre PA 18702
		----- - 466-484 North River Street, Wilkes-Barre PA 18702
		Need Bicycle Friendly Roads in Wilkes-Barre, Pennsylvania and surrounding communities. See Portland, OR as an example. - 46 North Empire Street, Wilkes-Barre PA 18702
		----- - Pennsylvania 309 & Interstate 81, Wilkes-Barre Township PA 18702
		Complete D - Pennsylvania 309, Wilkes-Barre Township PA 18702
Bridge		
		tractor trailers too large for bridge. Route 92 needs to be rerouted to newly built Wyoming bridge! - 3 Spring Alley, Pittston PA 18640
		----- - Election Road, Wilkes-Barre PA 18702
Bridge	MarkerBridge	Bridge closure
		----- - 8 South Main Street, Shavertown PA 18708
Bridge	MarkerBridge	Bridge in need of repair
		----- - 46-78 West Center Hill Road, Dallas PA 18612
		----- - 1-5 Hildebrandt Road, Dallas PA 18612
		----- - Unnamed Road, Jenkins PA 18640
		----- - 84-98 Water Street Bridge, Pittston PA 18640
		just the amount of hubcaps along side of highway should tell you what needs to be done here - Interstate 81, Sugarloaf PA 18249
		----- - 60-98 Parrish Street, Wilkes-Barre PA 18702
Bridge	MarkerBridge	Other
		Fix I-81 bridges. - 100-128 Armstrong Road, Pittston PA 18640
Congestion		

Scranton/Wilke-Barre MPO, Luzerne County, PA

Congestion

----- - Dallas Mobile Home Park, Dallas PA 18612

Unable to get on I81N at peak times people getting off get stuck in the lanes making it impossible to get thru till they move - Pennsylvania 924 & Interstate 81, Hazle Township PA 18202

----- - Parrish Road, Laurel Run PA 18706

Set 85th percentile free-flowing traffic speed limit. Use I-476 as a beltway in conjunction with I-81. Build a connector to get traffic off at MM160 /- and back at 194. - 15 Stone Court, Pittston PA 18640

----- - ---, Wilkes-Barre PA 18711

----- - 1220 Pine Run Road, Wilkes-Barre PA 18706

----- - 38 North Franklin Street, Wilkes-Barre PA 18701

----- - Interstate 81, Wilkes-Barre PA 18702

----- - South Main Street, Wilkes-Barre PA 18705

I 81 needs to be 3 lanes through out the Lackawanna Wyoming Valleys - Pennsylvania Turnpike Northeast Extension, Wilkes-Barre PA 18702

Intersection is congested - 1100 Wilkes Barre Township Boulevard, Wilkes-Barre PA 18702

Traffic Lights need to be updated on Wilkes-Barre Blvd - Wilkes-Barre Boulevard, Wilkes-Barre PA 18702

Roadway

----- - Old Route 940, Freeland PA 18224

Route 924 Interchange area needs improvement such as a new "south sweep" ramp from 924 to I-81 thus alleviating crossing traffic and the backup of cars at the light on the bridge. Route 424, Exit 141 also needs new road construction to help alleviate tra - Swamp Road, Hunlock Creek PA 18621

----- - T309, Pittston PA 18640

----- - 2-98 North River Street, Wilkes-Barre PA 18702

Roadway

MarkerRoadway

Other

Set 85th percentile free-flowing traffic speed limit. Use I-476 as a beltway in conjunction with I-81. Build a connector to get traffic off at MM160 /- and back at 194. - Pennsylvania Turnpike Northeast Extension, Pittston PA 18640

----- - 41 Spring Street, Wilkes-Barre PA 18702

Capacity - Interstate 81, Wilkes-Barre PA 18702

Roadway

MarkerRoadway

Road in need of repair

----- - Saint Johns Road, Drums PA 18222

----- - Interstate 81, Hazle Township PA 18202

----- - Pennsylvania 924 & Interstate 81, Hazle Township PA 18202

----- - 598 New Street, Plymouth PA 18651

----- - Tomhicken Road, Sugarloaf PA 18249

----- - Pennsylvania 118, Sweet Valley PA 18656

----- - Sr2041, White Haven PA 18661

Safety

----- - 600-1398 Township Highway 433, Mountain Top PA 18707

----- - 33 West Market Street, Wilkes-Barre PA 18701

Safe access to River Common across River Street in Wilkes Barre - 1400-2050 Laurel Run Road, Wilkes-Barre PA 18702

Scranton/Wilke-Barre MPO, Luzerne County, PA

Safety	MarkerSafety	Frequent speeding a concern
	-----	- 34 Wyeth Place, Drums PA 18222
	-----	- 414 Pennsylvania 93, Sugarloaf PA 18249
	-----	- Pennsylvania 309, Wilkes-Barre PA 18702
	-----	- Sans Souci Parkway, Wilkes-Barre PA 18706
Safety	MarkerSafety	Many crashes at this location
	-----	- North Cross Valley Expressway, Wilkes-Barre PA 18702
Safety	MarkerSafety	Other
	-----	- Pennsylvania 924, Hazle Township PA 18202
	-----	- South Mountain Boulevard, Hazle Township PA 18202
		Improvements to the bridge and a south sweep are necessary due to the many employees at Humboldt Industrial Park. In addition, the extension of Rt. 424 is necessary because there is only one exit out the park onto a very heavily traveled Rt. 924. - 934 Jeansville Peak Road, Hazle Township PA 18201
	-----	- 69 Airport Road, Hazleton PA 18202
	-----	- State Road, Pittston PA 18643
		Set 85th percentile free-flowing traffic speed limit. Use I-476 as a beltway in conjunction with I-81. Build a connector to get traffic off at MM160 /- and back at 194. - 543-557 Langan Road, Pittston PA 18640
Safety	MarkerSafety	Traffic signal issues
	-----	- Pennsylvania 940, Hazle Township PA 18202
	-----	- 761 Airport Road, Walmart Supercenter, Hazle Township PA 18202
	-----	- 174-198 Church Street, Kingston PA 18704
		Wyoming Valley Levee Trail intersects busy Rutter Ave in Forty Fort, and the crosswalk/ walk signal is NOT SAFE. - 698-652 Davis Street, Kingston PA 18704
	-----	- 231-239 Main Street, Luzerne PA 18709
	-----	- South River Street & North Cross Valley Expressway, Plains PA 18705
Transit		
	-----	- Unnamed Road, Laurel Run PA 18706
	-----	- 1900 Bear Creek Boulevard, Wilkes-Barre PA 18702
Transit	MarkerTransit	More routes needed
	-----	- 355 Park Street, Freeland PA 18224
	-----	- 2255 Sans Souci Parkway, Wilkes-Barre PA 18706
Transit	MarkerTransit	More transit stops needed
	-----	- Stockton Road, Hazleton PA 18201
Transit	MarkerTransit	Other
		this is the parking lot I am referring to Why are we paying for these??? While bridges/ roads are in the shape they are in - Tomhicken Road, Sugarloaf PA 18249
		Light rail for the Wyoming Valley - 466-484 North River Street, Wilkes-Barre PA 18702
WalkPath		
		Trails encourage alternate modes of transportation and are important to community health. - 100-114 Cedar Street, Exeter PA 18643
	-----	- 11 York Avenue, Pittston PA 18643

Scranton/Wilke-Barre MPO, Luzerne County, PA

WalkPath

to connect Back Mountain to Wilkes-Barre for practical commuting. - 250-298 Barnes Street, Plymouth PA 18651

----- - 701-2479 Old Pittston Boulevard, Wilkes-Barre PA 18702

----- - 33 West Market Street, Wilkes-Barre PA 18701

Complete D7L Trail into Wilkes Barre - 54-56 Custer Street, Wilkes-Barre PA 18702

Complete hiking trail from Pittston to Scranton - Bald Mountain Road, Wilkes-Barre PA 18702