

Date Received	Comment	Response
4/26/2020	I approve of the preferred alternative for the Bayfront Parkway Project because it will add a roundabout at the following intersections: Holland Street and Sassafras Street Extension. The preferred alternative will also create a grade separated intersection at State Street.	Thanks for your comment. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
4/26/2020	I am fully in favor of these forward-thinking initiatives. We have to relieve the entry and exit points onto/off of Erie's Bayfront and roundabouts will be the best way of doing that. The people of Erie are generally adverse to roundabouts, but they simply don't travel to cities that use them effectively to safely and effectively move traffic. Expect a lot of push back, but these ideas make TOTAL SENSE! Thank you,	Thanks for your comment. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
4/29/2020	Looks like a huge waste of money that we do not have. Maybe you should try to maintain the current Bayfront Parkway adequately .	Thank you for your comment, although we do not agree. The Bayfront is transforming from an industrial corridor to a destination / recreational corridor with the proposed development that is occurring. This project will help to improve safety and mobility for all users. In addition, the Bayfront Parkway Central Corridor Improvement Project is the number one priority project for the Erie region as determined by the Erie Metropolitan Planning Organization, which is made up of 24 voting members where PennDOT only has 2 votes. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
4/30/2020	I appreciate the plan to help alleviate traffic and accidents in the Bayfront. I think the pedestrian bridges will be helpful. Part of the issue with the Bayfront is the timing of the lights. Some are too long and others are too short which creates issues. I have significant concerns with the double road roundabouts. Generally speaking these are not safe. Folks in Erie have enough trouble navigating and are not familiar with new road features. The state of NJ used to use roundabouts in busy areas, but have moved away from them in recent times. I am also wondering what the water quality impact will be on Presque Isle Bay. Creating situations for more traffic and people will begin to have significant impact on our water quality from both a drinking and recreational standpoint.	Thank you for your comments. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. As far as water quality, post-construction stormwater management design will be performed to mitigate for water quality (increased pollutant concentrations and thermal impacts to receiving surface waters), that may be caused as a result of construction and increased impervious area. Stormwater mitigation will be accomplished using a combination of various stormwater Best Management Practices (BMPs), which will be evaluated to determine the most beneficial and cost-effective solutions. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
4/30/2020	I see the need for the pedestrian bridges, but I do think they will cause the corridor to become a greater danger to pedestrians and bicyclists along the perimeter path of the Bayfront. With fewer reasons to slow down or pay attention to the surrounding traffic, thoroughfare users may come to see and use the space as a freeway.	Thank you for your comments. The roundabouts will actually help to slow vehicular traffic which will help to calm traffic through the corridor. This will be of a benefit to all of the users, including pedestrians and bicyclists. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/1/2020	I feel that putting roundabouts would be a big mistake. Yes, the Bayfront does get busy but adding roundabouts will take even longer. It is bad enough that they call it the Bayfront Parkway. Most parkways you can drive faster than 35. The planning committee really needs to put their thinking caps on. It is frustrating that we have a lake and most of the time you can't even see it because buildings keep being built so you can't. I have lived in Erie all my life and enjoyed the Peninsula, Dobbins Landing. If I was able to move from Erie tomorrow I would. I am very disappointed how this city has ran for several years. Even though the Bayfront is perfect for me to get back and forth from work, if roundabouts go in I will no longer travel the Bayfront. I wonder how many accidents we will see in a short time. Plus you have to think about the truck drivers. The roundabouts are not big enough for them to turn through them and not hit the curb. I really feel this should be looked at very carefully. Good Luck !	Thank you for your comments. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. As far as their size, the roundabouts are about 180 feet in diameter and can handle large trucks quite well with the use of a raised truck apron that encompasses the center island. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/1/2020	Once again PENNDOT has plans to spend money, which the state does not have, on a project that is unnecessary. Why don't we maintain the roads we have, which need a great deal of work. The state of Pennsylvania will have a budget deficit for years due to the effects of the pandemic. PENNDOT should be thinking of ways to utilize what little funds that may be available and not thinking of new ways to spend money that isn't there.	Thank you for your comment, although we do not agree. The Bayfront is transforming from an industrial corridor to a destination / recreational corridor with the proposed development that is occurring. This project will help to improve safety and mobility for all users. In addition, the Bayfront Parkway Central Corridor Improvement Project is the number one priority project for the Erie region as determined by the Erie Metropolitan Planning Organization, which is made up of 24 voting members where PennDOT only has 2 votes. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/1/2020	I wish to express my concerns about the current traffic problems with the Bayfront parkway during rush hour and how it should seriously be considered for this project. Specifically the Bayfront parkway heading west and the State street light. It is not uncommon for traffic heading west to be backed up from State street to Lampe during afternoon rush hour. I personally wouldn't mind seeing a round about at State street and creating traffic light access from the neighborhoods. I don't believe access from the neighborhoods will affect the traffic much or relieve any of the current congestion areas. Morning rush hour backs up from 79 around the Green garden light to the 8th street light and flows quite freely once through this area. I would like to know that the project is considering how to improve current problem areas and the impact on daily commuters. The Bayfront parkway is often one of the first impressions visitors get of the downtown area and positive traffic patterns are what draw many businesses to consider locations. There have been so many wonderful improvements to the Bayfront area and I hope it will draw even more in the future. Thank you and please consider these thoughts.	Thank you for your comments. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. Traffic capacity analyses and simulations have been conducted based on current and projected traffic volumes and have concluded acceptable Levels of Service (LOS) will be realized throughout the corridor. Roundabouts provide increased safety with fewer conflict points and slower speeds. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/1/2020	The Bayfront is fine as it is. It's time to spend money for more important things. What are you people so stupid?	Thank you for your comment, although we do not agree. The Bayfront is transforming from an industrial corridor to a destination / recreational corridor with the proposed development that is occurring. This project will help to improve safety and mobility for all users. In addition, the Bayfront Parkway Central Corridor Improvement Project is the number one priority project for the Erie region as determined by the Erie Metropolitan Planning Organization, which is made up of 24 voting members where PennDOT only has 2 votes. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .

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5/1/2020	Make the bayfront 2 lanes each way east/west. From wastewater treatment plant to W. 8th St. ,take out the railroad tracks near Hamot hospital. And put up pedestrian bridges that are bicycle/handicap accessible over the roadway where foot traffic is at its highest. While were at it... Put a draw bridge across the channel at erie sand and gravel to link the east side community with the peninsula. A lifting draw bridge? Like the one in Ashtabula OH, in their harbor. Thank you.	Thank you for your comment. The Bayfront Parkway will effectively have two travel lanes in each direction within the project limits. At State Street, two of the four travel lanes will ramp up to State Street, while the others pass below State Street. Proposed pedestrian bridges will be ADA compliant. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>
5/1/2020	I am a construction project superintendent for a company that is frequently subbed out by PennDOT in district 1. I have worked on accessibility projects on the Bayfront. After reviewing these ideas, the best solution is to leave the traffic flow as is. These intersections are only busy twice a day 5 times a week. Erie is the fourth largest city in PA, some traffic is to be anticipated and it's only ever for a few minutes. Why spend tens of millions of dollars on a project that will cause more traffic issues for two years to save a couple minutes on weekdays? Recently, the PennDOT projects have created more dangerous intersections like 12th and Asbury. Also these projects have slowed through traffic they were trying to help as on SR19 in Waterford and Sr 5 at Millfair. Even if any of these projects proceed it still does not solve the single lane traffic at the Cranberry St and Liberty St intersections. If PennDOT wants to invest money in downtown Erie, I'm sure there are lot of better project ideas. Leaving the traffic pattern alone might not be ideal, but I believe it will be best, however the pedestrian access / bike trail needs improvement. It is difficult to navigate where exactly the trail is starting from Holland Street continuing to the other side of the Convention Center entrance.	Thank you for your comment. The Bayfront is transforming from an industrial corridor to a destination / recreational corridor with the proposed development that is occurring. This project will help to improve safety and mobility for all users. In addition, the Bayfront Parkway Central Corridor Improvement Project is the number one priority project for the Erie region as determined by the Erie Metropolitan Planning Organization, which is made up of 24 voting members where PennDOT only has 2 votes. The project will also enhance the trail connections throughout the corridor. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/2/2020	I feel this protect needs to be postpone the next couple years due to pandemic. We have enough changes in all our live now. The other point is money could be better spent on food, unemployment and healthcare. We need access to the waterfront view also.	Thank you for your comment. The Bayfront is transforming from an industrial corridor to a destination / recreational corridor with the proposed development that is occurring. This project will help to improve safety and mobility for all users. In addition, the Bayfront Parkway Central Corridor Improvement Project is the number one priority project for the Erie region as determined by the Erie Metropolitan Planning Organization, which is made up of 24 voting members where PennDOT only has 2 votes. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/2/2020	What 3 round abouts within a 3 mile radius More confusion and slower traffic. Older folks using the parkway already congest and restrict the traffic flow, now 3 mote obstacles. Do you really think this is feasible, when all you need are turning lanes and double lanes in east and west routes on the bayfront Wabtec yrraffic already obstructs the flow on the bayfront now it will be evrn more so. Hey just my opinion.	Thank you for your comments. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. As far as their size, the roundabouts are about 180 feet in diameter and can handle large trucks quite well. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/3/2020	The loss of 9 parking spaces at the library is disappointing given how busy this community resource is all the time. Changing the southeast corner of the parking lot should require replacing the existing number of spaces if not adding more in some form of the plan.	Thank you for your comment. The design team is coordinating the parking lot configuration with the property owner. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/4/2020	Tunnel under the ship channel on the East side to Presque. Eri e has been discriminated by not letting access from the Eat Side. Easy access to Hamot Hospital. privilage for all people to reach Eries biggest access.. Great for economic development. The property in the 1900s hundreds before the coke plant was part of Presque. Old writings of the properties beauty and enjoyment. Let Erie grow. Thank you.	Thank you for your comments. Although a tunnel or bridge from the City to Presque Isle has been talked about in the past, it is not part of this current project. The project is intended to improve access between the city, neighborhoods, and Bayfront region for all users. Thanks again for your interest in the project and please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/4/2020	I travel the Bayfront to and from work every day. The Bayfront is always busy during these times. Putting three roundabouts in would only make matters worse. What we actually need is 2 lanes going East and 2 lanes going West.	Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The preferred alternative proposes two roundabouts and a grade separated intersection at State Street. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/6/2020	No roundabouts! As a car traveler roundabouts are not tourist friendly. If you don't know where you are going it easy to get caught up and turned around. This is very frustrating. Also they are aesthetically ugly! And it is difficult for pedestrians to cross the street. The idea of having to go up a bunch of stairs and over a bridge then down stairs is exhausting.	Thank you for your comments. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. The pedestrian bridges at Holland and Sassafras take advantage of the existing bluff, whereas today, pedestrians are required to walk up or down the hill to cross the Bayfront Parkway. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/7/2020	I hope the projected updates includes provisions to make the connector a 4 lane to handle the amount of traffic that road gets. It is a good road but was not well planned for future use when it was built.	Thank you for your comments. The Bayfront Parkway will effectively have two travel lanes in each direction within the project limits. At State Street, two of the four travel lanes will ramp up to State Street, while the others pass below State Street. The improvements are intended to support economic growth generated by planned developments in the area. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
5/7/2020	Looks great! This should really open up access from the city, and improve safety for pedestrians and vehicles.	Thanks for your comment. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .

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5/7/2020	<p>I disagree with the ideas of roundabouts at Sassafras and Holland St. I feel it will cause an issue with pedestrians and bike traffic that are on the Bayfront path to be able to safely cross these intersections. With continuous flow of slower-moving traffic in a roundabout, there is no natural stopping of traffic like at a traffic signal that allows pedestrians to safely cross.</p> <p>I do like the proposed change at the State St. intersection. It seems that plan will allow for easier flow of traffic through the intersection and will increase the safety of pedestrians crossing there.</p>	<p>Thank you for your comments. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. Roundabouts also provide increased efficiency for pedestrians too, as they cross only 1 travel direction at a time with a refuge area within the splitter island. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
5/7/2020	<p>1) What sort of impact might this have on Wolverine Park?          2) By making it easier for cars to get there, there will be more cars. Are we making provisions for enhanced parking?</p>	<p>Thank you for your comments. The Bayfront Parkway Central Corridor Improvement Project is not expected to directly impact Wolverine Park. The Bayfront is transforming from an industrial corridor to a destination / recreational corridor with the proposed development that is occurring. The planned development, and required provisions such as parking, are governed by local ordinances. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
5/9/2020	<p>I don't think roundabouts are needed. If people want to avoid the traffic, they could go another route. I do. I think it would be irresponsible to spend all that money when our city is hurting for money. I do like the idea of the pedestrian walkways and bridges.</p>	<p>Thank you for your comments. The Bayfront is transforming from an industrial corridor to a destination / recreational corridor with the proposed development that is occurring. This project will help to improve safety and mobility for all users. In addition, the Bayfront Parkway Central Corridor Improvement Project is the number one priority project for the Erie region as determined by the Erie Metropolitan Planning Organization, which is made up of 24 voting members where PennDOT only has 2 votes. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
5/13/2020	<p>I drive a portion of the Bayfront Parkway for work. So I see the traffic backing up every day. If there is an accident, it turns into an absolute nightmare since there are no viable alternatives. I think the biggest mistake you made was to shut down one of the lanes in each direction on West 12th Street. Everyone is trying to use the Bayfront because 12th Street has very limited movement during rush hours. So, instead of spending millions of our tax dollars redoing the Bayfront, put 12th Street back the way it was and more people will use it, instead of overcrowding the Bayfront.</p>	<p>Thank you for your comments. The Design Team is currently designing enhancements to the 12th Street corridor for both vehicles and pedestrians with construction anticipated in 2021. We recognize during the construction of the Bayfront Parkway project that 12th Street will be used as an East/West corridor and are preparing it for the future. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
5/14/2020	<p>ADEQUATE ENVIRONMENTAL ASSESSMENT: I believe we need a full battery of environmental assessment on the impact that adding the approximately 14,000+ vehicles a day will have on the much needed connection of the downtown to the Bayfront, and the health, safety and welfare of how the City residents will get to and enjoy the Bayfront amenities, along with enjoying the walk at the top of the bluff. I have not seen any materials that directly address the impact of all the noise and air pollution such volume of vehicles will render, let alone any materials showing any diligent attempt at calculating the additional induced traffic load of more vehicles that will pass-through to get from one side of town to the other. The prime objective of the Bayfront parkway is to connect to the bayfront only, not be a pass-through arterial highway fatally severing the city from its valuable bayfront. Please address these critical concerns before its too late and we make a grave error that we must live with for the next 50-60 years and perhaps even beyond.</p>	<p>Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>

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5/18/2020	<p>The \$100 million PennDOT “Bayfront Parkway Project” promises to near double waterfront traffic, undermine the environment, harm public health, limit interest in city living and hugely diminish the economic development potential of our downtown and waterfront.</p> <p>At the 2015 PennDOT presentation at the Convention Center with Bill Petit, I learned that not single urban designer or city planner had been be involved in PennDOT’s planning for Erie’s waterfront. I explained to Petit the need for this expertise and challenged PennDOT’s stated “Level of Service #1” - a vision where “no vehicle ever has to stop along the waterfront.” PennDOT’s LOS stands in opposition to the t2015 Charles Buki ErieRefocused Comprehensive Plan which identified the urgent need to: prioritize the needs and preferences of people walking and biking over drivers.</p> <p>However, at the 2019 PennDOT show and tell at Gridley School, it was clear that PennDOT was forging ahead with its vehicle-centric plan to double bay front traffic. In a nod to public concerns about pedestrian and bike connectivity, PennDOT added in proposals for pedestrian overpasses. PennDOT is basically saying to Erie residents: “first, let me break your leg so that maybe you can use one of the shiny new crutches.”</p> <p>I understand that the Bayfront project is in the process of being awarded NEPA Categorical Exclusion without a Public Hearing. I request that a full NEPA Environmental Assessment be completed, shared and discussed at a Public Hearing prior to any further planning by PennDOT.</p> <p>I further request that a new plan is formulated to move commercial traffic, and “through-the-city-traffic” off of the bayfront and over to either I-90 or 12th Street. Instead of widening the bayfront roadway, constructing an underpass and building roundabouts, I urge that the bayfront be turned into a boulevard with walkability-focused solutions: narrowing the roadways, adding street trees and/or on-street parking and including more frequent turns/intersections.</p> <p>Please include these two Erie Times-News editorials into the Public Comment:  <a href="https://www.goerie.com/opinion/20190130/penn-dot-trying-to-solve-wrong-problem-michael-fuhrman">https://www.goerie.com/opinion/20190130/penn-dot-trying-to-solve-wrong-problem-michael-fuhrman</a>  <a href="https://www.goerie.com/opinion/20190816/what-kind-of-city-do-we-want-lisa-austin">https://www.goerie.com/opinion/20190816/what-kind-of-city-do-we-want-lisa-austin</a></p>	<p>Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). In addition, the Design Team is currently designing enhancements to the 12th Street corridor for both vehicles and pedestrians with construction anticipated in 2021. We recognize during the construction of the Bayfront Parkway project that 12th Street will be used as an East/West corridor and are preparing it for the future. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
5/18/2020	<p>While I believe that PennDOT has good intentions, to a traffic engineer, problems are solved by widening roadways, building overpasses or underpasses, roundabouts and pushing pedestrians and bicyclists from the most direct route onto bridges. Such solutions work well for interstates, but are harmful to cities and towns.</p> <p>It is frustrating to repeatedly witness public comment sessions that are endured, not acted upon. On two major projects in Erie, PennDOT has arrived with "alternatives" none of which reflected the ErieRefocused principle of "prioritizing the needs and preferences of people walking and biking" over those of drivers.</p> <p>PennDOT dutifully notes all concerns, and then, proposes a bit of window dressing to claim a response, while ignoring the key point: a city thrives when it is connected and filled with people walking and biking, not driving.</p>	<p>Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>

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6/4/2020	<p>On behalf of Citizens for Pennsylvania’s Future (PennFuture) and its members, I hereby submit the following comments regarding the decisions made under the National Environmental Policy Act (NEPA) for the Bayfront Parkway Improvement Project in Erie, PA (the project). For the reasons set forth herein, we respectfully request that an Environmental Assessment be undertaken for the project as was determined to be appropriate by the Federal Highway Administration (FHWA) on February 27, 2020. In the alternative, we ask that the public be given all necessary information as to the agencies’ about-face in deciding to down-scope this project to a categorical exclusion, including but not limited to a public hearing regarding the use of a categorical exclusion for this project.</p> <p>PennFuture is a membership-supported, environmental non-profit organization dedicated to leading the transition to a clean energy economy in Pennsylvania and beyond. PennFuture strives to protect our air, water and land, and to empower citizens to build sustainable communities for future generations. PennFuture enforces environmental laws and advocates for the transformation of public policy, public opinion and the marketplace to restore and protect the environment and safeguard public health. PennFuture recently opened an office in Erie to expand its efforts by working to protect and improve water resources in the Erie region.</p> <p>The Bayfront Parkway Improvement Project was initially scoped as requiring an Environmental Assessment (EA). As recently as February 27, 2020, PennDOT documents indicate such, and FHWA approved this scope of NEPA review. On March 31, 2020, PennDOT requested a down-scope from an EA to Class II Categorical Exclusion (CE) citing “no substantial controversy” based on alleged stakeholder involvement.</p> <p>However, all stakeholders prior to that time were under the impression that the project would be classified as an EA. As such, stakeholders and community members anticipated a chance to weigh in on the potential environmental impacts of the project at the appropriate time. Many did not express their environmental concerns because they were under the assumption that an EA would be conducted. Merely agreeing with the need for a project, for example, does not discount important environmental considerations.</p> <p>Additionally, there was no public notification or opportunity for public input regarding the proposed down-scoping to a CE between the end of February and end of March. This determination has indeed resulted in “substantial controversy” since community members and stakeholders want to ensure that our water resources and right to clean air are protected. PennDOT documents indicate that no significant environmental impacts or impacts on wetlands or streams are anticipated, though 20 endangered species or species of special concern were noted by three state agencies. No mention was made of impacts to water quality in Presque Isle Bay. Of particular concern are the long-term impacts of stormwater runoff, which is already an issue in the region, to water quality in the Bay. Additionally, planning documents to date have not included a plan for stormwater management. It is difficult to support a project with no environmental assessment and no proposed plans for mitigating effects on Presque Isle Bay.</p> <p>Even if a proposed activity fits within the definition of a categorical exclusion and does not raise extraordinary circumstances, Council of Environmental Quality regulations make it clear that an agency has the authority to decide to prepare an environmental assessment anyway “in order to assist agency planning and decision-making” 40 CFR 1501.3(b). Given the potentially significant environmental impacts raised in these comments as well as by others, we respectfully request that an environmental assessment is prepared for this project as was originally determined by the agencies.</p> <p>However, if the agencies insist on relying on the CE, then the agencies must provide the public with documentation explaining which CE is being used, the rationale for why the project fits within that CE, and that there are no extraordinary circumstances that would require an EA. This document must be submitted to the public for review in order to comply with the spirit of NEPA, which is to foster informed decision-making with federal agencies while ensuring community involvement in the project. In addition to providing stakeholders with this information, we respectfully request that a public hearing be held on the agencies’ rationale for down-scoping the project as a CE instead of requiring an EA.</p> <p>We thank you for your consideration of these comments and our requests for additional public involvement on the scoping of the project under NEPA.</p>	<p>Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). In addition, the Design Team is currently designing enhancements to the 12th Street corridor for both vehicles and pedestrians with construction anticipated in 2021. We recognize during the construction of the Bayfront Parkway project that 12th Street will be used as an East/West corridor and are preparing it for the future. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
6/5/2020	<p>I understand that some shortcuts are being proposed for this project relative to conducting environmental and impact studies. Please do not omit or abbreviate these necessary studies. We only get one shot to prepare and make sure this project is done right and to provide the best for the citizens of the region and the Commonwealth.</p> <p>Thank you</p>	<p>Thank you for your comments. PennDOT has conducted all environmental studies including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
6/10/2020	<p>Regarding the Bayfront Parkway Central Corridor Improvement Project) Please consider an Environmental Assessment (EA) and an Environmental Impact Statement (EIS) be completed prior to further work on this \$70-\$100 million plan.</p>	<p>Thank you for your comments. PennDOT has conducted all environmental studies including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>

Date Received	Comment	Response
6/11/2020	<p>I oppose a categorical exclusion and strongly agree that an Environmental Assessment and an Environmental Impact Statement be completed before any further work on the Bayfront Parkway Project.</p> <p>If Erie is to recover and thrive, the right transportation projects are key to that survival. This includes rail, bicycle, trolley, water craft, and other means in the mix to meet the real needs of our diverse population.</p>	<p>Thank you for your comments. PennDOT has conducted all environmental studies including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
6/22/2020	<p>On behalf of the Pennsylvania Public Interest Research Group (PennPIRG), I would like to comment on PennDOT's current plans for the Bayfront Parkway Project. Because of the possible environmental impacts, we ask that the Pennsylvania Department of Transportation (PennDOT) complete a full Environmental Assessment (EA), as well as publicly explain why the project was categorized as a Class II Categorical Exclusion (CE). We also ask PennDOT to modify the current plans to better prioritize non-vehicular transportation.</p> <p>PennPIRG is a statewide non-profit dedicated to consumer protection and public health. We believe that a 21st-century transportation system should provide Pennsylvanians with a wide variety of choices for getting us where we need to go while protecting our health, environment, and safety. The Bayfront Parkway Project should not continue until PennDOT fully researches the environmental impacts of the project. The National Environmental Policy Act (NEPA) requires any projects that will "significantly affect the quality of the human environment" to complete an EA. The estimated 11,000-14,000 additional vehicles on the road daily and landscape changes will increase air pollution, damage the water quality of Presque Isle Bay with stormwater runoff, and threaten the many endangered species in the area.</p> <p>Despite the obvious environmental impacts, the Federal Highway Administration (FHWA) granted PennDOT's request to change the categorization of the project to a CE, stating that the project "will not either individually or cumulatively have any significant or adverse environmental impacts." This change will allow the project to continue without an EA. Erie County Citizens are questioning why PennDOT is exempt from completing the EA. To maintain public transparency, PennDOT must explain their rationale for downgrading the project to a CE.</p> <p>Even with the updated "preferred alternatives," the project excessively prioritizes vehicular transportation infrastructure. As we found in our Highway Boondoggles Report, increasing highway lanes and adding roundabouts will not fix traffic congestion in the long term, because giving cars more space will only increase traffic soon after.</p> <p>The project does not invest in public transportation and will make biking and walking along the parkway far more dangerous. The added roundabouts will make traveling by car safer, but will make traveling by bike significantly more dangerous. At the three main intersections planned to undergo construction, on Sassafras, State, and Holland Streets, pedestrian crossings are offered, but increased traffic will make crossing the Parkway more dangerous at crosswalks where new pedestrian bridges will not be built, including West 8th, Cranberry, and Liberty Streets. The expansion along the Bayfront Parkway will also bring an additional 10,000 daily vehicles to the Bayfront Connector, making crosswalks more dangerous at intersections such as E. 6th, E. 8th, E. 10th, and E. 12th Streets. In addition to the added danger of walking along the parkway, people living in the eastern region of the city will be cut off from the bay, lessening their homes' values and hindering the city's ability to economically revitalize itself.</p> <p>The benefits of improved multimodal transportation will not offset the harm of expanding the highway. The \$70-\$100 million that PennDOT plans to invest in this project should be put towards improving non-vehicular and inter-city transportation. This means investing in improved bike trails and pedestrian walkways, while slowing traffic with more stoplights and transitioning the Parkway to a boulevard. We strongly urge PennDOT to reconsider its plans for the Bayfront Parkway Project, including its environmental impacts, before continuing with the project. Rather than funneling the public's tax dollars into more construction for cars, we encourage PennDOT to focus the entire project on pedestrian walkways, biking paths, and public transportation.</p> <p>We thank you for considering these comments.</p>	<p>Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). In addition, the Design Team is currently designing enhancements to the 12th Street corridor for both vehicles and pedestrians with construction anticipated in 2021. We recognize during the construction of the Bayfront Parkway project that 12th Street will be used as an East/West corridor and are preparing it for the future. Also, the Design Team is currently designing safety enhancements along the Bayfront Connector on the eastside to improve pedestrian safety at the intersections with E. 6th, E. 8th, E. 10th, and E. 12th Streets. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
7/7/2020	<p>I am a multiple-times-per-day user of the Bayfront Parkway. I absolutely love the improvement plans and can't wait until they're finished. A couple items for feedback:</p> <ol style="list-style-type: none"> <li>1.) During busy times of day, the roadway can get very backed up. With the intersection improvements, I am sure the traffic jams will ease. However, I am concerned about the on-ramps from State St. on to the Bayfront Parkway. Perhaps a traffic signal for merging traffic would be beneficial from traffic entering the Bayfront Parkways from State St. They have them in bigger cities to allow traffic to merge every few seconds.</li> <li>2.) Has there ever been any discussion on a reverse-flow lane for the Bayfront Parkway? I think that would be a great idea for heavy traffic times. For example, from 7-9 a.m., two of the three lanes would be open for eastbound traffic heading downtown. And then from 5-7 p.m., two of the three lanes would be open for westbound traffic away from downtown. The lanes could be indicated by illuminated signage above the roadway. An example of this is the Peace Bridge in Buffalo.</li> <li>3.) Signage and landscaping are a must in the area. With the amount of tourists our city brings in, we need to make sure that all attractions on the Bayfront are highlighted. The blue directional signs are nice, but I don't think that's enough. Let's make the Bayfront Parkway the most gorgeous roadway in Pennsylvania!</li> </ol>	<p>Thank you for your comments. The Design Team has evaluated the traffic flow through the corridor and the merge point of the ramps and the Bayfront Parkway through traffic is anticipated to operate with acceptable levels of service. A reverse-flow lane was identified as a potential improvement for the East and West Sections of the Bayfront Parkway during the early Study Phase and may be considered at a future date when those sections are advanced - currently the focus is on the Central Corridor between Sassafras Street and Holland Extension Street. The Design Team is currently evaluating the proposed signage and landscaping and will be coordinating those elements with the City of Erie. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>

Date Received	Comment	Response
7/7/2020	Why not just continue with the roundabouts at State st. This would eliminate the need for the bypass lanes. Thanks in advance.	Thank you for your comments. An at grade roundabout at the intersection with State Street was considered, however the selected grade-separated intersection option provides numerous benefits, including the removal of the through traffic from the intersection which enhances the connectivity between the City and bayfront regions. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
7/7/2020	This Bayfront Parkway Project is a complete waste of taxpayers money. Erie, Pa. is one of the poorest cities in PA. Taxes must be Lowered!	Thank you for your comment, although we do not agree. The Bayfront is transforming from an industrial corridor to a destination / recreational corridor with the proposed development that is occurring. This project will help to improve safety and mobility for all users. In addition, the Bayfront Parkway Central Corridor Improvement Project is the number one priority project for the Erie region as determined by the Erie Metropolitan Planning Organization, which is made up of 24 voting members where PennDOT only has 2 votes. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
7/7/2020	Dear folks at PennDot, I'm very pleased with this proposal. I think it will greatly increase foot traffic from downtown to the bayfront, and the roundabouts will reduce accidents and help traffic flow. Make sure that the mini golf place finds some new parking, though.	Thank you for your comments. The Design Team is coordinating the project with the Erie-Western PA Port Authority, who is undertaking a project to improve West Front Street between Sassafras Street extension and State Street. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
7/8/2020	NO ROUNDABOUTS on the Bayfront! That is an accident just waiting to happen!	Thank you for your comments. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
7/8/2020	Everything looks great with your plans but good you possibly put up signs to tell these trucks to stop using there jake breaks ,to much noise.	Thank you for your comments. Jake brake or an engine retarder prohibition is a municipal-enacted prohibition where PennDOT would complete a study to see if the roadway meets the criteria for a restriction. The municipality, City of Erie, would have to pass an ordinance and also be responsible for the signing and enforcement. Please contact the City for more information on an engine retarder prohibition. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
7/10/2020	As Social Justice Coordinator for the Sisters of St. Joseph of Northwestern PA, thank you for your prompt response to our interest and inquiry regarding environmental impact questions related to the Bayfront Expansion Project and for sharing the Environmental Assessment report. As you begin the project, we look forward to continued transparency on environmental issues you encounter and the solutions crafted to resolve them in a way that continues to respect the environment.	Thank you for your comments. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
7/13/2020	Hello my name is Aidan Northup and I have been a proud Erie resident my whole life but after seeing the proposed plan I'm not feeling so proud anymore. The plan wishes to extend west front street which would force the mini golf course to leave which is a staple of the Bayfront that citizens and tourist enjoy everyday and ruin the existing bike path that I find very scenic. I ride my bike around the Bayfront every day and I can assure you I have no problem in fact I believe this extension will make it impossible for me to ever ride my bike down there and I'll make a bet that not one person apart of this project rides their bike down there everyday like I do. Back to the mini golf course I think it would be idiotic to force them out for a raid when we should be focused on making the Bayfront tourist and family friendly not car friendly! I would really appreciate a response to my message and I assure you if this plan goes through me and many others will be down there chaining ourselves to the mini golf course building.	<p>Thank you for your comments. The West Front Street Extension Project is being undertaken by the Erie-Western PA Port Authority, and that project team has previously provided the response below:</p> <p>The West Front Street Extension Project is the result of numerous studies and collaborative planning by local agencies and the public including the city's comprehensive development plan, Erie Refocused, which may be accessed here: <a href="http://emerge2040.org/resources/erie-refocused-comprehensive-plan/">http://emerge2040.org/resources/erie-refocused-comprehensive-plan/</a>.</p> <p>Due to ongoing and imminent development in the Erie Bayfront area, the West Front Street Extension Project was created to mitigate traffic congestion, while also considering the most effective options for maintaining the historic fabric of the Bayfront while meeting the needs of pedestrians and bicyclists. The project includes installation of a new sidewalk and exclusive bicycle lane adjacent to the new access road. Slow speeds engendered by the geometry of the roadway and a designated space for pedestrians and bicyclists will improve safety.</p> <p>The Erie-Western Pennsylvania Port Authority owns the land that the Harbor View Mini Golf operates on. In addition, the Erie Waterfront Master Plan outlines the projects that the Port Authority and the Erie community have chosen as the top priorities for development of the Bayfront allowing citizens to benefit from all it has to offer while functioning as a working Port. Due to the proposed development, the Master Plan identified the need for a West Front Street Extension and anticipated the potential impact to Harbor View Mini Golf. The Port Authority recognizes that Harbor View Mini Golf adds value to the waterfront. Both the Erie-Western Pennsylvania Port Authority and the owners of Harbor View Mini Golf are working to identify an appropriate location to relocate their facility while keeping their attraction on the waterfront. The Erie Waterfront Master Plan may be accessed here: <a href="http://www.porterie.org/wp-content/uploads/2018/05/Port%20Erie%20Master%20Plan%20-%20for%20website.pdf">http://www.porterie.org/wp-content/uploads/2018/05/Port%20Erie%20Master%20Plan%20-%20for%20website.pdf</a></p>

Date Received	Comment	Response
7/15/2020	<p>Hello,            I'm writing to you as a concerned resident regarding the Bayfront expansion project. I am concerned for the environmental pollution, noise and well being of residents in the close vicinity. I urge that there be a study session, public hearing and full reviews completed. Helpful tools before proceeding would include an Environmental Assessment and Environmental Impact Statement to better understand the effects on the environment and residents of the City of Erie.            Thank you for your consideration.</p>	<p>Thank you for your comments. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
7/16/2020	<p>Wow this plan is just awful I'm a high school student and somehow know more than the people putting this project together. Firstly there's already a side road next to the Bayfront parkway along the bay tagt is very pedestrian friendly being that little to none cars drive on it and I know this because I ride my bike on it everyday and it seems like your plan is to put a bike lane into the new road which is ridiculous because as a bicyclist I find bike lanes to be rather annoying especially on high traffic areas like the Bayfront so the existing road that isn't really used down there suits me well. Also if there's going to be an influx of traffic why would you wish to slow it down that'll just cause more traffic jams and make the flow of traffic slower. There's also the environmental impact this road will have which I saw people with much more knowledge on that subject already left comments on the comment page so I encourage you to listen to them. I and just about every other citizen in Erie think this project is senseless and a waste of money I think it should just be abandoned honestly. Have any citizens even asked for this to be done? I doubt any have maybe you should listen to the 7 pages of citizens encouraging you guys to not go through with the project.</p>	<p>Thank you for your comments. The West Front Street Extension Project is being undertaken by the Erie-Western PA Port Authority, and that project team has previously provided the response below:</p> <p>The West Front Street Extension Project is the result of numerous studies and collaborative planning by local agencies and the public including the city's comprehensive development plan, Erie Refocused, which may be accessed here: <a href="http://emerge2040.org/resources/erie-refocused-comprehensive-plan/">http://emerge2040.org/resources/erie-refocused-comprehensive-plan/</a>.</p> <p>Due to ongoing and imminent development in the Erie Bayfront area, the West Front Street Extension Project was created to mitigate traffic congestion, while also considering the most effective options for maintaining the historic fabric of the Bayfront while meeting the needs of pedestrians and bicyclists. The project includes installation of a new sidewalk and exclusive bicycle lane adjacent to the new access road. Slow speeds engendered by the geometry of the roadway and a designated space for pedestrians and bicyclists will improve safety.</p> <p>The Erie-Western Pennsylvania Port Authority owns the land that the Harbor View Mini Golf operates on. In addition, the Erie Waterfront Master Plan outlines the projects that the Port Authority and the Erie community have chosen as the top priorities for development of the Bayfront allowing citizens to benefit from all it has to offer while functioning as a working Port. Due to the proposed development, the Master Plan identified the need for a West Front Street Extension and anticipated the potential impact to Harbor View Mini Golf. The Port Authority recognizes that Harbor View Mini Golf adds value to the waterfront. Both the Erie-Western Pennsylvania Port Authority and the owners of Harbor View Mini Golf are working to identify an appropriate location to relocate their facility while keeping their attraction on the waterfront. The Erie Waterfront Master Plan may be accessed here: <a href="http://www.porterie.org/wp-content/uploads/2018/05/Port%20Erie%20Master%20Plan%20-%20for%20website.pdf">http://www.porterie.org/wp-content/uploads/2018/05/Port%20Erie%20Master%20Plan%20-%20for%20website.pdf</a></p>
7/31/2020	<p><a href="https://www.goerie.com/opinion/20190130/penndot-trying-to-solve-wrong-problem-michael-fuhrman">PENN DOT IS TRYING TO SOLVE THE WRONG PROBLEM https://www.goerie.com/opinion/20190130/penndot-trying-to-solve-wrong-problem-michael-fuhrman</a></p> <p><a href="https://www.goerie.com/opinion/20190816/what-kind-of-city-do-we-want-lisa-austin">WHAT KIND OF CITY DO WE WANT? https://www.goerie.com/opinion/20190816/what-kind-of-city-do-we-want-lisa-austin</a></p> <p><a href="https://www.eriereader.com/article/skip-the-highway-build-a-boulevard">SKIP THE HIGHWAY / BUILD A BOULEVARD - https://www.eriereader.com/article/skip-the-highway-build-a-boulevard</a></p>	<p>Thank you for your comments. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>



Date Received	Comment	Response
7/31/2020	<p>We write ask you to contact PennDOT in opposition to the proposed Categorical Exclusion for the Bayfront Project (the Bayfront Parkway Central Corridor Improvement Project) and to request an Environmental Assessment (EA) and an Environmental Impact Statement (EIS) be completed prior to further work on this \$70-\$100 million plan.</p> <p>The Federal Highway Administration’s Environmental Review Toolkit &lt;environment.fhwa.dot.gov&gt; explains that the National Environmental Policy Act (NEPA) requires agencies to prepare an EA and an EIS for projects expected to “significantly affect the quality of the human environment.” However, the website notes that projects such as “small bridge replacements, intersection improvements, resurfacing activities, minor widenings, construction of bicycle and pedestrian paths, traffic signal installation, and alteration of facilities to make them compliant with the Americans with Disabilities Act” may be exempted from an EA and a possible EIS via a Categorical Exclusion if the projects will “not have a significant impact on the human environment.”</p> <p>PennDOT reports that once the Bayfront Project is completed, the Average Daily Traffic load (ADT) of 16,000-19,000 vehicles will almost double to 30,000. (These projections do not reflect the typical increases in “induced demand” - the increase in local driving that results from any increase in roadway.) Whatever the change, the significant increase waterfront traffic will impact the environment justifying an EA and, we believe, an EIS. However, a Categorical Exclusion is being sought to move the Bayfront Project forward without collecting data about anticipated harm from light, noise, fumes, particulates, etc.</p> <p>The Bayfront Project prioritizes desires of cross-city and suburban commuters over the health, safety and bayfront access of downtown residents. The massive project features a “lid” overpass and an underpass at State Street and two, double-lane, football-field-sized roundabouts at Sassafra and Holland Streets. Roundabouts will eliminate pedestrian- right-of-ways, a dangerous situation for people walking and biking - especially those with visual impairments. The added traffic will increase the hazard for pedestrians and bicyclists at the remaining crossings including West 8th, Cranberry and Liberty Streets.</p> <p>The Bayfront Project will also impact Eastside residents. For the 1.5 miles between Ash Street and Downing Avenue, residents have a single north-south connection over the railroad tracks: a walking and bike path along an arterial highway (the 4-lane Rt. 290 / Bayfront Connector). The Connector and its adjacent path is a route to school, shopping, recreation, etc. PennDOT anticipates that following completion of the Bayfront Project; an additional 10,000 daily vehicles will utilize the Connector, bringing 24,000 daily vehicles to Eastside intersections such as E. 6th, E. 8th, E. 10th and E. 12th Streets. Increased traffic will raise sound levels, reduce air quality along the Connector and increase the danger of each crossing in neighborhoods where many families without cars regularly walk or bike to their destinations.</p> <p>Another strategy to support waterfront development could be to encourage the 80% of bayfront traffic (without bayfront or downtown destinations) to utilize Routes 5 and 20, and I-90. Creating a tree-lined Bayfront Boulevard with more frequent intersections could reduce cross-city trips along the water. A narrow, 4-lane Bayfront Boulevard could accommodate influxes of event traffic, offer attractive routes for biking and walking, and protect our delicate lakefront.</p> <p>Please contact PennDOT about the Bayfront Project. Please oppose a Categorical Exclusion and support an Environmental Assessment and an Environmental Impact Statement.</p> <p>Respectfully,          ERIE BAYFRONT COALITION          Rev. Dr. Charles Brock, Brock Institute, JES Ms. Janice Cole, Vice-President, Connect Urban Erie Ms. Lynne Elizabeth, Publisher, New Village Press Ms. Jasmine Flores, Community Leader Mr. Michael Keys, Member, Erie City Council Mr. Philip Langdon, Author, “Within Walking Distance” Ms. Judy Lynch, Former Erie County Executive Ms. Cynthia Muhammad, Community Leader Mr. Kevin Pastewka, Committeeman, Erie County Dem. Party Ms. Kathleen Schaaf, Member, Erie City Council Mr. Roland Slade, Business Owner Mr. Bob and Ms. Cindy Sonnenberg, Residents, City of Erie Mr. Darnell Stallworth, Chair, Black Caucus, Erie County Dem. Party Mr. Mark Tanenbaum, Artistic Director, PACA Ms. Freda Tepfer, M. Ed Mr. Adam J Trott, AIA, NCARB, President, Connect Urban Erie Mr. Abdullah Washington, Artist ORGANIZATIONS Presque Isle Audubon All Aboard Erie Bike Erie Boulevard Park Association of Erie, PA CIVITAS: Back to Erie, Inc.          Connect Urban Erie          Erie County Dem. Party, Environmental Caucus Kind Veg Lake Erie Group of the PA Sierra Club Chapter New Village Press Pennsylvania Stands Up / Erie Stands Up PA United / Erie County United Plant it Forward, Tree Planting Initiative Winds of Change, Erie, PA</p>	<p>Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>

Date Received	Comment	Response
7/31/2020	Please conduct a thorough and comprehensive environmental impact assessment, and hold multiple public hearings to gather and share thoughts, ideas, and concerns (as well as the transparent results of the environmental assessment).	Thank you for your comments. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Extensive public outreach has been previously conducted and taken into consideration in development of the preferred alternatives. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
7/31/2020	this project will make the Bayfront less accessible and attractive and draw traffic away from a redeveloping downtown. We must take public opinion into consideration.	Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. Extensive public outreach has been previously conducted and taken into consideration in development of the preferred alternatives. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
7/31/2020	I realize that you have had studies in the past. I want to make sure that this parkway does not become a raceway any longer. Cars need to slow down and enjoy the beautiful surroundings. It needs to be pedestrian friendly all the way through giving access to all people in different neighborhoods the ability to come and go freely and safely. Save the money and focus on improving the pedestrian issues all along it's destination	Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
7/31/2020	I cannot understand how it is possible that the department is avoiding the requirement of an Environmental Assessment and Public Hearing by going back on the existing plan to do both by saying there is no environmental impact and no controversy. It is a terrible idea for public accessibility and waterfront access to move forward with this plan as if the community is behind it without a public hearing and as if the environment won't be impacted without a thorough study. Doubling the traffic in this area is highly detrimental to the region.	Thank you for your comments. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Extensive public outreach has been previously conducted and taken into consideration in development of the preferred alternatives. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
7/31/2020	I applaud the efforts to better connect the bayfront to downtown. I am concerned the large amount of fencing and concrete walls needed may "fortify" the area and discourage travel between these two areas. Please pay special attention to make sure this transition is one that is beautiful and welcoming. Use decorative fencing instead of chainlink, decorative lamp posts, benches, and stonework patterns or murals. Please refer to <a href="https://www.eisenhowerexpressway.com/pdfs/i-290%20crossroad%20aesthetic%20book.pdf">https://www.eisenhowerexpressway.com/pdfs/i-290%20crossroad%20aesthetic%20book.pdf</a> for material examples. While I realize space is constrained, a more gradual multilevel terrace or hill instead of a monolithic wall would be preferred. Work with local artists to include designs in the masonry as well as plants or flowers. See <a href="https://www.reconwalls.com/wp-content/gallery/caps-steps/big-block-retaining-wall_steps-caps_starring-lake.jpg">https://www.reconwalls.com/wp-content/gallery/caps-steps/big-block-retaining-wall_steps-caps_starring-lake.jpg</a> Please make sure that the pedestrian walkways are wide enough to accommodate bicycles. The Bayfront to Behrend bike trail is one of our few not-on-road trails and should not be interrupted by turning into a sidewalk where possible.	Thank you for your comments. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .

Date Received	Comment	Response
7/31/2020	<p>Regarding the PENNDOT plans to expand the bayfront connector to a highway, I am primarily concerned about the impact this projected outcome would have on the residents in the communities shouldering this corridor and the wildlife in the natural space near this corridor. A study needs to be conducted to determine how the vehicle emissions and air quality would otherwise be affected by expanding this corridor to become an interstate. The residents in the communities neighboring this land are already severely marginalized and at an economic disadvantage. A thoroughfare of this magnitude would further separate city residents already impacted by previous construction. Furthermore, citizens in these communities already experience a disproportionately high impact in regard to the current pandemic. This build and the resultant traffic emissions would further degrade the air quality, increasing the health risks to an already economically depressed area.</p> <p>In addition we need to assess the impact this build and the resulting traffic's emissions and noise would have on the migration path of the bird species that live in Erie as well as those that pass through Erie. What impact would another highway based on other wildlife that sustain our region's ecosystems? Can we first consider the health and environment of the residents and the wildlife before we make more accommodations for vehicles that can already feasibly access the area?</p> <p>In one final note, I see that you've provided a few preformed versions of answers to the comments and questions submitted in the recent weeks. Do your staff intend to actually consider the points addressed, or are your formatted, copied, and pasted answers the final responses to the information you've received? I encourage you too earnestly consider and incorporate what you can of the feedback provided. The people here that offer input must live with the outcomes and consequences of your actions.</p>	<p>Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Extensive public outreach has been previously conducted and taken into consideration in development of the preferred alternatives. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
7/31/2020	<p>It will cut off the Bayfront from the downtown, which it is supposed to do the opposite</p>	<p>Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. Extensive public outreach has been previously conducted and taken into consideration in development of the preferred alternatives. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
7/31/2020	<p>SOCIAL JUSTICE PARKWAY, NOT AUTO-CENTRIC HIGHWAY Many of us strongly advocate for a boulevard, tree-lined parkway instead of a high speed arterial highway knifing through the waterfront. The parkway should have an abundance of bike and pedestrian paths on both sides, along with many access points to cross from the bluff above down to the bayfront instead of only a few crossing points that essentially isolate the city from the bayfront. I am also very concerned about the actions to reduce the scope of environmental studies that are necessary to evaluate what the potential harms are to the residents of the city and the local environment.</p> <p>I recognize that "quicker/faster/cheaper" are the prioritized criteria for grading engineered project success, but any compromise to the proper due diligence for such an impactful project only promises failure.</p> <p>The current proposed project perpetuates an unhealthy, auto-centric planning philosophy at a time when urban mobility is undergoing drastic changes, the City is actively engaging in Active Transportation master planning, and the bicycle ridership along with the amount of walkers are increasing exponentially.</p> <p>Please consider going back and re-assessing the purpose and needs statement regarding the current urban mobility standards and movements instead of what I consider to be drastically outdated auto-centric parameters. Take a deep look at the opportunities the bluff presents for quality urban space instead of the challenges.</p> <p>The City of Erie has a much better chance of future prosperity and better quality of life for the residents if the bayfront is thoroughly connected to non-vehicular access by the residents instead of installing daunting barriers to such connectivity. More non-vehicular access will reduce and calm the traffic load more than any other tactic, and frequent traffic calming bike/ped crossings will dissuade the induced traffic load that has hampered the bayfront highway since the day it opened.</p>	<p>Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Extensive public outreach has been previously conducted and taken into consideration in development of the preferred alternatives. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
7/31/2020	<p>As a citizen of the City and a business owner in downtown Erie, I am opposed to this plan as outlined and request an environmental assessment and public hearing be completed.</p>	<p>Thank you for your comments. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Extensive public outreach has been previously conducted and taken into consideration in development of the preferred alternatives. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>

Date Received	Comment	Response
8/1/2020	Please allow for an ENVIRONMENTAL ASSESSMENT and PUBLIC COMMENT.	Thank you for your comments. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Extensive public outreach has been previously conducted and taken into consideration in development of the preferred alternatives. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
8/4/2020	<p>I am emailing the members of Erie City Council and PennDOT to insist on a full Environmental Assessment and Public Hearing before allowing PennDOT to proceed in making an underpass, double lane roundabouts and highway style exit ramps at the Bayfront and State Street. It is impossible to claim that doubling waterfront traffic will not impact the environment. This is an extremely controversial plan and PennDOT needs to do the FULL environmental assessment and hold a Public Hearing. It is so backwards looking to add a beefed up highway that will only encourage faster traffic instead of helping develop the beautiful bayfront in a thoughtful way.</p> <p>I read about Milwaukee in the Erie Reader. I included a link to another story about them taking out a freeway. It would be great if we could read a future article about Erie that states that getting rid of a highway changed Erie for the better and actually used one of its most important resources, a gorgeous waterfront, to its advantage.  <a href="https://onmilwaukee.com/buzz/articles/park-east-changed-city-forever.html">https://onmilwaukee.com/buzz/articles/park-east-changed-city-forever.html</a></p> <p>The McBride Viaduct should also be saved for the citizens of the east side. What a great legacy and opportunity to help people who could actually use some help.</p>	Thank you for your comments. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Extensive public outreach has been previously conducted and taken into consideration in development of the preferred alternatives. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
8/19/2020	I write this message because I believe that in order to address the safety and public concerns of this proposed bayfront project, both an environmental assessment and public hearing of the project must first be done.	Thank you for your comments. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Extensive public outreach has been previously conducted and taken into consideration in development of the preferred alternatives. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
9/10/2020	My family is very dissappointed to learn that part of this plan is to do away with Harborview Mini golf on order to make s walkway/road. It's ridiculous to take out an attraction to ease mobility. You're taking away something to bring people there I have been there multiple times and feel it would be better to leave the mini golf and current pathway instead of sacrificing the mini golf	<p>Thank you for your comments. The West Front Street Extension Project is being undertaken by the Erie-Western PA Port Authority, and that project team has previously provided the response below:</p> <p>The West Front Street Extension Project is the result of numerous studies and collaborative planning by local agencies and the public including the city's comprehensive development plan, Erie Refocused, which may be accessed here: <a href="http://emerge2040.org/resources/erie-refocused-comprehensive-plan/">http://emerge2040.org/resources/erie-refocused-comprehensive-plan/</a>.</p> <p>Due to ongoing and imminent development in the Erie Bayfront area, the West Front Street Extension Project was created to mitigate traffic congestion, while also considering the most effective options for maintaining the historic fabric of the Bayfront while meeting the needs of pedestrians and bicyclists. The project includes installation of a new sidewalk and exclusive bicycle lane adjacent to the new access road. Slow speeds engendered by the geometry of the roadway and a designated space for pedestrians and bicyclists will improve safety.</p> <p>The Erie-Western Pennsylvania Port Authority owns the land that the Harbor View Mini Golf operates on. In addition, the Erie Waterfront Master Plan outlines the projects that the Port Authority and the Erie community have chosen as the top priorities for development of the Bayfront allowing citizens to benefit from all it has to offer while functioning as a working Port. Due to the proposed development, the Master Plan identified the need for a West Front Street Extension and anticipated the potential impact to Harbor View Mini Golf. The Port Authority recognizes that Harbor View Mini Golf adds value to the waterfront. Both the Erie-Western Pennsylvania Port Authority and the owners of Harbor View Mini Golf are working to identify an appropriate location to relocate their facility while keeping their attraction on the waterfront. The Erie Waterfront Master Plan may be accessed here: <a href="http://www.porterie.org/wp-content/uploads/2018/05/Port%20Erie%20Master%20Plan%20-%20for%20website.pdf">http://www.porterie.org/wp-content/uploads/2018/05/Port%20Erie%20Master%20Plan%20-%20for%20website.pdf</a></p>

Date Received	Comment	Response
9/16/2020	How do pedestrian access dobbins landing?	Thank you for your question. Pedestrians south of the Bayfront Parkway can access Dobbins Landing similar to existing conditions, by crossing at a crosswalk at the signalized intersection of Bayfront Parkway and State Street. However, in the proposed configuration, the crossing distance will be significantly reduced (shorter crosswalks) and the number of conflicting vehicles will be drastically reduced as the majority of traffic on the Bayfront Parkway will pass beneath State Street, under the proposed bridge structure carrying State Street over the Bayfront Parkway.
9/17/2020	To whom it may concern, I have several questions about the project. 1. Couldn't this money be better spent fixing the Penninsula, the giant potholes in the roads (for example Grandview St. On the East Side) or fixing the schools that so desperately need it? 2. What is the environmental impact of all this? What studies have been done? How will this affect wildlife around the bay? 3. What actual impact will this have on the people? What would this help other than "connecting" two sections of the city?	Thank you for your comments and questions. The Bayfront is transforming from an industrial corridor to a destination / recreational corridor with the proposed development that is occurring. This project will help to improve safety and mobility for all users. In addition, the Bayfront Parkway Central Corridor Improvement Project is the number one priority project for the Erie region as determined by the Erie Metropolitan Planning Organization, which is made up of 24 voting members where PennDOT only has 2 votes. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Extensive public outreach has been previously conducted and taken into consideration in development of the preferred alternatives. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
9/22/2020	Hello. Thanks to all who facilitated/attended meetings to bring this project along. I have concerns about the preferred alternatives as follows: 1) too much green space is sacrificed, especially for roundabouts; 2) pedestrians are last on the schedule (bridges not funded yet?); 3) misuse of the Parkway as a highway if vehicular traffic is facilitated; 4) experience with several near-accidents and much delay in the small roundabout at Millfair Rd./Rt. 5 leads me to believe that few will know intuitively how to handle them and those from out of town will be even more confused, leading to both accidents and road rage; 5) pedestrian experience will be degraded by more noise/pollution; 6) types of local small businesses desired for GAF site will not want to locate near noisy/hot/dusty roads; 7) snow removal will be a nightmare; 8) ice will be even worse. What we need is to reduce use of the Parkway and divert traffic to 8th, 10th and 12th streets for E-W access. We need to protect, support and encourage pedestrians, bicyclists, and dare I mention, elders and persons with disabilities, to use the walkways, piers and vistas. The Bayfront is an environmental treasure for peaceful, quiet enjoyment; we need to ration our paving near the Bay and Lake to a prevent return to the prior compromised water quality that was so difficult to reverse. For so many reasons, I question the preferred alternatives. Thank you, Patricia Miller	Thank you for your comments. Landscaping throughout the corridor will be incorporated into this project and we will be working with the city and the local businesses and agencies to choose the specific landscaping, lighting, benches and other amenities to be installed along the pedestrian/bicycle pathways, as well as how those amenities will be maintained. The pedestrian bridge located at Holland Street is funded and will be constructed as part of the first phase of the project. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
9/23/2020	Hello - The current layout of the bayfront parkway is very dangerous to pedestrians and bicyclists and cars as well. I remember hearing about a terrible fatal car vs. bike accident several years ago and it still haunts me. I have tried to take my 3 middle school aged kids for a bike ride on the pathway from the public dock to Frontier Park and ended up being so terrified for their safety that I made them get off their bikes and walk. Not many drivers abide by the speed limit maybe because they tend to view it as a highway. The bayfront region should be viewed not so much as a commercial development for Scott Enterprises etc... but as a public access area that is safe for everyone to enjoy and commute by walking or biking if they choose.	Thank you for your comments. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. The roundabouts will actually help to slow vehicular traffic which will help to calm traffic through the corridor, which will enhance safety of all of the users, including pedestrians and bicyclists. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
9/23/2020	will this project take even more fishing access from the fishermen along the bay front?	Thanks for using our website and submitting your concern about the Bayfront Project. PennDOT's proposed improvements are limited to the Bayfront Parkway between Sassafra Street and Holland Street. These improvements are not just for vehicles, but include pedestrian and shared use path facilities as well. None of these improvements will impact fishing access. Please continue to get the latest project updates from our website <a href="http://www.Bayfrontparkwayproject.com">www.Bayfrontparkwayproject.com</a> .
9/24/2020	No way in hell should it be constructed. I've almost caused an accident a couple times going through them. A traffic light is so much safer. And now, it sounds like they are going to turn 12th Street into a raceway. Wake up Pen Dot!!!!!!	Thank you for your comments. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
9/30/2020	I do not think it wise to place a two-lane roundabout immediately next to that immense concrete retaining wall along the parkway at Sassafra Street. The area already has a history of accidents, and I believe a roundabout will aggravate that problem. You claim that roundabouts are effective at slowing down traffic, but traffic signals and pedestrian crosswalks serve this purpose just as effectively, provided that the rules of the road are enforced. The plan to me looks like a huge and complicated highway cloverleaf, not the iconic gateway to Erie's waterfront that we have come to expect.	Thank you for your comments. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .

Date Received	Comment	Response
9/30/2020	<p>This project is a failure to correct the initial mistake that occurred when PENNDOT was allowed to construct the Bayfront parkway, in order to move traffic from west of the city to east of the city more rapidly. Basically taking I79 traffic and routing it through the Bayfront rather than some more logical, less important area. This parkway has degraded the world class resource that is the Erie Bayfront. The Bayfront Parkway Project would continue that degradation process.</p> <p>The City Council should demand that PENNDOT conduct a full Environmental Assessment on the Bayfront Parkway Project. In 2018 PENNDOT stated: “an Environmental Assessment may be necessary due to complexity of design alternatives and heavy public involvement. “ This project should receive a more rigorous analysis. An Environmental assessment requires the evaluation of indirect and cumulative effects. The CE Environmental Documents failed to address the microscale impacts of air pollution from additional traffic and how it would impact pedestrians, visitors, and residents. Only macroscale conformance data related to ozone were considered. This is unsuitable for a project that purports to be in part to address Pedestrian Needs and Concerns.</p> <p>There should be a true No Action Alternative to compare the project with the current condition. There are an insufficient number of evaluation criteria addressing pedestrian safety, reasonable, equitable and easy access to the Bayfront for people on the east as well as the west side of downtown. The only evaluation criteria addressing pedestrians is” Enhancements to pedestrian and bicycle mobility.</p> <p>Evaluation criteria are used to compare the alternatives. An insufficient number of alternatives addressing pedestrian concerns means that they will have insufficient weight in the evaluation process.</p> <p>The Environmental Document states: There are no substantial impacts to bicycle or pedestrian routes. How was this determined?</p> <p>The preferred Alternative would eliminate two traffic light controlled pedestrian, bicycle and vehicle crossings currently in place on the north side of the Bayfront Parkway at Holland and Sassafras streets. In their place there would be uncontrolled pedestrian crossings north of the Roundabouts.</p> <p>Sassafras has considerable north south traffic when there are events, as well as additional traffic from hotels and expected increases from development of the GAF site. Holland has bus traffic, Hotel and restaurant traffic, UPMC employees using the Intermodal Parking lot, library patrons, people using the fishing areas and expected additional traffic from hotels offices and residences associated with Scott’s projects. Visually impaired pedestrians and other pedestrians will have reduced safety due to the loss of a controlled intersection at these two locations.</p> <p>A plan of detours has been provided and Penndot makes this statement: “Pedestrian and bicycle traffic will be maintained throughout construction on ADA compliant facilities “Penndot and the City of Erie have an abysmal record of providing adequate access to pedestrians during construction projects. Both entities have failed to provide detectable warning, alternative routes with unnecessary detours, or communicating the closures in a way that visually impaired and other pedestrians can understand them.</p> <p>Penndot proposes to eliminate the ground level pedestrian crossing at Holland Street and replace it with a pedestrian bridge. Pedestrians will have no choice whether or not to use this pedestrian bridge. The schematic provided by PENNDOT shows a covered, possibly enclosed pedestrian bridge. How will pedestrian safety be insured for people using this bridge? Who will own and maintain it? I would personally feel very unsafe using such a bridge, especially after dark.</p> <p>Diagrams shown by PENNDOT show isolated trees planted along grass. This is a technique that does not insure the survival of beneficial insects that conduct a portion of their life cycle in the trees and spend a considerable portion of their life cycle underground or in the litter beneath trees. Vegetation management should be more forward thinking.</p> <p>Please do not allow this project to proceed as currently depicted. Do not continue the degradation of the Bayfront with this project. Do not be dazzled by the input of Organizations and entities that do not represent the people of Erie.</p>	<p>Thank you for your comments. PennDOT is not designing the Bayfront Parkway to be a through arterial highway and the roundabouts are encouraging slower speeds and traffic calming. The improvements are intended to support economic growth generated by planned developments in the area. The project has always been about connecting the City to the waterfront and Bay and not vehicle-centric. All environmental concerns including but not limited to water quality, noise, air quality, wetlands, and threatened and endangered species have been analyzed in accordance with standard design guidelines. The change from an Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE) does not allow the project to avoid environmental regulations. Due to these potential impacts being appropriately evaluated and addressed early in the preliminary design phase as well as enhanced public involvement, the project was reclassified from the Environmental Assessment (EA) to a Categorical Exclusion Evaluation (CEE). Bike lanes and a grass median are planned along State Street as well as a dedicated bike/pedestrian path will connect Sassafras Street Extension to Holland Street on the north side of the Bayfront Parkway. Missing connections within the current pathways will be completed and additional paths will be created along State Street toward the waterway.</p> <p>The pedestrian bridges do require some maintenance as you outlined in your comments. We are working with local partners to address this need. We are also continuing the process of determining the location of the facilities to maximize convenience, accessibility, and usage. Additionally, we will be working with the city and the local businesses and agencies to choose the specific landscaping, lighting, benches and other amenities to be installed along the pedestrian/bicycle pathway, as well as how those amenities will be maintained. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>

Date Received	Comment	Response
10/15/2020	<p>First of all making a more substantial roadway with highway entrance and exits, overpasses and Roundabouts will detract from the pedestrian accessibility and integration of the Bayfront with Frontier park, lower State St. the Dock area and the bluff neighborhood.</p> <p>Roundabouts work well for low traffic areas but are impossible for pedestrians or bicycles.</p> <p>Dedicated bicycle and pedestrian walkways separate from the roadway would be essential. Three or more traffic lights with 4 minute stops and no turns allowed would enhance safety as would lowered speed limits and enforcement.</p> <p>Because ambulances use the turn lane a fourth lane would increase safety.</p> <p>More roadway and faster traffic serves to remove visitors from the Bayfront area rapidly, is this desirable?</p> <p>Slower traffic would make for better safety for pedestrians, visitors to the Assisted living facility etc.</p>	<p>The current Bayfront Parkway plans will accomplish a lot of the items you have asked about, including lower travel speeds, enhance pedestrian and bicycle safety, and create a stronger connection between the City to its great resource – Lake Erie. Roundabouts can be used in urban settings and have successfully shown to decrease crashes and lower traffic speeds. In your comments, you mentioned the recent unfortunate fatal crash at the Millfair roundabout. The investigation into that incident is ongoing and Department data based on police-submitted crash reports shows that its very uncommon. Data from the years 2000 through 2019 shows fatalities at intersections improved to roundabouts had reduced by 100 percent and the total number of crashes by 21 percent. Additionally:</p> <ul style="list-style-type: none"> <li>• Suspected serious injuries were reduced by 77 percent;</li> <li>• Suspected minor injuries were reduced by 57 percent;</li> <li>• Possible/unknown severity injuries were reduced by 82 percent; and</li> <li>• Property damage-only crashes increased by 21 percent.</li> </ul> <p>Plans do not call for widening the Bayfront Parkway to four lanes. Ramps are planned for Bayfront through traffic at State Street, which will significantly improve pedestrian safety, as is a priority of the project. The pedestrians who now cross over 80 feet of pavement at an intersection that carries approximately 20,000 vehicles per day, after the improvements will only cross 46 feet of pavement at an intersection with 7,000 vehicles per day.</p> <p>Bike lanes and a grass median are planned along State Street as well as a dedicated bike/pedestrian path will connect Sassafras Street Extension to Holland Street on the north side of the Bayfront Parkway. Missing connections within the current pathways will be completed and additional paths will be created along State Street toward the waterway.</p> <p>The pedestrian bridges do require some maintenance as you outlined in your comments. We are working with local partners to address this need. We are also continuing the process of determining the location of the facilities to maximize convenience, accessibility, and usage.</p> <p>Additionally, we will be working with the city and the local businesses and agencies to choose the specific landscaping, lighting, benches and other amenities to be installed along the pedestrian/bicycle pathway, as well as how those amenities will be maintained.</p> <p>Thanks again for your comments. Please continue to get the latest project updates from our website <a href="http://www.Bayfrontparkwayproject.com">www.Bayfrontparkwayproject.com</a>.</p>
11/23/2020	<p>can you please tell me where the pedestrian walkways are going to be?</p> <p>Will you be adding a switch to the crosswalks to aid those with visual impairments to get across the road way. I believe it is called a Ket 2 access_blind and visual guidance switch.</p>	<p>Thank you for your email and interest in the project. As technology keeps improving, there are many ways to connect people to the environment including the pedestrian control signals. As the design progresses in 2021, we will look into this item further and other ways to help pedestrians. We've already started on a peer review process to identify any challenges to pedestrians within the project. As far as your other question in relation to the walkways, the current plans are posted at our website <a href="http://www.bayfrontparkwayproject.com">www.bayfrontparkwayproject.com</a>. There is a tab called "preferred alternatives" and then you can zoom into each intersection. The pink / purple areas are noted as pedestrian paths. Again, appreciate the comments and let me know if you need any other details.</p>
2/22/2021	<p>This project is a massive waste is taxpayer money. Erie does not have anywhere near the traffic volumes to justify this insane expense. The project would be enormously disruptive to the community and provide almost no tangible benefit. The no build option is the only sensitively option.</p>	<p>Thank you for your comments and visiting our webpage, but we disagree with your sentiments. The project is more than just moving traffic, but providing pedestrian connections and enhancements from the City streets to the Bay and also making it safer for all users. We recognize that the project is a lot of money and disruption during construction, but the end product will help move both traffic and pedestrians more efficiently which the "no-build" option does not accomplish. Please continue to get the latest updates on the project from our website.</p>
3/24/2021	<p>I read the discussion of the Roundabout workshop but did not see the summary of the Kittelson presentation. I do not know what recommendations they made and how they were incorporated. The public should have access to this information. In fact the public should be able to participate in the peer review sessions as they would in a study session. I am concerned about how you are conveying pedestrian concerns prior to the peer review workshop on the pedestrian bridges. Please be sure that when the pedestrian walkways are discussed that they also address the fact that there will no longer be a controlled crossing at either Holland or sassafras for pedestrians Both Holland and sassafras will have considerable traffic that east west traveling pedestrians will need to negotiate. Also how can the safety of pedestrians in these overpasses be insured. How will pedestrians fill comfortable crossing the bayfront at night when they are in a contained pedestrian bridge. The recommendations of Kittelson to reduce the number of lanes of the roundabouts should be adopted in order to enhance pedestrian safety. IF THE PROJECT MUST GO THROUGH. However there needs to be addressing of the loss of a controlled pedestrian crossing of sassafras and Holland and how pedestrians with visual impairments will safely cross at front street.</p>	<p>Thanks for your comments on the webpage and your phone message yesterday. Kittelson will still be heavily involved in the roundabout design process and not just looking at the number of lanes but some of the other items and design criteria that you have mentioned. We plan on sharing some of these other initial findings related to the roundabouts and pedestrian bridges at a future public setting this Spring, probably through Erie City Council at one of their meetings or study sessions. Please continue to get the latest updates on the project from our website.</p>

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3/25/2021	Kittelson is a well respected firm with experience with roundabouts. They should be utilized to insure the design has all the best management practices that improve way finding and safety for pedestrians especially those with visual impairments. I saw nothing about that in the minutes of the meeting except for number of lanes. There is much more to designing a roundabout that is pedestrian friendly than the number of lanes. It is critical to address the lack of controlled crossings at Holland and Sassafras. With all the traffic at those locations pedestrians, and especially those with visual impairments will have difficulty obtaining and being aware of a safe opportunity to cross these streets. While you did have an advocate for people with disabilities on your committee you have no one on the committee who is visually impaired or has expertise in Orientation and Mobility. Roundabouts pose significant challenges to people who are visually impaired. Comment offered by a retired Orientation and Mobility Specialist.	Thanks for your comments on the webpage and your phone message yesterday. Kittelson will still be heavily involved in the roundabout design process and not just looking at the number of lanes but some of the other items and design criteria that you have mentioned. We plan on sharing some of these other initial findings related to the roundabouts and pedestrian bridges at a future public setting this Spring, probably through Erie City Council at one of their meetings or study sessions. Please continue to get the latest updates on the project from our website.
3/25/2021	Please support the Kittelson recommendations to reduce the number of lanes in the roundabouts in order to improve pedestrian safety. I am a lower Eastsider and we need pedestrians safety as a priority we have a large population of disabled, handicapped and aging communities members who travel to dobbins landing and the Library on FOOT. I see accidents and lawsuits tax payers will have to pay out because you are not prioritizing pedestrian access.	Thanks for your comments. We are strongly considering the recommendations identified in the Kittelson report and hope to have another public information session in the near future to discuss the findings as well as the pedestrian bridges and other design aspects of the project. Please continue to get the latest updates on the project from our website.
3/25/2021	As a resident living above the Bayfront Highway I believe that pedestrian access and our safety should be a PRIORITY.	Thank you for your comment. The Bayfront is transforming from an industrial corridor to a destination / recreational corridor with the proposed development that is occurring. This project will improve the safety and mobility for all users. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>
3/25/2021	I'd like to know more about these proposed pedestrian bridges, it seems unsafe in any capacity.	Thank you for your comment. The pedestrian bridges will provide safe access from the residential bluff on the south side to the north side without the need for pedestrians to cross the Bayfront Parkway at-grade. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>
3/29/2021	I understand you are now considering pedestrian tunnels at least at Holland Street. A tunnel is equally if not more undesirable than a bridge. A tunnel means a pedestrian might feel unsafe all the time, not just in the dark. All the cameras in the world don't provide security when walking in an enclosed isolated space. I bring up a very real concern about people with any kind of anxiety traveling in the confines of a bridge at night. Your idea of providing a pedestrian tunnel with lights and cameras and art totally fails to address a person's anxiety about this kind of exposure.	We are not considering a pedestrian tunnel at Holland, only looking at pedestrian bridge concepts above the Parkway. The City proposed that idea one time for a tunnel crossing of the Bayfront, but we didn't look into that real hard due to the water table and constructability. Please continue to get the latest updates on the project from our website.
9/1/2021	Hi This is unfortunately another waste of taxpayer money. There are many miles of existing pothole roadways and crumbling bridges which need maintained and repaired. Why spend the money on new road projects that PennDOT fails to maintain? A perfect example is on the Bayfront connector section from 6th to 12th street. There are concrete planters that are full of weeds and dead trees. Nobody cared for the planters and trees died and weeds grew. This new project will be yet another poorly maintained project which the state has no money to keep up on the maintenance. Who is going to care for all the new landscaping? You obviously didn't care for the landscaping on the bayfront connector planters. The planters are meant to beautify the area. Because of lack of maintenance they are now eye sores. Who is going to maintain the new bridges? This state doesn't need more bridges. We already have hundreds of bridges past their life which the state didn't maintain. Why do we need more roundabouts? The roundabout on Millfair and Lake Road is a disaster. The planter is not maintained, the grass isn't cut, vehicles have hit the lights and planter. Snow plows have hit the concrete curbs. It looks terrible. Do we really want this on the bayfront? The state needs to wake up and quit building new projects which don't get maintained.	Thanks for your comments on the project and mostly the lack of maintenance on the existing Bayfront. We can assure you that as part of the new project that maintenance agreements will be signed and these items will be addressed going forward as we have learned from the past. We are currently working with the City of Erie on these agreements and they are looking at side agreements with others in the community to keep the landscaping items in a state of good repair. I understand your concerns of wasting money and resources, but the project has gone through development since the study back in 2015 and is one of the leading transportation priorities in the region. The project will help connect the city grid to the waterfront and make travel on the parkway more efficient for motorists. Bicycle and pedestrian amenities are being carefully placed to make their travel safer too. Please continue to get the latest updates on the project from our website.
9/10/2021	Will this project take away from people being able to go fishing? Although we have places to fish on the peninsula, not everyone has transportation to get there. So we need to keep fishing available for the public and parking close enough that we don't have to carry our buckets and pails so far away. Please keep this in mind when you're doing your designs and planning. Thank you	Thank you for question about fishing related to the PennDOT project. PennDOT is actually improving access for residents of the City by the enhanced intersection at State Street that will be easier to cross as a pedestrian and also the pedestrian bridge over the Parkway at Holland Street. Many people have expressed interest in these enhanced connections for pedestrians so access can be easier to get to the Bay and recreational opportunities on the water. While there may be some temporary inconveniences during the construction, there should be ample access to and from the Bayfront businesses, Lake Erie and Bay, and parking. Please continue to get the latest updates on the project from our website.
9/13/2021	I strongly support the option of lowering the parkway below State Street. It would likely provide much safer pedestrian access, and alleviate much of the congestion caused by the current traffic light at that intersection, particularly westbound traffic.	Thank you for your comments and please continue to get updates on the project from the website.
9/15/2021	Why wouldn't you put the pedestrian bridge over where the hotels are?	Thanks for the question about the location of pedestrian bridges as it has been a hot topic with many suggestions. The pedestrian bridge to be constructed in the first phase of the project will be located just east of Holland Street. Through our early public involvement efforts, we heard that was a vital location to help residents on the eastside of the city have better and safer access to the waterfront. The other big pedestrian enhancement in the current project for north/south pedestrian movement is at State Street where the pedestrian crossing distance will be shortened about 50' with the improvements planned there. In the future, pedestrian bridges at State Street and Sassafras Street Extension are being considered and are dependant on funding availability and private development. Please continue to get the latest updates on the project from our website.



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9/15/2021	Pedestrian access much needed. What was needed from the very beginning was a 4 lane Hwy, which Harrisburg thought, Erie?, ...nah, If you can't give us another lane, from Port Access Rd (East) to Cranberry St. (West) , the next best thing is your State st Bypass, which will keep traffic flowing thru, with out sitting at the light and backing everyone up Best idea! Thanks for helping us out with this 20 + year dilemma.	Thank you for your comments and please continue to get updates on the project from the website.
9/15/2021	This being sent in lieu of attending meeting which conflicted with my schedule. Crossing the bayfront parkway is a problem in several spots. At Cranberry a traffic light is necessary as you take your life in your hands whether crossing in a car or on foot. The flashing light does not slow down traffic nor make people stop as required by law if in the crosswalk. Further the traffic light at the Cobblestone east of the Cascade Street walkway access, the light takes much to long to stop traffic if crossing by car or on foot. Same for the light at State and Bayfront... cars go thru red leaving little time for crossing on foot safely.	Thank you for your comments. The proposed improvements will enhance pedestrian connectivity at the intersections of Sassafras Street Extension, State Street, and Holland Street. The roundabouts will help to slow vehicular traffic which will help to calm traffic through the corridor. This will be of a benefit to all of the users, including pedestrians and bicyclists. Please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a> .
9/18/2021	The revamp of the bayfront parkway needs to include a pedestrian crossing at sassafras or Chestnut or Cherry Sts. The west side neighborhood deserves easy access too.	Thanks for providing feedback on the pedestrian bridge ideas for the west side neighborhoods. Our initial Bayfront project only encompasses the area of the Bayfront Parkway between Sassafras Street and Holland Street. Future development along the waterfront or in the city grid may help spur a location of a pedestrian bridge on the west side. I encourage you to also share your ideas with the neighborhood group "Our West Bayfront" with the goal of bringing your location idea with others in the neighborhood for a future phase. Please continue to get the latest updates on the project from our website.
9/19/2021	WHEN TRAFFIC BECOMES HEAVY OR ANYTIME-PEOPLE WILL TAILGATE OR BLOW HORNS- FORCING PEOPLE TO DRIVE FASTER? -complete 4 way not 2 way as now! it may help-i don't know.maybe 6 lanes? THE TURNAROUNDS-ESPECIALLY AT HEAVY TRAFFIC WILL-----FORCE PEOPLE TO CUT IN FRONT OF EACH OTHER - TO GET ON???	Thanks for sharing your concerns with us. The Bayfront Parkway is designed to be more of a parkway with lower speeds, so adding additional lanes is not part of the current project. We are hoping by making these improvements along with our retiming of 12th Street traffic signals, that drivers will begin to use 12th Street more as the main East/West route in town. The planned design should calm traffic and discourage the aggressive items you mentioned. Please continue to get the latest updates on the project from our website.
9/19/2021	<p>Whoever studied this project is clearly not familiar with the actual situation experienced by the people who use the Bayfront regularly. We have a marine repair business and spend most days at the various bayfront marinas. The issue on the Bayfront highway is NOT traffic congestion driving through. It is trying to get ONTO the Bayfront highway from the bayfront facilities. Except at the two lights, the only way to get on the highway is to wait for the break in traffic caused by the stop lights. By replacing these lights with roundabouts, you will be creating an unending stream of traffic, and getting onto the highway from the bayfront businesses will be darn near impossible. A roundabout that would allow the access you are hoping for would have to be multiple lanes and a lot larger diameter than what you have room for on the Bayfront. You put a roundabout at the convention center, and after an event you will have cars lined up in the parking lot, unable to leave. Add to this the number of semi-trucks on the highways. Roundabouts do not accommodate these large trucks, and they will be running over the center, and causing safety issues as they negotiate these obstacles. This is to say nothing about the snow plow operators' challenges clearing these constructions efficiently and safely.</p> <p>You have also apparently not looked at the recently constructed roundabout in Millcreek at West Lake and Millfair roads. Has anybody asked how many times someone has crashed through the center island there in the short period of time since it opened? And you are proposing putting THREE in one short stretch of 45 mph road? There may be heavy traffic on the Bayfront. Perhaps, instead of making the traffic an absolute NIGHTMARE for several years during the construction, you could limit the traffic to vehicles who actually have business on the bayfront. Instead of an improvement, your proposal will be making traffic next to impossible for 5 years... and yes, I am saying there is NO way this will be completed in the promised two years time... with little or no gain in the long run. As for the pedestrian bridge, since it is a lot more time and effort to walk than it is to drive, you should consider putting the bridge near where people want to go. The crossing at Holland gives you access to the library only, since I can not see people flocking to the mostly empty Metro station or the essentially abandoned "cruise terminal." Why not put the bridge closer to the restaurants and bayfront access walkways where people would actually want to go? Please, please step back and look at the facts. Do not be swayed by pretty "conceptual drawings" from the architects and promises of tourists coming from miles around. Take care of the residents of Erie, especially those who live and work on the Bayfront, and know that this will not help.</p>	<p>Thanks for using our website and providing feedback and also researching the other comments that are there. We supplied answers to comments so people can review what others have said and as long as the comments are not vulgar or malicious a response has been posted. We will have to agree to disagree on your comments as the roundabouts have been carefully selected to improve traffic operations and safety. The roundabouts have also been also peer reviewed by another consultant to make sure they are sized appropriately among other items. Access to businesses will remain open during construction, but with our companion project to retime the traffic signals along 12th Street that will be built in 2022, we hope motorists will discover another way that provides east/west access into town. Please continue to get the latest updates on the project from our website.</p>
9/20/2021	<p>After reading your responses to people making comments on this project, it is quite apparent that you have already made up your mind: You are going ahead with the project, and this act of asking for Public Comment is just a farce so you can comply with the regulations that say you must. I guess the regulations do not state you actually have to take said comments into consideration.</p> <p>On the majority of comments made that question the project, you reply "Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection."</p> <p>While this may be true for properly sized roundabouts, it is not true in the case of this project. When there is a steady stream of traffic along the Bayfront, the side road access will never have an opening to safely accelerate into the roundabout. The fact that the through traffic will be moving slower around the roundabout just means the side road traffic will be waiting even longer.</p> <p>But I can see that you are "not agreeing" with all productive comments that do not agree with your view. That is sad. You are on the verge of making the Bayfront a route that is profoundly frustrating to travel and not serving the residents of your city.</p> <p>Will you have the courage to print this comment?</p>	<p>Thanks for using our website and providing feedback and also researching the other comments that are there. We supplied answers to comments so people can review what others have said and as long as the comments are not vulgar or malicious a response has been posted. We will have to agree to disagree on your comments as the roundabouts have been carefully selected to improve traffic operations and safety. The roundabouts have also been also peer reviewed by another consultant to make sure they are sized appropriately among other items. Access to businesses will remain open during construction, but with our companion project to retime the traffic signals along 12th Street that will be built in 2022, we hope motorists will discover another way that provides east/west access into town. Please continue to get the latest updates on the project from our website.</p>

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9/29/2021	<p>Trying to leave Boat Clubs, Marinas, restaurants, even Liberty Park, is extremely difficult even with the light. Now a roundabout, with a continuous flow of traffic is being proposed. A Bridge at Holland St. For those not familiar with Erie, could cause alot of issues for visitors as well as citizens. In a regular season there are visitors to these Marinas and recreational areas from Canada, Michigan, and various other states. There is alot of foot traffic as well as rented vehicles.</p> <p>If the Downtown can not be accessed safely, by walking or driving for these visitors, we could loose alot of revenue for the businesses and the City as a whole. Since when was the Bayfront designed to be a major Hiway? It was a dirt road in the 80's, now you can not safely pull out from the north side of the Bayfront, a roundabout will make it even more difficult. Please rethink this. Look past State St. Going West. How does your changes benefit all involved? You are taking a 2 lane Hiway ending at State St and making it 1 lane of continuous traffic until Cranberry from there west it is 2 lane, there is not any businesses there, the 2 lanes need to be from State to 8 th. Going east and west. So entering and exiting the Bayfront to these attractions, and businesses is accessible to all. 8 th St to State St is only 1 lane again solid line of traffic, there is no way to pull out safely from the north side of Bayfront and go East. The light is very short, and waiting for it to change to turn left onto Bayfront takes forever. And are you removing the light? Because your constant flow of traffic at proposed roundabout will be backed up even worse. Again, please rethink this. Aileen Kowalski</p>	<p>Thanks for your feedback and your concerns do echo some that we have heard regarding access and the Bayfront project. Even with the proposed roundabouts, there will be adequate gaps in the traffic for vehicles to pull out from the side streets and also with the traffic signal improvements at State Street, pedestrians will have an easier time to navigate to the Bay or city depending on their destination. The Bayfront has transformed a lot from the 1980s, from industrial to now more recreational and tourism driven. These improvements will help make the roadway function more like a parkway with green spaces, pedestrian facilities, and not function like a major highway. PennDOT is also making improvements to the 12th Street traffic signals next year and hoping that traffic will begin to use it for a more East/West route for traffic. Please continue to follow our website to get future project updates.</p>
10/13/2021	<p>The bayfront is a wonderful idea to provide a beautiful view of the bay by car which is a wonderful showcase for Erie and Pennsylvania. Unfortunately for tourists, cyclist, pedestrians, diners, hotel guests, fisherman and boaters on the bayfront is the unnerving sound of highway traffic. The traffic sound from the bayfront parkway creates an ambiance of hurry, stress, and danger. For the bayfront to be a better asset to all, a sound reduction plan needs to be in place that includes landscaping, edge of road wheel high sound barriers, and low noise producing road surfaces. I hope you find my comments useful.</p>	<p>Thanks for your comments on noise and your suggestions to help alleviate them. An analysis did occur for sound as part of the design process. Although no sound walls are part of the design, landscaping will be added to the project to make the Bayfront more of a "park-like" setting and with the installation of roundabouts - lower speeds that encourage a traffic calming effect should occur. Please continue to get project updates from our website and we appreciate the input.</p>
10/25/2021	<p>Roundabouts on the Bayfront Parkway are not whats needed. for one people in Erie do not know how to negotiate in a roundabout. A roundabout at Holland street is not whats needed. Just turning lanes &amp; well designed &amp; working traffic lights. Have you seen the traffic congestion leading into the roundabout on Route 322 in Meadville? Traffic on the bayfront will be at a STANDSTILL! The intersection at the Bayfeont Parkway &amp; State Street does need the most attention. Again well designed intersection &amp; well designed &amp; WORKING traffic lights is all that is needed. Another roundabout at Sassafrass Steet is another waste of taxpayers money &amp; not needed. Traffic will be at STANSTILL there also. Drivers will be STOPPED beforeentering a roundabout. Mark my works. AGAIN Well designed intersection with sensored traffic lights are what is needed. NO intersection on the Bayfront Parkway should be without sensored traffic intersections.And hould be CORRECTLY placed to allow a stack up of a number of cars for a time period BEFORE allowing the traffic light to cycle. IT IS NOT ROCKET SCIENCE TO OBSERVE TRAFFIC PATTERNS &amp; DESIGN A WORKING INTERSECTION</p>	<p>Thank you for your comments and appreciate your viewpoint on properly timed signals. We did look at signals and timings and the State Street intersection will remain a signal with some new timings and the new configuration. The Sassafras and Holland Street intersections performed more efficiently as roundabouts. Roundabouts provide several benefits beyond signalized or unsignalized intersections. Roundabouts provide increased safety with fewer conflict points and slower speeds. Roundabouts also provide increased efficiency and level of service by allowing continuous flow of slower-moving traffic through the intersection. The roundabouts have been designed to make sure they are properly sized and will improve the efficiency in the area. Let me know if you have any additional questions and please continue to get the latest project information at <a href="http://www.BayfrontParkwayProject.com">www.BayfrontParkwayProject.com</a>.</p>
12/2/2021	<p>Please, please don't move forward with this project. It is not looking to the future. Major cities around the world are realizing putting highways on waterfronts was a mistake, and are beginning to rectify these mistakes. I don't want cars to be able to move faster through my city. Cars have already ruined cities, why do we continue to let them? I am just hoping penndot will design something that actually benefits the citizens of Erie.</p>	<p>PennDOT is not designing the Bayfront Parkway project to be a barrier to the waterfront and the project design encourages slower speeds and traffic calming. The planned improvements also better connect the City to the waterfront and Bay and are not just about motorized vehicles. Pedestrian and bicycle improvements are a big portion of the design details and even an overhead pedestrian bridge at Holland Street. Thank you again for your comments and continue to get your latest updates at <a href="http://www.bayfrontparkwayproject.com">www.bayfrontparkwayproject.com</a>.</p>
2/6/2022	<p>What type of residences are being planned? Will they include elevators?          Will there be a gym in the building?          Thank you for your time!</p>	<p>Thank you for using our project website to ask your questions about residential development and Trader Joe's. PennDOT's project deals with the roadway improvements and also the connections for pedestrians and cyclists to have better access to the Bay from the City. We do not know all the plans of developers and that is something we are not involved in since these final connections would be made from City streets. I like your ideas and envision developments as you suggested, but PennDOT and this project are not a part of those discussions. Thanks again for your questions and please continue to get the latest info on the project website.</p>
2/6/2022	<p>So...have you considered inviting TRADER JOES to locate down there? It would attract people from all over the area, and at the same time provide healthy, affordable groceries for those living downtown.</p>	<p>Thank you for using our project website and submitting your parking idea for State Street. Our project limits on State Street only touch a few hundred feet on each side of the Bayfront Parkway, so we really did not get into parking in the area of your concern. I agree that the existing parallel parking can be busy during certain hours and especially as development continues in that area. PennDOT is not involved in the commercial developments taking place but there may be a need for some different ideas including your recommendation or additional parking structures or locations. Since State Street is a city street, I will take your idea and send it to the City of Erie Traffic Engineer for their consideration. Thanks again for using our website and continue to get your updated project info from us!</p>
2/7/2022	<p>I would like to know if any one has considered having diagonal parking on State Street? Consider parking diagonal parking between the entrance to the Hampton Inn Beer Garden parking entrance down to the Wharf. Remove the boulevard in the middle of the street. Diagonal parking would allow for more cars to park on State street,</p>	<p>Thank you for using our project website and submitting your parking idea for State Street. Our project limits on State Street only touch a few hundred feet on each side of the Bayfront Parkway, so we really did not get into parking in the area of your concern. I agree that the existing parallel parking can be busy during certain hours and especially as development continues in that area. PennDOT is not involved in the commercial developments taking place but there may be a need for some different ideas including your recommendation or additional parking structures or locations. Since State Street is a city street, I will take your idea and send it to the City of Erie Traffic Engineer for their consideration. Thanks again for using our website and continue to get your updated project info from us!</p>

Date Received	Comment	Response
2/21/2022	<p>I honestly like the design aspects of the project. It will give Erie a more modern and updated look that it needs to keep up with other cities. A concern of mine is that the current plans call to keep the train tracks along the bayfront parkway near the bay. I understand keeping them closer to 90 because trains are often kept there to unload product. But they are unnecessary near the lake. Very rarely are trains on them or even used and even if they are used a couple times a year then why can't that load be handled by a tractor trailer. I have an engineering degree and know huge loads can be handled by tractor trailers. There's no need for at least as many lines as there are. There isn't as much production happening down on the lake as there used to be and hopefully it keeps going in this direction. The only production facility that deserves to be down there is donjon since it has to do with ships. We should get rid of the tracks at least from the bayfront to the line that went to the coke plant in case of future development there but it could even be gotten rid of up until 12th street. But we are losing out on great lakefront property and ruining the beautiful bayfront we have by keeping them there. We are making big changes to the bayfront. Why not do the job right and get rid of unnecessary things like those at the same time. I noticed the work already on the soldiers and sailors bridge. So it's too late to save money on that. But we could also use the path that those train tracks take for a continuation of the bayfront instead of swinging down close to the sewage plant. Anyone that drives by there during the summer knows how terrible it smells with a little breeze. So why not take the bayfront a little farther from it to avoid the smell and try and hide it a little since you see giant mounds of sewage when you pass there. Again, we need to make the area beautiful to attract tourists to come here. So why aren't we addressing these major issues?</p>	<p>Thank you for taking time to submit your questions / concerns on our webpage regarding the railroad tracks and sewage treatment facilities. One of the more challenging parts of the project was to work with CSX and their facilities. Although we feel that the tracks were seldom used too, they had to be accommodated for in our designs which led to the bridge at the Soldiers and Sailors home as you mentioned as the first phase of the project. While the Bayfront's future does seem more destined for recreation and tourism, it is hard to look long range in the future and it's a tough decision for a class 1 railroad to relinquish an asset. We came to an agreement with the railroad for now for the Bayfront, but maybe someday it will extend more South/East to I-90. As far as the sewage treatment facility, it's always been there but its location is outside our project limits. Maybe there is a better location for it someday, but again maybe something for the City to work on. Appreciate your insight and questions. Please continue to get your updates from our webpage and if you have any additional questions, let me know.</p>
2/23/2022	<p>Hello - Your latest renderings of the pedestrian bridge over the Bayfront at Holland street show a pathway (when traveling north) across the Bayfront. then doubling back for several yards before joining the sidewalk. While I recognize and appreciate making it ADA accessible, asking folks who want to travel north to double back south and then north again is a waste for most people. Moreover, I think that people will create a shortcut 'as the bird flies' and end up walking through the plantings anyway. As an alternative, please add steps at the northmost point of the bridge path for folks who are headed north and do not need a ramp.</p>	<p>Thank you for using our project website to provide your feedback on the project. Please continue to get updates on the project from the website.</p>
8/3/2022	<p>I am writing to show support to the project. Roundabouts and pedestrian walkways will go a long way to making the bayfront a better and more accessible place. I've read some of the other submitted comments, and I am dismayed at the lack of "education" shown towards roundabouts. There is a valid concern about people not understanding how to properly utilize it, but I do hope that clear minds prevail in the decision making and not let the fear mongering hurt the plan. This is nothing that very clear signage can't alleviate.</p>	<p>Thank you for using our project website to provide your feedback and support of the project. Please continue to get updates on the project from the website.</p>