

From Sept. 15 meeting:

1. Council President Tom Schuster asked the below questions:

- a. Mr. Schuster thanked the administration for their 9/15 response regarding their action to secure a quote for the entire Weston Field complex security and gates. He respectfully asks that Council please receive a copy of the entire quote and itemization as soon as received by the city administration.**
 - i. The administration will get a quote for fencing the entire complex. The previous quote was only for partial fencing.

- b. The city has the plan to fund the Fidelity Bank building for the year. Mr. Schuster asked if there is a plan for funding in year two considering the City of Scranton five-year plan indicates the city will be running a deficit in that time period.**
 - i. Please see the answer below regarding the Fiscal Forecast versus the Operating Budget. The costs of the new building will be budgeted in the operating budget along with all other city facility costs.

- c. Councilman Schuster asked if a current traffic study has been done for the Meadow Avenue and River Street corridor; and if the city has access to a PennDOT traffic study done for the Wawa complex project in that area. He and the Council have concerns related to the projected high number of entrances/exits on Meadow Avenue in addition to River Street and I81 entrance and exit traffic.**
 - i. Meadow Avenue from Moosic Street to River Street has some busy commercial driveways for Gerrity's, a commercial strip mall, and the US Mini Market at the corner of River Street and Meadow Avenue.

A previous traffic study request was completed for the US Mini Market egress onto Meadow Avenue, near the corner where it can conflict with right turns onto Meadow from River Street and left turns from Meadow onto River. Reilly Associates reviewed crash distances, sight distances, and options with the City and Scranton Police Department. The recommendation, which SPD agreed to, was not to prohibit left turns out of the US Mini Market because the high volume of gas customers from Interstate 81 would likely either ignore the sign or make a U-turn as there is currently no direct way back to I-81 from turning right on Meadow.

Reilly did recommend there be a clear sight requirement in the corner of the mini market where parked vehicles can obstruct existing sight distances. Sight distance improvements should still be pursued.

The I-81 upgrade project will move the on-ramp to I-81 to Moosic Street. This will allow a logical right turn out, but that improvement is estimated to be five years away.

- d. **Regarding Item 5B on the evening agenda, Mr. Schuster asked if the City and/or Reilly Associates has been in contact with the residents on Putnam Street and Cayuga Street regarding the updates.**
 - i. The law office will reach out.
 - e. **Mr. Schuster asked if the city administration may advise status for placement of the West Scranton Neighborhood Sign to be placed at on N Main Avenue at the entrance to West Scranton in the Tripp Park project area.**
 - i. The project has been bid and a contractor awarded. Preliminary documents such as bonds are being collected, and a contract is being drafted.
 - f. **Mr. Schuster asked if the city may address and advise regarding the rusted grates showing at the base of the newly planted trees on the Lackawanna Avenue project near the Radisson Hotel.**
 - i. The rusted look is a temporary condition. The tree grates are cast iron and not steel. Below is a summary of the process of cast iron losing its orange color and becoming a dark cast iron color over the first 3 to 18 months.
 - 1. Raw ASTM A48 Class 35 gray iron tree grates are shipped in their natural, uncoated gray metal state. When exposed to outdoor moisture and air, the surface immediately oxidizes. [\[1\]](#), [\[2\]](#), [\[3\]](#)
 - a. The Orange Phase: Over the first 3 to 18 months, the grate will develop a bright orange, chalky layer of surface rust. This loose surface rust is water-soluble and will slowly wear or wash away. [\[1\]](#), [\[2\]](#)
 - b. The Dark Brown Patina: As the iron continues to weather, the silicon naturally present within the gray iron alloy reacts to form a tightly adhering, dark black-and-brown iron oxide scale. [\[1\]](#)
 - c. Natural Defense: This resulting chocolate-brown finish—similar to the color of standard municipal manhole covers—acts as built-in corrosion armor. It permanently seals the bulk iron underneath from deep structural corrosion. [\[1\]](#)
 - 2. Unlike steel, which flakes and weakens when rusted, cast gray iron tree grates from manufacturers like [Reliance Foundry](#) or [Iron Age Designs](#) are engineered to stay raw. The metal will safely last for decades without any maintenance or paint
2. **Council Vice President Patrick Flynn asked the below question:**
- a. **Mr. Flynn asked if Council may have an update and/or schedule for city DPW to paint lines on the city streets that require lineage. Council is aware that the city is actively painting crosswalks throughout the city based on priority i.e. school zone areas and asked if a schedule is available for review. He has received concerns from residents**

regarding fading traffic lines in the city. Mr. Flynn also asked if PennDOT advises our city DPW when their respective line painting is scheduled for certain roadways.

- i. The crosswalks for the school zones were completed in the month of August. DPW refreshes the school zone crosswalks annually in August, so they are freshly painted for the start of school. The school zone schedule is available for review. PennDOT does not consult DPW when they are going to paint lines on State roads in the City. There is not a schedule for re-painting the numerous crosswalks that were painted by a contractor in 2025. The lines on the roads are painted when they start to fade. DPW uses multiple coats of paint to maximize the life of the striping.

3. Council member Dr. Jessica Rothchild asked the below question:

- a. **Council member Dr. Rothchild asked if the city administration may provide the amount of grants and contracts have been extended toward Biden Street to date. Dr. Rothchild is in full support of the grant adopted Tuesday evening under Item 7C and asks for the total amount for her information.**

- i. The City was awarded a \$1 million grant for Biden Street through the Redevelopment Assistance Capital Program. Project engineering and construction is \$8.2 million dollars. Funding in addition to the RACP grant consists of ARPA, CDBG, and Liquid Fuels capital stack.

4. Councilman Sean McAndrew asked the below questions:

- a. **Regarding the Fidelity Bank building, Mr. McAndrew asked, based on the light construction in process, when does the city anticipate moving into the facility? Are there any updated interest or leads to lease out the 3rd floor space?**

- i. We anticipate beginning to move in during October.

- b. **Mr. McAndrew asked, as we approach budget season, if the city administration may provide what amounts each department is planning to cut in the 2027 Operating Budget this year.**

- i. The 2027 Operating Budget is not prepared at this time. It is due to city council no later than November 15, 2026.
Council appears to be conflating the 5-yr Fiscal Forecast and the Operating Budget. The Fiscal Forecast is a snapshot in time based on assumptions of potential costs and revenues. The Operating Budget, by contrast, is based on the actual financial data collected in the first 3 quarters of the current fiscal year, which includes but is not limited to: health insurance costs, workers compensation costs, general insurance, contractual costs and revenue collection data. The city will submit an Operating Budget that complies with the city charter no later than November 15, 2026.