



September 10, 2026

City of Scranton
340 N Washington Ave.
Scranton, PA 18503

Attention: Mayor Paige Cagnetti

Re: Euclid Avenue, Dorothy Street & Farr Street One-Way Couplet Traffic Study

Dear Mayor Cagnetti:

The City of Scranton has requested Reilly Associates (RA) to review the following traffic patterns in the Tripp Park section of the City:

1. Converting Euclid Avenue to a one-way westbound traffic pattern from North Main Avenue to Dorothy Street.
2. Creating a one-way couplet between Dorothy Street (westbound) and Farr Street (eastbound).
3. Recommend improvements to address impacts to Emiliani Trucking Company due to the traffic pattern changes in 1 and 2 above.
4. Address any impacts to the traffic patterns at Isaac Tripp Elementary School.

The reasons for the request include the following:

1. Poor sight distance looking to the left for drivers exiting Euclid Avenue onto North Main Avenue and northbound North Main Avenue queueing from the traffic signals at the North Scranton Expressway ramps across the intersection with Euclid Avenue.
2. The City received a petition from approximately 60 residents along Dorothy Street on May 6, 2026, requesting Dorothy Street be made one-way westbound and also suggesting Farr Street be one-way eastbound in the same petition.

A location map is included in **Figure 1**.

Euclid Avenue

RA reviewed existing conditions. The intersection of Euclid Avenue with North Main Avenue is a "T" intersection with Euclid Avenue being the stop-controlled side street. The location where Euclid Avenue intersects North Main Avenue includes a railroad overpass over North Main Avenue immediately adjacent to the north of Euclid Avenue. Just beyond the railroad overpass is the signalized intersection of the North Scranton Expressway southbound ramps with North Main Avenue. The southern edge of the railroad overpass is located approximately 30 feet north of the centerline of Euclid Avenue. The northbound stop bar on North Main Avenue at the signalized intersection with the southbound ramps is located approximately 160 feet north of the centerline of Euclid Avenue.

The railroad overpass includes piers located on each side of North Main Avenue along the curb-line. The pier on the western side is located in such a way that it inhibits intersection sight



distance to the left for vehicles exiting Euclid Avenue. Field measurements show that the available sight distance to the left is approximately 101 feet which is 49 feet less than the required 150-foot sight distance based on the 25-mph posted speed along North Main Avenue. See **Figure 2** for the graphical representation of the existing available sight distance. Having inadequate sight distance to the left results in a safety issue for vehicles egressing from Euclid Avenue regardless if they turn left or right. A review of accident histories at this intersection indicates that drivers egressing from Euclid onto North Main Avenue are having difficulty finding the necessary gaps in traffic on North Main Avenue and become aggressive when pulling out of the intersection. A photo of the bridge pier as seen from a vehicle exiting Euclid Avenue is shown in Photo 1 below.

In addition, the adjacent signalized intersection with the North Scranton Expressway southbound ramps often includes vehicle queues extending to the south beyond the intersection with Euclid Avenue, making left turning maneuvers from Euclid Avenue difficult.



Photo 1: View from Euclid Avenue looking to the left along North Main Avenue

Based on these concerns, it is recommended to convert Euclid Avenue to one-way westbound traffic from the intersection with North Main Avenue to Dorothy Street. This will eliminate unsafe egress maneuvers from Euclid Avenue onto North Main Avenue. In order to manage this traffic flow, deterrents should be added at the intersection of Dorothy Street and Euclid Avenue in the form of a permanent concrete bump-out in addition to signing and pavement markings. The recommended curbing, pavement marking revisions and signing revisions at both the Dorothy Street and North Main Avenue ends of Euclid are shown on the plan sheets included as **Figure 3**.

There are several options for traffic along Euclid Avenue to egress onto North Main Avenue including Farr Street and West Gibson Street which both intersect North Main Avenue to the south of Euclid Avenue. Intersection sight distance is adequate at both of those intersections. In addition, they are located farther from the signalized intersection which removes the queuing



concern for left turns. Oram Street located a block south of West Gibson includes a traffic signal with North Main Avenue which could assist with left turns onto North Main Avenue.

Dorothy Street and Farr Street

The City received a petition from residents of the neighborhood to study a one way traffic pattern on Dorothy Street. Based on conversations with residents, the concerns of traffic conflicts with parked vehicles and pedestrians began when traffic increased with the opening of the Isaac Tripp Elementary School approximately 15 years ago. The residents depend on using parking on both sides of the street and there is overflow on street parking for events at the fields at Tripp Park.

RA reviewed existing conditions. Dorothy Street is a local neighborhood street that runs in an east-west direction beginning at Euclid Avenue west to a dead end past North Everett Avenue. Isaac Tripp Elementary School is located near the westerly end of Dorothy Street with access on the north side of Dorothy Street across from North Everett Avenue. There are also neighborhood parks near the westerly end of Dorothy Street. Emiliani Trucking Company currently parks its trucks in an area on the northerly side of Dorothy Street just west of the entrance to the School. Dorothy Street is currently two-way traffic with parking on both sides and has cartway widths that vary from 30 feet to 34 feet. Access control at the several cross-streets is as follows:

- Euclid Avenue – Dorothy and southbound Euclid Avenue currently stop at this T intersection.
- North Sumner Avenue – this is an All-Way Stop + intersection.
- North Rebecca Avenue – this is an All-Way Stop offset + intersection. Rebecca is the offset legs of the intersection.
- North Garfield Avenue – this is a 3-Way Stop offset + intersection. Garfield is the offset legs of the intersection. Westbound Dorothy does not stop at this intersection.
- North Fillmore Avenue – this is an All-Way Stop T intersection.
- North Everett Avenue – this is an All-Way Stop + intersection with the school access forming the north leg of the intersection.



Photo 1: Dorothy Street looking West between Rebecca & Garfield



Photo 2: Dorothy Street looking East between Fillmore & Garfield

Farr Street is a local neighborhood street that runs in an east-west direction parallel and to the south of Dorothy Street beginning at North Main Avenue west to a dead end past North Everett Avenue. The roadway serves residential properties with the exception of a small grocery store and a tavern at the intersection with North Rebecca Avenue. Farr Street is currently two-way traffic with parking on both sides and has cartway widths that vary from 30 feet to 34 feet. Access control at the several cross-streets is as follows:



- North Main Avenue – Farr Street is stop controlled at this T intersection. North Main Avenue is free flow.
- North Sumner Avenue – Farr Street is stop controlled at this + intersection. North Sumner Avenue is free flow and has rather steep approach grades to the intersection.
- North Rebecca Avenue – this is an All-Way Stop + intersection.
- North Garfield Avenue – Farr Street is stop controlled at this + intersection. North Garfield Avenue is free flow and has rather steep approach grades to the intersection.
- North Fillmore Avenue – Farr Street is free-flow at this + intersection with North Fillmore Avenue stopping.
- North Everett Avenue – Farr Street is free-flow at this + intersection with North Everett Avenue stopping.



Photo 3: Farr Street looking East between Fillmore and Garfield



Photo 4: Farr Street looking West between Garfield and Rebecca

For both roadways, the cartway widths are generally not wide enough for two-way traffic with parking on both sides of the street. The minimum width required would be 34 feet (7-foot parking lanes and 10-foot travel lanes). While portions of the roadways meet this requirement, much of the roadways are closer to 30 feet wide. Even though these streets are neighborhood streets, the level of traffic on the roadways (particularly Dorothy Street due to school traffic) is enough that it is difficult for opposing traffic to find gaps in the parking to allow one another to pass. Based on this, both roadways are good candidates for one-way streets. Since Euclid is being recommended to be a one-way northbound roadway from North Main Avenue to Dorothy Street, making Dorothy Street one-way westbound with Farr Street being eastbound would be the logical directions to form the one-way couplets. The Farr Street intersection with North Main Avenue includes sight distance which meets PennDOT standards. It is also farther from the signals with the North Scranton Expressway ramps which is beyond the typical northbound queues on North Main Avenue from the traffic signals. Signing recommendations are included in **Figure 4**.

Emiliani Trucking Company

The other concern which is covered in this study is investigating the ability of the Emiliani Trucking Company trucks to maintain access from its parking area to North Main Avenue. As previously stated, the Emiliani Trucking Company tractor-trailers are parked in an open area on the north side of Dorothy Street just west of the entrance to Isaac Trip Elementary School. The truck route to and from North Main Avenue had been using Euclid and Dorothy Streets. Changing Dorothy Street to one-way westbound does not allow the trucks to access North Main Avenue from the parking area unless the trucks can be routed over to Farr Street. While there are several cross-streets to allow that maneuver, many are narrow with tight corner radii and heavy parking demand precluding a tractor with a 53-foot-long trailer from making the necessary turns.



After consideration of several of the cross streets, it was determined that North Everett Avenue would be the best choice. This street generally has less parking demand. It is also the last cross street before both Dorothy and Farr Streets dead end to the west allowing just about all of the streets to become the one-way couplets as requested by the several residents in the neighborhood. Traveling from North Main Avenue to the truck parking area would be via Euclid Avenue and Dorothy Street similar to existing conditions. However, going from the parking area to North Main would now require proceeding south on North Everett Avenue and turning left onto Farr Street going easterly to North Main Avenue.

In order to accomplish this maneuver, there would need to be permanent parking restrictions in key locations near the corners of the intersections. There is a utility pole located near the northeast corner of Farr Street and North Everett Avenue which inhibits the truck from making the necessary left turn from North Everett to Farr. By completing some minor widening on the westerly side of North Everett Avenue just north of Farr, the truck can further oversteer on the westerly side of North Everett Avenue and make the left onto Farr Street. This way the trailer will not drag into the utility pole. This was checked by completing a survey of North Everett Avenue between Dorothy and Farr Streets and running a truck path simulation over the mapping. A print of that simulation is included as **Figure 5** attached to this report. The pathway chosen includes coming from the parking area using the easterly driveway onto Dorothy Street. This would allow the truck to nearly cross Dorothy Street onto North Everett Avenue minimizing trailer drag on the intersection corners. The simulation shows the truck steering into the widened area of North Everett Avenue just prior to making the left turn onto Farr Street. The trailer will still drag onto the sidewalk on the northeast corner of North Everett Avenue and Farr Street but the trailer will clear the utility pole. A radius improvement on that corner is also recommended. Changing the intersection radius to 15 feet at the northeast corner of the intersection will provide adequate room so that the truck trailer will not run over the curb and will still provide the required 18 inches clear between the new curb line and the utility pole. **Figure 4** also identifies the required areas for no parking restrictions which will need to be in place in order for trucks to traverse the corners without causing any property damage.

There is also a concern about low hanging overhead wires on the new truck egress route on North Everett Avenue and Farr Street. RA checked all overhead wires crossing the streets along the truck egress route and found the lowest wires to be about 14 feet high which is adequate for standard height tractor trailers. Any wires found to be too low can be adjusted to the PUC regulated 17-foot minimum upon a request by the City.

Isaac Tripp Elementary School

Based on conversations with Mr. Patrick Laffey, Assistant to the Superintendent for Finances and Operations, the traffic pattern changes will have little impact on the daily traffic patterns for the school. Most of the bus traffic utilizes a connection from the school property to Bulwer Street. Parents who drop off students will traverse westbound on Dorothy Street to the school entrance. When exiting, they can utilize North Everett Avenue south to Farr Street to access North Main Avenue. They also have other options to North Main Avenue including West Gibson Street and Oram Street which includes a signalized intersection with North Main Avenue.



Based on the above, we recommend the following:

1. Convert Euclid Avenue to a one-way northbound traffic pattern for the single block between North Main Avenue and Dorothy Street. This will eliminate unsafe egress movements from Euclid Avenue to North Main Avenue due to substandard sight distance and proximity to northbound vehicle queues on North Main Avenue. Curb, signing and striping modifications are recommended to be in accordance with **Figure 3**.
2. Convert Dorothy Street to a one-way westbound street from its intersection with Euclid Avenue to its intersection with North Everett Avenue. This will allow parking to remain on both sides of the street while providing an adequate width for a single traffic flow lane.
3. Convert Farr Street to a one-way eastbound street from its intersection with North Everett Avenue to North Main Avenue. This will allow parking to remain on both sides of the street (except as noted in 4 below) while providing an adequate width for a single traffic flow lane. The recommended signing plans for the one-way traffic patterns for both Dorothy and Farr Streets are shown in **Figure 4**.
4. Implement parking restrictions on North Everett Avenue as follows:
 - a. On the westerly side of North Everett Avenue from the southerly curb line of Dorothy Street for a distance of 35 feet to the south.
 - b. On the westerly side of North Everett Avenue from the northerly curb line of Farr Street for a distance of 109 feet to the north.
 - c. On the easterly side of North Everett Avenue from the southerly curb line of Dorothy Street for a distance of 90 feet to the south.
5. Implement parking restrictions on Farr Street as follows:
 - a. On the northerly side of Farr Street from the easterly curb line of North Everett Avenue to a point 55 feet to the east.
 - b. On the southerly side of Farr Street from the easterly curb line of North Everett Avenue to a point 65 feet to the east.

The parking restrictions are shown graphically in **Figure 5**.
6. Provide roadway widening with curb and sidewalk adjustments on the westerly side of North Everett Avenue north of Farr Street as shown in **Figure 5**.
7. Provide a radius improvement with sidewalk adjustments on the northeast corner of Farr Street and North Everett Avenue providing a minimum clearance from the face of curb to the utility pole located on that corner of 18 inches while allowing adequate space for the trailer to not drag onto the curb on that corner. This is also shown in **Figure 5**.

If you have any questions, please do not hesitate to contact me.

Sincerely,
REILLY ASSOCIATES

A handwritten signature in blue ink that reads "Paul A. Menichello".

Paul A. Menichello, PE, PTOE
Senior Project Manager

Enclosures

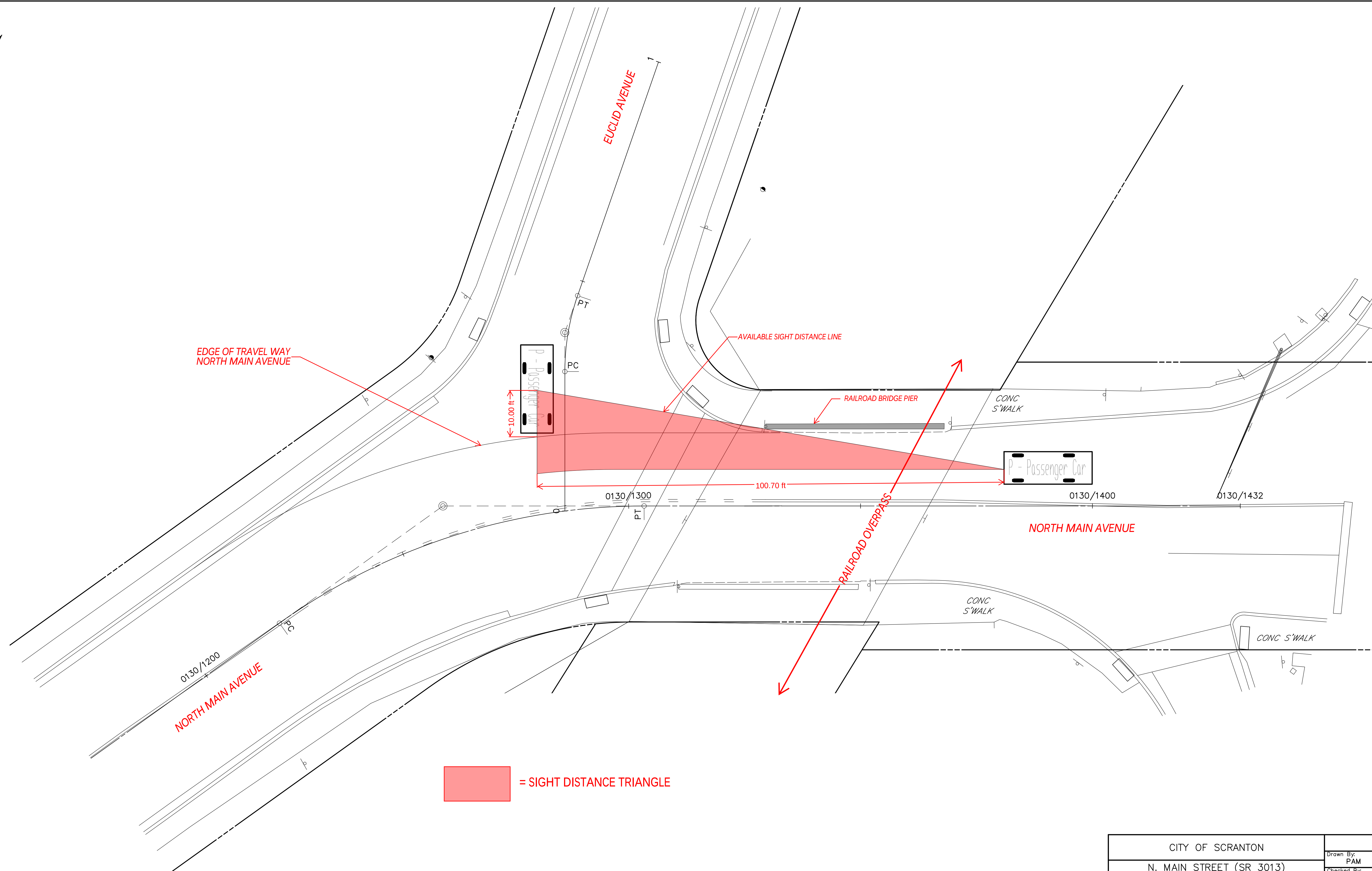


Cc: (all via e-mail)
Eileen Cipriani, Business Administrator
Pat Cusick, DPW Director
Don King, AICP, CFM, City Planner
Chief Thomas Carroll, Scranton City Police
Corporal Rich Iannuzzo, Scranton City Police
Chief John J. Judge IV, Superintendent of Fire/Emergency Management Coordinator
Morgan Fetsock, Engineering Project Coordinator



FIGURE 1 - LOCATION MAP

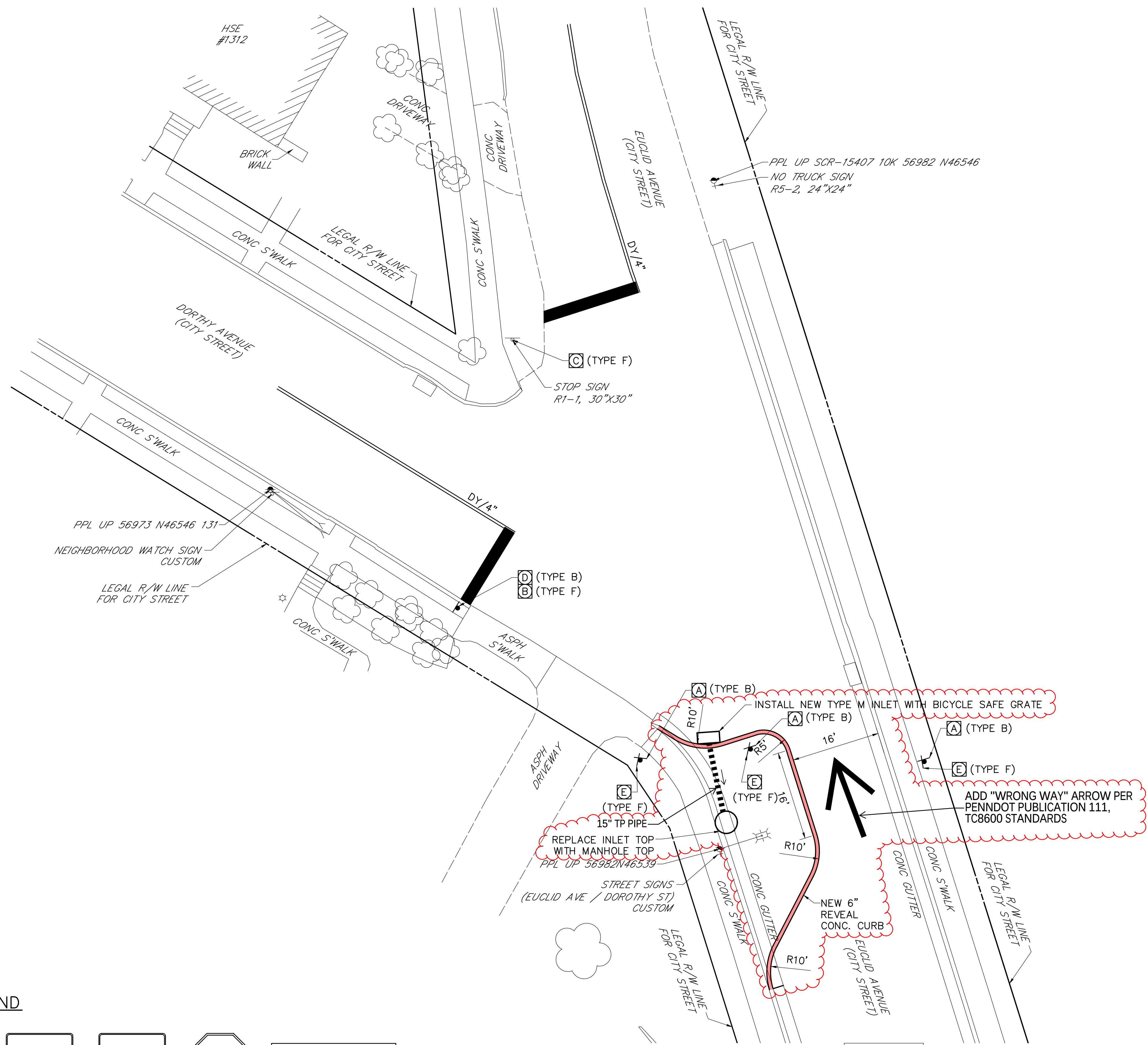
DOROTHY STREET AND FARR STREET ONE-WAY STUDY
CITY OF SCRANTON, LACKAWANNA COUNTY



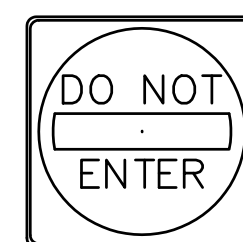
REVISIONS				
	NO.	REVISIONS	DATE	APP'D
	DRAWN:	CHK'D:	APPROVED:	

CITY OF SCRANTON N. MAIN STREET (SR 3013) STREETSCAPE HOP PLANS CITY OF SCRANTON, LACKAWANNA COUNTY PENNSYLVANIA	Drawn By: PAM
	Checked By: PAM
FIGURE 2: EUCLID SIGHT DISTANCE @ N. MAIN AVE.	Approved By: PAM
	Date: 09/10/2020
 Reilly ASSOCIATES Since 1990 ENGINEERING / ENVIRONMENTAL / SURVEYING	Scale: 1" = 10'
	Project No. 22010.77
	Sheet No. 1
49 South Main Street Suite 200 Pittsford, PA 16640 tel: 570.654.2473 fax: 570.654.6800 www.reillyengineering.com	

FIGURE 3: EUCLID AVENUE NORTH
MAIN AVENUE TO DOROTHY STREET
SIGHT DISTANCE AND SIGNING
SKETCH



SIGN LEGEND



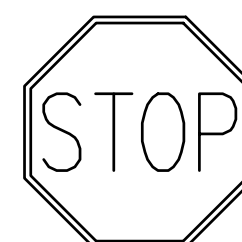
R5-1
30"X30"
A



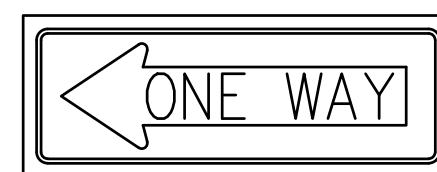
R3-7-1L
30"X30"
B



R3-7-1R
30"X30"
C



R1-1
30"X30"
D



R6-1L
36"X12"
E

SCALE: 0 10 20 FEET

LEGEND

p - EXISTING SIGN

P - PROPOSED/RELOCATED SIGN

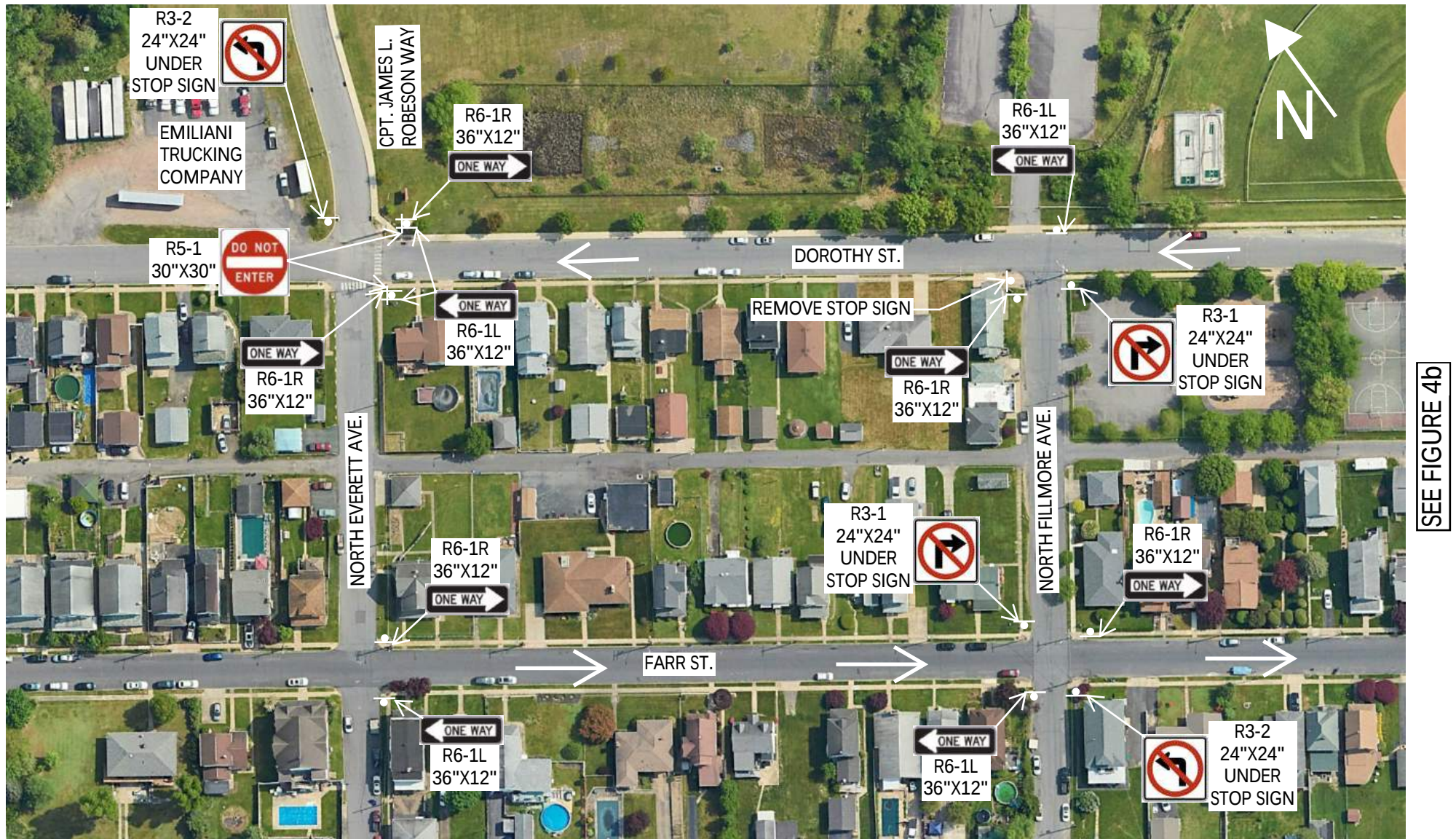
DY/4" - PROPOSED SOLID DOUBLE YELLOW LINE/WIDTH

W/4" - PROPOSED SOLID WHITE LINE/WIDTH

W/6" - PROPOSED SOLID WHITE LINE/WIDTH

CITY OF SCRANTON		Drawn By:	JF
N. MAIN STREET (SR 3013) STREETSCAPE HOP PLANS		Checked By:	RLB
CITY OF SCRANTON, LACKAWANNA COUNTY PENNSYLVANIA		Approved By:	PAM
SIGNING & PAVEMENT MARKING PLAN		Date:	10/08/2025
 49 South Main Street Suite 200 Pittston, PA 18640 tel: 570.654.2473 fax: 570.654.6880 www.reillyengineering.com		Scale:	1" = 10'
		Project No.	22010.23
		Sheet No.	24

NO.	REVISIONS	DATE	APP'D
DRAWN:	CHK'D:	APPROVED:	



SEE FIGURE 4b

FIGURE 4a - SIGNING RECOMMENDATIONS

DOROTHY STREET AND FARR STREET ONE-WAY STUDY

CITY OF SCRANTON, LACKAWANNA COUNTY



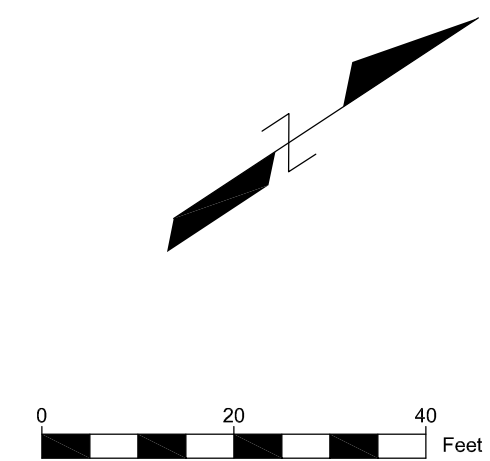
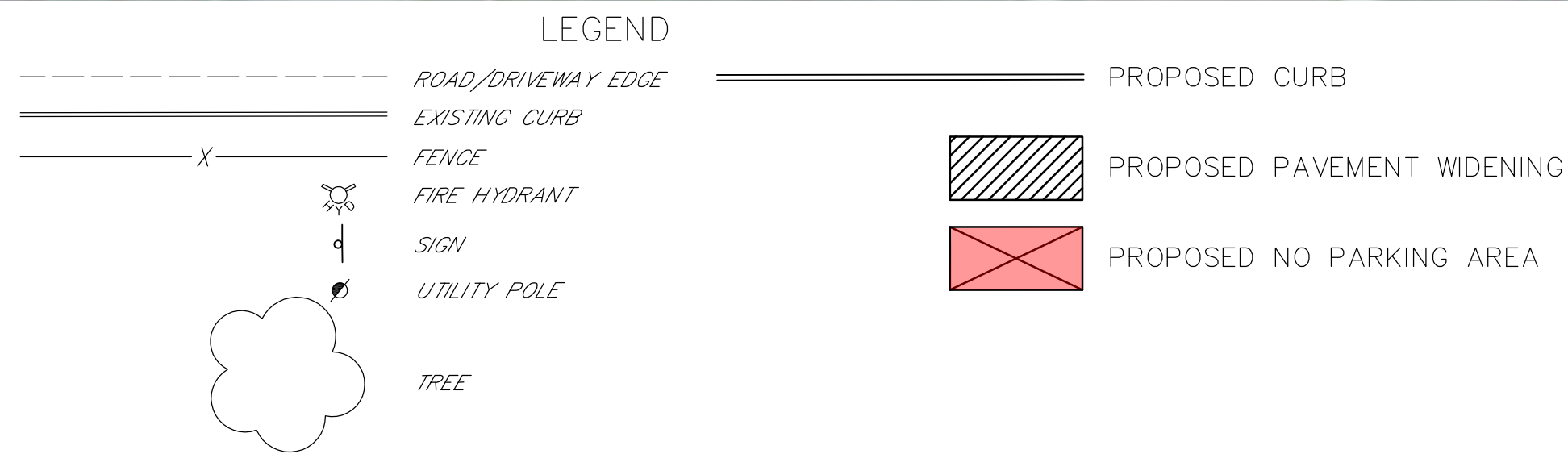
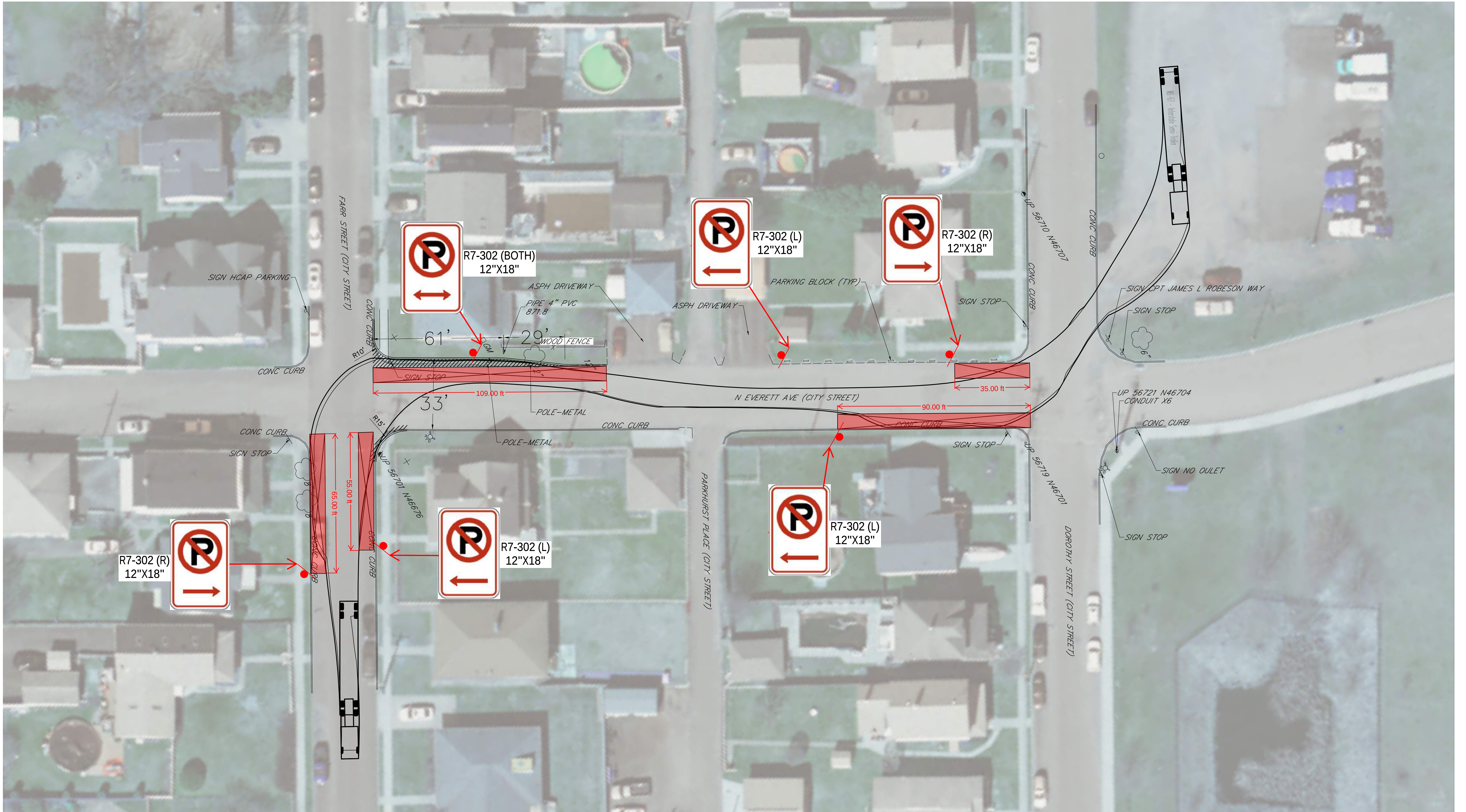
FIGURE 4b - SIGNING RECOMMENDATIONS

DOROTHY STREET AND FARR STREET ONE-WAY STUDY
CITY OF SCRANTON, LACKAWANNA COUNTY



FIGURE 4c - SIGNING RECOMMENDATIONS

DOROTHY STREET AND FARR STREET ONE-WAY STUDY
CITY OF SCRANTON, LACKAWANNA COUNTY



CITY OF SCRANTON	Survey Date: 07/14/26
NORTH EVERETT AVENUE	Drawn By: PAM
SCRANTON CITY, LACKAWANNA COUNTY PENNSYLVANIA	Checked By: TJR
FIGURE 5: TRUCK TURN DETAIL	Approved By: TJR
	Date: 09/10/26
	Scale: 1"=20'
	Project No. 22010.77
	Sheet No. 10F1

49 South Main Street
Suite 200
Pittston, PA 18640
tel: 570.654.2473
fax: 570.654.6880
www.reillyengineering.com

Paul Menichello

From: Frank Voldenberg <fvoldenberg@scrantonpa.gov>
Sent: Monday, May 18, 2026 2:35 PM
To: Eileen Cipriani
Cc: Tom Reilly Jr; Paul Menichello; Richard Iannuzzo
Subject: Request for One-Way Street Change - Dorothy Street Tripp Park Section
Attachments: Petition to Change Street to One-Way Traffic - Dorothy Street.pdf

Good Afternoon Eileen & All:

Residents of the area of Dorothy Street in the Tripp Park section of Scranton have presented the attached petition requesting Dorothy Street be changed to a one-way street off Euclid Avenue. May the City, City Engineer and SPD kindly review this request?

Thank you in advance for your time and consideration.

Best Regards,

Frank

Frank J. Voldenberg
City Clerk | Scranton City Council
City of Scranton
340 N Washington Ave.
Scranton, PA 18503
570-348-4113
fvoldenberg@scrantonpa.gov

PETITION TO CHANGE STREET TO ONE-WAY TRAFFIC

5-06-2026

We the undersigned residents and taxpayers residing at 1721 Dorothy St
(Vicinity)
of the City of Scranton, PA respectfully petition your Honorable Body to change
All of Dorothy St to One-Way Traffic by installing signs
Street and Block(s)
indicating same.

Contact Person Circulating Petition: Peggy Richardson
(Name)
cell 570-885-0274 1721 Dorothy St
Phone: (Address)

NAME	ADDRESS
Peggy Richardson	1721 Dorothy St
JAMES RICHARDSON	1721 Dorothy St
HELEN T. I...	1715 Dorothy St.
DAU TINI	1715 Dorothy St.
L. Hope	1714 Dorothy St.
Johny Dominguez	1718 Dorothy St
Maria A. L...	1725 Dorothy St
Anthony M. Slivinski	1720 Dorothy St
Martinez Ramirez	1777 Dorothy St
Vesna Benic	1731 Dorothy St
Guillermo Sanchez	1731 Dorothy St
Tanya Benic	1731 Dorothy St
Stephanie Kinderman	1705 Dorothy St
ELEANOR KRAK	1703 Dorothy St
Gene Hughes	1701 Dorothy St
LENE M. DUY	1634 Dorothy St
Thorsten Dey	1634 Dorothy St
Peter DUY	1634 Dorothy St
DAMIAN MURPHY	1700 Dorothy St
CURT SLIVINSKI	1720 Dorothy St
Sam Torres	948 N. Garfield AVE
DANIEL YARROS	948 N. Garfield AVE
Phyllis A. Emilian	946 N Garfield AVE
Paul Emilian	946 N Garfield AVE

Remarks: The Residents of Dorothy St would like the
one way coming up off of Euclid Ave going toward
N Euclid St to I-20 Exit. Many of them would
like Farr St one way going toward Main Ave.

PETITION TO CHANGE STREET TO ONE-WAY TRAFFIC

We the undersigned residents and taxpayers residing at 1721 Dorothy St
(Vicinity)
of the City of Scranton, PA respectfully petition your Honorable Body to change

All of Dorothy St to One-Way Traffic by installing signs
Street and Block(s)

indicating same.

Contact Person Circulating Petition: Peggy Richardson
(Name)
Phone: 570-885-0274 1721 Dorothy St
(Address)

NAME	ADDRESS
<u>Dorothy Kathleen Paschke</u>	<u>1626 Dorothy Street, Scranton PA 18504</u>
<u>Joseph Rushworth</u>	<u>1617 Dorothy St.</u>
<u>Joe Pavore</u>	<u>1611 Dorothy</u>
<u>Anna Mary Pavore</u>	<u>1611 Dorothy</u>
<u>Les Spindler</u>	<u>1451 Bulwer St</u>
<u>Ryan Lumjel</u>	<u>1613 Dorothy St</u>
<u>Nicole Marino</u>	<u>1617 Dorothy St</u>
<u>Dorothy Roger</u>	<u>1532 Dorothy St</u>
<u>Donna Roger</u>	<u>1332 Dorothy St</u>
<u>Jessica G. Gellert</u>	<u>1602 Dorothy St Scr. Pa.</u>
<u>Sarah Diller</u>	<u>1532 Dorothy Street</u>
<u>Bob Samuels</u>	<u>1515 Dorothy St.</u>
<u>Meaghan Langen Kelly</u>	<u>1431 Dorothy St</u>
<u>Karen Dewarsh</u>	<u>1433 Dorothy St</u>
<u>Sherry Ann Galmartan</u>	<u>1431 Dorothy St</u>
<u>Timothy Yanosh</u>	<u>1701 Fair St.</u>
<u>Kristine Watts</u>	<u>1405 Dorothy St</u>
<u>GARY Golecki</u>	<u>1401 Dorothy St</u>
<u>William Hoffman</u>	<u>1419 Dorothy St</u>

Remarks:

Paul Menichello

From: Pat Laffey <pat.laffey@ssdedu.org>
Sent: Tuesday, September 8, 2026 1:01 PM
To: Paul Menichello; August Piazza
Cc: Tom Reilly Jr
Subject: Re: Euclid, Dorothy & Farr Proposed Traffic Pattern Changes

Hi Paul - Thanks for the follow up. I had the opportunity to speak about the proposed changes with our bus and van contractors, building principal and our transportation director.

They indicated that the proposed changes should not impact our routes very much. They primarily utilize Bulwer to drop off at the school.

However, they do anticipate the change will create a backup of traffic at Farr Street turning on to Main Ave. They also noted the current cars are still turning down Euclid the wrong way and hoped to have that enforced.

If you have any other questions please feel free to give me a call.

Thanks

On Tue, Sep 8, 2026 at 8:00 AM Paul Menichello <pmenichello@reillyengineering.com> wrote:

Good morning Pat,

Just following up if you had a chance to review the proposed traffic pattern changes related to Isaac Trip Elementary School and if there are any concerns.

Thank you,

Paul

Paul Menichello, PE, PTOE

Reilly Associates | Senior Project Manager



[49 S. Main Street, Suite 200, Pittston, PA 18640](#)

[570-654-2473](#) (Main)

[570-883-1175 Ext. 208](#)

[570-335-1880](#) (Cell)

pmenichello@reillyengineering.com

www.reillyengineering.com

From: Pat Laffey <pat.laffey@ssdedu.org>
Sent: Thursday, September 3, 2026 7:54 PM
To: Paul Menichello <pmenichello@reillyengineering.com>
Cc: Tom Reilly Jr <treilly@reillyengineering.com>
Subject: Re: Euclid, Dorothy & Farr Proposed Traffic Pattern Changes

Thank you Paul.

My goal is to review internally tomorrow and hopefully provide you feedback asap.

Thanks again

Patrick Laffey

Assistant to the Superintendent for Finance and Operations

[Scranton School District](#)

[425 N. Washington Ave.](#)

[Scranton, PA 18503](#)

[\(272\) 235-5482](#)

pat.laffey@ssdedu.org

On Thu, Sep 3, 2026 at 3:55 PM Paul Menichello <pmenichello@reillyengineering.com> wrote:

Hi Pat,

Thank for returning my call. Per your request, attached is a schematic map of the proposed traffic pattern changes for the subject streets.

- Euclid Avenue is proposed to become one-way northbound from North Main Avenue to Dorothy Street only. The remainder of Euclid Avenue will remain two-way.
- Dorothy Street is proposed to become one-way westbound from Euclid Avenue to North Everett Avenue.
- Farr Street is proposed to become one-way eastbound from North Everett Avenue to North Main Avenue.

All other streets in the area will maintain their current traffic patterns.

Please review and we can discuss any concerns.

Thank you,

Paul

Paul Menichello, PE, PTOE

Reilly Associates | Senior Project Manager



[49 S. Main Street, Suite 200, Pittston, PA 18640](#)

[570-654-2473](#) (Main)

[570-883-1175 Ext. 208](#)

[570-335-1880](#) (Cell)

pmenichello@reillyengineering.com

www.reillyengineering.com

--

Patrick Laffey

Assistant to the Superintendent for Finance and Operations

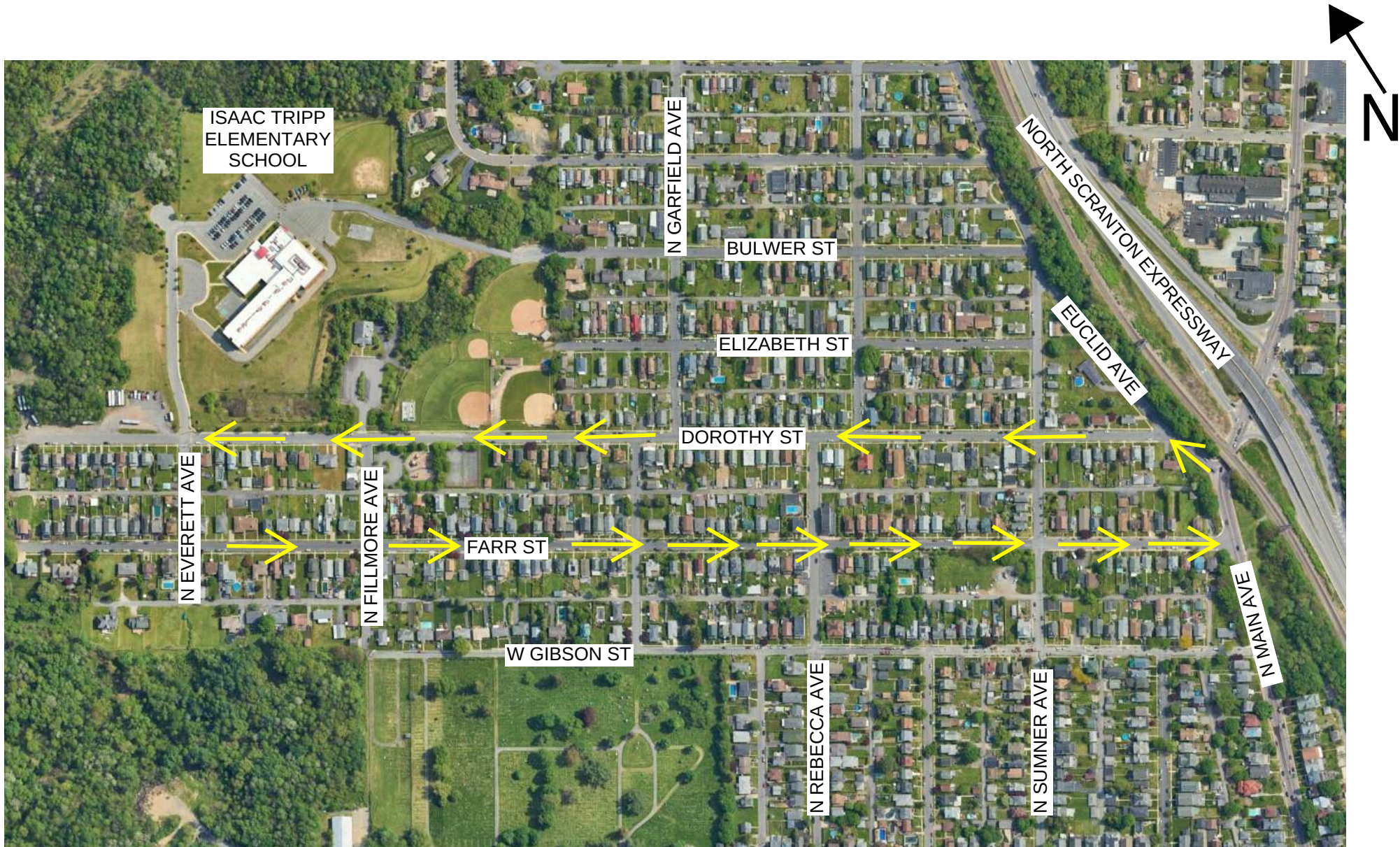
Scranton School District

425 N. Washington Ave.

Scranton, PA 18503

(272) 235-5482

pat.laffey@ssdedu.org



 = PROPOSED TRAFFIC PATTERN CHANGE

POTENTIAL TRAFFIC PATTERN CHANGES

EUCLID AVENUE, DOROTHY STREET AND FARR STREET
 CITY OF SCRANTON, LACKAWANNA COUNTY