

Summer
2014



LACKAWANNA LUZERNE METROPOLITAN PLANNING ORGANIZATION

CONNECTIONS

COLTS Breaks Ground for Downtown Hub

Local and state officials came together on Friday, August 1, 2014 to break ground for the County of Lackawanna Transit System (COLTS) \$12.4 million Downtown Intermodal Hub.

The project, 18 years in the making, will be located on the south side of Lackawanna Avenue next to the entrance of the Mall at Steamtown.

It will serve as a central location for COLTS buses, Martz and other commercial buses, taxis, and possibly, passenger train service to the New York City area in the future.

Lackawanna County Commissioners, Scranton Mayor William Courtright and COLTS officials attended the groundbreaking, and all agreed that the Downtown Hub will attract new businesses to the area and prompt economic growth.

COLTS Executive Director, Bob Fiume, said, "This is going to be a great economic development, not only for the City of Scranton, but for Lackawanna County and the whole region."

Ted Patton, Martz Vice-President of Corporate Traffic, added, "Combining the transit and the taxi and inner-city buses is a thing that the federal government has been trying to do for years, and we're finally accomplishing it."

Larry Malski, President of Pennsylvania Northeast Regional Railroad Authority, when asked about the potential future resumption of passenger rail service said, "The key, though, is that it's under construction and the federal government considers it a project-started. Once they start a project, they usually continue funding it, and

funding will take a while, but the key is, it's under construction."

Bus passengers think that the new facility will provide safer access to the buses and taxis, and appreciate that it will provide a covered area to board and de-board.

Construction of the Downtown Transportation Hub is slated to be completed by the fall of 2015.



Groundbreaking Ceremony for COLTS Downtown Intermodal Hub



Artist's Rendering of the outside of the Downtown Intermodal Hub



Artist's Rendering of the inside of the Downtown Intermodal Hub

Updates of On-Going Projects

The following project updates were provided by District 4-0 project managers:

Lackawanna Trail Project - SR 0006-214, Lackawanna & Wyoming Counties:

District 4-0 is proposing improvements to the Route 6 corridor, a 4-lane divided urban arterial highway that was constructed in the early 1950's. The project area includes Routes 6 and 11 from Factoryville in Wyoming County to Clarks Summit in Lackawanna County - a total distance of 8.89 miles.

The existing reinforced concrete road will be rubbilized (refers to the practice of reducing the existing concrete into rubble on-site and using it as the base of the roadway), and receive a bituminous overlay within the existing footprint. Guid-rail will be replaced, and traffic signals will be added, upgraded, and re-timed. Existing inlets, manholes, end walls, and culverts will be cleaned or replaced as necessary. The project also includes the replacement of two bridges, construction of a retaining wall, replacement of the superstructure of two bridges, re-decking of a bridge and latex overlay of a bridge deck.

The contract was awarded to Reading Materials, Inc. for \$41,949,999. Notice to proceed was issued on June 27, 2014 and the anticipated completion of the physical



Newly Re-Decked Pierce Street Bridge, Kingston/Wilkes-Barre, opened to traffic in June

work is November 1, 2017.

PA 309, Luzerne County, Mountain Top area:

This project involves the repair of rock slopes along the highway. It will consist of rock mesh, rock anchor bolts, rock scaling, and removal of rock, and the cutting back of the slopes. The roadway will receive an overlay of bituminous super pave to a depth of 1.5 inches as well as super pave leveling. Other improvements include concrete barrier, drainage, erosion and sedimentation control measures, pavement markings, and other miscellaneous construction for a length of 19,282.6 feet, or 3.7 miles. The contract was awarded to Latona Trucking, Inc. for \$5,205,289. Notice to proceed was issued on October 15, 2013, and the anticipated completion of the physical work is November 24, 2014.

South Valley Parkway:

The design of the project is being finalized, Right-Of-Way is being acquired and the required permits are being obtained. The project is on schedule to be let in October, 2015.

Dallas 5-Leg:

This project involves the conversion of a 5-leg intersection at Dallas Corners into a roundabout. The final design is being completed with close coordination with Dallas Borough to ensure that the design matches the Borough's streetscape design.

Upper Demunds/Hildebrandt Road:

Following several meetings with Dallas Township and residents who live along Demunds Road, the new roadway alignment has been agreed upon and final design efforts are continuing. Acquisition of property has also begun to clear the Right-Of-Way for the new alignment.

This project and the Dallas 5-Leg project must be bid together along with the improvements that will be made at the intersection of PA 309/Center Hill Road/Hildebrandt Road. These improvements will have to be constructed prior to the start of the 5-Leg project to accommodate traffic detours that will be necessary during construction of the roundabout. Both projects are scheduled to be let on June 5, 2015.

TAP Funds Recipients Named

PennDOT recently announced the recipients of Transportation Alternative Program (TAP) funds. In the Lackawanna/Luzerne region, two applicants were awarded TAP funds.

The Carbondale Riverwalk Project received \$484,653 of their requested \$611,075. This project will provide for the construction of a safe, alternative transportation route for a 2-mile section

of the trail, linking Carbondale and Fell Township. East of the Lackawanna River, the trail will run between John St. and Holt Ave. along SR 171, while west of the river, it will connect the Carbondale IDA to Morse Street.

The Delaware & Lehigh (D&L) project received all of the \$283,347 it requested.

The D&L project will provide a safe and ADA-compatible crossing of the trail

across Middleburg Road in Dennison Township, and will include infrastructure to cross the road, cross the active rail line, and provide a short trail link.

The Carbondale Riverwalk and the D&L Trail represent the top two projects as ranked by the MPO Transportation Advisory Committee in June.

Fall LTAP Classes Scheduled

Chainsaw Safety

Thursday, August 14, 2014

8:00 a.m. - 3:00 p.m.

Wayne County Emergency Management Agency

43 Volunteer Drive

Honesdale, PA 18431

(570) 253-5970

www.ema.co.wayne.pa.us

Chainsaw Safety

Friday, August 15, 2014

8:00 a.m. - 3:00 p.m.

Sugarloaf Township Building

154 N. Main Street

Sybertsville, PA 18251

(570) 788-3575

www.sugarloaftwp.org

Traffic Signs

Thursday, August 28, 2014

8:30 a.m. - 3:30 p.m.

PPL Wallenpaupack Environmental Learning Center

126 PPL Drive (off US Route 6)

Hawley, PA 18428

Phone: (570) 253-7076

Website: www.pplweb.com

Roadside Safety Features

Thursday, September 11, 2014

8:00 a.m. - 3:00 p.m.

Moscow Borough Building

123 Van Brunt St.

Moscow, PA 18444

Phone: (570) 842-1699

Website: www.moscowboro.com

Winter Maintenance

Tuesday, September 23, 2014

8:00 a.m. - 3:00 p.m.

Jim Thorpe Memorial Hall

103 E. 10th Street

Jim Thorpe, PA 18229

Phone: (570) 325-2054

Website: www.jtborough.org

Roadside Vegetation Control

Thursday, October 2, 2014

8:00 a.m. - 3:00 p.m.

Lackawaxen Township Building

169 Urban Road

Hawley, PA 18435

Phone: (570) 685-7288

Website: www.lackawaxen.org

Risk Management Strategies

Tuesday, October 28, 2014

8:00 a.m. - 12:00 p.m.

Dallas Township Building

2919 SR 309 Highway

Dallas, PA 18612

Phone: (570) 674-2008

Website: www.dallastownship.com

Safe Driver

Thursday, November 20, 2014

8:00 a.m. - 12:00 p.m.

Chestnuthill Township Building

271 Route 715 South

Brodheads ville, PA 18322

Phone: (570) 992-7247

Website: www.chestnuthilltwp-pa.gov

To register, visit www.ltap.state.pa.us and log on using your username and password. First time users must set up an account by clicking on "Create Account." For technical assistance when registering, call: 1-800-FOR-LTAP (1-800-367-5827) or contact Kate McMahon, Government Services Specialist NEPA Alliance at 570-655-5581 or email kmcmahon@nepa-alliance.org

Getting Around Toronto

As the 4th largest city in North America boasting a population of about 2.3 million, Toronto has several modes of transportation to move people from place to place. On a recent trip to the city, I had the opportunity to use just about every one of those modes.

After arriving a day late by plane because of a major airline I won't name, I took the airport shuttle express bus into the city. Because of the distance between the Lester Pearson Airport and the city, and the stops at various stops at hotels along the way, it took about an hour to reach my hotel, located

near Dundas Square, which can be considered a mini version of Times Square with its billboards, giant TV screens and street entertainers.

Our main form of transportation for the first three days was the hop-on, hop-off sightseeing bus - you know the kind - open air up top, enclosed below. This took us to all the major tourist destinations including the CN Tower, Casa Loma, and the Hockey Hall of Fame, to name a few. The 3-day pass also included a boat ride around the islands off the coast which afforded a beautiful view of the skyline on the way back to

the pier. (Continued on Page 4)



Bikes are a common site in Toronto used for both commutes to work and leisure activities

**LACKAWANNA LUZERNE METROPOLITAN
PLANNING ORGANIZATION**

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http://www.luzernecounty.org/county/departments_agencies/planning_commission/lackawannaluzerne-metropolitan-planning-organization

[
PennDOT District 4-0
www.neparoads.com
]



Getting Around Toronto (Continued from Page 3)

By Nancy Snee

I don't know if an elevator can be classified as a mode of transportation, but if you visit the CN Tower, it's the only way up and down unless you want to climb the 1,776 stairs to the top. We initially ascended 1,136 feet in 58 seconds to the LookOut Level, and then rose an additional 33 floors to reach the highest observation deck - the SkyPod, which sits 1,465 feet above the ground. It offers 360 degree views of the city, Lake Ontario and, on clear days, Niagara Falls.

For the brave of heart (adrenalin junkies), there is an Edge Walk which allows people, clothed in a jumpsuit and harnessed to an overhead rail system, to walk outside the tower on a 4.9-foot ledge 1,168 feet in the air, and if that weren't scary enough, part of the experience involves leaning outward, both frontwards and backwards hands free of the harness!

After descending the Tower, we walked over to the Skydome for the Blue Jays game. The fans in Toronto are enthusiastic and wholeheartedly support their team, creating a fun atmosphere. There were 34,000 fans in the stands on a Tuesday night, and a few Oriole fans who had more to cheer about that night than their counterparts.

Our first experience riding the subway came on our 4th day in the city when we headed to the Rogers Cup Men's Tennis Tournament. We took the subway to the last stop at Downsview where we boarded a shuttle bus to York University, and then walked a good half mile to the tennis courts. The tournament is a great opportunity to see the top men tennis players wield their rackets up close and personal in a much smaller venue than the US Open in NYC.



Electrified Streetcar in Downtown Toronto

On our last day, we used the subway, city bus, and the streetcar to get to our destinations, including the Distillery District - a refurbished Victorian-Era Industrial site consisting of 47 buildings once owned and operated by the Gooderham & Wort Whiskey Distillery. It now houses art galleries, specialty shops, numerous restaurants, and performance theaters. On the day we were there, there was an outdoor performance which involved 5 people dressed as sheep being led around by a shepherd, and engaging in various ovine-related behaviors. It was quite interesting, to say the least.

Although we didn't use bikes to get around, they are an integral part of the transportation system in Toronto. Unlike our region, the terrain is flat making biking a feasible way to commute and see the sights. We saw several places where bikes could be rented for a few hours, and numerous personal bikes could be seen parked outside stores, restaurants and office buildings.

No matter which mode of transportation you choose, Toronto is a great city to visit. There are lots of sights to see, the people are friendly, and businesses take US currency (although your change will be in Canadian currency). Check it out during the summer season.