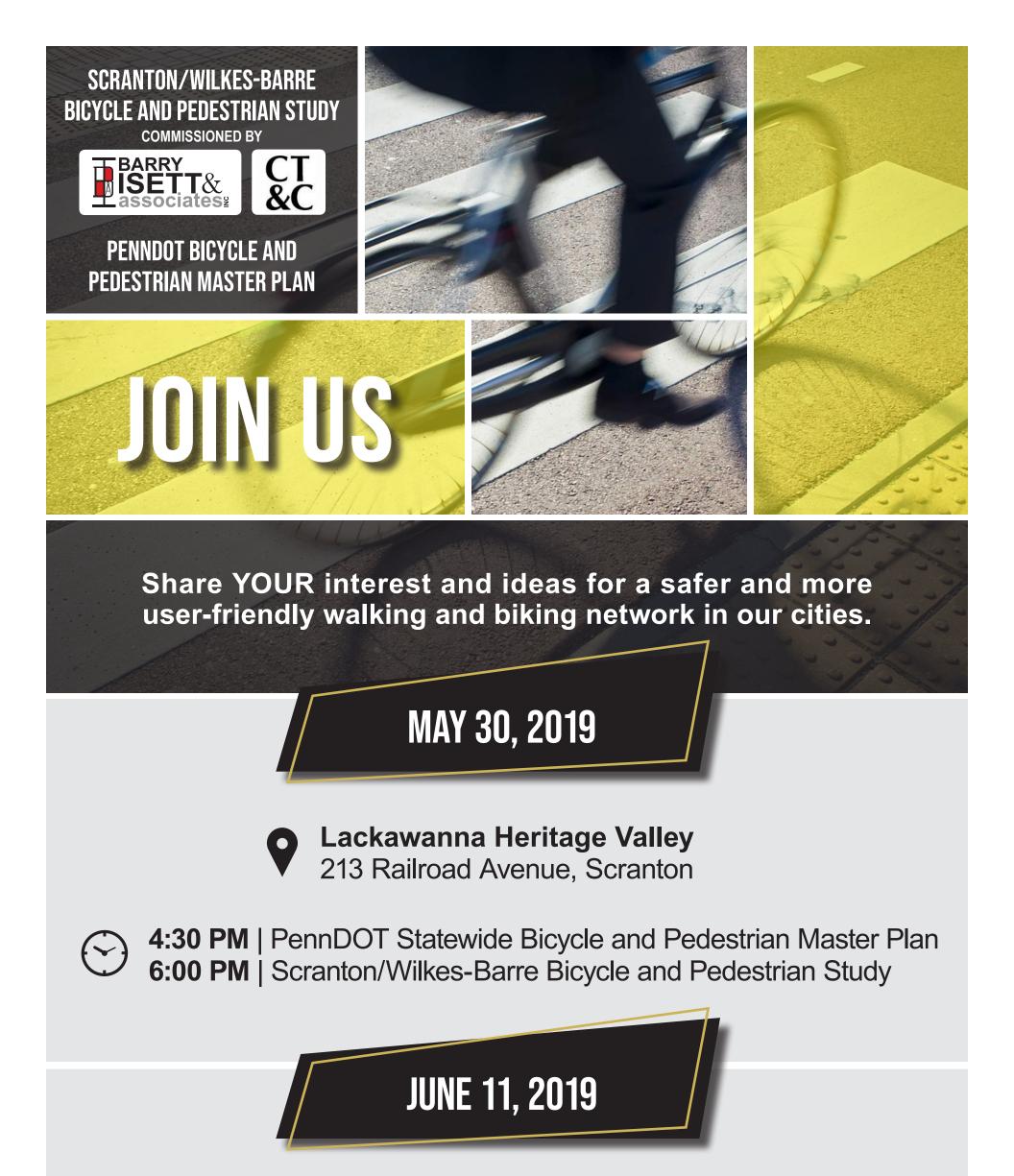
## Appendix A | Public Participation

#### A.2 Public Presentations

- May 30, 2019 Scranton
- June 11, 2019 Wilkes-Barre
- January 10, 2020 Scranton
- January 21, 2020 Wilkes-Barre



## Sheehy-Farmer Campus Center—King's College 105 North Main Street, Wilkes-Barre

# 4:00 PM | Public Walk Around Wilkes-Barre 5:00 PM | Public Meeting—Scranton/Wilkes-Barre Bicycle and Pedestrian Study

FOR ADDITIONAL INFORMATION, CONTACT STEPHANIE MILEWSKI AT SMILEWSKI@BARRYISETT.COM OR 570.285.8177.

#### Public Meeting #1 - Scranton:

Project Name: Scranton / Wilkes-Barre Bicycle Study Project #: 1000519 Service Task: 00DSNLA Location: Lackawanna Heritage Valley Date: 05/30/2019 Time: 6:00 pm

#### Attendees:

Stephanie Milewski, Isett Tim Sisock, Isett Scott Grundowski, Isett Bob Thomas, Campbell Thomas & Co. Doug Maisey, Campbell Thomas & Co. Matthew Jones, Lackawanna County Planning Janet Sweeney, Pennsylvania Environmental Council

#### Purpose:

Gather input from stakeholders in and around Scranton.

#### Notes:

- 01.1. Team Introductions
  - a. Stephanie Milewski, RLA, Barry Isett & Associates Project Manager and client contact for the bike study.
  - b. Scott Grundowski, Staff Professional, Barry Isett & Associates Scott will be key to data entry and GIS mapping.
  - c. Tim Sisock, CSI, CCCA, Barry Isett & Associates Tim will be focused on documenting field conditions and preparing cost estimates.
  - d. Tom DeAngelo, Barry Isett & Associates Tom is a civil engineer that will be key to design and engineering of the bicycle facilities.
  - e. Bob Korp, Barry Isett & Associates Bob is a planner with LEED certification that will confirm proposed changes are compliant with each city's planning requirements.
  - f. Mary Himmelberger, Grant Writer will identify funding sources available to implement the project action plan and prepare applications for funding of phase one, pending available grant opportunities.
  - g. Bob Thomas, Principal, Campbell Thomas & Co. Bob will be central to preparing the project approach, data review and analysis, public participation, and development of the action plan.
  - h. Doug Maisey, Campbell Thomas & Co. Doug will be involved in project research, planning goals, and the project alternatives.
  - i. Harry Murray, NCARB, RA, Campbell Thomas & Co. Harry will focus on design alternatives and action plan.
  - j. Steve Spindler, Steve Spindler Cartography Steve will be central to the WikiMapping survey and public participation.
- 01.2. Project Vision

- a. The project goal of the counties is to reduce traffic congestion by encouraging people to choose cycling as a preferred mode of transportation. The primary focus of the study is to develop a bicycle network for the central business districts of Scranton and Wilkes-Barre based on how people are biking to and from the downtowns.
- 01.3. Background Research
  - a. The project team is analyzing planning documents and maps for each of the downtowns, including planned connections in each area, trail routes, resources and services, traffic volumes, street direction, and public transit.
- 01.4. Field Work
  - a. The project team conducted a walking evaluation of each of the central business districts. Team members walked each street, measuring street, sidewalk, and tree lawn widths and conditions, noted occupancy and condition of buildings, and described the level of welcoming character for the pedestrian and cyclist.
- 01.5. Bicycle Facility Design
  - a. The project team provided an overview of state and federal guidelines that the team uses when design bicycle facilities.
- 01.6. Real Life Solutions

The study team reviewed types of bicycle facilities and showed real life examples of each type of facility.

- a. Sharrows Shared Lane Markings, or "sharrows," are road markings used to indicate a shared lane environment for bicycles and automobiles.
- b. Bike Lanes A Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. No physical barrier separates the vehicles from the bike lane. When there is on street parking, bike lanes typically run between the travel lane and parallel parking.
- c. Protected or Separated Bike Lanes A protected or separated bike lane is bike lane that runs parallel with the street and is physically separated from the vehicular traffic by a barrier. The bike lane may be grade separated from the road.
- e. Cycle Tracks A cycle track is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed cycle tracks are located to the curb-side of the parking (in contrast to bike lanes). Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. By separating cyclists from motor and pedestrian traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.
- f. Bike Parking
- g. Bike lane signalization and signage
- h. Intersection treatments
- 01.7. WikiMapping Demo

- a. The public can enter lines and points on the map. Lines will focus on routes they are using and routes they would like to use. Points include destinations and accessibility issues. Committee would like to see the following designations:
  - 1. Route I currently bike.
  - 2. Route I would like to bike.
  - 3. Route I currently walk.
  - 4. Route I would like to walk.
- b. Users can enter data anonymously or provide an email address.
- c. Upon opening WikiMapping there is a short survey that collects the users zip code, age, gender, email or user name, and what the respondent is most concerned about, i.e. cycling, walking, combination of both, etc.
- 01.4. Breakout Session the committee broke into 4 small groups to discuss destinations within each downtown. Then the committee reconvened to report their findings.
  - a. Downtown Wilkes-Barre Destinations
    - 1. Eateries and bars
    - 2. D&L Trail
    - 3. Kirby Center
    - 4. Public Square
    - 5. Highmark BCBS
    - 6. Bus terminal
  - b. Downtown Wilkes-Barre Comments & Concerns
    - 1. North Franklin and North Washington could be bicycle friendly routes
    - 2. Entrances from across the Susquehanna River are Market Street and North Street bridges
    - 3. Market Street and River Street is a congested intersection
    - 4. Northampton Street is a key connection to southeast part of the city
  - c. Downtown Scranton Destinations
    - 1. Eateries and bars
    - 2. Colleges and Universities: University of Scranton, Marywood, Lackawanna Medical College
    - 3. Lackawanna River Heritage Trail
    - 4. Sweeney's Beach
    - 5. Green Ridge Shopping District
    - 6. Hospitals
    - 7. Courthouse Square
    - 8. City Hall
    - 9. Nay Aug Park
    - 10. Downtown Housing / Apartments
    - 11. Hotels: Radisson and Hilton
    - 12. Inter-modal center
    - 13. Steamtown National Historic Site / Electric City Trolley Museum
- 01.5. Action Items / Study Committee Homework
  - a. Study committee will test WikiMapping prior to it going live. An email will be sent out when it is ready for review.

- b. Study committee to provide Project Team will stakeholders that need to be brought into the project.
- c. Study committee members each to develop their top 5 obstacles or barriers that inhibit them from cycling in the downtown.

Recorded by: Steph Milewski

Attachments: Maps from breakout sessions

Copies: Isett Team, Steve Pitoniak, John Petrini, Study Committee Members





| <b>NAME</b><br>(PLEASE PRINT CLEARLY) | <b>ORGANIZATION</b><br>(PLEASE PRINT CLEARLY)                 | <b>CITY &amp; STATE</b><br>(PLEASE PRINT CLEARLY) |    |
|---------------------------------------|---|---|----|
| Tom McLane                            | McLane Associates   | Scr. PA   | to |
| JoHN Morkow                           | LRCA/LVC  | 414 ADAMSAVE APE 323<br>SCRANTON, PA 18510        | Jn |
| Thompselly                            | Rep. Marty Flynn  | Scranton 113th/2913/apre                          | tw |
|                                       |   |   | te |
| Terry Sweeney<br>Aaran Marian         | University of Screenton<br>Veloce Bikeworks                   | Scientin PA 18510<br>Scianta PA                   | ao |
| Danet Sweeney                         | PEC   | Luzerne PA 18709                                  | ,  |
| Byan Morcinkevich                     |   | Scranton Par 18508                                | F  |
| Matthew Jones                         | Lackawanna County Dept. of<br>Planning & Economic Development |   | J  |

# PUBLIC OPEN HOUSE MEETING May 30, 2019—Harrisburg, PA

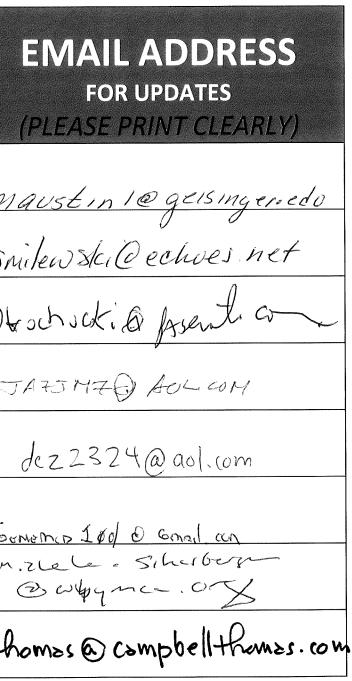
**EMAIL ADDRESS** FOR UPDATES (PLEASE PRINT CLEARLY) -malane@malancassociation merrow. Ircaequail.con errence. Sweeney@scranton.edu aron a veloce the igic, com jsweeney copec pailly Rinkrights 3 Dasl. com Jones Mata Lackawanna County. org

#### Pennsylvania **BICYCLE & PEDESTRIAN** Master Plan



| <b>NAME</b><br>(PLEASE PRINT CLEARLY) | <b>ORGANIZATION</b><br>(PLEASE PRINT CLEARLY)          | <b>CITY &amp; STATE</b><br>(PLEASE PRINT CLEARLY) |     |
|---------------------------------------|--|---|-----|
| MARGARET AUSTIN                       | GeISINGER WYOMING VALLEY                               | WILKES- BARRE, PA                                 | m   |
| STEPH MILEUSKI                        | NORTH POLONO TRAILS ASSOC                              | MT COBB<br>164 5 MARXet                           | Sn  |
| MARK Grochocki                        | NORTH POLONO TRAILS ASSOC<br>SENATOR<br>JOHN YUR: drak | NANTICIKO PA 18634                                | Mt  |
| John Zayah                            | N. SCRANTON  | Box 514 Woverly PA                                |     |
| Daniel Zych                           | U of Scranton  | Warerly, PA                                       |     |
| GENE Mc DONOUGH                       | Anthepeire Bike Coplition                              | Scronton, PA                                      | Ge  |
| Michele Scheiter                      | Live Well Lurre  | Wilhes Norn 1A                                    | ~   |
| ROBERT PITHOMAS                       | CAMPBELL THOMAS & C?                                   | FAILA.PA  | rtb |

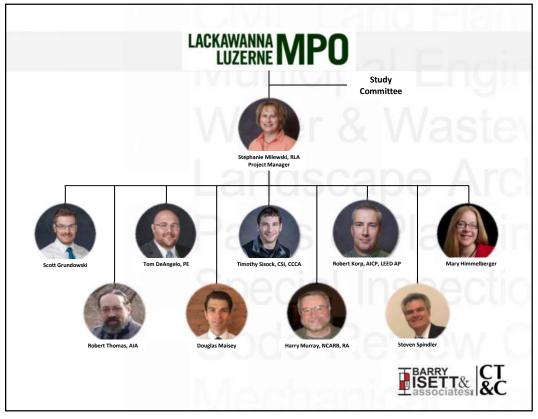
# PUBLIC OPEN HOUSE MEETING May 30, 2019—Harrisburg, PA





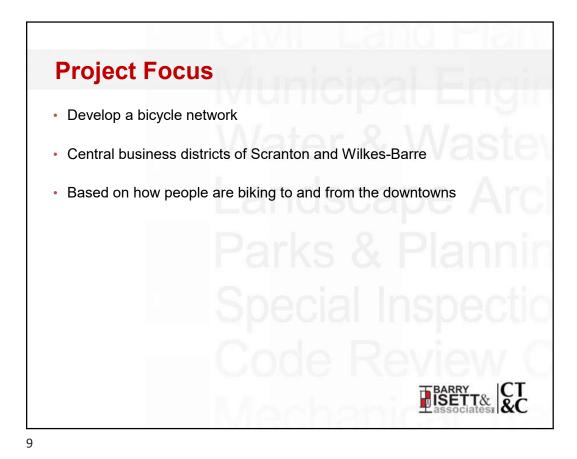
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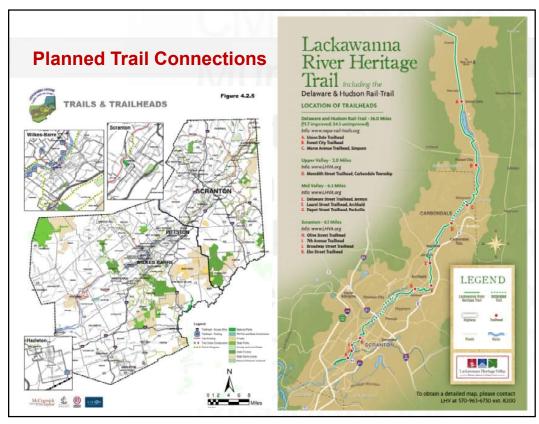


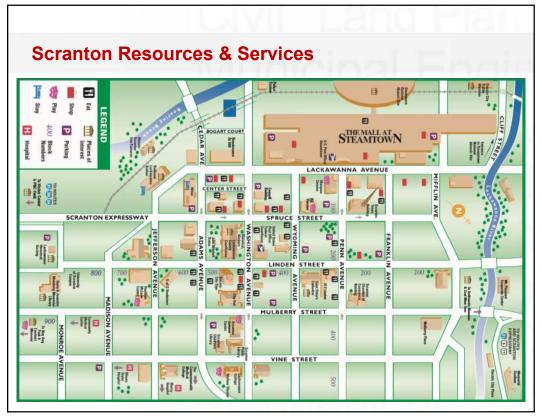


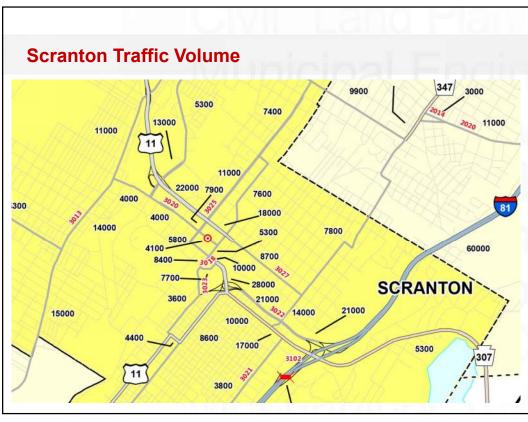


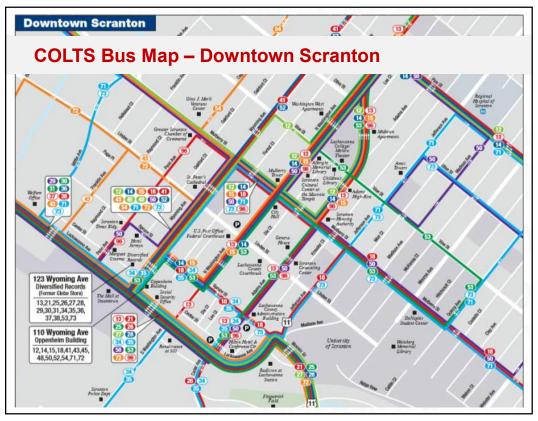


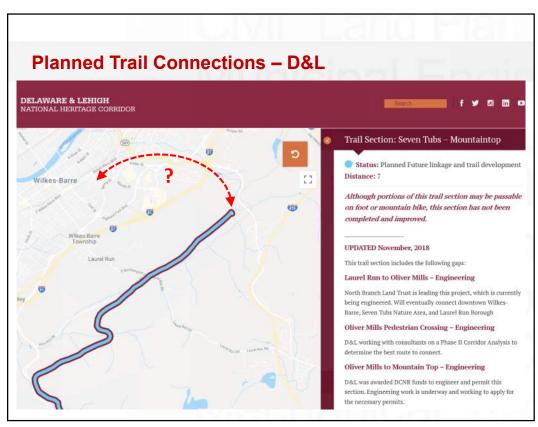




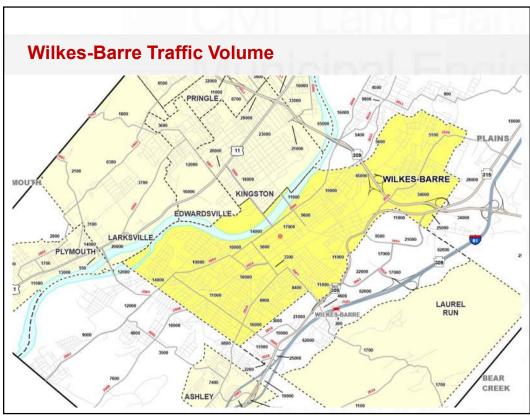




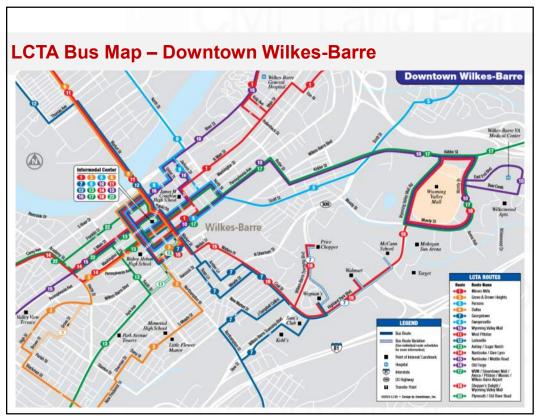






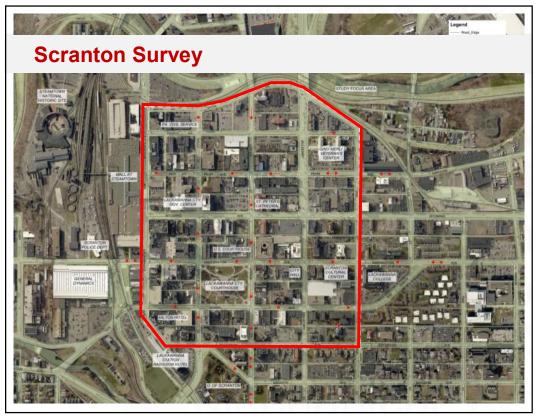


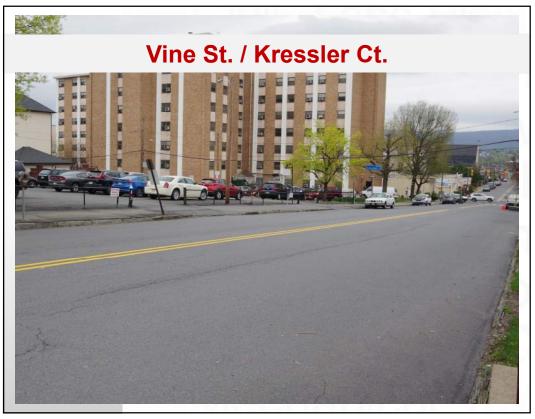




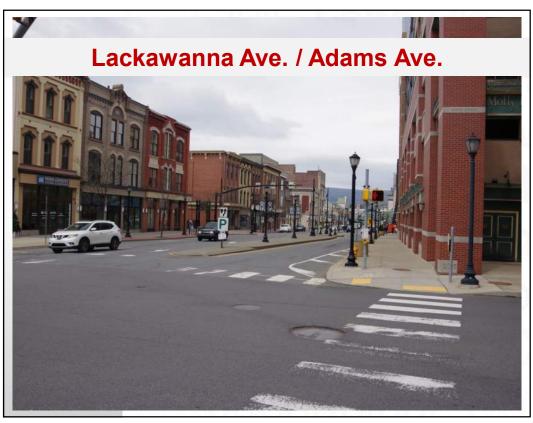






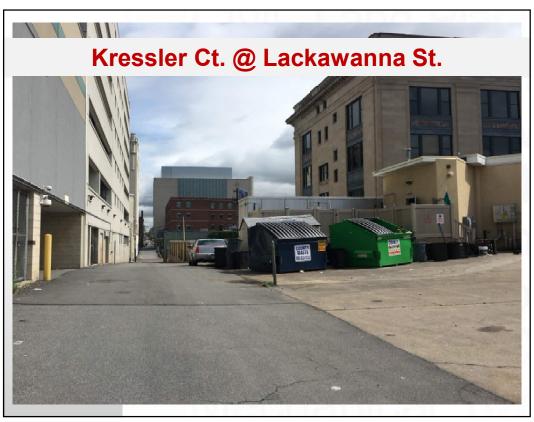








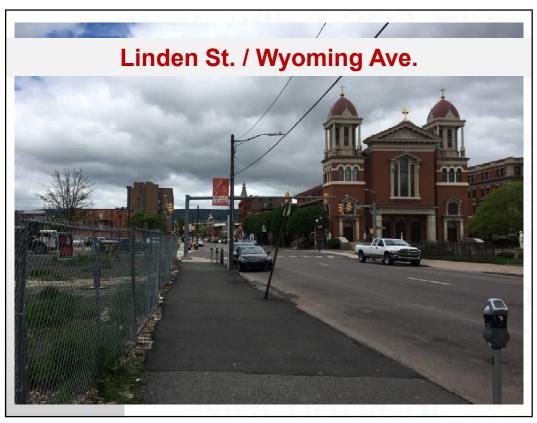






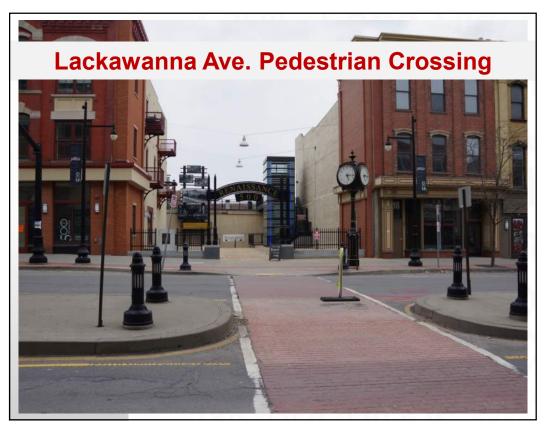


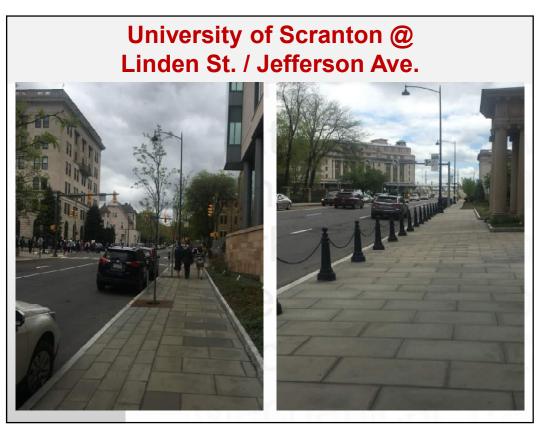
























# **Planning for all User Groups – Continued** Safety is Key · Actual vs. Perceived Safety - Developing a high level of comfort for all. Roadway Signage and Wayfinding Developing a Network Connecting communities with recreational amenities, city resources, and relevant destinations. Interfacing of Modes · Bike parking and racks, bus racks, bike share programs ISETT& CI





















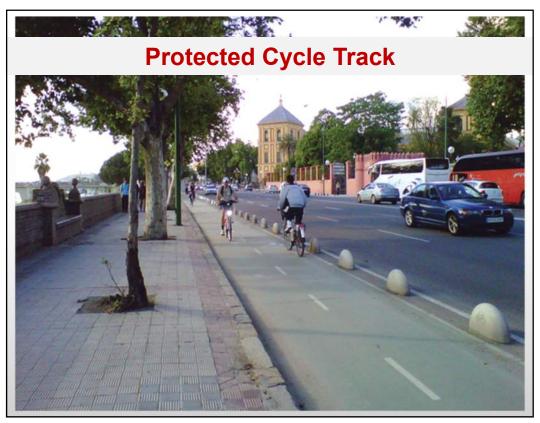
















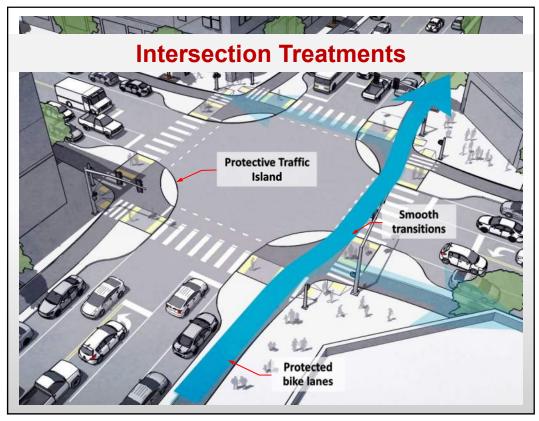


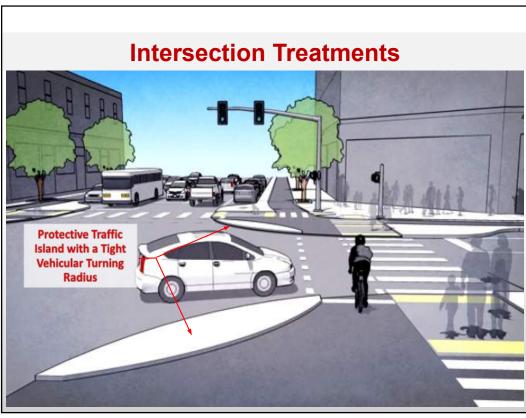






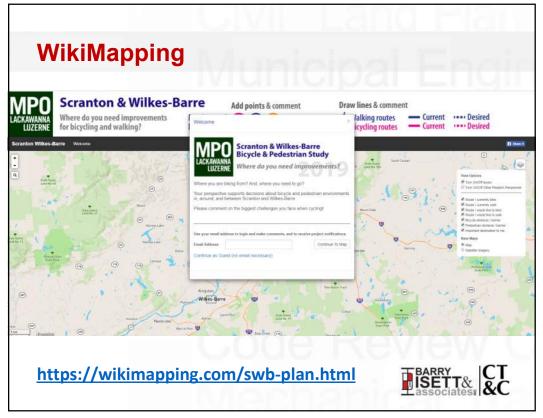


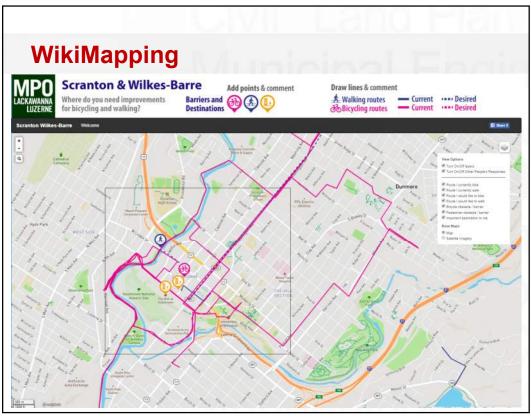


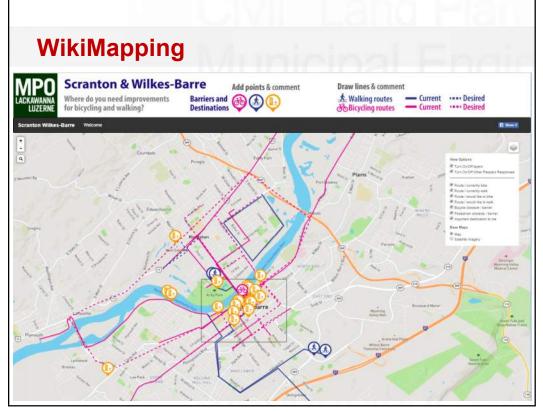










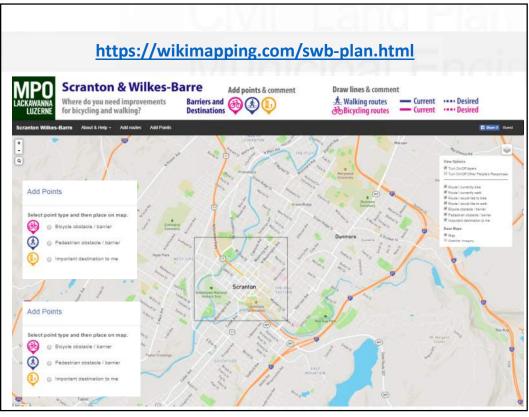
















## DOWNTOWN SCRANTON & WILKES-BARRE BICYCLE STUDY Public Workshop #1 Planning Questionnaire

**Thursday, May 30<sup>th</sup>, 2019 from 6:00 PM – 8:00 PM** Lackawanna Heritage Valley | 213 Railroad Avenue, PA 18505

Welcome to the 1<sup>st</sup> Public Workshop for the Downtown Scranton and Wilkes-Barre Bicycle Study. To assist the project team in understanding your personal needs, concerns, ideas, and other thoughts about the potential Bicycle Network in the Central Business Districts of Scranton and Wilkes-Barre, we ask you to utilize the maps we have provided to mark up with the following information. A member of the project team will be glad to assist you.

1- Where and how do you want to go in the Downtown? Please draw a line(s) on the large map at your group work table linking starting and ending points of trips you make, or would like to make by bicycle or foot. Please use the letter next to your lines to indicate how you travel, or would like to travel:

**B** - Trips by **bicycle** 

F - Trips on foot

2- What are your destinations? Please mark your origins/destinations with a dot, and capital letters as follows:

| $\mathbf{H} =$ | Home                   | $\mathbf{M} =$ | Museum/Other Cultural and |
|----------------|------------------------|----------------|---------------------------|
| <b>O</b> =     | Office/Other Work Area |                | Arts Institutions         |
| <b>C</b> =     | Commercial/Retail      | $\mathbf{P} =$ | Park or Recreation Site   |
| <b>R</b> =     | Restaurant             | <b>T</b> =     | Train Station or Bus      |
| $\mathbf{W} =$ | House of Worship       | <b>X</b> =     | Historic/Memorial Site    |
| <b>S</b> =     | School                 |                |                           |

3- What obstacles do you face in cycling and walking? With a zig-zag red line, mark and note problems such as difficult crossings, unsafe roads, missing sidewalks, narrow shoulder, missing shoulder, lack of bicycle parking, and other missing bicycle facilities.

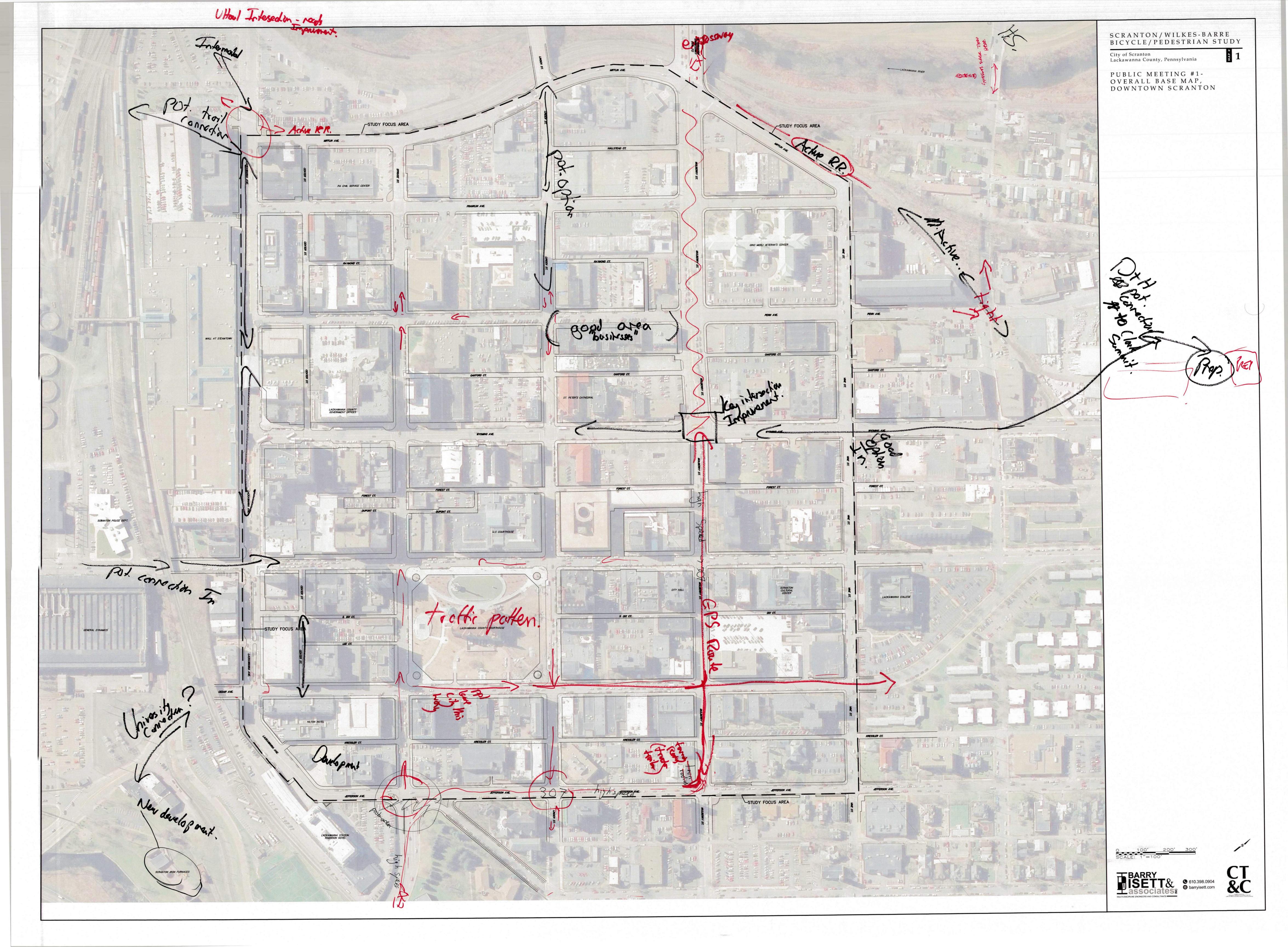
### 4- Are you just generally interested? Do you have other concerns?

- □ I am just interested and wish to be informed moving forward.
- □ I have concerns or other items I would like to discuss.
- □ Contact information:\_

# 5- Please use the reverse side of this sheet for any further comments and return the questionnaire to a project team member prior to your departure.

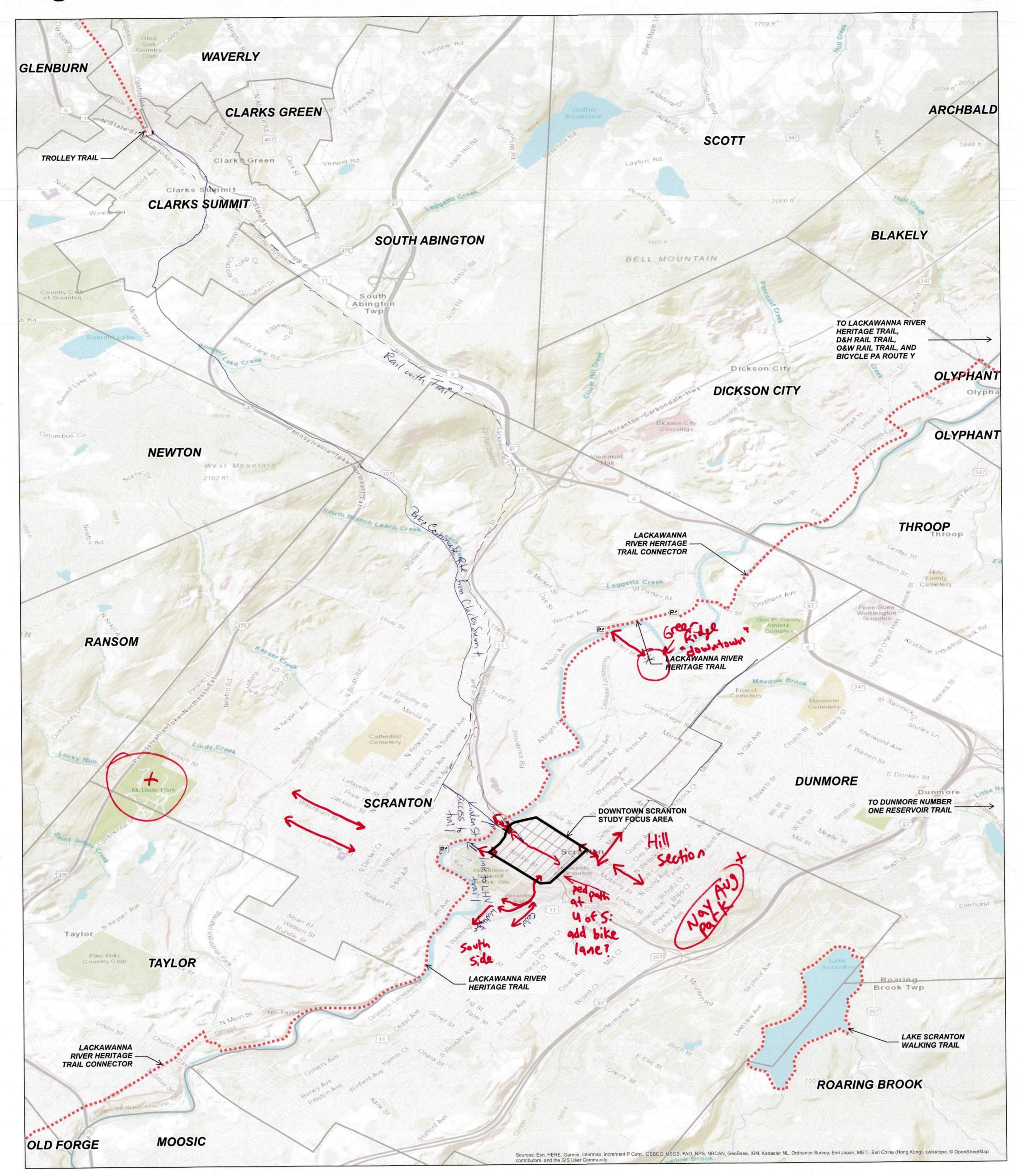
### Thank you!





# Scranton - Wilkes-Barre Bicycle / Pedestrian Study

# **Regional Recreation Map - Scranton**



# Legend

Municipal Boundary

Mail Access Points

····· Trails

1 inch = 2,000 feet

0 2,000 4,000 6,000 8,000 Feet

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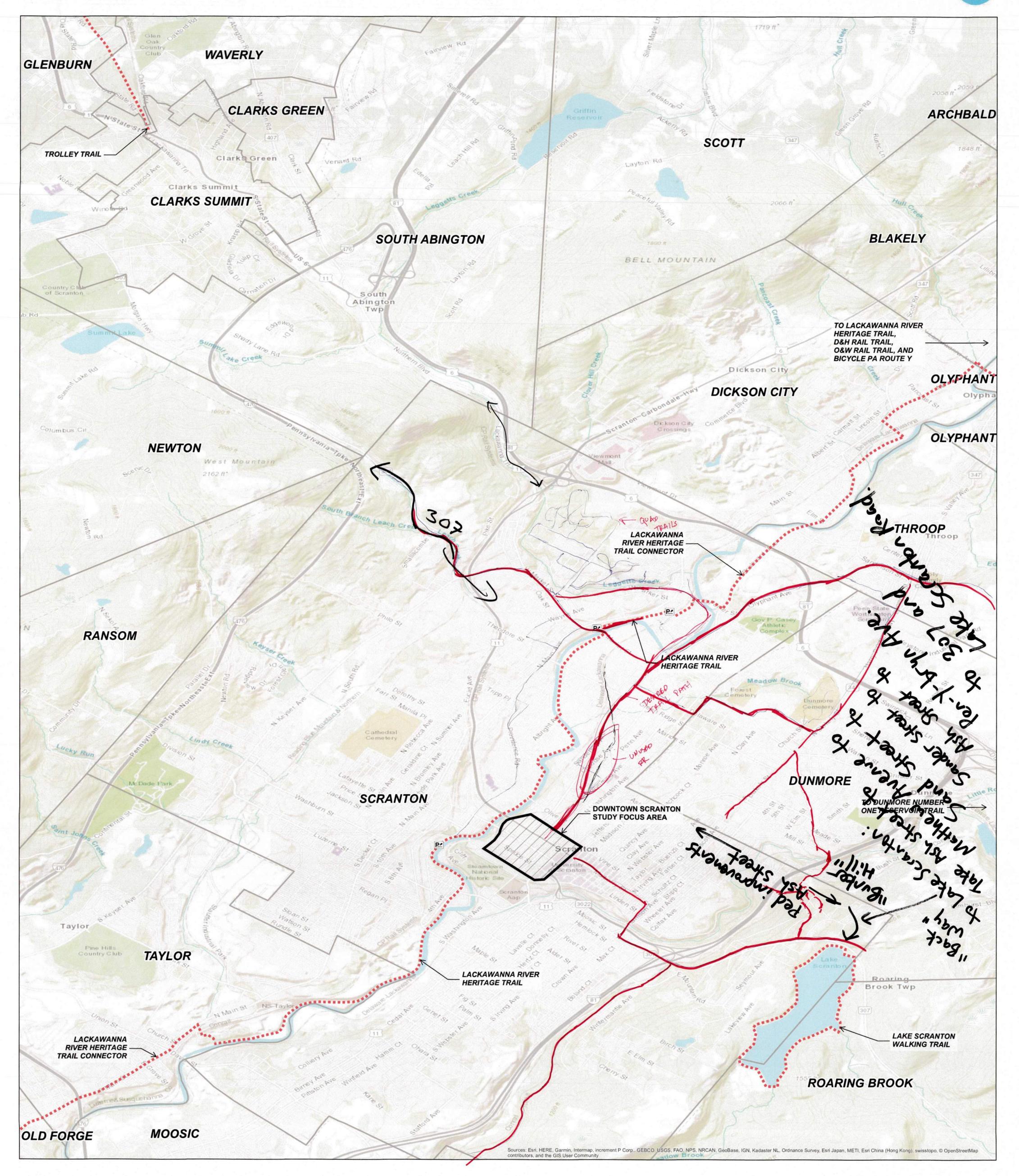






# Scranton - Wilkes-Barre Bicycle / Pedestrian Study

# **Regional Recreation Map - Scranton**



## Legend

Municipal Boundary

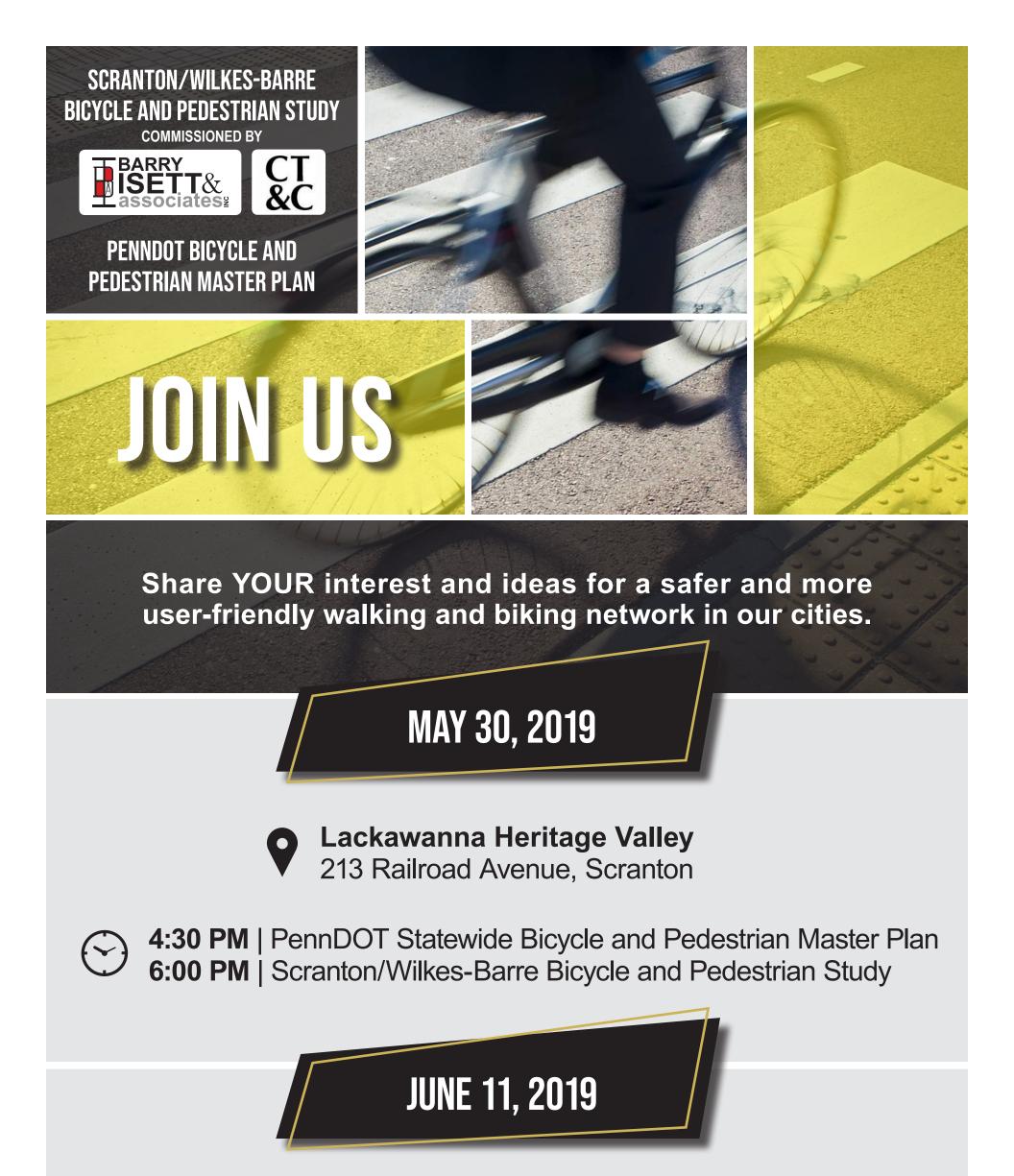
Trail Access Points

••••• Trails

1 inch = 2,000 feet 0 2,000 4,000 6,000 8,000 Feet N







## Sheehy-Farmer Campus Center—King's College 105 North Main Street, Wilkes-Barre

# 4:00 PM | Public Walk Around Wilkes-Barre 5:00 PM | Public Meeting—Scranton/Wilkes-Barre Bicycle and Pedestrian Study

FOR ADDITIONAL INFORMATION, CONTACT STEPHANIE MILEWSKI AT SMILEWSKI@BARRYISETT.COM OR 570.285.8177.

|   |              |                | Page     | of |  |
|---|--------------|----------------|----------|----|--|
| PROJECT   | LOG          | Partner        | CT<br>&C |    |  |
| Campbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-1636<br>Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com<br>Architecture � Preservation � Community and Transportation Planning |              |                |          |    |  |
| Client/Project Co   | de: LUZ-LACK | Date: 06-11-19 | Client:  |    |  |
| Telephone   | CT&C:        | Other:         | Agency:  |    |  |
| Site Visit  | CT&C:        | Other:         | Agency:  |    |  |
| Meeting   | CT&C:        | Other:         | Agency:  |    |  |
| Hearing   | СТ&С:        | Other:         | Agency:  |    |  |
| Other:  | CT&C:        | Other:         | Agency:  |    |  |
|   |              |                |          |    |  |

Phase

## Subject: Wilkes-Barre & Scranton Bike Study (Public Walk & Workshop # 2 - Wilkes-Barre)

#### PUBLIC WALK:

Prior to the Public Workshop, Bob Thomas led a short walk for the general public to discuss some of the resources in Wilkes-Barre as well as many of the elements being looked at as part of the Bike Study. Attendees were encouraged to provide information on bike routes and destinations on the Wiki-Mapping website.

#### PUBLIC WORKSHOP:

Following brief introductions of the Project Team and workshop attendees, Stephanie Milewski and Bob Thomas went through a project slideshow.

Key Items discussed in the Presentation included:

- The public meeting agenda was discussed and will include a workshop and information gathering session following a PowerPoint presentation.
- The project goals and focus of the study were discussed.
- Background mapping resources and information that will help to guide this study was noted.
- Field views that took place in April look at both downtown Scranton and Wilkes-Barre. They focused on roadway/cartway dimension, as well as street building uses, appearance, and vacancy.
- Photos of existing conditions in both Scranton and Wilkes-Barre and discussed the potential for roadway improvements with bicycle infrastructure.
- Bicycle design guideline resources were discussed and will aid in guiding the roadway recommendations that are made as part of this study.
- Planning for all user groups will be critical to this study.
- Potential bicycle infrastructure solutions were discussed. Each option aims to improve bicycle safety and mobility for various street environments. Resources for bicycle infrastructure included bicycle sharrows, bike lanes, protected bike lanes, parking separated bike lanes, cycle tracks, bicycle parking, lane signalization and signage, and bicycle friendly intersection treatments.
- Wiki-Mapping is available for the public to upload additional information regarding biking routes and destinations for the study. A postcard handout was provided with a link to the Wiki-Mapping webpage. Information will also be on County websites/Facebook pages and can be distributed to friends and families.

Following the PowerPoint presentation, Stephanie Milewski directed attendees to 4 workshop tables with largeformat maps of the region and study areas for both Scranton and Wilkes-Barre. Individuals were directed to mark the maps with desired destinations and potential routes, as well as any barriers or areas of concern. A questionnaire was also available to help guide the workshop. Following the workshop portion of the evening, each table provided detailed feedback to the larger group.

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Comments from Small Group feedback included:

TABLE 1:

- "Wilkes and Kings College are key destinations that should be connected to each other, to the river, and to downtown Wilkes-Barre."
- "We would ultimately like the entire City to have bike lanes and bike facilities to bring cyclists to any/all destinations.

TABLE 2:

- "The Levee Trail is a huge asset to Wilkes-Barre and safe/convenient entrances/exits to Wilkes-Barre's downtown should be a priority"
- "Crossing River St. is challenging"
- "Washington St. and Franklin St. are safe biking options than other downtown streets"
- "The Public Square is a key destination".

#### TABLE 3:

- "The intersections at River St. and Market St. / Northampton St. are not bicycle friendly."
- "The pedestrian crossing timers for River St. are too quick"
- "The YMCA offers bicycle parking but there is more needed throughout downtown."
- "Millennium Circle is a key meeting place for recreational runs and bike rides".
- "Connections to the north of Wilkes-Barre should also be looked at".
- "North River St. is in transition with lots of change occurring. It's a good opportunity to improve ped/bike activity vs. the automobile speed track it is today."
- "There are several destinations worth connecting near the hospital."
- "The study should look to make the LCTA routes more ped/bike friendly."

#### TABLE 4:

- "The newly proposed high-school will be inaccessible."
- "The old railroad line behind River St. could connect to Water St. near the courthouse."
- "Better connections should be made to the Levee Trail."
- "There is a dangerous crossing to Kirby Park."
- "River St. is a disaster, Franklin St. is wornderful".
- "East of Main St. is fairly good for walking, other than connecting to the Levee Trail."



85 South Route 100, Allentown, PA 18106

610.398.0904 3 610.481.9098

barryisett.com

| Project  | Savanton/Wilkes-Barre Bike | Study |
|----------|----------------------------|-------|
|          | 10. 1000519                | 0     |
| Date _6/ | 11/2019                    |       |

Sign-In Sheet

| Name              | Organization      | Email                             | Phone #            |
|-------------------|-------------------|-----------------------------------|--------------------|
| LOHN PETEINI      | LUZEENE COUNTY    | BOHAN . PETRINICLIZE ENECOUNTY OR | \$70.825.1563      |
| Kathy Beelrande   | LCTA              | Kloednarele @ Ictabus.com         | 570 - 288 - 9356   |
| Emily Alvarabo    |                   | Emily Alv 19@ymail. com           | 845-825-6614       |
| Malcolm Lunia     | Kings College     | Malcolm Lumia @g mail. con        | 570-301-2707       |
| Dayos Monsey      | CTRC              | dmaisey@ camp bell thomas.co      | m 215-220 -5167    |
| Justin Pekarovsky | Lackawanna County | Pekarovily; elacharance on M. org | 570-574.7732       |
| Rick Klilliams    | Citizen           | Twilliams Quek !. archiled        | s.com 570.793.3316 |
| JOHN P SLADIN     | CITVERIS          | HELENEROCK @ HOT<br>MAK.CON       | 570 823-0896       |
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35 South Route 100, Allentown, PA 18106

€ 610.398.0904 € 610.481.9098

barryisett.com

| Project         | SCRANTON,   | Wilkes Barre | Bike Shudy |
|-----------------|-------------|--------------|------------|
| Isett Project N | No. 1000519 |              | )          |
| Date _61        | 11/2019     |              |            |
|                 |             |              |            |

Sign-In Sheet

| Name            | Organization             | Email                               | Phone #         |
|-----------------|--------------------------|-------------------------------------|-----------------|
| Michael Julieto | WBYMCA                   | Michele. Schesberge<br>Owbyrca. Urg | 570 -970 - 5070 |
| A               | Pewn Dot                 | Maluto & PA. Sou                    | 570 963-3202    |
| TONY BROOKS     | W-B CITY COUNCIL         | tonybrookswb & quail.cu             |                 |
| LARRY NEWIYAN   | DIAMOND CITY PARTNERSHIP | larry@wbdcp.org                     | 570.208.9737    |
| Sam Schmidt     | wilkes U.                | samuelhschmot @gmail.com            | (608)234-1214   |
|                 |                          |                                     | . /             |
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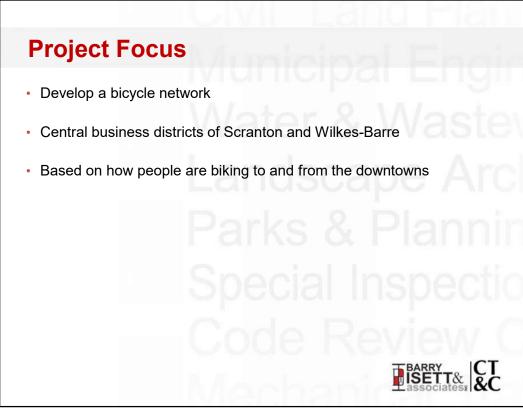
# <section-header> Agenda Introductions Overview of Project Goals and Focus Background Research / Mapping Field Work / Site Analysis Wilkes-Barre Biogen Planning Opportunities Biyki Mapping Project Workshop – Angeing, Questionnaires & Small Group Discussion Bina Table Feedback to the Larger Group Upcoming Event









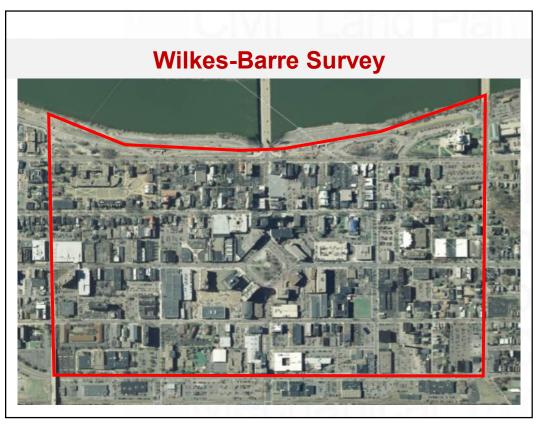


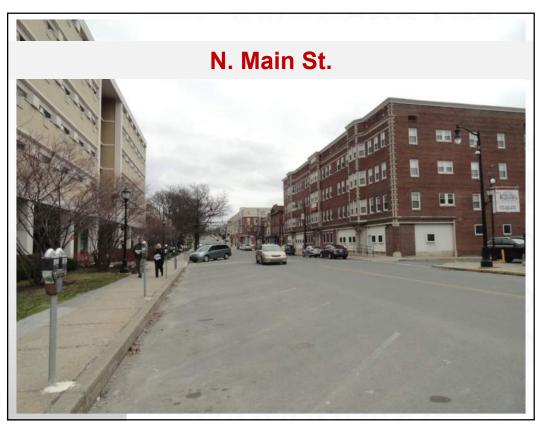


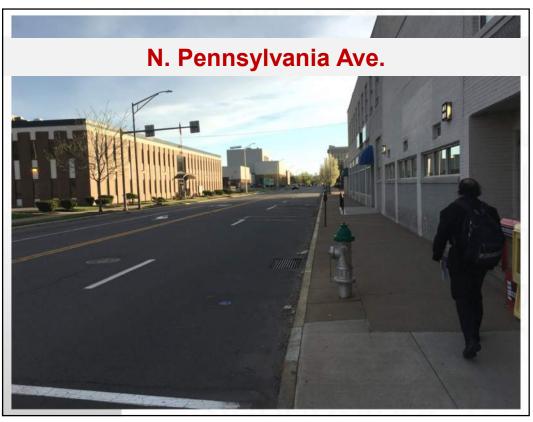




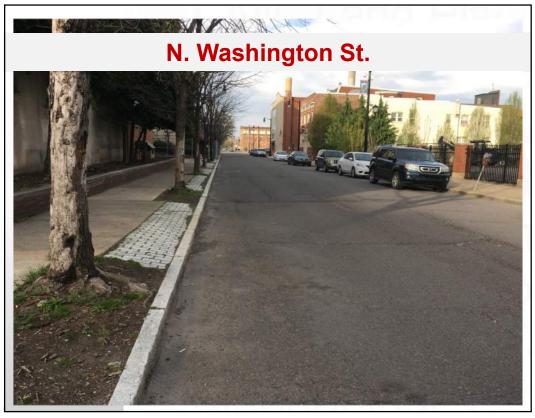


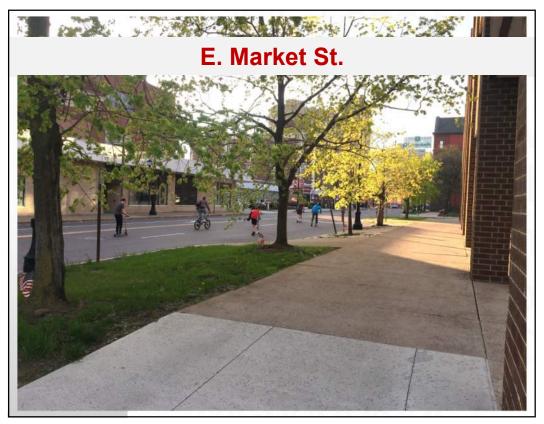


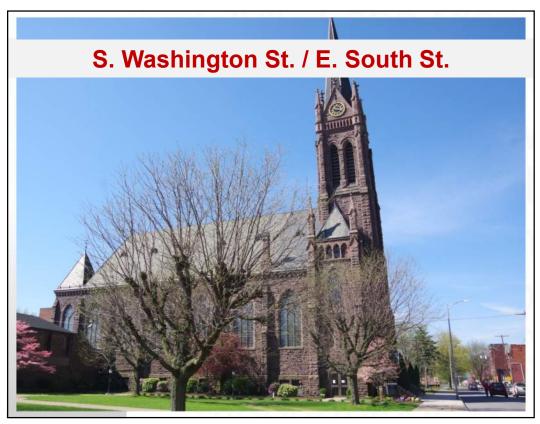




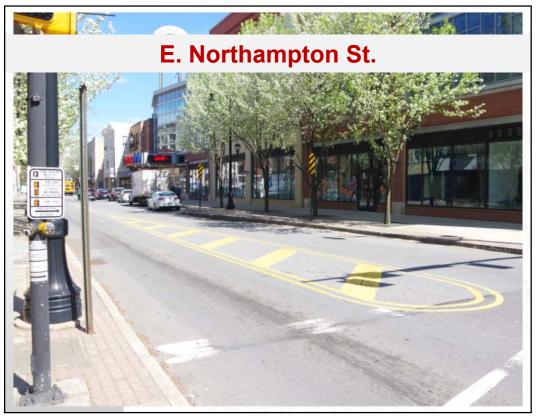










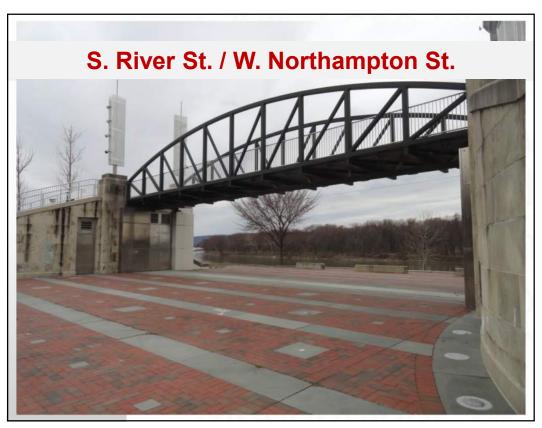






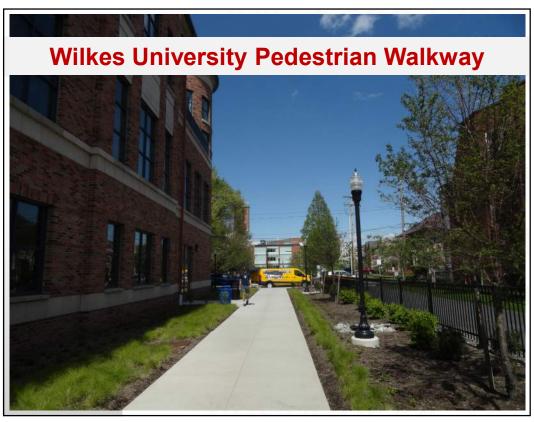


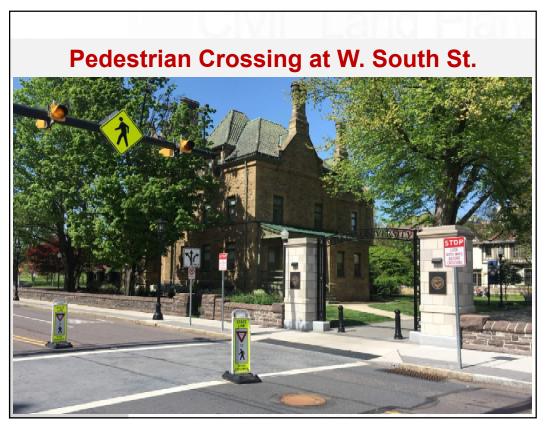




































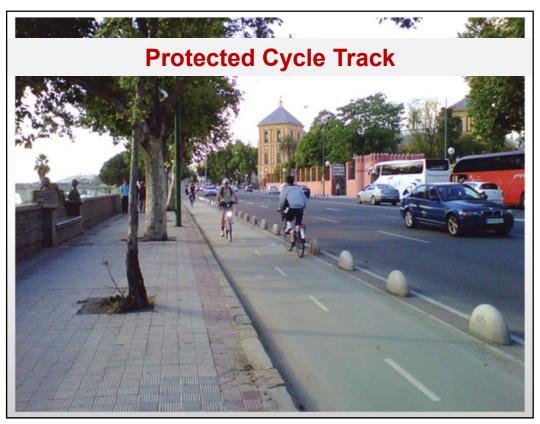
















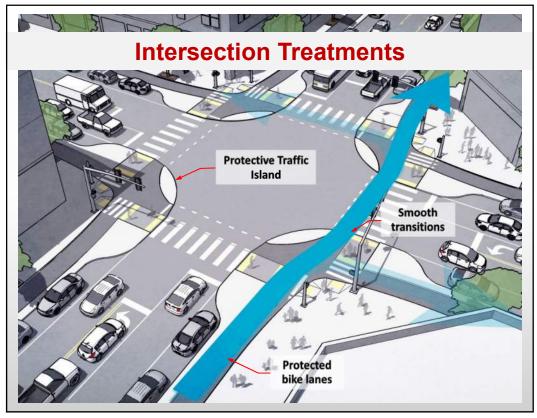


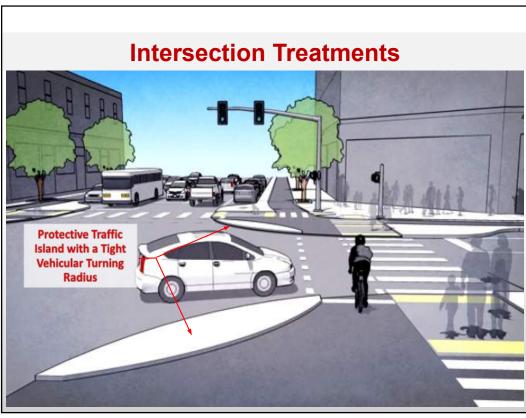






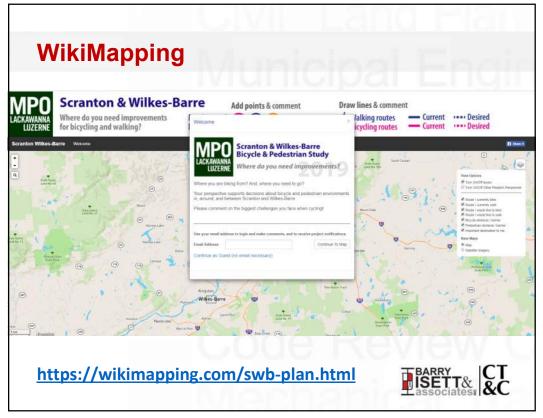


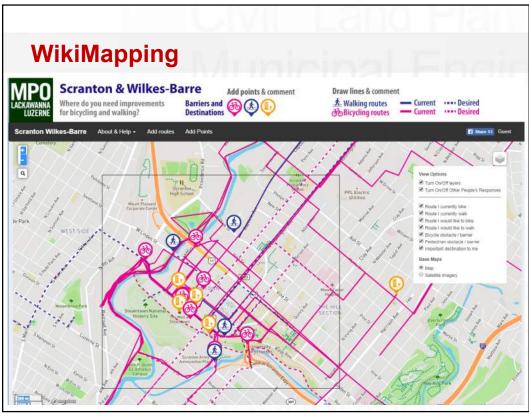


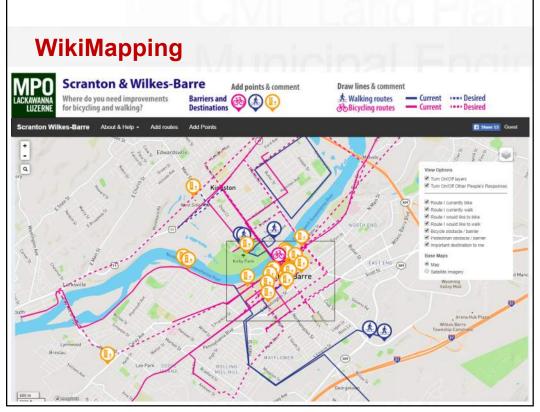










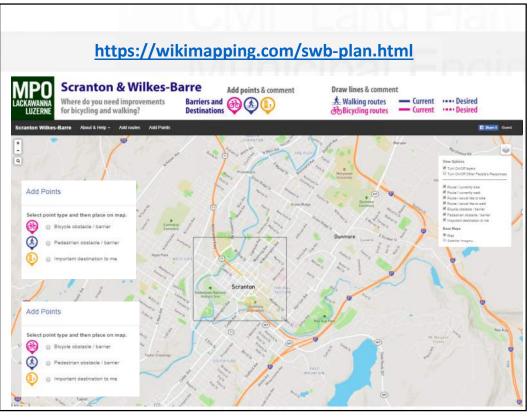
















## DOWNTOWN SCRANTON & WILKES-BARRE BICYCLE STUDY Public Workshop #1 Planning Questionnaire

**Thursday, May 30<sup>th</sup>, 2019 from 6:00 PM – 8:00 PM** Lackawanna Heritage Valley | 213 Railroad Avenue, PA 18505

Welcome to the 1<sup>st</sup> Public Workshop for the Downtown Scranton and Wilkes-Barre Bicycle Study. To assist the project team in understanding your personal needs, concerns, ideas, and other thoughts about the potential Bicycle Network in the Central Business Districts of Scranton and Wilkes-Barre, we ask you to utilize the maps we have provided to mark up with the following information. A member of the project team will be glad to assist you.

1- Where and how do you want to go in the Downtown? Please draw a line(s) on the large map at your group work table linking starting and ending points of trips you make, or would like to make by bicycle or foot. Please use the letter next to your lines to indicate how you travel, or would like to travel:

**B** - Trips by **bicycle** 

F - Trips on foot

2- What are your destinations? Please mark your origins/destinations with a dot, and capital letters as follows:

| <b>H</b> =     | Home                   | $\mathbf{M} =$ | Museum/Other Cultural and |
|----------------|------------------------|----------------|---------------------------|
| <b>O</b> =     | Office/Other Work Area |                | Arts Institutions         |
| <b>C</b> =     | Commercial/Retail      | $\mathbf{P} =$ | Park or Recreation Site   |
| <b>R</b> =     | Restaurant             | $\mathbf{T} =$ | Train Station or Bus      |
| $\mathbf{W} =$ | House of Worship       | <b>X</b> =     | Historic/Memorial Site    |
| <b>S</b> =     | School                 |                |                           |

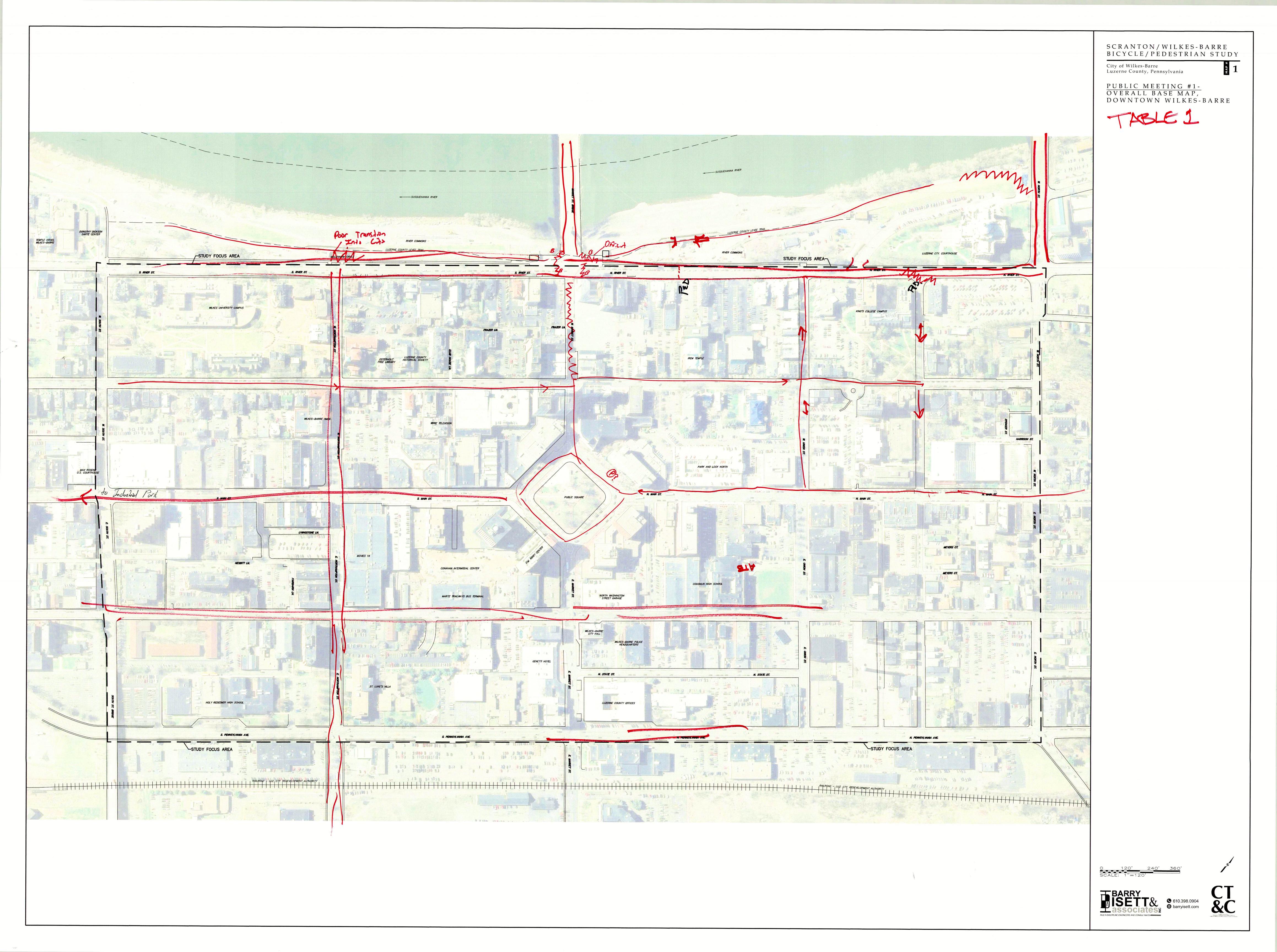
3- What obstacles do you face in cycling and walking? With a zig-zag red line, mark and note problems such as difficult crossings, unsafe roads, missing sidewalks, narrow shoulder, missing shoulder, lack of bicycle parking, and other missing bicycle facilities.

#### 4- Are you just generally interested? Do you have other concerns?

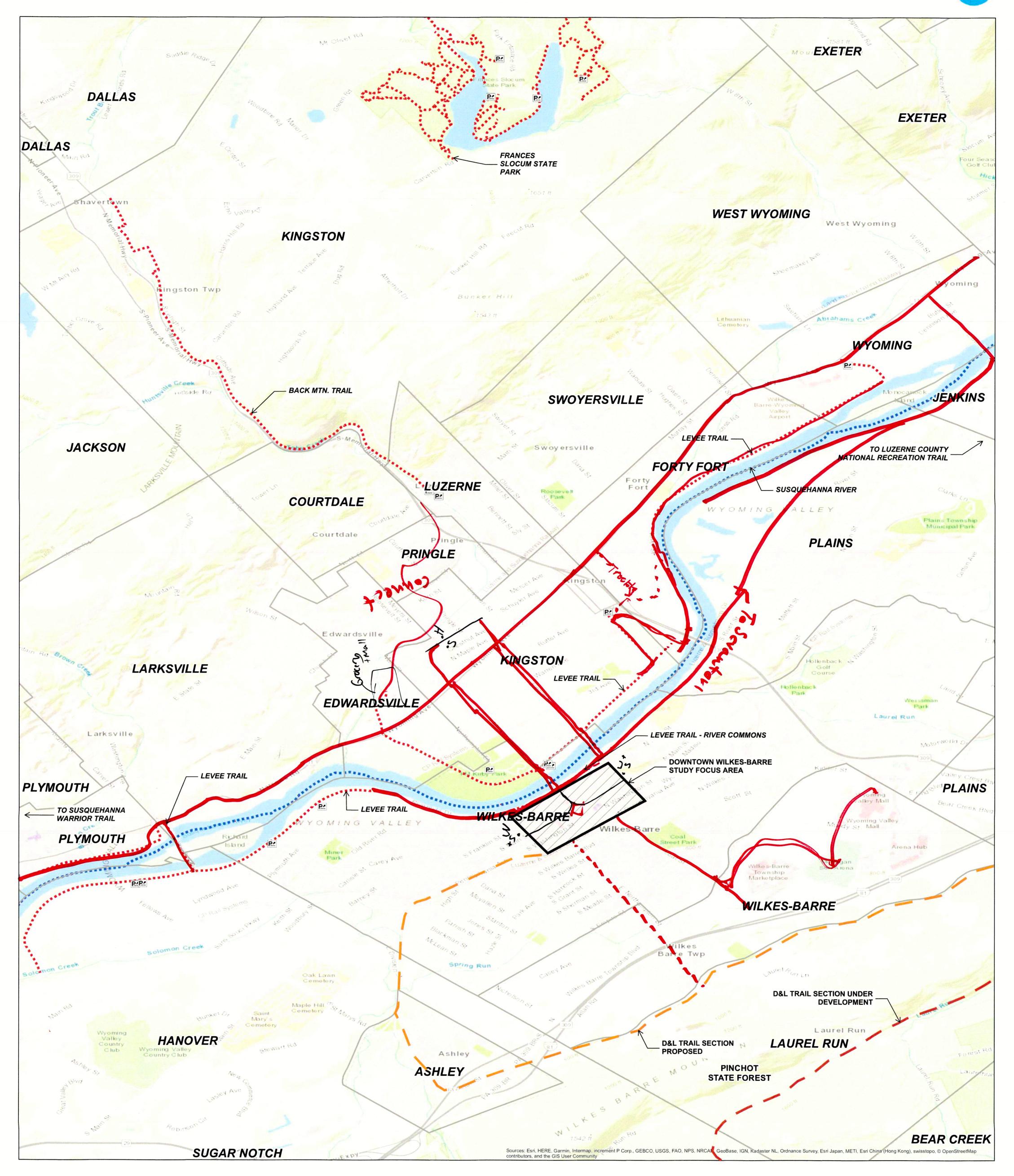
- □ I am just interested and wish to be informed moving forward.
- □ I have concerns or other items I would like to discuss.
- □ Contact information:\_

# 5- Please use the reverse side of this sheet for any further comments and return the questionnaire to a project team member prior to your departure.

#### Thank you!



# **Regional Recreation Map - Wilkes-Barre**



# Legend

- Municipal Boundary
- Trail Access Points
- Susquehanna River Water Trail
- ••••• Trails
- Trails Under Development
- ----- Trails Proposed

1 inch = 2,000 feet

0 2,000 4,000 6,000 8,000 Feet

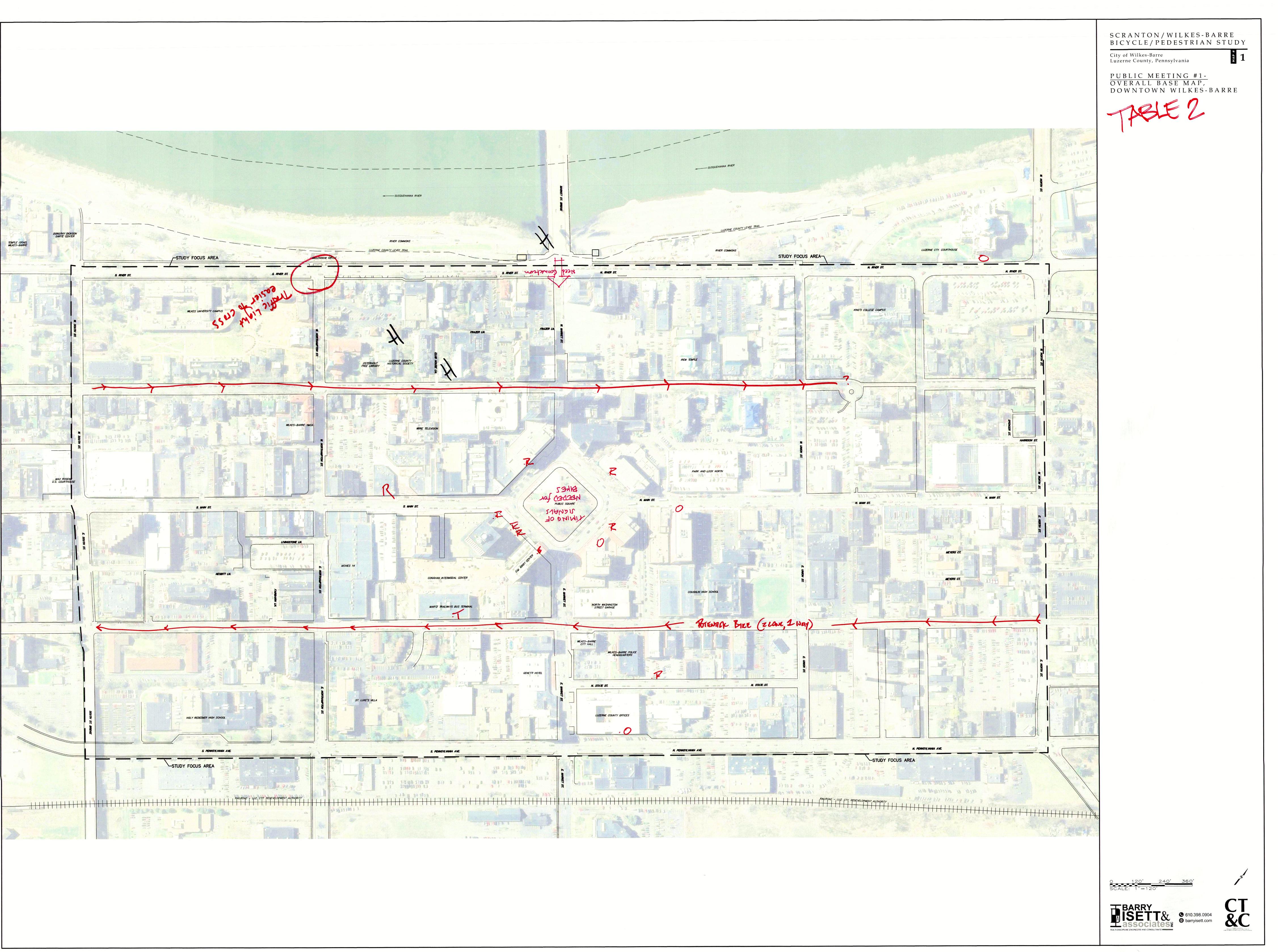
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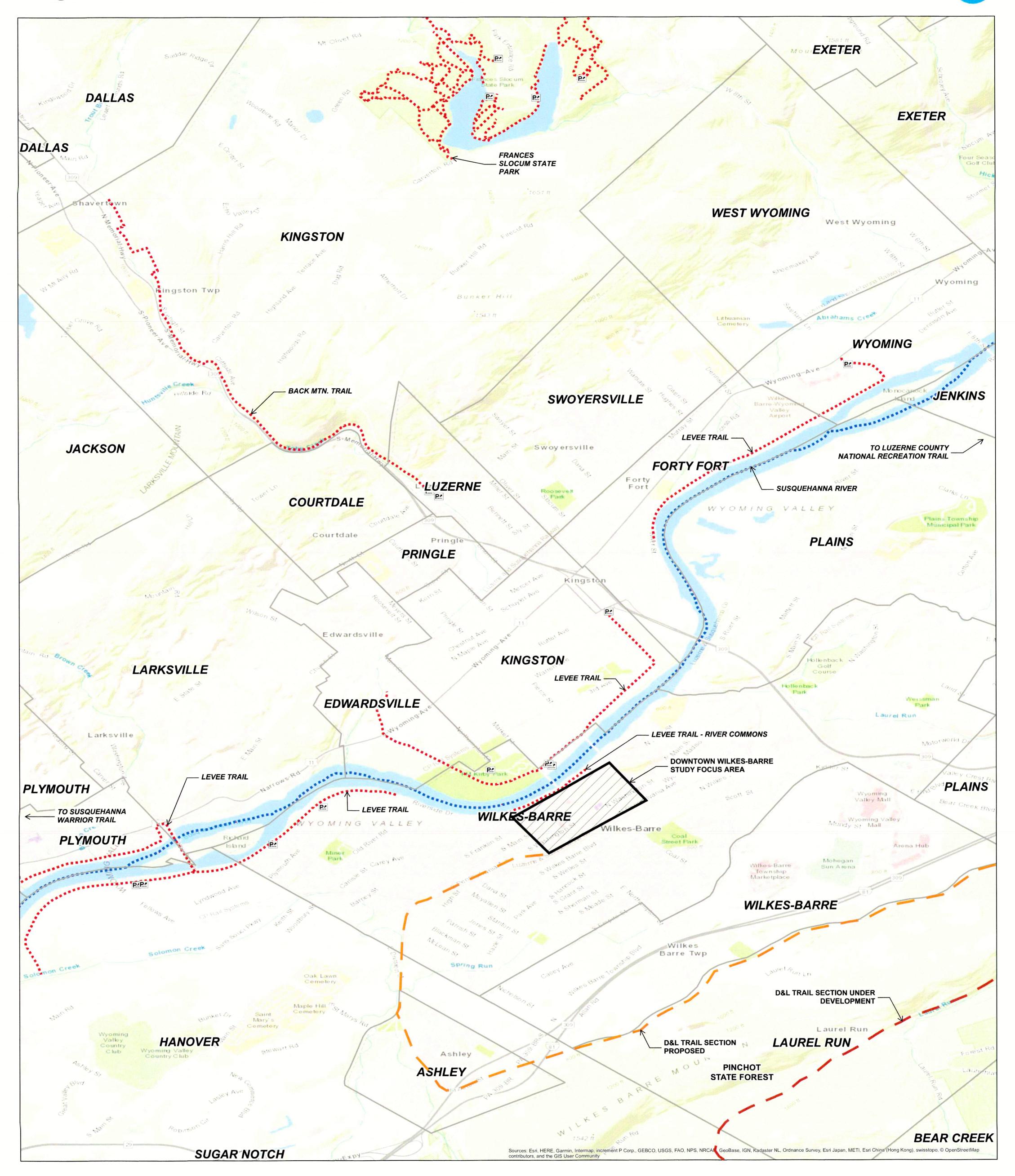
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# **Regional Recreation Map - Wilkes-Barre**



## Legend

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- Susquehanna River Water Trail

## ••••• Trails

- ------ Trails Under Development
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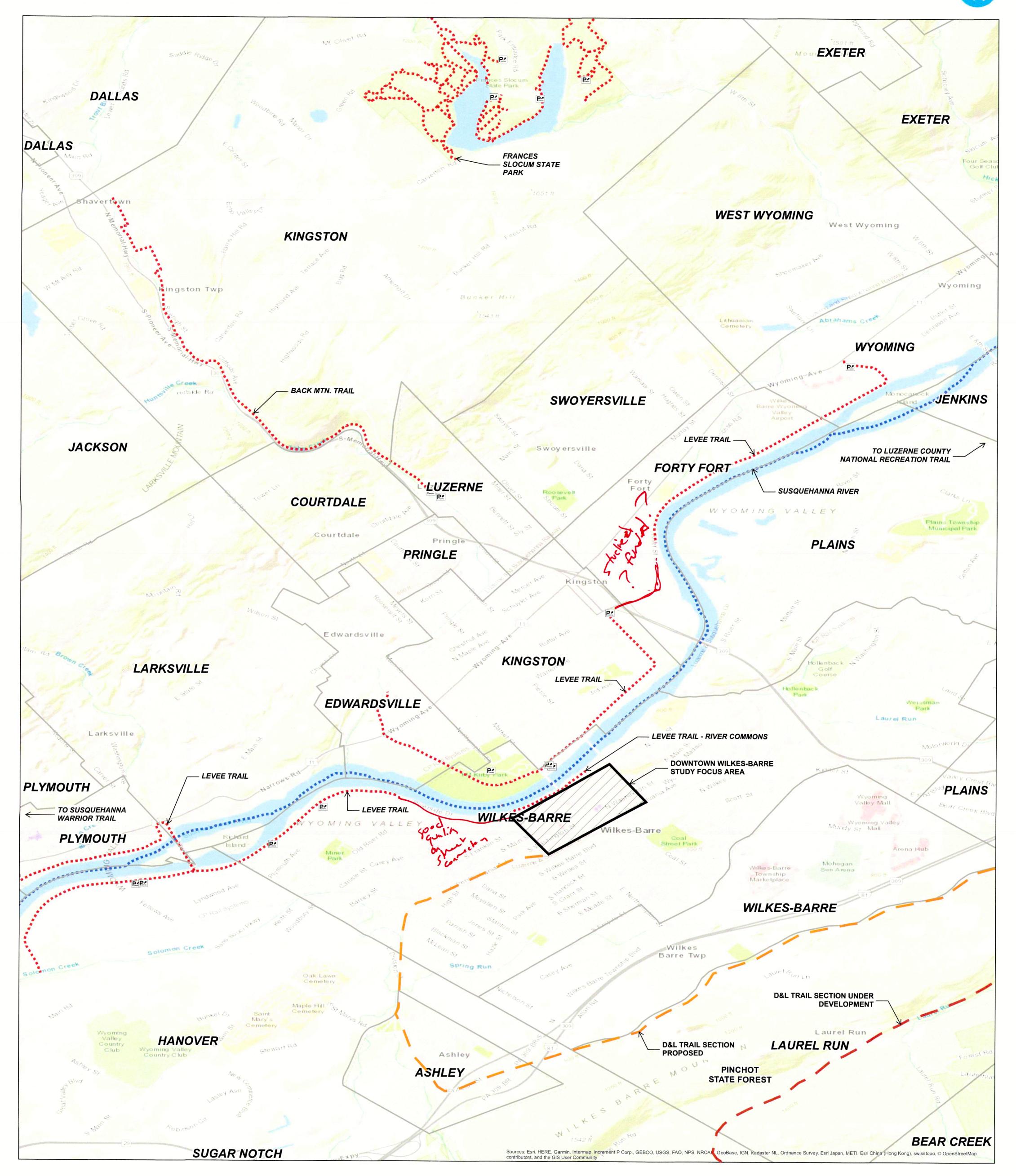




MULTI-DISCIPLINE ENGINEERS AND CONSULTANTS



# **Regional Recreation Map - Wilkes-Barre**



# Legend

- Municipal Boundary
- Trail Access Points
- Susquehanna River Water Trail
- ····· Trails
- Trails Under Development
- Trails Proposed

1 inch = 2,000 feet

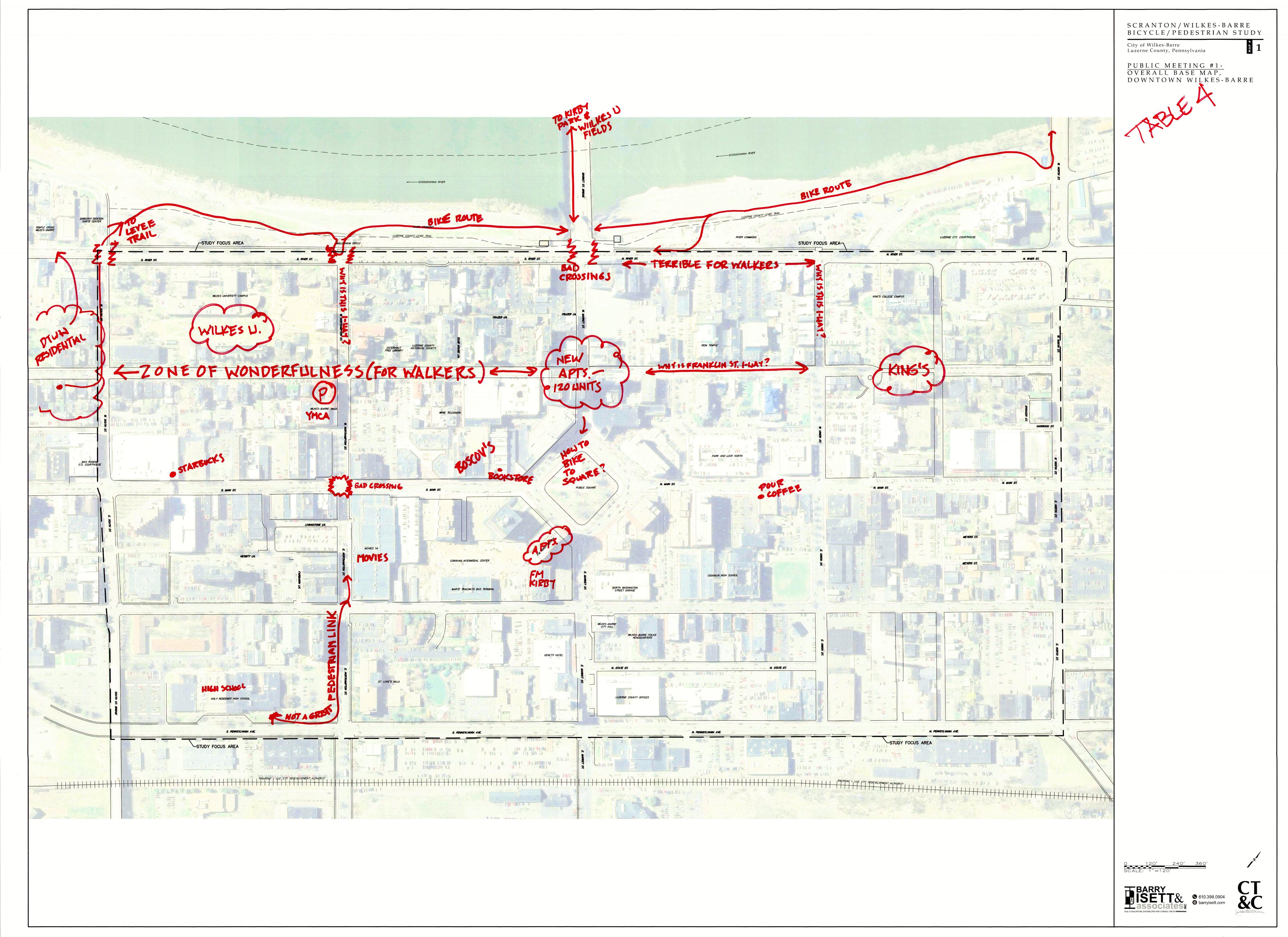
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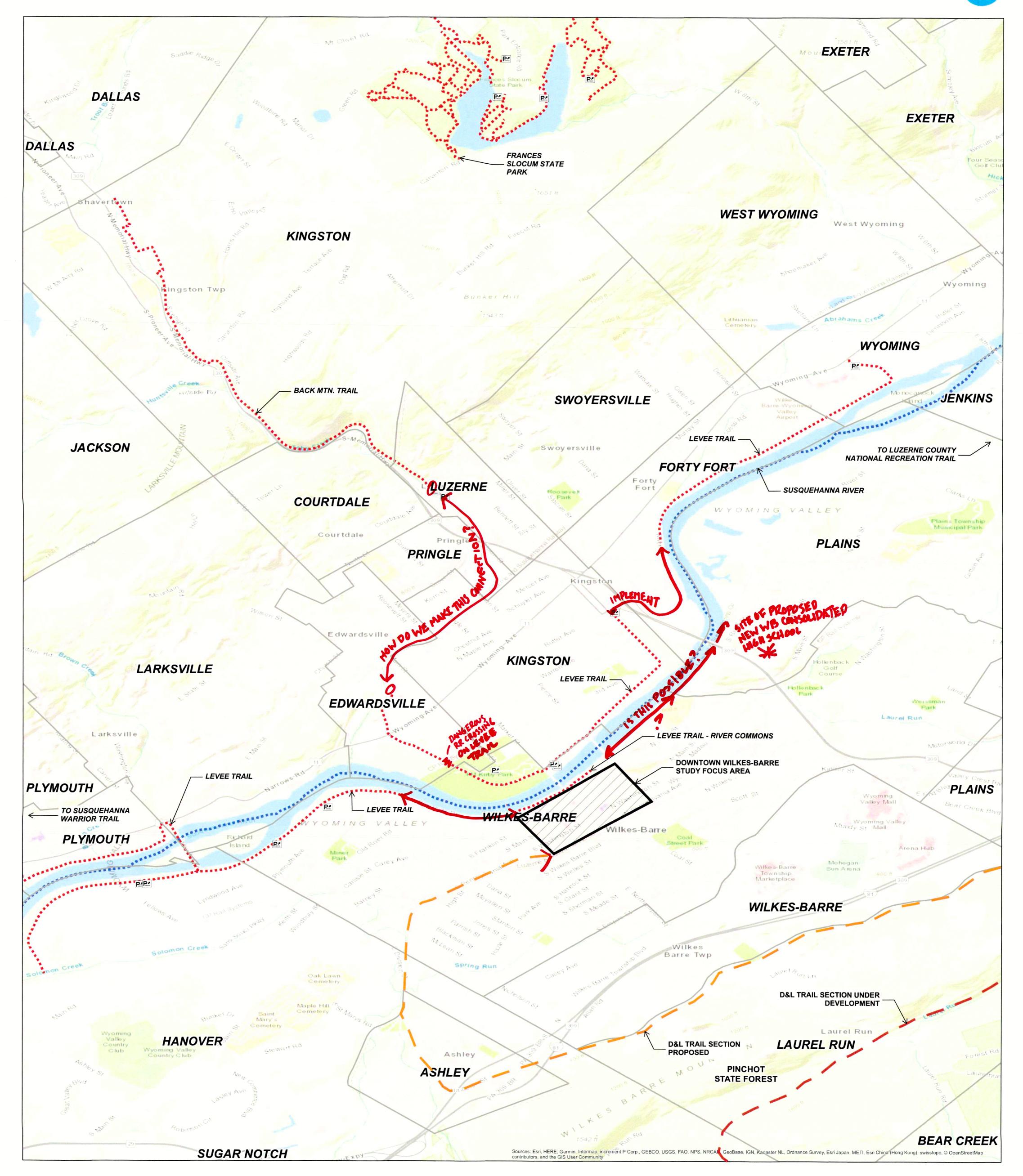


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**Regional Recreation Map - Wilkes-Barre** 



# Legend

- Municipal Boundary
- Trail Access Points
- Susquehanna River Water Trail
- ••••• Trails
- Trails Under Development
- Trails Proposed

1 inch = 2,000 feet

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Lackawanna County Commissioners Jerry Notarianni Debi Domenick Chris Chermak

Planning Commission Harry Lindsay, Chairman Rosemary Broderick John Pocius Bruce Zero, Esq. Joseph Lorince David Johns Germaine Carey Cindy Campbell



REGIONAL PLANNING COMMISSION

DATE: January 8, 2020
TO: General Public
FROM: Steve Pitoniak, Lackawanna County Planning Department Manager
RE: Downtown Scranton and Wilkes-Barre Bicycle and Pedestrian Study

Lackawanna County and Luzerne Counties will be holding public meetings to gather input on the draft plans for the Downtown Scranton and Wilkes-Barre Pedestrian and Bicycle Network. Public meetings will be held for each Central Business District plan in the respective city.

The Downtown Scranton Public Input Session will be held at 5 p.m. on Tuesday, January 14<sup>th</sup> at Lackawanna Heritage Valley, 213 Railroad Avenue, Scranton, PA 18505. Snow date will be Thursday, January 16<sup>th</sup>.

The Downtown Wilkes-Barre Public Input Session will be held at 5 p.m. on Tuesday, January 21<sup>st</sup> in Room 214 of the Arnaud C. Marts Center, Wilkes University, 292 S Franklin Street, Wilkes-Barre, PA 18701. Snow date will be Thursday, January 23<sup>rd</sup>.

If you have any questions or comments, please do not hesitate to contact Steve Pitoniak at the Lackawanna County Regional Planning Commission at (570) 963-6400 or John Petrini at the Luzerne County Planning Commission at (570) 825-1560.



1504 South Street, Philadelphia, PA 19146

215.545.1076

## Scranton Public Input Session

Project Name: Scranton / Wilkes-Barre Bicycle & Pedestrian Study Project #: 1000519 Service Task: 00DSNLA Location: Lackawanna Heritage Valley, 213 Railroad Avenue, Scranton Date: January 14, 2020 Time: 5:00 pm

#### Attendees:

Stephanie Milewski, Isett Tim Sisock. Isett Bob Thomas, Campbell Thomas & Co. Doug Maisey, Campbell Thomas & Co. Steve Pitoniak, Transportation Planning Manager, Lackawanna County Matthew Jones, Lackawanna County Planning John Petrini, Transportation Planning Director, Luzerne County Chris Chapman, Luzerne County Planning Commission Janet Sweeney, Pennsylvania Environmental Council Owen Worozbyt, Lackawanna Heritage Valley April Hannon, PennDOT District 4-0 Mark Murphy, University of Scranton Marie Schumaker, Scranton Resident Gus Fahey, Heritage Valley Partners Stephanie Decker, Lackawanna College Vivian Williams, NEPA Moves Michael Taluto, PennDOT Gerard Hetman, NeighorWorks Joe Corcoran, Lackawanna Heritage Valley Jeff Fleming, Dalton Resident Terry Sweeney, University of Scranton Todd Pousley, NeighborWorks Bruce Reddock, Scranton Chamber Sign in sheet attached.

### Purpose:

Public Meeting to gather input on the draft Downtown Scranton Bicycle and Pedestrian Plan.

#### Notes:

Steve Pitoniak (Transportation Planning Manager from Lackawanna County Regional Planning Commission) provided a brief introduction to the study, noting that the project was funded by Pennsylvania Department of Conservation and Natural Resources (DCNR), Department of Community and Economic Development (DCED), and Department of Transportation (DOT). He mentioned that the consulting team is approximately eight months into the feasibility study, and this public meeting will be followed by a public meeting in Wilkes-Barre on January 21st. Steve then introduced Stephanie Milewski from Barry Isett & Associates and the rest of the project consulting team.

Stephanie Milewski proceeded through a PowerPoint Presentation with details regarding the project research and analysis, as well as some initial recommendations that are being considered as part of this study.

Key Items discussed during and after the presentation included:

- An explanation of the various on-road bicycle enhancements, including "bike sharrows", bike lanes, bike turning boxes, 2-way cycle tracks, and bicycle intersection signalization.
- The public input process to-date has included several study committee meetings, public meetings and public walks, a Wiki-Mapping interactive survey, stakeholder meetings, and a consultant survey of street widths and cartway uses.
- Several maps were developed for both Scranton and Wilkes-Barre using initial research and analysis. This included:
  - Overall and downtown Hubs and Linkages Maps
  - Overall and downtown Opportunities and Constraints Maps
  - Overall and downtown Proposed Improvements Maps
- Stephanie went over some of the recommended facilities for several streets in downtown Scranton, noting that the recommendations comprise a complete network of solutions.
- The primary concept of the bicycle network of downtown Scranton includes an outer loop of Scranton that is as bicycle friendly as possible. Additionally, an overlay of bike lanes and sharrows will allow cyclists to take a more direct route through town in addition to the external loop.
- Some of the streets that were discussed in the meeting included:
  - Washington Ave. would see a new parking protected bike lane and narrowing of existing driving lanes.
  - Penn Ave. would also see a new parking-protected bike lane with the addition of reversed angle parking instead of front-in angled parking.
  - Lackawanna Ave. would see a 2-way protected cycle track and the removal of the median.
  - Kressler Ct. would see a bike lane and bike sharrows.
  - Vine St. would see a bike lane and bike sharrows to the east of Wyoming Ave., and a 2-way cycle track to the west of Wyoming Ave.
  - Additionally, Spruce St. and Linden St. would see a traffic reversal, so cyclists/cars can better traverse the Lackawanna County Courthouse and adjacent facilities.

- It was noted that initial opinions of probable cost will be determined as part of the study, once the recommendations are approved.
- Project phasing will also be recommended as part of the study, with a recognition that some projects will be "low-hanging fruit" while others may take additional engineering and traffic studies.
- It was suggested to move the bicycle lane on North Washington Ave. to the opposite side of the street, narrow it to 4', and widen the barrier. A 1' barrier is too narrow.
- There was positive response to the removal of the island on Lackawanna Ave.
- An attendee asked for the bike lane on Vine St. to be moved between the curb and parallel parking. Section between Adams and Wyoming is not safe for family riding. Design is confusing.
- One attendee noted that Vine St. is steep at the eastern end and Linden St. may offer an easier climb out of Scranton towards the University.
- It was asked if the team considered Bogart Court or the elevated railroad right-of-way behind the Steamtown Mall. Stephanie noted that this was considered, but it was believed that connecting to the commercial opportunities on Lackawanna Ave. was more important at this time.
- Parking was noted as a concern for bicycle safety. Any parking changes will need to be coordinated with the entity that owns the on-street parking. It was mentioned that there may be an opportunity to remove some unnecessary loading zones to free-up some on-street parking and help coordinate parking/bike lane needs. The length of the parking stalls may allow for adjusting the number of stalls.
- It was recommended that the mid-block crossings of Kressler Ct. at other major roads be implemented with striping and/or a change in paving. This should be as visible as possible to help slow vehicular traffic and encourage visibility.
- Several attendees commented that an education campaign will be necessary.
- Recognizing that this part of the project is focused on downtown Scranton, it was asked what planning has taken place to connect areas beyond the study area? Stephanie M. noted that the Wiki-Mapping survey allowed recommendations to be drawn beyond downtown. These recommendations and considerations for connections beyond downtowns were definitely taken into consideration with the recommendations proposed. Steve P. added that the County will be looking at conducting a county-wide study in the future.
- It was asked if Linden St. could be used by cyclists though the Scranton University campus. It was acknowledged that this is definitely an option, but caution will need to be taken when students are in session.
- Bob Thomas asked if attendees have recommendations on prioritization of projects?
  - Lackawanna Ave. and the outer loop were noted as a prioritization.
  - Wyoming Ave is also a priority, as it's a route already used by many cyclists to pass through town.
  - Linden St. and Spruce St. are also priorities as they connect to Scranton University.
  - It was recommended that new and existing connections to apartments, businesses and restaurants drive the prioritization of the network.

- It was noted that the cycle track on Lackawanna Ave. currently ends at Adams Ave. A recommendation was made to bring this connection all the way to the Lackawanna Station Hotel.
- Another possibility that was noted was to consider angle parking on Lackawanna Ave. to encourage traffic to slow down and become the retail corridor that it should be. Similar improvements have helped retail on Penn Ave.

Steve Pitoniak and Stephanie Milewski thanked everyone for their attendance and feedback and encouraged those interested to attend the Wilkes-Barre public meeting next Tuesday, January 21st.

Compiled by: Steph Milewski

Attachments: PowerPoint slides and sign in sheet

Copies: Isett Project Team, Steve Pitoniak, John Petrini, Study Committee Members

|                            | SIGN-IN SHEET   | SHEET   |   |
|----------------------------|---|---|---|
| Project:                   | Downtown Screatfor +  | + Willes-Borre Birycle +  | Biycle + &C                               |
| Date: 1-14-2020 Meeting #: | - Public Mee  | 4100  |   |
|                            | Campbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-1636<br>Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com<br>Architecture & Preservation & Community and Transportation Planning | pbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-1<br>Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com<br>thitecture & Preservation & Community and Transportation Planni | 146-1636<br>is.com<br>Planning            |
| NAME / ADDRESS             | ORGANIZATION  | TELEPHONE #<br>(If not already given)   | EMAIL<br>(If not already given)           |
| 1 Dougla Maisey            | CTRC  | 215 720 5167  | domisey & comp bell thomas.co             |
| 2 MARIE SCHUTHAGA          | Sciencia TAX PAYER  | 570-498-0110  |   |
| C.H.O.                     | 20 PC   | 570.528.1543  | DAN. TEREIN, CLUEECWECOUNTY, ORG          |
| Chris C                    | LCPC  | 570 825 1564  | Christopher, chapman @ luzernecounty. Org |
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### Downtown Scranton and Wilkes-Barre Bicycle & Pedestrian Study



#### 1

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## **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







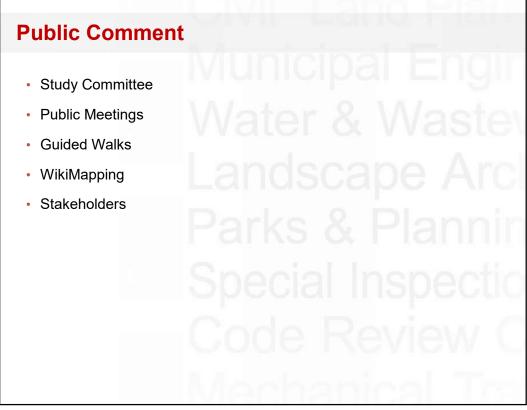




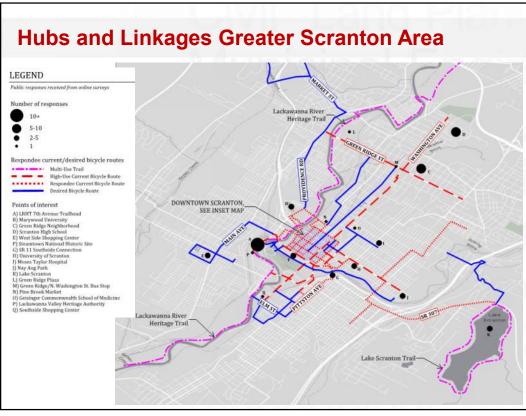


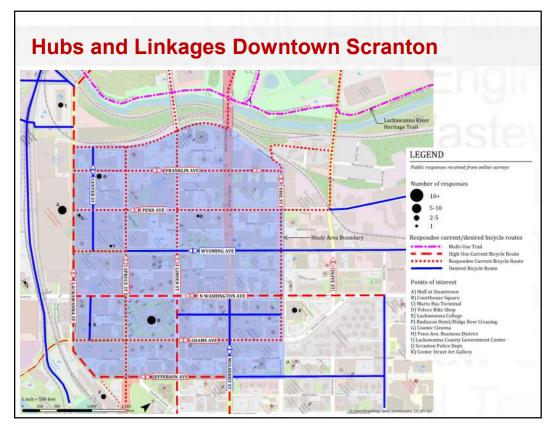


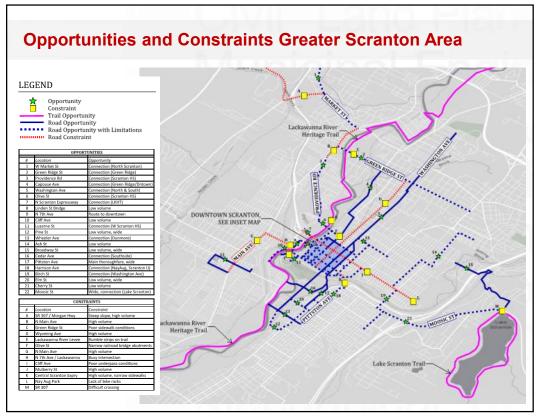


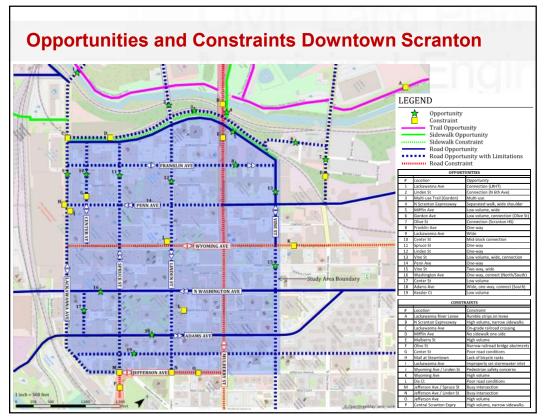






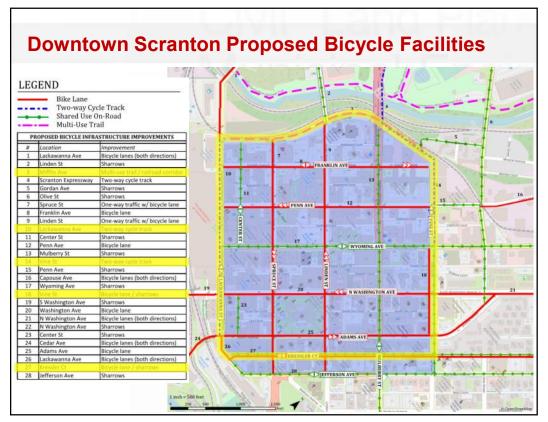


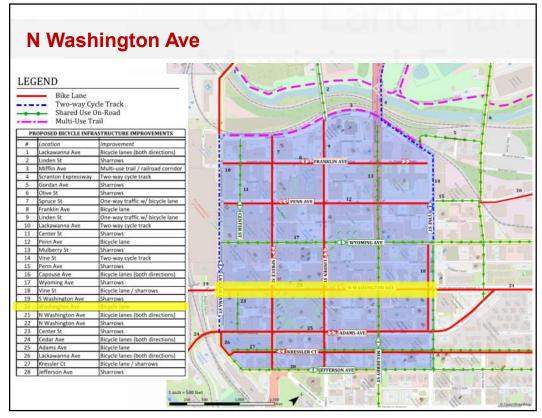




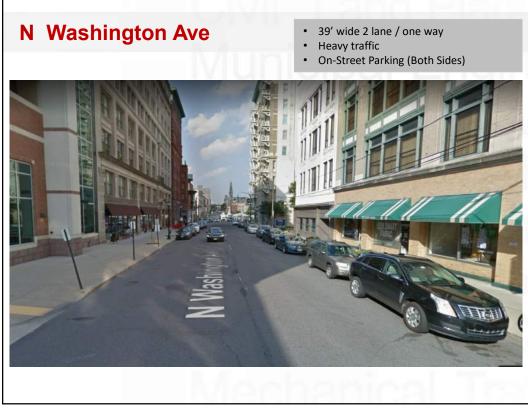
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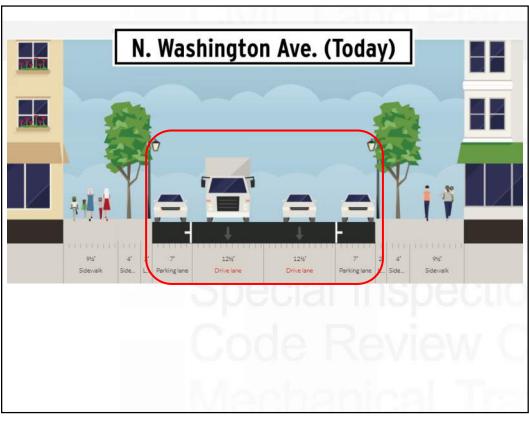


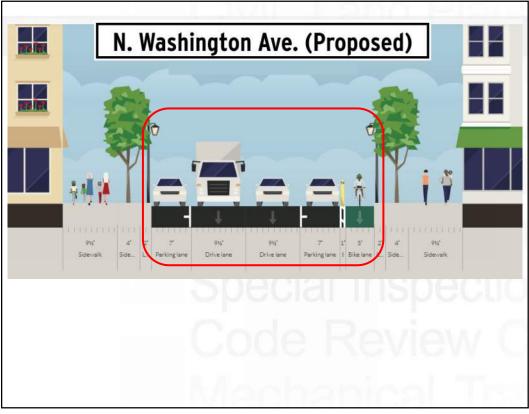






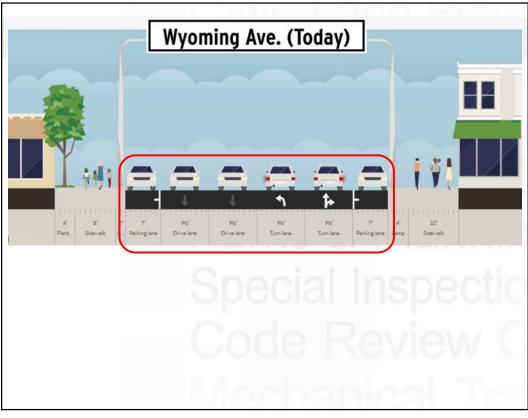


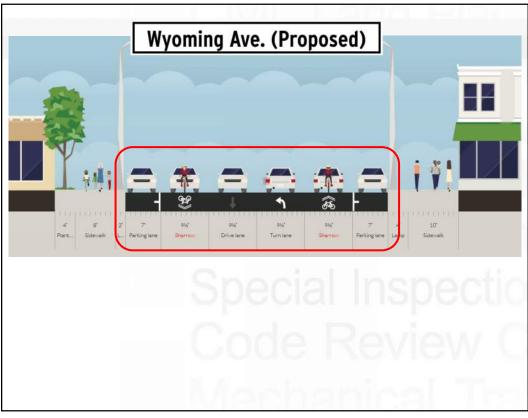




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| -     | Shared Use 0                  |  | . /     |                       |                                       |                       |                       |  |                |
|       | - Multi-Use Tra               | ail  | - 1.    |                       |                                       |                       | -                     |  | 6              |
| PR    | POSED BICYCLE INFRA           | STRUCTURE IMPROVEMENTS                                     |         |                       |                                       | 110 - 1               |                       | 5  |                |
| -     | Location                      | Improvement  |         | A Real Provide Street | Transfer Inter                        | And assessment of     |                       | * ********   | -              |
| · · · | Locotion<br>Lackawanna Ave    | Bicycle lanes (both directions)                            |         | A CONTRACTOR          |                                       | · · · · · · · · ·     |                       | 100 100 100  | Į.             |
|       | Lackawanna Ave<br>Linden St   | Sharrows   |         |                       | -                                     | NKLIN AVE             | -                     |  | Monry A        |
|       | Mifflin Ave                   | Multi-use trail / railroad corridor                        |         | 10                    | 1.0                                   | INALIN AVE            |                       | Contraction of the second  | and the second |
|       | Scranton Expressway           | Two-way cycle track  |         | 10                    | The second                            | 13                    | Sand Andrews          |  | The second     |
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|       | Olive St                      | Sharrows   |         | 11                    |                                       |                       |                       | 1 152  |                |
|       | Spruce St                     | One-way traffic w/ bicycle lane                            |         |                       | PENN AVE                              | 12                    | 1                     | 15   |                |
|       | Franklin Ave                  | Bicycle lane   |         | 8 V 1                 | 2                                     | 1.1111.110.4          |                       | Cel 1  | 1              |
| 9     | Linden St                     | One-way traffic w/ bicycle lane                            |         |                       | 13 18                                 | 4.                    | Same Sail of the      | and the second second  | 10             |
| 10    | Lackawanna Ave                | Two-way cycle track  |         | CENTER                | Contract No. 19                       | There are and         |                       | Carlos Carl  | 1 mar          |
| 11    | Center St                     | Sharrows   |         | 8                     | 20 8 61 1                             | 111                   |                       |  | 100            |
| 12    | Penn Ave                      | Bicycle lane   |         |                       |                                       | WYOHING A             |                       |  |                |
| 13    | Mulberry St                   | Sharrows   |         |                       | Sec. 1                                | -                     | -                     |  |                |
|       | Vine St                       | Two-way cycle track  |         |                       |                                       | <b>a</b>              |                       |  |                |
|       | Penn Ave                      | Sharrows   |         | <del>Q</del>          | PRI                                   | IND                   | 18                    | Real Providence  | And statements |
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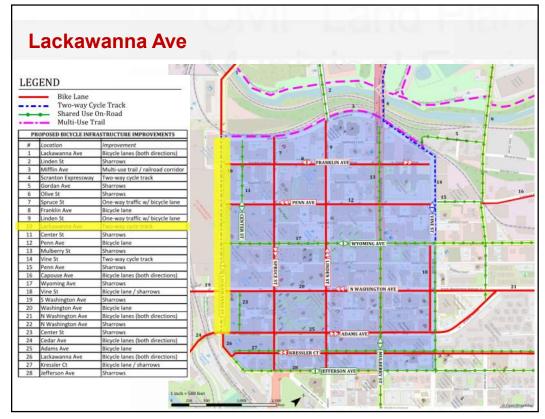


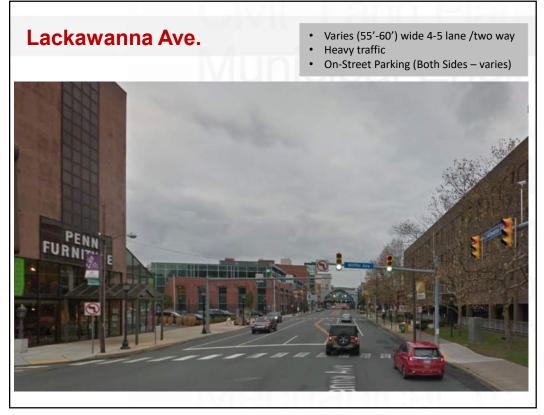
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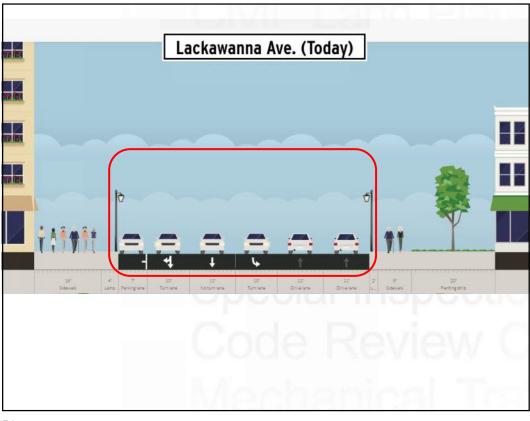


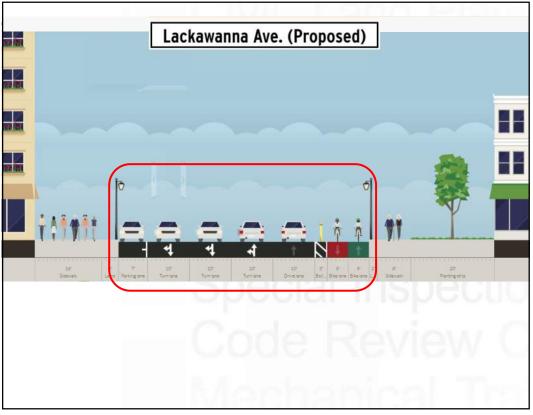




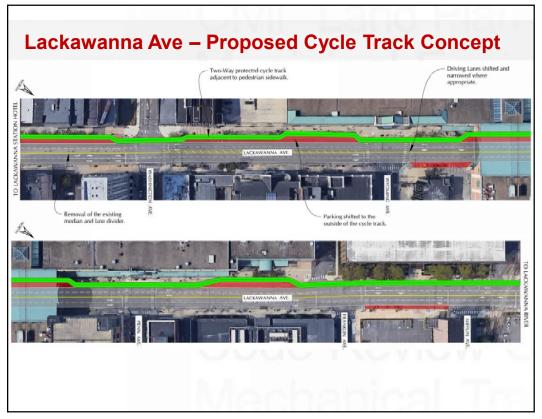






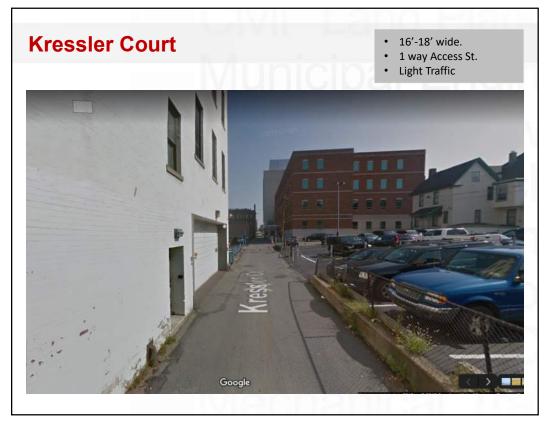


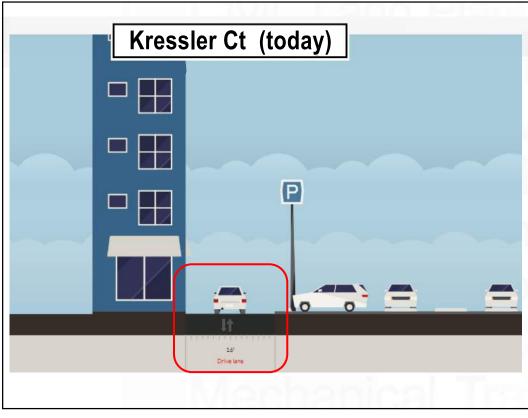


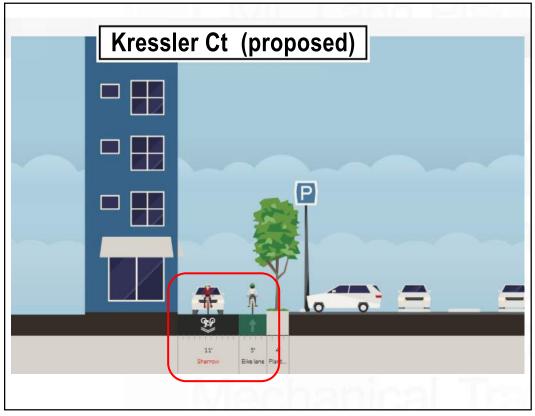


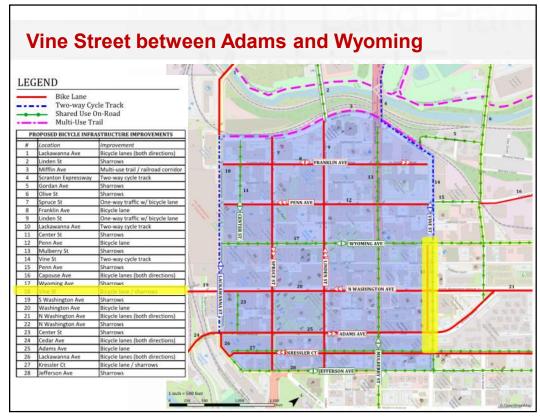
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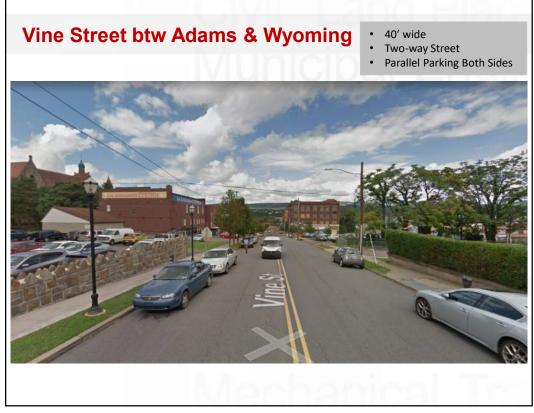


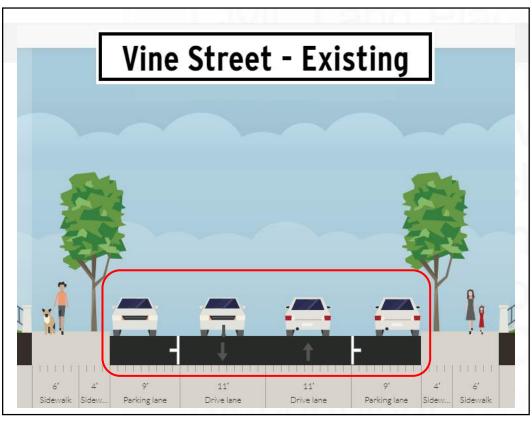


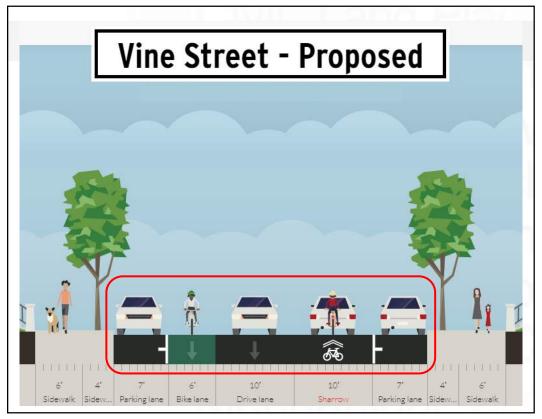


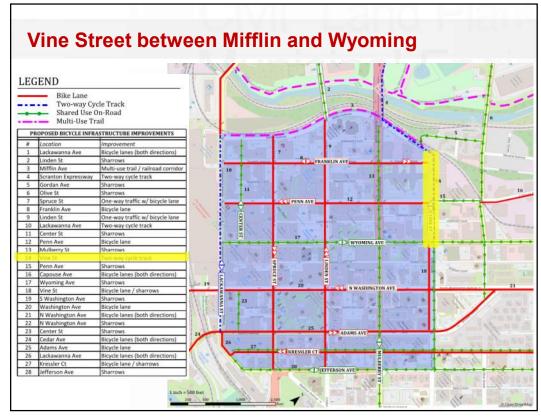




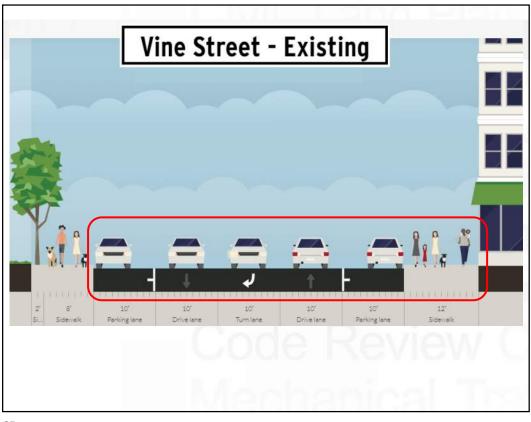


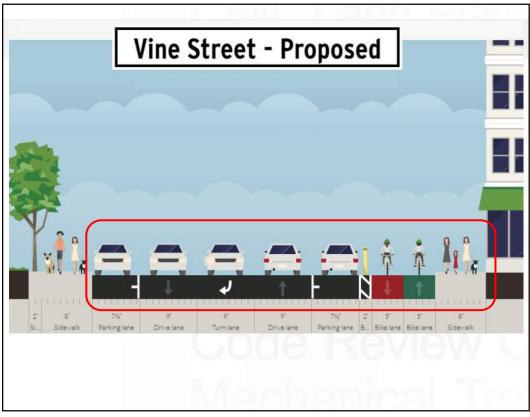
















Lackawanna County Commissioners Jerry Notarianni Debi Domenick Chris Chermak

Planning Commission Harry Lindsay, Chairman Rosemary Broderick John Pocius Bruce Zero, Esq. Joseph Lorince David Johns Germaine Carey Cindy Campbell



REGIONAL PLANNING COMMISSION

DATE: January 8, 2020
TO: General Public
FROM: Steve Pitoniak, Lackawanna County Planning Department Manager
RE: Downtown Scranton and Wilkes-Barre Bicycle and Pedestrian Study

Lackawanna County and Luzerne Counties will be holding public meetings to gather input on the draft plans for the Downtown Scranton and Wilkes-Barre Pedestrian and Bicycle Network. Public meetings will be held for each Central Business District plan in the respective city.

The Downtown Scranton Public Input Session will be held at 5 p.m. on Tuesday, January 14<sup>th</sup> at Lackawanna Heritage Valley, 213 Railroad Avenue, Scranton, PA 18505. Snow date will be Thursday, January 16<sup>th</sup>.

The Downtown Wilkes-Barre Public Input Session will be held at 5 p.m. on Tuesday, January 21<sup>st</sup> in Room 214 of the Arnaud C. Marts Center, Wilkes University, 292 S Franklin Street, Wilkes-Barre, PA 18701. Snow date will be Thursday, January 23<sup>rd</sup>.

If you have any questions or comments, please do not hesitate to contact Steve Pitoniak at the Lackawanna County Regional Planning Commission at (570) 963-6400 or John Petrini at the Luzerne County Planning Commission at (570) 825-1560.



# Wilkes-Barre Public Input Session

Project Name: Scranton / Wilkes-Barre Bicycle & Pedestrian Study Project #: 1000519 Service Task: 00DSNLA Location: Arnaud C. Marts Center Room 214, Wilkes University, 292 South Franklin Street, Wilkes-Barre Date: January 21, 2020 Time: 5:00 pm

# Attendees:

Stephanie Milewski, Isett Tim Sisock, Isett Bob Thomas, Campbell Thomas & Co. Doug Maisey, Campbell Thomas & Co. Steve Pitoniak, Transportation Planning Manager, Lackawanna County John Petrini, Transportation Planning Director, Luzerne County Chris Chapman, Luzerne County Planning Commission Sign in sheets attached.

# Purpose:

Public Meeting to gather input on the draft Downtown Wilkes-Barre Bicycle and Pedestrian Plan.

# Notes:

John Petrini (Transportation Planner from Luzerne County Department of Planning and Zoning) provided a brief introduction to the study, noting that the project is funded by Pennsylvania Department of Conservation and Natural Resources (DCNR), Department of Community and Economic Development (DCED), and Department of Transportation (DOT). He explained the project began in January 2019 and this public meeting was preceded by a public meeting in Scranton on January 14<sup>th</sup>. He thanked everyone for their attendance and introduced Stephanie Milewski from Barry Isett & Associates and the rest of the project consulting team.

Stephanie Milewski proceeded through a PowerPoint Presentation with details regarding the project research and analysis, as well as some initial recommendations in Wilkes-Barre that are being considered as part of this study.

Key Items discussed during and after the presentation included:

• An explanation of the various on-road bicycle enhancements, including "bike sharrows", bike lanes, bike turning boxes, 2-way cycle tracks, and bicycle intersection signalization.

- The public input process to-date has included several study committee meetings, public meetings and public walks, a Wiki-Mapping interactive survey, stakeholder meetings, and a consultant survey of street widths and cartway uses.
- Several maps were developed for both Scranton and Wilkes-Barre using initial research and analysis. The focus at today's meeting was on downtown Wilkes-Barre. Maps that have been developed included:
  - Overall and downtown Hubs and Linkages Maps
  - Overall and downtown Opportunities and Constraints Maps
  - Overall and downtown Proposed Improvements Maps
- Stephanie went over some of the recommended facilities for several streets in downtown Wilkes-Barre, noting that the recommendations comprise a complete network of solutions.
- Wilkes-Barre will include a primary system of cycle-tracks to promote an environment that is as safe and bicycle friendly as possible. Additionally, an overlay of bike lanes and sharrows will allow cyclists to take a more direct route through town to their destinations.
- Some of the streets that were discussed in the meeting included:
  - River St. would see a new cycle track that is protected by an additional tree lawn. The tree lawn would transition to a vehicular travel/turning lane at the Market St. Bridge and other key intersections. Alternatively, the study team looked at widening the existing sidewalk along River St. to accommodate a multi-use trail. This may be challenging due to the existing tree lawn.
    - It was advised that the additional tree lawn between the cycle track and street be considered for stormwater management opportunities.
    - An audience member noted that River St. will always be used as a through street and cutting the vehicular travel lanes down to one in each direction will be challenging with the existing traffic.
    - An audience member asked why the cycle track is on the river side of River Street.
    - It was acknowledged that the River St. recommendation is a major change and likely a longer-term solution. Traffic counts and detailed design would need to take place before River St. contains a cycle track.
  - Northampton St. between River St. and Franklin St. would also see a new cycle-track and narrowing to a single vehicular travel lane and parking lane. As with other recommendations, these improvements would be contained within the existing curb area to keep costs to a minimum.
    - It was asked if there was any reason that parking protected lanes aren't being recommended? Stephanie M. explained that this enables emergency vehicles to pass in the cycle track when necessary. Having the cycle track on the left side of the road also keeps vehicle traffic and adjacent bicycle traffic traveling in the same direction.
    - There was concern that reducing the travel lanes to one will back up traffic.
    - There are timing issues at the pedestrian signal.
  - Franklin St. sees a recommendation for a two-way cycle track, a single traffic lane and a parking lane, similar to that of Northampton St. and Washington St.

- It was asked how common two-way bicycle traffic is on a one-way street? This is a common solution for lower-volume roads that will benefit from a twoway bicycle route. Franklin St. is not a thru street for vehicular traffic and connects both Wilkes and Kings University, so a two-way cycle track looks to be a good opportunity.
- It was noted that there are often cars parked along Franklin St. to serve the funeral homes. There should be consideration for this use of the street.
- It was asked if two-way traffic was considered.
- Jackson St. will also become a two-way cycle track to help create a loop between Franklin St. and Washington St.
- Protected bike lanes were proposed Main Street.
  - Concerns over parking in the bike lanes were noted.
  - With numerous intersections to cross along the Main St. corridor, sharrows may be the best option.

### PUBLIC COMMENT:

- It was noted that walking in Wilkes-Barre has its challenges. Certain traffic lights only enable pedestrians to cross if the push-button is activated. Timing for pedestrian crossings also need to be adjusted in places. Bob Thomas noted that if a push-button takes too long or doesn't seem to be working, pedestrians lose faith in the system and cross at their own accord.
- It was noted that the existing vehicular traffic patterns in Wilkes-Barre were developed in the 1970's and the city has changed substantially since that period. It was asked if there was any consideration to look at converting the one-way street network to a two-way street network? Other small towns are seeing benefits from turning one-way traffic back to the original twoway system. This study primarily looked at the existing street network due to the benefit of cyclist if Franklin and Washington remained one way.
- It was asked how this network would tie into the future D&L Trail? Although the exact location for the D&L is not yet determined, it is likely to enter town near the railroad and Northampton St. Connecting to the on-street network will be considered for this future connection.
- It was acknowledged that the recommendations made are very bicycle-friendly, but car owners will likely have concerns over limiting vehicular lanes. Education will be a key component of the plan.
- Project prioritization, phasing, and interim solutions will be a key component of the study. Recommendations will take time to implement and vehicular/bicycle education will be critical.
- Stormwater grates are a concern for bike lanes adjacent to the curb. These grates should be made bicycle friendly for any bike lanes/cycle tracks adjacent to the curb.
- The sidewalks on the Market St. Bridge are being considered for pedestrian and bicycle users, but accommodations will need to be made at the arch, where the sidewalks narrow down at the pylons.

### CLOSING REMARKS:

John Petrini and Stephanie Milewski thanked everyone for their attendance and feedback following public comment.

Recorded by: Steph Milewski

Attachments: PDF of PowerPoint presentation

Copies: Isett Team, Steve Pitoniak, John Petrini

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Project Bike/Ped Study - Wilkes Barre Meetine

Isett Project No. Date 1/31/30

| B5 South Route 100, Allentown, PA 18106  |                            | Date 1/21/20   |  |
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| <ul> <li>610.398.0904</li> <li>610.481.9098</li> <li>barryisett.com</li> </ul> |                            |  | Sign-In Sheet                                      |
| Name   | Organization               | Email  | Phone #  |
| Chris Chapman  | LUZERNE COUNTY PLANNING    | Christopher, chapmen @                                     | luzerve, 570-825-1564                              |
| STEVE PITCHINE   | HISCHANGENARCENER PLANWING | PITONIAKS @ 49 4 AN ANNO CONNY. CAL                        | 270-965-6400                                       |
| Lotu SETEIN'   | Le Pe                      | John. Forein & Luzcene connert als                         | 570.82s 1543                                       |
| Mark Rutkowski   |                            | mark. rutkowskip gmail. com                                | ouil, com 574-4872                                 |
| Rich Adams   | Around Town Bicycles       | riche stoundikes, con                                      | 510 239-4046                                       |
| STEVE KULMALLESKI  | >                          | STEVE - KULMACLESKI Q GMA                                  | STEVE - KULMACLESKI Q GMAL - COM 570 - 824 - 14 97 |
| Michel Schuloz-  | WBYACA / WILLIM-           | Michh. Schegber  | 570-970-5040                                       |
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| Livete Rayeski   | King's College             | linette rayeski (o kings. edu 570 - 208-5900 x604)         | 570-208-5900 x6041                                 |
| Kathy Bednarete  | 2000                       | Kbelmarch Ca Kota Sus icm                                  | 576-258-9352                                       |
| Vister Yuhas   | Serfer Yudichill           | Wyuhis @ pasen .com  | 570-740-2434                                       |
| SID HALK   | Wirkes                     | sich halson Bet i los.                                     | 570-709-91230                                      |
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Project Bike/Ped Study-WillSesBarre Meetin Isett Project No. Date 1/21/30

Sign-In Sheet

| Daniel Zych<br>Parker Doriau | 0   | Email                                      | Phone #           |
|------------------------------|---|--|-------------------|
|                              | University of Scientan                            | dez 2324 @ ach.com                         | 570-586-183       |
|                              | Willey Univer. 27                                 | parker, derry @ w.1 kg. cd.                | 570 954 1298      |
|                              | Broke Mthe Thill Willer                           | Rocke vilker. edu                          | 520 696-2909      |
| Propert PiritomAS            | CAMPBEUL THOMAS & C:                              | rthomas@ campbell thomas. gom 215-985-4354 | om 215-985-4354   |
| Navie Fresh                  | Nov   | Windred (SC mul. Con                       | 5100- LOD- MLS    |
| Rick Williame                | Sept  | Verlinews But . cm                         | × 57673-3316      |
| Let Warrey                   | Visit hunder and -                                | Thereber 1, Rouged & Numeron Court, OKS    | (2). PIS OKS 240, |
| Gerard Hetman                | VEYA  | 6 Hetments WWWERH OUS                      | 370-558-2490      |
| Robert Kenney                |   | tatut 2,4 @protonmeil.com                  | 570-709-8839      |
| Share Cusar                  | CPM Development                                   | Shane J Caserly grail, con                 | 670-814-6503      |
| 5                            | Anthrache Scenic Thailst<br>D+L Nat Her. corridor | Sean Nobbins Equail. Com                   | 570-406-4073      |
| Louren Golden                | DELNHC  | lawrenedelawareauchehigh.org 6109544752    | 6109544752        |
| clohn ward                   | Crime Wetch                                       | JFW 263 @ i Cloud Core 576. 417-1161       | 371.417-1161      |
| LARRI NEWMAN,                | DCP   | Cro.goppano funci                          | 570.208.9737      |
| Mark Murphy                  | US Scradin  | A  | 1/ 1.             |



# Downtown Scranton and Wilkes-Barre Bicycle & Pedestrian Study



1

# <section-header>



# **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









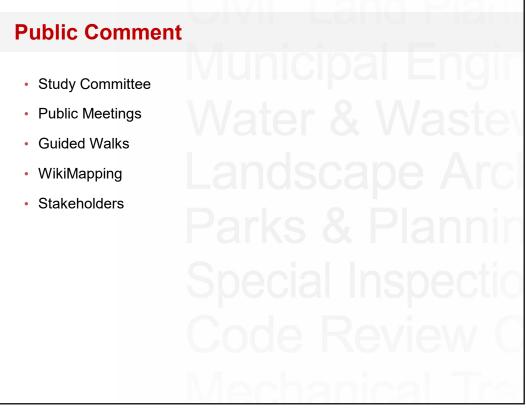


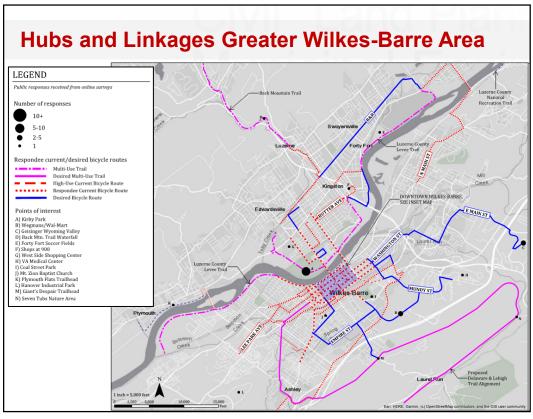


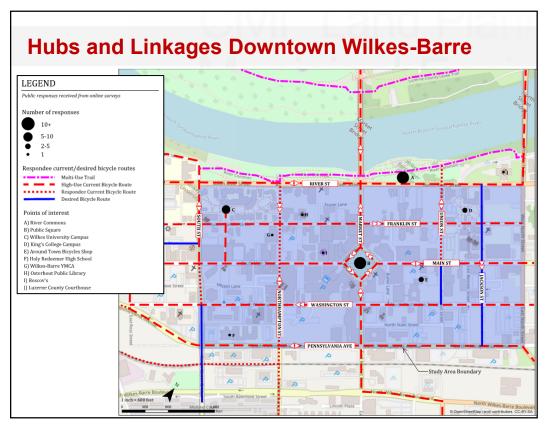


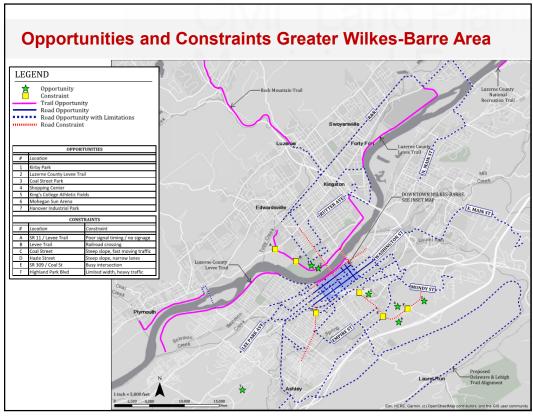


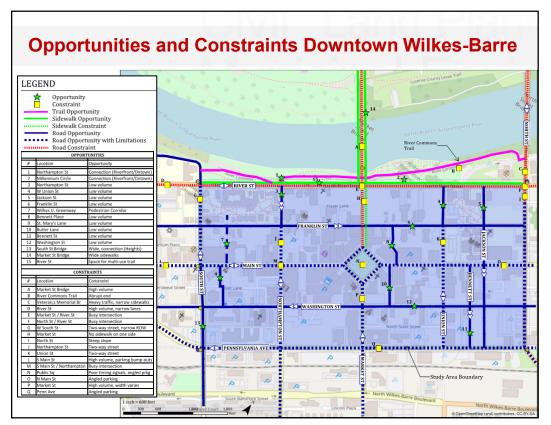






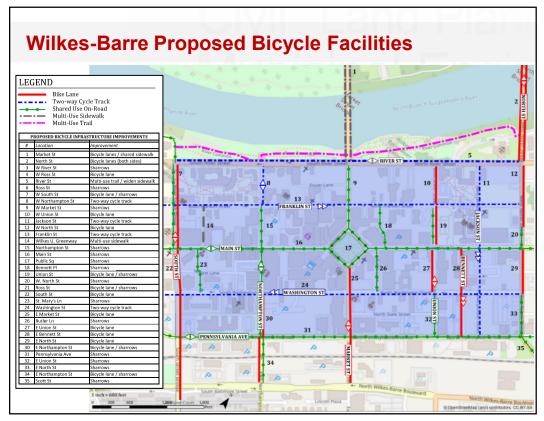




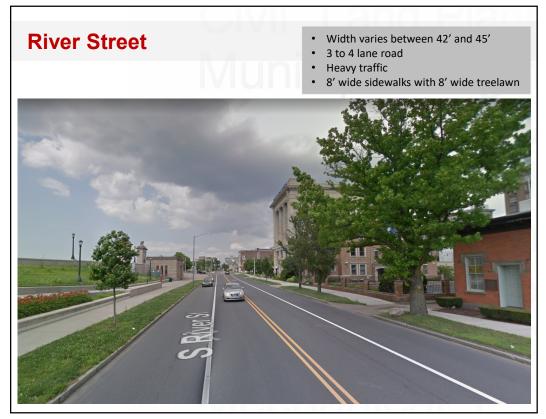


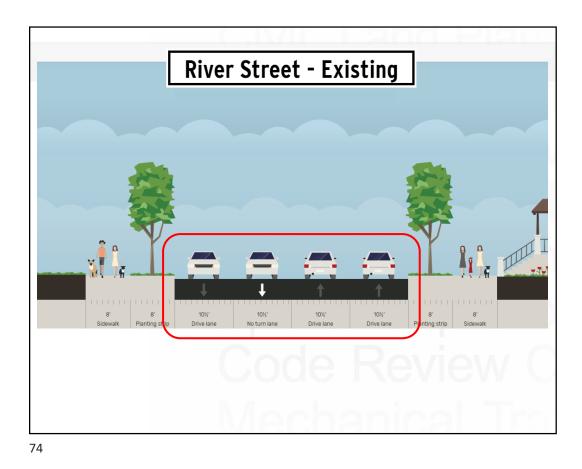
# WB Proposed Facilities



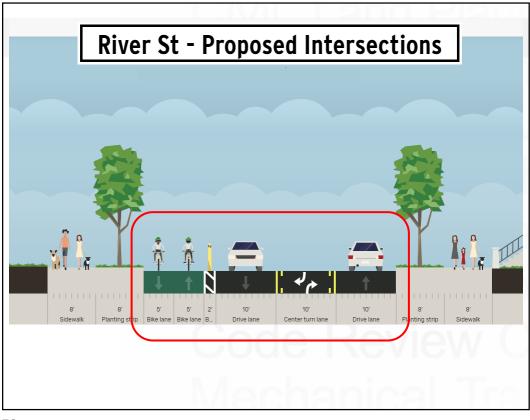


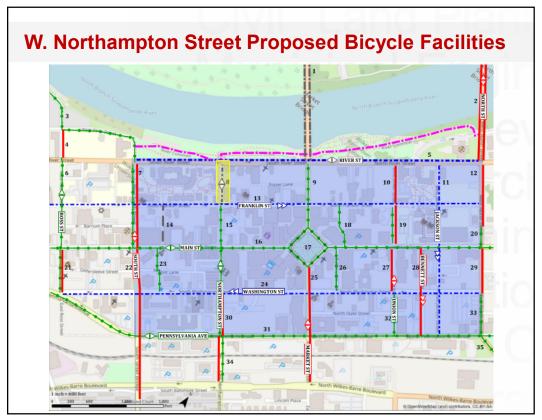


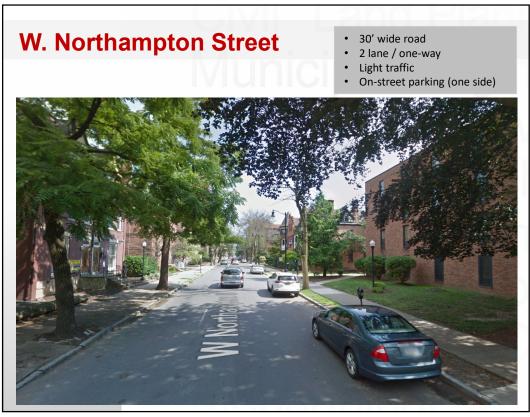


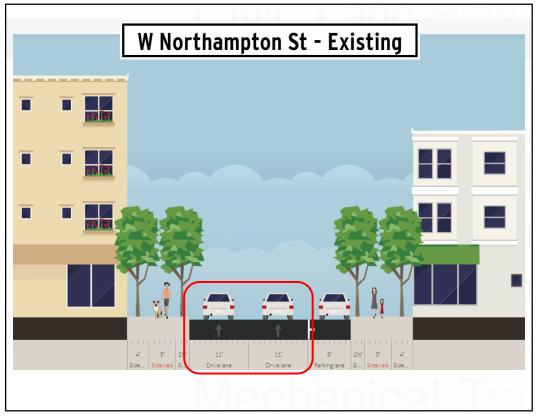


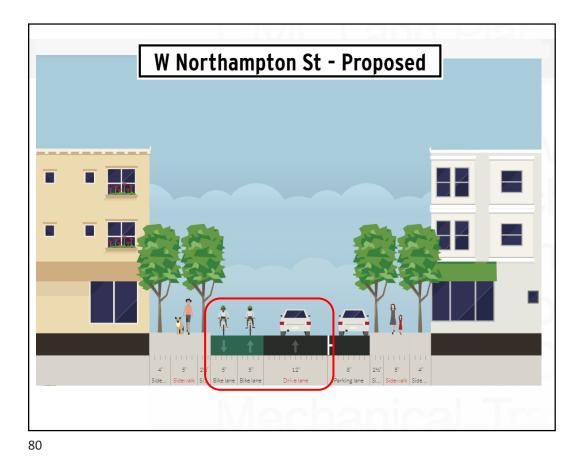
River Street - Proposed





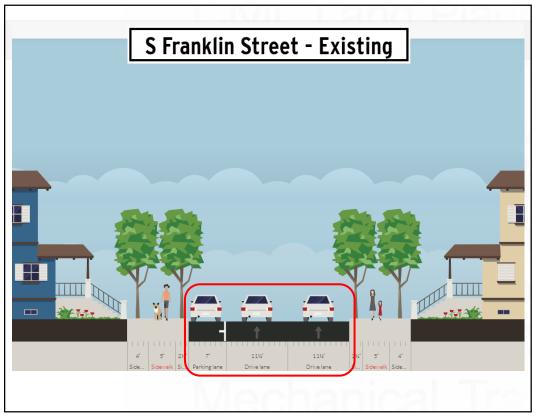


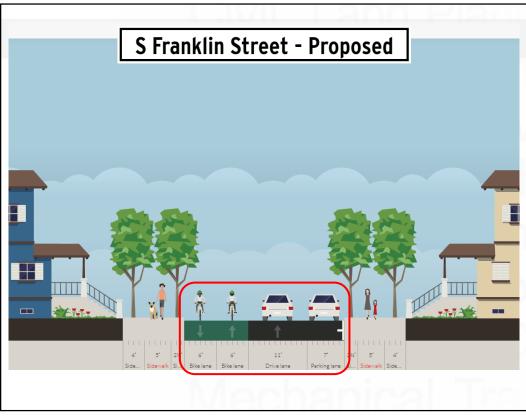




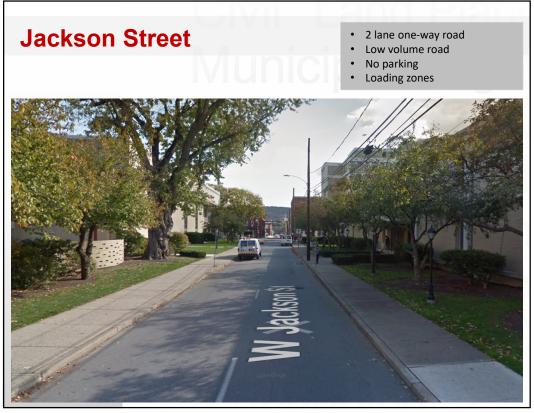


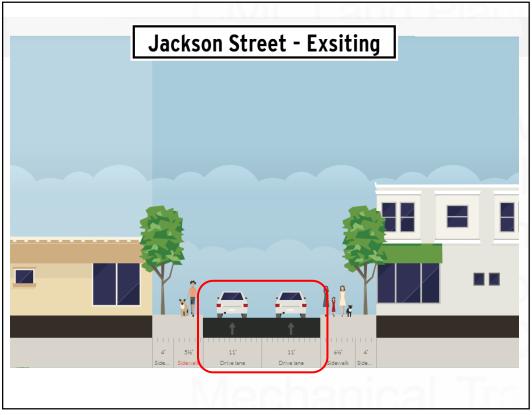


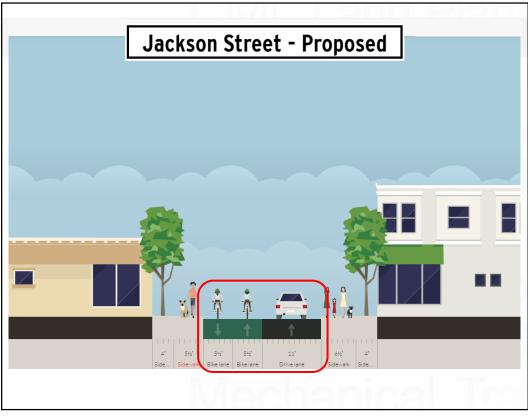






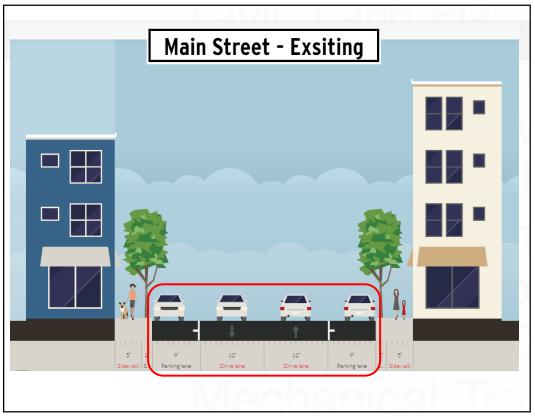


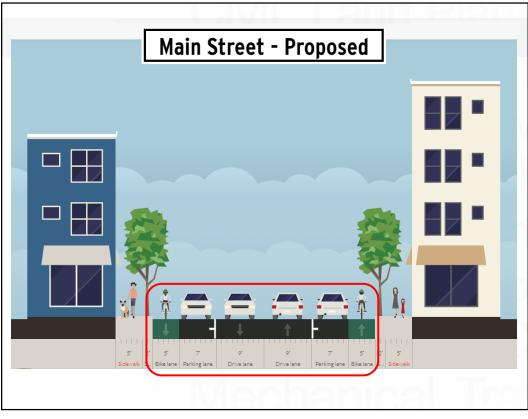














# Appendix A | Public Participation

# **Guided Walks**

- June 11, 2019 Wilkes-Barre (held before public meeting)
- June 15, 2019 Scranton

A new buffered bike lane with in-street parking for cars and motorcycles. Market Street, Philadelphia, PA



Do you have ideas for some of our very wide streets here in Scranton?

Join us! For an Exploratory Walk of Downtown Scranton to examine the potential alternatives for making the downtown desirable for bicycling and walking.

When: Saturday, June 15, 2019 from 10:30 AM to 12 o'clock Noon
Starting Point: August Café at Veloce Scranton, 118 Franklin Avenue, Scranton, PA
Optional Lunch: Following the walk, we'll convene for more discussion over an optional lunch.
Pace of the Tour: will be determined by the number and interests of the participants. We'll be walking for up to an hour-and-a-half, with many stops to review conditions and opportunities. All walking is on pavement.

Tell us what's important to YOU by visiting the Scranton/Wilkes-Barre WikiMapping and survey page: https://wikimapping.com/swb-plan.html

Funding for this project is provided by Department of Community and Economic Development, Department of Conservation and Natural Resources, Lackawanna County, and Luzerne County.



Steven Spindler Cartography



Project SU/WB Biggele SNDY

Isett Project No. Date UMAR 15, 2019

Sign-In Sheet

| Name            | Organization | Email Phone #                                 | -++            |
|-----------------|--------------|---|----------------|
| Craig Beavers   |              | Craig beavers 24 & gmail.com 570-309-2754     | -309-2754      |
| PODERT PITHOMAS | Ct&C         | 17 thomas @ campbell themas, com 215.985-4354 | 1 215.985-4354 |
| Nana Drue       | CTC          | Welvere cumple theman. con 215 SYS 1076       | 2101 SYS 1076  |
| Lett Norson     | C VC         | mothew, tradquelica 570-604-8910              | -604-8910      |
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# Appendix A | Public Participation

## Stakeholder Meetings

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



1504 South Street, Philadelphia, PA 19146

215.545.1076

## 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:*

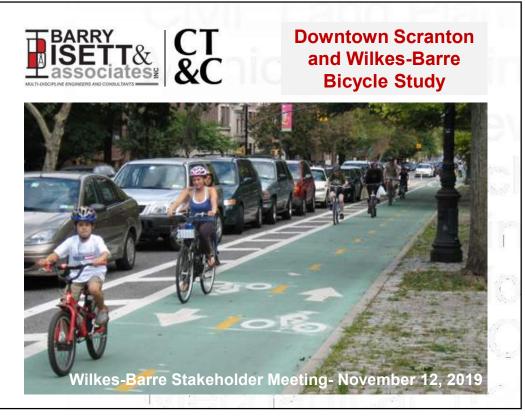
Review proposed bicycle and pedestrian improvements in downtown Wilkes-Barre.

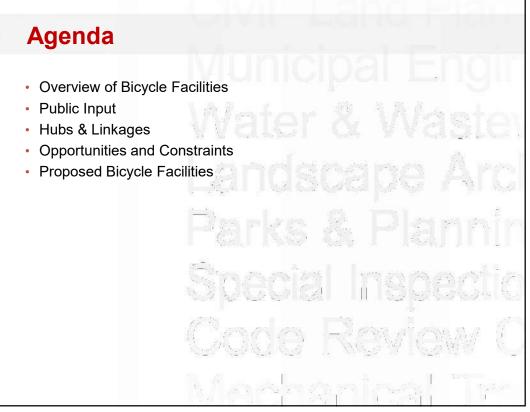
### Comments / Discussion:

- 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?

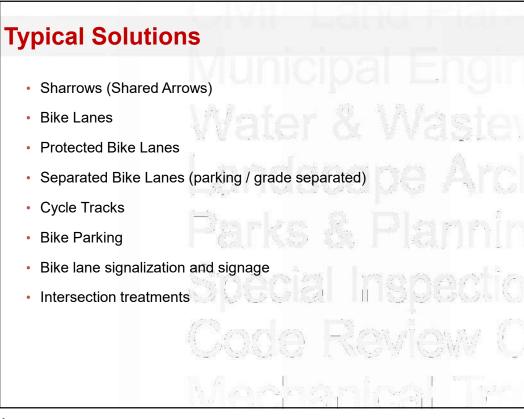
- 4. Matt Jones requests protected bike lanes for cyclists that are not comfortable biking alongside vehicles. On Northampton Street we proposed converting the two 11' lanes and 8' parking lane to two 5' bikes lanes, a 12' driving lane, and 8' parking lane. Jones suggested changing it to two 4' bike 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.
- 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





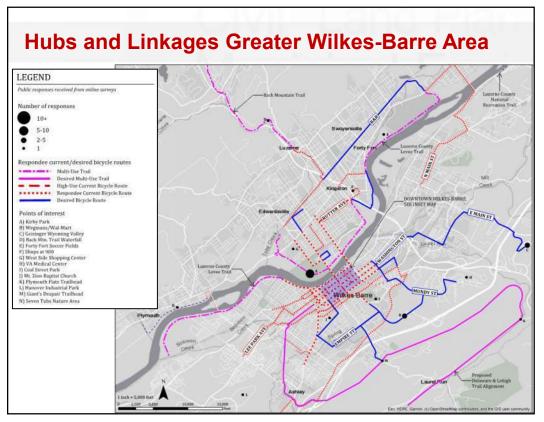


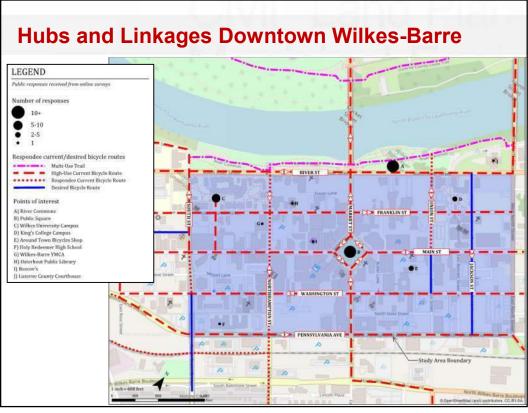




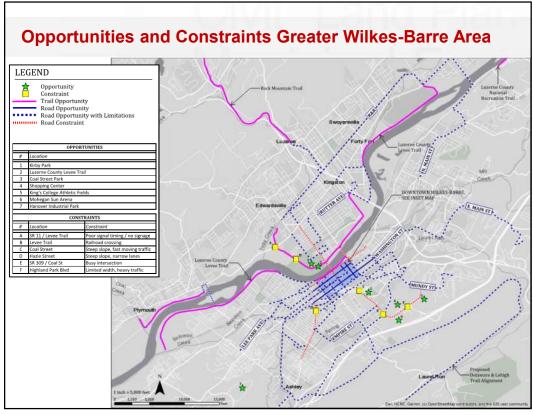


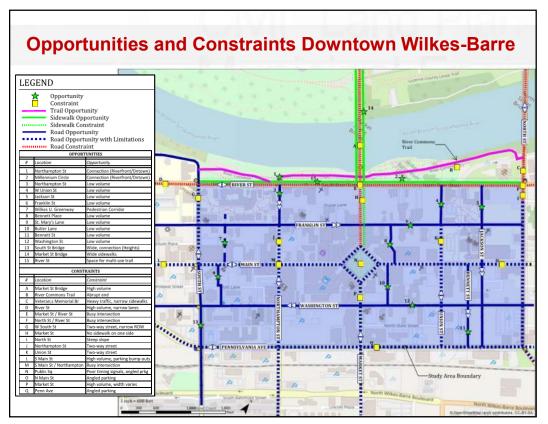


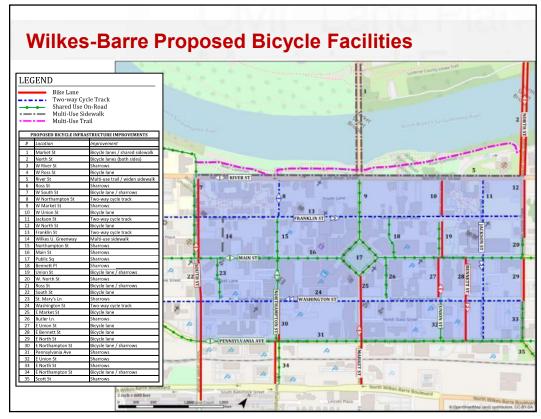






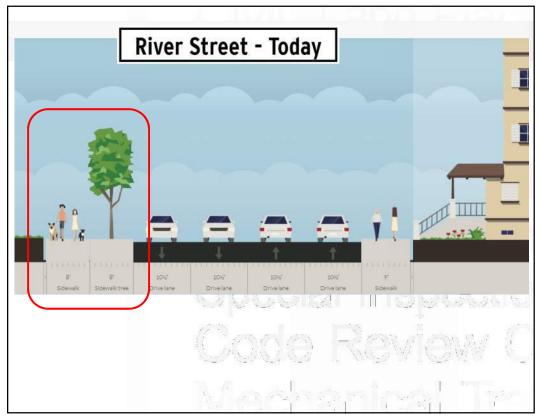


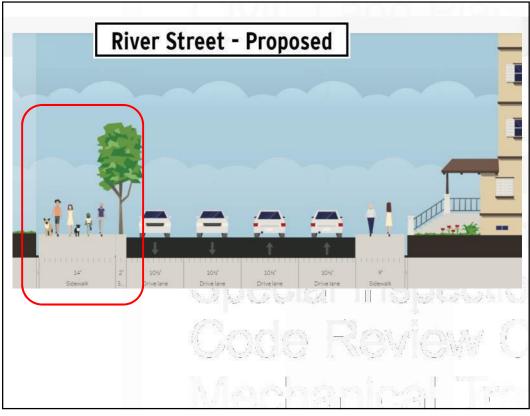


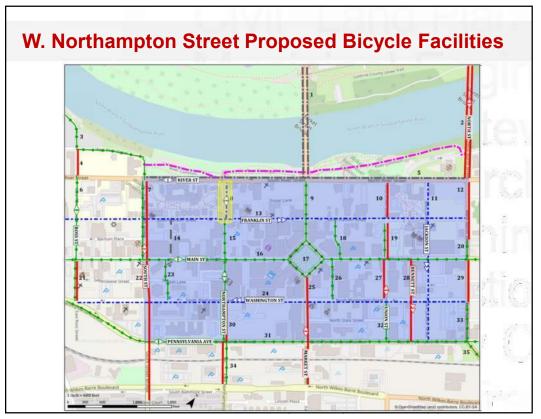


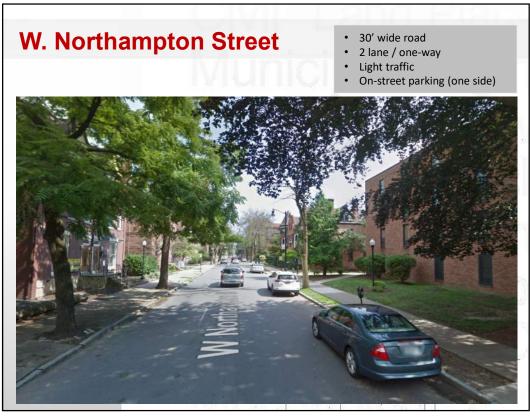


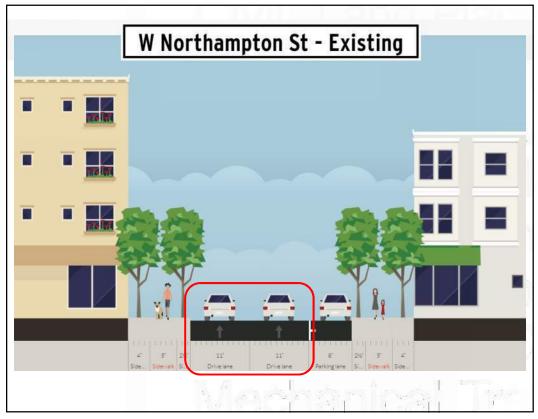


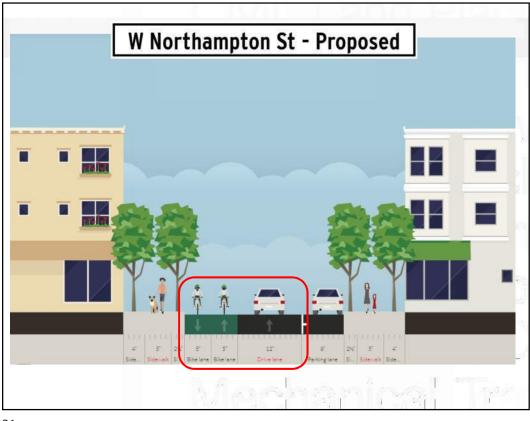






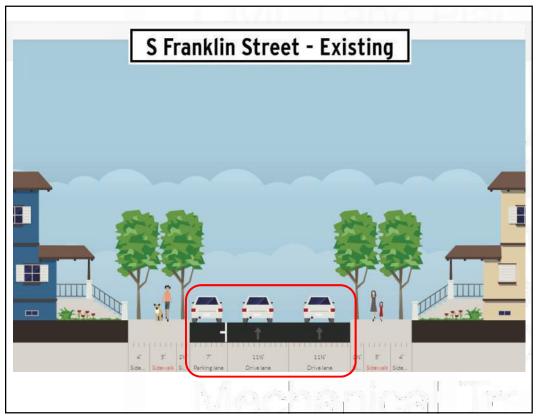


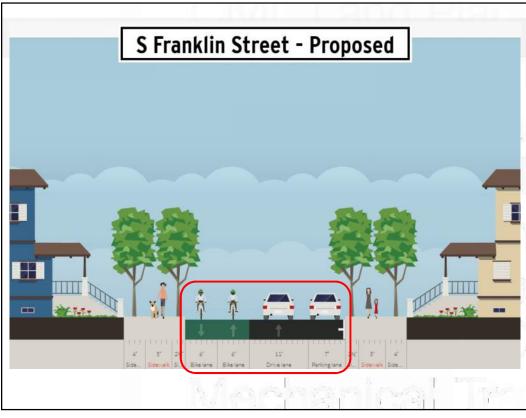




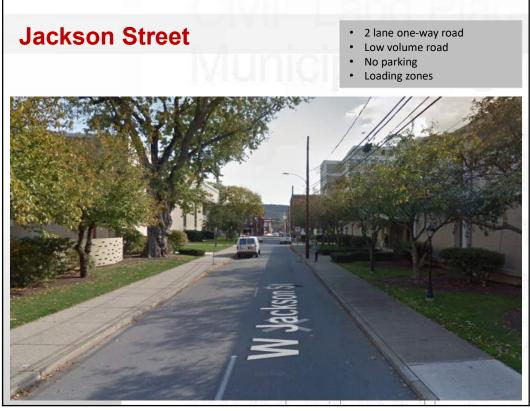


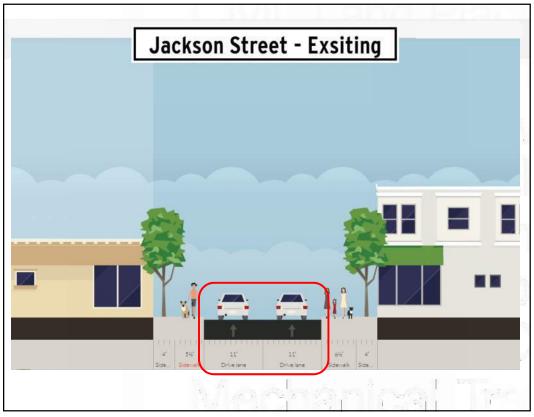


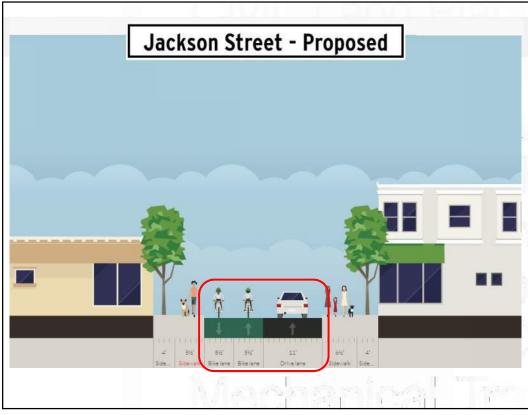


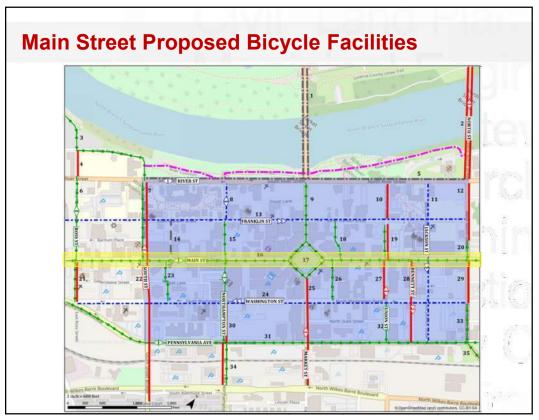




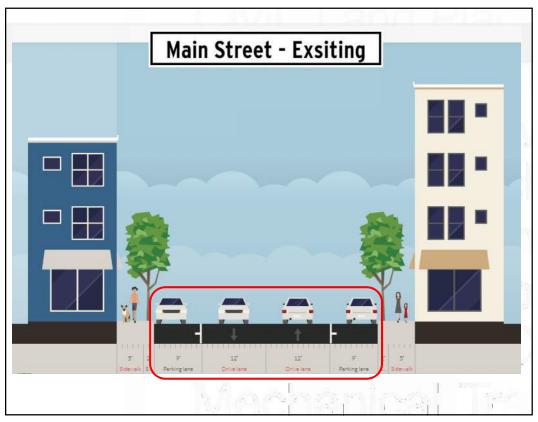


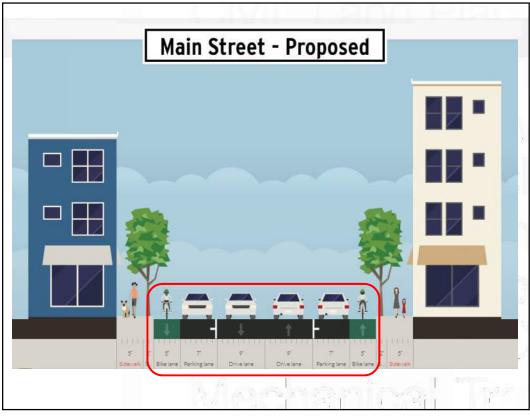




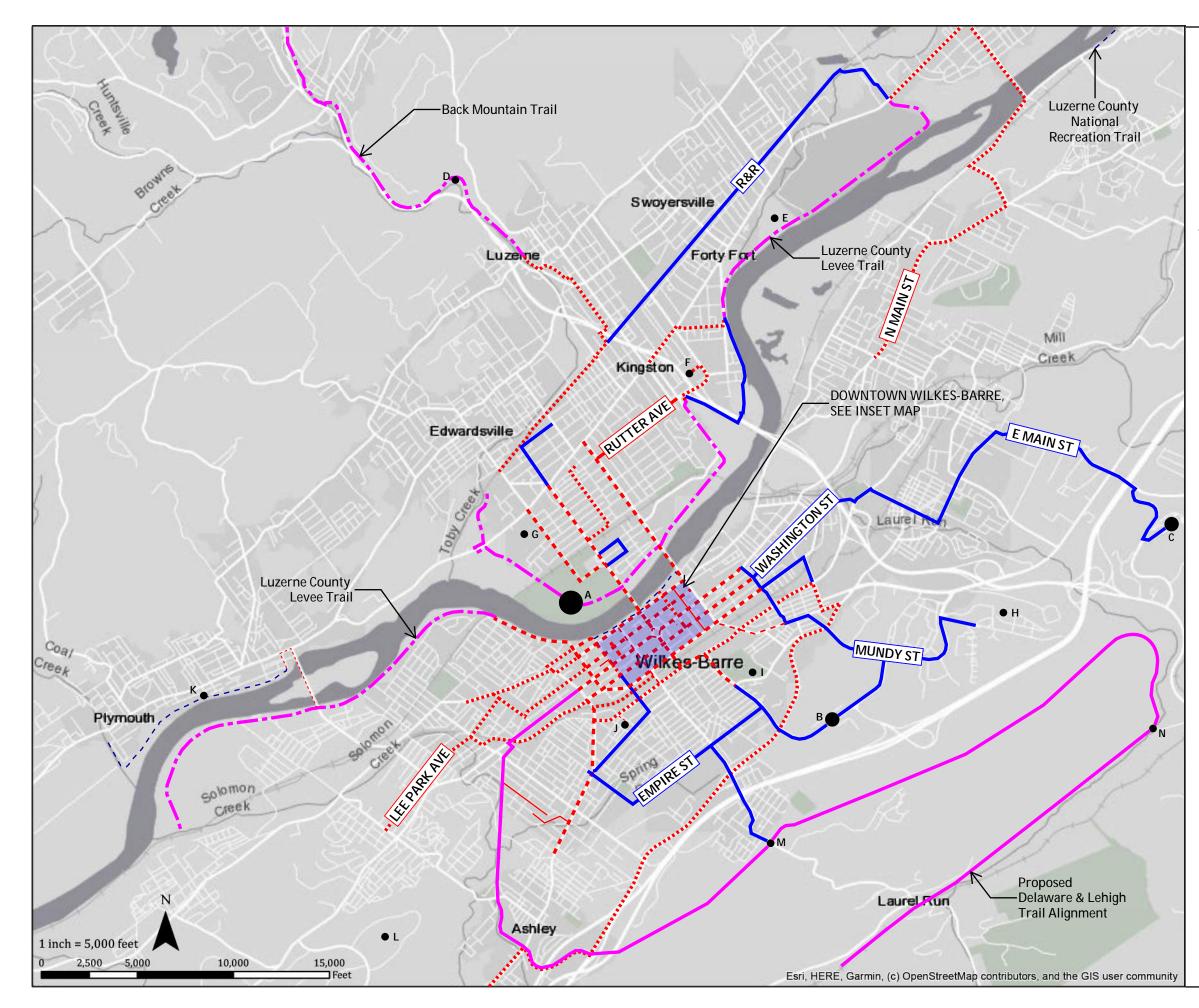












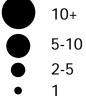
## LACKAWANNA MPO LUZERNE MPO OVERALL WILKES-BARRE HUBS/LINKAGES MAP

10.08.19 Revised 11.12.19

## LEGEND

Public responses received from online surveys

#### Number of responses



#### Respondee current/desired bicycle routes

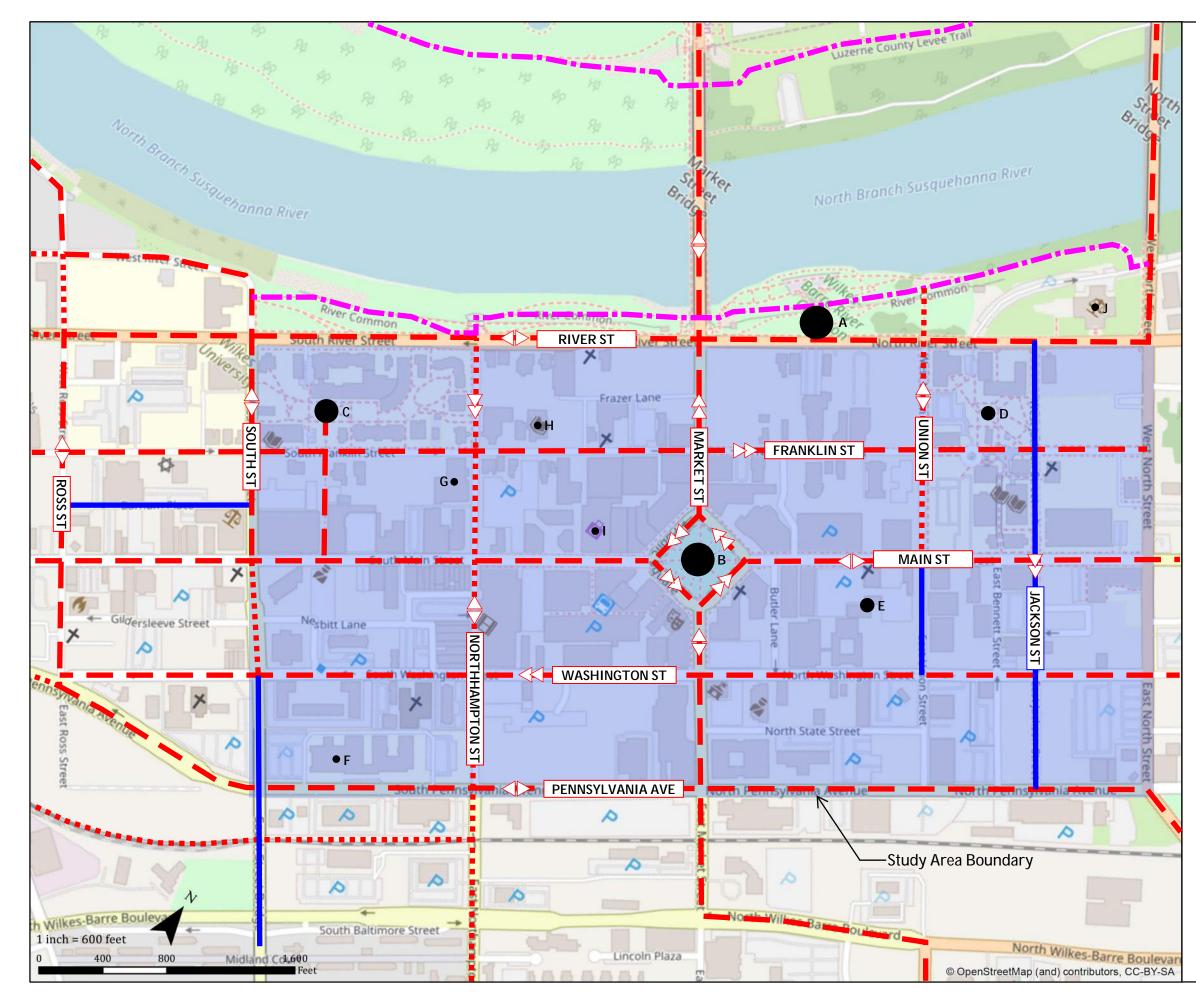


- Multi-Use Trail
  Desired Multi-Use Trail
  - High-Use Current Bicycle Route
  - Respondee Current Bicycle Route Desired Bicycle Route

#### 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





# LUZERNE MPO **DOWNTOWN 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 Multi-Use Trail

High-Use Current Bicycle Route

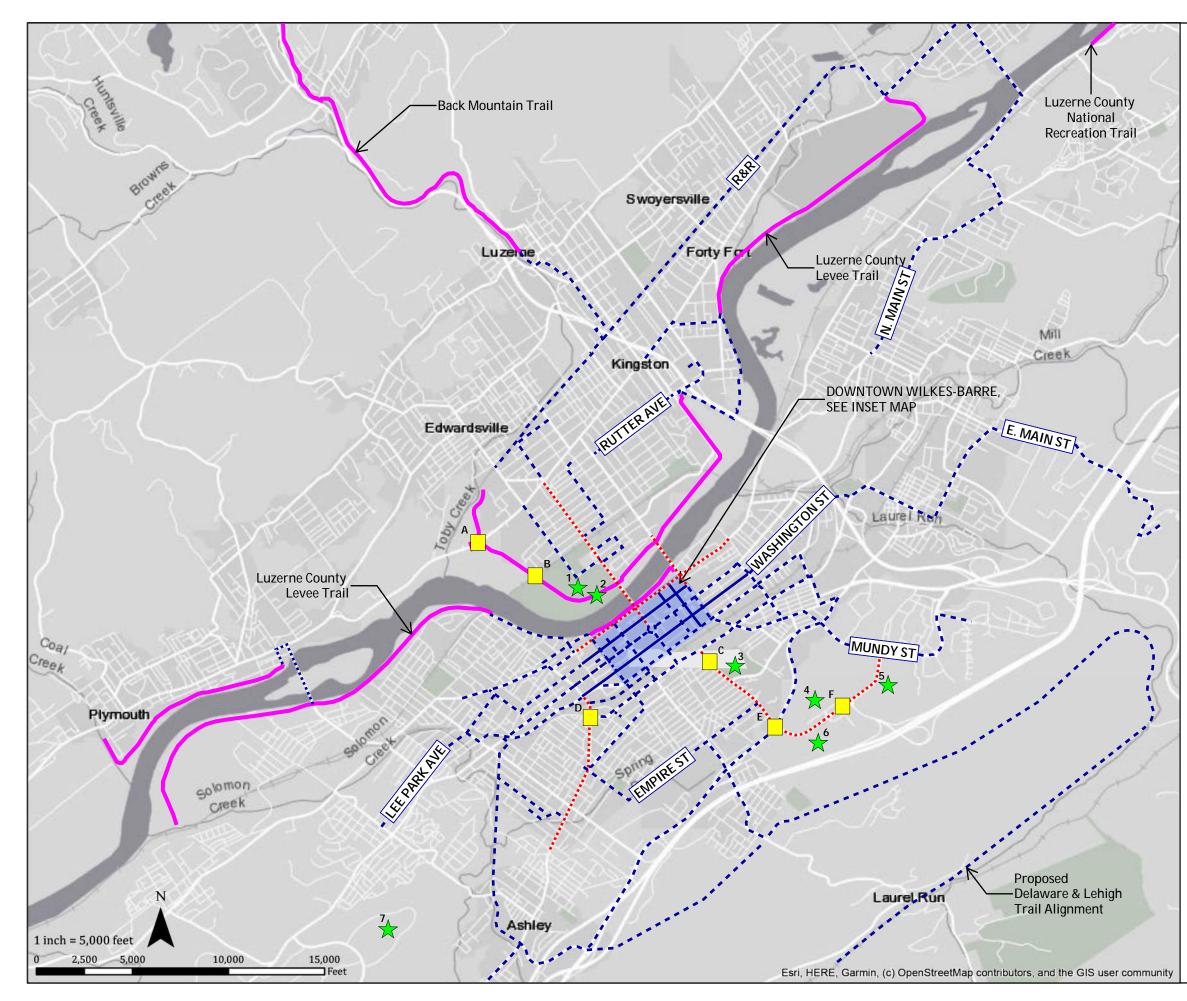
- Respondee Current Bicycle Route
- Desired Bicycle Route

#### 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





# LUZERNE MPO **OVERALL WILKES-BARRE OPPORTUNITIES/CONSTRAINTS MAP**

10.08.19 Revised 11.12.19

## LEGEND

 $\bigstar$ 

Opportunity

Constraint

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

SR 309 / Coal St

Highland Park Blvd

Е

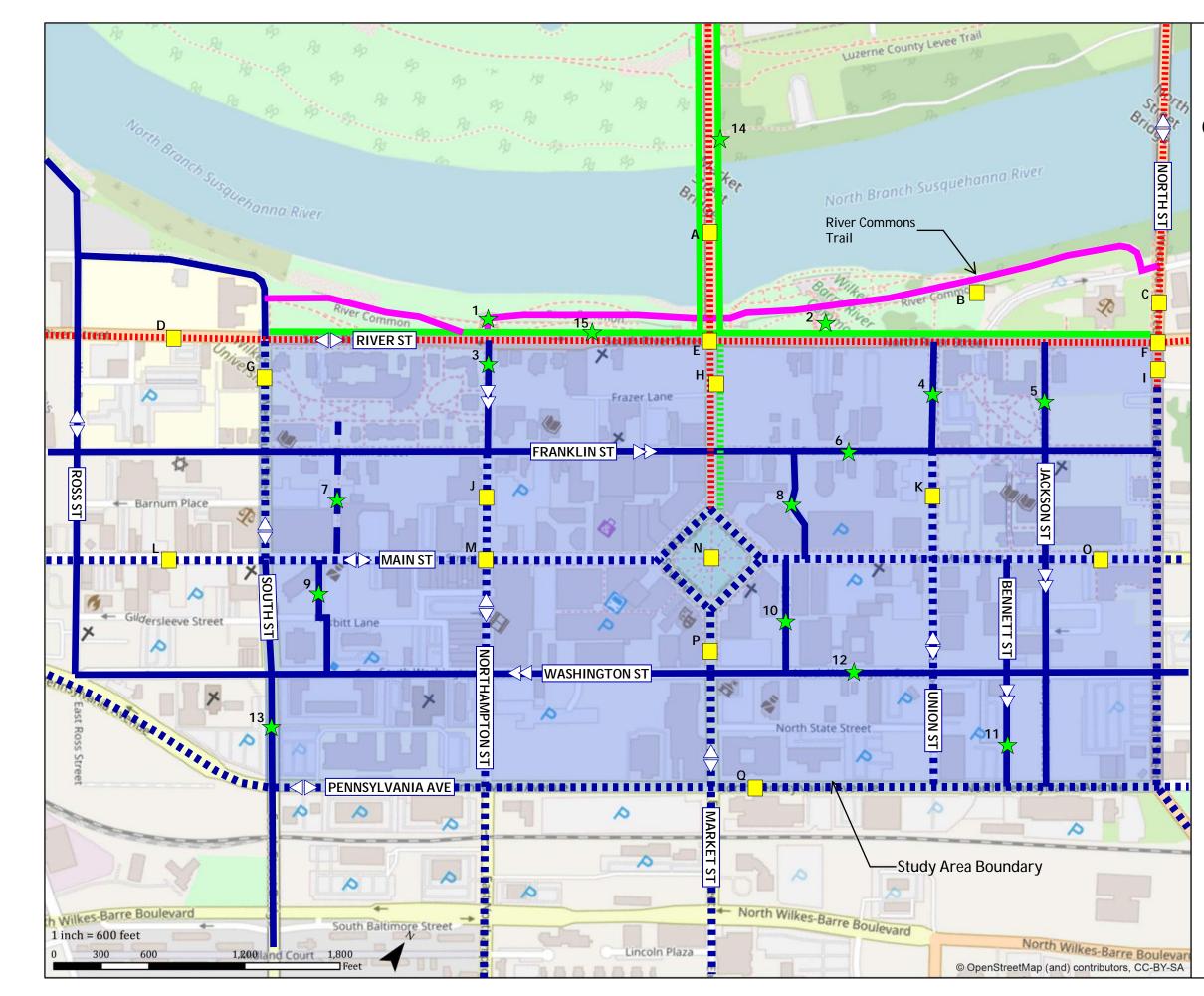
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| OPPORTUNITIES |                                |                                  |  |  |
|---------------|--------------------------------|----------------------------------|--|--|
| #             | Location                       |                                  |  |  |
| 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        |                                  |  |  |
|               |                                |                                  |  |  |
|               | CON                            | ISTRAINTS                        |  |  |
| #             | Location                       | Constraint                       |  |  |
| Α             | SR 11 / Levee Trail            | Poor signal timing / no signage  |  |  |
| В             | Levee Trail                    | Railroad crossing                |  |  |
| С             | Coal Street                    | Steep slope, fast moving traffic |  |  |
| D             | Hazle Street                   | Steep slope, narrow lanes        |  |  |

Busy intersection

Limited width, heavy traffic





### LACKAWANNA MPO LUZERNE MPO DOWNTOWN WILKES-BARRE OPPORTUNITIES/CONSTRAINTS MAP

10.08.19 Revised 11.12.19

## LEGEND

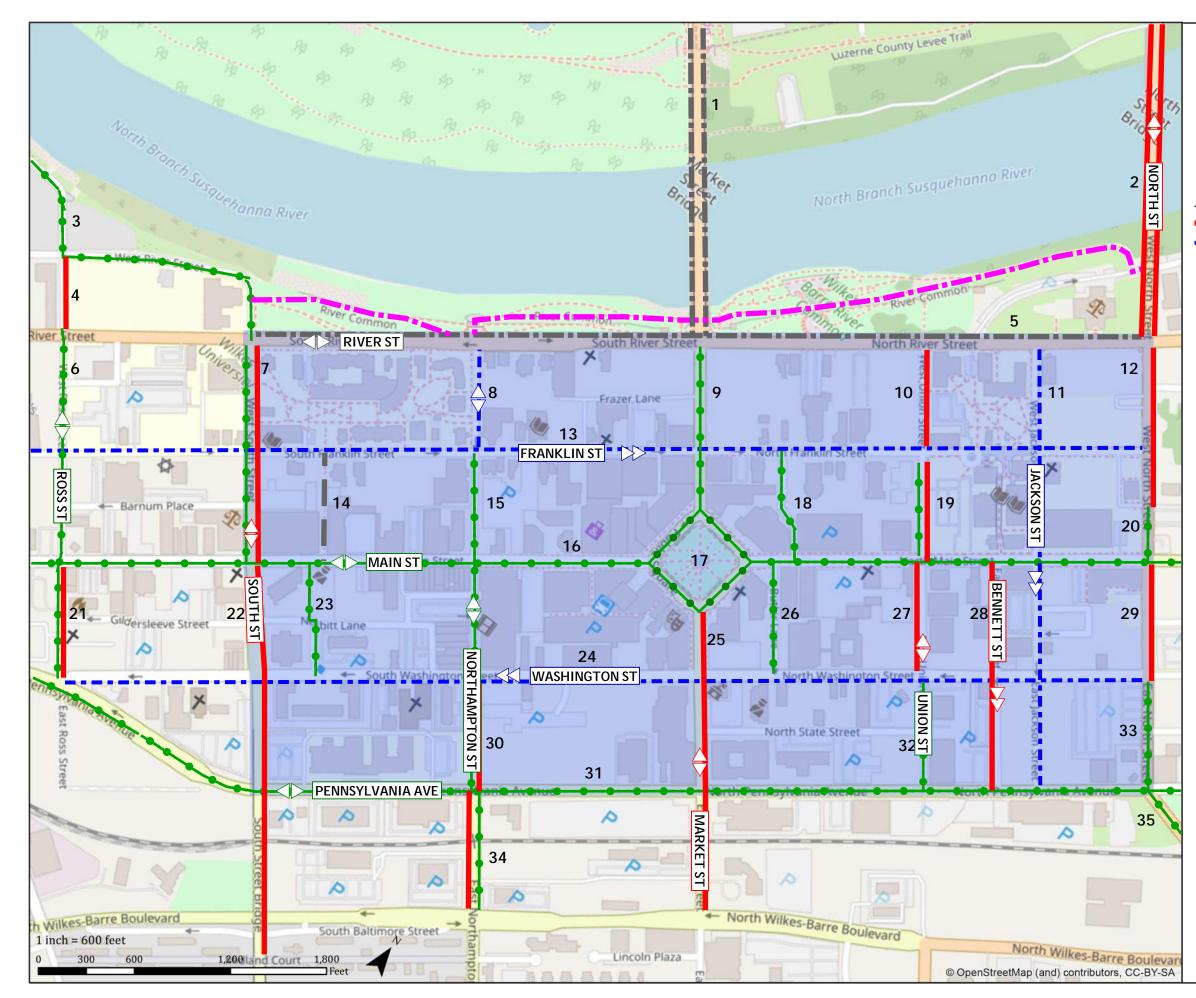
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- Opportunity Constraint
- Trail Opportunity
- Sidewalk Opportunity
- Sidewalk Constraint
  - Road Opportunity
- ••••• Road Opportunity with Limitations
- RC

| oad Constraint |  |
|----------------|--|
| OPPORTUNITIES  |  |

| OFFORTUNITIES |                    |                                |  |  |
|---------------|--------------------|--------------------------------|--|--|
| #             | 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                       |  |  |
| Α | Market St Bridge        | High volume                      |  |  |
| В | River Commons Trail     | Abrupt end                       |  |  |
| С | 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       |  |  |
| Н | Market St               | No sidewalk on one side          |  |  |
| Ι | 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   |  |  |
| Μ | S Main St / Northampton | Busy intersection                |  |  |
| Ν | Public Sq               | Poor timing signals, angled prkg |  |  |
| 0 | N Main St               | Angled parking                   |  |  |
| Р | Market St               | High volume, width varies        |  |  |
| Q | Penn Ave                | Angled parking                   |  |  |



# LUZERNE MPO

**PROPOSED IMPROVEMENTS** 

10.08.19 Revised 11.12.19

## LEGEND

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

| Р  | ROPOSED BICYCLE INFR | ASTRUCTURE 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<br>Partner<br><br><br><br><br>Log | <pre>of CT &amp;CT &amp;CC</pre> |  |
|---|--|--|----------------------------------|--|
| Campbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-1636<br>Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com<br>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.

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| Project:          |   |   | E                                     |
|-------------------|---|---|---------------------------------------|
|                   |   |   |                                       |
| Date: 11/10/19    | Meeting #. Set with Styleholder NTZ   | r NUTZ  |                                       |
|                   | Campbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-1636<br>Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com<br>Architecture & Preservation & Community and Transportation Planning | ampbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-163<br>Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com<br>Architecture & Preservation & Community and Transportation Planning | 146-1636<br>s.com<br>Planning         |
| NAME / ADDRESS    | ORGANIZATION  | TELEPHONE #<br>(If not already given)   | EMAIL<br>(If not already given)       |
| 1 STOVE PITONIAK  | PLANNING CONELY   | 570-963-6400  | PITONIA150 44 CKAUNDANNA COUNTY. URGA |
| 2 ONEN WORDERT    |   | 570-963-6730  | OWORDERT @ LHUN S'CO                  |
| Para la           | Compbell Thomas CC  |   | donusey @ composell thomas. com       |
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| 6. STOPH MILEWSKI | Isert   | 570 388. 8177   | Smilewski @ Barrysett, com            |
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| B Jour Pours      | C ITY OF SCHANDAL<br>LABELLA ASSOCI   | 570 964-6189  | ipscivs plabella par Com              |
| Mark              | 5   | 570.941.6267  | Mark. Murphy O Scouter . edu          |
| 10 CAPAS June     | city of Scanle  | 570-479-0433  | WEVANSESGRANDA COV                    |
| I DON KINA        | Cth of Screwton   | Swanton 570-348-4280  | dKing eseraution par apul             |
| 15                | Lackawang Co. Planning  |   |                                       |
| 1                 | CACKNUNNA PLANNER   |   | SCHEETMOND @ LACKAWAN SOUTH SRE       |
| 8                 | PEC   | 570-718-6557  | isureney a pecparat                   |
| 15 JOE CORCORAN   | LHVD  | 570 963-6730  | JCORCORAN @LHVA.ORG                   |
| بر<br>ما          | CAMPBOL THOMAS.   | WTHOMAS 400 US-985-4354   | rthomas @ Campbell thomas, com        |
| 17                |   |   |                                       |
| 18                |   |   |                                       |
|                   |   |   |                                       |

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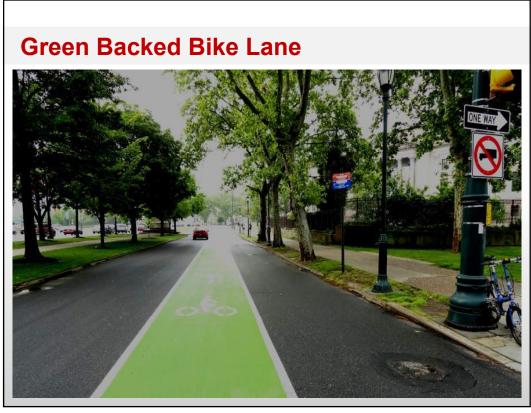
















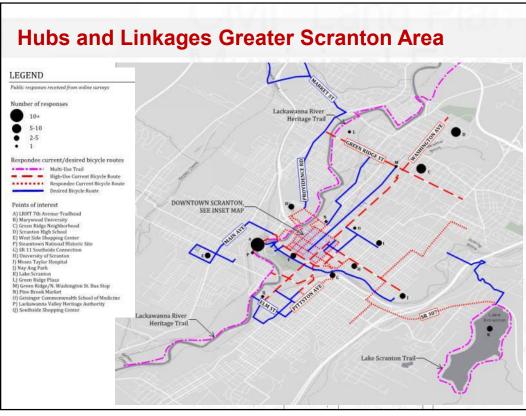


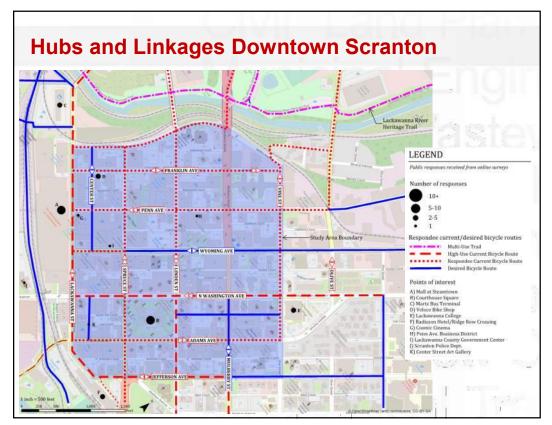


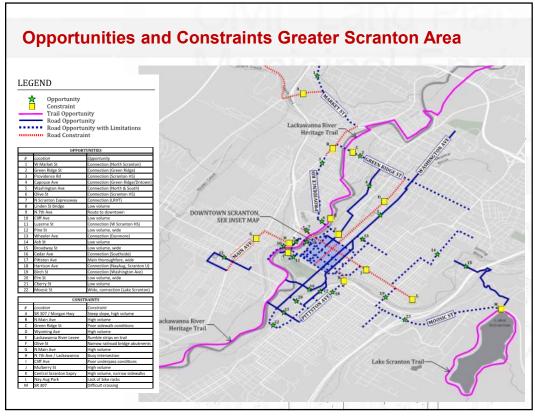


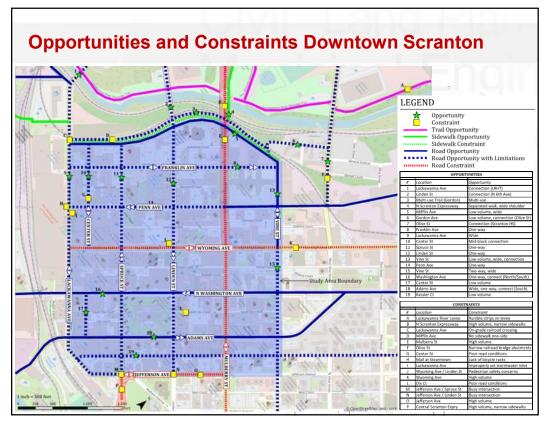






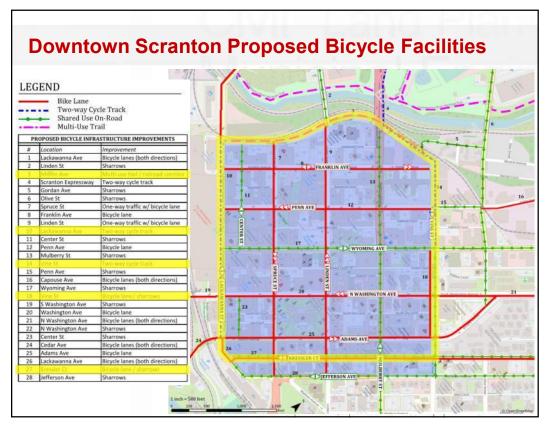








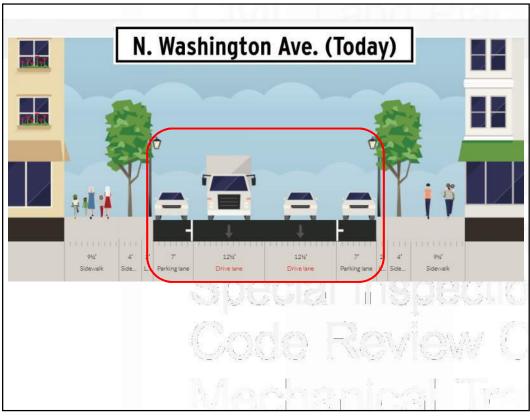


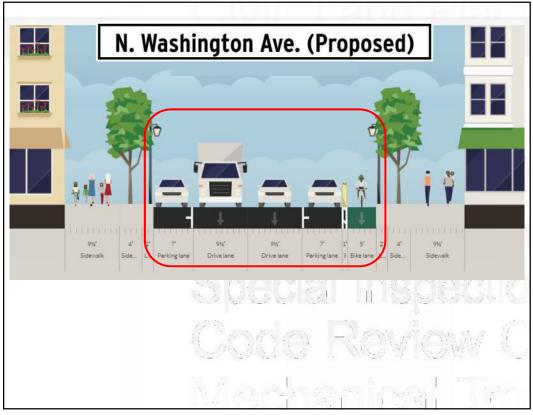


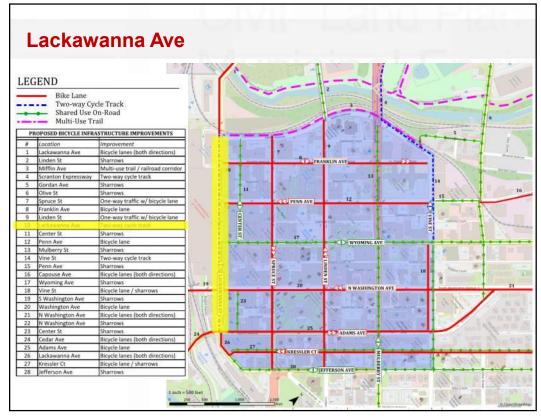


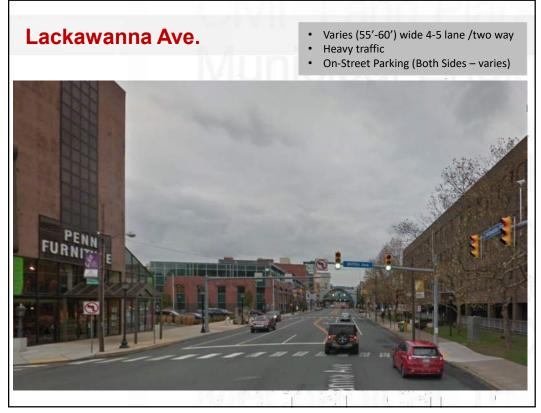


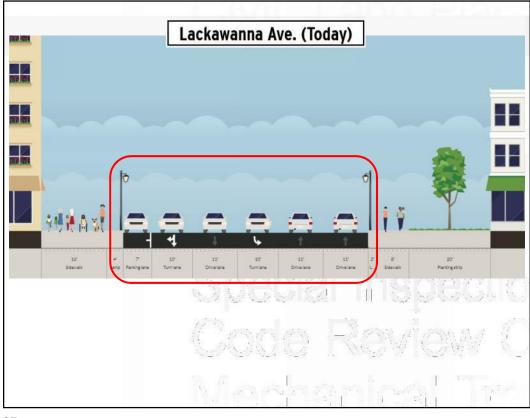


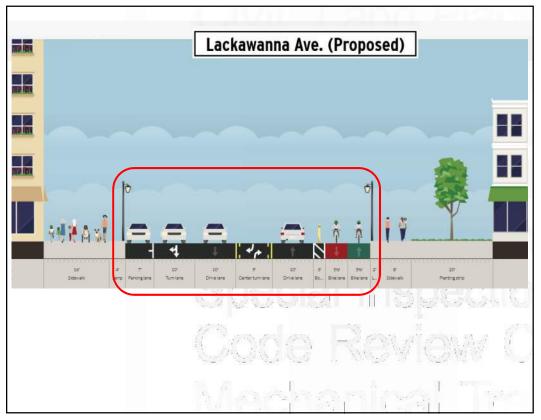








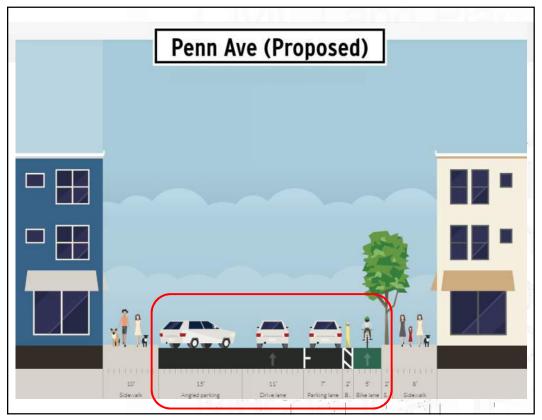


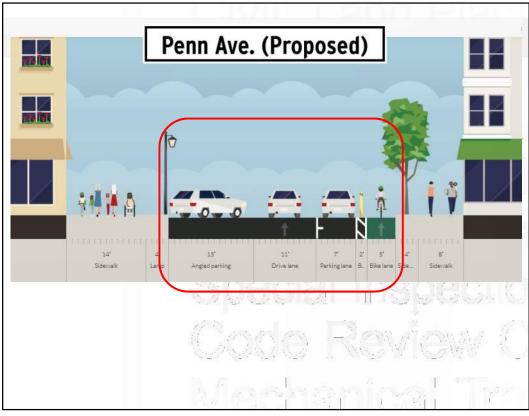


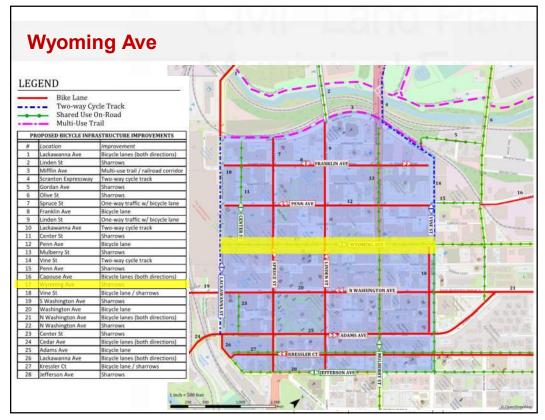
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| ΞG   | END                               |                                     | 14             |  |  |  | 1 1 -  | ~  |      |
|      | Bike Lane                         |                                     | 1 0            | 1  |  | 2  | 1-5  |  |      |
| -1 X | Two-way Cyo                       | do Track                            | -              |  |  |  | 1.   | and the second s |      |
|      | Shared Use C                      |                                     | •              |  |  |  | 1  | Contraction of the local division of the loc |      |
|      | <ul> <li>Multi-Use Tr.</li> </ul> |                                     | 1.             |  | 11   |  | Contraction of the second seco | 6  |      |
|      |                                   | KEED.                               | X              | 1  |  | Se. 2 11   |  | The second second  | -    |
| PR   | OPOSED BICYCLE INFRA              | ASTRUCTURE IMPROVEMENTS             |                | 10000  |  | alle a   | a march  | 10.0   |      |
| #    | Location                          | Improvement                         |                |  | 2  | 9  | and the second   | State Property   | 10   |
| 1    | Lackawanna Ave                    | Bicycle lanes (both directions)     |                |  | 7  | 1. 19. 18  |  |  | ă.   |
| 2    | Linden St                         | Sharrows                            |                |  | FRA  | NKLIN AVE  | - N>   |  |      |
| 3    | Mifflin Ave                       | Multi-use trail / railroad corridor |                | 10   | 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -  | A DOWN   |  |  | min  |
| 4    | Scranton Expressway               | Two-way cycle track                 |                |  | and the second   | 13   | 1000   |  |      |
| 5    | Gordan Ave                        | Sharrows                            |                | 11   | 3. F 173   | PL Balant  | 16/2011  |  |      |
| 6    | Olive St                          | Sharrows                            |                | 1  | A COLUMN THE   | 1000 1000  | 1.1.1.1  | 15 (11)  |      |
| 7    | Spruce St                         | One-way traffic w/ bicycle lane     | 3.             |  | COLUMN AVE   | - 4  |  |  | -    |
| 8    | Franklin Ave                      | Bicycle lane                        | 15             | 19.1 V   |  |  |  |  |      |
| 9    | Linden St                         | One-way traffic w/ bicycle lane     |                | CENTER ST  | 1 1 1  | 4.   | Canad Canad  | Completions 1  |      |
| 10   | Lackawanna Ave                    | Two-way cycle track                 |                | TES  | A COLORED TO A COL | · There is a set of  |  |  | -    |
| 11   | Center St                         | Sharrows                            |                | s ST   | 17   | 121.45   |  |  |      |
| 12   | Penn Ave                          | Bicycle lane                        |                |  |  | WYOMING A  | T  | * * * - * - * - * * *  | -    |
| 13   | Mulberry St                       | Sharrows                            |                | a la la  | ¥.   | A  | . E. S. C  | 4.4 4  |      |
| 14   | Vine St                           | Two-way cycle track                 |                |  |  | -  | Almost Area  |  |      |
| 15   | Penn Ave                          | Sharrows                            | A 1 2 2        | 7  | PRU  | ND A CONTRACTOR  | 18   | and the second second  |      |
| 16   | Capouse Ave                       | Bicycle lanes (both directions)     |                |  | Q  | EN S   | 0  |  |      |
| 17   | Wyoming Ave                       | Sharrows                            | 19             | 2  | 20   | N WASHINGT   | ON ANE   | A Description of the local distance  | - 21 |
| 18   | Vine St                           | Bicycle lane / sharrows             | And the second |  | 19. 334  | a washingi   |  | 1  |      |
| 19   | S Washington Ave                  | Sharrows                            |                | 23   | 6 a alla   | 8 8 8 8  | 18 * *   | 1 150  |      |
| 20   | Washington Ave                    | Bicycle lane                        | 1 LE           | 23   | 1 A .  | The Dalland  | a Salidation   | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  |      |
|      | N Washington Ave                  | Bicycle lanes (both directions)     | 111-           | The incluse  | Y  |  |  |  |      |
| 22   | N Washington Ave                  | Sharrows                            | 1 110          |  | 2 1 25 1   | 120  | 11 88: 0   | 1 15   |      |
| 23   | Center St                         | Sharrows                            | 24             | and the second second  | 0  | ADAMS AVE  | and the second   | 1  |      |
| 24   | Cedar Ave                         | Bicycle lanes (both directions)     |                | 26 27  |  | and a line of  | 149 2 11   | And And State  |      |
| 25   | Adams Ave                         | Bicycle lane                        |                | Variation of the second | KRESSLER CT  | and the second second  | 1 1 4 4  |  |      |
| 26   | Lackawanna Ave                    | Bicycle lanes (both directions)     | 11 11 1        |  | 1000000  | 2 1 2 1 2  | 1. 1. 1. 1.  | 1 Same   |      |
| 27   | Kressler Ct                       | Bicycle lane / sharrows             | 11 3           | 1 hours  | 28   | FFERSON AVE  |  | and the second   |      |
| 28   | Jefferson Ave                     | Sharrows                            | 1              | M. C. C. C.  |  | and and the real of the second s | Annances   | to be a first of the second  |      |



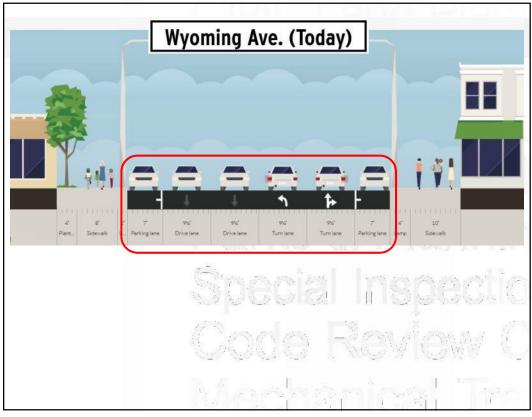


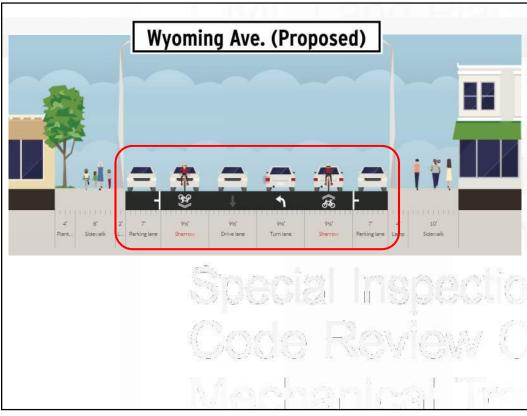


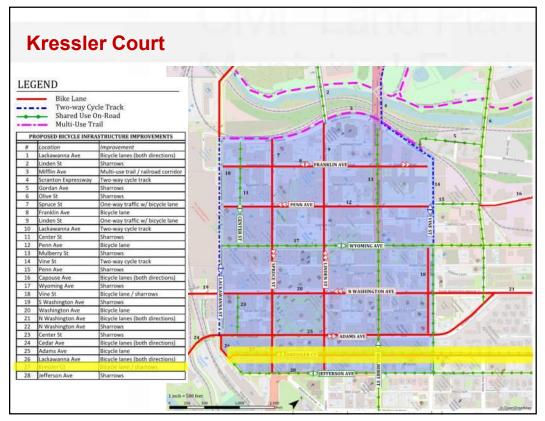


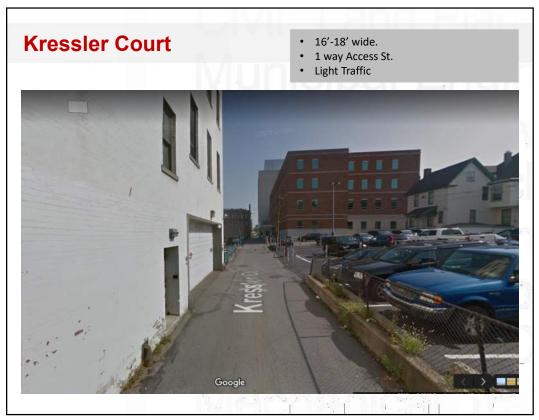


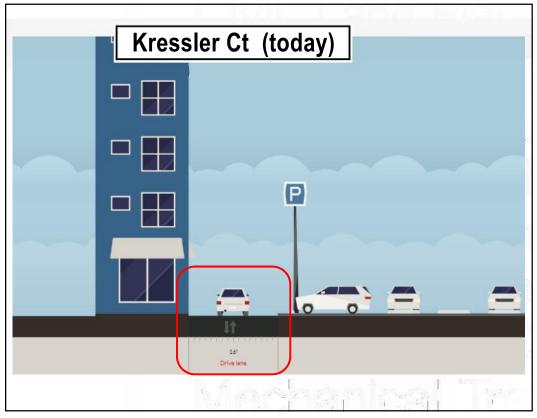


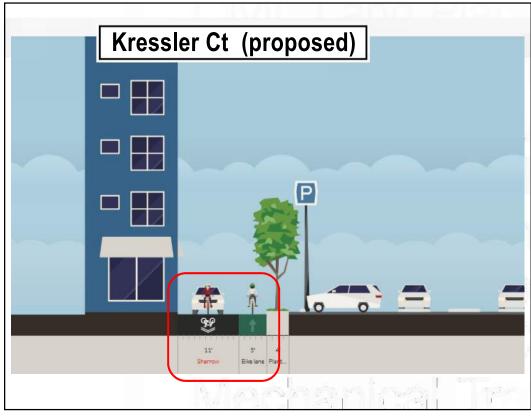




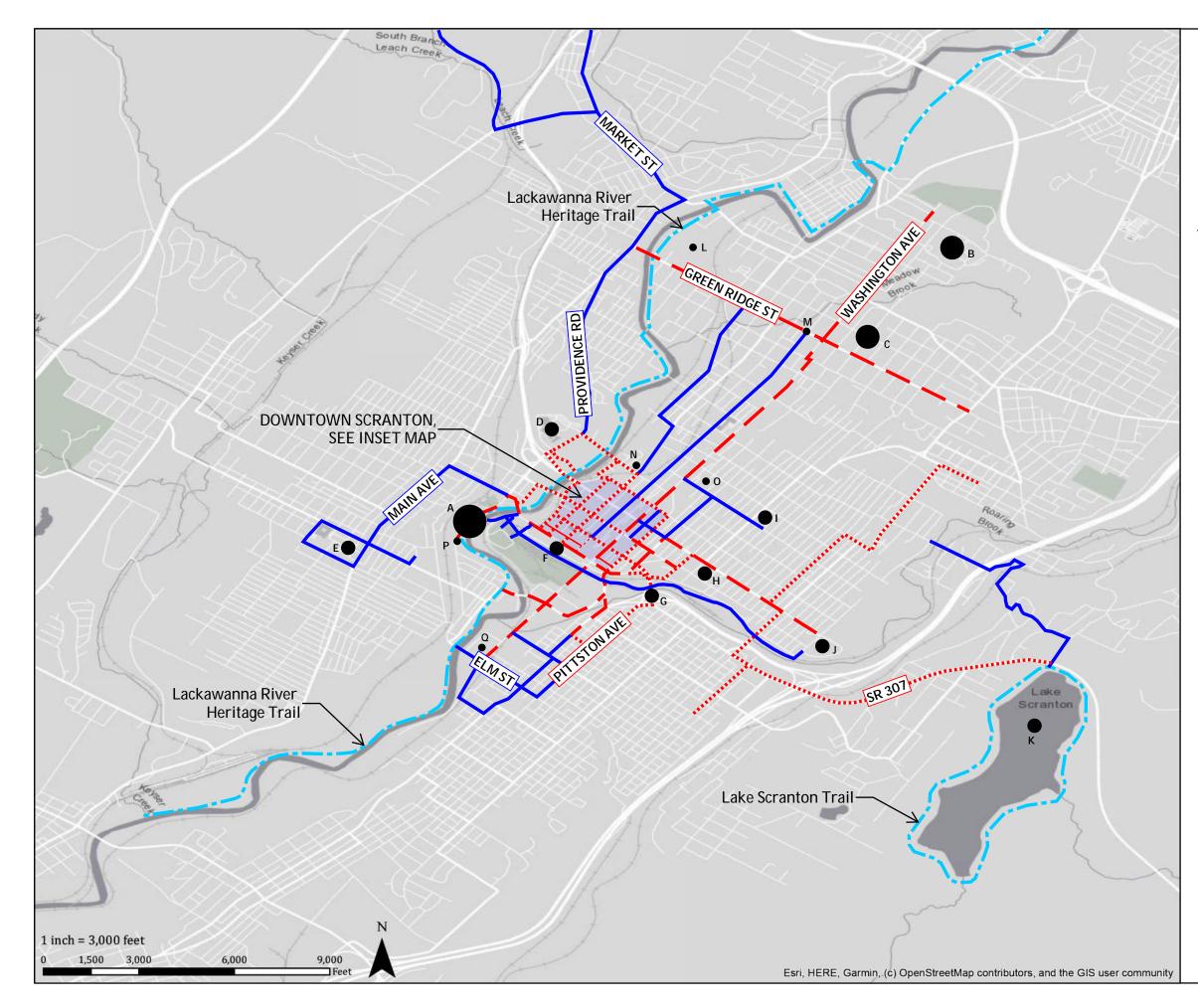














10.08.19 Revised 11.18.19

## LEGEND

Public responses received from online surveys

#### Number of responses



Respondee current/desired bicycle routes



Multi-Use Trail

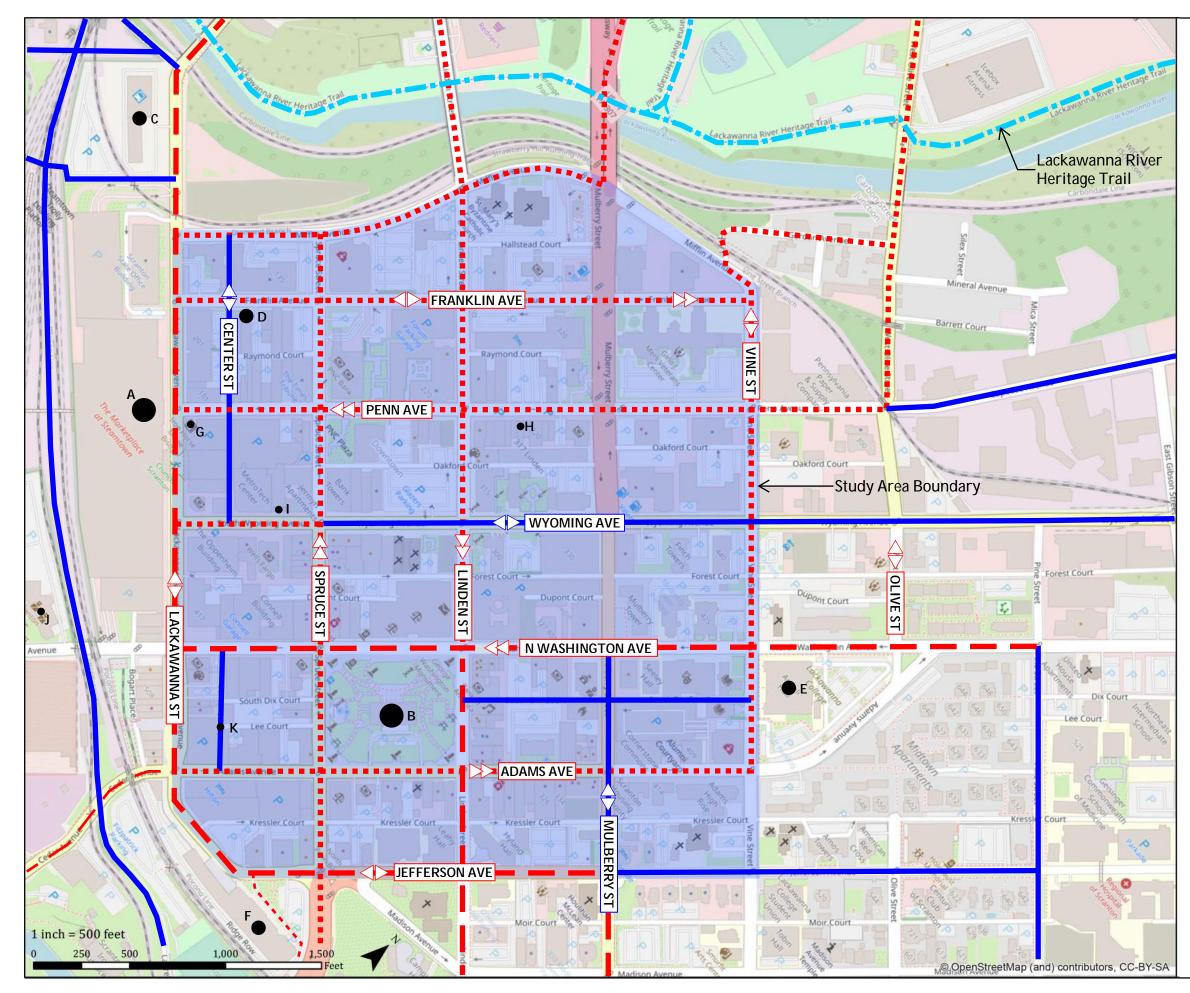
High-Use Current Bicycle Route

Respondee Current Bicycle Route **Desired Bicycle Route** 

#### Points of interest

- A) LRHT 7th Avenue Trailhead
- B) Marywood UniversityC) 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
- 0) Geisinger Commonwealth School of Medicine
- P) Lackawanna Valley Heritage Authority
- Q) Southside Shopping Center





# LUZERNE MPO **DOWNTOWN 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



Multi-Use Trail

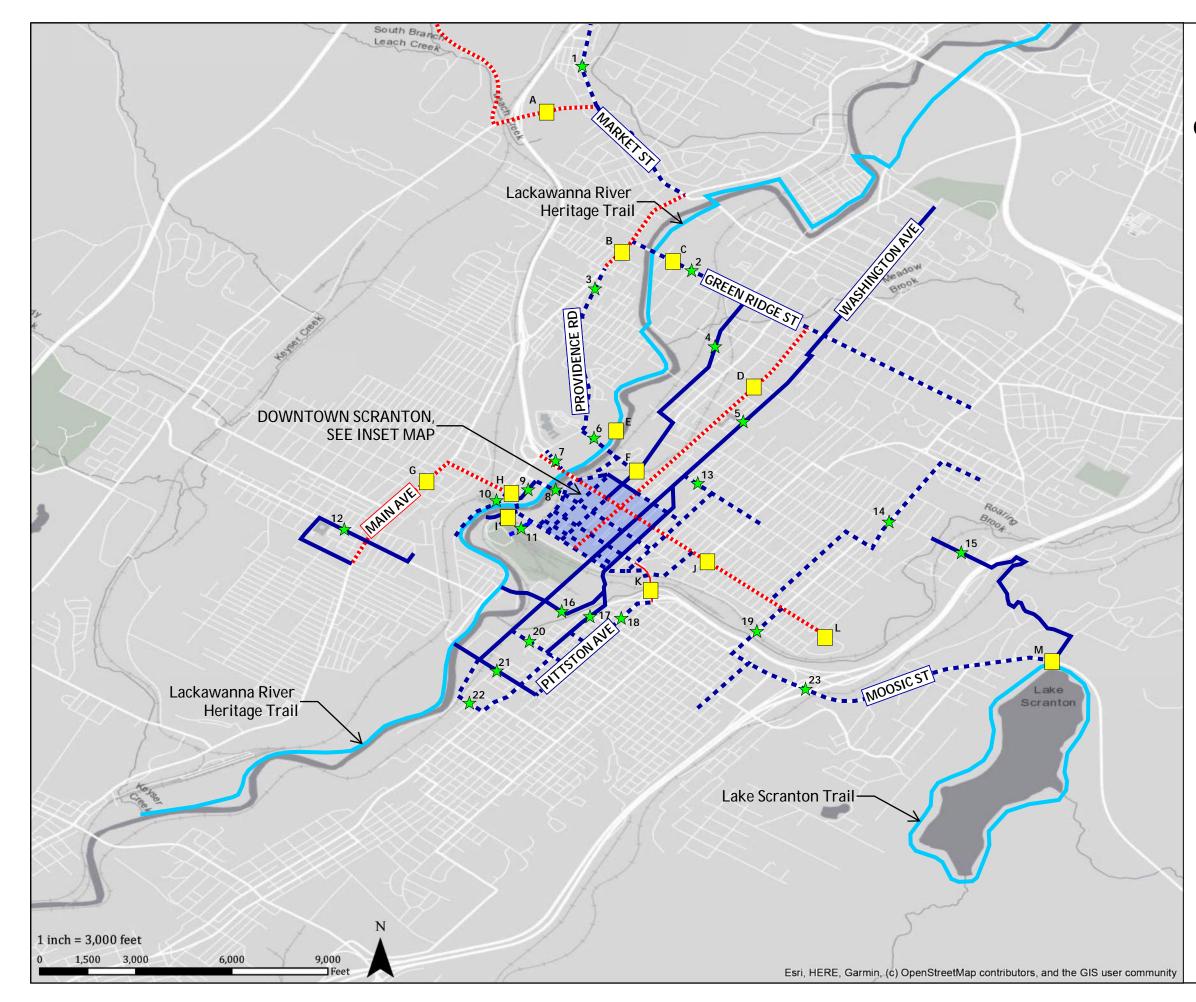
High-Use Current Bicycle Route

- Respondee Current Bicycle Route
- **Desired Bicycle Route**

#### 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



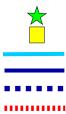


# LACKAWANNA MPO **OVERALL SCRANTON**

**OPPORTUNITIES/CONSTRAINTS MAP** 

10.08.19 Revised 11.18.19

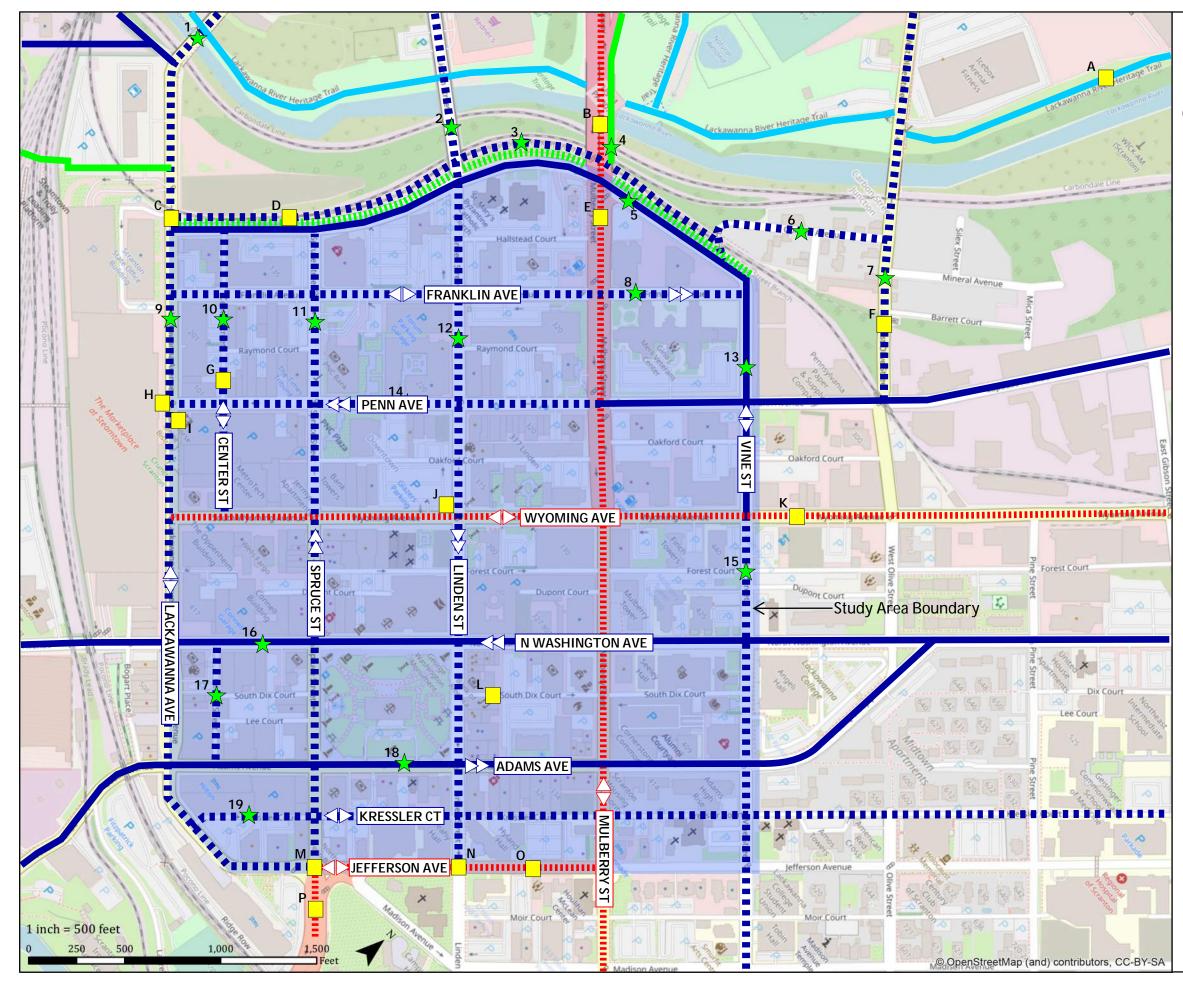
### LEGEND



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) |  |  |

|   | CONST                  | TRAINTS                          |
|---|------------------------|----------------------------------|
| # | Location               | Constraint                       |
| Α | SR 307 / Morgan Hwy    | Steep slope, high volume         |
| В | N Main Ave             | High volume                      |
| С | 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                      |
| Н | N 7th Ave / Lackawanna | Busy intersection                |
| I | Cliff Ave              | Poor underpass conditions        |
| J | Mulberry St            | High volume                      |
| К | Central Scranton Expry | High volume, narrow sidewalks    |
| L | Nay Aug Park           | Lack of bike racks               |
| М | SR 307                 | Difficult crossing               |



## LACKAWANNA MPO LUZERNE MPO DOWNTOWN SCRANTON OPPORTUNITIES/CONSTRAINTS MAP

10.08.19 Revised 11.18.19

## LEGEND

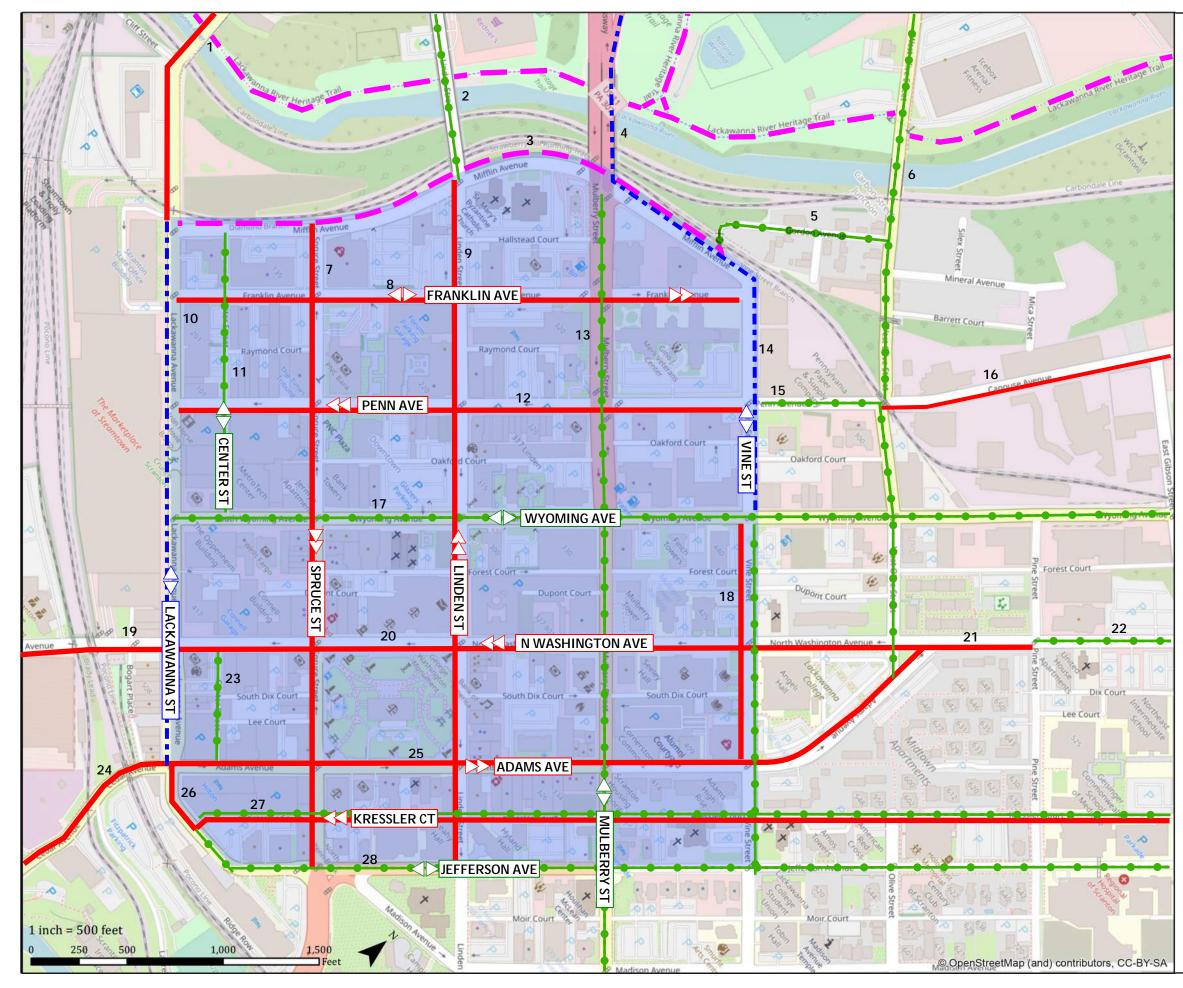
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| $\bigstar$ | Opportunity           |
|------------|-----------------------|
|            | Constraint            |
|            | Trail Opportunity     |
|            | Sidewalk Opportunity  |
|            | Sidewalk Constraint   |
|            | Road Opportunity      |
|            | Bood Opportunity with |

Road OpportunityRoad Opportunity with LimitationsRoad 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                       |
| А           | Lackawanna River Levee    | Rumble strips on levee           |
| В           | N Scranton Expressway     | High volume, narrow sidewalks    |
| С           | Lackawanna Ave            | On-grade railroad crossing       |
| D           | Mifflin Ave               | No sidewalk one-side             |
| Е           | Mulberry St               | High volume                      |
| F           | Olive St                  | Narrow railroad bridge abutments |
| G           | Center St                 | Poor road conditions             |
| Н           | Mall at Steamtown         | Lack of bicycle racks            |
| Ι           | Lackawanna Ave            | Improperly set stormwater inlet  |
| J           | Wyoming Ave / Linden St   | Pedestrian safety concerns       |
| К           | Wyoming Ave               | High volume                      |
| L           | Dix Ct                    | Poor road conditions             |
| Μ           | Jefferson Ave / Spruce St | Busy intersection                |
| Ν           | Jefferson Ave / Linden St | Busy intersection                |
| 0           | Jefferson Ave             | High volume                      |
| Р           | Central Scranton Expry    | High volume, narrow sidewalks    |



# LUZERNE MPO

## 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                            |