

Chapter 8: Transportation and Circulation

The transportation and land use patterns of a given area have a distinct correlation. The location and functional classification of transportation routes often determine the general direction of growth within a community and are often deciding factors of residential, commercial, institutional and industrial developments. The effectiveness of a transportation system is measured by its ability to provide safe and efficient modes of travel on a local and regional level. Therefore, it is imperative to develop an effective transportation and circulation plan to support and guide development within Exeter Borough.

Section 8.A: Composition and Classification of Public Roads

The public roads in Exeter Borough have mostly suburban characteristics, which are intended to carry small to large volumes of traffic. Wyoming Avenue (PA Route 11) is a major east-west state road that bisects Exeter Borough and serves as a regional connector for several municipalities within Lackawanna and Luzerne Counties. The other major roads located within Exeter Borough include Slocum Road; Schooley Avenue; Tunkhannock Avenue; and Susquehanna Avenue.

Roadway Classification

Exeter Borough has three basic roadway classifications: Arterials/Highways, Collectors, and Local Streets. According to the guidelines established by the Pennsylvania Department of Transportation, desired right-of-way and paving width for each different classification are listed in the following table.

Desired Roadway Cross Section			
Street Type	Right-of-Way Width	Paving Width	Parking
Arterial or Highway	40 to 80 feet	24 to 50 feet	Not Recommended
Collector Street	40 to 70 feet	24 to 40 feet	Optional
Local Street	40 to 60 feet	20 to 36 feet	Optional

Arterial: These roads are heavily traveled routes (8,000 to 20,000 trips per day), which should be designed for relatively high speeds (30 to 55 MPH) and are the main corridors that facilitate truck transport. Mobility is the major function and accessibility should be limited to help preserve the functional classification of major arterials roads.

Collector: These roadways are intended for local and regional trips, which should be designed for fairly well-traveled roads (1,000 to 8,000 trips per day) leading to specific destinations or to major collector and arterial routes. The system is designed for moderate speeds (30 to 45 MPH) with interference with a number of designed intersections to permit some through traffic. Mobility is a function for minor collector routes and while new access points should be controlled, access to individual driveways should be preserved, particularly in rural areas of Exeter Borough.

Local Roads: These roads serve mostly local trips within the community, which are designed for low volume roads (less than 1,000 trips per day) leading to collector and arterial routes. The system is designed for low speeds (20 to 35 MPH) with numerous intersections. These roads focus less on mobility and more on access to private driveways.

Private Roads: These roads are located within or provide access to private developments or uses. The system is designed for lower speeds (20 to 35 MPH) with numerous intersections or access points. These roads focus less on mobility and more on access to the private development or uses.

The following chart identifies the major roads located within Exeter Borough along with their functional classification and current road volumes.

Major Roadways within Exeter Borough				
Road Name	Route Number	Classification	ADT (PennDOT 2016)	Control
Wyoming Avenue	PA 0011	Arterial	13,000 to 15,000	PennDOT
Tunkhannock Avenue	PA 1027	Collector	3,500 to 8,000	PennDOT
Slocum Avenue	PA 1010	Collector	3,500 to 5,500	PennDOT
Schooley Avenue	PA 1025	Collector	600 to 3,700	PennDOT
Susquehanna Avenue	Not Assigned	Collector	Not Available	Exeter Boro
First Street	Not Assigned	Collector	Not Available	Exeter Boro
Erie Avenue	Not Assigned	Collector	Not Available	Exeter Boro
Note 1: All other roads within Exeter Borough shall be classified as a minor roadway or local access road. Note 2: Traffic counts conducted by PennDOT are completed within cycles over 5-year intervals, which may be considered lower than current conditions and should be verified to determine their accuracy.				

The existing roadway features, functional classifications, and other information on existing conditions are indicated in Map 6 of this Comprehensive Plan. The planned uses and developments within the southern portion of Exeter Borough are projected to increase the average daily trip counts along certain road, which may create the need to make adjustments with the functional classification of certain roads.

Section 8.B: Traffic Deficiencies and Needs

Exeter Borough has determined that the following road segment and/or intersections have the highest degree of traffic deficiencies, which need to be addressed by the agencies with jurisdiction:

- (1) Wyoming Avenue (PA 11): This arterial road needs a comprehensive streetscape plan with site improvements to consider issues relating to: roadway capacity; mobility and accessibility; parking and loading; signage; pedestrian circulation; non-motorized vehicles; gateway and total street improvements to address blighted properties and economic development opportunities.
- (2) Tunkhannock Avenue (PA 1027): This collector road needs site improvements to consider issues relating to: roadway capacity; mobility and accessibility; safety (speed and intersections); pedestrian circulation; non-motorized vehicles; gateway and total street improvements.
- (3) Slocum Avenue (PA 1010): This collector road needs site improvements to consider issues relating to: roadway capacity; mobility and accessibility; safety (speed and intersections); pedestrian circulation; non-motorized vehicles; and total street improvements.

- (4) Schooley Avenue (PA 1025): This collector road needs site improvements to consider issues relating to: roadway capacity; mobility and accessibility; safety (speed and intersections); pedestrian circulation; non-motorized vehicles; and total street improvements.

Most of the other deficiencies to the roadway network consist of general issues relating to: roadway capacity; mobility and accessibility; structural problems; and safety issues. Exeter Borough conducts periodic road inspections to assess the condition of all roads within its municipal jurisdiction. Reports should be maintained to identify capacity, maintenance, vehicular accidents and safety related issues. Exeter Borough should coordinate its efforts with the Pennsylvania Department of Transportation, the Lackawanna-Luzerne Metropolitan Planning Organization and Luzerne County Planning Commission.

Section 8.C: Public Transportation, Rail Service and Airports

Bus Service: The Luzerne County Transportation Authority (LCTA) owns and operates a public transportation system that involves regional bus service within 31 municipalities in Luzerne County. The LCTA routes are planned and coordinated with other public and private transportation networks. Currently, the LCTA provides a dedicate route through Exeter Borough via Wyoming Avenue. This is a vital transportation link and desirable option for the residents and businesses within Exeter Borough.



Rail Service: The Canadian Pacific Railroad and the Norfolk Southern Railroad operate as a Class I regional freight system throughout North America including Lackawanna and Luzerne Counties. There is an active rail freight line that traverses through Exeter Borough in an east-west direction. Other rail lines that served former industrial and mining operations have been abandoned and are now utilized to support passive recreation opportunities through the rails to trails program



Regional Airport: The Wilkes-Barre/Scranton International Airport (AVP or WBSIA) is a regional airport located 3 miles to east of Exeter Borough. The AVP is located on 940 acres of land and is home to several commercial airlines and private airplanes, which have routes or connections as part of a national network with international options.



Local Airports: The Wilkes-Barre Wyoming Valley Airport (WWVA) is a private airport located to the west of Exeter Borough. This airport has limitations due to proximity, runway length and other factors.

Section 8.D: Pedestrian and Bicycle Travel

Exeter Borough is classified as a suburban community within Luzerne County. There are sidewalks along several public streets, which does provide some degree of connectivity for pedestrian attempting to go from Point A to Point B without utilizing a public road. The measure of population density compared to the availability of sidewalk infrastructure, bicycle lanes and pedestrian trails are vital factors to determine if a municipality can be considered as “pedestrian friendly” or “walkable”, which is basically a measure of how friendly an area is to walking. Walkability does have health, environmental and economic benefits for a sustainable community. Exeter Borough should evaluate the following options to improve pedestrian movements within the community:

- Sidewalks along Public Road
- ADA Compliant Ramps
- Pedestrian Trails
- Linkages to Community Facilities
- Bicycle Paths or Travel Lanes
- Greenways and Rails-To-Trails

The West Side Trail is a unique trail system that extends through the suburban and urban landscape along the west side of the Susquehanna River in Exeter, West Wyoming, Wyoming and West Pittston. The trail system has various components that include sidewalks, greenways and rail corridors that have been designed to create linkages within the suburban municipalities. The West Side Trail has been designed as a 9 mile integrated trail system, which connects the Luzerne County Rail-To-Trail System.



In addition to the trail and greenway system, opportunities for non-motorized uses can be planned within Exeter Borough. Over the years, a system of connectors along minor, low volume roads and easements for off-road connections have been created through the development process or through the abandonment of infrastructure. This system, however, is largely unmarked and not mapped in any official way. Creating pedestrian or non-motorized paths along these routes and creating a map that could be utilized is a significant challenge that will eventually become a reality based upon community needs and the limited amount of land available for recreation and transportation improvements.

Section 8.E: Streetscape and Store Front Enhancements

Chapter 4 of this Comprehensive Plan provided an existing land use analysis and a future land use plan. As part of this effort, it was determined that Exeter Borough should establish the “Wyoming Avenue Overlay District”, which is a designated enterprise zone that incorporates all properties within 500 feet (average distance) of the centerline of Wyoming Avenue (PA Route 11).

The purpose and intent of the WA Overlay District is to promote high quality streetscape development, revitalization and adaptive reuse techniques on areas that were once prominent features and attractions within Exeter Borough. The WA Overlay District should provide emphasis on: streetscape enhancements; adaptive reuse and revitalization; store front enhancements; flexible zoning techniques (building setbacks, height, parking and signs); “form-based code” design; and “expedited procedural requirements” that complies with the provisions established by Exeter Borough and the MPC. Additional information has been included within Chapter 4 of this Comprehensive Plan.

The WA Overlay District should implement the planning strategies developed for economic development, revitalization and transportation. Wyoming Avenue has the capability to promote a “complete street”, which promotes design criteria to enable safe use and support mobility for all users. This concept includes people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of a “complete street” encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. A “complete street” system or integrated network could be coordinated with the Pennsylvania De3system could be coordinated with the Pennsylvania Department of Transportation, the Lackawanna-Luzerne Metropolitan Planning Organization and the adjacent municipalities along Wyoming Avenue (PA Route 11).

The following schematics have been provided to reflect the community vision for streetscape and store front enhancements while considering a “complete street” system:





The WA Overlay District should be created to supplement and not replace the permitted uses specified by the underlying R-1, R-2, R-3, B-1 and/or B-3 Zoning Districts.

Section 8.F: Transportation Programs and Resources

The following transportation plans, programs and resources were evaluated in preparation of Chapter 8 of this Comprehensive Plan.

- Pennsylvania Department of Transportation (PennDOT)
- PennDOT 12-Year Program
- Lackawanna-Luzerne Long Range Transportation Plan
- Lackawanna-Luzerne Metropolitan Planning Organization (MPO)
- Luzerne County Planning Commission (LCPC)
- Exeter Borough Public Works Department

Exeter Borough should coordinate efforts with the LCPC and MPO in order to prioritize its transportation planning and infrastructure needs.

Section 8.G: Planning Implications and Issues

Chapter 8 provided a description and analysis of transportation and circulation system within Exeter Borough. The following summary is a list of key planning implications relative to transportation and circulation issues that should be considered by Exeter Borough:

- (1) Exeter Borough will need to prioritize its transportation and circulation needs on an annual basis. Reports should be maintained to identify capacity, maintenance, vehicular accidents and safety related issues.
- (2) Exeter Borough should coordinate its efforts with the Pennsylvania Department of Transportation, the Lackawanna-Luzerne Metropolitan Planning Organization and the Luzerne County Planning Commission. This effort will take time, dedication and persistence to move a project from the starting blocks to the finish line.
- (3) The Wyoming Avenue (WA) Overlay District shall be vital to implement the community vision for streetscape and storefront enhancements. The portrayal of the community vision must be advanced considering the following tasks: Each of these tasks may be overwhelming and will take time and effort, but they can be achieved.
- (4) Transportation issues relating to mobility, accessibility and capacity can be mitigated by public transportation improvements and/or walkable community initiatives.
- (5) Road maintenance is a full time job regardless of the season. A competent staff with reliable vehicles and proper equipment goes along way towards getting the job done right.
- (6) The Community Survey and Business Survey (refer to Section 2.B of this Comprehensive Plan) revealed that road improvements are necessary and that a walkable community is desirable.

Section 8.H: Transportation and Circulation Plan

The community goals, objectives and policies that are relative to transportation and circulation are contained within Chapter 2 of this Comprehensive Plan. Exeter Borough has determined that a strategic plan should be considered for implementation over the next 10 to 20 years. The following plan for transportation and circulation has been established for this Comprehensive Plan.

- (1) **Bridges:** Focus on bringing existing bridges and culverts within Exeter Borough to a state of good repair. Exeter Borough should coordinate efforts with the Luzerne County Planning Commission and the Lackawanna-Luzerne MPO before approaching the Pennsylvania Department of Transportation.
- (2) **Roads:** Focus on bringing existing roads within Exeter Borough to a state of good repair. This Comprehensive Plan has established an initial priority list of road improvements that includes: Wyoming Avenue (PA 11); Tunkhannock Avenue (PA 1027); Slocum Avenue (PA 1010); and Schooley Avenue (PA 1025). Exeter Borough should coordinate efforts with the Luzerne County Planning Commission and the Lackawanna-Luzerne MPO before approaching the Pennsylvania Department of Transportation.
- (3) **WA Streetscape Plan:** Develop a Streetscape Plan for Wyoming Avenue (WA) Overlay District. The WA Overlay District shall provide emphasis on the following issues: streetscape enhancements; adaptive reuse and revitalization; store front enhancements; flexible zoning techniques; design standards; and procedural requirements. This is a long range plan that will require a continuous and persistent effort by Exeter Borough. The WA Streetscape Plan should provide economic development opportunities while minimizing problems associated with blighted properties and sub-standard store fronts.
- (4) **Public Transportation:** Coordinate transportation planning efforts with the Luzerne County Transportation Authority (LCTA). This is a vital transportation link and desirable option for the residents and businesses within Exeter Borough.
- (5) **Walkable Community:** Encourage the expansion of pedestrian paths, greenway and trails to provide linkages to community facilities and to provide emphasis on walkability standards within Exeter Borough. As part of this effort, consider “complete street” opportunities or trails for bicycles and non-motorized vehicles.
- (6) **Website and Maps:** Develop and publicize a map depicting all public roads, trails, natural and scenic resources, community facilities and other features that will emphasize that Exeter Borough is a desirable destination within the Wyoming Valley of Luzerne County.
- (7) **Susquehanna River:** Consider non-motorized boating options and passive recreation uses along the banks of the Susquehanna River, Scovell Island and/or Wintermoot Island. The Susquehanna River is a scenic resource within the Wyoming Valley of Luzerne County.
- (8) **Maintenance:** Continue to support the efforts of the Exeter Borough Public Works Department, which maintains the public roads within Exeter Borough.