

Appendix C: Studies and the Status of Their Recommendations

Northern Tier Plans and Studies and the Status of Their Recommendations

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Determination of Safety Needs for the Transportation System of Pennsylvania's Northern Tier Region, March 2012

This study established a process for systematically determining the most pressing safety needs of the regional transportation system. The process was designed to be repeated as priority safety needs are addressed and as new safety concerns arise. The safety needs were documented in a Geographical Information System (GIS) database to be managed to reflect these changing safety conditions.

The process begins with outreach to transportation stakeholders and user groups, including officials and road maintenance staff, transit operators, first responders, etc., to generate a list of areas of concern (AOCs) throughout the region. The AOCs are qualitatively ranked by the stakeholders in five general priority groups: high, high-medium, medium, medium-low, and low. The AOCs ranked in the high and high-medium classifications are further researched in terms of physical conditions, traffic use, and traffic safety, then ranked as perceived major or minor hazards based on crash data, qualitative cost (low-cost, minor improvement, major improvement), traffic volumes including truck traffic percentages, special considerations such as schools, attractions/events, planned development and heavy congestion, and design standards. The top-ranked AOCs are then assessed in the field for other potential mitigations and other factors that should be considered. The ranking is reviewed and finalized after the field assessment and highest-ranked projects are recommended for inclusion in the TIP. As projects are programmed and completed, other safety projects from the final list are recommended to the TIP. Periodically the process is repeated.

The first list of 23 safety priorities was finalized in 2012. These projects are listed in Table C-1 along with their current implementation status.

Table C-1: Prioritized List of Areas of Concern for the Northern Tier Transportation System, 2012

Prioritized List of Areas of Concern	Implementation Status
1. US 6 from SR 287 to Cherry Flats Road (Corridor, Tioga County)	Complete
2. (tie) US 220 from SR 199 to MacAfee Road (Corridor, Bradford County)	Complete
2. (tie) US 6 from Canton Street to SR 14 (Corridor, Bradford County)	Signal upgrades completed Other recommendations incomplete; carry forward in LRTP
2. (tie) US 6 from Penn Tech to Grant Street (Corridor, Tioga County)	Complete
5. SR 29 from US 6 to SR 2007 (Corridor, Wyoming County)	Incomplete; carry forward in LRTP
6. SR 171 from SR 1005 to Svecz Road (Corridor, Susquehanna County)	Incomplete; carry forward in LRTP

Prioritized List of Areas of Concern	Implementation Status
7. (tie) US 6 from SR 1001 (Lambs Creek Road) to Main Street (Corridor, Tioga County)	Complete
7. (tie) US 220 from SR 87 to Bradford County Line (Corridor, Sullivan County)	Incomplete; carry forward in LRTP
9. US 6 from River Bridge to Red Rock Road (Corridor, Bradford County)	Incomplete; carry forward in LRTP
10. US 6 and East Main Street (Intersection, Bradford County)	Incomplete; carry forward in LRTP
11. US 6 and SR 14 (Canton Street) (Intersection, Bradford County)	Incomplete; carry forward in LRTP
12. I-81 Exit 211 NB Entrance Ramp (Susquehanna County)	Complete
13. SR 4014 (Milan Road) from SR 4011 to US 220 (Corridor, Bradford County)	Some repaving has been completed.
14. (tie) US 6 and King Street (Intersection, Bradford County)	Incomplete; carry forward in LRTP
14. (tie) US 220 and SR 2027 (Intersection, Bradford County)	Incomplete; carry forward in LRTP
16. (tie) SR 267 and SR 4007 (Intersection, Susquehanna County)	Incomplete; carry forward in LRTP
16. (tie) SR 3001 and SR 3023 (Intersection, Susquehanna County)	Incomplete; carry forward in LRTP
18. US 6 and SR 1035 (Intersection, Wyoming County)	Incomplete; carry forward in LRTP
19. (tie) SR 87 and SR 487 (Intersection, Sullivan County)	Incomplete; carry forward in LRTP
19. (tie) SR 14 from NY State Line to South Creek Township Line (Corridor, Bradford County)	Incomplete; carry forward in LRTP
21. SR 87 and T-450 (Wright Hill Road) (Intersection, Sullivan County)	Incomplete; carry forward in LRTP
22. SR 2005 (Bloss Mountain Road) from SR 2016 to SR 2017 (Corridor, Tioga County)	Incomplete; carry forward in LRTP
23. SR 1022 and SR 1043 (Intersection, Bradford County)	Incomplete; carry forward in LRTP

Towanda/Wysox Congestion Study, September 2012

Major recurring traffic congestion and delays, as well as safety concerns, have been present in the Towanda area for years, and increased with the Marcellus shale natural gas activities. This study identified feasible and realistic recommendations to reduce travel times and delays, especially along US 6, and to address safety concerns. Using 2011 traffic volume data, historical crash data, anticipated developments, and a projected 2 percent increase in traffic volume over the 10-year planning horizon, analysis showed that travel and safety conditions in the Towanda area will only worsen with time. The study identified short-term and long-term solutions, described alternatives that were functional but not cost-effective, and other considerations that may be needed or warranted if the primary recommendations are implemented. See Table C-2.

Table C-2: Study Recommendations

Recommendation	Implementation Status
Short-Term Build Recommendations	
1. Revise Traffic Signal Timings and Maintenance <ul style="list-style-type: none"> a. Main Street (SR 2027) and US 6 / Farley Connector b. US 6 and Bridge Street c. Merrill Parkway and Elizabeth Street d. US 6 and Patterson Boulevard / Merrill Parkway e. US 6 and Bradford Town Centre Drive f. US 6 and SR 187 	Completed as of September 2012
2. Adaptive Traffic Signals <ul style="list-style-type: none"> a. Main Street (SR 2027) and US 6 / Farley Connector b. US 6 and Bridge Street c. Merrill Parkway and Elizabeth Street 	
Long-Term Build Recommendations	
3. One-way pair conversion of Main Street and Merrill Parkway and redesignation of US 6 eastbound.	
4. US 220 / South Main Street (SR 2027) Improvements (three alternatives suggested)	
5. US 6 / Leisure Drive Improvements (right-in, right-out only restriction)	
6. US 6 / SR 187 Improvements and Lake Road realignment	
7. Farley Connector Signal Elimination Improvements	
Other Feasible Considerations	
8. Access management along US 6 between Veterans Memorial Bridge and SR 187	
9. Monitor traffic volumes and travel times on Laning Creek Road	

10. Pedestrian safety improvements, if one-way pairs are implemented and travel speeds increase	
11. Monitor traffic delays at US 6 and James Street once other recommendations are implemented; a traffic signal may be warranted	
12. Public outreach to encourage use of US 220, not Main Street, for north and south through travel	
13. Merrill Parkway Extension South—concept requires further study	

Marcellus Shale Study, November 2011

The Marcellus shale natural gas industry was essentially non-existent in Pennsylvania in 2007, but in 2011 it was highly visible to residents and other travelers of the Northern Tier. This study examined the issues of highway and rail use by the Marcellus shale natural gas industry to date and forecasted its changing use of these systems over the next 25 years.

A major concern in the region is the impact of Marcellus shale operations on roads that were built to accommodate lower volumes of lighter traffic.

The plan determined that in the short term through 2015, roadways where congestion may increase include US 220, US 6, PA 29, PA 187, PA 14, and SR 1017. In the short term, railroads are expected to continue to experience growth of about seven percent to nearly 19,000 loadings. Overall truck traffic is expected to increase 24 percent between 2015 and 2020, while total rail carloadings are expected to remain strong at around 19,000 per year. Longer-term projections are difficult, however truck volumes related to Marcellus shale gas operations are expected to hit their peak in the year 2022, at over 4,100 truck trips generated per day, which is nearly double the number of trucks today. Volumes are expected to decrease rapidly to near present levels by the year 2027. Carloadings will also begin to decline during this period from 19,000 per year to less than 1,000 per year.

The study made eight recommendations to improve the transportation system and its operations as well as communication and coordination among the transportation planning partners. These recommendations are listed in Table C-3 with their implementation status.

Table C-3: Marcellus Shale Freight Study Recommendations, 2009

Recommendations	Implementation Status
1. Continue to conduct official and ongoing damage assessments for state and local roads.	Ongoing
2. Take traffic counts on a more frequent basis to determine travel patterns and impacts to congestion on major routes. In addition, there is a need to gather, coordinate, and disseminate information regarding Marcellus shale activity at the regional level.	Incomplete; carry forward in L RTP

Recommendations	Implementation Status
3. Consolidate traffic data collection activities from the five member counties.	Incomplete; carry forward in LRTP
4. Improve coordination at the regional level. A Marcellus Shale Task Force should include PennDOT, NTRPDC staff, county planning offices, and private sector representatives.	Task Force is inactive.
5. Address traffic operations improvements at identified bottlenecks. Review the current Transportation Improvement Program (TIP) and identify opportunities to address the long-term impacts to traffic routes.	Ongoing
6. Between the NTRPDC and the railroads, identify additional transload and trackage needs to serve the increased Marcellus activity. NTRPDC should continue to support applications for funding improvements through PennDOT's Rail Freight Assistance Program.	Ongoing
7. Establish a countywide process/structure to manage local response.	Incomplete; carry forward in LRTP
8. Include discussion about the regional Marcellus shale transportation improvements on the Rural Transportation Advisory Committee (RTAC) monthly agenda and prioritize them so that the region is well-positioned when funds become available.	Ongoing

Troy Mobility Plan, October 2011

Troy Borough worked collaboratively with NTRPDC in preparing this study of transportation facilities and services, with the goal of developing a plan for addressing the borough's most important transportation concerns. Prior to the study, the rise of Marcellus shale gas extraction activity brought benefits as well as burdens to Troy and underscored the borough's current transportation deficiencies. The increase in traffic congestion downtown, more crashes – both severe and thus reportable crashes and non-reportable (fender-benders) – and greater insecurity among pedestrians crossing the street resulted from the significant growth in traffic through the borough, particularly for trucks.

Troy's primary intersections were constrained, posing bottlenecks to traffic, and its traffic signal equipment and timing were outdated. Three of five local bridges were structurally deficient and had sufficiency ratings below 70.

Through a community survey, 3 out of 4 reported that traffic congestion downtown and the ability to safely cross downtown streets were very important to them.

The plan made 14 recommendations, as shown in Table C-4. Some of the recommendations have been implemented while others remain to be funded and programmed.

Table C-4: Troy Mobility Plan Recommendations, 2011

Recommendations	Implementation Status
A. Upgrade the traffic signal at the intersection of US 6 and PA 14 in downtown Troy.	Incomplete; carry forward in the L RTP
B. Reconfigure the intersection of US 6 and East Main Street.	Incomplete; carry forward in the L RTP
C. Consider coordinating with Troy School District to provide Borough police support for directing traffic during school dismissal.	Ongoing/incomplete; local action only; not relevant to the L RTP
D. Evaluate the need for warrants for signaling the intersection of US 6 and PA 14 North.	Incomplete
E. Continue addressing outdated signs.	Ongoing/incomplete; local action only; not relevant to the L RTP
F. Extend High Street to intersect with Porter Road/SR 4008.	Incomplete; carry forward in the L RTP
G. Install a temporary, portable speed monitor trailer to improve compliance with posted speed limits.	Ongoing/incomplete; local action only; not relevant to the L RTP
H. Install a new traffic sign to prevent traffic from blocking access to the Troy Community Hospital emergency room driveway entrance.	No longer relevant, since hospital has relocated
I. Add pavement marking lines to designate on-street parking spaces.	Ongoing/incomplete; local action only; not relevant to the L RTP
J. Inventory and upgrade borough sidewalks to provide pedestrian safety, continuity, ADA (Americans with Disabilities Act) compliance, and an acceptable condition.	Ongoing/incomplete; local action only; not relevant to the L RTP
K. Develop a formal five-year Capital Improvement Program (CIP).	Ongoing/incomplete; local action only; not relevant to the L RTP
L. Incorporate access management provisions into the subdivision and land development ordinance.	Ongoing/incomplete; local action only; not relevant to the L RTP
M. Provide improved street lighting along US 6/Elmira Street.	Incomplete; carry forward in the L RTP
N. Address turning radii at the intersection of US 6 and Ballard Street.	Incomplete; carry forward in the L RTP

Northern Tier Open Space, Greenway & Outdoor Recreation Plan for Sullivan, Susquehanna, Tioga and Wyoming Counties, September 2010

This plan fulfilled PA DCNR’s goal of having an open space, greenway, and recreation plan for each of the counties. Bradford County prepared such a plan in 2006, which is recognized in the multi-county Northern Tier plan and is described in the next section.

The plan notes transportation facilities as relevant to the Northern Tier Greenway, Open Space, and Recreation Plan in two ways. They provide a means for traveling to recreational facilities throughout the Northern Tier, and they are themselves an integral part of the region’s outdoor recreation system, such as by serving as scenic byways for motorists or as bicycle routes.

At interviews conducted for this study, stakeholders did not indicate a need for significant new transportation facilities or for improvements to existing facilities in order to access recreational sites in the study area, but did recognize the need for roadway safety improvements, and for the addition of passing and truck climbing lanes in key locations. Area stakeholders also recognized the need for improvements to better accommodate bicyclists and pedestrians – also indicated in other plans and studies. These recommendations are listed in Table C-5.

Table C-5: Shoulder Improvements Recommended in Previous Plans

Shoulder Improvements	Source
Update bicycle-pedestrian action plan with PennDOT District bicycle-pedestrian coordinator	Northern Tier Long Range Transportation Plan 2009-2035
Coordinate with PennDOT regarding placement of US 11 on BicyclePA network Northern Tier Bicycle and Pedestrian Plan (2001)	Northern Tier Long Range Transportation Plan 2009-2035
Widen shoulders on PA 154, PA 42, SR 3009 and SR 3002 in Sullivan County	Northern Tier Long Range Transportation Plan 2009-2035
Consider bicycle and pedestrian needs in all PennDOT betterment projects in Susquehanna County	Northern Tier Long Range Transportation Plan 2009-2035
Improve shoulders on PA 660, PA 287, PA 362, SR 4037, SR 4039, and SR 4002 in Tioga County	Northern Tier Long Range Transportation Plan 2009-2035
Improve shoulders on US 6 and PA 92 in Wyoming County	Northern Tier Long Range Transportation Plan 2009-2035
Seek shoulder improvements on PA 706, 29, and 167	Montrose Heritage Greenbelt Feasibility Study (2004)
Update US 6, PA 29, and PA 92 from bike routes with “share the road” status to separated 8-foot paved paths	Iroquois Trail Master Plan (2004)
Initiate plan for bike trails along Routes 29, 92, and 307	Wyoming County Comprehensive Plan (1996)

“Strong community connections” is one of the plan’s themes, including greenways, blueways, and scenic country roads. These connections will also help support the development of new and/or improved recreation facilities that will further support the region’s growth as a recreation destination. There is inadequate infrastructure to support road cycling as a result of unsafe conditions along road shoulders, which are typically cracked, narrow, and crumbling. This leads to user conflicts between automobiles and bicyclists, as well as between motorized and non-motorized users. The plan suggests that shoulder improvements such as these, and appropriate to the posted speed and volume of the roadway, would be the improvement with the greatest potential both for improving roadway safety and the safety of bicyclists and pedestrians. Recent examples where roadways have been improved in a manner that benefits bicyclists include the widening of shoulders on US Route 6 between Meshoppen and Russell Hill and the re-paving of US Route 11 with wider shoulders.

The plan recommends improvements to the existing roadway system for the benefit and safety of motorists and bicyclists. Recommended shoulder widths for select roadways, based on the PennDOT Statewide Bicycle & Pedestrian Master Plan, Bicycle Guidelines, April 1996, are shown in Table 5.1 of the plan. PennDOT’s guidelines were consistent with the AASHTO Guide for the Development of Bicycle Facilities (American Association of Highway Transportation Officials, 1999), which was updated in 2012. Improvements should follow the new guide. The plan also makes recommendations to improve and add to the existing land-based trail system for the benefit of pedestrians and multimodal transportation (under Objective 2.2).

The need for improved wayfinding signage was cited often by Northern Tier stakeholders and residents as being a key issue in the region. The consultant team confirmed that there is a lack of a comprehensive wayfinding strategy in place, with relatively few attractions signed from major highways in the four counties. With tourism being a major contributor to the Northern Tier economy, signage and wayfinding are important to visitors looking for amenities and destinations. Additionally, it is important to consider that the safety of some activities, such as bicycling, hiking, and hunting, can be increased by signage. Therefore, several recommendations mention wayfinding signage.

“Preservation and Conservation” at the regional and local levels is another theme. The plan recommends the preservation of large forest blocks and the further identification of priority areas for other land and resource preservation/conservation efforts.

The plan lists action strategies and recommendations regionwide and by county for the near-term implementation period of 2011 to 2013, medium term of 2014 to 2017, and long term of 2018 to 2020. Strategies in each implementation period are further ranked as high, medium, or low priority. Of the 29 high priority, regionwide action strategies, eight are directly relevant to transportation planning and are listed Table C-6. Others are tangential or unrelated, such as those that speak to land preservation and conservation, marketing, and recreation facilities. See the plan for these items.

Table C-6: High Priority Action Strategies and Recommendations for the 2011 to 2013 Period

Number	Category	Strategy Description	Implementation Status
Regionwide			
1.1.1	Planning Integration	Review and utilize the relevant analysis and recommendations of the various planning efforts into the Northern Tier Greenways Action Plan. Champion: Regionwide, Endless Mountains Heritage Region (EMHR)	EMHR updating Management Action Plan.
2.1.1	Connections	Determine and budget for low-cost improvements to scenic corridors. Champion: NTRPDC	Incomplete; carry forward in L RTP
2.1.3 a&b	Connections	Improve bicycle and pedestrian safety by improving existing shoulders (4 to 8-foot width); evaluate TIPs for safety standards for future projects. Champion: PennDOT, Region-wide Cost: \$110,000-145,000/mile shoulder addition, final cost TBD by project	Ongoing; sections of US 6 have been completed.
2.1.4	Connections	Consider safety improvements along Bike Routes Y - US 6, G, J and A. Champion: PennDOT, Region-wide Cost: Construction Cost; \$50/SF, total will be based on type/size of sign fabricated	Ongoing; sections of highways have been completed; carry forward in L RTP
10.3.1	Marketing and Tourism	Develop a map to promote shared bike routes. Champion: Region-wide along with The Endless Mountains and Tioga County Visitors Bureaus Cost: Staff Time	Incomplete; carry forward in L RTP
11.2.3	Funding and Regulatory Resources	Look for the alignment between their funding requests and the funding objectives of various organizations. Counties and local townships should explore potential grant funding opportunities. Champion: Region-wide Cost: Staff Time	Some local municipalities are pursuing grants.
12.1.1	Regional Partnerships and Collaborations	Partner with PennDOT to implement the transportation recommendations of this plan. Champion: PennDOT, Region-wide Cost: Staff Time	Ongoing

Number	Category	Strategy Description	Implementation Status
12.1.7	Regional Partnerships and Collaborations	Work to integrate recreation and transportation planning between agencies. Champion: PennDOT, Region-wide Cost: Staff Time	Ongoing
Sullivan			
7.1.1.a	Recreation Facility and Programming Improvement and Development	Provide additional signage and wayfinding throughout the county. Champion: Sullivan County Cost: \$50/square foot of sign material; total will be based on type and size of sign fabricated	Incomplete; carry forward in L RTP
7.2.2.a, 7.2.4a	Recreation Facility and Programming Improvement and Development	Improve existing bike routes. Champion: Sullivan County Cost: \$110,000-145,000/mile shoulder addition, final cost TBD by project	Incomplete; carry forward in L RTP
7.2.2.b	Recreation Facility and Programming Improvement and Development	Add additional bike routes along County and State roads. Champion: Sullivan County Cost: TBD by project	Incomplete; carry forward in L RTP
Susquehanna			
None			
Tioga			
2.2.5.c	Connections	Close the Charleston Township gap in the Mid State Trail. Champion: Tioga County Cost: \$2,000/mile	Incomplete; carry forward in L RTP
2.2.5.e	Connections	Work to construct the planned Pine Creek Trail extension from the Marsh Creek Access Area to Wellsboro Junction in order to connect to other regional trails and amenities. Champion: Tioga County Cost: \$70,000/mile	Tioga County is seeking funding; carry forward in L RTP until complete
7.2.2.a, 7.2.4a	Recreation Facility and Programming Improvement	Improve (shoulders of) existing bike routes (see Table 5.1). Champion: Sullivan County, Tioga County Cost: \$110,000-145,000/mile shoulder	Ongoing; carry forward in L RTP

Number	Category	Strategy Description	Implementation Status
	and Development	addition, final cost TBD by project	
Wyoming			
2.2.6.b	Connections	Connect Eatonville to Evans Falls by redeveloping the Eatonville Bridge for pedestrian traffic as part of the Seneca Trail. Champion: Wyoming County Cost: TBD	Complete
2.2.6.d	Connections	Ensure completion of the Iroquois Trail in the Tunkhannock area. Champion: Wyoming County Cost: TBD	Wyoming County is obtaining easements and seeking funding; carry forward in L RTP until complete
7.2.5a	Recreation Facility and Programming Improvement and Development	Improve existing bike routes and provide shoulder improvements on PA 29 & 92. Champion: Wyoming County Cost: \$110,000-145,000/mile shoulder addition, final cost TBD by project	Incomplete; carry forward in L RTP
8.1.5.a	Recreation Facility and Programming Improvement and Development	Little Rocky Glen: Add signage to provide better wayfinding to the preserve as well as warn motorists of potential cars and pedestrians. Champion: Wyoming County Cost: \$50/SF, total will be based on type/size of sign fabricated	Incomplete; carry forward in L RTP
8.1.5.b	Recreation Facility and Programming Improvement and Development	Endless Mountains Nature Center (EMNC): Add signage and wayfinding to the EMNC from the highway and to delineate the EMNC versus Camp Lackawanna and clarify which facilities are for public versus private use. Champion: Wyoming County Cost: \$50/SF, total will be based on type/size of sign fabricated	Incomplete; carry forward in L RTP

Scenic Corridors Inventory and Historic Preservation Plan, 2010

The Scenic Corridor Inventory was the initial investment in a long-range, multimodal vision for showcasing and preserving the intrinsic character of the Northern Tier. This inventory was conceived as a building block for a future that encourages prosperity and positive change, while respecting the region's natural and manmade landscape.

Although residents of and visitors to the Northern Tier already enjoy a wide range of destination sites, travel corridors, and transportation modes, transportation planning partners saw an opportunity to improve or enhance and better promote these experiences. Portions of the inventory were modeled after the national scenic byway program. In anticipation of local interest in scenic byway designation, the inventory would support state and national scenic byway applications and corridor management plans. Both of the national scenic byways found in the study area—US Route 6 and PA 92—are included in the study as Northern Tier Scenic Corridors.

Twenty-eight motorized and non-motorized corridors were cataloged in the Scenic Transportation Corridor Inventory. A database format was selected to allow for easy updates and real-time action plan generation. Each action plan summarizes the inventory data and highlights recommended improvements. These action plans were intended to be used to coordinate public and private support for project programming within the Northern Tier region.

“Historic” is one of the six intrinsic qualities that justifies a scenic byway. To supplement the very limited existing inventories of historic resources along the scenic corridors, the NTRPDC prepared a narrative summary of the development of the region, inventoried historic structures along nine of the 28 scenic corridors, analyzed the need for action to sustain historic character in these corridors, and developed an historic preservation plan based on the analysis.

The Historic Preservation Plan's four goals and 13 strategies provide a framework for NTRPDC and its member counties and municipalities to begin to more effectively protect historic character and qualities in the region. The strategy that discusses design and maintenance of context sensitive approaches to community improvements is the one most directly related to transportation planning.

Goal 1: Determine the location, significance, and integrity of the region's potentially historic resources and their value in relation to current and future economies.

Goal 2: Preserve and maintain locally valued sites, structures and landscapes.

Goal 3: Acknowledge and interpret the cultural value of historic resources.

Goal 4: Ensure new development and redevelopment aligns with the historic character of its surroundings.

The Historic Preservation Plan’s recommendations are largely related to historic resources, not directly to transportation. However, if resources are preserved, they may constrain future transportation alternatives.

Table C-7: Historic Preservation Plan Recommendations, 2010

Strategies	Implementation Status
1. Conduct outreach with owners of potentially significant historic properties and their respective municipal officials to determine the level of interest in historic preservation.	Incomplete
2. Coordinate historic resource inventory efforts at the regional level with comprehensive planning efforts at the county and municipal levels. Emphasize the value that historic resources contribute to community character and identity and to heritage tourism.	Incomplete
3. Complete the historic survey to the greatest extent possible for unique resources or resources at risk of complete deterioration.	Incomplete
4. Encourage communities considering historic designation to visit other communities that have completed successful historic preservation efforts for “how-to” methods and lessons learned prior to implementing preservation techniques. Request suggested “peer communities” from PHMC.	Incomplete
5. Program regular maintenance, timely repair, and context-sensitive solutions of resources with high significance and high integrity.	Ongoing; carry forward in LRTP
6. Protect the buildings, sites, and districts through designation, easement, voluntary deed restriction, or ordinance.	Incomplete
7. Determine whether surveyed resources meet the minimum criteria for designation of the preferred type, e.g., nomination to the National Register of Historic Places. If so, work with the property owner, municipality, and the PHMC, as appropriate in each case, to nominate the property for designation.	Incomplete
8. Recognize notable structures and their dates of construction and use with honorary plaques.	Incomplete
9. Develop self-guided tours of historic resources by appropriate travel mode(s). Use interpretative signage, brochures, and audio and video recordings in conjunction	Incomplete

Strategies	Implementation Status
with buildings and landscapes to tell the stories of the past.	
10. Develop way-finding signage to welcome and direct travelers to the region’s historic attractions. Signage should be consistent with county or regional tourism signage standards.	Incomplete; carry forward in LRTP
11. Work with historic preservation and heritage groups and property owners to develop new attractions that interpret the region’s heritage.	Incomplete
12. Acknowledge historic communities that have been displaced by major public projects, e.g., water supply/flood protection reservoirs.	Incomplete
13. Redevelop sites and infill communities with structures of quality construction, context sensitivity, and stylistic integrity. Apply vernacular principles of massing, design, and details to new construction.	Incomplete

Wellsboro Enhancement Strategy and Mobility Plan, June 2009

This study aimed to identify Wellsboro’s most pressing transportation concerns and establish a plan for addressing them. Its preparation also started conversation among planning partners about ways in which transportation modes can better interact with one another, ways in which technology can be used to provide improved traveler information and system performance, and ways in which non-motorized modes such as bicycling and walking can be made more convenient and safe.

Technically, the study characterized outdated traffic signal equipment and timings and substandard roadway conditions as deficiencies in the borough’s transportation system. At the time, signals used older, energy-intensive incandescent bulbs and timings had not been reviewed or revised in several years. Several of the intersections did not have pedestrian signal heads and associated push buttons. Roadway conditions were deteriorating and the borough had no formal Capital Improvement Program (CIP) in place to inventory and prioritize roadways for improvement.

Through outreach to residents and stakeholders, the study identified other issues and community priorities. Improving the intersection of Main/Tioga/ Charleston (US 6 near Pizza Hut) was very important to more than 4 out of 5 respondents. Pedestrian safety was the second-highest ranking transportation issue – very important to more than 3 out of 4 respondents. This

issue included both the condition and lack of sidewalk facilities as well as safety in crossing the street.

The plan made 15 recommendations as shown in Table C-8. Some of the recommendations have been implemented while others remain to be funded and programmed.

Table C-8 Wellsboro Enhancement Strategy and Mobility Plan Recommendations, 2009

Recommendations	Implementation Status
A. Address poor roadway surface conditions with a Capital Improvement Program (CIP) that prioritizes roadways and amortizes their costs over time.	Ongoing/incomplete; local action only
B. Upgrade the Borough's signal equipment and hardware. <ol style="list-style-type: none"> 1. Update all four existing signals in the borough with LED signals, improved timing and pedestrian signal heads 2. Add actuation and detection where needed 3. Consider a phased approach to improving pedestrian safety at the corner of Queen and Main, including countdown pedestrian signal heads to provide improved information. 4. Consider installing audible pedestrian signal heads as part of the proposed upgrade. 5. Improve the accessibility of the pedestrian push button at the corner of East Avenue and Grant Street 	Complete
C. Signalize the intersection of Main/Tioga/Charleston. Consider providing advance warning signs, particularly for the eastbound approach to the intersection along US 6.	Complete
D. Develop the Marsh Creek Greenway as a link from the Pine Creek Rail-Trail to Wellsboro	Incomplete; carry forward in the L RTP
E. Improve Charleston Street as a connector from the Marsh Creek Greenway to downtown Wellsboro <ol style="list-style-type: none"> 1. Construct/reconstruct sidewalks along Charleston Street from the trail terminus to Charleston Street's intersection with Tioga and Main Streets. Add a crosswalk across Cone Street to connect an improved sidewalk on Charleston Street to the existing sidewalk on Cone Street. 2. Widen Charleston Street to allow for a minimum three-foot shoulder. 3. Replace the Charleston Creek Bridge on Charleston Street as conditions warrant. 	Incomplete; carry forward in the L RTP

Recommendations	Implementation Status
4. Consider the development of a property maintenance ordinance.	
F. Investigate the need for a signal at Wellsboro Plaza. Require a Traffic Impact Study (TIS) to evaluate whether the additional land development would trigger the need for a traffic signal.	Incomplete; carry forward in the LRTP
G. Evaluate sight distance limitations at various intersections: <ol style="list-style-type: none"> a. BiLo supermarket [now Tops] onto Main Street (PennDOT) b. Intersection of Main and King (Wellsboro) c. Queen Street from between AAA and the Community Building (Wellsboro) d. Low-hanging tree branches along East Avenue and Main Street (tree limbs lower than 8 feet are prohibited within a clear sight triangle, according to Borough ordinance) PennDOT e. Highland Street (Wellsboro) f. Pearl Street and Central Avenue (Wellsboro) 	Incomplete; carry forward in LRTP
H. Develop and adopt an access management ordinance.	Ongoing/incomplete; local action only; not relevant to the LRTP
I. Improve non-motorized access to recreational areas. <ol style="list-style-type: none"> 1. Install “Share the Road” signs along Charleston Street to the recreational area 2. Investigate the feasibility of extending the Marsh Creek Greenway eastward along Charleston Creek to the recreational areas 	Incomplete; carry forward in the LRTP
J. Monitor the intersection of Bacon, Morris, and Waln as signals are updated and coordinated. Improvements to the signals on the state highways should alleviate some of the demands being placed on these local streets and this intersection.	Incomplete; carry forward in LRTP
K. Improve public transportation services. <ol style="list-style-type: none"> 1. Explore the feasibility of providing circulator shuttle service within the borough. 2. Work with EMTA and NTRPDC in securing CMAQ funding for related enhancements such as shelters and benches. 3. EMTA should provide large print bus schedules to 	Incomplete; carry forward in LRTP

Recommendations	Implementation Status
residents of senior housing.	
<p>L. Initiate a program to upgrade pedestrian routes to ADA standards.</p> <ol style="list-style-type: none"> 1. Address sidewalk conditions, beginning with a prioritized listing 2. Step up enforcement of borough sidewalk conditions 3. Evaluate providing low interest loans for homeowners needing to construct/reconstruct sidewalks. 4. Provide ADA-compliant curb cuts with tactile surfaces. 5. Provide bicycle parking in downtown areas 	L.4. was partially completed in conjunction with the traffic signal upgrade project.
<p>M. Address signing and roadway markings.</p> <ol style="list-style-type: none"> 1. Replace faded and outdated signs throughout study area 2. Add/replace No U-Turn signs in the downtown area 3. Install supplemental plaques below stop signs 4. Address the position of the Yield sign at Wellsboro Junction 5. Install signs to major destinations within the borough 6. Consider installing larger signing for greater visibility 	Incomplete; carry forward in LRTP
<p>N. Plan for vacant properties on East Avenue. Ensure that any new development in this “gateway” area of East Avenue/US 6 in the borough incorporates a zero lot line as currently provided for in Article 5 of the Borough’s zoning ordinance for properties within the Central Business District.</p>	Ongoing/incomplete; local action only
<p>O. Maximize on-street parking capacity.</p> <ol style="list-style-type: none"> 1. Define on-street parking spaces 2. Require a comprehensive assessment of the parking 3. Requirements being introduced as part of the proposed [now complete] Deane Center for the Performing Arts. 4. Discourage workers from using on-street parking spaces 	Ongoing/incomplete; local action only

Bradford County Open Space, Greenways and Outdoor Recreation Plan, May 2006

As a major population and employment center of the Northern Tier, Bradford County is key to the themes of connections, signage, and partnerships found in the Northern Tier Open Space Plan. Bradford County adopted its Open Space Plan in 2006.

The plan has goals for the conservation of the rural landscape, linking sites of significance with open space corridors and the development of additional outdoor recreation resources, as well as a goal for education and outreach. Under rural conservation, the plan emphasizes land use management in support of resource-based industries such as agriculture and forestry.

Under its greenways goal, the plan recommends enhancing and extending existing greenways such as the Carantuan and Susquehanna Greenways, as well as establishing new greenways, typically along major creeks. It also recommends protection and management of sensitive natural features, such as sites identified in the Natural Areas Inventory, bodies of water, prime farmland, tracts and linkages of forest, and wetlands, as well as cultural sites, including scenic corridors and viewsheds.

Expansion and enhancement of the existing recreation system are also part of the plan. A number of trails for walking, biking, hiking, and backpacking are recommended under this goal.

Bradford County, NTRPDC, and others have implemented some of the plan's recommendations, including preparation of the County Parks Master Plan, the designation of scenic corridors, and the pursuit of trails and other bicycle/pedestrian connections.