

DOWNTOWN SCRANTON CONNECTIVITY PLAN

The Scranton Downtown Connectivity Plan shares many of its features with dozens of other Walkability Studies completed by Speck Dempsey. What makes it special is the speed with which it is being implemented in a state whose Department of Transportation has historically stopped them from happening. Many of its key proposals are slated for or undergoing construction, with \$27.3 million in dedicated funding. Four major one-way streets will soon become two-way, restoring two-way flow around the historic Courthouse Square after six decades during which circling the Square in a car was a physical impossibility. Nine traffic signals will be replaced with all-way stop signs. Nearly 70 new on-street parking spaces will be striped where excess lanes currently encourage reckless speeding. Dozens of traffic-calming tactics, such as curb bump-outs, leading pedestrian intervals, and re-striped crosswalks, will be implemented, and one important street—Lackawanna Avenue—will see new sidewalks, lighting, and a relocated bus shelter. Thanks to more progressive thinking at PennDOT, a deep community outreach effort, and a committed engineering lead at the City, Scranton will soon set an example for the Keystone State when it comes to making downtown streets safe again.

CLIENT
City of Scranton, PA

COLLABORATORS
Nelson/Nygaard

TIMELINE
2022-2023

CATEGORY
Streets & Networks

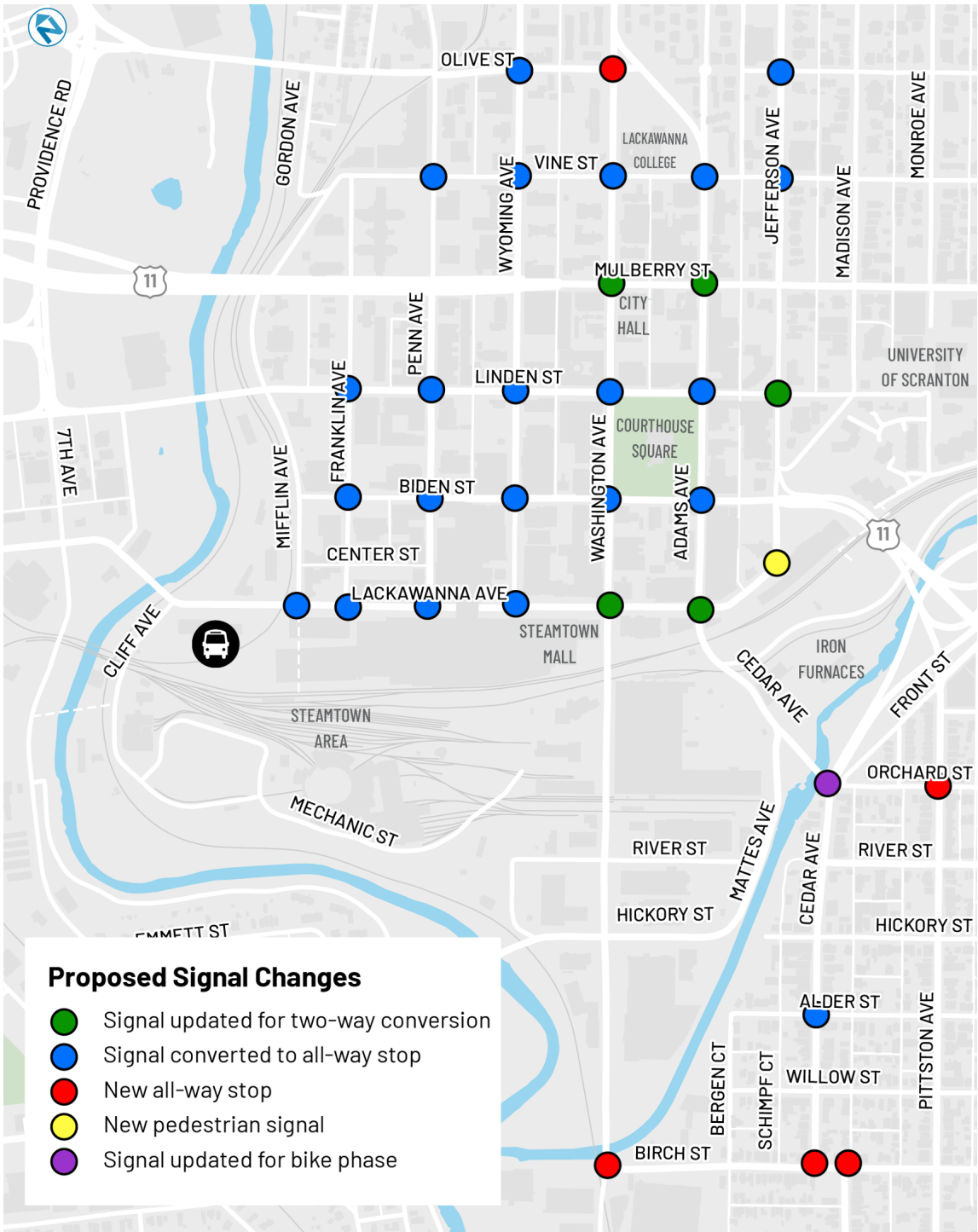
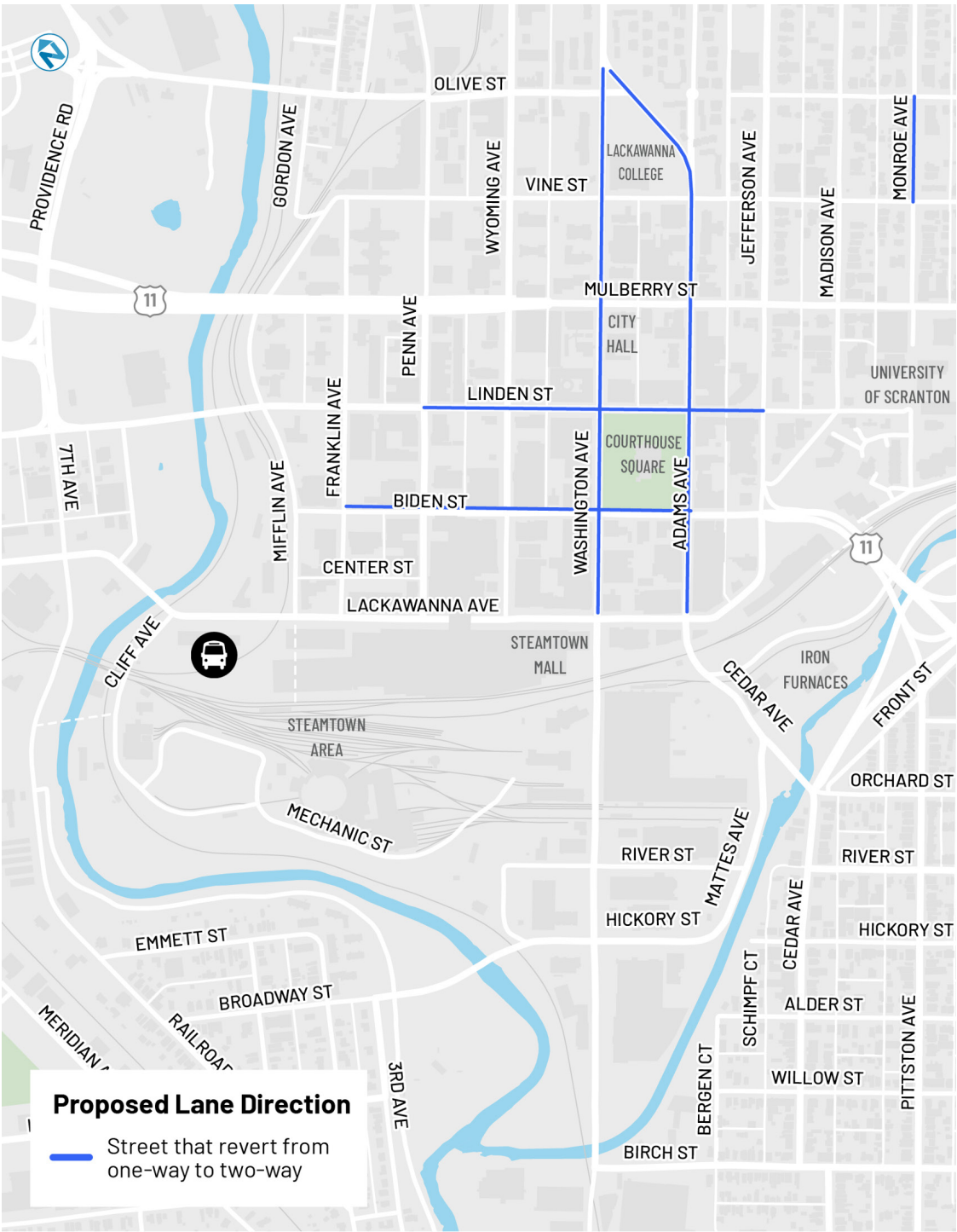
BUDGET
\$27 million

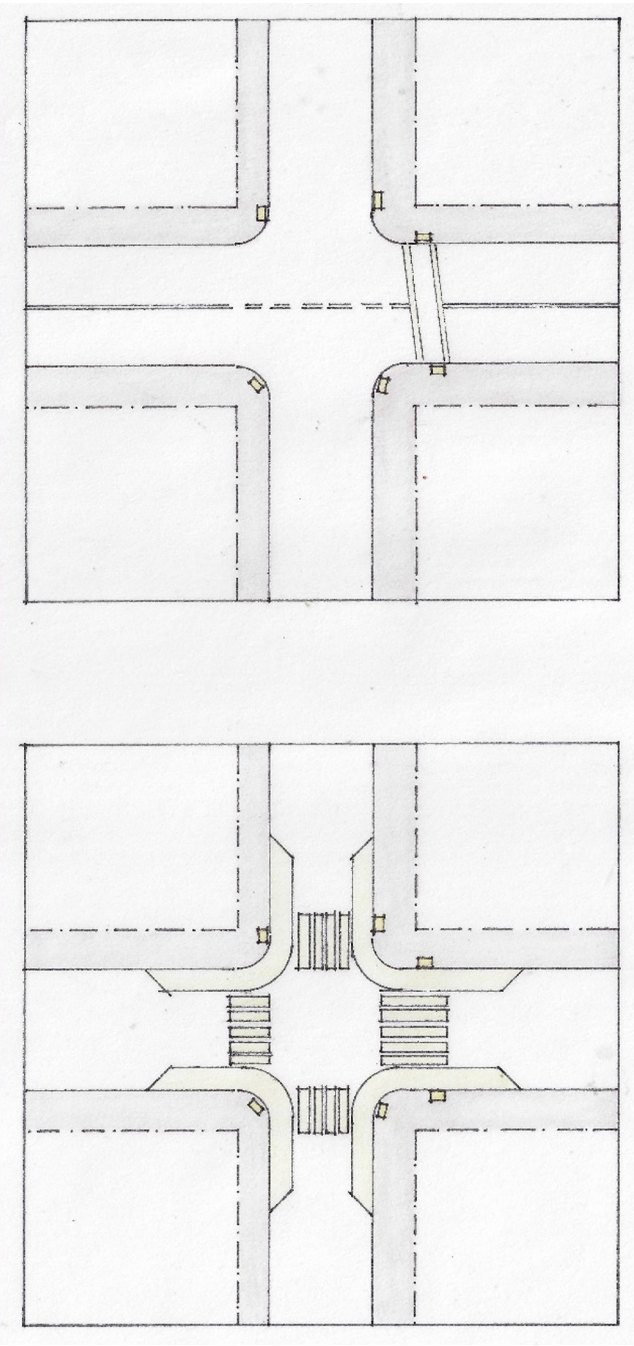
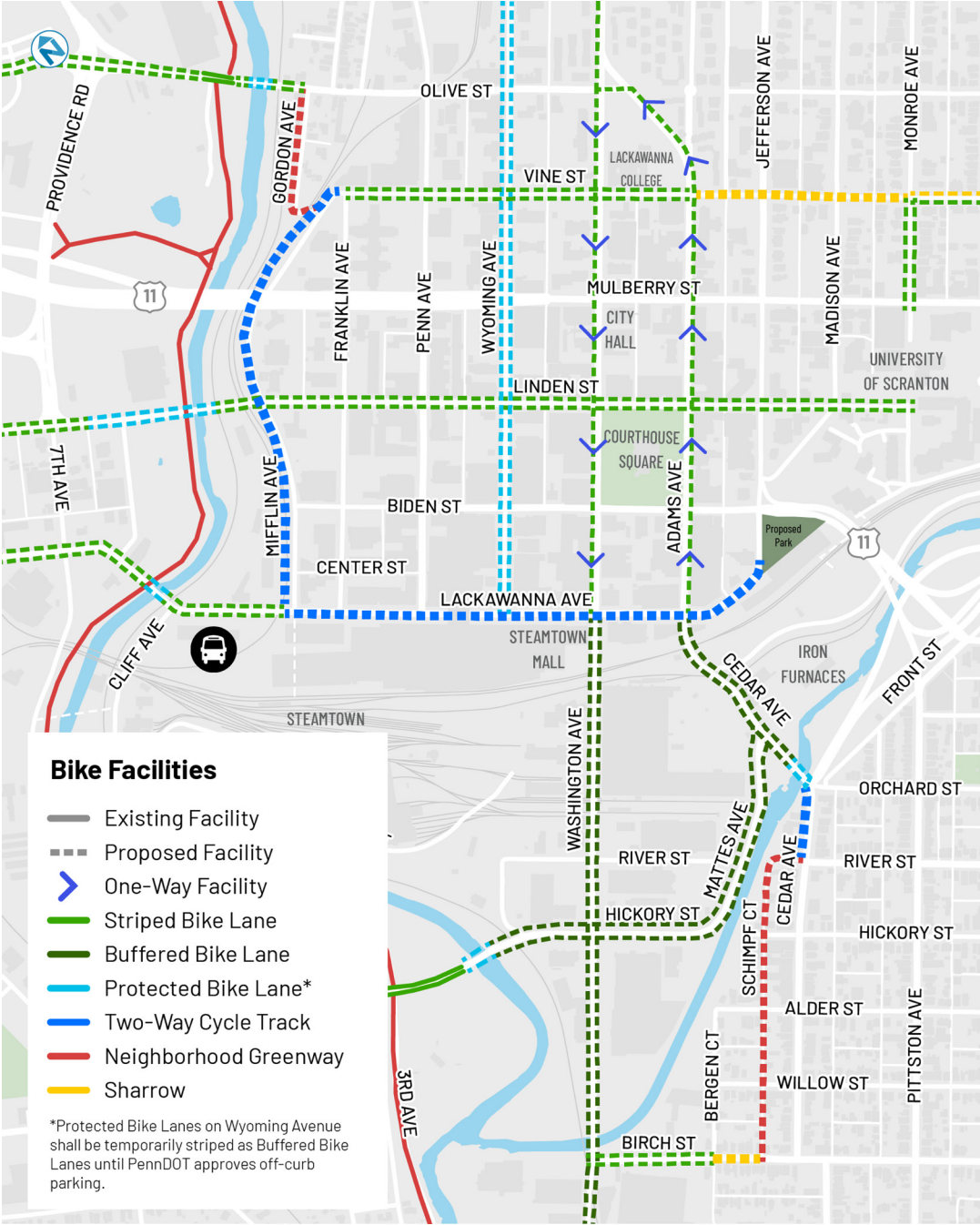
STATUS
Plan completed

REFERENCE
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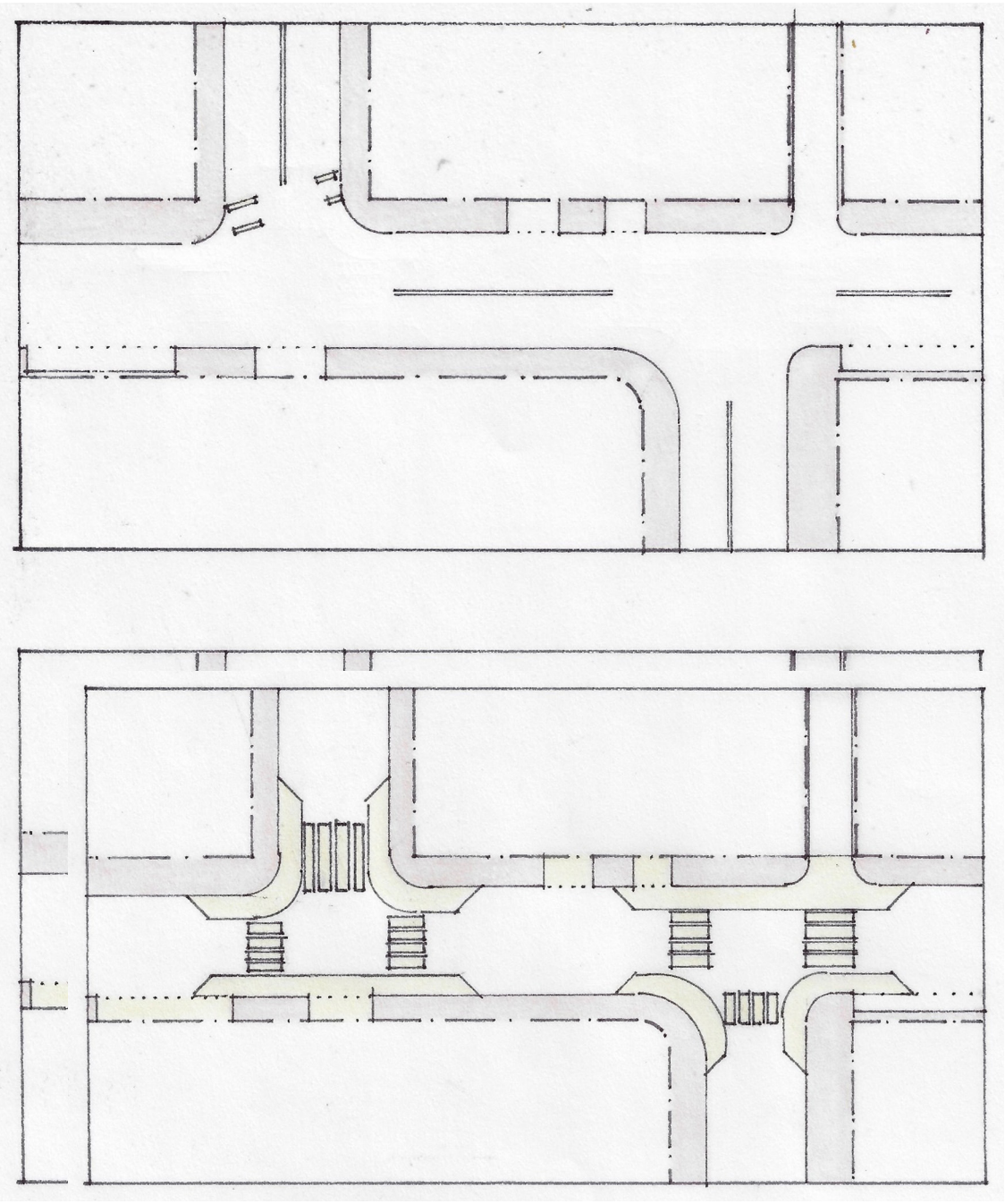
Scranton, PA

A downtown street safety plan heads towards construction in a state where such projects have historically been thwarted.





Typical existing (top) and proposed (left) crossings for South Scranton



Existing (top) and proposed (bottom) crosswalks with stop signs at Birch and Cedar