

MEETING MINUTES

Date: March 8, 2021 Project #: 25245.03

To: Tom McClelland, PE, ADE/Design & Project Manager – PennDOT District 1-0

From: Ed Myers, PE, and Andrew Duerr, PE

Project: Bayfront Parkway Corridor Improvement Project | Roundabout Peer Review Workshop
 Monday, February 22, 2021

Subject: Roundabout Peer Review Workshop | Meeting Minutes

Attendees

Name	Representing	Name	Representing
Thomas McClelland	PennDOT District 1-0	Joe Schember	City of Erie
Brian McNulty	PennDOT District 1-0	Jon Tushak	City of Erie
Jill Harry	PennDOT District 1-0	Renee Lamis	City of Erie
Ray DeArmitt	PennDOT Central Office	Honey Stempka	Erie County
Ron Johnson	PennDOT District 1-0	Kathy Dahlkamper	Erie County
Autumn Kelley	PennDOT District 1-0	Anna Frantz	OWB
Jennie Granger	PennDOT Multimodal	Michael Batchelor	Erie Community Foundation
Jeff Bucher	PennDOT BOPD	Jeremy Peterson	EMTA
Michael Keys	Erie City Council	Kimberly Thomas	PA-DCED
Tom New	WQLN	Jeremy Bloeser	BEST
Brian Iavarone	UPMC Hamot	Nick Scott, Jr.	Scott Development
Sharon Knoll	STC	Gus Pine	Erie Events
Jeff Brinling	Erie Insurance	Patrick Fisher	Erie Arts and Culture Foundation
Casey Wells	Erie Convention Center	Stephanie Lanno-Lynch	TYLin
Bill Petit	Erie Port Authority	Dan Fitzwilliam	TYLin
Brenda Sandberg	Erie Port Authority	Jim O'Mara	ms Consultants, Inc.
Jon Crum	FHWA	Damian George	ms Consultants, Inc.
Veronica Feliciano	FHWA	Sean Sawford	ms Consultants, Inc.
Jack Mehler	100 State Street	Molly Quinn	ms Consultants, Inc.
Rick Hoffman	VFI	Ed Myers	Kittelson & Associates
Joe Pecora	JMT	Andy Duerr	Kittelson & Associates
Adam Trott	Bike Erie		
Erin Wells	Governor's Office		

Bayfront Parkway Corridor Improvement Project
Roundabout Peer Review Workshop
Monday, February 22nd, 2021

1:00pm – 1:05pm – Welcome PennDOT

Brian McNulty gave everyone the overview and welcomed the group.

1:05pm – 1:10pm – Erie Bayfront Project Update

PennDOT

- Project Schedule
- Companion Projects PennDOT (12th Street, East Bayfront, 'Soldiers' & 'Sailors' Bridge)
- Companion Projects PORT of Erie (Front Street and Sassafra Street)
- Tom McClelland provided the updates summarized below.
 - We are moving into the final design phase after holding our 60% plan reviews over the past month.
 - The design team is working diligently on the utility relocations, which impacts right-of-way. The final right-of-way plans are mostly developed.
 - PennDOT plans to meet with affected property owners shortly and working towards any new information on development activities and interests in the area.
 - Environmental permitting and stormwater management best practices will focus on protecting the sensitive nature of the bay and surrounding area.
 - The new bridge at State Street is coming into focus with shorter pedestrian crossings and green space.
 - A meandering separated pedestrian path will be provided on the north side of the Bayfront parkway.
 - We expect additional follow-ups this year on aesthetics and traffic control, to name a few.
 - Additional opportunities for public feedback will be arranged as best we can and based on the latest safety precautions in response to the COVID-19 pandemic. As always, our website, www.bayfrontparkwayproject.com, is available for public comment along with Tom McClelland's contact information.
 - The team is working towards letting the project in January 2022.
- Companion Projects PennDOT (12th Street, East Bayfront, 'Soldiers' & 'Sailors' Bridge)
 - Soldiers & Sailors bridge plan is complete, and PennDOT is working on the final right-of-way claim with CSX. CSX has accepted our offer, so as soon as the legal agreement can be executed and payment arranged, we'll advertise the project and begin construction this spring. PennDOT hopes to break ground in an April/May time frame.

- The 12th Street signal project involves installing or retiming 23 signalized intersections from I-79 heading east towards the Bayfront Connector (15 new signals /8 retimings). Also, two dynamic message signs will be installed to provide real-time information for motorists heading into the city from I-79 and the Bayfront Parkway. This is an important project as it will help alleviate traffic congestion when the Bayfront is under construction in 2022 and 2023. PennDOT hopes to open bids this summer on the project.
- The East Bayfront project is a pedestrian improvement project between Port Access Road and 12th Street on the eastern Bayfront Parkway. Lane narrowing to provide traffic calming and a larger median and new pedestrian signals is the scope of that project. PennDOT is looking at Fall 2021 to open bids on the project.
- Companion Projects PORT of Erie (Front Street and Sassafras Street)
 - Our partner at the Erie Port Authority has been working on getting their Front Street realignment project completed in a timely manner as well. They have retained the services of KCI Technologies and are also into final design working with utility relocations. We have monthly coordination meetings between the projects to discuss our efforts to make sure we are not duplicating work or undoing each other's efforts for successful project completion. They are looking to open bids later this year and completing work on West Front Street in advance of PennDOT's Bayfront project.
 - The other project that they are working on relates to an enhanced pedestrian connectivity from the bluff at Sassafras Street down to crossing the Bayfront Parkway at the existing Waterworks pedestrian crossing. The port authority has design underway (also with KCI Technologies) and has applied for a multimodal grant for the construction part of the project. We're all hoping to hear something positive on the grant application later in spring, but this is another project that can move ahead later this year ahead of PennDOT's Bayfront Project if they are awarded the grant.

1:10pm – 1:15pm – Roundabout Peer Review Process / Group Expectations

PennDOT

Tom McClelland gave these updates. As indicated in our letter of commitment to the City of Erie back in October, PennDOT retained the services of Kittelson & Associates, LLC to perform a peer review of the proposed roundabouts at Sassafras Street and Holland Street on the Bayfront Parkway.

A peer review is just like it sounds. One peer or engineering firm looks at another's work and makes recommendations based upon their knowledge of the subject. This peer review is looking at 1) the operational aspects of the design (e.g., the number of lanes), 2) the geometric aspects (e.g., speeds entering and exiting the roundabouts, impacts on oversize vehicles, bicycles, and pedestrians), and 3) any recommendations on signing, pavement markings, and roadway lighting.

The peer review is not a consensus or vote of likes and dislikes. It is a comparison of the design to established guidelines and standards that have been adopted by roundabout practitioners since the first modern roundabouts were introduced in the United States in the mid-1990s.

The District has allowed ½ hour for discussion and asked attendees to hold questions until the end or submit them using the MS Teams' chat feature. Tom mentioned the hand-raising function in MS Teams

if attendees wished to ask a voice question. PennDOT Deputy Secretary Jennie Granger reminded participants that we would get back to them on questions if we run out of time or a further explanation is needed.

1:15pm – 1:45pm – Roundabout Peer Review Initial Findings and Discussion **Kittelson**

Ed Myers ran through his presentation which is attached.

1:45pm – 2:15pm – Additional Feedback & Design Considerations **Group Discussion**

Questions raised during the meeting are listed below and followed by responses in bold text.

1. Jeremy Bloeser (BEST) - Can someone address the projections for 2040? How many more vehicles are being projected for PM rush hour? Why do we expect an increase/decrease?

RESPONSE: The travel demand model from Erie County was used following latest projections and guidelines. The 2040 projection incorporates both specific developments planned for the project vicinity as well as regional growth.

2. Anna J. Frantz (OWB) - At the Sass roundabout, did you look at the viability of 1 lane to 2030/2035 as you did at Holland Street? Would the 1 lane design perform reasonably well through that shorter time frame?

RESPONSE: A single lane was considered for both roundabouts. Our analysis showed that a one-lane roundabout would be over capacity in the opening year at Sassafra Street and very close to capacity at Holland Street. Therefore, it was determined that a single-lane roundabout would not be viable.

However, our analysis shows that each of the side road approaches to Bayfront Parkway can be downsized to a single lane approach for the opening year. The northbound Holland Street approach should be designed to allow for the potential expansion for an additional right turn lane in the future, if needed.

3. Casey Wells (Erie Convention Center) - Will relocation of utilities include putting them underground for aesthetic and weather protection reasons.

RESPONSE: Utilities are being placed underground on the project.

4. Jeremy Peterson (EMTA) - Any plans for bus pull off's? This is a main artery that connects Erie to Millcreek that EMTA has not been able to utilize historically.

RESPONSE: A conversation was had with EMTA earlier in design. Although nothing is currently planned, a final discussion will take place with EMTA.

5. Brenda Sandberg (Erie Port Authority) - Did you take into account over-sized vehicle movements when assessing a reduction of lanes? With an Industrial Port east of Holland and I-79 on the west, it is likely that substantially over-sized vehicles may need to cross the central Bayfront.

RESPONSE: Over-size vehicles were taken into account during the design process and we believe the design can accommodate such vehicles. The design team will work with the Port to determine specific vehicles to confirm this assumption.

6. Adam Trott (Bike Erie) - What portion of the future traffic volume projections of 2040 is induced traffic load of vehicles using the Bayfront as a pass-thru to cut across town?

RESPONSE: This is similar to existing conditions, or about 80% of the traffic.

7. Gus Pine (Erie Events) - In reference to the earlier point, the convention center often sends 500 plus cars out of events on weekdays between 3pm-5pm. Was this taken into consideration when recommending one lane leaving southbound at Sass?

RESPONSE: This item is believed to be handled by the current design but will be validated.

8. Casey Wells (Erie Convention Center) - The Convention Center Complex has a current parking capacity of 800 and that is anticipated to increase in the next several years. Currently, as many as 500 cars could be leaving at once. Will that work?

RESPONSE: Same concern as above item. This item is believed to be handled by the current design but will be validated.

9. Jeremy Bloeser (BEST) - At Holland Street is the only anticipated pedestrian/bicycle traffic North and South to travel over the proposed bridge? It doesn't look like anyone can safely travel at grade Holland 2nd to Blasco Library (until a bridge is constructed).

RESPONSE: This is a correct statement. The plan is to construct the pedestrian bridge at the same time as the rest of the Bayfront Parkway improvements are constructed.

10. Adam Trott (Bike Erie) - Can we make the roundabouts as the east and west gateways to the bayfront, and design them so that you feel like you reached the bayfront at the roundabout, and you don't need to go farther on the parkway, and instead turn down onto the feeder road to your destination?

RESPONSE: The roundabouts will be gateways into the Bayfront. Particular design details and aesthetics will be considered over the coming months.

11. Anna J. Frantz (OWB) - Regarding traffic demand, do the projections take into account drivers who will choose to take West 12th Street as a result of signal improvements there? Should we anticipate a reduction in trips compared with current volumes?

RESPONSE: 12th Street is a separate project with a separate traffic projection. We realize some traffic will move from Bayfront to 12th Street, but the effects are not quantifiable and would only be an assumption.

12. Jeremy Bloeser (BEST) - Are there any limitations or requirements for the middle of the roundabouts? Can they include landscaping beyond grass? Would putting something with height (artwork) be allowable or not recommended?

RESPONSE: Roundabout maintenance is a consideration with any elements placed in the central island, but items that do not impede sight distance are allowed. Sculptures or art could be placed in the central island as well, but payment and future maintenance for those items will be by others. Walls are discouraged as they can be hazards if placed in central islands.

13. Adam Trott (Bike Erie) - Removing traffic from the State Street lid is critical. All access to downtown can use either Sass or Holland. ER at Hamot is best served from Holland. The only issue is whether or not we can give Hamot access from the Bayfront just east of State to their physical plant area so traffic does not interrupt the iconic connection we are aspiring to from the downtown core to Dobbins Landing and beyond.

RESPONSE: The driveway to Hamot is part of the State Street improvements.

14. Anna J. Frantz (OWB) - To follow up on Jeremy's question, it would be great to see some examples of the well-designed "Gateway Roundabouts" that Ed mentioned.

RESPONSE: Ed detailed some other roundabouts in Pennsylvania and also in Maryland. These are included in the attached presentations. Additional examples can be provided as well.

15. Adam Trott (Bike Erie) - The center boulevard is critical for safe refuge for those crossing the bayfront. Can't we reduce the traffic between the roundabouts so non-vehicular crossings can be safer from the Bluff northward? More crossings will increase real estate values in the bluff areas and be much more responsive to social justice issues of more BEST and OWB resident access to the bayfront area that don't have a vehicle.

RESPONSE: PennDOT is providing a safer and better Bayfront for pedestrians and vehicles.

16. Adam Trott (Bike Erie) - The pedestrian access is not just for safety to mitigate chances of getting hit by a vehicle, but rather for access for Erie residents to enjoy the Bayfront without needing a car to get there.

RESPONSE: The project team agrees with this statement.

2:10 pm – 2:15 pm – Next Steps

PennDOT

- **Pedestrian Bridge Peer Review Update** – Tom McClelland explained the next meeting is tentatively set for March 25, 2021, at 3 pm.

- **Meeting with City Council** – After both peer review meetings are completed, a meeting to update council will be established with Michael Keys to help coordinate.
- **Final Design Activities & Maintenance Agreements** – Tom McClelland discussed these details will need worked out over the coming months.
- **Meeting Minutes** – Meeting minutes and a copy of the presentation will be posted on the project website, which is: www.bayfrontparkwayproject.com. Project newsletters and frequently asked questions can also be found on the project website.

2:15 pm – Adjourn

Brian McNulty and Jennie Granger thanked the group for their time and comments. The meeting ended at approximately 2:15 pm.



Bayfront Parkway Roundabout Peer Review

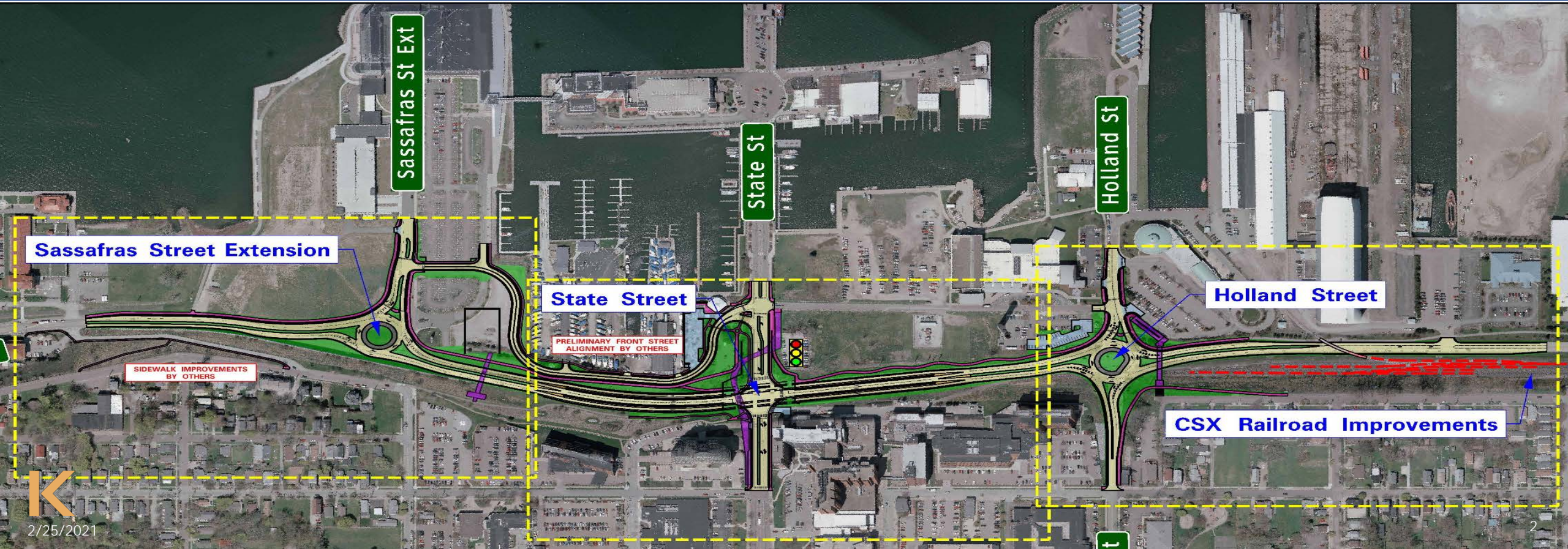
February 22, 2021



BAYFRONT PARKWAY ROUNDABOUT PEER REVIEW



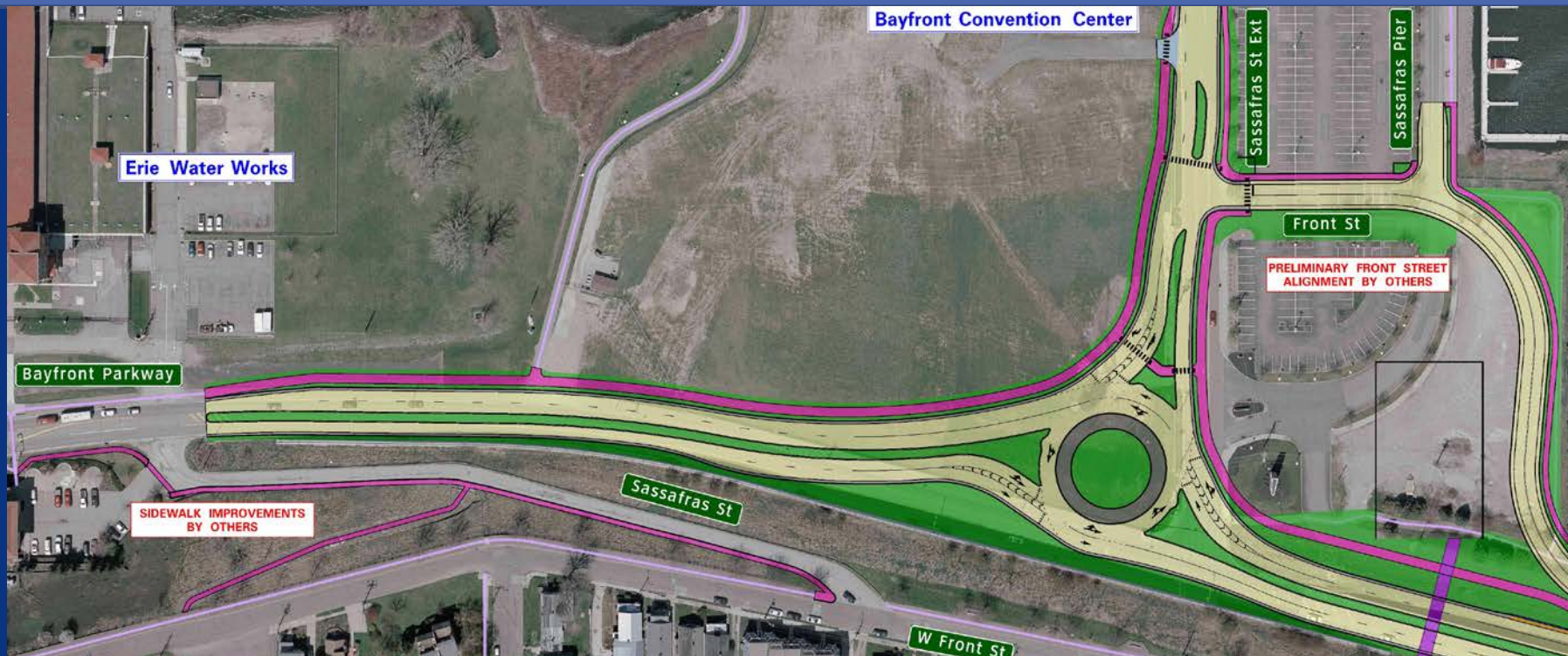
1. Peer Review scope
 - A. Sassafra Street Roundabout
 - B. Holland Street Roundabout



BAYFRONT PARKWAY AND SASSAFRAS ST, 2040

SCENARIO:

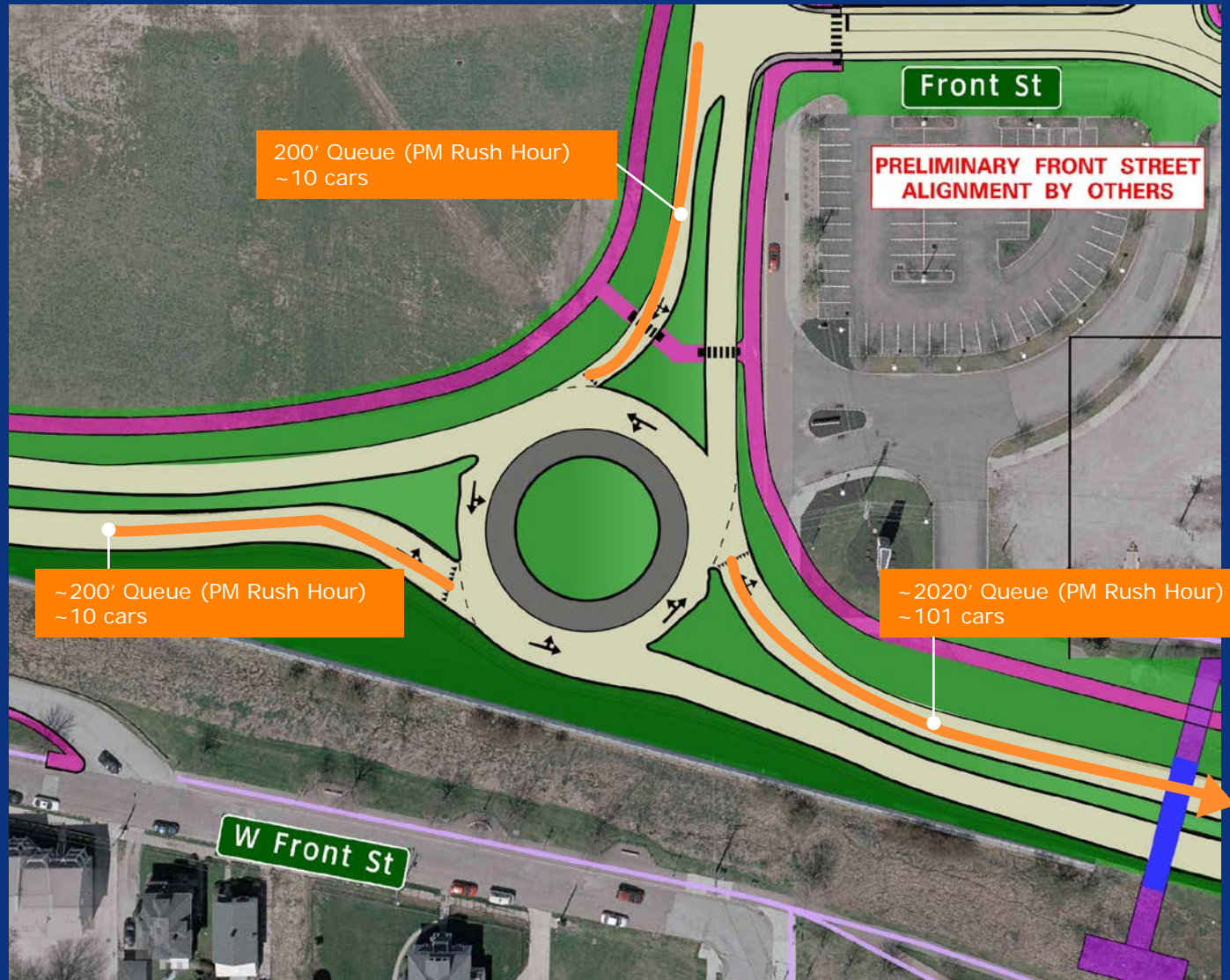
- 1 Reduce Every Leg to a Single Lane
- 2 Reduce SassafRAS Street to One Lane
- 3 Current PennDOT Design



BAYFRONT PARKWAY AND SASSAFRAS ST



1 REDUCE EVERY LEG TO A SINGLE LANE



Scenario 1 : Reduce Every Leg to a Single Lane

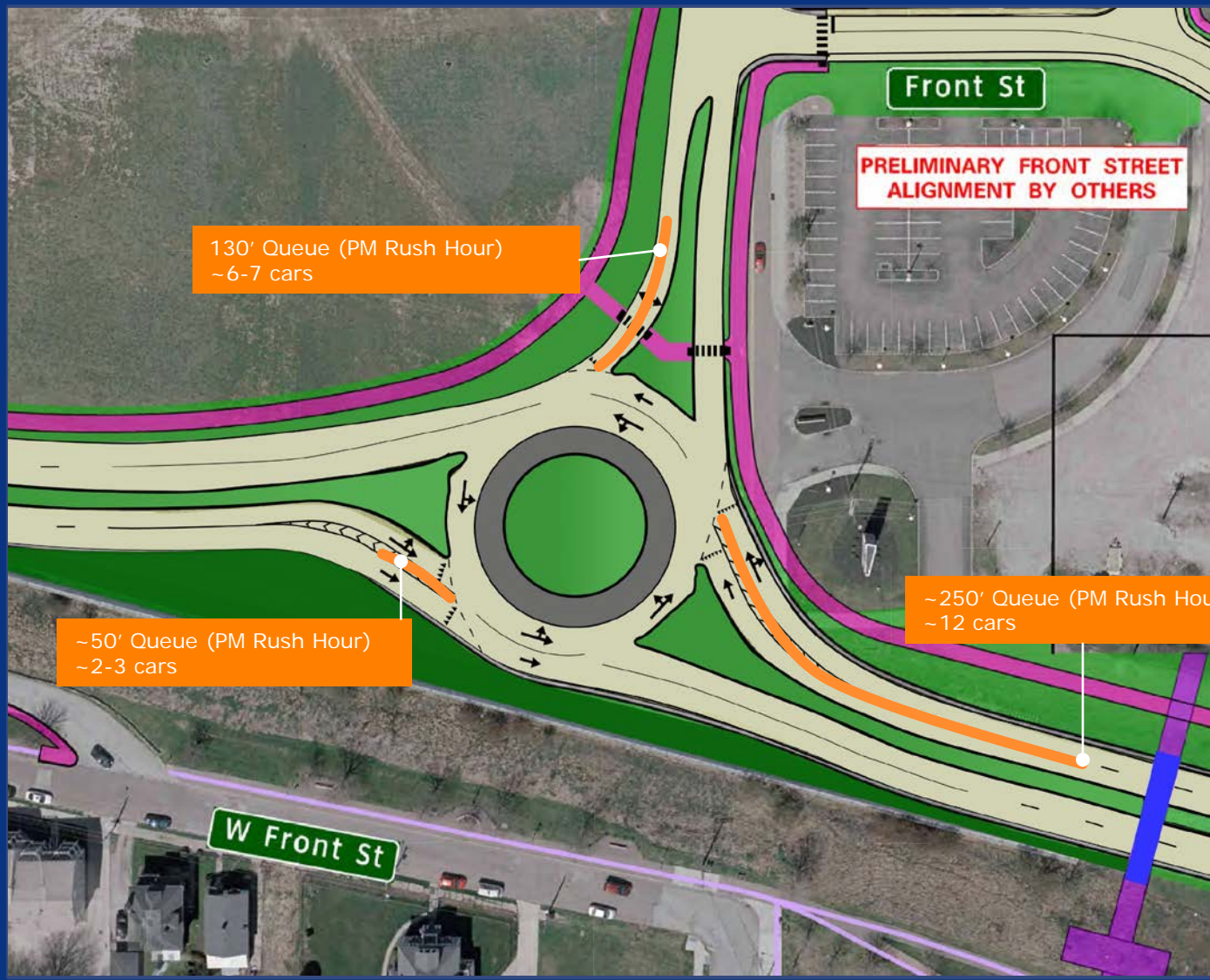
Delay (seconds)	150
Volume-to-Capacity*	1.47

* Volume to capacity ratio should be less than 0.95

BAYFRONT PARKWAY AND SASSAFRAS ST



2 REDUCE SASSAFRAS ST TO ONE LANE



Scenario 2: Reduce SassafRAS St to One Lane

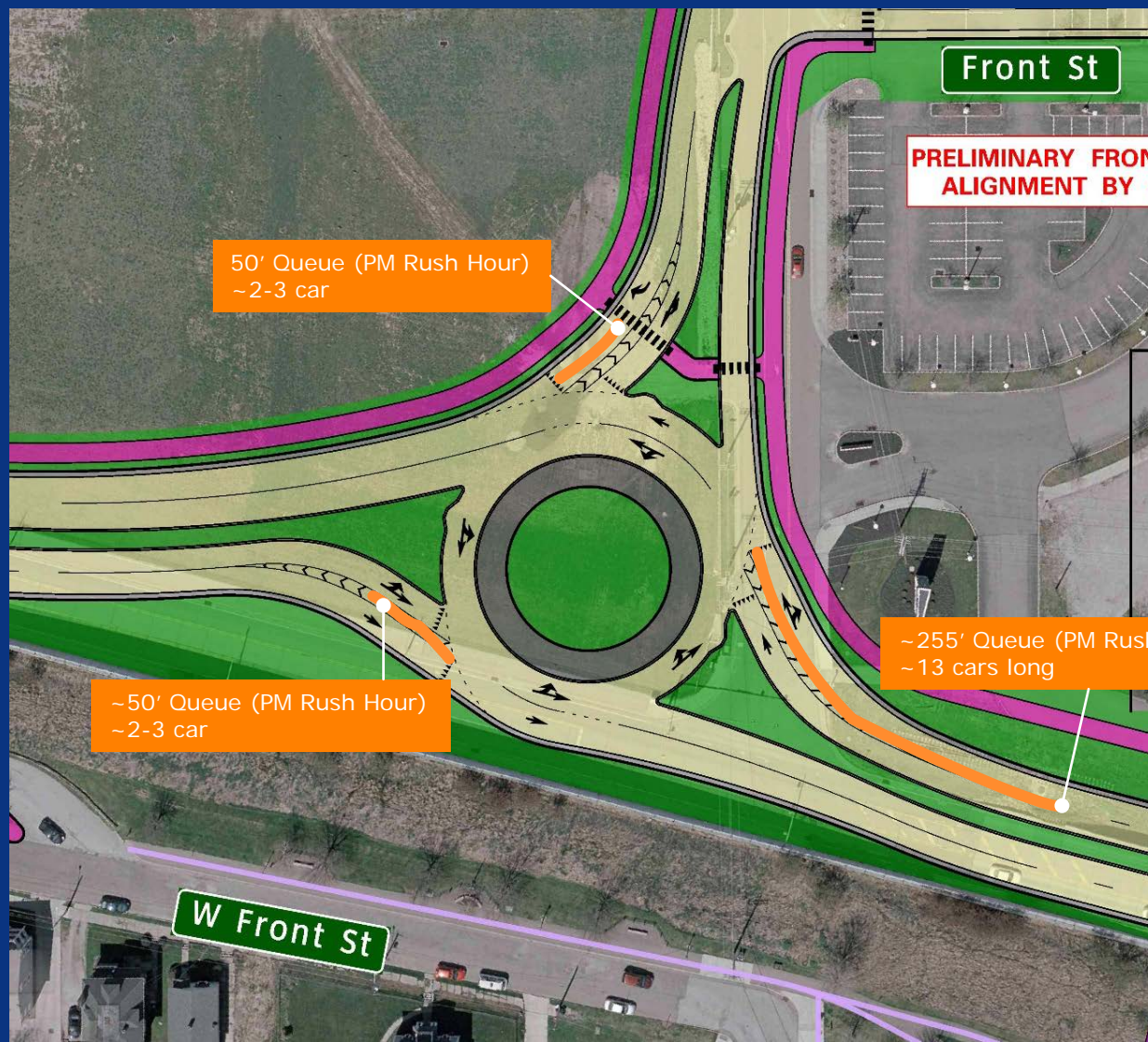
Delay (seconds)	15
Volume-to-Capacity*	0.81

* Volume to capacity ratio should be less than 0.95

BAYFRONT PARKWAY AND SASSAFRAS ST



3 CURRENT PENNDOT DESIGN



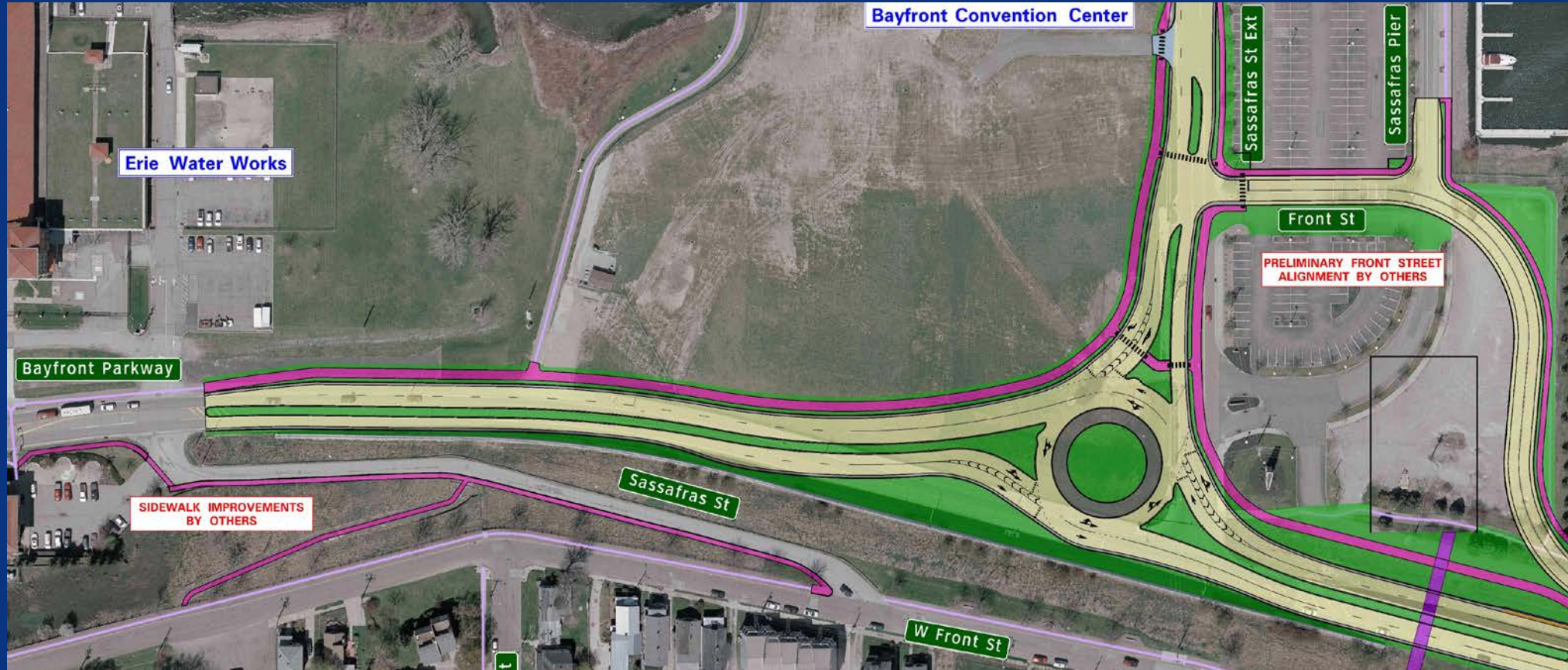
Scenario 3: Current PennDOT Design

Delay (seconds)	13
Volume-to-Capacity*	0.82

* Volume to capacity ratio should be less than 0.95

COMPARISON – SCENARIO 2 VS SCENARIO 3

BAYFRONT PARKWAY AND SASSAFRAS STREET



	Scenario #2 Single Lane on SassafRAS St	Scenario #3 Current PennDOT Design
Intersection Control Delay (seconds)	15	13
Max Volume to Capacity	0.81	0.82

SUMMARY

BAYFRONT PARKWAY AND SASSAFRAS STREET

- **Peer Review Recommendation →
Sassafras Street Roundabout**

- We recommend Scenario 2 over Scenario 3 (current PennDOT design)
 - Eliminate One (1) Lane on Sassafras Street
 - Acquire right-of-way for future 2nd lane on Sassafras Street
 - Bayfront Parkway remains as previously proposed

- **Reasons**

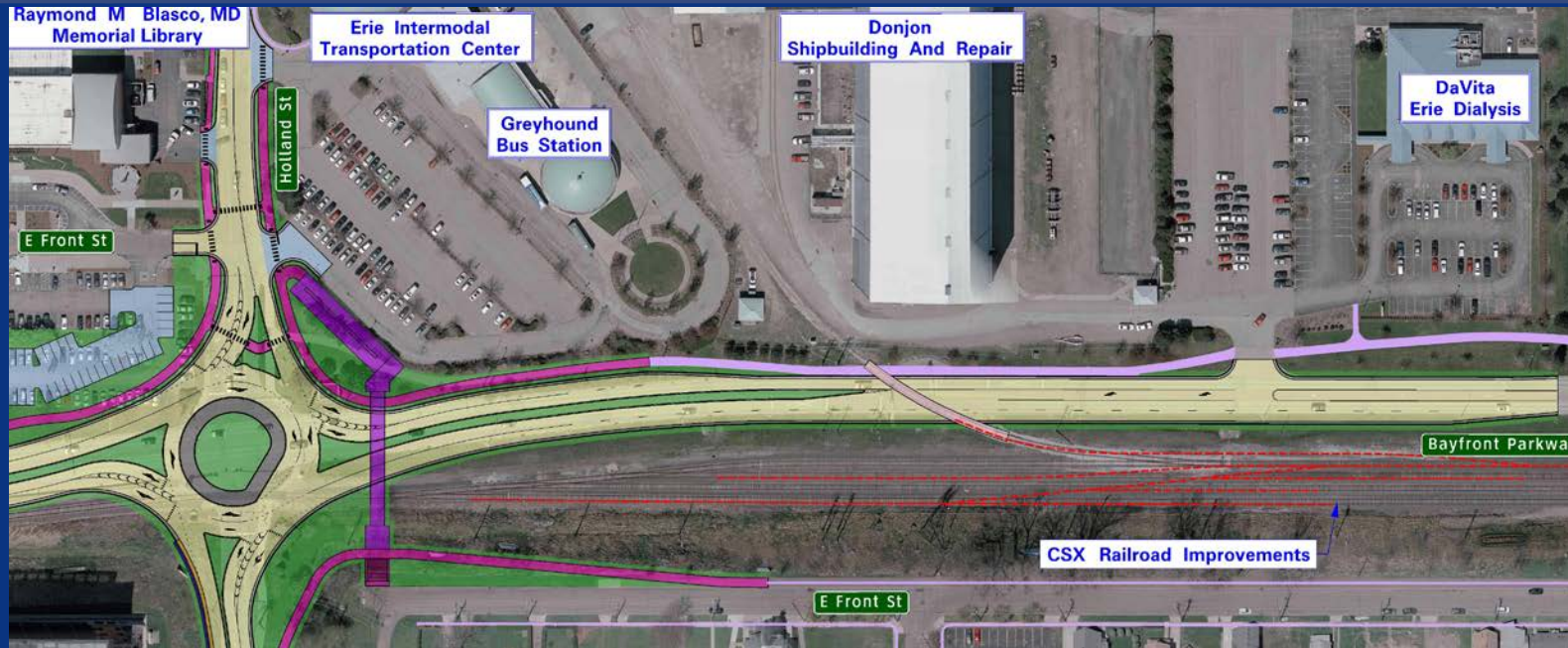
- Simplifies roundabout
- Reduces pedestrian crossing distance on Sassafras (35' → 18')
- Provides ample capacity through 2040



BAYFRONT PARKWAY AND HOLLAND STREET

SCENARIO:

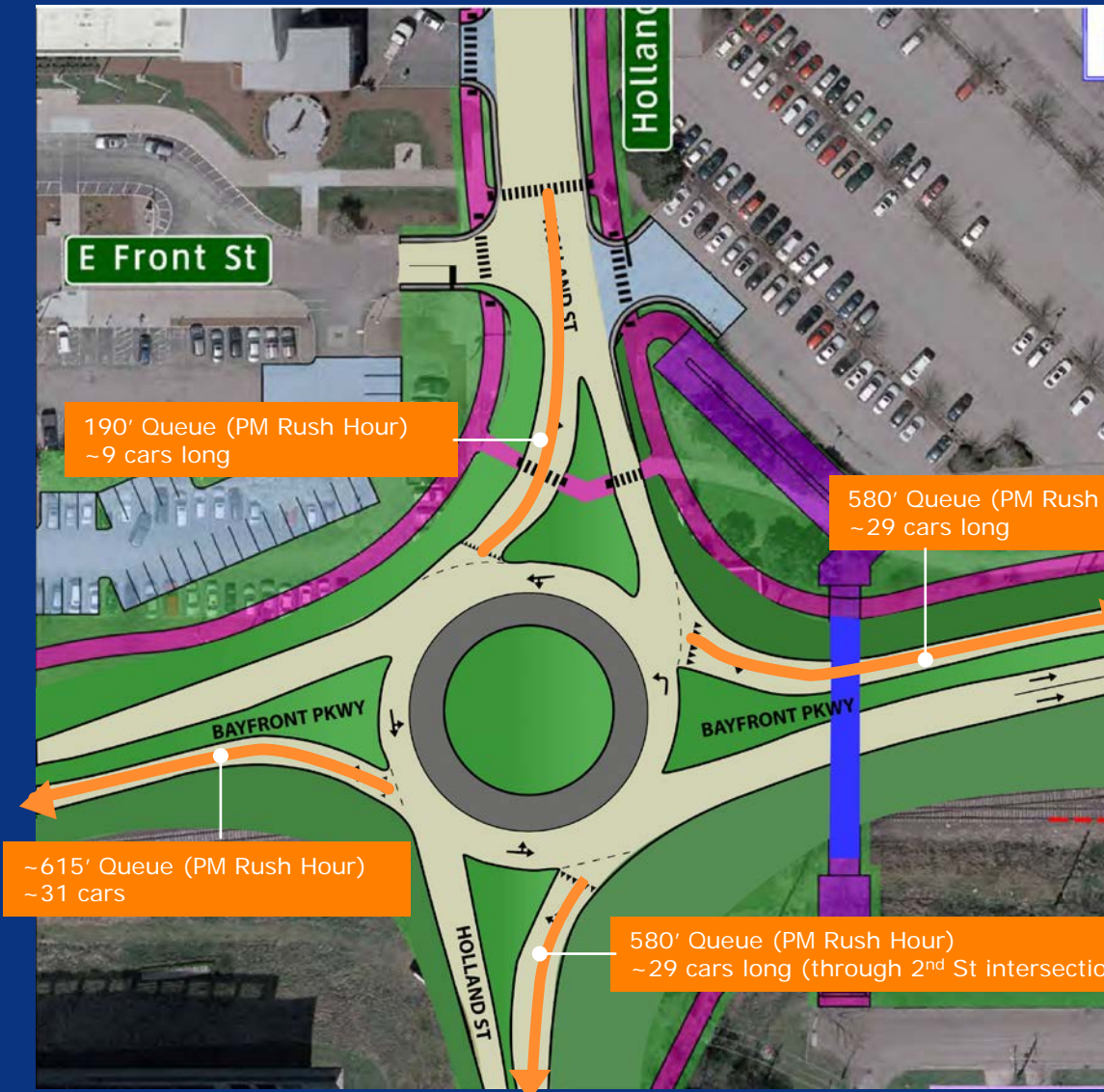
- 1 Reduce Every Leg to a Single Lane
- 2 Reduce Holland Street Approaches to One Lane
- 3 Scenario #2 + Add Right Turn Lane on NB Holland St
- 4 Current PennDOT Design



BAYFRONT PARKWAY AT HOLLAND ST



1 REDUCE EVERY LEG TO A SINGLE LANE



Scenario 1 : Reduce Every Leg to a Single Lane

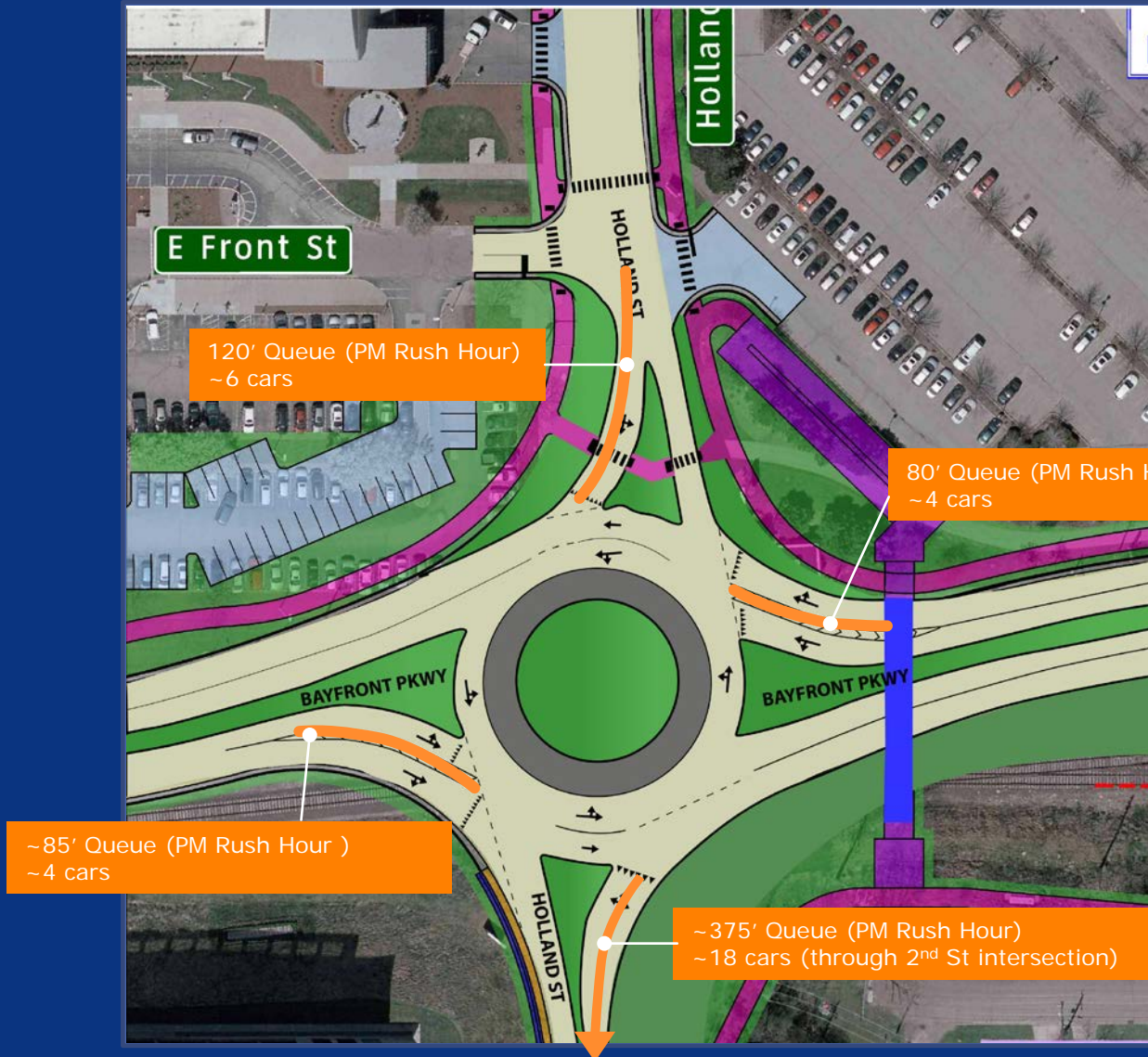
Delay (seconds)	85
Volume-to-Capacity*	1.25

* Volume to capacity should be less than 0.95

BAYFRONT PARKWAY AT HOLLAND ST



2 REDUCE HOLLAND ST APPROACHES TO ONE LANE



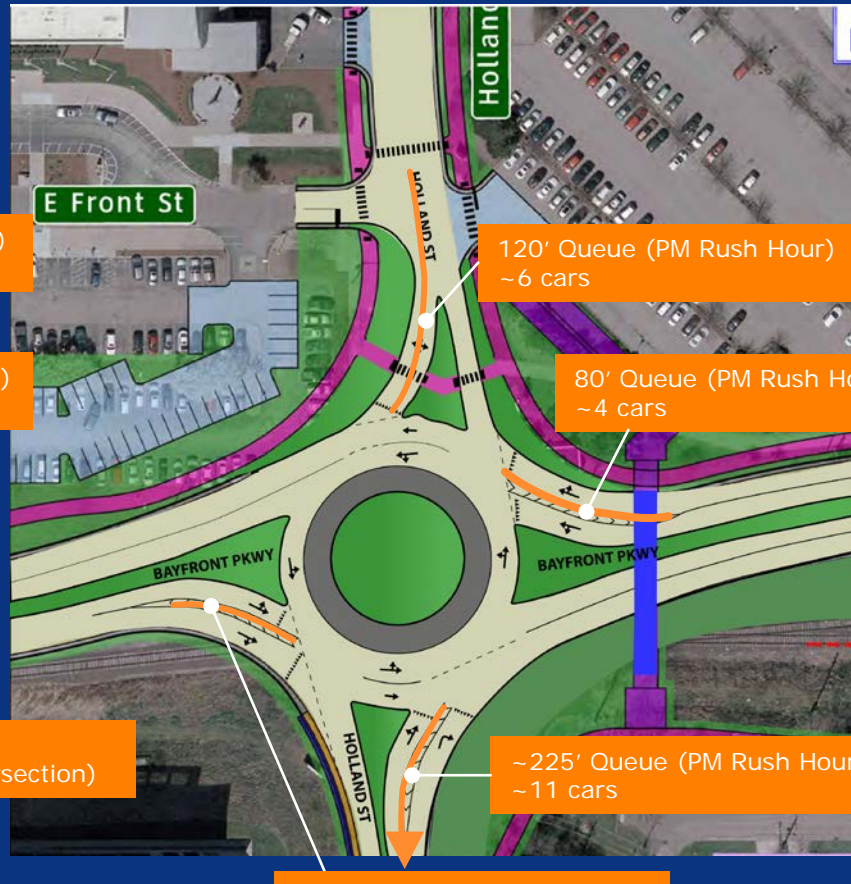
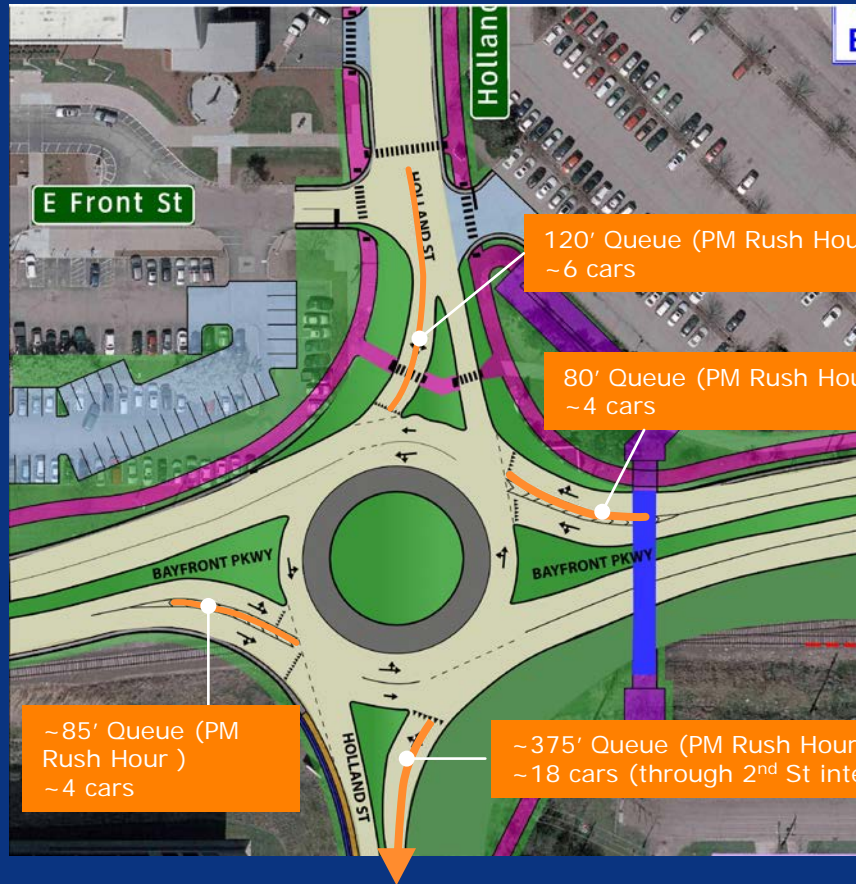
Scenario 2 : Reduce Holland St Approaches to One Lane

Delay (seconds)	23
Volume-to-Capacity*	1.01

* Volume to capacity should be less than 0.95

BAYFRONT PARKWAY AT HOLLAND ST

3 SCENARIO #2 + ADD NB RIGHT TURN LANE



Scenario 3 : Scenario #2 + Add NB Right Turn Lane	
Delay (seconds)	16
Volume-to-Capacity*	0.85

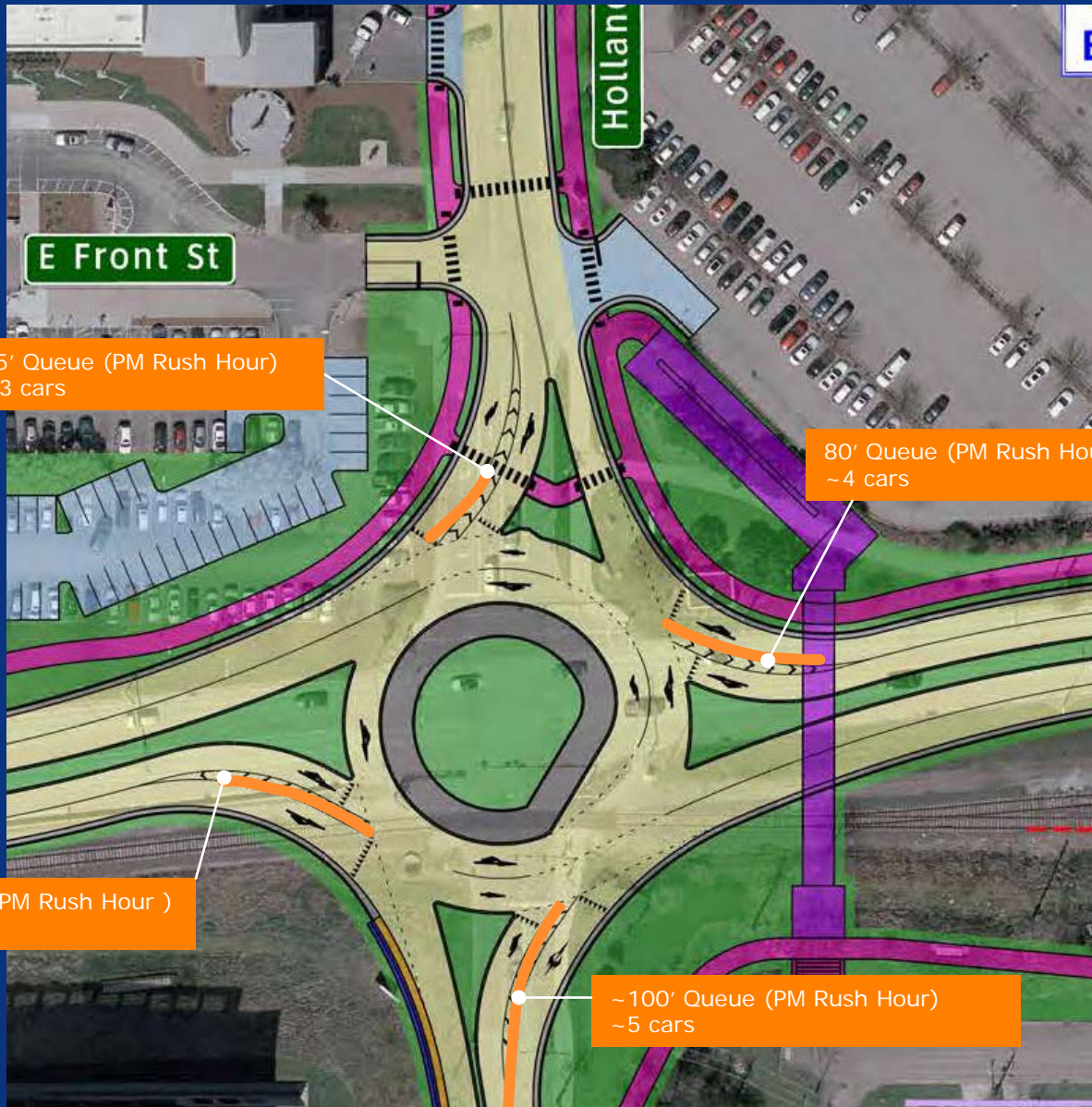
* Volume to capacity should be less than 0.95



BAYFRONT PARKWAY AT HOLLAND ST



4 CURRENT PENNDOT DESIGN



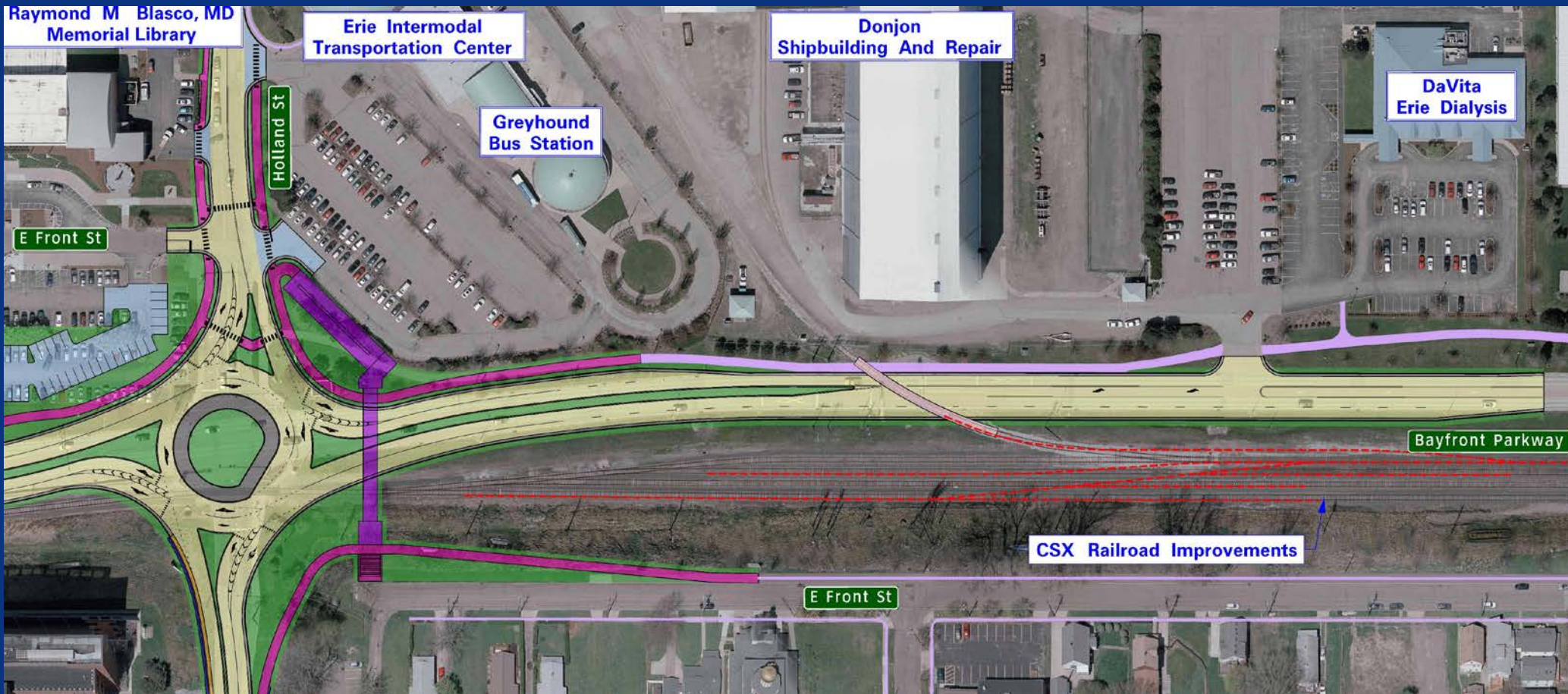
Scenario 4: Current PennDOT Design

Delay (seconds)	12
Volume-to-Capacity*	0.61

* Volume to capacity should be less than 0.95

COMPARISON – SCENARIOS 2, 3 AND 4

BAYFRONT PARKWAY AND HOLLAND STREET



	Scenario #2 Single Lane on Holland St	Scenario #3 Scenario #2 + RT Turn Lane on Northbound Holland Street	Scenario #4 Current PennDOT Design
Intersection Control Delay (seconds)	23	16	12
Max Volume to Capacity	1.01	0.85	0.61

SUMMARY

BAYFRONT PARKWAY AT HOLLAND ST

▪ Peer Review Recommendation → Holland Street Roundabout

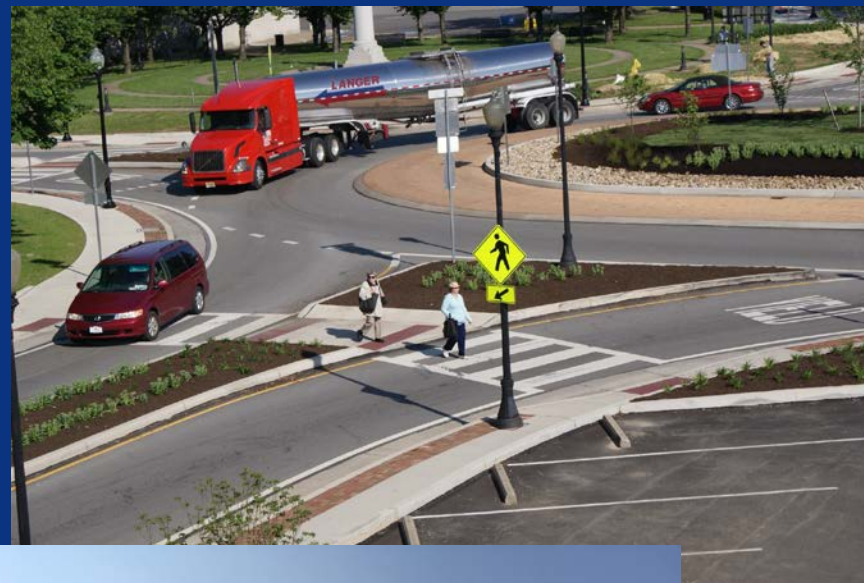
- We recommend Scenario 2 over Scenario 4 (current PennDOT design)
 - Eliminate One (1) Lane on Holland Street (NB & SB)
 - Acquire right-of-way to allow for a future Right Turn Lane on NB Holland Street
 - Bayfront Parkway remains as previously proposed

➤ Reasons

- Simplifies the Roundabout
- Reduces Ped Crossing distance on Holland Street (38' → 18')
- Phasing the Rt Turn Lane → simpler configuration for as long as possible



BAYFRONT PARKWAY ROUNDABOUT PEER REVIEW



Rochester, PA



Swarthmore, PA



BAYFRONT PARKWAY ROUNDABOUT PEER REVIEW



Towson, MD



Annapolis, MD