

NEPA MPO

# ACTIVE TRANSPORTATION PLAN

JUNE 2025

Welcome to the City of Pottsville  
Bike Path & Jogging Area



Northeastern Pennsylvania Alliance  
**NEPA**



## NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Northeastern Pennsylvania Alliance will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

**Employment:** The Northeastern Pennsylvania Alliance does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

**Effective Communication:** The Northeastern Pennsylvania Alliance will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the Northeastern Pennsylvania Alliance's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

**Modifications to Policies and Procedures:** The Northeastern Pennsylvania Alliance will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in the Northeastern Pennsylvania Alliance offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Northeastern Pennsylvania Alliance, should contact Kate McMahon, ADA Coordinator, at 570-891-4670 or [kmcmahon@nepa-alliance.org](mailto:kmcmahon@nepa-alliance.org) as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the Northeastern Pennsylvania Alliance to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the Northeastern Pennsylvania Alliance is not accessible to persons with disabilities should be directed to Kate McMahon, ADA Coordinator, at 570-891-4670 or [kmcmahon@nepa-alliance.org](mailto:kmcmahon@nepa-alliance.org)

The Northeastern Pennsylvania Alliance will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.



## AVISO BAJO LA LEY DE AMERICANOS CON DISCAPACIDADES

De acuerdo con los requisitos del Título II de la Ley de Estadounidenses con Discapacidades de 1990 ("ADA"), Northeastern Pennsylvania Alliance no discriminará a personas calificadas con discapacidades por motivos de discapacidad en sus servicios, programas o actividades.

**Empleo:** La Northeastern Pennsylvania Alliance no discrimina por motivos de discapacidad en sus prácticas de contratación o empleo y cumple con todas las regulaciones promulgadas por la Comisión de Igualdad de Oportunidades en el Empleo de EE. UU. bajo el título I de la ADA.

**Comunicación efectiva:** La Northeastern Pennsylvania Alliance generalmente, previa solicitud, proporcionará ayudas y servicios adecuados que conduzcan a una comunicación efectiva para personas calificadas con discapacidades para que puedan participar equitativamente en los programas, servicios y actividades de la Northeastern Pennsylvania Alliance, incluidos intérpretes calificados de lenguaje de señas, documentos en Braille y otras formas. de hacer que la información y las comunicaciones sean accesibles a las personas con discapacidades del habla, auditivas o visuales.

**Modificaciones a las políticas y procedimientos:** La Northeastern Pennsylvania Alliance hará todas las modificaciones razonables a las políticas y programas para garantizar que las personas con discapacidades tengan igualdad de oportunidades para disfrutar de todos sus programas, servicios y actividades. Por ejemplo, las personas con animales de servicio son bienvenidas en las oficinas de la Northeastern Pennsylvania Alliance, incluso donde las mascotas generalmente están prohibidas.

Cualquier persona que requiera una ayuda o servicio auxiliar para una comunicación efectiva, o una modificación de políticas o procedimientos para participar en un programa, servicio o actividad de Northeastern Pennsylvania Alliance, debe comunicarse con Kate McMahon, Coordinadora de ADA, al 570-891-4670 o [kcmcmahon@nepa-alliance.org](mailto:kcmcmahon@nepa-alliance.org) lo antes posible pero a más tardar 48 horas antes del evento programado.

La ADA no exige que la Northeastern Pennsylvania Alliance tome ninguna medida que altere fundamentalmente la naturaleza de sus programas o servicios, o imponga una carga financiera o administrativa indebida.

Las quejas de que un programa, servicio o actividad de Northeastern Pennsylvania Alliance no es accesible para personas con discapacidades deben dirigirse a Kate McMahon, Coordinadora de ADA, al 570-891-4670 o [kcmcmahon@nepa-alliance.org](mailto:kcmcmahon@nepa-alliance.org).

La Northeastern Pennsylvania Alliance no impondrá un recargo a una persona con una discapacidad en particular ni a ningún grupo de personas con discapacidad para cubrir el costo de proporcionar ayudas/servicios auxiliares o modificaciones razonables de la política, como recuperar artículos de lugares que están abiertos al público. público pero no son accesibles para personas en silla de ruedas.



## UWAGA ZGODNIE Z USTAWĄ O AMERYKANACH Z NIEPEŁNOSPRAWNOŚCIĄ

Zgodnie z wymogami tytułu II ustawy Americans with Disabilities Act z 1990 r. („ADA”) Stowarzyszenie Northeastern Pennsylvania Alliance nie będzie dyskryminować wykwalifikowanych osób niepełnosprawnych ze względu na niepełnosprawność w swoich usługach, programach lub działaniach.

**Zatrudnienie:** Stowarzyszenie Northeastern Pennsylvania Alliance nie dyskryminuje ze względu na niepełnosprawność w swoich praktykach zatrudniania i przestrzega wszystkich przepisów ogłoszonych przez amerykańską Komisję ds. Równych Szans Zatrudnienia w ramach tytułu I ustawy ADA.

**Skuteczna komunikacja:** Sojusz Północno-Wschodniej Pensylwanii, na żądanie, zapewni odpowiednią pomoc i usługi prowadzące do skutecznej komunikacji wykwalifikowanym osobom niepełnosprawnym, aby mogły one na równym stopniu uczestniczyć w programach, usługach i działaniach Sojuszu Północno-Wschodniej Pensylwanii, włączając w to wykwalifikowanych tłumaczy języka migowego, dokumenty w alfabecie Braille’a oraz inne sposoby udostępniania informacji i komunikacji osobom z wadami mowy, słuchu lub wzroku.

**Modyfikacje zasad i procedur:** Stowarzyszenie Northeastern Pennsylvania Alliance dokona wszelkich uzasadnionych modyfikacji zasad i programów, aby zapewnić osobom niepełnosprawnym równe szanse korzystania ze wszystkich jego programów, usług i zajęć. Na przykład osoby posiadające zwierzęta towarzyszące są mile widziane w biurach Northeastern Pennsylvania Alliance, nawet tam, gdzie zwierzęta są ogólnie zabronione.

Każdy, kto potrzebuje dodatkowej pomocy lub usługi w celu skutecznej komunikacji lub modyfikacji zasad lub procedur, aby wziąć udział w programie, usłudze lub działaniu Sojuszu Północno-Wschodniej Pensylwanii, powinien skontaktować się z Kate McMahon, koordynatorką ADA, pod numerem 570-891-4670 lub [kcmcmahon@nepa-alliance.org](mailto:kcmcmahon@nepa-alliance.org) tak szybko, jak to możliwe, ale nie później niż 48 godzin przed zaplanowanym wydarzeniem.

Ustawa ADA nie wymaga od Sojuszu Północno-Wschodniej Pensylwanii podejmowania jakichkolwiek działań, które zasadniczo zmieniłyby charakter jego programów lub usług lub nałożyłyby nadmierne obciążenie finansowe lub administracyjne.

Skargi dotyczące programu, usługi lub działalności Sojuszu Północno-Wschodniej Pensylwanii nie są dostępne dla osób niepełnosprawnych, należy kierować do Kate McMahon, koordynatorki ADA, pod numerem 570-891-4670 lub pod adresem [kcmcmahon@nepa-alliance.org](mailto:kcmcmahon@nepa-alliance.org).

Stowarzyszenie Northeastern Pennsylvania Alliance nie nałoży dodatkowej opłaty na konkretną osobę niepełnosprawną lub jakąkolwiek grupę osób niepełnosprawnych w celu pokrycia kosztów zapewnienia dodatkowej pomocy/usług lub uzasadnionych modyfikacji polityki, takich jak odzyskanie przedmiotów z lokalizacji dostępnych dla publiczności, ale niedostępnych dla osób poruszających się na wózkach inwalidzkich.

NORTHEASTERN PENNSYLVANIA METROPOLITAN PLANNING ORGANIZATION (NEPA MPO)  
NOTIFICATION OF PROTECTIONS TO THE PUBLIC OF RIGHTS UNDER TITLE VI AND OTHER NON-  
DISCRIMINATION REGULATIONS WITH INSTRUCTIONS ON HOW TO FILE A COMPLAINT

It is the NEPA MPO's policy to utilize its best efforts to assure that no person shall, on the grounds of race, color, disability, sex, age, low income, national origin, or Limited English Proficiency, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under its programs and services, as provided by civil rights statutes, executive orders, regulations, and policies applicable to the programs and services it administers. This includes Title VI of the Civil Rights Act of 1964.

Any person who believes they – or with a specific class of persons – have been aggrieved by any unlawful discriminatory practice may file a complaint. All complaints received are documented and investigated by the appropriate agency.

For more information about the NEPA MPO's civil rights program and the procedures to file a complaint, or to get information in another language, please contact:

Title VI Compliance Officer/ADA Coordinator  
Northeastern Pennsylvania MPO  
1151 Oak Street  
Pittston, PA 18640  
(570) 655-5581

<https://www.nepa-alliance.org/public-participation-title-vi-and-environmental-justice/>

After the complaint is submitted, an acknowledgement of receipt will be provided to the individual submitting the complaints in writing within 15 calendar days. The complaint will then be forwarded to PennDOT and the appropriate federal agency for further review and investigation. Complaints and/or allegations received in alternative formats, such as by phone, will be transcribed and provided to the complainant for review and signature.

Complaints may be filed with PennDOT, FHWA Division Offices, the FHWA Headquarters Office of Civil Rights, the Federal Transit Administration, the United States Department of Transportation, the US Department of Justice, or the MPO.

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ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call (570) 655-5581.

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (570) 655-5581.

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (570) 655-5581.

NORTHEASTERN PENNSYLVANIA ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA (NEPA MPO)  
NOTIFICACIÓN DE PROTECCIONES AL PÚBLICO DE DERECHOS BAJO TITULO VI Y OTRAS NORMAS DE  
NO DISCRIMINACIÓN CON INSTRUCCIONES SOBRE CÓMO PRESENTAR UNA QUEJA

NEPA MPO está comprometida a asegurar que ninguna persona sea excluida de participar en sus servicios o negada los beneficios de sus servicios sobre la base de raza, color, discapacidad, edad, bajos ingresos financieros, origen nacional, o su habilidad limitada de hablar inglés. Ninguna persona debe ser excluida de participar de sus servicios según lo dispuesto por los estatutos de derechos civiles, órdenes ejecutivas, regulaciones y políticas aplicables a los programas y servicios que administra. Esto incluye el Título VI de la Ley de Derechos Civiles de 1964.

Cualquier persona que crea que ella o una clase específica de personas ha sido agraviada por alguna práctica discriminatoria ilícita puede presentar una denuncia. Todas las quejas recibidas son documentadas e investigadas por la agencia correspondiente.

Para obtener más información sobre el programa de derechos civiles de NEPA MPO y los procedimientos para presentar una queja, o para obtener información en otro idioma, comuníquese con:

Title VI Compliance Officer/ADA Coordinator  
Northeastern Pennsylvania MPO  
1151 Oak Street  
Pittston, PA 18640  
(570) 655-5581

<https://www.nepa-alliance.org/public-participation-title-vi-and-environmental-justice/>

Una vez presentada la queja, se proporcionará un acuse de recibo por escrito a la persona que presente las quejas dentro de los 15 días calendario. Luego, la queja se enviará a PennDOT y a la agencia federal correspondiente para su posterior revisión e investigación. Las quejas y/o alegaciones recibidas en formatos alternativos, como por teléfono, se transcribirán y se entregarán al denunciante para su revisión y firma.

Las quejas se pueden presentar ante PennDOT, las oficinas de la división de la FHWA, la Oficina de Derechos Civiles de la sede de la FHWA, la Administración Federal de Tránsito, el Departamento de Transporte de los Estados Unidos, el Departamento de Justicia de los Estados Unidos o la MPO.

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PÓŁNOCNO PENNSYLVANIA METROPOLITAN PLANOWANIE ORGANIZACJA (NEPA MPO)  
ZAWIADOMIENIE OCHRONY DO PUBLICZNEJ W ZAKRESIE PRAW NA PODSTAWIE ARTYKUŁ VI ORAZ  
INNE PRZEPISY DOTYCZĄCE NIEDYSKRIMINACJI Z INSTRUKCJĄ ZŁOŻENIA SKARGI

Bez względu na rasę, kolor skóry, niepełnosprawność, płeć, wiek, niskie dochody, pochodzenie, język lub ograniczona znajomość języka angielskiego (LEP) NEPA MPO zapewnia, że w ramach swoich usług żadna osoba nie zostanie wykluczona z udziału, korzyści, lub być przedmiotem dyskryminacji jak przewidziano w Title VI Civil Rights Act z 1964 roku, z późniejszymi zmianami.

Każda osoba, która uważa, że ona – lub w przypadku określonej kategorii osób – została pokrzywdzona jakkolwiek niezgodną z prawem praktyką dyskryminacyjną, może złożyć skargę. Wszystkie otrzymane skargi są dokumentowane i rozpatrywane przez odpowiednią agencję.

Więcej informacji o programie na rzecz praw obywatelskich w NEPA MPO i procedur jak złożyć skargę lub uzyskać informację w innym języku, prosimy o kontakt:

Title VI Compliance Officer/ADA Coordinator  
Northeastern Pennsylvania MPO  
1151 Oak Street  
Pittston, PA 18640  
(570) 655-5581

<https://www.nepa-alliance.org/public-participation-title-vi-and-environmental-justice/>

Po złożeniu reklamacji, osobie składającej reklamację w terminie 15 dni kalendarzowych zostanie przekazane pisemne potwierdzenie jej otrzymania. Skarga zostanie następnie przekazana do PennDOT i odpowiedniej agencji federalnej w celu dalszego rozpatrzenia i zbadania. Skargi i/lub skargi otrzymane w alternatywnych formach, np. telefonicznie, zostaną przepisane i przekazane osobie składającej skargę do sprawdzenia i podpisu.

Skargi można składać w PennDOT, biurach oddziałów FHWA, Biurze Praw Obywatelskich w siedzibie głównej FHWA, Federalnej Administracji Transportu, Departamencie Transportu Stanów Zjednoczonych, Departamencie Sprawiedliwości Stanów Zjednoczonych lub MPO.

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UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (570) 655-5581.

## Language Taglines

### English

ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call 1 (570) 655-5581.

### Spanish

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (570) 655-5581.

### Polish

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (570) 655-5581.

### Vietnamese

LƯU Ý: Nếu quý vị nói ngôn ngữ khác không phải tiếng Anh, các dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho quý vị. Gọi 1 (570) 655-5581.

### Korean

주의: 영어 이외의 다른 언어를 사용하는 경우, 언어 지원 서비스를 이용할 수 있습니다. 1 (570) 655-5581 으로 전화하십시오.

### French

« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le 1 (570) 655-5581. »

### Somali

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaa lagu diyaarin karaa. Wac 1 (570) 655-5581.

### Russian

ВНИМАНИЕ: если вы говорите на другом языке, вам может быть оказана языковая помощь. Обратитесь в информационно-справочную службу по номеру: 1 (570) 655-5581.

### Ukrainian

УВАГА: якщо ви розмовляєте іншою мовою, вам може бути надана мовна допомога. Зверніться до інформаційно-довідкової служби за номером: 1 (570) 655-5581.

### Simplified Chinese

请注意：如果您说英语以外的另一种语言，我们可以为您提供语言帮助服务。请致电 1 (570) 655-5581.

**Traditional Chinese**

請注意：如果您說英語以外的另一種語言，我們可以為您提供語言幫助服務。請致電 1 (570) 655-5581

**Arabic**

تنبيه: إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزي، يمكننا توفير خدمات المساعدة اللغوية لك. اتصل بالرقم 1 (570) 655 5581

**Burmese**

သတိပြုရန်- သင်သည် အင်္ဂလိပ် ဘာသာစကား မဟုတ်ဘဲ အခြား ဘာသာစကားကို ဝေဟာလင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရယူနိုင်ပါသည်။ 1 (570) 655-5581 သို့ ခေါ်ဆိုပါ။

**Japanese**

注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができません。電話 1 (570) 655-5581

**Italian**

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama 1 (570) 655-5581.

**Nepali**

पानिदनुहोस्: यिद तपाईं अंग्रेजीबाहेक अरु भाषा बोल्नुन्छ भने तपाईंलाई भाषा सहायता सेवा उपलब्ध गराउन सिकन्छ।  
1 (570) 655-5581 मा फोन गर्नुहोस्।

**Urdu**

توجہ دیں: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کو زبان میں مدد کی لی آپ کو خدمات فراہم کرنا جاسکتی ہے۔ براہ کرم 1 (570) 655-5581 پر کال کریں۔

**Greek**

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (570) 655-5581.

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## Acknowledgments

### MPO Technical Planning Committee

The NEPA MPO Technical Planning Committee consists of 2 county representatives from each of the four MPO counties who are appointed by the county boards of commissioners, one representative from the East Stroudsburg Urbanized Area, three transit representatives, one representative from PennDOT District 4, District 5 and Central Office and a representative from the NEPA Alliance Board of Directors.

Commissioner Rocky Ahner	Carbon County Commissioner
Ms. Christine Meinhart-Fritz**	Monroe County Planning Commission
Commissioner Matthew Osterberg	Pike County Commissioner
Ms. Susan Smith	Schuylkill County Planning Office
Rep. Doyle Heffley	Pennsylvania House of Representatives
Mr. Roger Christman	Ross Township Supervisor
Mr. Mike Mrozinski*	Pike County Community Planning
Mr. John Malinchok	Schuylkill County Planning Commission
Mr. AJ Jordan	Lehigh and Northampton Transportation Authority
Mr. Rich Schlameuss	Monroe County Transportation Authority
Mr. Gary Martinaitis	Schuylkill Transportation System
Commissioner John Christy	Monroe County Commissioner
Mr. Micah Gursky	NEPA Alliance Board of Directors
Mr. Steve Fisher	PennDOT District 4-0
Mr. Scott Vottero	PennDOT District 5-0
Mr. Nick Raio	PennDOT Central Office

\* Policy Board Chairperson

\*\* Policy Board Vice-Chairperson

### MPO Policy Board

The NEPA MPO Policy Board consists of one NEPA Board of Directors member from each of the four MPO counties and a representative from PennDOT Central Office. The NEPA President and representatives from PennDOT District 4 and District 5 serve as ex-officio members with voice privileges.

Chris Barrett**	Pocono Mountains Visitors Bureau
Commissioner Matthew Osterberg	Pike County Commissioner
Mr. Micah Gursky*	St. Luke's Miners Memorial Hospital
Vacant	Carbon County
Mr. Mark Tobin	PennDOT Central Office
Mr. Steve Fisher (***)	PennDOT District 4-0
Mr. Scott Vottero (***)	PennDOT District 5-0
Mr. Jeffrey Box (***)	NEPA Alliance President and CEO

\* Policy Board Chairperson

\*\* Policy Board Vice-Chairperson

\*\*\* Ex-officio member

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## EXECUTIVE SUMMARY

### Project Summary

The Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) coordinated with its member counties to identify policies and projects needed throughout the four-county region as part of developing its first-ever Active Transportation Plan (ATP).

This plan outlines a comprehensive strategy for improving pedestrian and bicycling infrastructure regionwide. It also provides a clear framework to promote improvements to active transportation, focusing on four primary goal areas related to safety, accommodation, connectivity, and monitoring and tracking.

### Methodology

The NEPA MPO employed a systematic approach to develop the ATP, which included:

- **Review of Existing Conditions:** The plan summarizes the region’s demographic and socioeconomic conditions, as well as the current network that exists in support of active transportation. A review of literature summarizes prior work that has been conducted in support of active transportation throughout the four-county MPO region.
- **Public and Stakeholder Engagement:** The MPO engaged stakeholders by conducting over a dozen targeted interviews. The MPO also convened regional listening sessions that were collectively attended by approximately 40 attendees. The interviews and listening sessions were complemented by a public online survey that attracted over 400 visitors, who provided valuable insights and perspectives into the planning process.
- **SWOT Analysis:** The MPO conducted a SWOT analysis with members of its plan steering committee to identify strengths, weaknesses, opportunities, and threats as they relate to the availability of active transportation options within the region. The MPO used the analysis as one means of identifying needed action strategies for the plan.

### Findings

The outreach and technical analysis uncovered several critical insights:

- **Regional Strengths:** The region has year-round scenic beauty, with natural features that enhance the attractiveness and use of trails for both recreation and transportation purposes. Interest in the region’s outdoor recreation attractions has increased since the pandemic.
- **Shifting Demographics:** The region has been demographically stable, with minor increases in total population over the past decade. The region’s population over age 65 however continues to grow and is a crucial demographic group as it often has specific mobility needs and preferences. Roughly one in five residents are over the age of 65. In Pike County, the rate is nearly one in four.
- **Household Access to a Vehicle:** Census data indicate 36 percent of the region’s households have access to either one vehicle, or none at all. This has significant implications for active transportation planning, as residents in these households are more vulnerable to gaps in non-automotive infrastructure and services.
- **Crash History:** Crashes involving bicyclists and pedestrians account for 2 percent of all crashes, yet they comprise 5.3 percent of all traffic fatalities, emphasizing the severity of crashes

involving vulnerable road users. While pedestrian crashes have been trending downward, bicycle crashes have been increasing regionwide in recent years.

- **Prevalent Bicycle Level of Stress (BLOS):** The study process uncovered cyclist comfort level of specific state-owned roadways. Nearly half of the region’s roadways (760 of 1,684 miles) have features that contribute to a high level of stress for a bicyclist (e.g., two-lane streets with no bicycle lanes; bike use adjacent to 40 mph traffic, etc.). Information on BLOS (and its pedestrian counterpart, PLOS) will be helpful datapoints for the MPO and its counties as planning for active transportation continues.

## Recommendations

The ATP is organized around four primary goal areas which are supported by a series of action strategies. The goal areas are related to:

- Safety
- Accommodation
- Connectivity
- Monitoring & Tracking.

Overall, the ATP proposes a total of 27 specific recommendations. The action items are not presented in any priority order, but serve as a framework for the MPO as it implements this plan, and monitors and reports on its implementation status on an ongoing basis.

## Priority project listing

In addition to a set of action strategies, the plan also advances a prioritized list of 47 projects for consideration for future programming and grant applications. The projects were prioritized from low to high priority based on public and stakeholder feedback, safety performance data, and alignment with local and regional plans. Each supports broader goals of fostering healthy communities and lifestyles, mitigating environmental impacts, ensuring equitable access, and promoting sustainable infrastructure. Each project was also assigned a general timeline category—short-, medium-, or long-term—based on complexity, funding needs, and construction scope.

## Conclusion

The NEPA MPO's Active Transportation Plan represents a comprehensive effort to enhance active transportation infrastructure in the region, promoting healthier lifestyles and sustainable transportation options for all residents. The plan emphasizes collaboration among stakeholders, investment in infrastructure, and a commitment to improving safety and accessibility for all users.

**The plan is more than a roadmap – it is a call to action.** With its completion, the MPO has the direction, partnerships, and momentum needed to create a safer, more connected network for users of active transportation in the region. The NEPA MPO is committed to a healthier future – one that supports vibrant communities, reduces environmental impacts, and enhances the role of active transportation not only in the region’s recreation, but also in support of a well-functioning multimodal transportation system.

## INTRODUCTION

### Overview

The Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) developed its first-ever Active Transportation Plan (ATP) in 2025. This plan strives to improve pedestrian and bicycling infrastructure in the region. The strategies outlined in this ATP define a vision and framework to enhance active transportation throughout communities in the four-county NEPA MPO region, which include Carbon, Monroe, Pike, and Schuylkill counties. The plan maintains a specific focus on establishing secure, accessible, and sustainable pathways for individuals. The plan addresses obstacles relating to persons who engage in non-motorized transportation out of necessity as well as for recreational purposes. Through collaboration with local municipalities and stakeholders, the NEPA MPO aims to implement solutions that foster healthier lifestyles, mitigate environmental impact, and enrich the overall quality of life for residents.

### Project Methodology

The MPO summarized the region’s demographic and socioeconomic conditions which helped identify baseline data and community needs. The community demographic data played a crucial role in this process, as it was used to identify communities with specific needs and characteristics.

The MPO also reviewed relevant plans and studies, which helped inform future decision-making. Additionally, the MPO engaged with key stakeholders to gather input on the best path forward. Goals, objectives, and action strategies were compiled to enrich the planning process and establish a comprehensive foundation for the ATP.

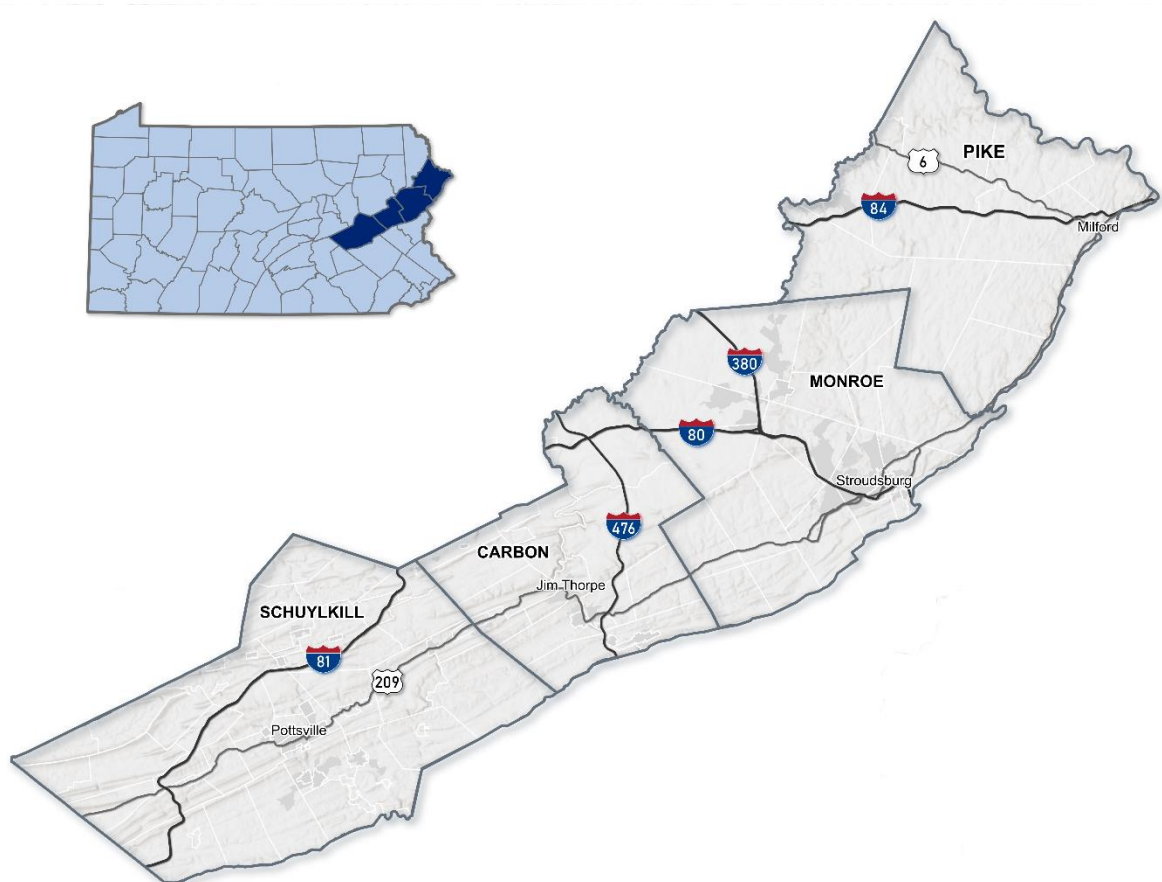
## EXISTING CONDITIONS

### Geographic Location

The NEPA MPO region covers approximately 2,354 square miles in northeastern Pennsylvania. The region includes the counties of Carbon, Monroe, Schuylkill, and Pike. Carbon, Monroe, and Schuylkill counties are in the Blue Mountain area, while parts of Monroe and Pike counties are in the Glaciated Low Plateau. Significant portions of Carbon and Schuylkill counties belong to the Anthracite Upland, which has a rich history of coal mining.

All four counties are within the federally-designated Appalachian Regional Commission (ARC) region. It is also part of a region known as Megalopolis, a heavily populated area stretching from Boston to Washington, D.C. The NEPA MPO region has a long, narrow shape, extending about 95 miles from east to west and 30 miles from north to south (Figure 1).

Figure 1: NEPA Regional Location



## Population

The Northeastern Pennsylvania (NEPA) MPO region had reported a population of 435,343 according to the 2022 American Community Survey (ACS) 5-year estimates. In terms of population distribution, Monroe is the region's most populous county with 39 percent of the region total, followed by Schuylkill (33%), Carbon (15%), and Pike (14%) (Figure 2). Despite Monroe and Schuylkill accounting for a larger share of the region's population, all counties exhibit similar demographic trends concerning age distribution (Figure 3).

As a whole, the region's total population has remained relatively steady, netting a slight increase. Shown in Source: 2022 ACS 5-year Estimates

The region's counties have exhibited variations in population change, as shown in Figure 4. Pike County continues to demonstrate strong increases in population growth, while Schuylkill has registered moderate declines. The counties collectively have contributed to relatively steady changes in population, region-wide.

Figure 4, Pike County had the largest increase in population during both 2010 to 2022 and 2020 to 2022 time periods. The growth continues a trend of rapid population growth, as the county had the distinction of recording decennial population growth in excess of 50 percent during each of the decades of the 1970s, 80s, and 90s.

Figure 2: Regional Population Share, by County

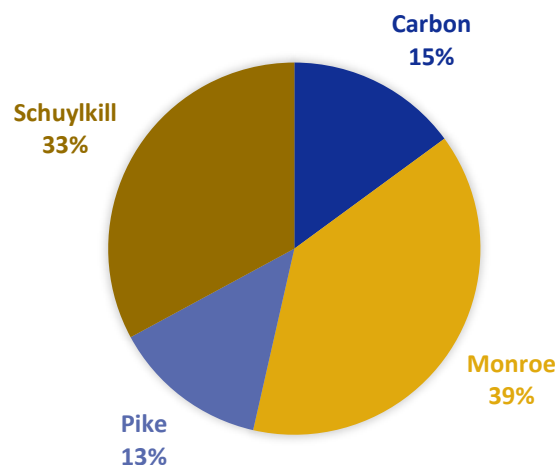
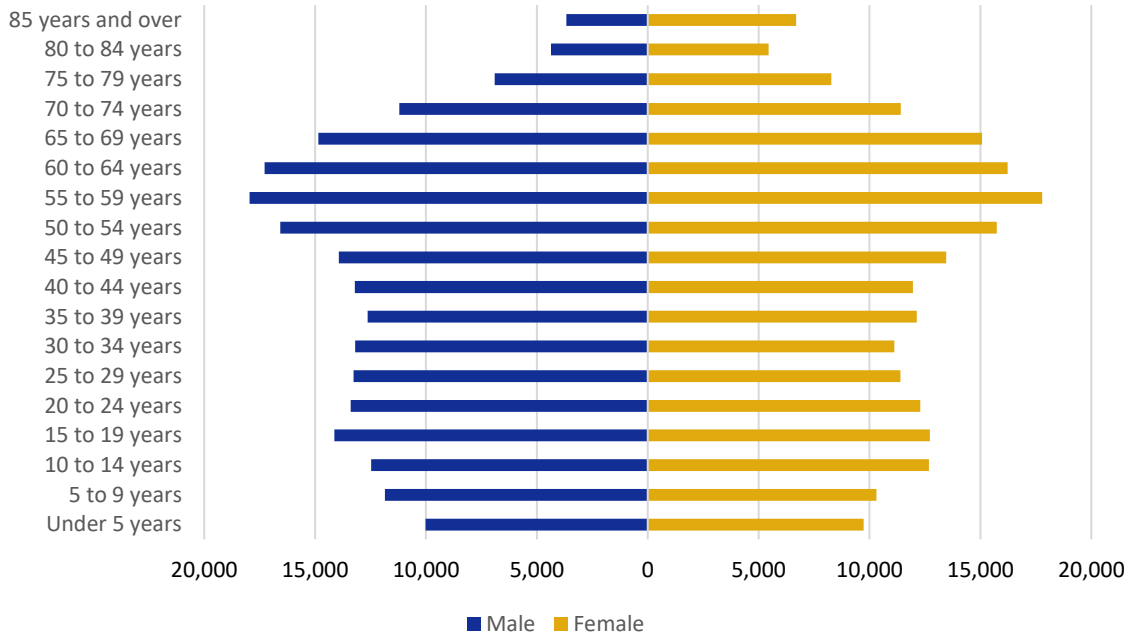


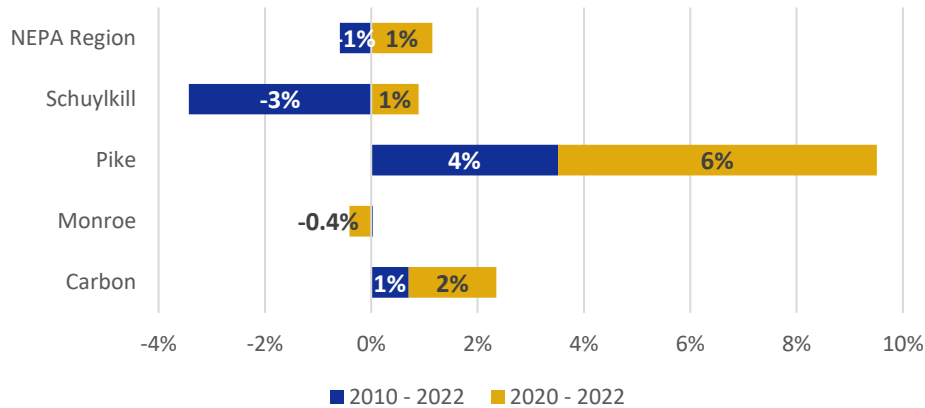
Figure 3: NEPA MPO Region Population by Age Group



Source: 2022 ACS 5-year Estimates

The region’s counties have exhibited variations in population change, as shown in Figure 4. Pike County continues to demonstrate strong increases in population growth, while Schuylkill has registered moderate declines. The counties collectively have contributed to relatively steady changes in population, region-wide.

Figure 4: Population Change



Source: 2022 ACS 5-year Estimates

## Community Demographic Transportation Network Analysis

Effective planning for active transportation involves identifying populations with unique needs and preferences, as well as groups that are underserved by the current system. For instance, elderly individuals may require more accessible transportation options and features like accessible public transportation. Students often need reliable and safe routes to bike and walk to school and extracurricular activities. Additionally, low-income communities may depend heavily on non-vehicular modes of travel. Using data from the U.S. Census Bureau's 2022 American Community Survey, the MPO identified socioeconomic indicators to locate concentrations of vulnerable road users in the NEPA region.

- **Age:** Population under 18 years old and over 65 years old.
- **People with Disabilities:** Percentage of population with disabilities.
- **Minority Groups:** Population identifying as non-white.
- **Low-Income Households:** Households at or below the federal poverty level.
- **Limited English Proficiency (LEP):** Percentage of the population not speaking English well or at all.
- **Vehicle Access:** Households without access to a vehicle.
- **Disadvantaged Population Mapping:** Distribution of populations meeting a federal definition of disadvantage.

### Younger Population

Safety needs are significant for students walking and bicycling to school and other activities. Ensuring safe routes to school, through well-maintained sidewalks, bike lanes, and crosswalks, encourages children to walk or bike, promoting physical activity and reducing traffic congestion around schools.

There are approximately 83,262 children aged under 18 years old and 63,869 school-aged children aged 5-17 in the NEPA region. Overall, approximately 19 percent of the regional total comprise the under-18 population, and 15 percent entail the aged 5-17 population.

### Population Over 65

Those over age 65 are a growing facet of the region's population. These individuals are a crucial demographic group because they often have specific mobility needs and preferences. These individuals may face physical challenges that make driving less feasible, increasing their reliance on walking, biking, and public transit. Ensuring that sidewalks are well-maintained, crosswalks are safe, and public transit is accessible with features like low-floor buses and priority seating can significantly enhance their mobility and independence.

The share of the region's population that is 65+ equates to roughly 20 percent of the total, with Pike County having the largest proportion, at 23 percent, and Monroe County having the lowest, at 18 percent.

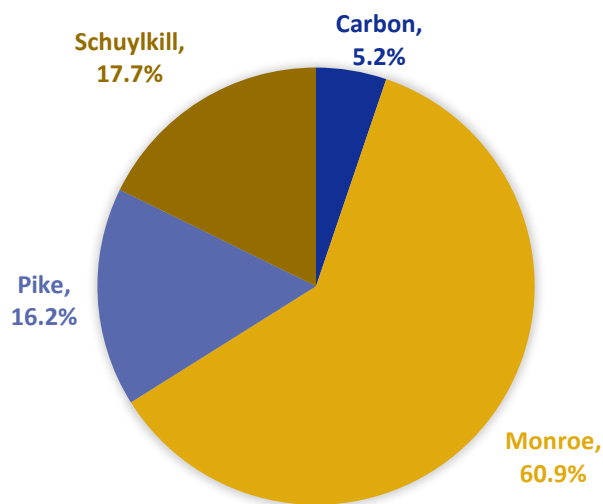
### Limited English Proficiency

Individuals with Limited English Proficiency (LEP) can face struggles due to language constraints, therefore how they access and use transportation services can be challenged. People with LEP may struggle to understand transit schedules, signage, and safety information, which can hinder their ability to navigate the system effectively. This can lead to missed connections, longer travel times, and

increased safety risks. By providing multilingual resources and clear visual aids, transportation agencies can ensure that all users, regardless of language proficiency, have equal access to transportation options. This inclusivity not only improves the overall efficiency of the transportation system but also promotes safety for all community members.

Regionwide, 2.9 percent of the NEPA MPO’s population has LEP. Monroe County has the highest percentage at 4.6 percent, followed by Pike at 3.6 percent. The breakdown of county LEP shares within the regional LEP population is shown in Figure 5.

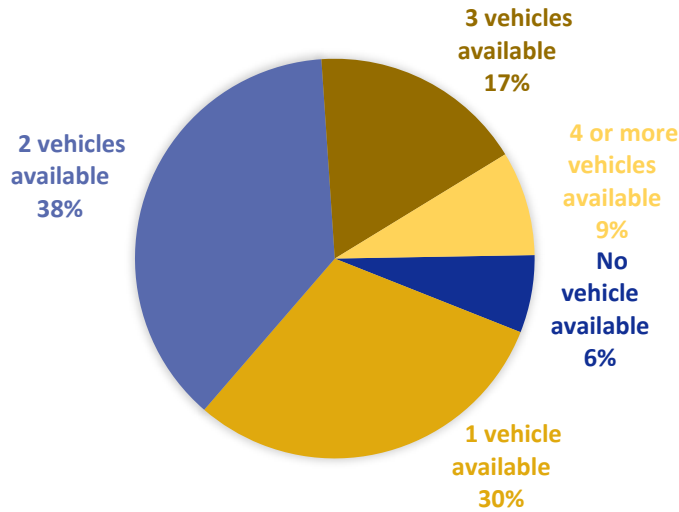
Figure 5: County LEP Share of Regional LEP Population



### Vehicle Access

Vehicle access is a critical consideration in active transportation planning since it influences how people choose to travel. For individuals who do not have access to a personal vehicle, reliable and safe active transportation options like walking, biking, and public transit become essential. These alternatives can reduce dependency on cars, lower transportation costs, and promote healthier lifestyles. Additionally, ensuring that active transportation infrastructure is well-integrated with vehicle access points, such as bike racks on buses or secure parking near transit stations, can encourage more people to use these modes. Across the region, 10,468 households representing 6.3 percent lack access to a vehicle (Figure 6).

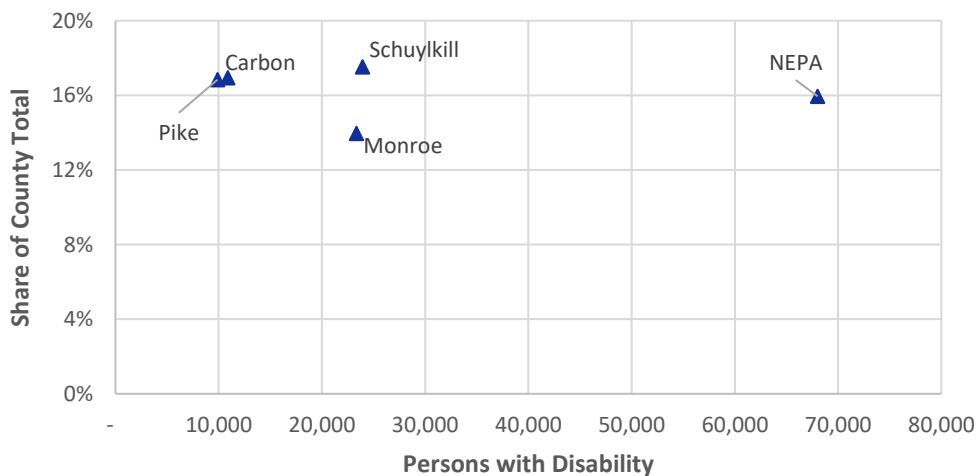
Figure 6: Vehicles Available Per Household



### Persons with Disability

The 2022 American Community Survey lists 68,013 persons who classified themselves as having some type of disability, or approximately 15.9 percent of the region’s overall population. Schuylkill County has the highest relative percentage at 17.5 percent, with Carbon next at 16.9 percent (Figure 7). Persons within this demographic exhibit disabilities categorized as sensory (vision, hearing), physical (mobility), mental, or self-care in nature. Many encounter challenges in using pedestrian infrastructure, yet heavily depend on it to access local amenities such as shopping venues, medical facilities, governmental services, public transportation, and recreational areas.

Figure 7: Persons with Disability



### Minority Groups

Identifying the locations and needs of minority communities is essential for ensuring fair access to transportation. These communities often face disparities in infrastructure, safety, and resources. By pinpointing areas with high minority populations, planners can address specific challenges and develop inclusive solutions. The MPO used data from the 2018-2022 American Community Survey 5-Year Estimates to evaluate minority concentrations in census block groups within the region. The region’s total population for this analysis was 433,925, with 89,110 identified as minorities, comprising 20.4 percent of the total population. Among the four counties, Monroe has the highest share of minority population (Figure 8).

Figure 8: Non-Hispanic Minority Population

	Total Population	Total Non-Hispanic/Latino Minority Population	
		Number	Percentage
<b>Carbon</b>	65,191	6,518	10.0%
<b>Monroe</b>	167,784	56,192	33.5%
<b>Pike</b>	59,691	11,691	19.6%
<b>Schuylkill</b>	143,259	14,709	10.3%
<b>Region</b>	<b>435,925</b>	<b>89,110</b>	<b>20.4%</b>
Pennsylvania	12,986,518	3,142,433	24.2%

### Low-Income Households

People with low incomes often depend more on active transportation because they might not be able to afford a car or choose not to spend their limited income on the high costs of car ownership. According to the 2022 ACS 5-Year Estimates, 48,940 residents in the region were living below the poverty level, representing 11.5 percent of the population assessed for poverty status. Populations living below the poverty level are fairly dispersed within each county. Schuylkill has the largest share while Monroe has the highest number (Figure 9).

Figure 9: Population Living Below Poverty Level

	Population Below Poverty Level	% Population Below Poverty Level
<b>Carbon</b>	7,697	12.0%
<b>Monroe</b>	18,566	11.3%
<b>Pike</b>	5,482	9.3%
<b>Schuylkill</b>	17,055	12.5%
<b>Region</b>	<b>48,800</b>	<b>11.5%</b>
Pennsylvania	1,480,981	11.8%

## Socioeconomics

### Employment

As of July 2024, the region's unemployment rate stood at 4.1 percent, according to the Bureau of Economic Analysis. Carbon County had the lowest unemployment at 3.7 percent. Figure 10 shows the Unemployment Rate versus people employed in the region by county.

Total employment within the region is forecasted to rise, according to Woods & Poole, from 181,073 in 2010 to 234,126 in 2050. Employment is expected to grow the fastest in Pike County, followed by Monroe County.

Figure 10: Unemployment

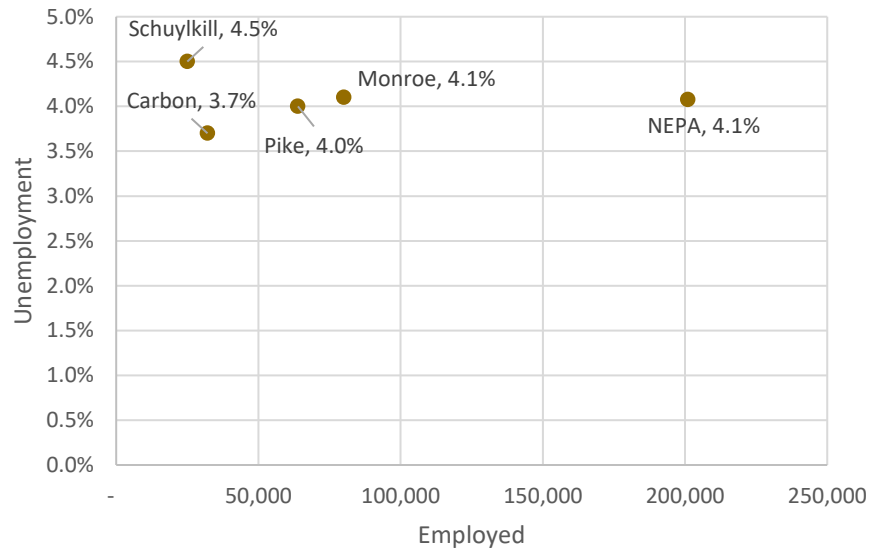
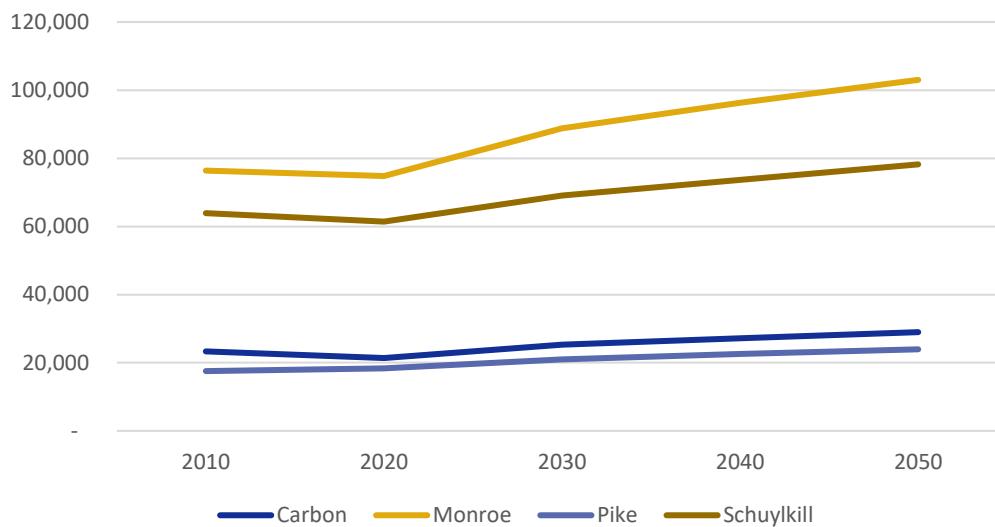


Figure 11: Total Forecasted Employment



Source: Woods & Poole

### Travel Patterns & Commuters

The 2022 American Community Survey indicates that 3,931 workers in the NEPA MPO region use active modes of transportation for their journey to work, such as biking or walking. This equates to 1 to 3 percent of all workers in each of the four counties, while 85 to over 90 percent of commuters use vehicles as their mode of transportation (Figure 12).

Approximately 3,500 workers use public transportation for their daily work commute. The most significant impact on commuter ridership is within Monroe County, which comprises 77 percent of the region’s total public transportation commuting ridership. Most passengers walk, bike, or use Park and Ride facilities to reach their buses. There are three park and ride lots within the region: two in Monroe County and one in Pike County.

In terms of commute distances, Schuylkill County workers typically have the shortest commutes; 38 percent of them travel less than 10 miles (Figure 14). Nearly a third of workers residing in Monroe and Pike counties have “extreme commutes,” or those in excess of 50 miles. These two counties lead the state in average commute times, suggesting that a significant portion of their workforce travels considerable distances for employment.

Roughly 60 percent of the region’s resident workers are being exported, with 30 percent split going to Monroe and Schuylkill counties. Workers leaving the four-county region are primarily traveling to Lehigh, Northampton, or Luzerne counties (Figure 13).

Figure 12: Commute Mode to Work

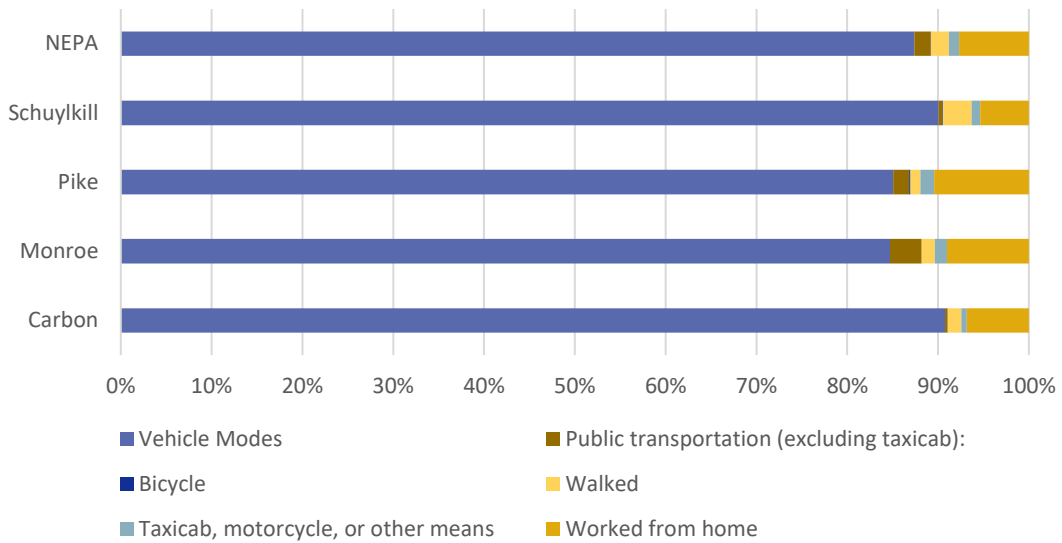


Figure 13: Commute Destination

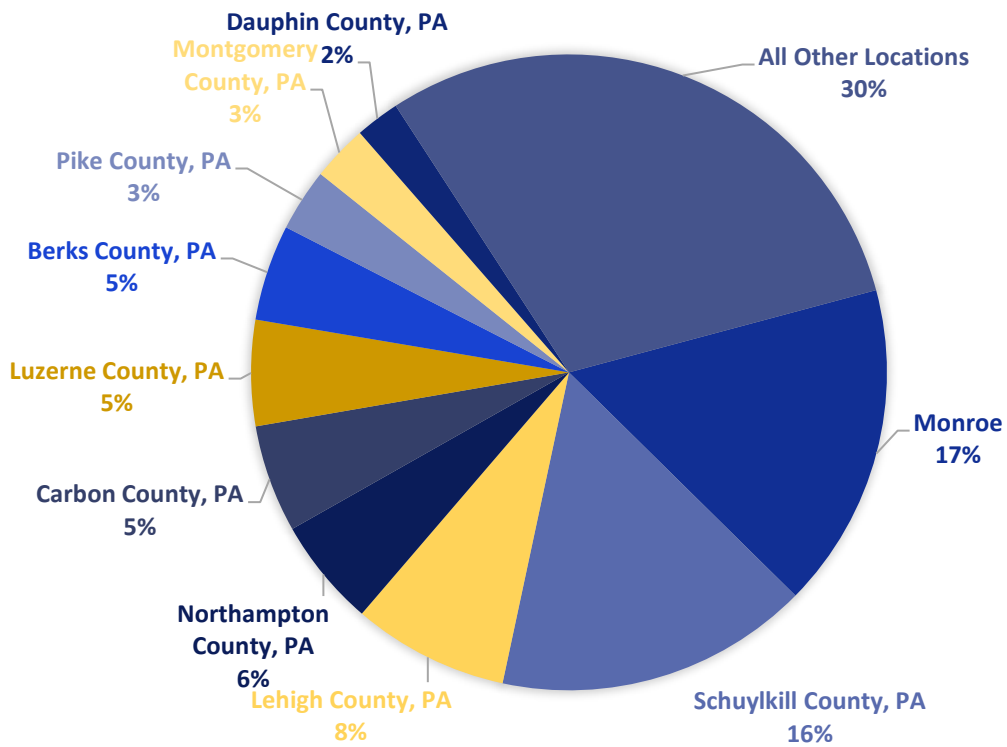
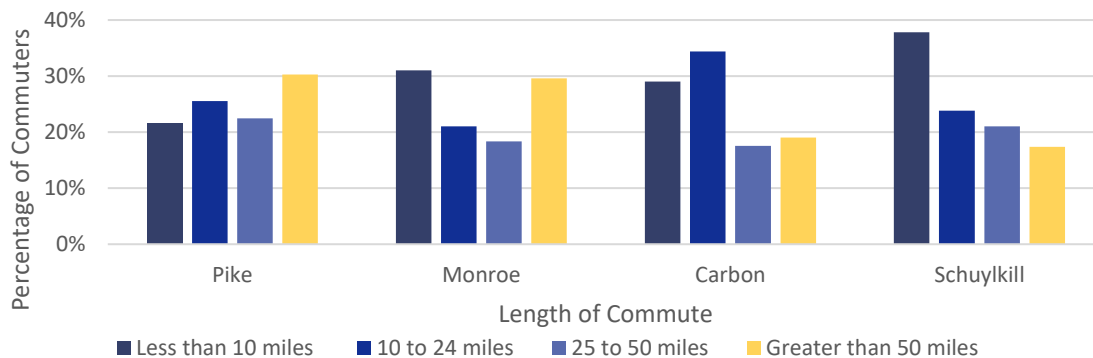


Figure 14: Commuting Distance By County



## Current Network

### Types of Users

To effectively plan for active transportation, the MPO must consider the diverse needs of pedestrians and cyclists. The population includes people of all ages with different physical abilities, experience levels, confidence, and travel needs. Various user groups encompass leisure walkers, active walker/joggers, hikers, casual cyclists, confident cyclists, and advanced cyclists.

People use walking and biking for both recreational and non-recreational purposes. Some individuals may be commuting alone and searching for the shortest, most direct route to work, while others may be leisurely cycling with family members (including pets) and seeking a peaceful and comfortable environment. Additionally, confidence and comfort levels influence travel choices. For instance, some cyclists feel at ease riding on roadways with traffic, while others only feel secure on a dedicated trail. Subsequent sections in this plan will evaluate Bicycle Level of Stress (BLOS). The region’s active transportation network considers the different user types and identify a range of facilities to meet their needs.

### Pedestrian Infrastructure

Sidewalks represent a critical component of the region’s active transportation network. A prevalent characteristic of sidewalks within the NEPA MPO region’s suburban areas is a lack of sidewalk interconnectivity. Frequently, the availability of sidewalks is limited to the frontages of their respective developments and fail to establish connections with neighboring developments. This scenario is also evident along borough boundaries, where established urban sidewalk networks do not extend into nearby suburban commercial corridors, even when these centers are within a short walking distance.

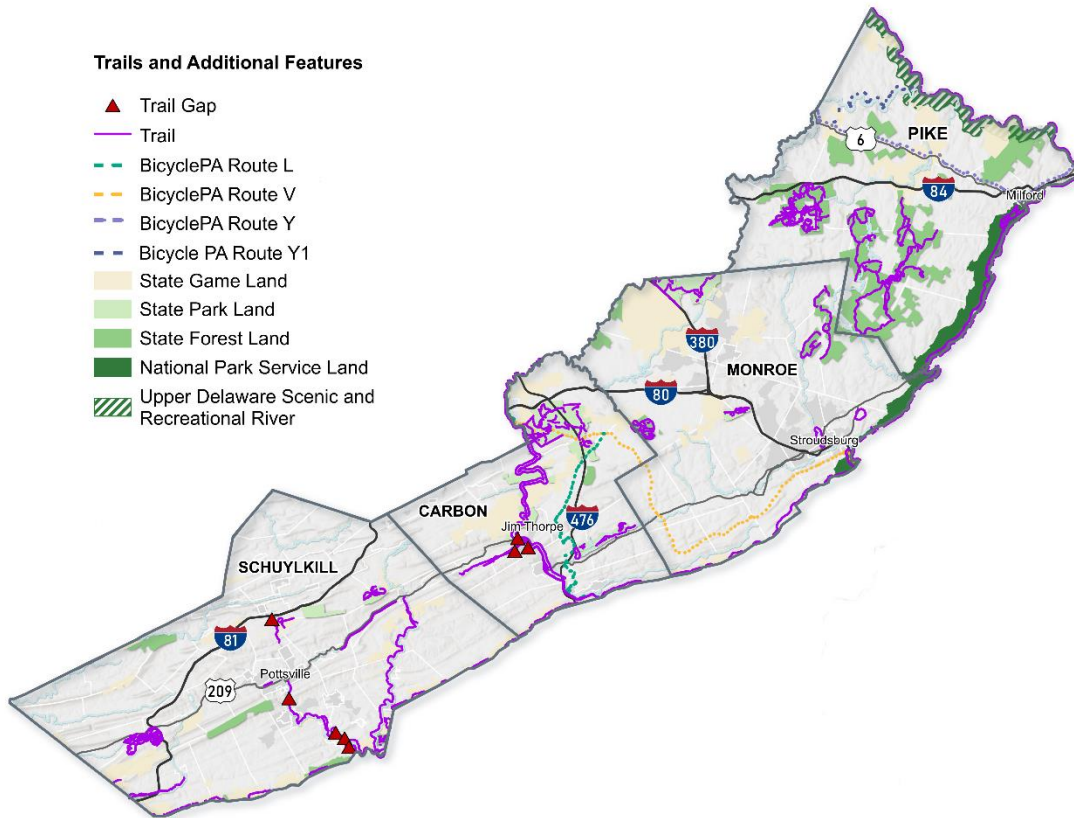
### Trail System - Trails / Multi-Use Paths

Trails encompass a wide range of active transportation facilities, including multi-use and restricted-use paths such as pedestrian-only or water trails (Figure 15).

The NEPA MPO region has over 800 miles of existing trails and multi-use paths that could be used for transportation or recreation purposes. This network includes off-road bicycle and pedestrian (non-vehicular) facilities serving as transportation and recreation resources, separate from vehicular

transportation infrastructure such as biking, hiking, ATV, cross-country skiing, equestrian sports, and snowmobiles. Many of these trails traverse 170,000-plus acres of state forests and parks. One trail to note is the Appalachian Trail, which stretches 100 miles through or along the region border, crossing PA 501 and PA 183.

Figure 15: Trails and Related Features



## Bicycle Infrastructure

### *Bicycle Lanes and Shared Markings*

Bicyclists are permitted to use all roadways outside of limited access highways, thus designating them as potential bicycling routes as shared roadways. Bicyclists use the region’s roadways for commuting or recreational purposes, dependent upon their personal comfort levels.

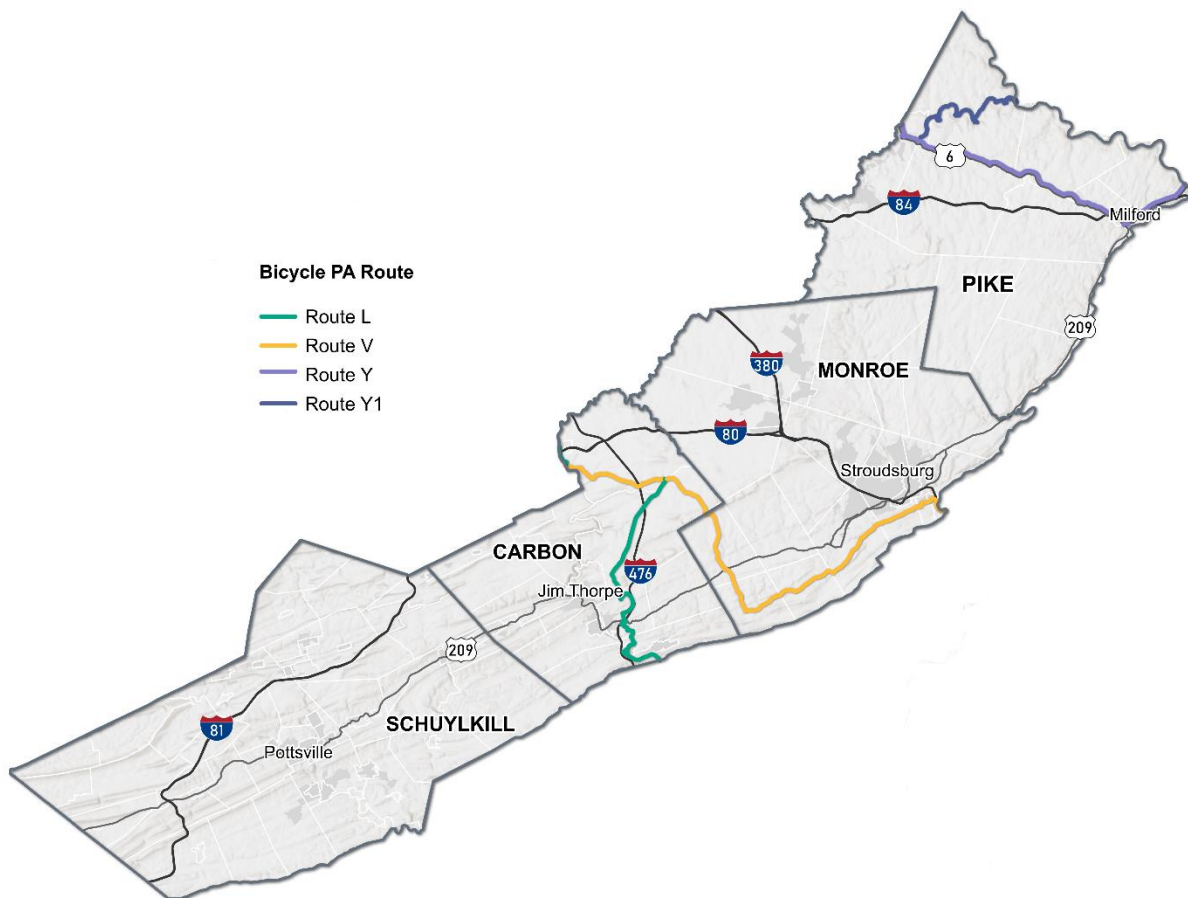
### *PA Bicycle Routes*

The BicyclePA route system in Pennsylvania offers a network of signed cross-state bicycle routes intended for experienced cyclists engaged in long-distance touring. In many cases, shoulders along this network may not be sufficient to get the cyclist out of traffic. Three of these routes traverse the NEPA MPO

region. BicyclePA Routes L, V, and Y run through the area, offering over 130 miles of active mobility infrastructure. This includes 53 route miles in Carbon County, 33 miles in Monroe, and 45 miles in Pike.

- Route L is a major route that begins at the northern end of Carbon County, where it extends eastward along PA 534 before connecting to PA 903, heading south, and eventually entering Lehigh County.
- Route V runs east-west from Luzerne to Carbon, Monroe, and then exits the region into Northampton at the eastern border of the state. Bicycle routes L and V overlap on parts of PA 534 through Carbon before Route V separates and heads southeast on PA 534. Once PA 534 crosses US 209, BicyclePA Route V follows SR 3003 and other State Routes going east until it intersects with PA 611 and then continues south out of the county.
- Route Y travels from Wayne to Pike County in an east-west direction. The main route aligns with US Route 6 through Pike County. On the western side of Pike County, Bicycle Route Y diverges into "Route Y1," which heads north along SR 4006 to PA 590 until reaching the northern part of the county.

Figure 16: Bicycle PA Routes



**Transit**

There are three principal providers of public transportation in the NEPA MPO region:

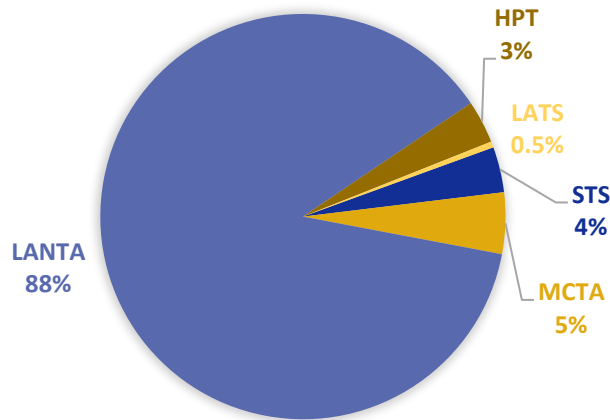
- The Schuylkill Transportation System (STS) that services Schuylkill County,
- Monroe County Transportation Authority (MCTA) services Monroe County, and
- The Lehigh and Northampton Transportation Authority (LANTA) which services Carbon County.

All of these transit authorities operate a traditional fixed-route bus system as well as paratransit services within their counties. Among these three providers, more than 4 million fixed-route trips occurred in FY 2022-23.<sup>1</sup>

Additionally, Hazleton Public Transit (HPT) and the Lower Anthracite Transit System (LATS) operate predominantly outside of the region but have some service that crosses into Carbon County (HPT) and Schuylkill County (HPT, LATS). These providers add just under 200,000 to the ridership totals. Pike County also receives service from the National Park Service (NPS).

Transit ridership totals are shown in Figure 17, while the percentage of senior ridership per agency is shown in Figure 18.

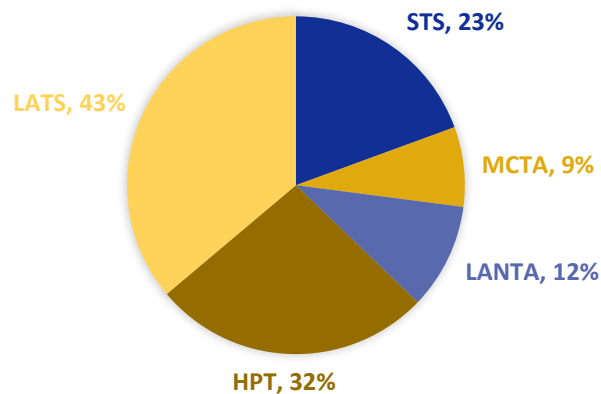
Figure 17: NEPA Fixed Route Ridership, FY 2022-2023




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<sup>1</sup> Pike County Transportation provides paratransit service in Pike County.

Figure 18: Senior Ridership Per Agency, FY 2022-2023



### Planning for transit

A considerable proportion of transit riders travel 10 minutes or less to their bus stops; therefore, it is essential to maintain and enhance the existing pedestrian infrastructure surrounding these stops. Implementing improvements within a 0.25-mile radius is critical to ensuring safe and convenient access to and from transit facilities. Key pedestrian improvements can include:

- Accessible sidewalks or safe, wide shoulders
- Well-marked crosswalks
- Pedestrian push buttons
- Pedestrian signs
- Curb ramps
- Sufficient lighting

### ADA Accommodations

PennDOT requires sidewalks to be a minimum of 5 feet in width to comply with the ADA requirement for periodic passing spaces of 5 feet in width thus allowing the entire length of the sidewalk to provide for these spaces.

## Safety Performance

### Crash data

The MPO obtained crash data from the Pennsylvania Department of Transportation (PennDOT) for the years 2015 to 2023 using its online Pennsylvania Crash Information Tool (PCIT). The data provided only includes 'Reportable Crashes'. Data for off-street paths is not included in the following information.

Bicycle and pedestrian crashes across the region accounted for 2 percent of the total reported crashes. However, in 2023, they comprised 5.3 percent of all traffic fatalities. The region has experienced an increase in bicycle crashes although pedestrian crashes have decreased (Figure 19).

Figure 19: NEPA Crashes by 5-Year Average

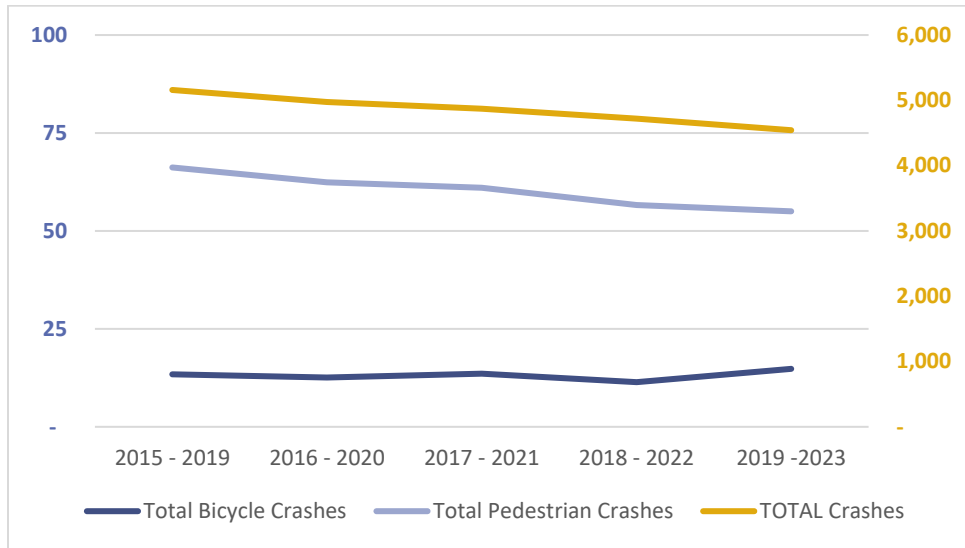
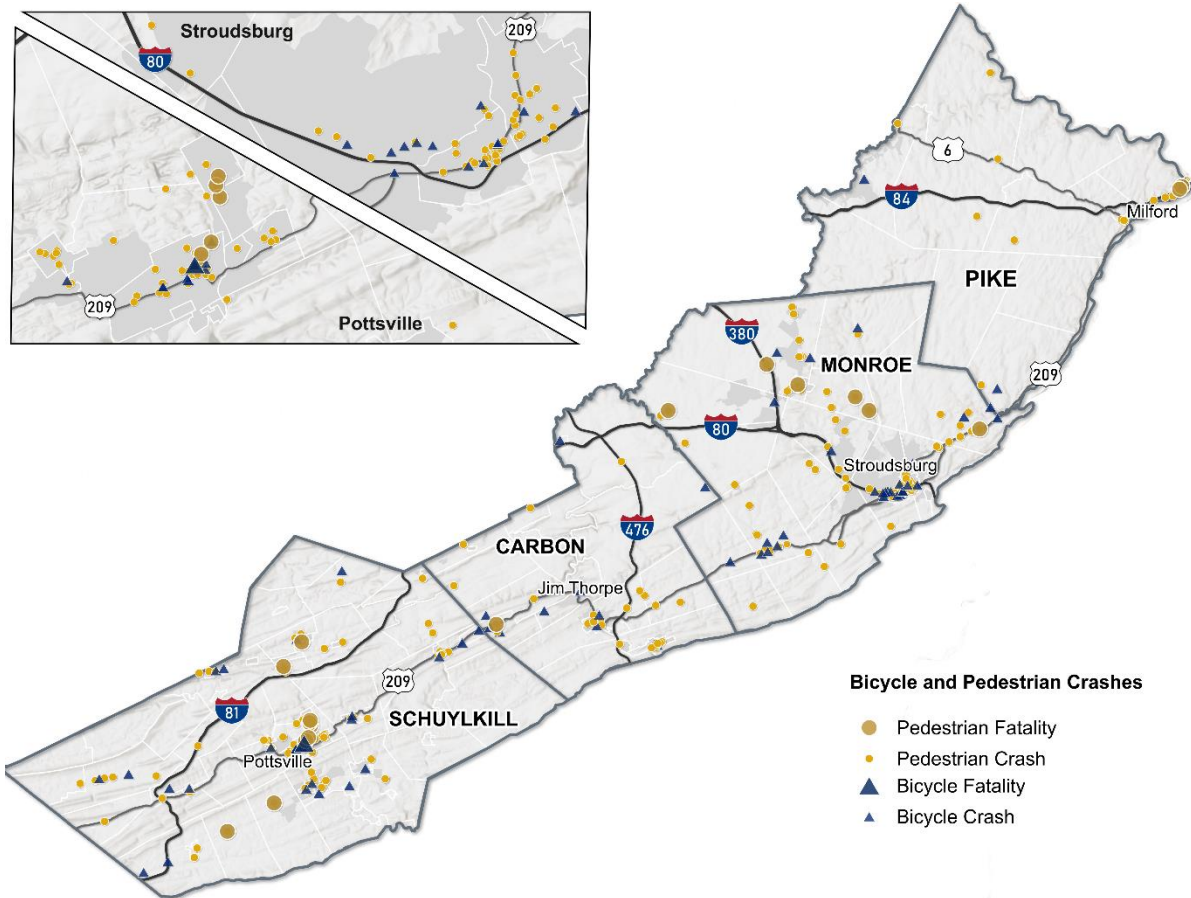


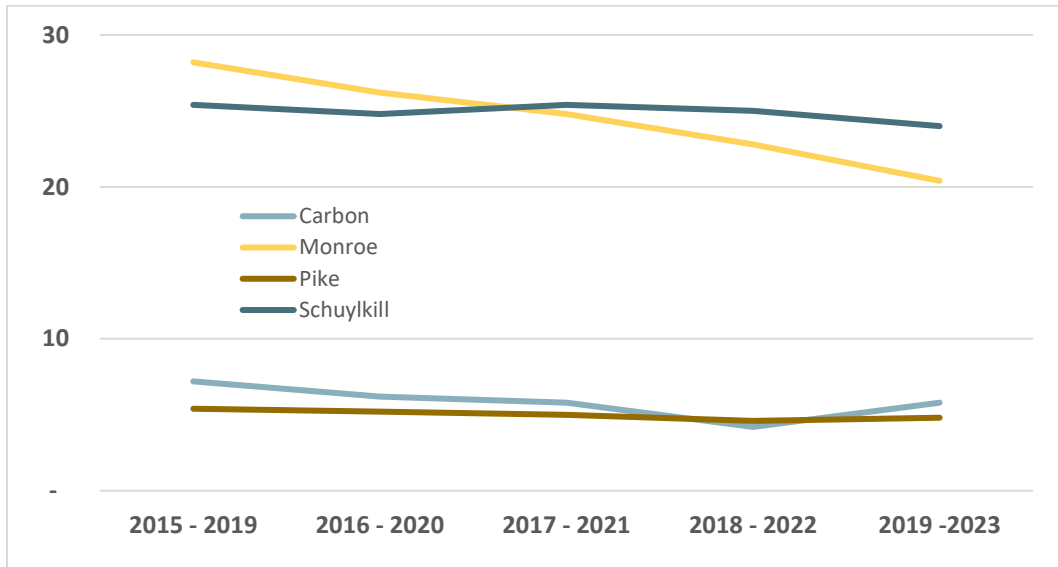
Figure 20: Crash Data, 2019 - 2023



*Pedestrian Crashes*

There were 275 reportable crashes involving pedestrians during the 5-year period ending in 2023. Out of these, 257 crashes (93%) resulted in injuries, while 18 crashes (7%) led to pedestrian fatalities. The annual range of crashes was between 47 and 63, with the highest number of crashes occurring in 2022 (Figure 21).

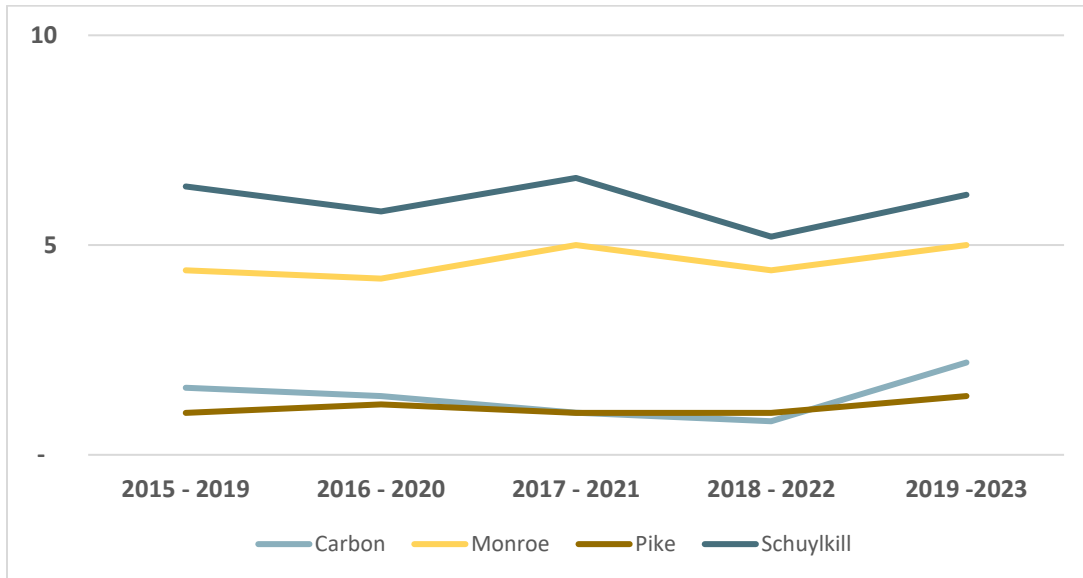
Figure 21: Pedestrian Crashes by County, 5-Year Averages



*Bicycle Crashes*

During the reported 5-year period ending 2023, there were a total of 75 reportable crashes involving bicycles. Among these crashes, 74 (99%) resulted in injuries, while 1 (1%) resulted in bicycle fatalities. The number of crashes ranged from 6 to 32, with the highest number occurring in 2023 (Figure 22).

Figure 22: Bicycle Crashes by County, 5-Year Averages



### Bicycle Level of Stress (BLOS)

#### Objective

The goal of the following analysis is to identify state roadways where cyclists can comfortably ride and the roadways where improvements may be needed. Pinpointing roadway segments that are higher stress and potentially more dangerous will help enable the MPO to bring riding conditions to an increased comfortability level. The results of this analysis are demonstrated on a [web map](#) highlighting the Level of Traffic Stress (LTS), RMS Segment (Access Control), Bicycle Networks, and Bicycle Crashes.

The NEPA MPO applied the existing methodologies developed by PennDOT District 1-0 and SEDA-COG MPO.

#### Summary of Methodology

Level of Traffic Stress (LTS) is a classification system based on cyclist comfort level. The LTS classification system assigns each roadway segment into four levels, with the lowest stress segments categorized as LTS 1 and the highest stress segments categorized as LTS 4. This classification system provides a summary of stress levels for cyclists, helping to identify routes that offer varying levels of comfort. Stress levels are summarized below:

LTS 1 – (Low): Comfortable for people of all ages and abilities.

- Off-street trails (not included in this analysis)
- Residential streets with traffic speeds of 25 mph or less
- Bike lanes that are at least six feet wide or are physically separated from traffic

LTS 2 – (Moderate): Comfortable for most adults.

- Residential streets with traffic speeds of up to 30 mph
- Bike lanes that are less than six feet wide

LTS 3 – (High): Comfortable for many experienced cyclists.

- Streets with no dedicated bicycle facilities and speeds of up to 30 mph
- Bike lanes adjacent to 35 mph traffic

LTS 4 – (Extreme): Comfortable for experienced and confident cyclists.

- Two lane streets with no bike lanes and traffic speeds of 35 mph+
- Bike lanes adjacent to 40 mph traffic

For the NEPA MPO Active Transportation Plan, the planning team adapted and applied this accepted methodology to the available data for state roads regionwide.

The MPO used GIS to combine PennDOT's road segment inventory (RMSSEG) and road segment classification (RMSADMIN) files into a single regional centerline file. This file contained the criteria needed for the LTS analysis, including on-street parking, number of travel lanes, pavement width, average annual daily traffic (AADT), and speed limit.

The effective shoulder width available for bicycling was not part of the roadway data collected and, therefore, was calculated. Shoulder width was determined by first subtracting 8 feet per side of on-street parking (none/one side/both sides) from the roadway width and then subtracting 12 feet per travel lane. Any remaining width was assumed to be the roadway shoulder and was divided by two for an equal shoulder on each side of the roadway. This derived data is a key variable in determining bicycle level of traffic stress.

Finally, each roadway segment was filtered by its traffic volume (AADT) and posted speed limit to determine its LTS value, as presented in Appendix A.

### *Findings*

There are 33.7 miles of roadway within the region classified as LTS 1, with the most being in Schuylkill County, at 12.2 miles, and Pike County, with 11.5 miles. The rest of the LTS values are shown by county (Figure 23).

LTS 1 (Low Stress) Highlights:

- Pike County - A significant segment is located along Welcome Lake Road (SR 4003) at the northern end of the county and in several segments through Milford.
- Monroe County - Short LTS 1 segments through Stroudsburg and Saylorsburg, the county contains the fewest LTS 1 segment miles in the region.
- Carbon County – Significant segments traverse through Lehighton and Palmerton, with LTS 1 segments dispersed throughout the entire county.

- Schuylkill County – has the most LTS 1 segments in the region with Pottsville, Schuylkill Haven, and Tamaqua encompassing a large portion of the segment miles.

Figure 23: LTS by County

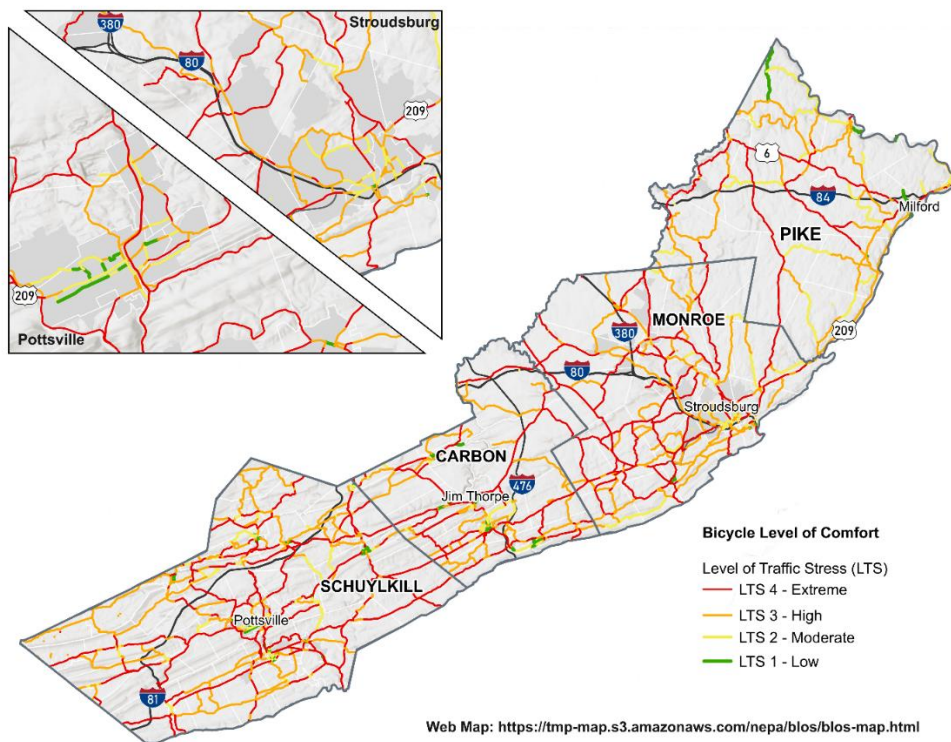
Stress Level	LTS 1	LTS 2	LTS 3	LTS 4	Total State Road Segment Miles
Carbon	8.7	20.9	112.8	126.9	269.3
Monroe	1.3	45.1	193.5	235.8	475.6
Pike	11.5	76.9	137.5	86.2	312.2
Schuylkill	12.2	55.9	248.6	310.0	626.7
NEPA	33.7	198.8	692.4	758.9	1,683.8

The Bicycle Level of Stress (BLOS) analysis gauges the comfort level experienced by bicycle riders on state roadways throughout the region. This evaluation relies on five available data points, parking lane, lane count, width, traffic volumes, and posted speeds. Using these data sources, the MPO can easily reassess these factors over time to compare progress throughout the region.

Various factors and conditions, such as rider proficiency, pavement state, encountered intersections' type and quantity, drainage grates, actual shoulder width, traffic speed, shoulder debris, terrain, and weather, collectively influence the true comfort level of bicycle riders. The analysis serves to highlight roadways with conditions that diminish bicycling comfort and facilitates an examination of the contributing factors to the stress level induced by traffic. Familiarity with local conditions and on-site inspections is required to complete a comprehensive assessment of conditions and opportunities for enhancing bicycle comfort.

The BLOS results are depicted in Figure 24 and also on the web map located at: [NEPA BLOS \(tmp-map.s3.amazonaws.com\)](https://tmp-map.s3.amazonaws.com).

Figure 24: BLOS



## Pedestrian Level of Stress (PLOS)

### Objective

Pedestrian Level of Stress (PLOS) is a measure that quantifies the amount of discomfort that people feel when they walk along a road within the roadway right of way or along a sidewalk. Some of the components from a Bicycle Level of Stress (BLOS) analysis can be used to inform the PLOS as well. Due in part to the limited sidewalk data, the PLOS analysis was performed on nine municipalities: Jim Thorpe, Lehighton, Matamoras, Milford, Mt Pocono, Pottsville, Stroudsburg, East Stroudsburg, and Tamaqua.

This analysis emphasizes interconnectivity within a municipality rather than the connections between different municipalities. The rural and hilly nature of the region makes it challenging for casual walkers to navigate many areas, which means that only certain locations have a practical and effective network for active transportation modes.

### Summary of Methodology

The Pedestrian Level of Stress (PLOS) is a metric used to assess the discomfort experienced by individuals when walking within the roadway right of way. Some elements of the Bicycle Level of Stress (BLOS) Analysis are also applicable to the evaluation of PLOS. PLOS can be categorized into four distinct classifications as detailed below:

PLOS 1 – The facility is suitable for all users, including youth, the elderly, and those using mobility devices. People feel safe and comfortable, and they are all willing to use it.

PLOS 2 – Suitable for all users and used by most people.

PLOS 3—Some users are willing to use the facility, but some may only do so when there are limited options.

PLOS 4 – Not suitable for all users and used by people with limited or no choice.

### **Core Data:**

Available data that was incorporated into the PLOS calculation included -

- Sidewalk Data: sidewalk data is a necessity for the PLOS measure. When completing a sidewalk inventory, the presence of a sidewalk, its condition, and its width should be accounted for.
- Roadway Classification: classification of a roadway often reflects the quantity of traffic on the road. Increased volumes affect the comfort and safety of the pedestrian.
- Speed Limit: similar to the BLOS, vehicle speed is a factor in pedestrian safety and comfort level.

### **Secondary Data:**

Additional data that could be involved in a PLOS analysis could include the following -

- Lighting – the presence of streetlights is integral to safety and level of comfort. Not only location data but also the range of the light cast onto the facility below.
- Crosswalk Presence – the presence of crosswalks along a corridor should be documented as well as if there are crossing signals, beacons, or other traffic devices to indicate the presence of pedestrians to vehicles.
- Presence of Separation – is the pedestrian facility separated from the roadway either through a barrier or vertical separation in order to provide safety and a refuge space.
- Incline – documentation of the incline can be important for those using mobility devices and elderly.
- Railway crossings – crossings can provide delays for travel and safety risks for pedestrian users.
- Crime rate – Pedestrians could be considered more vulnerable to crimes.
- Trees/Shade – tree and shade coverage can be both a benefit and a challenge. While it provides coverage and protection from the sun, it can also cause additional trouble during nighttime hours. Tree roots if not properly maintained can be a hazard to pedestrians.

### *Findings*

The PLOS was performed on nine municipalities within the county. Results from the PLOS analysis included some similarities to those of the Bicycle Level of Stress (BLOS).

Roadways identified as high stress in the PLOS analysis generally have higher posted speeds and a small shoulder. Segments shown as low stress are shown as more favorable due in part to the presence of sidewalks that enhance safety by providing a buffer from traffic. Many of the municipalities have at least one intersection with crosswalks and a traffic signal to add a layer of protection.

Figure 25: PLOS, Carbon County

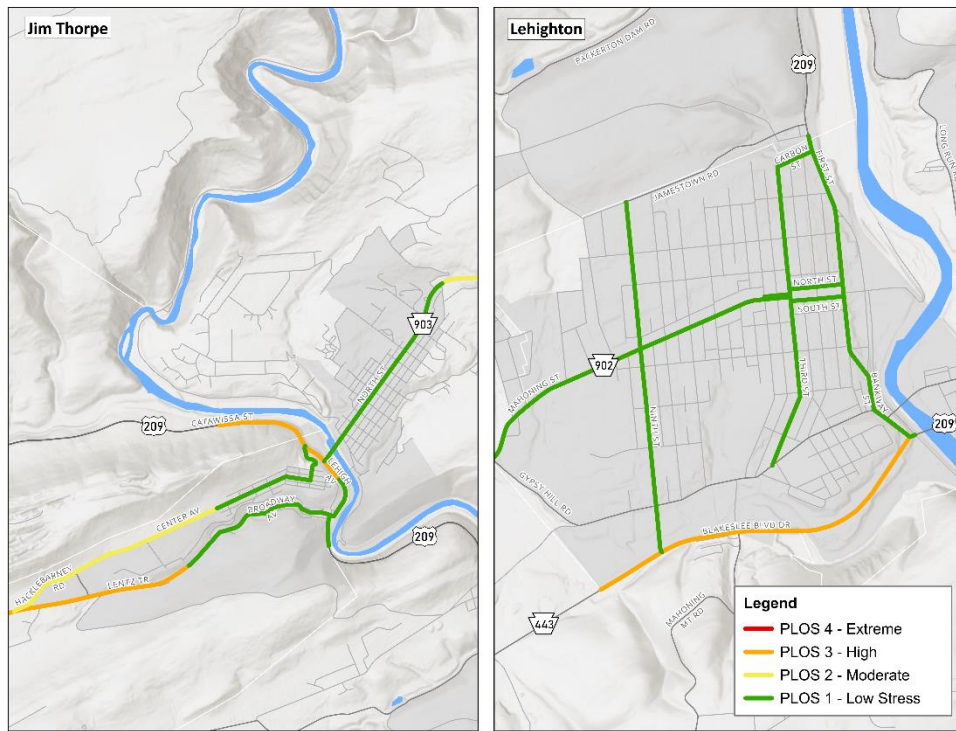


Figure 26: PLOS, Monroe County

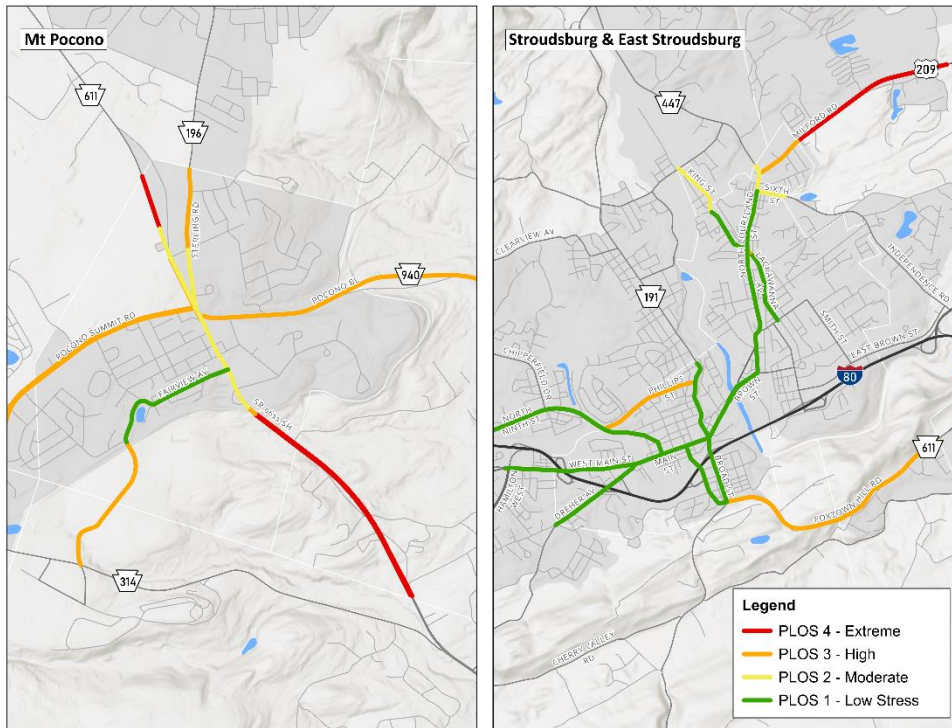


Figure 27: PLOS, Pike County

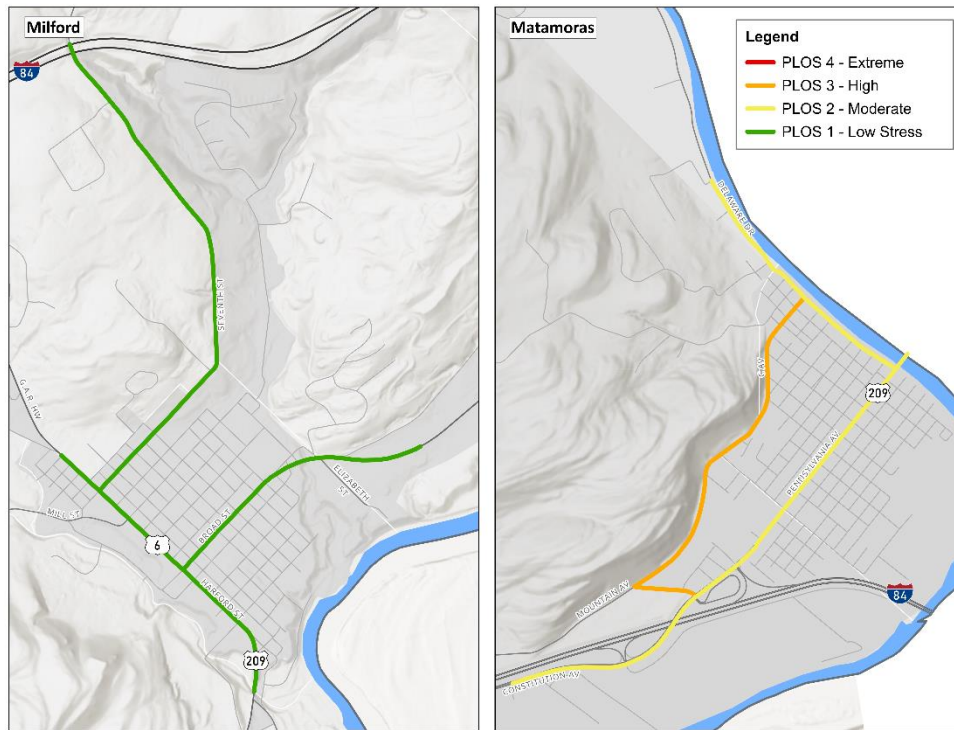
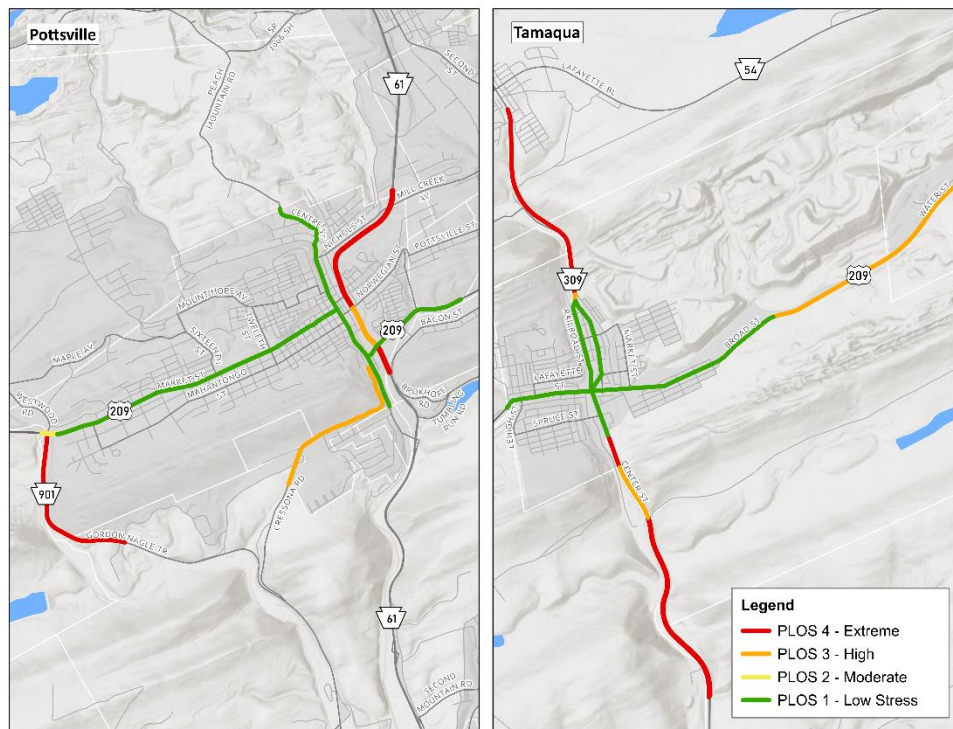


Figure 28: PLOS, Schuylkill County



## Literature Review

Many recent reports and planning documents have highlighted the importance of safeguarding and enhancing active transportation options in the four-county region. While planning initiatives in the past have focused on biking/hiking infrastructure for recreational purposes, new reports are increasingly calling for active transportation as a way for residents and tourists to get from place to place without relying on a vehicle.

The most recent Comprehensive Plans for Carbon, Monroe, Pike, and Schuylkill counties are unanimous in their support for making communities more walkable and bikeable. Pedestrian- and bicycle-friendly town centers reduce energy consumption, conserve land, and promote healthier lifestyles. Other planning initiatives, including St. Luke’s University Health Network’s Community Health Needs Assessment and NEPA’s Long-Range Transportation Plan, point to bicycle and pedestrian transportation as a vital component of connecting residents with health care appointments and employment opportunities.

These reports and many others consistently highlight two major issues with the region’s active transportation:

- 1. Deteriorating and outdated pedestrian infrastructure in borough, city and village centers is causing safety hazards.**
- 2. On-road bicycle safety issues are holding back the success of outdoor tourist attractions.**

The issues of active transportation safety and tourism can impact and exacerbate each other. A lack of safe, multimodal routes can decrease the quality of life for residents and discourage tourists from visiting more than one destination. But economic investment in downtown areas and the promotion of greenways like the Delaware & Lehigh Trail would in turn increase foot traffic, making bicyclist and pedestrian safety improvements more urgent.

To maximize both resident safety and the continued growth of the tourism sector, the existing reports recommend three key approaches:

- **Invest in maintenance and improvements for downtown bicycle/pedestrian infrastructure through sidewalk inventories and Complete Streets plans**
- **Connect and regionalize the existing trail networks through wayfinding signage and greater collaboration among trail operators**
- **Promote the deployment of bike-friendly amenities (such as bike racks on transit vehicles, bicycle parking, and bicycle repair stations) and amend local Subdivision and Land Development Ordinances to include bicycle parking as well as vehicle parking**

Figure 29: Priority Projects Identified in Previous Studies

Project	County	Study
<b>Develop Complete Streets studies with funding from the WalkWorks program</b>	Regionwide	NEPA Long-Range Transportation Plan (2023), PennDOT Active Transportation Plan (2019)

Project	County	Study
Create an alliance for the network of trails in the NEPA region to assist in cohesive marketing, fundraising, and amenity development	Regionwide	Appalachian Regional Commission: NEPA Trails Report (2023)
Pedestrian light at Milford Rd. & Water St. in Milford Borough	Pike	NEPA Long-Range Transportation Plan (2023)
Replace US 209/McDade Trail Bridge in Lehman Township with a bicycle/pedestrian-accessible bridge	Pike	NEPA Long-Range Transportation Plan (2023)
Add shoulders on Miller Dr./SR 4006 in Lackawaxen Township	Pike	NEPA Long-Range Transportation Plan (2023)
Add detectable warning surfaces to crosswalks in Milford to make them ADA-compliant	Pike	Milford Borough Complete Streets and Traffic Study (2022)
Repaint crosswalks with "continental" style striping to increase visibility	Pike	Milford Borough Complete Streets and Traffic Study (2022)
Improve safety and maintenance on Bicycle PA Route Y (US 6), Route Y1, and its spur on SR 590/4600 into New York	Pike	Pike County Comprehensive Plan (2022)
Tobyhanna Hike & Bike on SR 940	Monroe	NEPA Long-Range Transportation Plan (2023)
Add pedestrian crossings and a protected shoulder on Route 611/Main St. near Mountain Rd. in Delaware Water Gap	Monroe	Eastern Monroe Active Transportation Plan (2020)
Add buffered bike lanes on Route 209/Milford Rd. between Eagle Glen Plaza and the border with Middle Smithfield Township	Monroe	Eastern Monroe Active Transportation Plan (2020)
Add a pedestrian connection between Broad St. Bridge in Stroudsburg Borough and the southern trailhead of the Levee Loop Trail	Monroe	Eastern Monroe Active Transportation Plan (2020)
Conduct sidewalk inventories of boroughs and villages to achieve better maintenance results	Monroe	Eastern Monroe Active Transportation Plan (2020)
Create a Paradise Creek Greenway between Stroud Township and Barrett Township	Monroe	Appalachian Regional Commission: NEPA Trails Report (2023)
Traffic calming and bicycle/pedestrian infrastructure on Delaware Ave. in Palmerton Borough	Carbon	NEPA Long-Range Transportation Plan (2023)
Add crosswalk across Broadway at Hill Rd./Race St. in Jim Thorpe Borough	Carbon	Jim Thorpe Complete Streets Analysis (2020)
Add sidewalk on eastern side of US 209/Lehigh Ave. in Jim Thorpe Borough	Carbon	Jim Thorpe Complete Streets Analysis (2020)
Improve pedestrian crossing markings at Broadway & Lehigh Ave. in Jim Thorpe and add crosswalk to eastern side of intersection	Carbon	Jim Thorpe Complete Streets Analysis (2020)
Update planning and analysis for the proposed Panther Creek Valley Heritage Trail to connect	Carbon, Schuylkill	Appalachian Regional Commission: NEPA Trails Report (2023)

<b>Project</b>	<b>County</b>	<b>Study</b>
<b>the Schuylkill Valley Heritage Trail to the D&amp;L Trail</b>		
<b>Add pedestrian facilities around Coaldale Hospital</b>	Schuylkill	NEPA Long-Range Transportation Plan (2023)
<b>Repair Little Schuylkill River Walkway in Tamaqua Borough</b>	Schuylkill	NEPA Long-Range Transportation Plan (2023)

## PUBLIC AND STAKEHOLDER ENGAGEMENT

### Stakeholder Interview

During November 2024, the project team conducted over a dozen interview sessions with stakeholders from throughout the region. The interviews revealed several key themes shaping the current and future direction of infrastructure planning. Safety, funding, connectivity, and public health emerged as top priorities, with stakeholders emphasizing the need for improved coordination with PennDOT and local agencies. Many noted that the existing infrastructure leans heavily toward recreational use, which, while valuable, does not fully address broader community needs. There was a shared recognition that enhancing connectivity, particularly linking trails to key destinations, could significantly improve both utility and accessibility.

To address these challenges, stakeholders proposed a range of strategies. Chief among them was the development of trail-to-destination connectivity, ensuring that trails serve not just as recreational paths but also as viable transportation routes. Education and law enforcement support were also highlighted as essential for promoting safe usage and community engagement. Finally, stakeholders stressed the importance of securing sustainable funding and fostering collaboration among public and private partners to ensure long-term success and adaptability of infrastructure projects.

### Listening Sessions

Regional listening sessions were held in September 2024, within each county. Between the four sessions, there were approximately 40 total attendees. These sessions surfaced a range of barriers affecting trails and transportation infrastructure. Participants highlighted steep terrain, poor wayfinding, and infrastructure gaps as major physical challenges. Additional concerns included inadequate winter maintenance, lack of lighting, and limited broadband access, all of which hinder year-round usability and safety. Safety issues were particularly emphasized near schools and trailheads, where vulnerable populations are most at risk.

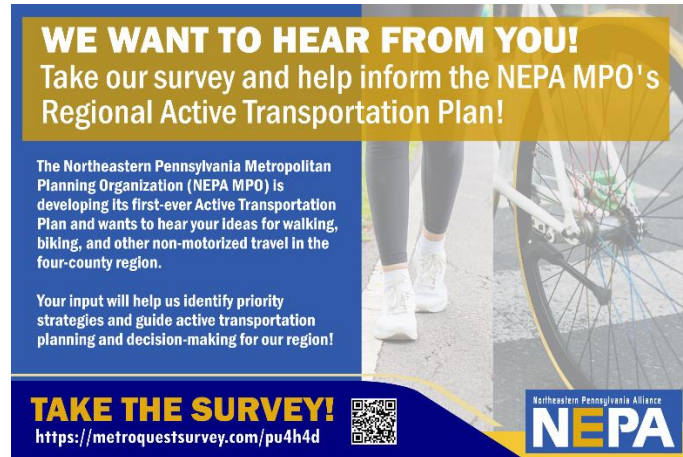
In envisioning future improvements, attendees expressed a strong desire to enhance public education and awareness around trail use and safety. Addressing the growing presence and impact of e-bikes was also a priority, alongside improving trail connectivity and signage to create a more seamless user experience. There was a clear call to support aging populations and ensure emergency access is integrated into planning. Expanding transit options and multimodal connections was seen as essential to making the region's infrastructure more inclusive, resilient, and accessible to all.

### Public Survey Summary

During Fall 2024, NEPA MPO conducted an online, interactive public survey to solicit feedback from the community on bicycle and pedestrian issues in the region. The survey questions were developed through multiple phases of review to ensure meaningful responses from the general public. Once live, the survey was promoted through social media, newsletters, press releases, and the NEPA MPO website.

Promotional survey flyers, shown in Figure 30, were provided to steering committee members and sent out to municipalities and libraries throughout the region.

Figure 30: Promotional Flyer



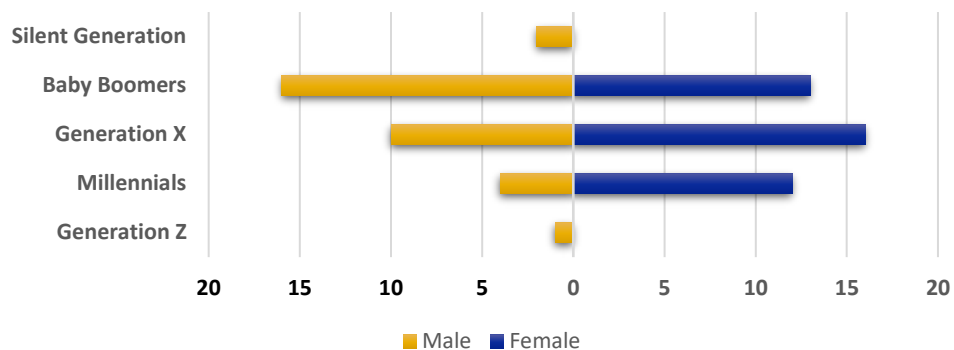
The online survey was available from September 9, 2024, to November 1, 2024, and through a series of seven steps, the survey asked respondents to:

- Complete a series of standard survey questions about bicycle and pedestrian issues and interests (e.g., “How often do you walk or ride a bicycle to get to work/school?”, “Which of the following obstacles do you face when walking or bicycling?” What type of facilities would you like to see connected (or better connected) to your community?” etc.)
- Rate the importance of the following active transportation topics on a scale from 1 to 5.
- Use the interactive map to identify key destinations and any challenges you may have with biking, walking, and other active transportation modes.
- Provide basic demographic information.

There were over 400 visitors to the site and 160 individuals who provided input. Along with the data collected from responding to standard survey prompts, each screen offered additional space for comments and additional feedback.

The response distribution was predominantly skewed toward men aged over 60 and women under 59 Figure 31. Notably, 95 percent of those surveyed reported having access to a vehicle, indicating a strong level of mobility among the participants.

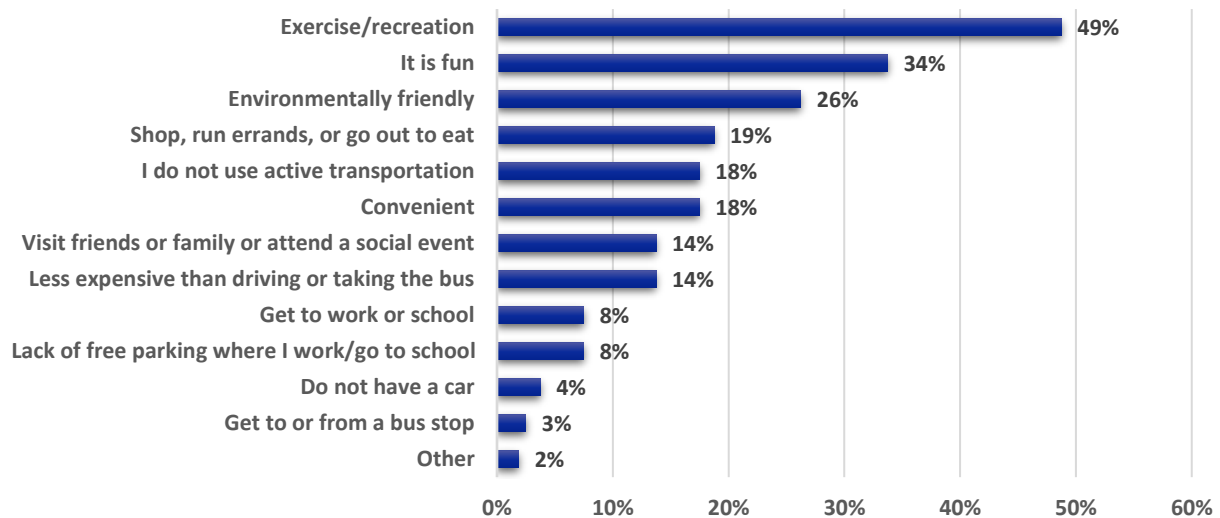
Figure 31: Age & Gender Distribution



### General Question Highlights

- Almost evenly at 40 percent each, respondents believe there to be within or outside walking or biking distance from major destinations and attractions. (Stores, entertainment, etc.).
- Thirteen percent of respondents indicated that they walk or bike to work or school at least four days a week, while 81 percent never do. Associated with this, almost 30 percent do not even travel outside their homes to work or go to school.
- Half of the responses indicate that they use active transportation for exercise and recreation. Meanwhile, 34 percent cited fun as their reason, and slightly fewer (26 percent) mentioned environmental friendliness (Figure 32).
- Poor/no dedicated facilities, concerns about traffic safety, and distance were the top barriers listed.
- More than half of individuals identified the lack of sidewalks, poor conditions, and narrow or absent shoulders as significant obstacles to using active transportation.
- The most desired improvements are off-road paths and trails, as well as wider shoulders.
- The region has extensive rural areas, making it challenging to establish connections and access. Residents express a strong desire for improved access to parks, open spaces, and various retail establishments, including shops, restaurants, bars, and entertainment venues. Furthermore, creating trails that connect communities and neighborhoods would encourage active transportation.
- Points of conflict are crucial factors that impact overall safety on the roads. Respondents shared their insights on the most pressing issues they encountered. The top concerns highlighted included vehicles disregarding traffic regulations, such as running red lights or the 4-foot passing rule. Additionally, distracted driving was a significant issue, particularly involving drivers of cars and trucks who may be using their phones or engaging in other activities while behind the wheel. Lastly, many respondents noted a worrying trend of drivers failing to actively look out for non-vehicle modes of transportation, such as cyclists and pedestrians through crosswalks or when opening doors.

Figure 32: Reasons For Using Active Transportation



### Rating

Eight themes were proposed with subsequent topics, bike accommodation, bike paths, enforcement, education and information, intersection, maintenance, and safety. Each topic was rated from most preferred to least preferred. Figure 33 lists the highest-rated topics within each theme.

Figure 33: Topic Rating

Bike Accommodation	• Bike Parking
Bike Paths	• Along bike paths separated from the road
Education/Information	• Improved distribution of bicycle/pedestrian information (e.g., bike and walking trail maps, etc.)
Enforcement	• Enforcement of traffic laws for drivers
Intersection	• Painted crosswalks
Maintenance	• Maintenance of shoulders
Safety	• Pavement Markings (e.g. sharrows, marked bikeways, etc.)

### Interactive Map

A recurring theme seen throughout the responses is that residents within the NEPA region want to walk and bike more, but without safe connections between residences and destinations, many users will refrain from walking and biking as a way of commuting or even recreation.

The comments mentioned withing the interactive map portion of the survey highlight significant safety concerns and infrastructure needs for pedestrians and cyclists in various areas. Many trails and roads have narrow shoulders, poor visibility, and dangerous crossings, making them hazardous for users. There

is a strong call for improvements such as adding bike lanes, wider shoulders, and new sidewalks. Better lighting, signage, and visibility at crosswalks are also frequently mentioned to enhance safety. Specific areas like US 6 and US 209, along with other locations and roadways are noted for their dangerous conditions and lack of proper infrastructure.

Additionally, the comments emphasize the need for better connectivity and accessibility. Suggestions include creating multimodal trails, connecting existing trails, and improving pedestrian connections to popular destinations like parks, shopping areas, and schools. There are also concerns about the lack of bike parking and the impact of electric bikes speeding on trails. Community feedback underscores the desire for safer and more accessible walking and biking routes, with specific mentions of areas like Jim Thorpe, Schuylkill Haven, Milford, and Mount Pocono needing significant improvements.

Schuylkill County accounted for nearly fifty percent of all comments received, followed by Monroe, Carbon, and Pike Counties. While some respondents identified locations with poor accommodations and active transportation barriers, the majority of comments (52%), concerned specific destinations.

By identifying these requests, we have gained insight into users' preferences for building a network that connects to and surrounds the region's urban centers. Users generally prefer trails to be entirely off-road. Safety is a major concern, and factors such as lighting, intersections, safe distances from vehicles, general infrastructure maintenance, education, and proper signage are all important when establishing connections or creating bike lanes in the NEPA MPO region.

## SWOT ANALYSIS

As part of the NEPA MPO Active Transportation Plan, a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis was conducted to assess the current landscape for walking, biking, and related modes of active travel across the region. This analysis involved input from the Steering Committee, and helps to identify internal and external factors that may influence the success of future active transportation initiatives. The results provide valuable insight into the region’s existing assets, ongoing challenges, emerging opportunities, and potential risks, all of which can inform planning priorities, investment decisions, and policy development moving forward.

### Strengths

- **Extensive Trail Systems:** The region boasts long-distance and loop-design trails, including connections between trails and towns, as well as regional and national trail systems like the Route 6 Heritage Corridor.
- **Proximity to Resources:** Many communities have health systems, outdoor recreation areas, and other amenities within walking or biking distance.
- **Active Community and Organizational Support:** There is strong local enthusiasm for trail development, with engaged towns and established organizations like the Schuylkill River Greenway Association leading efforts to expand and connect networks.
- **Supportive Infrastructure:** Pedestrian-friendly downtowns, sidewalk connections to trail entrances, bike shops, and buses equipped with bike racks are already in place.
- **Planning and Policy Alignment:** Active transportation is supported by relevant planning documents and initiatives, with backing from state and federal elected officials.
- **Scenic and Natural Appeal:** The region’s year-round scenic beauty and natural features enhance the attractiveness and use of trails for both recreation and transportation.
- **Existing Funding and Partnerships:** Initial funding and collaborative partnerships among trail organizations, municipalities, and advocacy groups provide a strong base for further implementation.

### Weaknesses

- **Limited Government and Community Support:** Lack of local government support/prioritization for pedestrian amenities and trails, and limited community backing for public transit.
- **Infrastructure Gaps and Safety Issues:** There are significant trail gaps under private, non-partner ownership, poorly marked crossings, inadequate signage, and insufficient shoulders along state routes. Steep terrain and rugged conditions also limit access and safety.
- **Access and Connectivity Barriers:** Some communities lack bus routes, adequate parking at trailheads, or connections between major trails and town centers. Food deserts and limited access to health services also reduce equity in active transportation.
- **Transit and Amenities Needs:** Poorly sheltered bus stops, outdated sidewalks in urban areas, limited public transit hours, and a lack of bike lanes or separated facilities hinder usability.

- **Cultural and Perception Barriers:** Car-centric mentality, public transit stigma, safety concerns at crossings, and a lack of education about pedestrian and bicycle rules reduce enthusiasm for active travel.
- **Resource Constraints:** Difficulty securing local match funding, lack of trail organizations in some areas, and minimal maintenance funding.

### Opportunities

- **Strengthening Partnerships:** There is strong potential to collaborate with municipalities, environmental groups, and state/federal agencies to support funding, implementation, and promotion of active transportation goals.
- **Infrastructure Enhancements:** Opportunities include filling trail gaps, enhancing sidewalk connectivity, installing bike racks and repair stations, providing shelter and signage at bus stops, and making ADA upgrades.
- **Funding and Policy Tools:** Programs like PA WalkWorks, PennDOT Connects, and capital improvement planning offer pathways to fund and implement plan recommendations. Model ordinances and Complete Streets policies can help institutionalize active transportation in local development practices.
- **Public Engagement and Education:** Initiatives that promote driver and pedestrian education, shared use etiquette, and community outreach—especially through schools and local organizations—can improve awareness and behavior.
- **Trail and Transit System Integration:** Connecting regional, local, and national trail systems; encouraging transit-oriented development (TOD); and exploring alternate uses of PennDOT Right of Way can broaden access and usability.
- **Mapping and Planning Resources:** Developing active transportation maps, scoring systems for sidewalk needs, and online tools to inform the public and decision-makers can increase transparency and efficiency.
- **Health and Economic Benefits:** Expanding access to parks, integrating with health systems, and leveraging programs like the Office of Outdoor Recreation and Main Street initiatives can enhance community vitality and economic development.

### Threats

- **Car-Centric Development and Design:** Communities often prioritize motor vehicle use, with increasing truck and SUV traffic and outdated land use ordinances that do not support walkable or bikeable infrastructure.
- **Policy and Implementation Barriers:** Difficulty in updating municipal ordinances, weak political support, and a general lack of staff capacity or expertise at the local level hinder the ability to plan and fund active transportation projects.
- **Infrastructure and Safety Risks:** Poor road conditions, rugged terrain, lack of trail maintenance funding, and safety concerns (e.g., distracted driving, unfamiliar tourists, large vehicles) contribute to both real and perceived dangers for users.
- **Funding and Resource Constraints:** Limited agency budgets, competition from urban areas with greater capacity, and uncertainty around public transit funding ("fiscal cliff") pose risks to long-term planning and project implementation.

- **Development Without Active Transportation Considerations:** Road expansions and land development projects frequently occur without integrating active transportation features, missing critical opportunities for Complete Streets.
- **Coordination and Legal Challenges:** Difficulties in easement acquisition, gaps in right-of-way (ROW), and limited communication among key stakeholders can delay or derail implementation.
- **Declining Support Systems:** Sustaining a volunteer base for trail stewardship and avoiding overuse of recreation areas remain ongoing concerns, as does promoting physical activity amid structural barriers.

## GOALS AND ACTION STRATEGIES

### Background/Overview

The Active Transportation Plan’s strategic directions are organized around four overarching categories, including: Safety, Accommodation, Connectivity, and Monitoring & Tracking. Each goal area is supported by a series of objectives, followed by a set of action items intended to help the region achieve its stated goals.

The following tables outline a list of actions designed to support the related objectives. Along with the actionable items, the tables also identify key partners with whom the MPO will collaborate to facilitate implementation. These partners include local, regional, and state entities.

The actions are accompanied by implementation notes that detail the progress made by the MPO to date, along with performance indicators. Each action item is categorized as “Complete,” “Complete and Ongoing,” “In Progress,” or “Forthcoming” (Figure 34). As part of plan implementation, the MPO will monitor and report on the status of the plan’s implementation strategies on an ongoing basis.

*Figure 34: Action Status Key*



## Goal A: SAFETY

### Objectives:

- Work to reduce crashes and toward a Vision Zero Goal
- Expand transportation safety education
- Plan for improved safety of transportation modes for all users

Action		Lead/Support	Timeline	Implementation Notes	Status
A1	Promote participation in LTAP’s bicycle and pedestrian safety training: Active Transportation for Pennsylvania Communities.	NEPA MPO	Ongoing	<ul style="list-style-type: none"> <li>• Bicycle shops and transit agencies could be enlisted to help support this initiative.</li> <li>• The MPO should emphasize the benefits of safety training in improving public health and fostering more connected communities.</li> </ul>	
A2	Conduct a public awareness campaign advising motorists of the presence of vulnerable road users, emphasizing mutual respect for all road users.	NEPA MPO	Short	<ul style="list-style-type: none"> <li>• Messages should be simple, direct, and grounded in safety (e.g., “Every cyclist is someone’s child. Pass with care, etc.”)</li> </ul>	
A3	Consider applying for an SS4A Planning and Demonstration Grant to accomplish the following safety initiatives: <sup>2</sup> <ul style="list-style-type: none"> <li>– Support law enforcement presence in school zones and create educational materials regarding crosswalks in school zones</li> </ul>	NEPA MPO/ Counties	Short	<ul style="list-style-type: none"> <li>• Approach the grant request by aligning federal priorities with local needs.</li> </ul>	

<sup>2</sup> Not MPO-wide, but as implementation begins, identify sub-areas within the MPO region

Action		Lead/Support	Timeline	Implementation Notes	Status
	<ul style="list-style-type: none"> <li>– Conduct a lighting assessment at key locations to determine needs for street lighting and visibility measures</li> <li>– Encourage municipalities to invest in new or improved sidewalks, particularly in areas where the pedestrian level of stress (PLOS) is high</li> </ul>				
A4	Draw from safety data as part of TIP updates.	NEPA MPO/ PennDOT	Ongoing	<ul style="list-style-type: none"> <li>• Safety data can be geocoded and layered with TIP project maps for spatial analysis.</li> </ul>	
A5	Encourage municipalities to implement Complete Streets policies to ensure roads are designed for all users, including pedestrians, bicyclists, and motorists.	NEPA MPO/ Counties	Ongoing	<ul style="list-style-type: none"> <li>• Draw from other MPOs that have provided templates or sample resolutions as examples that could be provided to the municipalities.</li> </ul>	
A6	Work with the region’s municipalities to implement low-cost safety improvements based on analyses completed by PennDOT’s VRU Assessment.	NEPA MPO/ Counties/ PennDOT	Ongoing	<ul style="list-style-type: none"> <li>• The MPO can help municipalities understand safety data – such as systemic risk factors, crash hot spots, or recommended countermeasures.</li> </ul>	
A7	Address the growing presence and use of e-bikes and scooters	Municipalities/ Counties	Medium-term	<ul style="list-style-type: none"> <li>• The rise of micromobility was a concern raised through the plan’s public involvement process.</li> <li>• The MPO can assist more strategically in providing guidance to municipalities regarding ordinance language that governs how, where, and when e-bikes and scooters can operate.</li> </ul>	

**Goal B: ACCOMMODATION**

**Objectives:**

- Promote multi-use paths as way to accommodate multiple modes of active transportation
- Plan for pedestrian and bicycle modes of transportation within site developments
- Identify and pursue funding sources for implementation of active transportation projects

Action		Lead	Timeline	Implementation Notes	Status
B1	Conduct a sidewalk inventory in more densely populated areas to determine needs and gap.	Municipalities/ NEPA MPO		<ul style="list-style-type: none"> <li>• Inventory of trail crossings of state roads (initially done in Pike County); confer with new guidance that has been released on this</li> </ul>	
B2	Encourage the region’s municipalities to promote the accommodation of pedestrian, bicycle and transit use as new land developments are being reviewed and considered.	Counties	Ongoing	<ul style="list-style-type: none"> <li>• Input during the land development process is vital to ensure transit interests are being accommodated as new land developments are being considered.</li> <li>• PPTA has a “Building Better Bus Stops” Guide to help municipalities better understand how to plan for bus stops appropriately.</li> </ul>	
B3	Provide technical assistance to municipalities that are pursuing competitive grant opportunities to fund active transportation projects.	NEPA MPO/ Counties	Ongoing	<ul style="list-style-type: none"> <li>• This action is particularly important under the Bipartisan Infrastructure Law, as up to 40 percent of federal dollars available are from discretionary grants.</li> </ul>	
B4	Encourage counties and municipalities to consider the creation and adoption of Official Maps as a way to plan for future active transportation.	NEPA MPO/ Counties	Ongoing	<ul style="list-style-type: none"> <li>• These planning tools provide a shared, authoritative foundation for decision-making, coordination, and investment as they can lay out the vision for an intended network of trails, bicycle lanes, and sidewalks.</li> </ul>	

Action		Lead	Timeline	Implementation Notes	Status
B5	Continue using the PennDOT Connects process and coordinate with PennDOT on active transportation initiatives.	NEPA MPO/ PennDOT	Ongoing	<ul style="list-style-type: none"> <li>Use of PennDOT Connects helps ensure early, consistent, and coordinated integration of mobility needs at a local level.</li> </ul>	
B6	Consult the ATP as future Transportation Improvement Programs (TIP) are being developed.	NEPA MPO	Ongoing	<ul style="list-style-type: none"> <li>The ATP serves as a strategic framework for the MPO to ensure that active transportation is meaningfully integrated into the region's transportation system.</li> <li>The ATP reflects regional priorities and helps the MPO remain on track for realizing its long-term vision for a connected, safe, and accessible multimodal network.</li> </ul>	
B7	Conduct a trail crossing inventory, specifically for street and railroad crossings	Municipalities/ NEPA MPO/ DCNR	Medium-term	<ul style="list-style-type: none"> <li>Effort should include publicly accessible multi-use trails.</li> <li>Data collection should include coordinates for crossing locations, type of control (signals, signage), pavement markings, lighting, and trail volume estimates (if available).</li> </ul>	

**Goal C: CONNECTIVITY**

**Objectives:**

- Create connections between existing trail networks and new networks as they are added
- Provide for active transportation infrastructure in connecting major origins and destinations
- Continue maintaining multimodal connections as part of the MPO’s work program

Action		Lead	Timeline	Implementation Notes	Status
C1	Support the region’s transit providers to enhance access to transit services by improving design, refining policies, and fostering community engagement.	Transit Providers	Ongoing	<ul style="list-style-type: none"> <li>• Approaches should include: bicycle racks on public transportation buses, sidewalk connectivity to transit stops, support for transit-oriented development, and wayfinding and signage, to name a few.</li> </ul>	
C2	Encourage developers to include bicycle parking as part of commercial development	Municipalities/ Counties	Ongoing	<ul style="list-style-type: none"> <li>• Zoning ordinances could be updated to include clear, enforceable bicycle parking requirements. Specific guidelines could be provided on rack types, placements, security, and pedestrian access.</li> </ul>	
C3	Facilitate discussions among the region’s counties and municipalities regarding multi-municipal active transportation initiatives	NEPA MPO/ PennDOT	Ongoing	<ul style="list-style-type: none"> <li>• The MPO can refer to adopted plans such as the ATP, LRTP, and county comprehensive plans to ground the discussion and avoid duplication.</li> </ul>	
C4	Use STRAVA data documenting origins and destinations of active transportation users to guide future planning	NEPA MPO/ Counties	Ongoing	<ul style="list-style-type: none"> <li>• STRAVA is useful in identifying frequently used corridors and can show patterns of recreation and commuting, especially for cyclists.</li> <li>• The data is a non-representative sample.</li> </ul>	
C5	Encourage regional and county planners to use the results of this plan’s BLOS and	NEPA MPO	Short	<ul style="list-style-type: none"> <li>• Refer to this analysis/output as part of PennDOT Connects meetings.</li> </ul>	

Action		Lead	Timeline	Implementation Notes	Status
	PLOS analysis in planning for active transportation improvements				
C6	Encourage municipalities to plan for employment connections as trail systems are developed	Counties	Ongoing	<ul style="list-style-type: none"> <li>Trails serve not just as recreational assets but also as transportation corridors, linking workers to jobs.</li> <li>Municipalities may need to be encouraged to promote missed-use zoning in order to support the presence of employment centers near trails.</li> </ul>	
C7	Enhance access to trailheads through improved system connectivity with better parking, available amenities and wayfinding signage	DCNR; Local Governments; Nonprofits; and Land Trusts	Ongoing	<ul style="list-style-type: none"> <li>Trail developers should ensure that trailheads are accessible by walking, bicycling, and public transit – not just by private vehicle.</li> </ul>	
C8	Provide technical assistance to municipalities with securing grant funding for programs like the Transportation Alternatives Set-Aside (TASA), Safe Streets and Roads for All (SS4A), or state-level active transportation funds.	NEPA MPO	Ongoing	<ul style="list-style-type: none"> <li>(Smaller MPOs such as NEPA can assist local jurisdictions in applying for TASA funds through PennDOT.) Projects documented in the ATP should be given priority.</li> </ul>	
C9	Coordinate with WalkWorks to leverage its planning, funding, and coordination roles.	NEPA MPO	Ongoing	<ul style="list-style-type: none"> <li>The MPO may allocate MPO-controlled funds (e.g., STBG, CMAQ, etc.) toward WalkWorks-related infrastructure improvements.</li> <li>The MPO may provide technical assistance to municipalities to identify grant funds to implement WalkWorks-related infrastructure improvements.</li> <li>The MPO should clarify how WalkWorks' goals align with MPO objectives such as safety, mobility, and emissions reduction.</li> </ul>	

**Goal D: MONITORING and TRACKING**

**Objectives:**

- Demonstrate progress in enhancing use of Active Transportation
- Provide the public with quality information about and opportunities for active transportation

Action		Lead	Timeline	Implementation Notes	Status
D1	Create an Active Transportation Plan Task Force to facilitate this plan’s implementation	NEPA MPO	Short	<ul style="list-style-type: none"> <li>• Present Active Transportation updates as part of MPO committee meetings</li> <li>• Continue to participate in the Pennsylvania Environmental Council’s Northeast Trails Forum</li> </ul>	
D2	Develop an annual “report card of progress” that documents system performance and progress made on plan implementation	NEPA MPO	Ongoing	<ul style="list-style-type: none"> <li>• (Refer to Pocono Forests and Waters Conservation Landscape/PA Environmental Council as an example or template)</li> </ul>	
D3	Create a one-stop portal to promote existing work accomplished by NEPA MPO on active transportation on its website	NEPA MPO	Ongoing	<ul style="list-style-type: none"> <li>• Will have a separate Active Transportation page on the website for helpful resources</li> <li>• The portal could serve as a public-facing information hub and/or a planning coordination tool. The site could include web mapping and other products developed as part of the creation of the regional ATP.</li> </ul>	
D4	Coordinate with tourism and visitors bureaus to publish a public tool or online portal to share bicycle and pedestrian amenities	NEPA MPO	Medium-term	<ul style="list-style-type: none"> <li>• Data should include information on trails, bicycle lanes, regional ATP initiatives, and attractions.</li> </ul>	

### PROJECTS & IMPLEMENTATION

As implementation unfolds, the MPO will lead efforts to ensure that activities are being undertaken as planned and that results are measured and evaluated. This chapter details the projects that will ultimately strengthen active transportation infrastructure across Carbon, Monroe, Pike, and Schuylkill counties.

Guided by the principles of PennDOT's [Active Transportation Plan](#) and Complete Streets policies and aligned with national initiatives such as Vision Zero and the Safe Streets and Roads for All (SS4A) program, the ATP supports implementation of infrastructure improvements with an emphasis on safety, equity, and multimodal access.

Although the projects listed in this plan do not guarantee that any specific project will be undertaken, they highlight key issues for the various partners involved in transportation planning, programming, and project development.

#### Prioritization

These projects have been prioritized from **low to high** priority based on public and stakeholder feedback, safety performance data, and alignment with local and regional plans. Each supports broader goals of fostering healthy communities and lifestyles, mitigating environmental impacts, ensuring equitable access, and promoting sustainable infrastructure. This section provides the full project listing.

#### Estimated Timeframes for Implementation

Each project was assigned a general timeline category—short-, medium-, or long-term—based on complexity, funding needs, and construction scope:

- **Short-term:** a period of 1 to 3 years, and may be relatively low cost or may not require extensive regional coordination.
- **Mid-term:** a period of 4 to 6 years, using the next update of local comprehensive plans and the NEPA LRTP as guidance on where to focus efforts.
- **Long-term:** a period of 7 to 10 years and requires work to build capacity and partnerships.

### Implementation Ownership & Partners

While some of the projects identified in the prioritized project list would be constructed as standalone efforts led by county planning departments and municipalities, many could be advanced as part of larger roadway improvement projects led by PennDOT, often with MPO coordination.

Trail development and large-scale connectivity efforts are typically shared between county governments, PennDOT, regional partners such as the Delaware & Lehigh National Heritage Corridor (DLNHC), Schuylkill River Greenways, National Park Service (NPS), and state agencies, including the Department of Conservation and Natural Resources (DCNR). The NEPA MPO plays a key role in regional coordination, funding prioritization, and advancing planning studies through programs such as WalkWorks and PennDOT Connects. The MPO also serves as the convener of regional priorities, leveraging findings from the NEPA Long Range Transportation Plan.

### Monitoring and Measuring Progress

Measuring progress is essential for analyzing the effectiveness of implemented actions and determining whether they should be continued. Possible metrics for evaluation include the number of sidewalk gaps closed, the miles of bike lanes added, trail usage, and the reduction in traffic crashes. Goal D focuses on monitoring and tracking; its objectives and strategic actions outline specific activities for assessing progress. The aim is to foster steady progress, ensure that plans are yielding the desired results, and provide a sound basis for adjusting course as needed.

Project ID	Project Title	Project Description	County	Priority	Ownership	Time (Yrs)	Priority Partnerships
3	Expansion of Bike Parking & Bike Paths in Jim Thorpe Borough	Bicycle parking accommodations and analysis of bicycle traffic patterns	Carbon	High	Carbon County	Short	Jim Thorpe Borough
4	Sidewalk Improvements & Bicycle Accommodations in Lehighon Borough	Bicycle accommodations needed including dedicated bike lanes, wider shoulders, and improved sidewalks	Carbon	High	Carbon County	Short	Lehighon Borough
22	Delaware Ave Safety Improvements in Palmerton/Safety Study	Safety improvements needed along Delaware Ave in Palmerton. High number of crashes and pedestrian activity	Carbon	High	Carbon County	Short	Palmerton Borough
43	Hazard Square / Broadway / Susquehanna / Race Pedestrian Improvements in Jim Thorpe	<i>Install safe crossings, shared &amp; loading zones, wayfinding signage, and additional sidewalk facilities. Source: Jim Thorpe Complete Streets Analysis (2020)</i>	Carbon	High	Carbon County	Medium	PennDOT, Jim Thorpe Borough, CCCT/LANTA
2	Lansford, Nesquehoning, and Jim Thorpe D&L Gap Connection	Establishing a connection from Lansford to Nesquehoning and to the D&L Trail following US 209 and ultimately to Jim Thorpe is desired	Carbon	High	911 Memorial Trail Alliance	Long	DLNHC; Municipalities; Schuylkill River Greenway Alliance
34	Kistler / Lackawanna / Chestnut—Bicycle Boulevard	<i>Catalyst Project - Install shared lane pavement markings (sharrows). Install Bicycle May Use Full Lane Signs or other bicycle wayfinding signs. Install speed humps to slow traffic</i>	Monroe	High	Monroe County	Short	PennDOT

Project ID	Project Title	Project Description	County	Priority	Ownership	Time (Yrs)	Priority Partnerships
		<i>Source: Eastern Monroe Active Transportation Plan (2020)</i>					
35	Milford Road / Route 209—Bicycle Lanes	<i>Catalyst Project - Install bicycle lane, upgrade shoulders to provide a consistent width, traffic calming measures</i> <i>Source: Eastern Monroe Active Transportation Plan (2020)</i>	Monroe	High	Monroe County, PennDOT	Short	Municipalities
37	Conduct sidewalk inventories of boroughs and villages to achieve better maintenance results	<i>Source: Eastern Monroe Active Transportation Plan (2020)</i>	Monroe	High	Monroe County, NEPA MPO	Short	Municipalities
23	PA 940/Pocono Blvd/Sterling Rd Corridor/Intersection Safety Improvements	Crosswalk and pedestrian accommodations needed at PA 940/Pocono Blvd/Sterling Rd in Mount Pocono. High number of destinations and crashes	Monroe	High	Monroe County, PennDOT	Medium	Mount Pocono
32	Main Street / Route 611 / Mountain Road—Pedestrian Crossings and Gateway	<i>Catalyst Project - Shoulder/buffer on Main Street / Route 611 in front of the Deer Head Inn. Upgraded pedestrian crossings of Main Street at Mountain Road and Delaware Avenue.</i> <i>Source: Eastern Monroe Active Transportation Plan (2020)</i>	Monroe	High	Monroe County, PennDOT	Medium	Delaware Water Gap Borough

Project ID	Project Title	Project Description	County	Priority	Ownership	Time (Yrs)	Priority Partnerships
33	Broad Street—Levee Loop Trail: South	<i>Catalyst Project - Direct pedestrian connection between the sidewalk on the east side of the bridge and the Levee Loop Trail—South with an opening in the pedestrian railing on the outside of the bridge. Source: Eastern Monroe Active Transportation Plan (2020)</i>	Monroe	High	Monroe County	Medium	PennDOT, DCNR, Stroudsburg Borough
36	Stokes Mill Road / Route 2013—Striped Shoulder	<i>Catalyst Project - Striped shoulder on the east side of Stokes Mill Road and adjacent to creek and within the existing roadway right-of-way. Install safety barrier or railing at the top of the creek. Traffic calming measures and advanced warning signs for pedestrians Source: Eastern Monroe Active Transportation Plan (2020)</i>	Monroe	High	Monroe County, PennDOT	Medium	Stroud Township
38	Paradise Creek Greenway implementation between Stroud Township and Barrett Township	<i>Source: Appalachian Regional Commission: NEPA Trails Connectivity Report (2023)</i>	Monroe	High	Monroe County, NEPA MPO	Long	DCNR
9	US 209/W Harford St & Broad St Intersection Improvements	Improve intersection signage/visibility/timing for pedestrian crossings.	Pike	High	Pike County, PennDOT	Short	Milford Borough

Project ID	Project Title	Project Description	County	Priority	Ownership	Time (Yrs)	Priority Partnerships
28	Add detectable warning surfaces to crosswalks in Milford to make them ADA-compliant	<i>Source: Milford Borough Complete Streets and Traffic Study (2022)</i>	Pike	High	Pike County	Short	Milford Borough
29	Repaint crosswalks with "continental" style striping to increase visibility	<i>Source: Milford Borough Complete Streets and Traffic Study (2022)</i>	Pike	High	Pike County	Short	Milford Borough
30	Pedestrian light at Water St/Mill St & Sawkill Ave in Milford Borough <i>(LRTP Street Intersection Corrected from Milford Rd. &amp; Water St.)</i>	<i>Cars do not slow down when approaching the 25 mile an hour speed limit. A pedestrian light warning cars that someone is crossing would be helpful. Source: NEPA Long-Range Transportation Plan (2023)</i>	Pike	High	Pike County	Short	Milford Borough
11	Improve Roadway to Accommodate Bicycles on Towpath Rd/BicyclePA Route Y <i>(LRTP ref: Miller Dr (SR 4006) Bike Route Safety Improvements)</i>	Improve roadway to better accommodate cyclists on established BicyclePA Route Y specifically in Lackawaxen Twp	Pike	High	Pike County, PennDOT	Medium	Municipalities
17	McDade Recreational Trail Gap Closure on US 209/Milford Rd Bridge <i>(LRTP ref: Replace US 209/McDade Trail Bridge in Lehman Township with a bicycle/pedestrian-accessible bridge)</i>	Safety improvements needed for pedestrian/vehicle separation on Milford Road for trail users	Pike	High	Pike County, PennDOT	Medium	NPS, DCNR

Project ID	Project Title	Project Description	County	Priority	Ownership	Time (Yrs)	Priority Partnerships
18	Matamoras' Pennsylvania Ave/US 209/US 6 Roadway & Crosswalk Improvements	Crosswalk improvements are needed along Pennsylvania Ave in Matamoras	Pike	High	Pike County, PennDOT	Medium	Matamoras Borough
20	Implement Milford Borough Pedestrian Safety Improvements/Safety Study	Pedestrian safety improvements needed in Borough including improved lighting, signage, painting, and enforcement	Pike	High	Pike County	Long	Milford Borough
31	Improve safety and maintenance on Bicycle PA Route Y (US 6), Route Y1, and its spur on SR 590/4600 into New York	<i>Source: Pike County Comprehensive Plan (2022)</i>	Pike	High	Pike County, PennDOT	Long	Municipalities
40	Pike County Trail implementation from downtown Hawley, PA (Wayne County) to Lackawaxen Township	<i>Source: Pike County Trail Feasibility Study (2022)</i>	Pike	High	Pike County, Lackawaxen River Trails	Long	DCNR, PennDOT, NPS
10	Expand/Close Gaps for Schuylkill River Trail - John Bartram Trail	Close Schuylkill River Trail - John Bartram Trail gap in West Brunswick Twp	Schuylkill	High	Schuylkill County	Long	Schuylkill River Greenways National Heritage Area, DCNR
27	Create an alliance for the network of trails in the NEPA region to assist in cohesive marketing, fundraising, and amenity development	<i>Source: Appalachian Regional Commission: NEPA Trails Report (2023)</i>	Regionwide	High	NEPA MPO	Short	Appalachian Regional Commission

Project ID	Project Title	Project Description	County	Priority	Ownership	Time (Yrs)	Priority Partnerships
26	Develop Complete Streets studies with funding from the WalkWorks program	<i>Source: NEPA Long-Range Transportation Plan (2023), PennDOT Active Transportation Plan (2019)</i>	Regionwide	High	NEPA MPO	Medium	PennDOT, Municipalities
1	Shoulder Widening on Lehigh Gorge Trail	Narrow shoulder and sight distance concerns close to the Lehigh Gorge Trail Bridge	Carbon	Medium	Carbon County	Medium	DLNHC, DCNR
44	Broadway Mid-block in Jim Thorpe	<i>Install defined pedestrian crossings through pavement markings located mid-block on Broadway as well as painted bumpouts on both sides of the area dedicated to pedestrian crossing and shade trees. Source: Jim Thorpe Complete Streets Analysis (2020)</i>	Carbon	Medium	Carbon County	Medium	Jim Thorpe Borough, PennDOT
45	Broadway and Trap Alley Safe Crossing in Jim Thorpe	<i>Install defined pedestrian crossings through pavement markings on all sides of the intersection as well as Painted Bumpout (Pavement markings act as traffic calming) on the three sides of the intersection. Source: Jim Thorpe Complete Streets Analysis (2020)</i>	Carbon	Medium	Carbon County	Medium	Jim Thorpe Borough, PennDOT
25	Multiuse Path on Lehigh St/Ave in Jim Thorpe & Safe Crossings for Lehigh Ave Plaza	Sidewalk continuation/defined pedestrian crossings along Lehigh Ave. Implementation of Concrete Accessible Pedestrian Plaza as recommended in the Jim Thorpe Parking Study.	Carbon	Medium	Carbon County	Long	Jim Thorpe Borough, PennDOT

Project ID	Project Title	Project Description	County	Priority	Ownership	Time (Yrs)	Priority Partnerships
		Bicycle accommodations also needed on Lehigh Ave					
39	Implement recommendations proposed in the 2020 Eastern Monroe Active Transportation Plan <i>(Catalyst Projects listed as individual projects. Others?)</i>	<i>Source: Eastern Monroe Active Transportation Plan (2020)</i>	Monroe	Medium	Monroe County, NEPA MPO	Long	Municipalities, PennDOT, DCNR, Pocono Heritage Land Trust, etc.
41	ForEvergreen Nature Preserve Connection	A combination of Natural Paths and Hiking Trails connecting the ForeverGreen Nature Preserve to trail systems to the north and south. <i>Support: Long-Term Project in Eastern Monroe Active Transportation Plan (2020), Appalachian Regional Commission: NEPA Trails Connectivity Report (2023)</i>	Monroe	Medium	Monroe County	Long	Brodhead Creek Heritage Center, Stroud Region Open Space & Recreation Commission, Stroud Township, PennDOT
16	7th Street Pedestrian Accommodations in Matamoras	Pedestrian/student accommodations needed along 7th Street. Crosswalk installation needed at the intersection of Rt 6 & 7th St. Sidewalks needed along 7th street to Airport Park	Pike	Medium	Pike County	Medium	Matamoras Borough, PennDOT
19	US 6/US 209 Milford to Matamoras Pedestrian Accommodations	Sidewalks or wider shoulders needed along US 6/US 209	Pike	Medium	Pike County	Long	Milford Borough, Westfall Township,

Project ID	Project Title	Project Description	County	Priority	Ownership	Time (Yrs)	Priority Partnerships
							Matamoras Borough, PennDOT
12	Improve Pedestrian Safety on Spruce St in Tamaqua	Mitigate student, pedestrian, and vehicular conflicts on Spruce St. Public library, restaurants, and trail heads nearby.	Schuylkill	Medium	Schuylkill County	Medium	Tamaqua Borough, PennDOT
46	Implement the September 11th National Memorial Trail: Anthracite Connector	<i>Implement the proposed Panther Creek Valley Heritage Trail to connect the Schuylkill Valley Heritage Trail to the D&amp;L Trail when completed. Source: Appalachian Regional Commission: NEPA Trails Report (2023) Panther Creek Valley Heritage Trail Feasibility Study (2006)</i>	Carbon, Schuylkill	High	Carbon County, Schuylkill County	Short	DLNHC, DCNR, Municipalities
47	Add pedestrian facilities around St. Luke's Hospital in Coaldale	<i>Accommodate pedestrian activity to and around St. Luke's Miners Campus in Coaldale. Source: NEPA Long-Range Transportation Plan (2023)</i>	Schuylkill	Low	ScuylkillCounty	Short	Coaldale Borough, St. Luke's, PennDOT
21	Blakeslee Boulevard Dr Pedestrian Accommodations	Pedestrian accommodations needed along Blakeslee Boulevard Dr to connect to Lehighton to shopping centers	Carbon	Low	Carbon County	Medium	Mahoning Township, Lehighton Borough, PennDOT

Project ID	Project Title	Project Description	County	Priority	Ownership	Time (Yrs)	Priority Partnerships
24	Connect Rail Gap Pocono Creek Nature Preserve to St Luke's Hospital Park Trail	Leverage PennDOT Connects Process - I80 Widening to add pedestrian accommodations under bridge/on Shafers School House Rd	Monroe	Low	Monroe County, Stroud Township	Long	Pocono Heritage Land Trust, St. Luke's, PennDOT
13	Install Bicycle Safety Accommodations in Schuylkill Haven	Marked bicycle lanes needed in the Borough of Schuylkill Haven. Safety measure needed to mitigate high vehicle speeds.	Schuylkill	Low	Schuylkill County	Short	PennDOT, North Manheim Township
48	Little Schuylkill River Walkway Improvements	<i>Little Schuylkill River Walkway in Tamaqua is in poor condition. Source: NEPA Long-Range Transportation Plan (2023)</i>	Schuylkill	Low	Schuylkill County	Short	Tamaqua Borough
5	Bicycle Accommodations in Ryan Township	Bicycle accommodations along roadways in Ryan Township to connect to destinations (Locust Lake State Park and Tuscarora State Park Boat)	Schuylkill	Low	Schuylkill County	Medium	Ryan Township, DCNR, PennDOT
6	Shoulder Widening or Bicycle Lane on Rock Rd	Bicycle accommodations needed on Rock Road in Washington Township in Schuylkill County	Schuylkill	Low	Schuylkill County	Medium	Washington Township, PennDOT
7	Expand Sidewalks along Veterans Memorial Dr along Canal Park	Install sidewalks and pedestrian accommodations on Veterans Memorial Dr in Canal Park	Schuylkill	Low	Schuylkill County	Medium	Pine Grove Borough, PennDOT

Project ID	Project Title	Project Description	County	Priority	Ownership	Time (Yrs)	Priority Partnerships
8	Formalize Walking Path Connecting Schuylkill River Trail to Seven Stars Rd	Access to Schuylkill River Trail from Seven Stars Road needs improvements. Path to trail from Route 61 needs formalizes/maintained	Schuylkill	Low	Schuylkill County	Medium	Schuylkill River Greenways National Heritage Area, PennDOT
14	Pedestrian Accommodations on Westwood Rd & W End Ave	Pedestrian accommodations needed west of Pottsville on Westwood Rd & W End Ave. Pedestrian traffic in Yorkville near Dunkin and other POIs	Schuylkill	Medium	Schuylkill County	Medium	City of Pottsville, Schuylkill River Greenways National Heritage Area, PennDOT
15	State Game Land 326 Trails to St Clair Connection	Connection needed from State Game Land 326 Trails/Mill Creek Trails to St Clair Borough to reach POIs	Schuylkill	Low	Schuylkill County	Long	DCNR, St. Clair Borough, PennDOT, Schuylkill River Greenways National Heritage Area

## APPENDICES

## Appendix A: BLOS

Figure 35: Bicycle Level of Traffic Stress Criteria – No Park Lanes

park_lane	lane_cnt	total_width	cur_aadt	speed_limit						
				<=20 {A}	25 {B}	30 {C}	35 {D}	40 {E}	45 {F}	50+ {G}
None	1	<= 14 {A}	<= 750 {1}	1	1	2	2	3	3	3
			751-1500 {2}	2	2	2	3	3	3	4
			1501 - 3000 {3}	2	3	3	3	4	4	4
			>= 3000 {4}	3	3	3	3	4	4	4
		> 14 and <= 18 {B}	Any {1}	2	2	2	2	3	3	4
		> 18 {C}	Any {1}	1	1	2	2	3	3	3
	2	<= 24 {A}	<= 750 {1}	1	1	2	2	3	3	3
			751 - 1500 {2}	2	2	2	3	3	3	4
			1501 - 3000 {3}	2	3	3	3	4	4	4
			>= 3000 {4}	3	3	3	3	4	4	4
		> 24 and <= 32 {B}	Any {1}	2	2	2	2	3	3	4
		> 32 {C}	Any {1}	1	1	2	2	3	3	3
	3	<= 36 {A}	<= 750 {1}	1	1	2	2	3	3	3
			751 - 1500 {2}	2	2	2	3	3	3	4
			1501 - 3000 {3}	2	3	3	3	4	4	4
			>= 3000 {4}	3	3	3	3	4	4	4
		> 36 and <= 42 {B}	Any {1}	2	2	2	2	3	3	4
		> 42 {C}	Any {1}	1	1	2	2	3	3	3
	>= 4	<= 48 {A}	< 8000 {1}	3	3	3	3	4	4	4
			>= 8000 {2}	3	3	4	4	4	4	4
		> 48 and <= 56 {B}	< 8000 {1}	2	2	2	2	3	3	3
			>= 8000 {2}	2	2	2	2	3	3	3
		> 56 {C}	< 8000 {1}	2	2	2	2	3	3	3
			>= 8000 {2}	2	2	2	2	3	3	3

Figure 36: Bicycle Level of Traffic Stress Criteria – One Side Park Lane

park_lane	lane_cnt	total_width	cur_aadt	speed_limit						
				<=20 {A}	25 {B}	30 {C}	35 {D}	40 {E}	45 {F}	50+ {G}
One Side	1	<= 24 {A}	<= 750 {1}	1	1	2	2	3	3	3
			751-1500 {2}	2	2	2	3	3	3	4
			1501 - 3000 {3}	2	3	3	3	4	4	4
			>= 3000 {4}	3	3	3	3	4	4	4
		> 24 and <= 28 {B}	Any {1}	2	2	2	2	3	3	4
		> 28 {C}	Any {1}	1	1	2	2	3	3	3
	2	<= 32 {A}	<= 750 {1}	1	1	2	2	3	3	3
			751 - 1500 {2}	2	2	2	3	3	3	4
			1501 - 3000 {3}	2	3	3	3	4	4	4
			>= 3000 {4}	3	3	3	3	4	4	4
		> 32 and <= 40 {B}	Any {1}	2	2	2	2	3	3	4
		> 40 {C}	Any {1}	1	1	2	2	3	3	3
	3	<= 42 {A}	< 750 {1}	1	1	2	2	3	3	3
			751 - 1500 {2}	2	2	2	3	3	3	4
			1501 - 3000 {3}	2	3	3	3	4	4	4
			> 3000 {4}	3	3	3	3	4	4	4
		> 42 and <= 50 {B}	Any {1}	2	2	2	2	3	3	4
		> 50 {C}	Any {1}	1	1	2	2	3	3	3
	>= 4	<= 56 {A}	< 8000 {1}	3	3	3	3	4	4	4
			>= 8000 {2}	3	3	4	4	4	4	4
		> 56 and <= 62 {B}	< 8000 {1}	2	2	2	2	3	3	3
			>= 8000 {2}	2	2	2	2	3	3	3
		> 62 {C}	< 8000 {1}	2	2	2	2	3	3	3
			>= 8000 {2}	2	2	2	2	3	3	3

Figure 37: Bicycle Level of Traffic Stress Criteria – Both Side Park Lanes

park_lane	lane_cnt	total_width	cur_aadt	speed_limit						
				<=20 {A}	25 {B}	30 {C}	35 {D}	40 {E}	45 {F}	50+ {G}
Both Sides	1	<= 30 {A}	<= 750 {1}	1	1	2	2	3	3	3
			751-1500 {2}	2	2	2	3	3	3	4
			1501 - 3000 {3}	2	3	3	3	4	4	4
			>= 3000 {4}	3	3	3	3	4	4	4
		> 30 and <= 38 {B}	Any {1}	2	2	2	2	3	3	4
		> 38 {C}	Any {1}	1	1	2	2	3	3	3
	2	<= 38 {A}	<= 750 {1}	1	1	2	2	3	3	3
			751 - 1500 {2}	2	2	2	3	3	3	4
			1501 - 3000 {3}	2	3	3	3	4	4	4
			>= 3000 {4}	3	3	3	3	4	4	4
		> 38 and <= 46 {B}	Any {1}	2	2	2	2	3	3	4
		> 46 {C}	Any {1}	1	1	2	2	3	3	3
	3	<= 50 {A}	<= 750 {1}	1	1	2	2	3	3	3
			751 - 1500 {2}	2	2	2	3	3	3	4
			1501 - 3000 {3}	2	3	3	3	4	4	4
			>= 3000 {4}	3	3	3	3	4	4	4
		> 50 and <= 58 {B}	Any {1}	2	2	2	2	3	3	4
		> 58 {C}	Any {1}	1	1	2	2	3	3	3
	>= 4	<= 62 {A}	< 8000 {1}	3	3	3	3	4	4	4
			>= 8000 {2}	3	3	4	4	4	4	4
		> 62 and <= 70 {B}	< 8000 {1}	2	2	2	2	3	3	3
			>= 8000 {2}	2	2	2	2	3	3	3
		> 70 {C}	< 8000 {1}	2	2	2	2	3	3	3
			>= 8000 {2}	2	2	2	2	3	3	3

## Appendix B: Acronyms

<b>ACS</b>	U.S. Census Bureau American Community Survey
<b>ADA</b>	Americans with Disabilities Act
<b>ADT</b>	Average Daily Traffic
<b>ATIIP</b>	Active Transportation Infrastructure Investment Program
<b>ATP</b>	Active Transportation Plan
<b>ATV</b>	All-Terrain Vehicle
<b>BLOS</b>	Bicycle Level of Stress
<b>DCNR</b>	Department of Conservation and Natural Resources
<b>DLNHC</b>	Delaware & Lehigh National Heritage Corridor
<b>GIS</b>	Geographical Information System
<b>LEP</b>	Limited English Proficiency
<b>LOS</b>	Level of Stress
<b>LRTP</b>	Long-Range Transportation Plan
<b>LTS</b>	Level of Traffic Stress
<b>MPO</b>	Metropolitan Planning Organization
<b>NEPA</b>	Northeastern Pennsylvania Alliance
<b>NPS</b>	National Park Service
<b>PCIT</b>	Pennsylvania Crash Information Tool
<b>PennDOT</b>	Pennsylvania Department of Transportation
<b>PLOS</b>	Pedestrian Level of Stress
<b>RMSADMIN</b>	PennDOT's Road Segment Classification
<b>RMSSEG</b>	PennDOT's Roadway Segment Inventory
<b>RRFB</b>	Rectangular Rapid Flashing Beacons
<b>SS4A</b>	Safe Streets and Roads for All
<b>TIP</b>	Transportation Improvement Program
<b>USDOT</b>	U.S. Department of Transportation
<b>VRU</b>	Vulnerable Roadway User