

Map of Scranton highlighting and analyzing existing transportation infrastructure.

Transportation Inventory and Analysis

Knowledge of the transportation systems in and around a community is critical for sustainable transportation enhancement planning. Scranton's transportation systems include roadways, pedestrian walking and biking routes, railways, and the Lincoln Highway Heritage Byway.

Scranton is intersected on the west side by Highway 25 (referred to as E Ave. or Locust St.). The Union Pacific railroad tracks also traverse through the community to the south and County Road E33 (Kendrick St.) forms part of the easternmost border.

The visioning design team met with Iowa Department of Transportation (DOT) personnel, the Greene County Engineer, and local officials to identify existing, past, and future transportation system capital improvements, maintenance, and other transportation-related constraints and opportunities in the Scranton area.

Steering Committee



"[Highway 25] is a scary highway because it's a two-way, those trucks screaming through there. Even cars."
 "When we're out walking, we avoid State Street just because it's a farm-to-market road through town and there's a lot of traffic that travels on it"

Older Adults



"There is no sidewalk on [Highway 25] for people to walk from Casey's back into town."

Bikers

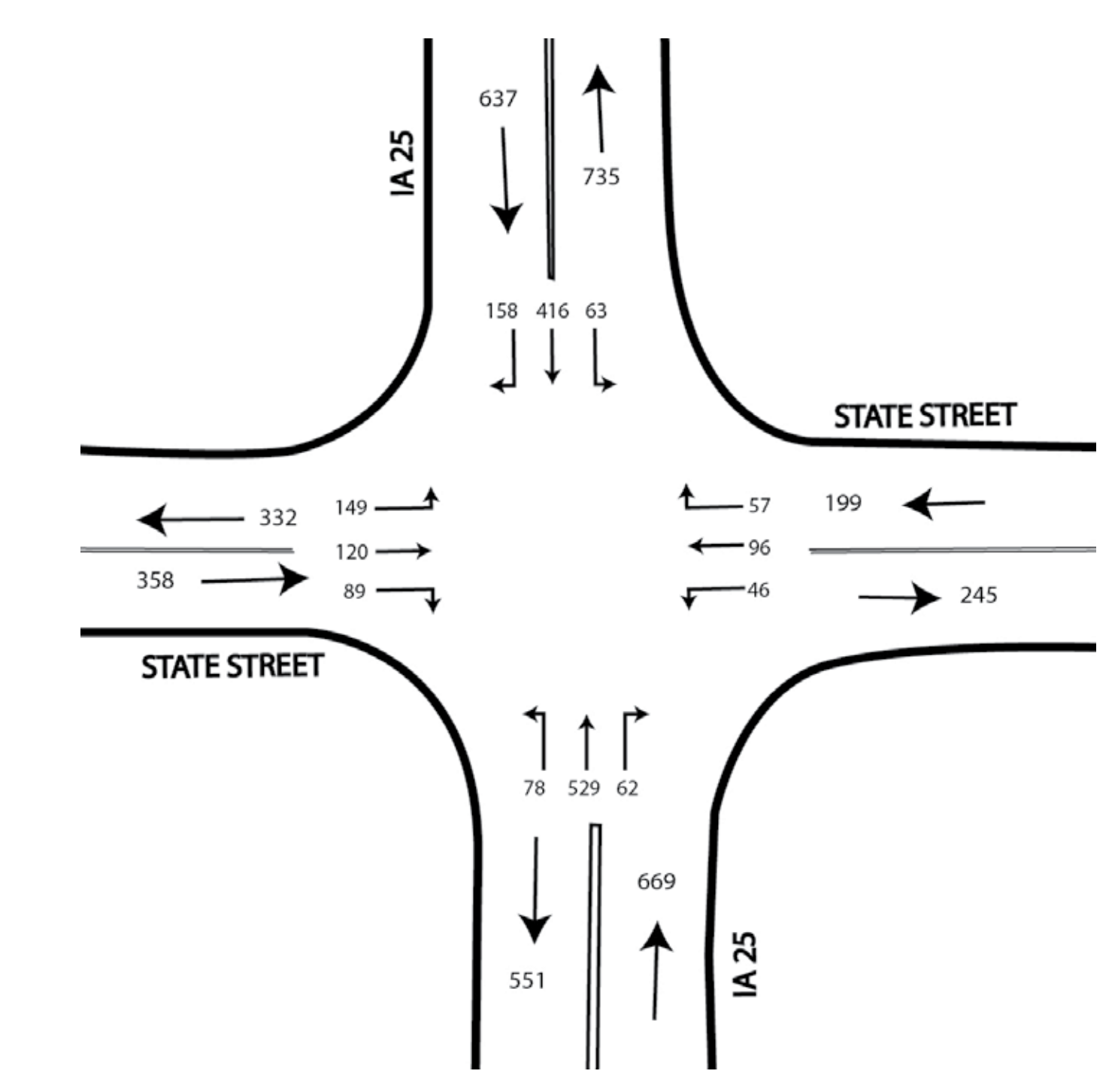


"When you are biking, you just have to pick a safe street... I don't ride my bicycle up and down [Highway 25]. I usually kind of stay away from that. I'll cross it but I don't ride it."

People's opinions about these two streets - IA 25 and State Street

Several transportation-related assets and opportunities include the three (3) entrance signs and the various parks located throughout town. The Lincoln Highway Heritage Byway also runs directly through the community, providing historic references and interpretation while creating an identity for Scranton.

Items of concern related to the transportation systems include a variety of shared vehicular and pedestrian constraints such as street crossings, poor visibility, vehicular speed, and ADA accessibility. There are several areas noted to the northwest that are prone to snow drifting, as well as poor drainage surrounding Pond Park. Heavy truck traffic was also noted along State and Kendrick Streets.



Turning Movement Traffic Count Summary - 2011 Annualized Daily Traffic For All Vehicles