

SUMMER

2016



LACKAWANNA/LUZERNE TRANSPORTATION STUDY  
METROPOLITAN PLANNING  
ORGANIZATION

# CONNECTIONS

## Approval of the 2017-2020 TIP

The Lackawanna-Luzerne Transportation Study (LLTS) is the designated Metropolitan Planning Organization (MPO) charged with undertaking transportation network planning in the two county region by the United States Department of Transportation. The LLTS prepares a Long Range Transportation Plan (LRTP) covering a minimum of twenty years of highway projects, A Twelve Year Program (TYP) outlining transportation projects to be undertaken in the next twelve years in three four-year increments and the Transportation Improvement Program (TIP) the planning document for the first four years of the TYP.

Under previous and current transportation legislation (Intermodal Surface Transportation and Efficiency Act-ISTEA, The Transportation Efficiency Act for the 21st Century- TEA 21, the National Economic Transportation Efficiency Act- NEXTEA and

the Fixing America's Surface Transportation Act-FAST Act) all MPOs must put the TIP on public display for review and comment for a period of thirty days. The LLTS extended that deadline to 35 days.

The following documents were distributed to the Scranton Public Library, Carbondale Public Library, Hazleton Area Public Library, Osterhout Free Library, the Pittston Memorial Library, the Hazleton One Center, the Lackawanna County Regional Planning Commission and Luzerne County Planning Commission Offices and at the PENNDOT District 4-0 office.

- Lackawanna-Luzerne County (Scranton/Wilkes-Barre TIP) FFY 2017 State Transportation Improvement Program and TIP Modification Procedures.

- Lackawanna-Luzerne County (Scranton/Wilkes-Barre TIP) FFY 2017 Highway and Bridge Transportation Improvement Program with public narrative.

- Lackawanna-Luzerne County Interstate Transportation Improvement Program FFY 2017 (Scranton/Wilkes-Barre Area) with public narrative.

- Statewide Highway and Bridge Transportation Improvement Program with public narrative.

- Lackawanna-Luzerne County FFY 2017 (Scranton/Wilkes-Barre TIP) Public Transit Transportation Improvement Program.

- Lackawanna-Luzerne County (Scranton/Wilkes-Barre TIP) FFY 2017 Public Transit Documents-County of Lackawanna Transit System (COLTS).

(continued on page 2)

## Meet the New Staff in Luzerne County



Jim Ferry was recently appointed as the Executive Director of the Luzerne County Planning/Zoning Department, filling the position most recently held on an interim basis by Lee Puskar, and previously by Nancy Snee. He joins the Luzerne-Lackawanna MPO as a planning partner with Steve Pitoniak of Lackawanna Regional Planning. He most recently was with the Zoning and Code Enforcement Department of the City of Haz-

leton as supervisor of day to day operations of code enforcement, licensing and permits, and Zoning Officer. He attained a Juris Doctor degree from West New England University, previously graduating from Penn State. His experience in the legal field included advising various municipal agencies, including zoning hearing boards, a planning commission, a redevelopment authority, a school district, child protective services, a government study commission, and many public officials.

Daniel Butch joined the Lackawanna/Luzerne MPO as the new Transportation Planner for the Luzerne County Planning/Zoning Department. Daniel earned an M.A. in Geography and Planning from West Chester University. He most recently worked with the Luzerne

County Transportation Authority utilizing planning software for analysis and application for transit planning, and overseeing a program to provide public transportation to a target population. Previously he did GIS analysis and application of data for Environmental Resource Management, Inc., and prepared maps for environmental analysis, and use by planners and engineers. He has brought an enthusiasm that is sure to be a positive contributor to the work of the MPO and its committees.



## State Planning Partners Held

On June 27th through the 29th transportation planners from across the Commonwealth met in State College for the spring PENNDOT Planning Partners meeting. PENNDOT normally has two sets of multiple day meetings each year to discuss transportation issues facing the Commonwealth and to highlight best practices; however, due to the lack of a budget last year the 2015 fall meeting was canceled. The Lackawanna County Regional Planning Commission was represented by Mr. Kelly, Mr. Pitoniak and Mr. Chapman while the Luzerne County Planning Commission was represented by Mr. Ferry and Mr. Butch.

The three day agenda included among other topics sessions on the revisions to the Linking Planning and National Environmental Policy Act proposed by the Department Catalyst Team to get earlier input from the public and incorporate environmental concerns earlier in the process. Other topics were Highway Safety and Traffic Operations to include initiatives to improve safety on our roadways and Updates to the Disadvantaged Business Enterprises and Title VI Tools to

receive more diversity in projects and contracting.

Breakout sessions were held on Functional Classification Best Practices, Local Project Delivery and Bicycle and Pedestrian Initiatives, among other topics. This year the work program for the LLTS includes a line item to update the Functional Classification and the National High-

Richards and Federal Highway Administration Division Renee Sigel both addressed the conference participants. Secretary Richards noted our state and region are the only ones in the country to have women leading their respective transportation agencies.

By Steve Pitoniak



**pennsylvania**  
DEPARTMENT OF TRANSPORTATION

way System Maps for the LLTS region, which have not been updated in a number of years. Another line item is for a study of locations for bike lanes in Downtown Scranton.

PENNDOT Secretary Leslie

### Scranton/ Wilkes-Barre MPO

## Approval of the 2017-2020 TIP (continued from page 1)

- Lackawanna-Luzerne County (Scranton/Wilkes-Barre TIP) FFY 2017 Public Transit Documents- Hazleton Public Transit.

- Lackawanna-Luzerne County (Scranton/Wilkes-Barre TIP) FFY 2017 Public Transit Documents- Luzerne County Transit Authority (LCTA).

Copies of the recently approved LLTS Public Participation Plan Update and the Title VI Non Discrimination Plan Update are also included in the packet for informational purposes.

They were also available on-line at:

[http://www.luzernecounty.org/county/departments\\_agencies/planning\\_commission](http://www.luzernecounty.org/county/departments_agencies/planning_commission).

As per federal regulation, the MPO was also required to contact all Native American tribes that have an interest in the region's transportation projects. Notifications were sent to the Absentee-Shawnee Tribe of Oklahoma, Delaware Nation of Interest, Delaware Tribe, Eastern Shawnee Area of Interest, Oneida Indian Na-

tion, Onondaga Nation, Seneca-Cayuga Tribe of Oklahoma, Shawnee Tribe and Tuscarora Nation.

(TIP project showing construction of the Harrison Avenue bridge pictured below)





# How to Navigate a Roundabout

The airport interchange will bring three new roundabouts to Northeast PA.

Roundabouts provide for increased efficiency of vehicle movement through an intersection as they allow traffic to continuously flow, yielding only until a gap in traffic is available. As a result, roundabouts typically carry about 30 percent more vehicles than similarly sized signalized intersections during peak flow conditions. During off-peak hours, roundabouts cause almost no delay to drivers compared to traffic signals, which require drivers to stop and wait at a red light, thus resulting in delays to side-street and left-turning traffic from a major street.

## What are the Benefits?

- Reduces injury crashes at intersections. Studies comparing single-lane roundabouts to signalized intersections show that roundabouts experience a 90 percent reduction in fatal crashes and 75 percent fewer injury-causing crashes.
- Improves pedestrian and bicyclist safety. Studies comparing single-lane roundabouts to signalized intersections reveal a 30 to 40 percent reduction in pedestrian-related crashes and a 10 percent reduction in crashes involving bicycles.
- Reduces traffic delays since roundabouts typically carry more vehicles than signalized intersections.
- Roundabouts are esthetically pleasing, and reduce emissions and pollution. Additionally, no signals/signal maintenance means energy savings.

## How Does A Single Lane Roundabout Work?

When approaching and entering a roundabout motorists should slow down and prepare to yield to pedestrians in the crosswalk. Once at the yield line, motorists should look to the left to check for approaching traffic within the roundabout, remember: circulating traffic has the right of way. When there is a safe gap, motorists may enter the roundabout. Once a motorist has entered the roundabout, they should proceed counterclockwise to their exit point.

As they approach their exit point, motorists should use their right turn signal. Upon exiting the roundabout motorists must be aware of pedestrians and be prepared to yield to them in crosswalks.



## How Does A Multi-Lane Roundabout Work?

Multi-lane roundabouts work similar to single lane roundabouts. The only difference is picking the correct lane prior to entering the roundabout. If a motorist wants to make a right turn, they must be in the right lane unless otherwise marked. Motorists wishing to travel straight may be in either lane unless otherwise marked. When turning left or making a U-turn, motorists must be in the left lane unless otherwise marked. Once a motorist is in the proper lane for the direction they wish to go, they may approach, circulate, and exit the roundabout as they would a single lane roundabout.

## What Should Motorists Be Prepared For In A Roundabout?

Motorists should be prepared for anything especially emergency vehicles, large trucks, bicyclists, and pedestrians. When emergency vehicles are approaching, do not enter the roundabout – pull to the side. If you are in the roundabout, exit at your intended exit then pull to the side. Do not stop in the roundabout. Motorists should be aware of large trucks in a roundabout. There is a truck apron provided around the center island for truck trailers, if nec-

essary. The aprons are meant for large trucks to drive over as needed. Motorists operating a car should not use the aprons. In a multi-lane roundabout, trucks may use both lanes. Motorists should not attempt to pass trucks in a roundabout. Motorists should watch for bicyclists, as they may maneuver through the roundabout as either a pedestrian or a vehicle. When traveling as a vehicle bicyclists will follow the same rules. Motorists must never overtake a bicyclist in a single-lane roundabout. Finally, motorists must help keep pedestrians safe. Motorists must yield to pedestrians when entering and exiting a roundabout.

## How Do Pedestrians and Bicyclists Stay Safe in A Roundabout?

Roundabouts are safer for pedestrians than traditional intersections. Pedestrians should always use the sidewalks and look to their left for approaching vehicles when they've reached the crosswalk. When vehicles yield, cross the street to the splitter island; it provides a refuge between opposing lanes of traffic. Finally, look to your right for approaching vehicles and when vehicles yield, cross the remaining lanes of traffic. Pedestrians should never cross within the circulation roadway.

Bicyclists choosing to travel as a pedestrian should walk their bike according to the instructions above. When traveling as a vehicle, bicyclists should follow the same rules as motorists, traveling with the flow of traffic, using right turn hand signals when necessary, and occupying the middle of the lane. They should not hug the curb.

By Michael Taluto





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**PennDOT District 4-0**

**[www.neparoads.com](http://www.neparoads.com)**

**UPCOMING MEETING DATES:**

COORDINATING COMMITTEE  
WEDNESDAY, OCTOBER 5, 2016 10AM  
TECHNICAL COMMITTEE  
WEDNESDAY, OCTOBER 19, 2016 10AM  
**HELD AT PENNDOT DISTRICT 4-0**  
**55 KEYSTONE INDUSTRIAL PARK**  
**DUNMORE, PA 18512**

## MPO to Reveal New Website [www.lltsmpo.com](http://www.lltsmpo.com)

The LLTS MPO has come to an agreement with Blackout Design to develop a new MPO website, [www.lltsmpo.com](http://www.lltsmpo.com). Blackout Design is developing a website that will give the MPO a brand new look.

The website will house all of the MPO's plans and documents for easy access. It will also keep everyone updated on meeting announcements and minutes. The site will have a WordPress Content Management System that will allow for an excellent user experience and better interaction.

To coincide with the launch of the website, the MPO will also dive into the world of social media. The MPO Facebook and Twitter accounts will allow for prompt notification of meeting changes or project updates.

Google analytics will allow us to see who is accessing the site and where they are going to and coming from. Google translate will also be featured for users with a primary language other than English.

A mobile friendly version will put all of this information in the palm of each user's hand.

The LLTS MPO webpage is accessible and being updated frequently. Please visit us at [www.lltsmpo.com](http://www.lltsmpo.com)!

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