

**Bayfront Parkway Corridor Study
Project Advisory Committee Meeting #1**

Date: December 17, 2014

Time: 10:00 AM to 12:00 PM

Location: Erie Intermodal Transportation Center Conference Room, Erie, PA

Attendees:	<u>Name</u>	<u>Representing</u>
	Jeremy Bloeser	Bayfront Eastside Taskforce
	Jeff Brinling	Erie Insurance
	John Buchna	Erie Downtown Partnership
	Barbara Chaffee	Erie Regional Chamber & Growth Partnership
	Darrell Chapman	PennDOT District 1-0
	Tom Kennedy	Renaissance Centre/Cobblestone Inn
	Raymond Massing	Erie Parking Authority
	Tom McClelland, P.E., PTOE	PennDOT District 1-0
	John Morgan	Erie County Transportation Planner
	Michele Morningstar, P.E.	PennDOT District 1-0
	Mark Nicholson, P.E.	PennDOT District 1-0, Interim Project Manager
	LeAnn Parmenter, P.E.	City of Erie Traffic Engineer
	Bill Petit, P.E.	PennDOT District 1-0, District Executive
	John Petulla, P.E.	McCormick Taylor
	Tony Pol	City of Erie Fire Dept.
	Erika Ramalho	Gannon University
	Brenda Sandberg	Erie-Western PA Port Authority
	Jason Sayers, P.E.	City of Erie
	Dana Sklack	McCormick Taylor
	Brian Smith, P.E.	PennDOT District 1-0
	Justin Smith	Bike Erie
	Jennifer Threats	McCormick Taylor
	Joe Walko	City of Erie Police
	Casey Wells	Erie County Convention Center Authority
	Jake Welsh	Erie County Planning Director
	Brian Yedinak, P.E.	PennDOT District 1-0

Meeting Summary:

I. Introduction

Jennifer Threats, meeting facilitator, welcomed everyone and thanked them for their attendance and commitment to the Bayfront Parkway Project Advisory Committee (PAC). She noted that more details about the meeting agenda and function of the PAC would be provided as the meeting proceeds. She then introduced Bill Petit, District Executive, PennDOT Engineering District 1-0 and asked him to provide opening remarks.

Mr. Petit noted the first portion of the Bayfront Parkway was completed 25 years ago, and since then, no major improvements or changes have occurred on the Parkway. Over the years, substantial changes have occurred along the Bayfront, and more changes are coming. He indicated that some planned development will occur as early as this year. He explained that PennDOT has a responsibility to monitor and support existing and future economic development initiatives and is conducting this study to consider the changes the development will have on existing travel preferences, traffic flow and safety, and identify how the transportation system could be improved to accommodate the growth and enhance the viability of the area. The timing of the study is important because any future transportation projects identified through this process will take approximately three years to go from conception to completion. Mr. Petit concluded by emphasizing the importance of the Bayfront area to the City of Erie and thanking attendees for their attention to this important study.

Ms. Threats explained that she was part of the McCormick Taylor consultant team that would be performing the study and introduced John Petulla, P.E., as the consultant Project Manager. She then asked each of the PAC members to introduce themselves and share their preferences related to the overall function of the Bayfront Parkway by answering the following question:

In general, how would you like the Bayfront Parkway to function?

- A. High traffic volume and speed serving primarily cross-town traffic with limited vehicle, and bike/ped access.
- B. Moderate traffic volume and speed serving primarily Bayfont amenities and the City of Erie with moderate vehicle, and bike/ped access similar to a city street.
- C. Lower traffic volume and speed serving primarily as a downtown street with maximum vehicle, and bike/ped access.

Ms. Threats noted that this question was included as part of the study's online survey to be shared with the public soon. She explained that the question originated from the Stakeholder Interviews held in

October because comments seemed to reflect a variety of different opinions regarding the function of the Bayfront Parkway.

The results of the PAC introduction activity indicated the following preferences:

A = 2

Combination of A and B = 1

B = 11

Combination of B and C = 6

C = 2

Ms. Threats said the results showed more commonality than anticipated and that they are encouraging because they show the group's desire to combine the options and ability to look for ways to balance a variety of interests.

Following the introduction, Tom Kennedy, Renaissance Centre/Cobblestone Inn asked if the study would provide the opportunity to consider a 'creative' change to the road to adjust how it functions rather than picking the most expensive option. He used the example from another area where they used bridges with low vertical clearance in the design of the road to discourage truck traffic from using the road. Mr. Petit responded by saying the District is open to any ideas for how to improve the Bayfront Parkway corridor as they relate to the overall needs of the corridor and the PAC will play an instrumental role in identifying projects and potential funding solutions.

Next, Ms. Threats reviewed the remaining points on the meeting agenda (Appendix A) before moving onto the PAC Overview.

II. Project Advisory Committee Overview

Ms. Threats described the PAC as an important partner that will provide input on the development of the Bayfront Parkway Corridor. The committee members are intended to represent a variety of interests and concerns that were identified during the stakeholder interview process, including the following:

- Neighborhood and City Access
- Economic Development
- Alternate Transportation Modes
- Public Facilities
- Transportation Planning and Programming
- Emergency Services
- Bayfront Development

Ms. Threats briefly reviewed the PAC Role and Responsibilities form given to them in their folders (Appendix B). She also pointed out that up to 5 PAC Meetings are anticipated over the next 6 to 9 months of the study. PAC members were encouraged to attend all meetings if possible or send a representative in their place. Ms. Threats asked the PAC to review the form in more detail, and sign and return the form as acknowledgement of the PAC Role and Responsibilities.

Ms. Threats explained that when differences arise, the PAC would work together to build consensus. To do so, the PAC will listen carefully to everyone's interests with an open-mind, understand that interests are not the same as positions or demands, and recognize that a good-faith effort will be made to satisfy the interests of all stakeholders. She explained that consensus doesn't always mean everyone agrees, but rather participants can live with the final proposal and be willing to move forward with the group.

III. Scope of Study

John Petulla provided an overview of the study area and referenced the study area map (Appendix C). He noted the Bayfront Parkway begins at Interstate 79 on the west side of Erie, PA and connects to the Bayfront Connector and Interstate 90 on the east side of the city. The study area starts generally at W. 12th St. and follows the Bayfront Parkway to E. 12th St. The majority of the Parkway is three lanes in width. The corridor can be traveled by motor vehicle, bike, on foot or using public transit. There are approximately twenty intersections, with fourteen that feature traffic signals, within the study corridor. A series of trails and railroad tracks run along the length of the Bayfront Parkway. Some of the trails are interconnected with each other while others only serve a small section of the Parkway. Additionally, there are currently 6 proposed developments along the corridor. The impact of the proposed development would likely add traffic and potentially alter travel patterns within the Bayfront in the coming years.

Jake Welsh asked if consideration had been given to how changes to the Bayfront Parkway would affect adjacent roads in the vicinity of the Bayfront Parkway such as 12th Street. Mr. Petulla responded by saying that traffic counts were not conducted along adjacent routes; however, recent data gathered on other roadways such as 12th Street can be utilized to better understand how alternate routes are performing.

Tom Kennedy asked if any computer renderings would be used to show how the area could function with increased traffic or changes in the traffic flow. Mr. Petulla said that traffic synchro models will be utilized to show how existing and future traffic capacity, or delays, and a tool that can be used to identify potential congestion. The existing traffic model is currently in development for the existing traffic and future traffic non-build (without improvements) and the findings will be presented at our next PAC

Meeting. Other graphic renderings may be considered in the future as possible improvements are identified.

Mr. Petulla next provided an overview of the Study Work Plan (Appendix D). The work plan outlines both the technical and public involvement aspects of the study that will be performed during the four phases of the study, which include: understanding the corridor, identifying a vision, developing solutions, and delivering a plan. These four study phases are planned to occur from August 2014 to August 2015. The first phase (understanding the corridor) has been completed and included defining the study area, conducting traffic counts and performing an Origin-Destination study (O&D), and conducting stakeholder interviews. As part of phase 2 (identifying a vision), the study team is analyzing the existing conditions and projecting future conditions. Additionally, the study team is preparing to launch the online public survey and website, and will continue to work with the PAC.

Mr. Petulla indicated the study's deliverables would include the identification of conceptual improvements identified by early spring 2015, the prioritization of improvement projects and identification of funding scenarios by spring/summer 2015, and the completion of the study report by late summer 2015.

IV. Understanding the Corridor

Mr. Petulla acknowledged the following studies that have been conducted over the years related to the Bayfront Parkway.

- **Waterfront Comprehensive Plan** – Erie Pennsylvania, City of Erie – May 1986
- **Toward an Economic Development Strategy for Erie (Bosworth Report)** – Economic Development Corporation of Erie County (EDCEC) – October 2001
- **Erie Downtown Master Plan** - Erie Redevelopment Authority and the City of Erie – 2005
- **Erie Waterfront Master Plan Summary Report** – Erie-Western Pennsylvania Port Authority – March 2009
- **Completing the Bayfront – Bayfront Place Concept Plan Report** – Erie County Convention Center Authority – April 2012
- **Unlocking the Bayfront's Full Potential** – Destination Erie: A Regional Vision – 2013
- **Destination Erie: A Regional Vision** – Vision Report – October 2013
- **Erie Parking and Transit Study** – June 2008

These studies are being reviewed and will be considered in the development of the study needs.

Barbara Chaffee, Erie Regional Chamber and Growth Partnership, requested that these studies be made available to the PAC members for review and familiarize themselves with the past studies. Ms.

Threats responded by noting that the studies will be added to the project website and, once available, PAC members will be notified.

Mr. Petulla then provided an overview of the current traffic counts, safety analysis, and multi-modal use that were initiated in August 2014. Factors being considered when looking at the results from this initial analysis include existing conditions, speed, access point management, the system network (considering 12th Street), emergency vehicle access, and existing transit services.

Traffic Counts

Traffic counts were conducted at 18 locations during weekday AM and PM peak travel hours. Counts were conducted over a three hour period and noted vehicle types, pedestrians, and bicycles using the project area. The Average Daily Traffic (ADT) traveling the Bayfront Parkway is approximately 16,000 vehicles with seven percent (7%) being trucks. Average observed speeds obtained from our origin and destination study (O&D) were noted as being higher than the posted speed limit:

Eastern Parkway

- Port Access Rd. to 12th Street – 46 MPH
- 12th Street to Port Access Rd. – 29 MPH

Western Parkway

- Cranberry St. to Sassafra St. – 42 MPH
- Sassafra St. to Cranberry St. – 43 MPH

The traffic counts are being utilized to examine how the intersections are performing. The performance, or Level-of-Service (LOS), is rated on an A-F scale based on the capacity of the intersection and the number of vehicles traveling through the area – “A” being free-flowing traffic and “F” traffic operating in near gridlock (see Appendix H for a full definition on slide 14). A map showing the existing condition LOS for the evaluated intersections was provided in the PAC member folders and reviewed (Appendix E). Two intersections along the Bayfront Parkway received an LOS F rating during both morning and evening peak travel times. They were the intersections at West 8th Street and Bayfront and the intersection at East 12th Street and Bayfront. All other intersections evaluated received an LOS C or higher during the morning peak travel time and a D or higher for the evening peak travel time.

The O&D study was conducted to determine where commuter traffic is coming from (origin) and where they are going (destination) within the study area. This information will also help to identify the amount of through traffic vs. local traffic. The O&D study utilized 8 blue tooth readers which connect with anonymous mobile blue tooth compatible devices traveling through the study area to capture travel movements of those vehicles. The blue tooth readers were active for one week. The results of the O&D study are currently being summarized.

LeAnn Parameter, P.E., City of Erie Traffic Engineer, asked what methodology was used for the LOS Map. Mr. Petulla said the methodology from the Highway Capacity Manual (HCM) was used to develop the LOS at each signalized intersection.

Safety Study

A safety study was also conducted along the corridor. The study analyzed crashes reported from 2009 to 2013 within the study area to determine the frequency and likely causes of crashes along the Bayfront Parkway. In summary, there were 246 recorded crashes with 80% being located at intersections while the others were located between intersections (mid-block), and 4% involved a fatality or major injury. To compare the crash rates to state wide averages for similar roadway types, the study team divided the corridor into four areas: Lincoln Ave. to Cranberry St., Cranberry St. to the boat launch area, the boat launch area to Port Access Rd., and Port Access Rd. to 12th St. All crash rates were below statewide averages except the area between Port Access Rd. and 12th St.

Bicycle and Pedestrian Connections

Mr. Petulla reviewed the existing bicycle and pedestrian paths noted within the Study Area. Connections across the Bayfront Parkway currently exist at Greengarden Blvd., 8th St., West 6th St., Erie Waterworks, Sassafras St., State St., Holland St., East 6th St., East 8th St., East 10th St., and East 12th St. However, it has been noted in past studies and by stakeholders during their interviews that better and more efficient connections are needed and the safety of existing connections should be improved.

Jake Welsh, Erie County Planning Director asked that the connection at Cranberry St. be added to the map. Mr. Petulla agreed and encouraged the PAC to review the mapping and make the study team aware of any additional connections that may not be shown or are improperly shown.

Parking

Mr. Petulla reviewed the data gathered regarding parking in the area. Currently, the supply of parking available near the Bayfront corridor is greater than the need. Erie Parking Authority owns 13 garages and/or lots in the six block radius of the Bayfront Parkway and there are four additional private garages and lots also in the area. According to the 2008 parking study, there are 4500 available parking spaces in the existing parking structures. In addition to this, 5 additional lots or garages are planned.

Transit

Mr. Petulla noted that the Bayfront Parkway Corridor Study will consider the existing transit service in the area and how transit may be best utilized and/or enhanced as the area grows and develops. Public transit to the central Bayfront area currently includes bus routes, two park and ride shuttles and three trolley loops within the project area.

Economic Development

Mr. Petulla noted that a number of developments are planned along the Bayfront Parkway. Within approximately five years, 6 new developments are planned to be constructed. A map of these sites was created and provided to the PAC (Appendix F). The project team asked any attendees representing these developments to add their own updates to their projects as they were covered. In addition, it was also requested that any non-public information be shared with the team to help better plan for their developments. The known planned developments are:

- Bayfront Place has begun its first phase by beginning construction on a new hotel and parking garage located beside the convention center. The hotel will include 192 rooms and the parking garage will accommodate 281 vehicles. The Erie County Convention Center Authority is heading the project at the former GAF site and hopes to turn the area into a mix use site by also potentially adding housing, offices and retail stores. They plan to release their master plan for the area in the spring of 2015.
- Harbor Place will be located at the northeast corner of State Street and the Bayfront Parkway, and is being developed by Scott Enterprises. In June 2014 a height variance was approved for the development and it is also planned to be a mixed use site.
- The Bayfront Cobblestone Hotel and Suites is being developed by Tom Kennedy who told the group that the storm water management plan is currently being finalized and they expect to open in the summer of 2015. The 54-room hotel will be located across from Liberty Park, south of the Bayfront Parkway.
- The East Bayfront Port Expansion is being organized by the Port Authority of Erie and Develop Erie. It is located near the eastern side of the Bayfront and would be an import/export facility. It is currently in its conceptual stage. Brenda Sandberg, Port Authority Director noted that the outline of the development would need to be revised to accurately reflect the area involved with the port expansion.
- McAllister Place is also owned by the Port Authority and they are currently looking for a developer to redevelop the Eastern part of Dobbins Landing. As previously proposed the

development would include condominiums/apartments, office space, retail shops and a 200-space parking facility in a five-story building. Ms. Sandberg again provided an adjustment to the area shown on the map of the proposed development.

- A GetGo is planned for the Northwest corner of West 12th Street and Greengarden Road. The permit for 5,750-square-foot store, gas station and car wash is currently under review and the Transportation Investment Study (TIS) has been approved.

While discussing the planned economic development for the Bayfront area, Tony Pol, City of Erie Fire Chief, mentioned that emergency vehicles often use the Bayfront Parkway out of necessity to avoid busier and more congested spots of the city when possible. By adding additional pedestrian and bicycle crossing to the Parkway it will make it more difficult for emergency services. They have begun avoiding State Street because recent improvements made it harder for them to navigate the street quickly. Mr. Petulla noted that emergency service access will be a consideration as improvement alternatives are evaluated.

Public Outreach

Ms. Threats gave an overview of the public outreach efforts that have been done to better understand the corridor and described upcoming activities. Stakeholder interviews were held in early October with representatives of 23 different organizations. The feedback received during the interviews was utilized to help develop the PAC, the online public survey, and website. The availability of the survey and website will be announced to the public in the days following the PAC Meeting. In addition, two Public Meetings will be held during the study process. Public input will be vital to the relevance of the study and the ability to implement future projects.

The group then took a ten minute break.

V. Improvement Priorities

After the break, Ms. Threats began the second half of the session by reviewing the eight common themes or topics that were consistently identified during the stakeholder interviews. They were:

- Traffic Flow/Congestion
- Speed
- Safety
- Pedestrian and Bicycle Access
- Vehicle Access
- Alternative Route Improvements

- Parking and Facilities
- Transit

These themes were also used to create the priority areas for the public survey. In the survey, hosted by MetroQuest, respondents are asked to choose their top five priorities from the list of eight. They then answer detail questions related to the selected priorities. Ms. Threats reviewed screens 2 and 3 of the survey and explained the PAC would be conducting a similar activity with their identified group.

To simplify the activity for the meeting, each group was asked to pick their top three priorities (rather than 5) and to answer the accompanying priority detail questions for each. The PAC was divided into five pre-assigned groups. Once the allotted time ended, a representative from each group summarized their discussions on each of the three priorities they selected and the associated priority detail rankings.

Four groups selected 'Traffic Flow/Congestion', 'Safety', and 'Alternative Route', two groups selected 'Pedestrian and Bicycle Access' and one group selected 'Vehicle Access' as their priorities. Below is a summary of the average results of the priority detail rankings. The complete priority detail rankings and comments from the groups can be found in Appendix G.

The four groups that selected Traffic Flow/Congestion as a priority responded as follows (on average):

- 50% Disagree, 25% Strongly Disagreed, 25% Agreed - Peak travel time on the Bayfront is adequate
- 75% Agreed, 25% Strongly Agreed - Non-peak travel time on the Bayfront is adequate
- 50% Strongly Disagreed, 50% Disagreed - Peak travel time during events on the Bayfront is adequate
- 50% Disagreed, 50% Neutral - Peak travel time on alternate routes is adequate
- 50% Neutral, 25% Strongly Disagreed, 25% Disagreed – Coordination of traffic signals along 12th St. is adequate.

The four groups that selected Safety as a priority responded as follows (on average):

- 75% Agreed, 25% Strongly Disagreed - Walking/Biking along existing ped/bike facilities in the Bayfront area feels safe
- 75% Disagreed, 25% Strongly Disagreed - Walking/Biking across the Bayfront Parkway feels safe
- 50% Agreed, 50% Strongly Agreed - Driving along the Bayfront Parkway feels safe
- 50% Strongly Disagreed, 25% Neutral, 25% Agreed – Turning onto/off of the Bayfront Parkway from existing access points feels safe

The four groups that selected Alternative Route as a priority responded as follows (on average):

- 50% Agreed, 25% Strongly Agreed, 25% Disagreed – They use the Bayfront Parkway to avoid other travel routes.
- 50% Neutral, 25% Disagreed, 25% Agreed – They use other travel routes to avoid the Bayfront Parkway.
- 50% Disagreed, 25% Neutral, 25% Agreed – It is quicker to travel the Bayfront Parkway than to use other travel routes during peak travel hours.
- 50% Strongly Agreed, 50% Agreed – It is quicker to travel the Bayfront Parkway than to use other travel routes during non-peak travel times.
- 75% Strongly Agreed, 25% Neutral - Alternate travel routes should be improved to remove traffic from the Bayfront Parkway.

The two groups that selected Pedestrian and Bicycle Access as a priority responded as follows (on average):

- 50% Disagreed, 50% Neutral – Bicycle and Pedestrian connections from the Westside neighborhoods to the Bayfront are adequate.
- 50% Strongly Disagreed, 50% Disagreed – Bicycle and Pedestrian connections from the Eastside neighborhoods to the Bayfront are adequate.
- 50% Strongly Disagreed, 50% Neutral – Bicycle and Pedestrian connections from the downtown to the central Bayfront area are adequate.
- 50% Disagreed, 50% Agreed – Connections are adequate along the Northside of the Bayfront.

The one group that selected Vehicle Access as a priority responded as follows (on average):

- Disagreed - Additional roadway connections (or service roads) within the central Bayfront area are needed.
- Disagreed - The number of access points along the Bayfront Parkway is adequate.
- Strongly Agreed - Improvements to existing traffic signals are needed to improve access.
- Agreed - Access to Downtown Erie from the Bayfront is adequate.
- Agreed - It is easy to access the Bayfront Parkway from connecting roadways.

Below are a few additional comments the PAC offered regarding the prioritization activity:

- The PAC members agreed that many of them did not select speed as a priority because they thought it was closely related to safety.
- Ms. Parmenter informed the group that they are currently looking at ways to improve signals in the City while working within the current configuration.

- To further evaluate the results of the activity, Justin Smith, Bike Erie, asked who from the PAC lived in the Downtown area. Three people raised their hands. Five said they live to the west of the city and five said they live to the east of the city. Others also noted that they work within the City.
- Mr. Smith also pointed out a bike route that runs along 6th Street into the Downtown area.

VI. Next Steps

Mr. Petulla wrapped up the meeting by covering what the next steps will be in the study process. This includes the launch of the MetroQuest Survey and the website and he again encourage the PAC to help spread the word about the survey. Future PAC meetings will also be held and focus on reviewing the draft Purpose and Need for the study, analyzing existing and future conditions, and identifying improvement areas and strategies. Mr. Petulla thanked the PAC for their participation and noted that a PAC directory was provided in their folders that includes contact information for the study team (Appendix I).

With no further questions or discussions, the meeting was adjourned at approximately 12:10 p.m. We believe this report accurately describes what transpired at this meeting. If anyone has a different understanding of what occurred, please contact Dana Sklack at (412) 922-6880 within two weeks of receipt. If no comments are received, this report will be considered final.

Prepared by:
McCormick Taylor, Inc.



Jennifer Threats
Dana Sklack

Appendix List

- A. Project Advisory Committee Meeting #1 Agenda
- B. Role and Responsibilities
- C. Study Area Map
- D. Bayfront Parkway Corridor Study Work Plan*
- E. Level of Service Map
- F. Economic Development Map*
- G. Priority Detail Responses
- H. Project Advisory Committee Meeting #1 PowerPoint Slides
- I. Bayfront Parkway Corridor Study Project Advisory Committee Directory

*Updated to reflect changes suggested by the Project Advisory Committee and the Bayfront Parkway Corridor Study Project Team.

APPENDIX A:

Project Advisory Committee Meeting #1 Agenda

PROJECT ADVISORY COMMITTEE
MEETING #1 – December 17, 2014
10:00 a.m. to 12:00 p.m.
Intermodal Transportation Center
Conference Room

AGENDA

- | | | |
|--------------------|--|------------|
| 1. | Introductions – Jennifer Threats, McCormick Taylor / Bill Petit, P.E.,
PennDOT District Executive | 10:00 a.m. |
| 2. | Project Advisory Committee Overview – Jennifer Threats, McCormick Taylor | 10:15 a.m. |
| 3. | Scope of Study – JLP | 10:25 a.m. |
| 4. | Understanding the Corridor – JLP | 10:35 a.m. |
| <hr/> | | |
| BREAK (10 Minutes) | | |
| <hr/> | | |
| 5. | Improvement Priorities – JBT | 11:15 a.m. |
| 6. | What’s Next – JLP | 11:55 a.m. |

APPENDIX B:

Role and Responsibilities

PROJECT ADVISORY COMMITTEE ROLE AND RESPONSIBILITIES

December 17, 2014

The Project Advisory Committee (PAC) is an important partner to the study team and will provide input on the development of the Bayfront Parkway Corridor. The following outlines the major roles and responsibilities of PAC members:

Inform

- Share details with PennDOT and the consultant team related to local interests and concerns that are representative of your larger stakeholder group throughout the development of the study.
- Share contacts that may contribute additional data, information, and ideas.
- Share project information with your larger stakeholder group as updates are available.

Advise

- Review project data and information as presented and provide feedback.
- Discuss issues and ideas openly at PAC meetings, respecting perspectives of other committee members.
- Participate in the consensus-building process.

Assist

- Encourage and solicit community perspectives and participation.
- Encourage public participation of study activities and events.
- Review meeting summaries for accuracy and provide feedback.
- Foster concepts or ideas that emerge during the study.

Participate

- Attend meetings regularly (up to 5) or send an alternate who can represent you in your absence.
- Do your homework – be prepared for the meeting discussion and bring any necessary materials to assist with the meeting topic.
- Help keep the study process on track and on schedule.

I hereby acknowledge my interest in serving on the Project Advisory Committee and fulfilling the above stated Role and Responsibilities.

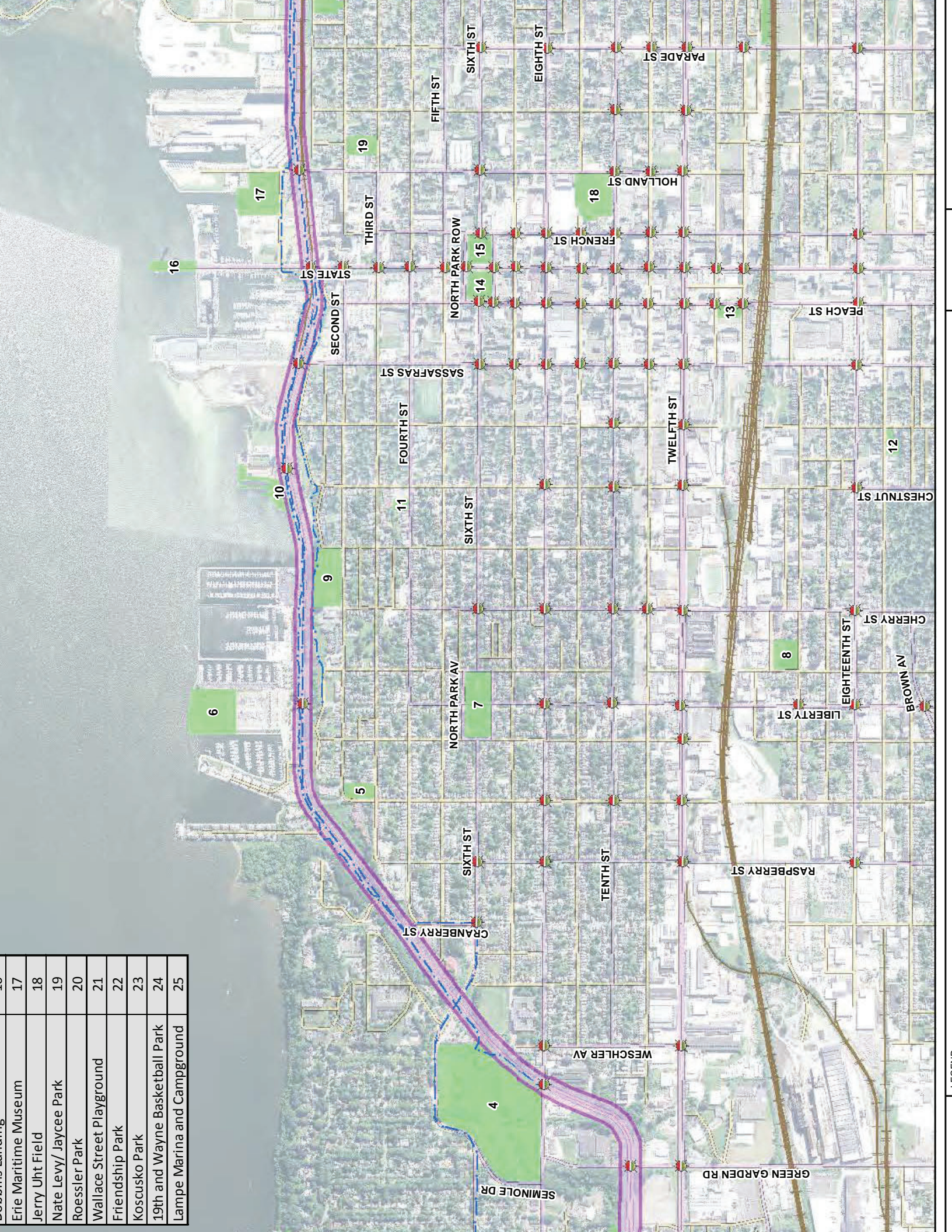
(Signature)

(Date)

APPENDIX C:

Study Area Map

20	
17	Erie Maritime Museum
18	Jerry Uht Field
19	Nate Levy/ Jaycee Park
20	Roesler Park
21	Wallace Street Playground
22	Friendship Park
23	Kosciusko Park
24	19th and Wayne Basketball Park
25	Lampe Marina and Campground



APPENDIX D:

Bayfront Parkway Corridor Study Work Plan

Anticipated Transit and Bike/Ped

and summarize the Survey Results

Purpose & Need

January

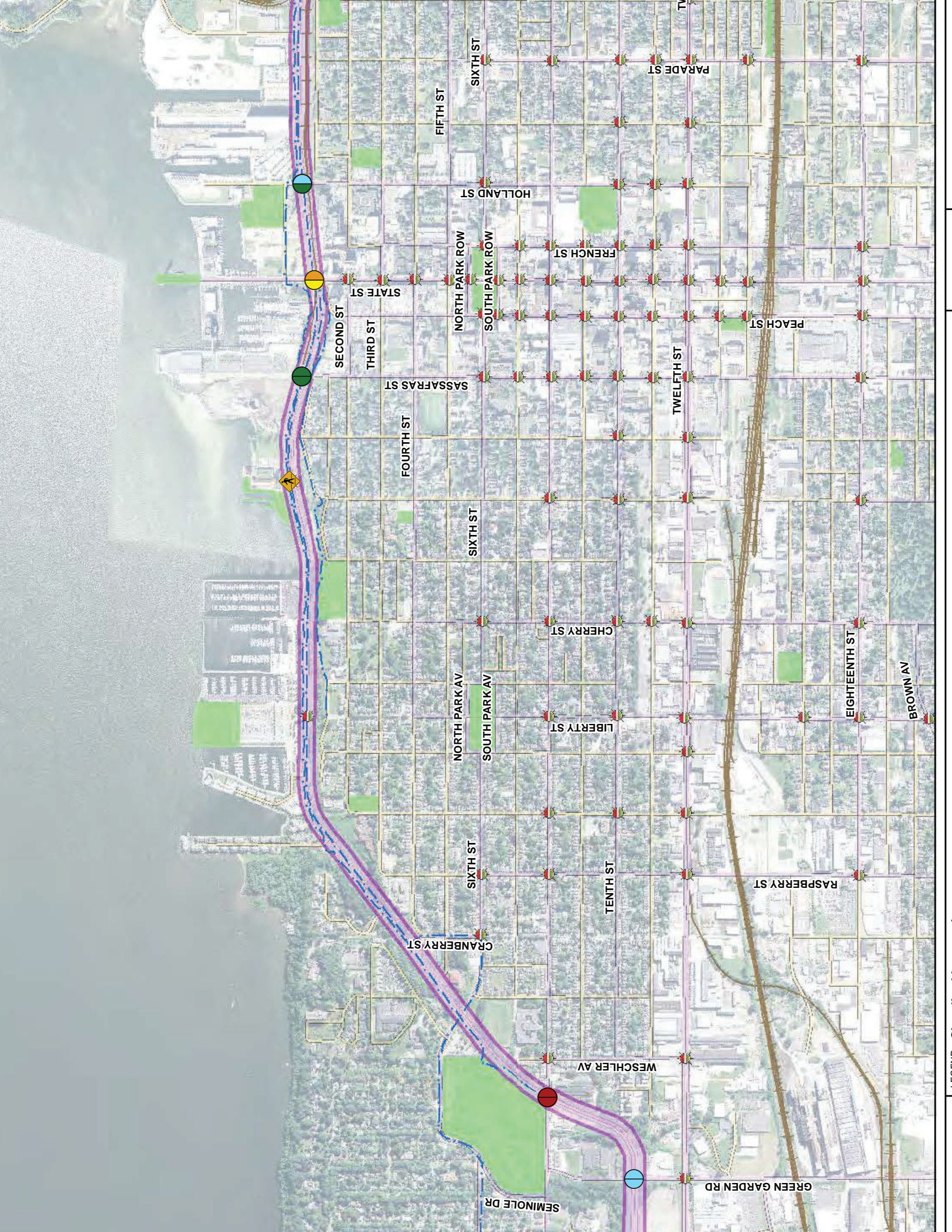
February

March

nt priorities

APPENDIX E:

Level of Service Map



STATE ST

SECOND ST

THIRD ST

FOURTH ST

FIFTH ST

SIXTH ST

NORTH PARK ROW

SOUTH PARK ROW

FRENCH ST

HOLLAND ST

PEACH ST

TWELFTH ST

CHERRY ST

LIBERTY ST

TENTH ST

CRANBERRY ST

WESCHLER AV

GREEN GARDEN RD

SEMINOLE DR

STATE ST

SECOND ST

THIRD ST

FOURTH ST

FIFTH ST

SIXTH ST

NORTH PARK ROW

SOUTH PARK ROW

FRENCH ST

HOLLAND ST

PEACH ST

TWELFTH ST

CHERRY ST

LIBERTY ST

TENTH ST

CRANBERRY ST

WESCHLER AV

GREEN GARDEN RD

SEMINOLE DR

STATE ST

SECOND ST

THIRD ST

FOURTH ST

FIFTH ST

SIXTH ST

NORTH PARK AV

SOUTH PARK AV

CHERRY ST

LIBERTY ST

TENTH ST

CRANBERRY ST

WESCHLER AV

RASPBERRY ST

EIGHTEENTH ST

BROWN AV

GREEN GARDEN RD

SEMINOLE DR

SEMINOLE DR

STATE ST

SECOND ST

THIRD ST

FOURTH ST

FIFTH ST

SIXTH ST

NORTH PARK AV

SOUTH PARK AV

CHERRY ST

LIBERTY ST

TENTH ST

CRANBERRY ST

WESCHLER AV

RASPBERRY ST

EIGHTEENTH ST

BROWN AV

GREEN GARDEN RD

SEMINOLE DR

SEMINOLE DR

STATE ST

SECOND ST

THIRD ST

FOURTH ST

FIFTH ST

SIXTH ST

NORTH PARK AV

SOUTH PARK AV

CHERRY ST

LIBERTY ST

TENTH ST

CRANBERRY ST

WESCHLER AV

RASPBERRY ST

EIGHTEENTH ST

BROWN AV

GREEN GARDEN RD

SEMINOLE DR

SEMINOLE DR

STATE ST

SECOND ST

THIRD ST

FOURTH ST

FIFTH ST

SIXTH ST

NORTH PARK AV

SOUTH PARK AV

CHERRY ST

LIBERTY ST

TENTH ST

CRANBERRY ST

WESCHLER AV

RASPBERRY ST

EIGHTEENTH ST

BROWN AV

GREEN GARDEN RD

SEMINOLE DR

SEMINOLE DR

STATE ST

SECOND ST

THIRD ST

FOURTH ST

FIFTH ST

SIXTH ST

NORTH PARK AV

SOUTH PARK AV

CHERRY ST

LIBERTY ST

TENTH ST

CRANBERRY ST

WESCHLER AV

RASPBERRY ST

EIGHTEENTH ST

BROWN AV

GREEN GARDEN RD

SEMINOLE DR

SEMINOLE DR

STATE ST

SECOND ST

THIRD ST

FOURTH ST

FIFTH ST

SIXTH ST

NORTH PARK AV

SOUTH PARK AV

CHERRY ST

LIBERTY ST

TENTH ST

CRANBERRY ST

WESCHLER AV

RASPBERRY ST

EIGHTEENTH ST

BROWN AV

GREEN GARDEN RD

SEMINOLE DR

SEMINOLE DR

STATE ST

SECOND ST

THIRD ST

FOURTH ST

FIFTH ST

SIXTH ST

NORTH PARK AV

SOUTH PARK AV

CHERRY ST

LIBERTY ST

TENTH ST

CRANBERRY ST

WESCHLER AV

RASPBERRY ST

EIGHTEENTH ST

BROWN AV

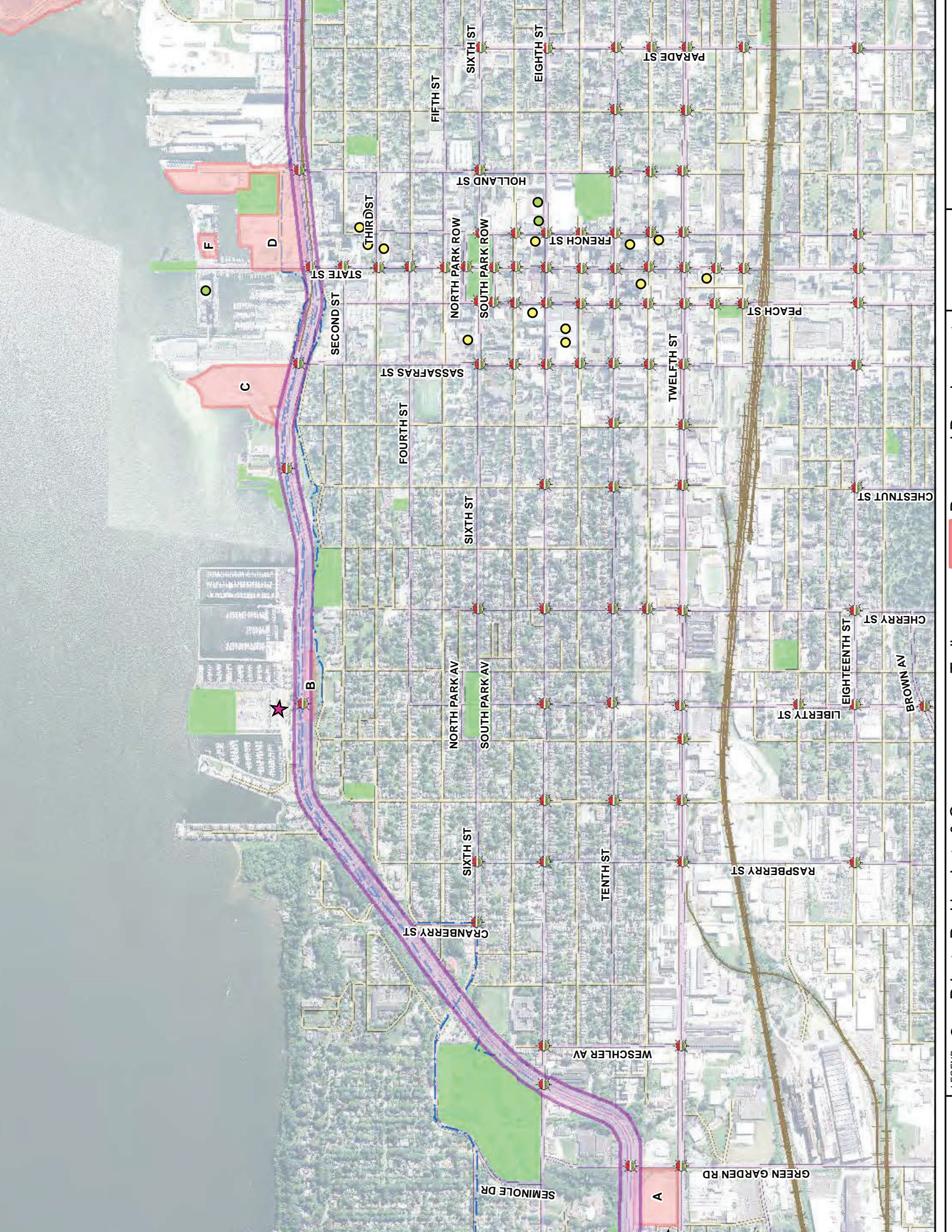
GREEN GARDEN RD

SEMINOLE DR

SEMINOLE DR

APPENDIX F:

Economic Development Map



APPENDIX G:

Priority Detail Responses

Bayfront Parkway Corridor Study - PAC Meeting #1 - December 17, 2014
Priority Details

Detail No.	Detail Topic	Detail Statement	Ranking*	Comments/Notes
Group 1 - City of Erie (Traffic Dept.), LeAnn Parmenter, P.E., Traffic Engineer, Erie Chamber & Growth Partnership, Barbara Chaffee; Erie Insurance, Jeff Brinling; PennDOT Permit Manager, Michele Morningstar, P.E.				
Traffic Flow/ Congestion				
1	PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during peak travel times is adequate. (7 a.m. to 9 a.m. and 4p.m. to 6 p.m.)	2.33	
2	NON-PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during non-peak travel times is adequate.	4	
3	EVENT TRAVEL	Traffic flow on the Bayfront Parkway during events is adequate.	1	requires emergency service staff to help with traffic
4	ALTERNATE ROUTE TRAVEL	Traffic flow on Alternate Routes (such as 12th Street) during peak travel times is adequate.	2.5	
5	ALTERNATE ROUTE TRAFFIC SIGNALS	Coordination of traffic signals along 12th Street is adequate.	2.5	It's not Leann's fault. (member of group)
Safety				
1	WALKING/BIKING IN AREA	I feel safe walking/biking along existing ped/bike facilities in the Bayfront area.	3.75	
2	WALKING/BIKING ACROSS	I feel safe walking/biking across the Bayfront Parkway.	1.75	
3	DRIVING BAYFRONT	I feel safe driving along the Bayfront Parkway.	5	
4	TURNING ON/OFF	I feel safe turning onto/off of the Bayfront Parkway to/from existing access points.	2	updates to State St. and Bayfront signals are needed (In progress) Left turn lanes needed Crossing is unsafe on foot
Alternative Route Improvements				
1	AVOID OTHER ROUTES	I use the Bayfront Parkway to avoid other travel routes.	4	signals
2	AVOID BAYFRONT	I use other travel routes to avoid the Bayfront Parkway.	3	peak hours, Winter, Events
3	PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during peak travel hours.	2	
4	NON-PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during non-peak travel times.	4	

Bayfront Parkway Corridor Study - PAC Meeting #1 - December 17, 2014
Priority Details

Detail No.	Detail Topic	Detail Statement	Ranking*	Comments/Notes
5	REMOVE BAYFRONT TRAFFIC	Alternate travel routes should be improved to remove traffic from the Bayfront Parkway.	3	Good choice of alt. routes to maximize return Would move congestion to other routes Could create safety issues on other routes
Group 2 - Erie Downtown Partnership, John Buchna; Bike Erie, Justin Smith; Erie County Planning (Transportation), John Morgan; PennDOT Assistant District Executive Design, Brian Yedinak, P.E.				
Safety				
1	WALKING/BIKING IN AREA	I feel safe walking/biking along existing ped/bike facilities in the Bayfront area.	1	Intersections
2	WALKING/BIKING ACROSS	I feel safe walking/biking across the Bayfront Parkway.	1	
3	DRIVING BAYFRONT	I feel safe driving along the Bayfront Parkway.	5	
4	TURNING ON/OFF	I feel safe turning onto/off of the Bayfront Parkway to/from existing access points.	4	
Pedestrian and Bicycle Access				
1	WESTSIDE ACCESS	Bicycle and Pedestrian connections from the Westside neighborhoods to the Bayfront are adequate.	2	
2	EASTSIDE ACCESS	Bicycle and Pedestrian connections from the Eastside neighborhoods to the Bayfront are adequate.	1	depending on neighborhoods near parkway
3	DOWNTOWN ACCESS - PED AND BIKE	Bicycle and Pedestrian connections from the downtown to the central Bayfront area are adequate.	1	
4	NORTHSIDE	Connections are adequate along the Northside of the Bayfront.	4	
Alternative Route Improvements				
1	AVOID OTHER ROUTES	I use the Bayfront Parkway to avoid other travel routes.	4	
2	AVOID BAYFRONT	I use other travel routes to avoid the Bayfront Parkway.	2	only when trying to leave town - quickest to leave
3	PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during peak travel hours.	4	
4	NON-PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during non-peak travel times.	5	fewer stops
5	REMOVE BAYFRONT TRAFFIC	Alternate travel routes should be improved to remove traffic from the Bayfront Parkway.	5	

Bayfront Parkway Corridor Study - PAC Meeting #1 - December 17, 2014
Priority Details

Detail No.	Detail Topic	Detail Statement	Ranking*	Comments/Notes
------------	--------------	------------------	----------	----------------

Group 3 - Gannon University, Erika Ramalho; Erie-Western PA Port Authority, Brenda Sandberg; City of Erie (PW), Jason Sayers, P.E.; PennDOT Traffic Engineer, Brian Smith, P.E.; PennDOT Erie County Maintenance Manager, Darrell Chapman

Traffic Flow/ Congestion

1	PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during peak travel times is adequate. (7 a.m. to 9 a.m. and 4p.m. to 6 p.m.)	4	westside is worse than east, 2 lanes on westside; 4 on eastside
2	NON-PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during non-peak travel times is adequate.	5	
3	EVENT TRAVEL	Traffic flow on the Bayfront Parkway during events is adequate.	2	depends on event
4	ALTERNATE ROUTE TRAVEL	Traffic flow on Alternate Routes (such as 12th Street) during peak travel times is adequate.	3	West seems more congested
5	ALTERNATE ROUTE TRAFFIC SIGNALS	Coordination of traffic signals along 12th Street is adequate.	2.5	Should additional timing changes be made

Vehicular Access

1	ROADWAY CONNECTIONS	Additional roadway connections (or service roads) within the central Bayfront area are needed.	1.5	
2	ACCESS POINTS	The number of access points along the Bayfront Parkway is adequate.	2	
3	TRAFFIC SIGNALS	Improvements to existing traffic signals are needed to improve access.	5	
4	DOWNTOWN ACCESS - VEHICLE	Access to Downtown Erie from the Bayfront is adequate.	4	
5	EASE OF ACCESS	It is easy to access the Bayfront Parkway from connecting roadways.	4	when no congested need to review rail/trucking access

Pedestrian and Bicycle Access

1	WESTSIDE ACCESS	Bicycle and Pedestrian connections from the Westside neighborhoods to the Bayfront are adequate.	3	
2	EASTSIDE ACCESS	Bicycle and Pedestrian connections from the Eastside neighborhoods to the Bayfront are adequate.	2	
3	DOWNTOWN ACCESS - PED AND BIKE	Bicycle and Pedestrian connections from the downtown to the central Bayfront area are adequate.	3	
4	NORTHSIDE	Connections are adequate along the Northside of the Bayfront.	2	

Group 4 - Bayfront East Side Taskforce, Jeremy Bloeser; Erie Fire Department, Tony Pol; Erie County Convention Center Authority, John "Casey" Wells; PennDOT Design Services Engineer, Tom McClelland, P.E., PTOE

Traffic Flow/ Congestion

Bayfront Parkway Corridor Study - PAC Meeting #1 - December 17, 2014

Priority Details

Detail No.	Detail Topic	Detail Statement	Ranking*	Comments/Notes
1	PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during peak travel times is adequate. (7 a.m. to 9 a.m. and 4p.m. to 6 p.m.)	2	
2	NON-PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during non-peak travel times is adequate.	4	
3	EVENT TRAVEL	Traffic flow on the Bayfront Parkway during events is adequate.	1	8 Great tuesdays fireworks snow/rian/ice compounds problem Convention Center Events
4	ALTERNATE ROUTE TRAVEL	Traffic flow on Alternate Routes (such as 12th Street) during peak travel times is adequate.	2	
5	ALTERNATE ROUTE TRAFFIC SIGNALS	Coordination of traffic signals along 12th Street is adequate.	1	Awful Too many red lights
Safety				
1	WALKING/BIKING IN AREA	I feel safe walking/biking along existing ped/bike facilities in the Bayfront area.	4	
2	WALKING/BIKING ACROSS	I feel safe walking/biking across the Bayfront Parkway.	2	especially during events
3	DRIVING BAYFRONT	I feel safe driving along the Bayfront Parkway.	4	
4	TURNING ON/OFF	I feel safe turning onto/off of the Bayfront Parkway to/from existing access points.	2	Off BP is adequate onto is problematic
Alternative Route Improvements				
1	AVOID OTHER ROUTES	I use the Bayfront Parkway to avoid other travel routes.	5	
2	AVOID BAYFRONT	I use other travel routes to avoid the Bayfront Parkway.	3	Time of day
3	PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during peak travel hours.	3	
4	NON-PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during non-peak travel times.	5	
5	REMOVE BAYFRONT TRAFFIC	Alternate travel routes should be improved to remove traffic from the Bayfront Parkway.	5	
Group 5 - Erie Parking Authority, Raymond Massing; Tom Kennedy, Renaissance Centre/Cobblestone Inn; Erie Planning Director, Jake Welsh; PennDOT Interim Project Manager, Mark Nicholson, P.E.				
Traffic Flow/ Congestion				
1	PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during peak travel times is adequate. (7 a.m. to 9 a.m. and 4p.m. to 6 p.m.)	1	Hard to access at peak times Westside is more difficult/congestion
2	NON-PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during non-peak travel times is adequate.	4	
3	EVENT TRAVEL	Traffic flow on the Bayfront Parkway during events is adequate.	2	Tuesdays is wprse event Convention Center - decent

Bayfront Parkway Corridor Study - PAC Meeting #1 - December 17, 2014

Priority Details

Detail				
No.	Detail Topic	Detail Statement	Ranking*	Comments/Notes
4	ALTERNATE ROUTE TRAVEL	Traffic flow on Alternate Routes (such as 12th Street) during peak travel times is adequate.	2	Too many lights on 12th Street to provide adequate at peak
5	ALTERNATE ROUTE TRAFFIC SIGNALS	Coordination of traffic signals along 12th Street is adequate.	1	
Safety				
1	WALKING/BIKING IN AREA	I feel safe walking/biking along existing ped/bike facilities in the Bayfront area.	4	
2	WALKING/BIKING ACROSS	I feel safe walking/biking across the Bayfront Parkway.	2	
3	DRIVING BAYFRONT	I feel safe driving along the Bayfront Parkway.	4	Eastbound 8th by country fair- feels unsafe due to excessive speeds
4	TURNING ON/OFF	I feel safe turning onto/off of the Bayfront Parkway to/from existing access points.	3	Cranberry St turning left - mand turns use center lane to turn as merge
Alternative Route Improvements				
1	AVOID OTHER ROUTES	I use the Bayfront Parkway to avoid other travel routes.	2	
2	AVOID BAYFRONT	I use other travel routes to avoid the Bayfront Parkway.	4	
3	PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during peak travel hours.	2	getting access discourages use of parkway
4	NON-PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during non-peak travel times.	4	
5	REMOVE BAYFRONT TRAFFIC	Alternate travel routes should be improved to remove traffic from the Bayfront Parkway.	5	

* 1-5, 1 = Strongly Disagree, 5= Strongly Agree

APPENDIX H:

Project Advisory Committee Meeting #1 PowerPoint Slides



BAYFRONT PARKWAY STUDY

Welcome to the Bayfront Parkway Study

PROJECT ADVISORY COMMITTEE MEETING
December 17, 2014



INTRODUCTIONS

PROJECT TEAM

- PennDOT
- Consultant Team



INTRODUCTIONS

PROJECT ADVISORY COMMITTEE MEMBERS

- Name
- Organization/Interest Group
- In general, how would you like the Bayfront Parkway to function?
 - A. High traffic volume and speed serving primarily cross-town traffic with limited vehicle, and bike/ped access
 - B. Moderate traffic volume and speed serving primarily Bayfont amenities and the City of Erie with moderate vehicle, and bike/ped access similar to a city street.
 - C. Lower traffic volume and speed serving primarily as a downtown street with maximum vehicle, and bike/ped access



INTRODUCTIONS

AGENDA

- PAC Overview
- Scope of Study
- Understanding the Corridor
- Improvement Priorities (group activity/discussion)
- What's Next



PAC OVERVIEW

MEMBERSHIP REPRESENTATION

- Neighborhood and City Access
- Economic Development
- Alternate Transportation Modes
- Public Facilities
- Transportation Planning and Programming
- Emergency Services
- Bayfront Development



PAC OVERVIEW

ROLE: The PAC is an important partner to the study team and will provide input on the development of the Bayfront Parkway Corridor.

RESPONSIBILITIES:

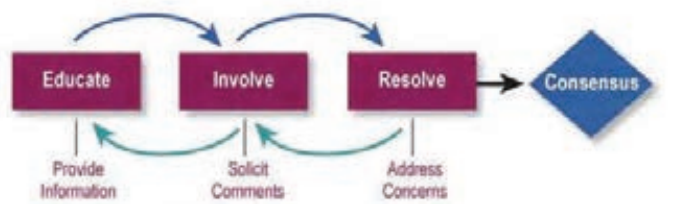
- Inform
- Advise
- Assist
- Participate



PAC OVERVIEW

BUILDING CONSENSUS

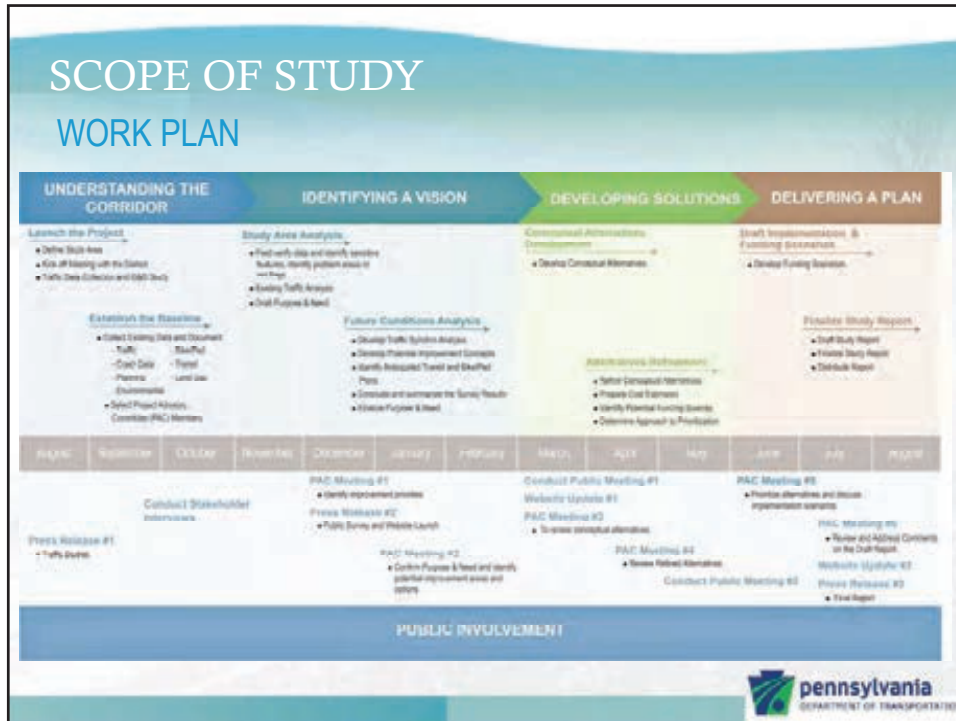
- Listening carefully to everyone's interests with an open-mind
- Interests are not the same as positions or demands
- A good-faith effort to meet the interests of all stakeholders
- Can participants live with the final proposal and move forward with the group



SCOPE OF STUDY

STUDY AREA





UNDERSTANDING THE CORRIDOR

REVIEW OF PREVIOUS STUDIES

- **Waterfront Comprehensive Plan** – Erie Pennsylvania, City of Erie – May 1986
- **Toward an Economic Development Strategy for Erie (Bosworth Report)** – Economic Development Corporation of Erie County (EDCEC) – October 2001
- **Erie Downtown Master Plan** - Erie Redevelopment Authority and the City of Erie – 2005
- **Erie Waterfront Master Plan Summary Report** – Erie-Western Pennsylvania Port Authority – March 2009
- **Completing the Bayfront – Bayfront Place Concept Plan Report** – Erie County Convention Center Authority – April 2012
- **Unlocking the Bayfront's Full Potential** – Destination Erie: A Regional Vision – 2013
- **Destination Erie: A Regional Vision** – Vision Report – October 2013
- **Erie Parking and Transit Study** – June 2008



UNDERSTANDING THE CORRIDOR

EXISTING TRAFFIC FLOW OVERVIEW

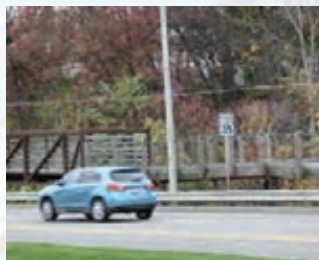
- **Traffic Volumes: Average Daily Traffic (ADT)**
16,000 vehicles /day – 7% Trucks
- Existing Congestion vs. Speed
- Access Points and Management
- System Network Considering 12th Street
- Emergency Vehicle Access
- Existing Transit Service



UNDERSTANDING THE CORRIDOR

EXISTING TRAFFIC FLOW OVERVIEW

- Average Observed Speeds (85th Percentile)
 - Eastern Parkway
 - Port Access Rd to 12th – 46 MPH
 - 12th to Port Access Rd – 29 MPH
 - Western Parkway
 - Cranberry St to Sassafra – 42 MPH
 - Sassafra to Cranberry St – 43 MPH



* Mean average through course of a day



UNDERSTANDING THE CORRIDOR

EXISTING LEVEL OF SERVICE



Represents reasonably free-flowing conditions but with some influence by others.



Represents unstable flow near capacity. LOS E often changes to LOS F very quickly because of disturbances (road conditions, accidents, etc.) in traffic flow.

LOS C



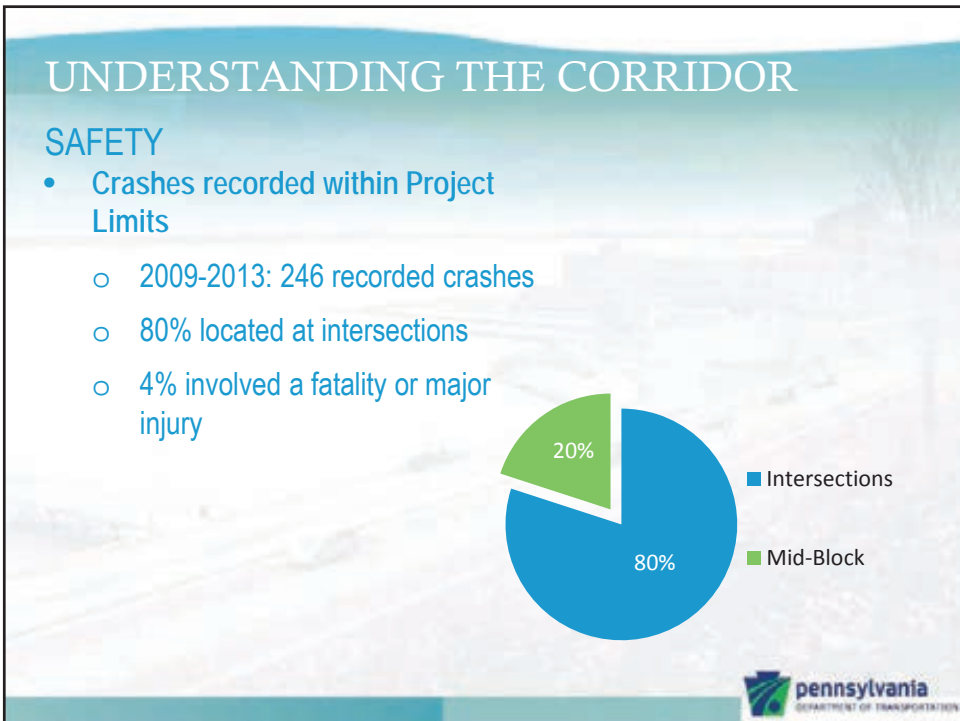
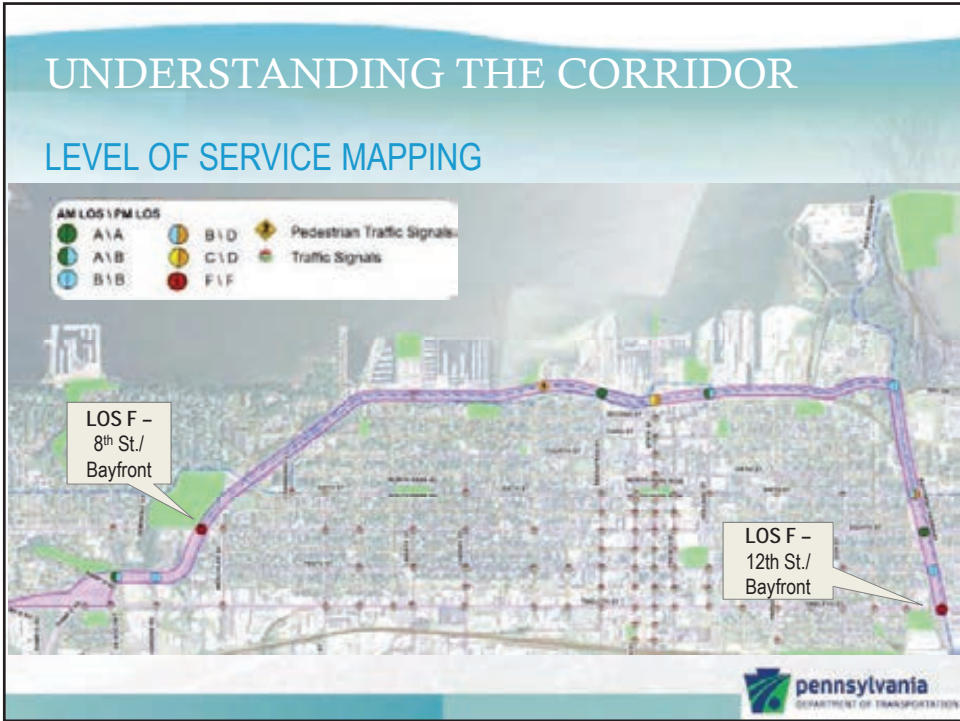
Represents a constrained constant flow below speed limits, with additional attention required by the drivers to maintain safe operations. Comfort and convenience levels of the driver decline noticeably.

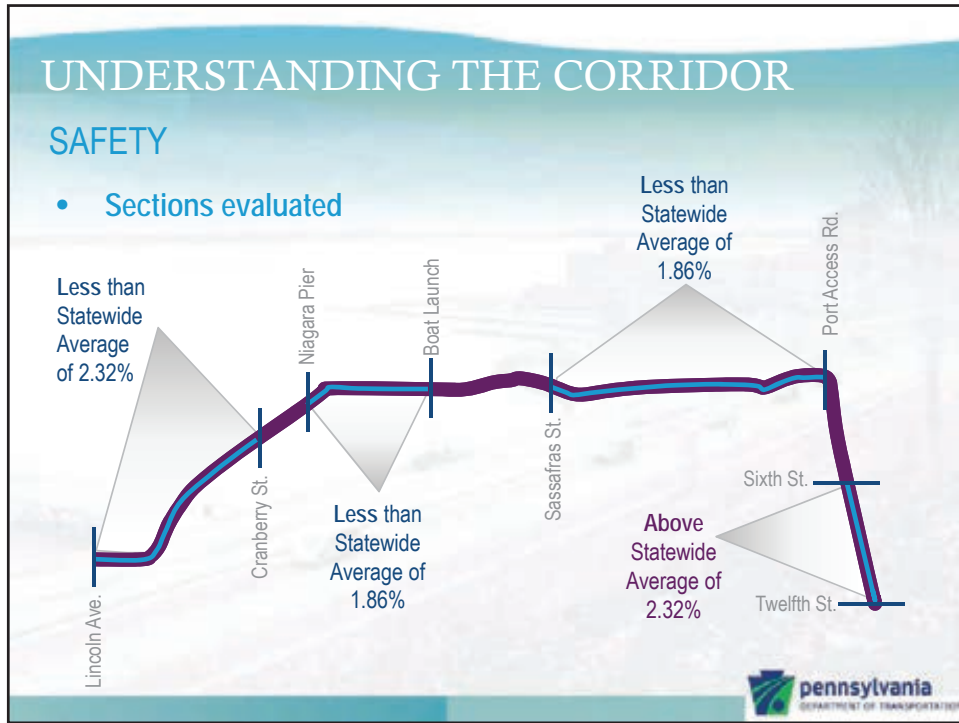
LOS F



Represents the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.







UNDERSTANDING THE CORRIDOR

PARKING FACILITIES

- Erie Parking Authority: 13 Garages/Lots
 - Privately Owned Lots: 4 Garages/Lots
 - Spaces in parking structures: 4500 (Erie Parking Study, 2008)
 - Potential Future Garages/Lots: 5
- Garages/Lots
- Currently supply is greater than demand

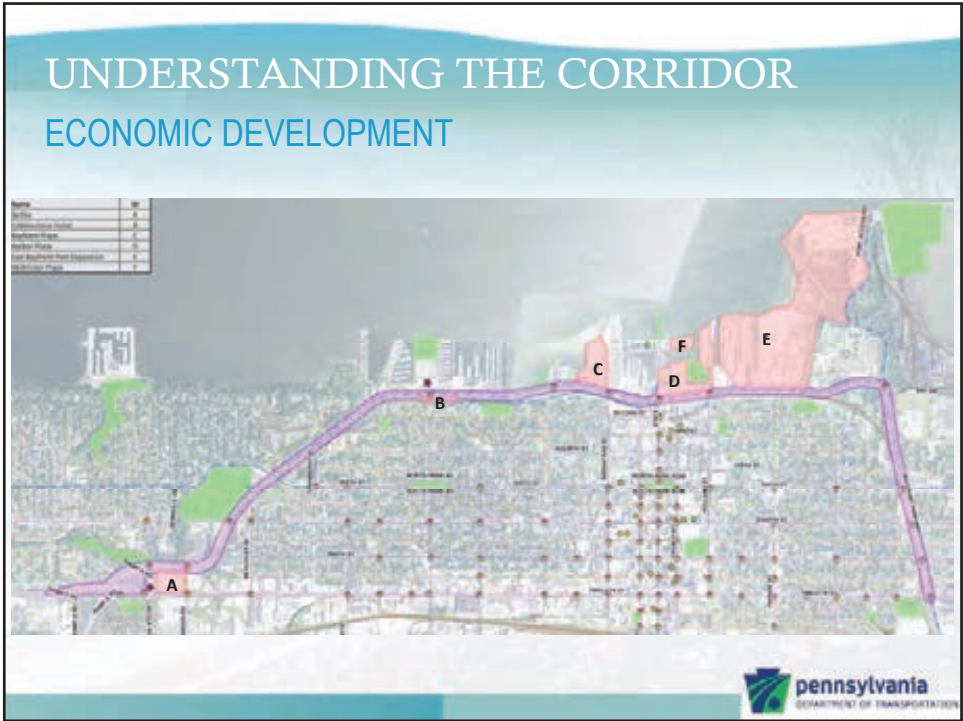


UNDERSTANDING THE CORRIDOR

TRANSIT INVENTORY

- Trolley Loop, Courthouse Loop, Cultural Loop
- Lincoln Park & Ride and Liberty Park & Ride Shuttles
- Other Bus Routes Travel Through the Area





UNDERSTANDING THE CORRIDOR

BAYFRONT PLACE

- **Location:**
Former GAF Building Materials Manufacturing Corporation - 218 West Bayfront Parkway
- **Type of Development:**
192-room Courtyard by Marriott Hotel, 281 space parking garage
- **Status/Schedule:**
Construction started October 2014
- **Potential Development:**
17 town houses; 8 mansionettes; a parking garage; two apartment buildings with ground-floor offices; and a market house.

pennsylvania
DEPARTMENT OF TRANSPORTATION

UNDERSTANDING THE CORRIDOR

HARBOR PLACE

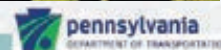
- **Owner:**
Scott Enterprises
- **Location:**
Northeast corner of State Street and the Bayfront Parkway (the former Penelec site).
- **Type of Development:**
Two hotels, two parking garages, corporate offices, a sky bridge over Bayfront, a restaurant, retail shops, an outdoor ice skating rink, condominiums and apartments.
- **Status/Schedule:**
June 2014 a height variance was approved for the development



UNDERSTANDING THE CORRIDOR

BAYFRONT COBBLESTONE HOTEL AND SUITES

- **Owner:**
Tom Kennedy
- **Location:**
Across from Liberty Park, south of the Bayfront Parkway
- **Type of Development:**
54-room hotel
- **Status/Schedule:**
Groundbreaking October 2014,
Anticipated Opening Spring 2015



UNDERSTANDING THE CORRIDOR

EAST BAYFRONT PORT EXPANSION

- **Owner:**
Port Authority / Develop Erie
- **Location:**
Erie's East Bayfront (70-acre area)
- **Type of Development:**
Possible site of a new \$32 million import/export facility.
- **Status/Schedule:**
Conceptual Stages



UNDERSTANDING THE CORRIDOR

MCALLISTER PLACE

- **Owner:**
Port Authority of Erie County (Looking for Developer)
- **Location:**
East Dobbins Landing (McAllister Marine building)
- **Type of Development:**
Condominiums/apartments, office space, retail shops and a 200-space parking facility -- all in one five-story building
- **Status/Schedule:**
Conceptual Phase



UNDERSTANDING THE CORRIDOR

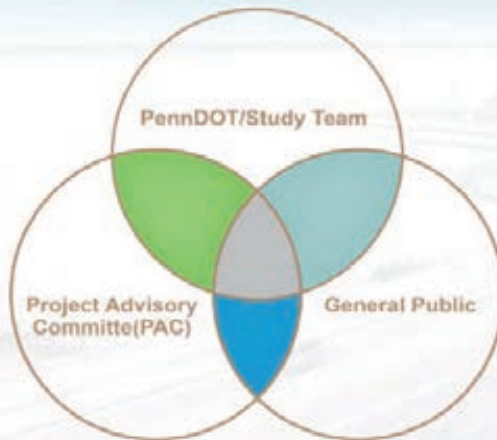
GETGO

- Owner: Giant Eagle
- Location:
Northwest corner of West 12th Street and Greengarden Road
- Type of Development:
5,750-square-foot store with gas pumps and a carwash
- Status/Schedule:
HOP permit approved



STAKEHOLDER INPUT

PUBLIC OUTREACH PLAN



- Project Advisory Committee (PAC)
- Website, Online Survey, Public Meetings, and Stakeholder Interviews
- PAC Outreach
- Study Development



STAKEHOLDER INPUT

INTERVIEWS

- City of Erie
- Erie County
- Emergency Services
- Local Businesses
- UPMC Hamot
- S.O.N.S. of Lake Erie
- Erie Regional Chamber and Growth Partnership
- Erie Metropolitan Transit Authority
- Gannon University
- Erie County Public Library
- Erie-Western PA Port Authority
- Destination Erie
- Erie Downtown
- Chamber and Growth Partnership
- Scott Enterprises
- Erie County Convention Center Authority
- Renaissance Centre/Cobblestone Inn
- Bayfront Eastside Taskforce (BEST)
- Develop Erie
- All Aboard Erie
- Erie Water Works
- Erie Insurance
- Erie Parking Authority



BREAK TIME



IMPROVEMENT PRIORITIES

STAKEHOLDER INTERVIEW THEMES

- Traffic Flow/Congestion
- Speed
- Safety
- Pedestrian and Bicycle Access
- Vehicle Access
- Alternative Route Improvements
- Parking and Facilities
- Transit



The slide features a background image of a road intersection with a large truck. The text is overlaid on a semi-transparent teal banner at the top. The logo is located in the bottom right corner.

IMPROVEMENT PRIORITIES

GROUP ACTIVITY DETAILS

- Divide into 6 Groups
- Identify 3 Improvement Priorities for your Area



The slide features a background image of a road intersection with a large truck. The text is overlaid on a semi-transparent teal banner at the top. The logo is located in the bottom right corner.

IMPROVEMENT PRIORITIES

RULES FOR DISCUSSION


- Listen and consider the opinions of others
- Disagree with ideas, not people
- Treat each member with courtesy and respect
- Concentrate on problem solving, not fault finding
- Stay focused on the discussion topic
- Seek common ground
- Try not to repeat what has already been said
- Be creative



IMPROVEMENT PRIORITIES

PRIORITY DETAIL

Priority	Detail No.	Detail Topic	Detail Statement	Ranking (1 - 5, 1 Strongly Disagree, 5 Strongly Agree)
Traffic Flow/ Congestion				
	1	PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during peak travel times is adequate. (7 a.m. to 9 a.m. and 4p.m. to 6 p.m.)	1 2 3 4 5
	2	NON-PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during non-peak travel times is adequate.	1 2 3 4 5
	3	EVENT TRAVEL	Traffic flow on the Bayfront Parkway during events is adequate.	1 2 3 4 5
	4	ALTERNATE ROUTE TRAVEL	Traffic flow on Alternate Routes (such as 12th Street) during peak travel times is adequate.	1 2 3 4 5
	5	ALTERNATE ROUTE TRAFFIC SIGNALS	Coordination of traffic signals along 12th Street is adequate.	1 2 3 4 5



IMPROVEMENT PRIORITIES

REPORT RESULTS

- Identify Priorities by Group
- Discuss Highlights of Priority Detail for Each
- Identify Common Themes



WHAT'S NEXT

- Launch Online Survey & Website
- Summarize PAC Input – Draft Purpose & Need
- Analyze Future Conditions
- Identify Improvement Areas/Strategies





APPENDIX I:

Bayfront Parkway Corridor Study Project Advisory Committee Directory

Project Advisory Committee Directory

Mr. Kale Asp

911 Coordinator - Erie County
2880 Flower Road
Erie, PA 16509
(814) 923-2679
kasp@eriecounty.gov

Mr. Jeremy Bloeser

Bayfront Eastside Taskforce (BEST)
Director
420 Parade Street
Erie, PA 16507
(814) 456-7062
jbloeser@besterie.org

Mr. Jeff Brinling

Erie Insurance
Senior Vice President
100 Erie Insurance Place
Erie, PA 16530
814-870-2558
jeff.Brinling@ErieInsurance.com

Mr. John Buchna

Erie Downtown
Chief Executive Officer
40 East Fifth Street
Erie, PA 16507
(814) 455-3743
John.Buchna@eriedowntown.com

Mr. Jim Carroll

PennDOT
Community Relations Coordinator
255 Elm Street
P.O. Box 398
Oil City, PA 16301
(814) 678-7095
jamecarrol@pa.gov

Ms. Barbara Chaffee

Erie Regional Chamber & Growth Partnership
President/CEO
208 E. Bayfront Parkway
Suite 100
Erie, PA 16507
814-454-7191 x134
bchaffee@erie.pa.com

Mr. Darrell Chapman

PennDOT
Assistant County Manager
9031 Peach Street
Waterford, PA 16441
(814) 871-4411
dachapman@pa.gov

Ms. Lyndsie DeVito

PennDOT
Project Manager
255 Elm Street
P.O. Box 398
Oil City, PA 16301
(814) 678-7174
ldevito@pa.gov

Lt. Pat Durkin

Erie Police
626 State Street
Erie, PA 16501
(814) 870-1107
pdurkin@erie.pa.us

Mr. V. James Fiorenzo

UPMC Hamot
President
201 State Street
Erie, PA 16550
(814) 877-6000
fiorenzoi2@upmc.edu

Mr. Chris Groner
City of Erie
Economic Development Specialist
626 State Street
Erie, PA 16501
(814) 870-1272
cgroner@erie.pa.us

Mr. Tom Kennedy
Renaissance Centre/Cobblestone Inn
CEO
1001 State St.
Suite 307
Erie, PA 16501
(814) 622-1121
tomk4428@gmail.com

Mr. Raymond Massing
Erie Parking Authority
Executive Director
25 E 10th Street
Erie, PA 16501
(814) 456-7588 ext. 3
raymassing@eriepark.org

Mr. Tom McClelland ,P.E., PTOE
PennDOT
Design Services Engineer
255 Elm Street
P.O. Box 398
Oil City, PA 16301
(814) 678-7081
THMCCELLA@pa.gov

Mr. John Morgan
Erie County
Transportation Planner
140 West Sixth Street
Erie, PA 16501
(814) 451-6012
jmorgan@eriecountygov.org

Ms. Michele Morningstar ,P.E.
PennDOT
Permit Manager
255 Elm Street
P.O. Box 398
Oil City, PA 16301
(814) 678-7156
mmorningst@pa.gov

Mr. Mark Nicholson, P.E.
PennDOT
Project Manager
255 Elm Street
P.O. Box 398
Oil City, PA 16301
(814) 678-7057
manicholso@pa.gov

Ms. LeAnn Parmenter, P.E.
City of Erie
Traffic Engineer
626 State Street
Room 508
Erie, PA 16501
(814) 870-1379
lparmenter@erie.pa.us

Mr. Bill Petit, P.E.
PennDOT
District Executive
255 Elm Street
P.O. Box 398
Oil City, PA 16301
(814) 678-7015
wpetit@pa.gov

Mr. John Petulla

McCormick Taylor
Project Manager
7 Parkway Center
Suite 700
Pittsburgh, PA 15220
(412) 922-6880
JLPetulla@mccormicktaylor.com

Chief Tony Pol

City of Erie
Fire Chief
626 State Street
Room 509
Erie, PA 16501
(814) 870-1400
apol@erie.pa.us

Ms. Erica Ramalho

Gannon University
Director of Community and Government Relations
109 University Square
Erie, PA 16541
(814) 871-5584
RAMALHO001@gannon.edu

Ms. Brenda Sandberg

Erie-Western PA Port Authority
Executive Director
1 Holland Street
Erie, PA 16507
(814) 455-7557
bsandberg@porterie.org

Mr. Nicholas Scott

Scott Enterprises
President
Hilton Garden Inn
2225 Downs Drive
6th Floor
Executive Suites
Erie, PA 16509
(814) 868-9500

Ms. Dana Sklack

McCormick Taylor
Public Involvement Coordinator
7 Parkway Center
Suite 700
Pittsburgh, PA 15220
(412) 922-6880
DESklack@mccormicktaylor.com

Mr. Justin Smith

Bike Erie
President
(814) 745-7788
justin@bikeerie.org

Mr. Brian Smith, P.E.

PennDOT
Traffic Engineer
255 Elm Street
P.O. Box 398
Oil City, PA 16301
(814) 678-7178
BRIANSMIT@pa.gov

Mr. Mike Tann

Erie Metropolitan Transit Authority
Director of Operations
127 E 14th Street
Erie, PA 16503
(814) 452-3515
mtann@ride-the-e.com

Ms. Jennifer Threats

McCormick Taylor
Facilitator
7 Parkway Center
Suite 700
Pittsburgh, PA 15220
(412) 922-6880
JBThreats@mccormicktaylor.com

Mr. Jon Tushak, P.E.
City of Erie
City Engineer
626 State Street Room 400
Erie, PA 16501
(814) 870-1370
jtushak@erie.pa.us

Mr. Paul Vojtek
Erie Water Works
Chief Executive Officer
240 W 12th Street
Erie, PA 16501
(814) 870-8000, ext. 303
pvojte@eriewaterworks.org

Mr. John 'Casey' Wells
Erie County Convention Center Authority
Owner/Remediator
809 French Street
Erie, PA 16501
(814) 480-6012
casey@erieevents.com

Mr. Jake Welsh
Erie County
Planning Department, Director
140 West Sixth Street
Room 111
Erie, PA 16501
(814) 451-7003
jwelsh@eriecountygov.org

Mr. Brian Yedinak, P.E.
PennDOT
Assistant District Executive Design
255 Elm Street
P.O. Box 398
Oil City, PA 16301
(814) 678-7130
byedinak@pa.gov

Ms. Betsy Zang
McCormick Taylor
Environmental Specialist
7 Parkway Center
Suite 700
Pittsburgh, PA 15220
(412) 922-6880
BAZang@mccormicktaylor.com

**Bayfront Parkway Corridor Study
Project Advisory Committee Meeting #2**

Date: March 10, 2015

Time: 2:00 PM to 4:00 PM

Location: Erie Intermodal Transportation Center Conference Room, Erie, PA

Attendees:	<u>Name</u>	<u>Representing</u>
	Jeff Brinling	Erie Insurance
	John Buchna	Erie Downtown Partnership
	Darrell Chapman	PennDOT District 1-0
	John Grappy	Erie County
	Chris Groner	City of Erie
	Tom Kennedy	Renaissance Centre/Cobblestone Inn
	Raymond Massing	Erie Parking Authority
	Tom McClelland, P.E., PTOE	PennDOT District 1-0
	Brian Mesaros	Erie County
	Ray Moluski	UPMC Hamot
	John Morgan	Erie County Transportation Planner
	Mark Nicholson, P.E.	PennDOT District 1-0, Interim Project Manager
	LeAnn Parmenter, P.E.	City of Erie Traffic Engineer
	Bill Petit, P.E.	PennDOT District 1-0, District Executive
	John Petulla, P.E.	McCormick Taylor
	Tony Pol	City of Erie Fire Department
	Doug Pomorski	Erie-Western PA Port Authority
	Erika Ramalho	Gannon University
	John Sada, P.E., PTOE	McCormick Taylor
	Jason Sayers, P.E.	City of Erie
	Dana Sklack	McCormick Taylor
	Brian Smith, P.E.	PennDOT District 1-0
	Justin Smith	Bike Erie
	Jacqueline Spry	Kidder Wachter Architecture and Design
	Mike Tann	Erie Metropolitan Transit Authority
	Jennifer Threats	McCormick Taylor
	Jon Tushak, P.E.	City of Erie

Paul Vojtek
Joe Walko
Casey Wells
Jake Welsh
Brett Wiler
Brian Yedinak, P.E.

Erie Water Works
City of Erie Fire Department Police
Erie Events
Erie County Planning Director
Erie Regional Chamber & Growth Partnership
PennDOT District 1-0

Meeting Summary:

I. Welcome

Jennifer Threats, meeting facilitator, welcomed everyone to the second of a series of Project Advisory Committee (PAC) Meetings. She then introduced Bill Petit, District Executive for PennDOT Engineering District 1-0. Mr. Petit gave a brief review of what was discussed during the first PAC meeting in December before talking about possible future parking concerns in the area.

Currently, each new development being planned for the Bayfront area has a parking structure as part of their master plans. Mr. Petit encouraged the group to start thinking creatively about parking, especially in the central Bayfront area. He noted that the central Bayfront area is prime real estate for the community, visitors and economic development opportunity. As such, he suggested that rather than having multiple parking garages, it may be more beneficial to have one central parking location for the area. This would then encourage locals and visitors to move around the area differently. Access roads, people movers and additional forms of public transit could also be offered to help move people around the area. Mr. Petit explained that whether it is parking or some other type of improvement, we should consider all possibilities.

Next, Ms. Threats reviewed the meeting agenda (Appendix A) that included discussing follow-up items from the previous meetings, going over the results from the MetroQuest Survey, reviewing the project's purpose and needs, and discussing possible improvements that could be applied to the Bayfront Parkway and surrounding area.

II. Follow-up Items

Ms. Threats began her review of the follow-up items from the previous meeting by reminding the PAC members to sign the Role and Responsibilities (Appendix B) form they received in their folders during the first meeting (additional copies were also provided to the members during the meeting's break).

She then asked for any final comments about the first meeting summary. The summary was provided to the group by email approximately two weeks before the meeting. There were no further edits requested.

The website updates that had been completed leading up to the meeting were then reviewed. The meeting summary from the first PAC meeting was added to the PAC page, a summary of common themes from the stakeholder interviews was added and a new page, 'Past Studies', was added to the website. The new page was a suggestion made by the PAC during the first meeting. It includes links to previous studies conducted in the Bayfront and City of Erie area.

John Petulla, P.E., Project Manager, discussed the mapping updates completed since the first meeting. A new mapping base was introduced and will be used throughout the rest of the study. In all, four maps were shown to the group including the study area map (Appendix D), the existing level of service (Appendix E), the proposed developments (Appendix F), and the future level of service (Appendix G). A version of the first three maps had previously been shown to the group during the first PAC meeting in December and the suggested changes had been incorporated into them prior to this meeting.

Mr. Petulla also discussed updates that have been made to the traffic Level-of-Service (LOS). The LOS previously presented was based on traffic timings from the traffic signal permit plans measured by McCormick Taylor when in the field in August 2014. The revised LOS Map (Appendix G) incorporates the traffic signal timings that were measured by McCormick Taylor in the field in August 2014. . These changes improved the LOS reported for the intersection of Bayfront and East 8th Street and at the intersection of Bayfront and West 12th Street.

III. Study Update

Mr. Petulla next covered where the study is in relation to the work plan (Appendix H) that had been presented to the group during the first PAC meeting. It had been updated since then to reflect a few minor changes to the timeline of the study.

Mr. Petulla and John Sada, PE, PTOE, presented a traffic model to illustrate the impact full build-out of currently planned development would have on traffic along the Bayfront Parkway if no improvements were made. The Synchro/SIMTRAFFIC simulation was developed for the year 2034 condition with traffic volume increases due to background traffic growth of 0.15% per year as well as increase traffic due to the build out of the developments.

Ray Moluski, Vice President of General Services at UPMC Hamot, asked what times were used for the peak travel time along the Bayfront. He also added that most UPMC Hamot employees do not work only eight hours a shift and often do not travel during traditional peak hours. Shifts at Hamot are often long,

possibly over twelve hours each, and there can be off peak congestion caused by many of the employees coming and going at the same time from the hospital. Mr. Petulla responding by saying that in the morning, the hours from 7:00 a.m. to 9:00 a.m. were looked at, and in the evenings, from 4:00 p.m. to 6:00 p.m. were looked at.

Mr. Moluski also asked if a timeline and funding had been determined for the project. According to Mr. Petit, funding has not been secure but they hope for most of the road work to be funded through the Federal Highway Administration's (FHWA) Transportation Improvement Program (TIP). A prospective timeline for the improvements will be decided once the study is complete, improvements have been identified and funding has been secured. It was also noted that when receiving funding from TIP, it normally takes three to five years from planning to ground breaking for a project. Mr. Petulla noted that there is a hope to take care of simple improvements quickly first such as the addition of new signage in the area. Mr. Petit also suggested a public/private funding approach for projects that cannot receive TIP funding.

John Morgan, the Transportation Planner for Erie County, asked if a regional model was developed or used when looking at the traffic data in the Synchro simulation. Mr. Petulla said no, the simulation only includes data from the field data collection at the study intersections.

Tom Kennedy, CEO Of the Renaissance Center and Cobblestone Inn, asked if different aspects of Synchro could be changed to see how different improvements or changes to the Bayfront would affect traffic. Mr. Petulla said that this is possible.

Next, Ms. Threats presented the MetroQuest Survey results. During this portion of the meeting, she compared the public's results to the results from polling the PAC members during the first meeting. These comparisons can be seen in the meeting's PowerPoint presentation (Appendix C).

The survey was launched on December 19, 2014 and ran until February 27, 2015. During that time, nearly 500 people responded to the survey and left a few thousand comments about improvements along the Bayfront Parkway corridor. The survey asked participants to identify their top five priority areas from a list of eight that included, Traffic Flow/Congestion, Pedestrian and Bicycle Access, Safety, Speed, Vehicle Access, Parking and Facilities, Transit, and Alternative Route Improvements. Next, they answered questions in relation to their selected priorities before placing pins on a map of the Bayfront Parkway Corridor to show where they would like to see improvements. A map was developed to show all of the pins and comments left by participants in that portion of the survey. It can be found at www.bayfrontparkwaystudy.com/surveycomments.html (for a full summary of the survey, see Appendix I).

Mr. Morgan asked if the exact location of the survey takers was recorded. According to Ms. Threats, only the IP address of participants was recorded. Mr. Morgan then noted that the County-wide MetroQuest Survey conducted previously in 2013 only had approximately 300 responses.

Erika Ramalho, Director of Community and Government Relations for Gannon University, asked if there were any questions on the survey about veering off of 8th Street. Ms. Threats responded that there were not any specific questions regarding 8th Street.

IV. Project Purpose and Need

A draft of the Purpose and Needs (Appendix J) for the study was developed and sent to the PAC members the Friday (March 6, 2015) before the meeting for their review. Mr. Petulla noted that the Purpose and Needs document will remain in draft form until after the first public meeting. During this meeting, the PAC members were given a handout entitled 'Approach to Identifying Improvements' (Appendix K) which summarized the purpose and needs memo and introduced a list of improvement considerations.

According to the Purpose and Needs document, "the purpose of the study is to complete an extensive analysis of the corridor (S.R. 4034), utilizing traffic data and involving stakeholders, to identify future projects that will improve safety, improve congestion, increase compliance with applicable current design standards, improve mobility throughout the corridor, and support existing and future economic development initiatives."

Five study needs were identified and included:

- Safety concerns exist in the study area.
- There are congestion concerns in the study area.
- There are operational concerns in the study area.
- Alternative modes are lacking parallel to the Bayfront (east/west).
- Transportation connections for all modes between Downtown Erie and the Bayfront (north/south) are lacking.

The list of improvement considerations was also reviewed. The list was developed based on stakeholder input and noted improvement concept development should consider the following:

- Consistent with Local Planning Guidance (Destination Erie: A Regional Vision, City of Erie Comprehensive Plan: Background Analysis Principles; Erie Waterfront Master Plan)
- Maximize Land Use (Consolidate Parking, Brownfield Utilization, etc.)
- Enhances Aesthetics
- Supports Livability (Work & Play)
- Accommodates Emergency Service/Incident Management Access

- Accommodates Event Access and Mobility
- Enhances Travel Communication/Intelligence
- Minimizes Environmental Impacts (Property Impacts, Natural Resources, Cultural Resources)
- Ability to Maintain Improvement
- Total Project Costs/Available Funding

Once these two lists were reviewed, the PAC members were asked for their thoughts.

Mr. Petit noted that in the Waterfront Master Plan an additional connection to the city grid from the Bayfront Parkway was identified as needed – possibly Cherry Street. Paul Vojtek, Erie Water Works' Chief Executive, suggested that the need for the additional connection was from mostly pedestrians and bicyclists. Justin Smith, President of Bike Erie, suggested that the employees from UPMC Hamot may also need the additional connection. Lastly, Tony Pol, Fire Chief for the City of Erie, said that there is a lack of access for emergency vehicles between the city grid and the Bayfront Parkway. He would like to see this improved.

When discussing the growth factors for the future traffic conditions, Jeff Brinling, Senior Vice President at Erie Insurance, asked if the study was on target if no major improvements will be started for three to five years from now. Mr. Petit responded that all projects have a twenty year growth period built into the project so that any improvements made stay relevant for two decades after it is completed.

To follow up, Mr. Brinling questioned whether the survey results especially the comments, would still be relevant once the improvements have been completed. Jennifer noted the survey was intended to evaluate public interest related to existing conditions and future growth.

Mr. Morgan suggested inviting someone from the zoning office to participate in the PAC. He thought it would be helpful when discussing potential improvements to help confirm if an improvement option being proposed would be consistent with existing zoning regulations.

The group agreed that a need specifically stating the necessity for additional pedestrian and bicycle access and improvements should be added to the needs list. It was also suggested that better emergency service access should be added.

For the last part of the purpose and needs conversation, the PAC members were asked to respond to two statements. The survey equipment Meridia was used to collect their answers. A Likert scale was used with 1 meaning strongly agree and 5 meaning strongly disagree. The full scale was:

- Strongly Agree = 1

- Agree = 2
- Neutral = 3
- Disagree = 4
- Strongly Disagree = 5

The first statement said 'The Study Needs Statements Accurately Reflect the Problems within the Study Area.' Of the twenty-four PAC members who responded, 88% or 21 members agreed with the statement, one member (4%) was neutral, and two members (8%) strongly agreed.

The second statement was about the Improvement Considerations. It read 'As Presented, the list of Improvement Considerations is Comprehensive and Addresses Other Important Aspects of the Study.' Twenty-six PAC members responded to this statement with 73% (19 members) saying they agreed with the statement, 19% (5 members) were neutral, and 8% (2 members) strongly agreed.

V. Types of Improvement

After a brief break, the group reconvened to discuss possible improvement options. Mr. Petulla started by giving the PAC members a brief overview of the approach that will be utilized to identify the improvement concepts. During this meeting, the focus was on looking at different types of improvements that could be implemented in the corridor through the use of an Image Survey. During the third PAC meeting Improvement Scenarios will be presented to the group and then to the public during a public meeting. The Preferred and/or modified scenarios will then be reviewed during the fourth PAC meeting.

To gauge the group's opinion on the different improvement options, the Meridia survey equipment was once again used. Within the survey (Appendix M), an image would be shown to the group and then on the following slide they were asked to use the same rating scale previously used with one for strongly agree to five for strongly disagree.

All of the improvement images mirrored some of the priority areas previously identified during the Stakeholder interviews and used during the public survey process. The priority areas that were the primary focus for the survey included:

- Pedestrian and Bicycle Improvements
- Traffic Flow/Congestion
- Safety Improvements
- Parking and Facilities
- Transit
- Aesthetics

Throughout the survey process, the PAC members were asked to briefly share their thoughts on the various improvement options.

Pedestrian bridges that can be used for both pedestrians and bicycle traffic were well-liked by the group. Additionally, due to safety concerns, the PAC members expressed a higher approval of bike and pedestrian paths that were not directly on the roadway and instead had some form of buffer between the vehicle traffic and the foot and bike traffic. When discussing storage, it was suggested that parking garages should be used for covered bicycle storage and some of the existing bike racks are under used because people think they are pieces of art.

When looking at options for traffic flow and congestion, half of the group (54%) agreed or strongly agreed with introducing roundabouts into the corridor. Some concern about bicycle safety was expressed but according to Mr. Petit, roundabouts can be safer than traditional intersections. It was suggested that a roundabout on 8th Street would be a helpful addition to the parkway.

When shown a picture of four lane highway treatment, 68% of the group disagreed or strongly disagreed with the change in relation to the Bayfront Parkway. It was expressed that the four lanes would serve as even more of a barrier between the Bayfront Parkway and Downtown Erie.

Transit improvement options were liked but the group but many agreed that there would need to be a shift by the public in how they view public transit in the area. Currently, a large majority of commuters drive into the City of Erie for work each day sighting low parking fees, plenty of available parking, and buses taking the same amount of time as cars to travel the Bayfront.

For all of the results from the meeting summary, see Appendix N.

VI. Next Steps

The last section of the meeting was a review of the next steps for the summary. The next set of website updates will be posted prior to the next meeting planned for April 14, 2015. A Public Meeting will be held approximately a month after the next PAC meeting.

With no further questions or discussions, the meeting was adjourned at approximately 4:20 p.m. We believe this report accurately describes what transpired at this meeting. If anyone has a different understanding of what occurred, please contact Dana Sklack at (412) 922-6880 within two weeks of receipt. If no comments are received, this report will be considered final.

Prepared by:
McCormick Taylor, Inc.

A handwritten signature in blue ink, appearing to read "Dana Sklack". The signature is fluid and cursive, with the first name "Dana" and last name "Sklack" clearly distinguishable.

Jennifer Threats
Dana Sklack

Appendix List

- A. Project Advisory Committee Meeting #2 Agenda
- B. Role and Responsibilities
- C. Project Advisory Committee Meeting #2 PowerPoint Slides
- D. Figure 1: Project Area Map
- E. Figure 2: Existing Level of Service
- F. Figure 3: Proposed Development
- G. Figure 4: Future Level of Service
- H. Bayfront Parkway Corridor Study Work Plan
- I. MetroQuest Survey Results Summary
- J. Purpose and Need
- K. Approach to Identifying Improvements
- L. PowerPoint Survey Question Results
- M. Improvement Image Survey
- N. Improvement Image Survey Results

*Appendix items are available for reference on the following site:

<ftp://Bayfront:parkway@ftp.mccormicktaylor.com>

Username: bayfront

Password: parkway

APPENDIX A:

Project Advisory Committee Meeting #2 Agenda

PROJECT ADVISORY COMMITTEE
MEETING #2 – March 10, 2015
2:00 p.m. to 4:00 p.m.
Erie Intermodal Transportation Center
Conference Room

AGENDA

- | | | |
|--|--|-----------------------|
| 1. | Welcome – Jennifer Threats, McCormick Taylor / Bill Petit, P.E.,
PennDOT District Executive | 2:00 p.m. – 2:05 p.m. |
| 2. | Follow-up Items – John Petulla, P.E., and Jennifer Threats, McCormick Taylor | 2:05 p.m. - 2:15 p.m. |
| 3. | Study Update – John Petulla, P.E., and Jennifer Threats, McCormick Taylor | 2:15 p.m. - 2:50 p.m. |
| 4. | Project Purpose & Needs – John Petulla, P.E. | 2:50 p.m. - 3:05 p.m. |
| <hr style="border: none; border-top: 1px solid black; margin: 10px 0;"/> BREAK (10 Minutes) <hr style="border: none; border-top: 1px solid black; margin: 10px 0;"/> | | |
| 5. | Types of Improvements - John Petulla, P.E. | 3:15 p.m. - 3:55 p.m. |
| 6. | Next Steps – John Petulla, P.E. | 3:55 p.m. – 4:00 p.m. |

APPENDIX B:

Role and Responsibilities

PROJECT ADVISORY COMMITTEE ROLE AND RESPONSIBILITIES

December 17, 2014

The Project Advisory Committee (PAC) is an important partner to the study team and will provide input on the development of the Bayfront Parkway Corridor. The following outlines the major roles and responsibilities of PAC members:

Inform

- Share details with PennDOT and the consultant team related to local interests and concerns that are representative of your larger stakeholder group throughout the development of the study.
- Share contacts that may contribute additional data, information, and ideas.
- Share project information with your larger stakeholder group as updates are available.

Advise

- Review project data and information as presented and provide feedback.
- Discuss issues and ideas openly at PAC meetings, respecting perspectives of other committee members.
- Participate in the consensus-building process.

Assist

- Encourage and solicit community perspectives and participation.
- Encourage public participation of study activities and events.
- Review meeting summaries for accuracy and provide feedback.
- Foster concepts or ideas that emerge during the study.

Participate

- Attend meetings regularly (up to 5) or send an alternate who can represent you in your absence.
- Do your homework – be prepared for the meeting discussion and bring any necessary materials to assist with the meeting topic.
- Help keep the study process on track and on schedule.

I hereby acknowledge my interest in serving on the Project Advisory Committee and fulfilling the above stated Role and Responsibilities.

(Signature)

(Date)

APPENDIX C:

Project Advisory Committee Meeting #1 PowerPoint Slides

BAYFRONT PARKWAY STUDY



Welcome to the Bayfront Parkway Study

PROJECT ADVISORY COMMITTEE MEETING

March 10, 2015

WELCOME

MEETING AGENDA

- Follow-up Items
- Study Update
- Project Purpose & Need
- Types of Improvements
- Next Steps

FOLLOW-UP ITEMS

PREVIOUS MEETING

- PAC Meeting Summary #1
- PAC Role and Responsibilities
- Website Updates
 - Past Studies
 - Stakeholder Committee
- Map Updates

FOLLOW-UP ITEMS

MAP UPDATES – PROJECT AREA



FOLLOW-UP ITEMS

MAP UPDATES – ECONOMIC DEVELOPMENT



FOLLOW-UP ITEMS

EXISTING LEVEL OF SERVICE



STUDY UPDATE

WORK PLAN

UNDERSTANDING THE CORRIDOR		IDENTIFYING A VISION		DEVELOPING SOLUTIONS		DELIVERING A PLAN										
<p>Launch the Project</p> <ul style="list-style-type: none"> Define Study Area Kick off Meeting with the District Traffic Data Collection and O&D Study <p>Establish the Baseline</p> <ul style="list-style-type: none"> Collect Existing Data and Document <ul style="list-style-type: none"> Traffic <ul style="list-style-type: none"> Bike/Ped Transit Crash Data Planning <ul style="list-style-type: none"> Land Use Environmental Select Project Advisory Committee (PAC) Members 	<p>Study Area Analysis</p> <ul style="list-style-type: none"> Field verify data and identify sensitive features, identify problem areas or red flags Existing Traffic Analysis Draft Purpose & Need <p>Future Conditions Analysis</p> <ul style="list-style-type: none"> Develop Traffic Synchro Analysis Develop Potential Improvement Concepts Identify Anticipated Transit and Bike/Ped Plans Conclude and summarize the Survey Results Finalize Purpose & Need 	<p>Conceptual Alternatives Development</p> <ul style="list-style-type: none"> Develop Conceptual Alternatives <p>Alternatives Refinement</p> <ul style="list-style-type: none"> Refine Conceptual Alternatives Prepare Cost Estimates Identify Potential Funding Sources Determine Approach to Prioritization 	<p>Draft Implementation & Funding Scenarios</p> <ul style="list-style-type: none"> Develop Funding Scenarios <p>Finalize Study Report</p> <ul style="list-style-type: none"> Draft Study Report Finalize Study Report Distribute Report 	August	September	October	November	December	January	February	March	April	May	June	July	August
<p>Press Release #1</p> <ul style="list-style-type: none"> Traffic Studies 	<p>Conduct Stakeholder Interviews</p>	<p>PAC Meeting #1</p> <ul style="list-style-type: none"> Identify improvement priorities <p>Press Release #2</p> <ul style="list-style-type: none"> Public Survey and Website Launch 	<p>Website Update #1</p> <p>PAC Meeting #2</p> <ul style="list-style-type: none"> Confirm Purpose & Need and identify potential improvement areas and options 	<p>Website Update #2</p> <p>PAC Meeting #3</p> <ul style="list-style-type: none"> To review conceptual alternatives 	<p>Website Update #3</p> <p>Conduct Public Meeting #1</p>	<p>Website Update #4</p> <ul style="list-style-type: none"> Review Refined Alternatives <p>Website Update #5</p> <ul style="list-style-type: none"> Review and Address Comments on the Draft Report 	<p>Website Update #6</p> <ul style="list-style-type: none"> Review and Address Comments on the Draft Report 	<p>Website Update #3</p> <p>Press Release #3</p> <ul style="list-style-type: none"> Final Report 	<p>Website Update #4</p> <p>Press Release #3</p> <ul style="list-style-type: none"> Final Report 	<p>Website Update #5</p> <ul style="list-style-type: none"> Prioritize alternatives and discuss implementation scenarios 	<p>Website Update #6</p> <ul style="list-style-type: none"> Prioritize alternatives and discuss implementation scenarios 	<p>Website Update #7</p> <ul style="list-style-type: none"> Prioritize alternatives and discuss implementation scenarios 	<p>Website Update #8</p> <ul style="list-style-type: none"> Prioritize alternatives and discuss implementation scenarios 	<p>Website Update #9</p> <ul style="list-style-type: none"> Prioritize alternatives and discuss implementation scenarios 	<p>Website Update #10</p> <ul style="list-style-type: none"> Prioritize alternatives and discuss implementation scenarios 	

PUBLIC INVOLVEMENT



STUDY UPDATE

TRAFFIC MODEL

Model Development

- Model Software Utilized Synchro-SimTraffic
- Travel Time Runs During AM and PM Peak Hours
 - Actual Travel Times Used to Calibrate Traffic Model
- Traffic Volumes Represent AM and PM Peak Hour Traffic
- Future Volumes Represent Development and Background Traffic Growth

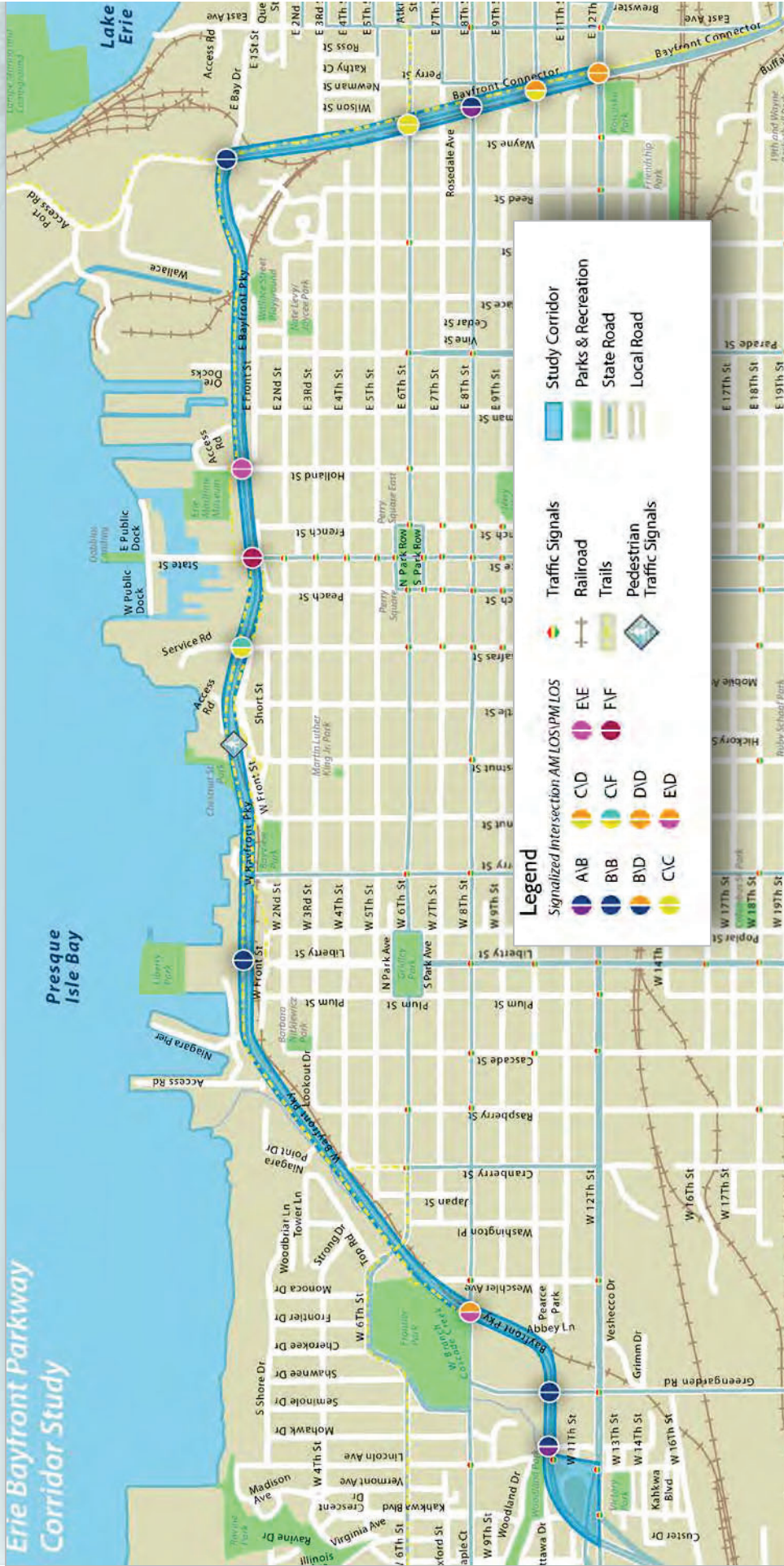
STUDY UPDATE

TRAFFIC MODEL

- **Synchro Model Demonstration**

FOLLOW-UP ITEMS

MAP UPDATES – FUTURE LEVEL OF SERVICE MAP



STUDY UPDATE

PUBLIC SURVEY RESPONSES

- Launched December 19, 2014
- Closed February 27, 2015
- Nearly 500 Respondents
- Survey Include 5 Screen:
 - Priorities, Priority Details, Improvement Map and Opportunities

STUDY UPDATE

PUBLIC SURVEY RESPONSES

- Top 5 Priorities Identified

Priorities	Overall Survey Ranking	Overall PAC Ranking
Traffic Flow/Congestion	X	X
Pedestrian and Bicycle Access	X	X
Safety	X	X
Speed	X	
Vehicle Access	X	X
Parking and Facilities		
Transit		
Alternative Route Improvements		X

STUDY UPDATE

PUBLIC SURVEY RESPONSES

- **Traffic Flow/Congestion**

Detail Topic	Traffic Flow/Congestion Statement	Survey Average Ranking*	PAC Average Ranking
Peak Travel Time	Traffic flow on the Bayfront Parkway during peak travel times is adequate. (7 a.m. to 9 a.m. and 4p.m. to 6 p.m.)	Disagree	Disagree
Non-Peak Travel Time	Traffic flow on the Bayfront Parkway during non-peak travel times is adequate.	Agree	Agree
Event Travel	Traffic flow on the Bayfront Parkway during events is adequate.	Disagree	Disagree
Alternate Route Travel	Traffic flow on Alternate Routes (such as 12th Street) during peak travel times is adequate.	Neutral	Neutral
Alternate Route Traffic Signals	Coordination of traffic signals along 12th Street is adequate.	Disagree	Disagree

STUDY UPDATE

PUBLIC SURVEY RESPONSES

- **Pedestrian and Bicycle Access**

Detail Topic	Pedestrian and Bicycle Statement	Survey Average Ranking*	PAC Average Ranking
Westside Access	Bicycle and Pedestrian connections from the Westside neighborhoods to the Bayfront are adequate.	Neutral	Neutral
Eastside Access	Bicycle and Pedestrian connections from the Eastside neighborhoods to the Bayfront are adequate.	Disagree	Disagree
Downtown Access – Ped and Bike	Bicycle and Pedestrian connections from the downtown to the central Bayfront area are adequate.	Disagree	Disagree
Northside	Connections are adequate along the Northside of the Bayfront.	Neutral	Neutral

STUDY UPDATE

PUBLIC SURVEY RESPONSES

- Safety

Detail Topic	Safety Statement	Survey Average Ranking*	PAC Average Ranking
Walking/Biking in Area	I feel safe walking/biking along existing ped/bike facilities in the Bayfront area.	Neutral	Neutral
Walking/Biking Across	I feel safe walking/biking across the Bayfront Parkway.	Disagree	Disagree
Driving Bayfront	I feel safe driving along the Bayfront Parkway.	Agree	Strongly Agree
Turning On/Off	I feel safe turning onto/off of the Bayfront Parkway to/from existing access points.	Neutral	Neutral

STUDY UPDATE

PUBLIC SURVEY RESPONSES

- **Speed**

Detail Topic	Speed Statement	Survey Average Ranking*	PAC Average Ranking
Lower Bayfront Speed	The Speed needs to be lowered on the Bayfront Parkway to calm traffic.	Disagree	
Increase Bayfront Speed	The speed should be increased on the Bayfront Parkway.	Neutral	
Alternate Route Speed	The speed on alternative routes should be increased to encourage use.	Neutral	
No Concern	Speed is not an issue on the Bayfront Parkway.	Disagree	
Safety Concern	Speed is a safety concern on the Bayfront Parkway.	Disagree	

STUDY UPDATE

PUBLIC SURVEY RESPONSES

- **Vehicle Access**

Detail Topic	Vehicle Access Statement	Survey Average Ranking*	PAC Average Ranking
Roadway Connections	Additional roadway connections (or service roads) within the central Bayfront area are needed.	Neutral	Disagree
Access Points	The number of access points along the Bayfront Parkway is adequate.	Neutral	Neutral
Traffic Signals	Improvements to existing traffic signals are needed to improve access.	Agree	Strongly Agree
Downtown Access-Vehicle	Access to Downtown Erie from the Bayfront is adequate.	Neutral	Agree
Ease of Access	It is easy to access the Bayfront Parkway from connecting roadways.	Neutral	Agree

STUDY UPDATE

PUBLIC SURVEY RESPONSES

- **Parking and Facilities**

Detail Topic	Parking and Facilities Statement	Survey Average Ranking*	PAC Average Ranking
Central Bayfront Area	There are currently plenty of parking spaces in the central Bayfront area.	Disagree	
More Garages	Additional parking garages should be built to accommodate development in the central Bayfront area.	Neutral	
Bicycle Storage	There are plenty of bicycle storage options.	Disagree	
Parking Near Transit	There are plenty of parking spots available near major transit links.	Neutral	
Moving People	More emphasis should be placed on alternative means to move people within the central Bayfront area.	Agree	

STUDY UPDATE

PUBLIC SURVEY RESPONSES

- **Transit**

Detail Topic	Transit Statement	Survey Average Ranking*	PAC Average Ranking
Current Routes	The current bus routes meet all of my transit needs.	Neutral	
Add Central Routes	Additional routes are needed to connect the Central Bayfront area and Downtown.	Neutral	
Add Westside Routes	Additional routes are needed to connect the Central Bayfront area and Westside neighborhoods.	Neutral	
Add Eastside Routes	Additional routes are needed to connect the Central Bayfront area and Eastside neighborhoods.	Neutral	
Park-and-Ride	Additional park-and-ride facilities should be considered.	Neutral	

STUDY UPDATE

PUBLIC SURVEY RESPONSES

- **Alternate Route Improvements**

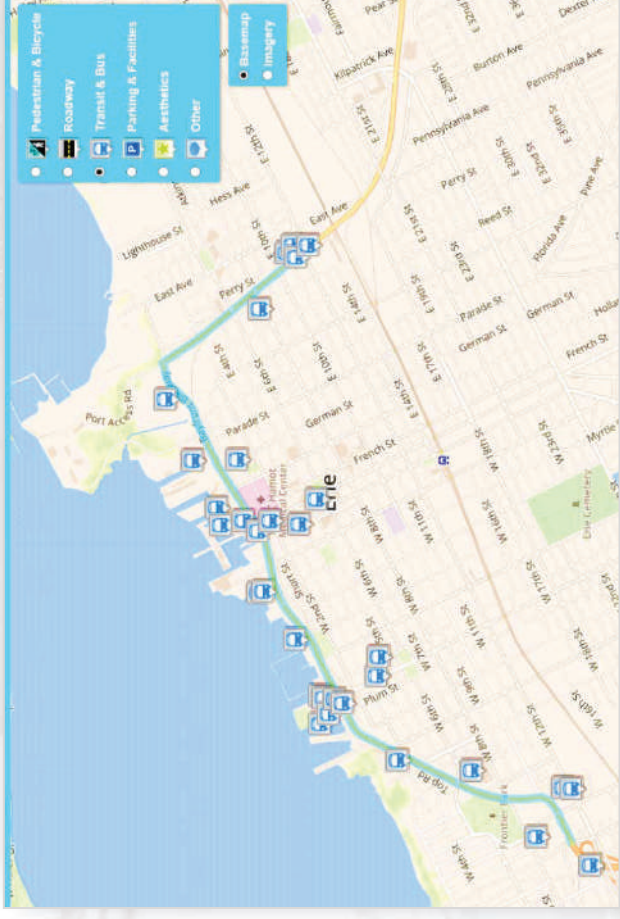
Detail Topic	Alternate Route Improvements Statement	Survey Average Ranking*	PAC Average Ranking
Avoid Other Routes	I use the Bayfront Parkway to avoid other travel routes.	Neutral	Agree
Avoid Bayfront	I use other travel routes to avoid the Bayfront Parkway.	Neutral	Neutral
Peak Travel Time for Alt. Routes	It is quicker to travel the Bayfront Parkway than to use other travel routes during peak travel hours.	Neutral	Neutral
Non-Peak Travel Time for Alt. Routes	It is quicker to travel the Bayfront Parkway than to use other travel routes during non-peak travel times.	Neutral	Strongly Agree
Remove Bayfront Traffic	Alternate travel routes should be improved to remove traffic from the Bayfront Parkway.	Neutral	Strongly Agree

STUDY UPDATE

PUBLIC SURVEY RESPONSES

Improvement Type Map (www.bayfrontparkwaystudy.com/surveycomments.html)

- Ped/Bike - 423 pins
- Roadway – 293 pins
- Aesthetics – 247 pins
- Parking/Facilities – 85 pins
- Transit – 37 pins
- Other – 87 pins



STUDY UPDATE

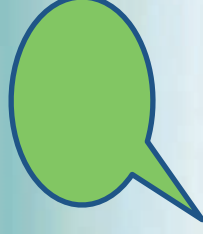
PUBLIC SURVEY RESPONSES

Ped/Bike - 423 Pins

- Crosswalk Safety – 138
- Connection – 70
- Buffer from Cars - 48
- Improve Signage – 18
- Improve Lighting – 14
- No Descriptor – 135

STUDY UPDATE

PUBLIC SURVEY RESPONSES



Ped/Bike Comment Themes:

- *Add Pedestrian Bridge or Tunnel Under*
- *Improve Damaged Facilities*
- *Poor Lighting/Dark Areas*
- *More Signs to Alert Drivers*
- *More Time to Cross Large Intersections*
- *Slow Traffic Down*
- *Connect and Pave Facilities*
- *Crosswalks Improvements - State St., Waterworks, Liberty St., Cranberry St., Port Erie Rd., Lincoln*
- *Consider Other City's Designs*



STUDY UPDATE

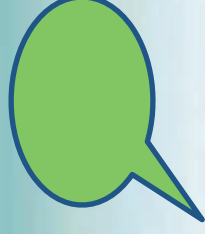
PUBLIC SURVEY RESPONSES

Roadway – 293 Pins

- Lane – 66
- Traffic Signal – 57
- Intersection Design – 50
- Connection – 17
- Reversible Lane – 12
- No Descriptor - 91

STUDY UPDATE

PUBLIC SURVEY RESPONSES



Roadway Comment Themes:

- *Additional Lanes*
- *Extend Areas of Two Lanes Longer*
- *Ice Buildup Along Eastbound Lanes*
- *Improve Pavement Markings*
- *Turning Lanes Needed/Extended in Some Areas – Other Areas Should Limit Left Turns*
- *Consider Roundabouts*
- *Intersection Improvements – Cranberry, State, Holland*
- *Coordinate and Add Turning Signals*



STUDY UPDATE

PUBLIC SURVEY RESPONSES

Aesthetics -247

- Look and Feel - 90
- Gateway Treatment - 46
- Streetscaping - 26
- Improve Lighting - 3
- Improve Signage - 2
- No Descriptor - 80

STUDY UPDATE

PUBLIC SURVEY RESPONSES



Aesthetics Comment Themes:

- *Dislike Signs on the Bluff – Consider Natural Vegetation*
- *Change Overall Aesthetics – One Design Theme*
- *Gateway Treatment on Both Ends*
- *Improve East Side Appearance*
- *Improve or Remove Walls*
- *Repair or Remove Dilapidated Buildings*
- *Maintain View of the Bay*

STUDY UPDATE

PUBLIC SURVEY RESPONSES

Parking & Facilities - 85

- Inadequate Parking – 36
- Bike Storage – 7
- Remove Parking – 6
- Restrict Parking – 4
- Permit Parking – 1
- No Descriptor – 31

STUDY UPDATE

PUBLIC SURVEY RESPONSES



Parking & Facilities Comment Themes:

- *No More Parking Garages Along the Bayfront*
- *Not Enough Parking During Events*
- *Additional Park-and-Rides to Accommodate Events*
- *Additional Parking on the East Side*

STUDY UPDATE

PUBLIC SURVEY RESPONSES

Transit - 37

- Bus/Trolley Route – 12
- Bus Lane – 4
- Park-and-Ride – 4
- Improve Signage – 1
- No Descriptor - 16

STUDY UPDATE

PUBLIC SURVEY RESPONSES



Transit Comment Themes:

- *More Bus/Trolley Routes – Consider Seasonal Opportunities and Existing Parking Areas*
- *Express Routes – To Mall, 26th St. to Downtown*
- *New Park-and-Ride Underutilized (Except During Events)*

STUDY UPDATE

PUBLIC SURVEY RESPONSES

Other - 87 Pins



Other Comment Themes:

- *Additional Hotels Will Add Congestion*
- *Consider Utilizing Unused Downtown Retail Space*
- *Take Advantage of the View/Maintain the View*
- *Avoid Additional Development and Create Greenspace*

STUDY UPDATE

PUBLIC SURVEY RESPONSES

In general, how would you like the Bayfront Parkway to function?

- A. **77** - High traffic volume and speed serving primarily cross-town traffic with limited vehicle, and bike/ped access.
- B. **203** - Moderate traffic volume and speed serving primarily Bayfront amenities and the City of Erie with moderate vehicle, and bike/ped access similar to a city street.
- C. **65** - Lower traffic volume and speed serving primarily as a downtown street with maximum vehicle, and bike/ped access.
- D. **13** - Other

STUDY PURPOSE AND NEED

STUDY PURPOSE

The purpose of the study is to complete an extensive analysis of the corridor (S.R. 4034), utilizing traffic data and involving stakeholders, to identify future projects that will improve safety, improve congestion, increase compliance with applicable current design standards, improve mobility throughout the corridor, and support existing and future economic development initiatives.

STUDY PURPOSE AND NEED

STUDY NEEDS

- Safety concerns exist in the study area.
- There are congestion concerns in the study area.
- There are operational concerns in the study area.
- Alternative modes are lacking parallel to the Bayfront (east/west).
- Transportation connections for all modes between Downtown Erie and the Bayfront (north/south) are lacking.

TYPES OF IMPROVEMENTS

APPROACH TO IDENTIFYING IMPROVEMENTS

Evaluating Improvements

- Study Purpose & Need
- Other Improvements Considerations

TYPES OF IMPROVEMENTS

APPROACH TO IDENTIFYING IMPROVEMENTS

Improvement Considerations

- Consistent with Local Access and Mobility

Planning Guidance

(Destination Erie: A Regional Vision, City of Erie Comprehensive Plan: Background Analysis Principles; Erie Waterfront Master Plan)

- Maximize Land Use

(Consolidate Parking, Brownfield Utilization, etc.)

- Enhances Aesthetics

- Supports Livability

(Work & Play)

- Accommodates Emergency Service/Incident Management Access

- Enhances Travel

- Communication/Intelligence

- Minimizes Environmental

- Impacts

(Property Impacts, Natural Resources, Cultural Resources)

- Ability to Maintain

- Improvement

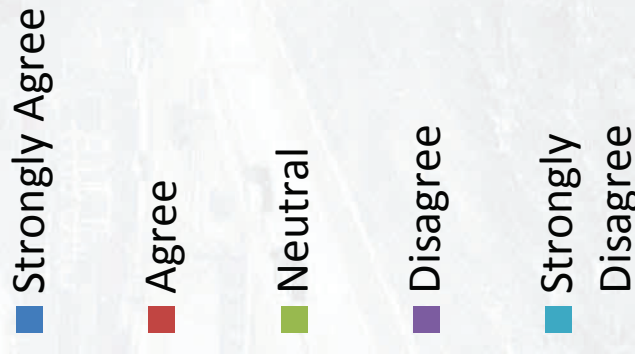
- Total Project Costs/

- Available Funding

Management Access

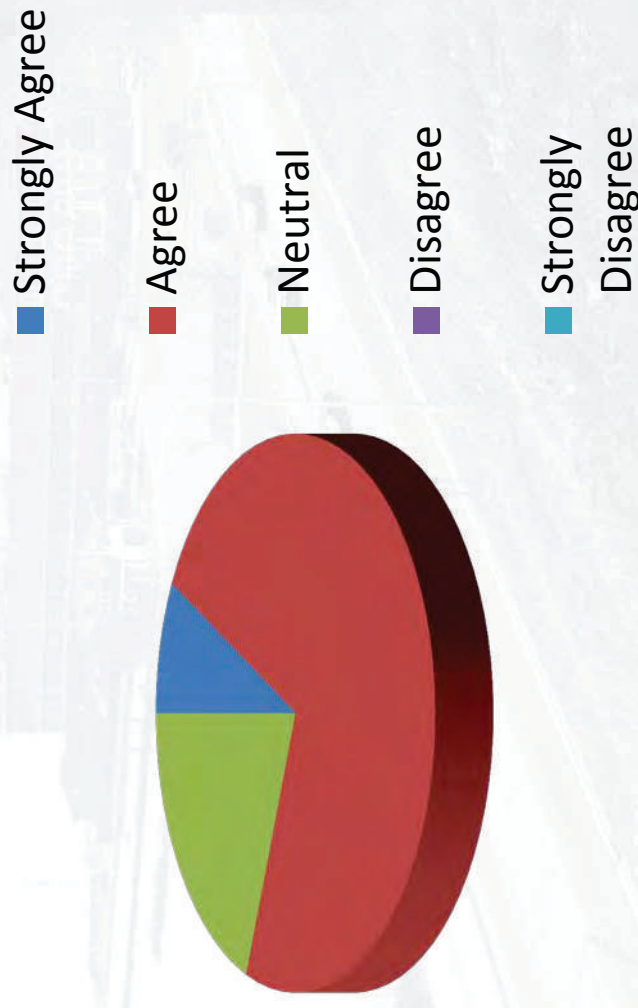
The Study Needs Statements Accurately Reflect the Problems within the Study Area.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



Improvement Considerations: As Presented, the list of Improvement Considerations is Comprehensive and Addresses Other Important Aspects of the Study.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



BREAK

TYPES OF IMPROVEMENTS

APPROACH TO IDENTIFYING IMPROVEMENTS

- Types of Improvements – PAC #2
- Improvement Scenarios – PAC #3, Public Meeting
- Preferred/Modified Scenario – PAC #4

Improvement Image Survey:

This image provides a vision of an Improvement Type that I would like to see along the Bayfront Parkway.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree

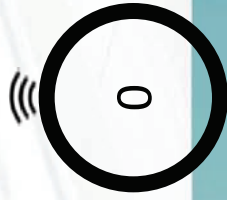
Strongly Agree

Agree

Neutral

Disagree

Strongly Disagree



APPROACH TO IDENTIFYING IMPROVEMENTS

IMPROVEMENT IMAGE SURVEY

Comments/Discussion



NEXT STEPS

- Website Updates
 - Survey Results
 - Stakeholder Page
- Next PAC Meeting – April 14, 2015 at 10:30 a.m.
- Public Meeting

QUESTIONS/COMMENTS

APPENDIX D:

Project Location Map



APPENDIX E:

Existing Level of Service Map



APPENDIX F:

Proposed Development Map



Legend



velopment

ania

APPENDIX G:

Future Levels of Service Map



APPENDIX H:

Bayfront Parkway Corridor Study Work Plan

Anticipated Transit and Bike/Ped

and summarize the Survey Results

Purpose & Need

January

February

March

nt priorities

APPENDIX I:

Bayfront Parkway Corridor Study MetroQuest Results Summary

Bayfront Parkway Corridor Study MetroQuest Survey Results

INTRODUCTION

A public survey for the Bayfront Parkway Corridor Study was launched on December 19, 2014 and asked participants to identify their priority areas for transportation improvements along the Bayfront Parkway Corridor. The survey was developed using MetroQuest, an online community engagement platform, and was available until February 27, 2015. Nearly 500 participants responded to the survey and left over 1900 comments.

The purpose of the survey was to gather participants' thoughts and opinions on:

- What type of transportation improvements are most needed along the corridor,
- Why those improvements are a priority, and
- Where those improvements should be implemented.

The survey consisted of five screens; the first screen was an introduction to the survey, the second screen asked for participants to rank their top priorities, the third screen asked for priority statements to be rank, the fourth screen had participants drop pins on a map and leave comments about improvements, and the fifth screen ask how the Bayfront Parkway should function overall.

A sample of the survey can be found at: <https://bayfrontparkwaystudy-draft.metroquest.com/>

MetroQuest - Screen 2 Priority Ranking

Priority		Overall Ranking
Traffic Flow/Congestion	Improve traffic flow during peak and non-peak hours on the Bayfront Parkway and adjacent alternative routes.	1
Pedestrian and Bicycle Access	Expand trails and paths to the make Central Bayfront area more accessible.	2
Safety	Improve safety for pedestrians, cyclists, and vehicles when operating on the Bayfront Parkway and alternative routes.	3
Speed	Adjust speeds on the Bayfront Parkway and alternative routes.	4
Vehicle Access	Improve traffic signals and access to the Bayfront.	5
Parking and Facilities	Consider parking locations and add bike racks to the Central Bayfront area to help encourage the use of alternative modes of travel.	6
Transit	Enhance and expand existing travel routes and stops for buses and trolleys.	7
Alternative Route Improvements	Improve alternative route conditions and reduce travel times.	8

MetroQuest - Screen 3 Results

Detail Topic	Detail Statement	Average Ranking*
TRAFFIC FLOW/CONGESTION		
PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during peak travel times is adequate. (7 a.m. to 9 a.m. and 4p.m. to 6 p.m.)	Disagree (2.03)
NON-PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during non-peak travel times is adequate.	Agree (3.73)
EVENT TRAVEL	Traffic flow on the Bayfront Parkway during events is adequate.	Disagree (1.93)
ALTERNATE ROUTE TRAVEL	Traffic flow on Alternate Routes (such as 12th Street) during peak travel times is adequate.	Neutral (2.59)
ALTERNATE ROUTE TRAFFIC SIGNALS	Coordination of traffic signals along 12th Street is adequate.	Disagree (2.33)
FREQUENT COMMENTS	<ul style="list-style-type: none"> • Add left turning lanes and left arrow to traffic lights • Increase the Parkway to four lanes • Improve traffic signals • Events cause considerable traffic on the Bayfront Parkway 	

ALTERNATIVE ROUTE IMPROVEMENTS		
AVOID OTHER ROUTES	I use the Bayfront Parkway to avoid other travel routes.	Agree (3.51)
AVOID BAYFRONT	I use other travel routes to avoid the Bayfront Parkway.	Disagree (1.48)
PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during peak travel hours.	Neutral (2.50)
NON-PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during non-peak travel times.	Agree (3.94)
REMOVE BAYFRONT TRAFFIC	Alternate travel routes should be improved to remove traffic from the Bayfront Parkway.	Agree (3.74)
FREQUENT COMMENTS	<ul style="list-style-type: none"> • Other east-west routes need to be developed • Enhance 12st, 6th, 26th and 38th Streets 	

* All rankings rounded to the nearest whole number.

MetroQuest - Screen 3 Results

Detail Topic	Detail Statement	Average Ranking*
PEDESTRIAN AND BICYCLE ACCESS		
WESTSIDE ACCESS	Bicycle and Pedestrian connections from the Westside neighborhoods to the Bayfront are adequate.	Neutral (2.68)
EASTSIDE ACCESS	Bicycle and Pedestrian connections from the Eastside neighborhoods to the Bayfront are adequate.	Disagree (2.18)
DOWNTOWN ACCESS - PED AND BIKE	Bicycle and Pedestrian connections from the downtown to the central Bayfront area are adequate.	Disagree (2.31)
NORTHSIDE	Connections are adequate along the Northside of the Bayfront.	Neutral (2.70)
FREQUENT COMMENTS	<ul style="list-style-type: none"> • More crossings, Sidewalks and paths needed • Pedestrian bridges/tunnels • Better signage • Add bike lanes • Improved winter maintenance on multi-use paths • E. Front Street needs a paved path • Crossings at State Street, Cranberry Street, East 6th Street are dangerous • Improved eastside connections 	
SAFETY		
WALKING/BIKING IN AREA	I feel safe walking/biking along existing ped/bike facilities in the Bayfront area.	Neutral (2.97)
WALKING/BIKING ACROSS	I feel safe walking/biking across the Bayfront Parkway.	Disagree (2.00)
DRIVING BAYFRONT	I feel safe driving along the Bayfront Parkway.	Agree (3.66)
TURNING ON/OFF	I feel safe turning onto/off of the Bayfront Parkway to/from existing access points.	Neutral (2.98)
FREQUENT COMMENTS	<ul style="list-style-type: none"> • Intersections are unsafe for pedestrians and bicyclists • Better/increased signage 	

* All rankings rounded to the nearest whole number.

MetroQuest - Screen 3 Results

Detail Topic	Detail Statement	Average Ranking*
SPEED		
LOWER BAYFRONT SPEED	The Speed needs to be lowered on the Bayfront Parkway to calm traffic.	Disagree (1.97)
INCREASE BAYFRONT SPEED	The speed should be increased on the Bayfront Parkway.	Netrual (2.99)
ALTERNATE ROUTE SPEED	The speed on alternative routes should be increased to encourage use.	Netrual (2.97)
NO CONCERN	Speed is not an issue on the Bayfront Parkway.	Disagree (2.39)
SAFETY CONCERN	Speed is a safety concern on the Bayfront Parkway.	Netrual (2.91)
FREQUENT COMMENTS	<ul style="list-style-type: none"> • Speed limits along the Bayfront need to be better enforced • The current speed is appropriate 	

VEHICLE ACCESS		
ROADWAY CONNECTIONS	Additional roadway connections (or service roads) within the central Bayfront area are needed.	Netrual (2.86)
ACCESS POINTS	The number of access points along the Bayfront Parkway is adequate.	Netrual (3.19)
TRAFFIC SIGNALS	Improvements to existing traffic signals are needed to improve access.	Agree (3.52)
DOWNTOWN ACCESS - VEHICLE	Access to Downtown Erie from the Bayfront is adequate.	Netrual (3.13)
EASE OF ACCESS	It is easy to access the Bayfront Parkway from connecting roadways.	Netrual (2.83)
FREQUENT COMMENTS	<ul style="list-style-type: none"> • Add an access road to the north of the Parkway • Improvements to the intersection at Cranberry Street • Left turning lanes 	

* All rankings rounded to the nearest whole number.

MetroQuest - Screen 3 Results

Detail Topic	Detail Statement	Average Ranking*
PARKING AND FACILITIES		
CENTRAL BAYFRONT AREA	There are currently plenty of parking spaces in the central Bayfront area.	Disagree (2.41)
MORE GARAGES	Additional parking garages should be built to accommodate development in the central Bayfront area.	Neutral (3.02)
BICYCLE STORAGE	There are plenty of bicycle storage options.	Disagree (2.25)
PARKING NEAR TRANSIT	There are plenty of parking spots available near major transit links.	Neutral (2.85)
MOVING PEOPLE	More emphasis should be placed on alternative means to move people within the central Bayfront area.	Agree (3.71)
FREQUENT COMMENTS	<ul style="list-style-type: none"> • No additional parking garages on the Bayfront • Bike share 	

TRANSIT		
CURRENT ROUTES	The current bus routes meet all of my transit needs.	Neutral (2.64)
ADD CENTRAL ROUTES	Additional routes are needed to connect the Central Bayfront area and Downtown.	Neutral (3.11)
ADD WESTSIDE ROUTES	Additional routes are needed to connect the Central Bayfront area and Westside neighborhoods.	Neutral (3.45)
ADD EASTSIDE ROUTES	Additional routes are needed to connect the Central Bayfront area and Eastside neighborhoods.	Neutral (3.42)
PARK-AND-RIDE	Additional park-and-ride facilities should be considered.	Neutral (3.12)
FREQUENT COMMENTS	<ul style="list-style-type: none"> • Expand bus routes and times • Need to encourage more people to use public transit 	

* All rankings rounded to the nearest whole number.

MetroQuest – Screen 4 – Map Comments

Ped/Bike - 423 pins

- Crosswalk Safety – 138
- Connection – 70
- Buffer from Cars - 48
- Improve Signage - 18
- Improve Lighting – 14
- No Descriptor – 135

Comments Themes:

- *Add Pedestrian Bridge or Tunnel at State St.*
- *Poor Lighting/Dark Areas*
- *More Signs to Alert Drivers*
- *More Time to Cross Large Intersections*
- *Slow Traffic Down*
- *Connect, Pave, and Repair Facilities*
- *Crosswalks Improvements - State St., Waterworks, Liberty St., Cranberry St., Port Erie Rd., Lincoln*
- *Consider Other City's Designs*

Roadway – 293 pins

- Lane – 66
- Traffic Signal – 57
- Intersection Design – 50
- Connection – 17
- Reversible Lane – 12
- No Descriptor - 91

Comment Themes:

- *Additional Lanes*
- *Ice Buildup Along Eastbound Lanes*
- *Improve Pavement Markings*
- *Turning Lanes Needed/Extended in Some Areas – Other Areas Should Limit Left Turns*
- *Consider Roundabouts*
- *Intersection Improvements – Cranberry, State, Holland*
- *Coordinate and Add Turning Signals*

Aesthetics – 247 Pins

- Look and Feel - 90
- Gateway Treatment - 46
- Streetscaping - 26
- Improve Lighting - 3
- Improve Signage - 2
- No Descriptor - 80

Comment Themes:

- *Dislike Signs on the Bluff – Consider Natural Vegetation*
- *Change Overall Aesthetics – One Design Theme*
- *Gateway Treatment on Both Ends*
- *Improve East Side Appearance*
- *Improve or Remove Walls*
- *Repair or Remove Dilapidated Buildings*
- *Maintain View of the Bay*

Parking/Facilities – 85 pins

- Bike Storage – 7
- Inadequate Parking – 36
- Permit Parking – 1
- Remove Parking – 6
- Restrict Parking – 4
- No Descriptor – 31

Comment Themes:

- *No More Parking Garages Along the Bayfront*
- *Not Enough Parking During Events*
- *Additional Park-and-Rides to Accommodate Events*
- *Additional Parking on the East Side*

Transit – 37 pins

- Bus/Trolley Route – 12
- Bus Lane – 4
- Park-and-Ride – 4
- Improve Signage – 1
- No Descriptor - 16

Comment Themes:

- *More Bus/Trolley Routes – Consider Seasonal Opportunities and Existing Parking Areas*
- *Express Routes – To Mall, 26th St. to Downtown*
- *New Park-and-Ride Underutilized (Except During Events)*

Other – 87 pins

Comment Themes:

- *Additional Hotels Will Add Congestion*
- *Consider Utilizing Unused Downtown Retail Space*
- *Take Advantage of the View/Maintain the View*
- *Avoid Additional Development and Create Greenspace*

To view the map with all of the pins and comments, please visit:
www.bayfrontparkwaystudy.com/surveycomments.html.

MetroQuest – Screen 5 – Final Question

In general, how would you like the Bayfront Parkway to function?

High traffic volume and speed serving primarily cross-town traffic with limited vehicle, and bike/ped access

- 21.5% of residents chose this option (checked 77 times)
- Additional lanes
- Increase speed
- Focus on traffic flow first
- Improved traffic signals
- Turn the Parkway into a Highway
- Pedestrian Bridges - Keep pedestrians and bicycle away from the road
- Limit access
- Add a local access road to help limit stops along the parkway

Moderate traffic volume and speed serving primarily Bayfront amenities and the City of Erie with moderate vehicle, and bike/ped access

- 57% of Residents chose this option (checked 203 times)
- Pedestrian bridges
- Reversible lane
- Make the area a 'big city attraction'
- Improve Traffic Flow and signal timing
- Replace signals with Roundabouts
- Aesthetics buffer
- Improved Trolley system
- Express Bus Routes
- Repurpose RR tunnels to be used by ped/bike
- Increase alternate modes of transit
- Increase access from the Eastside
- Add turning lanes
- Extend Park and Ride Hours and encourage more use

Lower traffic volume and speed serving primarily as a downtown street with maximum vehicle, and bike/ped access

- 18% of residents chose this option (checked 65 times)
- Pedestrian bridges
- Light rail/street cars
- Better police speed
- Pedestrian centric
- Tunnel the highway
- Remove parking in the Bayfront and use for commercial development instead
- Better connection to Presque Isle
- Improve and add green space
- Roundabouts
- Ferry service/water service

Other

- 3.6% of Residents chose this option (checked 13 times)
- Make main focus bike and ped traffic and more bike/ped access closer to the water
- Enhance connections to local neighborhoods

Economic Development suggestions

- Stop building hotels
- Waterfront shopping
- Public market (Ex: Seattle or 78th Street Studios in Cleveland)
- No more parking garages

APPENDIX J:

Bayfront Parkway Corridor Study Purpose and Need Memo

SUMMARY OF PURPOSE AND NEED – DRAFT

February 19, 2015

Introduction

This memo describes the methodologies utilized by the Pennsylvania Department of Transportation (PennDOT) District 1-0 to establish the purpose and needs associated with the Bayfront Parkway Study located in Erie, PA. The needs analysis has been prepared in accordance with Title 23 Code of Federal Regulations (CFR) Part 771, as well as PennDOT Publication 319, *Needs Study Handbook*, and Publication 10, Design Manual 1, *Transportation Program Development and Project Delivery Process*.

Study Area Description

The study is located along the Bayfront Parkway in the City of Erie, Erie County, Pennsylvania. **See Figure 1, Project Location Map.** The Bayfront Parkway (State Route (S.R.) 4034) begins at Interstate 79 on the west side of Erie, PA and connects to the Bayfront Connector and Interstate 90 on the east side of the city. The study area starts generally at W. 12th Street and follows the Bayfront Parkway to E. 12th Street. The corridor varies from 4 lanes to 2 lanes; however, the majority of the study area consists of 2 through lanes with a center left turn lane. There are approximately twenty intersections, with eleven (11) that feature traffic signals, within the study corridor. A series of bicycle trails, hiking trails, and railroad tracks run along the length of the Bayfront Parkway. Some of the trails are interconnected with each other while others only serve a small section of the Parkway. Additionally, there are currently five proposed developments along the corridor that could potentially affect the number of people traveling to and from the Bayfront in the coming years.

Study Purpose

The purpose of the study is to complete an extensive analysis of the corridor (S.R. 4034), utilizing traffic data and involving stakeholders, to identify future projects that will improve safety, improve congestion, increase compliance with applicable current design standards, improve mobility throughout the corridor, and support existing and future economic development initiatives.

The identified needs of this study are:

1. Safety concerns exist in the study area.

There were 246 crashes within the study corridor over a 5-year period from January 1, 2009 to December 31, 2013. 80% of the crashes were located at an intersection. Crashes occurring at the intersections primarily consisted of angle and rear-end type of crashes. The crash rate between the Niagara Pier and the Boat Launch is approximately three (3) times the state average for similar types of roadways. Four (4) fatalities or major injuries occurred between East 6th Street and East 12th street. Reducing the number of documented crashes and increasing safety at pedestrian crossings was determined to be important to stakeholders.

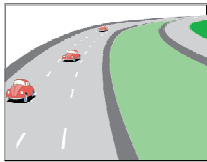
According to the MetroQuest survey results obtained as part of this study, the majority of those taking the survey did not feel safe walking/biking across the Bayfront Parkway.

2. There are congestion concerns in the study area.

Currently, traffic analyzed in the 2014 based year is experiencing Level of Service (LOS) D during the existing AM peak hour at the intersection of Bayfront and State Street. Future 2034 no-build traffic projections with anticipated development along the Bayfront increase delays to LOS F for the Bayfront and State Street intersection and increase travel times throughout the corridor.

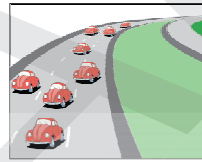
LOS is an informal way to understand how well the transportation system functions given current land configurations and traffic volumes. LOS A indicates free flow operations with little interference from other vehicles, and LOS F indicates extremely congested conditions where travel demand exceeds the capacity of the facility (See Photo 1).

LOS A



Represents the best operating conditions and is considered free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

LOS D



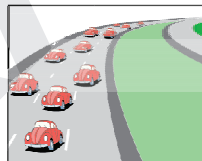
Represents traffic operations approaching unstable flow with high passing demand and passing capacity near zero, characterized by drivers being severely restricted in maneuverability.

LOS B



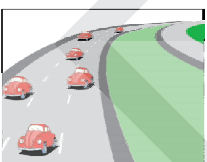
Represents reasonably free-flowing conditions but with some influence by others.

LOS E



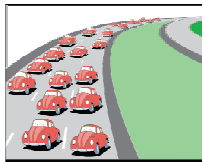
Represents unstable flow near capacity. LOS E often changes to LOS F very quickly because of disturbances (road conditions, accidents, etc.) in traffic flow.

LOS C



Represents a constrained constant flow below speed limits, with additional attention required by the drivers to maintain safe operations. Comfort and convenience levels of the driver decline noticeably.

LOS F



Represents the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.

Photo 1: Level of Service

The Bayfront Place Concept Plan Report, April 2012, prepared by the Erie County Convention Center Authority states that the Bayfront Parkway is congested during peak hours. This report is available on this study's website www.bayfrontparkwaystudy.com for review. The report identifies a realistic plan for redevelopment of the former GAF Erie property (Bayfront Place) located along Sassafras Street and the Bayfront Parkway. The report says that this congestion may make access and egress to the Bayfront Place site difficult.

MetroQuest survey results that were obtained as part of this study show that, the majority of those taking the survey felt that traffic flow/congestion during peak and non-peak hours on the Bayfront Parkway and adjacent alternative routes could be improved.

Future Projections

The congestion problems are only anticipated to worsen due to economic development initiatives. Future traffic projections were based upon a background growth rate and the use of development plans and the resulting projected traffic growth from the ITE Trip Generation Manual (9th Edition). The 2034 Build year projections with anticipated development show increased traffic volumes and delays at each intersection within the corridor..

3. There are operational concerns in the study area.

The intersection at Bayfront and W 8th Street heading north merges to one lane with the right lane only able to turn onto W 8th Street. Traffic has been observed stacking on the through lane with vehicles using the right lane to merge ahead of this queue and not making the required right turn. This queue has been contributing to a bottleneck at this intersection and increasing delays heading northbound and for turns onto W 8th Street. Project stakeholder and interviewees revealed a number of concerns about the function of this intersection and the right turn lane not being an effective way to move traffic through this intersection.

Signals at Bayfront, State Street, and Holland Street have left turn lanes along the Bayfront Parkway, though not separate signal phases for the left turn movement. The observations of these signals and input from the stakeholders has indicated this is an issue during the peak hours with traffic not being able to make a left turn with limited gaps in the opposing traffic.

According to MetroQuest survey results obtained as part of this study, the majority of those taking the survey felt that improvements to existing traffic signals are needed to improve access. The respondents also felt that there is a lack of bicycle storage options.

It is likely that future economic development initiatives will worsen the exist traffic operations of the corridor. As traffic volumes associated with the development increase, the ability to efficiently travel through the corridor will be difficult at intersections with current operational concerns. This will result in greater delays throughout the corridor.

Interviewed stakeholders have concerns that future economic development will limit access to convenient and affordable parking within the central Bayfront Parkway corridor, especially near the hospital.

4. Alternative modes are lacking parallel to the Bayfront (east/west).

Stakeholders have indicated that there is a lack of pedestrian/bicycle connection and access points from Holland Street to 6th Street and from State Street to Cranberry Street. They also noted that pedestrian access at State Street needs improved.

According to the Erie Waterfront Master Plan Summary Report, March 2009, prepared by the Erie-Western Pennsylvania Port Authority, “Many of the well-used public, civic and recreational spaces and facilities along the Bayfront are difficult to reach or are disconnected from other areas.” The report also stated that, “East to west connections to either side of State Street are poorly designed and confusing at best.” The report describes that the under-developed areas of the Bayfront lack proper pedestrian and even vehicular circulation options. The report is available on this study’s website at www.bayfrontparkwaystudy.com for review.

The Bayfront Place Concept Plan Report, April 2012, indicated that, “There are limited vehicular and pedestrian access points between the Site and the Bayfront Parkway that will influence internal site circulation and may prompt signalization modifications along the Bayfront Parkway”.

Destination Erie’s, Regional Vision, *Unlocking the Bayfront’s Full Potential*, developed 10 principles to guide the successful development of Erie’s Bayfront. This report lists connecting the Central Bayfront to the East and West Bay and implementing connections within the Central Bayfront as important to the successful development of the Bayfront. They believe that a “Bayfront Loop” is missing, water routes are missing, and there are “gaps” at the Presque Isle hinge, State Street, Bayfront, and at the Channel Gap.

According to MetroQuest survey results obtained as part of this study, the majority of those taking the survey felt that bicycle and pedestrian connections from the Eastside neighborhoods to the Bayfront were not adequate. The majority of those taking the survey also felt that more emphasis should be placed on alternative means to move people within the Central Bayfront area, as related to parking and facilities.

5. Transportation connections for all modes between Downtown Erie and the Bayfront (north/south) are lacking.

The Bayfront Parkway currently acts as a barrier for pedestrians and bicyclists between the City of Erie to the south and the Bayfront area along the north. There is a desire from the stakeholders to make the Bayfront area a connected part of downtown for vehicles, pedestrians, and bicycles.

The Erie Waterfront Master Plan Summary Report, March 2009, prepared by the Erie-Western Pennsylvania Port Authority, notes that “Neither pedestrian nor vehicular circulation routes have convenient north-south connections between the city and the Bayfront.” The report goes on to say, “Pedestrian safety is also a concern between the city and the surrounding neighborhoods on the bluff and the Bayfront due to the heavy vehicular use of the Bayfront Parkway and the lack of well-designed cross-walks.” The Erie Waterfront Master Plan Summary Report is available on this study’s website at www.bayfrontparkwaystudy.com for review.

Destination Erie’s, Regional Vision, *Unlocking the Bayfront’s Full Potential*, lists connecting the Central Bayfront to Downtown as important to the successful development of Erie’s Bayfront. They believe that all connections could be improved, especially at State Street.

The MetroQuest survey results that were gathered by this study showed that the majority of those taking the survey felt that bicycle and pedestrian connections from the downtown to the Central Bayfront area were not adequate.

References:

Erie County Convention Center Authority, April 2012, *Completing the Bayfront, Bayfront Place Concept Plan Report*

Domokur Architects, March 2009, *Erie Waterfront Master Plan Summary Report*, Erie-Western Pennsylvania Port Authority

Destination Erie's, *Regional Vision, Unlocking the Bayfront's Full Potential*

Bayfront Parkway Corridor Study, September 2014, *Stakeholder Interview Notes*, Pennsylvania Department of Transportation

Bayfront Parkway Corridor Study, January 2015, *MetroQuest Survey Results*, Pennsylvania Department of Transportation

DRAFT

APPENDIX K:

Approach to Identifying Improvements

APPROACH TO IDENTIFYING IMPROVEMENTS:

As the Study progresses, potential improvement alternatives will be evaluated based on the Study Needs and the Improvement Considerations. The development of the needs and the identification of the Improvement Considerations is based on technical information and analysis, and input from stakeholder outreach conducted to date.

Study Needs:

The Bayfront Parkway Corridor Study Needs Analysis was completed in accordance with the guidelines set forth in the Pennsylvania Department of Transportation Needs Study Handbook for the Transportation Project Development Process (Publication Number 319) dated December 2010. The needs describe a problem in the study area and, to the extent possible, explain the underlying causes of those problems.

- Safety concerns exist in the study area.
- There are congestion concerns in the study area.
- There are operational concerns in the study area.
- Alternative modes are lacking parallel to the Bayfront (east/west).
- Transportation connections for all modes between Downtown Erie and the Bayfront (north/south) are lacking.

Improvement Considerations:

Improvement considerations are design elements to consider when developing improvement options to address the project needs. These elements are based upon input provided by the PAC and public, existing data collected, specific site conditions, and cost constraints.

- Consistent with Local Planning Guidance (Destination Erie: A Regional Vision, City of Erie Comprehensive Plan: Background Analysis Principles; Erie Waterfront Master Plan)
- Maximize Land Use (Consolidate Parking, Brownfield Utilization, etc.)
- Enhances Aesthetics
- Supports Livability by Improving Pedestrian and Bicycle Access (Work & Play)
- Accommodates Emergency Service/Incident Management Access
- Accommodates Event Access and Mobility
- Enhances Travel Communication/Intelligence
- Minimizes Environmental Impacts (Property Impacts, Natural Resources, Cultural Resources)
- Ability to Maintain Improvement
- Total Project Costs/Available Funding

APPENDIX L:

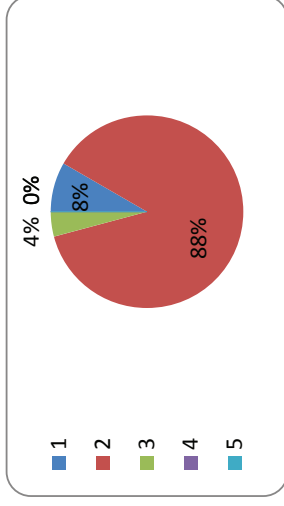
Bayfront Parkway Corridor Study PowerPoint Question Results

Result By Question

Presentation Name: PAC meeting2_V7.pptx
 Created on: 3/10/2015 3:19:06 PM

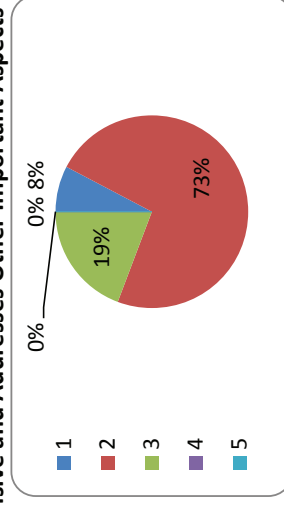
1) The Study Needs Statements Accurately Reflect the Problems within the Study Area.

Responses		Answer Options
(Percent)	(Count)	
8%	2	1) Strongly Agree
88%	21	2) Agree
4%	1	3) Neutral
0%	0	4) Disagree
0%	0	5) Strongly Disagree
100%	24	Comments:
Totals		



2) Improvement Considerations: As Presented, the list of Improvement Considerations is Comprehensive and Addresses Other Important Aspects of the Study.

Responses		Answer Options
(Percent)	(Count)	
8%	2	1) Strongly Agree
73%	19	2) Agree
19%	5	3) Neutral
0%	0	4) Disagree
0%	0	5) Strongly Disagree
100%	26	Comments:
Totals		



APPENDIX M:

Bayfront Parkway Corridor Study Improvement Image Survey

Overhead Bike/Ped Facility



Overhead Bike/Ped Facility



Overhead Bike/Ped Facility



Pedestrian/Bicycle Buffer



Pedestrian/Bicycle



Pedestrian/Bicycle



Pedestrian/Bicycle



Crosswalk Treatment



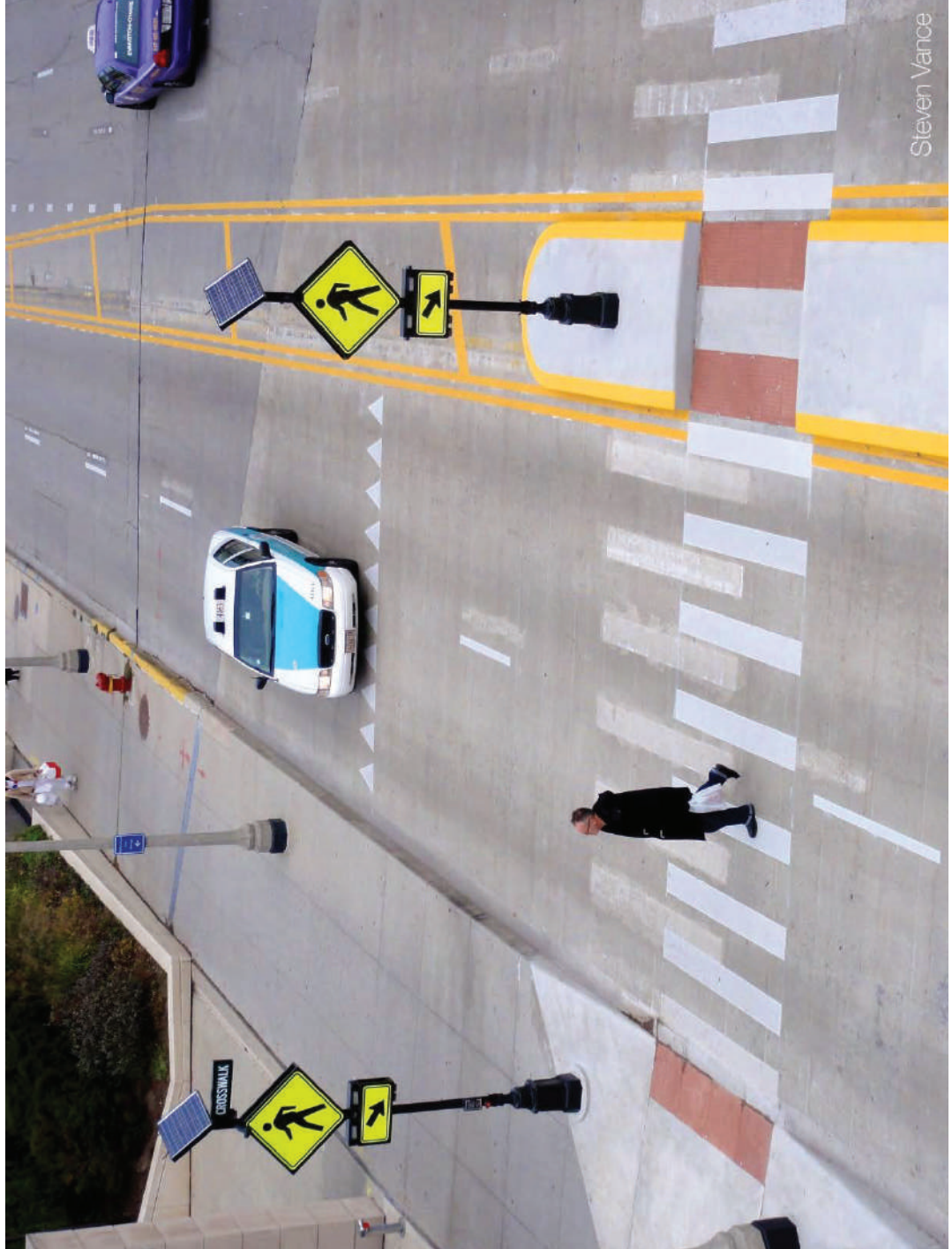
Crosswalk Treatment



Crosswalk Signage



Crosswalk Signage

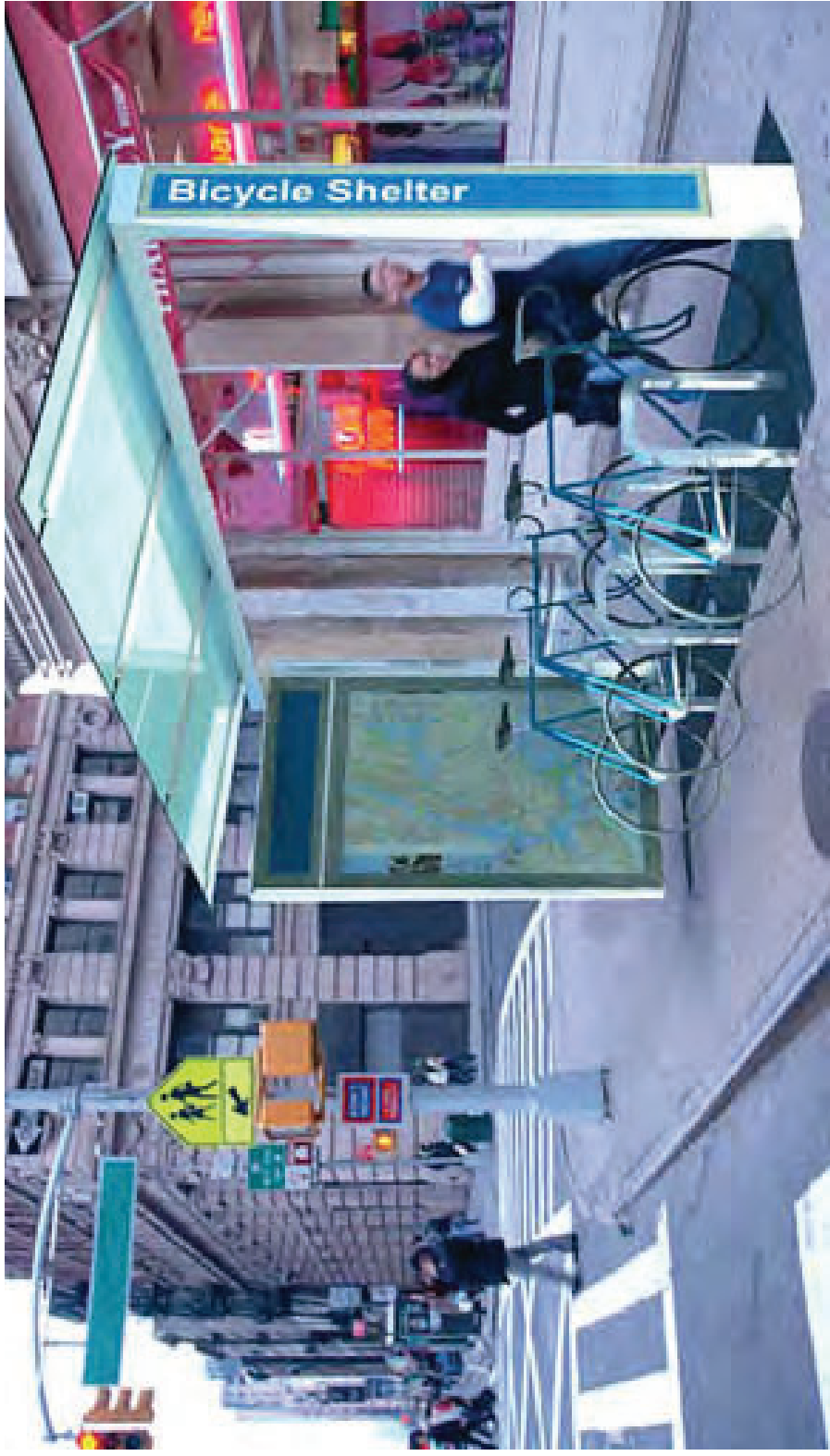


Steven Vance

Midblock Crossing



Bicycle Storage



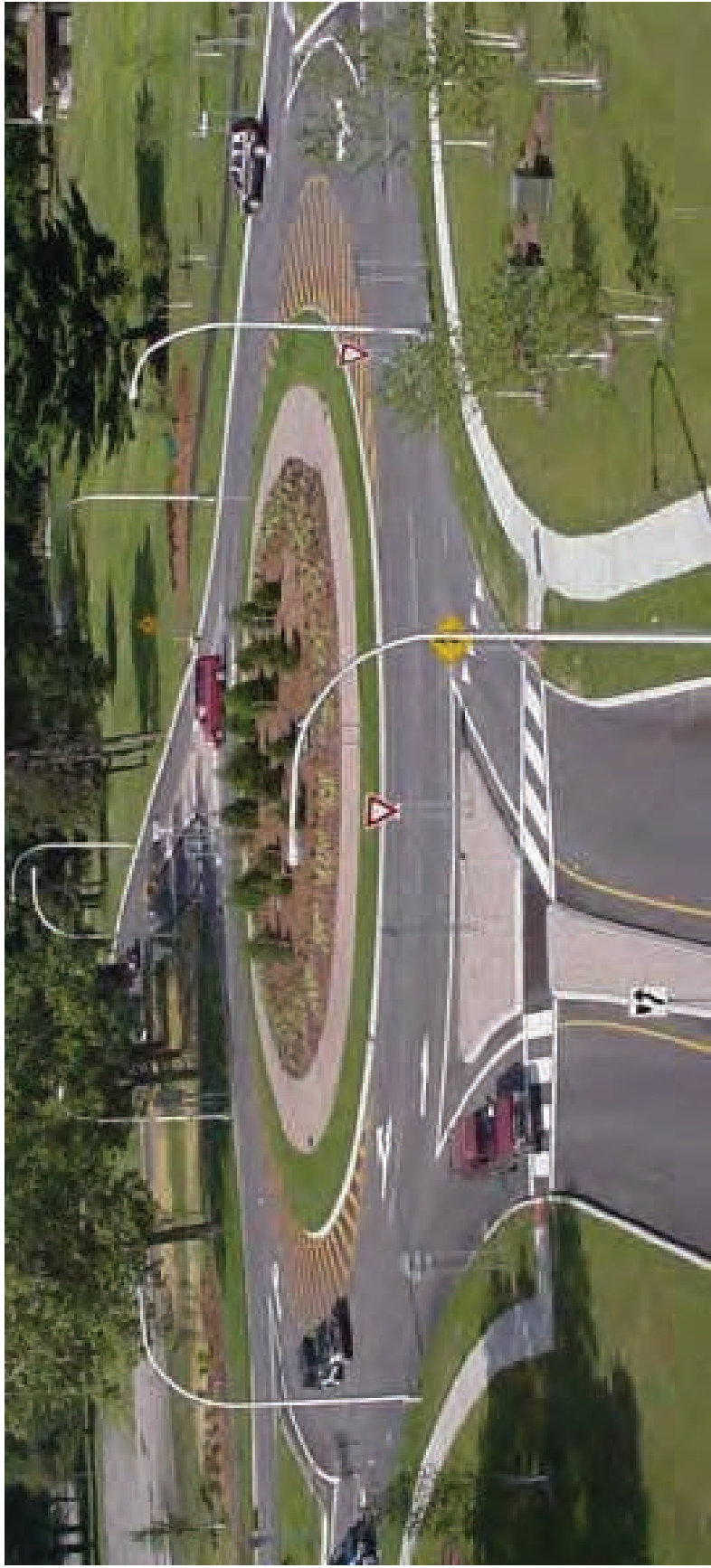
Bicycle Storage



Bicycle Signage



Roundabout



2 Lane Parkway



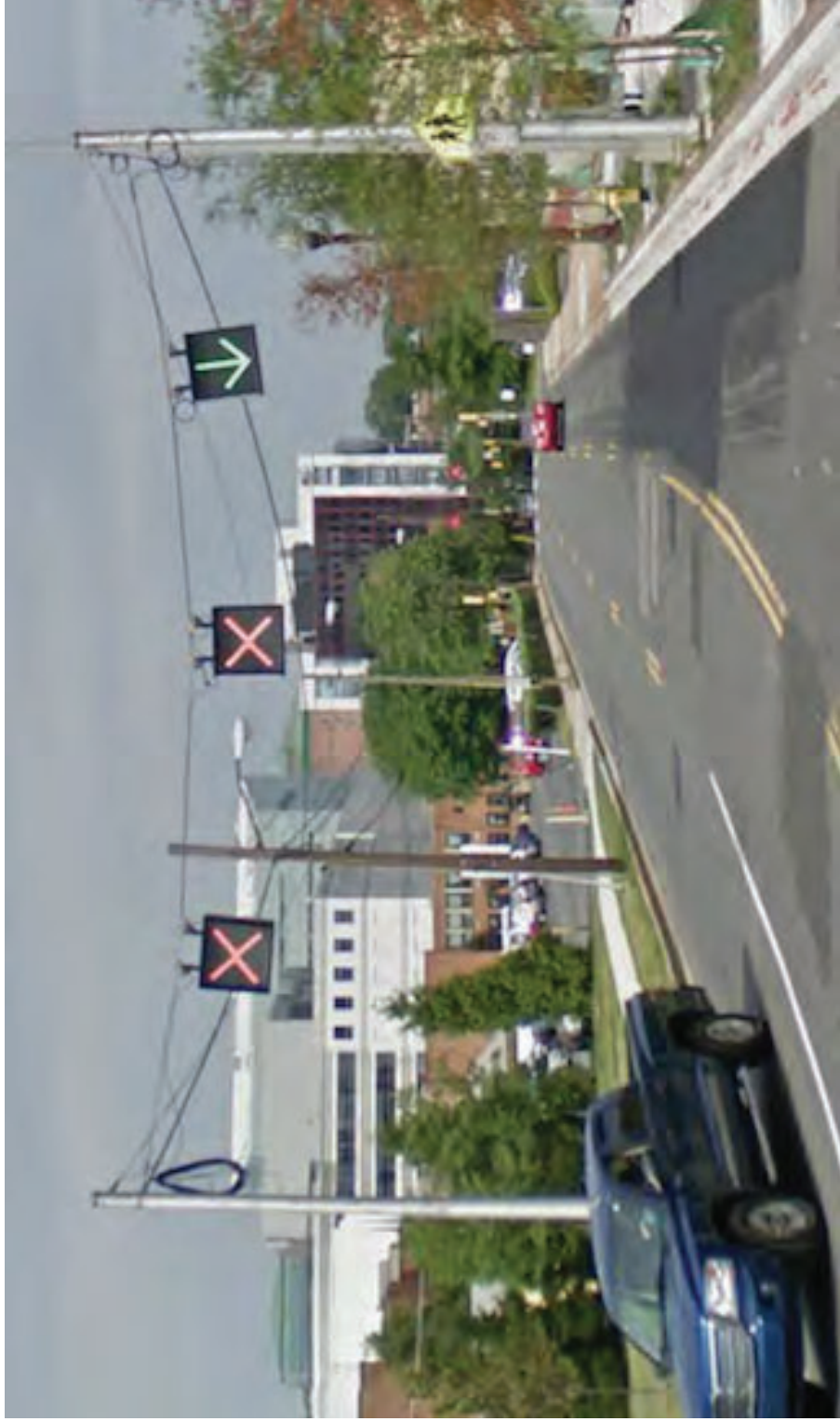
4 Lane Highway



4 Lane Parkway



Reversible Lane



Intersection Improvement



Park & Ride



Bus Shelters



Bus Lane



Real-Time Transit Info



Parking Reclamation



On-street Parking



Additional Parking Facilities



Aesthetics



Aesthetics



Lighting Aesthetics



Improved Signage



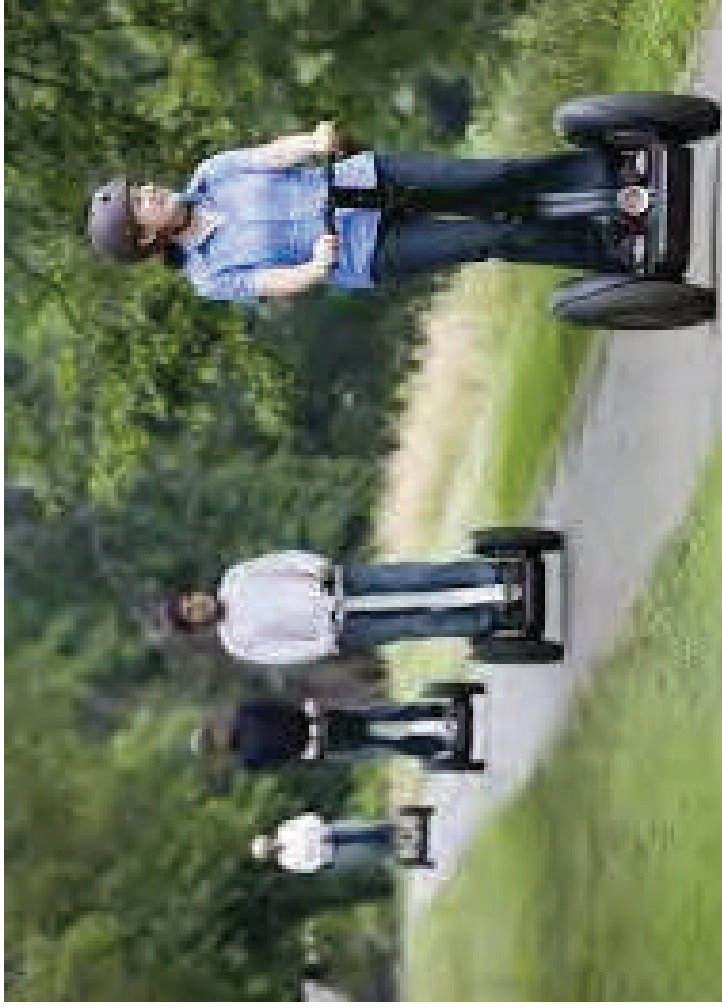
Gateway Treatment



Bike Share



Segways



Water Taxi



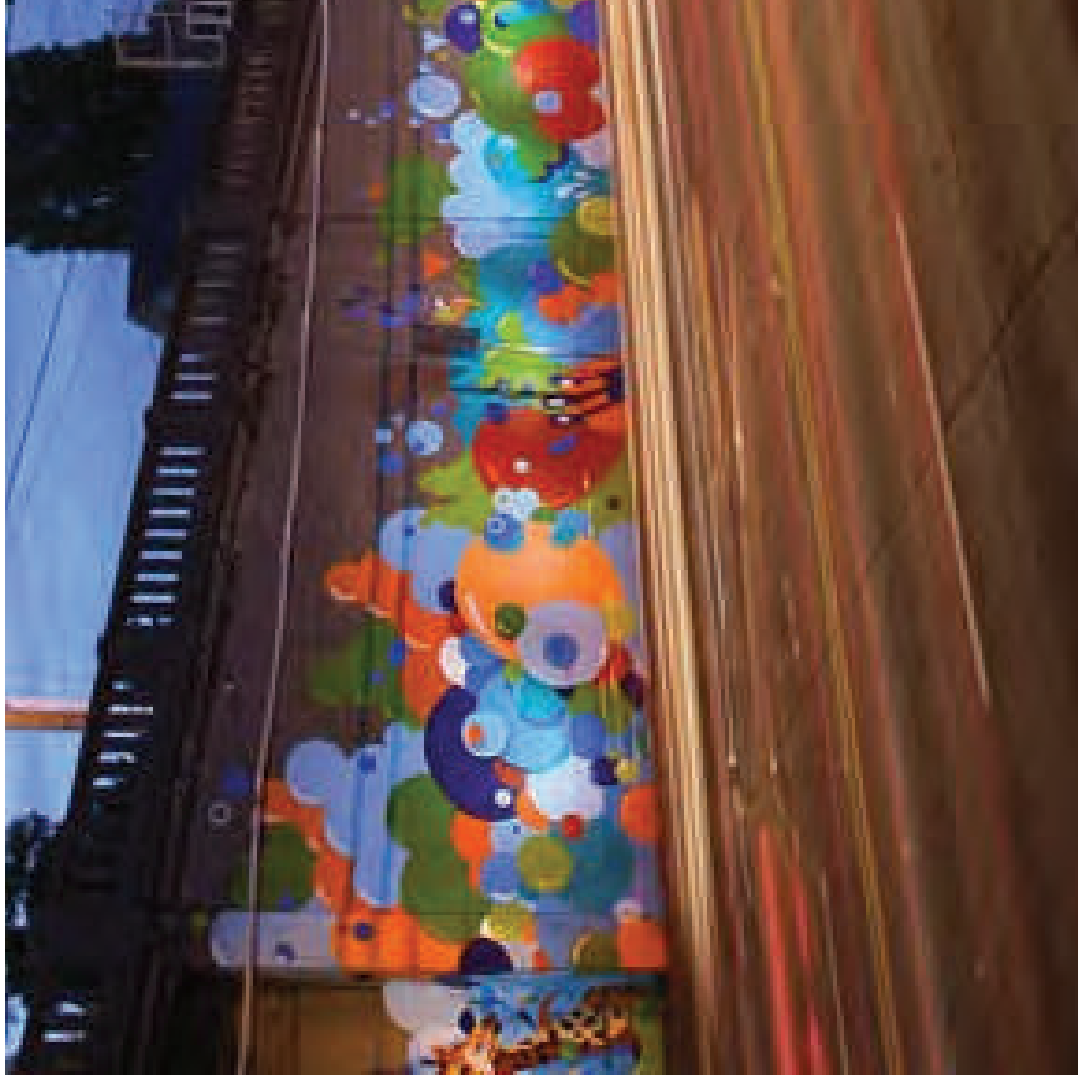
People Mover



Variable Message Signs



Artistic Wall Treatments



Walkway down the Bluff



APPENDIX N:

Bayfront Parkway Corridor Study Improvement Image Survey Results

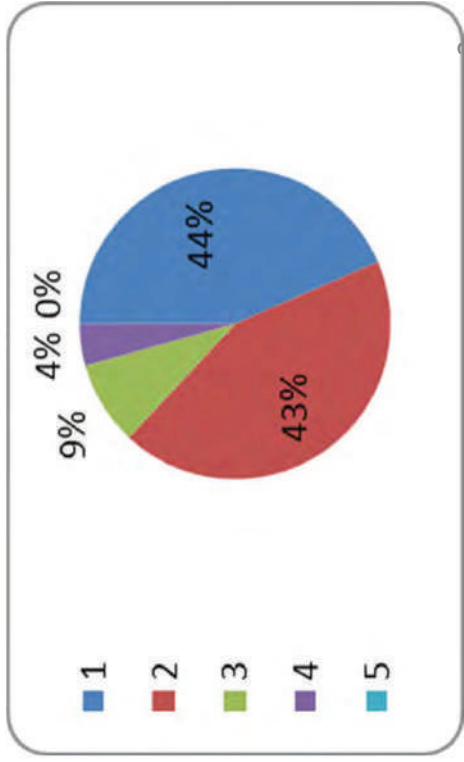
Improvement option where
audience response was mostly
Agree or Strongly Agree

Overhead Bike/Ped Facility

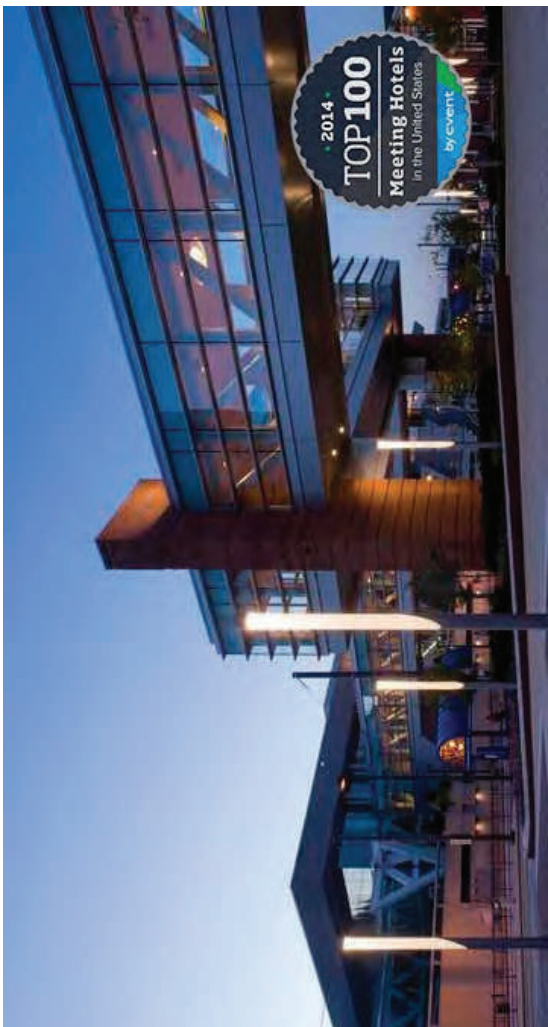


1) This is an Improvement Type that I would like to see.

	Responses		Answer Options
	(Percent)	(Count)	
	43%	10	1) Strongly Agree
	43%	10	2) Agree
	9%	2	3) Neutral
	4%	1	4) Disagree
	0%	0	5) Strongly Disagree
Totals	100%	23	Comments:

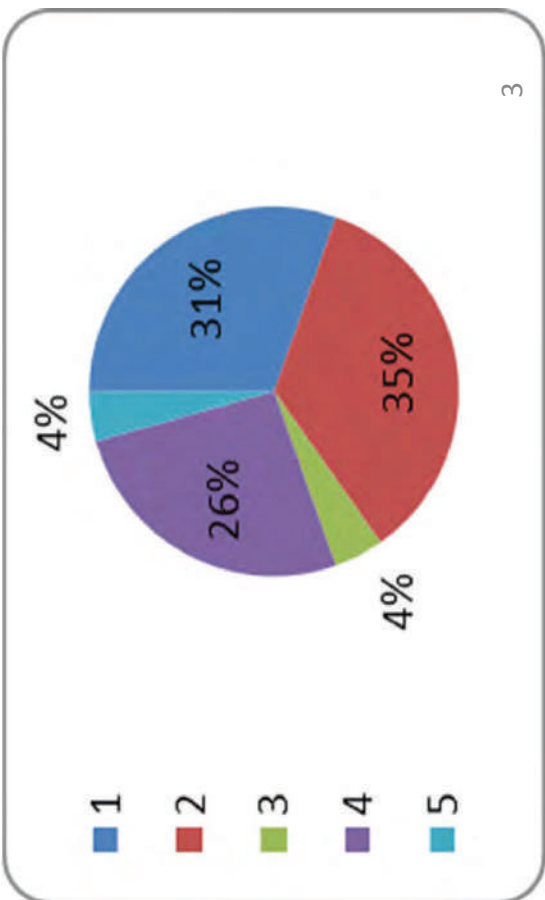


Overhead Bike/Ped Facility



2) This is an Improvement Type that I would like to see.

	Responses		Answer Options
	(Percent)	(Count)	
	30%	7	1) Strongly Agree
	35%	8	2) Agree
	4%	1	3) Neutral
	26%	6	4) Disagree
	4%	1	5) Strongly Disagree
Totals	100%	23	Comments:

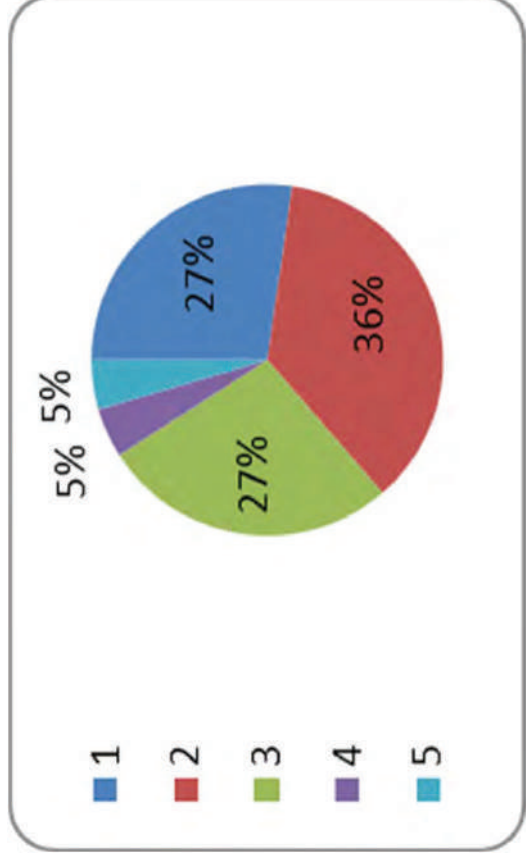


Pedestrian/Bicycle Buffer



4) This is an Improvement Type that I would like to see.

	Responses		Answer Options
	(Percent)	(Count)	
	27%	6	1) Strongly Agree
	36%	8	2) Agree
	27%	6	3) Neutral
	5%	1	4) Disagree
	5%	1	5) Strongly Disagree
Totals	100%	22	Comments:

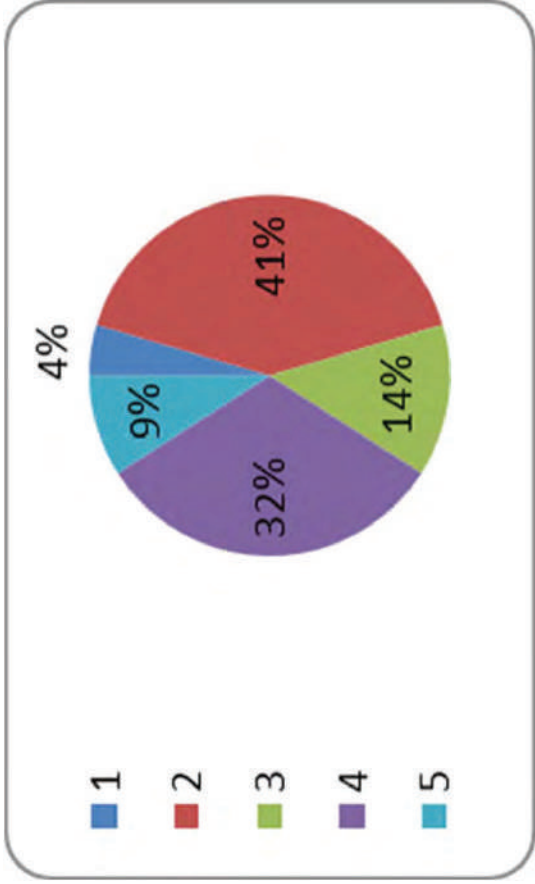


Pedestrian/Bicycle



5) This is an Improvement Type that I would like to see.

Responses		Answer Options	
(Percent)	(Count)		
5%	1	1) Strongly Agree	
41%	9	2) Agree	
14%	3	3) Neutral	
32%	7	4) Disagree	
9%	2	5) Strongly Disagree	
Totals	100%	22	Comments:

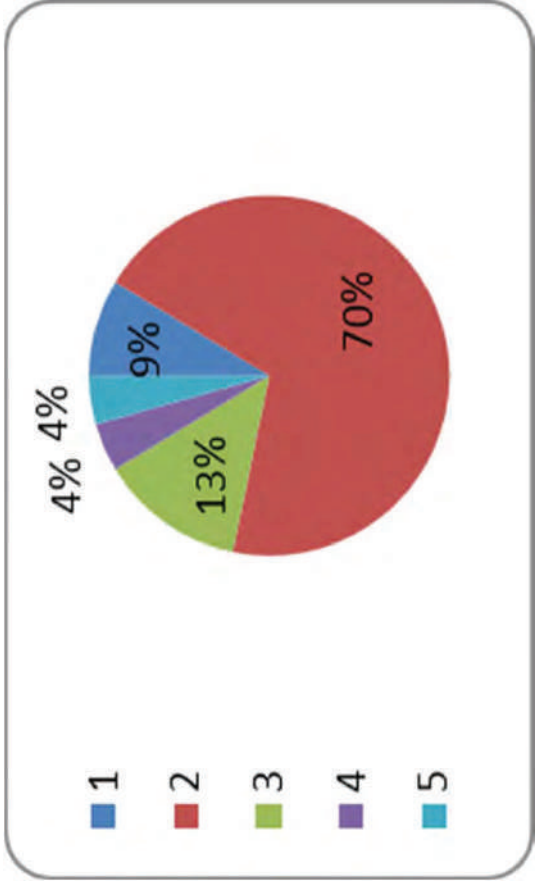


Crosswalk Treatment

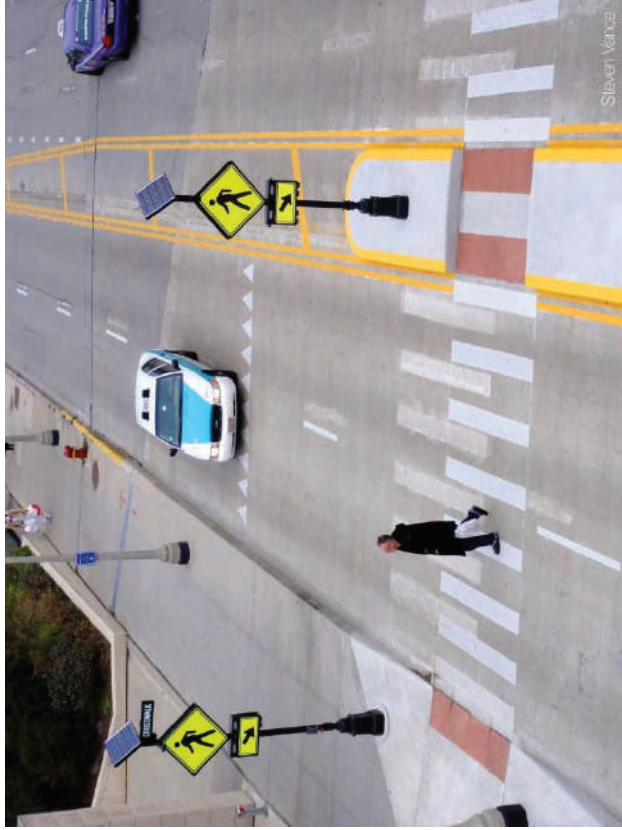


9) This is an Improvement Type that I would like to see.

Responses		Answer Options
(Percent)	(Count)	
9%	2	1) Strongly Agree
70%	16	2) Agree
13%	3	3) Neutral
4%	1	4) Disagree
4%	1	5) Strongly Disagree
Totals	100%	23
Comments:		

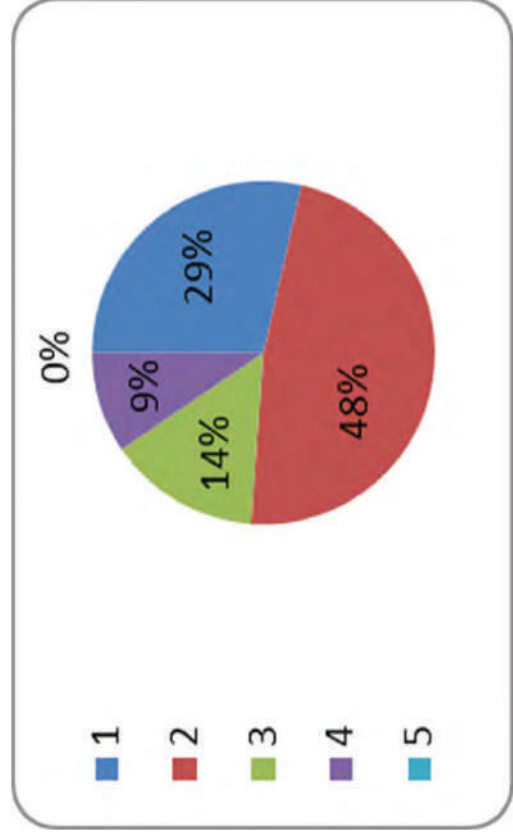


Crosswalk Signage



11) This is an Improvement Type that I would like to see.

Responses		Answer Options
(Percent)	(Count)	
29%	6	1) Strongly Agree
48%	10	2) Agree
14%	3	3) Neutral
10%	2	4) Disagree
0%	0	5) Strongly Disagree
Totals		Comments:
	21	

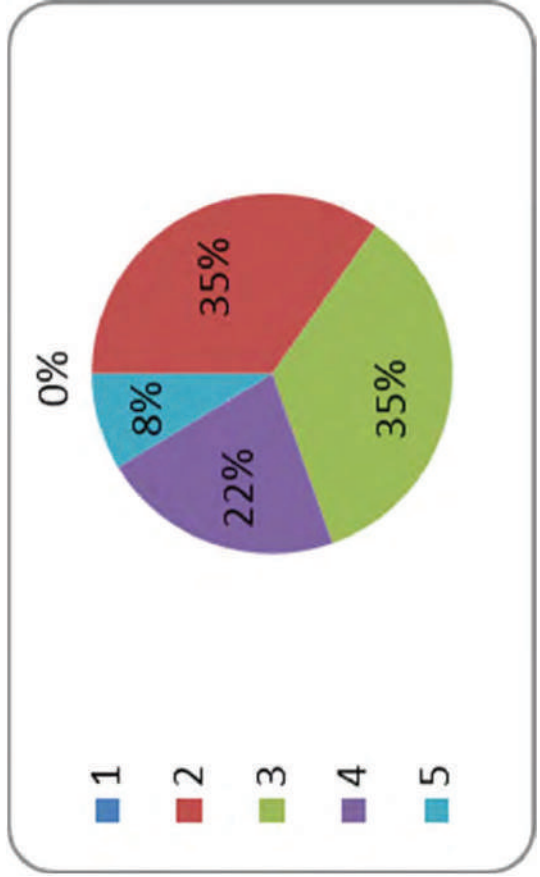


Midblock Crossing



12) This is an Improvement Type that I would like to see.

Responses		Answer Options
(Percent)	(Count)	
0%	0	1) Strongly Agree
35%	8	2) Agree
35%	8	3) Neutral
22%	5	4) Disagree
9%	2	5) Strongly Disagree
Totals	100%	23
Comments:		

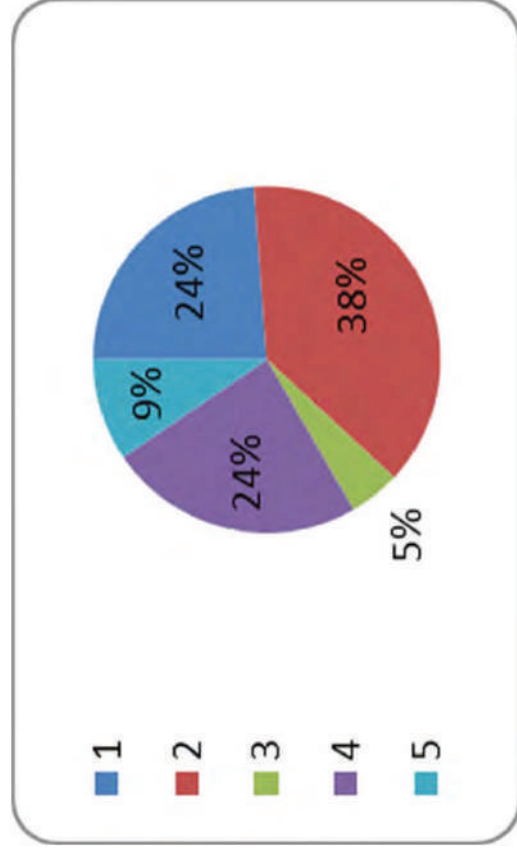


Bicycle Storage

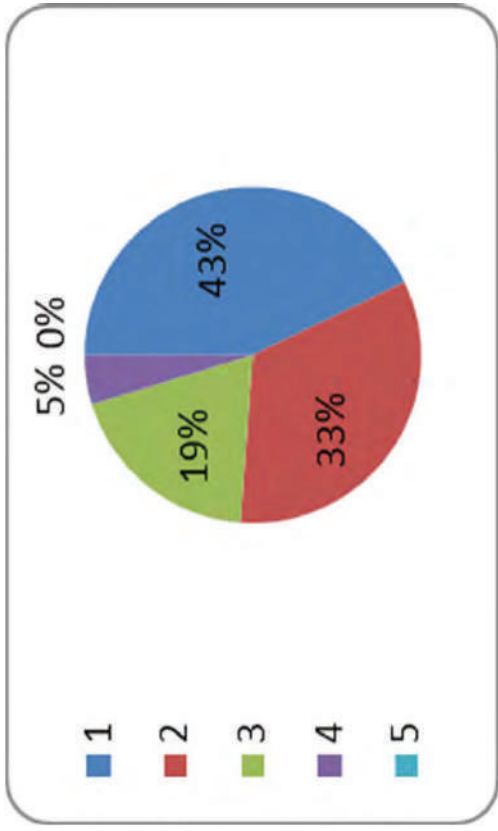


13) This is an Improvement Type that I would like to see.

Responses		Answer Options
(Percent)	(Count)	
24%	5	1) Strongly Agree
38%	8	2) Agree
5%	1	3) Neutral
24%	5	4) Disagree
10%	2	5) Strongly Disagree
Totals	100%	21 Comments:



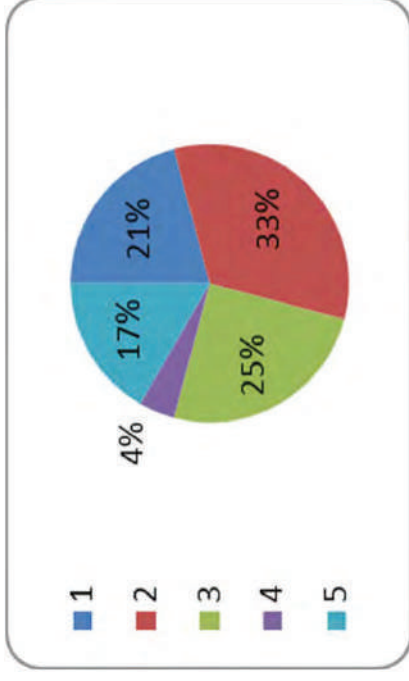
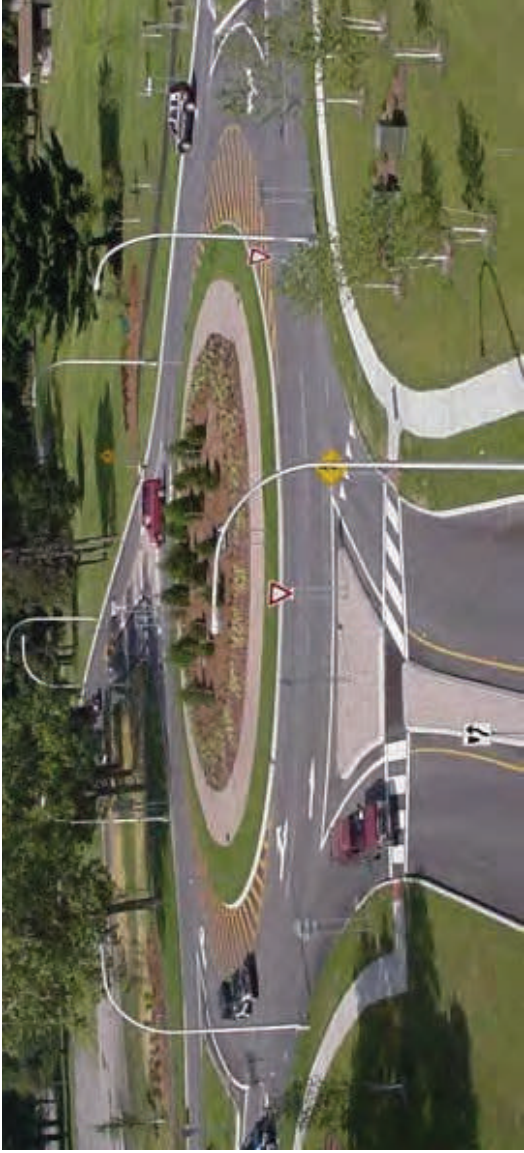
Bicycle Signage



15) This is an Improvement Type that I would like to see.

Responses	(Percent)	(Count)	Answer Options
	43%	9	1) Strongly Agree
	33%	7	2) Agree
	19%	4	3) Neutral
	5%	1	4) Disagree
	0%	0	5) Strongly Disagree
Totals	100%	21	Comments:

Roundabout



16) This is an Improvement Type that I would like to see.

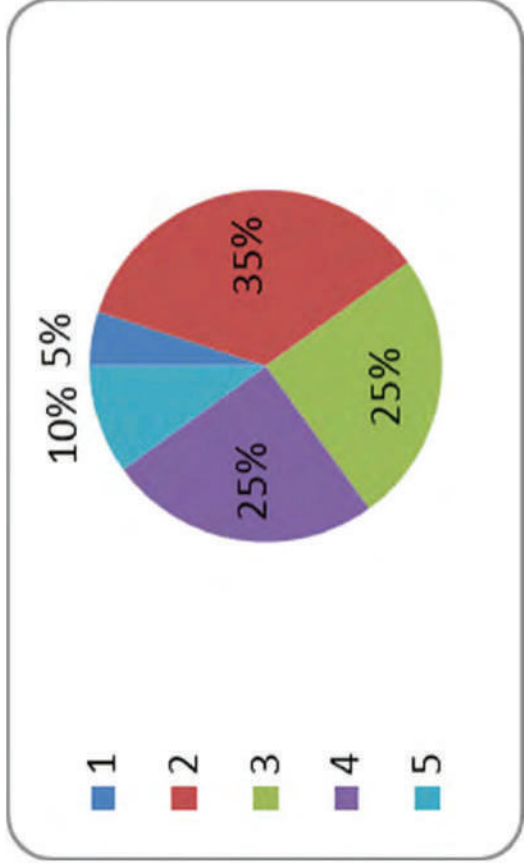
	Responses		Answer Options
	(Percent)	(Count)	
	21%	5	1) Strongly Agree
	33%	8	2) Agree
	25%	6	3) Neutral
	4%	1	4) Disagree
	17%	4	5) Strongly Disagree
Totals	100%	24	Comments:

Park & Ride



22) This is an Improvement Type that I would like to see.

Responses		Answer Options
(Percent)	(Count)	
5%	1	1) Strongly Agree
35%	7	2) Agree
25%	5	3) Neutral
25%	5	4) Disagree
10%	2	5) Strongly Disagree
Totals	100%	20 Comments:

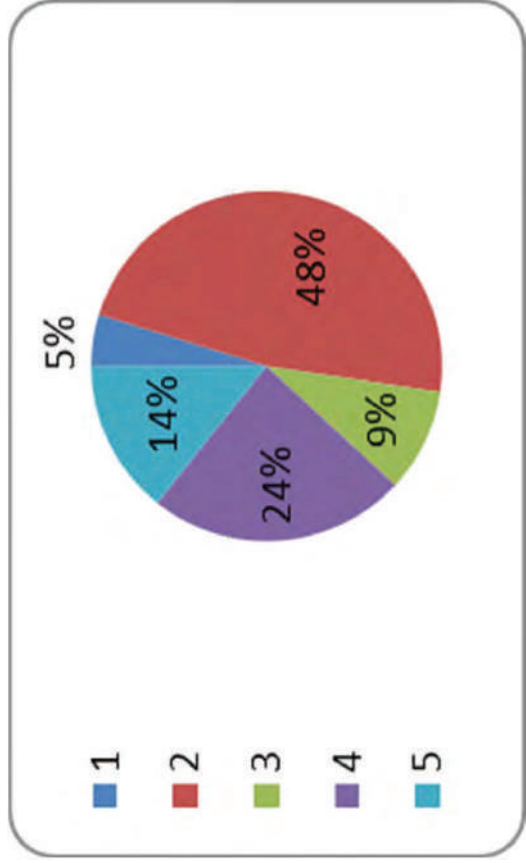


Bus Shelters

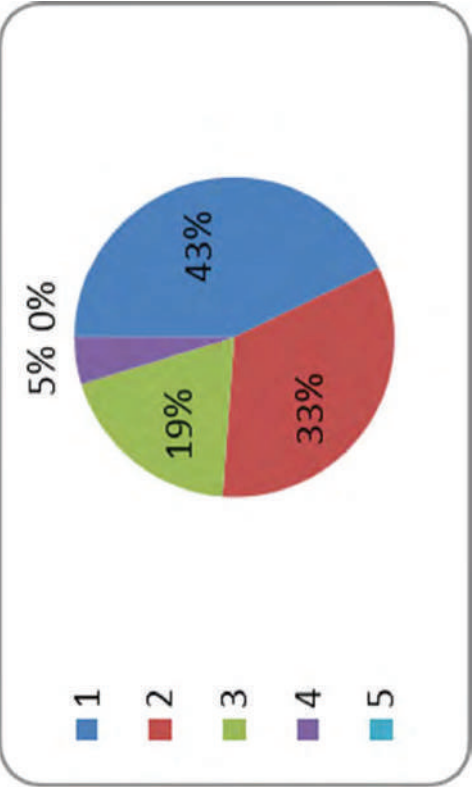


23) This is an Improvement Type that I would like to see.

Responses		Answer Options
(Percent)	(Count)	
5%	1	1) Strongly Agree
48%	10	2) Agree
10%	2	3) Neutral
24%	5	4) Disagree
14%	3	5) Strongly Disagree
Totals	100%	21
Comments:		



Real-Time Transit Info



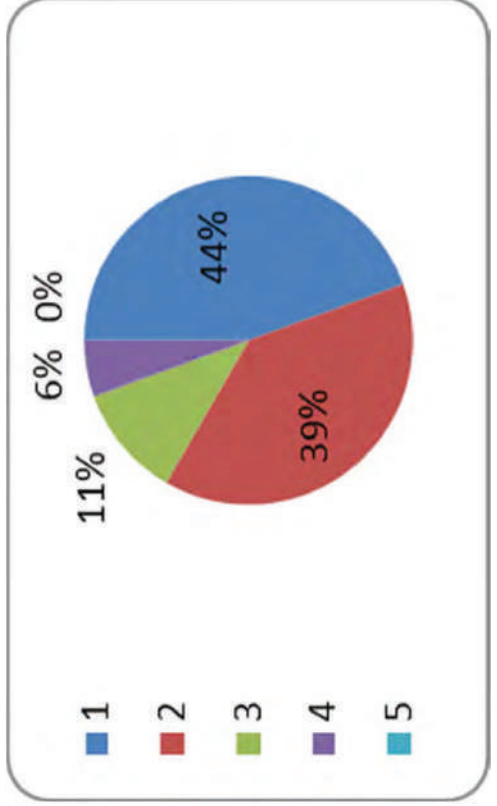
Responses	(Percent)	(Count)	Answer Options
	43%	9	1) Strongly Agree
	33%	7	2) Agree
	19%	4	3) Neutral
	5%	1	4) Disagree
	0%	0	5) Strongly Disagree
Totals	100%	21	Comments:

25) This is an Improvement Type that I would like to see.

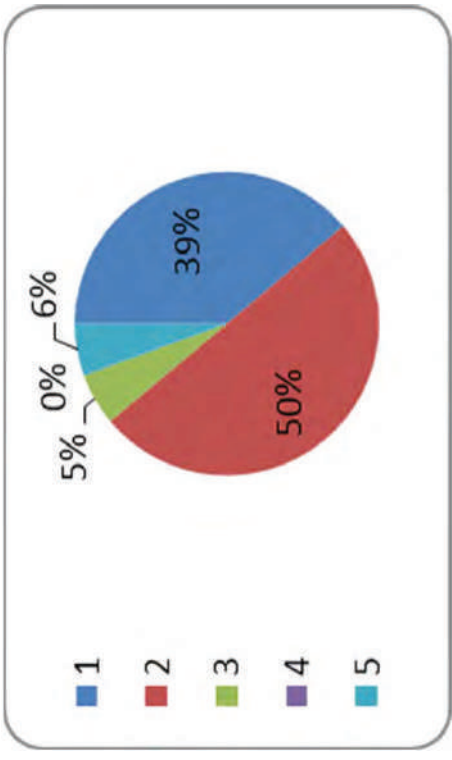
Aesthetics



29) This is an Improvement Type that I would like to see.		Responses		Answer Options
	(Percent)	(Count)		
	44%	8	1) Strongly Agree	
	39%	7	2) Agree	
	11%	2	3) Neutral	
	6%	1	4) Disagree	
	0%	0	5) Strongly Disagree	
Totals	100%	18	Comments:	



Lighting Aesthetics



31) This is an Improvement Type that I would like to see.

	Responses		Answer Options
	(Percent)	(Count)	
	39%	7	1) Strongly Agree
	50%	9	2) Agree
	6%	1	3) Neutral
	0%	0	4) Disagree
	6%	1	5) Strongly Disagree
Totals	100%	18	Comments:

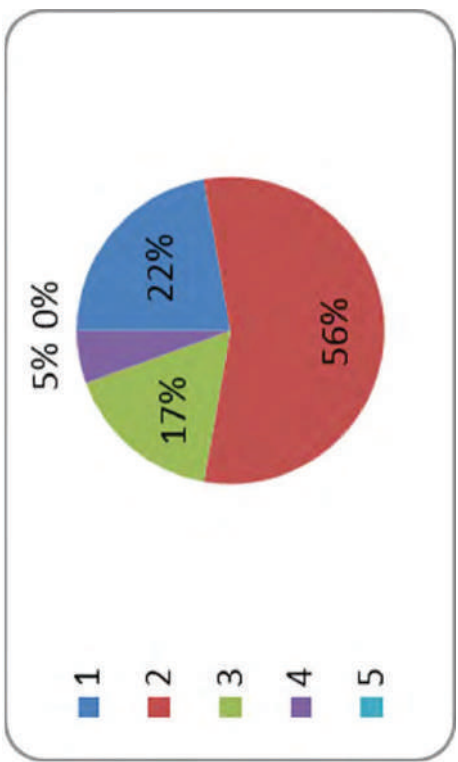
Improved Signage



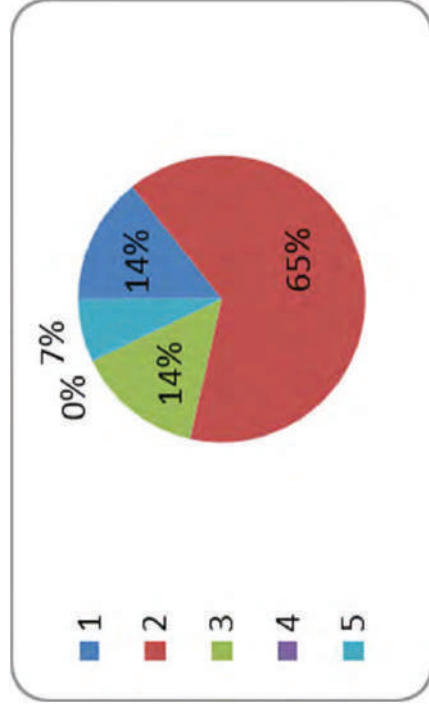
32) This is an Improvement Type that I would like to see.

Responses		Answer Options
(Percent)	(Count)	
22%	4	1) Strongly Agree
56%	10	2) Agree
17%	3	3) Neutral
6%	1	4) Disagree
0%	0	5) Strongly Disagree
Totals	100%	18

Comments:

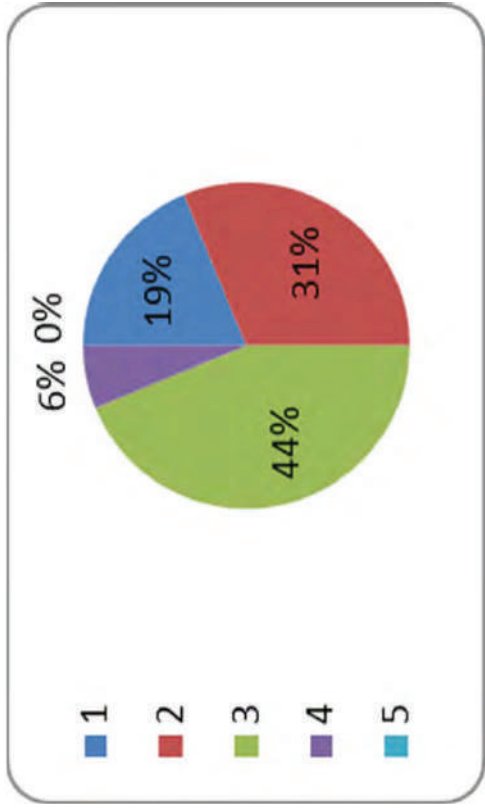


Gateway Treatment



33) This is an Improvement Type that I would like to see.		Answer Options
Responses (Percent)	(Count)	
14%	2	1) Strongly Agree
64%	9	2) Agree
14%	2	3) Neutral
0%	0	4) Disagree
7%	1	5) Strongly Disagree
Totals	14	Comments:

Bike Share



34) This is an Improvement Type that I would like to see.

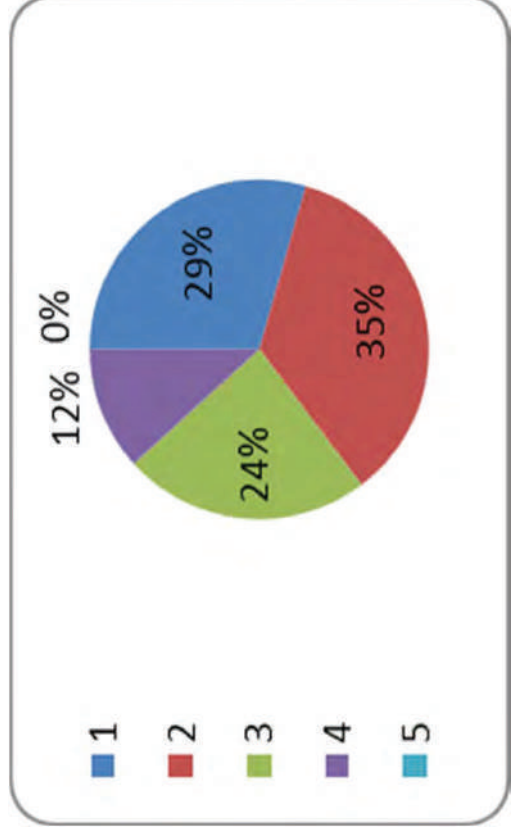
Responses (Percent) (Count)	Answer Options
19% 3	1) Strongly Agree
31% 5	2) Agree
44% 7	3) Neutral
6% 1	4) Disagree
0% 0	5) Strongly Disagree
Totals 100% 16	Comments:

Water Taxi



36) This is an Improvement Type that I would like to see.

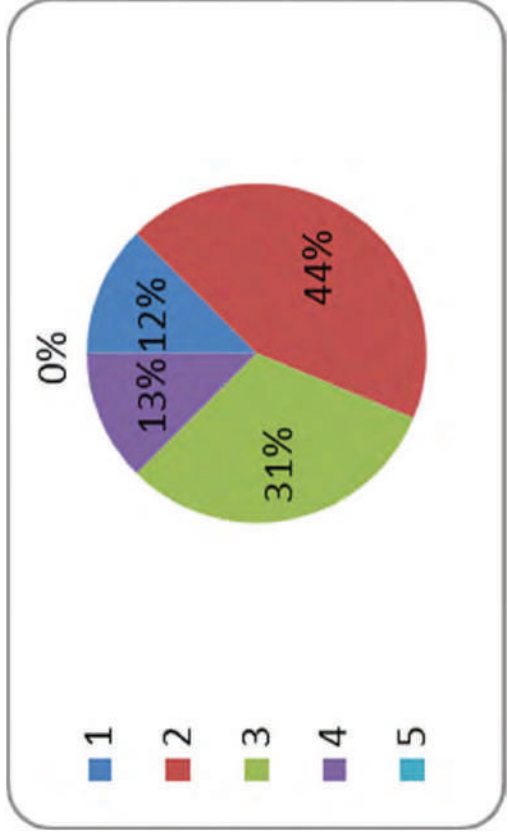
Responses		Answer Options
(Percent)	(Count)	
29%	5	1) Strongly Agree
35%	6	2) Agree
24%	4	3) Neutral
12%	2	4) Disagree
0%	0	5) Strongly Disagree
Totals	17	Comments:



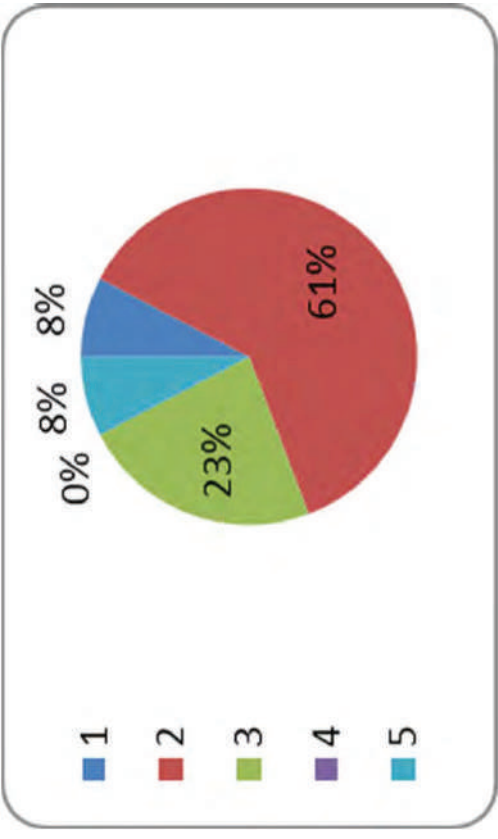
People Mover



Responses		Answer Options
(Percent)	(Count)	
13%	2	1) Strongly Agree
44%	7	2) Agree
31%	5	3) Neutral
13%	2	4) Disagree
0%	0	5) Strongly Disagree
Totals	100%	16
Comments:		



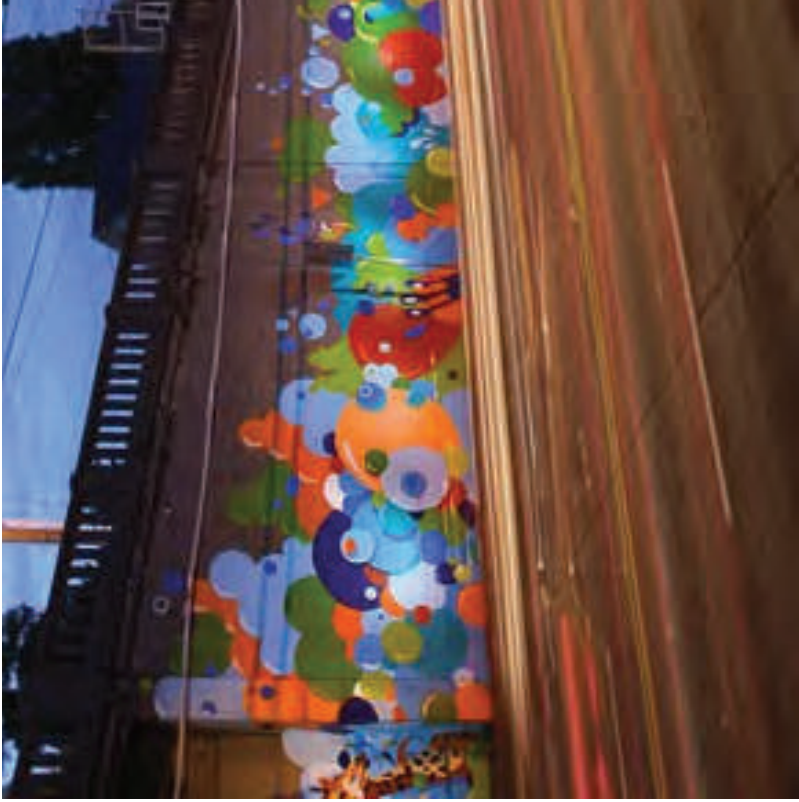
Variable Message Signs



38) This is an Improvement Type that I would like to see.

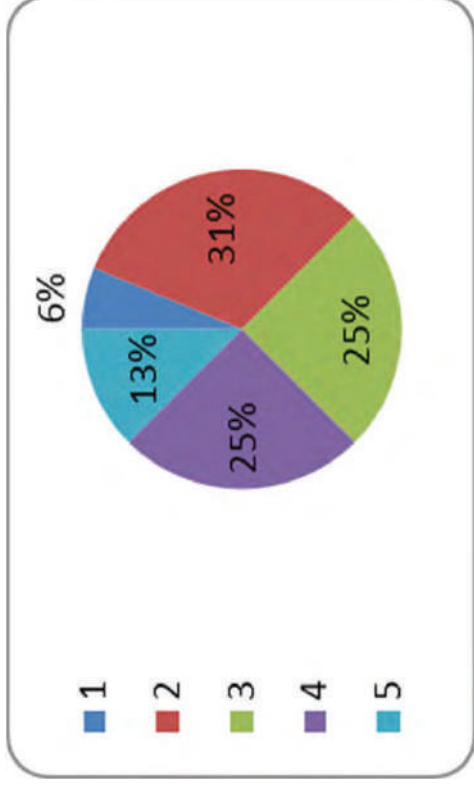
	Responses		Answer Options
	(Percent)	(Count)	
	8%	1	1) Strongly Agree
	62%	8	2) Agree
	23%	3	3) Neutral
	0%	0	4) Disagree
	8%	1	5) Strongly Disagree
Totals	100%	13	Comments:

Artistic Wall Treatments

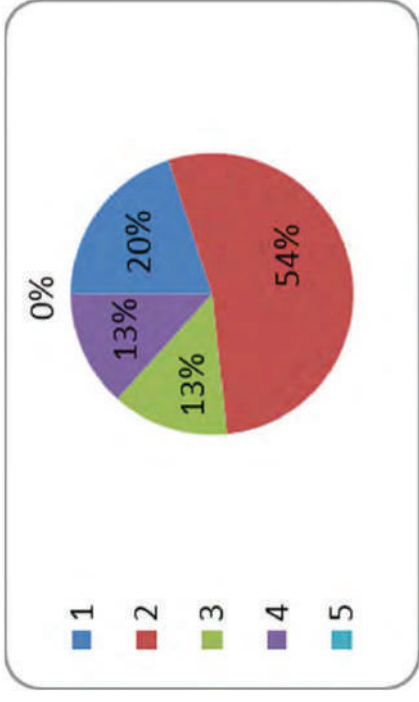
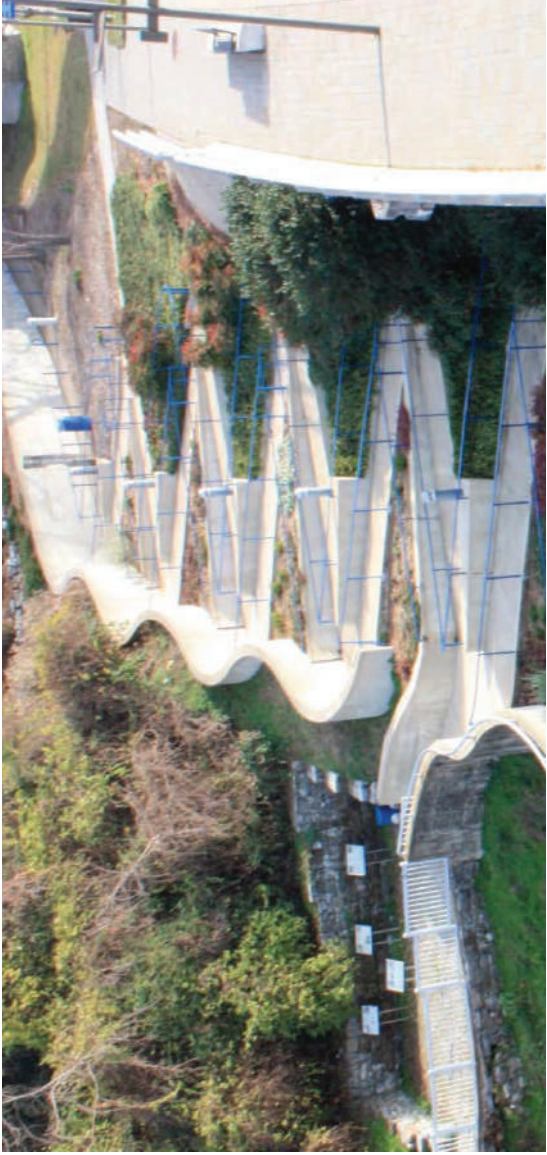


39) This is an Improvement Type that I would like to see.

Responses		Answer Options
(Percent)	(Count)	
6%	1	1) Strongly Agree
31%	5	2) Agree
25%	4	3) Neutral
25%	4	4) Disagree
13%	2	5) Strongly Disagree
Totals	16	Comments:



Walkway down the Bluff

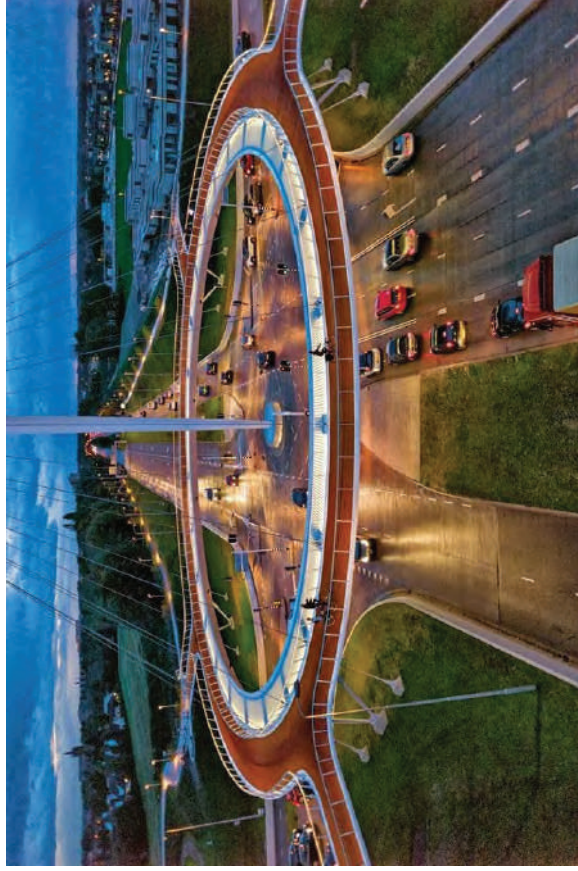


40) This is an Improvement Type that I would like to see.

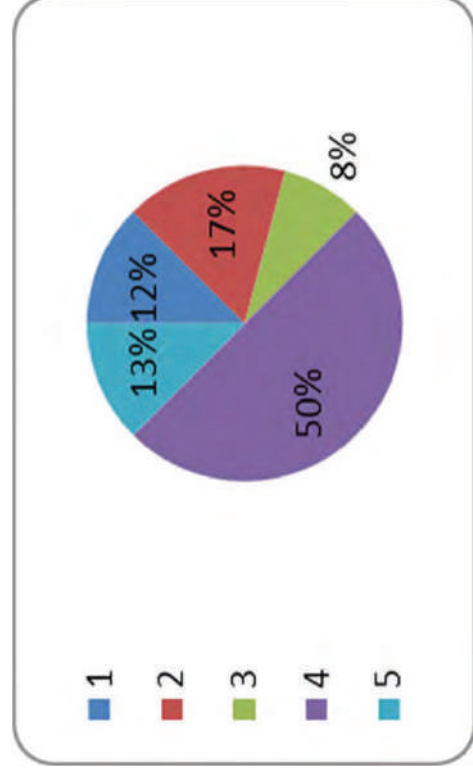
	Responses		Answer Options
	(Percent)	(Count)	
	20%	3	1) Strongly Agree
	53%	8	2) Agree
	13%	2	3) Neutral
	13%	2	4) Disagree
	0%	0	5) Strongly Disagree
Totals	100%	15	Comments:

Improvement option where
audience response was mostly
Disagree or Strongly Disagree

Overhead Bike/Ped Facility



3) This is an Improvement Type that I would like to see.			
Responses (Percent)	(Count)	Answer Options	
13%	3	1) Strongly Agree	
17%	4	2) Agree	
8%	2	3) Neutral	
50%	12	4) Disagree	
13%	3	5) Strongly Disagree	
Totals	24	Comments:	

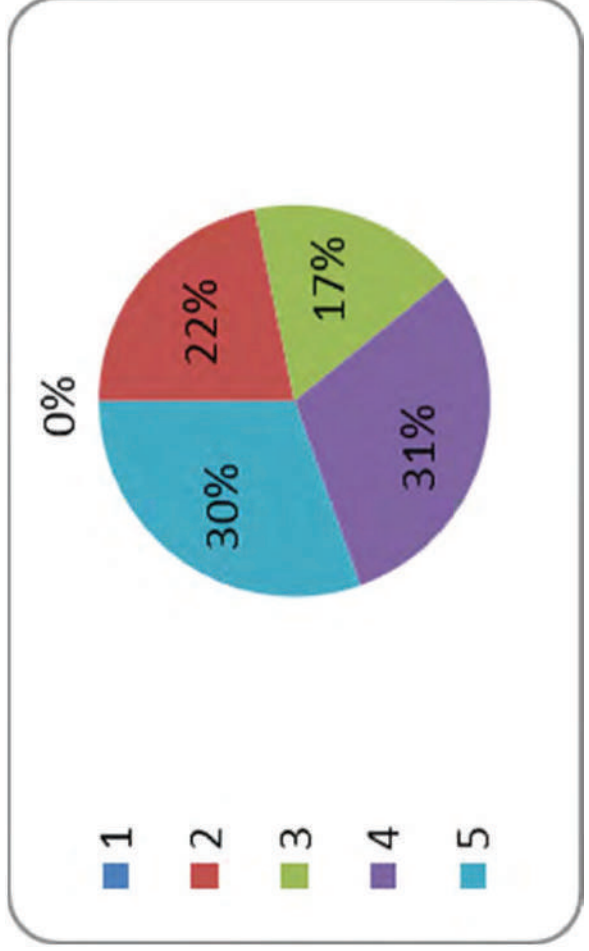


Pedestrian/Bicycle

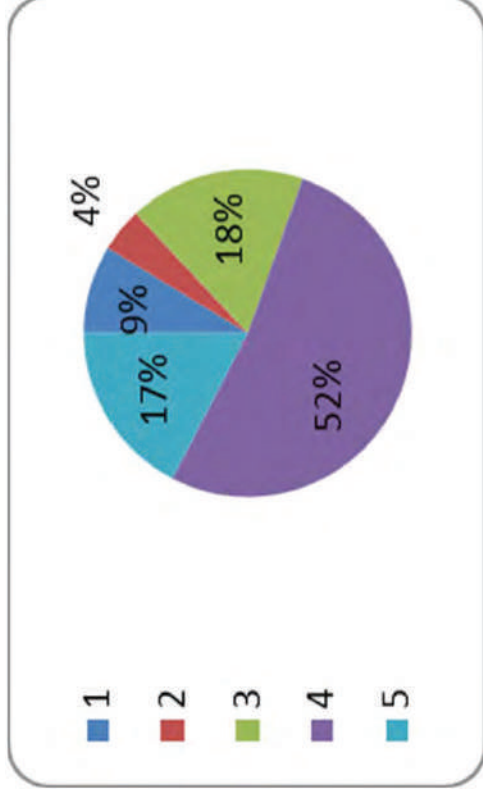


6) This is an Improvement Type that I would like to see.

Responses		Answer Options				
(Percent)	(Count)	1) Strongly Agree	2) Agree	3) Neutral	4) Disagree	5) Strongly Disagree
0%	0					
22%	5					
17%	4					
30%	7					
30%	7					
Totals	100%	23				



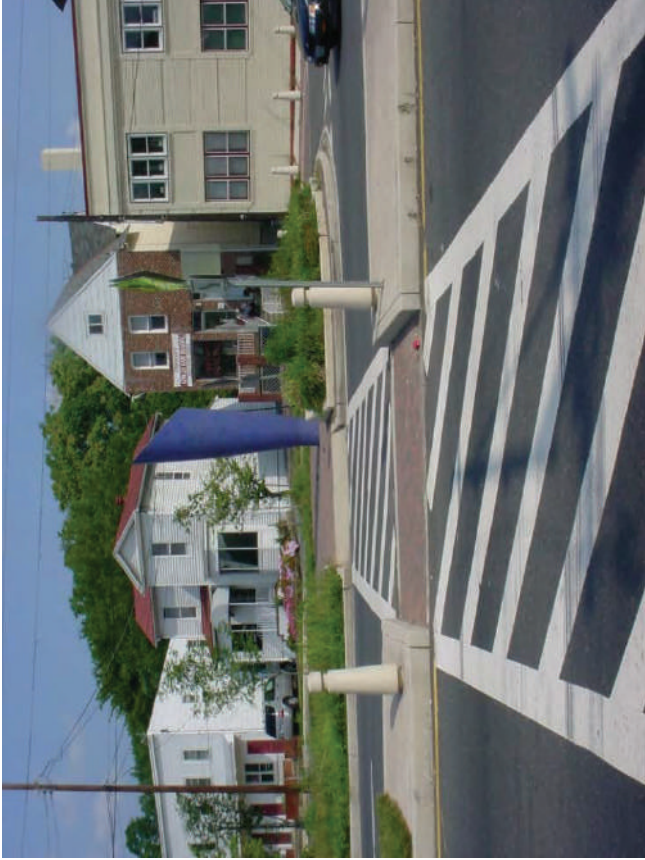
Pedestrian/Bicycle



7) This is an Improvement Type that I would like to see.

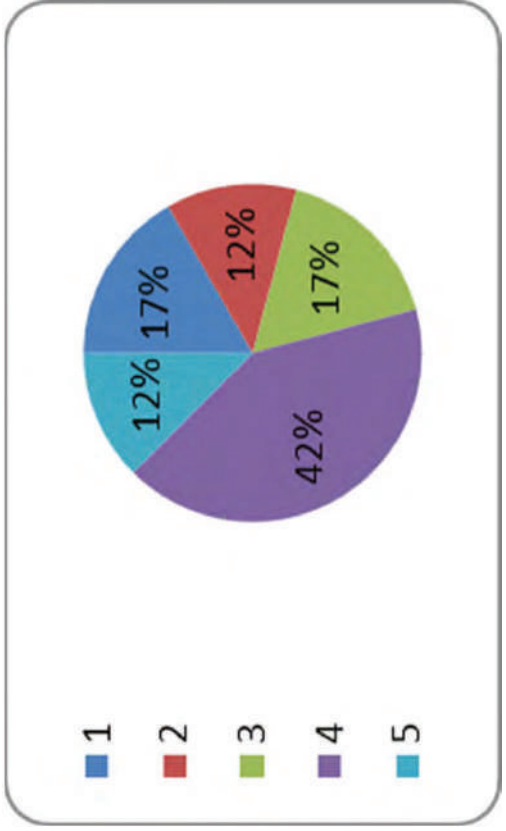
Responses (Percent) (Count)	Answer Options				
	1) Strongly Agree	2) Agree	3) Neutral	4) Disagree	5) Strongly Disagree
9% 2					
4% 1					
17% 4					
52% 12					
17% 4					
Totals 100% 23					Comments:

Crosswalk Treatment



8) This is an Improvement Type that I would like to see.

	Responses		Answer Options
	(Percent)	(Count)	
	17%	4	1) Strongly Agree
	13%	3	2) Agree
	17%	4	3) Neutral
	42%	10	4) Disagree
	13%	3	5) Strongly Disagree
Totals	100%	24	Comments:



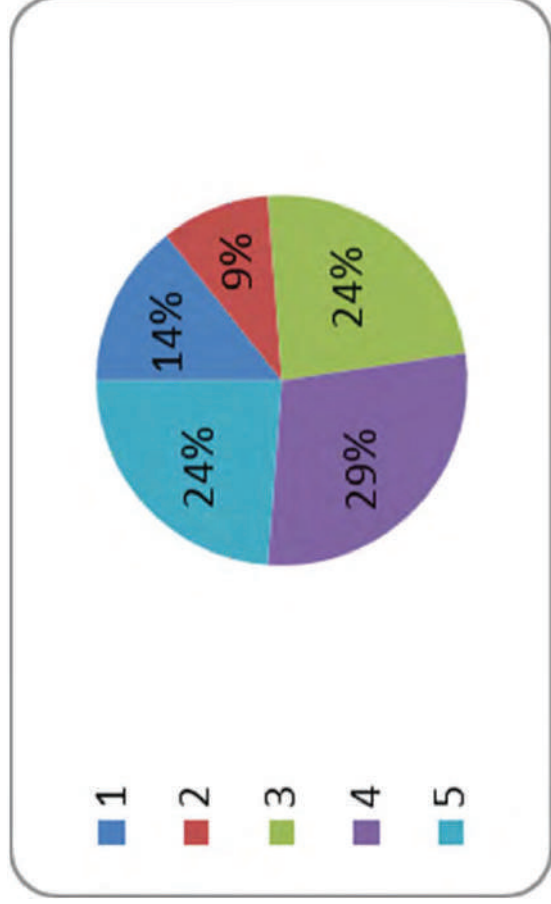
Crosswalk Signage



10) This is an Improvement Type that I would like to see.

Responses (Percent)	(Count)	Answer Options				
		1) Strongly Agree	2) Agree	3) Neutral	4) Disagree	5) Strongly Disagree
14%	3					
10%	2					
24%	5					
29%	6					
24%	5					
Totals	100%	21				

Comments:

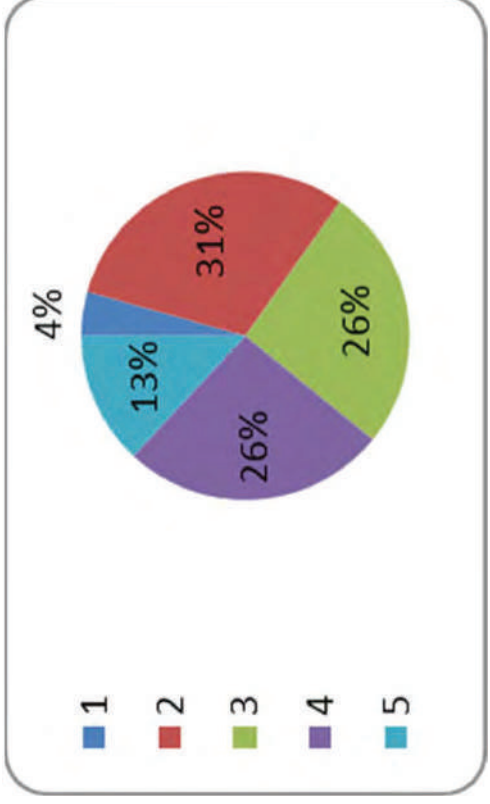


Bicycle Storage

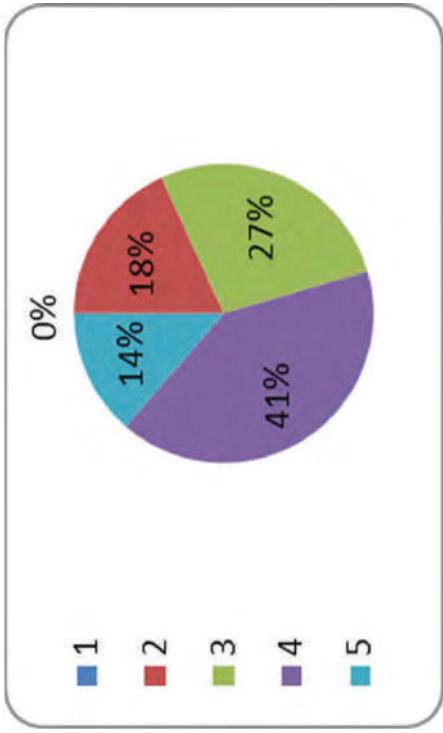


14) This is an Improvement Type that I would like to see.

	Responses		Answer Options
	(Percent)	(Count)	
	4%	1	1) Strongly Agree
	30%	7	2) Agree
	26%	6	3) Neutral
	26%	6	4) Disagree
	13%	3	5) Strongly Disagree
Totals	100%	23	Comments:

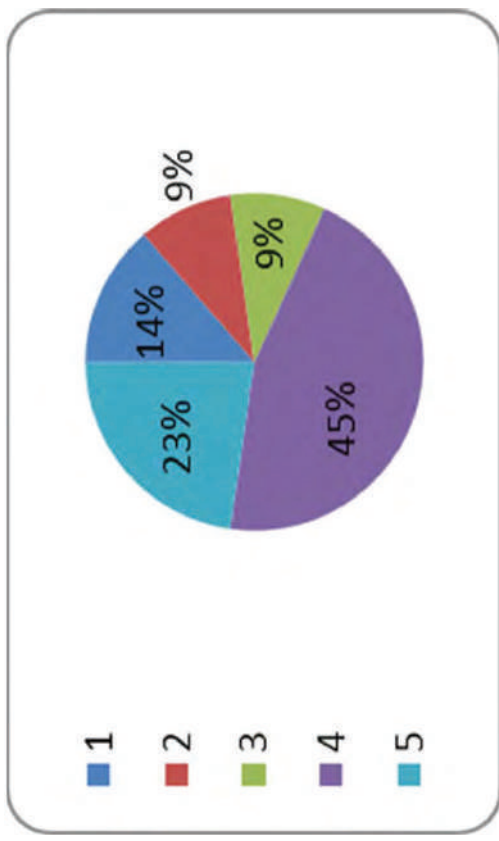
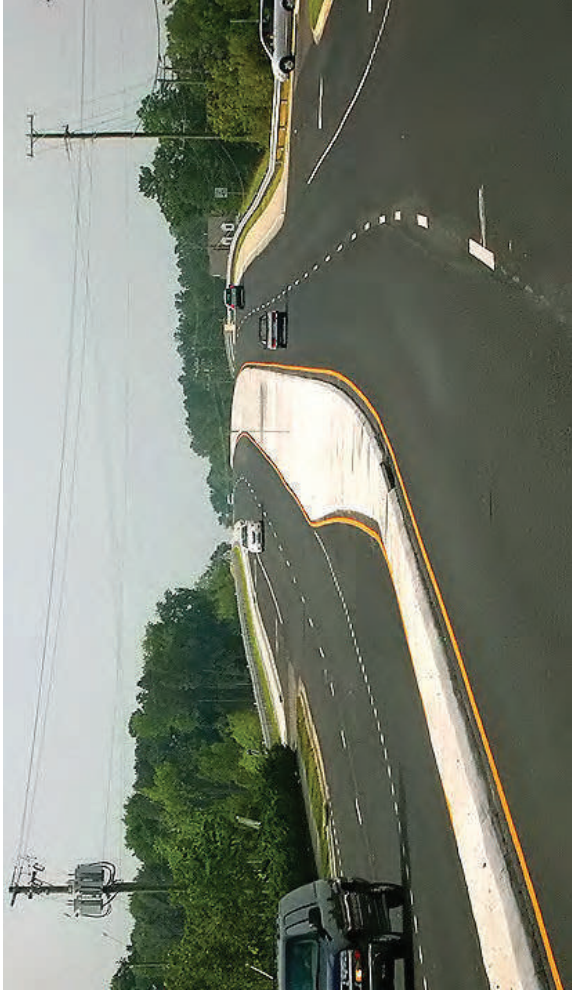


2 Lane Parkway



17) This is an Improvement Type that I would like to see.		Answer Options	
Responses (Percent)	(Count)	1) Strongly Agree	2) Agree
0%	0	3) Neutral	4) Disagree
18%	4	5) Strongly Disagree	Comments:
27%	6		
41%	9		
14%	3		
Totals	22		

4 Lane Highway



18) This is an Improvement Type that I would like to see.

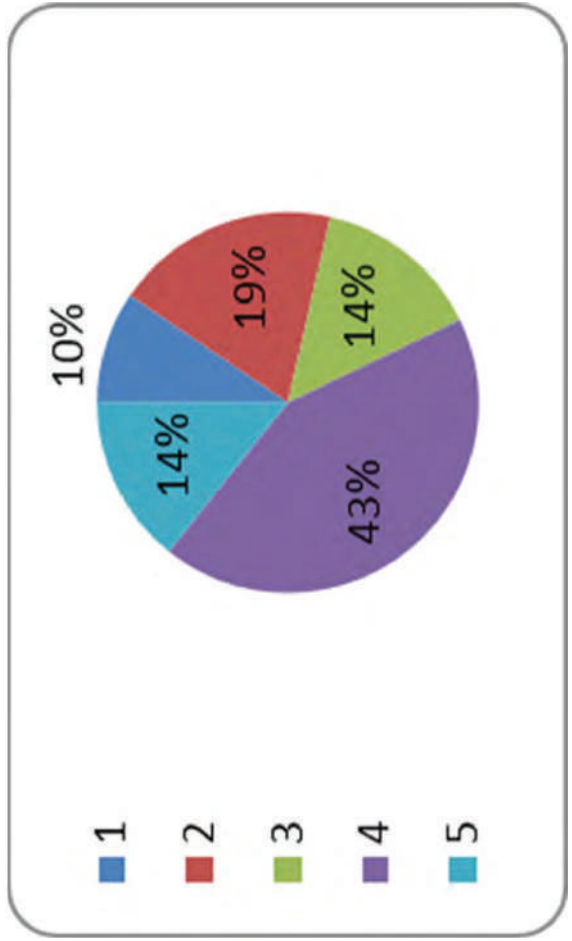
	Responses		Answer Options
	(Percent)	(Count)	
	14%	3	1) Strongly Agree
	9%	2	2) Agree
	9%	2	3) Neutral
	45%	10	4) Disagree
	23%	5	5) Strongly Disagree
Totals	100%	22	Comments:

Bus Lane



24) This is an Improvement Type that I would like to see.

Responses		Answer Options	
(Percent)	(Count)		
10%	2	1) Strongly Agree	
19%	4	2) Agree	
14%	3	3) Neutral	
43%	9	4) Disagree	
14%	3	5) Strongly Disagree	
Totals	100%	21	Comments:

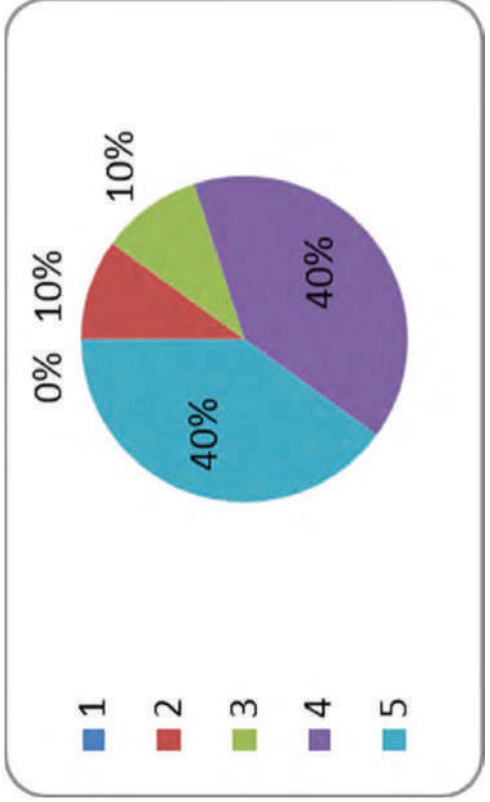


On-street Parking



27) This is an Improvement Type that I would like to see.

Responses (Percent (Count))	Answer Options
0%	0 1) Strongly Agree
10%	2 2) Agree
10%	2 3) Neutral
40%	8 4) Disagree
40%	8 5) Strongly Disagree
Totals 100%	20 Comments:



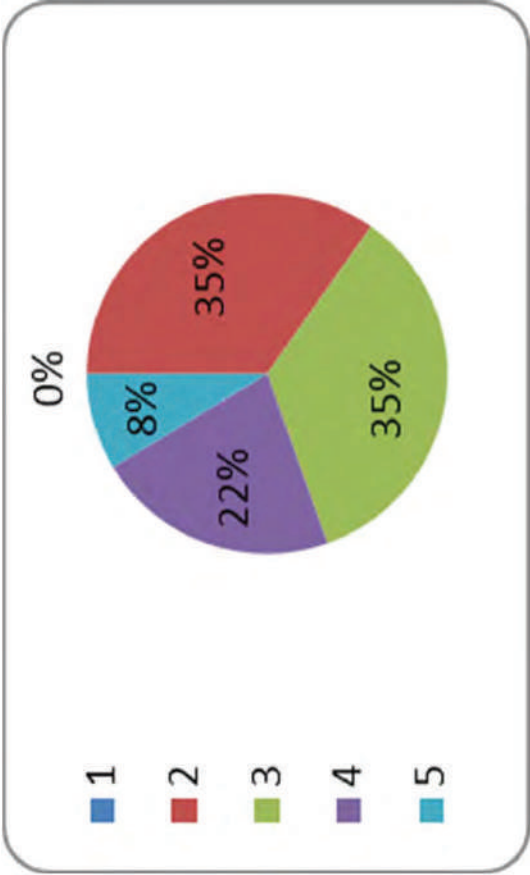
Improvement option where
audience response was mostly
Neutral

Midblock Crossing



12) This is an Improvement Type that I would like to see.

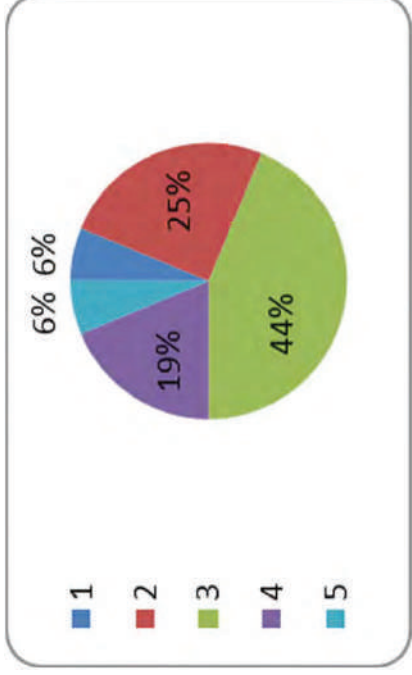
Responses		Answer Options				
(Percent)	(Count)	1) Strongly Agree	2) Agree	3) Neutral	4) Disagree	5) Strongly Disagree
0%	0					
35%	8					
35%	8					
22%	5					
9%	2					
Totals	100%	23				



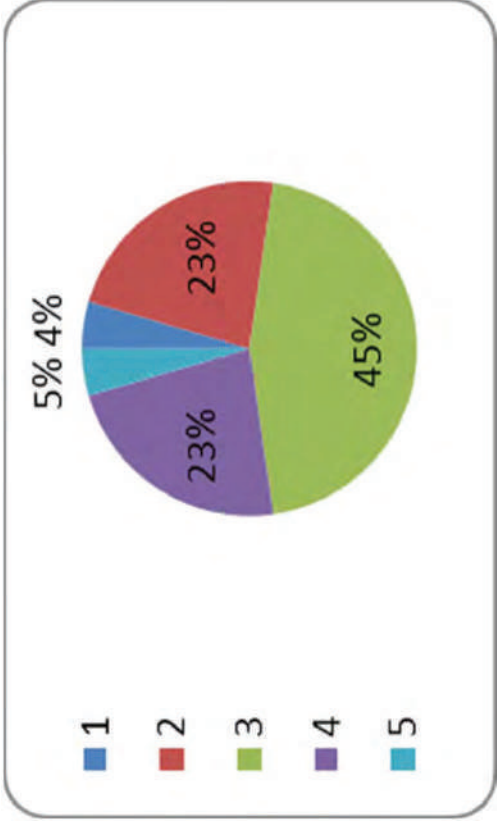
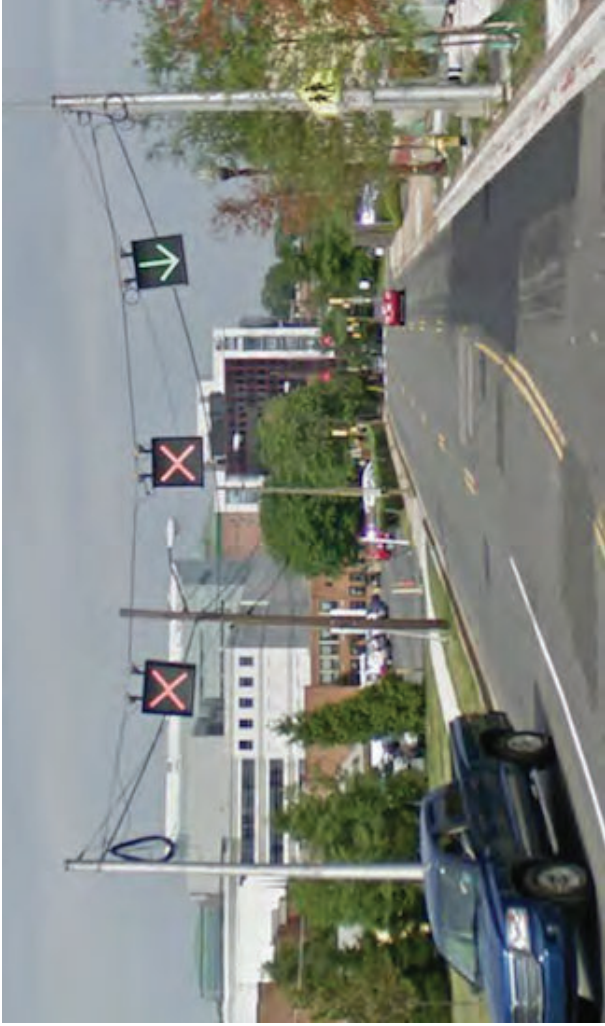
4 Lane Parkway



Responses		Answer Options
(Percent)	(Count)	
6%	1	1) Strongly Agree
25%	4	2) Agree
44%	7	3) Neutral
19%	3	4) Disagree
6%	1	5) Strongly Disagree
Totals	16	Comments:



Reversible Lane



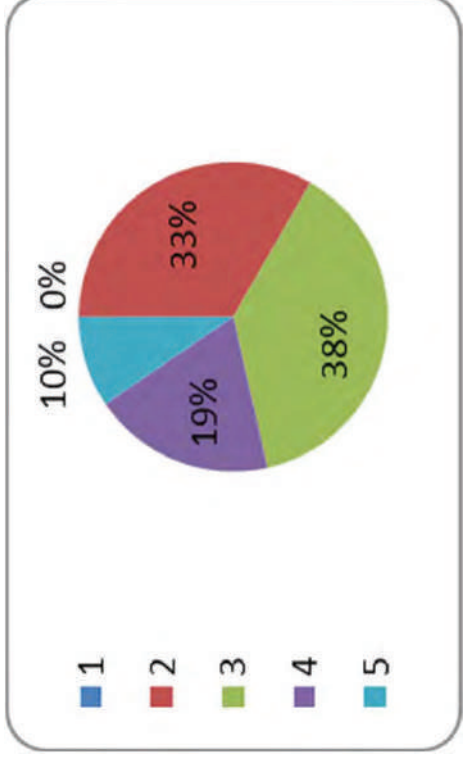
20) This is an Improvement Type that I would like to see.

Responses		Answer Options
(Percent)	(Count)	
5%	1	1) Strongly Agree
23%	5	2) Agree
45%	10	3) Neutral
23%	5	4) Disagree
5%	1	5) Strongly Disagree
Totals	100%	22 Comments:

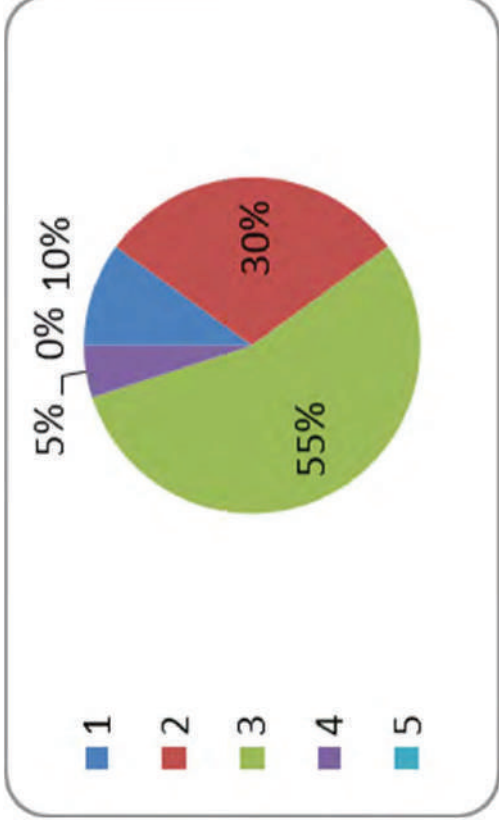
Intersection Improvement



21) This is an Improvement Type that I would like to see.		Responses	Answer Options
		(Percent) (Count)	
	0% 0	1) Strongly Agree	
	33% 7	2) Agree	
	38% 8	3) Neutral	
	19% 4	4) Disagree	
	10% 2	5) Strongly Disagree	
Totals	100% 21	Comments:	



Parking Reclamation



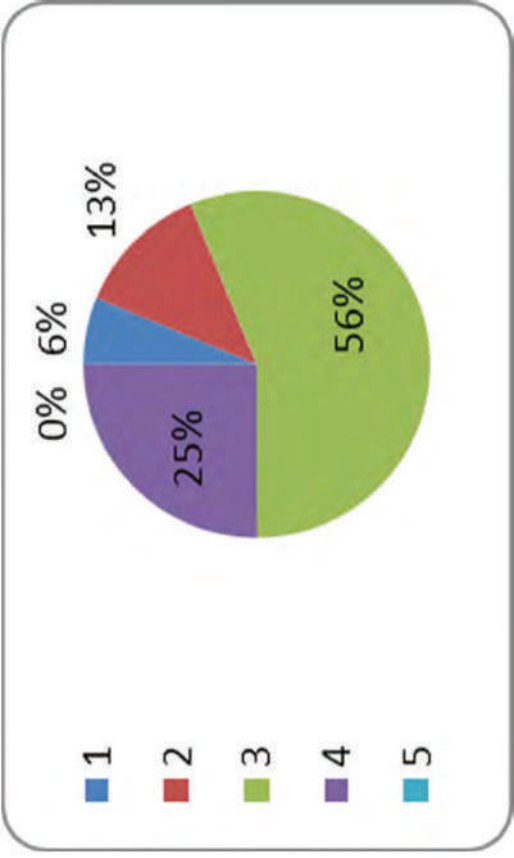
26) This is an Improvement Type that I would like to see.		Responses	Answer Options
	(Percent)	(Count)	
	10%	2	1) Strongly Agree
	30%	6	2) Agree
	55%	11	3) Neutral
	5%	1	4) Disagree
	0%	0	5) Strongly Disagree
Totals	100%	20	Comments:

Segways

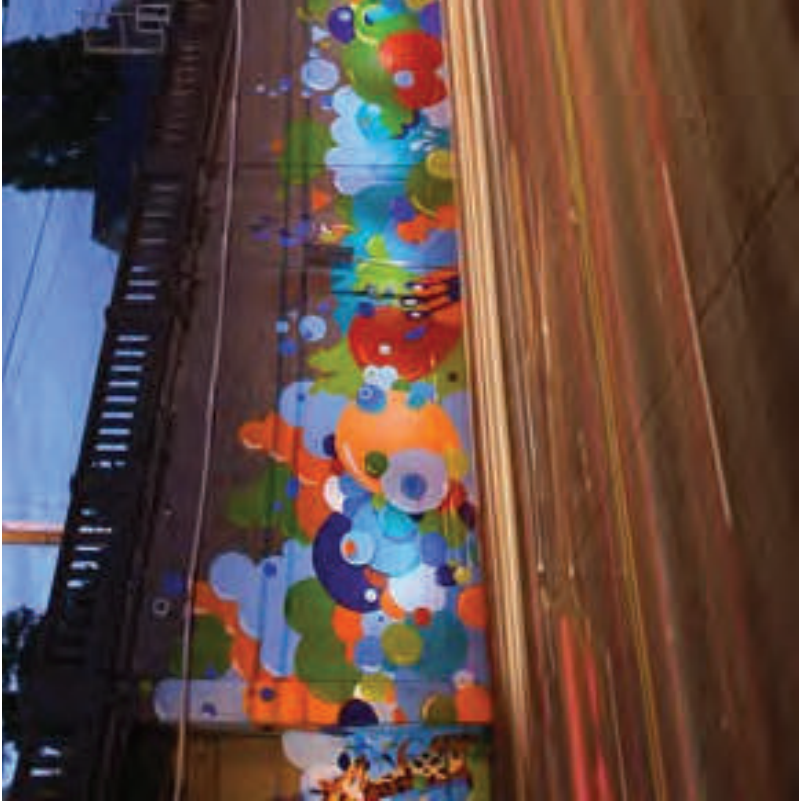


Responses		Answer Options	
(Percent)	(Count)		
6%	1	1) Strongly Agree	
13%	2	2) Agree	
56%	9	3) Neutral	
25%	4	4) Disagree	
0%	0	5) Strongly Disagree	
Totals	16	Comments:	

35) This is an Improvement Type that I would like to see.

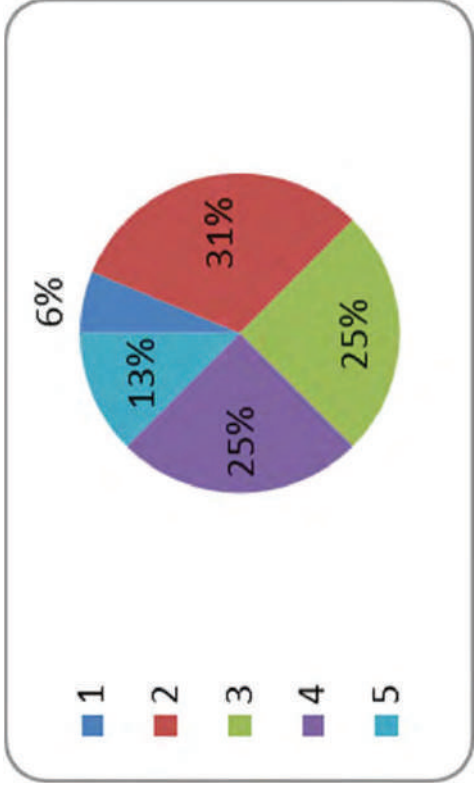


Artistic Wall Treatments



39) This is an Improvement Type that I would like to see.

Responses		Answer Options	
(Percent)	(Count)		
6%	1	1) Strongly Agree	
31%	5	2) Agree	
25%	4	3) Neutral	
25%	4	4) Disagree	
13%	2	5) Strongly Disagree	
Totals	100%	16	Comments:



Additional Parking Facilities



Responses		Answer Options	
(Percent)	(Count)		
0%	0	1) Strongly Agree	
0%	0	2) Agree	
0%	0	3) Neutral	
0%	0	4) Disagree	
0%	0	5) Strongly Disagree	
Totals	0	Comments:	

30) This is an Improvement Type that I would like to see.

Results did not calculate for this option.

Aesthetics



Responses		Answer Options						
(Percent	t)	(Count)	1) Strongly Agree	2) Agree	3) Neutral	4) Disagree	5) Strongly Disagree	Comments:
0%	0	0	0	0	0	0	0	
0%	0	0	0	0	0	0	0	
0%	0	0	0	0	0	0	0	
0%	0	0	0	0	0	0	0	
0%	0	0	0	0	0	0	0	
0%	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	

30) This is an Improvement Type that I would like to see.

Results did not calculate for this option.

Bayfront Parkway Corridor Study Project Advisory Committee Meeting #3

Date: April 14, 2015

Time: 10:30 AM to 12:00 PM

Location: Tom Ridge Environmental Center Large Classroom, Erie, PA

Attendees:	<u>Name</u>	<u>Representing</u>
	Jeff Brinling	Erie Insurance
	John Buchna	Erie Downtown Partnership
	Jim Carroll	PennDOT District 1-0
	Barbara Chaffee	Erie Regional Chamber and Growth Partnership
	Darrell Chapman	PennDOT District 1-0
	Ron Costantini	Erie Water Works
	Lyndsie DeVito	PennDOT District 1-0
	John Grappy	Erie County
	Chris Groner	City of Erie
	Tom McClelland, P.E., PTOE	PennDOT District 1-0
	Brian Mesaros	Erie County
	John Morgan	Erie County Transportation Planner
	Mark Nicholson, P.E.	PennDOT District 1-0, Interim Project Manager
	LeAnn Parmenter, P.E.	City of Erie Traffic Engineer
	Bill Petit, P.E.	PennDOT District 1-0, District Executive
	John Petulla, P.E.	McCormick Taylor
	Doug Pomorski	Erie-Western PA Port Authority
	Jason Sayers, P.E.	City of Erie
	Melani Scott	Professional Development Associates, Inc.
	Dana Sklack	McCormick Taylor
	Justin Smith	Bike Erie
	Jacqueline Spry	Kidder Wachter Architecture and Design
	Jennifer Threats	McCormick Taylor
	Jon Tushak, P.E.	City of Erie
	Joe Walko	City of Erie Fire Department Police
	Brian Weber	Weber Architecture
	Jake Welsh	Erie County Planning Director
	Brian Yedinak, P.E.	PennDOT District 1-0

Meeting Summary:

I. Welcome

Jennifer Threats, meeting facilitator, welcomed everyone to the third of a series of Project Advisory Committee (PAC) Meetings. She then introduced Bill Petit, District Executive for PennDOT Engineering District 1-0. Mr. Petit gave a brief meeting introduction and then asked for everyone in the room to introduce themselves.

II. Follow-up Items

Ms. Threats requested an update on the planned development projects from representatives in attendance associated with current developments on the Bayfront. Below is a summary of the discussion:

- Representatives for the Cobblestone Inn, and McAllister Place indicated they had no updates to report.
- A representative for Bayfront Place, Jacqueline Spry of Kidder Wachter Architecture and Design, said that her firm is working on revising the current plans for the former GAF site. Additionally, construction of the first building in the development site, a hotel, is on-going and a parking garage is planned to support the hotel and other future development on the site.
- Brian Weber of Weber Architecture represented Scott Enterprises and gave a brief summary of the steps taken and planned so far for the Harbor Place development. In 2014, they gathered stakeholder input and worked on the environmental assessment for the land. During the course of 2015, they plan to identify and secure the funding for the first phase of the development with hopes to break ground during the spring of 2016.

Ms. Threats then discussed the following items included in the PAC's handout packet.

- PAC Meeting Summary #2 was distributed as a draft. PAC members were asked to follow-up with any comments or changes before the end of the week. Once changes are incorporated, the final version will be emailed to the PAC.
- The results from the Image Survey conducted during PAC Meeting #2 were provided as a reminder of the concepts the group reviewed and rated as positive, negative or neutral.
- A revised version of the 'Approach to Identifying Improvements' handout (Appendix C) was included. The handout was revised to reflect suggestions made by the PAC during the second

meeting. It was also provided as an aid for PAC members to reference when reviewing the two Improvement Scenarios later in the meeting.

III. Improvement Concepts

John Petulla, P.E., Project Manager, began his introduction to the two improvement scenarios by explaining how they were developed. When looking at the corridor to identify improvements, three primary components were identified as the basis to develop improvement options; the project needs and improvement considerations (Appendix C), public and stakeholder input, and existing and future traffic projections (Appendix D and E).

Mr. Petulla noted that there were several overall improvement concepts that both scenarios have in common, including:

- Upgrading signal equipment, signal timing, and lighting throughout the corridor,
- Adding variable message signs at each end of the parkway to inform drivers of drive times to key locations,
- Adding a buffer between the multi-use trail and the roadway whenever they are too close,
- Way finding signs throughout the corridor on the multi-use trail,
- Improved crosswalk design at all intersections to better alert drivers and increase safety,
- Park signs at the entrances to Frontier Park and Liberty Park,
- Bus shelters with real time transit information.

Mobility Scenario

The first scenario Mr. Petulla presented was the Mobility Scenario (Appendix G and H). This scenario focused on increasing or preserving the capacity on the Bayfront Parkway and providing improved and more efficient access to pedestrian and bicycle traffic through the corridor.

Key features of this option included:

- Dual lane roundabouts at the State Street and Bayfront Parkway intersection and at the E. 12th Street and Bayfront Parkway intersection,
- Divert bicycle traffic between the Lincoln Avenue Park-and-Ride and Frontier to park to a shared lane route that would go along Lincoln Ave to W. 8th Street. From there, it would connect to the 6th Street bicycle route and continue along W. 8th Street to Frontier Park,
- Upgrade Frontier Park sidewalks along W. 8th Street to multiuse paths,
- Restrict left turns from Cranberry Street,
- A two-way frontage road that would run along the north side of the parkway from Liberty Park to State Street,

- Archway Gateway treatments after the Lincoln Avenue and Bayfront intersection and after the E. 12th Street and Bayfront Parkway intersection,
- Managed, or reversible, lanes from W. 8th Street to Sassafras Street Ext.,
- Two pedestrian bridges, one from Peach Street to the north side of the Bayfront Parkway to the east of the Sassafras Street Ext. and one from the bluff just east of Holland Street to the north side of the Bayfront Parkway near the Intermodal Center – the pedestrian bridge would connect on the south side to a sloped trail leading up the bluff near German Street and connect with the existing East Front Street Promenade,
- Create an exclusive right turn from Holland Street to the Bayfront Parkway on the south side of the intersection,
- Widen the Bayfront Parkway to four lanes from Holland Street to Port Access Road,
- Bus pull offs between E. 8th and E. 10th Street on the east and west side of the Bayfront Parkway
The bus pull of area would also include transit shelters and bike storage options.

Brian Yedinak, P.E., Assistant District Executive for Design, PennDOT District 1-0, further explained to the group that the roundabout at E. 12th Street was suggested as both a traffic calming element and for better traffic functions.

Barbara Chaffee, Erie Regional Chamber and Growth Partnership, asked if the double roundabout at State Street considered access for Hamot delivery trucks. She explained the loading docks are located right beside the intersection and the angle of the turn from the roundabout may not accommodate truck access. Mr. Petulla said UPMC Hamot access at this location would need to be reviewed further if this improvement was advanced.

John Tushak, P.E. asked how a car on the inside lane of the dual lane roundabout would cross to exit the roundabout and if this would result in a bottle neck. Mr. Petulla explained that the vehicle would have to transition to the outside lane to exist the roundabout and noted that public education would be required before implementation of roundabout.

Connected Scenario

The second scenario Mr. Petulla explained was the Connected Scenario (Appendix I and J). This scenario focused on making missing connections along the multi-use trail and giving the Bayfront more of a landscaped parkway look by adding planted medians throughout the corridor.

Key features of this option included:

- Reduced travel lane width to 11 feet from Greengarden Road to E. 10th Street,

- A gateway sign in the median between the Lincoln Avenue and Greengarden Road intersections,
- A bike share program that could also be introduced throughout the city,
- Connect the existing Bayfront Bikeway that runs along the Bayfront Parkway from Frontier Park to the Park-and-Ride located at the corner of Lincoln Avenue and the Bayfront Parkway,
- Restricted left turns from Cranberry Street during peak travel hours,
- A pedestrian tunnel under State Street utilizing the existing culvert,
- A central Bayfront people mover to encourage people to park in one central location,
- Improve and pave the path beside Front Street between State Street and Holland Street in the central Bayfront,
- A multi-use trail from German Street at the top of the bluff to the intersection of Holland Street and Bayfront Parkway,
- A single lane roundabout at the Port Access Road and Bayfront Parkway intersection,
- A single lane in each direction from Port Access road to 10th Street,
- A new Park-and-Ride between E. 8th Street and E. 10th Street,

John Buchna asked if the railroad tracks would be removed along the parkway as part of the improvements. Mr. Petulla said that any non-active tracks would likely be removed.

Brian Weber asked if the team had heard any interest from the public or stakeholders related to using the railroad tracks for light rail. Mr. Petulla indicated that very little interest had been expressed to date in light rail, but added that there would be a Public Meeting before the scenarios are finalized that could influence changes to the scenarios and associated improvement concepts.

IV. Evaluating the Scenarios

After the two scenarios were explained, the PAC members were asked to evaluate the options in more detail, discuss the pros and cons of both, and identify any additional improvement concepts. To do this, the room was divided into five groups based on the table each member chose at the start of the meeting. Each of the five groups consisted of three to four PAC members and one or two PennDOT employees.

After approximately forty-five minutes of discussion within the groups, a representative from each group was asked to present their groups thoughts on each of the scenarios.

Overall, the Mobility Scenario was preferred by the PAC members. Additionally, the PAC members agreed that enhancing crosswalks by increasing visibility and safety should be a priority.

Group 1

Connected		
Pros	Cons	Suggestions/ Questions
<ul style="list-style-type: none"> - Crosswalk treatment - Roundabout at Port Access Rd. 	<ul style="list-style-type: none"> - W 8th St. merge lane extension - Reduction to 2 lanes 	<ul style="list-style-type: none"> - Cost benefit of People Mover
Mobility		
Pros	Cons	Suggestions/ Questions
<ul style="list-style-type: none"> - 4 lanes - Pedestrian bridges - No left from Cranberry St. - Managed lanes for events - Frontage Rd. (if it allows emergency service vehicles) 	<ul style="list-style-type: none"> - Frontage Rd (if emergency service vehicles are not allowed) 	<ul style="list-style-type: none"> - Managed lanes – who takes care of them? - Roundabout education - Consider a roundabout at Bayfront/Holland St. and Bayfront/Port Access Rd.

Group 2

Connected		
Pros	Cons	Suggestions/ Questions
<ul style="list-style-type: none"> - Crosswalk treatment - Roundabouts 	<ul style="list-style-type: none"> - Safety of tunnel Structure? 	<ul style="list-style-type: none"> - Add frontage road - Maximize use of Park and Rides - Convert lane to express transit lane - Median treatment but keep existing lane configuration near Lincoln Ave. and Greengarden Blvd.
Mobility		
Pros	Cons	Suggestions/ Questions
<ul style="list-style-type: none"> - Roundabouts 	<ul style="list-style-type: none"> - E 6th St. is too wide. Add median treatment. Are all lanes needed? - Access to UPMC with the roundabout at State St.? 	<ul style="list-style-type: none"> - Additional roundabouts (Lincoln Ave., Greengarden Blvd., W 8th St., E 6th St.) - Convert lane to dedicated transit lane - Maximize use of Park and Ride - Better use for parking during events - Bus lane would make transit more

		appealing - Preferred this option
--	--	--------------------------------------

Group 3

Connected		
Pros	Cons	Suggestions/ Questions
<ul style="list-style-type: none"> - Roundabout - Ped tunnel - Eastside Park and Ride - Sidewalks 		<ul style="list-style-type: none"> - Snow removal plan? - Expand bike share to downtown - What happens when there is an accident in a roundabout? - Blvd look at both ends - Use W 6th St bridge as gateway - Continue People Mover to all Park and Rides
Mobility		
Pros	Cons	Suggestions/ Questions
<ul style="list-style-type: none"> - Roundabouts - Archway - Ped Bridges 		<ul style="list-style-type: none"> - Snow removal plan? - Add People Mover

Group 4

Connected		
Pros	Cons	Suggestions/ Questions
<ul style="list-style-type: none"> - Roundabout at Port Access Rd. - Ped tunnel 	<ul style="list-style-type: none"> - Median not preferred 	<ul style="list-style-type: none"> - Signage to stop cars from blocking multiuse path at intersections - Way finding signs at Port Access Rd., Cranberry St. - Improve multiuse path paving
Mobility		
Pros	Cons	Suggestions/ Questions
<ul style="list-style-type: none"> - Roundabout at 12th St. - Ped bridges - Reversible lanes 	<ul style="list-style-type: none"> - State St. roundabout 	<ul style="list-style-type: none"> - Ped bridge at Liberty Park - Way finding signs at Port Access Rd., Cranberry St. - Improve multiuse path paving

Group 5¹

Connected		
Pros	Cons	Suggestions/ Questions
<ul style="list-style-type: none"> - Aesthetics - People Mover 	<ul style="list-style-type: none"> -Median could be a barrier -A step backwards -Less connected -No ped bridge 	
Mobility		
Pros	Cons	Suggestions/ Questions
<ul style="list-style-type: none"> - Frontage Rd. can be used as the local road - Like the roundabout at State St. <ul style="list-style-type: none"> - Ped Safety? - More connected 	<ul style="list-style-type: none"> -No accounting for Greengarden Blvd. development? -Right lane back up at 8th St. and Bayfront with two lanes going straight -Not enough bus pull overs 	<ul style="list-style-type: none"> -Add a channelized/slip right turn lane at 8th St./Bayfront -Make the frontage road a dedicated transit lane -Add people mover route to this option -Do managed lanes increase accidents? -Add bike share to this option and increase eastside locations -How do left turns work with managed lanes? -Add a rapid flash beacon crossing in between the intersections of State St/Bayfront and Holland St/Bayfront

V. Next Steps

After each group took turns discussing their preferences with the improvement scenarios, the next steps for the project were discussed. The project team will now review the PAC member feedback to and make some updates to the existing options. These two scenarios will then be presented to the public during a Public Meeting that will be scheduled for late May or early June. It was also requested by a PAC member to make the digital versions of the two scenarios available online. The project team

¹ Brian Weber of Weber Architecture represented Scott Enterprises at this meeting. At the end of the meeting, he made additional notes on his group's maps in relation to the Harbor Place development plans. Most of his suggestions and input have been noted above with his group. In addition to that, he also said a pedestrian bridge is planned and will connect their proposed parking garage to UPMC Hamot near French St. He indicated that the pedestrian bridge would be intended to serve potential doctors with offices within the harbor place development who would need direct access to the hospital, as well as, traveling doctors and family members who would be visiting the hospital.

will email the PAC members a link to a FTP site that will host all of the handouts from this meeting and ask the PAC to submit all comments by April 28. Additional feedback received following the meeting can be referenced in Appendix K.

Following the Public Meeting, a third scenario that blends the preferred improvement concepts may be developed for review and discussion by the Project Team and PAC.

Mr. Petulla ended the meeting by thanking everyone for their extra time and dedication to project.

With no further questions or discussions, the meeting was adjourned at approximately 4:20 p.m. We believe this report accurately describes what transpired at this meeting. If anyone has a different understanding of what occurred, please contact Dana Sklack at (412) 922-6880 within two weeks of receipt. If no comments are received, this report will be considered final.

Prepared by:
McCormick Taylor, Inc.

Jennifer Threats
Dana Sklack

Appendix List

- A. Project Advisory Committee Meeting #3 Agenda
- B. Project Advisory Committee Meeting #3 PowerPoint Slides
- C. Approach to Identifying Improvements
- D. Future Intersection Delay Comparison
- E. Future Travel Time Comparison
- F. Improvement Concept Scenarios (Mobility and Connected) – text only
- G. Mobility Scenario
- H. Mobility Scenario Section Sheets
- I. Connected Scenario
- J. Connected Scenario Section Sheets
- K. Post Meeting Feedback

*Appendix items are available for reference on the following site:

<ftp://Bayfront:parkway@ftp.mccormicktaylor.com>

Username: bayfront

Password: parkway

APPENDIX A:

Project Advisory Committee Meeting #3 Agenda

Date: April 14, 2015

Time: 10:30 a.m. to 12:00 p.m.

Location: Tom Ridge Environmental Center

AGENDA

1. Welcome and Follow-ups – Bill Petit, P.E., PennDOT District Executive
Jennifer Threats, McCormick Taylor 10:30 a.m. – 10:45 a.m.
 - a. Welcome – Facilitator
 - b. Opening Remarks – Bill Petit, P.E., PennDOT District Executive
 - c. Follow-up Items – Jennifer Threats
 - PAC Meeting Summary 2
 - Improvement Considerations Revised
 - Development Update

2. Improvement Concepts - John Petulla, P.E. 10:45 a.m. – 11:15 a.m.
 - Scenario #1 Review
 - Scenario #2 Review

3. Evaluating the Scenarios - Group Activity 11:15 a.m. – 11:50 p.m.
 - Divide into Groups of 4-5 to:
 - Identify pros and cons of each scenario
 - Identify additional concepts
 - Report Results

4. Next Steps – John Petulla, P.E. 11:50 p.m. – 12:00 p.m.
 - Refine Improvement Concepts/Scenarios
 - Next PAC Meeting – May/June
 - Public Meeting – May/June

APPENDIX B:

Project Advisory Committee Meeting #3 PowerPoint Slides



BAYFRONT PARKWAY STUDY

Welcome to the Bayfront Parkway Study

PROJECT ADVISORY COMMITTEE MEETING
April 14, 2015



The slide features a teal header with the text 'BAYFRONT PARKWAY STUDY'. Below the header is a photograph of a blue car driving on a road with a guardrail and a speed limit sign for 35. Underneath the main photo is a row of four smaller images: a street scene with people, a view of a parkway with a bridge, a view of a parkway with trees, and a view of a parkway with a fence. The bottom section of the slide contains the text 'Welcome to the Bayfront Parkway Study', 'PROJECT ADVISORY COMMITTEE MEETING', and 'April 14, 2015'. The Pennsylvania Department of Transportation logo is in the bottom right corner.



MEETING AGENDA

1. Welcome & Follow-up Items
2. Improvement Concepts
 - Mobility Scenario
 - Connected Scenario
3. Evaluating the Scenarios
 - Group Activity
 - Question & Answer
4. Next Steps



The slide has a teal header with the text 'MEETING AGENDA'. The background is a faded image of a parkway. The agenda is listed in four numbered items. The Pennsylvania Department of Transportation logo is in the bottom right corner.

FOLLOW-UP ITEMS

- PAC Meeting Summary #2
- Image Survey Results
- Development Update
- Approach to Developing Improvement Concepts - Revised



IMPROVEMENT CONCEPTS

DEVELOPMENT APPROACH

- Project Needs and Improvement Considerations
- Public/Stakeholder Input
 - Survey Results
 - Stakeholder Interviews
 - PAC Meetings
- Existing and Future Traffic Projections



FUTURE TRAVEL TIME COMPARISON (NO-BUILD)

Direction	No Build Option: 2034 - Background w/o Development Growth		No Build Option: 2034 - Background and Development Growth	
	AM	PM	AM	PM
Bayfront EB: Lincoln Ave to E 12th St	11.7 mins 25 mph	12.5 mins 23 mph	67.4 mins 5 mph	15.9 mins 19 mph
Bayfront WB: E 12th St to Lincoln Ave	11.1 mins 25 mph	11.7 mins 24 mph	14.4 mins 20 mph	20.2 mins 15 mph

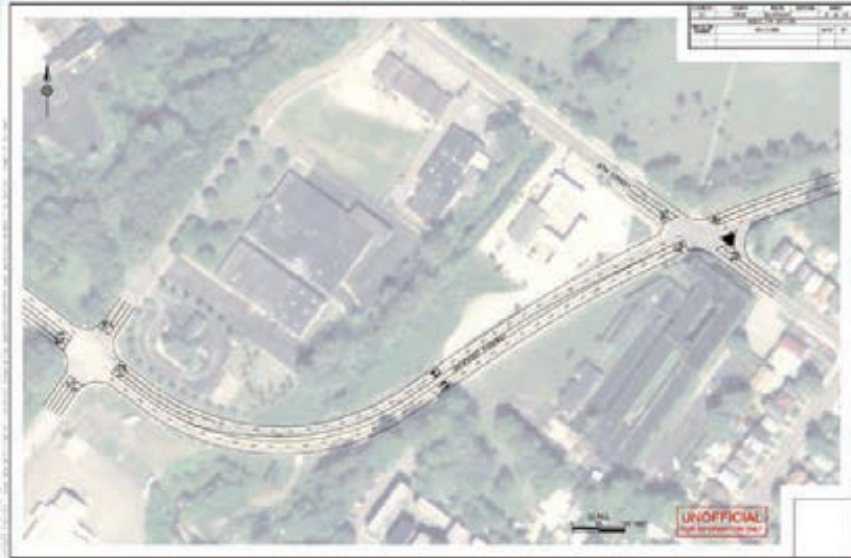


SCENARIO 1: MOBILITY



IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 2)



IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 3)



IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 4)



IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 5)



IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 6)



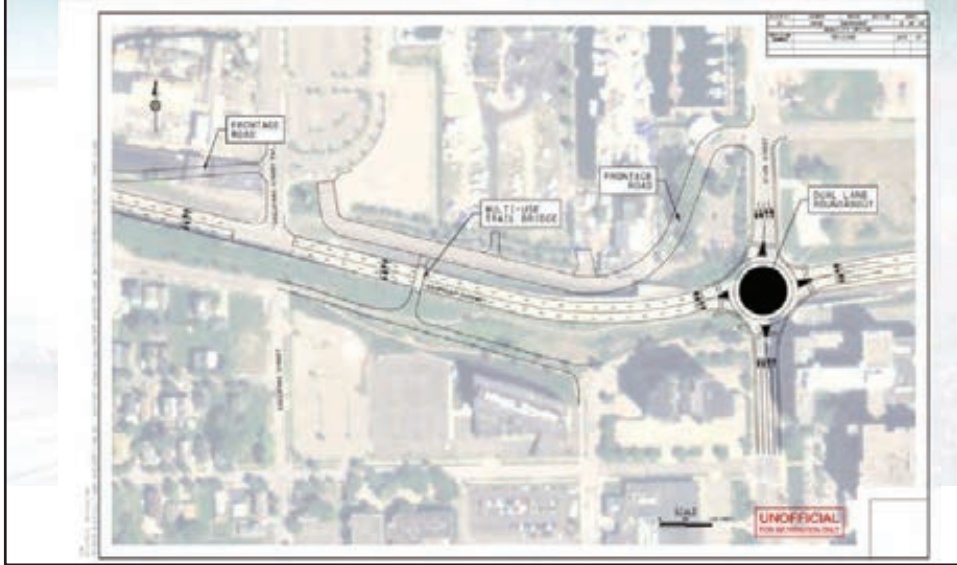
IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 7)



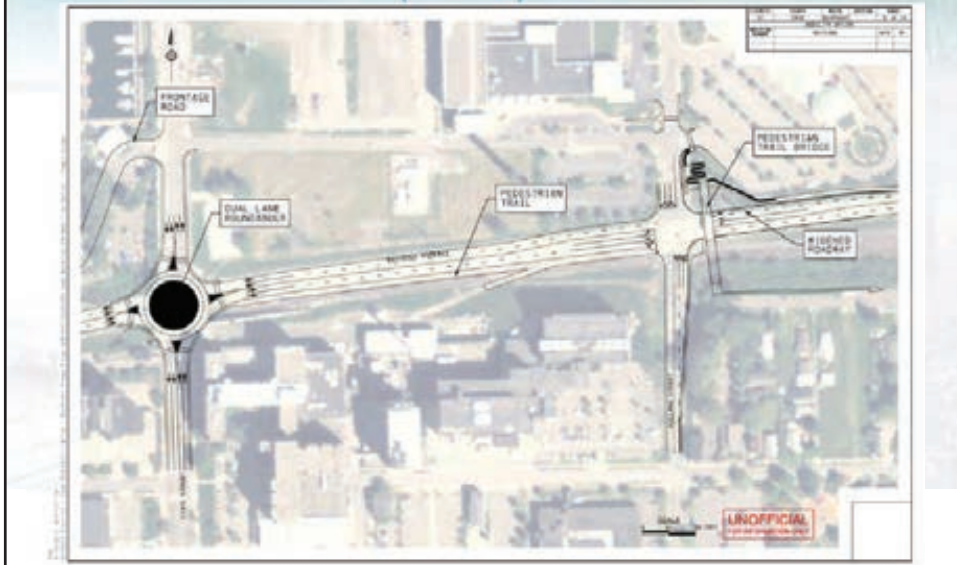
IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 8)



IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 9)



IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 10)



IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 11)



IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 12)



IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 13)



IMPROVEMENT CONCEPTS

SCENARIO 1 - MOBILITY (Sheet 14)

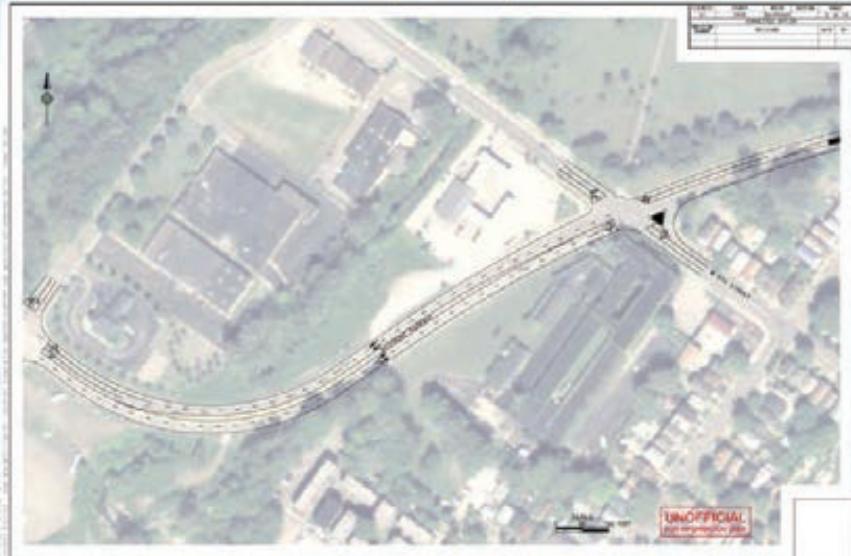


SCENARIO 2: CONNECTED



IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 2)



IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 3)



IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 4)



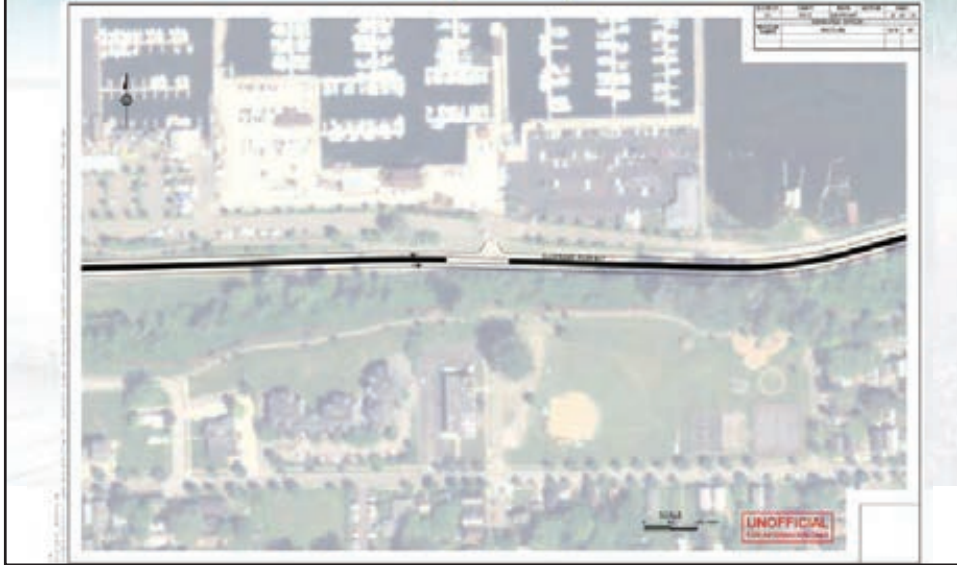
IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 5)



IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 6)



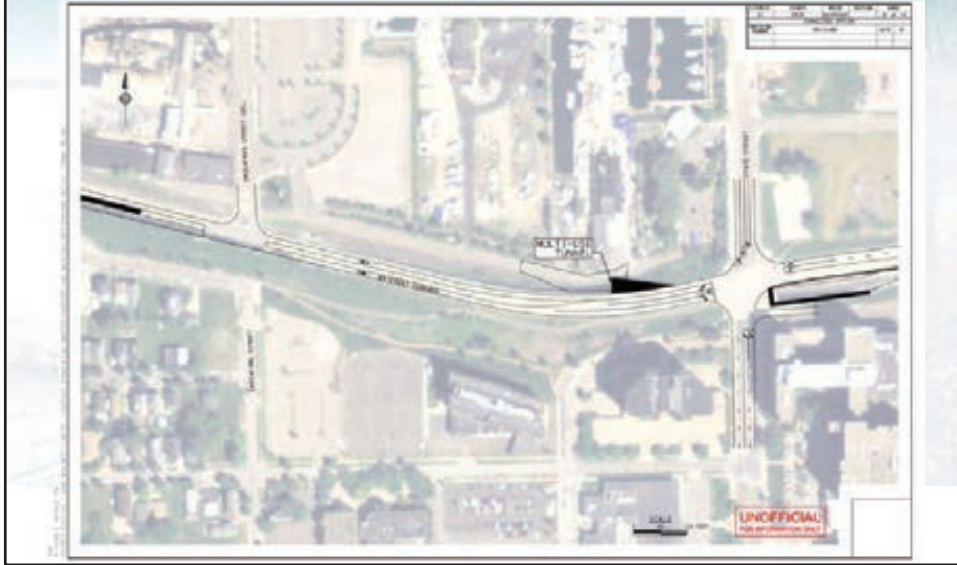
IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 7)



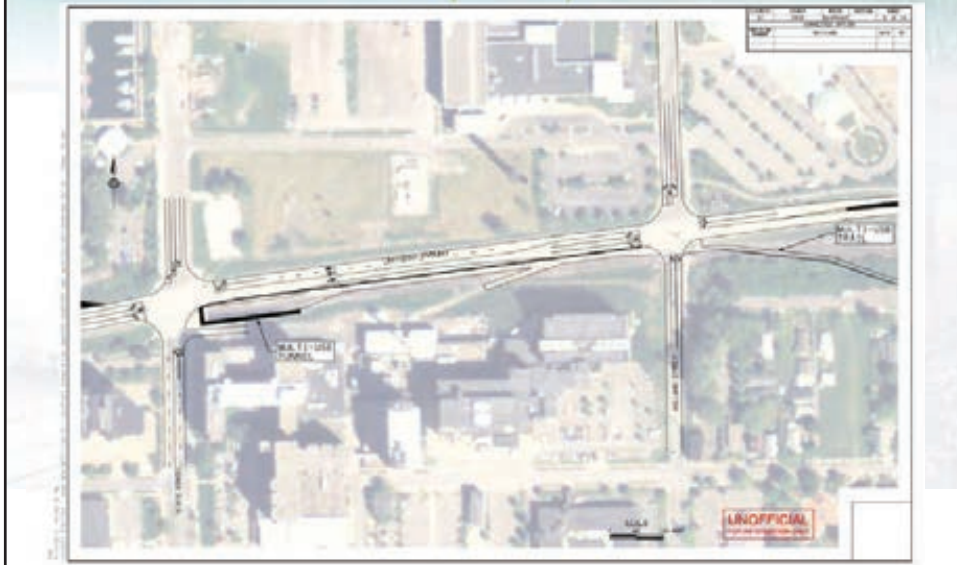
IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 8)



IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 9)



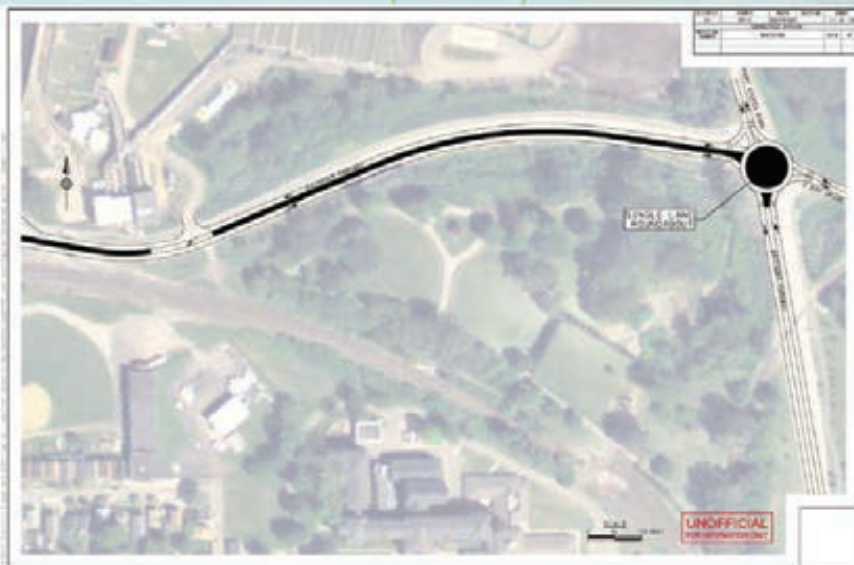
IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 10)



IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 11)



IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 12)



IMPROVEMENT CONCEPTS

SCENARIO 2 - CONNECTED (Sheet 13)



IMPROVEMENT CONCEPTS

SCENARIO 2 – CONNECTED (Sheet 14)



INTERSECTION DELAY COMPARISON

- Bayfront Travel Demand Model Used to Measure Delays
- Signal Uses Optimized Timings & Cycle Lengths
- AM & PM Peak-hours (most congested time of the day) Evaluated
- Mobility and Connected Options Consider Full Development

FUTURE TRAVEL TIME COMPARISON

Direction	2034 - Mobility Option		2034 - Connected Option	
	AM	PM	AM	PM
Bayfront EB: Lincoln Ave to E 12th St	11.4 mins 25 mph	15.9 mins 18 mph	18.3 mins 17 mph	14.9 mins 20 mph
Bayfront WB: E 12th St to Lincoln Ave	12.4 mins 23 mph	12.7 mins 22 mph	35.1 mins 11 mph	20.0 mins 14 mph

- No-Build with Background (only) Similar to Delay Associated with Mobility
- Connected Option WB (AM) Delays Primarily Due to Congestion from E. 12th St. to Port Access Rd.



EVALUATING THE SCENARIOS

GROUP ACTIVITY DETAILS

- Divide into Groups (4-5 people per group)
- Review Mobility Option & Connected Option
 - Identify Pros
 - Identify Cons
 - Additional Concepts
- Reference Project Needs and Improvement Considerations
- Record Group Feedback on Flip Charts
 - Assign a Recorder & Reporter for your Group
- Share Results



EVALUATING THE SCENARIOS

RULES FOR DISCUSSION

- Listen and consider the opinions of others
- Disagree with ideas, not people
- Treat each member with courtesy and respect
- Concentrate on problem solving, not fault finding
- Stay focused on the discussion topic
- Seek common ground
- Try not to repeat what has already been said
- Be creative



GROUP RESULTS





NEXT STEPS

- Refine Improvement Concepts/Scenarios
- Next PAC Meeting – May/June
- Public Meeting – May/June




The slide features a background image of a road with a guardrail and a building in the distance. The text is overlaid on a teal gradient at the top.

BAYFRONT PARKWAY STUDY



Welcome to the Bayfront Parkway Study

PROJECT ADVISORY COMMITTEE MEETING
April 14, 2015



The slide features a background image of a road with a guardrail and a speed limit sign. The text is overlaid on a teal gradient at the top.

APPENDIX C:

Approach to Identifying Improvements

APPROACH TO IDENTIFYING IMPROVEMENTS:

As the Study progresses, potential improvement alternatives will be evaluated based on the Study Needs and the Improvement Considerations. The development of the needs and the identification of the Improvement Considerations is based on technical information and analysis, and input from stakeholder outreach conducted to date.

Study Needs:

The Bayfront Parkway Corridor Study Needs Analysis was completed in accordance with the guidelines set forth in the Pennsylvania Department of Transportation Needs Study Handbook for the Transportation Project Development Process (Publication Number 319) dated December 2010. The needs describe a problem in the study area and, to the extent possible, explain the underlying causes of those problems.

- Safety concerns exist in the study area.
- There are congestion concerns in the study area.
- There are operational concerns in the study area.
- Alternative modes are lacking parallel to the Bayfront (east/west).
- Transportation connections for all modes between Downtown Erie and the Bayfront (north/south) are lacking.

Improvement Considerations:

Improvement considerations are design elements to consider when developing improvement options to address the project needs. These elements are based upon input provided by the PAC and public, existing data collected, specific site conditions, and cost constraints.

- Consistent with Local Planning Guidance (Destination Erie: A Regional Vision, City of Erie Comprehensive Plan: Background Analysis Principles; Erie Waterfront Master Plan)
- Maximize Land Use (Consolidate Parking, Brownfield Utilization, etc.)
- Enhances Aesthetics
- Supports Livability by Improving Pedestrian and Bicycle Access (Work & Play)
- Accommodates Emergency Service/Incident Management Access
- Accommodates Event Access and Mobility
- Enhances Travel Communication/Intelligence
- Minimizes Environmental Impacts (Property Impacts, Natural Resources, Cultural Resources)
- Ability to Maintain Improvement
- Total Project Costs/Available Funding

APPENDIX D:

Future Intersection Delay Comparison

Bayfront Parkway Future Corridor - Intersection Delay Comparison

Intersection	No Build Option: 2034 - Background w/o Development Growth		No Build Option: 2034 - Background and Development Growth		2034 - Mobility Option *		2034 - Connected Option *	
	AM	PM	AM	PM	AM	PM	AM	PM
Lincoln Avenue	6.3 (A)	9.9 (A)	281.3 (F)	10.3 (A)	7.2 (A)	12.4 (B)	6.6 (A)	9.9 (A)
Green Garden Road	11.8 (B)	12.3 (B)	147.4 (F)	14.3 (B)	13.8 (B)	12.5 (B)	13.4 (B)	13.4 (B)
West 8th Street	38.4 (D)	29.4 (C)	194.5 (F)	52.7 (D)	24.7 (C)	41.9 (D)	49.0 (D)	27.1 (C)
Liberty Street Extension	N/A	N/A	56.1 (E)	9.0 (A)	4.6 (A)	20.3 (C)	17.9 (B)	8.0 (A)
Sassafras Extension	7.7 (A)	15.3 (B)	172.6 (F)	121.4 (F)	22.2 (C)	28.3 (C)	56.7 (E)	79.1 (E)
State Street	15.7 (B)	43.0 (D)	225.2 (F)	107.8 (F)	32.3 (C)	52.5 (D)	124.9 (F)	174.0 (F)
Holland Street	13.5 (B)	21.2 (C)	93.1 (F)	213.4 (F)	39.3 (D)	61.4 (E)	129.3 (F)	160.8 (F)
East Bay Drive & Port Access Road	13.5 (B)	8.4 (A)	21.4 (C)	21.8 (C)	13.2 (B)	9.4 (A)	158.7 (F)	28.2 (C)
East 6th Street	45.1 (D)	69.0 (E)	31.9 (C)	58.2 (E)	30.6 (C)	54.2 (D)	77.6 (E)	55.6 (E)
East 8th Street	8.8 (A)	9.0 (A)	8.2 (A)	18.1 (B)	6.0 (A)	7.9 (A)	63.7 (E)	16.9 (B)
East 10th Street	15.9 (B)	32.0 (C)	15.4 (B)	47.7 (D)	12.8 (B)	14.3 (B)	34.0 (C)	38.7 (D)
East 12th Street	38.7 (D)	48.9 (D)	43.4 (D)	63.5 (E)	11.8 (B)	10.8 (B)	163.5 (F)	53.5 (D)

* - Evaluates Future 2034-year Development Traffic and Background Growth using an annual 0.15% growth rate (source: PennDOT Bureau of Planning and Research for Urban Non-Interstates in Erie County).

Note: Intersection delays reported using SIMTRAFFIC travel demand model and traffic signal Level-of-Service methodology. Delays are reported in seconds per vehicle.

Blue Text indicates intersections where a future Roundabout has been implemented

APPENDIX E:

Future Travel Time Comparison

Bayfront Parkway Future Corridor - Travel Time Comparison

Direction	No Build Option: 2034 - Background w/o Development Growth		No Build Option: 2034 - Background and Development Growth		2034 - Mobility Option		2034 - Connected Option	
	AM	PM	AM	PM	AM	PM	AM	PM
Bayfront EB: Lincoln Ave to E 12th St	11.7 mins 25 mph	12.5 mins 23 mph	67.4 mins 5 mph	15.9 mins 19 mph	11.4 mins 25 mph	15.9 mins 18 mph	18.3 mins 17 mph	14.9 mins 20 mph
Bayfront WB: E 12th St to Lincoln Ave	11.1 mins 25 mph	11.7 mins 24 mph	14.4 mins 20 mph	20.2 mins 15 mph	12.4 mins 23 mph	12.7 mins 22 mph	35.1 mins 11 mph	20.0 mins 14 mph

xxx mins - Total Travel Time in Minutes

xx mph - Avg. Vehicle Speed Through Corridor

APPENDIX F:

Improvement Concept Scenarios (Mobility and Connected)

	Connected	Mobility	Both
<p>Throughout the corridor</p>	<ul style="list-style-type: none"> Reduce travel lane width from Greengarden to 10th St to 11 ft. (begin transition from Lincoln to Greengarden and 12th St to 10th St) Use crosswalk treatment #1 	<ul style="list-style-type: none"> Use crosswalk treatment #2 	<ul style="list-style-type: none"> Upgrade signal equipments Re-paint road markings (arrows, stop bars, Crosswalks). Add buffer between Roadway and Bikeway where needed. Upgrade lighting throughout corridor to match lighting used on the Northside of the Bayfront. Replace existing lamina and mass arms with a decorative version to match new lighting and gateway treatment. Upgrade signs to meet current standards. Pedestrian push button up-grade Improve/upgrade signal timing Way finding signs for Pedestrian/bicycle paths and enhance/improve attraction signs along the parkway Real time transit information at bus stops
<p>I-79</p>	<ul style="list-style-type: none"> Variable Message signs leading up to the Bayfront to show length of time to key destinations within the area using with 12 St or Bayfront Parkway (i.e. State Street, Liberty Park, E 6th St) 	<ul style="list-style-type: none"> Variable Message signs leading up to the Bayfront to show length of time to key destinations within the area using with 12 St or Bayfront Parkway (i.e. State Street, Liberty Park, E 6th St) 	

Bayfront Concept Scenarios

April 6, 2015

	Connected	Mobility	Both
<p>Lincoln Ave.</p> <p>Area features: Harding Elementary School and Park-and-Ride</p>	<ul style="list-style-type: none"> • Gateway treatment on the east side of the intersection with a median offering pedestrian refuge and continuing to Greengarden Blvd. • Remove Southbound turning lane • Transition to 11 ft. travel lanes • Park and Ride Improvements • Create multi-use trail on the northern side of the Bayfront to connect to existing trail ending at Frontier Park and to the Park-and-Ride • Add Bike-Share and bike Storage 	<ul style="list-style-type: none"> • Arch over gateway treatment • Divert pedestrian and bicycle traffic away from Bayfront and up Lincoln to 6th Street with a shared lane for bikes and a sidewalk connection to existing sidewalk on Lincoln Ave. to 8th St (From there connect the 6th St Bike route and to Frontier Park. The park sidewalk will need to be upgraded to a multiuse path) • Keep existing lane configuration • Bike Storage at park and ride 	
<p>Greengarden Blvd.</p> <p>Area features: Get Go</p>	<ul style="list-style-type: none"> • Crosswalk treatment 1 • Re-start Median to 8th Street intersection with refuge area for pedestrian • Create a multi-use trail to connect to existing trail on northern side of the Bayfront • Remove Southbound/Northbound left turn lanes 	<ul style="list-style-type: none"> • Keep existing lane configuration • 	<ul style="list-style-type: none"> • At 8th and Greengarden use a Rectangle Rapid Flash Beacon for Pedestrian and Bicycle crossings
<p>W. 8th St.</p> <p>Area features: Country Fair, Presque Isle Park</p>	<ul style="list-style-type: none"> • Extend merging lane after the light • Create a median from 8th to Cranberry with left turn breaks 	<ul style="list-style-type: none"> • Begin Managed Lane 	<ul style="list-style-type: none"> • Frontier Park <ul style="list-style-type: none"> • Add a Frontier Park Sign and use the back as a way finding sign for Ped/Bike • Add/Improve bike racks • Add Bike Share
<p>W. 6th St Bridge</p>	<ul style="list-style-type: none"> • Repaint bridge/change improve fence (architectural treatment) 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • When was this bridge last re-done or improved?

	Connected	Mobility	Both
Cranberry St.	<ul style="list-style-type: none"> • Crosswalk treatment 1 • Restrict Left Turn during peak hours from Cranberry • Use a Rectangle Rapid Flash Beacon for Pedestrian and Bicycle crossings • Create Median from Cranberry to Liberty to Water Works 	<ul style="list-style-type: none"> • Managed Lane Continues • Restrict Left Turns from Cranberry • Use a Rectangle Rapid Flash Beacon for Pedestrian and Bicycle crossings • 	<ul style="list-style-type: none"> •
Liberty Park Area features: Liberty Park, Cobblestone Inn	<ul style="list-style-type: none"> • Bike Share Hub • Transit Shelter • Bike Storage • Create Median from Cranberry to Liberty to Water Works 	<ul style="list-style-type: none"> • Widen/Remove parking along existing frontage road from Liberty Park to the Water Works. Restrict access to passenger vehicles only. Road would continue to State Street to connected to the existing Front St that runs from State St to Holland St. 	<ul style="list-style-type: none"> • Way finding signs at Niagara Pier /Liberty Park • Existing planned signal improvements need to be upgraded to a 4-way intersection
Wall at Bayview Park	<ul style="list-style-type: none"> • Improve/upgrade drainage 	<ul style="list-style-type: none"> • Improve/upgrade drainage 	<ul style="list-style-type: none"> •
Water Works	<ul style="list-style-type: none"> • Re-design pedestrian intersection (see example 9 in image survey) • Add a buffer between the road and the multi-use path from the Water Works to Sassafra St. Ext. 	<ul style="list-style-type: none"> • Build a frontage road leading from the Water Works to Sassafra Ext. and remove driveway connecting to the Bayfront • Move trail away from Bayfront and have it run along Frontage Road 	<ul style="list-style-type: none"> •
Sassafra St. (one-way road leading from the Bayfront up the Bluff to Front St.)		<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •

Bayfront Concept Scenarios

April 6, 2015

	Connected	Mobility	Both
<p>Sassafras Ext</p> <p>Area features: Bayfront Place, Convention Center</p>	<ul style="list-style-type: none"> Reduce Travel Lanes to 11 ft. 	<ul style="list-style-type: none"> Managed Lane ends (near Peach St? or sooner?) Extend left turn lane (eastbound) 	<ul style="list-style-type: none">
<p>Peach St.</p>	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Pedestrian Bridge to connect from the top of the bluff between Sassafras St and Peach St to the Northside of the Bayfront. Northside of the trail would need realigned. (Bridge would be wide enough for a small emergency vehicle) 	<ul style="list-style-type: none">
<p>State St.</p> <p>Area features: Sheraton, Downtown, Hamot Hospital, Harbor Place, McAllister Place</p>	<ul style="list-style-type: none"> Pedestrian Tunnel Bike share Extend left turn lanes on Bayfront Improve/realign Bayfront Create a continuous right lane from Bayfront to State (headed downtown) with a yield sign and include a pedestrian island. Add/improve Bike Storage 	<ul style="list-style-type: none"> Managed Lane ends Dual lane Roundabout Encourage ped/bike traffic to avoid intersection by taking the ped bridges Add/improve bike storage 	<ul style="list-style-type: none">
<p>Central Bayfront</p>	<ul style="list-style-type: none"> Central Bayfront people mover/trolley. <ul style="list-style-type: none"> Stations located at convention Center, GAF site, Scott Site. Stops at Dobbins/Millennium Tower, Library, McAllister Place Needs a dedicated route with signing and striping Parking Recommendation – consider centralized Parking Garage Median with refuge area for peds 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Replace bluff signs with corporate sponsored 'History of the Area' signs along the bikeway/multi-use path

	Connected	Mobility	Both
<p>Holland St</p> <p>Area features: Intermodal Center, Library, Erie Insurance, Arena, Seawolves</p>	<ul style="list-style-type: none"> Connect existing sidewalk to the new trail leading from German street and to the new multi-use path leading to the Pedestrian tunnel Remove Railroad equipment Move crosswalk and stop bar closer to the intersection Extend left turning lanes 	<ul style="list-style-type: none"> Create an exclusive right from Holland St Turn remaining lanes into an exclusive left and a left through lane Widen Bayfront to four lanes from Holland to Port Access Remove Railroad equipment Improve crossing at Holland/Front St. 	<ul style="list-style-type: none">
<p>German St.</p>	<ul style="list-style-type: none"> Add trail from German down the bluff to connect with Holland St. 	<ul style="list-style-type: none"> Pedestrian Bridge to connect from the top of the bluff near the end of E. Front St. to the Northside of the Bayfront. Northside of the trail would need realigned. (Bridge would be wide enough for a small emergency vehicle) Connect Ped Bridge to E. Front St. Promenade. 	<ul style="list-style-type: none">
<p>Port Access Road</p> <p>Area features: Port Expansion</p>	<ul style="list-style-type: none"> Median with refuge area for peds (Port Access Rd to 10th st) Single Lane Roundabout 	<ul style="list-style-type: none"> Maintain current lane configuration 	
<p>E. 6th St.</p> <p>Area features: East High School, Wayne Middle School, Business Plaza, PennDOT owned land, railroad crossing</p>	<ul style="list-style-type: none"> Median with refuge area for peds Maintain single through lane in both directions 	<ul style="list-style-type: none"> Keep existing Lane configuration 	<ul style="list-style-type: none"> Rehab railroad buffer

Bayfront Concept Scenarios

April 6, 2015

	Connected	Mobility	Both
<p>E. 8th St.</p> <p>Area features: PennDOT owned land, railroad crossing</p>	<ul style="list-style-type: none"> • Median with refuge area for peds • Maintain single through lane • Park and Ride between 8th St and 10th St on the Eastside of the road with shelter • Bike share at Park and Ride • Bike Racks at Park and Ride 	<ul style="list-style-type: none"> • Keep existing Lane configuration • Add bus pull-off and transit shelter between 8th and 10th St on both sides of the road • Relocate multi-use trail around the bus pull-off • Bike rack along the bus pull-off 	<ul style="list-style-type: none"> • Rehab railroad buffer
<p>E. 10th St.</p>	<ul style="list-style-type: none"> • Median with refuge area for pedestrians • Transition to single through lane 	<ul style="list-style-type: none"> • Keep existing lane configuration 	<ul style="list-style-type: none"> • Rehab railroad buffer
<p>E. 12th St.</p>	<ul style="list-style-type: none"> • Keep existing lane configuration • Add corresponding Gateway treatment used at Lincoln intersection. 	<ul style="list-style-type: none"> • Dual Lane Roundabout. • Arch over Gateway treatment 	<ul style="list-style-type: none"> • Variable Message signs leading up from the Bayfront Connector to show length of time to key destinations within the area using with 12 St or Bayfront Parkway (i.e. State Street, Liberty Park, E 6th St) • Are there any changes planned for the 12th St intersection as mitigation for Viaduct Demo?
<p>12th Street (from Lincoln to Bayfront)</p>			<ul style="list-style-type: none"> • Consider a 12th St. Mobility/Traffic Study to complement Bayfront Parkway improvements.

APPENDIX G:

Mobility Scenario – Overall Map



Safety



Reflective Signal Blackplating



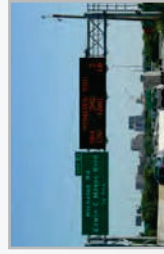
Speed Display Sign



Increase Reflectivity



Restrict Lefts at Peak Hours



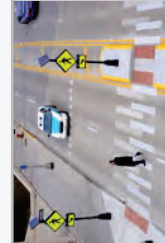
Variable Message Sign



Roundabout

Roadway

Pedestrian and Bicycle



Rapid Flash Beacon



Bicycle Shelter



Pedestrian and Bike Buffer



Crosswalk Signal Improvements



Bicycle Storage

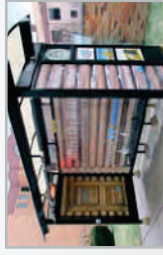


Shared Lane

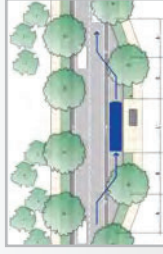
Transit



Real Time Transit Info



Bus Shelter



Bus Pull Off

Aesthetics



Way Finding Signs



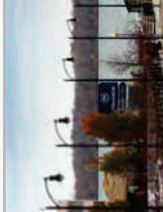
Park Signs



Decorative Street Signs



Lamina and Mast Arm



Crosswalk

Lighting

Legend

Existing Features



Park-N-Rides



Railroad



Multi-Use Trail

Proposed Features



Transit Shelter



Aesthetics Gateway



Pedestrian and Bicycle

APPENDIX H:

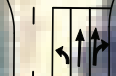
Mobility Scenario – Section Sheets



GREENGARDEN BOULEVARD

BAYFRONT PARKWAY

LINCOLN AVENUE



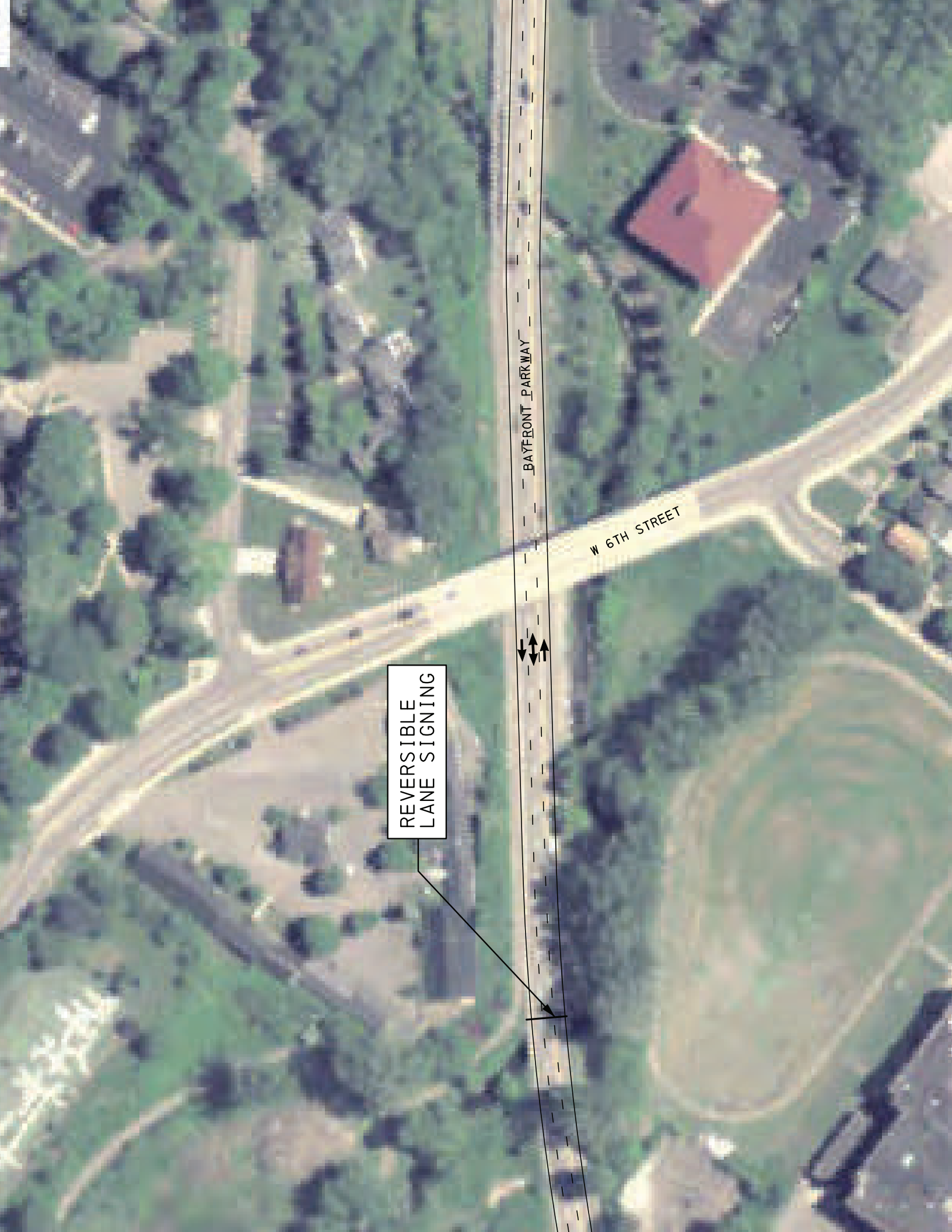


8TH STREET

5/4

BAYFRONT PARKWAY





BAYFRONT PARKWAY

W 6TH STREET

REVERSIBLE
LANE
SIGNING

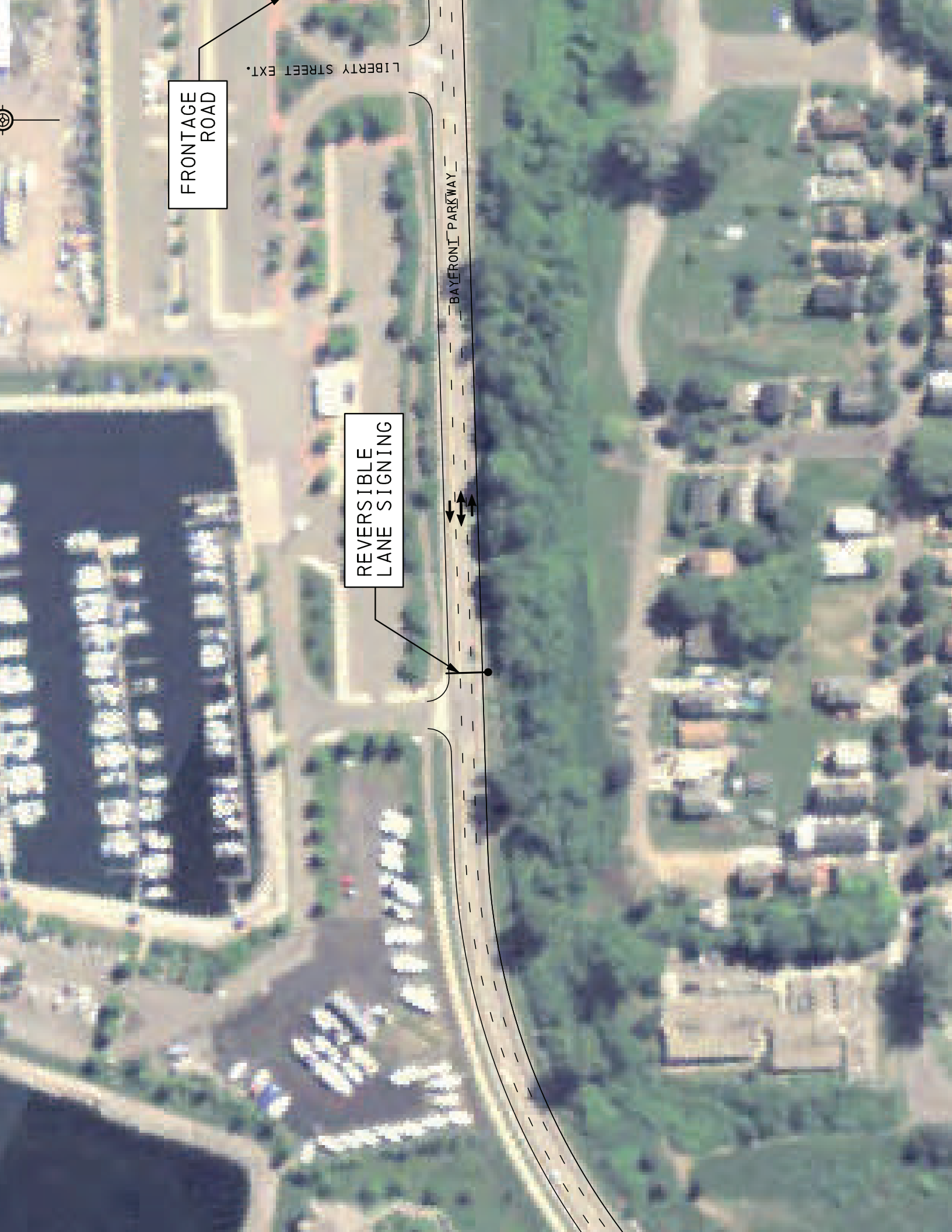




REVERSIBLE
LANE SIGNING

BAYFRONT PARKWAY



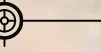


FRONTAGE
ROAD

LIBERTY STREET EXT.

BAYERONI PARKWAY

REVERSIBLE
LANE
SIGNING

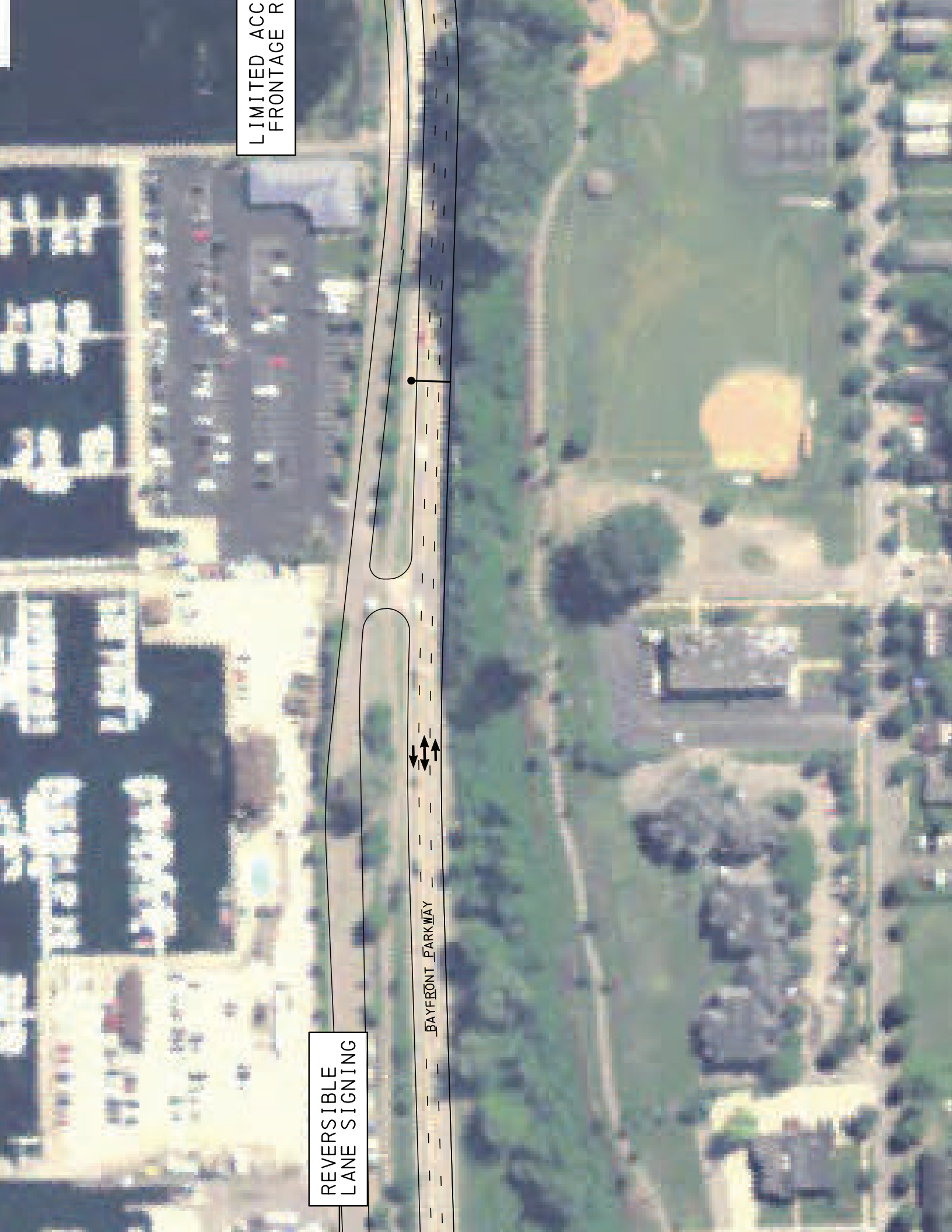


LIMITED ACC
FRONTAGE R

REVERSIBLE
LANE SIGNING



BAYFRONT PARKWAY





FRONTAGE ROAD

BAYFRONT PARKWAY

REVERSIBLE LANE SIGNING





STATE STREET

FRONTAGE ROAD

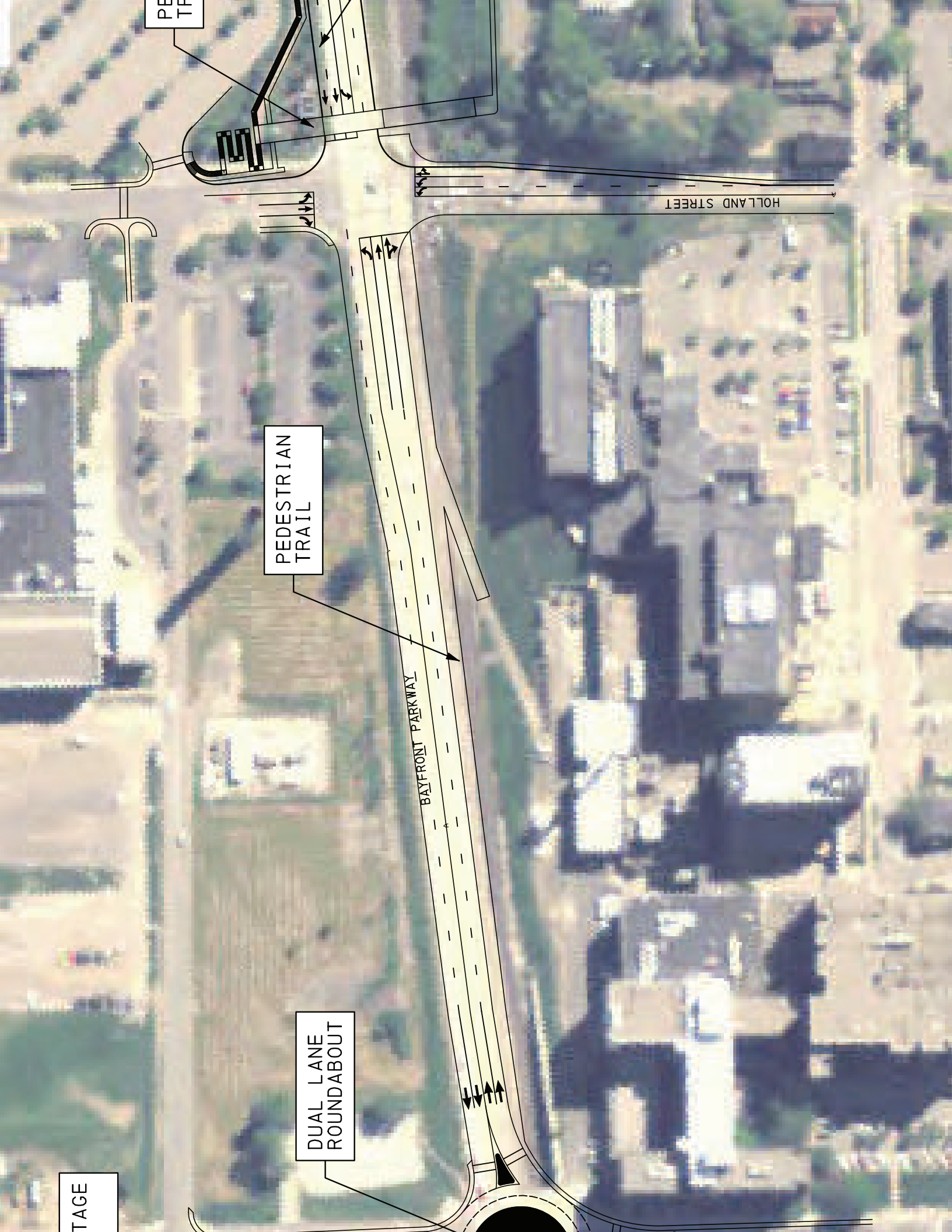
MULTI-USE TRAIL BRIDGE

BAYFRONT PARKWAY

FRONTAGE ROAD

SASSAFRAS STREET EXT.

SASSAFRAS STREET



STAGE

DUAL LANE
ROUNDABOUT

PEDESTRIAN
TRAIL

BAYFRONT PARKWAY

HOLLAND STREET

PE
TR



WIDENED
ROADWAY

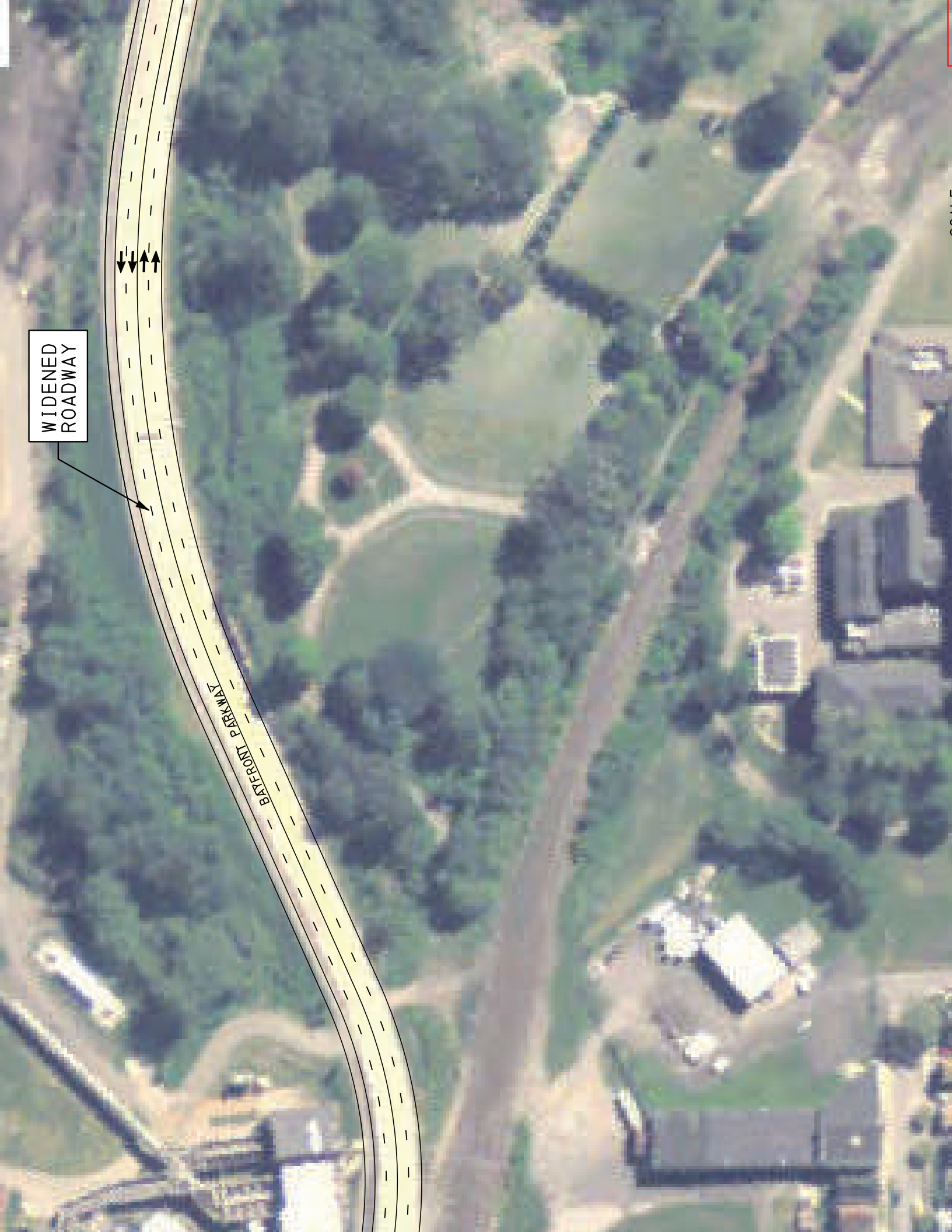
BAYFRONT PARKWAY



WIDENED
ROADWAY



BERBONT PARKWAY





BAYFRONT PARKWAY



E 10TH STREET

BUS
PULLOFF

BAYFRONT PARKWAY

BUS
PULLOFF

E 8TH STREET



BARTON COURT

DUAL LANE
ROUNDABOUT

E 12TH STREET

APPENDIX I:

Connected Scenario – Overall Map



Pedestrian and Bicycle

- Bicycle Share
- Shared Lane
- Rapid Flash Beacon
- Crosswalk Signal Improvements
- Pedestrian Refuge
- Pedestrian and Bicycle Buffer
- Pedestrian Tunnel

Transit

- Bus Shelter
- Real Time Transit Info
- People Mover

Safety

- Variable Message Sign
- Roundabout
- Restrict Lefts at Intersection Sign
- Increase Reflectivity
- YOUR SPEED 35 Speed Display Sign

Aesthetics

- Bridge Aesthetics
- Way Finding Signs
- Decorative Street Signs
- Laminar and Mast Arm
- Planned Median
- Park Signs
- Crosswalk
- Lighting

Roadway

- Variable Message Sign
- Roundabout
- Restrict Lefts at Intersection Sign

Scenario

Legend

Existing Features

- Park-N-Rides
- Railroad
- Multi-Use Trail
- Transit Shelter

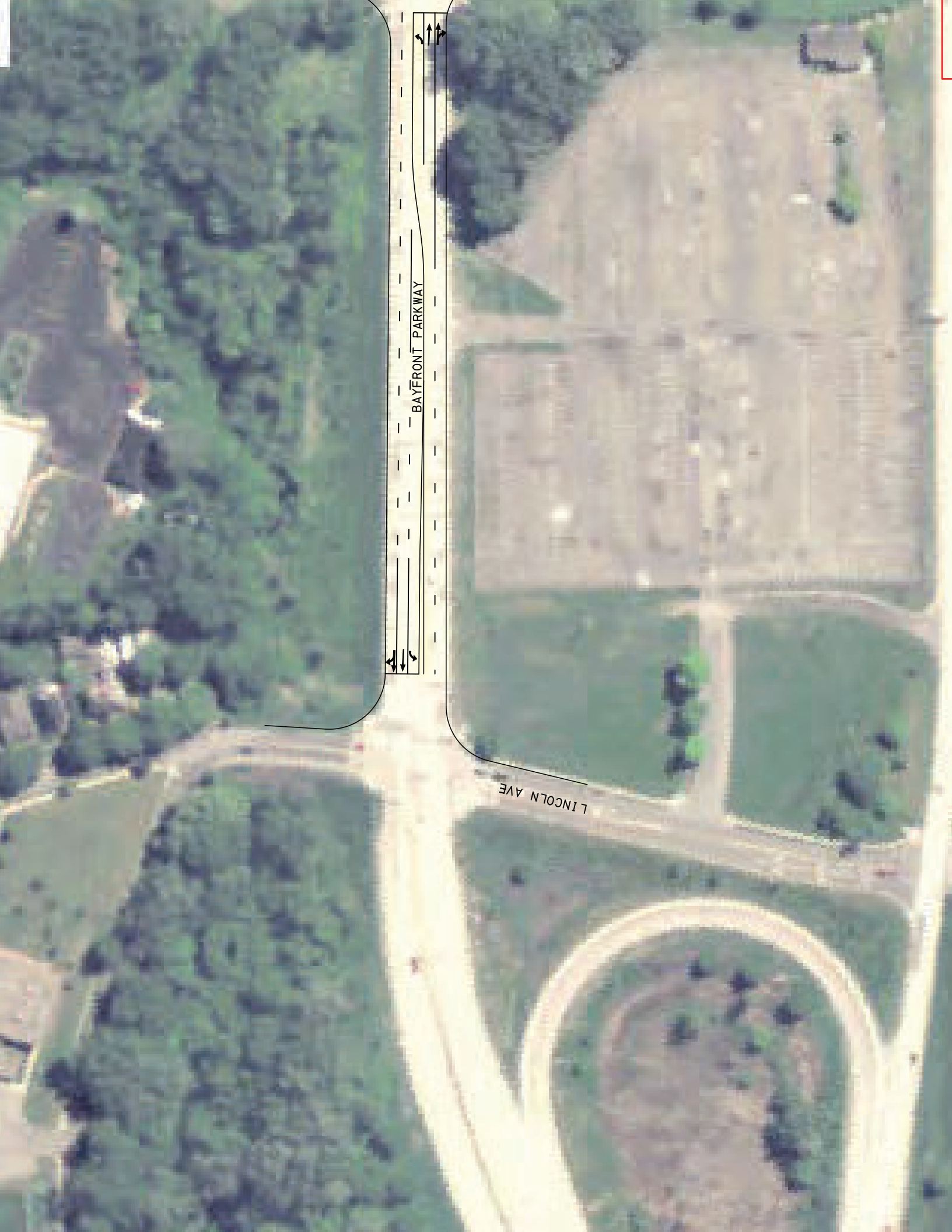
Proposed Features

- Aesthetics
- Gateway
- Transit
- Pedestrian
- Bike

McCORMICK TAYLOR

APPENDIX J:

Connected Scenario – Section Sheets



BAYFRONT PARKWAY

LINCOLN AVE





BAYFRONT PARKWAY

W. 6TH STREET



BAYFRONT PARKWAY



LIBERTY STREET EXT.

BAYFRONT PARKWAY





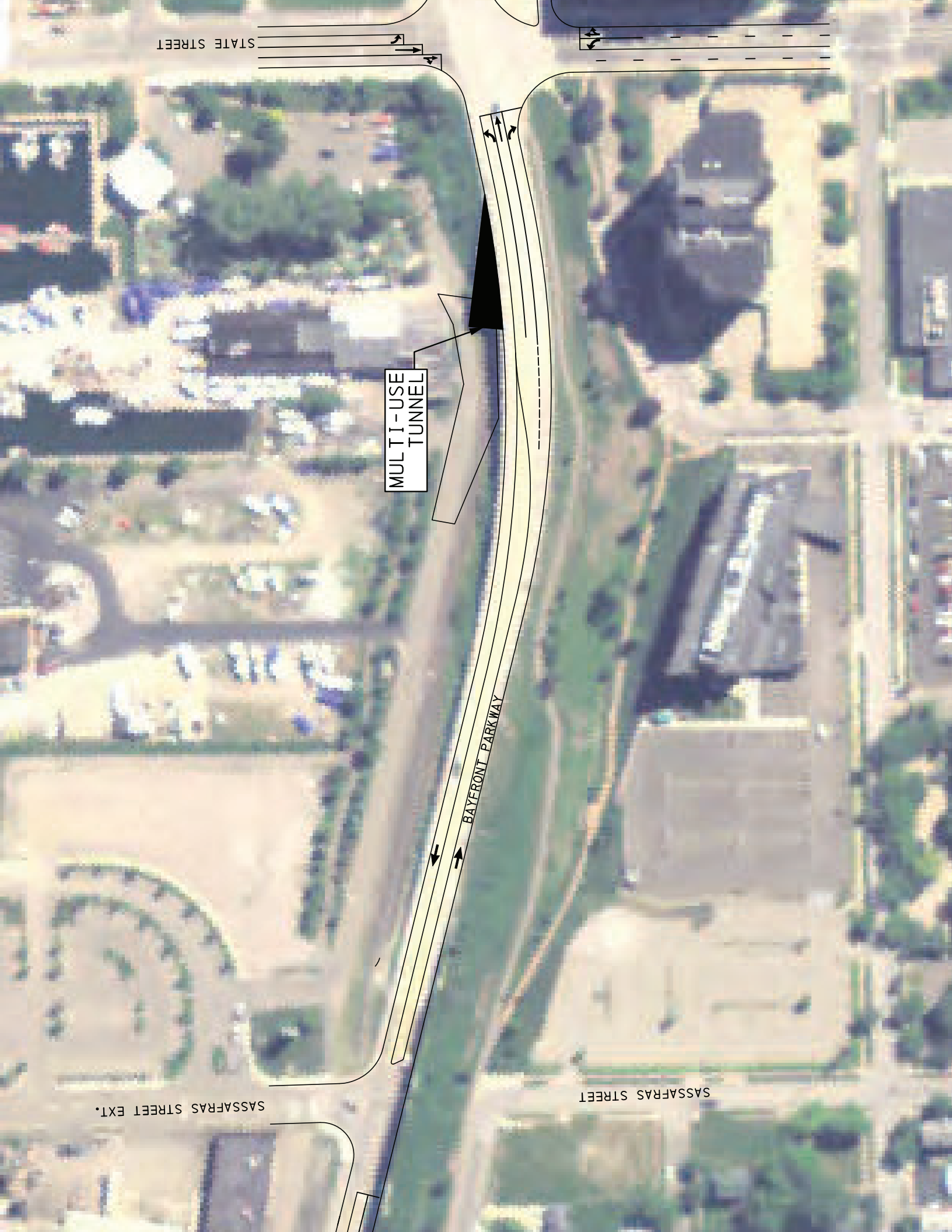
BAYFRONT PARKWAY





BAYFRONT PARKWAY





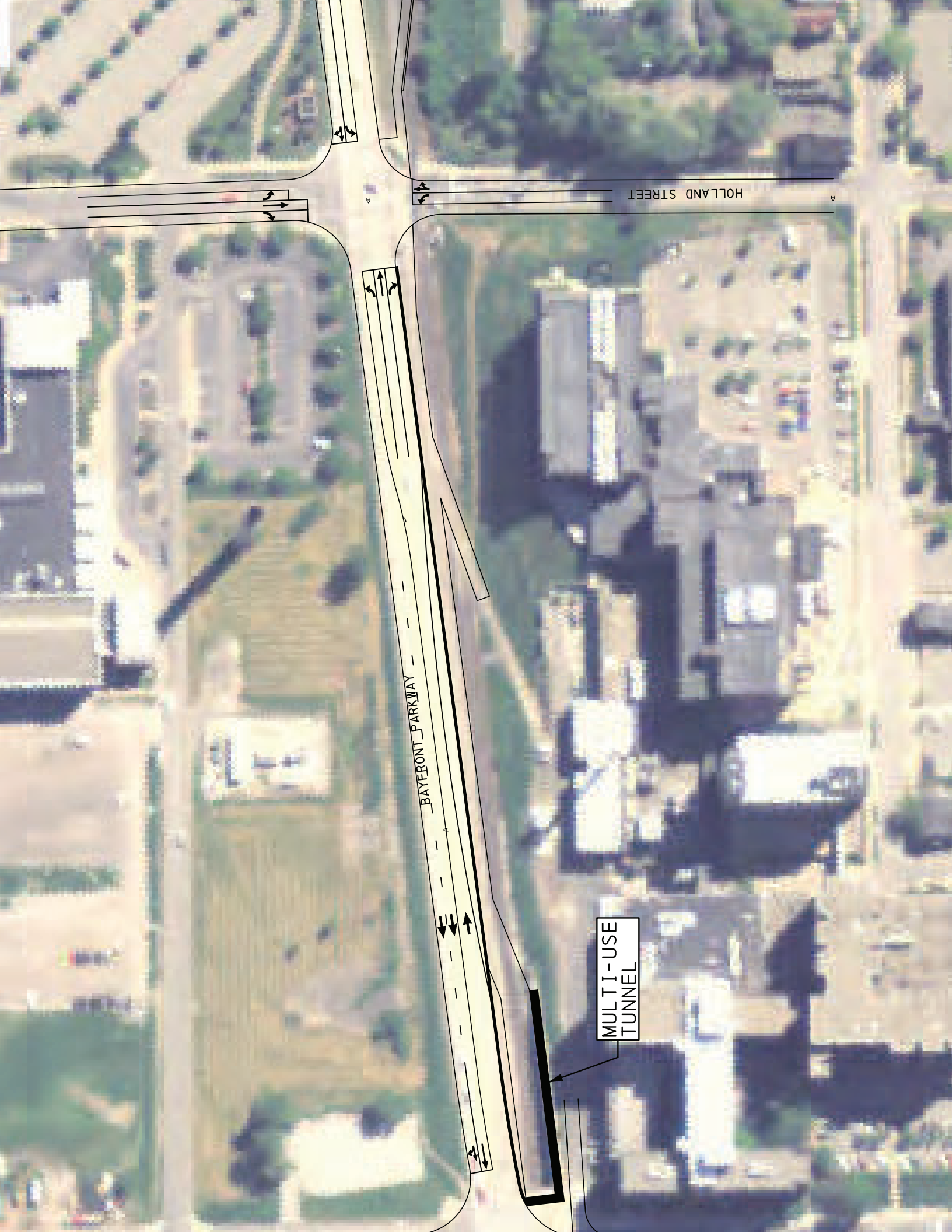
STATE STREET

MULTI-USE
TUNNEL

BAYFRONT PARKWAY

SASSAFRAS STREET

SASSAFRAS STREET EXT.



HOLLAND STREET

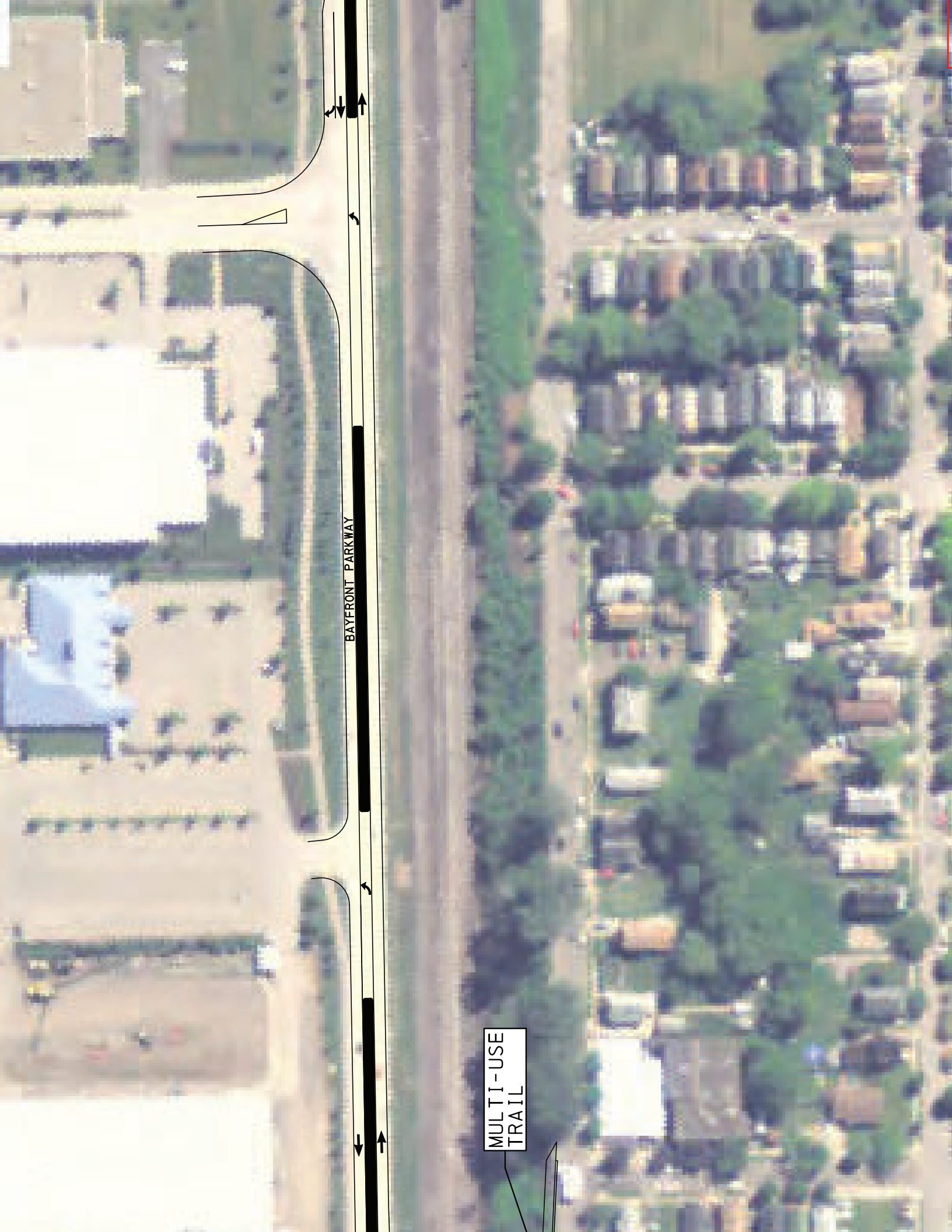
BAYERONT_PARKWAY

MULTI-USE
TUNNEL

A

A

A

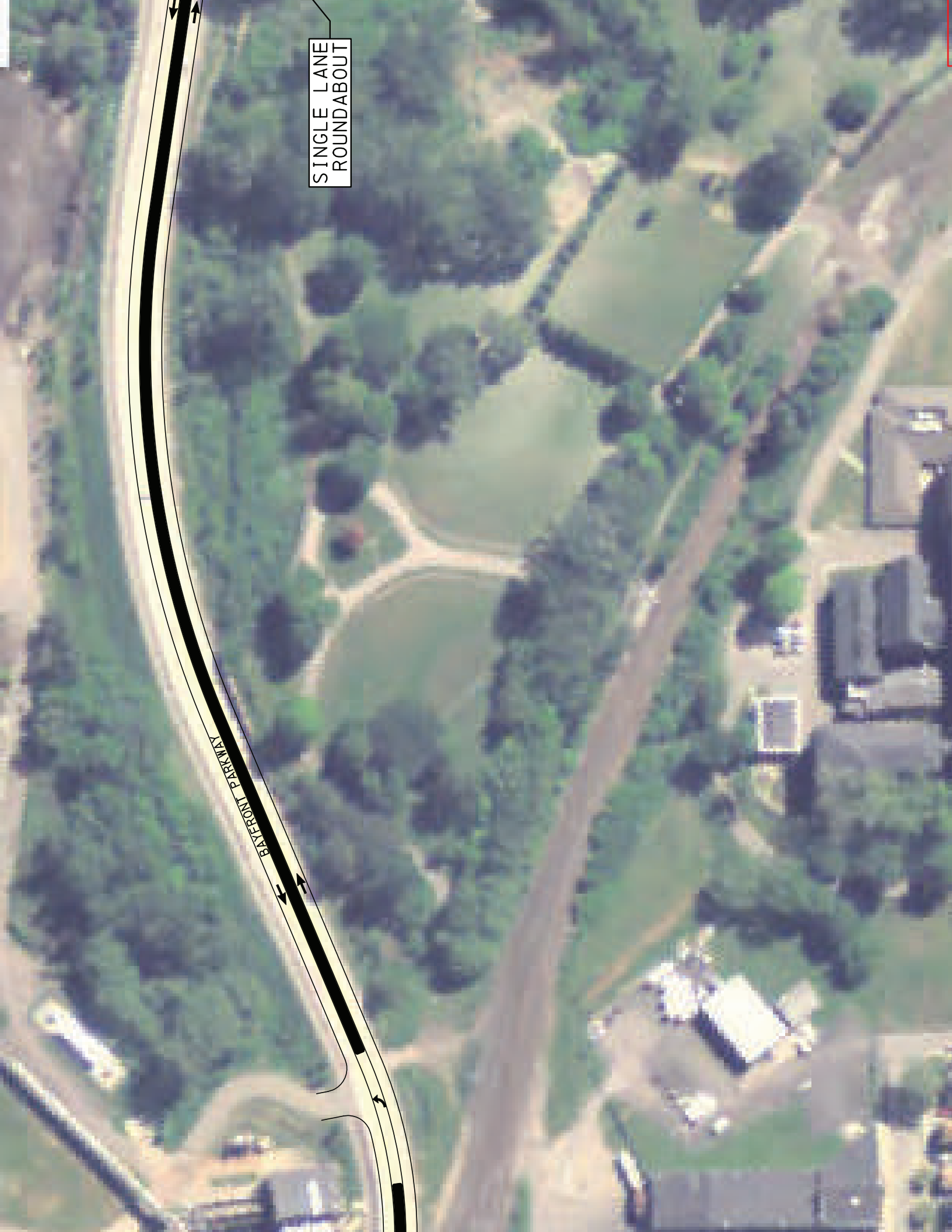


BAYFRONT PARKWAY

MULTI-USE TRAIL

SINGLE LANE
ROUNDABOUT

BAZEONT PARKWAY





BAYFRONT PARKWAY



E 10TH STREET

BAYLOR PARKWAY

E 8TH STREET



BAYLENT CONNECTOR

E 12TH STREET

APPENDIX K:

Post Meeting Feedback

 Reply  Reply to all  Forward |    |   | Close |  Help

 You forwarded this message on 4/16/2015 9:15 AM.

From: Ronald Costantini [rcostantini@eriewaterworks.org]

Sent: Wed 4/15/2015 4:59 PM

To: BayfrontParkwayStudy

Cc: Paul Vojtek

Subject: Erie Water Works comments/concerns

Attachments:

[View As Web Page](#)

Overall the Mobility Scenario presented yesterday is much more desirable when compared to the Connected Scenario. However, below are comments regarding the Mobility Scenario and the proposed frontage road and crosswalk that would border the Erie Water Works property.

- Referring to page 7 of 14 – the frontage road jogs north to take advantage of the existing road. This would essentially eliminate our ability to travel around our property and take away delivery access to our filtration plant. It would be more beneficial to the Erie Water Works as well as the project to utilize the former RR right of way immediately to the north of the Bayfront Parkway. A smooth transition could be made to the adjoining property to the west (boat ramp) and maximize the parking for boat trailers as well. I recognize the existing frontage road from the west of the boat ramp property already jogs a bit north, but that's a more easily remedied situation.

- The Erie Water Works receives regular deliveries of chemicals via tractor trailer trucks on the southeast side of the long filtration building that exists on the north side of the Bayfront Parkway. Careful consideration of the location of the frontage road would need to be addressed prior to design so that the tractor trailers have enough room to make their deliveries without interference of the frontage road.

- There is a lighted crosswalk that exists between our buildings on the north and south side of the Bayfront (noted as a Type 2 Crosswalk on the Mobility Scenario). Our employees use this crosswalk on a daily basis. We also hold regular tours of our facilities for the general public as well as special interest groups, with the highlight being the pump house located on the south side of the Bayfront Parkway. In summary, this lighted crosswalk is essential to our daily business and we are grateful the current plan is to keep it operational after the construction. However, it would also be beneficial if, at a minimum, an aesthetically pleasing and safely marked crosswalk were added to the frontage road as a continuation of the existing Bayfront crosswalk.

Thank you for your consideration!

Ronald G. Costantini | Senior Manager, Administration

Erie Water Works | Erie, Pennsylvania
Office 814-870-8000 ext. 306 | Mobile 814-323-7385 | Fax 814-452-6227

Email rcostantini@eriewaterworks.org | Web www.eriewater.org

"World-Class Water, First-Class Service"

 Reply  Reply to all  Forward |    X |   | Close |  Help

 You forwarded this message on 4/21/2015 9:01 AM.

From: Jacqueline Spry [jspry@kidderwachter.com]

Sent: Fri 4/17/2015 11:44 AM

To: BayfrontParkwayStudy

Cc: Jeff Kidder

Subject: Bayfront Parkway - Mobility Scenario Comments

Attachments:

[View As Web Page](#)

John and Jennifer,

Jeff Kidder and I had another chance to review the proposed scenarios for the Bayfront Parkway. We have a few observations on the mobility scenario. From State Street, traveling west on the Parkway, four lanes of traffic merge into three lanes as you approach the Water Authority. We recognize that the roadway is pinched at this section but see this as an area that would become problematic (safety and congestion). The high volumes of traffic coming from both the former GAF site as well as to the east, would not make for an easy transition into three lanes.

Currently, Frontage Road functions as a one-way street. This road is extremely important not only as an access road to the Bayfront Place Development and Convention Center but also as a "local" connector along the bayfront. It seems this road would need to be a two-way street in order to function properly.

As I mentioned, we are in the final phases of our development plan/program and should be able to share those numbers with you by the beginning of May. We would also like to meet with you in the next couple of weeks regarding the internal circulation for the Bayfront Place Development Plan. Are you planning on making a trip back to Erie in the next couple of weeks? If not, we could set up a conference call or Skype.

Thanks,

Jacqueline Spry | Project Planner
Kidder Wachter Architecture & Design
201 French St.
Erie PA 16507
P 814 452 2414
<http://www.kidderwachter.com>

**Bayfront Parkway Corridor Study
Project Advisory Committee Meeting #5**

Date: September 30, 2015

Time: 10:30 AM to 12:30 PM

Location: Tom Ridge Environmental Center Large Classroom, Erie, PA

Attendees:	<u>Name</u>	<u>Representing</u>
	Jeff Brinling	Erie Insurance
	John Buchna	Erie Downtown Partnership
	Jim Carroll	PennDOT District 1-0
	Barbara Chaffee	Erie Regional Chamber and Growth Partnership
	Ron Costantini	Erie Water Works
	Chris Groner	City of Erie
	Brian Mesaros	Erie County
	Raymond Moluski	UPMC Hamot
	John Morgan	Erie County
	Michele Morningstar, P.E.	PennDOT District 1-0
	Mark Nicholson, P.E.	PennDOT District 1-0
	LeAnn Parmenter, P.E.	City of Erie
	Bill Petit, P.E.	PennDOT District 1-0
	John Petulla, P.E.	McCormick Taylor
	Tony Pol	City Of Erie Fire Department
	Barbara Sandberg	Erie-Western PA Port Authority
	Jason Sayers, P.E.	City of Erie
	Melani Scott	Professional Development Associates, Inc.
	Dana Sklack	McCormick Taylor
	Brian Smith	PennDOT District 1-0
	Mike Tann	Erie Metropolitan Transit Authority
	Jennifer Threats	McCormick Taylor
	Jon Tushak, P.E.	City of Erie
	Paul Vojtek	Erie Water Works
	Kathy Wryosdick	Erie County
	Brian Yedinak, P.E.	PennDOT District 1-0

Meeting Summary:

Project Advisory Committee (PAC) members were invited to the meeting via an email blast (appendix C) and asked to review the 'blended' scenario of the improvement concepts (appendix D-F). The maps and matrix (appendix G) of improvements were stored on a FTP site for PAC members to download.

I. Welcome

Bill Petit, District Executive for PennDOT Engineering District 1-0 welcomed everyone to the fifth PAC Meeting and explained that the meeting would include the presentation of a "Blended Scenario". He noted that the Blended Scenario was developed based on modest input from the Public Officials/PAC Meeting and Public Meeting held in June. He encouraged the PAC's input on the improvement concepts included in the Blended Scenario and any updates on commercial development and/or planning initiatives.

II. Study Update

Jennifer Threats, meeting facilitator from McCormick Taylor, reviewed the information gathered at the Public Meeting and asked for an update on economic development within the area from project developers in attendance.

She noted nineteen members of the PAC and/or Public Officials attended the Public Officials briefing and 20 members of the public attended the public presentation. At the meeting, the Mobility and Connected Scenarios were presented in detail. Attendees were provided a comment form and were asked to identify up to 10 preferred improvement concepts from either scenario. The top concern expressed on the comment forms was safety and 67% of respondents agreed that the proposed improvement concepts satisfy the existing and future needs. When asked which improvement scenario they preferred, 54% preferred the Mobility Scenario and 40% preferred the Connected Scenario. A few of the preferred improvement concepts included: Way Finding Signs for Pedestrians and Bicyclists, Pedestrian Bridge near Peach St., Reversible Lanes from West 8th St. to Sassafras St. Ext., the Multi-use Trail Connecting the Promenade at East German St., and the Pedestrian Tunnel.

A full summary of the results from the Public Meeting was provided to the PAC for reference, see appendix H.

The following development/planning updates were provided by PAC attendees:

- Cobblestone Inn – according to Melani Scott, who attended in place of Tom Kennedy, the Cobblestone Inn has its building permit for a needed retaining wall. The plans for the hotel are being resubmitted for approval after changes were made to the design.
- McAllister Place – Brenda Sandberg, executive Director of Erie-Western PA Port Authority, said there is no news ready to be made public at this time, but they are still working towards a development deal.
- Erie Downtown Partnership – According to John Buchna, Chief Executive Officer for Erie Downtown Partnership, the Master Plan for the Erie Downtown will focus on six main goals. An example of this is focusing on how transportation can be improved in the downtown area.

- City of Erie Comprehensive Plan – The City’s Comprehensive Plan is being completed by Charles Burki of CZB consultants. A representative from the comprehensive plan was not present.

Mr. Petit stressed the importance of having all of the available information shared with PennDOT and the study team so that the improvement concepts can be tailored to the needs of future developments and changes in the area. Mr. Petit went on to use the Harbor Place development as an example of why communication at this stage is important. Due to their feedback, a second configuration of the access road that is proposed to run along the parkway and provide access to the new developments was added.

Mr. Buchna agreed with Mr. Petit about sharing information and agreed to provide further information regarding their Master Plan as it is available.

Jeff Brinling, Senior Vice President of Erie Insurance, questioned whether the Bayfront Parkway Study and the Erie Downtown Partnership’s Master Plan would result in the same conclusion because they seem to be focused on different things – one on transportation and one on economic development. Mr. Petit responded by saying that PennDOT’s goal with this project is to support transportation needs in the area proactively so that improvements can be in place as the developments occur.

Ray Moluski, Vice President of General Services for UPMC Hamot, suggested PennDOT and the study team plan to meet with the City’s consultant team for the Comprehensive Plan prior to the end of the Bayfront Parkway Study. Mr. Petit agreed a meeting could potentially provide valuable insight.

III. Blended Scenario Detail

John Petulla, Project Manager for McCormick Taylor, reviewed the Blended Scenario improvement concepts starting with the West Bayfront area and continued to the Central and East Bayfront area. In doing so, Mr. Petulla referenced the maps and comparison matrix provided to PAC members, see Appendix D-G. He also pointed out that improvements with gray boxes were listed on the improvement matrix as overall improvements and could be applied throughout the corridor and not just in the location noted on the mapping. The matrix provided information on the following for each of the improvement concepts:

- Reduces Congestion and Improves Operations (yes/no),
- Provides multi-modal connection along the Bayfront (yes/no),
- Property and utility impacts (high/medium/ low),
- Engineering/constructability concerns (yes/no),
- Estimated delivery time (short term/mid term/long term),
- Conceptual construction cost range (<10,000/10,000–100,000/100,000–1 million/>1 million), and
- Potential funding source.

PAC members were encouraged to comment and ask questions throughout the presentation. The following comments and clarifications were noted during the discussion:

- Access to UPMC Hamot was noted as a concern with the roundabout improvement concept at State Street and the Bayfront Parkway. As shown, the improvement concept would include alternative access off the Bayfront Parkway. If a roundabout improvement concept is advanced, more detailed studies and design would need to be done to fully assess alternative access options for UPMC and several other potential constructability concerns.
- The improvement concept at West 8th Street would maintain the thru travel lane traveling north/east on the Bayfront Parkway and change the right turn only lane to a shared thru and right turn lane. The no left turn restriction during peak hours, traveling south/west, would remain at this intersection. The next opportunity to turn left would remain at the Greengarden Blvd. intersection. Interest in adding a right turn only lane traveling south/west was noted.
- Operation details associated with the Managed Lane improvement concept were of interest. How the system would best work to accommodate emergency services, events, various shifts at UPMC, or other potential uses, such as, bus/trolley use would be determined prior to implementation and could evolve as development or other needs occur.
- A three (3) acre land parcel was identified as being for sale beside the new GetGo near the western side of the corridor.
- A suggestion was made that the Blended Scenario accommodates commuters with higher speeds and capacity and seems disconnected from other plans. The study team developed the Blended Scenario based on public/stakeholder input from the online survey with nearly 500 respondents, stakeholder interviews, PAC Meetings, and the Public Meeting, as well as, technical traffic data and other safety analysis. The study's purpose and need was derived from this information. A Mobility Scenario and a Connected Scenario were initially developed to offer improvement concepts that provided two different approaches to improve the Bayfront Parkway. Finally, the Blended Scenario was created to include the preferred improvements from both the Mobility and Connected options. The improvements included reasonably accommodate growth and development traffic projections; however, they do not achieve a Level of Service (LOS) A throughout the corridor during peak hours – most achieve LOS C on average or lower. The study team will further coordinate with the City to learn more about their plans.
- Concern was noted that the Blended Scenario as currently presented seemed to cause more of a divide between the city of Erie and the Bayfront than a connection. Consideration for a more direct connection from the downtown area and neighborhoods to the Central Bayfront area was proposed. One idea was to lower the Bayfront Parkway to go under State Street replacing the current train tunnel/culvert.
- A PAC member noted that it is difficult to visualize the proposed changes to the Bayfront Parkway. The Study team agreed to consider alternative graphics that might help show the improvements.

A new improvement option was presented by the Study Team along the East Bayfront area. Pedestrian refuge areas at each intersection from 6th Street to 10th Street were developed as a compromise between the current intersection layout and the median/reduced travel lane concept from the Connected Scenario. While the travel lanes will need to be narrowed to allow room for the refuge areas, the number of travel lanes would be maintained.

Future Travel Times

Once all of the improvement maps and matrixes were reviewed, a future travel time comparison chart for the year 2034 was shown to the PAC to show the different travel times based on improvements. As a base comparison, the travel times for 2034 with no improvements was also shown.

Direction	No Build Option		Blended Option A Dual Lane Roundabout at State Street		Blended Option B Signalized Intersection at State Street	
	AM	PM	AM	PM	AM	PM
Bayfront EB: Lincoln Ave to E 12th St	67.4 min 5 mph	15.9 min 19 mph	10.7 min 27 mph	15.6 min 19 mph	11.7 min 25 mph	16.9 min 19 mph
Bayfront WB: E 12th St to Lincoln Ave	14.4 min 20 mph	20.2 min 15 mph	12.5 min 23 mph	12.6 min 23 mph	14.5 min 20 mph	13.0 min 22 mph

IV. Improvement Concept Priority Activity

During this portion of the meeting, the 17 PAC members in attendance and the PennDOT project manager, Mark Nicholson, were each given 12 money stickers, three for each improvement station set up in the back of the room. They were then asked to place the stickers on the board beside the improvements that appealed most to them and their organization. They were allowed to place more than one sticker per improvement.

The purpose of this exercise was to demonstrate how the PAC would prioritize future projects included in the Blended Scenario.

The results for each station are as follows:

Conceptual Improvement Options	Improvement Description	Total Votes
Overall Improvement Concepts		
1.	Variable message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	6
2.	Bike Share Program with hubs located throughout the corridor	3
3.	Bike shelters/storage at locations throughout the corridor	0
4.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	2
5.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	7
6.	Decorative park signs with consistent treatments	0
7.	Upgrade pedestrian push buttons, traffic signal equipment and timings, and place reflective signal backplates	11
8.	Add buffer between roadway and bikeway	0
9.	Enhance pedestrian crossings along the Bayfront with painted crosswalks	9
10.	Upgrade or add trail lighting throughout corridor	5
11.	Transit shelters with real time transit information at locations throughout the corridor	6

Conceptual Improvement Options	Improvement Description	Total Votes
Bayfront West Improvement Concepts		
12.	Shared bike lane along Lincoln Ave. and 8th St.	11
13.	Arch gateway treatment over roadway near Greengarden Blvd.	4
14.	Modify W. 8th St. intersection to include one through lane, one shared through/right-turn lane (eastbound) with merge after intersection	4
15.	Reversible managed lanes from 8th St. to Sassafra St. Ext.	10
16.	Rapid Flash Beacon for ped/bike crossing at Cranberry St. and the intersection of W. 8th St. and Greengarden Rd.	6
17.	Restrict left turns from Cranberry St. during peak hours	14

Conceptual Improvement Options	Improvement Description	Total Votes
Bayfront Central Improvement Concepts		
18.	Construct a two-way frontage road from Liberty Park to State St. and extend multi-use trail	11
19 A.	Pedestrian bridge over Bayfront Parkway connecting to an elevator equipped building within the Bayfront Place development OR	0
19 B.	Pedestrian bridge over the Bayfront Parkway near Peach St.	10
20.	People mover system within the central Bayfront with a dedicated route	6
21 A.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot OR	17
21 B.	Realign travel lanes at State St. intersection and extend left turn lanes on the Bayfront Parkway	1
22.	Pedestrian bridge over Bayfront Parkway connecting to an elevator equipped building within the Harbor Place development	2
23.	Redesign Holland St. intersection to extend left turning lanes on the Bayfront Parkway, add turning lanes on Holland St.	0
24.	Create a new multi-use trail connecting the promenade at East German St. down the bluff to Holland St.	0
25.	Four lane roadway on the Bayfront Parkway from Holland St. to Port Access Rd.	4

Conceptual Improvement Options	Improvement Description	Total Votes
Bayfront East Improvement Concepts		
26.	Narrow travel lanes to 11 ft. from Port Access Rd. to E. 12th St.	0
27.	Pedestrian refuge at intersections from E. 6th St. to E. 10th St.	20
28.	Two bus pull-off areas (one east side and one west side between 8th St. and 10 St.) and relocate multi-use trail around the bus pull-off	1
29.	Gateway treatments at E. 12th St.	2
30.	Add speed display signs at E. 12th St.	5
31.	Dual-lane roundabout at E. 12th St.	18

While reviewing the votes, the following comments were noted:

- Consider alternatives to the pedestrian bridges.
- The study team was urged to look at finding an alternative solution for State Street.
- Consider how to make connections easier for pedestrians.

V. Next Steps

Mr. Petit reviewed the next steps for the project but also acknowledged that more steps will need to be taken prior to completing the study. He suggested at least one more PAC Meeting may be needed to help the group reach consensus on improvements and that he hopes to meet with the City of Erie, and County Planning prior to the completion of the study. He also mentioned the possibility of introducing additional improvements to better reflect the conversation during this meeting.

The study team will meet to discuss the new proposed activities and update the PAC once a schedule for these activities has been set.

With no further questions or discussions, the meeting was adjourned at approximately 12:30 p.m. We believe this report accurately describes what transpired at this meeting. If anyone has a different understanding of what occurred, please contact Dana Sklack at (412) 922-6880 within two weeks of receipt. If no comments are received, this report will be considered final.

Prepared by:
McCormick Taylor, Inc.

Jennifer Threats
Dana Sklack

Appendix List

- A. Project Advisory Committee Meeting #5 Agenda
- B. Project Advisory Committee Meeting #5 PowerPoint Slides
- C. Email Blast
- D. West Bayfront Map
- E. Central Bayfront Map
- F. East Bayfront Map
- G. Improvement Matrix (handout version)
- H. Public Meeting Comment Summary

APPENDIX A:

Project Advisory Committee Meeting #5 Agenda

Date: September 29, 2015
Time: 10:30 a.m. to 12:00 p.m.
Location: Tom Ridge Environmental Center

AGENDA

1. Welcome – Bill Petit, P.E., PennDOT District Executive
Jennifer Threats, McCormick Taylor 10:30 a.m. – 10:35 a.m.
 - Welcome
 - Opening Remarks

2. Study Update – Jennifer Threats, McCormick Taylor 10:35 a.m. – 10:45 a.m.
 - Public Meeting Overview
 - Developer Input

3. Blended Scenario Detail – John Petulla, P.E., Jennifer Threats,
McCormick Taylor 10:45 a.m. – 11:30 a.m.
 - Bayfront West Improvement Concepts
 - Bayfront Central Improvement Concepts
 - Bayfront East Improvement Concepts

4. Improvement Concept Priority Activity – Jennifer Threats, McCormick Taylor 11:30 p.m. – 11:55 p.m.
 - Improvement Concept Stations (4- Overall/West/Central/East)
 - Results Overview

5. Next Steps – Bill Petit, P.E., PennDOT District Executive 11:55 p.m. – 12:00 p.m.
 - Refine Blended Scenario
 - Draft Study Report (October 2015)
 - Send to PAC for Input/Review
 - Finalize Study Report (November 2015)

APPENDIX B:

Project Advisory Committee Meeting #5 PowerPoint Slides



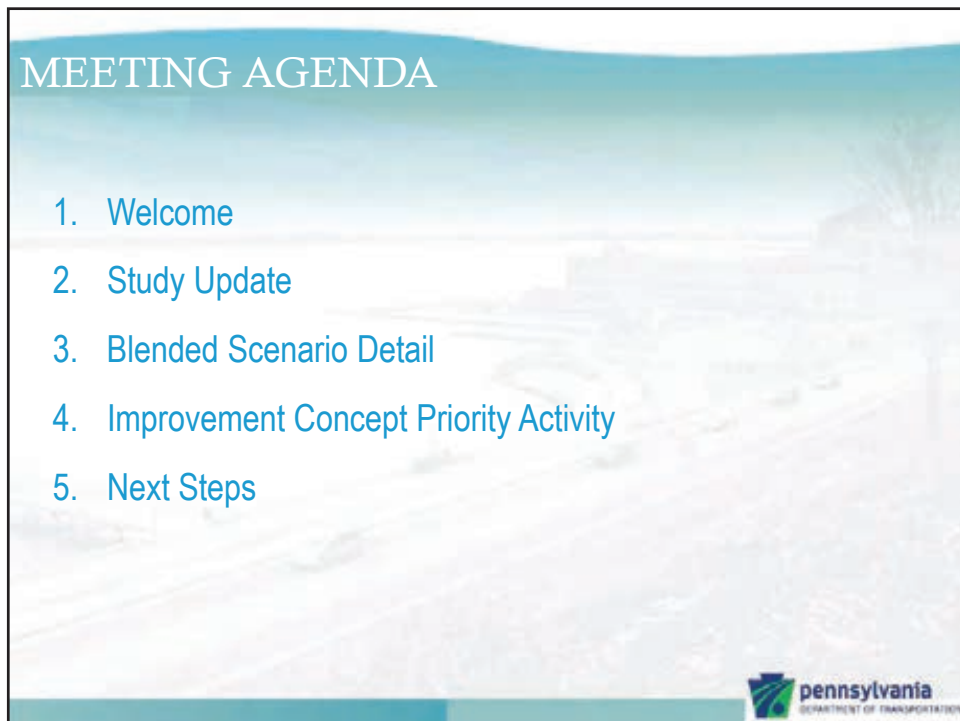
BAYFRONT PARKWAY STUDY

Welcome to the Bayfront Parkway Study

PROJECT ADVISORY COMMITTEE MEETING #5
September 29, 2015




The slide features a teal header with the title 'BAYFRONT PARKWAY STUDY'. Below the header is a large photograph of a waterfront promenade with a lighthouse in the background. A horizontal strip of four smaller images shows a harbor with boats, a white car on a road, a modern building, and a green bus. The text 'Welcome to the Bayfront Parkway Study' is centered in a teal font, followed by 'PROJECT ADVISORY COMMITTEE MEETING #5' and 'September 29, 2015'. The Pennsylvania Department of Transportation logo is in the bottom right corner.



MEETING AGENDA

1. Welcome
2. Study Update
3. Blended Scenario Detail
4. Improvement Concept Priority Activity
5. Next Steps



The slide has a teal header with the title 'MEETING AGENDA'. The background is a faded aerial view of a city waterfront. A numbered list of five items is displayed in teal text. The Pennsylvania Department of Transportation logo is in the bottom right corner.

STUDY UPDATE

PUBLIC MEETING OVERVIEW

- 19 PAC/Public Official Attendees – 20 Public Meeting Attendees
- Comment Form Summary:
 - Top Improvement Concern – Safety
 - 67% Agreed the Proposed Improvement Concepts Satisfy the Existing and Future Needs
 - 54% preferred the Mobility Scenario - 40% preferred the Connected Scenario
- Improvement Concepts:
 - Overall - Way Finding Signs for Pedestrians and Bicyclists
 - Mobility Scenario - Pedestrian Bridge Near Peach St. and Reversible Lanes from West 8th St. to Sassafras St. Ext.
 - Connected Scenario - Multi-use Trail Connecting the Promenade at East German St. and Pedestrian Tunnel



STUDY UPDATE

DEVELOPER INPUT

- Bayfront Place (Kidder Watcher)
- Harbor Place (Scott Enterprises)
- Cobblestone Inn



BLENDED SCENARIO

Bayfront Overall Improvement Concepts

Concept Number	Improvement Description	Addressed by the Bayfront Plan?	Addressed by the Overall Bayfront Plan?	Priority (Low, Medium, High)	Feasibility (Yes, No)	Timeline (Short, Long)	Cost (X, -)	Impacts (TP, TA, MTPE, LF, P)
BAYFRONT OVERALL IMPROVEMENT CONCEPTS								
1	Install emergency signs along the Parkway along I-76 and the Bayfront Parkway leading from SR 102	N	N	Low	N	Short Term	X	TP
2	Use Streetlights with high-contrast throughout the corridor	N	Y	Low	N	Short Term	X	MTPE, P, TA
3	Use streetlights at regular intervals throughout the corridor	N	Y	Medium	N	Short Term	X	MTPE, P, TA
4	Replace existing streetlights and poles with modern fixtures to meet current lighting and pole standards	N	N	Low	N	Short Term	X	LF, TA, MTPE
5	Use lighting poles for pedestrian crossings and enhanced bicycle visibility along the Bayfront Parkway	N	N	Low	N	Short Term	X	TA, MTPE, LF, P
6	Decorative and signs with improved treatments	N	N	Low	N	Short Term	X	LF, MTPE, P
7	Upgrade existing street fixtures, traffic signal equipment and signage, and use reflective signs for markers	Y	Y	Low	N	Short Term	X	TP, LF, TA, G
8	Use better outdoor lighting, air cleaning	N	Y	Low	N	Short Term	X	MTPE, TA, TP, LF
9	Enhance pedestrian crossings along the Bayfront with green-paved crosswalks	N	Y	Low	N	Short Term	X	LF, TA
10	Upgrade or add lighting throughout corridor	N	N	Medium	N	Mid Term	X	TA, MTPE, P
11	Install outdoor air quality monitors throughout the corridor	Y	Y	Low	N	Short Term	X	TP, TA, MTPE

* - Potential Funding Source: MFL - Transportation Improvement Fund; LF - Local Funds; P - Private Funding; TA - Transportation Alternatives; TP - Transportation Program; MTPE - Metropolitan Transportation Planning; G - Greenhouse Gas Reduction; X - Transportation Program



BLENDED SCENARIO

Bayfront West Improvement Concepts

Concept Number	Improvement Description	Addressed by the Bayfront Plan?	Addressed by the Overall Bayfront Plan?	Priority (Low, Medium, High)	Feasibility (Yes, No)	Timeline (Short, Long)	Cost (X, -)	Impacts (TP, TA, MTPE, LF, P)
BAYFRONT WEST IMPROVEMENT CONCEPTS								
12	Install low-visibility crosswalks on SR 102	N	Y	Low	N	Short Term	X	LF, TA
13	Use green-paved crosswalks over (Overpass) SR 102	N	N	Low	N	Short Term	X	LF, P
14	Mark SR 102 as a pedestrian crossing throughout the corridor with high-contrast crosswalks	Y	N	Low	N	Short Term	X	TP, LF
15	Install emergency signs from SR 102 to South St. St.	Y	Y	Medium	N	Mid Term	X	MTPE, G, TP, MTPE
16	Install Streetlights for pedestrian crossings at South St. and South St. and SR 102 and SR 102 SR 102	N	Y	Low	N	Short Term	X	TP, LF, TA
17	Install air quality monitors on SR 102 along SR 102	Y	N	Low	N	Short Term	X	LF

* - Potential Funding Source: MFL - Transportation Improvement Fund; LF - Local Funds; P - Private Funding; TA - Transportation Alternatives; TP - Transportation Program; MTPE - Metropolitan Transportation Planning; G - Greenhouse Gas Reduction; X - Transportation Program



BLENDING SCENARIO

Bayfront West Improvement Concepts

- Discuss



BLENDING SCENARIO



BLENDING SCENARIO

Bayfront Central Improvement Concepts

Improvement Concept ID	Improvement Description	Address/Location of Improvement (Mileage)	Project/Initiative (Mileage)	Priority and Phase (High, Medium, Low)	Planning/Construction (Y/N)	Estimated Cost (Million \$)	Estimated Construction Length (Years)	Key Stakeholders	Project Funding Source
MARKET-CENTRIC IMPROVEMENT CONCEPTS									
19	Construct a new transit station and transit facility at State St. and Market Street.		Y	Y	Medium	Y	Mid Term	X	F, LF, PA, MMTF, TIGER
20.A	Provide an on-board Bayfront Parkway connecting to an adjacent existing building within the Bayfront Transit development.		N	Y	High	Y	Mid Term	X	F, MMTF, SA, TIGER
20.B	Provide an on-board Bayfront Parkway connecting to an adjacent existing building within the Bayfront Transit development.		N	Y	High	Y	Mid Term	X	MMTF, SA, TR, TIGER
20	Provide an on-board Bayfront Parkway connecting to an adjacent existing building within the Bayfront Transit development.		Y	Y	Low	N	Short Term	X	F
21.A	Just-in-time bus stop at State St. with separate on-board road to I-76C, Market St.		Y	N	High	Y	Long Term	X	TR, TIGER
21.B	Provide an on-board Bayfront Parkway connecting to an adjacent existing building within the Bayfront Transit development.		Y	N	Medium	Y	Mid Term	X	TR
22	Provide an on-board Bayfront Parkway connecting to an adjacent existing building within the Bayfront Transit development.		N	Y	High	Y	Mid Term	X	F, MMTF, SA, TIGER
23	Provide an on-board Bayfront Parkway connecting to an adjacent existing building within the Bayfront Transit development.		Y	N	Medium	N	Mid Term	X	TR, F
24	Construct a new multi-use transit connecting to an adjacent existing building within the Bayfront Transit development.		N	Y	High	N	Long Term	X	SA, MMTF, LF
25	Provide an on-board Bayfront Parkway connecting to an adjacent existing building within the Bayfront Transit development.		Y	N	Medium	N	Long Term	X	TR, F, MMTF

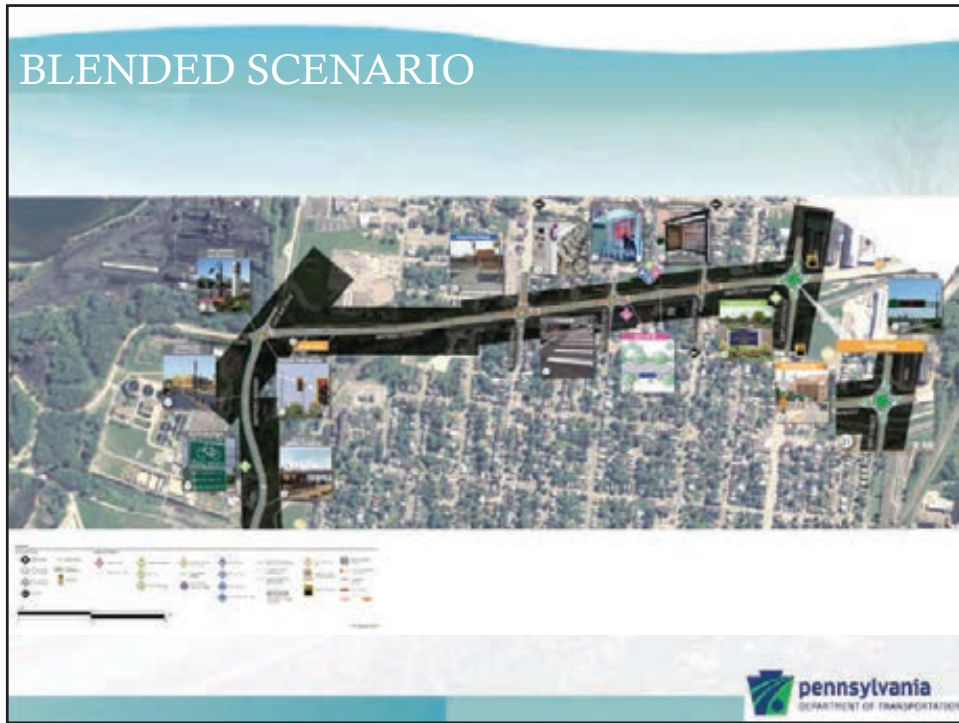


BLENDING SCENARIO

Bayfront Central Improvement Concepts

- Discuss





BLENDED SCENARIO

Bayfront East Improvement Concepts

Improvement Number	Improvement Description	With an Extension to the Bayfront Station	From Bayfront Station to Bayfront	From Bayfront Station to Bayfront East	From Bayfront Station to Bayfront East	From Bayfront Station to Bayfront East	From Bayfront Station to Bayfront East	From Bayfront Station to Bayfront East	From Bayfront Station to Bayfront East
IMPROVEMENTS THAT IMPROVE SERVICE									
20	Revised signal timing at I-76 and Bayfront St. (I-76 St.)	N	Y	Low	N	Short Term	X		IMP SA
21	Installation of signal priority for bus at I-76 St. (I-76 St.)	N	Y	Low	N	Short Term	X		TRIPABLE, IMP SA, IMP TF
22	Two bus pull-out spaces (one east side and one west side) between I-76 St. and I-76 St. and vehicle pull-out for around the bus pull-out	Y	Y	Low	N	Short Term	X		TRIP (Transit), IMP TF
23	Diagonal crosswalk at I-76 St.	N	N	Low	N	Short Term	X		IF, F
24	Art space display sign at I-76 St.	Y	Y	Low	N	Short Term	X		ART, IMP TF
25	Construction of I-76 St.	Y	N	High	Y	Long Term		X	IMP IMP TF

BLENDED SCENARIO

Bayfront East Improvement Concepts

- Discuss




 **pennsylvania**
DEPARTMENT OF TRANSPORTATION

BLENDED SCENARIO

Future Travel Time Comparison for the Year 2034

Direction	No Build Option		Blended Option A Dual Lane Roundabout at State Street		Blended Option B Signalized Intersection at State Street	
	AM	PM	AM	PM	AM	PM
Bayfront EB: Lincoln Ave to E 12th St	67.4 min 5 mph	15.9 min 19 mph	10.7 min 27 mph	15.6 min 19 mph	11.7 min 25 mph	16.9 min 19 mph
Bayfront WB: E 12th St to Lincoln Ave	14.4 min 20 mph	20.2 min 15 mph	12.5 min 23 mph	12.6 min 23 mph	14.5 min 20 mph	13.0 min 22 mph

All options include Background and Development Growth

 **pennsylvania**
DEPARTMENT OF TRANSPORTATION

IMPROVEMENT CONCENT PRIORITY ACTIVITY

INSTRUCTIONS

- Each PAC member will have three (3) money stickers for each of the four improvement segment stations.
- Select the improvement(s) that appeal the most to you and your organization.
- The money can be spread between three projects or all put onto the same project.
- The purpose of this exercise is to designate the order in which improvements should be implemented.



NEXT STEPS

- Refine Blended Scenario
- Draft Study Report (October 2015)
 - Send to PAC for Input/Review
- Finalize Study Report (November 2015)



APPENDIX C:

Email Blast

“BLENDED” IMPROVEMENT SCENARIO FOR THE BAYFRONT PARKWAY HAS BEEN PRESENTED AT THE PAC MEETING #4. AT THE PAC MEETING #4 AND PUBLIC MEETING, THE STUDY TEAM HAS BEEN WORKING TO DEVELOP A THIRD IMPROVEMENT SCENARIO. THIS SCENARIO, THE “BLENDED SCENARIO,” BLENDS THE PREFERRED IMPROVEMENT OPTIONS FROM THE MOBILITY SCENARIO AND CONNECTED SCENARIO. THE BLENDED SCENARIO WILL BE PRESENTED FOR YOUR INPUT AND DISCUSSION AT THE PAC MEETING #5.

Monday, September 29, 2015 10:30 a.m.

PLEASE REPLY TO RSVP

Ridge Environmental Center
Peninsula Drive
PA 16505

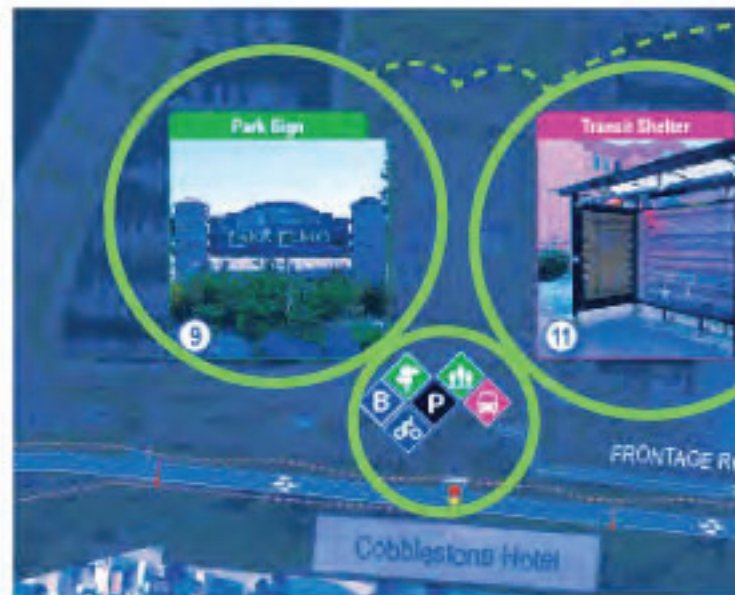
PREPARE FOR THE MEETING

Please take a few moments to review the materials prior to the PAC Meeting.

Bayfront: parkway@ftp.mccormicktaylor.com

Name: bayfront

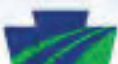
Word: parkway



DOES THIS SCENARIO PROVIDE
COMPREHENSIVE IMPROVEMENTS?

HOW WOULD YOU
PRIORITIZE THEM?

HOW SHOULD THEY BE FUNDED?

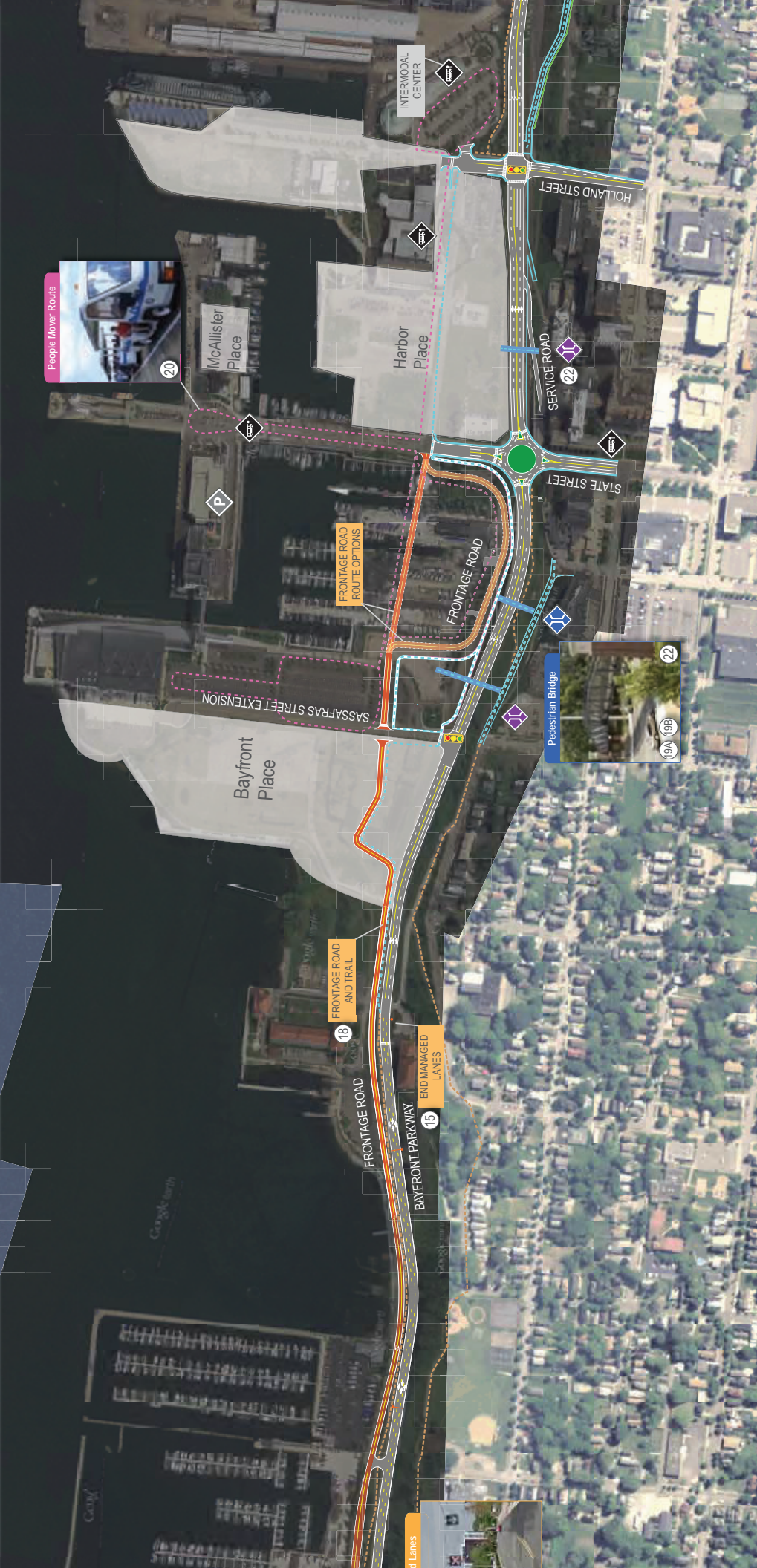


APPENDIX D:

West Bayfront Map

APPENDIX E:

Central Bayfront Map



APPENDIX F:

East Bayfront Map

APPENDIX G:

Improvement Matrix (handout version)

Improvement Description	Reduces Congestion & Improves Operations (Y/N)	Provides Multi-Modal Connection Along the Bayfront (Y/N)	Property and Utility Impacts (High, Medium, Low)	Engineering/Constructability Concerns (Y/N)	Delivery Time - Short Term (1-2 years) Mid Term (3-4 years) Long Term (5 or more years)	Cost Range	
						<10K	10K - 100K
EPTS							
Widening the Parkway along I-79 N. and the existing travel time	N	N	Low	N	Short Term	X	
Lighting is located throughout the corridor	N	Y	Low	N	Short Term		
Plantings throughout the corridor	N	Y	Medium	N	Short Term		
Landscaping and mast arms with ornamental features to match existing canopy treatment	N	N	Low	N	Short Term	X	
Artistic/pedestrian/bicycle paths and enhance/improve attraction along the Bayfront	N	N	Low	N	Short Term	X	
Consistent treatments	N	N	Low	N	Short Term	X	
Signage, traffic signal equipment and timings, and crosswalks	Y	Y	Low	N	Short Term	X	
Streetlights and bikeway	N	Y	Low	N	Short Term	X	
Plantings along the Bayfront with painted crosswalks	N	Y	Low	N	Short Term	X	
Lighting throughout corridor	N	N	Medium	N	Mid Term		
Signage and transit information at locations throughout the corridor	Y	Y	Low	N	Short Term	X	
CONCEPTS							
Lighting on Main Ave. and 8th St.	N	Y	Low	N	Short Term	X	
Plantings on roadway near Greengarden Blvd.	N	N	Low	N	Short Term		
Lighting on Main Ave. to include one through lane, one shared lane (with roundabout) with merge after intersection	Y	N	Low	N	Short Term	X	
Lighting on Main Ave. from 8th St. to Sassafraas St. Ext.	Y	Y	Medium	N	Mid Term		

Project Name	Project Description	Reduces Congestion & Improves Operations (Y/N)	Provides Multi-modal Connection Along the Bayfront (Y/N)	Property and Utility Impacts (High, Medium, Low)	Engineering/Constructability Concerns (Y/N)	Delivery Time -			Cost Range	
						Short Term (1-2 years)	Mid Term (3-4 years)	Long Term (5 or more years)	<10K	10K - 100K
						Y	N	Y	Y	N
Key Concept										
Concept 1	Extend road from Liberty Park to State St. and extend Front Parkway connecting to an elevator equipped place development OR	Y	Y	Medium	Y	Mid Term				
Concept 2	Extend Bayfront Parkway near Peach St.	N	Y	High	Y	Mid Term				
Concept 3	Extend the central Bayfront with a dedicated route	Y	Y	Low	N	Mid Term			X	
Concept 4	Extend State St. with separate service road to UPMC Hamot OR	Y	N	High	Y	Long Term				
Concept 5	Extend St. intersection and extend left turn lanes on the	Y	N	Medium	Y	Mid Term				
Concept 6	Extend Front Parkway connecting to an elevator equipped place development	N	Y	High	Y	Mid Term				
Concept 7	Extend connection to extend left turning lanes on the Bayfront on Holland St.	Y	N	Medium	N	Mid Term				
Concept 8	Extend connecting the promenade at East German St. down	N	Y	High	N	Long Term				
Concept 9	Extend Bayfront Parkway from Holland St. to Port Access Rd.	Y	N	Medium	N	Long Term				
Key Concept										
Concept 10	Extend from Port Access Rd. to E. 12th St.	N	Y	Low	N	Short Term				
Concept 11	Extend connections from E. 6th St. to E. 10th St.	N	Y	Low	N	Short Term				
Concept 12	Extend east side and one west side between 8th St. and 10 St.) around the bus pull-off	Y	Y	Low	N	Short Term			X	
Concept 13	Extend 11th St.	N	N	Low	N	Short Term			X	
Concept 14	Extend E. 12th St.	Y	Y	Low	N	Short Term			X	

APPENDIX H:

Public Meeting Comment Summary

PUBLIC MEETING COMMENT FORM SUMMARY

Comment forms were made available to the public at the Public Meeting held on June 24, 2015. As of August 7, 2015, 12 Comment Forms have been completed and submitted. Respondents were able to provide more than one answer to each question.

1. How often do you travel the Bayfront Parkway Corridor?

- | | |
|------------|--------------------------|
| a. Daily | 9 |
| b. Weekly | 2 |
| c. Monthly | 0 |
| d. Yearly | 0 |
| Other | 1 (several times a week) |

2. Which of the following best describes the interest area you represent related to the Bayfront Parkway Corridor Study (circle all that apply).

- | | |
|---------------------------------|---|
| a. City Resident | 9 |
| b. Business Owner | 2 |
| c. Emergency Service | 3 |
| d. Commuter/Traveler | 6 |
| e. Government Official | 1 |
| f. Economic Development | 1 |
| g. Bayfront Event Attendee | 4 |
| h. Tourist | 0 |
| i. Recreational User (Bike/Ped) | 5 |

3. What types of improvements are you most interested in seeing implemented along the Bayfront Parkway Corridor? (circle your top 4 improvements)

- | | |
|--|----|
| a. Speed Reduction | 7 |
| b. Safety | 10 |
| c. Transit Upgrades | 2 |
| d. Traffic Flow/Congestion | 8 |
| e. Increased Pedestrian/Bicycle Access | 7 |
| f. Increased Vehicle Access | 2 |
| g. Alternative Route Improvements | 4 |
| h. Strategic Parking and Facilities | 0 |

4. The improvement concepts presented by the Study Team satisfy the existing and future needs along the Bayfront Parkway Corridor.

- | | |
|----------------------|---|
| a. Strongly Agree | 1 |
| b. Agree | 5 |
| c. Neutral | 3 |
| d. Disagree | 1 |
| e. Strongly Disagree | 0 |

Comments:

- Both Scenarios seem to prioritize auto traffic rather than pedestrian traffic. A true pedestrian friendly environment wouldn't require people to go underground to cross the Bayfront. A pedestrian signal will be needed at rotary (roundabout). It will not be safe!
- Like the traffic circles (roundabouts). Don't like the planted median.
- More Roundabouts! More Pedestrian access to the Bayfront! Slow Down Traffic!
- There should be more neighborhood outreach to balance the concerns of locals, commuters, and tourists
- Please add to future needs: Bayfront connector (East Side) southbound and Northbound between E 12 to Broad St - Please raise speed limit from 35 MPH to 45 MPH. This stretch of road has no residences or businesses. Hence, no driveways. Thank you for your consideration.
- Appreciate new light at Liberty Park! Need one now are Cranberry. Also could move one at water authority east to road leading to second. Then make an access road to connect Cherry Street boat launch parking lot to that light - through water authority parking lot (perhaps close current entrance to that lot) then people can safely turn left.

5. As presented tonight, the list of improvement concepts associated with the Mobility and Connected Scenarios is comprehensive?

Mobility

- | | |
|----------------------|---|
| a. Strongly Agree | 1 |
| b. Agree | 4 |
| c. Neutral | 3 |
| d. Disagree | 2 |
| e. Strongly Disagree | 1 |

Connected

- | | |
|----------------------|---|
| a. Strongly Agree | 2 |
| b. Agree | 3 |
| c. Neutral | 4 |
| d. Disagree | 0 |
| e. Strongly Disagree | 2 |

Comments

- Protected bus lanes and at grade pedestrian crossings
- More pedestrian connections in neighborhoods
- Connected - issues brought up with plantings in median - very valid
- The relative lack of synergistic development below the bluff calls to question the tourism aspect of consideration.
- No to Improvement #30, #38 - one through lane, one turn lane only lane (make southbound mirror Northbound)
- Good to know much study and statistics have gone into concepts

6. In general, how would you rate the Mobility and Connected Scenarios?

Mobility

- a. Strongly Preferred 2
- b. Preferred 4
- c. Need Improvement 4
- d. Dislike 0
- e. Strongly Dislike 1

Connected

- a. Strongly Preferred 0
- b. Preferred 4
- c. Need Improvement 5
- d. Dislike 0
- e. Strongly Dislike 1

Additional Comments:

- Would like new signals at west 8th and Bayfront with right turn arrows on the Bayfront. Need a right turn lane on the Bayfront for West 8th
- Excellent Presentation, Thank you
- Very concerned that the improvements should provide jobs and job training and business opportunities to local residents with a commitment to community benefits. This plan SHOULD be part of a comprehensive Bayfront Plan with attention paid to best practices of urban waterfront development.
- Erie needs limited access East/West ability below I-90. Think Cleveland and Toronto
- #15 Strongly agree with implementing reversible managed lanes. This idea is 20 years late. Forget roundabout at State and Bayfront. Better to utilize tunnel passage for bikes and pedestrians.
- Makes no sense to us to continue developing Bayfront (North) if people can't easily and safely access these. Alternate commuter corridors need to be developed and marketed. (Time lights on 12th and put right turns back!) If you want to encourage use of park and rides - there should be shelters for commuters (wind, rain, snow). Erie lacks bus shelters throughout entire EMTA system. Pedestrian crossing signs and public education campaign for both drivers and pedestrians are so needed. Pedestrians either ignore or don't understand to wait until left turn light cycle completes. Drivers don't yield to pedestrians in crosswalks! (All over Erie!) We LOVE the new light at Liberty Park. It was surely needed. Add signage/explanation on when to walk for Pedestrian crossings. Add protected left turn in all directions at Holland and State intersections.

IMPROVEMENT CONCEPTS

In addition to the provided comment forms, respondents were asked to select their 10 most preferred improvement concepts presented at the Public Meeting. The improvement concepts were divided into three sections, Overall Improvement Concepts, Mobility Scenario Improvement Concepts, and Connected Scenario Improvement Concepts. Each improvement was numbered, and the maps displayed at Station 3 had each improvement labeled using the same numbering system. (To view all six maps displayed at meeting, see Appendix L and M) As of August 7, 2015, 11 forms were returned. Below is a summary of the responses.

OVERALL IMPROVEMENT CONCEPTS

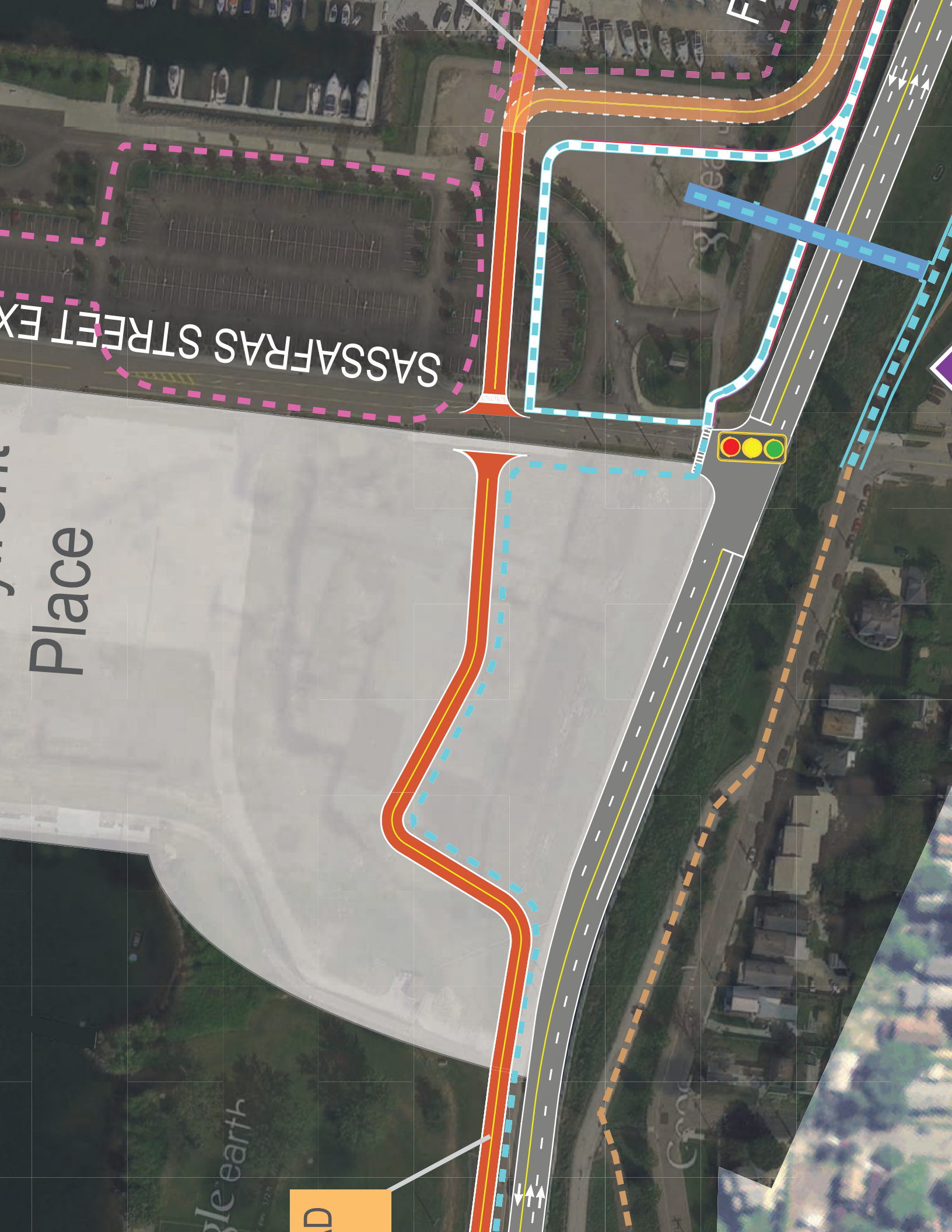
1. Upgrade traffic signal equipment and timings to include reflective signal backplates	2
2. Add speed display signs at E. 12th Street	0
3. Add buffer between Roadway and Bikeway	3
4. Upgrade trail lighting throughout corridor	4
5. Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	1
6. Upgrade pedestrian push buttons	2
7. Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	6
8. Park signs with consistent treatment	0
9. Real time transit information at bus stops	1
10. Transit shelters at locations throughout the corridor	4
11. Bike shelters/storage at locations throughout the corridor	4
12. Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	1

MOBILITY SCENARIO IMPROVEMENT CONCEPTS

13. Arch gateway treatment over roadway	3
14. Shared bike lane along Lincoln and 8th St	5
15. Reversible managed lanes from 8th Street to Sassafras St. Ext.	6
16. Right-turn Only from Cranberry St.	3
17. Rapid Flash Beacon for ped/bike crossing at Cranberry St	3
18. A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	3
19. Pedestrian bridge over the Bayfront Parkway near Peach St.	8
20. Pedestrian bridge over the Bayfront Parkway near Holland St.	5
21. Dual-lane roundabout at State St. with separate service road to UPMC Hamot	2
22. Dual-lane roundabout at 12th St.	2
23. Redesign Holland St. intersection to add turning lanes and remove railroad equipment	4
24. Widen Bayfront to four lanes from Holland St. to Port Access Rd.	4
25. Two bus pull-off areas (one east side and one west side between 8th St. and 10 St.) and relocate multi-use trail around the bus pull-off	0
26. Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	5

CONNECTED SCENARIO CONCEPTS

27. Gateway treatments at Greengarden Blvd. and E. 12th St. intersections	1
28. Enhance pedestrian crossings along the Bayfront with stylized brick paver treatment (Type 1)	3
29. Bike Share Program with hubs located throughout the corridor	4
30. Reduce travel lane width to 11 ft. from Greengarden Rd. to E. 10th St and incorporate planted median with breaks at intersecting and access points	2
31. Extend the multi-use trail on the north side of the Bayfront from Frontier Park to the Lincoln Avenue Park-and-Ride	4
32. Improve W. 6th St. Bridge aesthetics/architectural treatment	0
33. Restrict left turns from Cranberry St. during peak hours	1
34. Add pedestrian Rapid Flash Beacon at Cranberry St.	2
35. Remove left turn only lanes on the Bayfront at the Greengarden Rd. intersection	1
36. Modify W. 8th St. intersection to include one through lane, one shared through/right-turn lane (eastbound) with merge after intersection	2
37. Enhance tunnel under State St. for bike/ped access under the Bayfront	6
38. Extend left turn lanes at State St. and Holland St.	2
39. Realign travel lanes at State Street intersection	0
40. People mover system within the central Bayfront with a dedicated route	1
41. Create a new multi-use trail connecting the promenade at East German St. down the bluff to Holland St. and continue along the south side of the Bayfront to the proposed bike/ped tunnel	8
42. Remove railroad equipment at Holland St. and adjust stop bar	1
43. Single-lane roundabout at Port Access Road	3
44. Park and Ride between 8th St and 10th St on the east side of the road	0



Place

SASSAFRAS STREET EX

D

