



# GETTING TO WORK IN NEPA:

An Analysis of Transit Access to Selected Employment  
Centers

The **INSTITUTE** for  
Public Policy & Economic Development  
at Wilkes University

*A collaboration among Geisinger Commonwealth School of Medicine, Johnson College, Keystone College, King's College, Lackawanna College, Luzerne County Community College, Marywood University, Misericordia University, Penn State Scranton, Penn State Wilkes-Barre, The Wright Center for Graduate Medical Education, University of Scranton & Wilkes University*

***Turning Information into Insight***



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## Introduction

The purpose of this analysis is to help understand the commuting patterns of employees at several key employment centers in the region. In particular, the goal was to better understand how many and what portion of employees in these key employment centers could feasibly use existing public transportation to travel from near their home to near their workplace on a single bus, without transferring to a different bus, which can add significant time to a commute. The share of workers who fall into this category – those whose neighborhoods and workplaces are served by the same bus route – are likely to be the most receptive audience to informational and outreach materials about the benefits of choosing public transit to commute to work.

## Research Methods

Four key employment centers were chosen because of their size, location, and being currently served by at least one public transit bus route. These employment centers were selected because of their size and to cover a broad geographic cross section of jobs in both counties, but do not include every business or industrial center in the region. However, because of the similarity of the major findings, it is likely that key takeaways presented below are generalizable to other suburban business and industrial areas served by public transit in the region.

Each industrial park was defined by using the closest analogous Census Bureau Block Groups. These resulted in analysis areas that included each industrial park as well as some surrounding areas, but provides the closest practical approximation of an employment center.

In order to determine where the employees at each industrial park live, The Institute used the Census Bureau's OnTheMap tool, which offers granular geographic data on employment and residential locations. The OnTheMap's analysis tool provided 2015 data (most current) on census tract of residence for employees within each industrial park. Data were only collected for people whose primary jobs were at the industrial park. The Census Bureau defines a "primary job" as the job that earns a person the most money. For each employment center, data on how many of its primary job employees live in each census tract was collected for the top 25 census tracts of residence.

Next, fixed route bus service via COLTS, LCTA, and Hazleton Public Transit were examined to determine which routes serve the employment centers. Routes were taken from publicly available maps and schedules. Finally, the census tracts that are served by any bus routes serving that employment center were identified, excluding tracts where the buses would be unable to pick up passengers (for example, a bus that only operated on an Interstate through a tract). This allowed us to calculate the approximate number and percentage of workers at each industrial park who are able to access their jobs via convenient public transportation.

One important limitation to this methodology is related to geographic granularity – availability of data at a small enough unit of analysis to approximate the boundaries of employment centers and neighborhoods with access to a particular transit route. In order to calculate the number and percent of industrial park workers, all workers living in a tract served by a bus route to the industrial park were included. However, some census tracts cover geographic areas larger than a comfortable walking

distance. Thus, the figures in this analysis almost certainly represent an overestimation of the percentage and number of workers who can comfortably walk to a bus route from their home, use a single bus without transfer, and arrive at a point within comfortable walking distance to their final workplace destination. Furthermore, some industrial parks are only tangentially served by bus routes, so barriers to transit usage may exist between the work destination and bus route as well. Also, scheduling considerations such as bus timing, frequency, and hours and days of operation, were not considered.

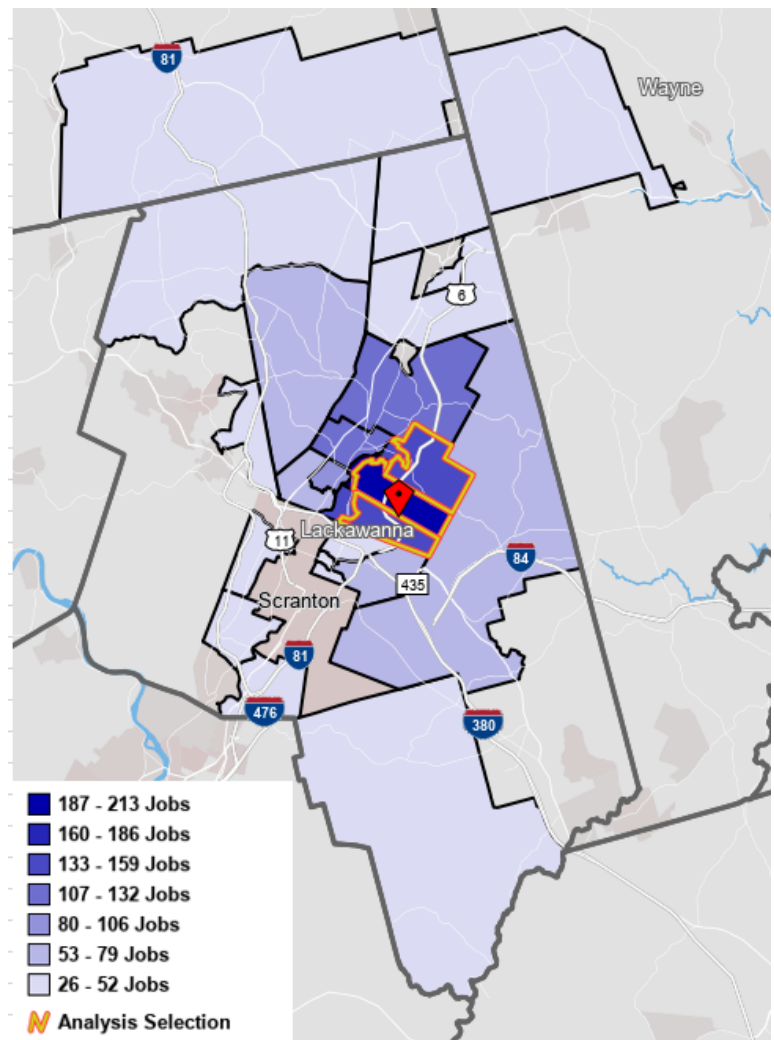
## Mid Valley Industrial Parks

The Mid Valley, Jessup, and Keystone Industrial Park group is the largest industrial area in Lackawanna County. It is located within three census block groups: Block Group 3 in Census Tract 1113, Block Group 3 in Census Tract 1114, and Block Group 4 in Census Tract 1117. This area contains parts of Throop, Olyphant, and Jessup. As of 2015, a total of 3,147 people were employed within these three block groups.

Of these 3,147 workers, 494 (nearly 16 percent) live within the same three census tracts that contain the industrial park. The census tract that is home to the largest share of workers is Tract 1114, followed by Tracts 1113 and 1117. These three census tracts correspond to the boroughs of Olyphant, Jessup, and Throop respectively. Meanwhile, 126 or 4 percent of workers in the industrial park area live in Tract 1112 (Blakely), and 124 or 3.9 percent live in Tract 1111 (Archbald). The table and map below show the 25 census tracts that are home to the most people who work in the industrial park area.

**Table 1. Where workers live (by census tract)**

Census Tract	Count	Share
1109 (Lackawanna, PA)	26	0.80%
1013 (Lackawanna, PA)	27	0.90%
1123 (Lackawanna, PA)	27	0.90%
9603 (Wayne, PA)	27	0.90%
329.01 (Susquehanna, PA)	28	0.90%
1018 (Lackawanna, PA)	30	1.00%
1122 (Lackawanna, PA)	31	1.00%
1128 (Lackawanna, PA)	31	1.00%
1101 (Lackawanna, PA)	33	1.00%
1104.01 (Lackawanna, PA)	33	1.00%
1120 (Lackawanna, PA)	35	1.10%
1102.01 (Lackawanna, PA)	38	1.20%
1129.01 (Lackawanna, PA)	39	1.20%
1106 (Lackawanna, PA)	48	1.50%
1125 (Lackawanna, PA)	51	1.60%
1121 (Lackawanna, PA)	54	1.70%
1116 (Lackawanna, PA)	62	2.00%
1102.02 (Lackawanna, PA)	65	2.10%
1118 (Lackawanna, PA)	75	2.40%
1115 (Lackawanna, PA)	87	2.80%
1111 (Lackawanna, PA)	124	3.90%
1112 (Lackawanna, PA)	126	4.00%
1117 (Lackawanna, PA)	139	4.40%
1113 (Lackawanna, PA)	142	4.50%



1114 (Lackawanna, PA)	213	6.80%
All Other Locations	1,556	49.40%
All Census Tracts	3,147	100.00%

The Mid Valley Industrial Park is accessible via Route 12 of the County of Lackawanna Transit System (COLTS) bus. This bus route connects Scranton and Jessup, passing through 9 census tracts along the way. The table below shows the number of industrial park workers living within each of those census tracts.

**Table 2. Workers living along bus route**

COLTS Route 12 Tracts	Count	Share
1002 (Lackawanna, PA)	13	0.40%
1006 (Lackawanna, PA)	19	0.60%
1123 (Lackawanna, PA)	27	0.90%
1122 (Lackawanna, PA)	31	1.00%
1120 (Lackawanna, PA)	35	1.10%
1121 (Lackawanna, PA)	54	1.70%
1117 (Lackawanna, PA)	139	4.40%
1113 (Lackawanna, PA)	142	4.50%
1114 (Lackawanna, PA)	213	6.80%
<b>All Route 12 Tracts</b>	<b>673</b>	<b>21.4%</b>

A total of 673 industrial park workers (21.4 percent) live along the COLTS bus route. This suggests that nearly 4 out of 5 employees at the Mid Valley Industrial Park are unable to easily access their jobs by using public transportation.

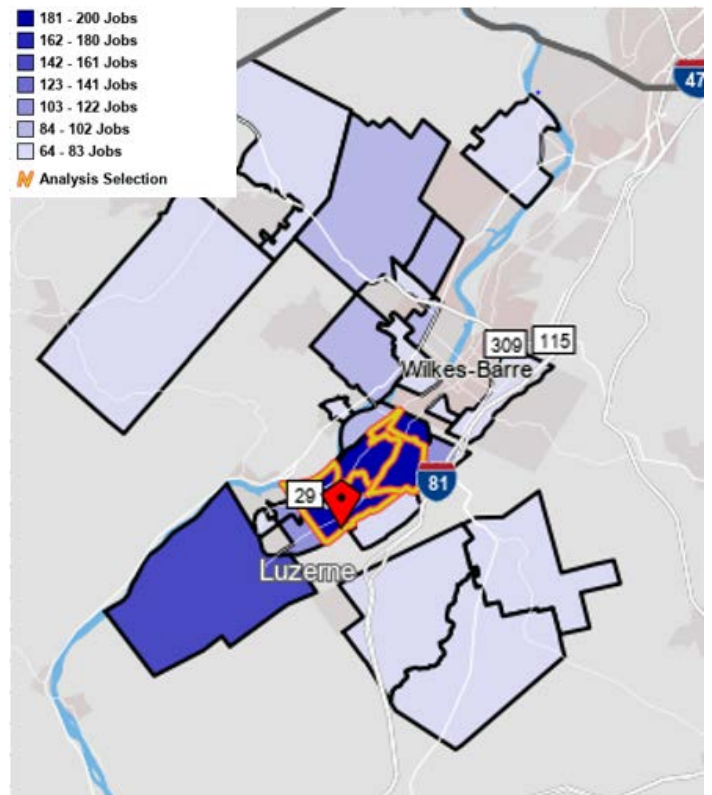
## Hanover Industrial Parks

The Hanover Industrial Park and Hanover Crossing complex is one of the largest industrial areas in Luzerne County. It is located within two census block groups: Block Group 1 in Census Tract 2180, and Block Group 1 in Census Tract 2146. This area lies between Wilkes-Barre and Nanticoke. As of 2015, a total of 6,298 people were employed within these two block groups.

Of these 6,298 workers, 388 (about 6 percent) live within the same two census tracts that contain the industrial park. The census tract that is home to the largest share of workers is Tract 2146, followed by Tracts 2180 and 2156. These three census tracts contain the area immediately surrounding the industrial park, as well as Sheatown, Wanamie, and Glen Lyon. Meanwhile, 104 or 1.7 percent of workers in the industrial park area live in Tract 2151 (Ashley), and the same number live in Tract 2143 (part of Nanticoke). The table and map below show the 25 census tracts that are home to the most people who work in the industrial park area.

**Table 1. Where workers live (by census tract)**

Census Tract	Count	Share
2111.01 (Luzerne, PA)	65	1.00%
2150 (Luzerne, PA)	64	1.00%
2007 (Luzerne, PA)	67	1.10%
2112.04 (Luzerne, PA)	67	1.10%
2113.02 (Luzerne, PA)	71	1.10%
2123 (Luzerne, PA)	69	1.10%
2137 (Luzerne, PA)	67	1.10%
2152 (Luzerne, PA)	69	1.10%
2155.03 (Luzerne, PA)	68	1.10%
2002 (Luzerne, PA)	73	1.20%
2141 (Luzerne, PA)	76	1.20%
2155.01 (Luzerne, PA)	77	1.20%
2155.02 (Luzerne, PA)	76	1.20%
2127 (Luzerne, PA)	85	1.30%
2132 (Luzerne, PA)	80	1.30%
2145 (Luzerne, PA)	84	1.30%
2122 (Luzerne, PA)	87	1.40%
2134 (Luzerne, PA)	86	1.40%
2114 (Luzerne, PA)	93	1.50%
2142 (Luzerne, PA)	110	1.70%
2143 (Luzerne, PA)	104	1.70%
2151 (Luzerne, PA)	104	1.70%
2156 (Luzerne, PA)	152	2.40%
2180 (Luzerne, PA)	188	3.00%
2146 (Luzerne, PA)	200	3.20%
All Other Locations	4,016	63.80%
All Census Tracts	6,298	100.00%





The Hanover Industrial Park is accessible via Routes 13 and 15 of the Luzerne County Transit Authority (LCTA) bus. Route 13 connects Wilkes-Barre to Warrior Run, while Route 15 goes from Wilkes-Barre to Nanticoke. Together, these two bus routes pass through a total of 16 census tracts in Luzerne County. The table below shows the number of industrial park workers living within each of those census tracts.

**Table 2. Workers living along Routes 13 and 15**

Census Tract (LCTA Routes 13 & 15)	Count	Share
2001 (Luzerne, PA)	16	0.30%
2140 (Luzerne, PA)	36	0.60%
2004 (Luzerne, PA)	52	0.80%
2006 (Luzerne, PA)	48	0.80%
2009 (Luzerne, PA)	55	0.90%
2144 (Luzerne, PA)	54	0.90%
2005 (Luzerne, PA)	60	1.00%
2008 (Luzerne, PA)	62	1.00%
2149 (Luzerne, PA)	60	1.00%
2007 (Luzerne, PA)	67	1.10%
2141 (Luzerne, PA)	76	1.20%
2142 (Luzerne, PA)	110	1.70%
2143 (Luzerne, PA)	104	1.70%
2151 (Luzerne, PA)	104	1.70%
2180 (Luzerne, PA)	188	3.00%
2146 (Luzerne, PA)	200	3.20%
<b>All Route 13 &amp; 15 Tracts</b>	<b>1,292</b>	<b>20.5%</b>

A total of 1,292 industrial park workers (about 21 percent) live along LCTA Routes 13 and 15. This suggests that nearly 4 out of 5 employees at the Hanover Industrial Park are unable to easily access their jobs by using public transportation.

A third bus route, LCTA Route 14, also passes through the census tracts that contain the industrial park. This route does not bring passengers directly to the industrial park, making the commute more difficult than it is for people who take Routes 13 or 15. Although Route 14 is less convenient, it makes public transportation an option for an additional 284 industrial park workers, an increase of 4.5 percent. Table 3 shows the number of employees living along LCTA Routes 13, 14 and 15.

**Table 3. Workers living along Routes 13, 14, and 15**

Census Tract (LCTA Routes 13, 14, & 15)	Count	Share
2001 (Luzerne, PA)	16	0.30%
2140 (Luzerne, PA)	36	0.60%
2004 (Luzerne, PA)	52	0.80%
2006 (Luzerne, PA)	48	0.80%
2003 (Luzerne, PA)	59	0.90%
2009 (Luzerne, PA)	55	0.90%
2144 (Luzerne, PA)	54	0.90%
2005 (Luzerne, PA)	60	1.00%
2008 (Luzerne, PA)	62	1.00%
2149 (Luzerne, PA)	60	1.00%
2007 (Luzerne, PA)	67	1.10%
2002 (Luzerne, PA)	73	1.20%
2141 (Luzerne, PA)	76	1.20%
2142 (Luzerne, PA)	110	1.70%
2143 (Luzerne, PA)	104	1.70%
2151 (Luzerne, PA)	104	1.70%
2156 (Luzerne, PA)	152	2.40%
2180 (Luzerne, PA)	188	3.00%
2146 (Luzerne, PA)	200	3.20%
<b>All Route 13, 14, &amp; 15 Tracts</b>	<b>1,576</b>	<b>25.0%</b>

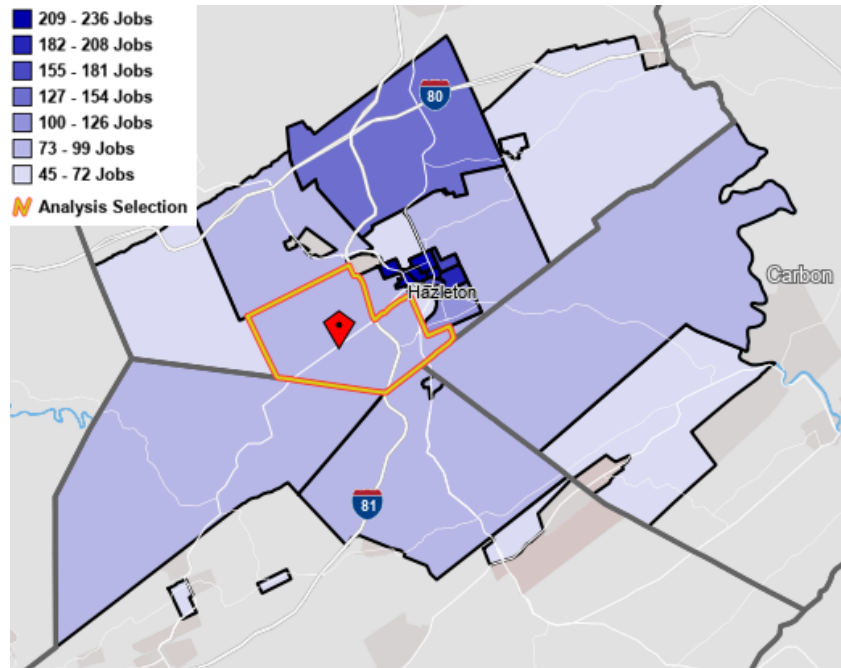
## Humboldt Industrial Park

The Humboldt Industrial Park is located within Block Group 2 in Census Tract 2170.01, a short distance to the west of Hazleton. As of 2015, a total of 5,577 people were employed in this block group.

Of these 5,577 workers, 83 (1.5 percent) live within the same census tract that contains the industrial park. The census tract that is home to the largest share of workers is Tract 2179, followed by Tracts 2176, 2177, 2178, and 2172. These census tracts include much of Hazleton and West Hazleton. The table and map below show the 25 census tracts that are home to the most people who work in the industrial park area.

**Table 1. Where workers live (by census tract)**

Census Tract	Count	Share
2164 (Luzerne, PA)	46	0.80%
203 (Carbon, PA)	45	0.80%
6.01 (Schuylkill, PA)	45	0.80%
5 (Schuylkill, PA)	52	0.90%
26 (Schuylkill, PA)	49	0.90%
2170.02 (Luzerne, PA)	57	1.00%
2168 (Luzerne, PA)	60	1.10%
2174 (Luzerne, PA)	65	1.20%
2167 (Luzerne, PA)	72	1.30%
2165.02 (Luzerne, PA)	77	1.40%
3 (Schuylkill, PA)	76	1.40%
2169 (Luzerne, PA)	86	1.50%
2170.01 (Luzerne, PA)	83	1.50%
1 (Schuylkill, PA)	93	1.70%
202 (Carbon, PA)	99	1.80%
2 (Schuylkill, PA)	98	1.80%
2173 (Luzerne, PA)	108	1.90%
2166 (Luzerne, PA)	144	2.60%
2175 (Luzerne, PA)	170	3.00%
2171 (Luzerne, PA)	167	3.00%
2172 (Luzerne, PA)	196	3.50%
2178 (Luzerne, PA)	212	3.80%
2177 (Luzerne, PA)	215	3.90%
2176 (Luzerne, PA)	224	4.00%
2179 (Luzerne, PA)	236	4.20%
All Other Locations	2,802	50.20%
All Census Tracts	5,577	100.00%



The Humboldt Industrial Park is accessible via the Hazleton Public Transit (HPT) Humboldt bus route, which takes passengers between Hazleton and the industrial park. This bus route passes through a total of 6 census tracts in Luzerne County. The table below shows the number of industrial park workers living within each of those census tracts.

**Table 2. Workers living along Humboldt bus route**

Census Tract (Bus Route)	Count	Share
2174 (Luzerne, PA)	65	1.20%
2175 (Luzerne, PA)	170	3.00%
2170.01 (Luzerne, PA)	83	1.50%
2176 (Luzerne, PA)	224	4.00%
2177 (Luzerne, PA)	215	3.90%
2178 (Luzerne, PA)	212	3.80%
<b>All Bus Route Tracts</b>	<b>969</b>	<b>17.4%</b>

A total of 969 industrial park workers (17.4 percent) live along the HPT Humboldt route. This suggests that nearly 5 out of every 6 employees at the Humboldt Industrial Park are unable to easily access their jobs using public transportation.

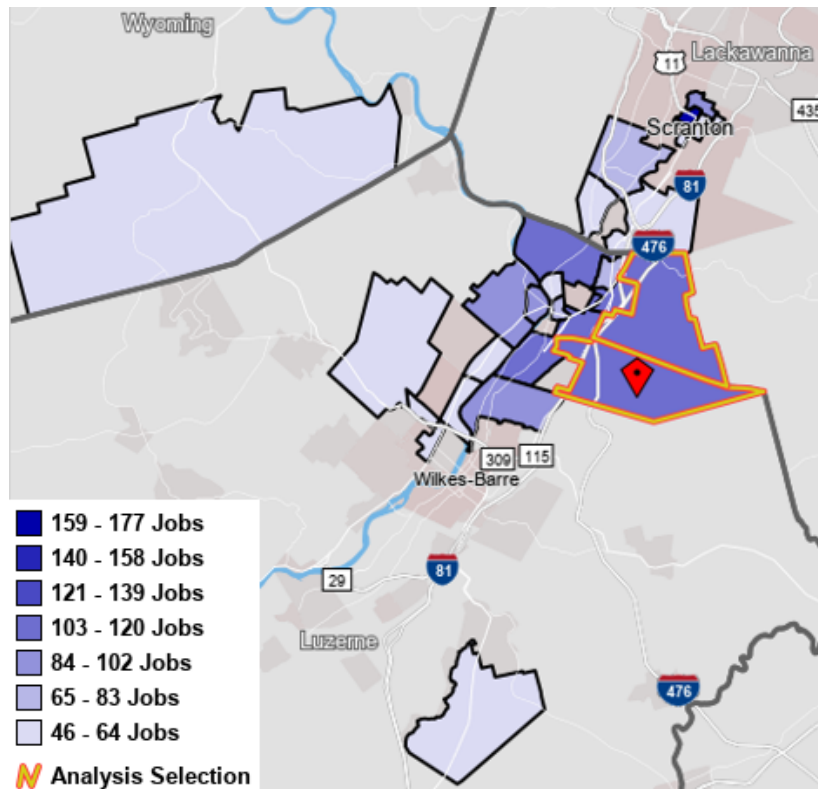
## Pittston Industrial Parks

The Pittston Industrial Parks (comprised of several separate developments, including Centerpoint and Grimes Industrial Parks) are located within two census block groups: Block Group 1 in Luzerne County Census Tract 2117.01, and Block Group 2 in Luzerne County Census Tract 2101. The analysis area includes all industrial developments in the Pittston area east of Interstate 81, plus the municipality of Yatesville. As of 2015, a total of 6,394 people were employed in these block groups.

Of these 6,394 workers, 220 (3.4 percent) live within the same census tracts that contain the industrial park. The census tract that is home to the largest share of workers is Tract 1002 in Scranton, followed by Tracts 2102, 2101, 2117.01, and 2105 near Pittston. The table and map below show the 25 census tracts that are home to the most people who work in the industrial park area.

**Table 1. Where workers live (by census tract)**

Census Tract	Count	Share
2121 (Luzerne, PA)	46	0.70%
4007 (Wyoming, PA)	47	0.70%
1004 (Lackawanna, PA)	52	0.80%
1126 (Lackawanna, PA)	52	0.80%
2116 (Luzerne, PA)	48	0.80%
2127 (Luzerne, PA)	53	0.80%
1003 (Lackawanna, PA)	57	0.90%
1025 (Lackawanna, PA)	55	0.90%
2107 (Luzerne, PA)	56	0.90%
2114 (Luzerne, PA)	57	0.90%
2123 (Luzerne, PA)	55	0.90%
2155.02 (Luzerne, PA)	57	0.90%
1125 (Lackawanna, PA)	66	1.00%
1128 (Lackawanna, PA)	62	1.00%
2103 (Luzerne, PA)	83	1.30%
2108 (Luzerne, PA)	80	1.30%
1006 (Lackawanna, PA)	92	1.40%
2110 (Luzerne, PA)	93	1.50%
2119 (Luzerne, PA)	99	1.50%
2111.01 (Luzerne, PA)	100	1.60%
2105 (Luzerne, PA)	109	1.70%
2117.01 (Luzerne, PA)	108	1.70%
2101 (Luzerne, PA)	112	1.80%
2102 (Luzerne, PA)	116	1.80%
1002 (Lackawanna, PA)	177	2.80%
All Other Locations	4,462	69.80%
All Census Tracts	6,394	100.00%



The Pittston Industrial Park is accessible via three bus routes. These include Luzerne County Transit Authority (LCTA) Routes 2 and 17, as well as County of Lackawanna Transit System (COLTS) Route 26. Combined, these bus routes pass through a total of 20 census tracts (excluding tracts in which the bus cannot pick up passengers). The table below shows the number of industrial park workers living within each of those census tracts.

**Table 2. Workers living near bus routes (LCTA Routes 2 & 17, COLTS Route 26)**

Combined Bus Routes	Count	Share
2001 (Luzerne, PA)	6	0.10%
1031 (Lackawanna, PA)	10	0.20%
2012 (Luzerne, PA)	17	0.30%
1030 (Lackawanna, PA)	23	0.40%
2106 (Luzerne, PA)	27	0.40%
1026 (Lackawanna, PA)	30	0.50%
2104 (Luzerne, PA)	33	0.50%
2120 (Luzerne, PA)	32	0.50%
2109 (Luzerne, PA)	42	0.70%
1025 (Lackawanna, PA)	55	0.90%
2107 (Luzerne, PA)	56	0.90%
1128 (Lackawanna, PA)	62	1.00%
2103 (Luzerne, PA)	83	1.30%
2108 (Luzerne, PA)	80	1.30%
2119 (Luzerne, PA)	99	1.50%
2105 (Luzerne, PA)	109	1.70%
2117.01 (Luzerne, PA)	108	1.70%
2101 (Luzerne, PA)	112	1.80%
2102 (Luzerne, PA)	116	1.80%
1002 (Lackawanna, PA)	177	2.80%
<b>All Bus Route Tracts</b>	<b>1,277</b>	<b>20.00%</b>

A total of 1,277 industrial park workers (20 percent) live along one of the three bus routes. This suggests that 4 out of every 5 employees at the Pittston Industrial Park are unable to access their jobs using public transportation.

It should be noted that none of the three bus routes take passengers directly to the industrial park. The bus stop is close in proximity, but there does not appear to be an easy way to travel from the bus stop to the industrial park, as anyone trying to do so would need to cross multiple highways. Unless there is a shuttle or a similar service to transport employees to their jobs from the bus stop, public transportation may not be a feasible option for these employees.

## Summary & Conclusions

Across the four employment centers analyzed, no more than 25 percent of employees live in census tracts served by the bus routes that serve that employment center. For reasons described in the research methodology, this may also represent an overestimation of those for whom using public transit is a convenient alternative.

Summary of Findings			
Employment Center	Total Employment	Employees Living in Tracts with Transit Route that Serves Employment Center	Percent in Tracts with Transit Route that Serves Employment Center
Mid Valley	3,147	673	21.4%
Hanover	6,298	1,576	25.0%
Humboldt	5,577	969	17.4%
Pittston	6,394	1,277	20.0 %
<b>Overall</b>	<b>21,416</b>	<b>4,495</b>	<b>21.0%</b>

There are nonetheless nearly 5,000 industrial park workers living in census tracts served by direct transit to an employment center, or 21 percent of all workers in the four employment centers analyzed. While some of those residents likely do not live within walking distance of a bus stop or would not be able to use transit to commute because of scheduling, it is also likely that at least some industrial park workers could comfortably use transit to commute to work.

Overall, commuting to work via transit remains low throughout the region. One way to increase the share of sustainable transportation in the region would be to utilize a variety of methods to communicate information about bus schedules and routes to workers directly.

This analysis focused on those workers already employed at these four employment centers. Given the tight labor market conditions, employers could also benefit by focusing their workforce recruitment efforts on neighborhoods and communities along bus routes that serve their industrial parks directly.

Additionally, the limited percentage of workers in several key employment centers who do have transit access to work without a transfer illustrates the need for additional collaboration on new approaches to solving transportation problems and meeting workforce needs of businesses. Work in this area is already underway, such as through planned public-private partnerships between transit operators and private employers.

Finally, each employment center draws its workforce from a broad geographic area that spans many municipalities and multiple counties. In light of these regional transportation dynamics, it is important that transit planning continue to occur with a broad regional lens, and that transit operators continue to expand regionalization of service planning to address current and future needs of commuters who cross county lines.





*A partnership among Geisinger Commonwealth School of Medicine, Johnson College, Keystone College, King's College, Lackawanna College, Luzerne County Community College, Marywood University, Misericordia University, Penn State Scranton, Penn State Wilkes-Barre, The Wright Center for Graduate Medical Education, University of Scranton & Wilkes University*

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