



Project Description

BAYFRONT PARKWAY
CENTRAL CORRIDOR IMPROVEMENTS

CITY OF ERIE, PA

The City of Erie is experiencing a resurgence of both private—and public—sector development and investment in its downtown and on the Bayfront.

In the heart of these developments lies the Bayfront Parkway, which has served the community since the early 1990s. The parkway serves as an east-west connection, but with development, the need for north-south connections is growing. Planning studies have noted this need for greater connectivity between the Bayfront and Erie's downtown and residential neighborhoods.

In collaboration with local project stakeholders and the community, the Bayfront Parkway Project will enhance these connections and provide the infrastructure needed to support the growth of the region.

The Central Corridor of the Bayfront Parkway consists of the intersections of:

- **Sassafras Street Extension**
- **State Street**
- **Holland Street**

Additional information can be found on the project's website at www.BayfrontParkwayProject.com

www.BayfrontParkwayProject.com





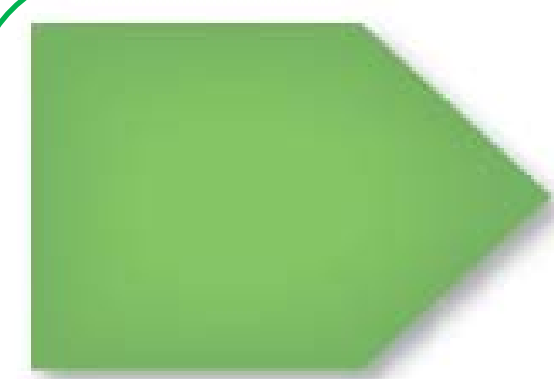
Feasibility Study

BAYFRONT PARKWAY CENTRAL CORRIDOR IMPROVEMENTS

CITY OF ERIE, PA

From 2015-2017, PennDOT performed a study of the Bayfront Parkway from West 12th Street to East 12th Street in the City of Erie, PA. The focus of the study was to evaluate and provide conceptual improvements to encourage more efficient and safe access to motorized vehicles; support pedestrian, bicycle and transit access to the Bayfront; enhance connections to downtown Erie and the surrounding neighborhoods; and support current and future development within the downtown and Bayfront areas.

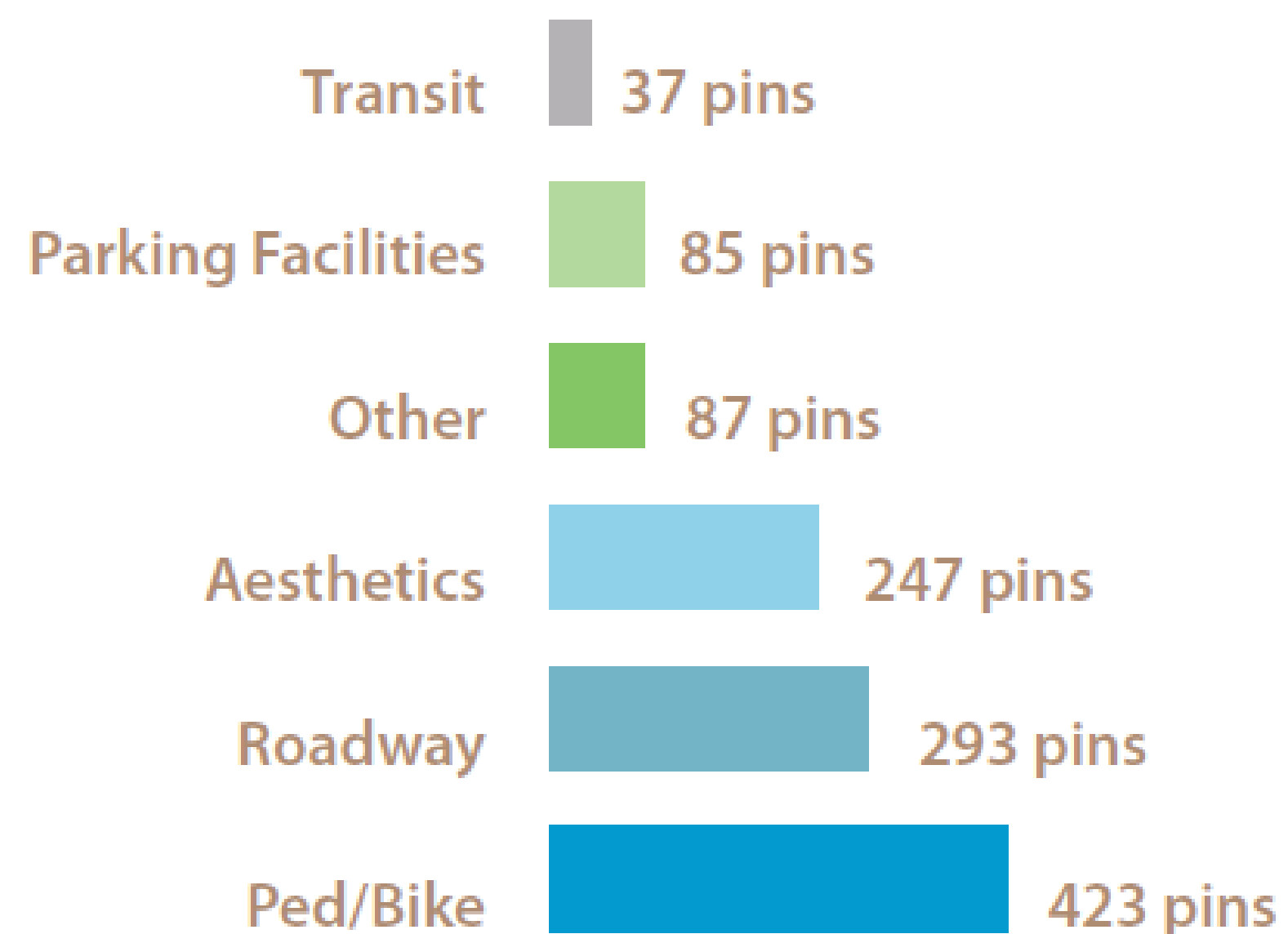
ONLINE SURVEY: Throughout the duration of the study, an online public survey was available to gather feedback and generate interest in the project. The results of the online survey are shown below.



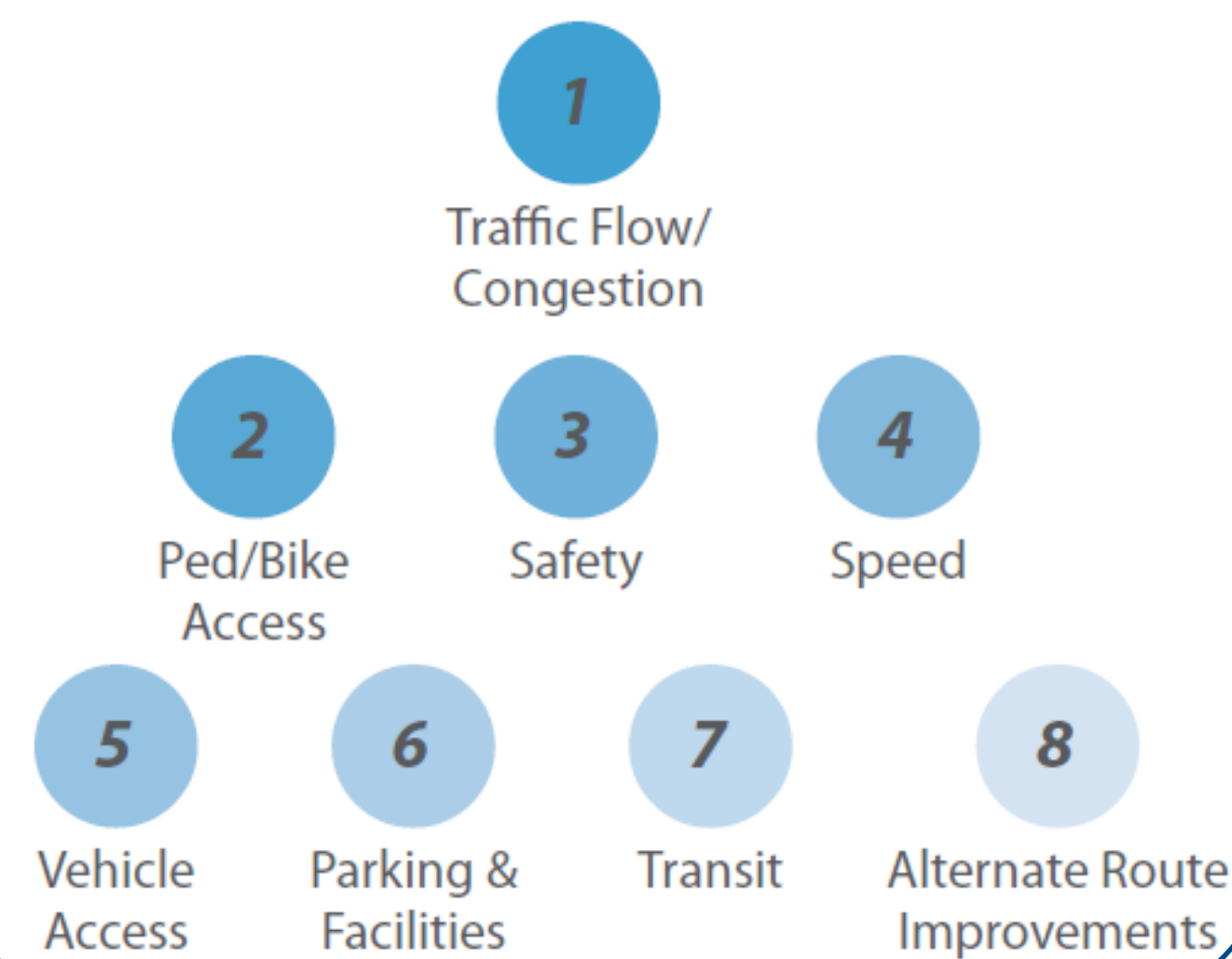
Nearly **500** Respondents
OVER **1900** COMMENTS

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

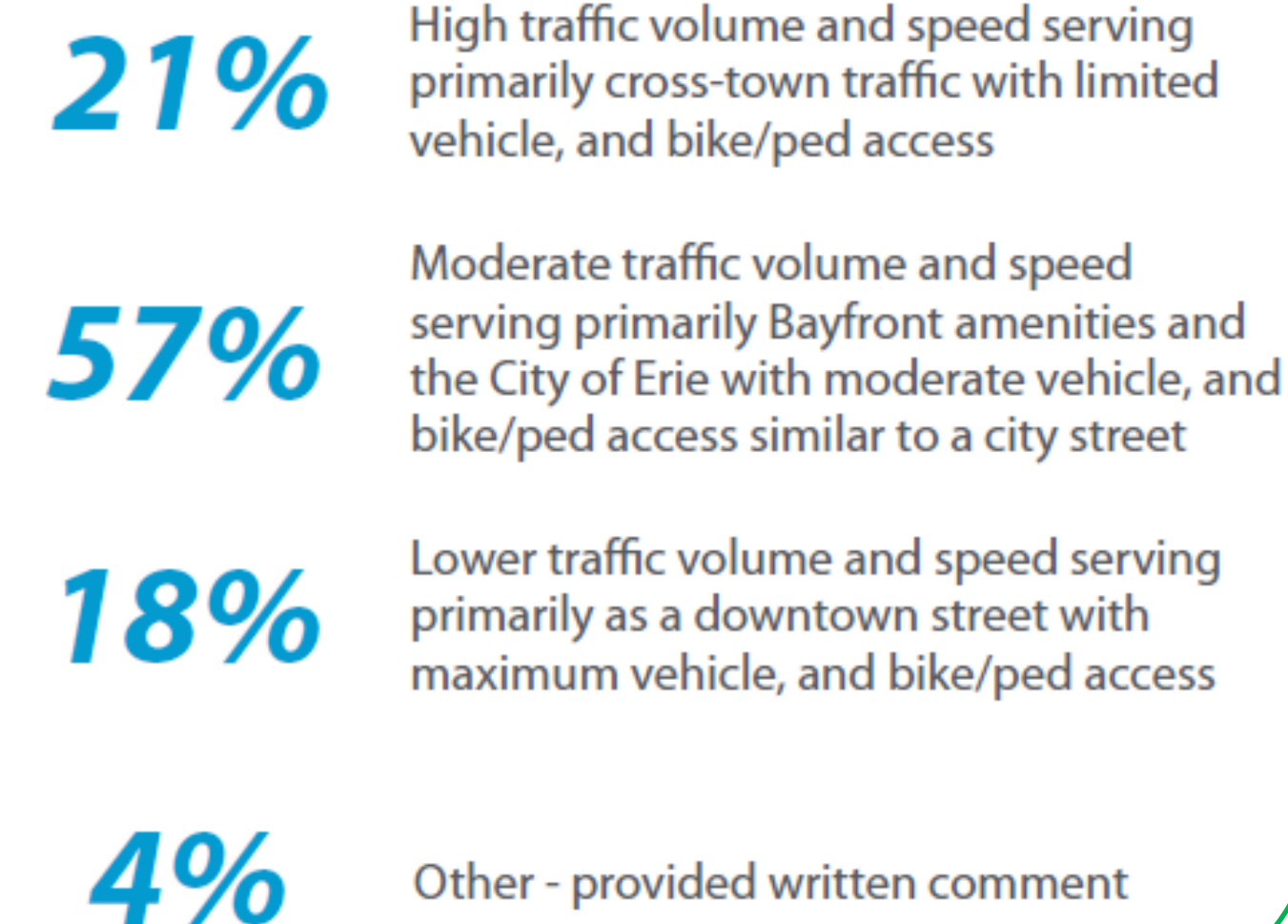
On screen 4, participants were invited to drop pins on a map of the Bayfront Parkway Corridor to show where they would like to see improvements.



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



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



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

Traffic Flow/Congestion

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

Pedestrian and Bicycle Access

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

Safety

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

Vehicle Access

- Improve coordination/timing of traffic signals along the Bayfront

Speed

- Do not decrease speed on the Bayfront

Parking and Facilities

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

Transit

- Consider additional east side access

Alternative Route Improvements

- Consider improving alternate routes to remove traffic from the Bayfront



Purpose and Need

Purpose

The purpose of the project is to reduce crashes as much as practical on the Bayfront Parkway (SR 4034), to improve future congestion to an acceptable level of service or delay, to improve traffic operations and efficiency, and to improve the multimodal connection of the Erie Central Business District and adjacent neighborhoods to the waterfront property north of the Bayfront Parkway.

Needs

● Operations & Efficiency

- Existing level-of-service (LOS) for the intersection of State Street and the Bayfront Parkway is “D” for the AM peak and future year LOS is projected to be an “F” with proposed Bayfront Development.
- Future years LOS are projected to be LOS of “D” or worse at the intersections of the Bayfront Parkway and Sassafras Street Extension, State Street, and Holland Street.
- Limited gaps for left turning vehicles along the Bayfront Parkway.

● Mobility

- Multimodal transportation connections between Downtown Erie and the Bayfront (north/south) are lacking.
- The Bayfront Parkway has limited existing transit service in the project area.
- Lack of consistent pedestrian and bicycle facilities along, or parallel to, the Bayfront Parkway.
- Lack of viable connections for pedestrians and bicycles between downtown and surrounding neighborhoods to the Bayfront.
- The Bayfront Parkway acts as a barrier to pedestrians and bicyclists traveling from downtown Erie to the Bayfront area.

● Crashes

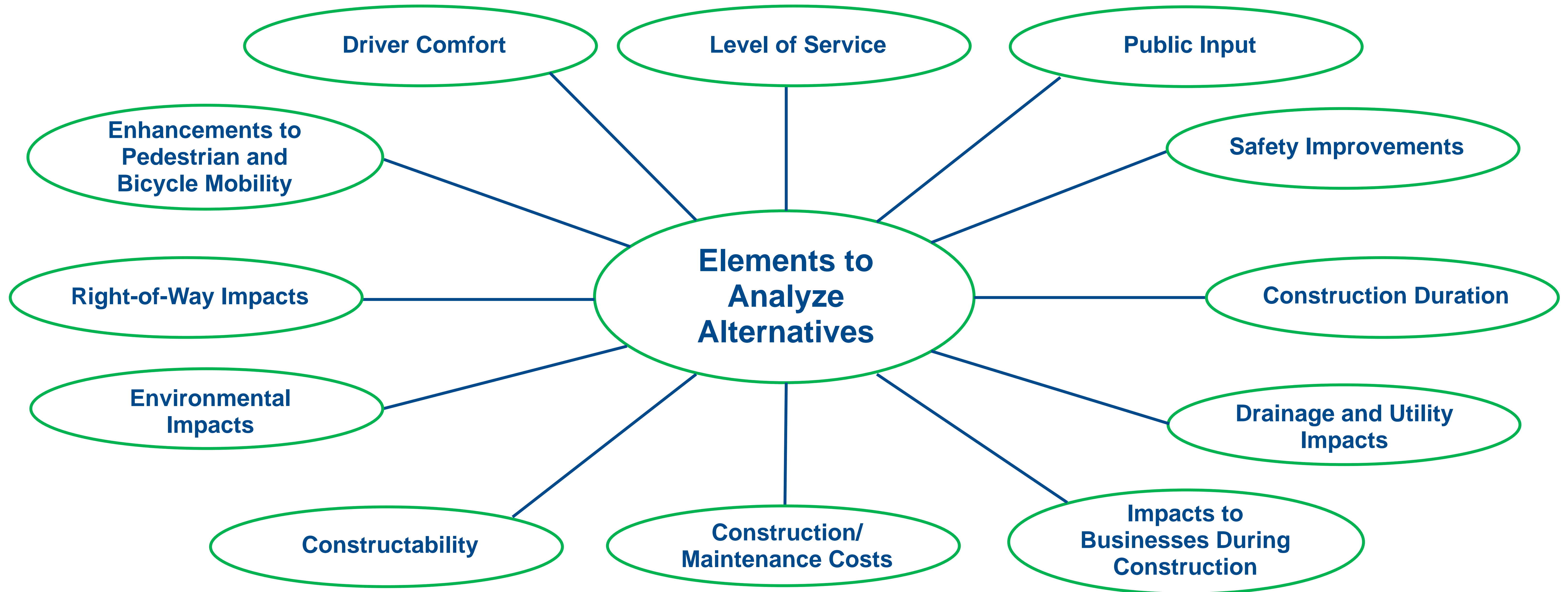
- 80 crashes within the project limits over a 5-year period.
- The locations with the highest number of crashes were:
 - ◇ 15 crashes occurred at the intersection of the Bayfront Parkway and Sassafras Street.
 - ◇ 39 crashes occurred at the intersection of the Bayfront Parkway and State Street (3 of these crashes involved pedestrians).
 - ◇ 26 crashes occurred at the intersection of the Bayfront Parkway and Holland Street.





Evaluation Criteria

Design alternatives will be developed and evaluated based on, but not limited to, the following:

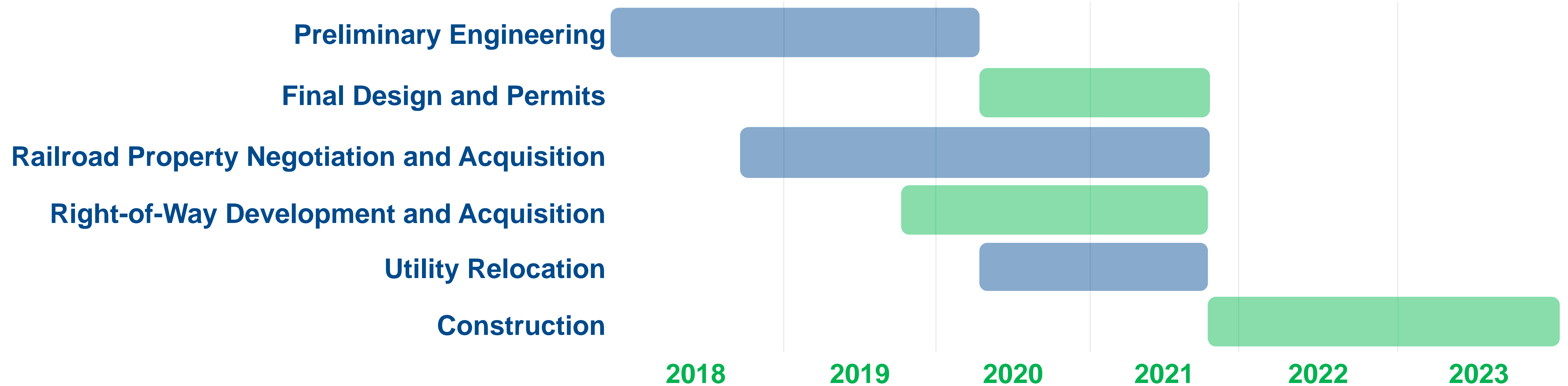




Project Schedule

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NOTE: PROJECT SCHEDULE IS SUBJECT TO CHANGE.

www.BayfrontParkwayProject.com

