

Appendix A | Public Participation

A.4 Stakeholder Meetings

- November 11, 2019 Wilkes-Barre
- November 18, 2019 Scranton



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Stakeholder Meeting: Wilkes-Barre

Project Name: Scranton / Wilkes-Barre Bicycle / Pedestrian Study

Project #: 1000519

Service Task: 00DSNLA

Location: THINK Center, lower level of 7 S. Main St., Wilkes-Barre

Date: 11/12/2019

Time: 2:00 pm

Attendees:

Stephanie Milewski, Isett

Tim Sisock, Isett

John Petrini, Transportation Planning Director, Luzerne County

Chris Chapman, Transportation Planner, Luzerne County

Matthew Jones, Lackawanna County Planning

Tony Brooks, Wilkes-Barre Preservation

Janet Sweeney, Pennsylvania Environmental Council

Larry Newman, Diamond City Partnership

Richard Williams, Wyoming Valley resident, avid cyclist

Brian Ferry, Wilkes-Barre Planning Office, avid cyclist

Mike Wood, Wilkes University

Tom Butchko, Kings University

Michele Schasberger, Wilkes-Barre YMCA

Purpose:

Review proposed bicycle and pedestrian improvements in downtown Wilkes-Barre.

Comments / Discussion:

1. Stripe River Street sidewalk with bicycle and pedestrian lanes. Reduce 14' multi use path along River Street to 12': 4' pedestrian and two 4' bicycle lanes. Increase tree lawn to 4'+. Wide tree lawn along South River Street makes it more comfortable over North River Street.
2. In further discussion, Rick and Tony requested the bike lanes move into River Street. They would like to see the lanes narrowed to help facilitate traffic calming. The current treatment has not worked.
3. How will River Street be crossed at Jackson Street?

4. Matt Jones requests protected bike lanes for cyclists that are not comfortable biking alongside vehicles. On Northampton Street we proposed converting the two 11' lanes and 8' parking lane to two 5' bikes lanes, a 12' driving lane, and 8' parking lane. Jones suggested changing it to two 4' bike lanes, 3' buffer that is striped and/or has a rumble strip to alert drivers they crossed into the bike lane, an 11' drive lane, and 8' parking lane.
5. Green bicycle lanes are important visual cues to drivers that those lanes are for bicycles.
6. Deliveries on Franklin Street are a problem, especially near Market Street.
7. Reminder that Jackson Street is a bus route. There may be some issues maintaining the proposed two way cycle track and drive lane the entire length of Jackson Street. The Pennsylvania Ave end has on-street parking, poor sidewalks, and not so desirable area of town.
8. Kings College recently purchased property on Pennsylvania Ave. The Jackson Street improvements would benefit Kings College.
9. How can the bike projects be implemented into spring 2020 projects? The city, Kings College, and Wilkes University have street improvement projects this spring that they would like to include the bike lanes into.
10. Larry has requested a presentation be made to the new city administration.
11. Wilkes University would like to see a city-wide bike share program. They want to connect to Kirby Park.
12. Zagster has contacted the city about a bike share program.

Recorded by: Steph Milewski

**Downtown Scranton
and Wilkes-Barre
Bicycle Study**

Wilkes-Barre Stakeholder Meeting - November 12, 2019

1

Agenda

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

2

Bicycle Facilities



3

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

4

Public Input



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Public Comment

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

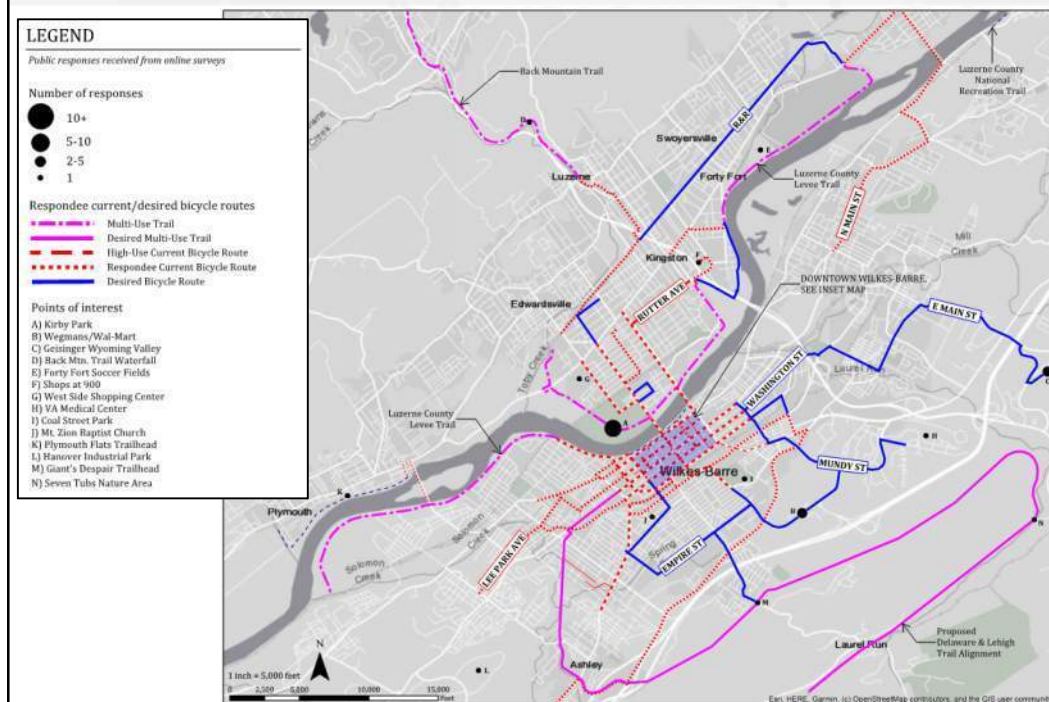
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Wilkes-Barre Public Comment

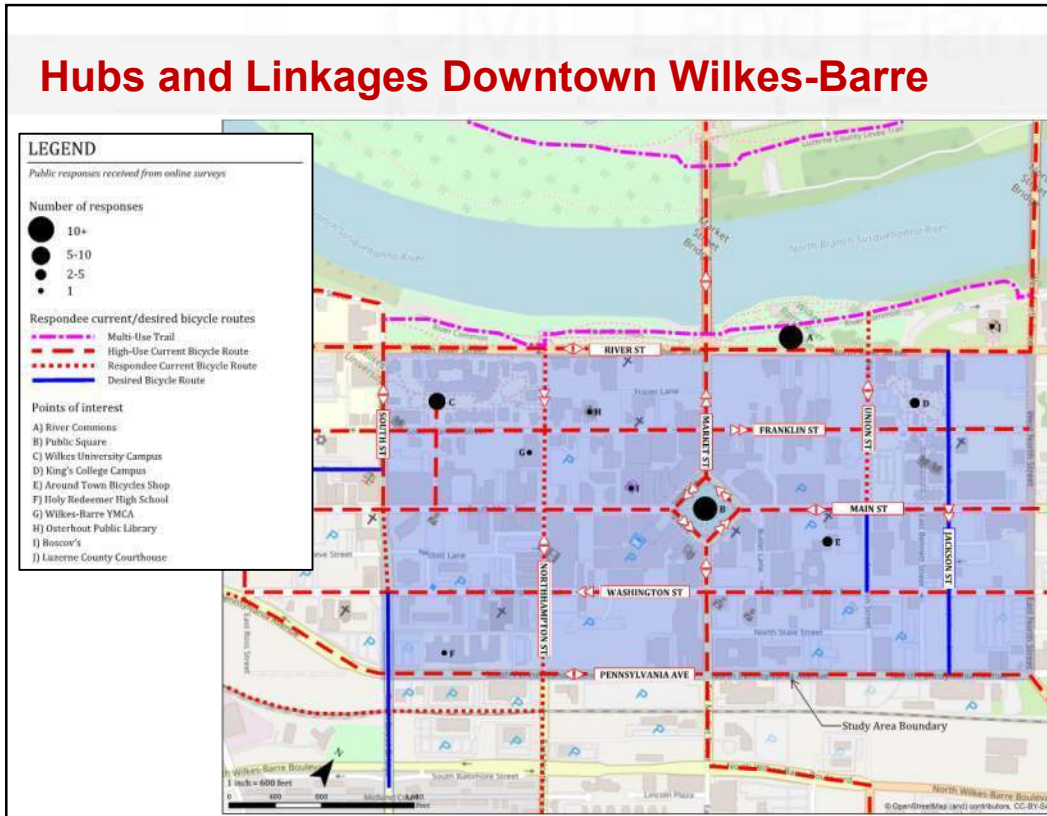


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Hubs and Linkages Greater Wilkes-Barre Area



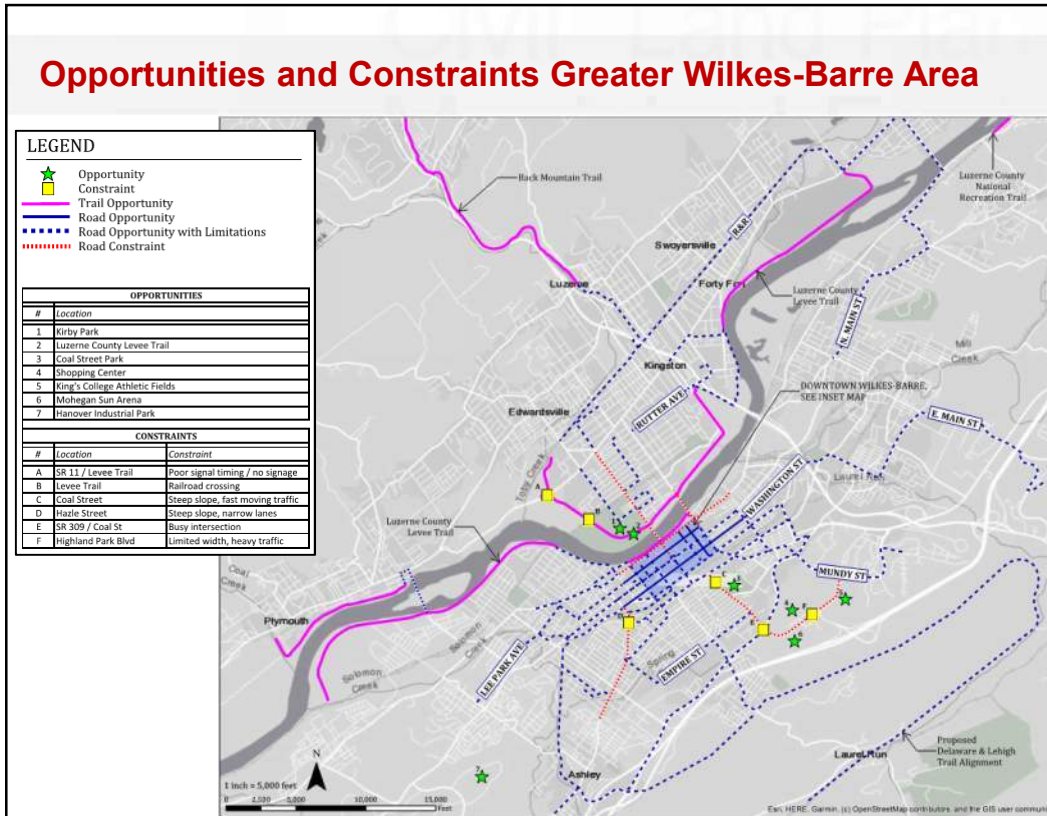
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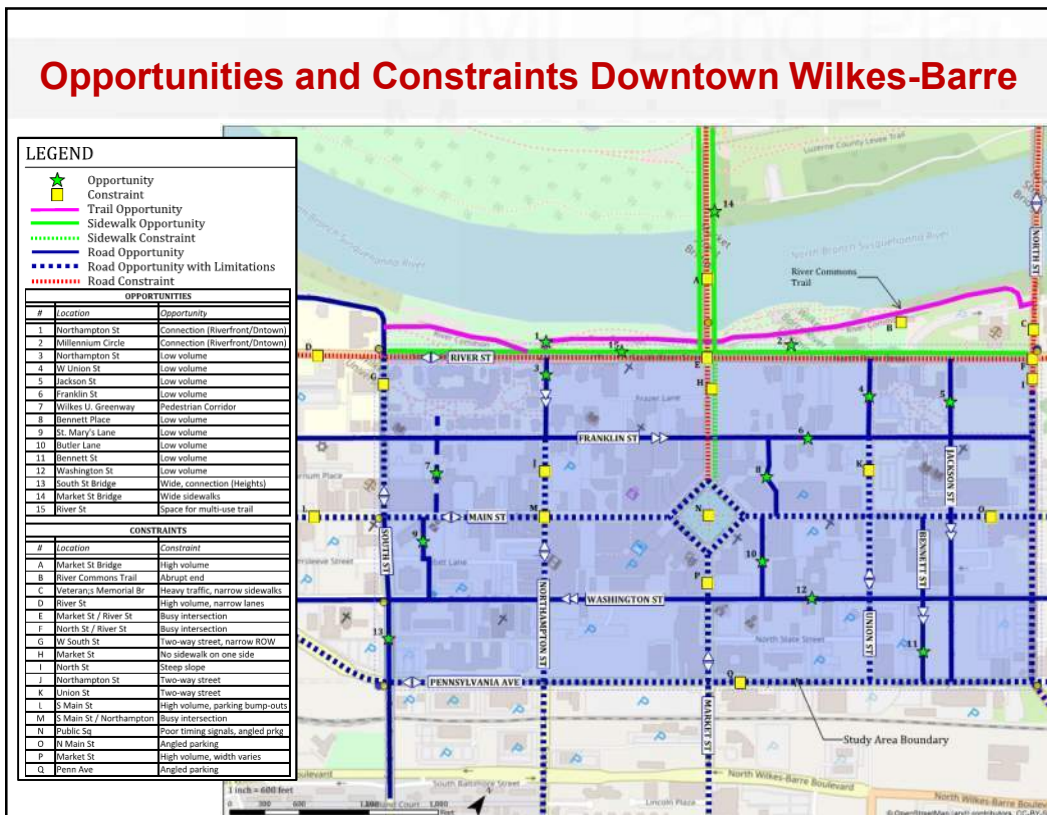
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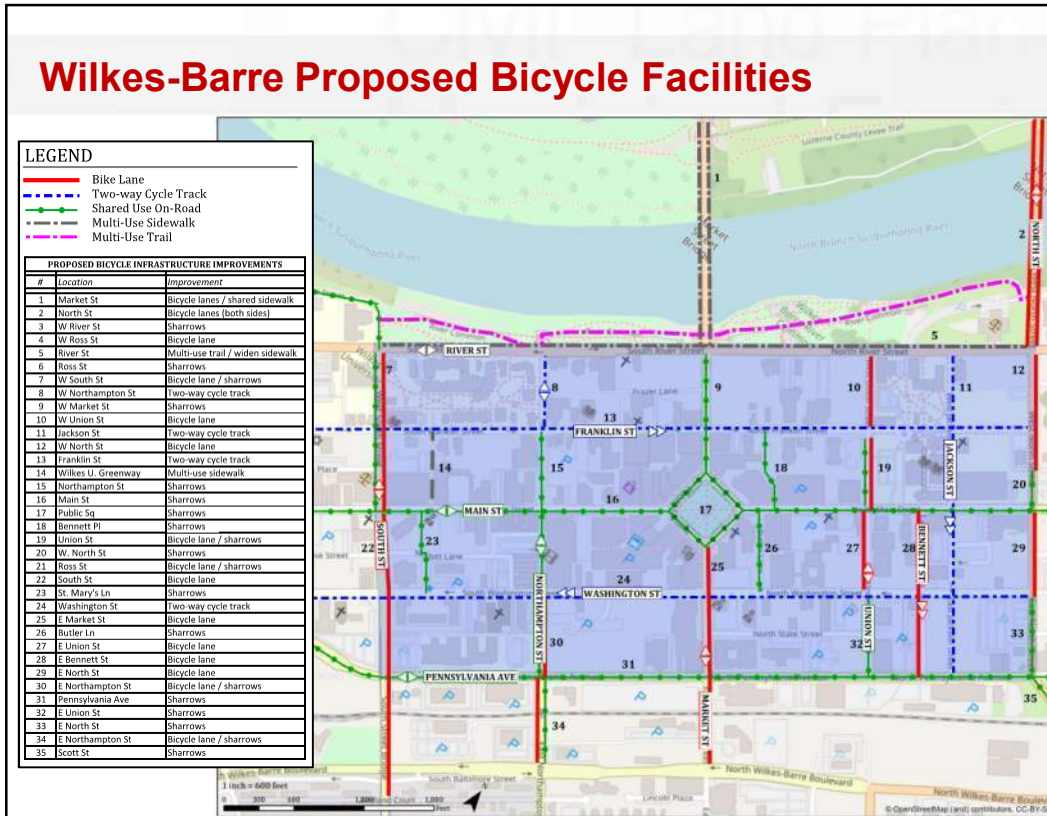
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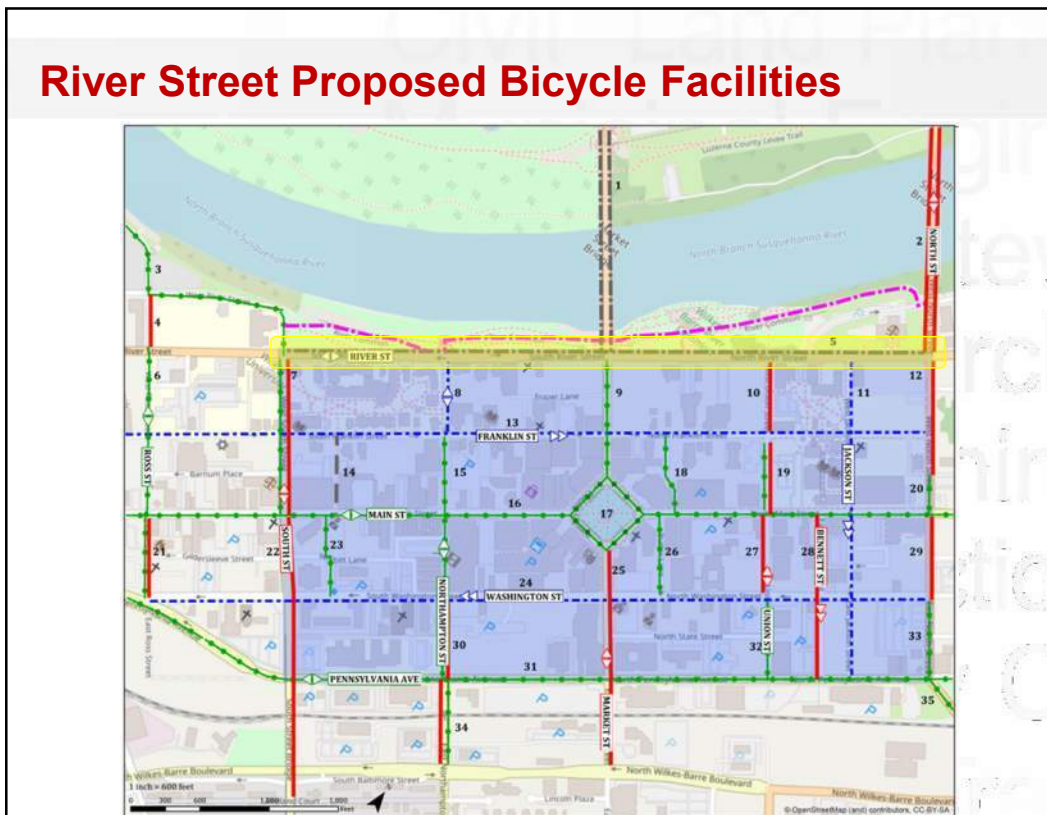
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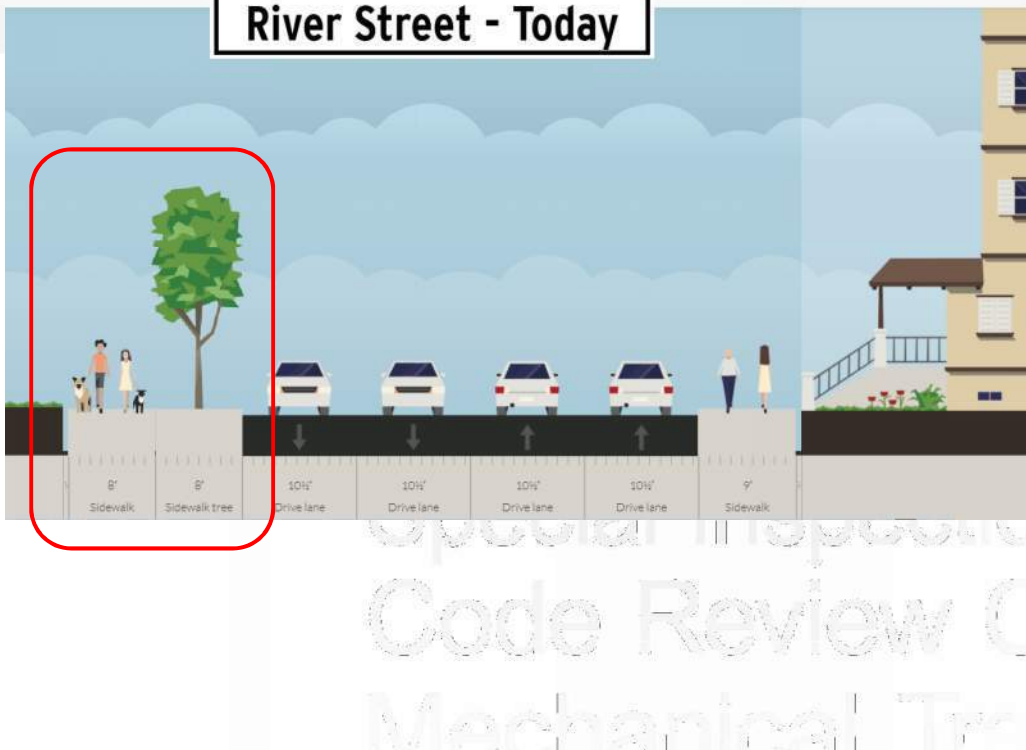
River Street

- 42' wide 3 to 4 lane road
- Heavy traffic
- 8' wide sidewalk with 8' wide treelawn

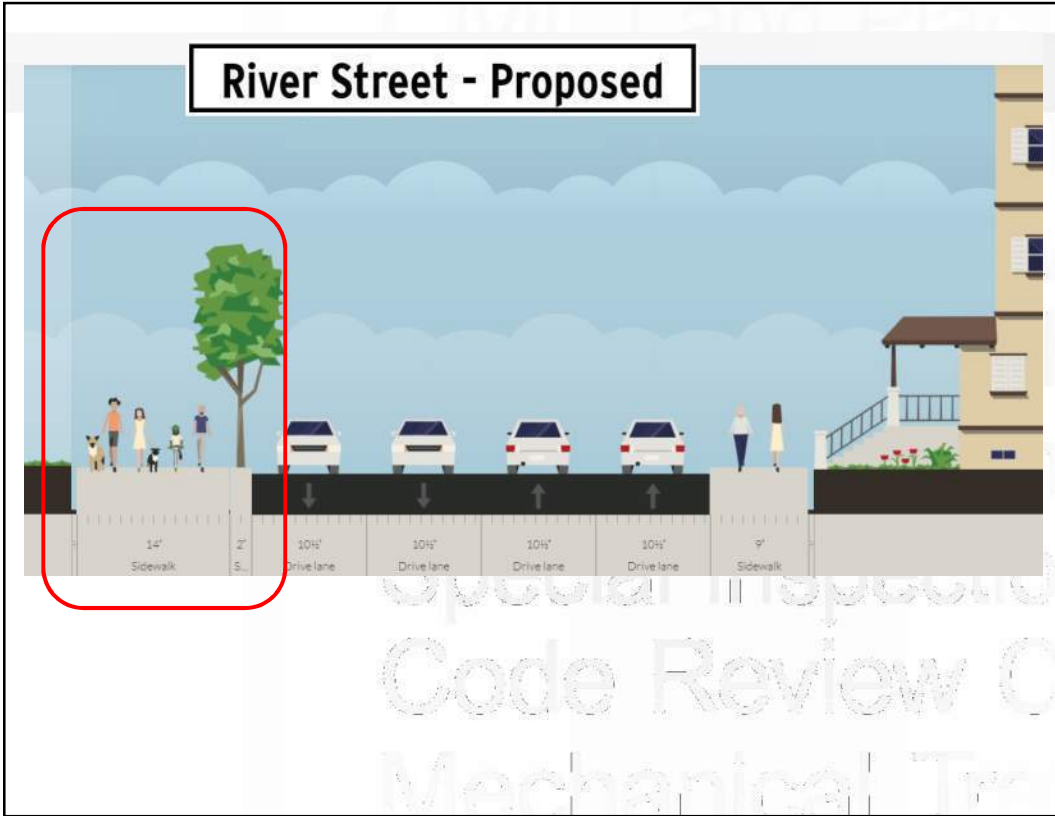


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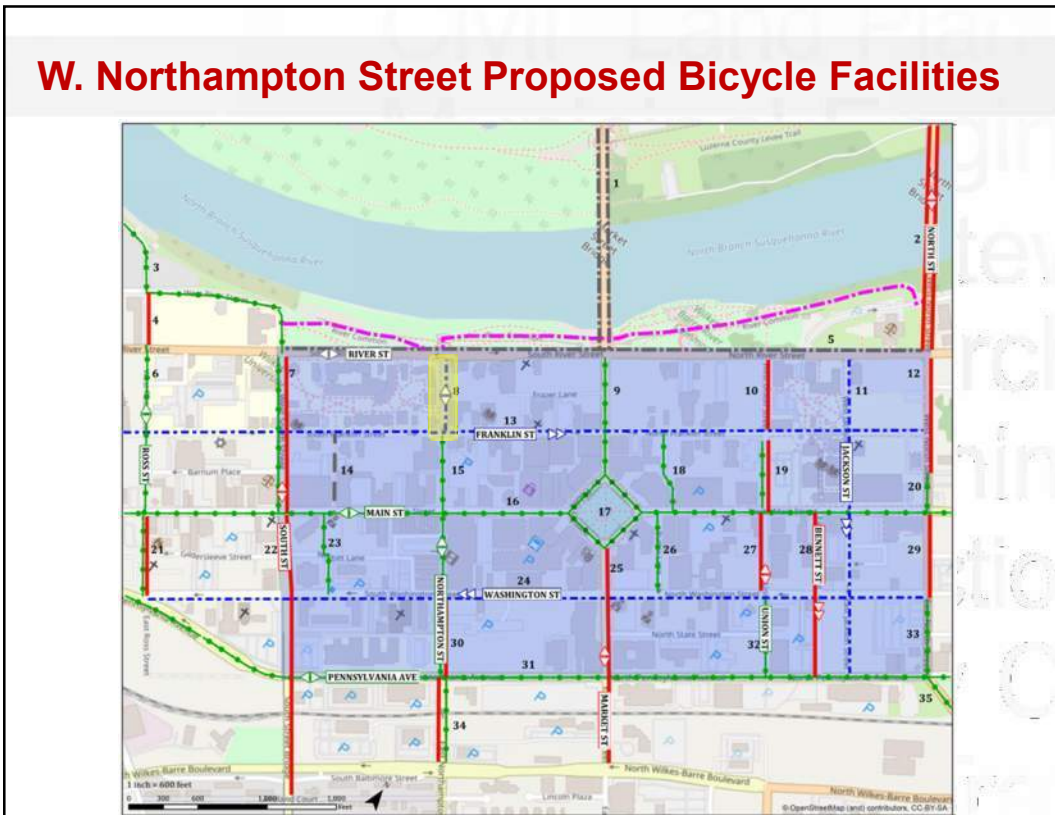
River Street - Today



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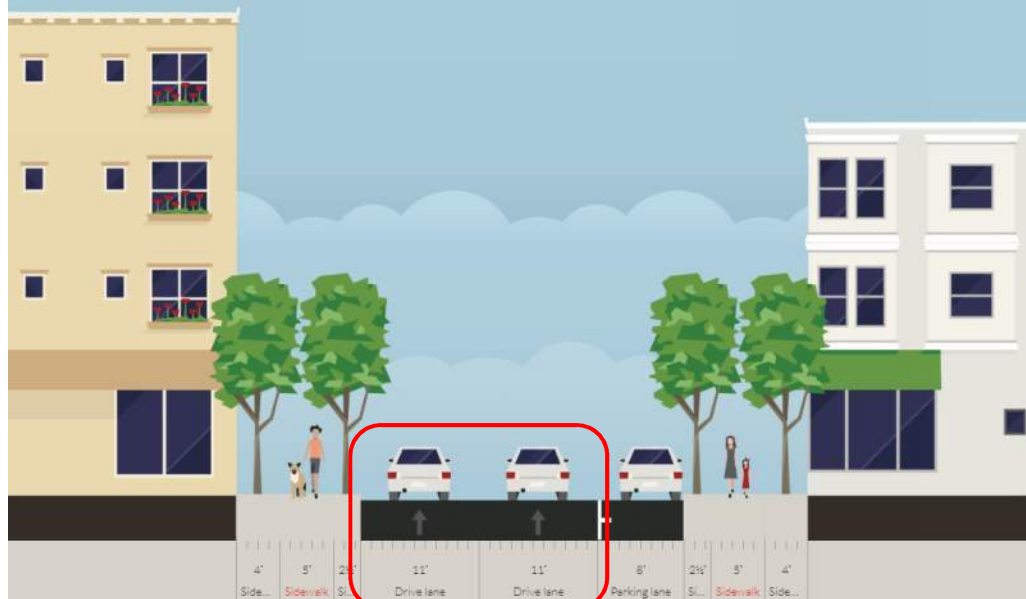
W. Northampton Street

- 30' wide road
- 2 lane / one-way
- Light traffic
- On-street parking (one side)

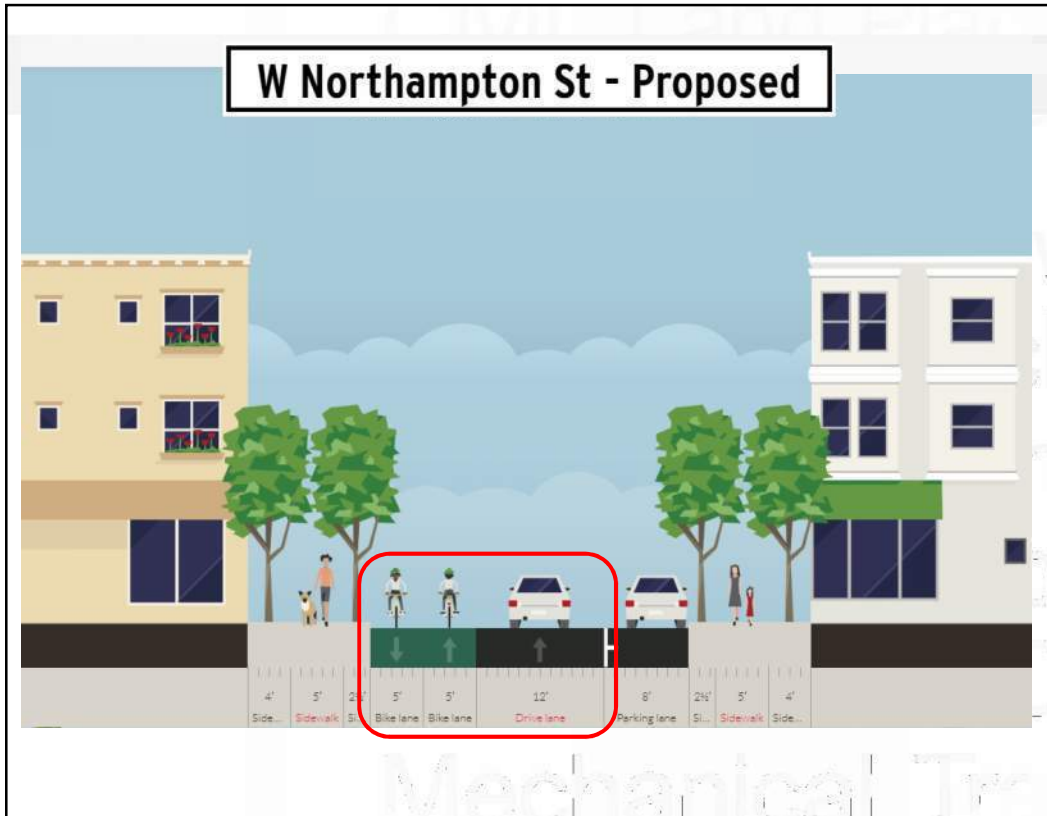


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W Northampton St - Existing



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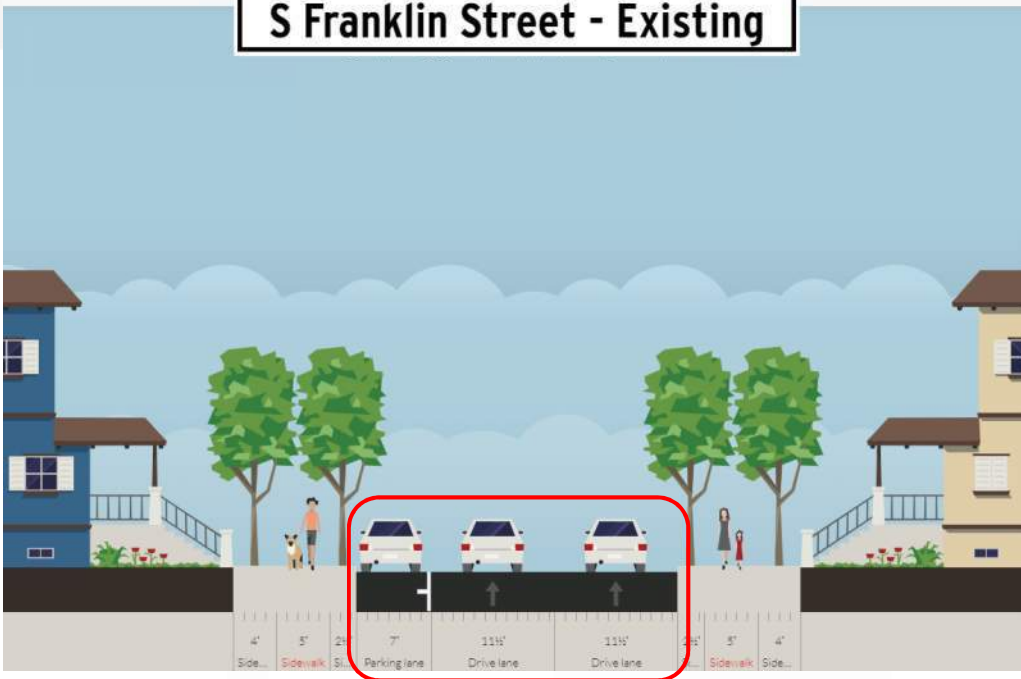
Franklin Street

- 30' wide road
- 2 lane / one-way
- Light traffic
- On-street parking (one side)

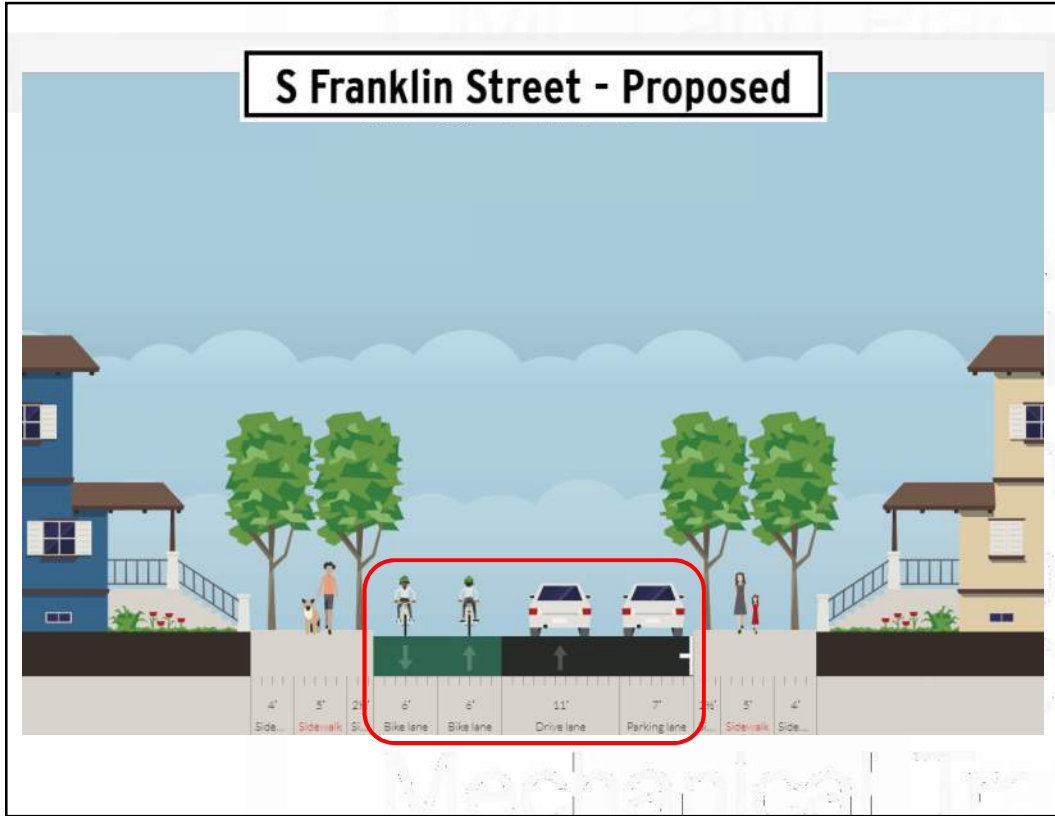


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S Franklin Street - Existing



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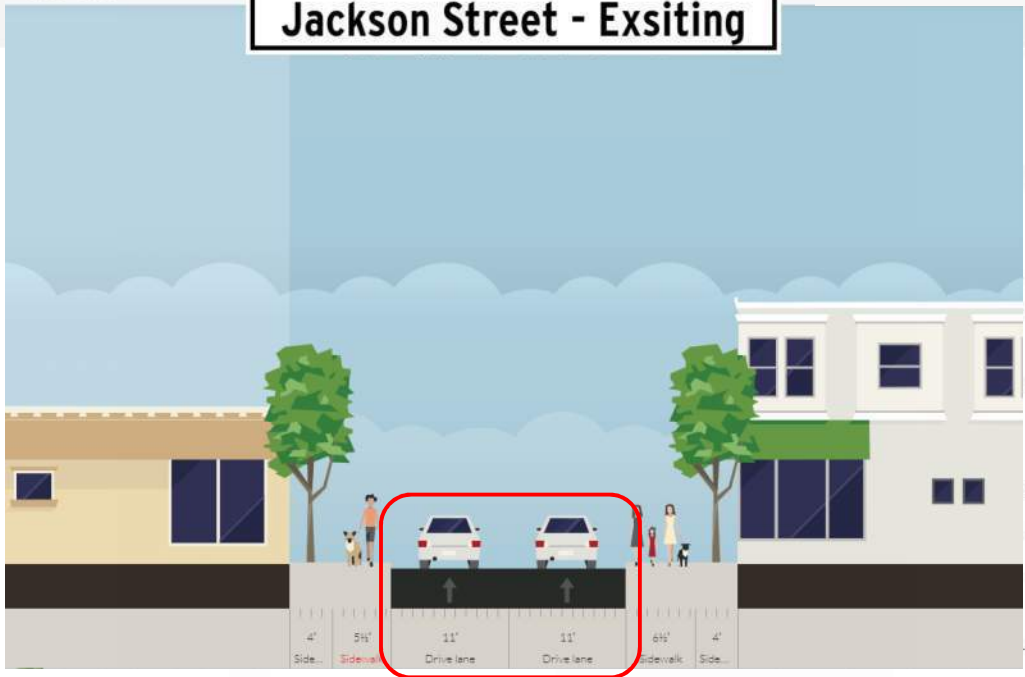
Jackson Street

- 2 lane one-way road
- Low volume road
- No parking
- Loading zones



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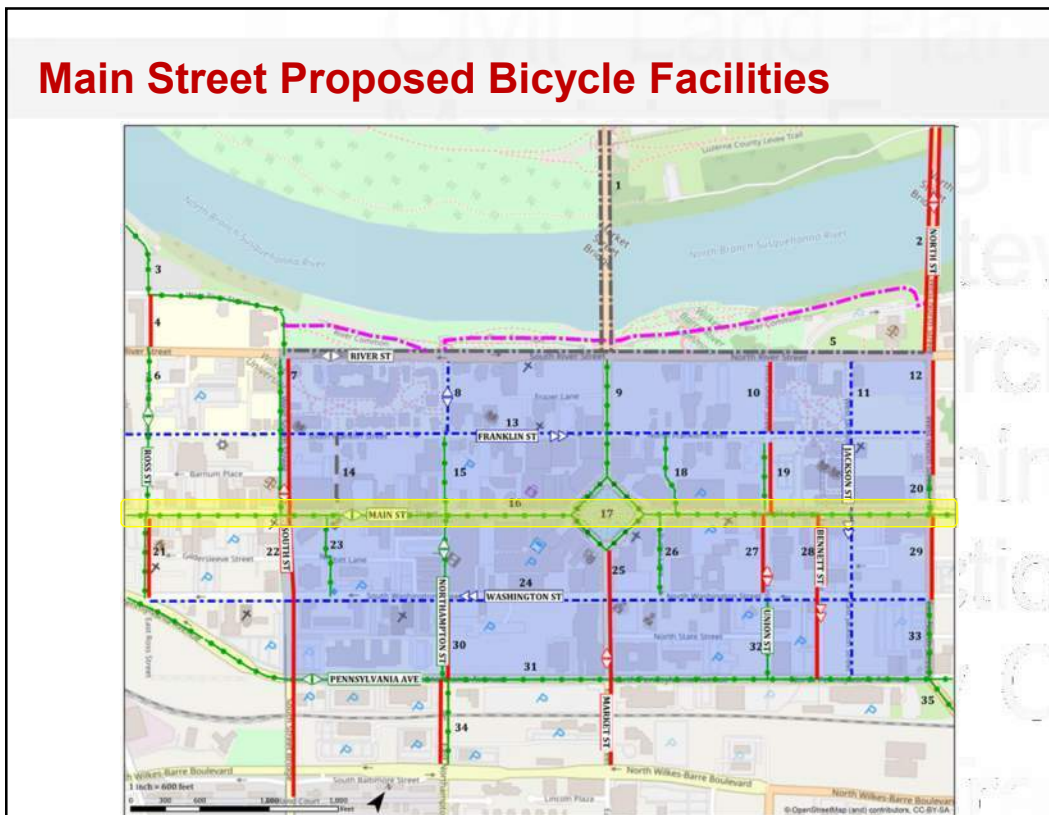
Jackson Street - Exsiting



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Main Street

- 48' wide road
- 2 lane two-way road
- High volume road
- On-street parking both sides

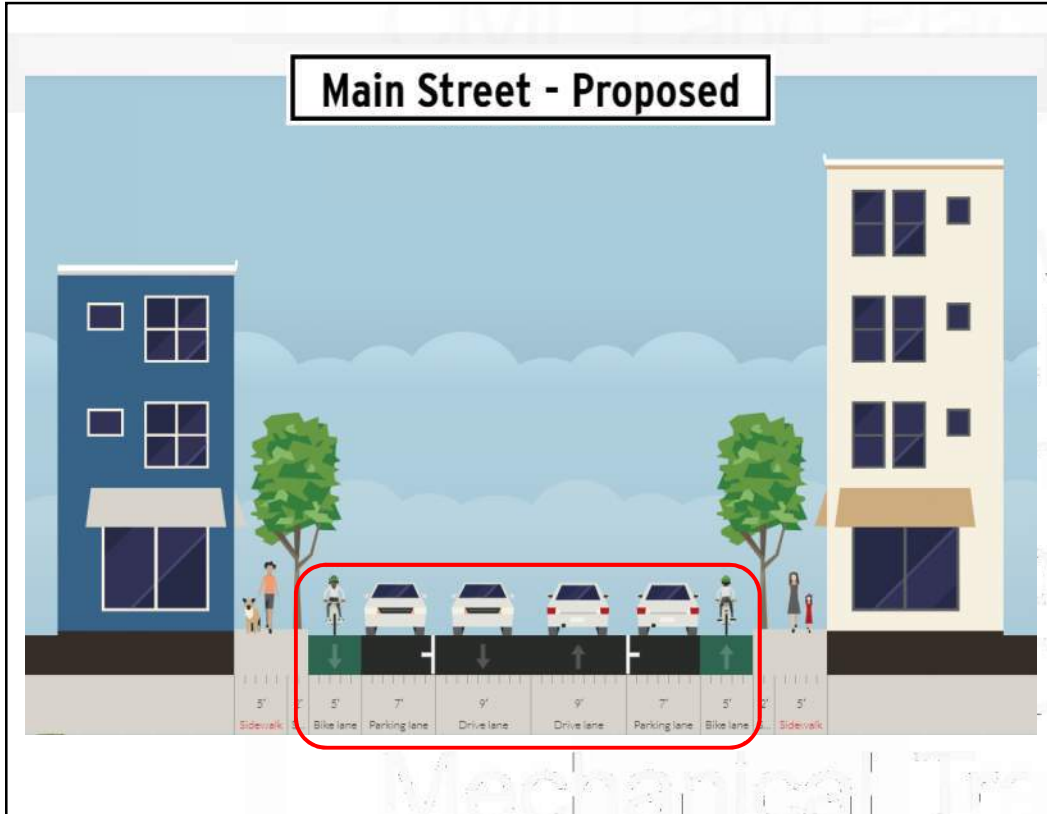


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Main Street - Existing




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Comments? Questions?



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Tim Sisock, CSI, CCCA | Project Manager
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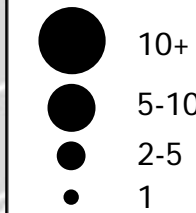
OVERALL WILKES-BARRE HUBS/LINKAGES MAP

10.08.19 Revised 11.12.19

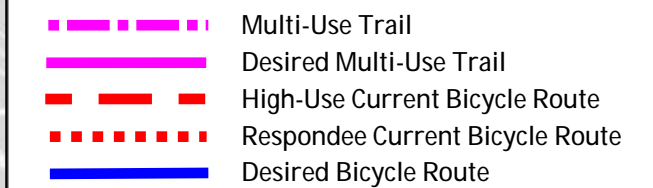
LEGEND

Public responses received from online surveys

Number of responses

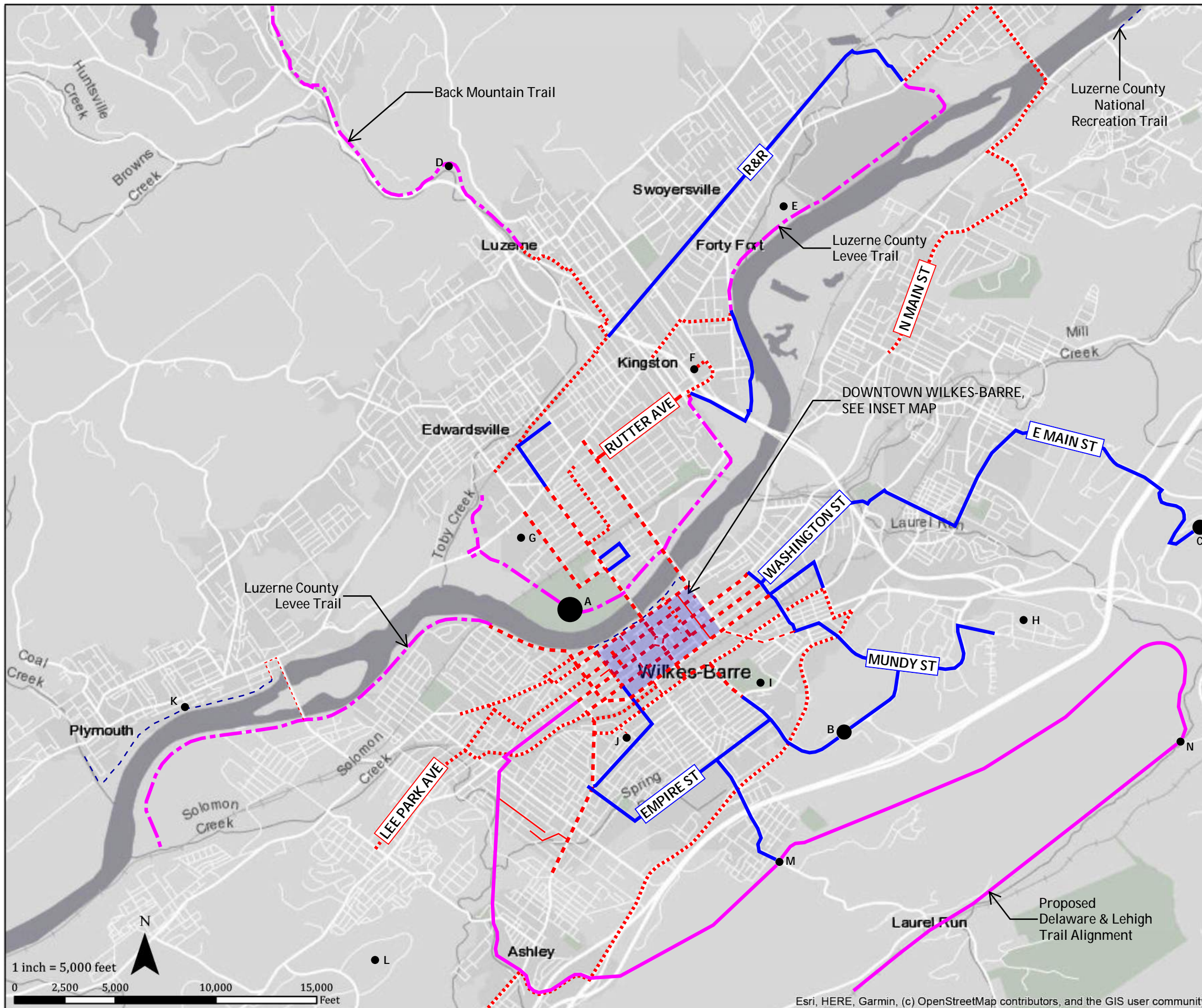


Respondee current/desired bicycle routes



Points of interest

- A) Kirby Park
- B) Wegmans/Wal-Mart
- C) Geisinger Wyoming Valley
- D) Back Mtn. Trail Waterfall
- E) Forty Fort Soccer Fields
- F) Shops at 900
- G) West Side Shopping Center
- H) VA Medical Center
- I) Coal Street Park
- J) Mt. Zion Baptist Church
- K) Plymouth Flats Trailhead
- L) Hanover Industrial Park
- M) Giant's Despair Trailhead
- N) Seven Tubs Nature Area



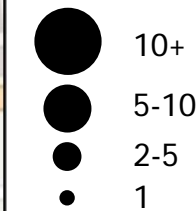
DOWNTOWN WILKES-BARRE HUBS/LINKAGES MAP

10.08.19 Revised 11.12.19

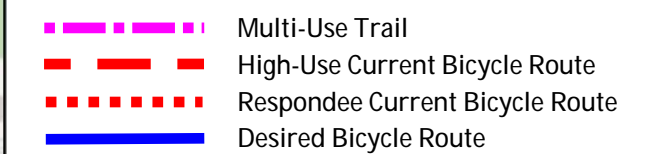
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Public responses received from online surveys

Number of responses

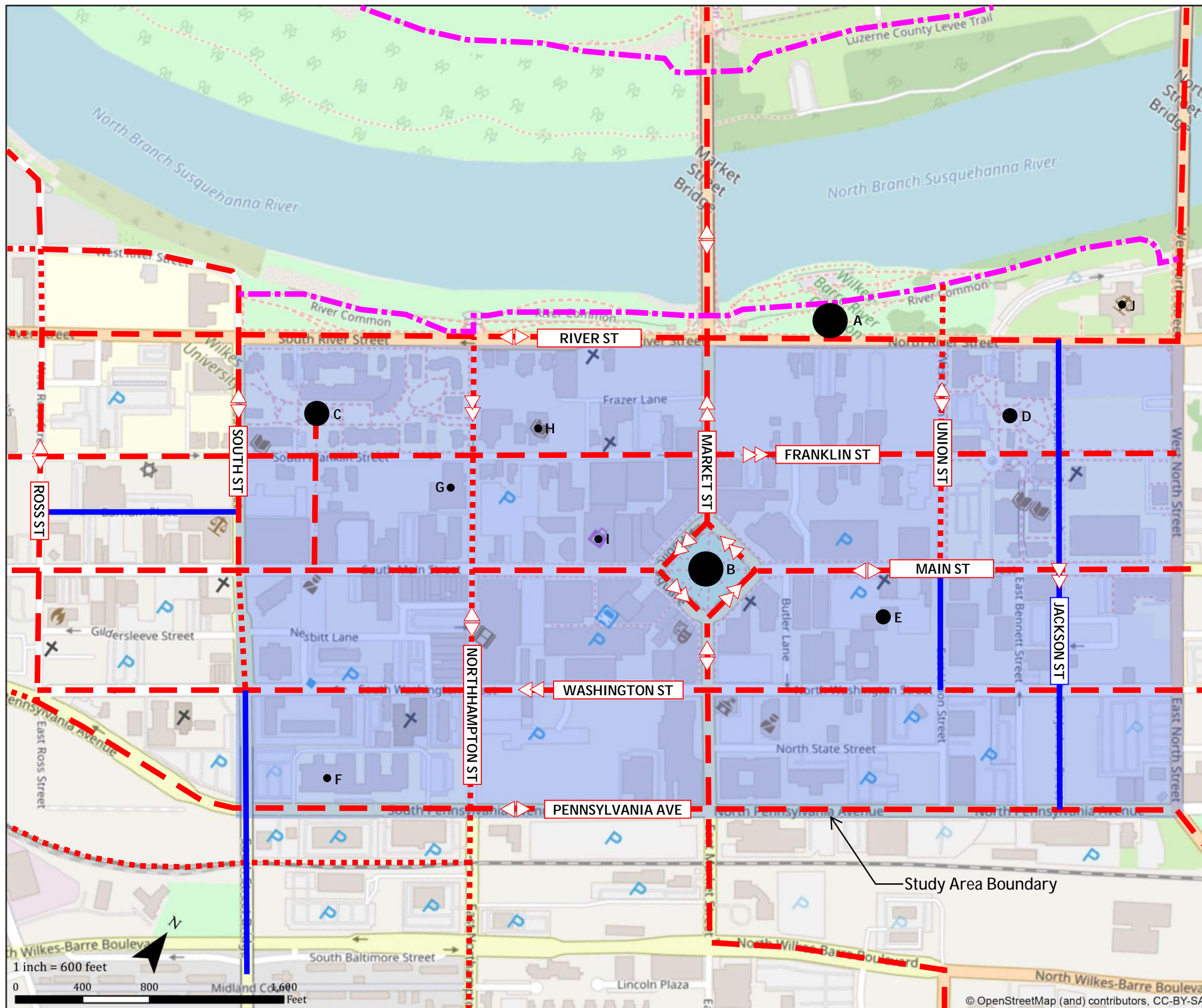


Respondee current/desired bicycle routes



Points of interest

- A) River Commons
- B) Public Square
- C) Wilkes University Campus
- D) King's College Campus
- E) Around Town Bicycles Shop
- F) Holy Redeemer High School
- G) Wilkes-Barre YMCA
- H) Osterhout Public Library
- I) Boscov's
- J) Luzerne County Courthouse









LACKAWANNA LUZERNE MPO

OVERALL WILKES-BARRE OPPORTUNITIES/CONSTRAINTS MAP

10.08.19 Revised 11.12.19

LEGEND

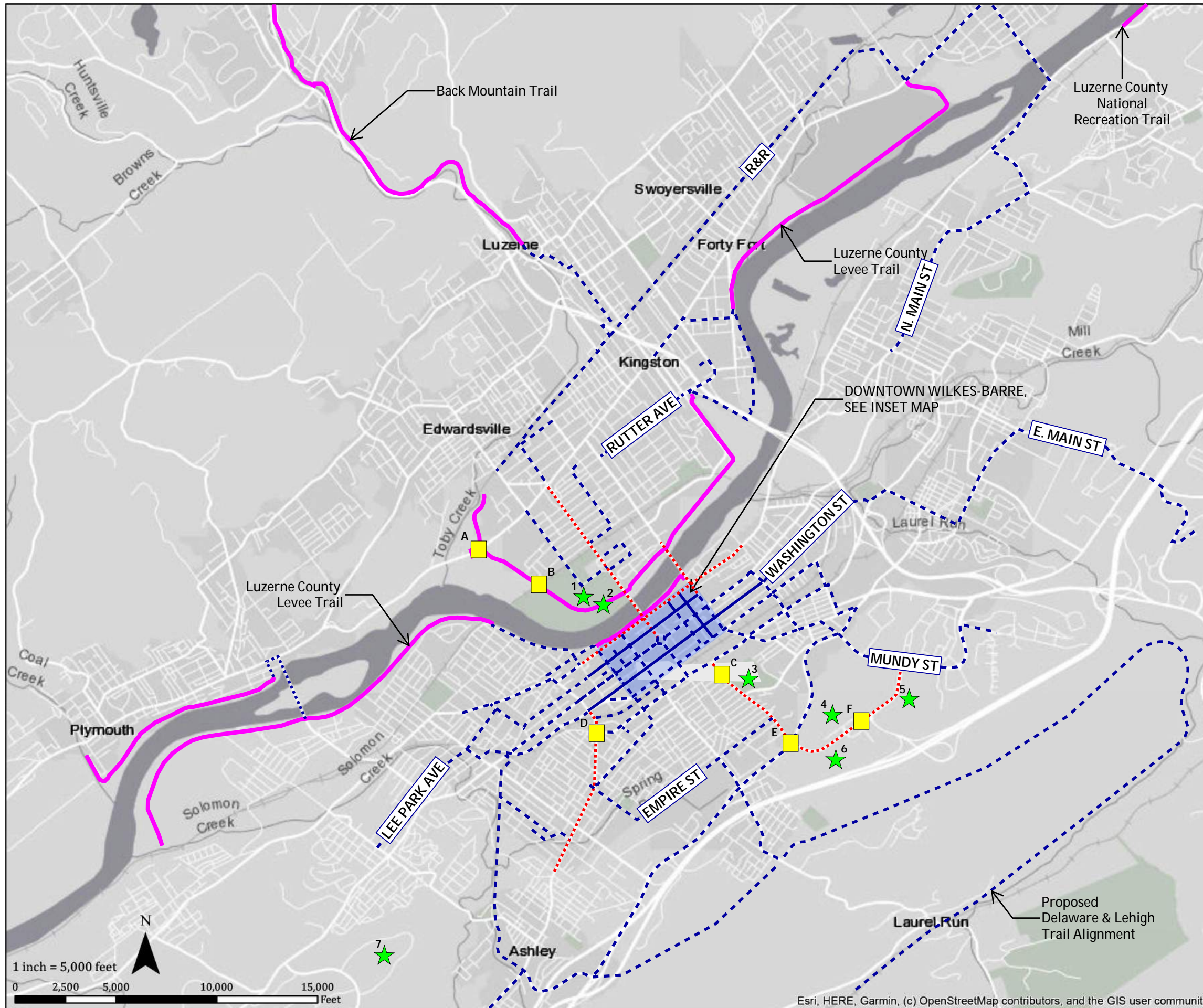
-  Opportunity
-  Constraint
-  Trail Opportunity
-  Road Opportunity
-  Road Opportunity with Limitations
-  Road Constraint

OPPORTUNITIES

#	Location
1	Kirby Park
2	Luzerne County Levee Trail
3	Coal Street Park
4	Shopping Center
5	King's College Athletic Fields
6	Mohegan Sun Arena
7	Hanover Industrial Park

CONSTRAINTS

#	Location	Constraint
A	SR 11 / Levee Trail	Poor signal timing / no signage
B	Levee Trail	Railroad crossing
C	Coal Street	Steep slope, fast moving traffic
D	Hazle Street	Steep slope, narrow lanes
E	SR 309 / Coal St	Busy intersection
F	Highland Park Blvd	Limited width, heavy traffic



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



DOWNTOWN WILKES-BARRE OPPORTUNITIES/CONSTRAINTS MAP

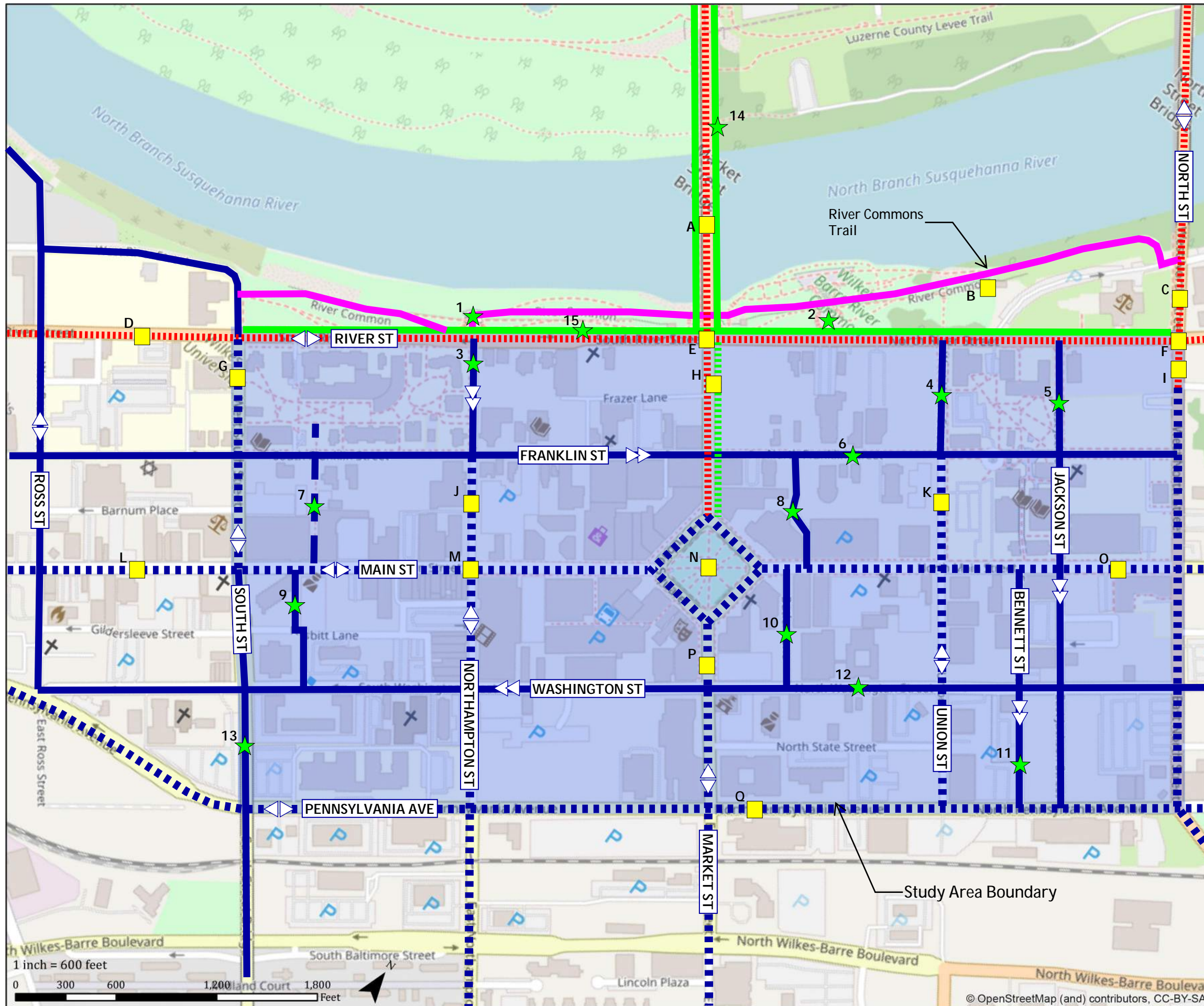
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LEGEND

- ★ Opportunity
- Constraint
- Trail Opportunity
- Sidewalk Opportunity
- Sidewalk Constraint
- Road Opportunity
- Road Opportunity with Limitations
- Road Constraint

OPPORTUNITIES		
#	Location	Opportunity
1	Northampton St	Connection (Riverfront/Dntown)
2	Millennium Circle	Connection (Riverfront/Dntown)
3	Northampton St	Low volume
4	W Union St	Low volume
5	Jackson St	Low volume
6	Franklin St	Low volume
7	Wilkes U. Greenway	Pedestrian Corridor
8	Bennett Place	Low volume
9	St. Mary's Lane	Low volume
10	Butler Lane	Low volume
11	Bennett St	Low volume
12	Washington St	Low volume
13	South St Bridge	Wide, connection (Heights)
14	Market St Bridge	Wide sidewalks
15	River St	Space for multi-use trail

CONSTRAINTS		
#	Location	Constraint
A	Market St Bridge	High volume
B	River Commons Trail	Abrupt end
C	Veteran;s Memorial Br	Heavy traffic, narrow sidewalks
D	River St	High volume, narrow lanes
E	Market St / River St	Busy intersection
F	North St / River St	Busy intersection
G	W South St	Two-way street, narrow ROW
H	Market St	No sidewalk on one side
I	North St	Steep slope
J	Northampton St	Two-way street
K	Union St	Two-way street
L	S Main St	High volume, parking bump-outs
M	S Main St / Northampton	Busy intersection
N	Public Sq	Poor timing signals, angled prkg
O	N Main St	Angled parking
P	Market St	High volume, width varies
Q	Penn Ave	Angled parking



WILKES-BARRE PROPOSED IMPROVEMENTS

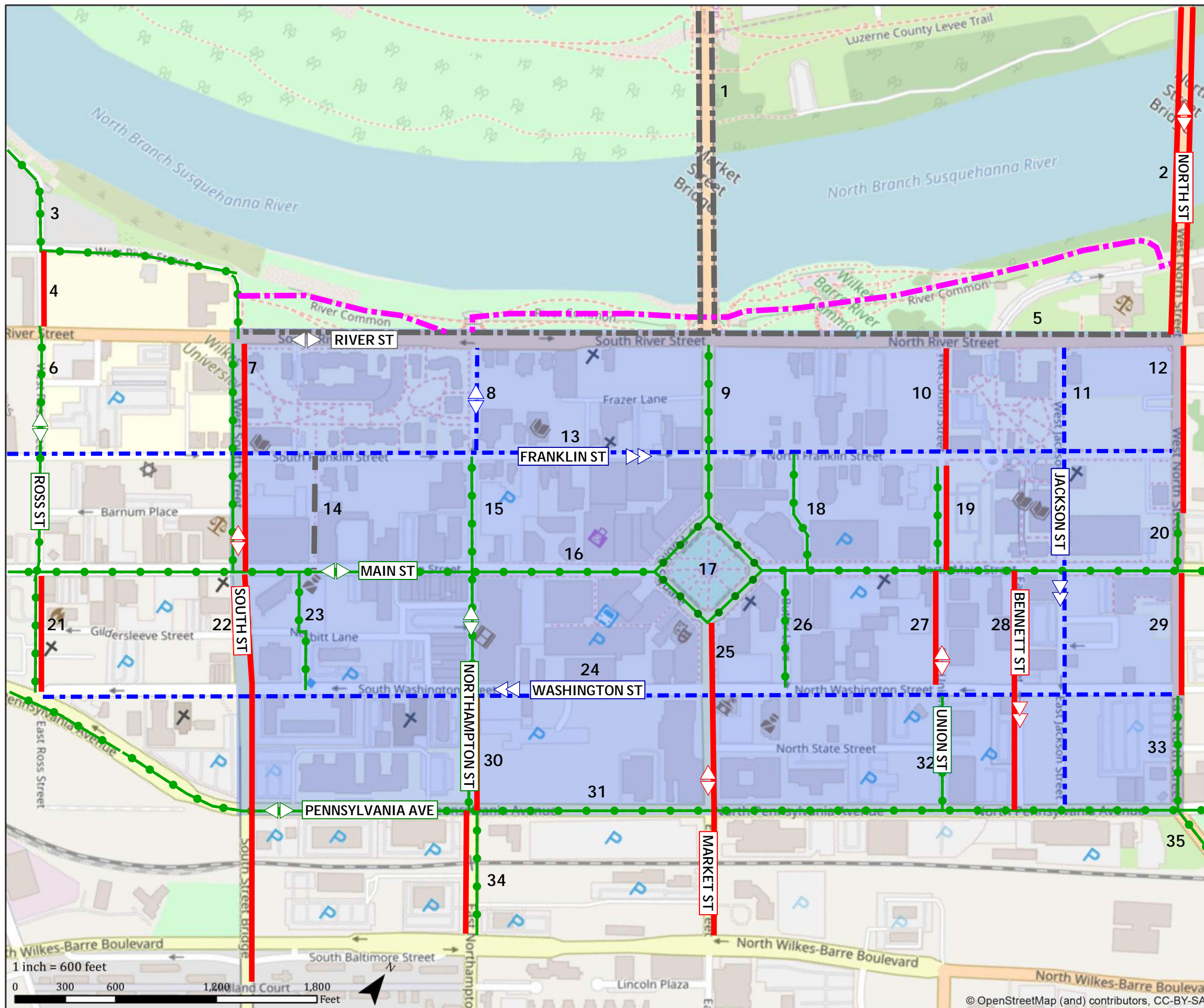
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LEGEND

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

PROPOSED BICYCLE INFRASTRUCTURE IMPROVEMENTS

#	Location	Improvement
1	Market St	Bicycle lanes / shared sidewalk
2	North St	Bicycle lanes (both sides)
3	W River St	Sharrows
4	W Ross St	Bicycle lane
5	River St	Multi-use trail / widen sidewalk
6	Ross St	Sharrows
7	W South St	Bicycle lane / sharrows
8	W Northampton St	Two-way cycle track
9	W Market St	Sharrows
10	W Union St	Bicycle lane
11	Jackson St	Two-way cycle track
12	W North St	Bicycle lane
13	Franklin St	Two-way cycle track
14	Wilkes U. Greenway	Multi-use sidewalk
15	Northampton St	Sharrows
16	Main St	Sharrows
17	Public Sq	Sharrows
18	Bennett Pl	Sharrows
19	Union St	Bicycle lane / sharrows
20	W. North St	Sharrows
21	Ross St	Bicycle lane / sharrows
22	South St	Bicycle lane
23	St. Mary's Ln	Sharrows
24	Washington St	Two-way cycle track
25	E Market St	Bicycle lane
26	Butler Ln	Sharrows
27	E Union St	Bicycle lane
28	E Bennett St	Bicycle lane
29	E North St	Bicycle lane
30	E Northampton St	Bicycle lane / sharrows
31	Pennsylvania Ave	Sharrows
32	E Union St	Sharrows
33	E North St	Sharrows
34	E Northampton St	Bicycle lane / sharrows
35	Scott St	Sharrows



PROJECT LOG

Page _____ of _____

 Partner _____

 Log _____



Campbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-1636
 Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com
 Architecture ❖ Preservation ❖ Community and Transportation Planning

Client/Project Code: LUZ-LACK

Date: 11-18-2019

Client:

Subject: Scranton Stakeholder Meeting-Wilkes-Barre & Scranton Bike Study

Comments/Questions:

1. The plan proposes a primary bicycle transportation route that connects around the City. This route is comprised of protected cycle-tracks and bike lanes. Additionally, there is a layer of bike lanes and sharrows that intersect the city and its destinations.
2. It is also recommended that the traffic direction on Spruce St. and Linden St. be reversed.
3. It was mentioned that the narrowing of traffic lanes makes a lot of sense on certain streets throughout the city, but the 9'6" lanes shown on the section drawings are very narrow.
4. Removal of parking lanes has been a challenge in Scranton with other projects, but moving the parking to the opposite side of a street may be a good option.
5. It was noted that bike lanes are ideally 5'-6' in width, but could be as narrow as 4' if necessary.
6. It was noted that most roads were set up to be 40' wide, but they vary in places.
7. It was asked how bikes transition from a bike lane to make a turn. Bob Thomas noted that bike boxes at intersections help to make transitions. There are also options to identify where bike lanes and sharrows cross travel lanes prior to an intersection.
8. It was recommended that the final plan include an educational component to the new facilities on the road.
9. Loading zones on Lackawanna St. pose a challenge that will need to be worked out during design. There may be an option to move parking to the other side of the street on Lackawanna.
10. The removal of the Lackawanna St. median will also need to be addressed.
11. Lackawanna St. also has challenging areas at the post office and parking areas for mall security.
12. Traffic on Lackawanna St. should also be considered with the removal of a traffic lane. It was noted that traffic often gets backed up at the state building parking lot exit.
13. Lackawanna could be an ideal candidate for a future TIP project.
14. It was acknowledged that many cyclists will not bike in downtowns Scranton without fully protected bike lanes or cycletracks.
15. Major intersections, such as Lackawanna St. and Washington Ave. should also consider bicycle signalization at the intersections.
16. John Pocius, asked if bicycle counts are conducted on bicycle planning studies to see what demand there is for bike lanes. Bob Thomas explained that "zero based demand" is often difficult to assess in areas that don't have existing infrastructure, but demand is often based on experiences of other cities that have a similar makeup of population, destinations, retail mix, workforce, etc. It was also mentioned that PennDOT has bicycle counters that the County can utilize when projects are implemented to help guide future efforts.
17. It was recommended that future PennDOT bridge projects be coordinated with the efforts of this plan.
18. Kressler Ct. is a good back alley route, but intersection crossings will need to be addressed.
19. It was recommended that the project team also look at the corridor behind the mall on Lackawanna St.. There are some bridge abutments that may also be used over Cedar Ave.
20. Another connection worth considering is near the Scranton Sewer Authority, where foot-bridged had previously been removed.
21. It was also recommended that Mulberry St. not be identified as a primary route towards the east end of town. It was advised that the connection work on Vine St. and Linden St. and tie into Scranton University and Elm Park.
22. Stephanie noted that the final plan will be unveiled in early 2020.

DOWNTOWN SCRANTON - WILSEBARE BIKE/PEP PLAN

SIGN-IN SHEET

CT & C

Project:

Date: 4/18/19 Meeting #: Scranton Stakeholder mtg

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 Architecture ❖ Preservation ❖ Community and Transportation Planning

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4	Henry S. Maisey	Campbell Thomas & Co	609-202-0430	hsm@CADL.COM
5	LIZ BALDU	Scranton Tomorrow	570-963-5901	lizbaldu@ScrantonTomorrow.org
6	STEPH MILEWSKI	ISett	570-885-8177	smilewski@barrylsett.com
7	Therese Strock	ISett	570-497-8341	strock@barrylsett.com
8	JOHN POCIUS	CITY OF SCRANTON LABELLA ASSOC.	570-904-6189	jpodcius@labella.pc.com
9	Mark Murphy	Univ. of Scranton	570-941-6267	Mark.Murphy@Scranton.edu
10	WAYNE LEAN	CITY OF SCRANTON	570-479-0433	WEVANS@SCRANTON.PA.GOV
11	Don King	City of Scranton	570-348-4280	dking@Scranton.pa.gov
12	Matthew Jones	Lackawanna Co. Planning Council		
13	JAI SCHECTMAN	LACKAWANNA PLANNING COUNCIL		SCHECTMANJ@LACKAWANNACOUNTY.ORG
14	Janet Sweeney	PEC	570-718-6507	jsweeney@pecpa.org
15	JOE CORCORAN	LHVA	570-963-6730	JCORCORAN@LHVA.ORG
16	ROBERT P. THOMAS	CAMPBELL THOMAS & CO	215-985-4354	rthomas@CampbellThomas.com
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**Downtown Scranton
and Wilkes-Barre
Bicycle Study**

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- Public Input
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Bicycle Facilities



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

4

“Sharrows”



5

Bike Lane



6

Green Backed Bike Lane



7

Bike Boxes at Intersections



8

Protected Bike Lanes w/ Grade Change



9

Protected Cycle Track



10

Bike Lane Signalization/Signage



11

Public Input



12

Public Comment

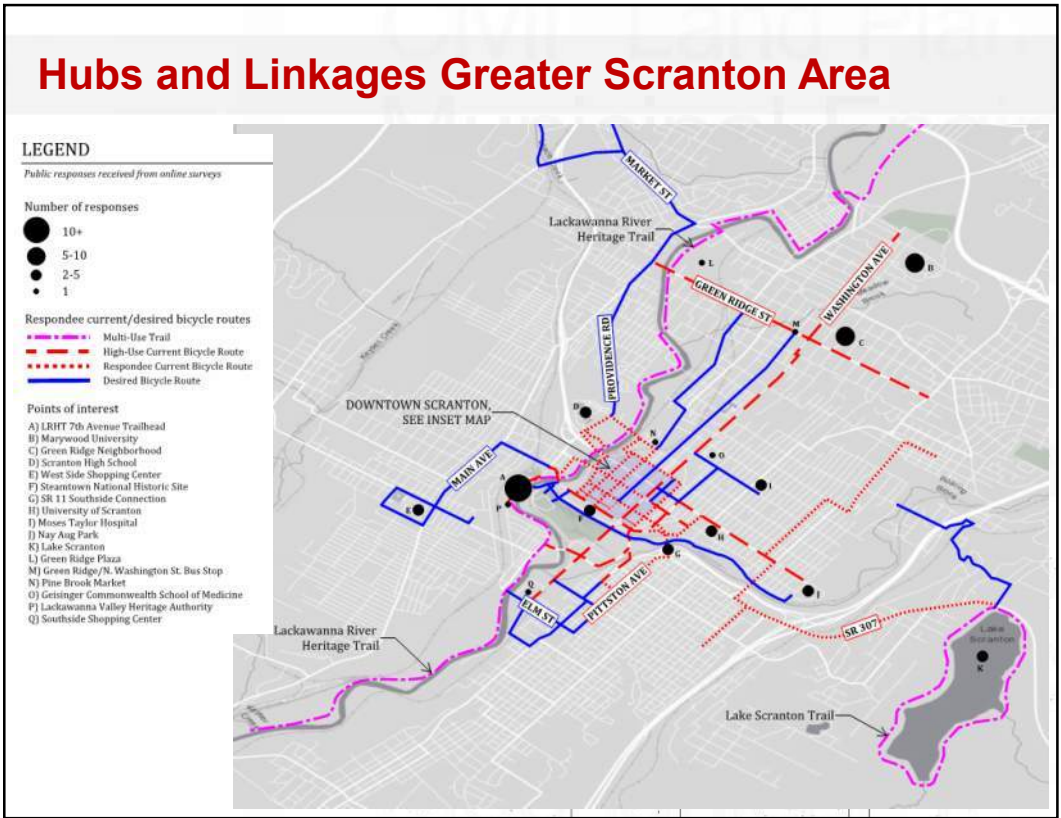
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- Stakeholders

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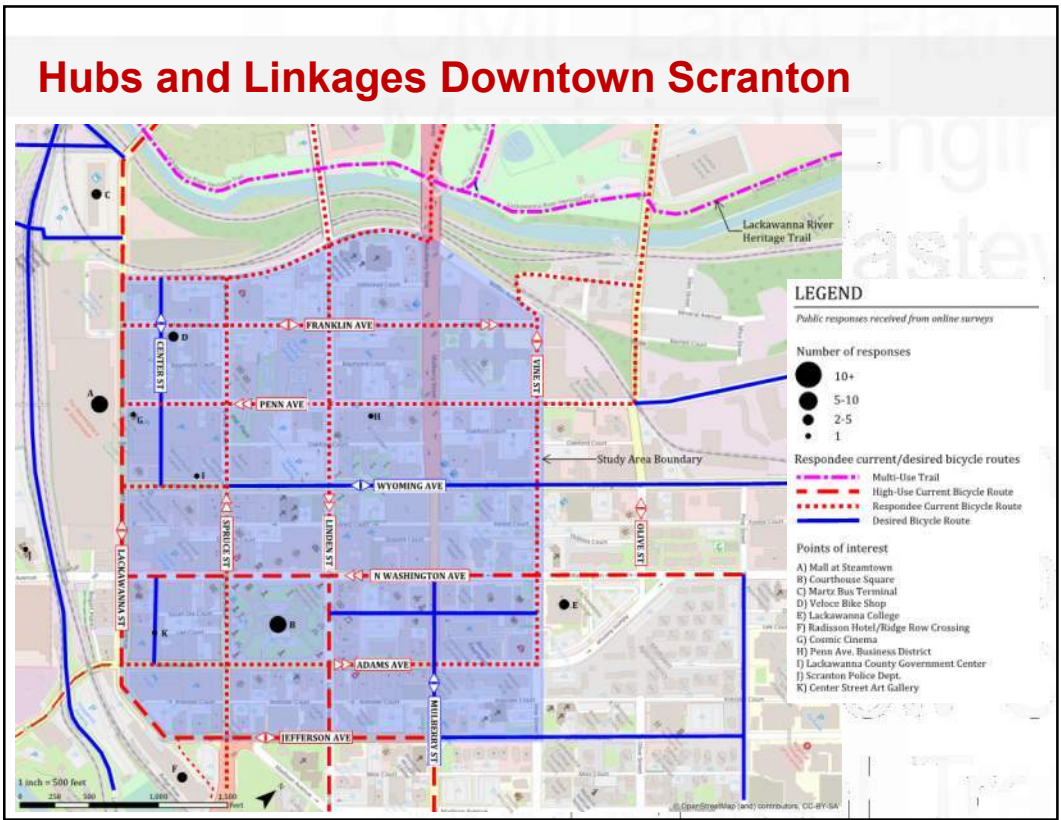
Scranton Public Comment



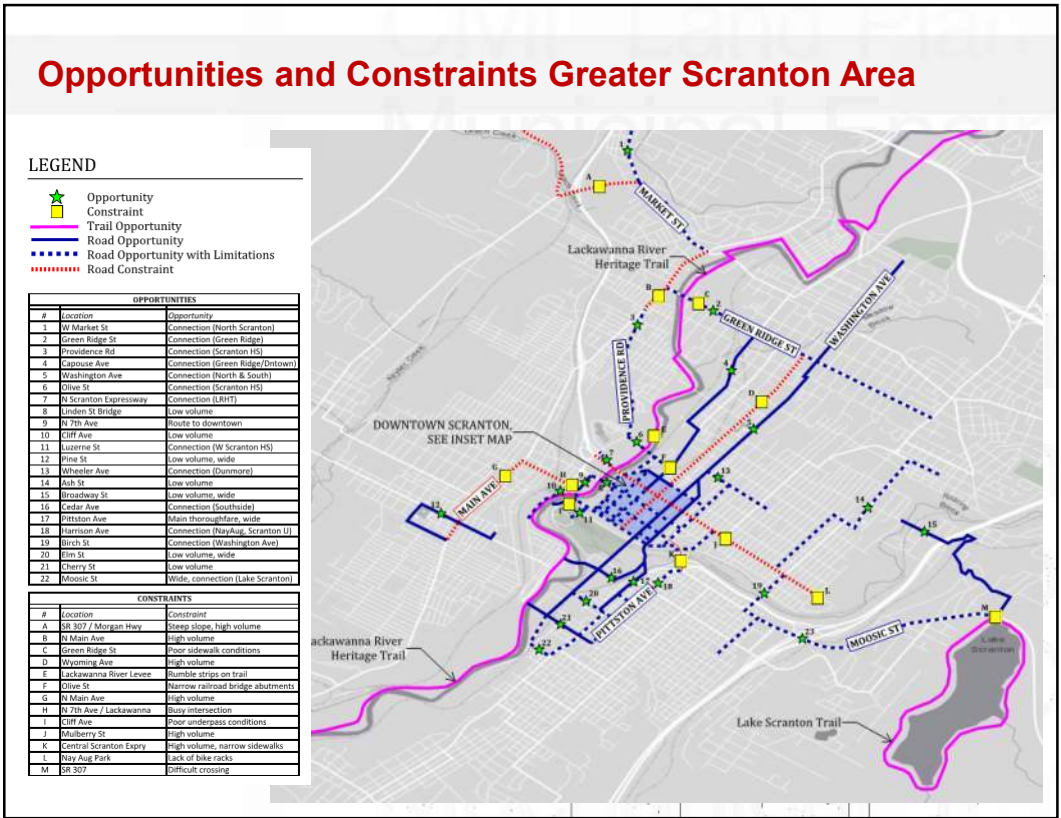
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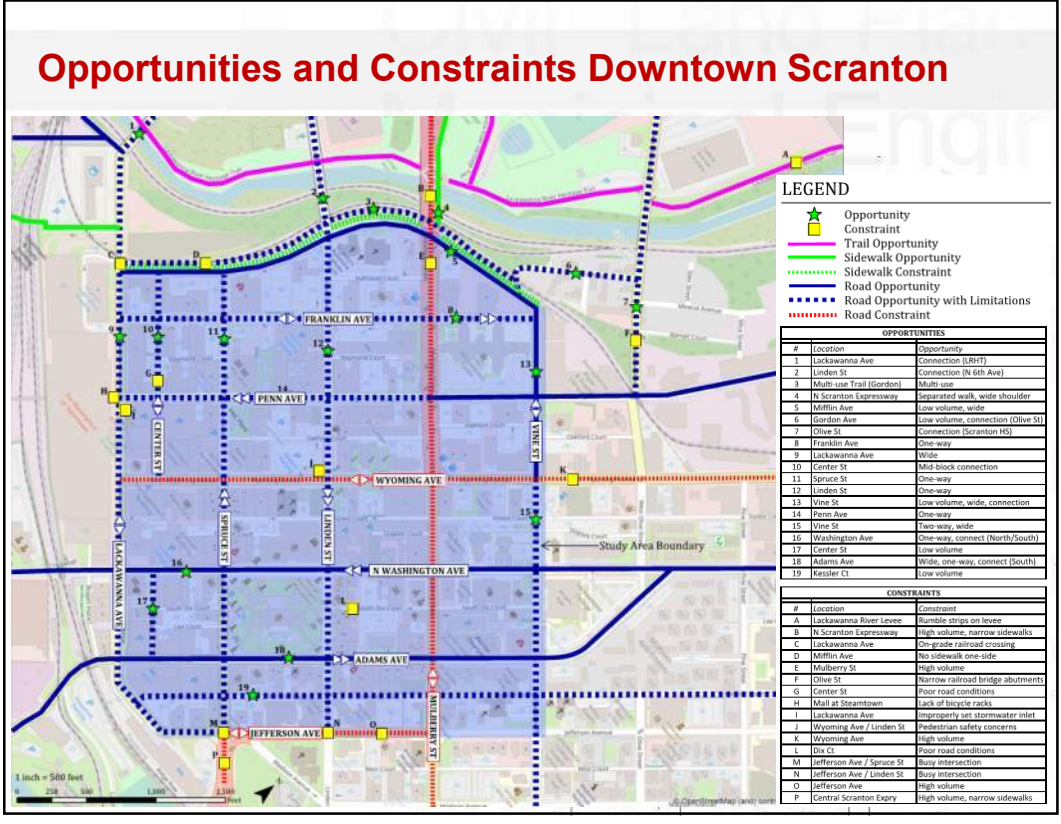
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SCR Proposed Facilities



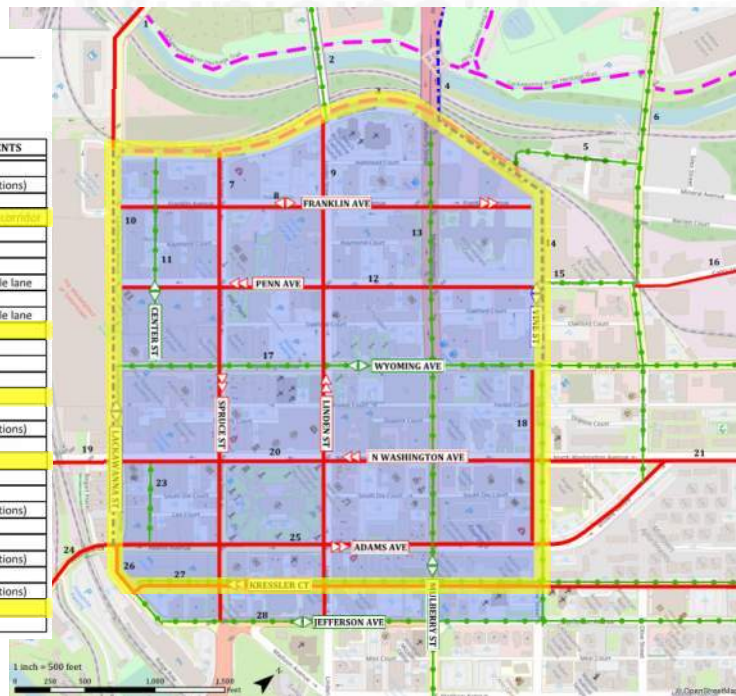
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Downtown Scranton Proposed Bicycle Facilities

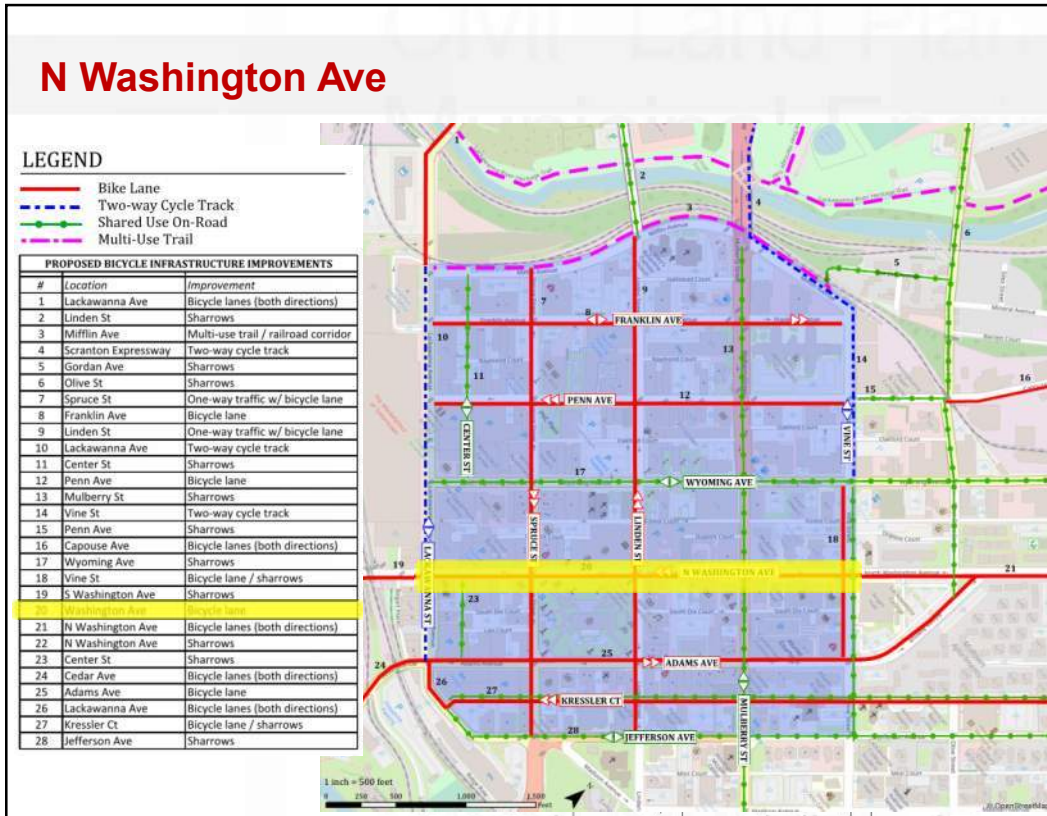
LEGEND

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

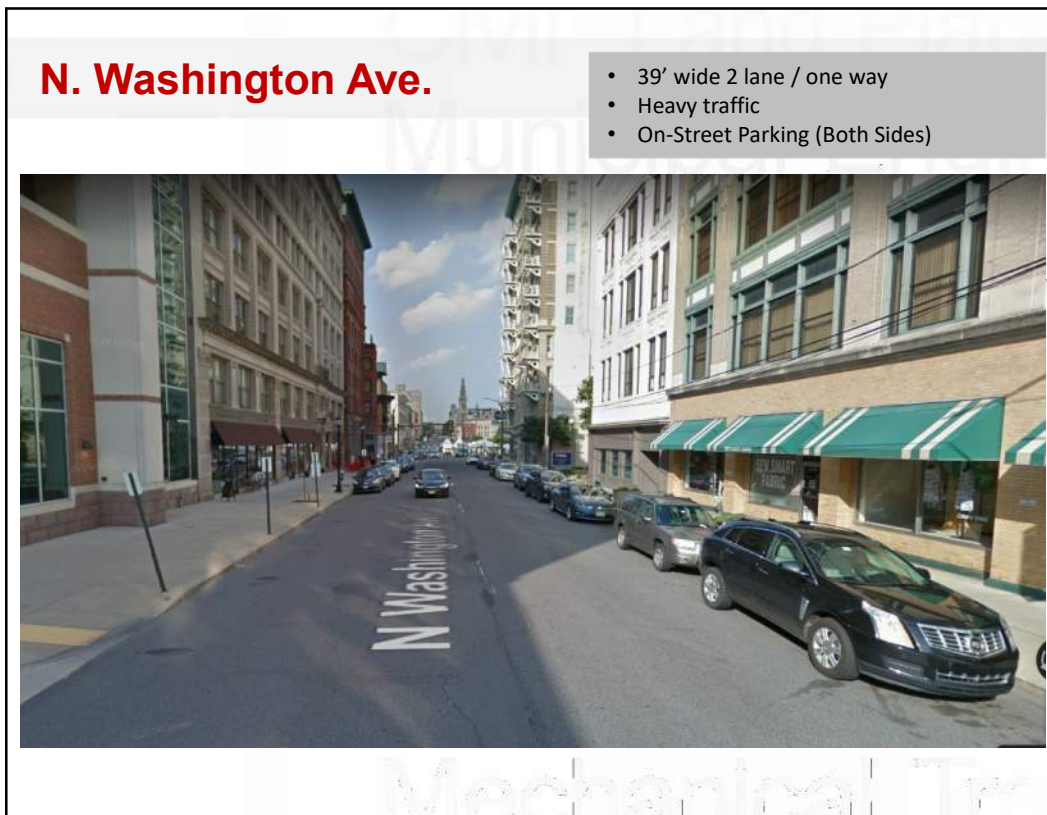
PROPOSED BICYCLE INFRASTRUCTURE IMPROVEMENTS		
#	Location	Improvement
1	Lackawanna Ave	Bicycle lanes (both directions)
2	Linden St	Sharrows
3	Million Ave	Multi-use trail / shared use on-road
4	Scranton Expressway	Two-way cycle track
5	Gordan Ave	Sharrows
6	Olive St	Sharrows
7	Spruce St	One-way traffic w/ bicycle lane
8	Franklin Ave	Bicycle lane
9	Linden St	One-way traffic w/ bicycle lane
10	Lackawanna Ave	Two-way cycle track
11	Center St	Sharrows
12	Penn Ave	Bicycle lane
13	Mulberry St	Sharrows
14	Wyoming Ave	Two-way cycle track
15	Penn Ave	Sharrows
16	Capouse Ave	Bicycle lanes (both directions)
17	Wyoming Ave	Sharrows
18	Franklin Ave	Sharrows / sharrows
19	S Washington Ave	Sharrows
20	Washington Ave	Bicycle lane
21	N Washington Ave	Bicycle lanes (both directions)
22	N Washington Ave	Sharrows
23	Center St	Sharrows
24	Cedar Ave	Bicycle lanes (both directions)
25	Adams Ave	Bicycle lane
26	Lackawanna Ave	Bicycle lanes (both directions)
27	Franklin Ct	Bicycle lane / sharrows
28	Jefferson Ave	Sharrows



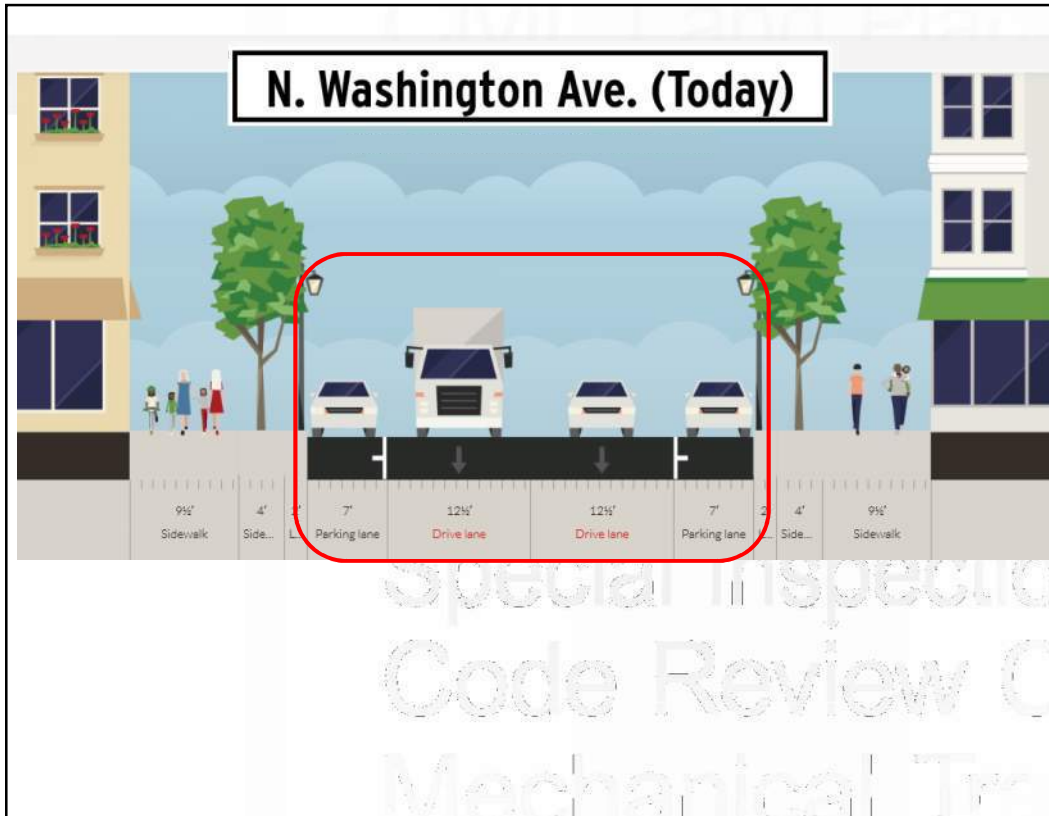
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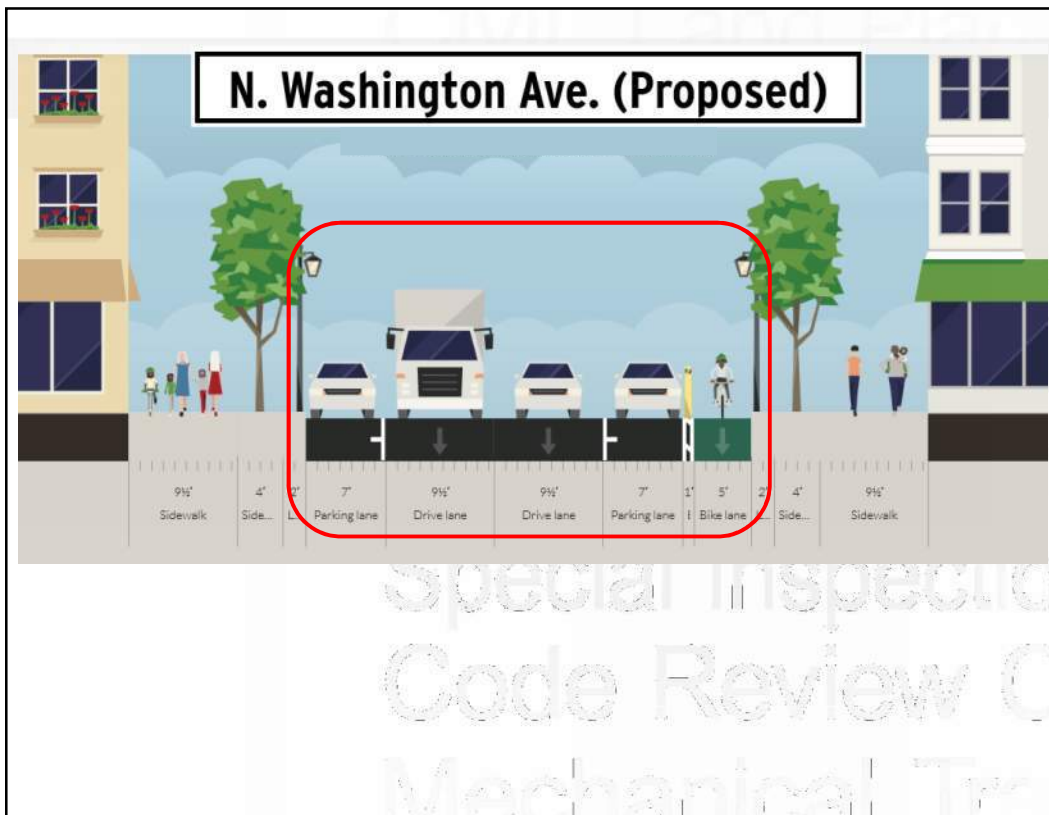
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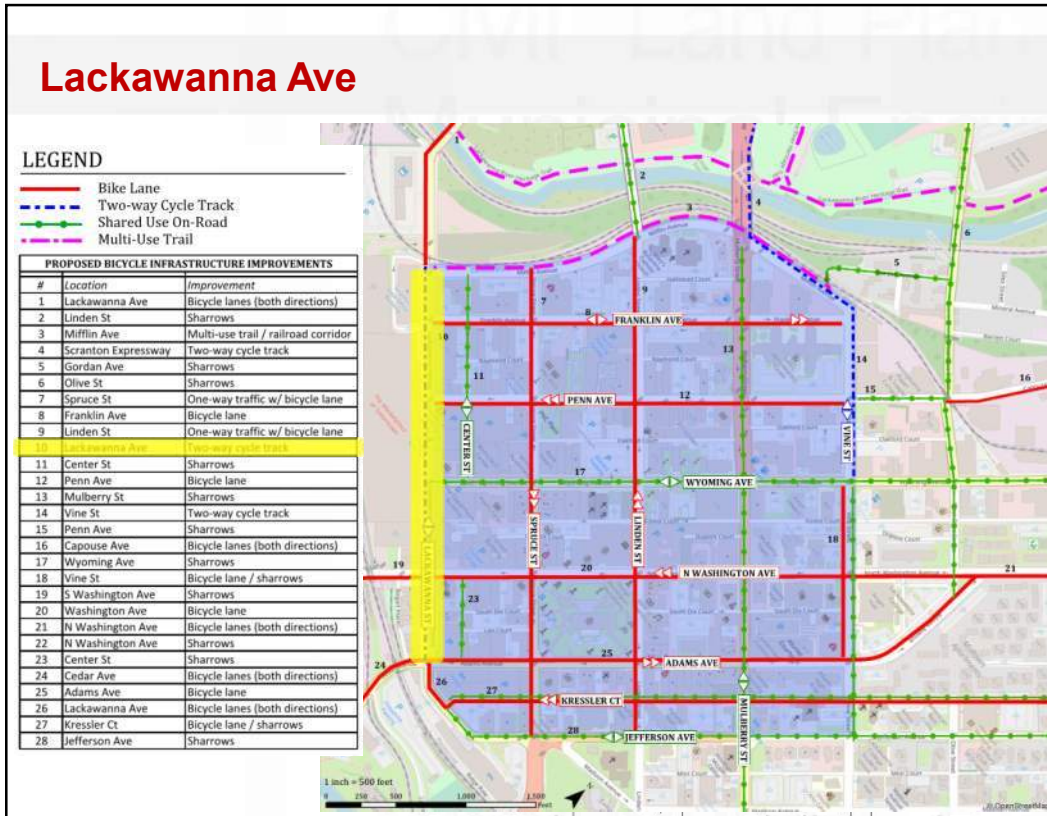
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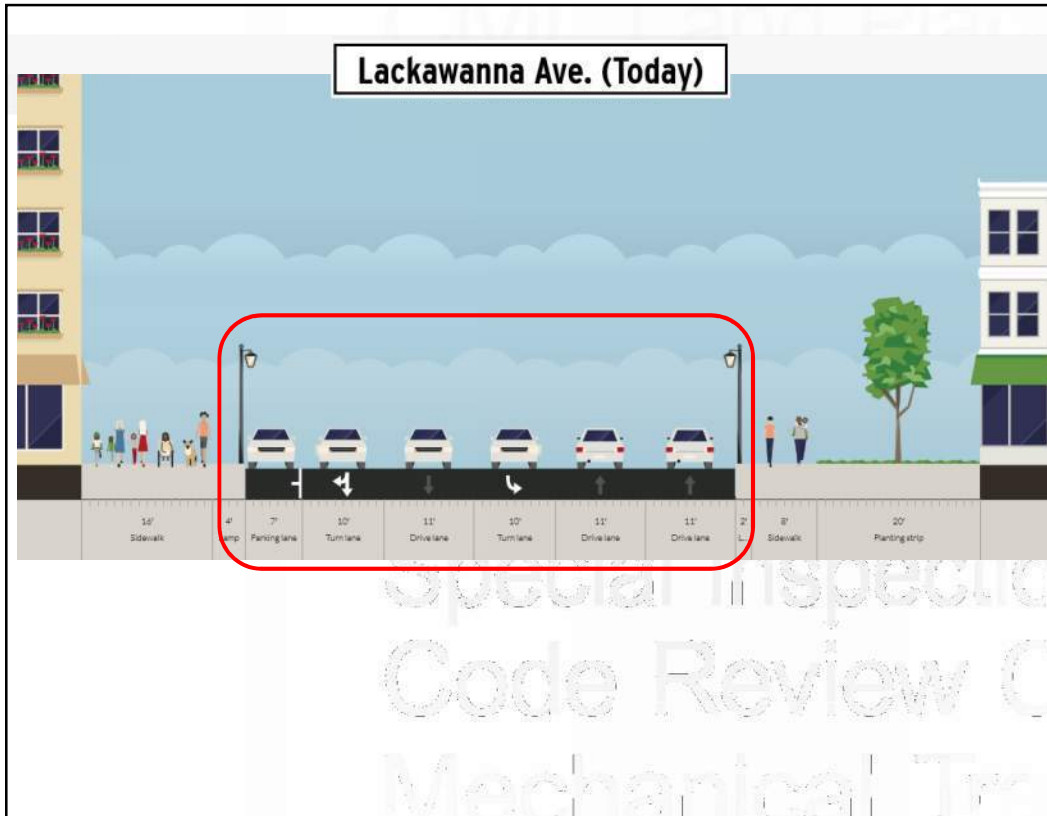


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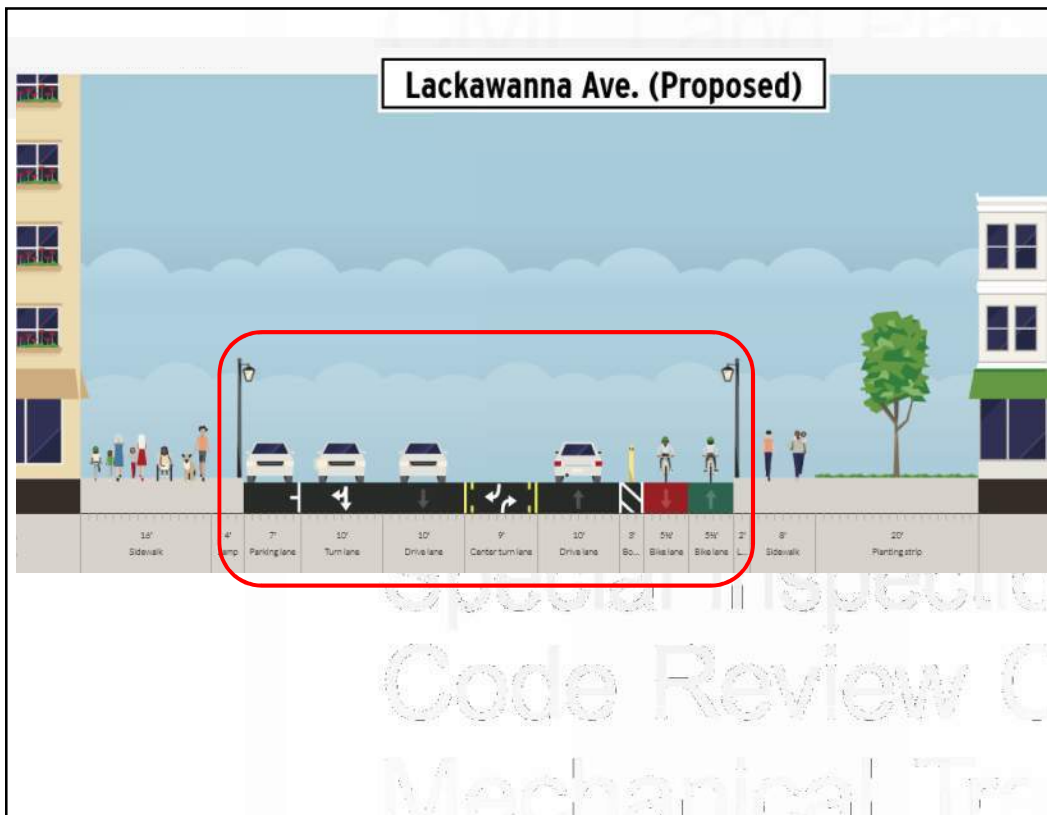
Lackawanna Ave.

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

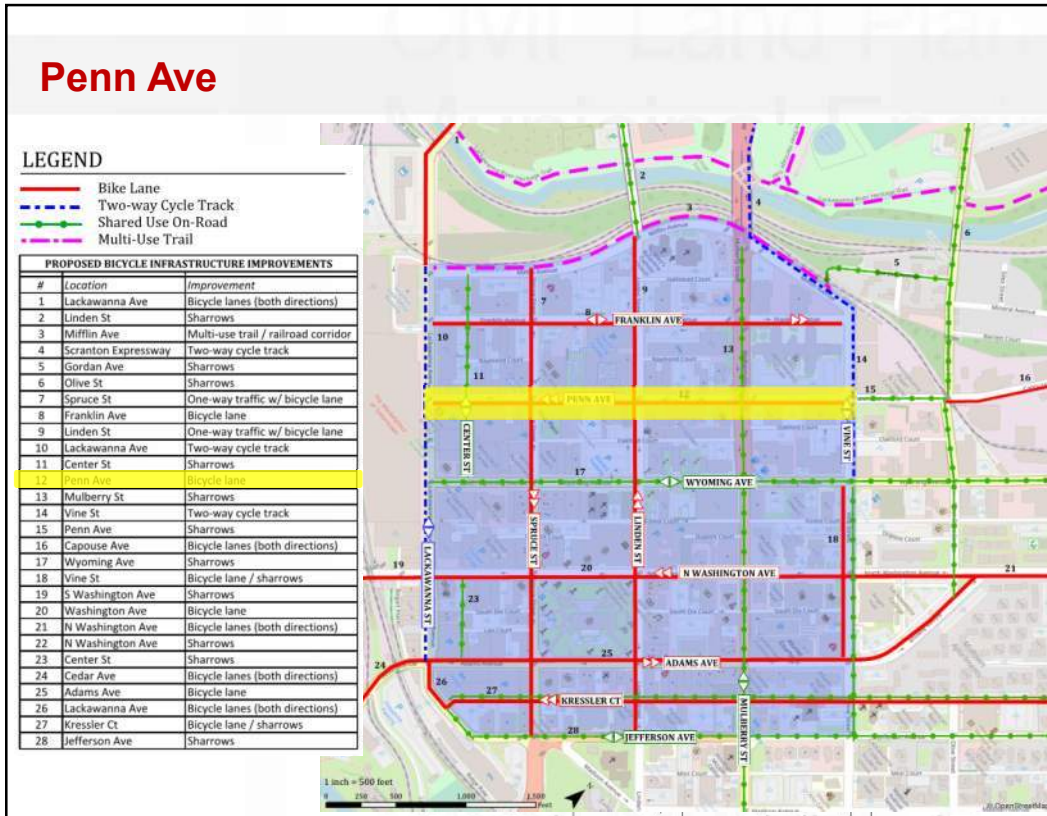
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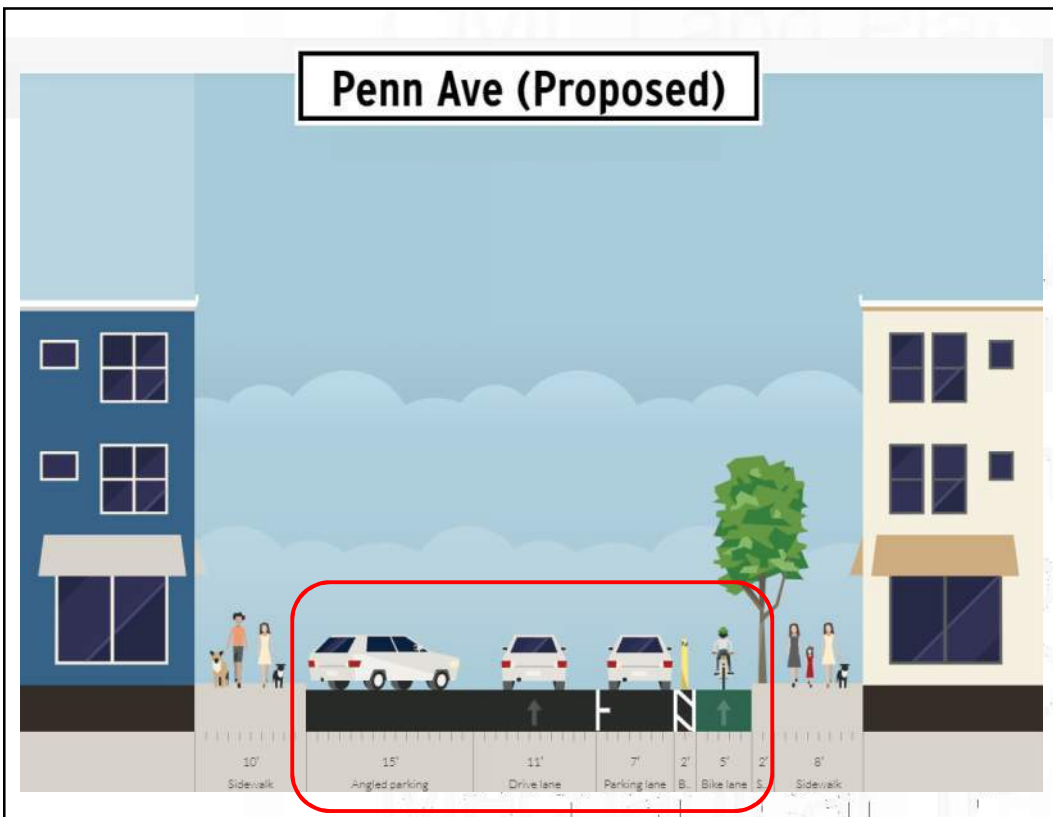
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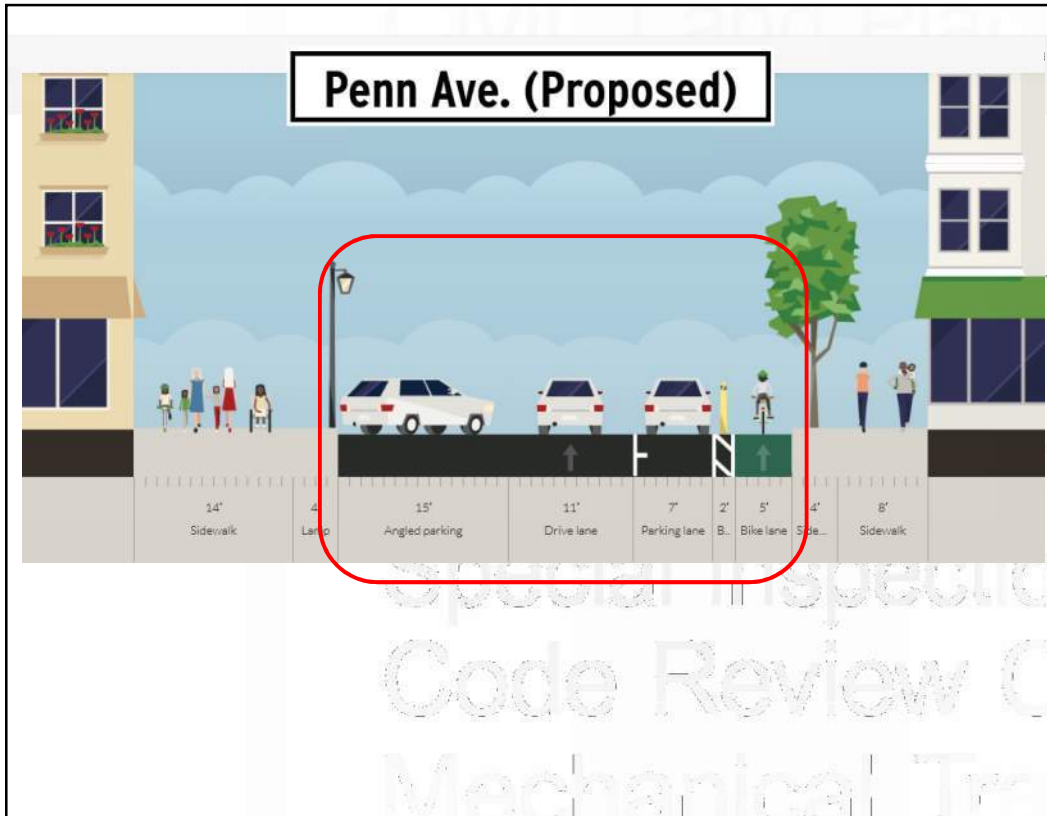
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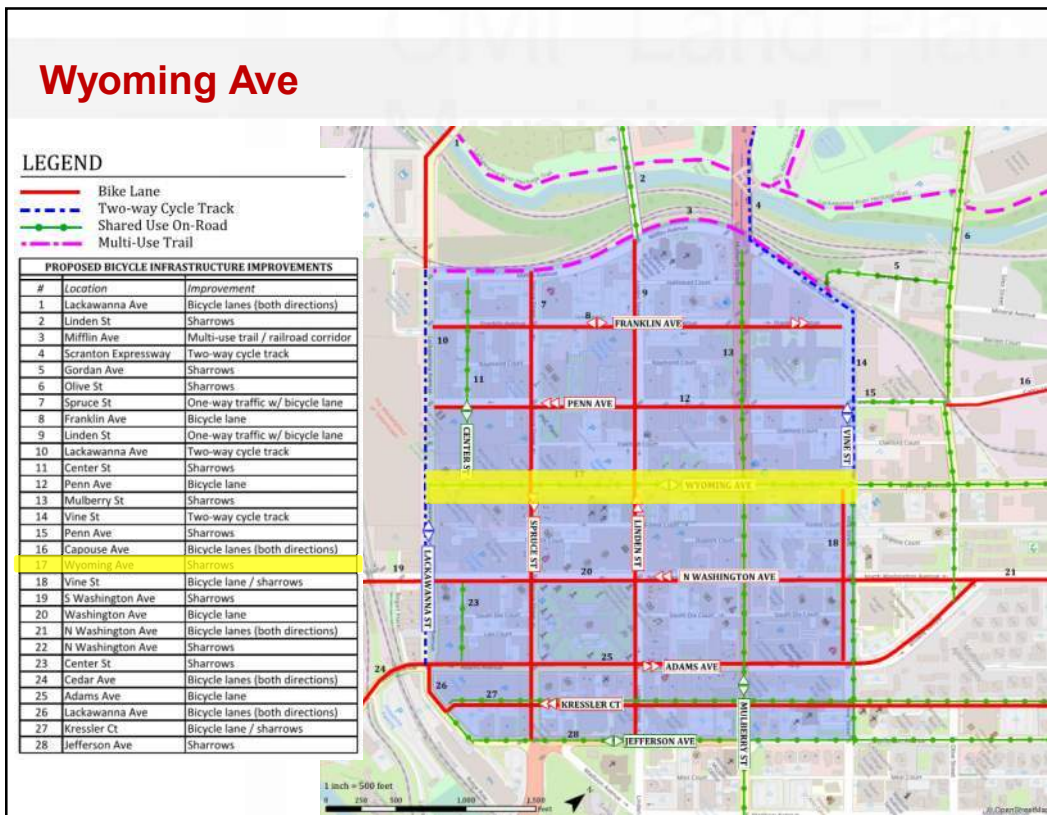
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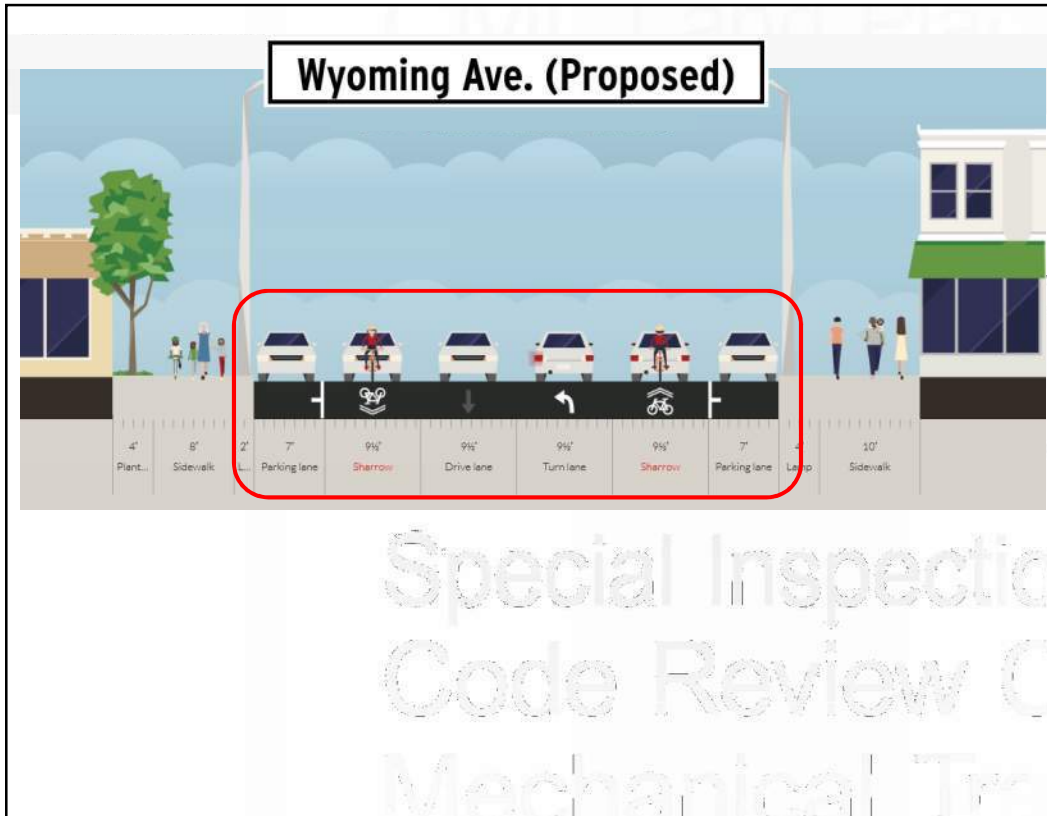
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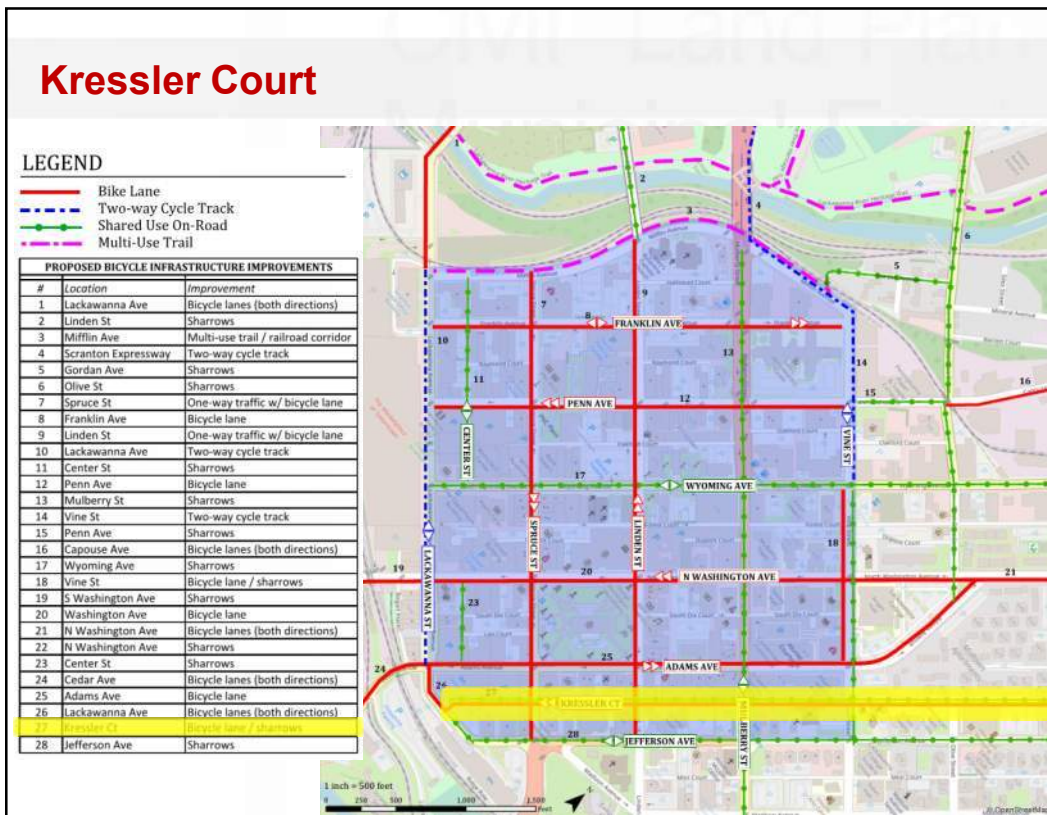


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Special Inspection
Code Review
Mechanical Tr

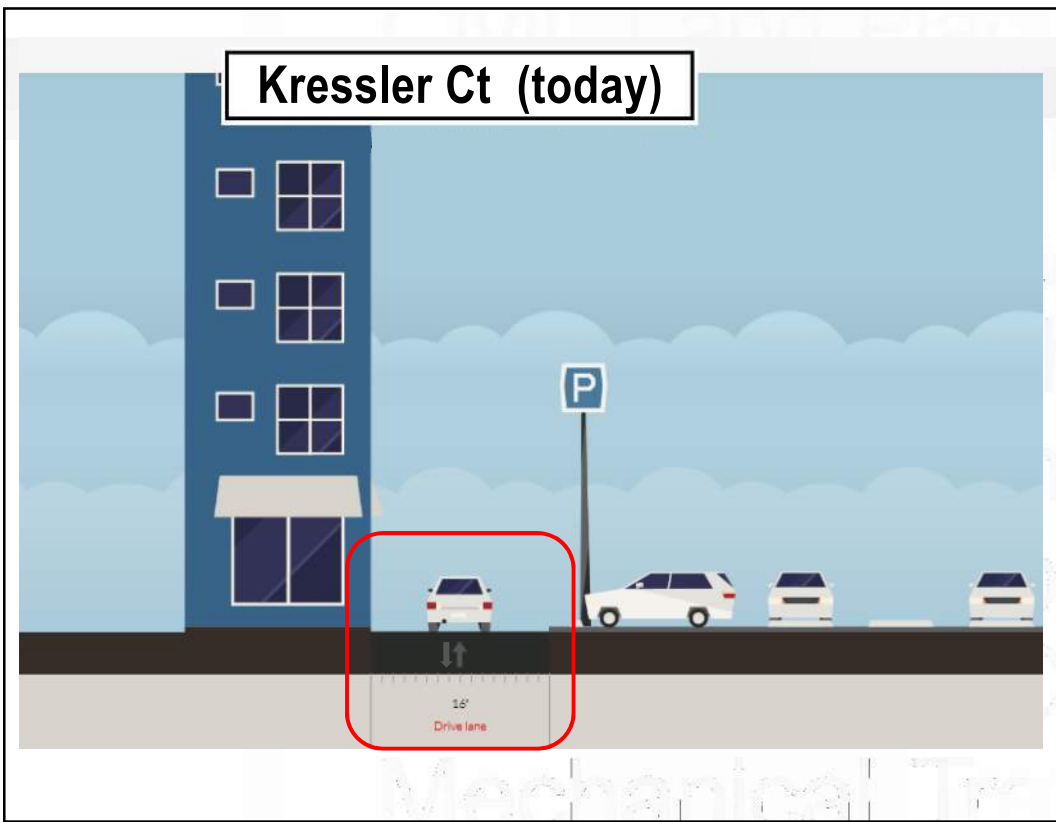
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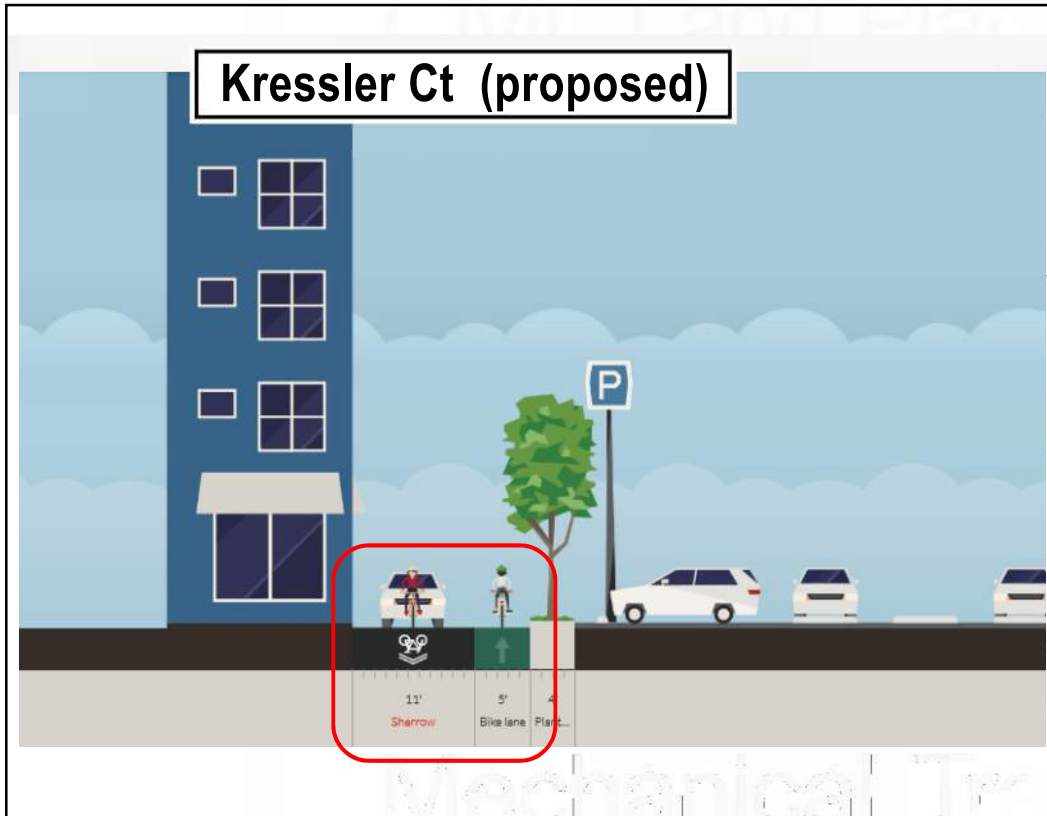
38



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Comments? Questions?

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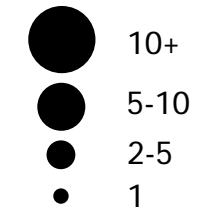
OVERALL SCRANTON HUBS/LINKAGES MAP

10.08.19 Revised 11.18.19

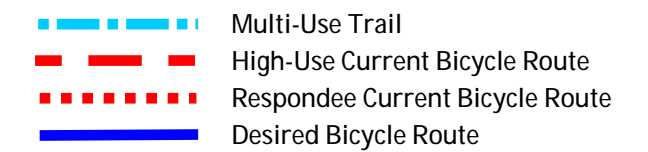
LEGEND

Public responses received from online surveys

Number of responses

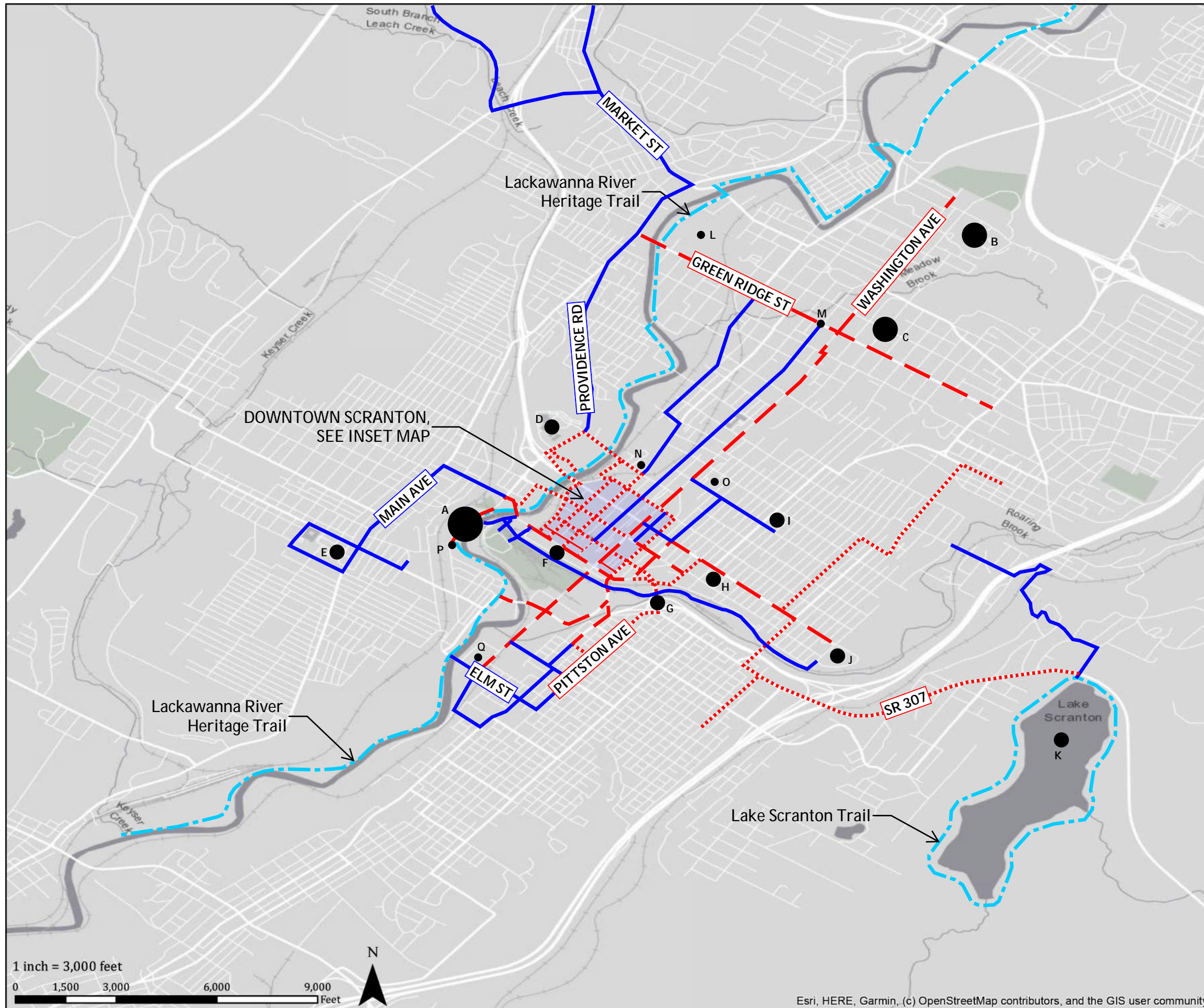


Respondee current/desired bicycle routes



Points of interest

- A) LRHT 7th Avenue Trailhead
- B) Marywood University
- C) Green Ridge Neighborhood
- D) Scranton High School
- E) West Side Shopping Center
- F) Steamtown National Historic Site
- G) SR 11 Southside Connection
- H) University of Scranton
- I) Moses Taylor Hospital
- J) Nay Aug Park
- K) Lake Scranton
- L) Green Ridge Plaza
- M) Green Ridge/N. Washington St. Bus Stop
- N) Pine Brook Market
- O) Geisinger Commonwealth School of Medicine
- P) Lackawanna Valley Heritage Authority
- Q) Southside Shopping Center



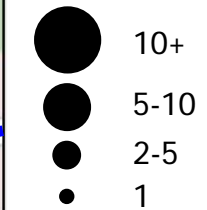
DOWNTOWN SCRANTON HUBS/LINKAGES MAP

10.08.19 Revised 11.18.19

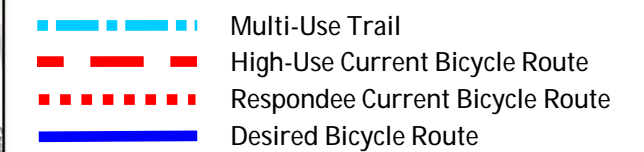
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Public responses received from online surveys

Number of responses

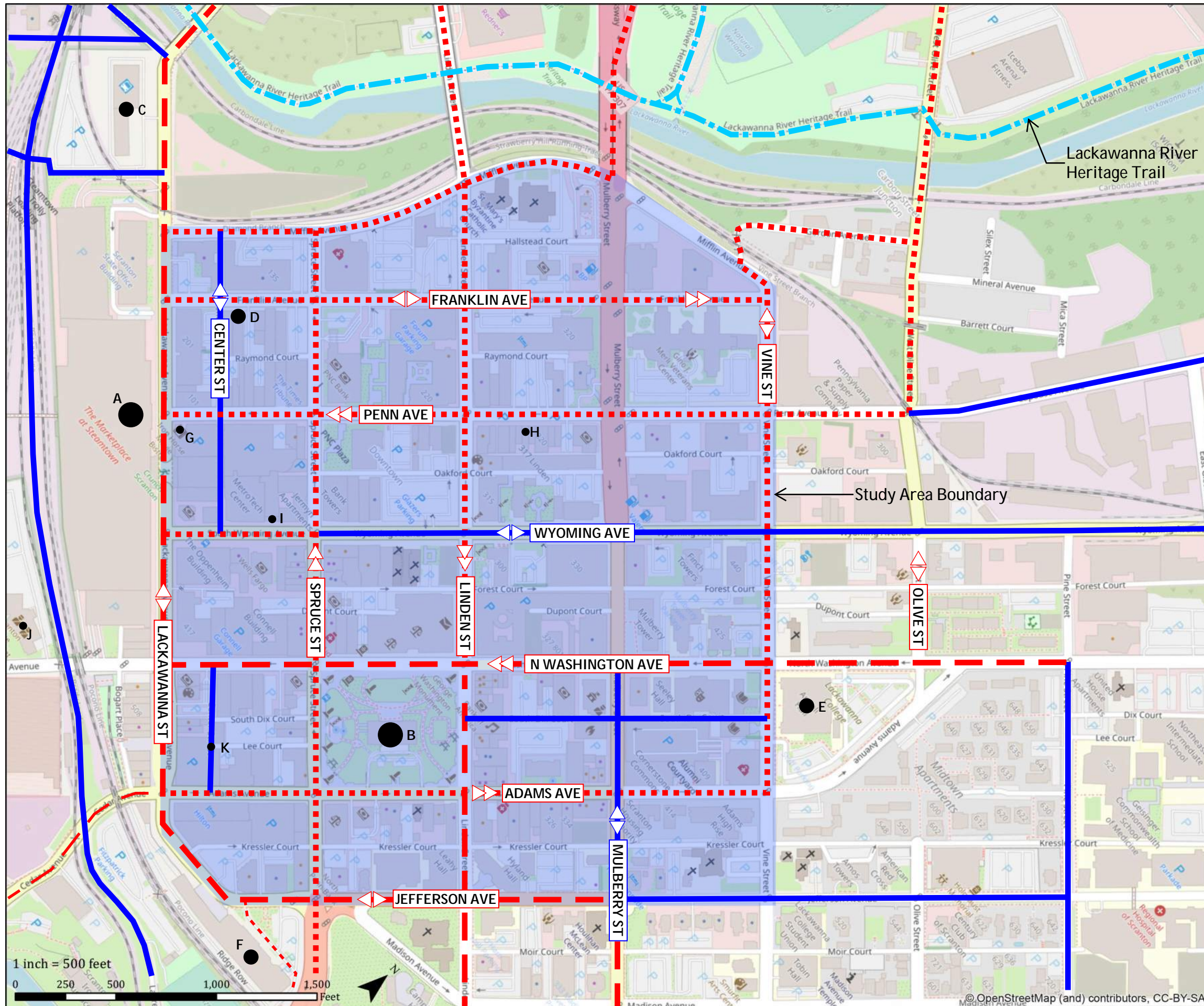


Respondee current/desired bicycle routes



Points of interest







- A) Mall at Steamtown
- B) Courthouse Square
- C) Martz Bus Terminal
- D) Veloce Bike Shop
- E) Lackawanna College
- F) Radisson Hotel/Ridge Row Crossing
- G) Cosmic Cinema
- H) Penn Ave. Business District
- I) Lackawanna County Government Center
- J) Scranton Police Dept.
- K) Center Street Art Gallery



OVERALL SCRANTON OPPORTUNITIES/CONSTRAINTS MAP

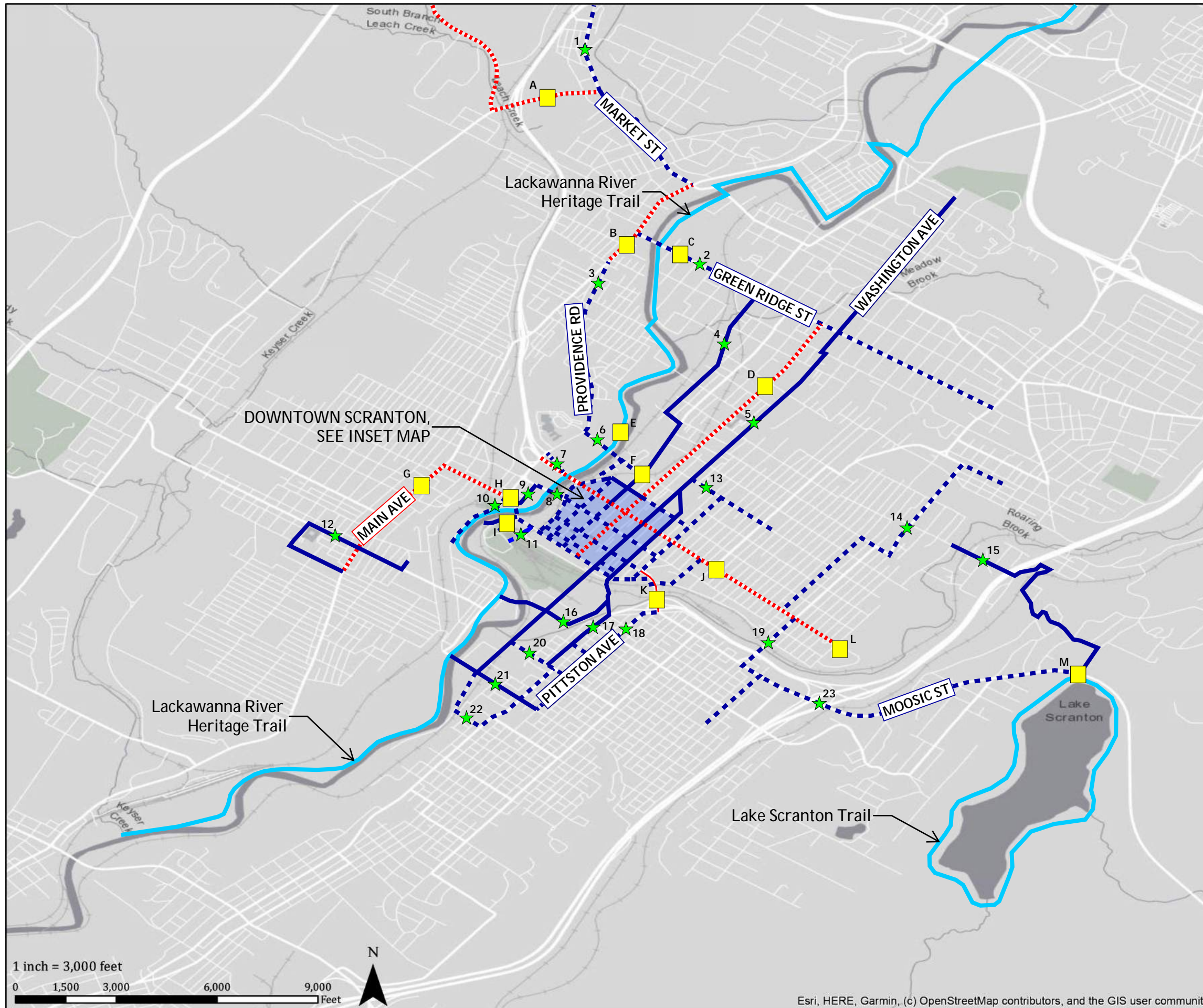
10.08.19 Revised 11.18.19

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/Dntown)
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 Expry	High volume, narrow sidewalks
L	Nay Aug Park	Lack of bike racks
M	SR 307	Difficult crossing



LACKAWANNA LUZERNE MPO

DOWNTOWN SCRANTON OPPORTUNITIES/CONSTRAINTS MAP

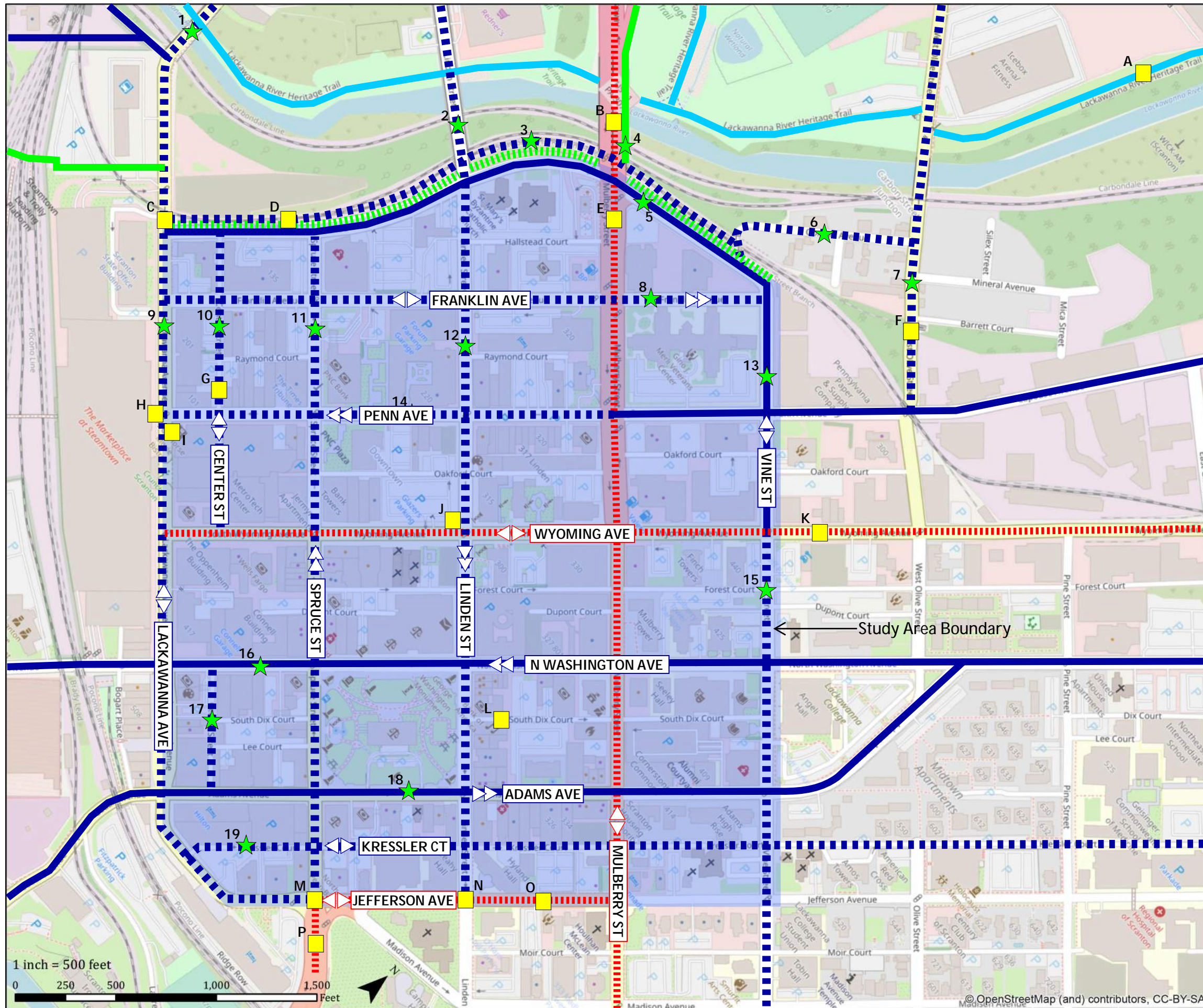
10.08.19 Revised 11.18.19

LEGEND

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

OPPORTUNITIES		
#	Location	Opportunity
1	Lackawanna Ave	Connection (LRHT)
2	Linden St	Connection (N 6th Ave)
3	Multi-use Trail (Gordon)	Multi-use
4	N Scranton Expressway	Separated walk, wide shoulder
5	Mifflin Ave	Low volume, wide
6	Gordon Ave	Low volume, connection (Olive St)
7	Olive St	Connection (Scranton HS)
8	Franklin Ave	One-way
9	Lackawanna Ave	Wide
10	Center St	Mid-block connection
11	Spruce St	One-way
12	Linden St	One-way
13	Vine St	Low volume, wide, connection
14	Penn Ave	One-way
15	Vine St	Two-way, wide
16	Washington Ave	One-way, connect (North/South)
17	Center St	Low volume
18	Adams Ave	Wide, one-way, connect (South)
19	Kessler Ct	Low volume

CONSTRAINTS		
#	Location	Constraint
A	Lackawanna River Levee	Rumble strips on levee
B	N Scranton Expressway	High volume, narrow sidewalks
C	Lackawanna Ave	On-grade railroad crossing
D	Mifflin Ave	No sidewalk one-side
E	Mulberry St	High volume
F	Olive St	Narrow railroad bridge abutments
G	Center St	Poor road conditions
H	Mall at Steamtown	Lack of bicycle racks
I	Lackawanna Ave	Improperly set stormwater inlet
J	Wyoming Ave / Linden St	Pedestrian safety concerns
K	Wyoming Ave	High volume
L	Dix Ct	Poor road conditions
M	Jefferson Ave / Spruce St	Busy intersection
N	Jefferson Ave / Linden St	Busy intersection
O	Jefferson Ave	High volume
P	Central Scranton Expry	High volume, narrow sidewalks



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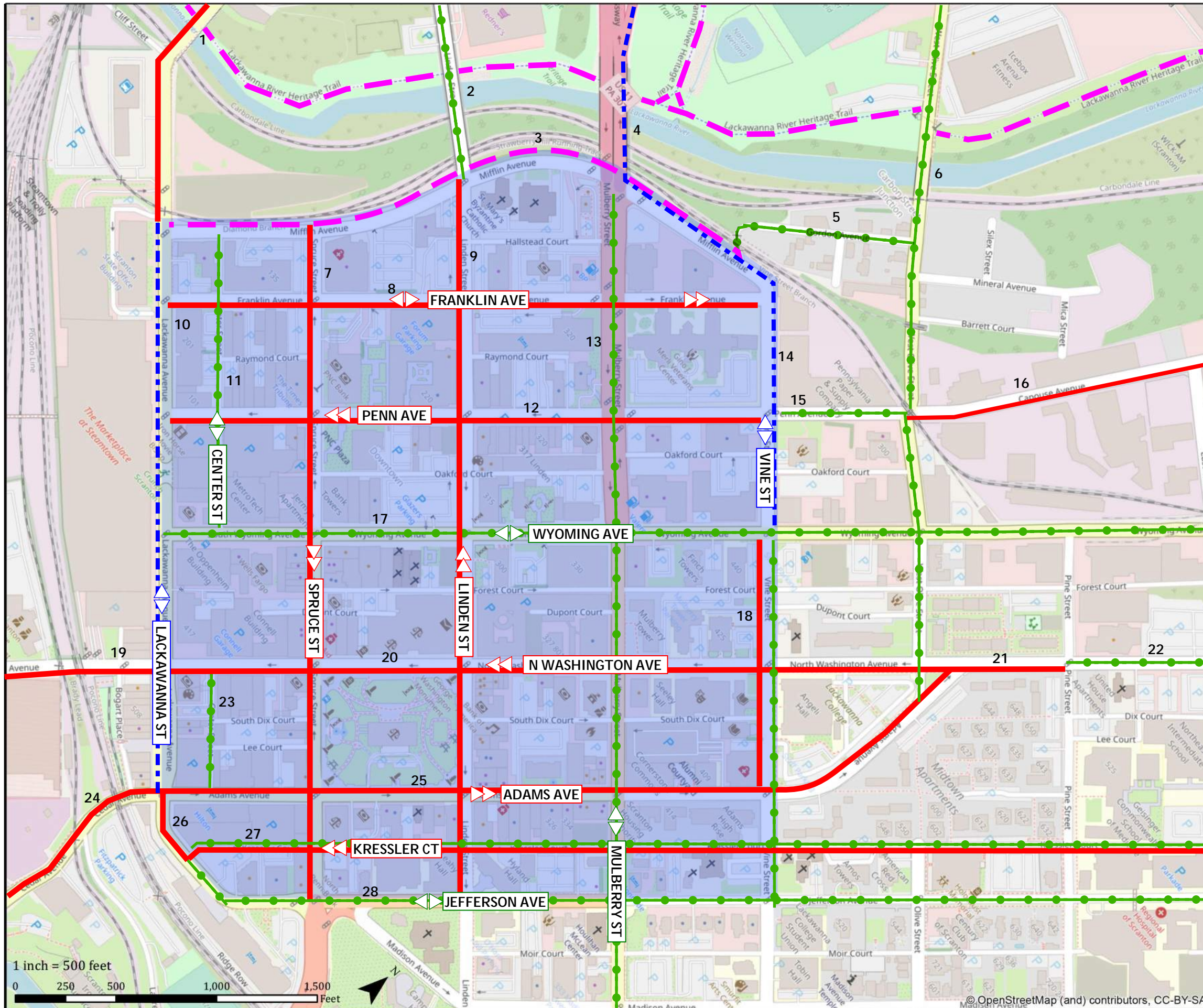
SCRANTON PROPOSED IMPROVEMENTS

10.08.19 Revised 11.18.19

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
9	Linden St	One-way traffic w/ bicycle lane
10	Lackawanna Ave	Two-way cycle track
11	Center St	Sharrows
12	Penn Ave	Bicycle lane
13	Mulberry St	Sharrows
14	Vine St	Two-way cycle track
15	Penn Ave	Sharrows
16	Capouse Ave	Bicycle lanes (both directions)
17	Wyoming Ave	Sharrows
18	Vine St	Bicycle lane / sharrows
19	S Washington Ave	Sharrows
20	Washington Ave	Bicycle lane
21	N Washington Ave	Bicycle lanes (both directions)
22	N Washington Ave	Sharrows
23	Center St	Sharrows
24	Cedar Ave	Bicycle lanes (both directions)
25	Adams Ave	Bicycle lane
26	Lackawanna Ave	Bicycle lanes (both directions)
27	Kressler Ct	Bicycle lane / sharrows
28	Jefferson Ave	Sharrows



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