

Downtown Scranton and Wilkes-Barre Bicycle & Pedestrian Study



Scranton Public Input Meeting- January 14, 2020

Agenda

- Overview of Bicycle Facilities
- Public Input
- Hubs & Linkages
- Opportunities and Constraints
- Proposed Bicycle Facilities

Bicycle Facilities



Typical Solutions

- Sharrows (Shared Arrows)
- Bike Lanes
- Protected Bike Lanes
- Separated Bike Lanes (parking / grade separated)
- Cycle Tracks
- Bike Parking
- Bike lane signalization and signage
- Intersection treatments

“Sharrows”



Bike Lane



Green Backed Bike Lane



Bike Boxes at Intersections



Protected Bike Lanes



Protected Bike Lanes w/ Grade Change



Protected Cycle Track



Bike Lane Signalization/Signage



Public Input



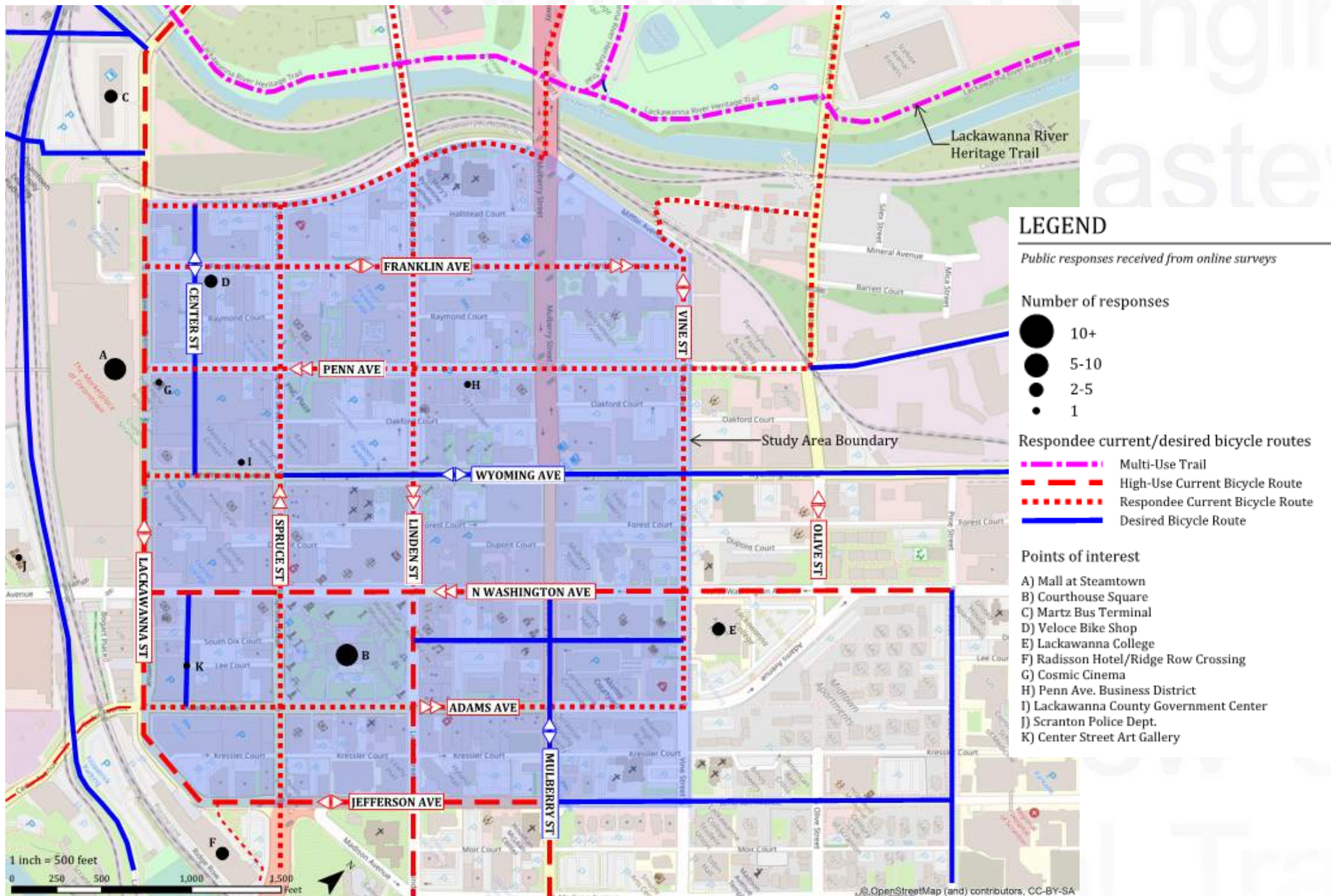
Public Comment

- Study Committee
- Public Meetings
- Guided Walks
- WikiMapping
- Stakeholders

Scranton Public Comment









Hubs and Linkages Downtown Scranton



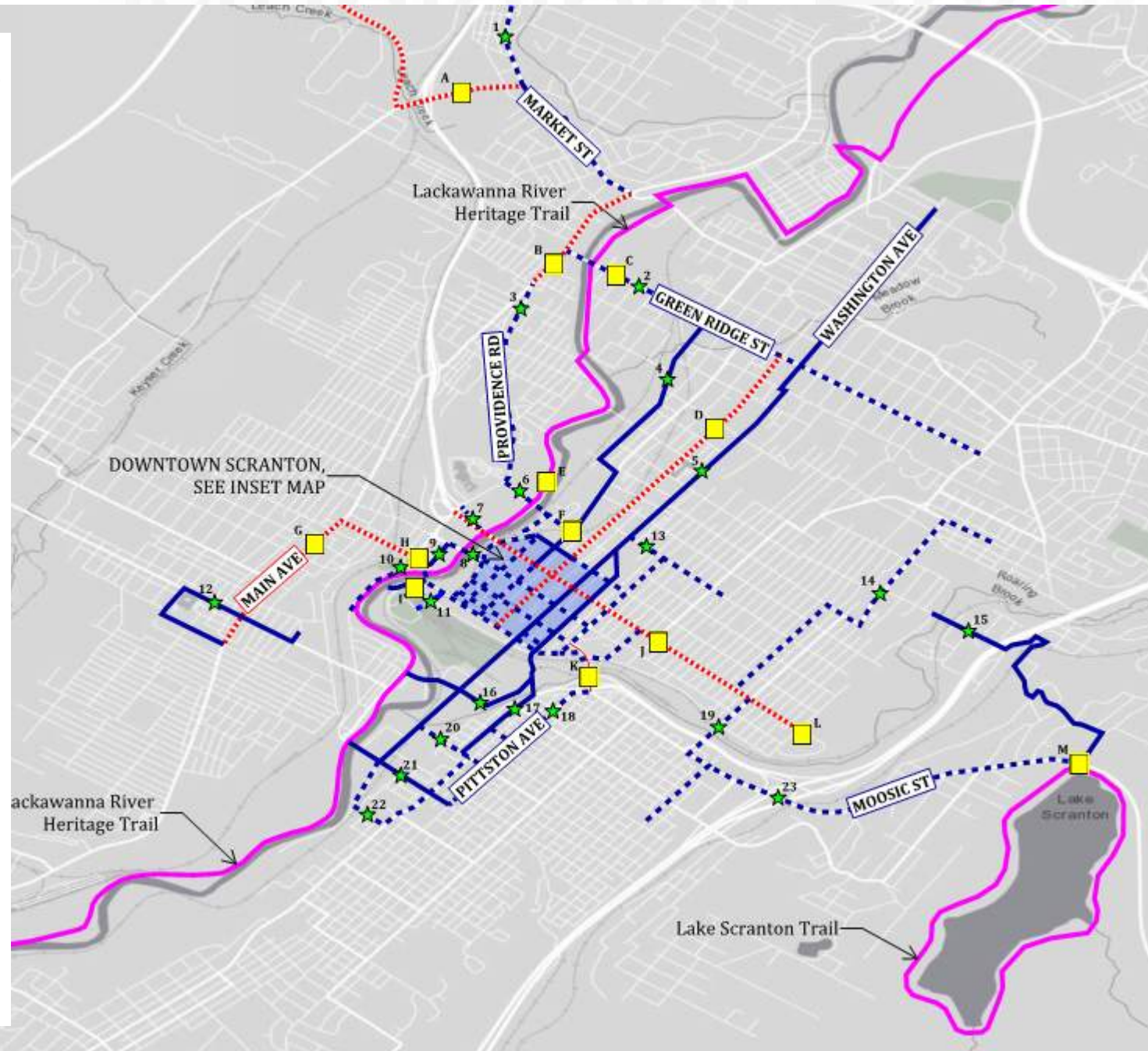
Opportunities and Constraints Greater Scranton Area

LEGEND

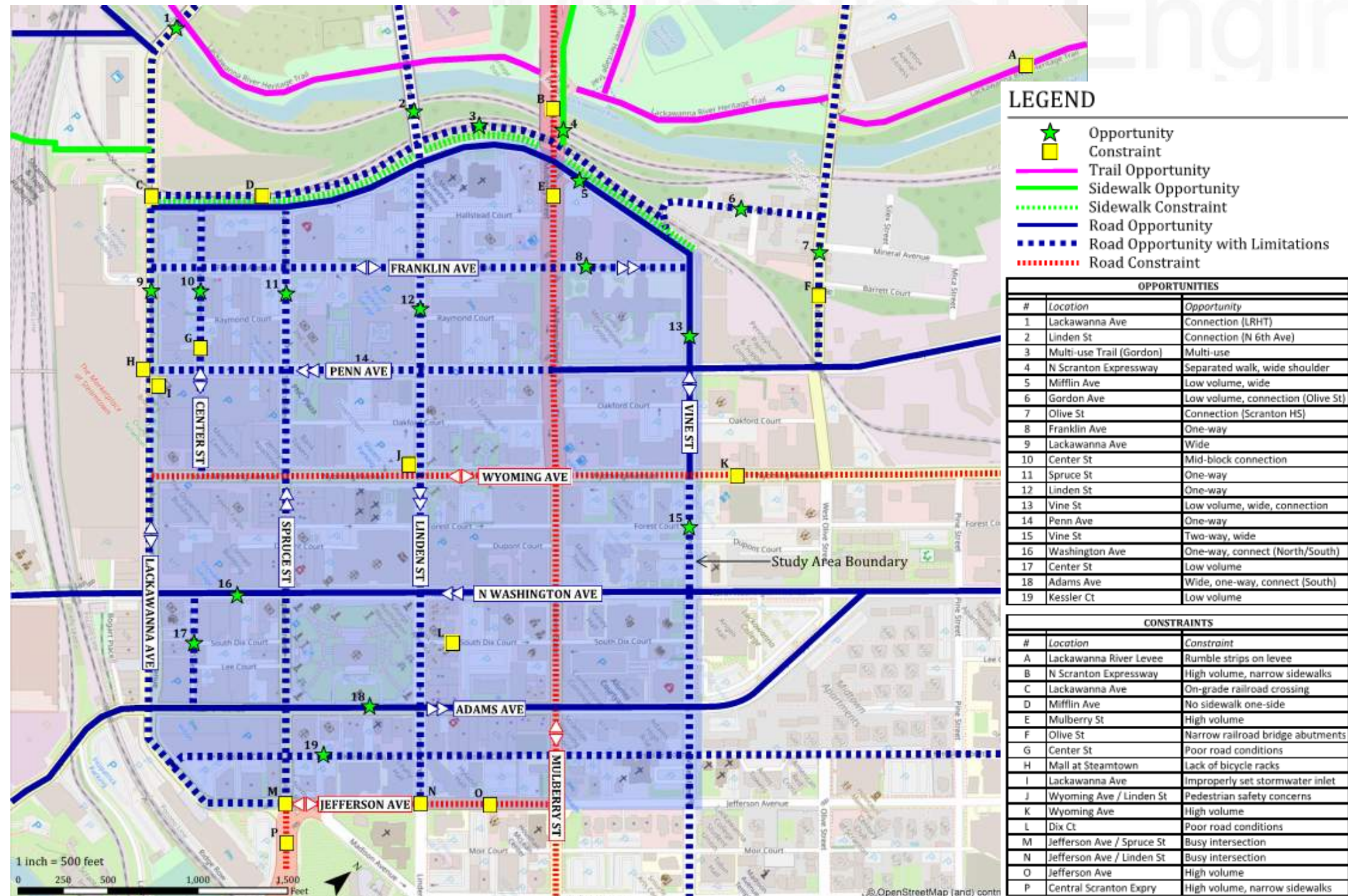
-  Opportunity
-  Constraint
-  Trail Opportunity
-  Road Opportunity
-  Road Opportunity with Limitations
-  Road Constraint

| OPPORTUNITIES | | |
|---------------|-----------------------|-----------------------------------|
| # | Location | Opportunity |
| 1 | W Market St | Connection (North Scranton) |
| 2 | Green Ridge St | Connection (Green Ridge) |
| 3 | Providence Rd | Connection (Scranton HS) |
| 4 | Capouse Ave | Connection (Green Ridge/Downtown) |
| 5 | Washington Ave | Connection (North & South) |
| 6 | Olive St | Connection (Scranton HS) |
| 7 | N Scranton Expressway | Connection (LRHT) |
| 8 | Linden St Bridge | Low volume |
| 9 | N 7th Ave | Route to downtown |
| 10 | Cliff Ave | Low volume |
| 11 | Luzerne St | Connection (W Scranton HS) |
| 12 | Pine St | Low volume, wide |
| 13 | Wheeler Ave | Connection (Dunmore) |
| 14 | Ash St | Low volume |
| 15 | Broadway St | Low volume, wide |
| 16 | Cedar Ave | Connection (Southside) |
| 17 | Pittston Ave | Main thoroughfare, wide |
| 18 | Harrison Ave | Connection (NayAug, Scranton U) |
| 19 | Birch St | Connection (Washington Ave) |
| 20 | Elm St | Low volume, wide |
| 21 | Cherry St | Low volume |
| 22 | Moosic St | Wide, connection (Lake Scranton) |

| CONSTRAINTS | | |
|-------------|------------------------|----------------------------------|
| # | Location | Constraint |
| A | SR 307 / Morgan Hwy | Steep slope, high volume |
| B | N Main Ave | High volume |
| C | Green Ridge St | Poor sidewalk conditions |
| D | Wyoming Ave | High volume |
| E | Lackawanna River Levee | Rumble strips on trail |
| F | Olive St | Narrow railroad bridge abutments |
| G | N Main Ave | High volume |
| H | N 7th Ave / Lackawanna | Busy intersection |
| I | Cliff Ave | Poor underpass conditions |
| J | Mulberry St | High volume |
| K | Central Scranton Expy | High volume, narrow sidewalks |
| L | Nay Aug Park | Lack of bike racks |
| M | SR 307 | Difficult crossing |



Opportunities and Constraints Downtown Scranton



SCR Proposed Facilities



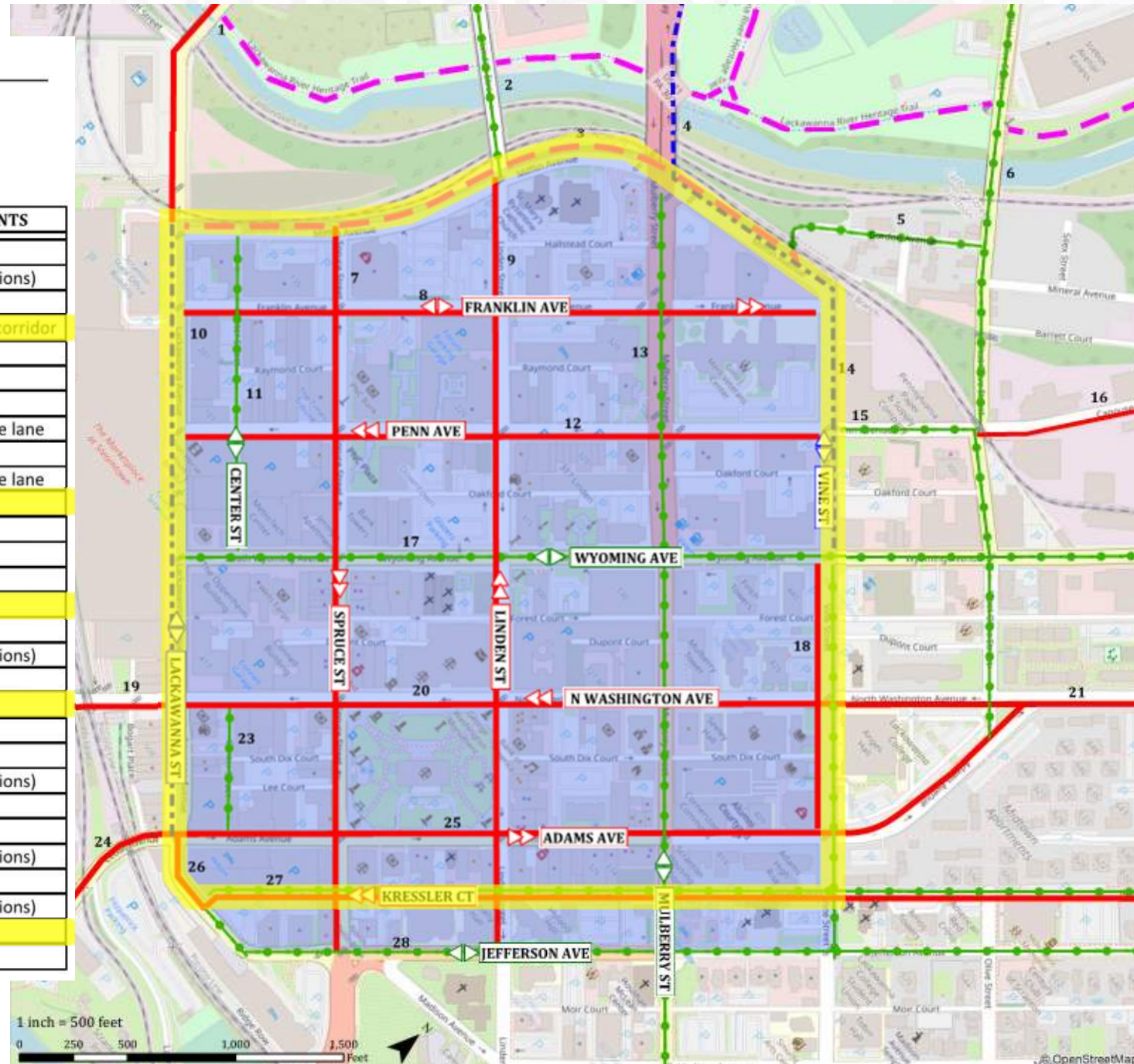
Downtown Scranton Proposed Bicycle Facilities

LEGEND

- Bike Lane
- - - Two-way Cycle Track
- Shared Use On-Road
- · - · - Multi-Use Trail

PROPOSED BICYCLE INFRASTRUCTURE IMPROVEMENTS

| # | Location | Improvement |
|----|---------------------|-------------------------------------|
| 1 | Lackawanna Ave | Bicycle lanes (both directions) |
| 2 | Linden St | Sharrows |
| 3 | Mifflin Ave | Multi-use trail / railroad corridor |
| 4 | Scranton Expressway | Two-way cycle track |
| 5 | Gordan Ave | Sharrows |
| 6 | Olive St | Sharrows |
| 7 | Spruce St | One-way traffic w/ bicycle lane |
| 8 | Franklin Ave | Bicycle lane |
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| 27 | Kressler Ct | Bicycle lane / sharrows |
| 28 | Jefferson Ave | Sharrows |



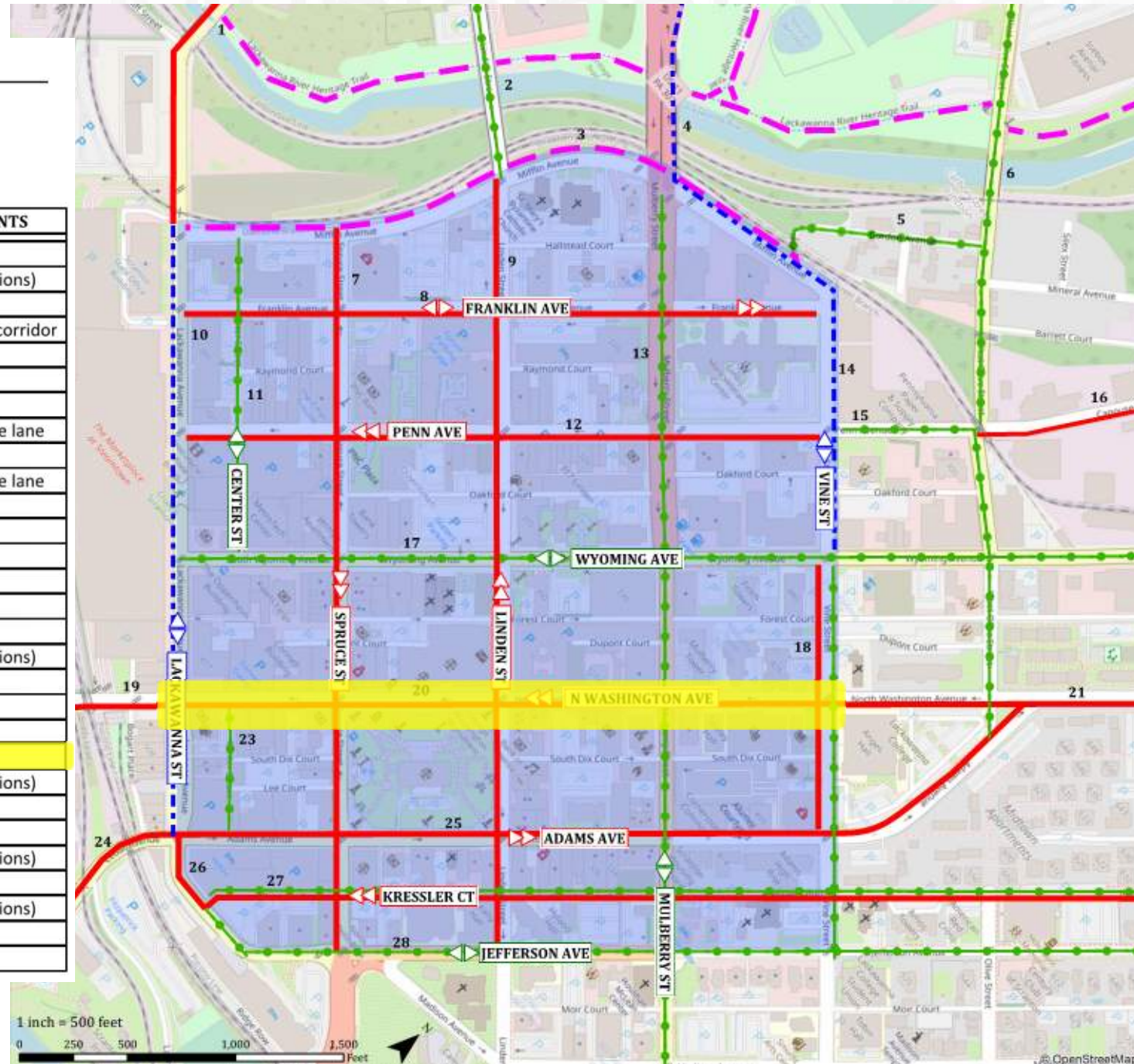
N Washington Ave

LEGEND

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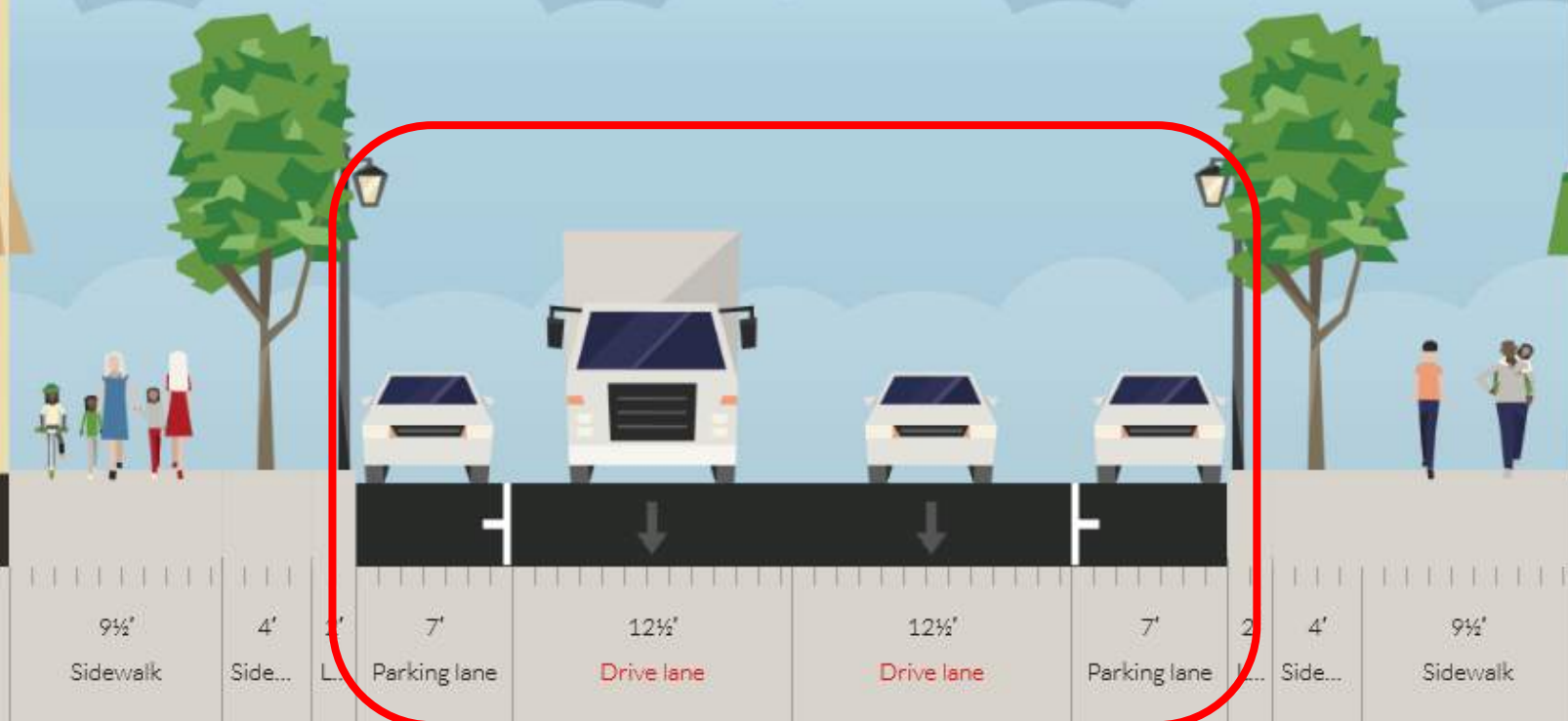


N Washington Ave

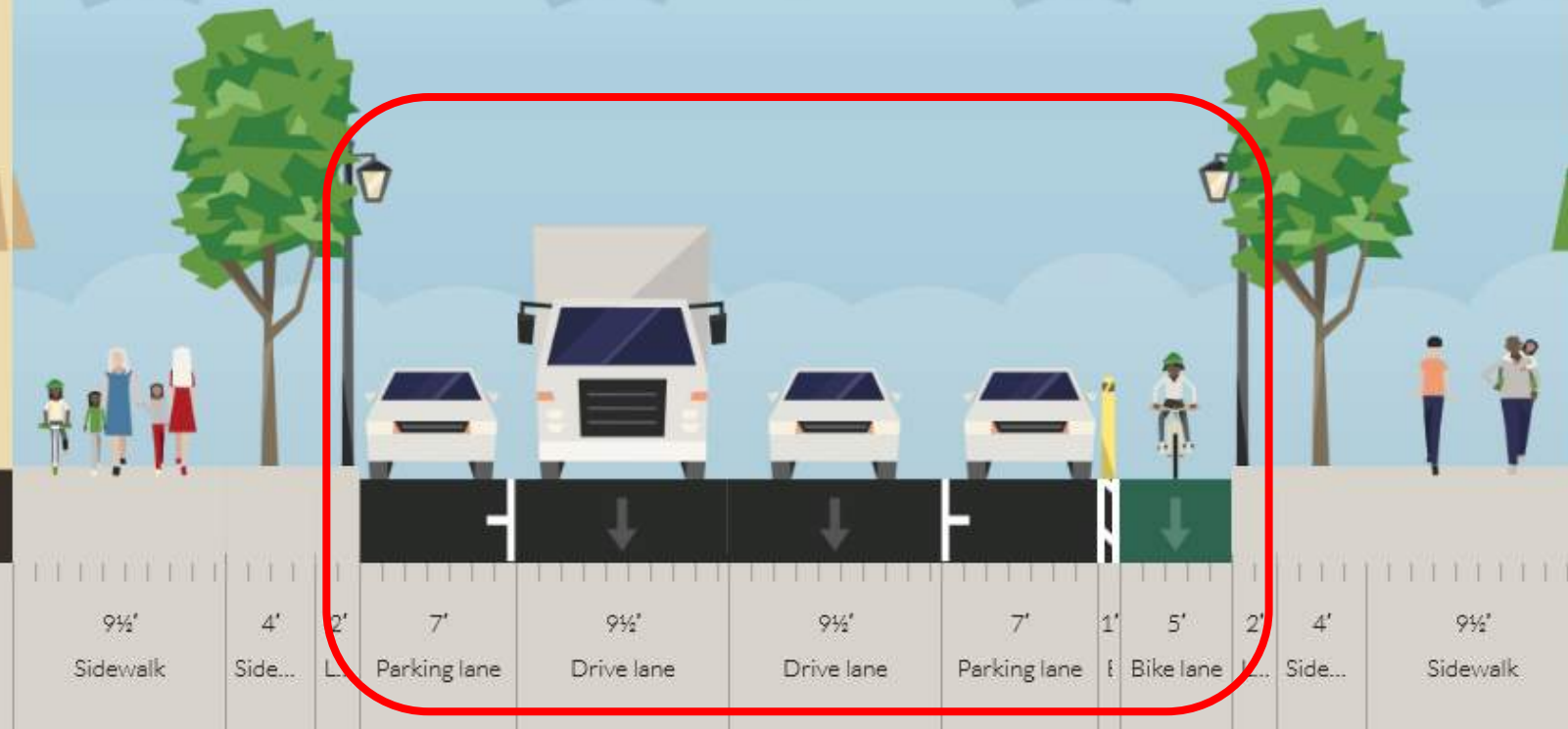
- 39' wide 2 lane / one way
- Heavy traffic
- On-Street Parking (Both Sides)



N. Washington Ave. (Today)



N. Washington Ave. (Proposed)



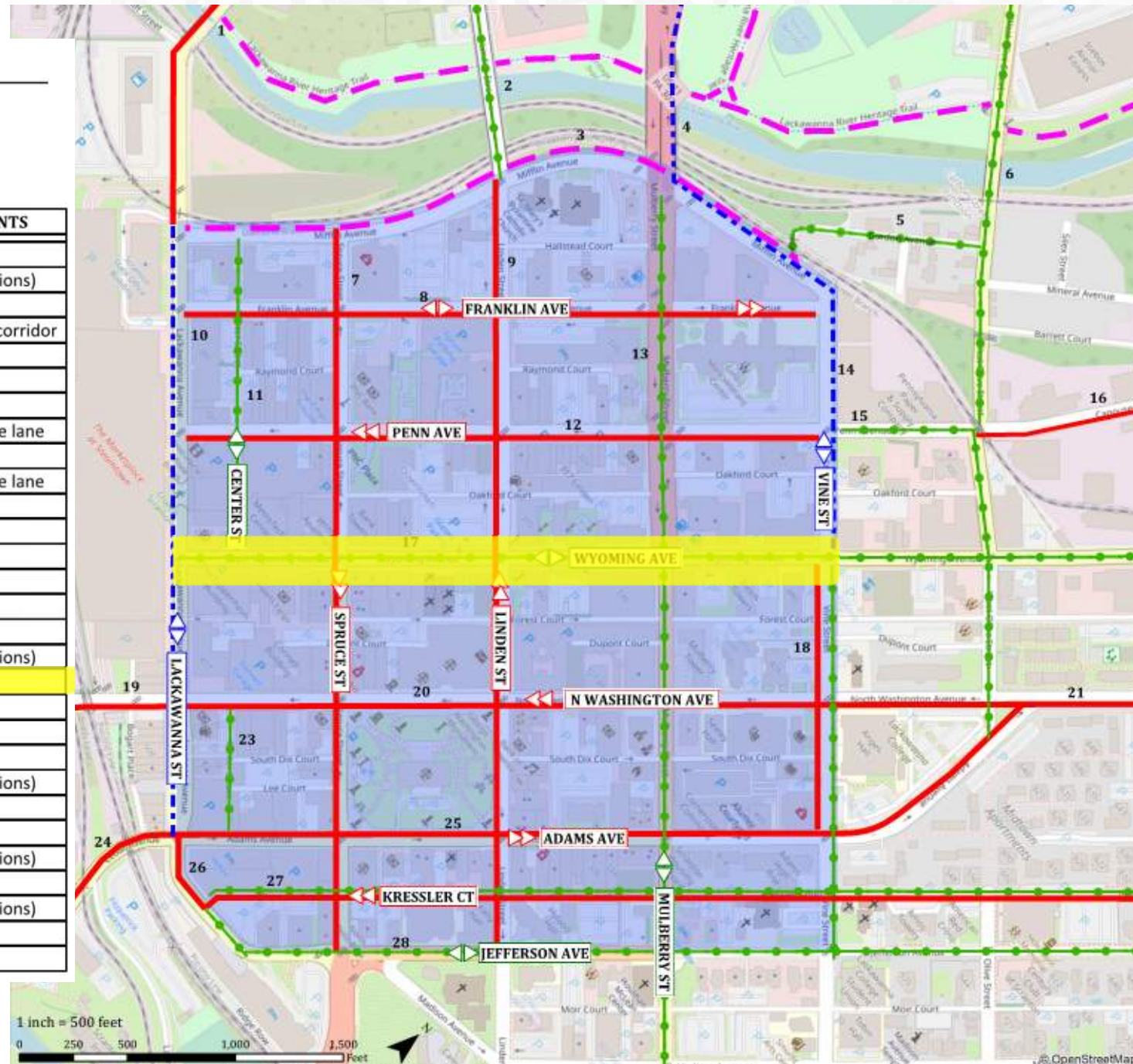
Wyoming Ave

LEGEND

- Bike Lane
- - - Two-way Cycle Track
- Shared Use On-Road
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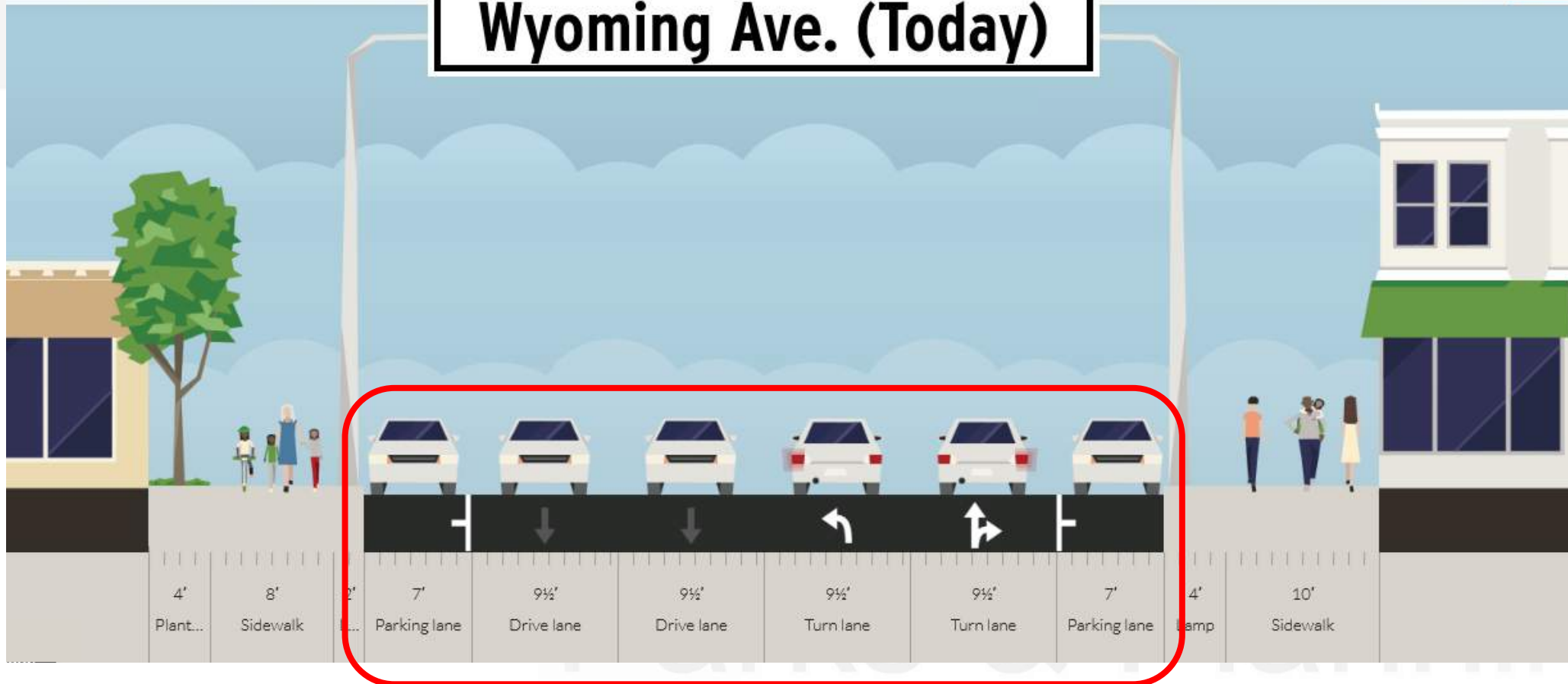


Wyoming Ave

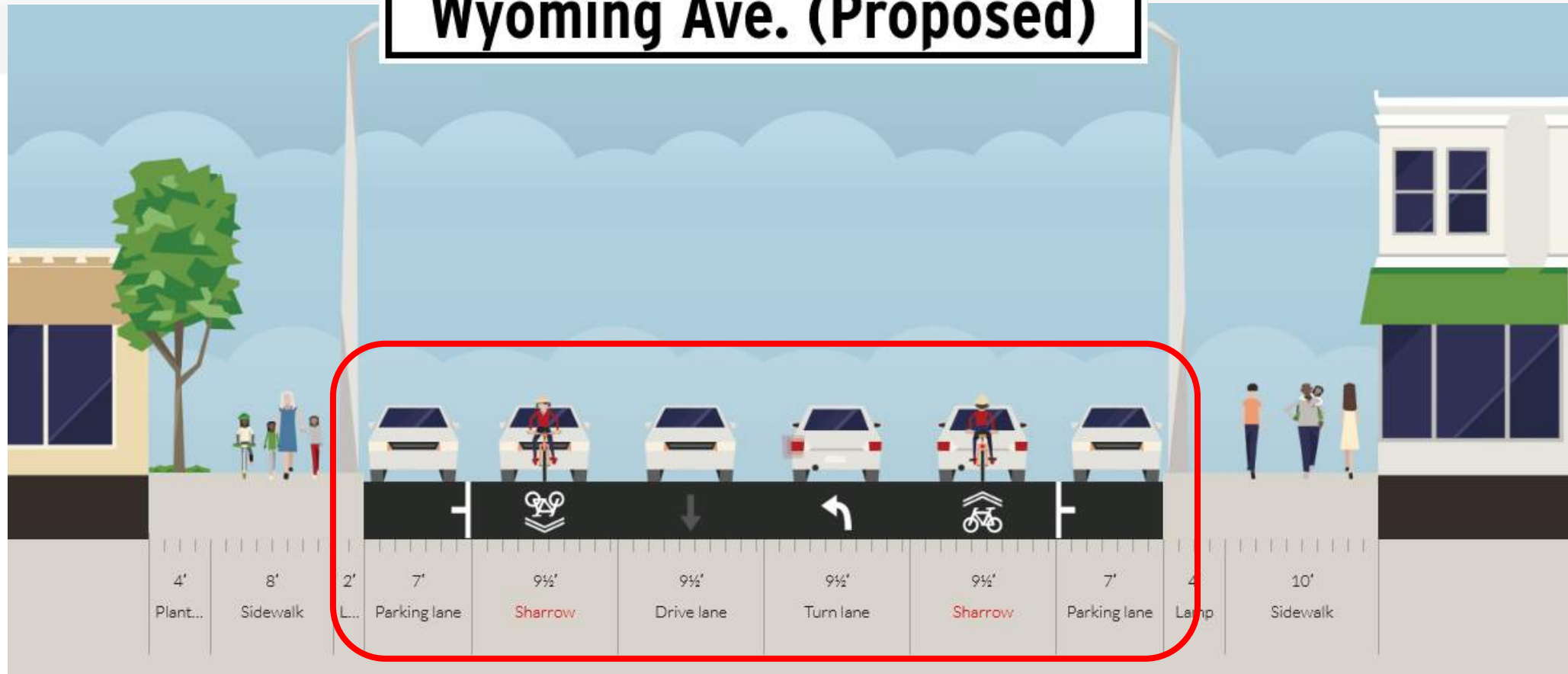
- 52' wide 4 lane/two way.
- Narrows to 40 with curb bump-outs closer to Lackawanna Ave.
- Heavy Traffic
- On-Street Parking (both sides-varies)



Wyoming Ave. (Today)



Wyoming Ave. (Proposed)



Special Inspection
Code Review C
Mechanical Tra

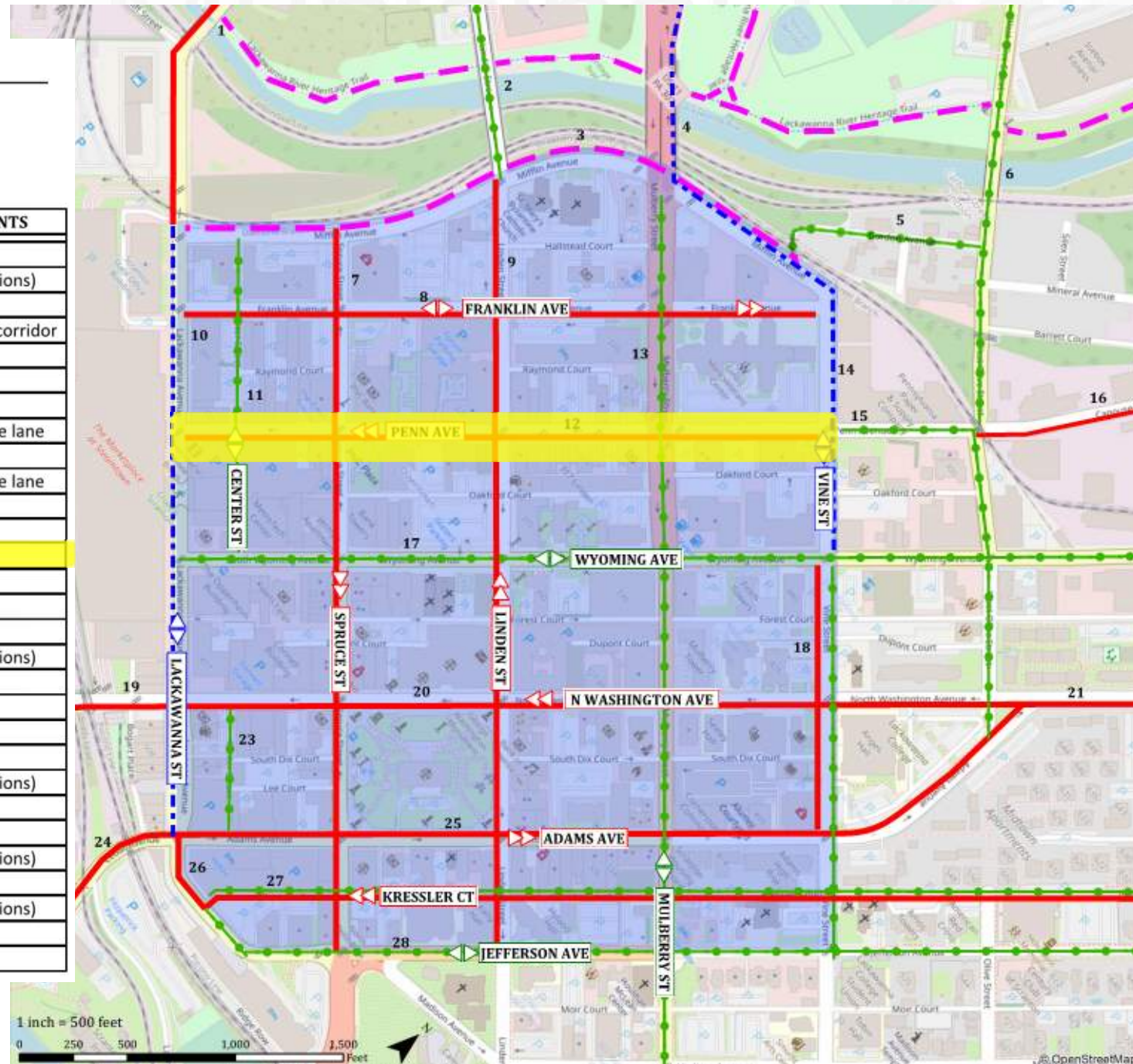
Penn Ave

LEGEND

- Bike Lane
- - - Two-way Cycle Track
- Shared Use On-Road
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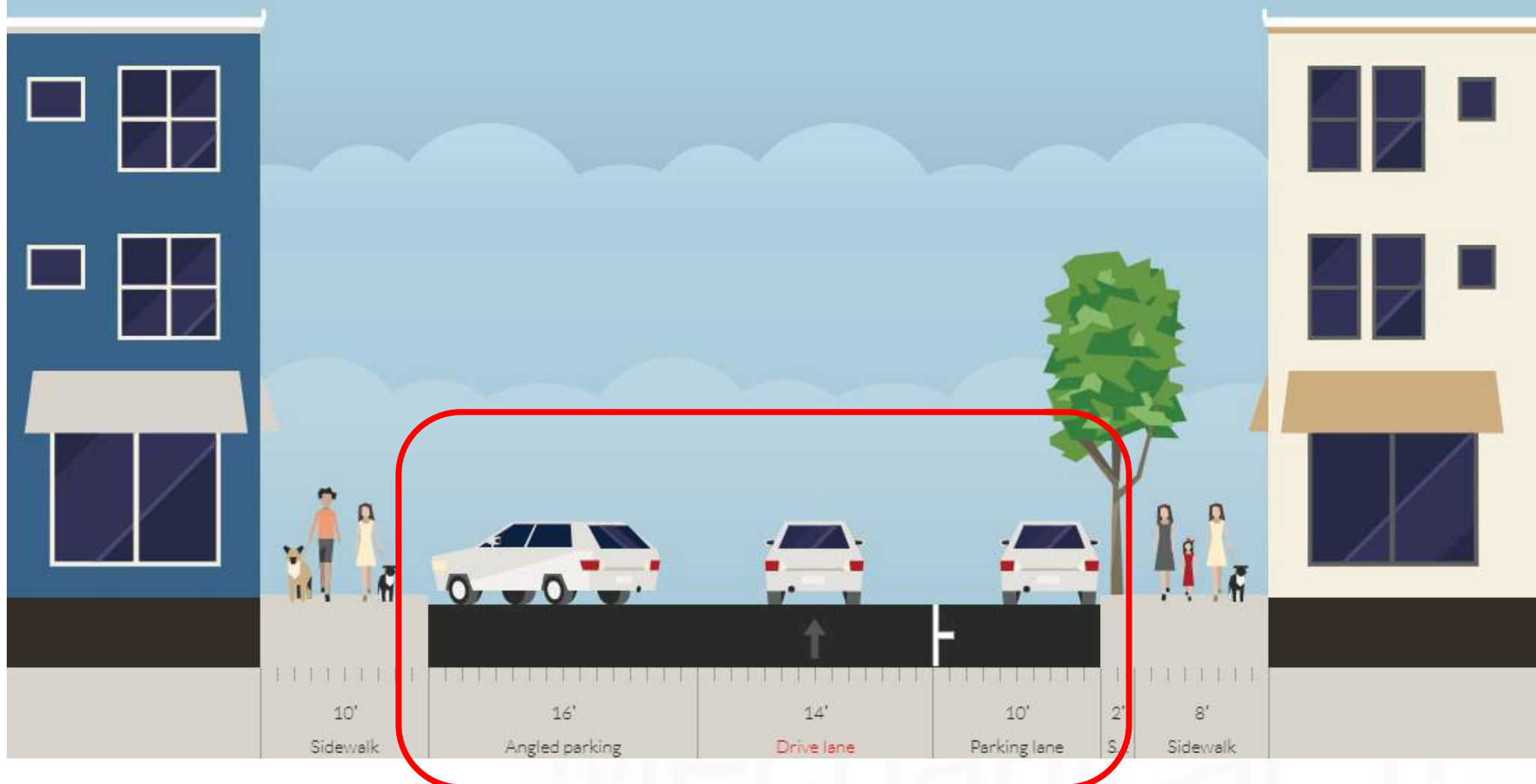


Penn Ave

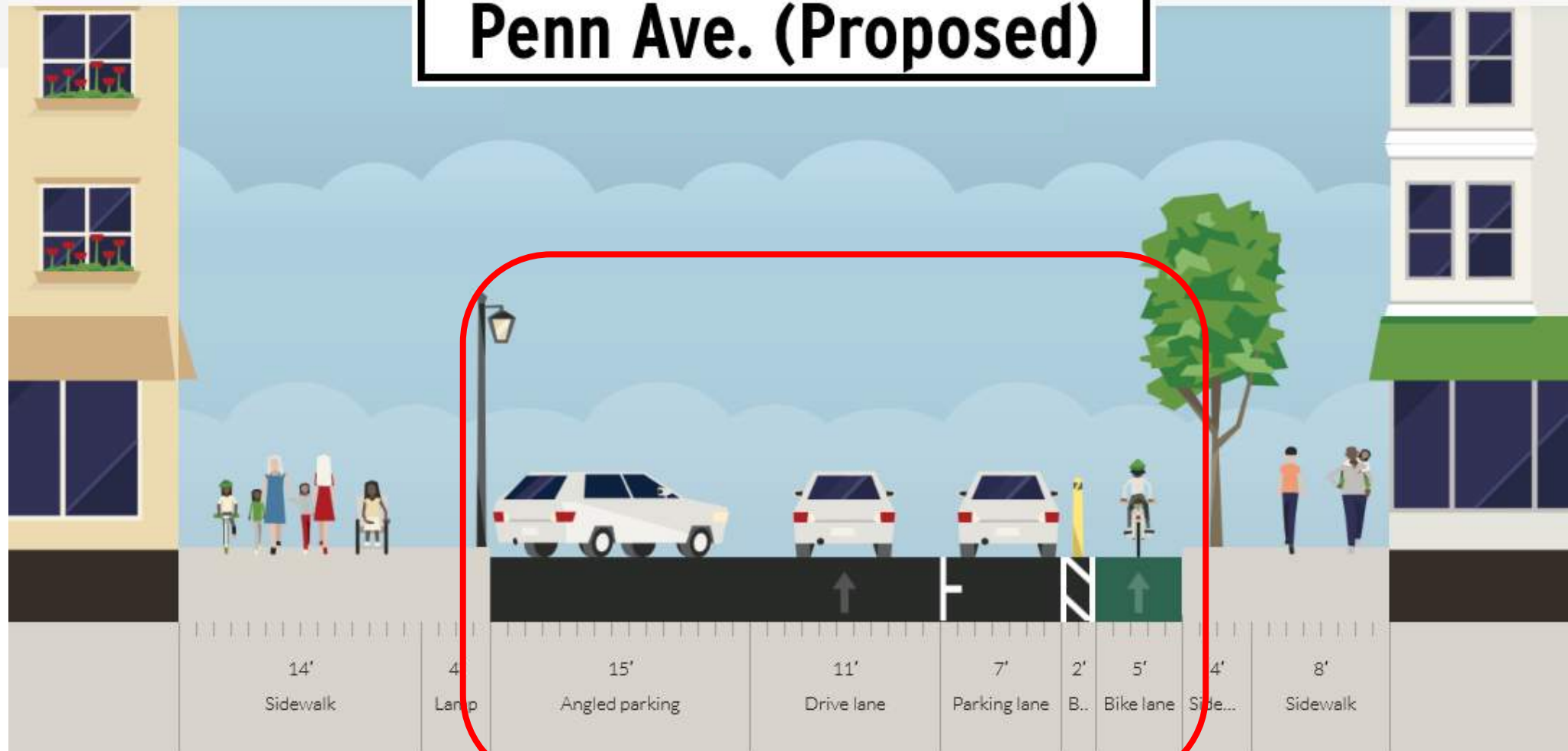
- 40' wide 1 lane/one way
- On-Street Parking (front-in Angled/Parallel)



Penn Ave (Existing)



Penn Ave. (Proposed)



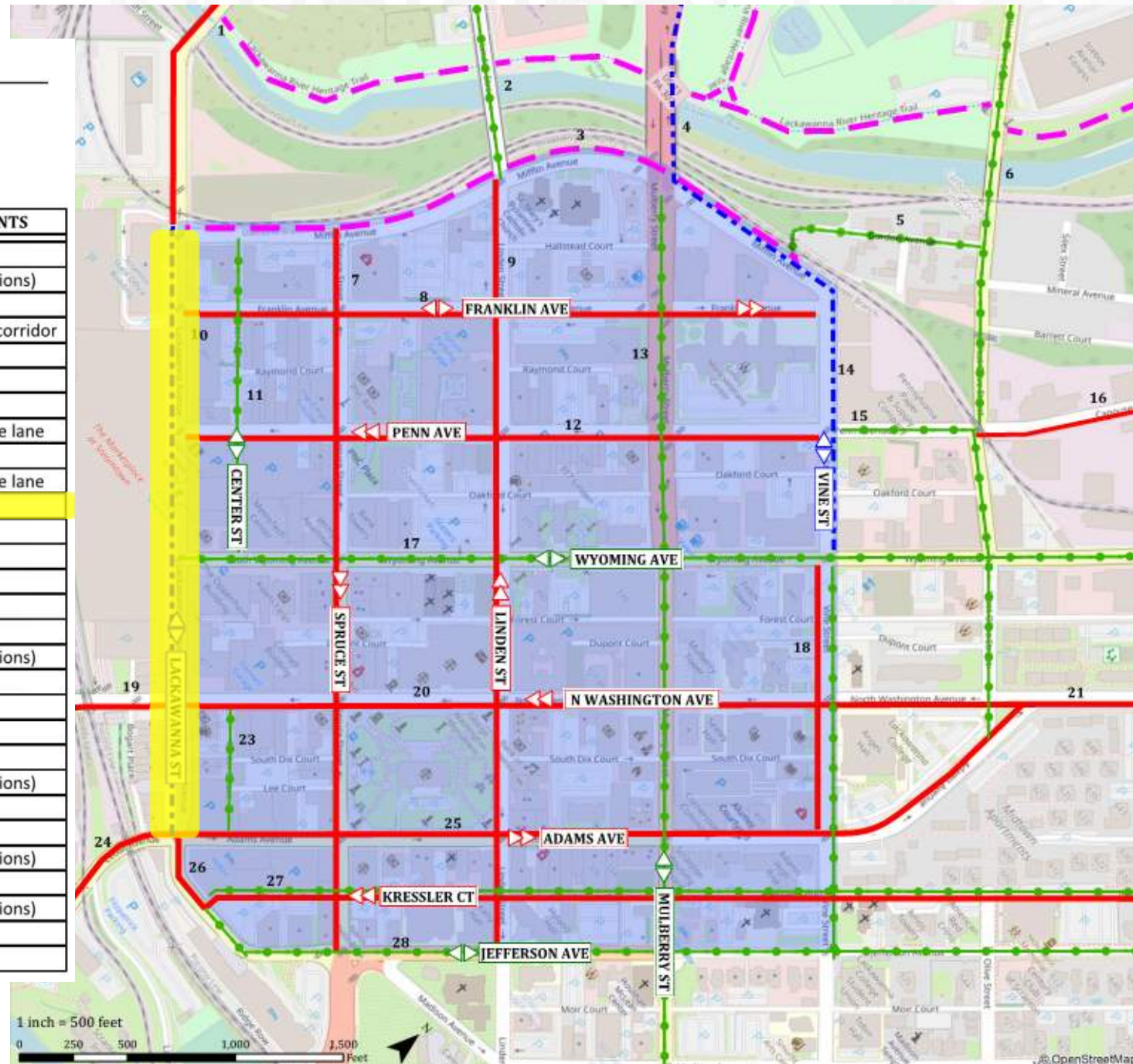
Lackawanna Ave

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Lackawanna Ave.

- Varies (55'-60') wide 4-5 lane /two way
- Heavy traffic
- On-Street Parking (Both Sides – varies)

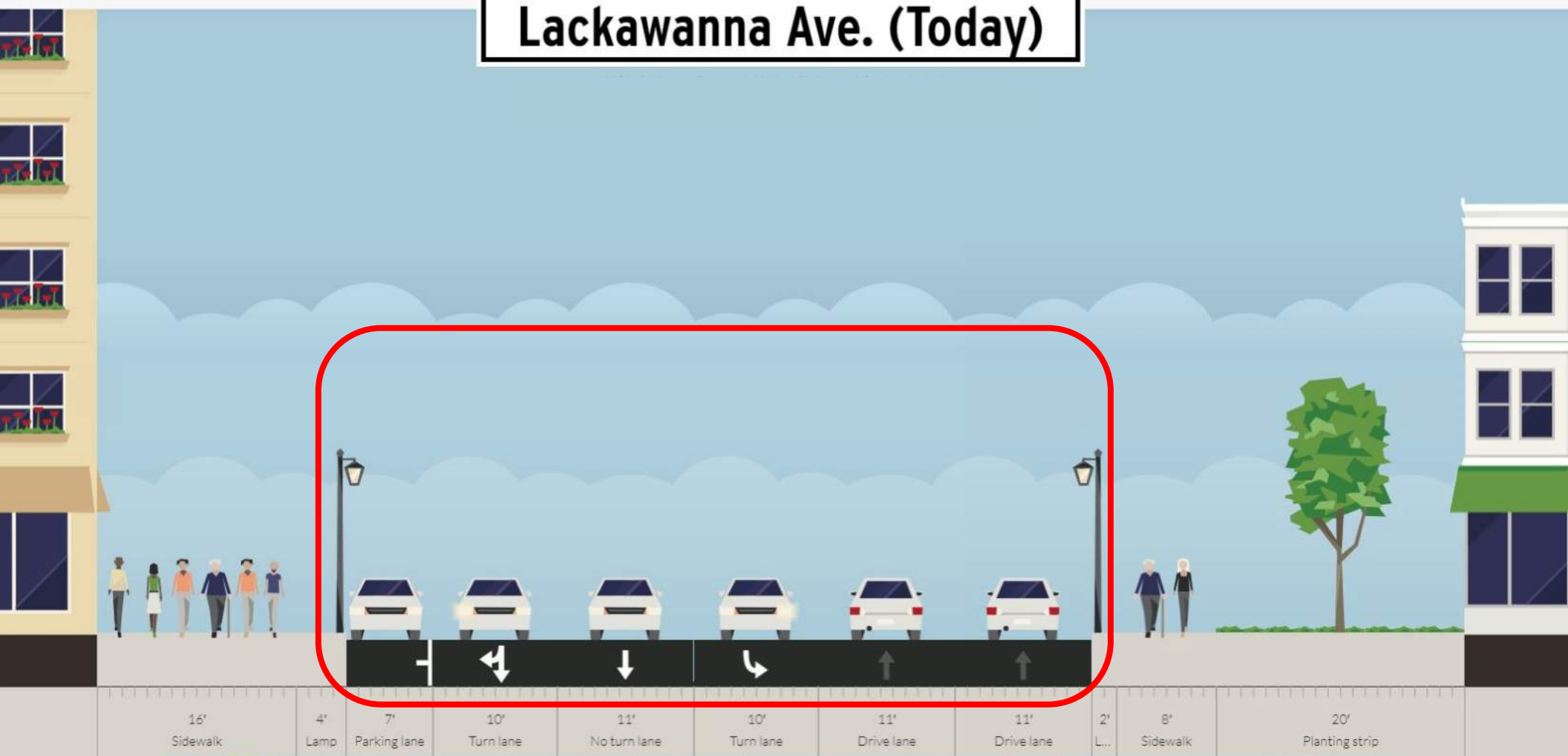


Lackawanna Ave.

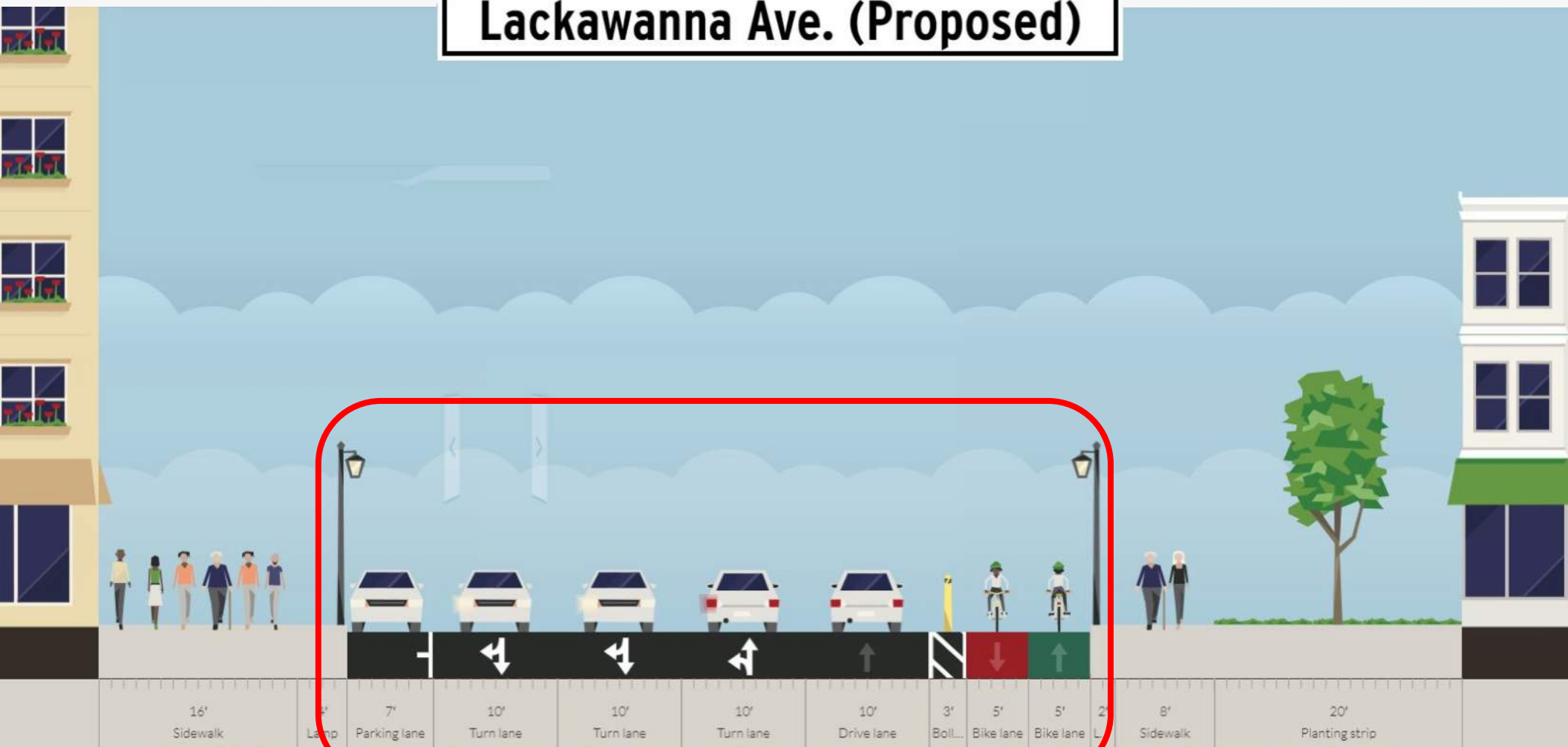
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- Heavy traffic
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Lackawanna Ave. (Today)



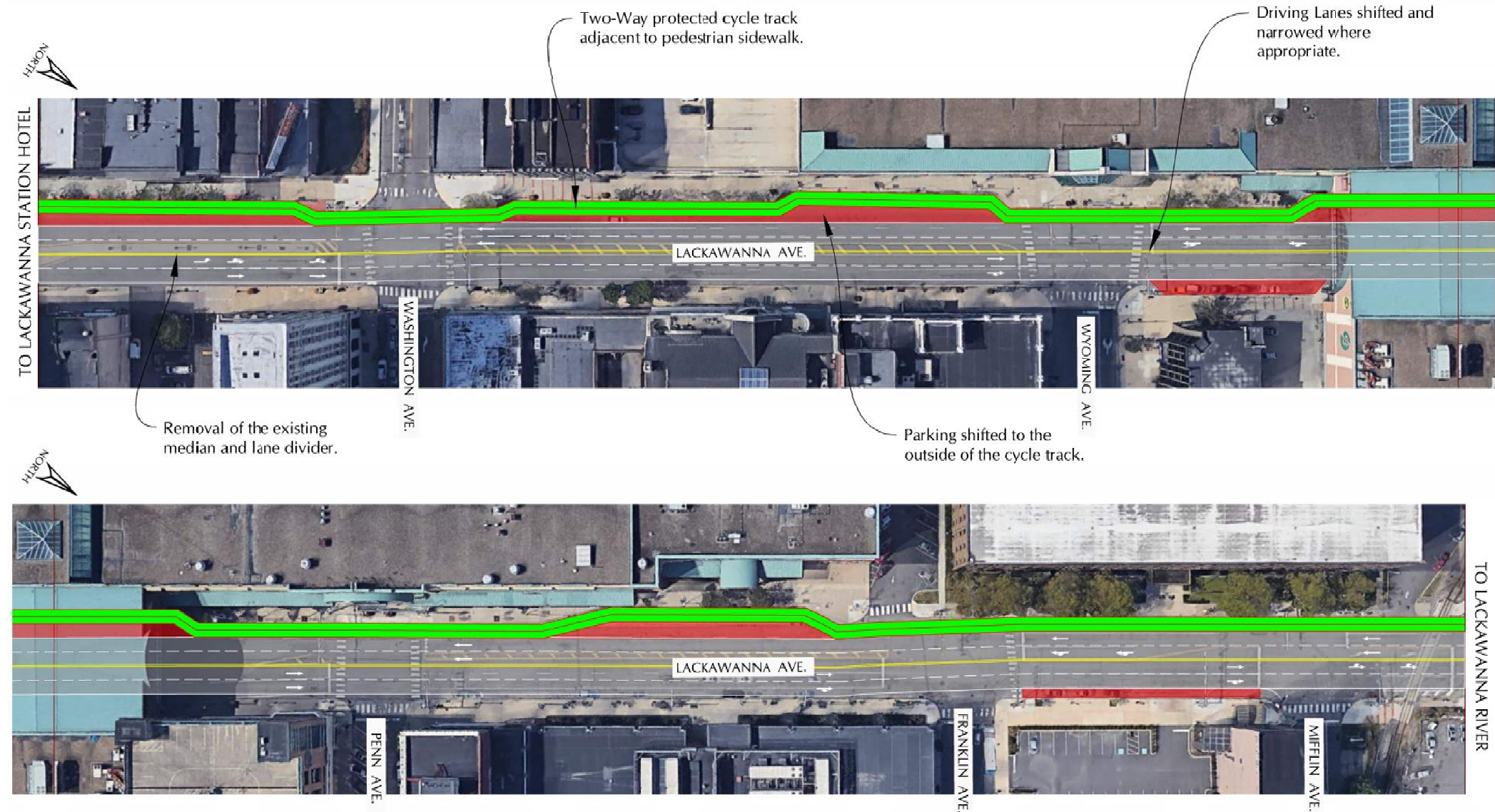
Lackawanna Ave. (Proposed)



Lackawanna Ave – Existing Conditions



Lackawanna Ave – Proposed Cycle Track Concept



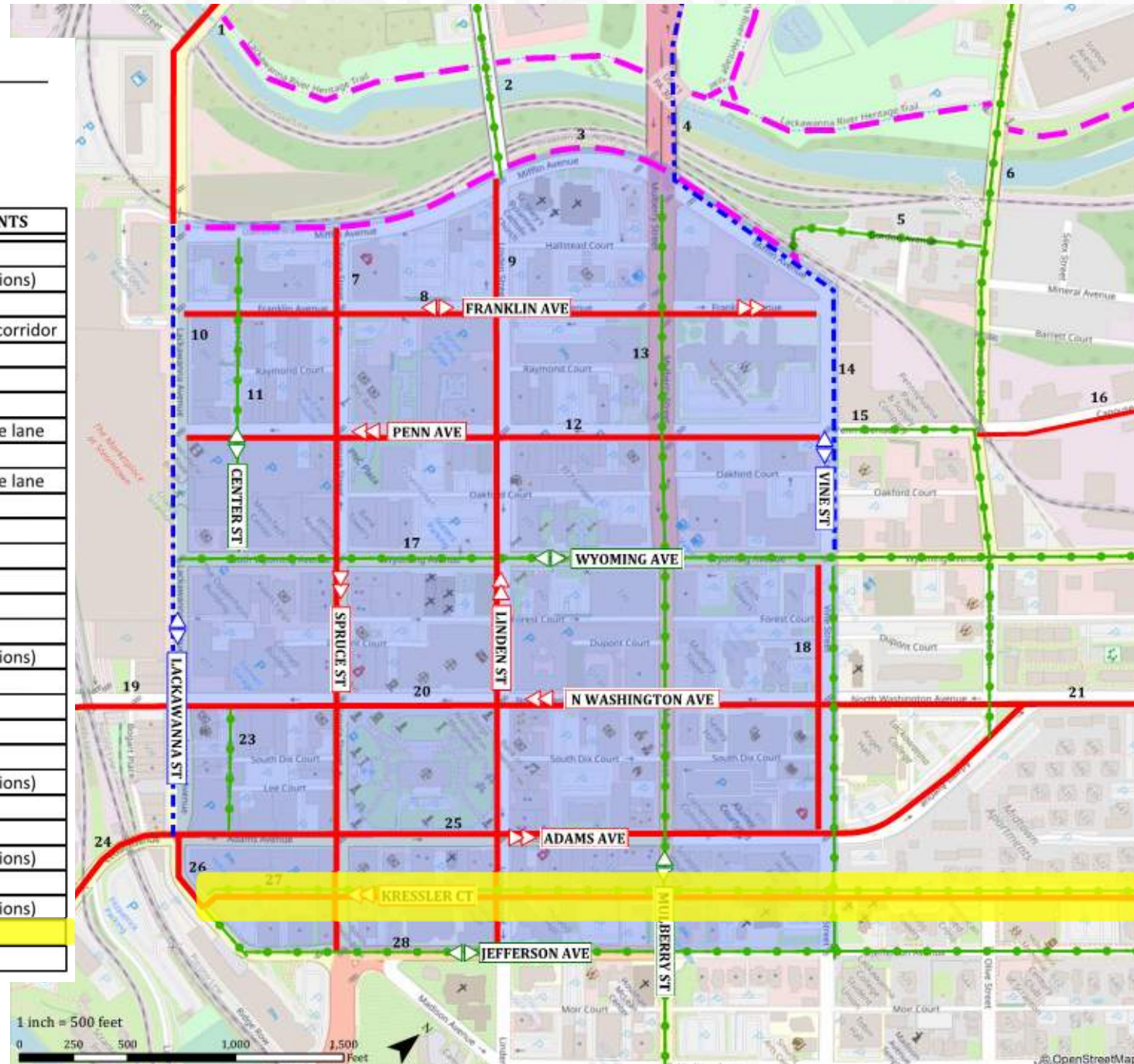
Kressler Court

LEGEND

- Bike Lane
- - - Two-way Cycle Track
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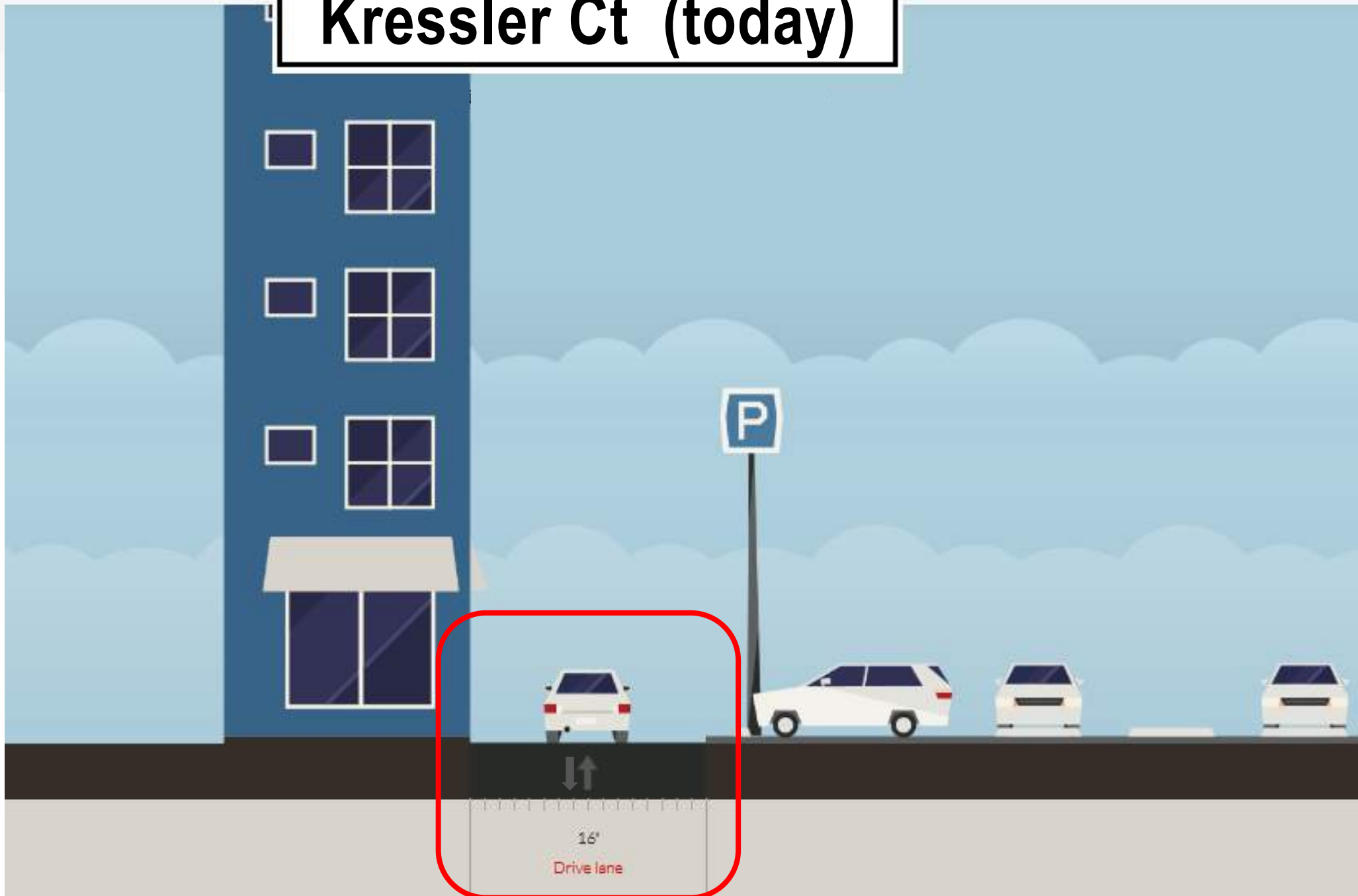


Kressler Court

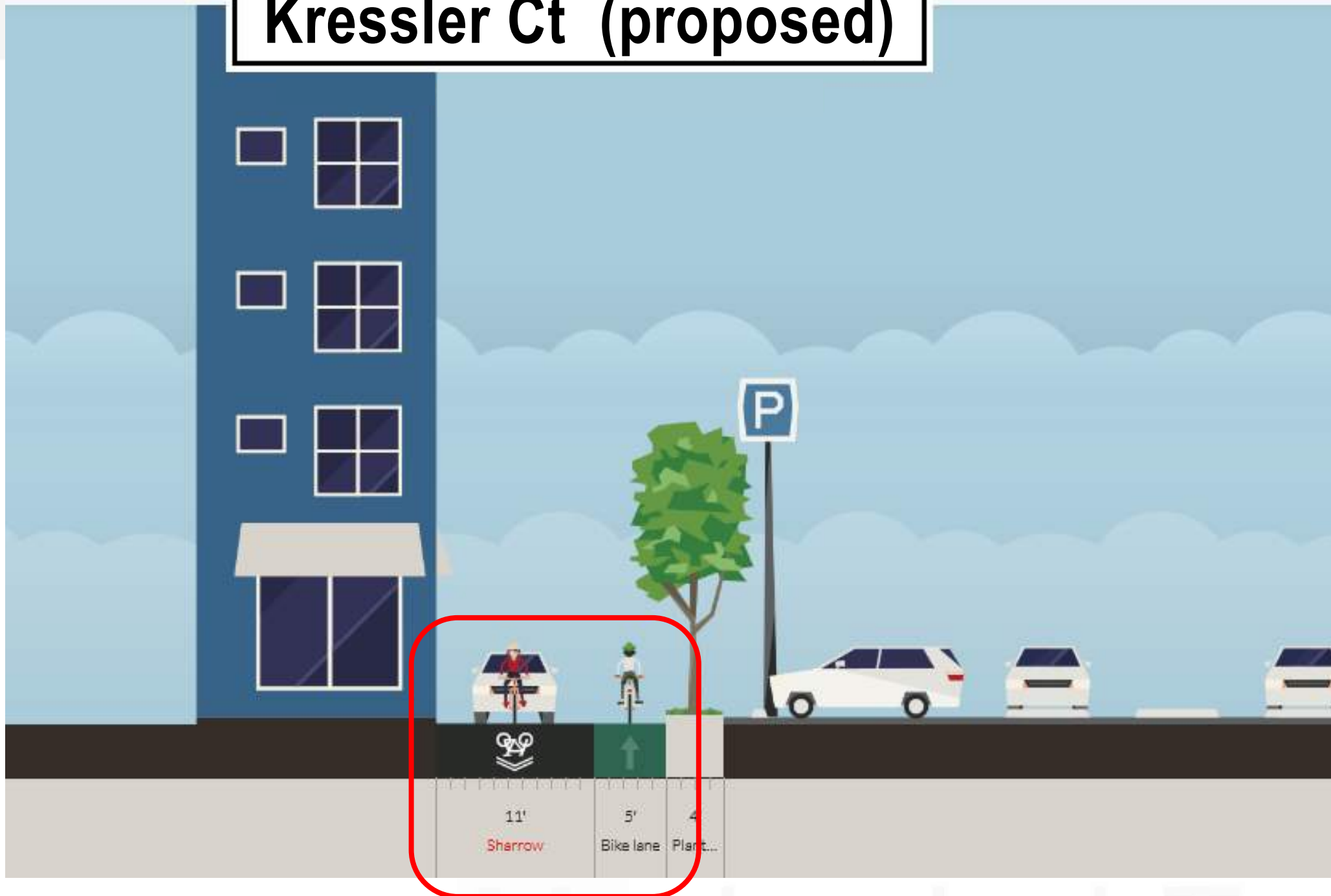
- 16'-18' wide.
- 1 way Access St.
- Light Traffic



Kressler Ct (today)



Kressler Ct (proposed)



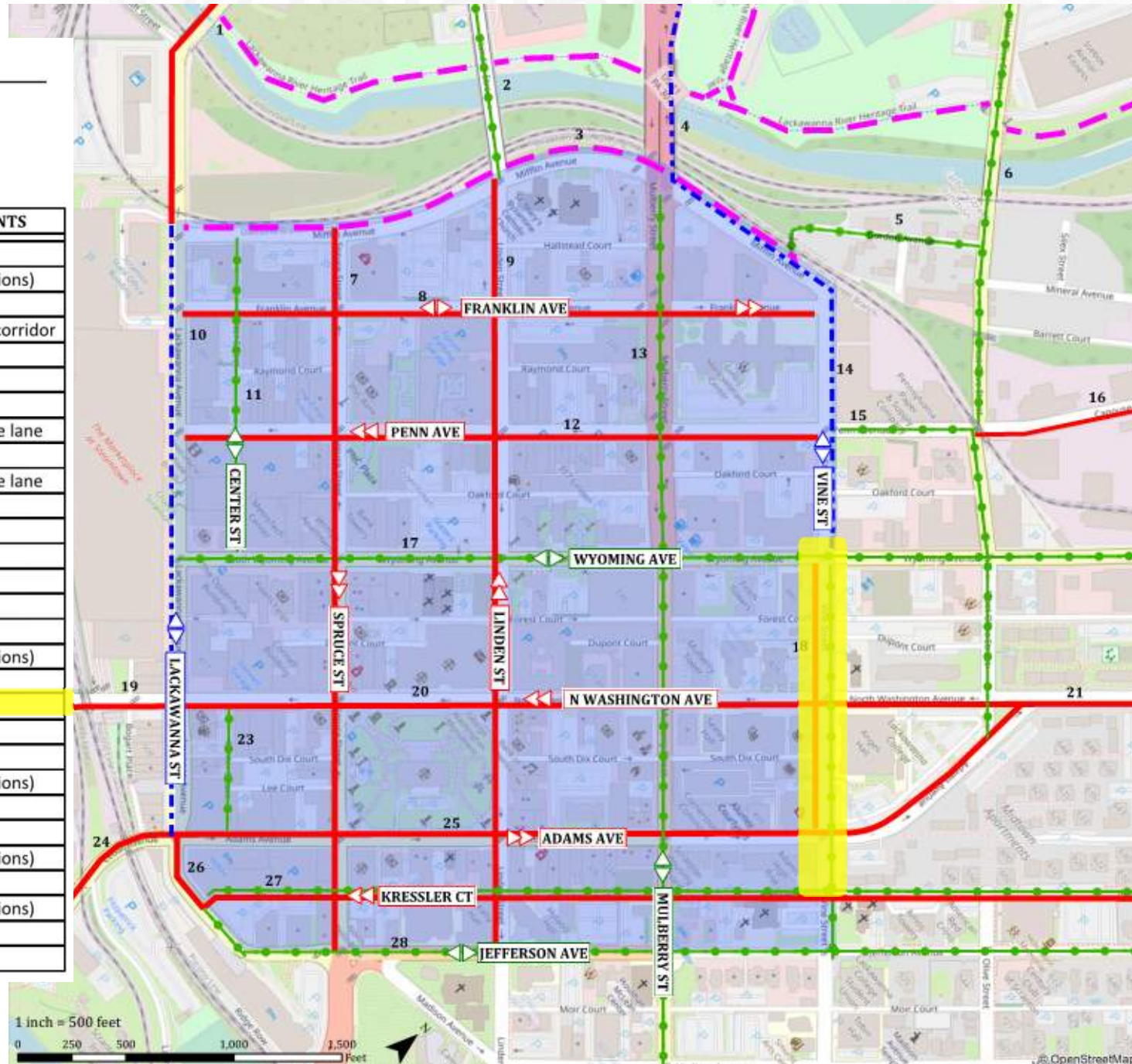
Vine Street between Adams and Wyoming

LEGEND

- Bike Lane
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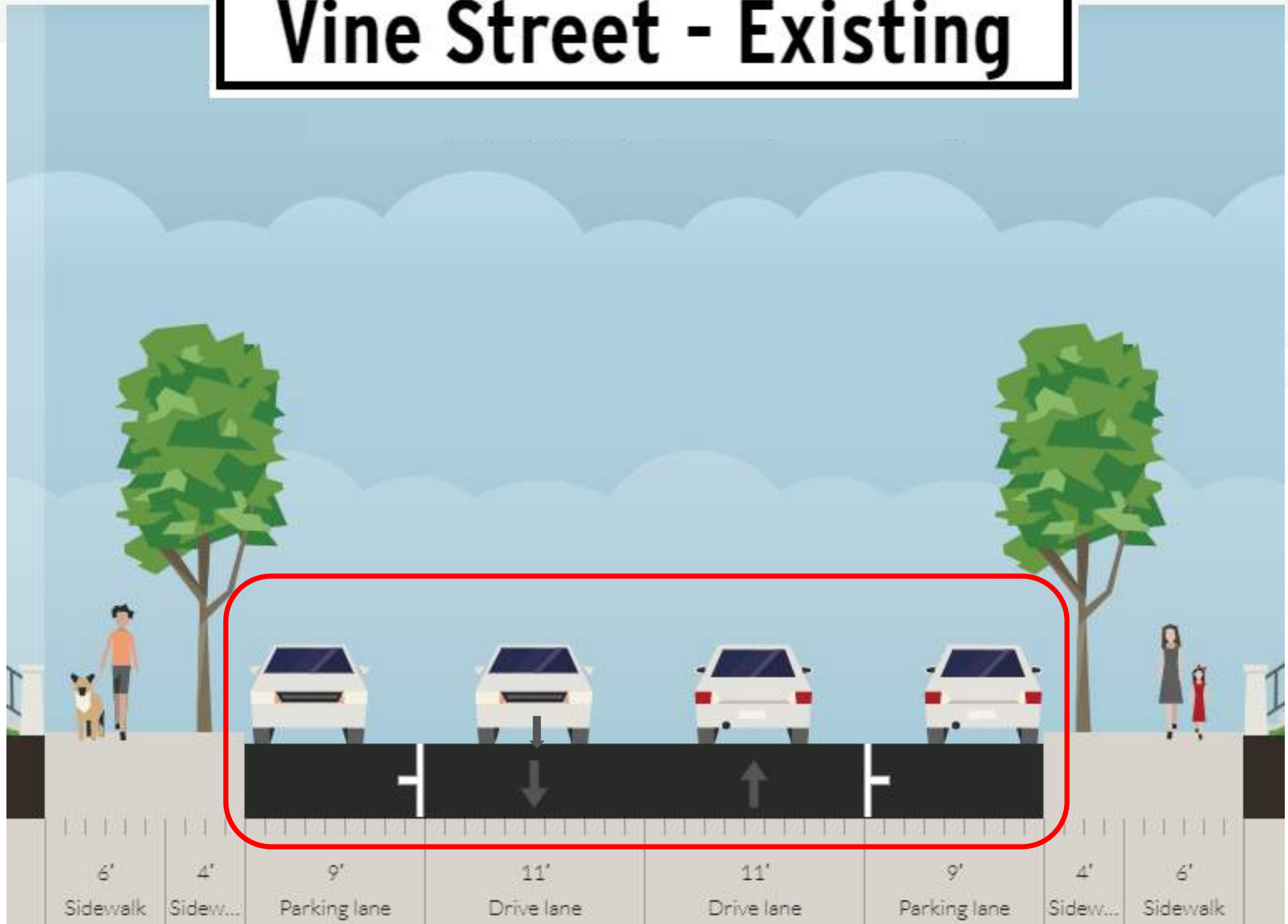


Vine Street btw Adams & Wyoming

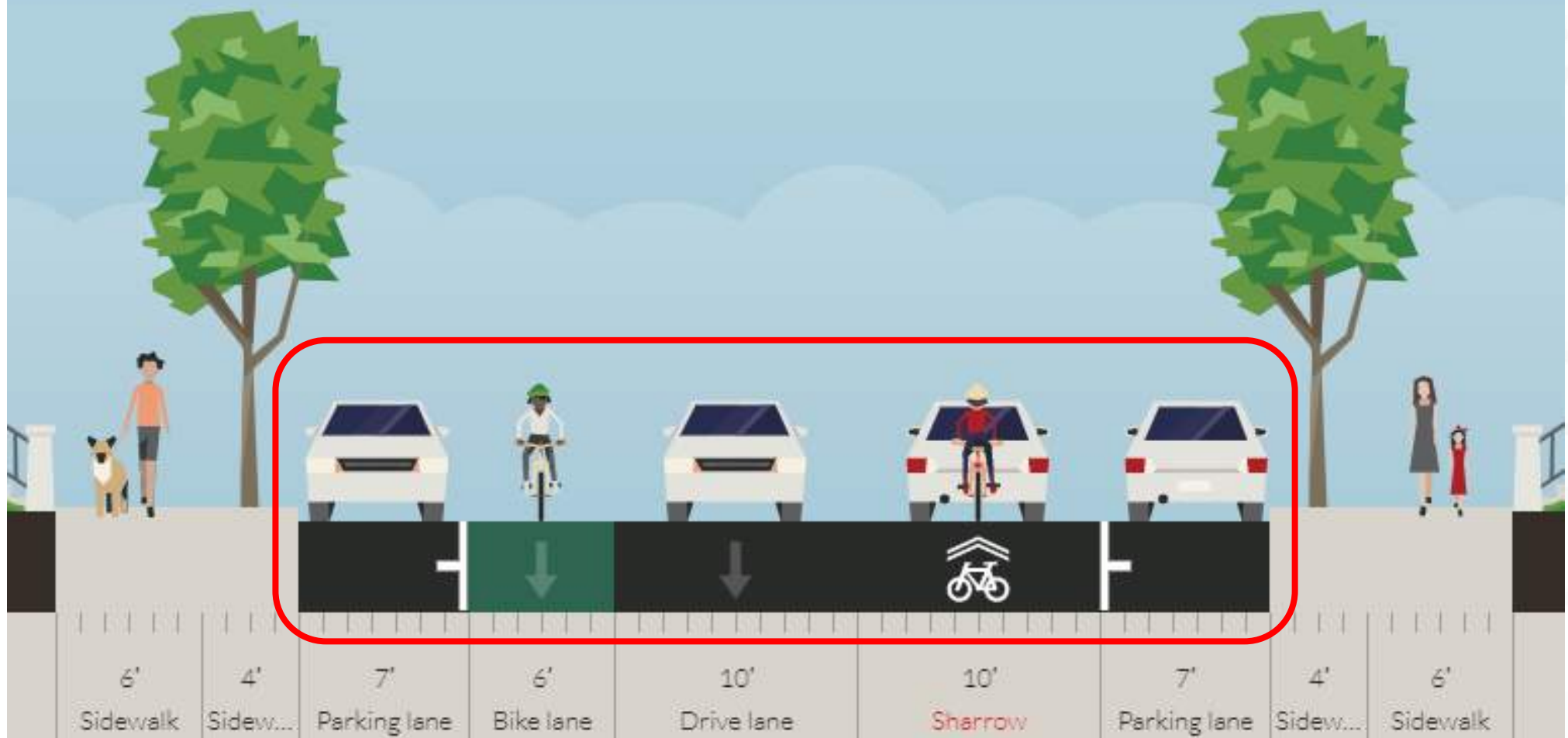
- 40' wide
- Two-way Street
- Parallel Parking Both Sides



Vine Street - Existing



Vine Street - Proposed



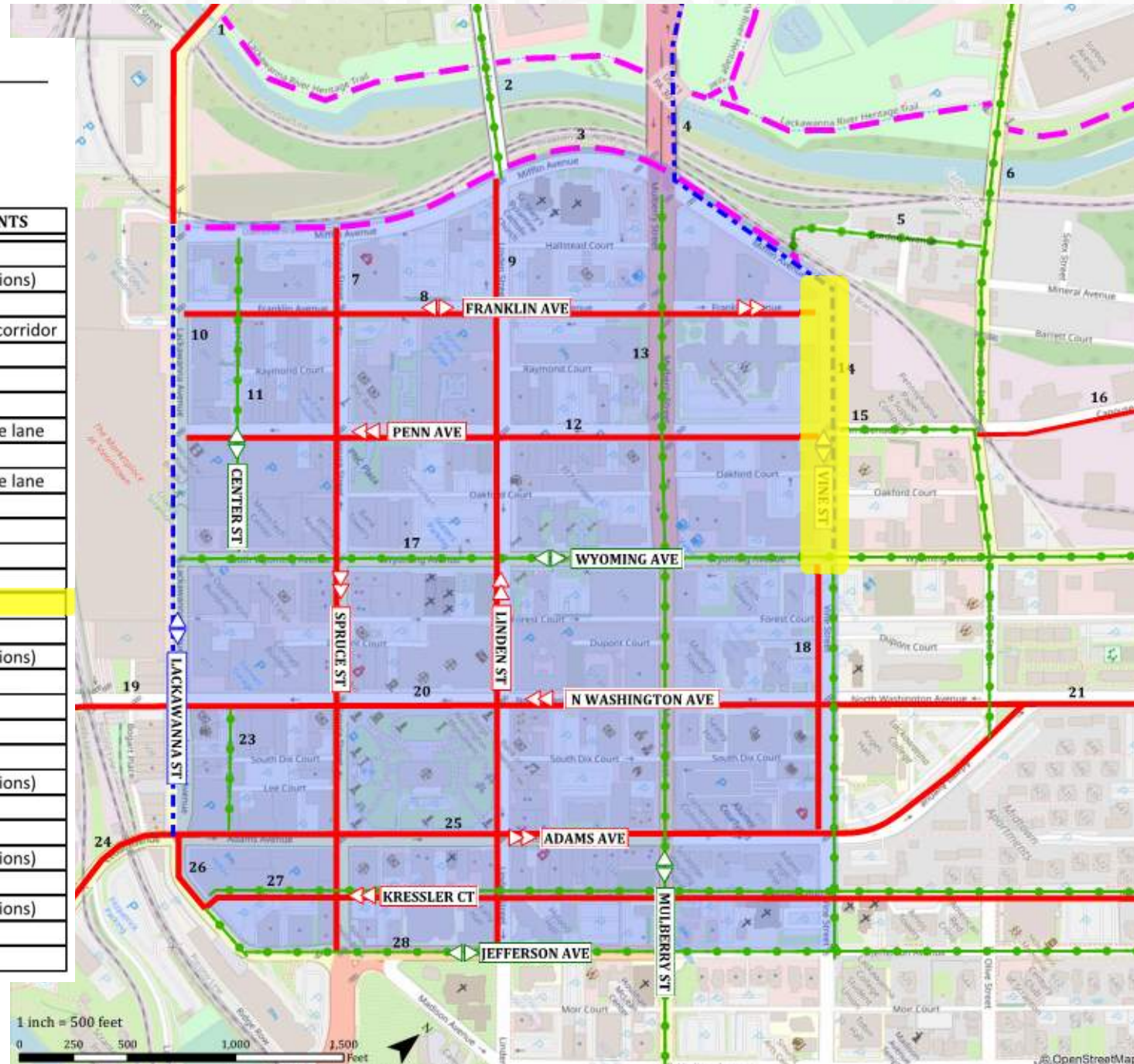
Vine Street between Mifflin and Wyoming

LEGEND

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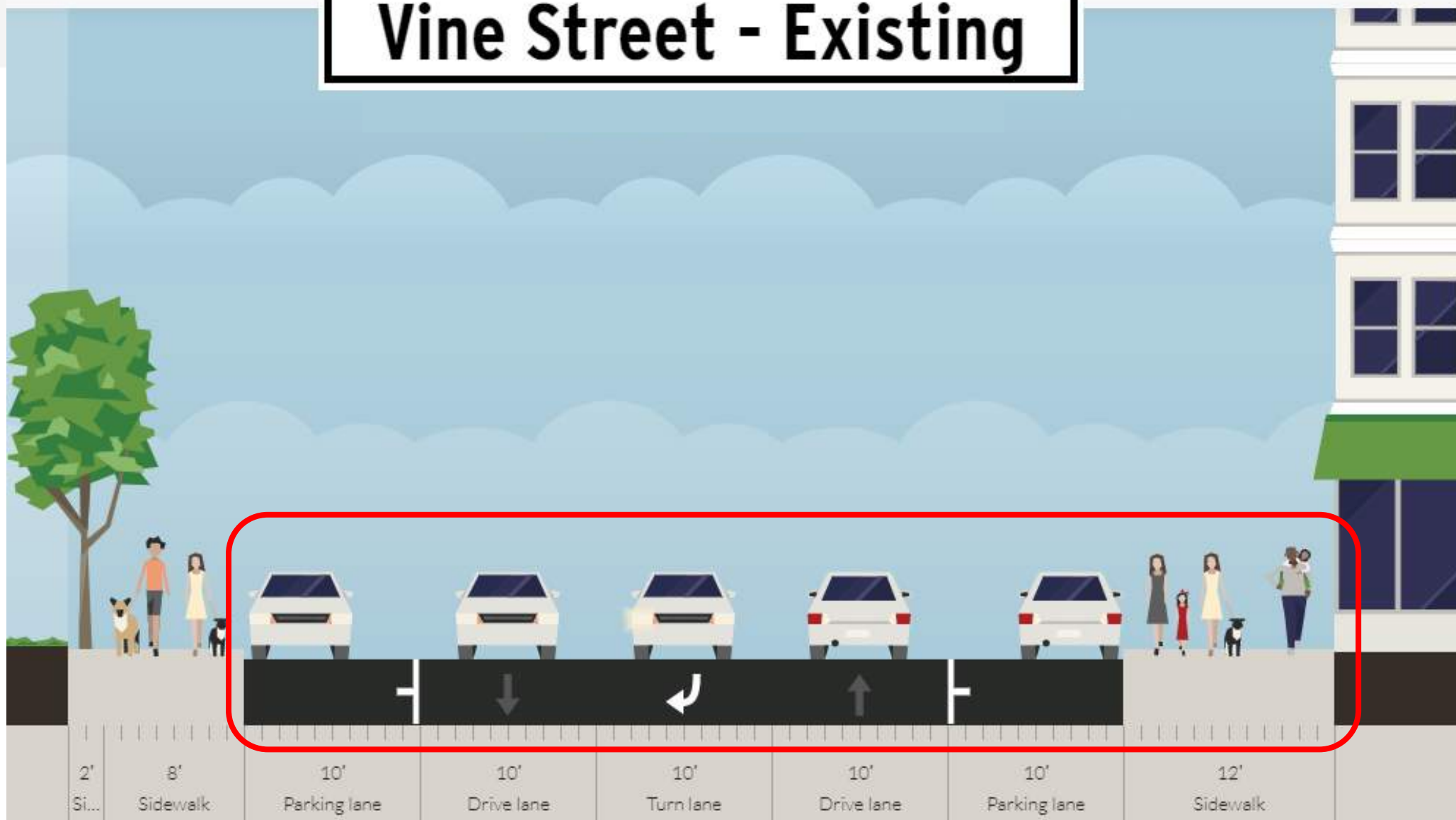


Vine Street btw Mifflin & Wyoming

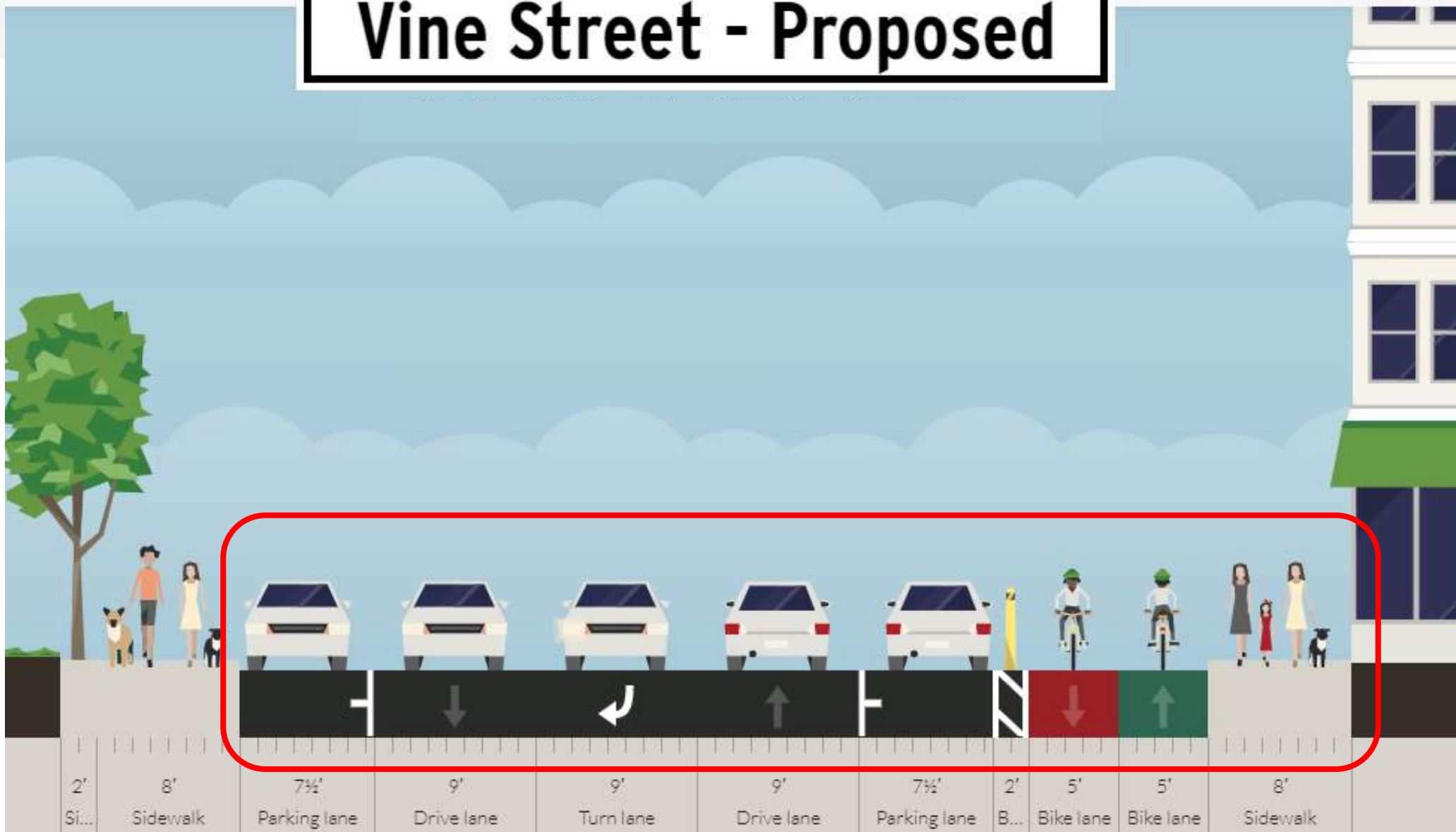
- 49' wide
- Two-way Street
- Parallel Parking Both Sides



Vine Street - Existing



Vine Street - Proposed



Comments? Questions?



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