



Erie East Side Active Transportation Connections

Project Overview – August 15, 2023

Prepared for:



Prepared by:



BACKGROUND AND STUDY AREA



GRAPHIC LEGEND

 EXISTING TRAIL	 SIDEWALK	 CITY OWNED PROPERTY	 PORT OWNED PROPERTY
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PURPOSE AND GOALS

The purpose of this study is to identify and assess potential bicycle and pedestrian improvements in Erie's East Side community.

- Connect residents to the Bayfront and its key destinations by means of walking and biking
- Connect the East Bayfront's cultural, historic, and scenic resources to one another by means of walking and biking
- Create new connections to the existing regional trail and on-road bikeway network
- Support economic development

EVALUATION PROCESS

EXISTING CONDITIONS ANALYSIS

- Previous Plans
- Related Projects
- Base Maps
- Traffic Counts
- Field Visit
- Key Issues

POTENTIAL CONNECTIONS EVALUATION

- Develop alternatives, including alignment options and facility types
 - Overview map
 - Typical sections
 - Key location sketches
- Compare alternatives
 - Environmental constraints
 - Traffic analysis
 - Stakeholder and project partner input

SELECTED IMPROVEMENTS & NEXT STEPS

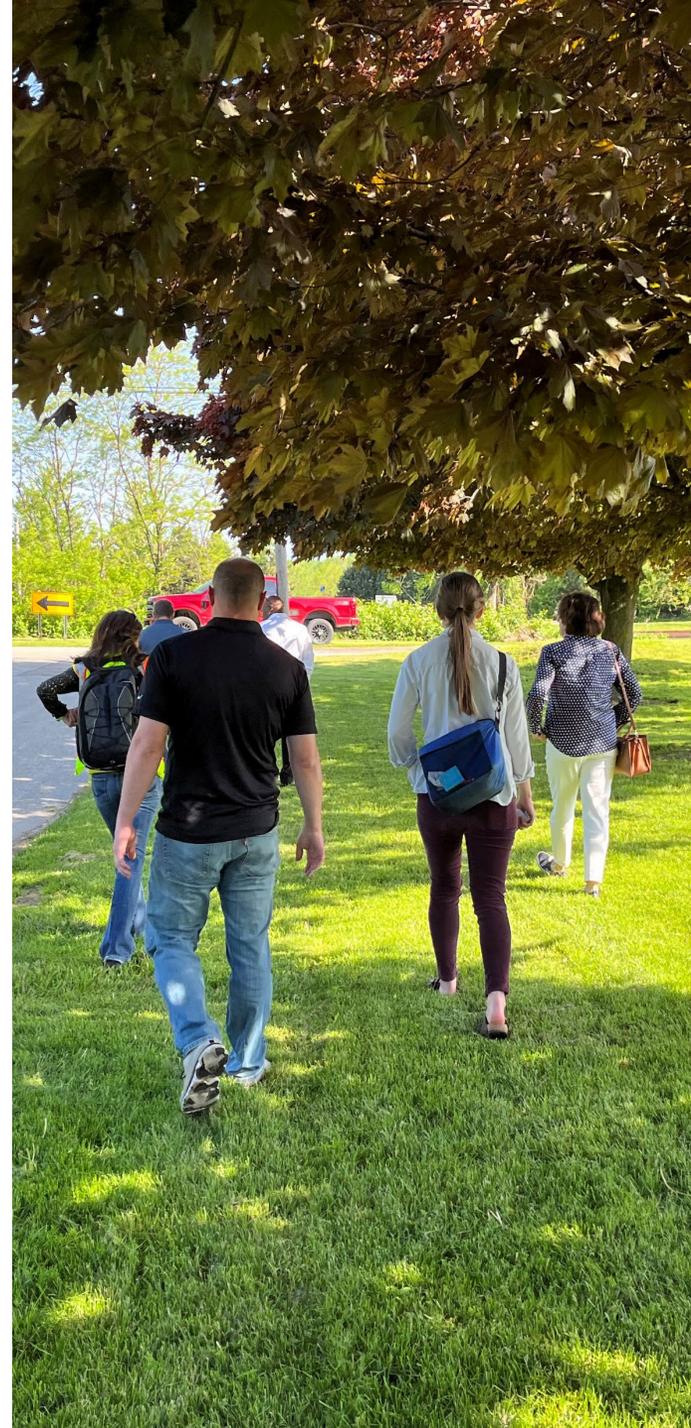
- Selected connections
 - Overview map
 - Typical sections
 - Conceptual plan
 - Cost estimate
 - Implementation strategy
 - Action items

DRAFT & FINAL REPORT

STAKEHOLDER AND TECHNICAL COORDINATION MEETINGS

STAKEHOLDERS

- *Erie Port*
- *City of Erie*
- *Erie County Redevelopment Authority*
- *Erie MPO*
- *PennDOT District 1*
- *Bayfront Eastside Taskforce*
- *East Side Renaissance*
- *Parade Street Redevelopment*
- *SONS Lake Erie*
- *Presque Isle Light Station (Land Light House)*
- *Janitor Supply*



RELEVANT PLANS AND STUDIES

Port of Erie

- Master Development and Facilities Plan (2018)

City of Erie

- Active Erie Transportation Plan (2021)
- East Bayfront Neighborhood Plan (2020)
- Erie Refocused (2016)

Erie County

- Parks, Trails and Recreation Plan (2020)
- Cultural Heritage Plan (2017)

Erie MPO

- 2050 Long Range Transportation Plan (2022)

Others

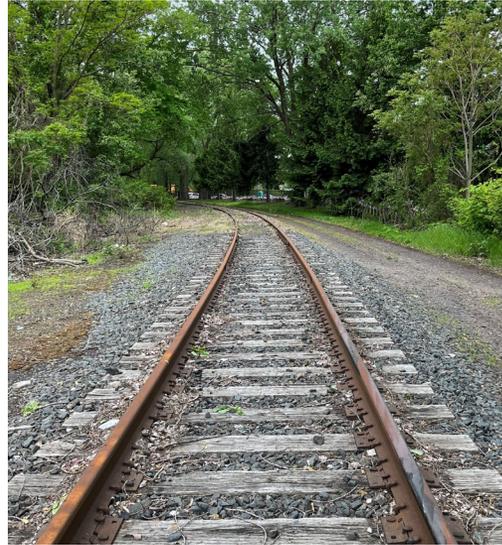
- Three Forts Master Plan (2021)
- Great Lakes Seaway Trail – Corridor Management Plan (2005)
- Industrial Heartland Trails Coalition

ONGOING PROJECTS

- Bayfront Parkway Project
- East Bayfront Parkway Safety Improvements
- 6th Street / Lake Road Bikeway



KEY ISSUES AND CONSIDERATIONS



- Bayfront Parkway
- CSX Railroad
- Topography
- Utilities
- Existing Streets and Sidewalks

- Soldiers' and Sailors' Home
- Recreational, Cultural, and Historic Destinations
- Residents and Visitors with Different Needs and Interests

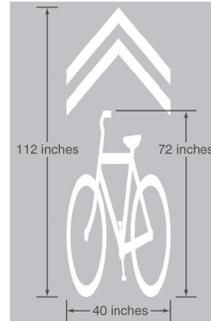
ACTIVE TRANSPORTATION TOOLBOX

ON-ROAD BICYCLE FACILITIES AND FEATURES

Shared Lane (Sharrow)

Description
A roadway with signage and pavement markings to indicate the use of a travel lane by both bicycles and motor vehicles. Pavement markings may include a “sharrow,” which is a bicycle symbol with two chevron arrows denoting the direction of travel.

- Benefits**
- Alert motorists to the potential presence of bicyclists that may occupy the travel lane
 - Recommend proper lateral position for bicyclists
 - Encourage safe passing of bicyclists by motorists
 - Reduce the incidence of wrong-way bicycling
 - Provide wayfinding



- Design Features**
- Shared lane pavement marking or “sharrow” placed in accordance with MUTCD, Section 9C.07
 - Bicycle May Use Full Lane Sign (R4-11) placed in accordance with MUTCD, Section 9B.06

Bike Lane

Description
A portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive public use by bicyclists. Bicycle lanes are located directly adjacent to motor vehicle travel lanes and operate in the same direction as motor vehicle traffic.

- Benefits**
- Provides separate space dedicated for cyclists, which can offer added comfort for less experienced riders
 - Allows bicycles to operate on a roadway without impeding motor vehicle traffic
 - Encourages predictable positioning by bicyclists at intersections



Dimensions
5 - 7 feet wide (4 feet minimum, exclusive of gutter)

Shared Use Path

Description
A combined bikeway and walkway that is designed for shared use by bicyclists and pedestrians of all abilities, as well as other non-motorized modes of transportation. Shared use paths along or adjacent to a roadway are physically separated from vehicular traffic by a verge, fencing, or other barrier.

Target Users
Bicyclists; Pedestrians; Other non-motorized users

Dimensions
10-12 feet wide (8 feet is permissible where there are constraints). When a shared use path is adjacent to a roadway, a 5 foot wide verge is recommended between the edge of the shoulder and the path. If this width is not feasible, a suitable physical barrier is recommended.



Surface Materials
Asphalt; Compacted Stone; Concrete



Pedestrian Path

Description
Walkway for use by pedestrians of all abilities. Walking paths may be adjacent to roadways and serve as an alternative design treatment to sidewalks. Walking paths are also prevalent in parks or within other developed sites to provide pedestrian connections and support active recreation.

Target Users
Pedestrians

Dimensions
< 8 feet wide (6 feet typical)

Surface Materials
Asphalt; Compacted Stone

Sidewalk

Description
Walkway parallel to the road that is intended for use by pedestrians, often with numerous access points to adjacent land uses. The walkway is typically physically separated from the roadway with a curb and/or verge. The verge may contain grass, vegetation, pavers, and sometimes street trees. Sidewalks are typically concrete, but can be constructed with asphalt, bricks, or pavers.

Target Users
Pedestrians

Dimensions
< 5 feet wide (minimum). The verge, when provided, may range in width though 4 feet is a typical minimum.



Surface Materials
Concrete (typically); Brick; Pavers; Asphalt

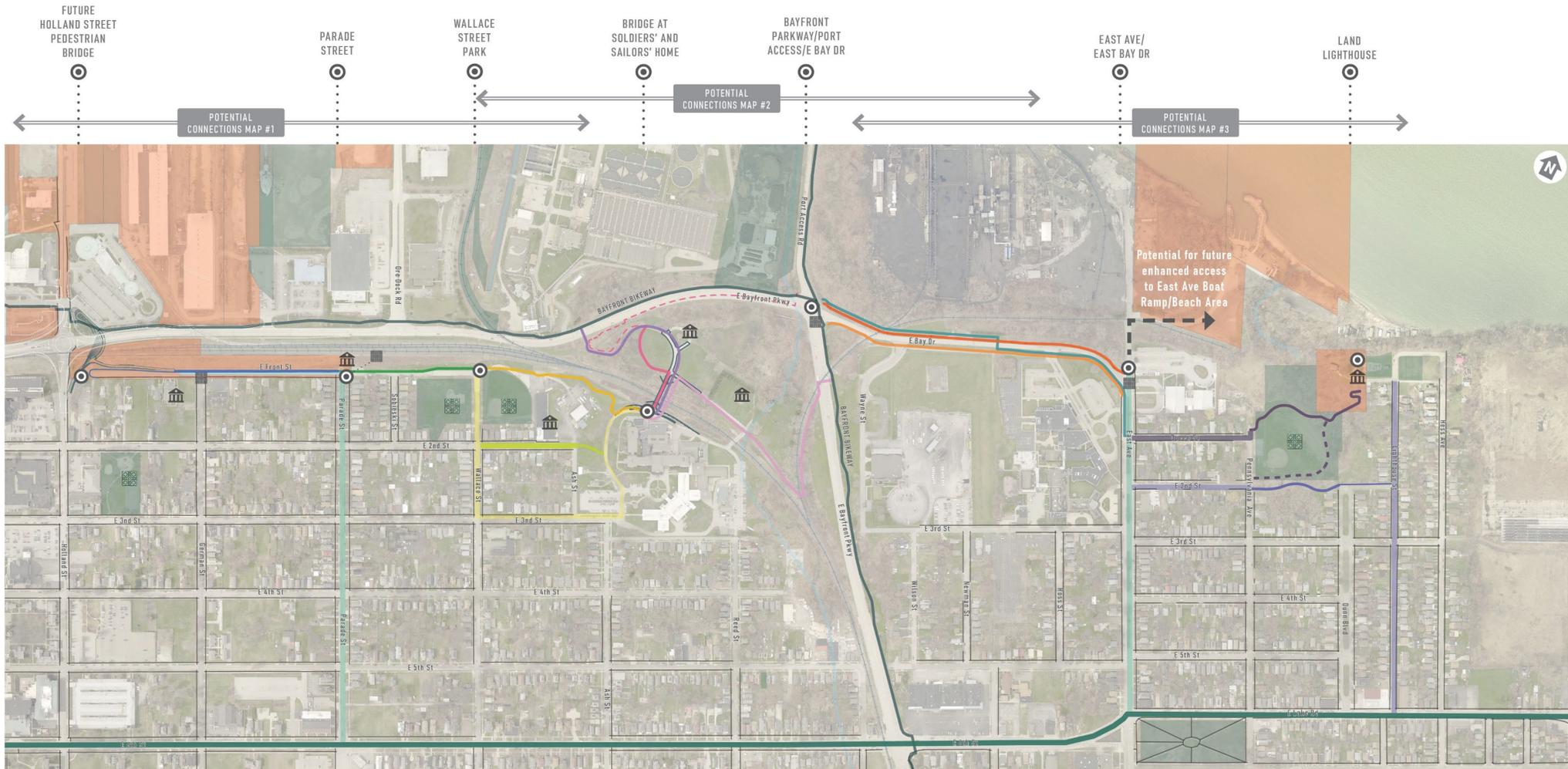
EXISTING CONDITIONS



GRAPHIC LEGEND

- | | | | | | | | | | |
|--|-----------------|--|-------------|--|-----------------|--|----------------|--|---------------------|
| | KEY DESTINATION | | LANDMARK | | WET SOILS | | EXISTING TRAIL | | PORT OWNED PROPERTY |
| | PUBLIC PARK | | STEEP SLOPE | | MAJOR UTILITIES | | SIDEWALK | | CITY OWNED PROPERTY |

POTENTIAL CONNECTIONS



GRAPHIC LEGEND



KEY DESTINATION



LANDMARK

EXISTING TRAIL



PORT OWNED PROPERTY



PUBLIC PARK



INTERSECTION IMPROVEMENT

EXISTING SIDEWALK

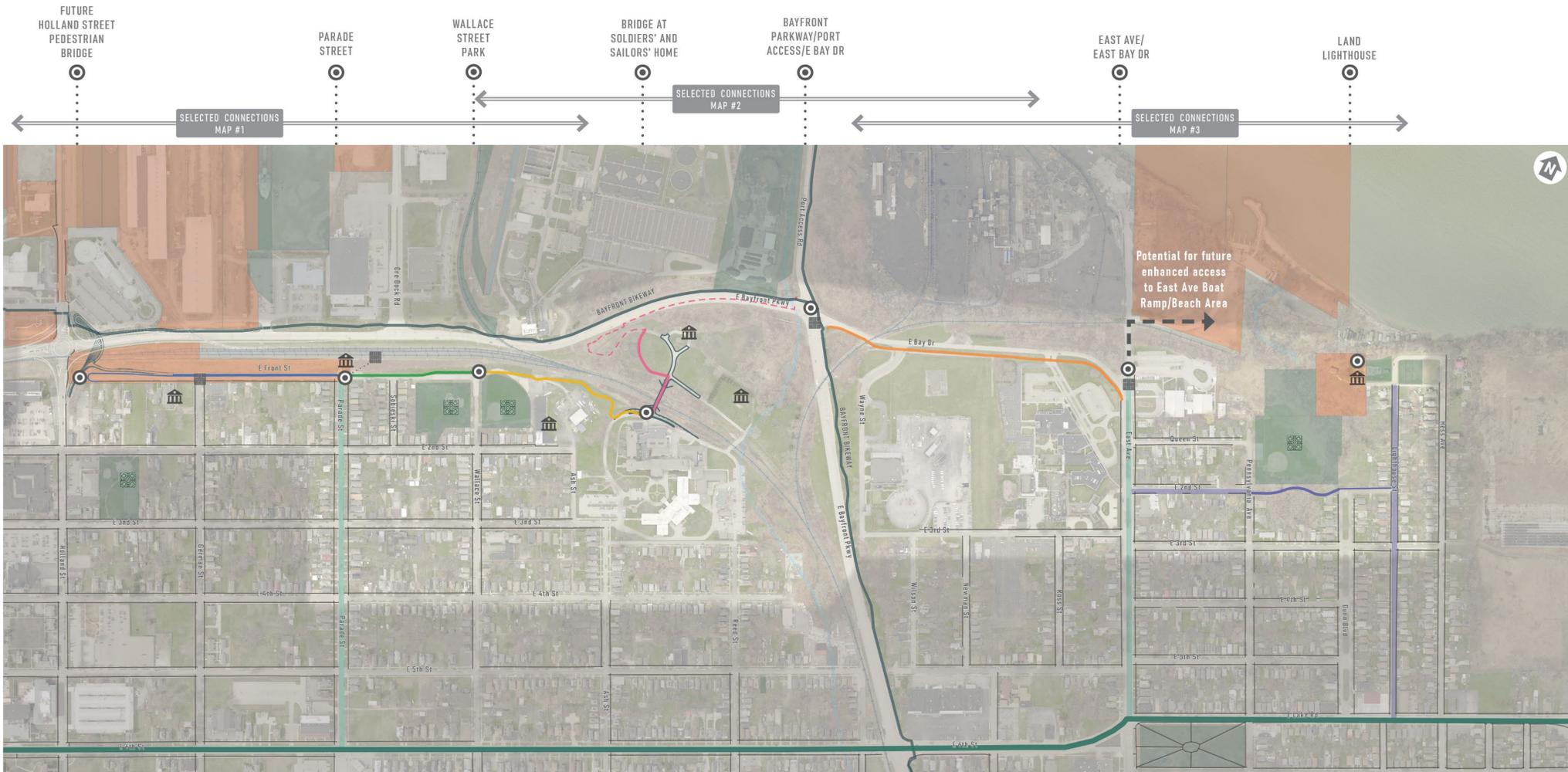


POTENTIAL CONNECTIONS

CITY OWNED PROPERTY



SELECTED CONNECTIONS



GRAPHIC LEGEND

KEY DESTINATION

LANDMARK

EXISTING TRAIL

6TH ST / LAKE RD BIKEWAY

PORT OWNED PROPERTY

PUBLIC PARK

INTERSECTION IMPROVEMENT

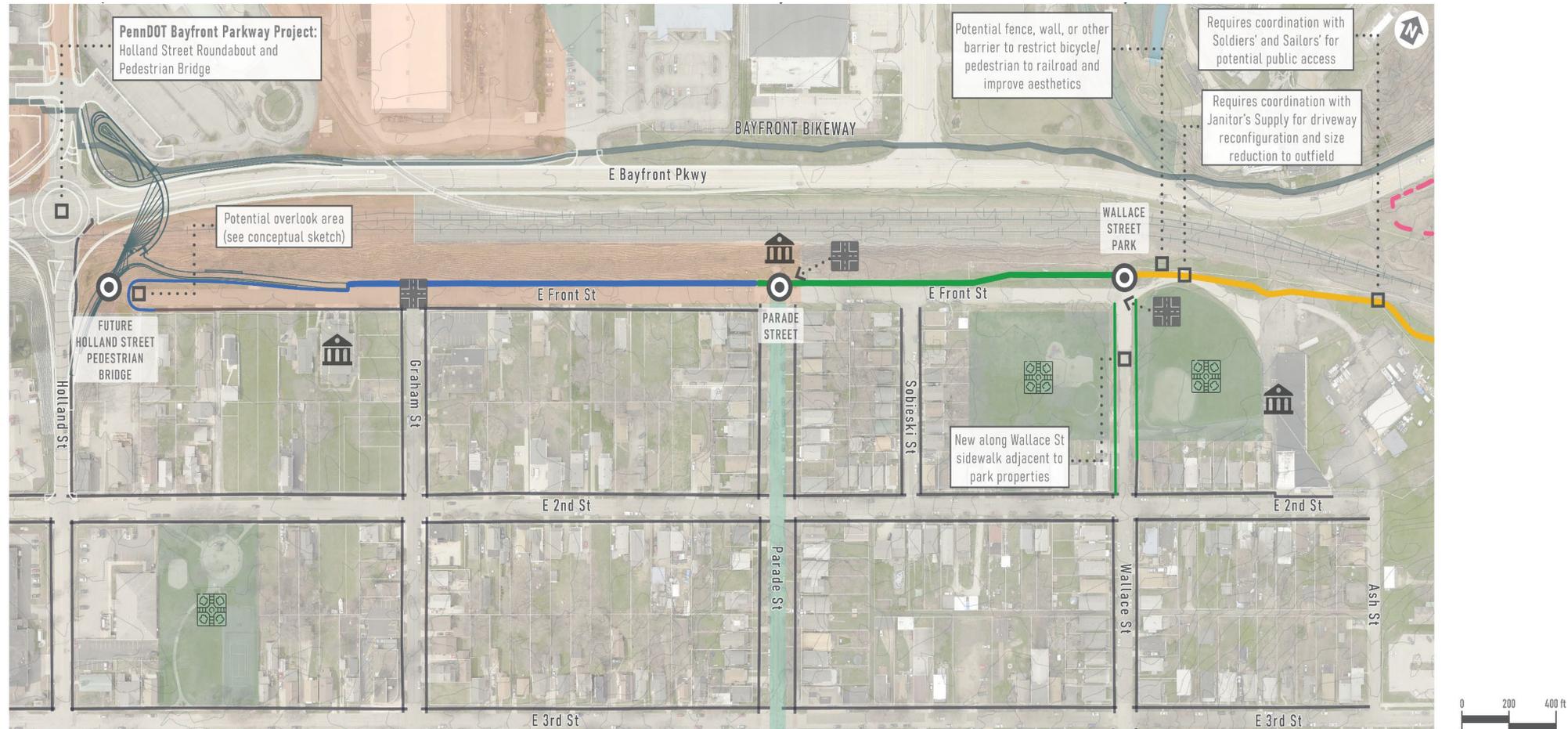
EXISTING SIDEWALK

POTENTIAL CONNECTIONS

CITY OWNED PROPERTY



SELECTED CONNECTIONS MAP #1



KEY MAP



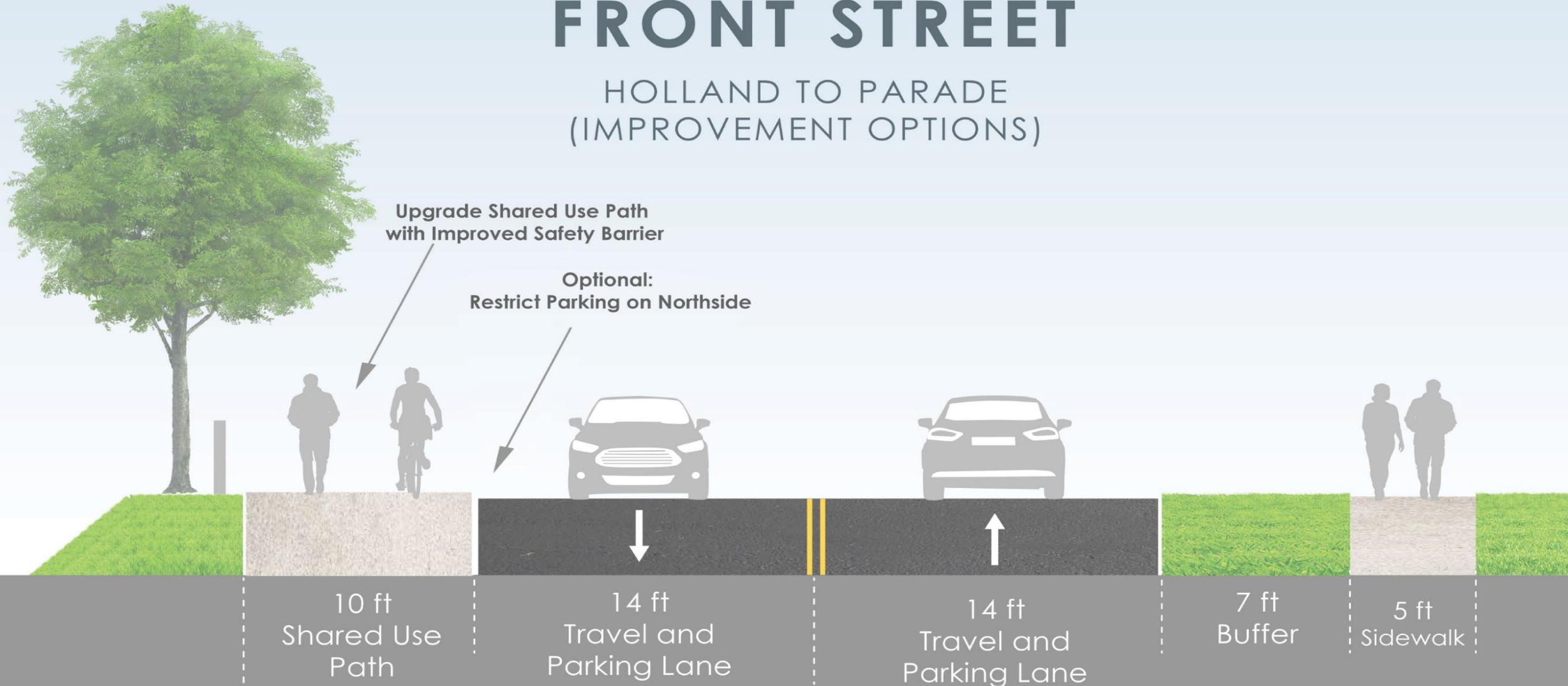
GRAPHIC LEGEND

	KEY DESTINATION		LANDMARK		EXISTING TRAIL		PORT OWNED PROPERTY
	PUBLIC PARK		INTERSECTION IMPROVEMENT		EXISTING SIDEWALK		CITY OWNED PROPERTY

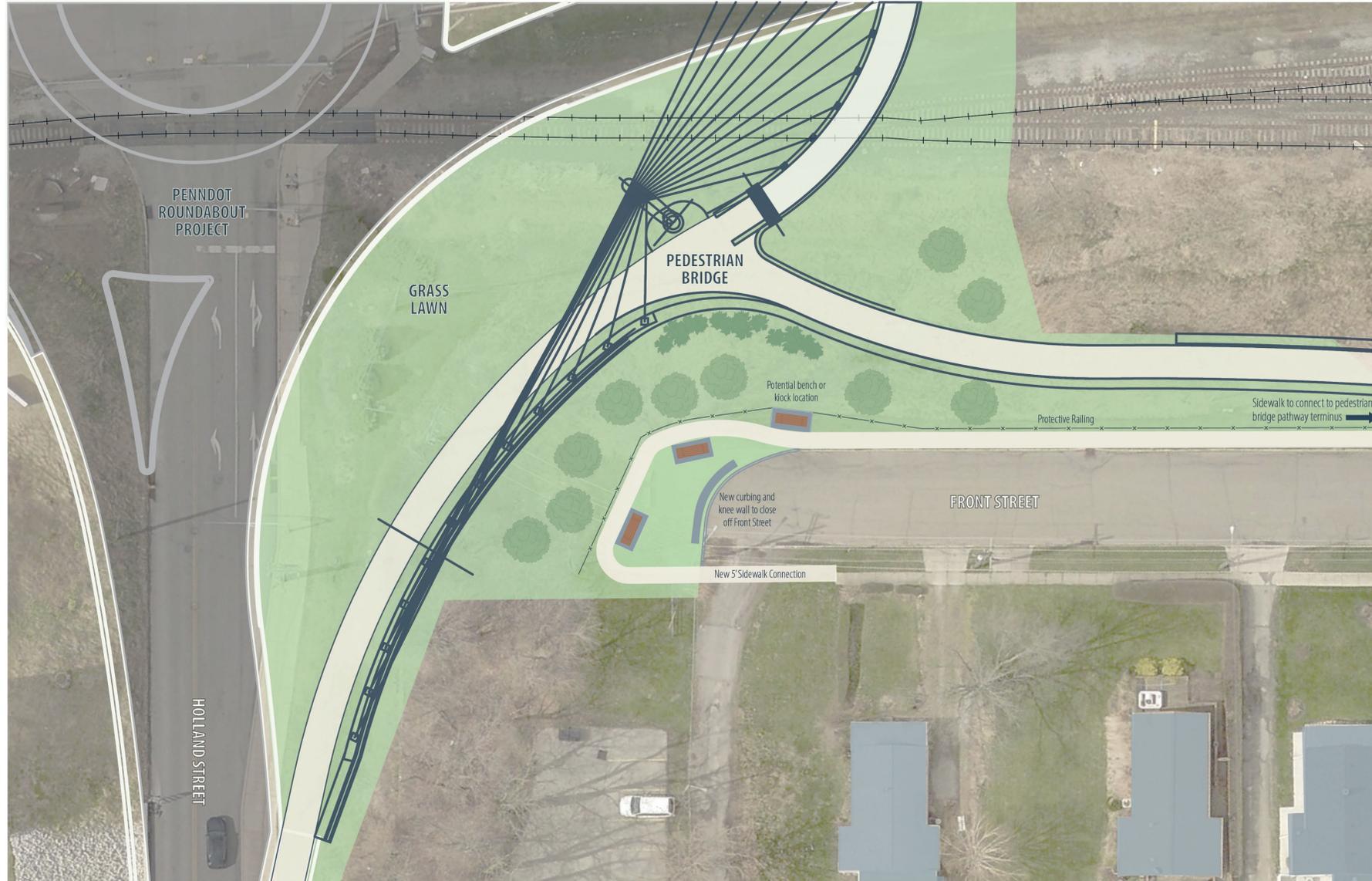
FRONT STREET: TYPICAL SECTION

FRONT STREET

HOLLAND TO PARADE
(IMPROVEMENT OPTIONS)



FRONT STREET: OVERLOOK AREA



SELECTED CONNECTIONS MAP #2



- Intersection Improvement**
- » Traffic signal modifications and restriping to eliminate northbound dual left turns and eliminate split signal phase operations
 - » Upgraded crosswalks, islands, and ADA ramps with reduced crossing distances for bicyclists and pedestrians
 - » Optional: Median on the western leg of the intersection

KEY MAP



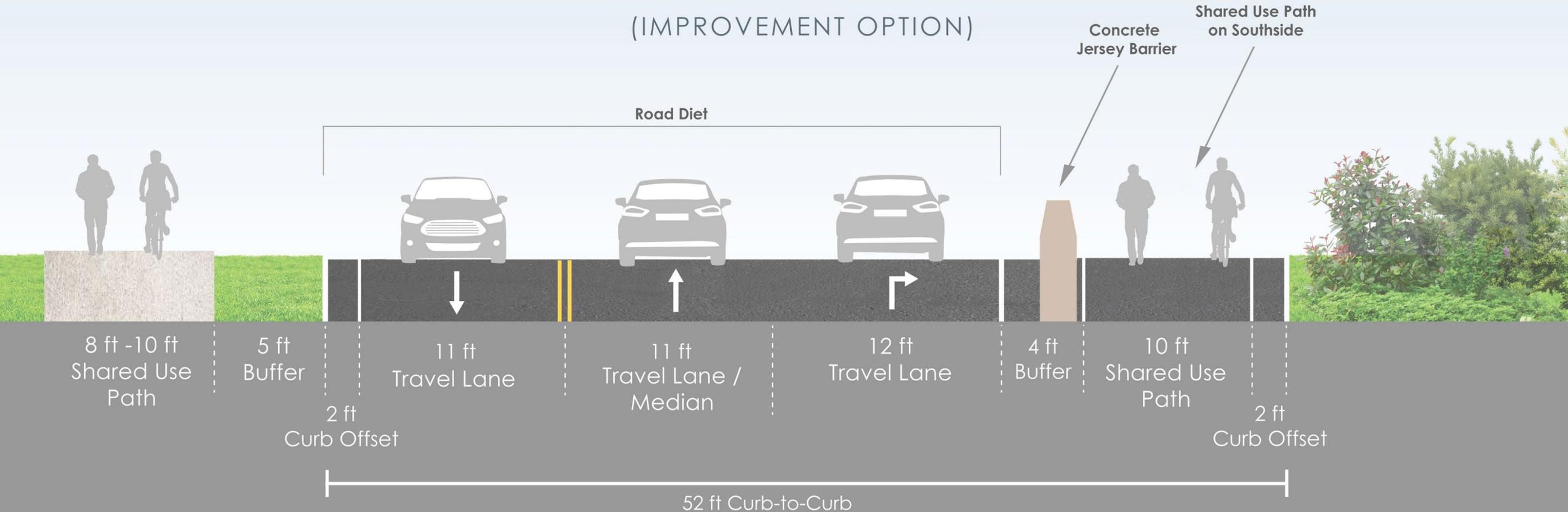
GRAPHIC LEGEND

- | | | | |
|-----------------|--------------------------|-------------------|---------------------|
| KEY DESTINATION | LANDMARK | EXISTING TRAIL | PORT OWNED PROPERTY |
| PUBLIC PARK | INTERSECTION IMPROVEMENT | EXISTING SIDEWALK | CITY OWNED PROPERTY |

FRONT STREET: TYPICAL SECTION

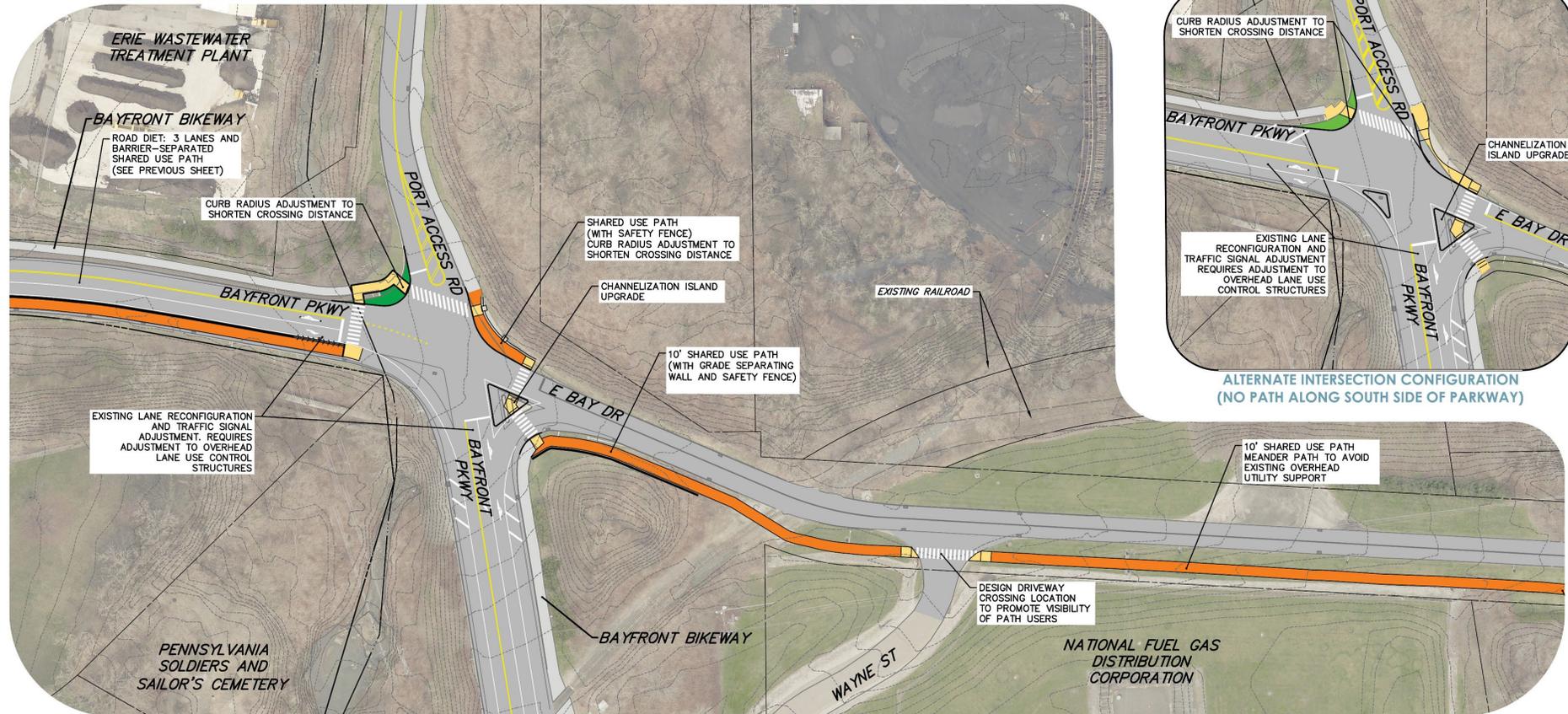
EAST BAYFRONT PARKWAY

(IMPROVEMENT OPTION)



INTERSECTION IMPROVEMENT OPTIONS

BAYFRONT PARKWAY / BAY DRIVE / PORT ACCESS ROAD INTERSECTION AND BAY DRIVE

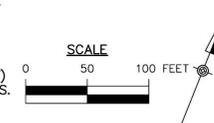


LEGEND

- NEW ACTIVE TRANSPORTATION CONNECTION
- ADA CURB RAMP
- NEW GRASS AREA
- EXISTING ASPHALT PATH

NOTES:

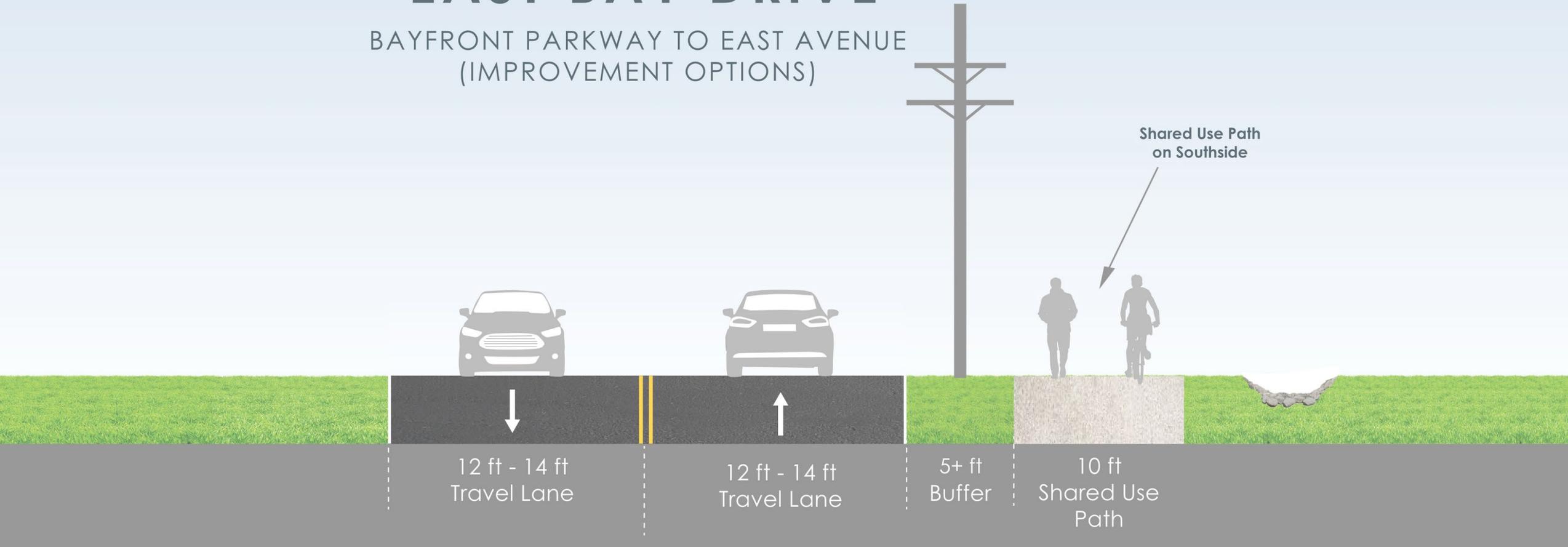
1. EXISTING CONDITIONS DEPICTED ON THE CONCEPTUAL DESIGN EXHIBIT ARE BASED ON GIS DATA, AERIAL PHOTOGRAPHY AND LIMITED FIELD MEASUREMENTS ONLY.
2. LEGAL RIGHT-OF-WAY LINES AND PROPERTY LINES ARE ESTIMATED BASED ON GIS DATA AND PLANS PROVIDED BY THE CITY OF ERIE AND PENNDOT. LEGAL RIGHT-OF-WAY LINES OR PROPERTY LINES HAVE NOT BEEN INDEPENDENTLY VERIFIED THROUGH FIELD SURVEY OR TITLE/DEED RESEARCH.
3. THIS EXHIBIT DOES NOT DEPICT REQUIRED EASEMENT LINES (TEMPORARY OR PERMANENT) WHICH WILL LIKELY BE REQUIRED FOR THE CONSTRUCTION OF THE PATHS AND CONNECTIONS. THE SIZE AND LOCATION OF ALL EASEMENTS WILL NEED TO BE DETERMINED DURING THE PRELIMINARY ENGINEERING.



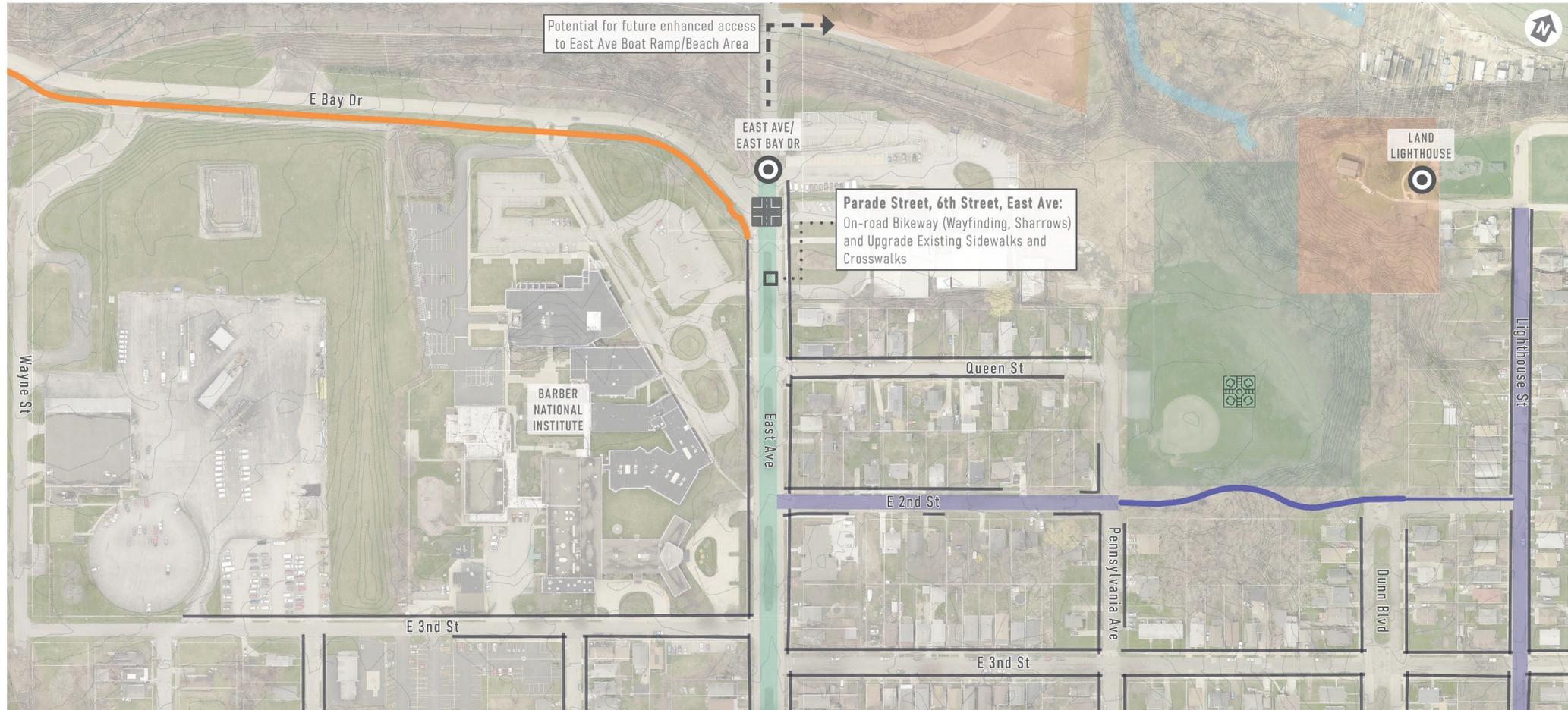
FRONT STREET: TYPICAL SECTION

EAST BAY DRIVE

BAYFRONT PARKWAY TO EAST AVENUE
(IMPROVEMENT OPTIONS)



SELECTED CONNECTIONS MAP #3



KEY MAP

GRAPHIC LEGEND



 KEY DESTINATION

 LANDMARK

 EXISTING TRAIL

 PORT OWNED PROPERTY

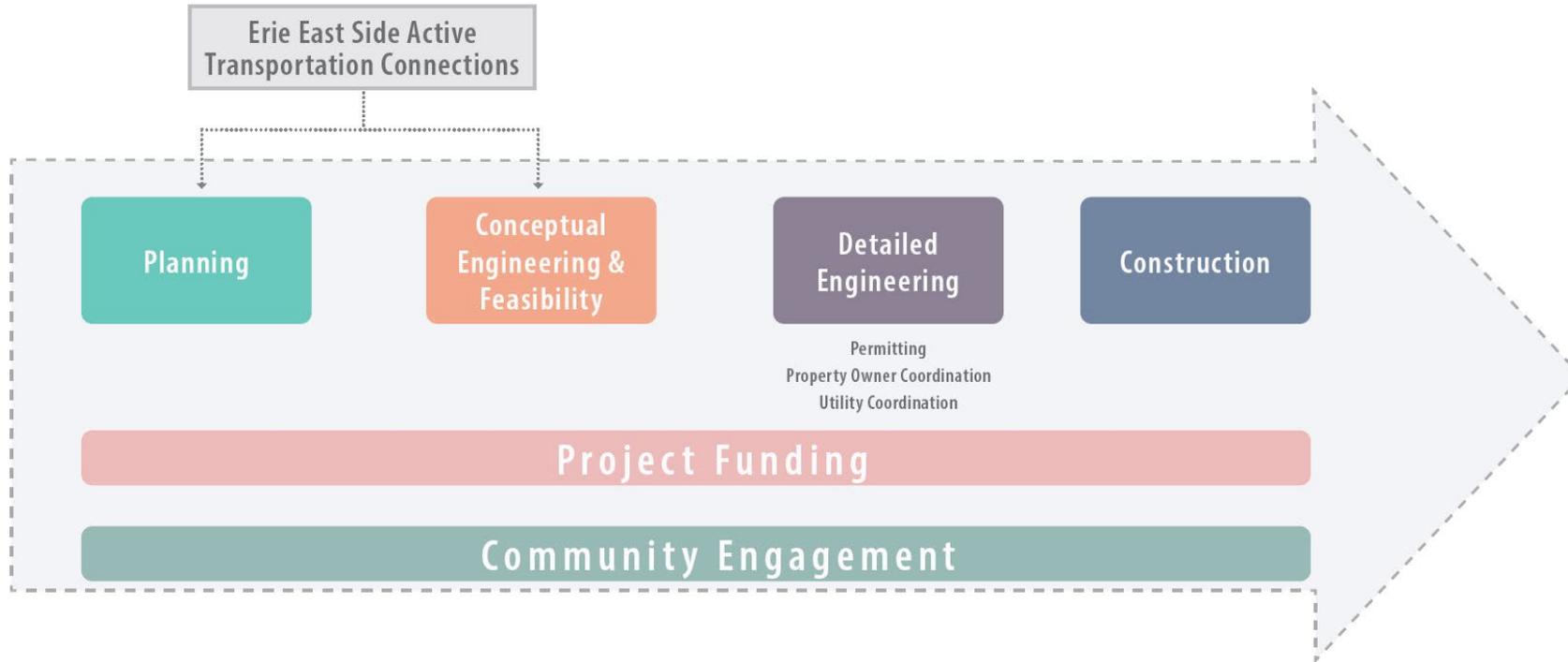
 PUBLIC PARK

 INTERSECTION IMPROVEMENT

 EXISTING SIDEWALK

 CITY OWNED PROPERTY

POTENTIAL NEXT STEPS



Primary Partners

- City of Erie
- Port of Erie
- PennDOT District 1

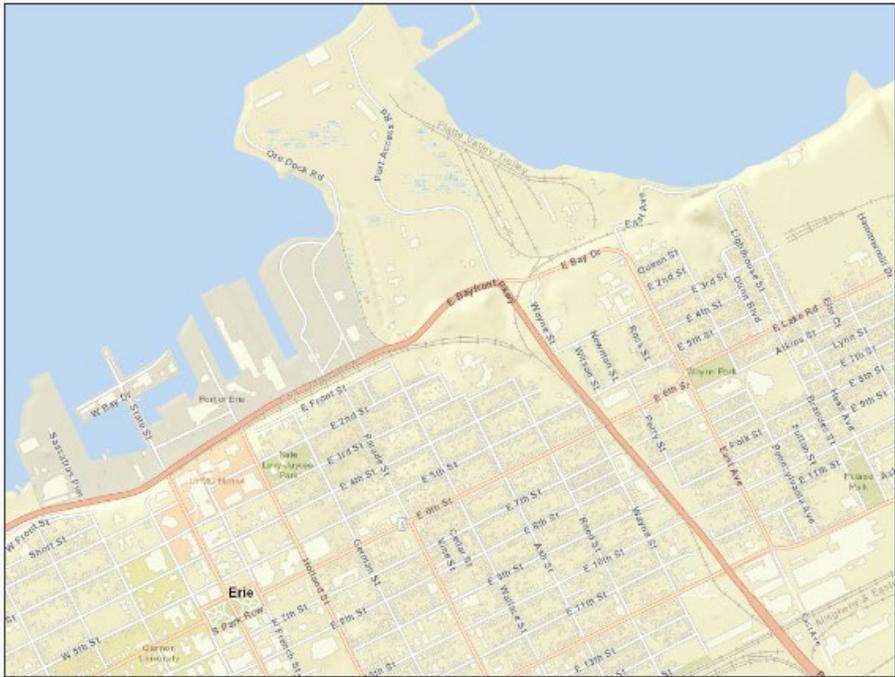
Other Partners

- Erie County
Redevelopment Authority
- Erie MPO
- Soldiers' and Sailors' Home
- Various community organizations

SHARE YOUR INPUT COMMENTS DUE AUGUST 22, 2023

PennDOT District 1 – Project Webpage

Erie East Side Active Transportation Study



Resources

[Printable Comment Form \(PDF\)](#)

Comments

Submit
Comments 

Accessibility

The project documents can be made available in alternative languages or formats if requested. If you need translation or interpretation services, or have special needs or have special concerns that require individual attention, contact the project manager.

Comment Forms Available



**PRINTABLE COMMENT
FORM**

EAST SIDE ACTIVE TRANSPORTATION

WHAT IS YOUR INTEREST IN THE PROJECT?

- Property Owner Resident Community Stakeholder
 Businessowner Commuter Other:

WERE YOU SATISFIED WITH THE INFORMATION PROVIDED FOR THIS PROJECT?

Yes / No - Please explain:

ARE YOU AWARE OF ANY SENSITIVE FEATURES WITHIN THE PROJECT AREA?

(i.e. socioeconomic resources, natural resources, historic resources, public facilities, etc.)

Yes / No – If yes, please explain: