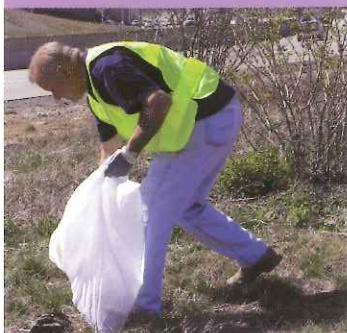


Spring

2006



LACKAWANNA/LUZERNE METROPOLITAN PLANNING ORGANIZATION

CONNECTIONS

County of Lackawanna Transit System Intermodal Transportation Center To Be Constructed

The County of Lackawanna Transportation System (COLTS) is building an Intermodal Transportation Center (ITC) in downtown Scranton on Lackawanna Avenue between Mifflin Avenue and Bridge Street.

An intermodal center is a facility at which two or more modes of transportation converge. The Scranton ITC will serve as a local transportation hub for COLTS and inter-city Martz Group buses, as well as the Lackawanna County and Steamtown National Park trolley museum and trolley excursion platform. The ITC will serve commuter trains between Scranton and Hoboken, NJ once rail passenger service is

established.

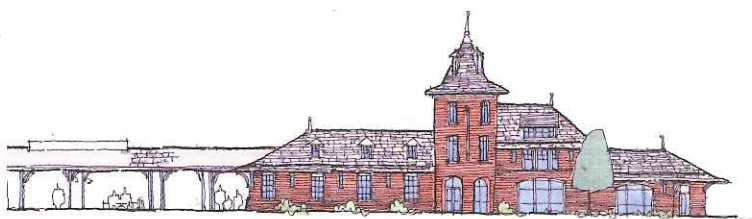
The Intermodal Center will be a two-story structure consisting of 7,400 square feet. The design is a replication of a 1900 train station, characterized by slate roofs with copper detailing, brick masonry walls with stone lintels, and large roof overhangs with detailed truss brackets.

The first floor of the facility will serve as a public space that will service COLTS and Martz passen-

gers and future rail service passengers. High vaulted ceilings with exposed wood trusses define the seating area for transit users at both ends of the building. The center space will serve as a customer area for passengers and staff space for Martz, including a ticket counter, public restrooms, vending machines, and a baggage room.

Construction is set to begin this summer and the estimated completion date is the fall of 2007.

Submitted by Debbie Schrader



Architectural rendition of Intermodal Center

Groundbreaking Ceremony Held for COLTS Expansion Project

Officials gathered at the COLTS transit building on May 2 for a ceremonial groundbreaking. In an effort to streamline Lackawanna County entities, Lackawanna County Coordinated Transportation System (LCCTS) moved into the COLTS facility. As a result, renovation/expansion of the building is necessary to accommodate both LCCTS and COLTS.

The project consists of a single-story 2,765 square foot addition to the existing infrastructure, including HVAC, electrical, plumbing, and a fire suppression system and office space. Site improvements include a new parking area and landscaping.

The \$1 million project is slated to be completed in September, 2006. Eighty percent of the funding for the project will be provided through a federal grant. The remaining twenty percent will be funded through a state grant and local funds.

This is the first major project to be done at the COLTS facility since 1978.

Submitted by Debbie Schrader, Deputy Director of Development, COLTS



Architectural rendering of COLTS renovation/expansion project.

Work on Wilkes-Barre Intermodal Center to Begin This Summer

Activity on the site of the Wilkes-Barre Intermodal Transportation Center (ITC) will begin late this summer. The ITC, which is being built to consolidate all the bus traffic coming into Wilkes-Barre City, will be located off S. Washington Street behind the new state office building. Pedestrian access to the facility will be available from South Washington Street, South Main Street, and Public Square. All vehicular traffic will access the facility from South Washington Street.

The intermodal center will accommodate 15 buses of both the Luzerne County Transportation Authority and Martz Trailways. A parking garage will be built above the bus terminal with the capacity to house 752 vehicles. This parking structure will also be tied to the existing Park 'n Lock parking garage which can



View of Intermodal Center from S. Main Street

accommodate 410 vehicles. Once the buses are taken off Public Square, metered parking spaces will be installed.

An indoor lobby and an outdoor platform

will be constructed for the bus ridership.

The Environmental Assessment/4F document has been accepted by the Federal Transit Administration, and the Finding of No Significant Effect has been issued giving the city authorization to begin final design. Pennoni Associates, Inc. heads the design team and Sordoni Construction has been hired as the construction manager.

The Federal Transit Administration provided \$11 million for the project, the federal Economic Development Administration provided \$1 million, the state provided \$1 million and the City contributed \$3 million.

The estimated completion date for the project is December, 2007.

Submitted by Marie McCormick, Wilkes-Barre City Development Office

Tire Safety Basics

According to the Rubber Manufacturers Association, the following tire safety basics should be followed to ensure safety of vehicles and passengers:

Tire pressure should always be checked when the tires are cool (before you drive on them) at least once a month.

Tires can lose one pound per square inch (PSI) per month under normal conditions.

The manufacturers' recommended air pressure for original vehicle tires can be

found on the sticker of the vehicle's door jamb, owner's manual or glove box.

Don't overload your vehicle. Check your vehicle's tire information in the owner's manual for the maximum load recommended for your vehicle. If you are towing a trailer, remember that some of the weight of the trailer is transferred to the towing vehicle.

Under-inflated tires can lead to tire failure. It results in unnecessary tire stress and irregular wear. A tire can lose up to half its

air pressure and not appear to be flat.

Rotating your tires regularly will help achieve more uniform wear. Unless the owner's manual has a specific recommendation, tires should be rotated every 6,000-8,000 miles.

Tires must be replaced when the tread is down to 1/16 of an inch in order to prevent skidding or hydroplaning. To test tread depth, place a penny in the tread groove. If part of Lincoln's head is covered, you have the proper depth. If you can see all of his head, buy a new tire.

State Transportation Commission Approves Transportation Enhancement/Home Town Streets/ Safe Routes To School Projects

The State Transportation Commission (STC) recently approved the Transportation Enhancement/Home Town Streets/Safe Routes To School (TE/HTS/SRTS) projects for the state.

The Lackawanna/Luzerne Metropolitan Planning Organization (MPO) received approvals for the following projects:

Luzerne County:

Sugar Notch-Hanover Township Recreational Trail (TE);

Delaware & Lehigh National Heritage Corridor, Section 1 (TE), Luzerne County (statewide consideration funding);

Restoration of the Engine House in White Haven Borough (TE);

George Avenue Improvements (SRTS), Wilkes-Barre City;

N. Washington St. Improvements (SRTS), Wilkes-Barre City.

Lackawanna County:

Restoration of Trolley Car 5205 (TE), Lackawanna County;

Revitalization of Downtown Area of Jermyn Borough (HTS);

Carbondale Streetscape Project (HTS).

Letters have been sent to the project sponsors to confirm that their projects have been approved to receive federal funding. Applicants should now contact April Hannon, District 4-0 Enhancements Coordinator, at 963-4076.

Hazleton Intermodal Center Construction To Begin in Fall

Hazleton Public Transit (HPT) will begin construction of an Intermodal Transportation Center (ITC) this fall. The ITC will be located on a 1-acre parcel at the corner of Broad and Church Streets in the heart of downtown Hazleton. The intermodal facility will showcase a transportation terminal to accommodate the HPT services and related private transit services (bus and taxi). In addition, it will accommodate 270+ vehicles on three levels of parking above the intermodal center. Connected to the intermodal center via the parking structure is a proposed office building provided by a developer.

The planned intermodal and parking center will centralize the HPT's bus service, integrate inter-city bus and other local transit services, such as

taxi service, bicycles and other modes of transportation. It will also provide off-street parking for surrounding businesses and nearby city government services, and support limited transit-related services and amenities that cater to transit users and businesses in the immediate area.



View of Intermodal Center from Broad Street

The project will include the following: construction of a covered, ground-floor intermodal hub which will provide berths for HPT and inter-city motor coaches; climate-controlled staging area for passenger embarkation and debarkation, with seating and monitors displaying arrivals and departures; ticketing and information office to service both HPT buses and inter-city buses; designated areas for local taxi service and county para-transit services; bicycle racks for storage; interior and exterior signage; and approximately 8,000 square feet of office and retail space for various transit-related amenities.

Submitted by Bob Fiume, HPT

Happy 50th Birthday US Interstate System

June 29, 2006 will mark the 50th anniversary of one of the biggest engineering projects ever undertaken - the U.S. Interstate Highway System. Originally created to provide a safer and faster alternative to two-lane roads, the interstates have turned into a way of life, affecting the personal and professional lives of a nation.

The interstate system drastically altered the country by putting Americans within a few days' drive of nearly everyone else in the country.

For the first half of the 20th century,

America could not rely on consistently good roads, or even paved roads, for transportation.

President Franklin Roosevelt developed a plan for a national highway system in 1944. Eight years later, President Truman signed the Federal-Aid Highway Act of 1952 authorizing funding for the massive project. However, these plans did not go forward until President Eisenhower made the interstate system a priority of his domestic agenda. Speaking about the project in 1955 he stated, "Together the united forces of

our communication and transportation systems are dynamic elements in the very name we bear - United States. Without them, we should be a mere alliance of many separate parts."

President Eisenhower pushed for the Federal-Aid Highway Act which was enacted in 1956. The Act increased the proposed length of the highway system to 41,000 miles, called for national standards for system design, and created the Highway Trust Fund as a dedicated source of funding for the interstate system. Currently, there are 46,508 miles of interstate throughout the country.

Interstate System Factoids

The interstates comprise less than one percent of the nation's roadways, but carry more than 24 percent of travel, including 41 percent of total truck miles traveled.

I-90 is the longest interstate route stretching 3,020.54 miles from Seattle to Boston. The shortest one is I-73 which runs for 12.27 miles in N. Carolina.

The original projected cost of the interstate system was \$37.62 billion in 1958. By

1991, that amount had risen to \$128.9 billion.

Three states claim to have the first interstate: Missouri, Kansas, and Pennsylvania. Missouri was the first state to award a contract with the new interstate highway funding.

Kansas initiated the first paving after the 1956 Act and had the first project completed.

Pennsylvania claims that the Pennsylvania Turnpike, which was completed in 1940 and then later incorporated into the interstate system, is really the first part of the interstate system.

This article and the above article provided by Karen Dussinger, District 4-O Community Relations Specialist

**LACKAWANNA/LUZERNE METROPOLITAN
PLANNING ORGANIZATION**

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**Check out PennDOT District 4-0
Web Site www.neparoads.com**

Focus 81 Committee Hosts Tire Safety Event

The Focus 81 Committee partnered with PennDOT and Jack Williams Tire Company, Inc. to host a Tire Safety Event during National Tire Safety Week. The event was held at the Wyoming Valley Mall on April 25.

The Rubber Manufacturers Association of America initiated National Tire Safety Week five years ago through their "Be Tire Smart - Play Your Part" program, which is designed to help drivers learn the simple steps they can take to ensure that their tires are in good working condition.

PennDOT and the tire industry agree that faithful tire maintenance maximizes vehicle and highway safety for motorists. Appropriate tire care also helps the environment and saves consumers money by advancing better fuel economy and longer tire life so tires can be replaced less frequently. Steve Shimko, District Executive for District 4-0 said that tire maintenance should be on everyone's checklist of safe driving practices. "The time you spend is

minimal, but it will markedly improve the handling and safety of your vehicle."

Numerous people stopped by the Tire Safety Booth and received free tread depth and air pressure gauges and registered to win prizes including a Roadside Safety Kit compliments of Jack Williams Tire Company. PennDOT and Focus 81

provided informational pamphlets regarding tire safety, Pennsylvania road maps, literature on safe driving practices and a Tire Basics fact card.

According to Jeffrey Box, NEPA President and CEO, "Focus 81 was excited to partner with PennDOT and Jack Williams regarding this tire safety event. Proper tire care is an often overlooked aspect of car maintenance, and this event helped to educate the public and improve overall safety on our roadways."

The event was a great success and Focus 81 hopes to duplicate it next year. The Focus 81 Committee was formed by the Northeastern Pennsylvania Alliance (NEPA) to improve safety and reduce congestion throughout a targeted corridor of I-81 in Lackawanna and Luzerne Counties. For more information on Focus 81 visit their web site at www.focus81.com.

Submitted by Brian Langan,
NEPA, Focus 81



From l to r: Dennis Giordano, PaDOT, Stephanie Williams, Jack Williams Tire, Karen Dussinger, PaDOT, Brian Langan, NEPA, and Mike Cotter, PaDOT.