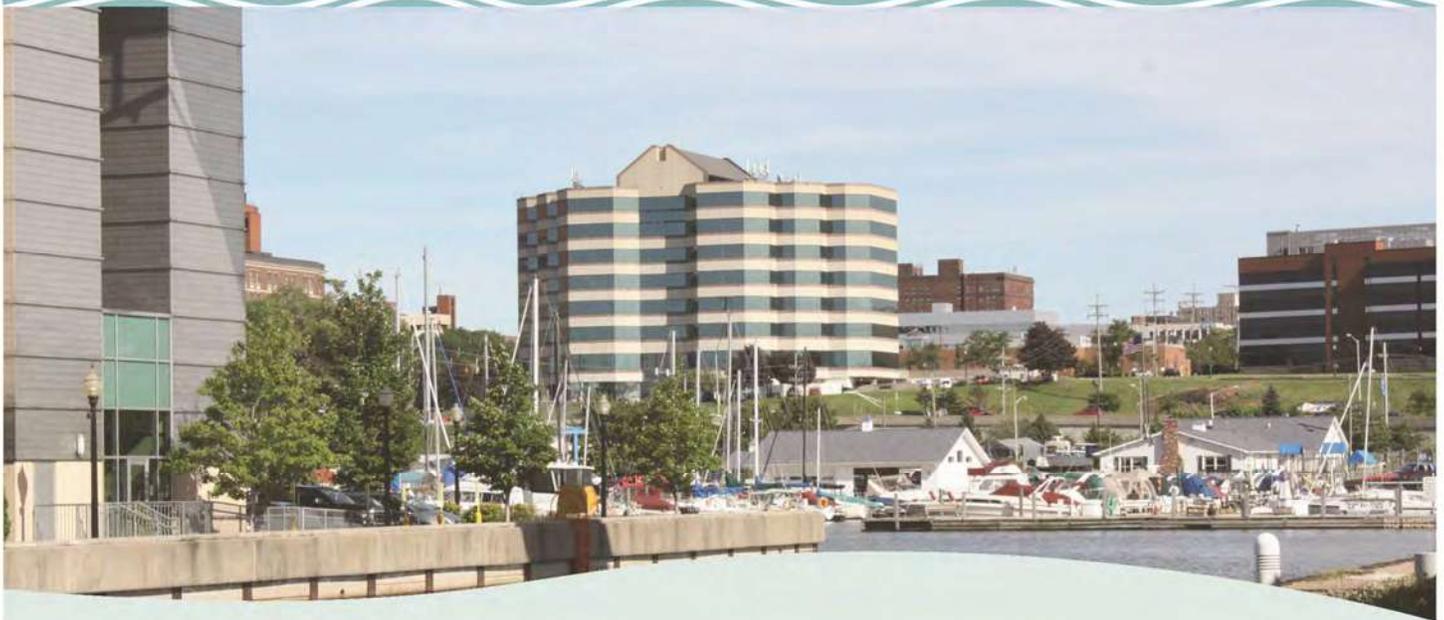


# BAYFRONT PARKWAY STUDY



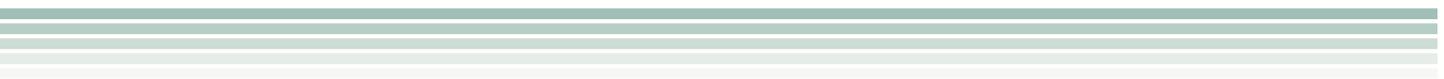
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## ***Public Meeting Report***

Meeting Date: June 24, 2015

Location: Erie, Erie County, PA

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## I. Executive Summary

On Wednesday, June 24, 2015, a Public Meeting and Public Officials Briefing were held by the Pennsylvania Department of Transportation (PennDOT) Engineering District 1-0 at the Bayfront Convention Center for the Bayfront Parkway Corridor Study.

A total of 20 people signed-in for the Public Meeting, while 19 public officials or PAC members attended the Briefing. The purpose of the meeting was to discuss the purpose and need of the study, present improvement concepts, describe the study process and next steps, and gather public input. The format for the meeting included an Open House area with displays and a presentation. Attendees were encouraged to view the displays prior to the presentation. Study team members were stationed throughout the area to answer any attendees questions.

The informational displays included:

- Corridor Features Map
- Travel Time Comparison
- Levels of Service
- Public Outreach
- Mobility Scenario Improvement Concepts for West Bayfront, Central Bayfront and East Bayfront
- Connected Scenario Improvement Concepts for West Bayfront, Central Bayfront, and East Bayfront.
- Study Work Plan

Comments were solicited from the public and public officials during the meeting and via a comment form, improvement scenario handout. As of August 7, 2015, a total of 12 comment forms and 11 improvement concept forms were returned. The following is a summary of the comment form and improvement concept form responses:

- A majority of the attendees were City of Erie residents who travel the parkway daily and safety was their top improvement concern.
- Sixty-seven percent of the respondents agreed that the proposed improvement concepts satisfy the existing and future needs along the Bayfront Parkway Corridor.
- Forty-five percent of respondents thought the Connected and Mobility Scenario Concepts were comprehensive.
- Fifty-four percent of respondents strongly preferred or preferred the Mobility Scenario while forty percent of respondents preferred the Connected Scenario.
- The most preferred option in the Overall Improvements Concepts was the way finding signs for pedestrians and bicyclist.
- The top two improvements most preferred for the Mobility Scenario were the pedestrian bridge near Peach Street and the reversible lanes from West 8<sup>th</sup> Street to Sassafra Street Extension.
- The top two improvements most preferred for the Connected Scenario were the mutli-use trail connecting the promenade at East German Street down the bluff to Holland Street and a Pedestrian Tunnel under the State Street and Bayfront intersection

- Many of the attendees were also interested in traffic flow and congestion improvements as well as speed reductions and increased pedestrian and bicycle access.

A detailed summary of all comments received can be found in Section V of this report.

## II. Meeting Format

**When:** Wednesday, June 24, 2015

**Time:** Public Officials Briefing, 4:00 p.m. – 5:00 p.m.  
Public Meeting, 5:30 p.m. – 8:00 p.m. (Presentation 6:00 p.m.)

**Location:** **Bayfront Convention Center**  
1 Sassafras Pier  
Erie, PA 16507

**Format:** Open House Plans Display with Presentation

**Purpose:** The purpose of the meeting is to discuss the purpose and need of the study, present improvement concepts, describe the study process and next steps, and gather public input.

### **Meeting Notification:**

Letters were mailed to public officials to announce the purpose of the Public Meeting and to invite them to the Public Officials' Briefing. An email blast was sent to all Project Advisory Committee (PAC) members and to the general public mailing list. PAC members were encouraged to share the Public Meeting email blast with their area contacts to help spread the word about the meeting. Additionally, a press release was distributed to local media to notify the public.

### **Attendance:**

Twenty (20) people registered and attended the Public Meeting, and 19 people registered and attended the Public Officials' Briefing. In addition, the following study team members also attended:

#### *PennDOT, Engineering District 1-0*

Bill Petit, P.E. – District 1-0 Executive  
Mark Nicholson, P.E. – Civil Engineer  
Jim Carroll – District Press Officer  
Brian Yedinak, P.E. – Assistant District Executive, Design  
Tom McClelland, P.E., PTOE – Design Services Engineer  
Brian Smith, P.E. – Traffic Engineer

#### *McCormick Taylor, Inc.*

John Petulla, P.E. – Project Manager  
Jennifer Threats – Public Involvement Specialist  
John Sada, P.E., PTOE – Transportation Engineer  
Dana Sklack – Communications Specialist

### III. Meeting Details

Both the Public Officials Briefing and the Public Meeting were held in meeting room 140 at the Bayfront Convention Center, Erie, Pennsylvania. The meeting was structured as an Open House format with a presentation that began at 4:30 for Public Officials and Project Advisory Committee (PAC) members, and a second presentation began at 6:00 p.m. for the general public. The meeting format provided an opportunity for the public to speak one-on-one with members of the project team. Project team members were available throughout the evening to address public questions/concerns and gather input.

#### OPEN HOUSE AREA

Listed below is a description of the Open House stations: (see Appendix K-L for PDF versions of the displays)

1. **Station 1: Registration** – Attendees were asked to sign in at the registration table. After registering, attendees received a Comment Form and an Improvement Concept Selection Form. A team member was available to explain the meeting format.
2. **Station 2: Understanding the Corridor** – Four displays were included in this section. They included:
  - **Corridor Features Map** – Features highlighted included planned economic development, parking, transit routes and stops, and multi-use pedestrian and bicycle trails along the corridor.
  - **Travel Time Comparison** – This display showed future travel times from one end of the corridor to the other in the year 2034 in 4 different conditions; No-Build Option: 2034 – background traffic data with and without development growth, and the Mobility Option and Connected Option with background and development growth.
  - **Levels of Service** – This display focused on forecasted levels of service conditions at 12 signalized intersections along the Bayfront Parkway within the corridor for the year 2034.
  - **Public Outreach** – This set of display boards focused on reviewing previous Stakeholder Interviews, Survey Results, and overall Outreach Opportunities.
3. **Station 3: Developing Improvement Concepts** – This station featured two improvement scenarios, Connected and Mobility. Each scenario was broken into three sections; West Bayfront, Central Bayfront, and East Bayfront.
  - **Mobility Scenario** – This scenario focused on minimizing delays throughout the corridor for all modes of transportation.
  - **Connected Scenario** – This scenario focused on better connecting downtown Erie to the Bayfront and treating the Bayfront Parkway as more of a city street instead of high speed bypass for the city.
4. **Station 4: Next Steps** – The project's work plan was displayed at this station to show the key steps completed during the study so far and identified the steps that still need to be completed.

#### PRESENTATION AREA

A PowerPoint presentation was used to review the progress so far in the Bayfront Parkway Corridor Study, to detail some of the improvement concepts that make up the Connected and Mobility Scenarios and to present Next Steps. The same presentation was given to both the public officials and the general public. A copy of the PowerPoint presentation is located in Appendix O of this report.

## IV. Presentation Summary

The Public Officials Briefing was held from 4:00 p.m. to 5:00 pm and both Public Officials and Project Advisory Committee members were invited. The presentation used for this portion of the meeting was also used for the public presentation held at 6:00 p.m.

### MEETING INTRODUCTION

Both presentations began with Mr. Bill Petit, P.E., PennDOT District 1-0 Executive, introducing himself and the rest of the study team. A full list of the study team members who attended can be found in Section II of this report. Mr. Petit also discussed the meeting's purpose and the study area limits. The purpose of the meeting is to discuss the purpose and need of the study, present improvement concepts, describe the study process and next steps, and gather public input. The study area limits include the Bayfront Parkway from I-79 to the west and 12 Street to the east. Then, Mr. Petit handed the presentation over to Mr. John Petulla, P.E., the Consultant Team's Project Manager.

### IDENTIFYING A VISION

Mr. Petulla reviewed the Study's Purpose, Needs and the Improvement Considerations used to identify improvements throughout the Bayfront Parkway corridor. The Purpose and Need and the Improvement Considerations were developed based on technical studies and feedback received through the online public survey, stakeholder interviews, and meetings with the Project Advisory Committee (PAC).

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 study needs were noted as follows:

- 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 were developed to ensure the thoughts and interests of stakeholders were incorporated as scenario options were developed. As such, the analysis will consider if the improvement concepts are:

- Be 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.)
- Enhance Aesthetics
- Support Livability by Improving Pedestrian and Bicycle Access (Work & Play)
- Accommodate Emergency Service/Incident Access

- Accommodate Event Access and Mobility
- Enhance Travel Communication/Intelligence
- Minimize Environmental Impacts  
(Property Impacts, Natural Resources, Cultural Resources)
- Able to Maintain Improvement
- Fundable

## STUDY APPROACH

Mr. Petulla then reviewed the study work plan and deliverables. To view the study's work plan, see Appendix N. He identified the study deliverables as the Purpose and Need, Conceptual Improvements, Project Prioritization Plan, Funding Scenarios, and the Final Study Report and provided an overview of their progress. The Purpose and Need statement has been completed and the Conceptual Improvements are currently being refined with the public meeting being one of the final parts of this step. Over the next couple months, the study team will work on project prioritization, funding scenarios, and the study report. The study is anticipated to be complete this Fall.

## UNDERSTANDING THE CORRIDOR

The technical studies, including the safety analysis, traffic study and transportation features of the corridor were summarized by Mr. Petulla as follows:

- Traffic studies were initiated in August 2014, including traffic counts and origin-destination studies along the Bayfront Parkway between the western and eastern ends of 12th Street.
- Parking, both planned and existing, has also been looked at as part of the study. According to the Erie Parking Study in 2008, there are 4500 available parking spaces in the downtown and in the Bayfront area. The current supply of parking is higher than the demand. Once all of the proposed development has been built, there is a potential for another five garages being added to just the Bayfront area. Mr. Petit noted, that with such an abundance of parking consideration should be given to ideas that would consolidate or share parking in the area.
- The Safety Analysis identified 246 recorded crashes along the Bayfront Parkway corridor study area and 80% of those crashes occurred at intersections. Four percent of the crashes involved a fatality or major injury. The study will consider those crash areas and try to improve safety.
- On the eastern side of the corridor from Port Access Road to East 12<sup>th</sup> Street, the average speed is 46 mph. Traveling in the opposite direction, it is 29 mph. On the Western side from Cranberry Street to Sassafras Street Extension, the average speed is 42 mph and the opposite direction is 43 mph.

The traffic studies also considered the existing and future levels of service (LOS) at each signalized intersection. The LOS uses an A-F rating scale. While on a highway, an A rating would be ideal, in an urban environment, a C rating is usually ideal. The LOS data was gathered in September 2014 during the morning and evening weekday peak travel times. A full explanation of the LOS ratings can be referenced in Appendix K. Future LOS was considered for average traffic growth and for average traffic growth with planned economic development within the next twenty years. Six of the twelve intersections scored below a

C rating for the year 2034 with average traffic increases. Ten of the twelve intersections scored below a C rating for the year 2034 with average traffic increases and full development buildout.

- Projected travel times through the corridor were evaluated from one end of the corridor to the other during peak a.m. and p.m. travel times. The most notable of these was the travel time of over an hour from Lincoln Ave. to East 12<sup>th</sup> Street during the a.m. travel time.

Direction	2034 No Build Option: Background without Development Growth		2034 No Build Option: Background and Development Growth	
	AM	PM	AM	PM
<b>Bayfront EB:</b> 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
<b>Bayfront WB:</b> 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

Next, Mr. Petulla reviewed the public involvement activities completed to date, including:

- Stakeholder Interviews – September and October 2014
- Project Advisory Committee (PAC) Meetings – December 17, 2014, March 10, 2015, and April 14, 2015
- Online Public Survey – December 2014 to February 2015
- Project Website – Launched in December 2014

Mr. Petulla noted that over 50 participants were contacted to take part in a series of stakeholder interviews conducted in person or over the phone. From the stakeholders interviewed, the PAC was selected and invited to attend three meetings to discuss the different aspects of the study. One additional PAC meeting is anticipated. The PAC members represent a variety of interests and concerns in the community.

Sections of the community that are represented include:

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

Mr. Petulla provided an overview of the online survey. The survey had nearly 500 responses and ran from December 19, 2014 to February 27, 2015. In one of the survey sections, respondents were asked to rank their top five priorities from a provided list. The PAC was also asked to rate the same priorities. With the exception of one priority, speed, the PAC chooses all of the same priorities as the public (see the chart on the next page for more detail).

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

**DEVELOPING SOLUTIONS**

Mr. Petulla explained that when developing the conceptual improvement options, the project’s Purpose and Needs, Improvement Considerations, Public and Stakeholder Input and Existing and Future Traffic Projections were all taken into consideration. As a result, two Improvement Scenarios were developed: Scenario 1 – Mobility, Scenario 2 - Connected. Some of the improvement options included in the scenarios can be moved to either option, but to avoid repeating improvements on both options, most of the improvement concepts are only shown once on one of the scenarios with the exception of twelve improvements that were added to both maps as ‘Overall Improvement Concepts’. These improvements mostly focused on improving overall safety conditions throughout the corridor and will work with any combination of improvement options. (To see the full list of improvements, please see Appendix Q.)

Mr. Petulla provided the following overview of both scenarios. Mr. Petit encouraged attendees to ask questions throughout the presentation of the scenarios. (See Section V of this report for question and answer clarifications.)

**SCENARIO 1: MOBILITY**

The goal of the Mobility Scenario was to develop a series of coordinated improvement options to provide greater east-west access and minimizing delays through the corridor considering all modes of transportation. This was accomplished by adding pedestrian walkways away from the main roads and intersections, adding an additional service road, and enhancing transit access. Below is a list of the improvement concepts Mr. Petulla presented.

- Shared bike lanes along Lincoln Avenue
- Reversible managed lanes from West 8<sup>th</sup> Street to Sassafra Street Extension
- Two-way frontage road
- Two pedestrian bridges
- Two dual-lane roundabouts

- Widen to four lanes from Holland Street to Port Access Road
- Bus pull offs between East 8<sup>th</sup> Street and East 10<sup>th</sup> Street
- Enhanced pedestrian crossings, painted crosswalks, and upgraded pedestrian push buttons

After the Mobility Scenario improvement options were detailed, a comparison of travel times was presented. The comparison demonstrated how travel time would change with and without the Mobility Scenario improvements for the year 2034. In summary, the Mobility Scenario improvements would improve or maintain travel times. (See the chart below for details.)

Direction	2034 - No Build Option: Background and Development Growth		2034 - Mobility Option: Background and Development Growth	
	AM	PM	AM	PM
<b>Bayfront EB:</b> Lincoln Ave to E 12th St	67.4 mins 5 mph	15.9 mins 19 mph	11.4 mins 25 mph <b>(- 56 mins)</b>	15.9 mins 18 mph <b>(no change)</b>
<b>Bayfront WB:</b> E 12th St to Lincoln Ave	14.4 mins 20 mph	20.2 mins 15 mph	12.4 mins 23 mph <b>(- 2 mins)</b>	12.7 mins 22 mph <b>(- 7.5 mins)</b>

**SCENARIO 2: CONNECTED**

The goal of the Connected Scenario was to develop a series of coordinated improvement options to provide a better connection to the downtown area, while considering delays to traffic, though minimizing delays is not a priority of this option. This scenario is an attempt to make the Bayfront Parkway act more like a downtown boulevard or street. This option focused on connecting existing multi-use paths, using traffic calming techniques to slow traffic and added aesthetic features throughout the corridor. Below is a list of the improvement concepts Mr. Petulla presented.

- Enhanced pedestrian crossings with stylized pavers and upgraded pedestrian push button
- Bike share
- Reduced travel lanes to 11 feet from Greengarden Road to East 10<sup>th</sup> Street with a planted median
- Pedestrian tunnel under State Street
- People mover system within Central Bayfront
- Multi-use trail connecting the promenade at E. German Street down the bluff to Holland St.
- Single-lane roundabout at Port Access
- Park and ride between East 8<sup>th</sup> Street and East 10<sup>th</sup> Street on the east side of the road

After the Connected Scenario improvement options were detailed, a comparison of travel times was presented. The comparison demonstrated how travel time would change with and without the Connected Scenario improvements for the year 2034. In Summary, the Connected Scenario improvements would increase or maintain travel times. (See the chart on the next page for details.)

Direction	2034 - No Build Option: Background and Development Growth		2034 - Connected Option: Background and Development Growth	
	AM	PM	AM	PM
<b>Bayfront EB:</b> Lincoln Ave to E 12th St	67.4 mins 5 mph	15.9 mins 19 mph	18.3 mins 17 mph <b>(- 49.1 mins)</b>	14.9 mins 20 mph <b>(- 1 mins)</b>
<b>Bayfront WB:</b> E 12th St to Lincoln Ave	14.4 mins 20 mph	20.2 mins 15 mph	35.1 mins 11 mph <b>(+ 20.7)</b>	20.0 mins 14 mph <b>(no change)</b>

**NEXT STEPS**

In conclusion, Mr. Petulla discussed the next steps for the Bayfront Parkway Corridor Study. He explained, that by the early fall, a blended scenario will be developed that would likely include a mix of improvement concepts from the Mobility and Connected Scenarios. Once developed, the Blended Scenario will be shared with PAC to gather their input and to begin prioritizing improvements. Concurrently, the improvement options will be looked at from a cost prospective and potential funding options will be identified. During the fall of 2015, the Study Report will be drafted and finalized. It will be posted on the Bayfront Parkway Corridor Study website shortly after.

## V. Information Gathering

### PRESENTATION COMMENTS/CLARIFICATIONS

The following clarifications were made to address questions and/or comments received during the Public Officials' Briefing and Public Meeting presentations.

#### GENERAL QUESTIONS/COMMENTS

- The Bayfront and Downtown Erie area have been the focus of numerous past studies. Many of them have resulted in the changes we see in the area today, while others are yet to be fully realized. These past studies are being considered as part of the Bayfront Parkway Corridor Study and for the improvement concepts that advance will be consistent and supplement their planned outcomes.
- Studies conducted during 2006 and 2008 focused on alternative modes of transportation and that information is being used as part of this study. Additionally, the improvement concepts presented incorporate bike/pedestrian facilities, transit and other alternate modes of transportation. Input related to needs and existing use of these types of facilities was gathered during the stakeholder interviews, online survey, and PAC Meetings.

#### SPEED ANALYSIS

- An attendee expressed concern for emergency service access and travel speed. As more development and traffic come into the area, consideration for emergency service was requested. They noted that currently it is easier to leave the regional trauma center (Hamot Hospital) than it is to get there.
- It was observed from the information presented that speeds are higher leaving the Erie Bayfront area and speeds are slower coming into the area.
- An attendee was especially concerned about the speeds on the eastern portion of the Parkway (from Port Access Road to 12<sup>th</sup> Street) during peak travel times because school age children need to cross the parkway to get to and from school.

#### MOBILITY SCENARIO

##### ***Reversible Managed Lanes from 8<sup>th</sup> Street to Sassafras Street Extension***

- Managed lanes would operate as most two lane roads, allowing for left turns. When a vehicle attempts to turn left there is the potential for vehicles to stack behind; however traffic traveling in the other direction is anticipated to be low volume as it would not be peak hour traffic.

***Two-way Frontage Road***

- The exact location of the frontage road has not been determined; however, it likely would run through part of the Water Works Property. More details will be determined if the frontage road improvement concept is advanced to preliminary engineering.

***Two dual-lane roundabouts***

- Roundabouts can function well with high levels of vehicle and pedestrian traffic; however if the volume of either were to be extreme it would hinder the efficiency of travel for both modes.
- Concern was expressed about the State Street roundabout causing issues with Hamot employees crossing from the parking area on one side of the Bayfront to the hospital on the other side. Barbara Sandberg noted that the parking lot would most likely be moved or not exist once the roundabout is built. Scott Enterprises owns the land and intends to build a parking garage on the site. Part of their proposed plans includes a pedestrian bridge from the garage to the hospital.
- Pedestrian counts were conducted during traffic counts at the intersection of State Street and the Bayfront Parkway. Pedestrian counts will be provided as a follow up to the meeting.

***Bus pull offs between E. 8<sup>th</sup> St and E. 10<sup>th</sup> St***

- A dedicated bus lane throughout the corridor was considered, but according to Mr. Petulla, the project team did not add one into either of the options because transit demand did not warrant adding a lane. However, consideration for bus pull offs on the East side of the corridor is being considered. There are currently no bus stops or bus route directly on the Bayfront Parkway. This was illustrated on the Corridor Features map, which shows that bus routes only cross the Bayfront and do not travel along the parkway. There are existing trolley services in the Central Bayfront area, but they mostly only go to the park and rides and between Central Bayfront and Downtown.

***Additional Questions and Comments***

- Right turn lanes were suggested for the intersection of West 8<sup>th</sup> Street and the Bayfront Parkway.
- A participant asked if there is any consideration for the public being wrong about the lack of need for public transit expansion.
- One attendee suggested changing the parking rates to help change the Public's approach to parking.

**CONNECTED SCENARIO**

***Bike share***

- An attendee suggested the bike share program be expanded into Downtown Erie.

***Reduced travel lanes to 11 feet from Greengarden Road to East 10<sup>th</sup> Street with a planted median***

- The planted medians would include breaks to allow for left turning movements.
- An attendee noted concern that the medians would hinder access for Emergency Service and not accommodate disable vehicles.

- The planted medians are being considered for traffic calming purposes and to enhance aesthetics. One participant suggested adding pull-offs to allow for cars to stop without blocking traffic if needed. This would also give vehicles space to allow Emergency Service vehicles to pass them.

### ***Pedestrian Tunnel under State Street***

- An additional North/South tunnel was suggested in between State Street and Holland Street.

### ***People Mover system within Central Bayfront***

- The People Mover system would operate similar to the trolleys; however, they are intended to operate more frequently and with added convenience for users who want to travel within the central Bayfront quickly.

### ***Additional Comments and Questions***

- One participant suggested changing an existing North/South connection road into a shared lane bikeway to allow for additional bicycle and possibly pedestrian, access to and from the parkway from the city grid.
- Demographic information was not collected as part of the survey.
- The Study Team is working with all of the developers to help incorporate their plans into the Bayfront Parkway Corridor Study results.
- Alternative routes have been considered; however traffic studies have not been performed.
- Additional access from the bluff to the Bayfront was requested by a few attendees. They also said that there needs to be another North/South connection between the Bluff and the Parkway. They would also like to see 12th Street used as the city bypass route and the Bayfront Parkway treated more as a city street.
- An attendee suggested that a Master Plan is needed that takes all improvements and proposed economic development into consideration to develop a clear plan for all of the Bayfront and downtown.

## PUBLIC MEETING COMMENT FORM SUMMARY

Comments 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 to 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 had been 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

## VI. Appendix

- A. Meeting Plan
- B. Public Officials Letter
- C. Public Officials Mailing List
- D. Email text to the Project Advisory Committee
- E. Project Advisory Committee Contact List
- F. Email Blast
- G. General Public Email List
- H. Press Release
- I. Public Officials Briefing Sign-in Sheet
- J. Public Meeting Sign-in Sheet
- K. Station 2: Understanding the Corridor Displays (Corridor Features Map, Levels of Service, Travel Time, Public Outreach)
- L. Station 3: Developing Improvement Concepts Displays (Mobility Scenario)
- M. Station 3: Developing Improvement Concepts Displays (Connected Scenario)
- N. Station 4: Next Steps Display (Work Plan)
- O. Presentation PowerPoint
- P. Comment Form
- Q. Improvement Concepts List
- R. Contact information from the Comment Forms
- S. News article – GoErie.com

Appendix A:  
*Meeting Plan*

**PROPOSED**

**DATES:** Wednesday, June 24

**TIME:** PAC/Public Official Briefing: 4 p.m. to 5 p.m.  
 Public Meeting: 5:30 p.m. to 8 p.m.

**LOCATION:** Bayfront Convention Center

**PURPOSE:** The purpose of the meeting is to discuss the purpose and need of the study, present improvement concepts, describe the study process and next steps, and gather public input.

**NOTICES:** Letter/Invitation to Public Officials (to be distributed two weeks prior to meeting), email to the PAC, and a District Press Release

**HANDOUTS:** Informational Handout (about scenarios, project purpose and need, and next steps), and Comment Form

**BOARDS:** All Boards are 40x60 (36x56) unless otherwise noted.

STATIONS	BOARDS	OTHER MATERIALS	STAFF
<b>Station 1: Registration</b>	1. <b>Welcome Display</b> (24x36)	<ul style="list-style-type: none"> <li>• Sign-in sheets</li> <li>• Comment Forms and Comment Form Box</li> <li>• Meeting Handout</li> <li>• Media Packet</li> </ul>	<ul style="list-style-type: none"> <li>• 1 McCormick Taylor Representative</li> </ul>
<b>Station 2: Understanding the Corridor</b>	2. <b>Corridor Features Map</b> - Include: Economic Development, Parking, Transit, Bike/Ped 3. <b>Travel Time Comparison</b> 4. <b>Levels of Service</b> – 12 intersections future no build, and future build for am/pm) 5. <b>Public Outreach</b> – Outreach Opportunities, Stakeholder Interviews, Public Online Survey	<ul style="list-style-type: none"> <li>• Laptop with Survey Map Results Projected</li> <li>• Video of Syncro</li> </ul>	<ul style="list-style-type: none"> <li>• 2 McCormick Taylor Representative</li> <li>• 1 PennDOT Representative</li> </ul>
<b>Station 3: Developing Improvement Concepts</b>	6. <b>Mobility Scenario</b> – West Bayfront 7. <b>Mobility Scenario</b> – Central Bayfront 8. <b>Mobility Scenario</b> – East Bayfront 9. <b>Connected Scenario</b> – West Bayfront 10. <b>Connected Scenario</b> – Central Bayfront 11. <b>Connected Scenario</b> – East Bayfront		<ul style="list-style-type: none"> <li>• 2 PennDOT Representative</li> <li>• 1 McCormick Taylor Representative</li> </ul>
<b>Station 4: Next Steps</b>	12. Work Plan		<ul style="list-style-type: none"> <li>• 1 PennDOT Representative</li> </ul>
<b>Presentation</b>		PowerPoint	Speakers: <ul style="list-style-type: none"> <li>• PennDOT TBD</li> <li>• McCormick Taylor: John Petulla, Jennifer Threats</li> </ul>

Appendix B:  
*Public Officials Letter*



June 10, 2015

«Courtesy\_Title» «First» «Last»  
«Organization»  
«Address\_1»  
«Address\_2»  
«City», «State» «Zip»

**SUBJECT:** *Bayfront Parkway Corridor Study Public Meeting*  
Bayfront Parkway Study  
Erie County, PA

Dear «Courtesy\_Title» «Last»:

The Pennsylvania Department of Transportation (PennDOT), Engineering District 1-0, is pleased to invite you to attend a Public Officials Briefing to discuss the Bayfront Parkway Corridor Study.

The purpose of the Briefing is to discuss the purpose and need of the study, present preliminary improvement concepts, describe the study process, and review next steps. With your input, the project team will refine potential improvements and identify a project implementation strategy. The Briefing will be held as follows:

**Date:** Wednesday, June 24, 2015  
**Location:** Bayfront Convention Center  
1 Sassafras Pier  
Erie, PA 16507  
**Time:** 4:00 p.m. to 5:00 p.m.

Following the Public Officials' Briefing, a Public Meeting will be held from 5:30 to 8:00 p.m. at the same location with a presentation beginning at 6 p.m.

The location of the meetings is compliant with the Americans with Disabilities Act (ADA). If you or an individual with whom you are familiar does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English desires to participate in this meeting, or if you require special assistance to attend and/or participate in this meeting, or need additional information please contact Dana Sklack, at McCormick Taylor, Inc. at (412) 922-6880. Pursuant to Title VI of the Civil Rights Act of 1964, PennDOT does not discriminate on the basis of race, color, national origin, gender, age, or disability. If you feel that you have been denied the benefits of, or participation in a PennDOT program or activity, you may contact the Pennsylvania

Department of Transportation, Bureau of Equal Opportunity, DBE/Title VI Division at 717-787-5891 or 800-468-4201.

The overall goal of the Bayfront Parkway Study is to perform an extensive analysis of the corridor, utilizing traffic data and involving stakeholders, to identify future projects that will improve the safety and mobility of the Bayfront Parkway and support economic development plans in the area.

We encourage your participation in the Public Officials Briefing and look forward to working together with you to create a vision for Bayfront Parkway improvements. If you are able to attend the Public Officials' Briefing, please RSVP to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or call Dana Sklack at the number above by Monday, June 22, 2015. For additional project related information, please contact Lyndsie DeVito, P.E., Project Manager, PennDOT District 1-0, at (814) 678-7174. We look forward to seeing you at the Public Officials' Briefing and/or Public Meeting.

Very truly yours,

William G. Petit, P.E.  
District Executive,  
Engineering District 1-0

Appendix C:  
*Public Officials Mailing List*

Envelope Title	Courtesy Title	First	Last	Organization	Job Title	Address 1	Address 2	City	State	Zip
The Honorable	Representative	Patrick	Harkins	Pennsylvania House of Representatives	Representative	460 E. 26th Street		Erie	PA	16504
The Honorable	Representative	Florindo	Fabrizio	Pennsylvania House of Representatives	Representative	1216 West 26th Street		Erie	PA	16508
The Honorable	Representative	Ryan	Bizzarro	Pennsylvania House of Representatives	Representative	Peninsula Plaza	1101 Peninsula Drive, Suite 209	Erie	PA	16505
The Honorable	Senator	Sean	Wiley	Pennsylvania State Senate	Senator	1314 Griswold Plaza	Suite 100	Erie	PA	16501
The Honorable	Senator	Robert	Casey	U.S. Senate	Senator	17 South Park Row	Suite B-150	Erie	PA	16501
The Honorable	Senator	Patrick	Toomey	U.S. Senate	Senator	17 South Park Row	Suite B-120	Erie	PA	16501
The Honorable	Representative	Mike	Kelly	U.S. House of Representatives	Representative	208 E. Bayfront Parkway	Suite 102	Erie	PA	16507
	Mayor	Joseph	Sinnott	City of Erie	Mayor	626 State Street	Room 500	Erie	PA	16501
Ms.	Ms.	Rose	Robie	City of Erie	City Clerk	626 State Street	Room 104	Erie	PA	16501
The Honorable	Councilman	Melvin	Witherspoon	City of Erie	Council President	832 East 36th Street		Erie	PA	16504
The Honorable	Councilman	Casimir	Kwitowski	City of Erie	Council Member	4015 Stanley Avenue		Erie	PA	16504
The Honorable	Councilman	Curtis	Jones, Jr.	City of Erie	Council Member	603 Pittsburgh Avenue		Erie	PA	16505
The Honorable	Councilman	David	Brennan	City of Erie	Council Member	3407 Glenside Avenue		Erie	PA	16508
The Honorable	Councilman	James	Winarski	City of Erie	Council Member	1140 East 31st Street		Erie	PA	16504
The Honorable	Councilwoman	Jessica	Horan-Kunco	City of Erie	Council Member	439 W Arlington Road		Erie	PA	16509
The Honorable	Councilman	Robert	Merski	City of Erie	Council Member	3701 Wallace Street		Erie	PA	16504
The Honorable	Ms.	Kathy	Dahlkemper	Erie County	County Executive	Erie County Courthouse	140 West Sixth Street	Erie	PA	16501
Ms.	Ms.	Rose	Robie	City of Erie	City Clerk	626 State Street	Room 104	Erie	PA	16501
Mr.	Mr.	Richard	Speicher	City of Erie	Planning Commission, Chair	626 State Street	Room 500	Erie	PA	16501
Ms.	Mr.	Jon	Tushak	City of Erie	Bureau of Engineering	626 State Street	Room 400	Erie	PA	16501
Mr.	Mr.	Bruce	Dougherty	City of Erie	Bureau of Parks, Chief	626 State Street	Room 504	Erie	PA	16501
Mr.	Ms.	Kim	Green	City of Erie	Department of Economic Development	626 State Street		Erie	PA	16501
Mr.	Mr.	Doug	Mitchell	City of Erie	Department of Public Works, Director	626 State Street	Room 504	Erie	PA	16501
Mr.	Ms.	LeAnn	Parmenter	City of Erie	Division of Traffic Engineering	626 State Street	Room 508	Erie	PA	16501
Mr.	Mr.	Charles	Zysk	City of Erie	Bureau of Streets, Chief	2001 French Street		Erie	PA	16503
Mr.	Mr.	Gary	Lee	Erie County	Director of Administration	140 West Sixth Street		Erie	PA	16501
The Honorable	Mr.	André	Horton	Erie County	Council Member, District 2	Erie County Courthouse	140 West Sixth Street	Erie	PA	16501

Envelope_Title	Courtesy Title	First	Last	Organization	Job Title	Address 1	Address 2	City	State	Zip
The Honorable	Mr.	Fiore	Leone	Erie County	Council Member, District 3	Erie County Courthouse	140 West Sixth Street	Erie	PA	16501
Mr.	Mr.	John	Morgan	Erie County	Planning Department	140 West Sixth Street	Room 111	Erie	PA	16501
Ms.	Ms.	Julie	Slomski	Governor's NW Regional Office	Director	100 State Street	Suite 205	Erie	PA	16507

Appendix D:  
*Email text to the Project Advisory Committee*

## Sklack, Dana

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**From:** Sklack, Dana on behalf of BayfrontParkwayStudy  
**Sent:** Wednesday, June 10, 2015 9:58 AM  
**To:** 'Barbara Chaffee'; 'Brenda Sandberg'; 'Brett Wiler'; 'Brian Mesaros'; 'Brian Weber'; 'Chris Groner'; 'Erika Ramalho'; 'Jacqueline Spry'; 'Jake Welsh'; 'Jason Sayers'; 'Jeff Brinling'; 'Jeff Kidder'; 'Jeremy Bloeser'; 'Joe Walko'; 'John Grappy'; 'John Buchna'; 'John 'Casey' Wells'; 'John Morgan'; 'Jon Tushak'; 'Justin Smith'; 'Kale Asp'; 'LeAnn Parmenter'; 'Melani Scott'; 'Mike Tann'; 'Nicholas Scott'; 'Pat Durkin'; 'Paul Vojtek'; 'Ray Moluski'; 'RaymondMassing'; 'Ron Costantini'; 'Tom Kennedy'; 'Tony Pol'; 'Traci Irwin'; 'V. James Fiorenzo'  
**Cc:** Threats, Jennifer  
**Subject:** PAC Public Officials Briefing Announcement

Hello Bayfront Parkway Corridor Study Project Advisory Committee (PAC) Members!

We are pleased to announce our next PAC Meeting will occur as part of a larger public outreach effort to involve local officials and the public.

As a PAC member, we invite you to attend a Public Officials Briefing that will be held just prior to a Public Meeting. The purpose of the Briefing is to discuss the purpose and need of the study, present preliminary improvement concepts (updated since our last meeting), describe the study process, and review next steps. The Briefing will be held as follows:

**Date:** Wednesday, June 24, 2015

**Location:** Bayfront Convention Center  
1 Sassafras Pier  
Erie, PA 16507

**Time:** 4:00 p.m. to 5:00 p.m.

You are also encouraged to participate in the ensuing Public Meeting, which will be held from 5:30 to 8:00 p.m. at the same location with a presentation beginning at 6 p.m. Also, we will follow-up with another email to you with a specific Public Meeting announcement that we hope you will share with your contact lists to promote the meeting.

With the input we gather from both meetings, the project team will further refine potential improvements and identify a project implementation strategy. If possible, please confirm your availability to attend the Public Officials Briefing by Monday, June 22, 2015, by emailing the Study Team, [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz).

Thank you again for your commitment to the Bayfront Parkway Corridor Study. If you have any questions for our team prior to our next meeting, please do not hesitate to email us or call 412.922.6880.

Sincerely,

Jennifer Threats  
The Bayfront Parkway Corridor Study Team  
Seven Parkway Center, Suite 700  
Pittsburgh, PA 15220

Appendix E:  
*Project Advisory Committee Contact List*

**Bayfront Parkway Corridor Study PAC List**

Envelop	Courtesy Title	First	Last	suffix	Organization	Job Title	Address 1	Address 2	City	State	Zip	Phone	Fax	Email
<b>Neighborhood/City Access</b>														
Ms.		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.		Mr.	John	Buchna		Erie Downtown	Chief Executive Officer	40 East Fifth Street		Erie	PA	16507	(814) 455-3743	John.Buchna@eriedowntown.com
Ms.		Ms.	Erika	Ramalho		Gannon University	Director of Community and Government Relations	109 University Square		Erie	PA	16541	(814) 871-5584	<a href="mailto:RAMALHO001@gannon.edu">RAMALHO001@gannon.edu</a>
Mr.		Mr.	Jeremy	Bloeser		Bayfront Eastside Taskforce (BEST)	Director	420 Parade Street		Erie	PA	16507	(814) 456-7062	jbloeser@besterie.org
Mr.		Mr.	V. James	Fiorenzo		UPMC Hamot	President	201 State Street		Erie	PA	16550	(814) 877-6000 814-877-6878	<a href="mailto:fiorenzoj2@upmc.edu">fiorenzoj2@upmc.edu</a>
		Mr.	Ray	Moluski		UPMC Hamot	Vice President of General Services	201 State Street		Erie	PA	16550		<a href="mailto:moluskire@upmc.edu">moluskire@upmc.edu</a>
Mr.		Mr.	Jeff	Brinling		Erie Insurance	Senior Vice President	100 Erie Insurance Place		Erie	PA	16530	814-870-2558	<a href="mailto:jeff.Brinling@ErieInsurance.com">jeff.Brinling@ErieInsurance.com</a> <a href="mailto:j.brinling@erieinsurance.com">j.brinling@erieinsurance.com</a>
<b>Economic Development</b>														
Ms.		Ms.	Barbara	Chaffee		Erie Regional Chamber & Growth Partnership	President/CEO	208 E. Bayfront Parkway	Suite 100	Erie	PA	16507	814-454-7191 x134	<a href="mailto:bchaffee@eriepa.com">bchaffee@eriepa.com</a>
		Mr.	Brett	Wiler		Erie Regional Chamber & Growth Partnership	Business Service Outreach	208 E. Bayfront Parkway	Suite 100	Erie	PA	16507		<a href="mailto:bwiler@eriepa.com">bwiler@eriepa.com</a>
Mr.		Mr.	Chris	Groner		City of Erie	Economic Development Specialist	626 State Street		Erie	Pa	16501	(814) 870-1272	<a href="mailto:cgroner@erie.pa.us">cgroner@erie.pa.us</a>
<b>Alternative Transportation Modes</b>														
Mr.		Mr.	Mike	Tann		Erie Metropolitan Transit Authority	Director of Operations	127 E 14th Street		Erie	PA	16503	(814) 452-3515	<a href="mailto:mtann@ride-the-e.com">mtann@ride-the-e.com</a>
Mr.		Mr.	Justin	Smith		Bike Erie	President						(814) 580-9108	<a href="mailto:justin@bikeerie.org">justin@bikeerie.org</a>
<b>Public Facilities</b>														
Ms.		Ms.	Brenda	Sandberg		Erie-Western PA Port Authority	Executive Director	1 Holland Street		Erie	PA	16507	(814) 455-7557 ext. 223	<a href="mailto:bsandberg@porterie.org">bsandberg@porterie.org</a>
		Mr.	Doug	Pomorski		Erie-Western PA Port Authority	Director of Operations/ Harbormaster	1 Holland Street		Erie	PA	16507	(814) 455-7557 ext. 224	
Mr.		Mr.	Paul	Vojtek		Erie Water Works	Chief Executive Officer	240 W 12th Street		Erie	PA	16501	(814) 870-8000, ext. 303	<a href="mailto:pvoitek@eriewaterworks.org">pvoitek@eriewaterworks.org</a>
		Mr.	Ron	Costantini		Erie Water Works	Manager of Administration	240 W 12th Street		Erie	PA	16501		<a href="mailto:rcostantini@eriewaterworks.org">rcostantini@eriewaterworks.org</a>
Mr.		Mr.	Jon	Tushak	, P.E.	City of Erie	City Engineer	626 State Street	Room 400	Erie	PA	16501	(814) 870-1370	<a href="mailto:jtushak@erie.pa.us">jtushak@erie.pa.us</a>

**Bayfront Parkway Corridor Study PAC List**

Envelop	Courtesy Title	First	Last	suffix	Organization	Job Title	Address 1	Address 2	City	State	Zip	Phone	Fax	Email
Mr.		Mr.	Jason	Sayers	,P.E.	City of Erie	Assistant City Engineer	626 State Street	Room 400	Erie	PA	16501	(814) 870-1370	<a href="mailto:jsayers@erie.pa.us">jsayers@erie.pa.us</a>
Mr.		Mr.	Raymond	Massing		Erie Parking Authority	Executive Director	25 E 10th Street		Erie	PA	16501	(814) 456-7588 ext. 3	<a href="mailto:raymassing@eriepark.org">raymassing@eriepark.org</a>
<b>Transportation Planning and Programming</b>														
Mr.		Mr.	Kathy	Wryosdick		Erie County	Planning Department, Director	140 West Sixth Street	Room 111	Erie	PA	16501	(814) 451-7003	<a href="mailto:kwryosdick@eriecountygov.org">kwryosdick@eriecountygov.org</a>
Mr.		Mr.	John	Morgan		Erie County	Transportation Planner	140 West Sixth Street		Erie	PA	16501	(814) 451-6012	<a href="mailto:jmorgan@eriecountygov.org">jmorgan@eriecountygov.org</a>
<b>Emergency Services</b>														
Mr.		Lt.	Pat	Durkin		Erie Police		626 State Street		Erie	PA	16501	(814) 870-1107	<a href="mailto:pdurkin@erie.pa.us">pdurkin@erie.pa.us</a>
Mr.		Chief	Tony	Pol		City of Erie	Fire Chief	626 State Street	Room 509	Erie	PA	16501	(814) 870-1400	(814) 45 <a href="mailto:apol@erie.pa.us">apol@erie.pa.us</a>
Mr.		Mr.	Joe	Walko		City of Erie	Assistant Chief	311 Marsh St		Erie	PA	16508	(814) 870-1400	<a href="mailto:jwalko@erie.pa.us">jwalko@erie.pa.us</a>
Mr.		Mr.	Kale	Asp		Erie County	911 Coordinator	2880 Flower Road		Erie	PA	16509	(814) 923-2679	<a href="mailto:kasp@eriecountygov.org">kasp@eriecountygov.org</a>
Mr.		Mr.	John	Grappy		Erie County	Director of E-911 & Public Safety	140 West Sixth Street		Erie	PA	16501	(814) 451-7945	<a href="mailto:jgrappy@eriecountygov.org">jgrappy@eriecountygov.org</a>
		Mr.	Brian	Mesaros		Erie County	Asst. Emergency Management Coordinator	140 West Sixth Street		Erie	PA	16501	(814) 451-7945	<a href="mailto:bmesaros@eriecountygov.org">bmesaros@eriecountygov.org</a>
<b>Bayfront Development</b>														
Mr.		Mr.	John 'Casey'	Wells		ErieEvents (Erie County Convention Center Authority)	Executive Director (Owner/Remediator)	809 French Street		Erie	PA	16501	(814) 480-6012	(814) 45 <a href="mailto:casey@erieevents.com">casey@erieevents.com</a>
		Mr.	Jeff	Kidder		Kidder Wachter Architecture and Design	Architect/Partner	201 French Street		Erie	PA	16507	(814) 452-2414	<a href="mailto:jkidder@kidderwachter.com">jkidder@kidderwachter.com</a>
		Ms.	Jacqueline	Spry		Kidder Wachter Architecture and Design	urban planner/project manager	201 French Street		Erie	PA	16507		<a href="mailto:jspry@kidderwachter.com">jspry@kidderwachter.com</a>
Mr.		Mr.	Nicholas	Scott		Scott Enterprises	President	Hilton Garden Inn	2225 Downs Drive, 6th Floor Executive Suites	Erie	PA	16509	(814) 868-9500	<a href="mailto:nick@visitscott.com">nick@visitscott.com</a>
		Mr.	Brian	Weber		Weber Architecture	Owner/Architect						814-678-7130	<a href="mailto:bweber@wm">bweber@wm</a>
Mr.		Mr.	Tom	Kennedy		Renaissance Centre/Cobblestone Inn	CEO	1001 State St.	Suite 307	Erie	PA	16501	(814) 622-1121	<a href="mailto:tomk4428@gmail.com">tomk4428@gmail.com</a>
		Ms.	Melani	Scott		Professional Development Associates, Inc.	Director of Operations							<a href="mailto:mScott@pdainc.us">mScott@pdainc.us</a>

Appendix F:  
*Email Blast*

# BAYFRONT PARKWAY STUDY



## You're Invited to the Bayfront Parkway Corridor Study Public Meeting

Join us at the Public Meeting to learn more about potential transportation improvements that could occur along the Bayfront Parkway Corridor. The Pennsylvania Department of Transportation (PennDOT) Engineering District 1-0 will host the meeting and present improvement options to address safety concerns, decrease future congestion, and improve multi-modal connections. With your input, the project team will refine potential improvements and identify a project implementation strategy.

### The purpose of the meeting is to:

- discuss the purpose and need of the study,
- present improvement concepts,
- describe the study process and next steps,
- and gather public input.

The Plans Display location is accessible to persons having disabilities. Any person requiring special assistance may contact Dana Sklack at 412.922.6880 by June 18, 2015 to coordinate arrangements.



## MEETING DETAILS

Date:	Wednesday, June 24, 2015
Location:	Bayfront Convention Center 1 Sassafras Pier Erie, PA 16507
Time:	Plans Display - 5:30 p.m. to 8:00 p.m. Presentation - 6:00 p.m.

*"The Bayfront Parkway is an area of mixed use and future development and with that comes a variety of transportation interests and needs. This study will utilize both technical studies and public outreach to help better determine those needs and identify future transportation solutions."*

- Bill Petit, P.E.  
PennDOT District Executive



For more information about the project, please visit  
[www.bayfrontparkwaystudy.com](http://www.bayfrontparkwaystudy.com)

Appendix G:  
*General Public Email List*

## Bayfront Parkway Survey

### Emailblast

First	Last	Email Address
Dave	Brennan	<a href="mailto:dbrennan@erie.pa.us">dbrennan@erie.pa.us</a>
Kale	Asp	<a href="mailto:kasp@eriecounty.gov.org">kasp@eriecounty.gov.org</a>
Jeremy	Bloeser	<a href="mailto:jbloeser@besterie.org">jbloeser@besterie.org</a>
John	Buchna	<a href="mailto:john.buchna@eriedowntown.com">john.buchna@eriedowntown.com</a>
Barbara	Chaffee	<a href="mailto:bchaffee@eriepa.com">bchaffee@eriepa.com</a>
Ron	Costantini	<a href="mailto:rcostantini@eriewaterworks.org">rcostantini@eriewaterworks.org</a>
Pat	Durkin	<a href="mailto:pdurkin@erie.pa.us">pdurkin@erie.pa.us</a>
James	Fiorenzo	<a href="mailto:fiorenzj2@upmc.edu">fiorenzj2@upmc.edu</a>
John	Grappy	<a href="mailto:jgrappy@eriecountygov.org">jgrappy@eriecountygov.org</a>
Chris	Groner	<a href="mailto:cgroner@erie.pa.us">cgroner@erie.pa.us</a>
Tom	Kennedy	<a href="mailto:tomk4428@gmail.com">tomk4428@gmail.com</a>
Jeff	Kidder	<a href="mailto:jkidder@kidderwachter.com">jkidder@kidderwachter.com</a>
Brian	Mesaros	<a href="mailto:bmesaros@eriecountygov.org">bmesaros@eriecountygov.org</a>
Ray	Moluski	<a href="mailto:moluskire@upmc.edu">moluskire@upmc.edu</a>
John	Morgan	<a href="mailto:jmorgan@eriecountygov.org">jmorgan@eriecountygov.org</a>
LeAnn	Parmenter	<a href="mailto:lparmenter@erie.pa.us">lparmenter@erie.pa.us</a>
Tony	Pol	<a href="mailto:apol@erie.pa.us">apol@erie.pa.us</a>
Erika	Ramalho	<a href="mailto:ramalho001@gannon.edu">ramalho001@gannon.edu</a>
Brenda	Sandberg	<a href="mailto:bsandberg@porterie.org">bsandberg@porterie.org</a>
Melani	Scott	<a href="mailto:mScott@pdainc.us">mScott@pdainc.us</a>
Nicholas	Scott	<a href="mailto:nick@visitscott.com">nick@visitscott.com</a>
Justin	Smith	<a href="mailto:Justin@bikeerie.org">Justin@bikeerie.org</a>
Mike	Tann	<a href="mailto:mtann@ride-the-e.com">mtann@ride-the-e.com</a>
Paul	Vojtek	<a href="mailto:pvojtek@eriewaterworks.org">pvojtek@eriewaterworks.org</a>
Joe	Walko	<a href="mailto:jwalko@erie.pa.us">jwalko@erie.pa.us</a>
Brian	Weber	<a href="mailto:bweber@wm">bweber@wm</a>
Casey	Wells	<a href="mailto:casey@erieevents.com">casey@erieevents.com</a>
Brett	Wiler	<a href="mailto:bwiler@eriepa.com">bwiler@eriepa.com</a>
Jordan	Abbott	<a href="mailto:abbott.jordan@outlook.com">abbott.jordan@outlook.com</a>
Erin	Ahlgren	<a href="mailto:eahlgren@flagshipniagara.org">eahlgren@flagshipniagara.org</a>
Jerrie	Allen	<a href="mailto:watchcouncil@yahoo.com">watchcouncil@yahoo.com</a>
Parris	Baker	<a href="mailto:baker002@gannon.edu">baker002@gannon.edu</a>
Candace	Battles	<a href="mailto:candybattles@aol.com">candybattles@aol.com</a>
Emily	Beck	<a href="mailto:ebeck@visiterie.com">ebeck@visiterie.com</a>
Patrice	Berchtold	<a href="mailto:pberchtold@eriecountygov.org">pberchtold@eriecountygov.org</a>
Patrice	Berchtold	<a href="mailto:pberchtold@eriecountygov.org">pberchtold@eriecountygov.org</a>
Mary	Birdsong	<a href="mailto:marybirdsong@gmail.com">marybirdsong@gmail.com</a>
Ryan	Bizzarro	<a href="mailto:Rbizzarro@pahouse.net">Rbizzarro@pahouse.net</a>
Jim	Blazek	<a href="mailto:jebblazek@roadrunner.com">jebblazek@roadrunner.com</a>
Tania	Bogatova	<a href="mailto:taniab@ksrc.biz">taniab@ksrc.biz</a>
Randy	Bowers	<a href="mailto:rbowers@erie.pa.us">rbowers@erie.pa.us</a>
Jackie	Breakstone	<a href="mailto:libdirector@erielibrary.org">libdirector@erielibrary.org</a>
Jason	Brendel	<a href="mailto:yourtrucolorz@hotmail.com">yourtrucolorz@hotmail.com</a>
Jeff	Brinling	<a href="mailto:Jeffrey.Brinling@ErieInsurance.com">Jeffrey.Brinling@ErieInsurance.com</a>
Eric	Brozell	<a href="mailto:brozells@verizon.net">brozells@verizon.net</a>

Bayfront Parkway Survey

Emailblast

First	Last	Email Address
James	Carstater	JCARSTATER@aol.com
Darrell	Chapman	<a href="mailto:dachapman@pa.gov">dachapman@pa.gov</a>
Emily	Cheappazzi	<a href="mailto:Emily.Chiappazzi@sheratoneriebayfront.com">Emily.Chiappazzi@sheratoneriebayfront.com</a>
Megan	Collins	meganccollins@yahoo.com
Scott	Coyle	Scott3325@hotmail.com
Bob	Cronmiller	cronmill@velocity.net
David	Crosby	<a href="mailto:dcrosby@emergycare.org">dcrosby@emergycare.org</a>
Kathy	Dahlkemper	<a href="mailto:countyexecutive@eriecountygov.org">countyexecutive@eriecountygov.org</a>
Karen	Davis	davism@atlanticbb.net
Karen	Davis	davism@atlanticbb.net
Frank	Dellecurti	Fdellecurti@neo.rr.com
Guy	DiPietro	gdipietro@mercyhurst.edu
Florindo	Fabrizio	Ffabrizio@pahouse.net
Mark Guy	Findlay	mfdeesguys@netzero.net
Anna	Frantz	<a href="mailto:afrantz@eriepa.com">afrantz@eriepa.com</a>
DJ	Fuhrmann	<a href="mailto:dfuhrmann@erie.pa.us">dfuhrmann@erie.pa.us</a>
James	Ghofulpo	james@ghofulpo.com
Gerald	Giannamore	gpgcreatephoto@aol.com
Paul	Gibbens	paul@gibbenscreative.com
Kim	Green	administrator@redeveloperie.org
Bill	Hagerty	<a href="mailto:bhagerty@emergycare.org">bhagerty@emergycare.org</a>
David	Halas	djherie@yahoo.com
Pat	Harkins	PHarkins@pahouse.net
Jeffrey	Hausmann	jhausmann329@aol.com
Scott	Henry	administrator@redeveloperie.org
Scott	Henry	shenry@redeveloperie.org
Andre	Horton	<a href="mailto:ahorton@eriecountygov.org">ahorton@eriecountygov.org</a>
Wayne	Howard	howard.wayne@ymail.com
Tracie	Irwin	'traciei@visitscott.com'
David	Katovich	david.katovich@erieinsurance.com
David	Katovich	david.katovich@erieinsurance.com
Ed	Kissell	<a href="mailto:sonslakeri@aol.com">sonslakeri@aol.com</a>
Sharon	Knoll	<a href="mailto:slknoll@verizon.net">slknoll@verizon.net</a>
Fiore	Leone	<a href="mailto:fleone@eriecountygov.org">fleone@eriecountygov.org</a>
Tom	Maggio	tom.maggio620@gmail.com
Mike	Mahler	<a href="mailto:mmahler@ourwestbayfront.org">mmahler@ourwestbayfront.org</a>
Ted	Marnen	<a href="mailto:marnen001@gannon.edu">marnen001@gannon.edu</a>
Arthur	Martinucci	<a href="mailto:AMartinucci@quinnfirm.com">AMartinucci@quinnfirm.com</a>
Raymond	Massing	raymassing@eriepark.org
pierre	mccormick	pierrem@wdbud.com
Brian	McGrath	bmcgrath@millcreektownship.com
Michael	Michaelson	Michael.W.Michaelson@gmail.com
Joseph	Mineo	<a href="mailto:j.mineo@verizon.net">j.mineo@verizon.net</a>
Marco	Monsalve	mmonsalve@mcmanis-monsalve.com
john	munch	jmunch@baldwinbros.com
Mary	Nupp	MaryAN856@aol.com

Bayfront Parkway Survey

Emailblast

First	Last	Email Address
Brian	Pitzer	<a href="mailto:BRPitzer@gmail.com">BRPitzer@gmail.com</a>
Ben	Pratt	<a href="mailto:bpratt@eriepa.com">bpratt@eriepa.com</a>
Dale	Robinson	<a href="mailto:drobinson@eriecountygov.org">drobinson@eriecountygov.org</a>
Theresa	Rodrigues	4therod@gmail.com
Patti	Rogerson	progerson@amthorsteel.com
Jake	Rouch	jrouch@eriepa.com
Jason	Sayers	<a href="mailto:jsayers@erie.pa.us">jsayers@erie.pa.us</a>
Lee	Shadeck	CabbageA19@gmail.com
Jerry	Skrypzak	sonslakeri@aol.com
Richard	Speicher	rspeicher@wmf-inc.com
Jacqueline	Spry	<a href="mailto:jspry@kiddewachter.com">jspry@kiddewachter.com</a>
Rebecca	Styn	<a href="mailto:rebecca.styn@sheratoneriebayfront.com">rebecca.styn@sheratoneriebayfront.com</a>
James	Tanous	tanousjj@me.com
Freda	Tepfer	fstepfer@yahoo.com
Freda	Tepfer	fstepfer@yahoo.com
James	Thompson	armjet@velocity.net
tom	torti	chicorib@aol.com
Jon	Tushak	<a href="mailto:jtushak@erie.pa.us">jtushak@erie.pa.us</a>
John	Vanco	jvanco@erieartmuseum.org
Joe	Walko	<a href="mailto:jwalko@erie.pa.us">jwalko@erie.pa.us</a>
Susan	wansor	wansorsusan@gmail.com
Susan	wansor	wansorsusan@gmail.com
Shawn	Waskiewicz	shawnw@flagshipniagara.org
Stephen	Watts	SJW12100@gmai.com
Jason	Wieczorek	wieczorekj@bostwickdesign.com
Jason	Wieczorek	wieczorekj@bostwickdesign.com
Sean	Wiley	senatorwiley@pasenate.com
George	Willis	ghwillis@urbanengineers.com
Keri	Wisniewski	kwisniewski11@gmail.com
Juliann	Worden	juliann.zawadzki@gmail.com
		<a href="mailto:mwitherspoon@erie.pa.us">mwitherspoon@erie.pa.us</a>
		<a href="mailto:jkunco@erie.pa.us">jkunco@erie.pa.us</a>
		<a href="mailto:curtis.jones75@yahoo.com">curtis.jones75@yahoo.com</a>
		<a href="mailto:ckwitowski@erie.pa.us">ckwitowski@erie.pa.us</a>
		<a href="mailto:bmerski@erie.pa.us">bmerski@erie.pa.us</a>
		<a href="mailto:jimwski@gmail.com">jimwski@gmail.com</a>
		<a href="mailto:jsinnott@erie.pa.us">jsinnott@erie.pa.us</a>
		<a href="mailto:gardencourtwatch@aol.com">gardencourtwatch@aol.com</a>
		<a href="mailto:c7katzhaven@aol.com">c7katzhaven@aol.com</a>
Bankable Consulting		<a href="mailto:jim@bankableconsulting.com">jim@bankableconsulting.com</a>

Appendix H:  
*Press Release*



**FOR IMMEDIATE RESEASE**  
**June 15, 2014**

## **PennDOT to Hold Meeting On Erie Bayfront Parkway Corridor Study**

**Oil City, PA** –The Pennsylvania Department of Transportation invites the public to a meeting regarding the Bayfront Parkway Corridor Study.

The study area includes the Bayfront Parkway corridor in the City of Erie from the intersection with Interstate 79, Lincoln Avenue to the intersection with East 12<sup>th</sup> street.

The purpose of the meeting is to discuss the purpose and need of the study, present improvement concepts, and review next steps related to the finalization of the study and an implementation plan. The public is encouraged to attend and share their input to help the project team refine potential improvements and identify a project implementation strategy.

The public meeting will be held:

**Date: June 24, 2015**  
**Time: 5:30 PM to 8 PM, presentation at 6 PM**  
**Location: Bayfront Convention Center**  
**1 Sassafras Pier**  
**Erie, PA 16507**

The purpose of the study is to perform an extensive analysis of the corridor, using traffic data and involving stakeholders to identify future projects that will improve the safety and mobility of the Bayfront Parkway and support economic development plans in the area.

The public meeting is part of an overall public outreach plan for the Bayfront Parkway Corridor Study that was initiated in August 2014. To date, the study team has conducted over 25 stakeholder interviews, met with a Project Advisory Committee and conducted an online public survey.

The public meeting location is compliant with the Americans with Disabilities Act (ADA). In addition, if you or an individual with whom you are familiar does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English desires to participate in this meeting, or if you require special assistance to attend and/or participate in this meeting, or need additional information please contact Dana Sklack, at

McCormick Taylor, Inc. at (412) 922-6880. Pursuant to Title VI of the Civil Rights Act of 1964, PennDOT does not discriminate on the basis of race, color, national origin, gender, age, or disability. If you feel that you have been denied the benefits of, or participation in a PENNDOT program or activity, you may contact the Pennsylvania Department of Transportation, Bureau of Equal Opportunity, DBE/Title VI Division at (717) 787-5891 or (800) 468-4201.

For more information about the Bayfront Parkway Corridor Study, please visit [www.bayfrontparkwaystudy.com](http://www.bayfrontparkwaystudy.com) or contact PennDOT's Project Manager, Lyndsie DeVito, (814) 678-7174.

**Media Contact:** Jim Carroll, (814) 678-7095

###

Appendix I:  
*Public Officials Briefing Sign-in Sheet*

# BAYFRONT PARKWAY STUDY

Public Meeting

(Please Print)

June 24, 2015

Name Add me to the Email List

Address

Phone Number

Email

Name	Add me to the Email List	Address	Phone Number	Email
Jessica Horkunko	Yes or No	439 W. Arrington Rd	454-0587	jhorkoo@erie.pa.us
Ray Malski	Yes or No			
Jeff Brining	Yes or No			
John Morgan	Yes or No			
Walter Scott	Yes or No	1001 STATE ST	464 7236	Walter@palaicwa
Kim Green	Yes or No	626 STATE	870-1270	kgreen@erie.pa.us
Henry Schmitt	Yes or No	1101 Peninsula Drive	835-2880	aschmidt@pohouse.net
Thomas Petras	Yes or No	626 STATE	870-1125	
Mandy Nicholson	Yes or No	255 Elm St. D.1 City		

# BAYFRONT PARKWAY STUDY

Public Meeting

(Please Print)

June 24, 2015

Name	Add me to the Email List	Address	Phone Number	Email
Jason Stevens	<input type="checkbox"/> Yes or No		870-1397	stevens@eriepa.us
John Parnente	<input type="checkbox"/> Yes or No		870-1379	iparnente@eriepa.us
John Buchan	<input checked="" type="checkbox"/> Yes or No		455-3742	john.buchan@eridevelopment.com
Ronald Costantini	<input type="checkbox"/> Yes or No	340 W. Bayfront	870-8056	rcostantini@eriewaterworks.org
MASE-Wellis	<input checked="" type="checkbox"/> Yes or No	801 French St Ave	480-6012	casef@eriewater.org
Kathy Kyprosdick	<input checked="" type="checkbox"/> Yes or No	140 CUNY St Run 111	415-7003	kyprosdick@eriecountygov.org
John Tishak	<input checked="" type="checkbox"/> Yes or No	626 State St Room 400 Erie PA 16501	814 870-1377	jtishak@erie.pa.us
Bruck Sandberg	<input checked="" type="checkbox"/> Yes or No	1 Holland St Erie PA 16507	455-7557	bsandberg@poterie.org
	<input type="checkbox"/> Yes or No			

# BAYFRONT PARKWAY STUDY

Public Meeting

(Please Print)

June 24, 2015

Name	Add me to the Email List	Address	Phone Number	Email
DAVE BRENNAN	<input checked="" type="radio"/> Yes or No	3407 Alanside Ave	814 806 4059	dbrennan@ene.pa.us
Jolie S/ Ann Sk	<input checked="" type="radio"/> Yes or No	1065 State St. Suite 205 Erie, Pa 16501	814-878-5719	Jslonjlr@pt.50v
	Yes or No			
	Yes or No			
	Yes or No			
	Yes or No			
	Yes or No			
	Yes or No			

Appendix J:  
*Public Meeting Sign-in Sheet*

Public Meeting

(Please Print)

June 24, 2015

Name	Add me to the Email List	Address	Phone Number	Email
WYNSTAN CATH	<input checked="" type="checkbox"/> Yes or No	3916 State St Erie 16508	814-824-8244	wincat@kathmail.com
JIM CAUSTAKER	<input checked="" type="checkbox"/> Yes or No	1971 BAYON PARKWAY 16445	814-392-6225	JCAUSTAK@aol.com
Jeremy Bloeser	<input type="checkbox"/> Yes or No	420 Parade Street Erie, PA 16507	814-456-7062	jbloeser@besterie.org
Veronica Rexford	<input checked="" type="checkbox"/> Yes or No	4129 W. Ridgk Rd. Erie, PA 16506	814-861-0979	Vrexford@gmail.com
ELSON WIEZOREK <i>Wiezorek</i>	<input checked="" type="checkbox"/> Yes or No	945 W. 9TH 16502	330-289-0065	wiezorek@postwiczreswan.com
DM HIEBEL	<input checked="" type="checkbox"/> Yes or No	452 WOODBINE DR <i>16501</i>	814-899 934	netwkmce@dl.com
BOB CROMMILLER	<input checked="" type="checkbox"/> Yes or No	633 MOHAWK DRIVE	814-455-5082	BOB CROMMILLER @ GMAIL . COM
SUSAN MILLER	<input checked="" type="checkbox"/> Yes or No	1348 South Shore Dr <i>16505</i>	814-881-3288	SUSAN.MILLER@DORNER.com
LISA AUSTIN	<input checked="" type="checkbox"/> Yes or No			Lisa@LisaAustinPa.com
Tom Podskalny	<input checked="" type="checkbox"/> Yes or No	4252 ALLEN ROAD, SAUS	814-453-5702	TomPodskalny@cabanansincels.com

Public Meeting

June 24, 2015

(Please Print)

Name	Add me to the Email List	Address	Phone Number	Email
Kelly Nass	<input checked="" type="checkbox"/> Yes or No	115 E. Meadown	(614) 584-2276	KATH.DONOX@OHIO.EDU
Angela Beaumont	<input checked="" type="checkbox"/> Yes or No	5116 Exeter Rd, Erie	814-580-9769	beaumont@erierc.org
Michael Filmer	<input type="checkbox"/> Yes or No	3914 Slid Rd	814-965-3181	
PIERRE McLennan	<input checked="" type="checkbox"/> Yes or No	23 NIAGARA AVE ERIE	608 712-5021	PIERRE@DSDSD.COM
Soyga Ayrington	<input checked="" type="checkbox"/> Yes or No	P.O. Box 1414 Erie Pa. 16514	814-572-9567	Soyga@AOL.COM
	<input type="checkbox"/> Yes or No			
	<input type="checkbox"/> Yes or No			
	<input type="checkbox"/> Yes or No			
	<input type="checkbox"/> Yes or No			
	<input type="checkbox"/> Yes or No			

Public Meeting

(Please Print)

June 24, 2015

Name	Add me to the Email List	Address	Phone Number	Email
SEAN FEDORKO	<input checked="" type="checkbox"/> Yes or No	518 FOX PARK DR 16415	814 597 1485	SFEDORKO@LIVE.COM
JASON C BARNWELL	<input checked="" type="checkbox"/> Yes or No	4131 MADDELLAN DR 1650 Greene PA	814 584 7842	VCURT@UCOLORADO HOTMAIL.COM
	Yes or No			
	Yes or No			
	Yes or No			
	Yes or No			
	Yes or No			
	Yes or No			
	Yes or No			

Public Meeting

(Please Print)

June 24, 2015

Name	Add me to the Email List	Address	Phone Number	Email
Ron Leonard	Yes or No <input type="radio"/> Yes <input type="radio"/> No		870-6680	ron.leonard@timesnews.com
Judy Troester	Yes or No <input type="radio"/> Yes <input type="radio"/> No	114 E 36th St Wesport	456-0545	troesterjr@verizon.net
Rod Troester	Yes or No <input type="radio"/> Yes <input type="radio"/> No	Same		→
Peter Lombardi	Yes or No <input type="radio"/> Yes <input type="radio"/> No	Jonestown, NY	(716)882-8615	Plombardi@czb.org
Anna Frantz	Yes or No <input type="radio"/> Yes <input type="radio"/> No	208 E Bayfront Pky	814 454-7191 ext 143	afrantz@eriepa.com
	Yes or No <input type="radio"/> Yes <input type="radio"/> No			
	Yes or No <input type="radio"/> Yes <input type="radio"/> No			
	Yes or No <input type="radio"/> Yes <input type="radio"/> No			
	Yes or No <input type="radio"/> Yes <input type="radio"/> No			
	Yes or No <input type="radio"/> Yes <input type="radio"/> No			

## Appendix K:

### *Station 2: Understanding the Corridor Displays*

*(Corridor Features Map, Levels of Service, Travel Time, Public Outreach)*

# STAKEHOLDER INTERVIEWS

To learn more about the Bayfront Parkway Corridor, the study team conducted a series of Stakeholder Interviews.

22

## Participating Organizations



- City of Erie\*
- Erie County\*
- Emergency Services\*
- Local Businesses
- UPMC Hamot\*
- Bayfront Cobblestone Inn\*
- Scott Enterprises\*
- 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 Partnership\*
- Erie Events\*
- Bayfront Eastside Taskforce (BEST)
- Develop Erie
- All Aboard Erie
- Erie Water Works\*
- Erie Insurance\*
- Erie Parking Authority\*

\* Project Advisory Committee (PAC) Members

## Stakeholder Common Themes



### Traffic Flow/Congestion

- Left turns are difficult from the Bayfront Parkway
- Traffic signal synchronization needed
- Widen the Bayfront Parkway
- 8th Street right turn lane creates congestion



### Speed/Safety

- Better enforcement of posted speed limits
- Improve Emergency Service access throughout the Bayfront area
- Dead man's curve is concern near Liberty Park



### Pedestrian and Bicycle Access

- Improve pedestrian access points throughout the corridor
- Improve connections between the Bayfront and other parts of the city
- Increase access on the Eastside to other parts of Erie and the Bayfront
- Pave and improve existing pathways



### Vehicle Access

- Consider managed lanes
- Erie Water Works intersection needs improved
- Add a service roads to connect current and future attractions along the Bayfront
- Consider connecting routes



### Alternative Route Improvements

- Traffic signal synchronization
- Improve connections



### Parking and Facilities

- Congestion near larger parking garages during evening rush hour
- Additional Park-and-Ride Location on the Eastside
- Increase incentives to utilize Park-and-Ride lots

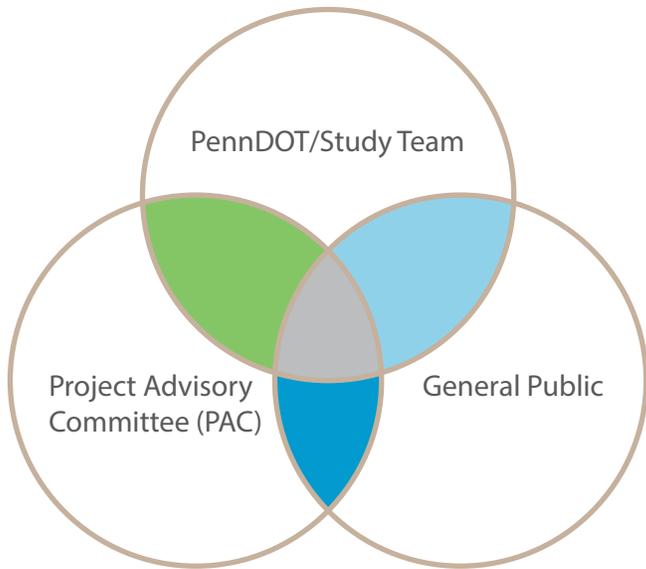


### Transit

- Better incentives to encourage transit usage
- Add a transit lane that Emergency Services can also use

# STAYING INVOLVED

## INVOLVEMENT OPPORTUNITIES



### Stakeholder Outreach

#### Project Advisory Committee (PAC) Meetings

- December 17, 2014
- March 10, 2015
- April 14, 2015

### PAC Outreach

### Public Outreach

#### Stakeholder Interviews

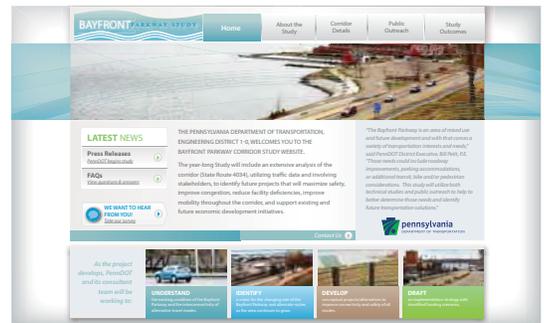
- September/October 2014
- 22 Participating Organizations

#### Website & Public Survey

- Online December 19, 2014

#### Public Meetings

- June 24, 2015



### Study Development

# ONLINE PUBLIC SURVEY

## THE RESULTS ARE IN!

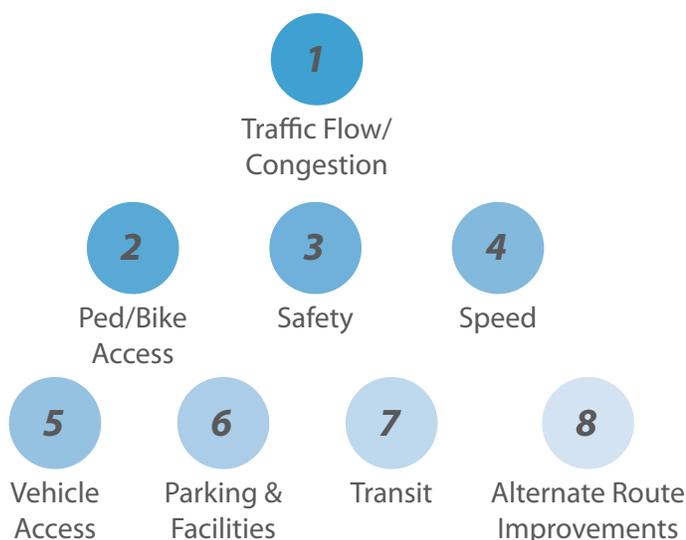


Nearly **500** Respondents  
OVER **1900** COMMENTS

The survey consisted of five screens. The first screen was an introduction to the survey and contained facts about the existing conditions within the corridor and planned future development.

### SCREEN 2 PRIORITIES

The survey results indicated an overall ranking of the eight priorities as follows:



### SCREEN 3 DETAILS

Participants were asked to rate detail statements related to the improvement priorities they selected on screen. Below is a summary of notable results for each priority.

#### Traffic Flow/Congestion

- Improve peak travel time
- Improve event travel time
- Improve coordination/timing of alternate route traffic signals

#### Pedestrian and Bicycle Access

- Improve east side access
- Improve ped/bike access to the City from the Bayfront

#### Safety

- Improve ped/bike safety crossing the Bayfront
- Improve vehicle safety turning on/off of the Bayfront

#### Vehicle Access

- Improve coordination/timing of traffic signals along the Bayfront

#### Speed

- Do not decrease speed on the Bayfront

#### Parking and Facilities

- Improve event parking
- Add more bike storage
- Consider alternative means to move people within the central Bayfront area

#### Transit

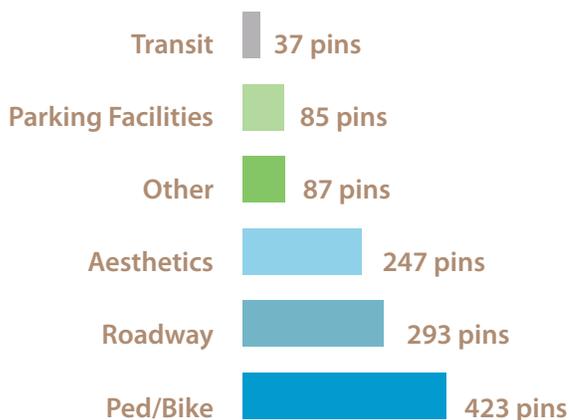
- Consider additional east side access

#### Alternative Route Improvements

- Consider improving alternate routes to remove traffic from the Bayfront

### SCREEN 4 INTERACTIVE MAP

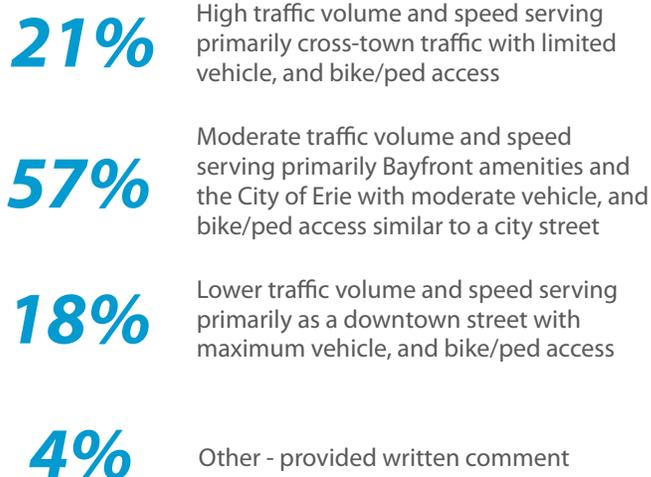
On screen 4, participants were invited to drop pins on a map of the Bayfront Parkway Corridor to show where they would like to see improvements.



Review the interactive results map to see more details and comments provided for each icon, [www.bayfrontparkwaystudy.com/surveycomments.html](http://www.bayfrontparkwaystudy.com/surveycomments.html).

### SCREEN 5 OPPORTUNITIES

Screen 5 asked respondents how they would like the Bayfront Parkway to function.



# BAYFRONT PARKWAY STUDY

## Level of Service (LOS)

Highway traffic congestion is expressed in terms of Level of Service (LOS) as defined by the Highway Capacity Manual (HCM). LOS is a letter code ranging from "A" for excellent conditions to "F" for failure conditions. The conditions defining the LOS for roadways are summarized from the HCM as follows:

- 
**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 B**  
 Represents reasonably free-flowing conditions but with some influence by others.
- 
**LOS C**  
 Represents 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 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 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 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.

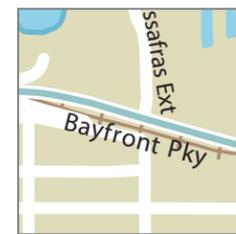
## Forecasted LOS 2034 Conditions at Signalized Intersections



### Lincoln Ave/ Bayfront Parkway

Average Traffic Increase: 

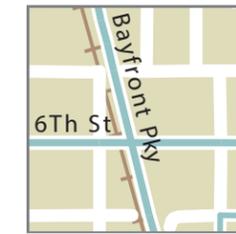
Traffic Increase with Full Development: 



### Sassafras Ext/ Bayfront Parkway

Average Traffic Increase: 

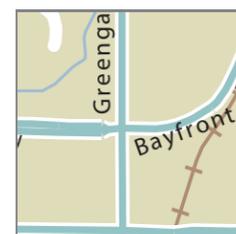
Traffic Increase with Full Development: 



### East 6<sup>th</sup> Street/ Bayfront Parkway

Average Traffic Increase: 

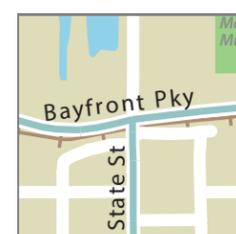
Traffic Increase with Full Development: 



### Greengarden Road/ Bayfront Parkway

Average Traffic Increase: 

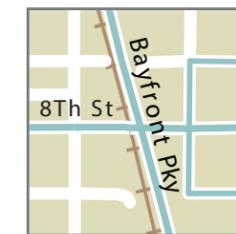
Traffic Increase with Full Development: 



### State Street/ Bayfront Parkway

Average Traffic Increase: 

Traffic Increase with Full Development: 



### East 8<sup>th</sup> Street/ Bayfront Parkway

Average Traffic Increase: 

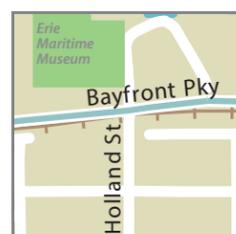
Traffic Increase with Full Development: 



### West 8<sup>th</sup> Street/ Bayfront Parkway

Average Traffic Increase: 

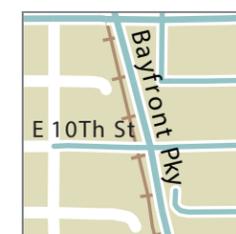
Traffic Increase with Full Development: 



### Holland Street/ Bayfront Parkway

Average Traffic Increase: 

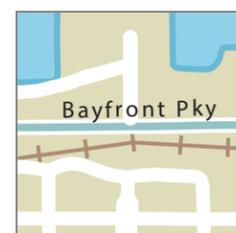
Traffic Increase with Full Development: 



### East 10<sup>th</sup> Street/ Bayfront Parkway

Average Traffic Increase: 

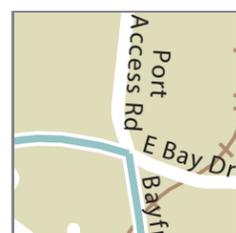
Traffic Increase with Full Development: 



### Liberty Park/ Bayfront Parkway

Average Traffic Increase: N/A\*

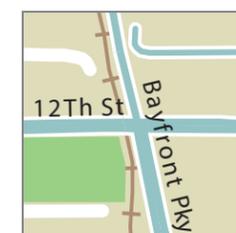
Traffic Increase with Full Development: 



### Port Access Road/ Bayfront Parkway

Average Traffic Increase: 

Traffic Increase with Full Development: 



### East 12<sup>th</sup> Street/ Bayfront Parkway

Average Traffic Increase: 

Traffic Increase with Full Development: 

### Legend

AM Peak  PM Peak 

Disclaimer: The traffic information was gathered in September 2014 and predates the traffic light at the intersection of Liberty Park and Bayfront Parkway.

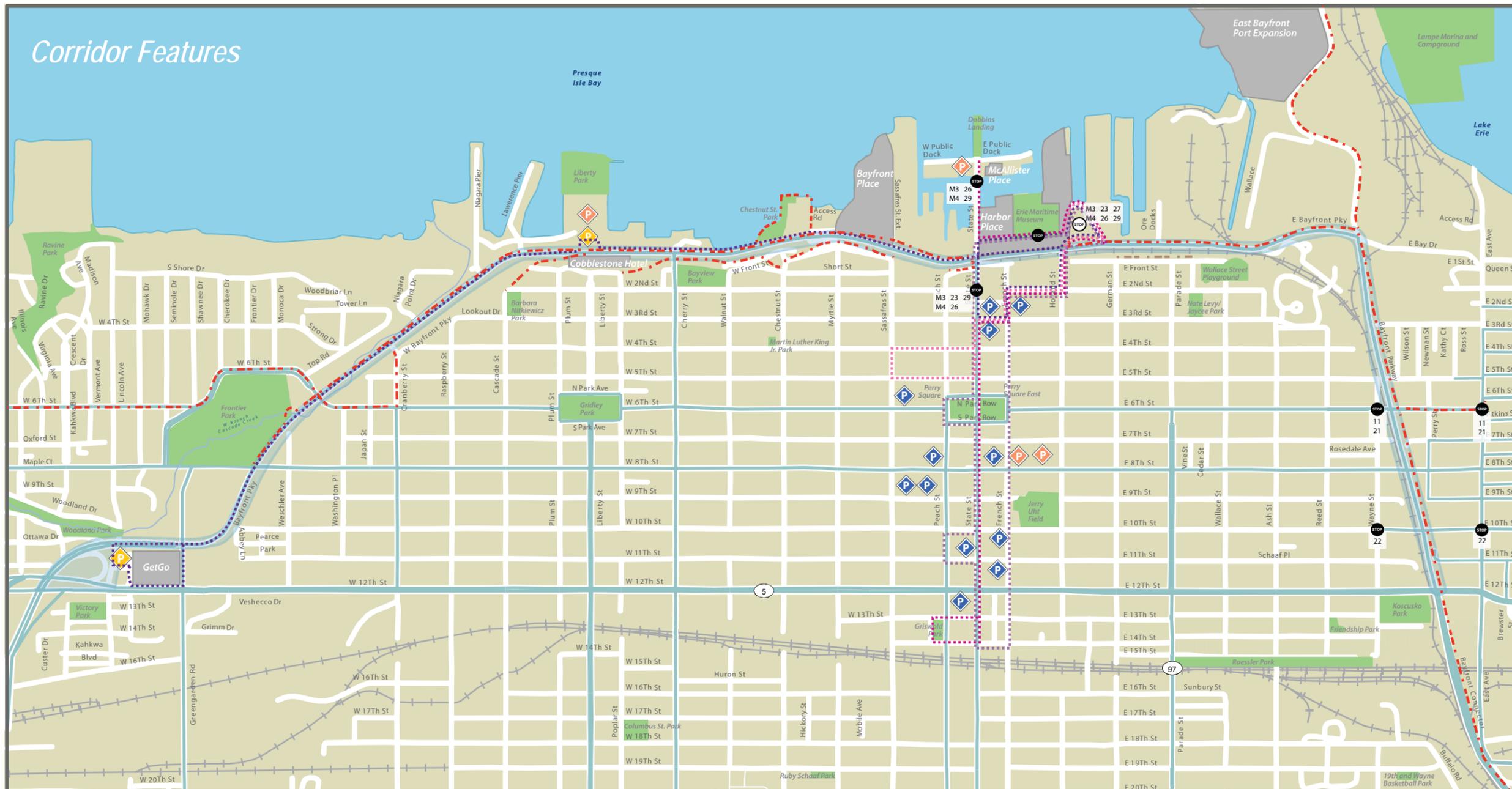
## Bayfront Parkway Future Corridor - Travel Time Comparison

Direction	No Build Option: 2034 - Background without Development Growth		No Build Option: 2034 - Background and Development Growth		Build Option: 2034 - Mobility Option Background and Development Growth		Build Option: 2034 - Connected Option Background and Development Growth	
	AM	PM	AM	PM	AM	PM	AM	PM
<b>Bayfront Eastbound: Lincoln Ave to E 12th St</b>	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
<b>Bayfront Westbound: E 12th St to Lincoln Ave</b>	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

# BAYFRONT PARKWAY STUDY

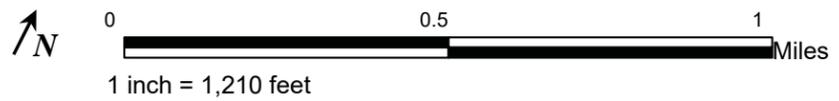


**Figure 8 | Corridor Features**

City of Erie | Erie County, Pennsylvania



September 30th, 2014 | Source: ESRI



**Legend**

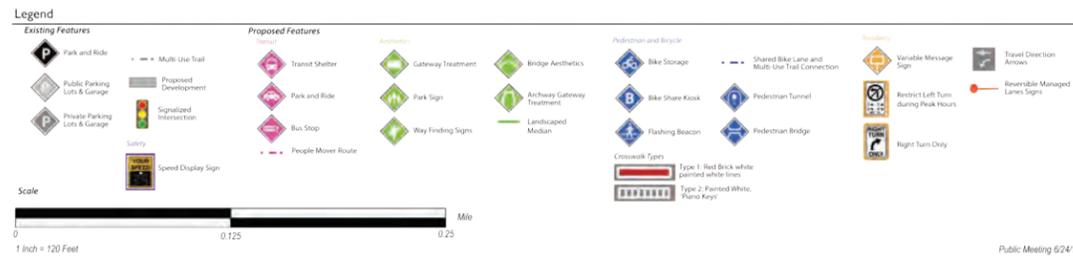
- Park-N-Rides
- Public Parking Lots & Garages
- Private Parking Lots & Garages
- Proposed Development
- M4 Transit Route
- Railroad
- Multi-Use Trail
- State Road
- Local Road
- Parks
- Study Area
- Intermodal Center
- Bus Stop
- Court House Loop
- Lincoln Park & Ride Shuttle
- Trolley
- Cultural Loop

Appendix L:  
*Station 3: Developing Improvement Concepts  
Displays  
(Mobility Scenario)*



# BAYFRONT PARKWAY STUDY

## Central Bayfront - Mobility Scenario

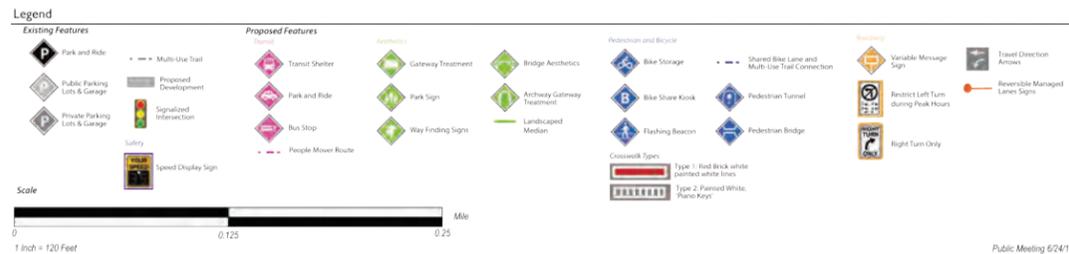




**Appendix M:**  
*Station 3: Developing Improvement Concepts*  
*Displays*  
*(Connected Scenario)*

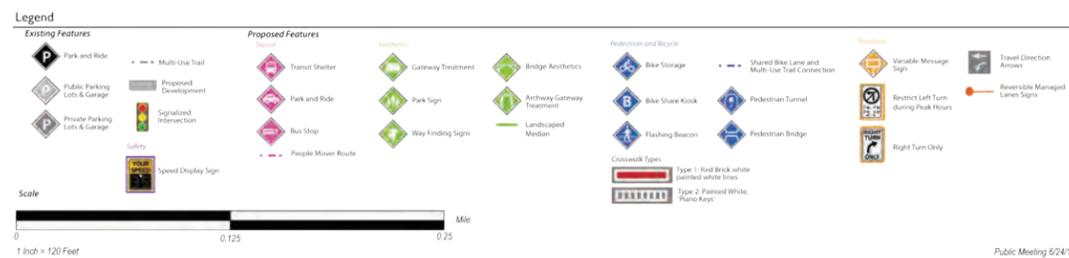
# BAYFRONT PARKWAY STUDY

## West Bayfront - Connected Scenario



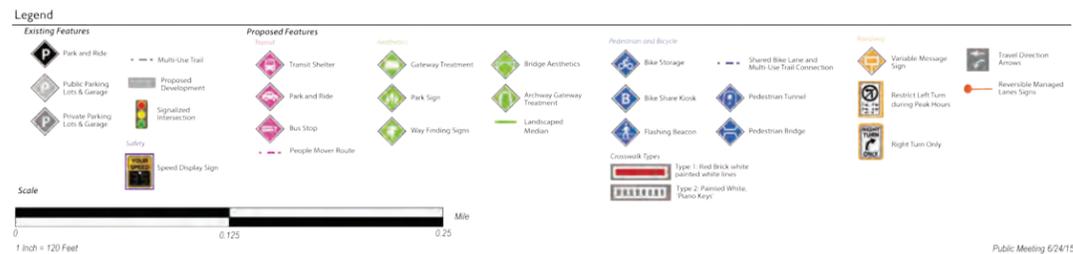
# BAYFRONT PARKWAY STUDY

## Central Bayfront - Connected Scenario



# BAYFRONT PARKWAY STUDY

## East Bayfront - Connected Scenario



Appendix N:  
*Station 4: Next Steps Display*  
*(Work Plan)*

## UNDERSTANDING THE CORRIDOR

## IDENTIFYING A VISION

## DEVELOPING SOLUTIONS

## DELIVERING A PLAN

### Launch the Project

- Define Study Area
- Kick off Meeting with the District
- Traffic Data Collection and O&D Study

### Establish the Baseline

- Collect Existing Data and Document
  - Traffic
  - Bike/Ped
  - Crash Data
  - Transit
  - Planning
  - Land Use
  - Environmental
- Select Project Advisory Committee (PAC) Members

### Study Area Analysis

- Field verify data and identify sensitive features, identify problem areas or red flags
- Existing Traffic Analysis
- Draft Purpose & Need

### Future Conditions Analysis

- Develop Traffic Synchro Analysis
- Develop Potential Improvement Concepts
- Identify Anticipated Transit and Bike/Ped Plans
- Conclude and summarize the Survey Results
- Finalize Purpose & Need

### Conceptual Alternatives Development

- Develop Conceptual Alternatives

### Alternatives Refinement

- Refine Conceptual Alternatives
- Prepare Cost Estimates
- Identify Potential Funding Sources
- Determine Approach to Prioritization

### Draft Implementation & Funding Scenarios

- Develop Funding Scenarios

### Finalize Study Report

- Draft Study Report
- Distribute Report

August    September    October    November    December    January    February    March    April    May    June    July    August    September

### PAC Meeting #1

- Identify improvement priorities

### Press Release #2

- Public Survey and Website Launch

### Website Update #2

### PAC Meeting #3

- To review conceptual alternatives

### PAC Meeting #5

- Prioritize alternatives and discuss implementation scenarios

### Conduct Stakeholder Interviews

### Press Release #1

- Traffic Studies

### Website Update #1

### PAC Meeting #2

- Confirm Purpose & Need and identify potential improvement areas and options

### Website Update #3

### Public Meeting and PAC Meeting

### Website Update #4

### Press Release #3

- Final Report

## PUBLIC INVOLVEMENT

Appendix O:  
*Presentation PowerPoint*

# BAYFRONT PARKWAY STUDY



*Welcome to the Bayfront Parkway Study*

**PUBLIC MEETING**  
June 24, 2015



## MEETING GOALS

- Provide a Study Overview
- Discuss Study Purpose & Need, and Improvement Considerations
- Review Corridor Details
- Share Stakeholder Outreach Efforts
- Present Improvement Concept Highlights
- Identify Next Steps



# INTRODUCTIONS

## STUDY TEAM

- PennDOT
- Consultant Team
- Project Advisory Committee (PAC)



# STUDY OVERVIEW

## STUDY AREA LIMITS



### CORRIDOR DETAILS

- Width varies from 4 to 2 travel lanes
- 20 intersections along the Bayfront
- 12 signalized intersections

Legend			



## IDENTIFYING A VISION

### 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.*



## IDENTIFYING A VISION

### 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.



# IDENTIFYING A VISION

## IMPROVEMENT CONSIDERATIONS

- 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 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



# STUDY APPROACH

## WORK PLAN

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





## STUDY APPROACH

### STUDY DELIVERABLES

- Purpose & Need (Completed)
- Conceptual Improvements (In Progress)
- Project Prioritization
- Funding Scenarios
- Study Report



## UNDERSTANDING THE CORRIDOR

### TECHNICAL STUDIES

- Transportation Features Inventory
- Safety Analysis
- Traffic Studies
  - Origin & Destination
  - Level of Service (Existing, Future, and Future Development)





## UNDERSTANDING THE CORRIDOR

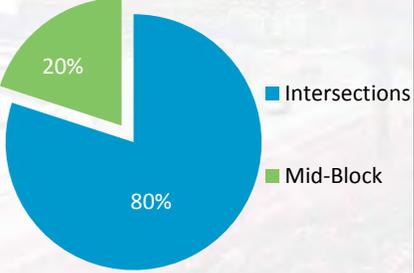
### TRANSPORTATION FEATURES - PARKING FACILITIES

- 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
- Currently supply is greater than demand

## UNDERSTANDING THE CORRIDOR

### SAFETY ANALYSIS

- **Crashes Recorded Within Study Limits**
  - 2009-2013: 246 recorded crashes
  - 80% located at intersections
  - 4% involved a fatality or major injury



Location	Percentage
Intersections	80%
Mid-Block	20%



## UNDERSTANDING THE CORRIDOR

### TRAFFIC STUDIES – EXISTING CONDITIONS

- **Average Observed Speeds (85<sup>th</sup> Percentile)**
  - **Eastern Parkway**
    - Port Access Rd to 12<sup>th</sup> – 46 MPH
    - 12<sup>th</sup> to Port Access Rd – 29 MPH
  - **Western Parkway**
    - Cranberry St to Sassafras – 42 MPH
    - Sassafras to Cranberry St – 43 MPH



\* Mean average through course of a day



## UNDERSTANDING THE CORRIDOR

### TRAFFIC STUDIES - LEVEL OF SERVICE DEFINED

<p><b>LOS A</b></p>  <p>Represents the best operating conditions and is considered free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.</p>	<p><b>LOS D</b></p>  <p>Represents traffic operations approaching unstable flow with high passing demand and passing capacity near zero, characterized by drivers being severely restricted in maneuverability.</p>
<p><b>LOS B</b></p>  <p>Represents reasonably free-flowing conditions but with some influence by others.</p>	<p><b>LOS E</b></p>  <p>Represents unstable flow near capacity. LOS E often changes to LOS F very quickly because of disturbances (road conditions, accidents, etc.) in traffic flow.</p>
<p><b>LOS C</b></p>  <p>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.</p>	<p><b>LOS F</b></p>  <p>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.</p>



## UNDERSTANDING THE CORRIDOR

### TRAFFIC STUDIES - FUTURE LEVEL OF SERVICE

<ul style="list-style-type: none"> <li>● LOS A</li> <li>● LOS B</li> <li>● LOS C</li> <li>● LOS D</li> <li>● LOS E</li> <li>● LOS F</li> </ul>	 <p>Lincoln Ave/ Bayfront Parkway</p> <p>Average Traffic Increase: ●</p> <p>Traffic Increase with Full Development: ●</p>	 <p>Sassafras Ext/ Bayfront Parkway</p> <p>Average Traffic Increase: ●</p> <p>Traffic Increase with Full Development: ●</p>	 <p>East 6<sup>th</sup> Street/ Bayfront Parkway</p> <p>Average Traffic Increase: ●</p> <p>Traffic Increase with Full Development: ●</p>
 <p>Greengarden Road/ Bayfront Parkway</p> <p>Average Traffic Increase: ●</p> <p>Traffic Increase with Full Development: ●</p>	 <p>State Street/ Bayfront Parkway</p> <p>Average Traffic Increase: ●</p> <p>Traffic Increase with Full Development: ●</p>	 <p>East 8<sup>th</sup> Street/ Bayfront Parkway</p> <p>Average Traffic Increase: ●</p> <p>Traffic Increase with Full Development: ●</p>	
 <p>West 8<sup>th</sup> Street/ Bayfront Parkway</p> <p>Average Traffic Increase: ●</p> <p>Traffic Increase with Full Development: ●</p>	 <p>Holland Street/ Bayfront Parkway</p> <p>Average Traffic Increase: ●</p> <p>Traffic Increase with Full Development: ●</p>	 <p>East 10<sup>th</sup> Street/ Bayfront Parkway</p> <p>Average Traffic Increase: ●</p> <p>Traffic Increase with Full Development: ●</p>	
 <p>Liberty Park/ Bayfront Parkway</p> <p>Average Traffic Increase: N/A*</p> <p>Traffic Increase with Full Development: ●</p>	 <p>Port Access Road/ Bayfront Parkway</p> <p>Average Traffic Increase: ●</p> <p>Traffic Increase with Full Development: ●</p>	 <p>East 12<sup>th</sup> Street/ Bayfront Parkway</p> <p>Average Traffic Increase: ●</p> <p>Traffic Increase with Full Development: ●</p>	

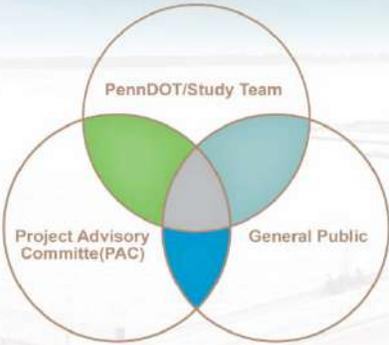
## FUTURE TRAVEL TIME COMPARISON (NO-BUILD)

Direction	2034 No Build Option: Background without Development Growth		2034 No Build Option: 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



## UNDERSTANDING THE CORRIDOR

### STAKEHOLDER OUTREACH



- **Stakeholder Interviews**
  - September/October 2014
- **Website & Public Survey**
  - Online December 19, 2014
- **Public Meeting**
  - June 24, 2015
- **Project Advisory Committee (PAC) Meetings**
  - December 17, 2014
  - March 10, 2015
  - April 14, 2015
- **PAC Outreach**
- **Study Development**



## UNDERSTANDING THE CORRIDOR STAKEHOLDERS and PROJECT ADVISORY COMMITTEE REPRESENTATION

- 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 Partnership
- Scott Enterprises
- Erie Events
- Cobblestone Inn
- Bayfront Eastside Taskforce (BEST)
- Develop Erie
- All Aboard Erie
- Erie Water Works
- Erie Insurance
- Erie Parking Authority

\* Represented on the Project Advisory Committee



## UNDERSTANDING THE CORRIDOR ONLINE PUBLIC SURVEY

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



## UNDERSTANDING THE CORRIDOR

### PUBLIC SURVEY & PAC INPUT

- 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



## DEVELOPING SOLUTIONS

### APPROACH TO DEVELOPING IMPROVEMENTS

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



# SCENARIO 1: MOBILITY

A series of coordinated improvement options to provide greater east-west access and minimizing delays through the corridor considering all modes of transportation.



## DEVELOPING SOLUTIONS

### SCENARIO 1: MOBILITY

- 14 Shared bike lane along Lincoln and W. 8<sup>th</sup> St.



## DEVELOPING SOLUTIONS

### SCENARIO 1: MOBILITY

- 15 Reversible managed lanes from 8<sup>th</sup> St. to Sassafra St. Ext.



## DEVELOPING SOLUTIONS

### SCENARIO 1: MOBILITY

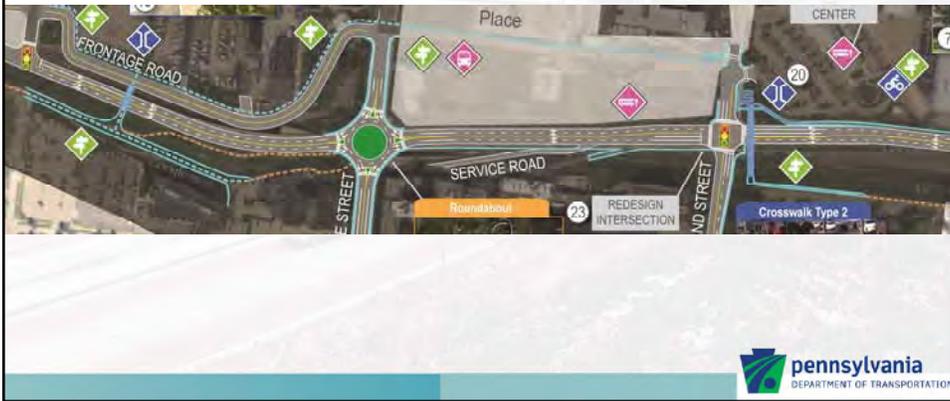
- 18 A two-way frontage road from Liberty Park to State St. with relocated multi-use trail



## DEVELOPING SOLUTIONS

### SCENARIO 1: MOBILITY

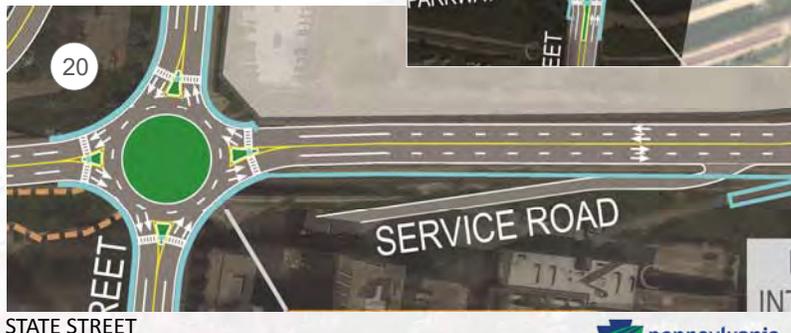
- 19 Two pedestrian bridges, one near Peach St. one just east of Holland St.
- 20 Holland St.



## DEVELOPING SOLUTIONS

### SCENARIO 1: MOBILITY

- 20 2 dual lane roundabouts
- 21 12TH STREET



## DEVELOPING SOLUTIONS

### SCENARIO 1: MOBILITY

24 Widen to four lanes from Holland St. to Port Access Rd.

STREET

BAYFRONT PARKWAY



## DEVELOPING SOLUTIONS

### SCENARIO 1: MOBILITY

25 Bus pull offs between E. 8<sup>th</sup> St. and E. 10<sup>th</sup> St.

EAST 8TH STREET

EAST 10TH STREET

Bus Pull Off

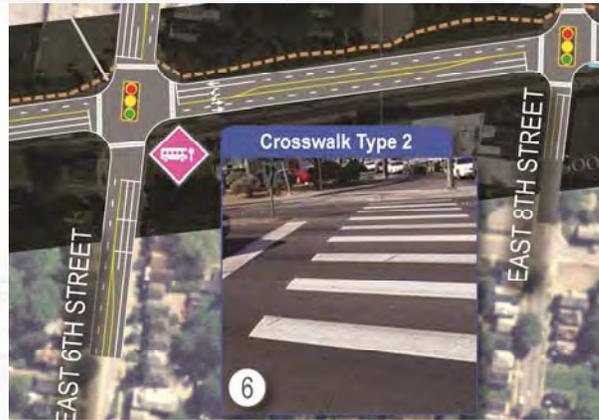
25



## DEVELOPING SOLUTIONS

### SCENARIO 1: MOBILITY

- 26 Enhance pedestrian crossings along the Bayfront with
- 6 painted crosswalks and upgrade pedestrian push buttons



## FUTURE TRAVEL TIME COMPARISON

### SCENARIO 1: MOBILITY

Direction	2034 - No Build Option: Background and Development Growth		2034 - Mobility Option Background and Development Growth	
	AM	PM	AM	PM
Bayfront EB: Lincoln Ave to E 12th St	67.4 mins 5 mph	15.9 mins 19 mph	11.4 mins 25 mph (- 56 mins)	15.9 mins 18 mph (no change)
Bayfront WB: E 12th St to Lincoln Ave	14.4 mins 20 mph	20.2 mins 15 mph	12.4 mins 23 mph (- 2 mins)	12.7 mins 22 mph (- 7.5)



## SCENARIO 2: CONNECTED

A series of coordinated improvement options to provide a better connection to the downtown area, while considering delays to traffic, though minimizing delays is not a priority of this option. This scenario is an attempt to make the Bayfront Parkway act more like a downtown boulevard or street.



## DEVELOPING SOLUTIONS

### SCENARIO 2: CONNECTED

- 28 Enhance pedestrian crossings along the Bayfront with stylized
- 6 brick paver treatment and upgrade pedestrian push buttons



## DEVELOPING SOLUTIONS

### SCENARIO 2: CONNECTED

29 Bike Share Program with hubs located throughout the corridor



• Potential Locations:

- Lincoln Park and Ride
- Frontier Park
- Liberty Park
- Convention Center
- Dobbins Landing/Sheraton Hotel
- Intermodal Center
- East 8<sup>th</sup> Street Park and Ride



## DEVELOPING SOLUTIONS

### SCENARIO 2: CONNECTED

30 Reduce travel lane width to 11 ft. from Greengarden Rd. to 10<sup>th</sup> St. and incorporate planted median with breaks at intersecting and access points



## DEVELOPING SOLUTIONS

### SCENARIO 2: CONNECTED

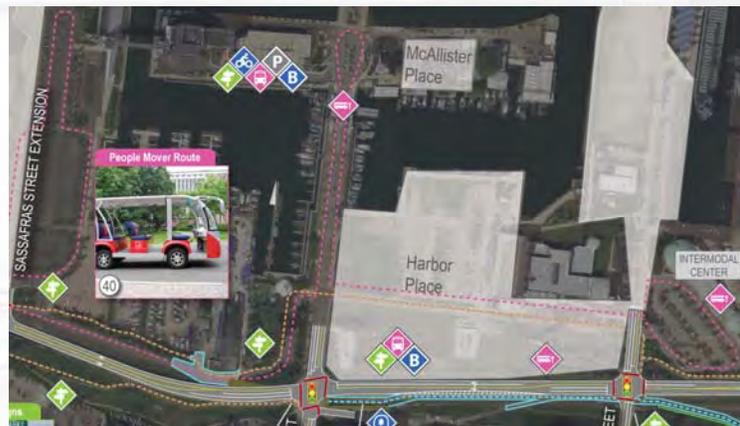
- 37 Enhance tunnel under State St. for bike/ped access under the Bayfront



## DEVELOPING SOLUTIONS

### SCENARIO 2: CONNECTED

- 40 People mover system within the central Bayfront with a dedicated route



## DEVELOPING SOLUTIONS

### SCENARIO 2: CONNECTED

- 41 New multi-use trail connecting the promenade at E. German St. down the bluff to Holland St. and continuing along the south side of the Bayfront to the proposed bike/ped tunnel



## DEVELOPING SOLUTIONS

### SCENARIO 2: CONNECTED

- 43 Single-lane roundabout at Port Access Rd.



## DEVELOPING SOLUTIONS

### SCENARIO 2: CONNECTED

- 44 Park and Ride between 8<sup>th</sup> St. and 10<sup>th</sup> St. on the east side of the road



## FUTURE TRAVEL TIME COMPARISON

### SCENARIO 2: CONNECTED

Direction	2034 - No Build Option: Background and Development Growth		2034 - Connected Option Background and Development Growth	
	AM	PM	AM	PM
Bayfront EB: Lincoln Ave to E 12th St	67.4 mins 5 mph	15.9 mins 19 mph	18.3 mins 17 mph (- 49.1 mins)	14.9 mins 20 mph (- 1 mins)
Bayfront WB: E 12th St to Lincoln Ave	14.4 mins 20 mph	20.2 mins 15 mph	35.1 mins 11 mph (+ 20.7)	20.0 mins 14 mph (no change)



## DELIVERING A PLAN

### NEXT STEPS

- Develop Blended Scenario – Summer 2015
- Prioritize Improvements – Summer 2015
  - With PAC Input
- Identify Potential Funding Options – Summer 2015
- Draft Study Report – Summer/Fall 2015
- Finalize Report – Fall 2015
- MPO and PennDOT utilize Report for Project Programming



## QUESTIONS/COMMENTS



**BAYFRONT** PARKWAY STUDY



*Welcome to the Bayfront Parkway Study*

**PUBLIC MEETING**  
June 24, 2015



Appendix P:  
*Comment Form*

# COMMENT FORM

Please complete and deposit in the comment form box provided or mail to the address on the last page of this form by July 8, 2015.

**1. How often to you travel the Bayfront Parkway Corridor?**

- a. Daily
- b. Weekly
- c. Monthly
- d. Yearly

Other: \_\_\_\_\_

**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
- b. Business Owner
- c. Emergency Service
- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- i. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

**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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

**MOBILITY**

- a. Strongly Agree      b. Agree      c. Neutral      d. Disagree      e. Strongly Disagree

**CONNECTED**

- b. Strongly Agree      b. Agree      c. Neutral      d. Disagree      e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.*

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

**MOBILITY**

- c. Strongly Preferred      b. Preferred      c. Needs Improvement      d. Dislike      e. Strongly Dislike

**CONNECTED**

- a. Strongly Preferred      b. Preferred      c. Needs Improvement      d. Dislike      e. Strongly Dislike

7. Please introduce yourself to our team:

Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

E-mail \_\_\_\_\_

8. Please provide any additional comments you may have below:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or mail your comment form to:

Attn: Bayfront Parkway Study, c/o: McCormick Taylor, 1000 Omega Drive, Suite 1550, Pittsburgh, PA 15205

Appendix Q:  
*Improvement Concepts List*

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	
4.	Upgrade trail lighting throughout corridor	
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	
6.	Upgrade pedestrian push buttons	
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	
8.	Park signs with consistent treatment	
9.	Real time transit information at bus stops	
10.	Transit shelters at locations throughout the corridor	
11.	Bike shelters/storage at locations throughout the corridor	
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	
<b>MOBILITY SCENARIO IMPROVEMENT CONCEPTS</b>		
13.	Arch gateway treatment over roadway	
14.	Shared bike lane along Lincoln and 8th St	
15.	Reversible managed lanes from 8th Street to Sassafras St. Ext.	
16.	Right-turn Only from Cranberry St.	
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	
22.	Dual-lane roundabout at 12th St.	
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	
24.	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

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

Appendix R:  
*Contact information from the Comment Forms*

## Bayfront Parkway Corridor Study Comment Form - Contact Information

First Name	Last Name	Address 1	City	State	Zip	Phone	E-mail
Anna	Frantz						
Bob	Cronmiller	633 Mohawk Dr	Erie	PA	16505	814-455-5082	<a href="mailto:bobcronmiller@gmail.com">bobcronmiller@gmail.com</a>
Susan	Miller	1348 South Shore Dr.	Erie	PA	16505	814-881-3288	
Winston	Chu	3916 State St.	Erie	PA	16508	814-864-8744	
R. Jason	Wieczorek, AIA	945 West 9th	Erie	PA	16502	330-289-0065	<a href="mailto:rwielzor@kent.edu">rwielzor@kent.edu</a>
Veronica	Rexford	4124 West ridge Rd	Erie	PA	165206	814-806-0979	<a href="mailto:vrexford@gmail.com">vrexford@gmail.com</a>
Sonya	Arrlington	P.O. Box 11414	Erie	PA	16514	572-9567	<a href="mailto:sonyaerie@aol.com">sonyaerie@aol.com</a>
			Erie	PA			
Pierre	McCormick	23 Niagara Pier	Erie	PA	16507	608-712-5021	<a href="mailto:pierrem@udbud.com">pierrem@udbud.com</a>
James F.	Carstarter	P.O. Box 437	Erie	PA	16415	814-392-6225	<a href="mailto:jcarstarter@aol.com">jcarstarter@aol.com</a>
Paul	Detzel	530 Mohawk Dr	Erie	PA	16505	814-323-7009	
Judy and Rod	Troester	114 East 36th St	Erie	PA	16504	814-456-0545	<a href="mailto:troesterjr@verizon.net">troesterjr@verizon.net</a>

Appendix S:  
*Completed Comment Forms*

**COMMENT FORM**

Please complete and deposit in the comment form box provided or mail to the address on the last page of this form by July 8, 2015.

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

- a. Daily
- b. Weekly
- c. Monthly
- d. Yearly

Other: \_\_\_\_\_

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
- b. Business Owner
- c. Emergency Service
- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- i. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain: Both scenarios seem to prioritize auto traffic rather than pedestrian traffic. A true ped-friendly environment wouldn't require people to go underground to cross the Bayfront.

- A ped signal is needed at rotary - it will not be safe!

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

**MOBILITY**

- a. Strongly Agree    b. Agree    c. Neutral    d. Disagree    e. Strongly Disagree

**CONNECTED**

- b. Strongly Agree    b. Agree    c. Neutral    d. Disagree    e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

Protected bus lane, ~~at~~ at-grade pedestrian crossings

*Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.*

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

**MOBILITY**

- c. Strongly Preferred    b. Preferred    c. Needs Improvement    d. Dislike    e. Strongly Dislike

**CONNECTED**

- a. Strongly Preferred    b. Preferred    c. Needs Improvement    d. Dislike    e. Strongly Dislike

7. Please introduce yourself to our team:

Name Anna Brandt

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

E-mail \_\_\_\_\_

8. Please provide any additional comments you may have below:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or mail your comment form to:

Attn: Bayfront Parkway Study, c/o: McCormick Taylor, 1000 Omega Drive, Suite 1550, Pittsburgh, PA 15205

# COMMENT FORM

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- b. Weekly
- c. Monthly
- d. Yearly

Other: \_\_\_\_\_

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- a. City Resident
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- c. Emergency Service
- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- i. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain: LIKE TRAFFIC CIRCLES (ROUNDABOUTS)  
DON'T LIKE PLANTED MEDIAN.

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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

**MOBILITY**

- a. Strongly Agree     b. Agree    c. Neutral    d. Disagree    e. Strongly Disagree

**CONNECTED**

- b. Strongly Agree    b. Agree     c. Neutral    d. Disagree    e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.*

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

**MOBILITY**

- a. Strongly Preferred    b. Preferred    c. Needs Improvement    d. Dislike    e. Strongly Dislike

**CONNECTED**

- a. Strongly Preferred    b. Preferred     c. Needs Improvement    d. Dislike    e. Strongly Dislike

7. Please introduce yourself to our team:

Name BOB CRONMILLER

Address 633 MOHAWK DR City ERIE

State PA Zip 16505 Phone 814-455-5082

E-mail BOBCRONMILLER@GMAIL.COM

8. Please provide any additional comments you may have below:

WOULD LIKE NEW SIGNALS AT WEST 8TH  
AND BAYFRONT WITH RT TURN ARROWS  
ON THE BAYFRONT, NEED A RT TURN  
LANE ON BAYFRONT FOR WEST 8TH

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or mail your comment form to:

Attn: Bayfront Parkway Study, c/o: McCormick Taylor, 1000 Omega Drive, Suite 1550, Pittsburgh, PA 15205

# COMMENT FORM

Please complete and deposit in the comment form box provided or mail to the address on the last page of this form by July 8, 2015.

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

- a. Daily
- b. Weekly
- c. Monthly
- d. Yearly

Other: \_\_\_\_\_

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
- b. Business Owner
- c. Emergency Service
- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- i. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain: \_\_\_\_\_

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

**MOBILITY**

- a. Strongly Agree      b. Agree      c. Neutral      d. Disagree      e. Strongly Disagree

**CONNECTED**

- b. Strongly Agree      b. Agree      c. Neutral      d. Disagree      e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

*Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.*

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

**MOBILITY**

- c. Strongly Preferred       b. Preferred      c. Needs Improvement      d. Dislike      e. Strongly Dislike

**CONNECTED**

- a. Strongly Preferred       b. Preferred      c. Needs Improvement      d. Dislike      e. Strongly Dislike

7. Please introduce yourself to our team:

Name SUSAN MILLER

Address 1348 SOUTH SHORE DR City ERIC

State PA Zip 16505 Phone 814-881-3288

E-mail \_\_\_\_\_

8. Please provide any additional comments you may have below:

EXCELLENT PRESENTATION. THANK YOU

\_\_\_\_\_

\_\_\_\_\_

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or mail your comment form to:

Attn: Bayfront Parkway Study, c/o: McCormick Taylor, 1000 Omega Drive, Suite 1550, Pittsburgh, PA 15205

# COMMENT FORM

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

- a. Daily
- b. Weekly
- c. Monthly
- d. Yearly

Other: \_\_\_\_\_

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
- b. Business Owner
- c. Emergency Service
- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- i. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain: \_\_\_\_\_

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

**MOBILITY**

a. Strongly Agree      b. Agree      c. Neutral      d. Disagree      e. Strongly Disagree

**CONNECTED**

b. Strongly Agree      b. Agree      c. Neutral      d. Disagree      e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.*

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

**MOBILITY**

c. Strongly Preferred      b. Preferred      c. Needs Improvement      d. Dislike      e. Strongly Dislike

**CONNECTED**

a. Strongly Preferred      b. Preferred      c. Needs Improvement      d. Dislike      e. Strongly Dislike

7. Please introduce yourself to our team:

Name WINSTON CHAY

Address 3916 State St City Towson

State PA Zip 16508 Phone 864-8744

E-mail \_\_\_\_\_

8. Please provide any additional comments you may have below:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or mail your comment form to:

Attn: Bayfront Parkway Study, c/o: McCormick Taylor, 1000 Omega Drive, Suite 1550, Pittsburgh, PA 15205

# COMMENT FORM

Please complete and deposit in the comment form box provided or mail to the address on the last page of this form by July 8, 2015.

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

- a. Daily
- b. Weekly
- c. Monthly
- d. Yearly

Other: DRIVE DAILY - WALK w/ CHILD WEEKLY

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
- b. Business Owner
- c. Emergency Service
- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- T. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain: MORE ROUNDABOUTS!  
MORE PED ACCESS TO BAYFRONT!  
SLOW DOWN TRAFFIC!

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

**MOBILITY**

- a. Strongly Agree    b. Agree    c. Neutral    d. Disagree    e. Strongly Disagree

**CONNECTED**

- b. Strongly Agree    b. Agree    c. Neutral    d. Disagree    e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_  
MORE POV CONNECTIONS TO NEIGHBORHOODS!  
\_\_\_\_\_  
\_\_\_\_\_

*Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.*

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

**MOBILITY**

- c. Strongly Preferred    b. Preferred    c. Needs Improvement    d. Dislike    e. Strongly Dislike

**CONNECTED**

- a. Strongly Preferred    b. Preferred    c. Needs Improvement    d. Dislike    e. Strongly Dislike

7. Please introduce yourself to our team:

Name R. JASON WIELCZOREK, AIA  
Address 945 W. 9TH City ERIE  
State PA Zip 16502 Phone 330-289-0065  
E-mail RWIELZOR@KENT.EDU

8. Please provide any additional comments you may have below:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or mail your comment form to:

Attn: Bayfront Parkway Study, c/o: McCormick Taylor, 1000 Omega Drive, Suite 1550, Pittsburgh, PA 15205



# COMMENT FORM

Please complete and deposit in the comment form box provided or mail to the address on the last page of this form by July 8, 2015.

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

- a. Daily
- b. Weekly
- c. Monthly
- d. Yearly

Other: \_\_\_\_\_

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
- d. Commuter/Traveler
- g. Bayfront Event Attendee
- b. Business Owner
- e. Government Official
- h. Tourist
- c. Emergency Service
- f. Economic Development
- i. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

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
- d. Traffic Flow/Congestion
- f. Increased Vehicle Access
- b. Safety
- e. Increased Pedestrian/Bicycle Access
- g. Alternative Route Improvements
- c. Transit Upgrades
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain: There should be more neighborhood  
outreach to balance the concerns of  
locals, commuters & tourists

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

MOBILITY

a. Strongly Agree **b. Agree** c. Neutral d. Disagree e. Strongly Disagree

CONNECTED

b. Strongly Agree **b. Agree** c. Neutral d. Disagree e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

*Connected - issues brought up w/ plantings in median - very valid.*

*Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.*

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

MOBILITY

c. Strongly Preferred **b. Preferred** c. Needs Improvement d. Dislike e. Strongly Dislike *residents/*

CONNECTED

a. Strongly Preferred **b. Preferred** c. Needs Improvement d. Dislike e. Strongly Dislike *bike access*

*some aspects of each - focus on local traffic w/ improved pedestrian + bike access*

7. Please introduce yourself to our team:

Name Veronica Rexford

Address 4124 W. Ridge Rd. City Erie

State PA Zip 16506 Phone 814-806-0979

E-mail Vrexford@gmail.com

8. Please provide any additional comments you may have below:

*Very concerned that the improvements should provide jobs & job training & business opportunities to local residents with a commitment to community benefits. THIS plan SHOULD be part of a comprehensive Bayfront plan -> with attention*

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or mail your comment form to:

Attn: Bayfront Parkway Study, c/o: McCormick Taylor, 1000 Omega Drive, Suite 1550, Pittsburgh, PA 15205

*Paid to best practices of urban waterfront development.*

# COMMENT FORM

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

- a. Daily
- b. Weekly
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- d. Yearly

Other: \_\_\_\_\_

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- c. Emergency Service
- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- i. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain: \_\_\_\_\_

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

**MOBILITY**

a. Strongly Agree     b. Agree    c. Neutral    d. Disagree    e. Strongly Disagree

**CONNECTED**

b. Strongly Agree    b. Agree     c. Neutral    d. Disagree    e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

*Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.*

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

**MOBILITY**

c. Strongly Preferred    b. Preferred     c. Needs Improvement    d. Dislike    e. Strongly Dislike

**CONNECTED**

a. Strongly Preferred    b. Preferred     c. Needs Improvement    d. Dislike    e. Strongly Dislike

7. Please introduce yourself to our team:

Name Sonya Arrington

Address P.O. Box 11414 City Eric

State PA Zip 16514 Phone 572-9567

E-mail SonyaEric@Aol.com

8. Please provide any additional comments you may have below:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or mail your comment form to:

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# COMMENT FORM

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

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- d. Yearly

Other: \_\_\_\_\_

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- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- i. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain: \_\_\_\_\_

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

**MOBILITY**

- a. Strongly Agree      b. Agree      c. Neutral       d. Disagree      e. Strongly Disagree

**CONNECTED**

- b. Strongly Agree      b. Agree      c. Neutral      d. Disagree      e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.*

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

**MOBILITY**

- c. Strongly Preferred      b. Preferred      c. Needs Improvement       d. Dislike      e. Strongly Dislike

**CONNECTED**

- a. Strongly Preferred       b. Preferred      c. Needs Improvement      d. Dislike      e. Strongly Dislike

7. Please introduce yourself to our team:

Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

E-mail \_\_\_\_\_

8. Please provide any additional comments you may have below:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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# COMMENT FORM

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- a. Daily
- b. Weekly
- c. Monthly
- d. Yearly

Other: \_\_\_\_\_

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- c. Emergency Service
- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- i. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

**MOBILITY**

a. Strongly Agree      b. Agree      c. Neutral      d. Disagree      e. Strongly Disagree

**CONNECTED**

b. Strongly Agree      b. Agree      c. Neutral      d. Disagree      e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.*

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

**MOBILITY**

c. Strongly Preferred      b. Preferred      c. Needs Improvement      d. Dislike      e. Strongly Dislike

**CONNECTED**

a. Strongly Preferred      b. Preferred      c. Needs Improvement      d. Dislike      e. Strongly Dislike

7. Please introduce yourself to our team:

Name PIERRE MCCORMICK

Address 23 NIAGARA PIER City ERIE

State PA Zip 16507 Phone 608 712-5021

E-mail PIERRE@WDBUD.CO

8. Please provide any additional comments you may have below:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or mail your comment form to:

Attn: Bayfront Parkway Study, c/o: McCormick Taylor, 1000 Omega Drive, Suite 1550, Pittsburgh, PA 15205

**COMMENT FORM**

Please complete and deposit in the comment form box provided or mail to the address on the last page of this form by July 8, 2015.

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

- a. Daily
- b. Weekly
- c. Monthly
- d. Yearly

Other: \_\_\_\_\_

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
- b. Business Owner
- c. Emergency Service
- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- i. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain:

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 BUSINESS. HENCE, NO DRIVEWAYS.

THANK YOU FOR YOUR  
 CONSIDERATION.

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

MOBILITY

- a. Strongly Agree b. Agree c. Neutral d. Disagree e. Strongly Disagree

CONNECTED

- b. Strongly Agree b. Agree c. Neutral d. Disagree e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

~~STRENGTHEN LANES~~ NO TO #30
#36 - ONE THROUGH LANE, ONE RIGHT TURN ONLY LANE
(MAKE SOUTH BOUND MIRROR TO NORTH BOUND)

Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.

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

MOBILITY

- c. Strongly Preferred b. Preferred c. Needs Improvement d. Dislike e. Strongly Dislike

CONNECTED

- a. Strongly Preferred b. Preferred c. Needs Improvement d. Dislike e. Strongly Dislike

7. Please introduce yourself to our team:

Name PAUL DETZEL
Address 530 MOHAWK DRIVE City ERIC
State PA Zip 16505 Phone 814-323-7009
E-mail

8. Please provide any additional comments you may have below:

#15 - STRONGLY AGREE WITH IMPLEMENTING REVERSIBLE MANAGED LANES. THIS IDEA IS (20) YEARS LATE. FORGET ROUNDABOUT @ STATE AND BAYFRONT. BETTER TO UTILIZE TUNNEL PASSAGE FOR BIKES AND PEDESTRIANS.

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to BayfrontParkwayStudy@mtmail.biz or mail your comment form to:

Attn: Bayfront Parkway Study, c/o: McCormick Taylor, 1000 Omega Drive, Suite 1550, Pittsburgh, PA 15205

**COMMENT FORM**

Please complete and deposit in the comment form box provided or mail to the address on the last page of this form by July 8, 2015.

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

- a) Daily *Summer Spring Fall*
  - b) Weekly *(winter)*
  - c. Monthly
  - d. Yearly
- Other: \_\_\_\_\_

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
- b. Business Owner
- c. Emergency Service
- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- i. Recreational User (Bike/Ped)

Other: boat owner @ Bayfront AA Yacht club

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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain:

Appreciate new light @ Liberty Park!! Need one row @ Cranberry. Also could move one @ water authority east to road leading up to 2<sup>nd</sup> St. Then make access road to connect Cherry St. boat launch parking lot to that light - through water authority parking lot (perhaps close current entrance to that lot) - Then people can safely turn @.<sup>1</sup>

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

**MOBILITY**

a. Strongly Agree     b. Agree    c. Neutral    d. Disagree    e. Strongly Disagree

**CONNECTED**

b. Strongly Agree     b. Agree    c. Neutral    d. Disagree    e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

Good to know much study & statistics  
have gone into concepts

*Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.*

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

**MOBILITY**

c. Strongly Preferred    b. Preferred    c. Needs Improvement    d. Dislike    e. Strongly Dislike

**CONNECTED**

a. Strongly Preferred    b. Preferred     c. Needs Improvement    d. Dislike    e. Strongly Dislike

7. Please introduce yourself to our team:

Name Judy & Rod Troester  
Address 114 E 36th St City Gre  
State PA Zip 16504 Phone 412-0545  
E-mail troesterjr @ ~~mt~~verizon.net

8. Please provide any additional comments you may have below:

Makes no sense to us to continue developing Bayfront (North)  
if people can't easily & safely access these. Alternate commuter  
corridors need to be developed & marketed (time lights on 12th -  
put (R) turn lanes back!) If you want to encourage use ->

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or mail your comment form to:

Attn: Bayfront Parkway Study, c/o: McCormick Taylor, 1000 Omega Drive, Suite 1550, Pittsburgh, PA 15205

Sent on 6/25

June 24, 2015

# COMMENT FORM

Please complete and deposit in the comment form box provided or mail to the address on the last page of this form by July 8, 2015.

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

- a. Daily
- b. Weekly
- c. Monthly
- d. Yearly

Other: SEVERAL TIMES WEEKLY

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
- b. Business Owner
- c. Emergency Service
- d. Commuter/Traveler
- e. Government Official
- f. Economic Development
- g. Bayfront Event Attendee
- h. Tourist
- i. Recreational User (Bike/Ped)

Other: \_\_\_\_\_

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
- b. Safety
- c. Transit Upgrades
- d. Traffic Flow/Congestion
- e. Increased Pedestrian/Bicycle Access
- f. Increased Vehicle Access
- g. Alternative Route Improvements
- h. Strategic Parking and Facilities

Other: \_\_\_\_\_

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

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

Please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

MOBILITY

a. Strongly Agree    b. Agree     c. Neutral    d. Disagree    e. Strongly Disagree

CONNECTED

b. Strongly Agree    b. Agree    c. Neutral    d. Disagree     e. Strongly Disagree

Please explain or list additional improvement concepts for consideration: \_\_\_\_\_

THE RELATIVE LACK OF SYNERGISTIC DEVELOPMENT  
BELOW THE BLUFF CALLS TO QUESTION THE  
TOURISM ASPECT OF CONSIDERATION.

Please use the attached Improvement Concepts handout to identify the proposed improvements you like best.

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

MOBILITY

c. Strongly Preferred     b. Preferred    c. Needs Improvement    d. Dislike    e. Strongly Dislike

CONNECTED

a. Strongly Preferred    b. Preferred    c. Needs Improvement    d. Dislike     e. Strongly Dislike

7. Please introduce yourself to our team:

Name V. F. CARSTATED  
Address P.O. Box 437 City FAIRVIEW  
State PA Zip 16415 Phone 814-392-6225  
E-mail JCARSTATED@AOL.COM

8. Please provide any additional comments you may have below:

ERIE NEEDS LIMITED ACCESS E/W ABILITY  
BELOW I 90. THINK CLEVELAND +  
TORONTO

Please return this form to the sign in table. If it is not completed before you leave, you may email a scanned copy of your comment form to [BayfrontParkwayStudy@mtmail.biz](mailto:BayfrontParkwayStudy@mtmail.biz) or mail your comment form to:

Attn: Bayfront Parkway Study, c/o: McCormick Taylor, 1000 Omega Drive, Suite 1550, Pittsburgh, PA 15205

Appendix T:  
*Completed Improvement Concept Forms*

# BAYFRONT PARKWAY STUDY

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	X
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	
4.	Upgrade trail lighting throughout corridor	
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	
6.	Upgrade pedestrian push buttons	
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	
8.	Park signs with consistent treatment	
9.	Real time transit information at bus stops	
10.	Transit shelters at locations throughout the corridor	
11.	Bike shelters/storage at locations throughout the corridor	
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	
<b>MOBILITY SCENARIO IMPROVEMENT CONCEPTS</b>		
13.	Arch gateway treatment over roadway	
14.	Shared bike lane along Lincoln and 8th St	
15.	Reversible managed lanes from 8th Street to Sassafra St. Ext.	X
16.	Right-turn Only from Cranberry St.	X
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	X
22.	Dual-lane roundabout at 12th St.	X
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	X
24.	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	X
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	

# BAYFRONT PARKWAY STUDY

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

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

# BAYFRONT PARKWAY STUDY

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	
4.	Upgrade trail lighting throughout corridor	
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	X
6.	Upgrade pedestrian push buttons	
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	
8.	Park signs with consistent treatment	
9.	Real time transit information at bus stops	
10.	Transit shelters at locations throughout the corridor	
11.	Bike shelters/storage at locations throughout the corridor	
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	X
<b>MOBILITY SCENARIO IMPROVEMENT CONCEPTS</b>		
13.	Arch gateway treatment over roadway	X
14.	Shared bike lane along Lincoln and 8th St	
15.	Reversible managed lanes from 8th Street to Sassafras St. Ext.	X
16.	Right-turn Only from Cranberry St.	X
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	X
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	X
22.	Dual-lane roundabout at 12th St.	
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	
24.	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	

# BAYFRONT PARKWAY STUDY

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

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

# BAYFRONT PARKWAY STUDY

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	X
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	
4.	Upgrade trail lighting throughout corridor	
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	
6.	Upgrade pedestrian push buttons	
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	X
8.	Park signs with consistent treatment	
9.	Real time transit information at bus stops	
10.	Transit shelters at locations throughout the corridor	
11.	Bike shelters/storage at locations throughout the corridor	
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	
<b>MOBILITY SCENARIO IMPROVEMENT CONCEPTS</b>		
13.	Arch gateway treatment over roadway	X
14.	Shared bike lane along Lincoln and 8th St	X
15.	Reversible managed lanes from 8th Street to Sassafras St. Ext.	X
16.	Right-turn Only from Cranberry St.	
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	X
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	X
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	X
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	
22.	Dual-lane roundabout at 12th St.	
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	X
24.	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	X
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	

# BAYFRONT PARKWAY STUDY

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

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

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	
4.	Upgrade trail lighting throughout corridor	
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	
6.	Upgrade pedestrian push buttons	
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	
8.	Park signs with consistent treatment	
9.	Real time transit information at bus stops	X
10.	Transit shelters at locations throughout the corridor	
11.	Bike shelters/storage at locations throughout the corridor	
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	
<b>MOBILITY SCENARIO IMPROVEMENT CONCEPTS</b>		
13.	Arch gateway treatment over roadway	
14.	Shared bike lane along Lincoln and 8th St	X
15.	Reversible managed lanes from 8th Street to Sassafras St. Ext.	
16.	Right-turn Only from Cranberry St.	
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	X
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	X
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	
22.	Dual-lane roundabout at 12th St.	X
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	
24.	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	

# BAYFRONT PARKWAY STUDY

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

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

# BAYFRONT PARKWAY STUDY

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	
4.	Upgrade trail lighting throughout corridor	X
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	
6.	Upgrade pedestrian push buttons	
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	
8.	Park signs with consistent treatment	
9.	Real time transit information at bus stops	
10.	Transit shelters at locations throughout the corridor	X
11.	Bike shelters/storage at locations throughout the corridor	X
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	<del>X</del>
<b>MOBILITY SCENARIO IMPROVEMENT CONCEPTS</b>		
13.	Arch gateway treatment over roadway	X
14.	Shared bike lane along Lincoln and 8th St	
15.	Reversible managed lanes from 8th Street to Sassafras St. Ext.	
16.	Right-turn Only from Cranberry St.	
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	<del>X</del>
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	X
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	X
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	
22.	Dual-lane roundabout at 12th St.	
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	X
24.	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	<del>X</del>

# BAYFRONT PARKWAY STUDY

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

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

# BAYFRONT PARKWAY STUDY

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	
4.	Upgrade trail lighting throughout corridor	
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	
6.	Upgrade pedestrian push buttons	
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	
8.	Park signs with consistent treatment	
<del>9.</del>	Real time transit information at bus stops	
10.	Transit shelters at locations throughout the corridor	
11.	Bike shelters/storage at locations throughout the corridor	
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	

<b>MOBILITY SCENARIO IMPROVEMENT CONCEPTS</b>		
13.	Arch gateway treatment over roadway	
14.	Shared bike lane along Lincoln and 8th St	
15.	Reversible managed lanes from 8th Street to Sassafras St. Ext.	
16.	Right-turn Only from Cranberry St.	
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	
22.	Dual-lane roundabout at 12th St.	
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	
<del>24.</del>	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	

# BAYFRONT PARKWAY STUDY

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

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

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	
4.	Upgrade trail lighting throughout corridor	
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	
6.	Upgrade pedestrian push buttons	
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	
8.	Park signs with consistent treatment	
9.	Real time transit information at bus stops	
10.	Transit shelters at locations throughout the corridor	
11.	Bike shelters/storage at locations throughout the corridor	
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	
<b>MOBILITY SCENARIO IMPROVEMENT CONCEPTS</b>		
13.	Arch gateway treatment over roadway	
14.	Shared bike lane along Lincoln and 8th St	X
15.	Reversible managed lanes from 8th Street to Sassafras St. Ext.	
16.	Right-turn Only from Cranberry St.	
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	X
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	
22.	Dual-lane roundabout at 12th St.	
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	
24.	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	

# BAYFRONT PARKWAY STUDY

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

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

# BAYFRONT PARKWAY STUDY

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	
4.	Upgrade trail lighting throughout corridor	
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	
6.	Upgrade pedestrian push buttons	X
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	X
8.	Park signs with consistent treatment	
9.	Real time transit information at bus stops	
10.	Transit shelters at locations throughout the corridor	X
11.	Bike shelters/storage at locations throughout the corridor	X
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	
<b>MOBILITY SCENARIO IMPROVEMENT CONCEPTS</b>		
13.	Arch gateway treatment over roadway	
14.	Shared bike lane along Lincoln and 8th St	X
15.	Reversible managed lanes from 8th Street to Sassafras St. Ext.	
16.	Right-turn Only from Cranberry St.	
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	X
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	X
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	
22.	Dual-lane roundabout at 12th St.	
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	
24.	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	X

# BAYFRONT PARKWAY STUDY

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

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

# BAYFRONT PARKWAY STUDY

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	X
4.	Upgrade trail lighting throughout corridor	X
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	
6.	Upgrade pedestrian push buttons + Signage explaining <sup>Ⓛ</sup> turn (when to walk)	X
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	X
8.	Park signs with consistent treatment	
9.	Real time transit information at bus stops	
10.	Transit shelters at locations throughout the corridor	X
11.	Bike shelters/storage at locations throughout the corridor	
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	

## MOBILITY SCENARIO IMPROVEMENT CONCEPTS

13.	Arch gateway treatment over roadway	
14.	Shared bike lane along Lincoln and 8th St	
15.	Reversible managed lanes from 8th Street to Sassafras St. Ext.	
16.	Right-turn Only from Cranberry St. possible or stoplight	NO X
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	X
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	X
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	X
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	NO!
22.	Dual-lane roundabout at 12th St.	
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	X - protect ed <sup>Ⓛ</sup> turn all directions
24.	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	X
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	X

Issue is addressed

unless pedestrian crossing

# BAYFRONT PARKWAY STUDY

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

27.	Gateway treatments at Greengarden Blvd. and E. 12th St. intersections	
28.	Enhance pedestrian crossings along the Bayfront with stylized brick paver treatment (Type 1)	X
29.	Bike Share Program with hubs located throughout the corridor	
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	
31.	Extend the multi-use trail on the north side of the Bayfront from Frontier Park to the Lincoln Avenue Park-and-Ride	X
32.	Improve W. 6th St. Bridge aesthetics/architectural treatment	
33.	Restrict left turns from Cranberry St. during peak hours	
34.	Add pedestrian Rapid Flash Beacon at Cranberry St.	
35.	Remove left turn only lanes on the Bayfront at the Greengarden Rd. intersection	
36.	Modify W. 8th St. intersection to include one through lane, one shared through/right-turn lane (eastbound) with merge after intersection	
37.	Enhance tunnel under State St. for bike/ped access under the Bayfront	
38.	Extend left turn lanes at State St. and Holland St. + protected $\oplus$ turn lights	<u>all</u> X directions
39.	Realign travel lanes at State Street intersection	
40.	People mover system within the central Bayfront with a dedicated route	
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	X
42.	Remove railroad equipment at Holland St. and adjust stop bar	X
43.	Single-lane roundabout at Port Access Road	
44.	Park and Ride between 8th St and 10th St on the east side of the road	?

of park & rides - there should be shelters for commuters (wind, rain snow) - Erie lacks bus shelters throughout entire EMTA system. Pedestrian crossing signs & public education campaign for both drivers & pedestrians is so needed. Pedestrians either ignore or don't understand to wait until  $\oplus$  turn light cycle completes. Driver's don't yield to peds in crosswalk! (all over Erie)

We LOVE the new light @ Liberty Park - It was sorely needed

# BAYFRONT PARKWAY STUDY

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	X
4.	Upgrade trail lighting throughout corridor	X
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	
6.	Upgrade pedestrian push buttons	
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	X
8.	Park signs with consistent treatment	
9.	Real time transit information at bus stops	
10.	Transit shelters at locations throughout the corridor	
11.	Bike shelters/storage at locations throughout the corridor	X
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	
<b>MOBILITY SCENARIO IMPROVEMENT CONCEPTS</b>		
13.	Arch gateway treatment over roadway	
14.	Shared bike lane along Lincoln and 8th St	
15.	Reversible managed lanes from 8th Street to Sassafra St. Ext.	
16.	Right-turn Only from Cranberry St.	
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	X
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	
22.	Dual-lane roundabout at 12th St.	
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	
24.	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	X

# BAYFRONT PARKWAY STUDY

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

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

## IMPROVEMENT CONCEPT SELECTION

Please identify up to 10 preferred improvement concepts.

Ref. No.	Improvement Concept Description	Preferred Concepts (Mark with "X")
<b>OVERALL IMPROVEMENT CONCEPTS</b>		
1.	Upgrade traffic signal equipment and timings to include reflective signal backplates	
2.	Add speed display signs at E. 12th Street	
3.	Add buffer between Roadway and Bikeway	
4.	Upgrade trail lighting throughout corridor	X
5.	Replace existing luminaire and mast arms with ornamental features to match proposed lighting and gateway treatment	
6.	Upgrade pedestrian push buttons	
7.	Way finding signs for pedestrian/bicycle paths and enhance/improve attraction signs along the Bayfront Parkway	X
8.	Park signs with consistent treatment	
9.	Real time transit information at bus stops	
10.	Transit shelters at locations throughout the corridor	X
11.	Bike shelters/storage at locations throughout the corridor	
12.	Variable Message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	
<b>MOBILITY SCENARIO IMPROVEMENT CONCEPTS</b>		
13.	Arch gateway treatment over roadway	
14.	Shared bike lane along Lincoln and 8th St	
15.	Reversible managed lanes from 8th Street to Sassafras St. Ext.	X
16.	Right-turn Only from Cranberry St.	
17.	Rapid Flash Beacon for ped/bike crossing at Cranberry St	
18.	A two-way frontage road from Liberty Park to State St. with relocated multi-use trail	X
19.	Pedestrian bridge over the Bayfront Parkway near Peach St.	X
20.	Pedestrian bridge over the Bayfront Parkway near Holland St.	
21.	Dual-lane roundabout at State St. with separate service road to UPMC Hamot	
22.	Dual-lane roundabout at 12th St.	
23.	Redesign Holland St. intersection to add turning lanes and remove railroad equipment	
24.	Widen Bayfront to four lanes from Holland St. to Port Access Rd.	X
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	
26.	Enhance pedestrian crossings along the Bayfront with painted crosswalks (Type 2)	X

## CONNECTED SCENARIO IMPROVEMENT CONCEPTS

27.	Gateway treatments at Greengarden Blvd. and E. 12th St. intersections				X
28.	Enhance pedestrian crossings along the Bayfront with stylized brick paver treatment (Type 1)				
29.	Bike Share Program with hubs located throughout the corridor				
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				
31.	Extend the multi-use trail on the north side of the Bayfront from Frontier Park to the Lincoln Avenue Park-and-Ride				
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36.	Modify W. 8th St. intersection to include one through lane, one shared through/right-turn lane (eastbound) with merge after intersection				
37.	Enhance tunnel under State St. for bike/ped access under the Bayfront				
38.	Extend left turn lanes at State St. and Holland St.				
39.	Realign travel lanes at State Street intersection				
40.	People mover system within the central Bayfront with a dedicated route				
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				X
42.	Remove railroad equipment at Holland St. and adjust stop bar				
43.	Single-lane roundabout at Port Access Road				
44.	Park and Ride between 8th St and 10th St on the east side of the road				

Appendix U:  
*Additional Email Comments*

**Sklack, Dana**

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**From:** pointnbirds <pointnbirds@aol.com>  
**Sent:** Thursday, July 16, 2015 9:07 AM  
**To:** BayfrontParkwayStudy  
**Subject:** Underground tunnel

I have a couple thought on the tunnel.

1. Such a beautiful view why would you put people underground where they cant see erie. Maybe a above ground walkway instead?? Windows to the bay.

2. A lot of homeless people and drug addicts need shelter. Will there be security? Will it be closed at night? Who's going to monitor traffic of people thru there? These populations of people look for shelters like this . As a woman I wouldn't walk thru there by myself!

I like the above walkway idea better!

Best wishes!

Teri Propst  
814-881-7564  
Feel free to contact me

Sent from my Verizon Wireless 4G LTE smartphone

**From:** Brian Pitzer <bkpitzer@gmail.com>  
**Sent:** Saturday, July 18, 2015 12:30 PM  
**To:** BayfrontParkwayStudy  
**Subject:** Bayfront Parkway Study comment

Based on what I have been able to learn about the Bayfront Parkway Study from the study's website I have the following comment:

The plan fails to consider long-range use of the existing rail line for possible light rail or passenger rail needs over the next 25 years. If the existing rail lines along the Bayfront Parkway west of State St. are removed it will be extremely difficult and expensive to replace them in the future when the need for additional transportation options become apparent. Rail remains the most efficient and environmentally friendly form of surface transportation. It can play a very critical role in meeting the growing transportation demands of the Bayfront as that area is extremely space sensitive requiring the most efficient land use.

Although the Study does not specifically call for the removal of the tracks, the lack of their inclusion in the report along with comments such as: adding turning lanes, repurposing the railroad tunnel, express bus lanes, adding a reversible lane, etc., all suggest use of the small amount of land the tracks now occupy. How ironic it will be to have a fully developed Bayfront including the GAF site, Harbor Place and new hotels currently under construction, and have an already crowded two-lane road as the only means of accessing Erie's premier location.

Please create no plan that will call for the removal of these tracks.

Thank you.

Brian Pitzer  
Executive Director  
All Aboard Erie

814-440-0617

**Sklack, Dana**

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**From:** Mark Davis <davism@atlanticbb.net>  
**Sent:** Sunday, July 19, 2015 10:00 AM  
**To:** BayfrontParkwayStudy  
**Subject:** Include Bayfront access to high speed rail

To Whom It May Concern:

Please make it compulsory to Include Bayfront access to high speed rail line planning. It is a vital part of tourism and local access.

Karen Davis  
10 Crescent Park  
Warren, PA 16365

Appendix V:  
*News article – GoErie.com*

Published: June 25, 2015 12:01AM

# PennDOT outlines possible Bayfront Parkway improvements

By [Ron Leonardi](#)  
[814-870-1680](tel:814-870-1680)

Erie Times-News

Between 18,000 and 20,000 vehicles travel the Bayfront Parkway daily.

Making a 3-mile stretch of the parkway in Erie between Lincoln Avenue and East 12th Street safer for motorists, pedestrians and bikers is the focus of a corridor study by McCormick Taylor consulting engineers.

The study also aims to find ways to ease parkway traffic congestion and to accommodate continuing bayfront economic development and increasing traffic.

State Department of Transportation officials outlined possible improvements and study findings Wednesday evening at a public hearing at the Bayfront Convention Center.

"Clearly, there's a need for some connectivity back to Erie's grid system," said Bill Petit, PennDOT district executive in northwestern Pennsylvania.

"We would like to at least take a good look at pedestrian and bicycle access from north to south across the Bayfront Parkway," Petit said.

McCormick Taylor consulting engineers, of Pittsburgh, presented more than a dozen improvement options in their \$300,000 study, which began last summer and is to be completed late this summer.

The improvement options include:

- A shared bike lane along Lincoln Avenue and West Eighth Street.

- Reversible managed lanes from West Eighth Street to the Sassafras Street exit.
  
- A two-way frontage road from Liberty Park to State Street, with a relocated multiuse trail.
  
- Pedestrian bridges near Peach Street and just east of Holland Street.
  
- A dual-lane roundabout at the intersection of State Street and the parkway, and a single-lane roundabout at the Port Access Road.
  
- Widening the parkway to four lanes from two lanes from Holland Street to the Port Access Road.
  
- Bus pull-off areas between East Eighth and East 10th streets.
  
- Enhanced pedestrian crossings along the parkway, with painted crosswalks and upgraded pedestrian push buttons.
  
- Enhancing a tunnel at the intersection of the parkway and State Street for bike and pedestrian access under the parkway.

"We're going to take any and all input and rethink some of the strategies and concepts we've come up with, and then put them out there again and make sure we're capturing what they (the public) believe we should be investing in," Petit said.

RON LEONARDI can be reached at 870-1680 or by e-mail.