



City of Scranton



INVESTING IN A SAFER AND MORE ATTRACTIVE
DOWNTOWN FOR ALL MODES OF TRANSPORTATION
BY
IMPLEMENTING THE DOWNTOWN STREETSCAPES

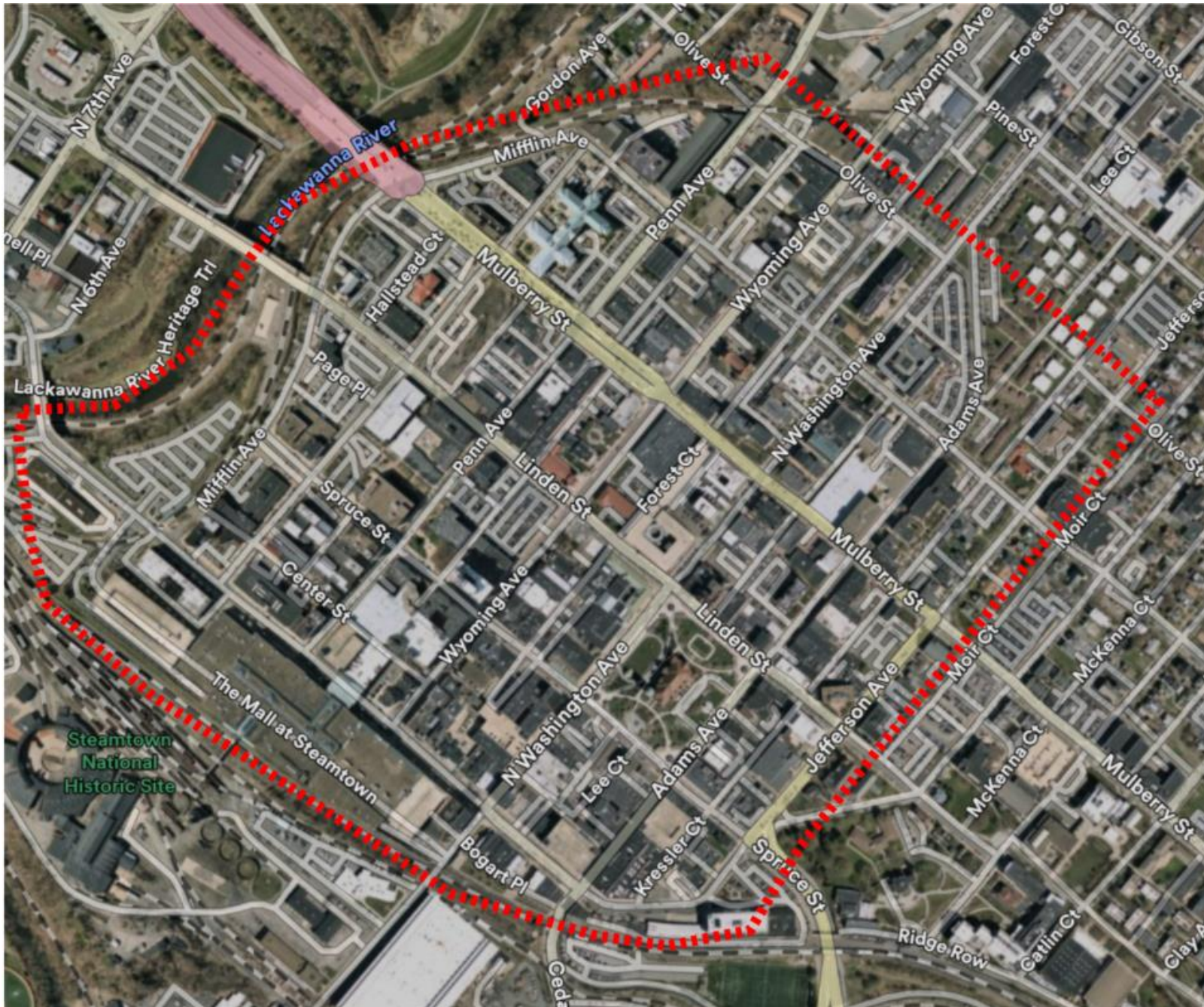
DETAILED TRAFFIC STUDY

Project Area

38 Study Intersections

Jefferson Ave. west to River

Steamtown north to Olive St.





How Can We Make Our Downtown Safer for All Modes of Transportation:

1. Reduce Vehicle Speeds

A. Change Two Lane One –Way Streets to Two-Way Streets

Two lane one way streets enable faster vehicle speeds and passing maneuvers which is not compatible with busy cross walks and on street parallel parking.

B. Reduce Number of Through Lanes to the Number Warranted - Road Diet

Additional through lanes enable faster vehicle speeds and passing maneuvers which is not compatible with busy cross walks and increases the width of lanes that pedestrians need to cross.

C. Convert Unwarranted Signalized Intersections to Stop Control

In locations where traffic volumes do not warrant signals, you have the negative aspects of signals where some drivers increase speeds to make it through signals before or shortly after they change to red creating higher risk of vehicle and pedestrian crashes. Both vehicle and pedestrian experience added delays waiting for a light to change when there is very little traffic especially off peak hours.



How Can We Make Our Downtown Safer for All Modes of Transportation



2. Improve Crosswalks
 - A. Add Bump Outs at intersections
Bump Outs reduce pedestrian travel path length, keep parked cars away from cross walk to daylight the cross walk and improve visibility between pedestrian and drivers.
 - B. Better Align Crosswalks with sidewalk travel paths to improve pedestrian flow and make more straightforward for the visually impaired.
 - C. Increase Cross-walk painted width to 10 ft. to increase visibility.
 - D. Use brightly colored stamped asphalt cross-walks to increase visibility.
 - E. Add Flashing LEDs to New Stop Sign Intersections with hands free activation of all 4 directions.
3. Improve and Maintain Pedestrian Signals at Signalized Intersections.
 - A. Add lead pedestrian phases.
 - B. Add countdown and audible features where they do not exist now.
 - C. Add hands free motion activated walk button.
4. Replace Damaged Sidewalks and Outdated ADA Ramps.
5. Add Bike Lanes
 - A. Add Bike Lanes on each side of Wyoming Ave. with Road Diet.



How Can We Make Our Downtown More Attractive Place to Live, Work and Visit

1. Move Overhead Wires Underground
Communication lines hung from City Light Poles obstruct view of many Landmark Historic Buildings throughout downtown. The City constructed shared duct bank will enable the communication lines to be moved underground by their owners. Primarily Comcast and Lackawanna County.
2. New Period Lighting in Streetscape Areas
Moving wires underground will allow construction of new historic period lighting similar to existing lights along the Courthouse
3. Add Trees and Planted Areas in Treelawn Areas
Shade Trees behind the curb will eventually create a tree canopy which will reduce urban heat island effect and make it more comfortable and energy efficient.
4. Replace and Rehabilitate Walls along Lackawanna Ave. near Station
Replace a crumbling wing wall along the Station loading dock and add a continuous sidewalk along the south side of Lackawanna Ave. , relocate bus stop.



Change Two Lane One –Way Streets to Two-Way Streets

- BIDEN STREET FROM JEFFERSON AVE. TO FRANKLIN STREET
- LINDEN STREET FROM JEFFERSON AVE. TO PENN AVE.
- ADAMS AVE. FROM LACKAWANNA AVE. TO VINE STREET.
- NORTH WASHINGTON AVE. FROM LACKAWANNA AVE. TO OLIVE ST.



Change Two Lane One –Way Streets to Two-Way Streets

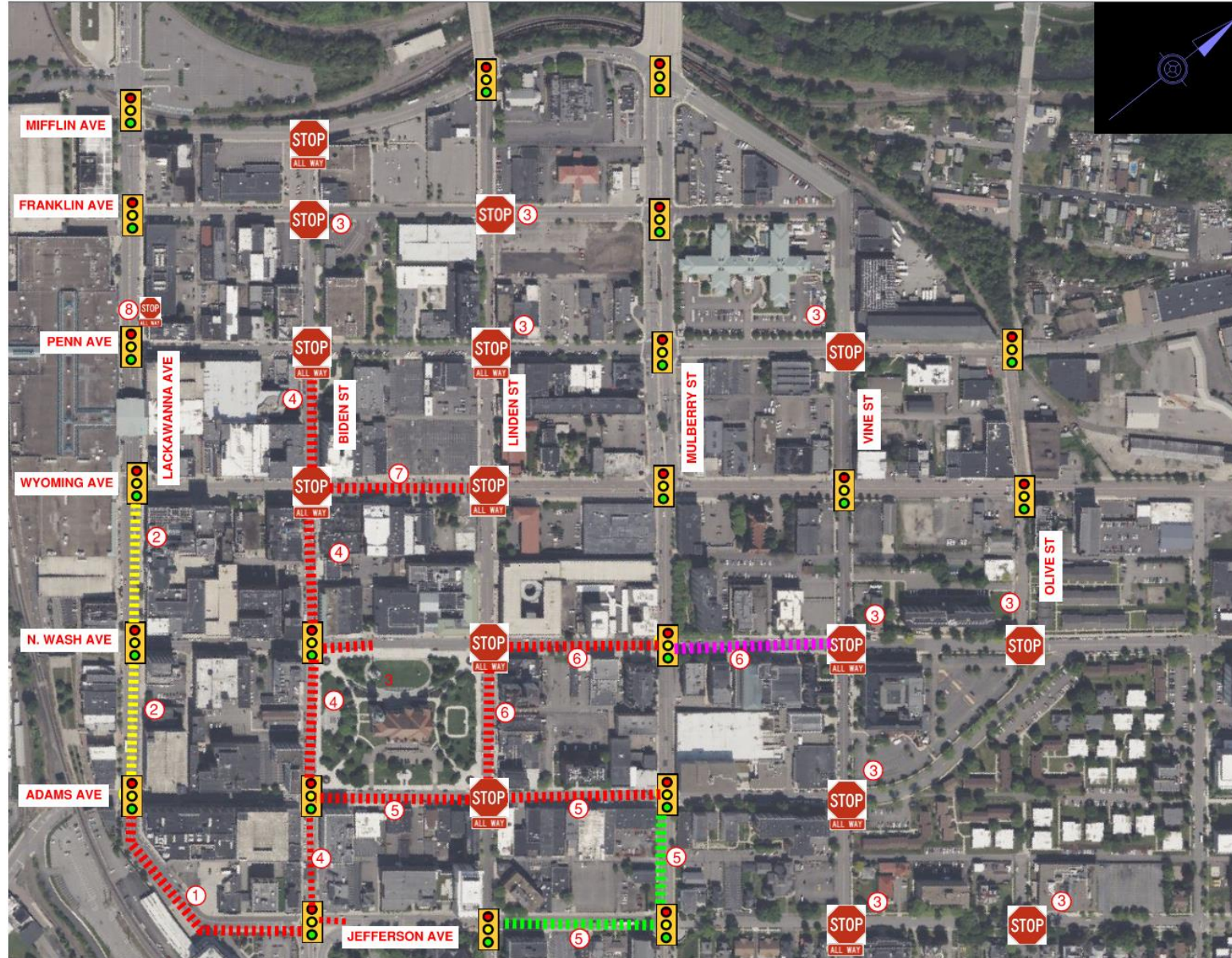
ADVANTAGES:

- TRAFFIC CALMING FOR SLOWER SPEEDS AND BETTER SAFETY
- QUICKER EMERGENCY RESPONSE WITH MORE DIRECT ROUTES TO SCENES
- BETTER EXPOSURE FOR RETAIL AND RESTAURANTS WITH VIEW FROM EACH DIRECTION
- MORE LOGICAL PATHS FOR VISITORS
- MORE OPTIONS FOR STREET CLOSURES FOR EVENTS GIVING BETTER ACCESS TO PARKING WHEN STREETS CLOSED.



REMOVE UNWARRANTED TRAFFIC SIGNALS AND REPLACE WITH IMPROVED STOP CONTROLLED

- SIGNALS WITHOUT SUFFICIENT TRAFFIC LEADS TO DRIVER RUNNING RED LIGHTS MORE AND PEDESTRIANS CROSSING WHEN LIGHTS ARE GREEN
- CRASHES AT SIGNALIZED INTERSECTIONS ARE MORE OFTEN AT HIGHER SPEED THAN STOP CONTROLLED INTERSECTIONS RESULTING IN MORE SEVERE RESULTS
- BOTH VEHICLE AND PEDESTRIAN TRAFFIC WILL HAVE LESS DELAY WITH STOP CONTROL WHERE SIGNAL IS NOT WARRANTED.



DOWNTOWN SCRANTON STREETSCAPE PROJECT STREETSCAPE AREAS

CONTRACTS

- ① Lackawanna: Adams to Expressway
- ② Lackawanna: Adams to Wyoming
- ③ Traffic Signal Removal and Modifications
- ④ Biden Street: Jefferson to Penn
- ⑤ Adams: Biden to Mulberry, Mulberry: Adams to Jefferson, Jefferson: Linden to Mulberry
- ⑥ Linden: Adams to N. Washington, N. Washington: Linden to Vine
- ⑦ Wyoming: Biden to Mulberry
- ⑧ Future Contracts

LEGEND

- STREETScape WITH SIDEWALKS, CORNER BUMP OUTS, LIGHTING, TREES, UNDERGROUNDING OF WIRES,
- PAVING, REMOVAL OF MEDIAN, ADDITION OF PARALLEL PARKING
- SIDEWALKS AND CURBS ONLY
- UNDERGROUNDING OF WIRES ONLY



Accessible Stop Sign Intersections

- Bump Outs with Reduced Crossing Width and better visibility.
- LED Flashing Stop Sign Lighting with Handsfree Activation
- Handicapped Ramps at better slopes and alignment with sidewalks.
- Wider colored and Textured Cross Walks
- Maintain Overhead Mast Arms with Stop Signs and attached CCTV
 - A. Linden St. and Wyoming Ave.
 - B. Biden St. and Wyoming Ave.
 - C. Linden St. and N. Washington St.
 - D. Linden St. and Adams Ave.

IntelliCross APS

The IntelliCross APS is the state-of-the-art solution for solving pedestrian traffic challenges. The IntelliCross turns a pre-timed pedestrian intersection into a fully actuated intersection. Pre-loaded or custom audio messages with remote or local configuration access are only two of the many key features of Pelco's intelligent pedestrian system. Contact Pelco for additional information.



APS Assy, IntelliCross w/ Sign for 5" x 7-3/4" Sign, Alum

SE-2900 - ☐ Coating
PNC=Process No Color
P...=Paint

APS Assy, IntelliCross w/ Single Arrow, Custom Configured for 5" x 7-3/4" Sign, Alum

Buttons per Intersection - ☐ Coating
2=2 Buttons
4=4 Buttons
6=6 Buttons
8=8 Buttons
PNC=Process No Color
P...=Paint

Note:
PIM - Power Interface Module included.
Pedestrian signs, sign adapters, and double arrow kits sold separately.



Flashing LED Stop Sign

SIGNAL REMOVAL TEST PERIOD AND TRANSITION PROCESS

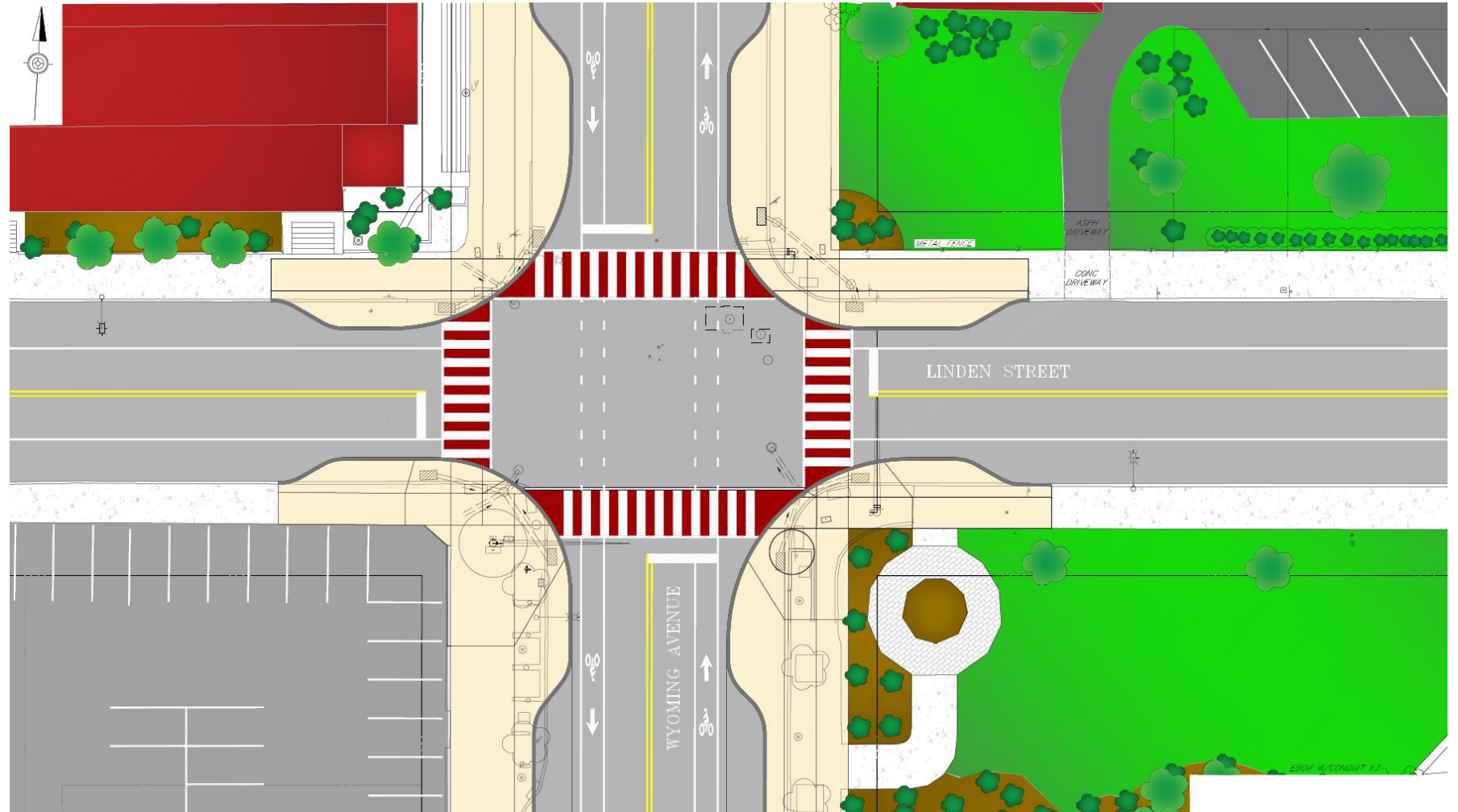


- A. Install and cover Stop Signs and Setup VMS Message Board at Each Approach 7 Days in Advance.
- A. Install Temporary Painted Bump Outs with Flexible Delineators to Reduce Width and Optimize Sight Distance at intersection prior to permanent bump outs.
- B. Uncover New Stop Signs and Change Signal to Flash Mode.
- C. Monitor Performance for 30 Days
- D. If performance is acceptable turn off and bag signals and remove VMS board.
- E. Monitor performance for Minimum 60 Additional Days.
- F. If performance acceptable remove signal equipment.



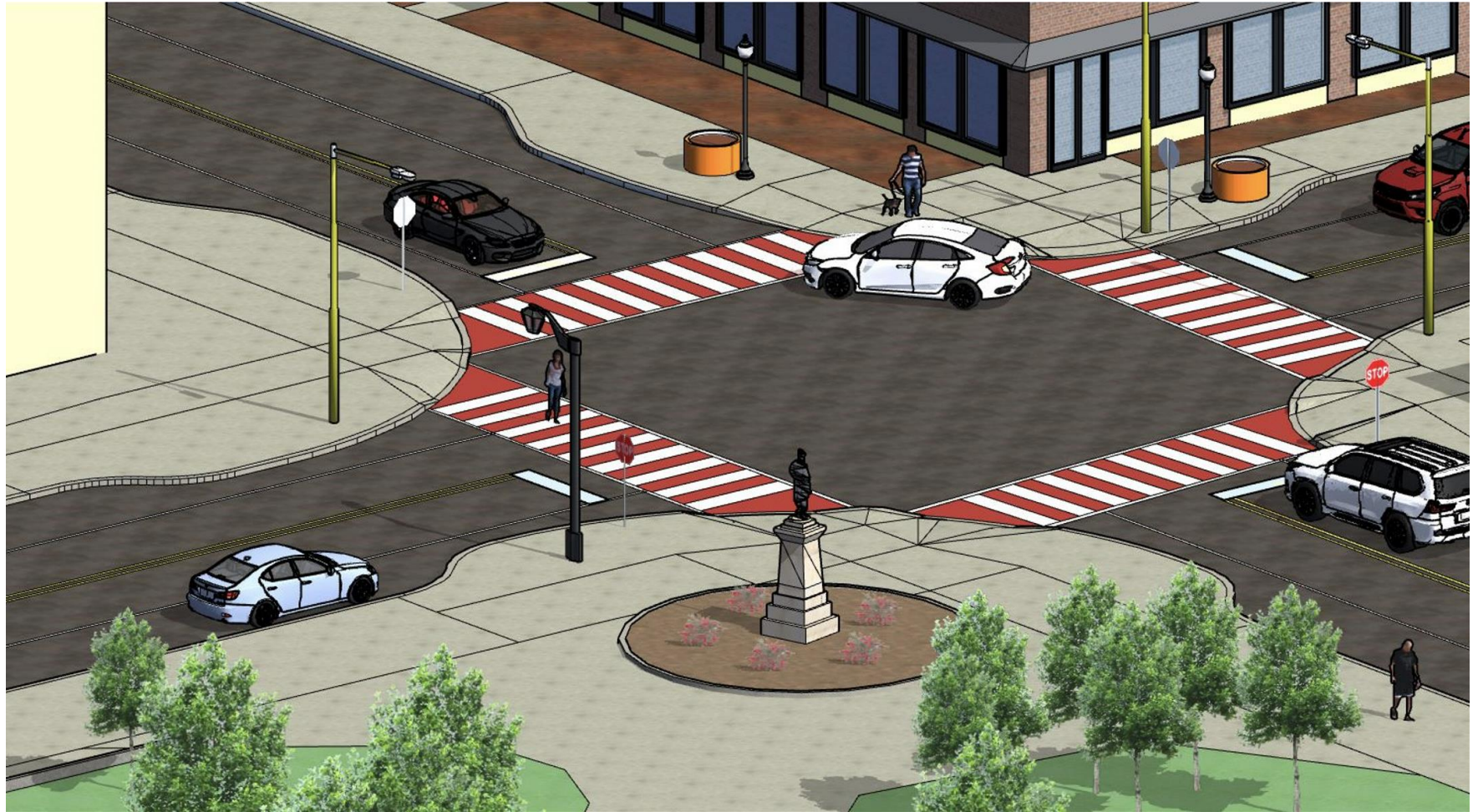


**LINDEN ST. AND
WYOMING AVE. :
EXAMPLE CORNER
BUMP OUT AND
BRIGHT COLORED AND
PATTERNED CROSS-
WALKS**





**LINDEN ST. AND N.
WASHINGTON AVE. :**
EXAMPLE CORNER
BUMP OUT AND
BRIGHT COLORED AND
PATTERNED CROSS-
WALKS





Improved Accessible Signalized Intersections

- Bump Outs with Reduced Crossing Width
- Leading Pedestrian Phase – All Directions Remain Red with start of walk signal to allow pedestrians to cross before green light for turning vehicle
- LED Flashing Stop Sign Lighting with Handsfree Activation and voice message
- Wider colored and Textured Cross Walks

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**APS Assy, IntelliCross w/ Single Arrow,
for 5" x 7-3/4" Sign, Alum**

SE-2900 - Coating
PNC=Process No Color
P__=Paint

**APS Assy, IntelliCross w/ Single Arrow,
Custom Configured
for 5" x 7-3/4" Sign, Alum**

Buttons
per
Intersection Coating
2=2 Buttons PNC=Process No Color
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SE-6190
PIM

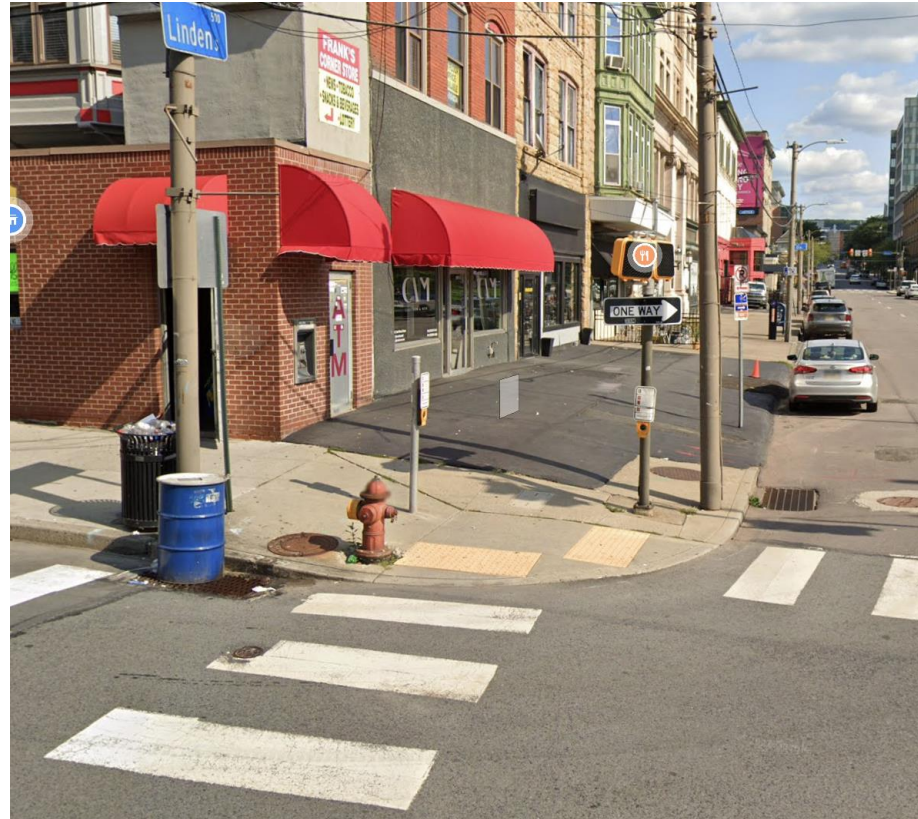
-  Undergrounding All Overhead Wires in Shared Ductbank
-  Existing Underground Wiring
-  Overhead Wiring to Remain

REMOVING HEAVY OVERHEAD CABLING FROM IN FRONT OF HISTORIC BUILDINGS AND ACROSS INTERSECTIONS.





EXAMPLES: AREAS WITH POOR SLOPES AND SIDEWALK SURFACES TO BE REPLACED WITH HANDICAPPED COMPLIANT SLOPES IN EACH DIRECTION AND NEW CONCRETE SIDEWALKS.



LINDEN ST. AT N. WASHINGTON: New Sidewalks and Ramps with less than 2% cross slope and corner bump outs with properly sloped ramps.



EXAMPLE CORNER BIDEN STREET AND N. WASHINGTON:

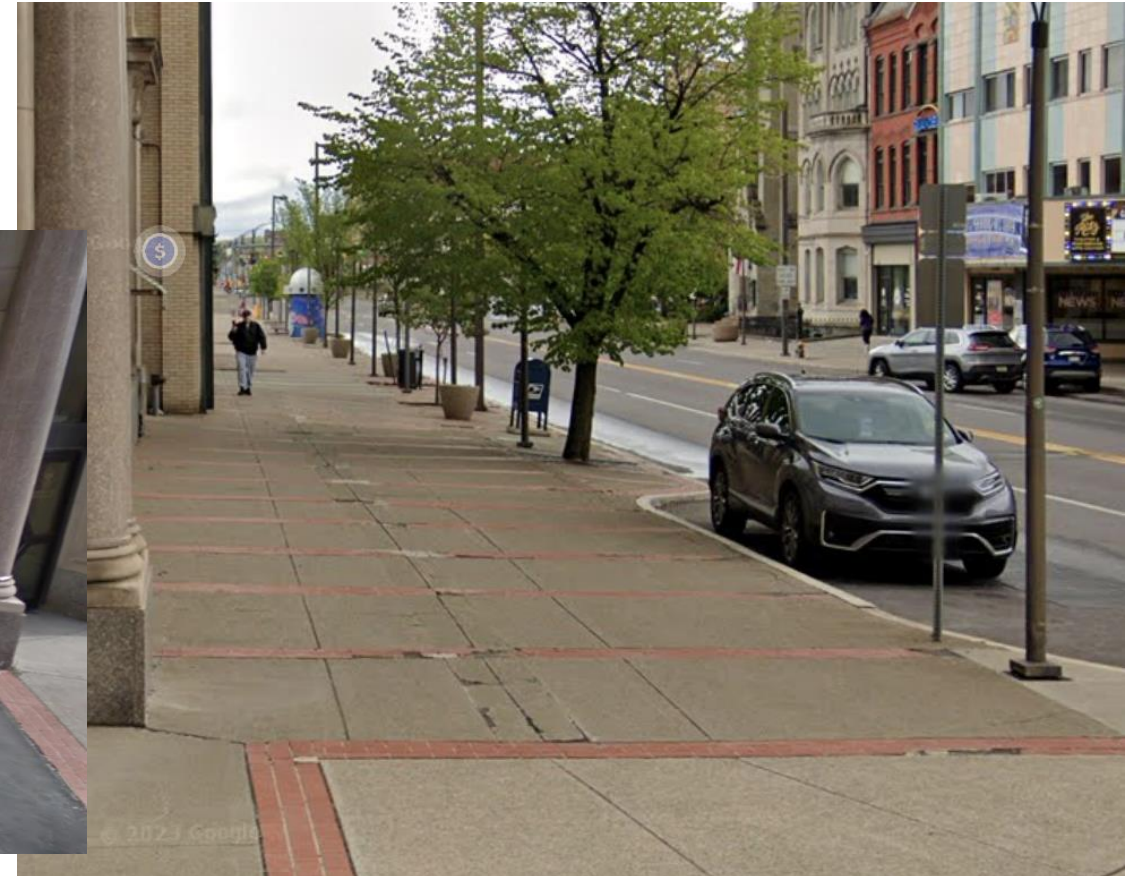
Replace Ramps with bump outs and correct gradual sloped ramps. Line up sidewalks and ramps across streets.



EXAMPLE: BIDEN ST. SIDEWALK CROSS SLOPE: New smoother sidewalks with compliant cross slopes.



Add bump outs with new relocated storm inlets to remove puddles at ramps



EXAMPLE: BIDEN STREET AND WYOMING AVE. Replace sidewalks with brick strips and asphalt surfaces.



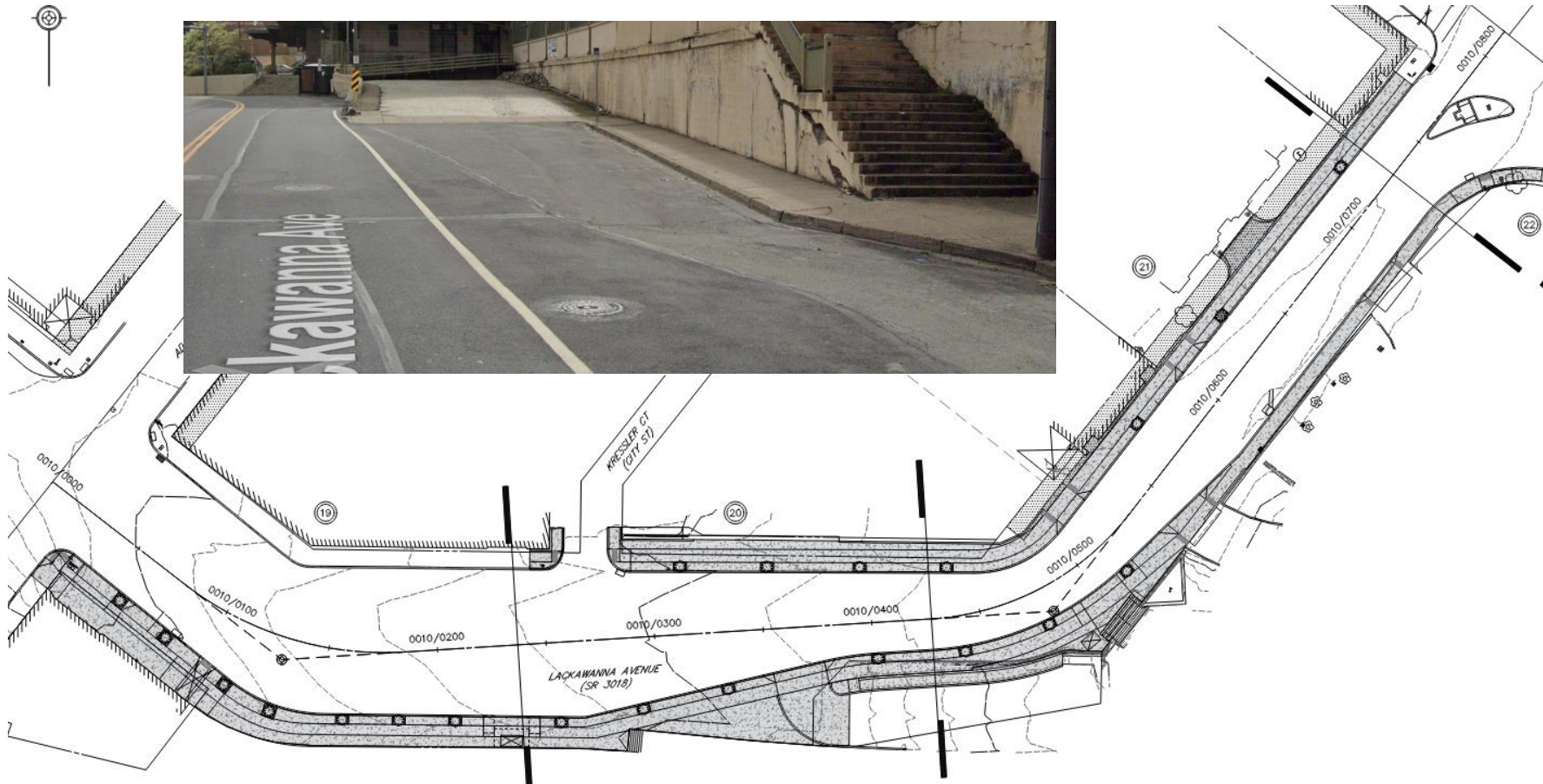
EXAMPLE: POOR SIDEWALK SURFACES:
ADAMS AVE. (LEFT) JEFFERSON AT BIDEN
(RIGHT)



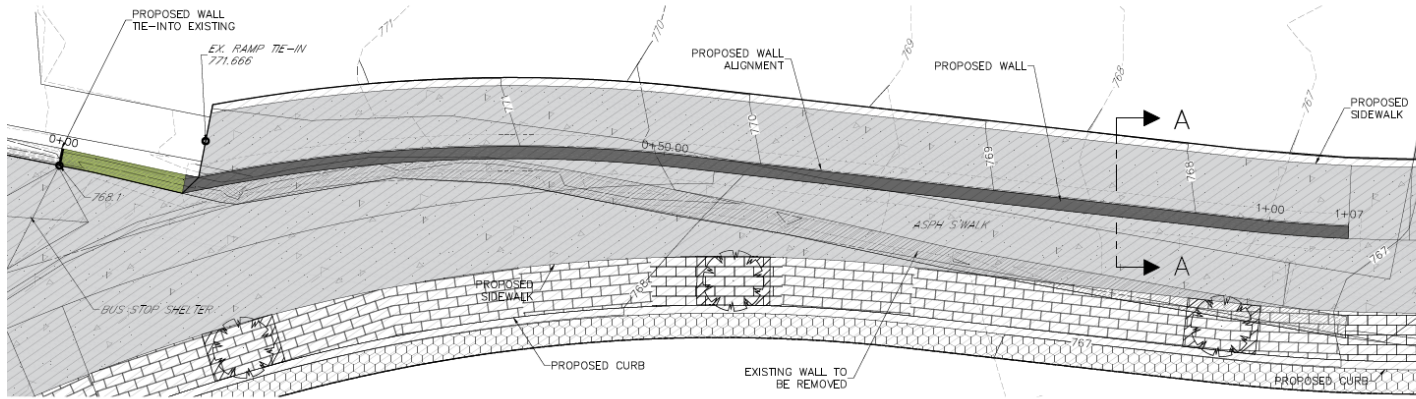
Cook Mural



Cook Mural



Lackawanna Ave. at Radisson fix walls and add sidewalks and lighting on south side, relocate bus shelter.

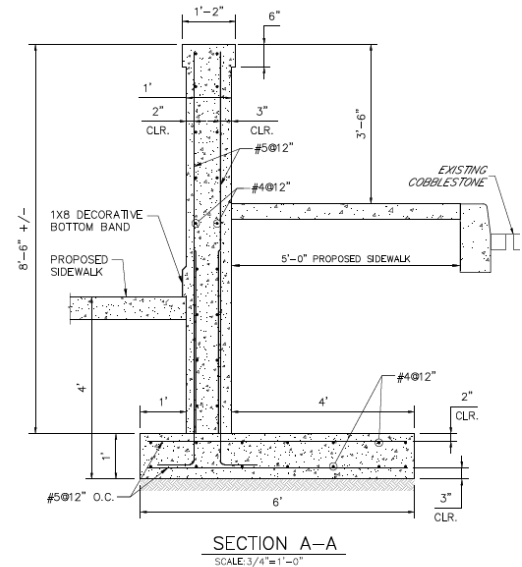
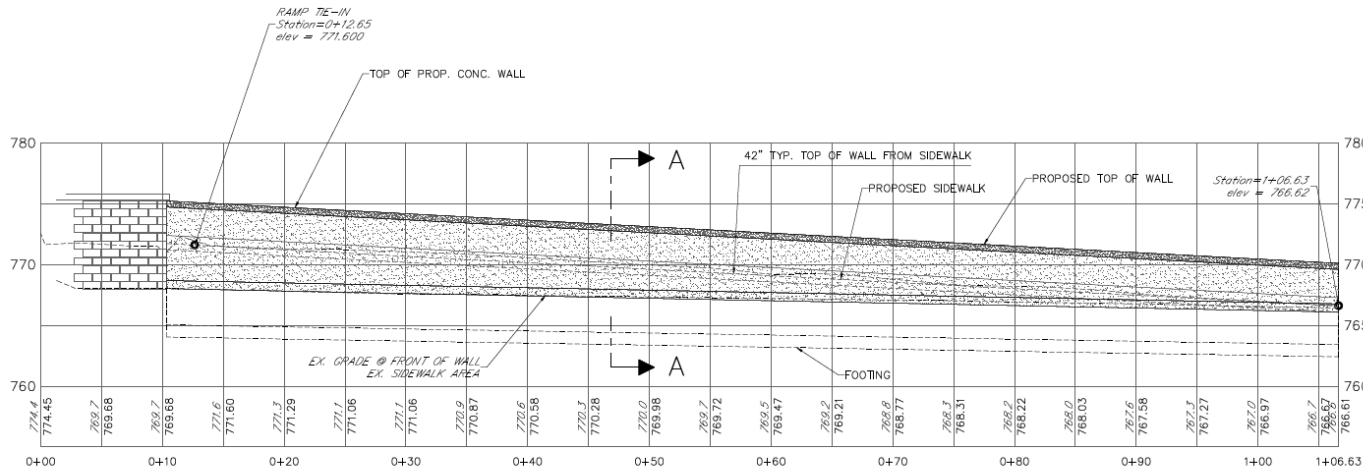


LEGEND

- PAVEMENT, CURB AND SIDEWALK TO BE REPLACED
- EXISTING WALL TO BE REMOVED
- PROPOSED WALL

PLAN

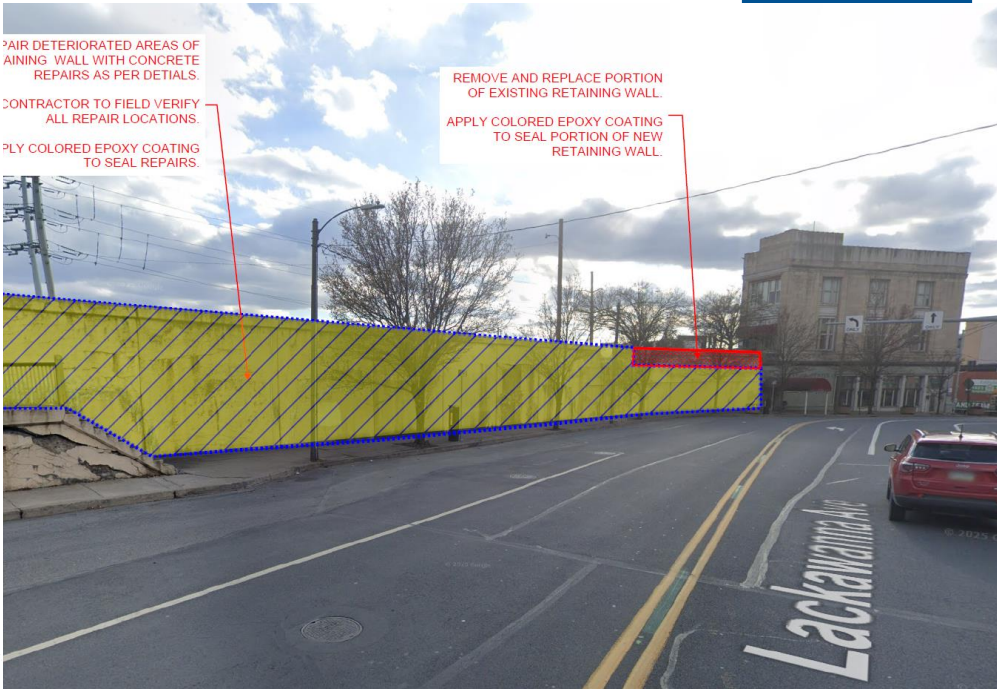
SCALE: 1"=5'





RADISSON HOTEL RETAINING WALL - REPAIR ELEVATION 1
NOT TO SCALE

SR 3018 Lackawanna Ave. Streetscape
Addendum No. 3
Sept. 3, 2025
Sheet 1 of 5



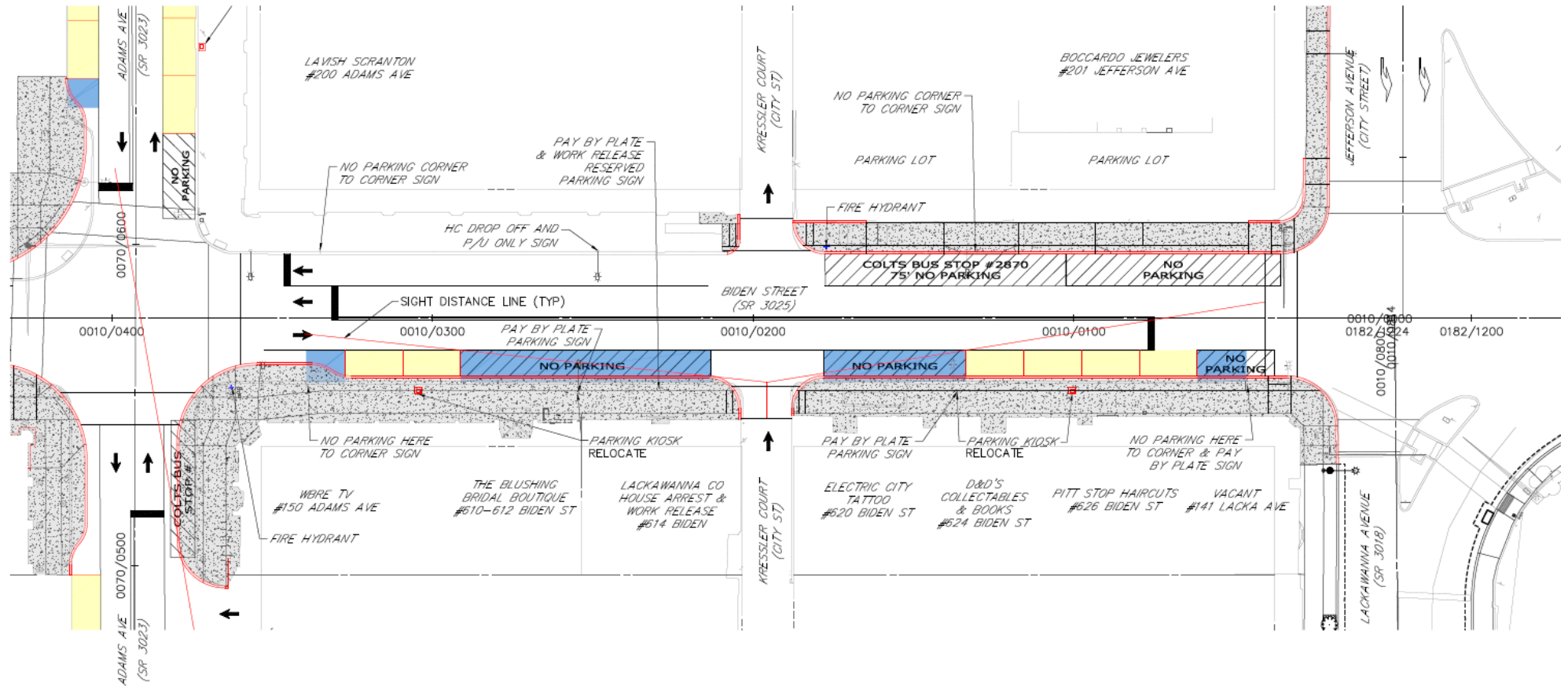


PARKING CHANGES



1. PARKING RESTRICTIONS FOR INTERSECTION SIGHT DISTANCE SAFETY
2. PARKING RESTRICTIONS FOR TURNING LANE ADDITIONS (N. WASHINGTON)
3. PARKING RESTRICTIONS WITHIN AREAS PROHIBITED BY STATE CODE AT INTERSECTIONS AND FIRE HYDRANTS
4. PARKING ADDITIONS FOR LANE REDUCTIONS WHERE SECOND THROUGH LANE NOT WARRANTED.
 - A. LACKAWANNA FROM WYOMING TO ADAMS
 - B. WYOMING FROM BIDEN TO LINDEN
 - C. ADAMS FROM VINE TO OLIVE
5. NET INCREASE PARKING ESTIMATED SPACES.

EXAMPLE INTERSECTION SIGHT DISTANCE: BIDEN ST. JEFFERSON ST. TO ADAMS AVE.





City of Scranton Streetscapes



DISCUSSION