



Safe Streets Lackawanna



April 7, 2026

Lackawanna/Luzerne MPO

Bowman

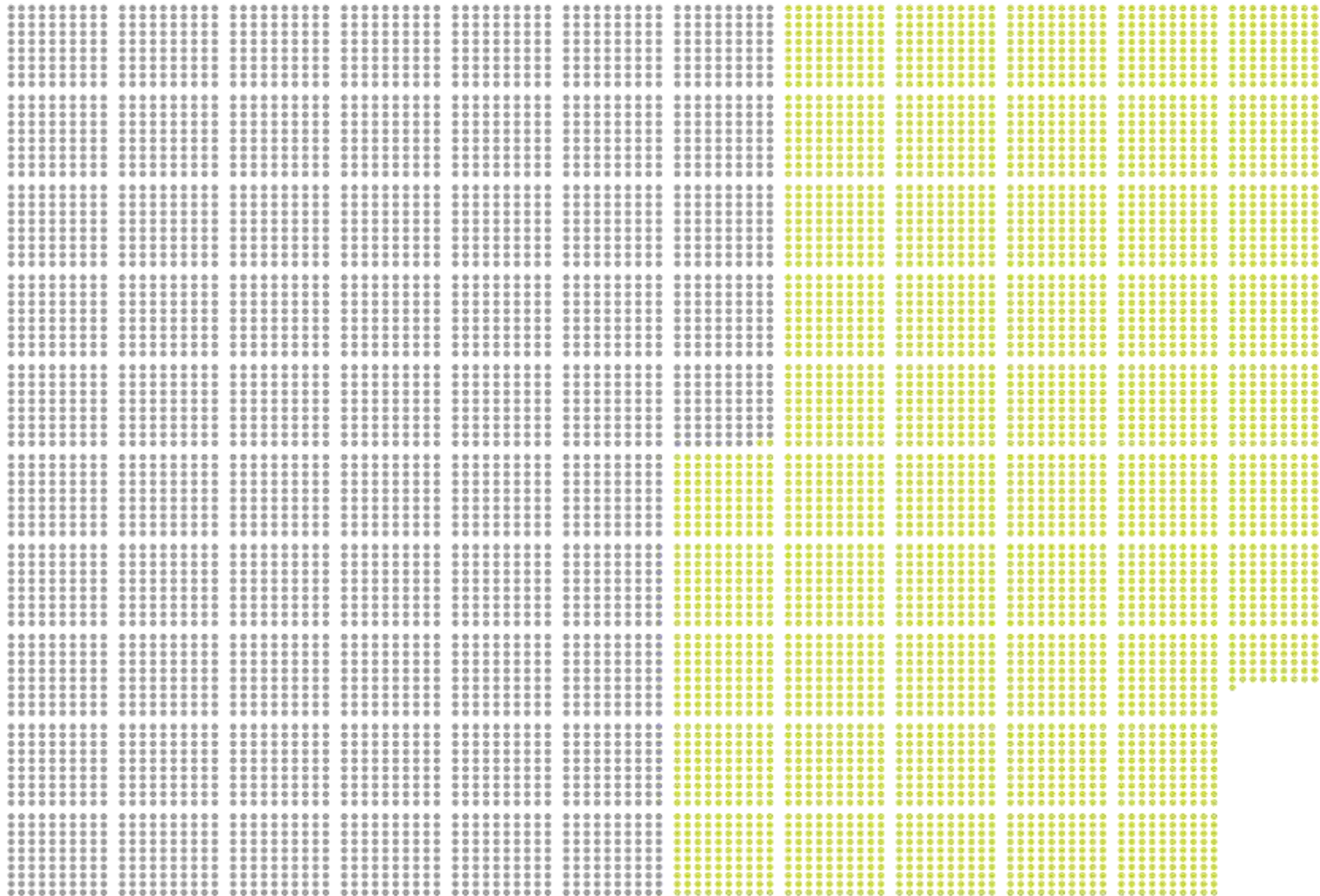


5-Year Snapshot of Crashes

Lackawanna County – 2019 to 2023



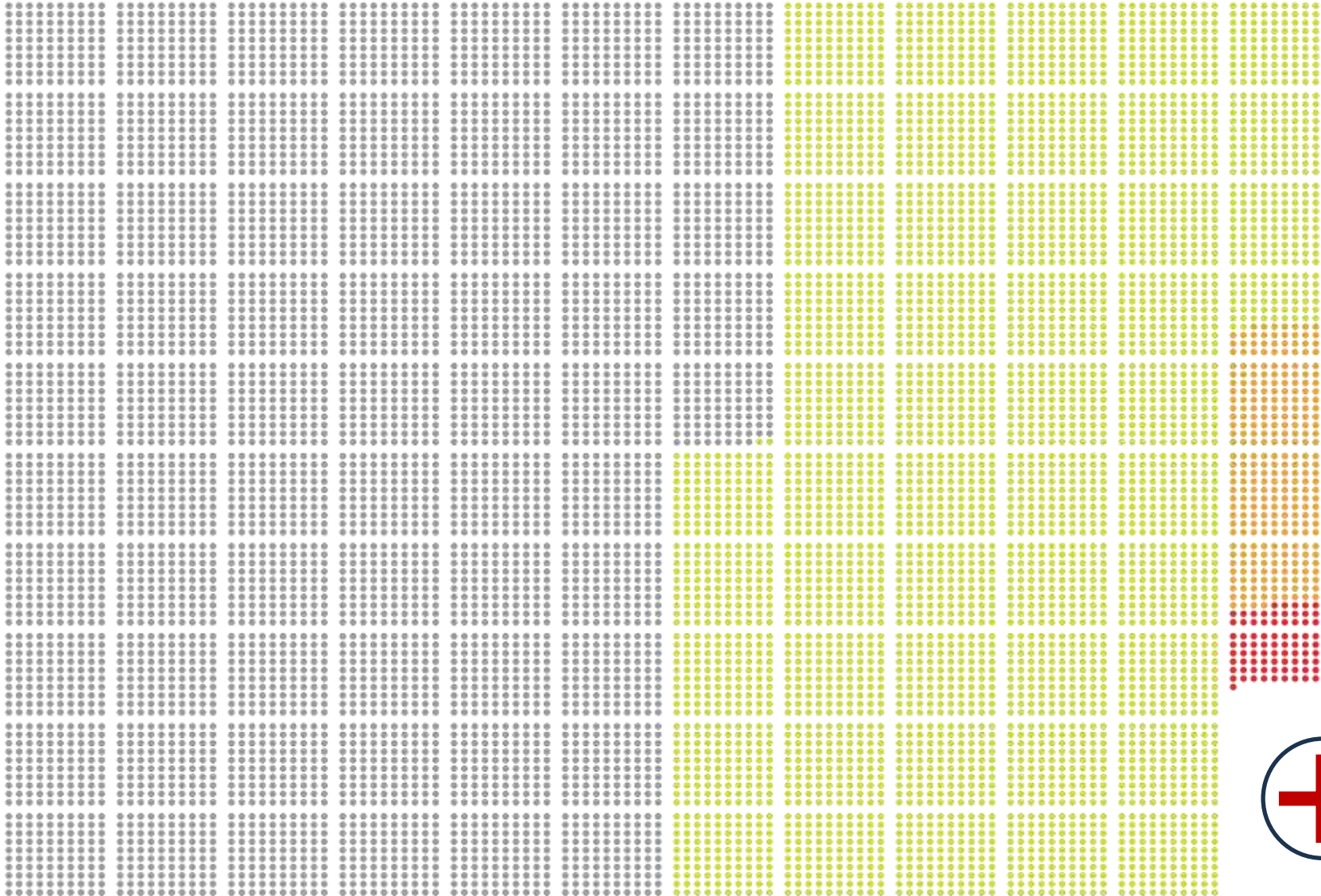
11,761 crashes



11,761 total crashes,
nearly half (45%)
had a reported
injury

- No injury reported
- Injury reported

399 Fatal or Severe Injury Crashes



● 312 serious injury crashes

● 87 fatal injury crashes



399 Fatal or Serious Injury (FSI)

Fatal and Serious Injury Crashes



Fatal and Serious Injury Crashes (2019-2023)



399 FSI crashes from 2019 through 2023

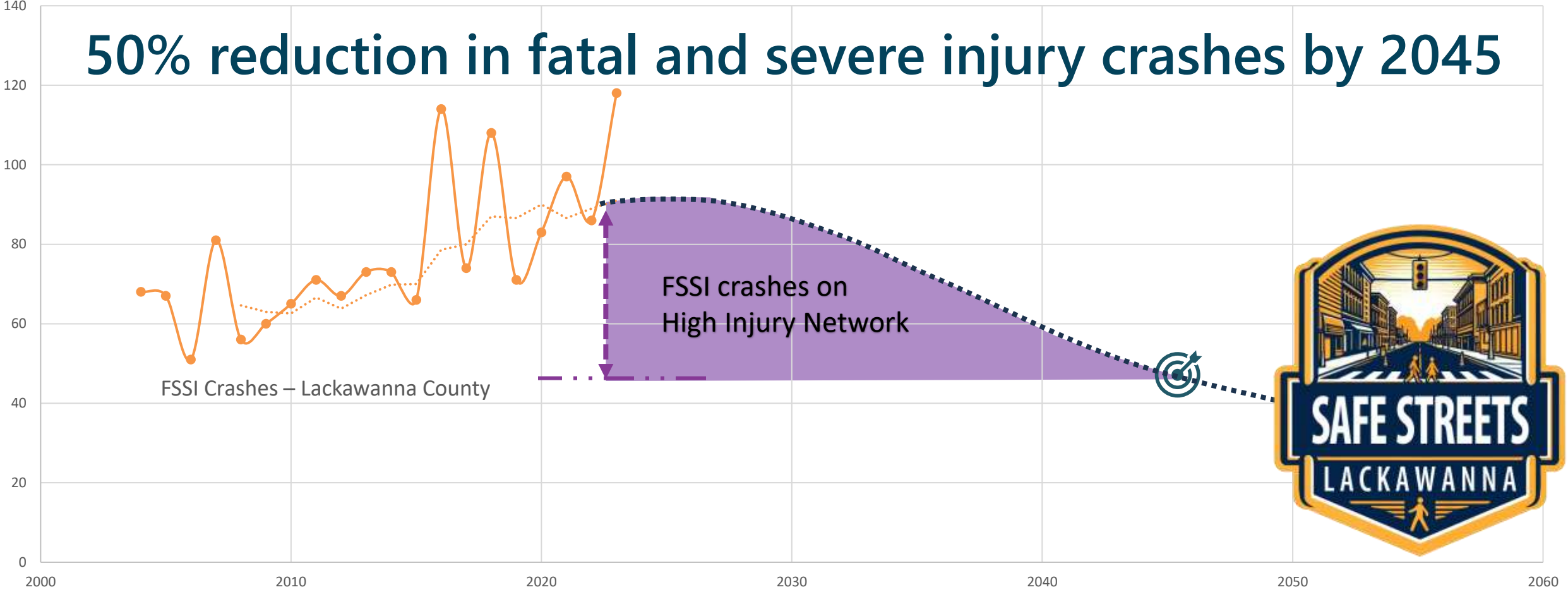
- > Average of **80** FSI crashes **per year**
- > Average of **1.5** FSI crashes **per 7-day week**

● **312** serious injury crashes

● **87** fatal injury crashes

Safety Goal

50% reduction in fatal and severe injury crashes by 2045



High Injury Network

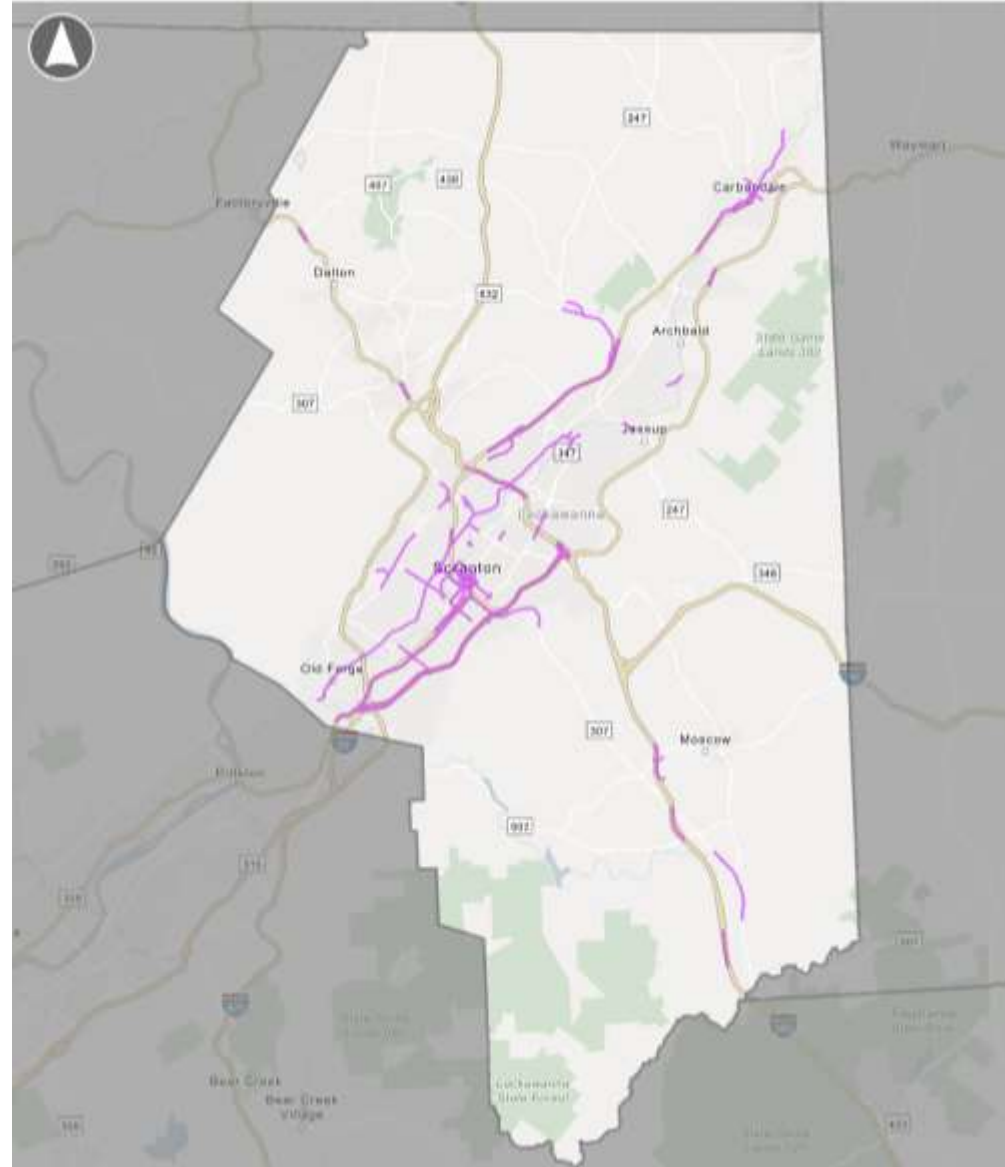
108 miles of roadway

5% of road miles (2,043 total miles)

53% of high injury crashes

61% of injury crashes involving a pedestrian or bicyclist (VRU)

74% of VRU high injury crashes



Engagement Plan

Out in the Community



Carbondalien Festival



Calling all Earthlings!

Help us plan for our planet's future. Let's make Northern Lackawanna County even better.

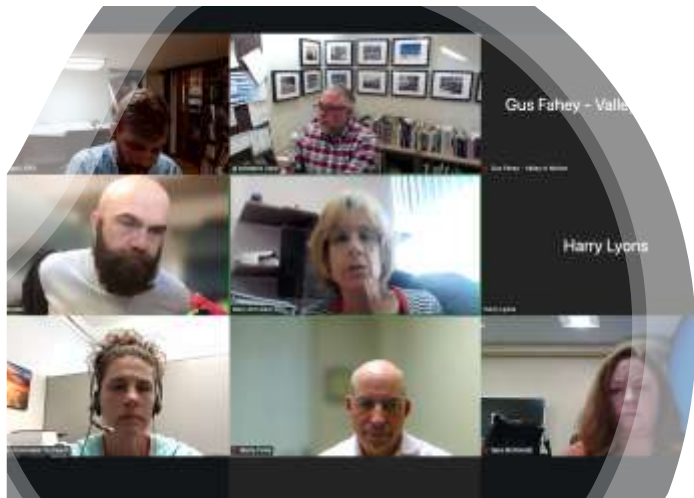


- Surveys
- Business Cards
- 2 Photo Boards
- 2 County Maps



Focus Groups completed:

- Vulnerable road users
- Bikers
- Transit
- Carbondale seniors
- Carbondale
- Scranton youth (7th-9th grade)
- Borough managers
- School bus operators
- Regional planning associations
 - Northern Lackawanna County
 - Scranton/Dunmore/Old Forge
 - The Abingtons



Key Takeaways



The public perceives driver behavior as often aggressive, and drivers appear distracted

Sidewalk conditions are poor and can be disconnected

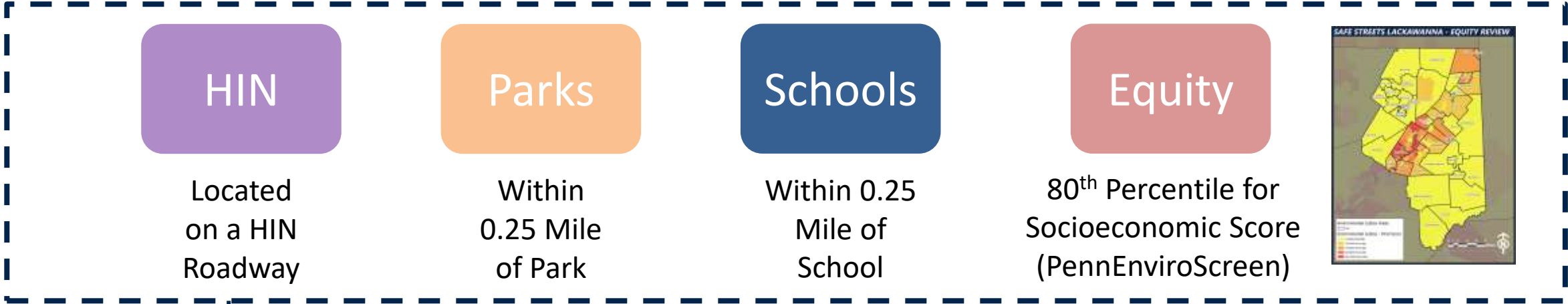
Curb ramps are missing, in bad condition, or do not lineup properly corner to corner

Bus stop placement can be dangerous and disconnected from sidewalks

Bus routes miss certain areas of employment, or other areas people need to go



Prioritization Criteria



Priority Projects

Considerations:

- Other Factors?
- Equal or weighted?
- Project Bins based on Planning Regions?



Abingtons

Up Valley

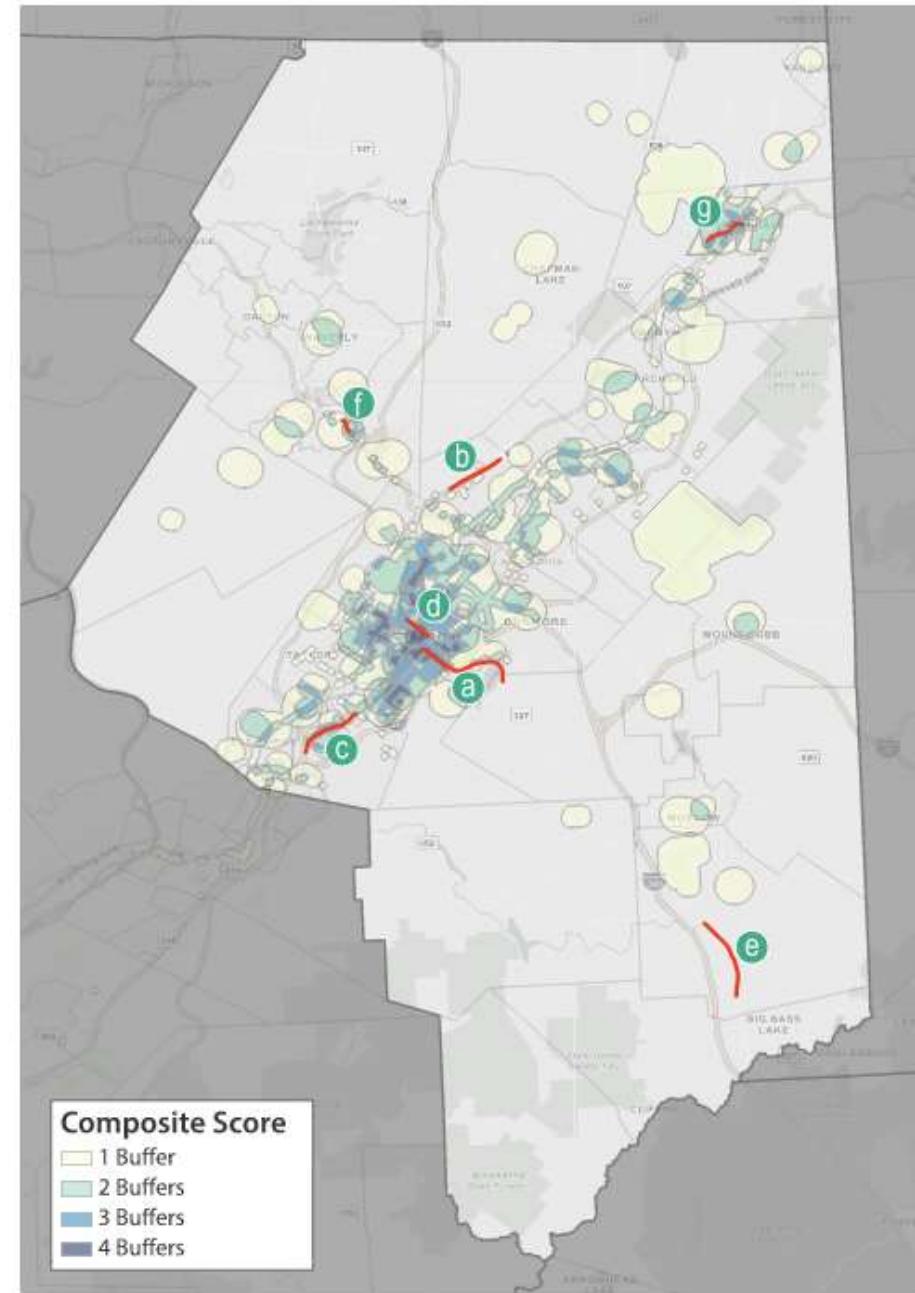
City / Down Valley

North Pocono

Priority Buffers

The table below shows the breakdown of priority buffers that fall within each of the identified priority projects. Although this does not determine which projects the county should pursue, it does provide a useful tool for determining the relative impacts each project can have.

Priority Project	High Injury Network	Proximity to Schools	Proximity to Parks	Proximity To Transit	Socioeconomic Score
a Moosic Street (PA 307) └ PA 307	✓	✓	✓	✓	✓
b Scranton-Carbondale Highway └ Business Route 6	✓				
c Birney Avenue/Pittston Avenue └ US 11	✓	✓	✓	✓	
d Mulberry Street └ US 11 / PA 307	✓	✓	✓	✓	✓
e Scranton Pocono Highway └ PA 307 / PA 435	✓				
f State Street └ US 6 / US 11	✓	✓	✓	✓	
g Brooklyn Street/8th Avenue └ Business Route 6	✓	✓		✓	✓

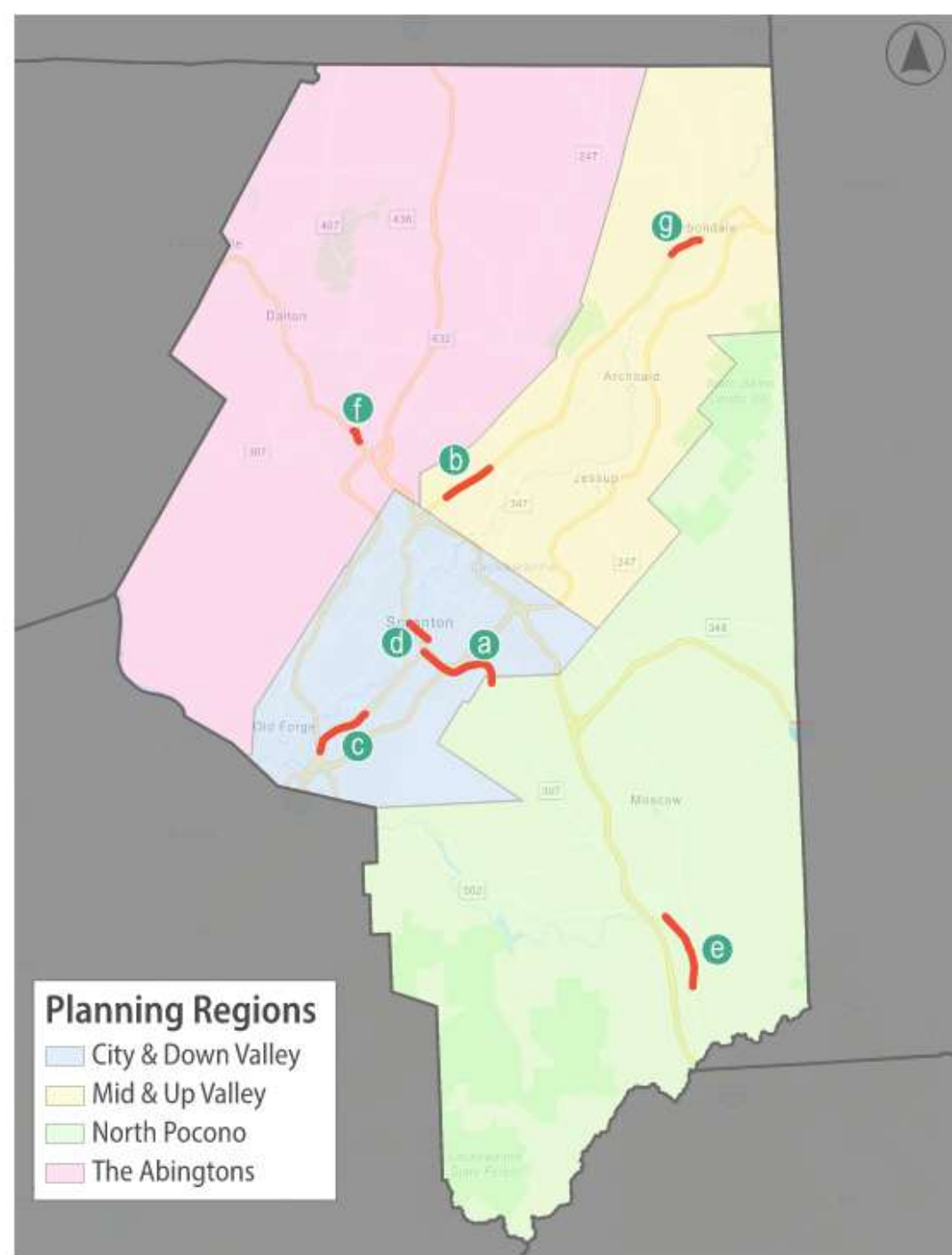


Priority Safety Projects

The following section presents project profiles for selected Priority Safety Projects. Projects were identified based on the concentration of high injury crashes along each corridor combined with feedback from the steering committee to help provide a representative sample across the county. Each profile can serve as a standalone “cutsheet” that provides information on the identified priority project, including a corridor overview, crash history, existing conditions, public feedback, and cost estimates.

These cutsheets provide a deeper understanding of each project’s scope and requirements and a jumping off point for project development. By leveraging the information provided in these cutsheets and the accompanying cost estimates, stakeholders can make informed decisions, prioritize projects, and effectively allocate resources to advance the implementation of this plan.

- a** Moosic Street | PA 307
- b** Scranton-Carbondale Highway | Business Route 6
- c** Pittston Avenue | US 11
- d** Mulberry Street | US 11 / PA 307
- e** Scranton Pocono Highway | PA 307 / PA 435
- f** State Street | US 6 / US 11
- g** Brooklyn Street/8th Avenue | Business Route 6



Safety Countermeasures



Lower Speed Limits



Overview

Speed control is one of the most important methods for reducing fatalities and serious injuries. A driver traveling at 30 miles per hour who hits a pedestrian has a 45% chance of killing or seriously injuring them. At 20 miles per hour, that percentage drops to 5%. Setting speed limits that are consistent and responsive to local conditions is critical for reducing crash severity.



Safety Benefits

Lower speed limits + other speed management strategies can reduce fatal and injury crashes by up to 40% on rural roads.

Median Barriers



Overview

Median barriers separate opposing traffic on a divided highway. They make it less likely that a vehicle will cross the median and crash into vehicles traveling in the opposite direction.



Safety Benefits

97% reduction in crashes across the median (on rural four-lane freeways)

Paint and Signs for Road Curves



Overview

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed. Enhanced delineation at horizontal curves includes a variety of potential strategies that can be implemented in advance of or within curves, in combination, or individually.



Safety Benefits

Use of chevron signs results in 25% reduction in nighttime crashes and a 16% reduction in non-intersection fatal and injury crashes.

Rumble Strips



Overview

Edge line and center line rumble strips and strips (where the pavement marking is placed over the rumble strip) are milled or rolled-in corrugations in the pavement to alert inattentive drivers that they are leaving their lane.



Safety Benefits

Center line rumble strips on two-lane roads can reduce head-on and opposite direction sideswipe fatal and injury crashes up to 44-64%.

Safer Roadside Design at Curves



Overview

Horizontal curves account for 27% of all fatal crashes and 80% of all fatal crashes at curves are roadway departure crashes. Roadside design improvements at curves is a strategy encompassing several treatments that target the high-risk roadside environment along the outside of horizontal curves.



Safety Benefits

- Flattening sideslope from 1V:4H to 1V:6H can result in 12% reduction for single-vehicle crashes.
- Increasing the distance to roadside features from 16.7 ft to 30 ft can result in 44% reduction for all crashes.

High Friction Road Surface Treatment



Overview

Roadway pavement friction affects how vehicles interact with the roadway, including the frequency of crashes. Pavement friction can prevent many roadway departure, intersection, and pedestrian-related crashes.



Safety Benefits

- High Friction Surface Treatments can reduce crashes up to:
 - 63% for injury crashes at ramps.
 - 48% for injury crashes at horizontal curves.
 - 20% for total crashes at intersections.

Birney Avenue/Pittston Avenue

Municipalities: Moosic, Scranton

Length: 1.67 Miles

Overview

This stretch of US 11 features a shifting land use with commercial uses including motels and restaurants along the western portion (Birney Avenue) that transitions into a residential neighborhood starting at Johns Drive. The entire corridor has a posted speed limit of 35 MPH but the roadway widths and volumes lead to higher vehicle speeds (especially in the western portion). There were nine total high injury crashes including five fatalities with four in which a pedestrian was struck by a vehicle.

Priority Corridor



Planning Region	City & Down Valley
Road Type	Main Thoroughfare
Ownership	State
Traffic Volume	14,889
Priority Buffers	<input checked="" type="checkbox"/> Schools <input checked="" type="checkbox"/> Parks <input checked="" type="checkbox"/> Transit <input type="checkbox"/> Socioeconomic

Existing Conditions: Rocky Glen Road to Davis Street

Existing challenges along the corridor include:

- Wide stretches with no stops
- Lack of pedestrian crossings lead to attempted mid block crossings
- Change in land use context



Commercial portion of corridor from transit stop and no sidewalks



Residential areas along the corridor with pedestrian traffic and EMS

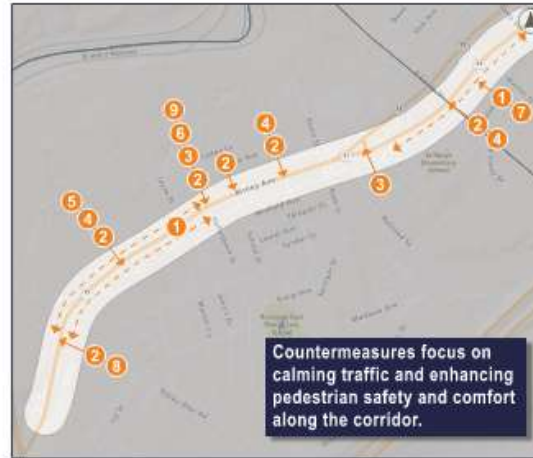


Wide roadway widths on Pittston Avenue without lane edge markings

What we heard...

a Stop signs or better policing need to be placed on the street.

b Very busy intersection



Potential Countermeasure	Cost
1 Sidewalk	\$\$\$
2 High Visibility Crosswalks	\$
3 Retroreflective Backplates	\$
4 Rectangular Rapid Flashing Beacon (RRFB)	\$\$\$
5 Median Refuge Island	\$
6 Pedestrian Countdown Signals and Pushbuttons	\$
7 Marked Edge Lines	\$\$
8 ADA Ramps	\$
9 Dilemma Zone Radar	\$\$

Planning Level Cost Key	
More than \$100,000	\$\$\$
\$25,000-\$100,000	\$\$
Less than \$25,000	\$

Planning Level Cost Estimate
\$1,120,000

Education / Encouragement / Enforcement Tactics



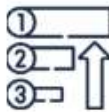
Implementation Strategies

Safe System Focus Areas



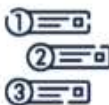
17 Strategies Across the 4 E's

Education, Encouragement, Enforcement, and Evaluation drive a comprehensive safety plan.



High Priority Strategies Target High Injury Zones

Enforce hands-free & "Move Over" laws, improve school zone safety, promote municipal countermeasures, and encourage GPS use for commercial vehicles.



Medium Priority Strategies

Advance walking/biking education, positive ticketing, traffic calming demos, dynamic speed limits, road audits, signal upgrades, and rapid response groups.



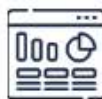
Low Priority Strategies

Encourage non-driving school options, promote vehicle safety tech, and expand tax credits for first responders.

Education | Encouragement | Enforcement | Evaluation

Measuring Progress & Success

Tracking Progress



Annual Crash Data Dashboard

Tracks high-injury crashes countywide and on the High Injury Network.



Yearly Benchmark Reviews

Ensures high-priority strategies stay on track and resources are allocated effectively.

High Priority Benchmarks



School Zone & HIN Enforcement

- Increase enforcement operations quarterly
- Goal: 50% fewer high-injury crashes near schools in 5 years



Municipal Safe Streets Pledge

- Track municipal endorsements
- Goal: 80% adoption by 2030



Hands-Free & Move Over Laws

- Monitor distracted/aggressive driving citations
- Goal: 50% reduction in related crashes in 5 years



Commercial Vehicle GPS Use

- Promote GPS navigation for trucks
- Goal: 50% fewer truck-involved crashes on HIN by 2045



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