

## **Appendix A | Public Participation**

### **A.5 Key Persons Interviewed:**

- Interview Guide
- Rich Adams, Around Town Bicycles, Wilkes-Barre
- Aaron McNany, Veloce, Scranton
- Leslie Collins, Scranton Tomorrow
- Bruce Reddock, Scranton Chamber of Commerce
- Brian Ferry, City of Wilkes-Barre Planning and Zoning

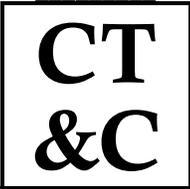
## **Guiding Interview Questions**

1. Are you aware of the Bicycle Study of Downtown Scranton and Wilkes-Barre, currently being conducted by Luzerne and Lackawanna Counties to study and identify a safe and efficient bicycle/pedestrian trail network?
  
2. Do you currently use any local trails for recreation or transportation in the area? Are there any on-road biking routes you use?
  
3. In general, how easy do you find getting to places in and around Scranton and Wilkes-Barre by bike and walking? Do you use public transportation?
  
4. What is your experience within the existing downtown's in terms of the bicycling/pedestrian network? Do you see opportunities for improvement?
  
5. Are there any specific sites, destinations, features, or connections that you believe should tie into the Scranton or Wilkes-Barre Bike network.
  
6. Do you have any concerns about the development of on-road/off-road bicycle facilities in your community? Any concerns you feel others in your community may have?
  
7. Do you have any additional comments regarding the future of the Scranton and Wilkes-Barre bicycle/pedestrian network?

# PROJECT LOG

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 Architecture ❖ Preservation ❖ Community and Transportation Planning

Client/Project Code: LUZ-LACK

Date: 08-07-19

Client:

<input checked="" type="checkbox"/> Telephone	CT&C: Douglas Maisey	Other: Rich Adams	Agency: Around Town Bic.
<input type="checkbox"/> Site Visit	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Meeting	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Hearing	CT&C: _____	Other: _____	Agency: _____
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Phase \_\_\_\_\_ Subject: Interview with Rich Adams

Key Comments from Rich Adams included:

- Rich noted that the majority of the advocacy in the area is on trails vs. rather than on-road facilities. He believes that on-road facilities need more attention, especially downtown Wilkes-Barre and Scranton.
- Rich feels that both cyclists and drivers are not informed of the **rules of the road**. He is always seeing cyclists on the sidewalks and drivers frustrated about cyclists in “their space”.
- Rich would like there to be an **increase in driver/cyclist education** as well as **bike lanes and infrastructure** that inform bicyclists/drivers of the appropriate use on the road.
- Rich discussed his visit to the South Street Bridge in Philadelphia, noting that the road lines/signage/traffic lights can clearly guide safe bicycle/automobile traffic through an urban area. He would like to see similar bike lane infrastructure in Wilkes-Barre.
- Rich believes that “share the road” signage is not adequate and that **bike lanes are needed**.
- If Rich could install bike lanes in Wilkes-Barre he would focus on a **Franklin St. and Washington St. loop between Academy St. and Union St.**
- Rich noted that Franklin St. should become a single vehicle traffic lane, with the other driving lane turned into a bike lane. He sees **Franklin St.** as the **“low-hanging fruit”**
- **Obstacles included crossing the river** from downtown Wilkes-Barre. He would like to see better crossings of the river on Market St. and North St. Other obstacles include the **“terrible” street conditions** that force cyclists/drivers to dodge potholes and sewer grates.
- Rich would love to see a change in “Car Culture” and is a proponent of **“Complete Streets”**

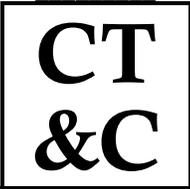
### **Guiding Interview Questions**

1. Are you aware of the Bicycle Study of Downtown Scranton and Wilkes-Barre, currently being conducted by Luzerne and Lackawanna Counties to study and identify a safe and efficient bicycle/pedestrian trail network? Yes I am aware of the study.
2. Do you currently use any local trails for recreation or transportation in the area? Are there any on-road biking routes you use? I do use the LHVA trail for recreational/exercise purposes.
3. In general, how easy do you find getting to places in and around Scranton and Wilkes-Barre by bike and walking? Do you use public transportation? I do not utilize public transportation, however, the bike racks on numerous Scranton buses is a welcomed addition. Scranton Tomorrow, is currently working with the City of Scranton on the Connectivity Study, for walkability.
4. What is your experience within the existing downtown's in terms of the bicycling/pedestrian network? Do you see opportunities for improvement? Yes, there is a great opportunity for improvements. Many year's ago we working with the County's Arts and Culture department for the design and installation of downtown bike racks. Many people still do not realize the racks are for public use. Additionally, the Share the Road campaign, in conjunction with PennDOT needs continued public education.
5. Are there any specific sites, destinations, features, or connections that you believe should tie into the Scranton or Wilkes-Barre Bike network. Scranton Tomorrow's focus is downtown Scranton. I feel there should be better connectivity to the trails, Steamtown National Historic Site, Trolley Museum, and bike ability to adjacent neighborhoods and schools.
6. Do you have any concerns about the development of on-road/off-road bicycle facilities in your community? Any concerns you feel others in your community may have? Cycling is increasing in popularity as a healthier lifestyle and transportation option. It is very important to educate our communities on the importance and need for on-road and off-road facilities. I do believe an educational marketing component is critical for the general public.
7. Do you have any additional comments regarding the future of the Scranton and Wilkes-Barre bicycle/pedestrian network? I believe this effort will have a positive outcome and move Scranton and Wilkes Barre to a new level.

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 Architecture ❖ Preservation ❖ Community and Transportation Planning

Client/Project Code: LUZ-LACK

Date: 08-08-19

Client:

<input checked="" type="checkbox"/> Telephone	CT&C: Douglas Maisey	Other: Aaron McNany	Agency: Veloce Bicycles
<input type="checkbox"/> Site Visit	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Meeting	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Hearing	CT&C: _____	Other: _____	Agency: _____
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Phase \_\_\_\_\_ Subject: Interview with Aaron McNany

Key comments from Aaron McNany included:

- Aaron attended our first public meeting at LHVA and has shared many of his thoughts on Wiki-Mapping. He has also shared the Wiki-Mapping with friends and the biking community.
- Aaron sees one of the biggest issues is that there is **no safe/convenient route to connect the trails in Scranton to the trails in Pittston and Wilkes-Barre.**
- Aaron runs community and training rides each week and although many tenured cyclists ride the local hills, new riders typically stay in the Valley. These long and flat rides are usually on Main St. **Although Main St. is flat, it is a heavily trafficked commuter road** and Aaron finds that drivers are more disrespectful to riders than on some other roads. He also feels that Main St. **could have bike signage or painted lanes.**
- Aaron agrees with the comments of Rich Adams that **educating drivers and cyclists of the rules of the road is necessary.**
- Aaron would also like to see a **safer and more convenient connection from Veloce and Downtown Scranton to the LHVA Trail.** He does not currently feel comfortable sending his kids to the trail without supervision. Aaron believes that the cheapest/easiest improvements to access the LHVA Trail could take place on Linden St. or Mulberry St., but Mulberry would need a pedestrian actuated crosswalk. Alternatively, Lackawanna Ave. could work with improvements to the Central Railroad Station building.
- Aaron noted that the existing bike share is not prevalent in Scranton, but he does get **requests for bike rentals** when he offers community rides. Aaron may begin a rental program from the bike shop in the future.
- Key Bicycle Routes that he listed on the Wiki-Mapping survey include:
  - Take the LHVA Trail to Depot St. in Taylor Borough, then N. Main St. to Oak St. to the Stauffer Industrial Park (not enjoyable), to Keyser Ave. and Ransom Rd. Ransom Rd. has some nice cycling.
  - From Scranton, take Pittston Ave. or Cedar Ave. to Birney Ave. (not ideal), to Route 502 in Moosic Borough. Then take 502 to Covington Park before returning to Scranton via Route 307. Route 307 is beautiful but is 4 lanes and fast moving. Bike lanes and signage would be helpful.



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**Date:** August 13, 2019  
**Project #:** 1000519.000  
**Service Task:**

**To:** Lackawanna / Luzerne MPO Coordinating and Technical Committees  
**From:** Stephanie Milewski  
**RE:** **Downtown Scranton and Wilkes-Barre Bicycle Network**  
**Interview Log: Brian Ferry, City of Wilkes-Barre Planning & Zoning**

- The interview request was sent to Bill Harris, City Planner. Bill deferred to his colleague Brian Ferry because Brian is an avid cyclist.
- Brian is from Boulder, Colorado and used to a different level of cycling, including a complete bicycle network with bicycle facilities and a different mentality towards cycling.
- Brian lives two blocks from work so he walks to work and uses his bike to run errands (groceries, the mall).
- Typically, he does not use multimodal transportation. Since he rides an expensive bike he does not feel comfortable chaining it to a rack. He would like to see long term secured storage for bicycles at the transit stations. Preferably the type with swipe access to a locker for \$5-10/month rental fees.
- Brian feels that education is a critical component of the bike network. He would like to work with the school districts to help teach children the proper biking techniques and wished that DOT did a better job of educating motorists about biking. He is routinely yelled at to get off the road.
- Although from an urban planning aspect sharrows are not highly regarded, he feels that they are an important first step and are best used on low volume side streets. Large corridors that connect everything need a designated or separated bike lane.
- Although it is tough to retrofit streets with cycling networks, the area has many wide roadways that can accommodate the facilities.
- In terms of specific corridors, South Street would be a good east-west corridor and Main Street would be a good north-south corridor. The city wants Main Street to be a roadway used by everyone.
- Brian would like to see the network connect the five council districts to the core downtown. He is going to email me a map of the districts.
- Although this study is focusing on the two downtowns, he would like to see a study connecting them.

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*Memo*