

# ACTIVE ERIE

TRANSPORTATION PLAN

A PLAN FOR  
PEOPLE WHO WALK  
AND BIKE IN ERIE,  
PENNSYLVANIA



February 2021





# ACKNOWLEDGMENTS

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## What is an Active Transportation Plan?

Transportation plays a critical role in every community. It connects people to places they need to go and people they need to see. Everyone has a right to get to their destination safely, whether traveling by foot, bicycle, bus, or car. Active forms of transportation like walking and biking provide a convenient, healthy, and affordable way to get around Erie.

# INTRODUCTION

Active Erie is an active transportation plan to improve conditions for people walking and bicycling in the City of Erie. This plan envisions a network of streets that are beautiful, comfortable, and safe community spaces where people want to be, whether they are walking, riding a bike, taking transit, or driving a vehicle.

This master plan focuses on building a network of pedestrian and bicycle facilities throughout the City of Erie that are safe for all users, regardless of age or ability. It also suggests a number of policy recommendations that support the development of this low-stress active transportation network.

Development of Active Erie was led by a Steering Committee of various stakeholders who have a vested interest in mobility and public spaces. Public feedback has been incorporated throughout the planning process and is reflected in the recommendations.

# EXISTING CONDITIONS

## Overview

A little over 19 square miles in size, the City of Erie has a traditional city grid system of streets. Erie's compact geographic area, relatively minimal changes in elevation, and grid network make it especially conducive to walking and bicycling.

One of the most popular places to walk and bike is the Bayfront Bikeway, a 9-mile-long shared use path that runs along the Bayfront Parkway and Bayfront Connector, connecting Frontier Park in the west to lakefront destinations, extending all the way to Penn State Behrend just southeast of city limits.

While the rest of the City is well served by a relatively complete sidewalk network, there are only a few existing on-street facilities for people who bike. While many of Erie's residential streets are quiet and well suited for bike riding, wide high-speed streets and the CSX rail network make riding a bike to get around town a challenging proposition for many.

Some of Erie's challenges also represent opportunities. The City reached a peak population of 138,000 in 1960. Today's population of approximately 95,000, along with changing employment and shopping trends means that vehicular traffic volumes are lower than they once were. Lower volumes coupled with wide streets allow for this plan to re-envision how the City can better accommodate people who walk and bike.

The plan builds upon transportation recommendations included in *Erie Refocused* and other planning studies to propose active transportation solutions that can be implemented in consideration of existing conditions in Erie today.



## Erie Refocused Comprehensive Plan

### **PROVIDES GUIDANCE ON HOW TO PRIORITIZE INVESTMENTS IN THE TRANSPORTATION NETWORK**

Adopted in 2016, *Erie Refocused* is the City of Erie's Comprehensive Plan & Community Decision-Making Guide. It summarizes current conditions in Erie and identifies measurable outcomes. It also highlights four key principles that should inform decision making, which are included as Figure 1 on the next page. The plan highlights distinct geographic areas, along with specific strategies and projects for each area. Together, this information is intended to serve as a decision-making guide that will result in a stronger Erie. The below Transportation Network Issues and Recommendations were pulled verbatim from *Erie Refocused*.

## Transportation Network Issues and Recommendations

### **DOWNTOWN**

**Streets that are too wide:** Downtown streets that were redesigned in the mid-20th Century to handle automobile volumes that either never materialized or that no longer exist due to the end of downtown as the region's retail hub. As a result, many downtown streets are too wide for the volume of traffic they handle and their emptiness further reinforces the perceived lack of business activity.

**Streets that are unattractive:** Over-wide downtown streets don't look good, especially if they haven't been paved in a while. And this appearance is compounded by street fixtures and furnishings (lights, crossing signals, benches, receptacles, trees) that are missing, damaged, and poorly coordinated – a problem recognized by the city's 2010 Downtown Streetscape Master Plan.

**Walking distances that feel daunting:** Downtown Erie is very linear, with almost all of its major assets and activity generators located within two blocks of State Street. A walk on State Street from 14th to the Bayfront Connector – generally recognized as the north and south limits of downtown – covers one mile. Depending on one's walking

speed and time spent waiting at intersections, it can take 20 to 30 minutes. That wouldn't necessarily be a problem if every block along the way were vibrant and pleasant. But they're not there yet. If they were, it would help make a stronger sense of transition, progression, and interest from one end of downtown to another.

**Recommendation:** Initiate a high-quality “complete street” makeover of downtown streets, starting with State Street.

## BAYFRONT

Resolve the conflicting requirements of different users in a way that results in a much more safe and pleasant experience for pedestrians and bicyclists, and in traffic patterns that ensure rapid access to UPMC Hamot and limited gridlock for automobiles; Institute a waterfront development pattern that prioritizes pedestrian comfort.

## 12TH STREET CORRIDOR

Create gateway features at 12th and State that transition users between downtown and Erie's industrial heritage.

### A CIVIC DOS AND DON'TS GUIDE FOR COLLECTIVE IMPACT

Do	Don't	Observations on Erie
<b>DO CONCENTRATE INVESTMENTS IN TARGETED AREAS</b> Focused investment over a sustained period builds confidence and value that boosts overall market demand such as coordinating street, utility, sidewalk, and park improvements in specific neighborhoods each year, rather than spending some here, some there.	<b>DON'T DIFFUSE RESOURCES</b> Spreading limited resources ensures that nothing receives a truly transformative level of investment. It feels fair, but it is neither sustainable nor effective.	Downtown Erie has a very large, linear footprint. As a result, spreading resources across downtown will have a limited impact and fail to transform the downtown marketplace. Resources should be steered to targeted areas to make them great — and build the demand for broader investment.
<b>DO PROTECT AND LEVERAGE ERIE'S ASSETS</b> Making the city's core assets — downtown, the Bayfront, its strong neighborhoods and institutions — as strong as possible will stimulate demand and bolster the city's financial position.	<b>DON'T USE A DEFICIT-BASED APPROACH TO REVITALIZATION</b> Reacting to problems rather than building on strengths leads to a perpetual state of crisis management and steers attention and energy away from the city's strengths.	The magnitude of property distress, poverty, and economic anxiety makes it easy to fixate on — and be overwhelmed by — problems. This is why actions in Erie must be convincingly focused on marketable assets that the action is strengthening or protecting. If an action isn't clearly tied to advancing an asset, it's diverting energy and resources from ones that do.
<b>DO SUPPORT AND BUILD ERIE'S MIDDLE</b> Erie must be desirable to the middle class as a place to live, work, and visit. Decisions must be made with the middle in mind. Prioritize investments in “things the middle class values.”	<b>DON'T INVEST ON A WORST-FIRST BASIS</b> Making a habit of steering resources to the most deteriorated infrastructure or troubled area results in very few things being continuously well-maintained — which dampens demand and the city's financial capacity to make any investment.	Resources to improve Erie neighborhoods are often directed to the most distressed areas — and are almost always inadequate to the task. Meanwhile, stable areas get relatively little attention and begin to slip. Investing in the short run to keep stable neighborhoods healthy will do more to strengthen the city's finances and help demand recover citywide.
<b>DO REASSERT ERIE'S PEDESTRIAN SCALE</b> Development in Erie must respect the city's pedestrian-centered origins. Downtown, the Bayfront, and neighborhoods will be recognized as great places when they prioritize pedestrian comfort, safety, and interest.	<b>DON'T DESIGN FOR AUTOMOTIVE CONVENIENCE</b> Development and infrastructure that prioritizes the comfort and speed of drivers does not make the city more pleasant and desirable.	Recent development on the Bayfront has featured an abundance of structured and surface parking which cannibalizes prime waterfront sites, makes Bayfront more difficult to explore on foot, and heightens the sense of isolation from downtown.

Figure 1. A Civic Dos and Don'ts Guide for Collective Impact from Erie Refocused

## **WEST BAYFRONT**

Invest in streetscape improvements along gateway corridors and downtown edges: Consideration should also be given to creating special amenities and facilities for pedestrians and bicycles. The Bayfront Bikeway and Bayfront Promenade provide good starting points, but efforts should be made to ensure that the entire West Bayfront becomes a city-wide model for pedestrian and bicycle safety and convenience. The City and Erie MPO should produce a Pedestrian and Bicycle Plan, similar to Philadelphia's, to guide investments in proper infrastructure. The West Bayfront would be a wise location to begin implementation.

## **Transportation Policy Recommendations**

*Erie Refocused* endorses goals of the 2040 Erie County Long Range Transportation Plan and acknowledges that the quality of the transportation network contributes to the quality of life for City residents.

- The promotion of a safe multimodal transportation system
- Improving access and facilities for pedestrians and cyclists
- Improving access to employment, recreation, and major attractions
- Prioritizing projects that promote economic development

*Erie Refocused* also calls for the four planning principles shown in Figure 1 to be applied to the transportation decision-making process.



## **Activating Our Vision**

### **PRIORITIZES THE ADOPTION OF A COMPLETE STREETS POLICY AND THE ACTIVE ERIE TRANSPORTATION PLAN**

Adopted in 2020, *Activating Our Vision* is Erie's two-year action plan that builds upon the goals of *Erie Refocused*:

- **Sets specific goals**
- **Identifies metrics, called Key Performance indicators (KPIs) for each of the five points in the Vision**
- **Tracks and reports the Key Performance Indicators (KPIs) regularly**
- **Outlines sources of measurement**
- **Explains programs/strategies that the city will implement to ensure that we are making an impact and meeting community needs**

One key component of Erie's vision is "Welcoming & Vibrant Neighborhoods," which states "Through resident input Erie seeks to create neighborhoods that provide excellent amenities for all residents, high quality of life, and community pride. "

This Active Erie Transportation Plan and a Complete Streets Policy are identified as two programs that will help the City grow Erie's population (KPI 1), increase Erie's home values (KPI 2), and reduce property code violations (KPI 4).

It calls on the City to "complete the Active Transportation Plan and implement a complete streets policy that will establish objectives for the addition of bike and pedestrian facilities throughout the city."



Figure 2. Goals and Key Performance Measures to support "Welcoming & Vibrant Neighborhoods"

## Other Previous Planning Studies

The most recent studies are discussed first.

### PENNDOT ACTIVE TRANSPORTATION PLAN – 2019

Makes Erie responsible for planning an active transportation network

- Requires PennDOT to “make accommodations for active transportation a routine and integral element of planning, project development, design, construction, operations, and maintenance.”
- Establishes that “Biking and walking are integral elements of Pennsylvania’s transportation system that contribute to community health, economic mobility, and quality of life.”
- Identifies the following as the responsibility of Local Governments:
  - **Interjurisdictional Planning** – plan active transportation networks in partnership with the community
  - **Adopt Complete Streets Policy or Methodology** – consider adopting a Complete Streets policy or utilize a Complete Streets approach for transportation projects
  - **Bicycle Parking** – provide bicycle parking to encourage bicycle use
  - **Maintenance** – maintain roadways, prioritizing roadways with high levels of bicycle use
  - **Encouragement and Education** – partner with local organizations and communities on events and educational opportunities





## **JEFFERSON REPORT, ERIE, PA: RECONNECTING THE BAYFRONT – 2019**

Provides recommendations to strengthen connectivity between neighborhoods and the Bayfront

- Studied the Erie Bayfront with a focus on improving connectivity for pedestrians
- Conducted a public four-day charrette to identify opportunities to better connect the Bayfront with adjacent neighborhoods and downtown
- Identified the following goals:
  - Create a public-centered Bayfront by creating a gathering space at or near Dobbins Landing, exploring short-term and seasonal activities, emphasizing the waterfront walk, consolidating surface parking, and ensuring accessibility for all
  - Deploy a range of connection types by bridging the parkway, exploring alternative parkway types, connecting along and down the Bluffs, emphasizing visual connections, bridging the UPMC Hamot gap, and connecting the east side to Presque Isle
  - Tie in the East & West side neighborhoods by strengthening the Promenade presence, concentrating infill housing along the Promenade, creating “local-friendly” amenities along Bayfront, and providing open space access for the East side
  - Highlight Erie’s unique heritage by using Public Art to tie together the Bayfront. Integrate a network-wide wayfinding strategy, incorporating existing historic sites, and using local landscape/ecology as a unifying thread



## ERIE COUNTY 2042 LONG RANGE TRANSPORTATION PLAN – 2017

Establishes multimodal transportation goals and identifies high-priority projects

- Prioritizes multimodal transportation investments in Erie County for the next 20+ years
  - Identifies goals and prioritization criteria in the following categories: Economic Vitality, Safety and Security, Multimodal Accessibility and Mobility, Freight Accessibility and Mobility, Sustainability, Project Feasibility, and Congestion and Maintenance
- Documents public areas of concern, including concerns for bicyclist and pedestrian safety
- Lists the following City of Erie pedestrian and bicycle projects:
  - **6th Street Bicycle Lanes from Gridley Park East:** Construct bicycle lanes along 6th Street within the existing right of way and add bicycle lane signage to extend the bicycle lane east of Gridley Park to downtown and through East Bayfront
  - **Erie Loop Bikeway – 38th Street:** Construct the east-west portion of the Erie Loop Bikeway through a road diet on 38th Street within the current right-of-way where possible. Provide bicycle lanes to separate cyclists from the general flow of traffic to minimize congestion and improve safety for motorists and cyclists. Total limits should be approximately 5 miles between Greengarden Boulevard and Bayfront Parkway.
  - **Erie Loop Bikeway – Greengarden Boulevard:** Construct the western limit of the Erie Loop Bikeway through providing bicycle lanes on Greengarden Boulevard to separate cyclists from the general flow of traffic and minimize congestion and improve safety for motorists and cyclists. Restripe the current roadway geometry along Greengarden from 38th Street to Route 5 near Frontier Park. Potential improvements include dedicated bicycle lanes, sharrows, and Share the Road signs where geometry does not allow for exclusive bicycle lanes. Total limits should be approximately 2.5 miles between Route 5 and 38th Street.



- **Erie Loop Bikeway – French Street:** Construct the central trunk of the Erie Loop Bikeway by providing a cycle track to separate cyclists from the general flow of traffic. Minimize congestion and improve safety for motorists and cyclists by restriping one of the three existing travel lanes along French Street. Limits from approximately 38th Street in the south to UPMC and the Bayfront Parkway in the north. French Street is recommended over State Street due to its lower-stress nature. The roadway width in this section could accommodate a two-way cycle track with minimal impact to traffic operations; a delineated buffer area between the cycle track and travel lanes could be removed in the wintertime to accommodate snow plowing.

## **ADA SELF-EVALUATION AND TRANSITION PLAN FOR THE CITY OF ERIE, PENNSYLVANIA – 2013**

Requires the City to invest in accessibility improvements including curb ramps and sidewalks

- Includes Phase I – self-evaluation, Phase II – developing recommendations, and Phase III- ongoing implementation of recommendations
- The City is installing curb ramps as streets are milled and repaved
- Recommendations relating to the transportation network include:
  - Priority Level 1: continue curb ramp installation
  - Priority Level 2: improve paved paths of travel by sidewalk maintenance and/or repair in the vicinity of City Hall and in City parks

## ERIE DOWNTOWN MASTER PLAN – 2015

Identifies transportation issues and opportunities in downtown Erie, building on a previous Downtown Master Plan prepared in 2007

- Analyzes market potential, physical opportunities, and transportation needs to develop a plan for downtown Erie
- Identifies concerns with the Bayfront Parkway for all modes of travel
- Observes that the way downtown is designed prioritizes automobiles over pedestrians, including large turning radii, wide travel lanes, excess travel lanes, limited on-street parking, and one-way streets, all of which can lead to high-speed vehicular traffic
- Delineates a 20- to 30-mile bike route throughout Erie as identified by Bike Erie (most of the streets on this route are found in Active Erie's bikeway recommendations)
- Supports the walking and bicycling recommendations of the 2010 Downtown Streetscape Master Plan and urges their implementation
- Recommends a bike share program
- Encourages the City to adopt a Complete Streets approach
- Identifies four “districts” for targeted improvements: Bayfront (the Bay to 4th Street), Perry Square (4th Street to 8th Street), Renaissance (8th Street to 12th Street), and Union Square (12th Street to the railroad tracks)



## DOWNTOWN ERIE STREETSCAPE MASTER PLAN – 2010

Proposes multimodal improvements to downtown streets

- Purpose is to create “a framework for streetscape development decisions for future design and construction” in the 70-block downtown area
- Organized downtown streets into typologies based on street function, land use, and right-of way
  - **Ceremonial Streets:** “Main Streets” of a community with a high level of civic space and uses; State and 6th Streets
  - **Park Streets:** Streets fronting civic spaces and parks; North Park Row, South Park Row, French, and Peach Streets
  - **Two Way Mobility Streets:** Framework streets mainly used for moving traffic through an area; 12th Street
  - **One Way Mobility Streets:** Framework streets moving traffic within an area; Peach and French Streets
  - **Community Streets:** Streets that form the majority of the network; Sassafras, Holland, 2nd, 3rd, 4th, 5th, 7th, 8th, 9th, 10th, 11th, 13th, and 14th Streets
- Proposed improvements for each street type which include bicycle and pedestrian amenities including crossing treatments, bike treatments, landscaping, lighting, and street furniture
- Identifies State Street and Perry Square as the highest priority areas, followed by 6th Street and Peach and French Streets





## Erie Arts & Culture

Erie Arts & Culture is the regional arts agency for Northwestern Pennsylvania. Their role is to “promote, support, and develop culture and creativity at the regional level.” The organization is directly engaged with a number of initiatives that impact Erie’s built environment and the transportation network including placemaking and Arts in Lifelong Learning.

### PLACEMAKING

Erie Arts & Culture supports placemaking to reinforce the emotional bonds between people and place by employing cultural and creative initiatives that leverage the power of the arts to strengthen community and reveal and/or celebrate shared identities. Successful placemaking projects require public engagement and community investment, and result in the activation of public and private spaces, the rejuvenation of built structures, green spaces, and streetscapes, fostering local economic viability, improving public safety, and bringing people together from diverse backgrounds. Placemaking can take the form of temporary or permanent public art, site-specific performances and exhibitions, historic preservation, and the transformation of blighted properties or vacant lots. Placemaking can activate the public space, making it more inviting and welcoming to people who are walking and biking. Placemaking can also be used to draw attention to ways the built environment could be changed to improve quality of life for area residents and visitors.



Figure 3. Creating panels for *We the People*, a mural project by artists Alex Anthes and Fredy Huamán Mallqui, part of the *Creating with Community* program



Figure 4. Installing panels in a vacant lot to complete the *We the People* mural

The New Horizons Initiative empowers residents, merchants, community organizers, artists, and culture-bearers to actively be involved in shaping the social character and built environment in their neighborhoods. The initiative, in the first three years, invests in neighborhoods located within the City of Erie's urban core. Erie Arts & Culture and its collaborating partners enhance and activate public spaces by delivering accessible cultural programs and activities that tap into the creativity, imagination, experience, and wisdom of community members. Through the New Horizons initiative, they aim to identify and then directly address systems that have perpetuated neighborhood disparities.

Erie Arts & Culture also supports the installation of public art, which is defined as any work of art that has been planned and executed with the intention of being experienced in the physical public domain. Common examples representing visual art disciplines include memorials and monuments, sculptures, murals, mosaics, vinyl wraps, and projection mapping. Many of the area's Community Development Corporations, such as the Sisters of St. Joseph Neighborhood Network, Bayfront Eastside Task Force, Our West Bayfront, and ServErie, as well as Downtown Improvement Districts, such as Erie Downtown Partnership, have included investments in public art as part of their strategic plans for revitalization.

In 2020, Erie Arts and Culture launched a pilot program called Creating with Community that empowered artists to serve as community leaders through the design and implementation of community-engaged art-centered social projects. In the pilot program 14 artists worked together in teams of two after being paired with neighborhood organizations.

The We the People project was facilitated through Creating with Community by artists Alex Anthes and Fredy Huamán Mallqui. To start the project, they held listening sessions in a vacant lot located adjacent to the Bayfront Mini-Mall at West Fourth and Cherry Streets, where they set up a mock living room. Throughout the project, they interviewed residents one-on-one, sketched their portraits, and recorded the conversations. They used the sketches and quotes from their interview sessions to create a mural featuring 50 portraits of area residents. The lot now features new architectural landscaping and community seating.

## ARTS IN LIFELONG LEARNING

The Arts in Lifelong Learning program is facilitated in partnership with the Pennsylvania Council on the Arts. The purpose of the program is to support quality programs in schools and community settings. Artists apply for a 10-day residency and are placed in area schools or community organizations. Erie Arts & Culture works with artists to make sure they have the knowledge and skills to successfully design and implement residencies and funds the program.

One recent residency was between the Looking Glass Art Project and students at Strong Vincent Middle School. The Looking Glass Art Project is a collaborative community organization created by Erie artists Tom Ferraro and Ed Grout, whose mission is to encourage people to tell their stories and transform those stories into public art.

Under the guidance of the Looking Glass Project, students worked with neighborhood leadership to talk about the Our West Bayfront (OWB) community and their plans. Strong Vincent Middle School is located within the OWB footprint, but not all of the students live in the neighborhood. Students identified areas that they have issues with, as shown in the aerial map in the photograph in Figure 5.

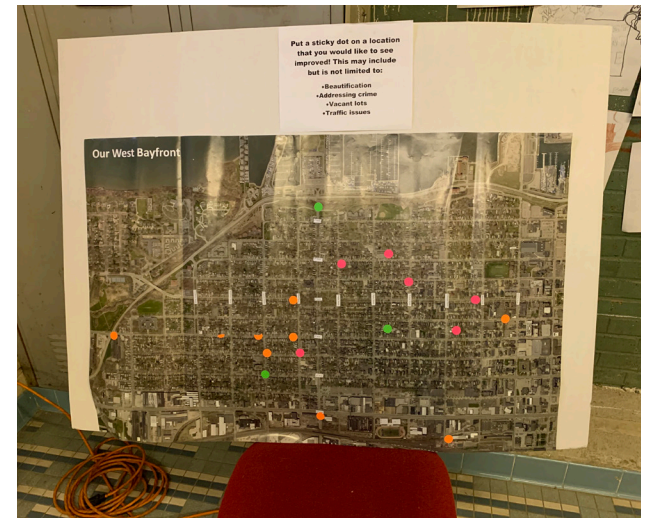


Figure 5. The aerial map used to identify areas in the West Bayfront where students have issues

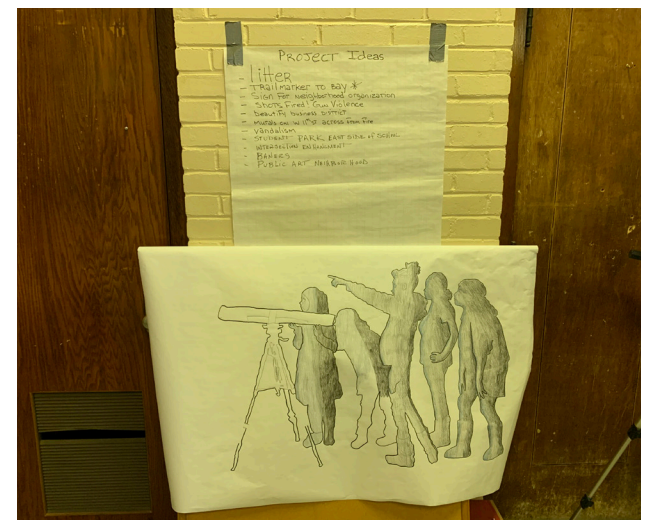


Figure 6. The list of brainstormed project ideas





Figure 7. Student artwork inspired by their walking tour of the West Bayfront



Figure 8. The design of the proposed mural and round wayfinding mosaics

The students then brainstormed project ideas which included, in their own words:

- Litter
- Trail marker to bay
- Sign for neighborhood organization
- Shots fired! Gun violence
- Beautify business district
- Murals on W 11th Street across from fire
- Vandalism
- Student Park east side of school
- Intersection enhancement
- Banners
- Public Art neighborhood

Students decided to focus on a trail marker to the bay, which would consist of a mural. The mural idea came from the students after they did a walking tour of the neighborhood and noticed the telescopes people used to look at the bay and Presque Isle.

Students learned about the use of color, symbols, and contrast while working on their own works of art. A number of students were drawn to the grid system of the roads, as reflected by their paintings.

The mural will be placed along the route from 12th Street to the bay, pointing north. The round paintings will be used to design mosaics which will be placed within the sidewalk as wayfinding devices.

## Ongoing Initiatives

### Erie Historic Preservation Task Force

The Erie Historic Preservation Task Force was established by City Council Resolution Number 132-301-C on March 20, 2019. The purpose of the task force is to study, analyze, and develop a historic preservation plan for the City of Erie within 24 months of the adoption of the resolution. The Plan will identify community supported goals for preservation, identify policy recommendations, and funding opportunities for consideration by Planning Commission and recommendation to City Council and the Mayor.

The Task Force has identified interest in formalizing and further developing historically themed self-guided walking tours of the City. These tours support heritage tourism, which promote community pride and economic development while encouraging both residents and visitors to choose active modes of transportation and recreation. However, tours have been developed and marketed by different organizations using different platforms.

<b>WALKING TOURS</b>			
<b>Organization</b>	<b>Tour Name</b>	<b>Tour Format</b>	<b>Tour Description</b>
Preservation Erie	Gems of the City	Visit Erie's Hello Erie App	A walking tour of historic (lower) downtown Erie.
Preservation Erie	West Bayfront Tour	Visit Erie's Hello Erie App	A walking tour featuring the Bayfront Bikeway and Bayfront Promenade which includes the Bicentennial Tower and Dobbins Landing
Preservation Erie	Sacred Spaces Tour	In development	Includes 12 historic churches
Preservation Erie/Erie Historical Society	Millionaire's Row Tour	Interactive Google Map	These are self-guided walking tours that you can conduct yourself at your own leisure to learn more about Erie history
Historical Society	State Street District	Interactive Google Map	These are self-guided walking tours that you can conduct yourself at your own leisure to learn more about Erie history
Historical Society	Bayfront District	Interactive Google Map	These are self-guided walking tours that you can conduct yourself at your own leisure to learn more about Erie history



<b>WALKING TOURS (CONTINUED)</b>			
<b>Organization</b>	<b>Tour Name</b>	<b>Tour Format</b>	<b>Tour Description</b>
Erin Phillips	West Bayfront Walk	Erie Reader Article & Interactive Google Map	
Erie Cemetery Association	Erie Cemetery Tour		
Erie Art Museum	Mural Arts Tour	Downloadable map & interactive Google Map	Explore 11 murals located throughout downtown Erie

In addition, a local preservation enthusiast developed a series of bicycling tours as another form of heritage tourism in Erie.

<b>BICYCLING TOURS</b>			
<b>Organization</b>	<b>Tour Name</b>	<b>Tour Format</b>	<b>Tour Description</b>
Adventure Cycling	Underground Railroad Route		The Underground Railroad Bicycle Route (UGRR) memorializes the Underground Railroad, a network of clandestine routes by which African freedom seekers attempted to escape slavery before and during the Civil War. The 2,015.9-mile Underground Railroad Bicycle Route from Mobile, Alabama to Owen Sound, Ontario passes through Erie at mile 1,638.
Adventure Cycling	Underground Railroad Pittsburgh Spur		The Underground Railroad Pittsburgh Spur runs between Pittsburgh and Erie, Pennsylvania.
A Shared Heritage	African American Heritage Tour	Brochure	A Shared Heritage invites you to discover key people, places, and events associated with the history of African Americans in Erie County, Pennsylvania, and learn how they contribute to the economic, political, and broader cultural story of our region. Sites on the Driving Tour include both existing structures as well as locations where physical evidence of the past is long gone. 21 of 29 locations are located within the City of Erie.

# FACILITY INVENTORY

## Sidewalk Assessment

Everyone in Erie relies on active transportation infrastructure like sidewalks and crosswalks. Erie is built on a street grid that has sidewalks in most locations. The City's Public Works Department has been working to fill gaps in the sidewalk network and install Americans with Disabilities Act (ADA) compliant curb ramps across the City. However, there are still some gaps in the sidewalk network. The map in Figure 9 shows existing sidewalks in green. Areas that are missing sidewalks are highlighted in red. This information is based on mapping provided by Erie County, verified in the field by City staff, and supplemented by comments received during the Active Erie public engagement process.

Infrastructure like curb ramps and countdown pedestrian signals are especially important to ensuring mobility and safety for members of Erie's disabled population. Figure 10 shows the distribution of disabled persons throughout the City. In the census tract located in the center of Downtown, 764 residents have a disability, which represents over half of the population in that tract.

Pedestrian infrastructure also helps other populations that may have challenges getting around including the senior population, shown in Figure 11. According to *Planning Complete Streets for the Aging of America* by AARP, 47% of older Americans say it is unsafe to cross a major street near their home. Dedicated safe space for walking and bicycling also helps kids be active and gain independence. The senior (65+) and youth (18 and under) population, shown in Figure 12, make up what is called the dependent population. People within these two groups may rely on other members of their households to provide for their basic needs including transportation. Providing safe ways to get around that don't require a car gives the dependent population more independence.

**Over 19% of Erie households do not have access to a vehicle.** Census tracts showing vehicle ownership are illustrated in Figure 13. Census tracts with higher concentrations of households without access to a vehicle are red in color. In certain neighborhoods, that percentage is much higher. In the census tract located in the center of Downtown, 65% of households have no vehicle available, which represents 731 households in that area. Other census tracts, especially in parts of East Bayfront and Little Italy, have rates exceeding 40%.



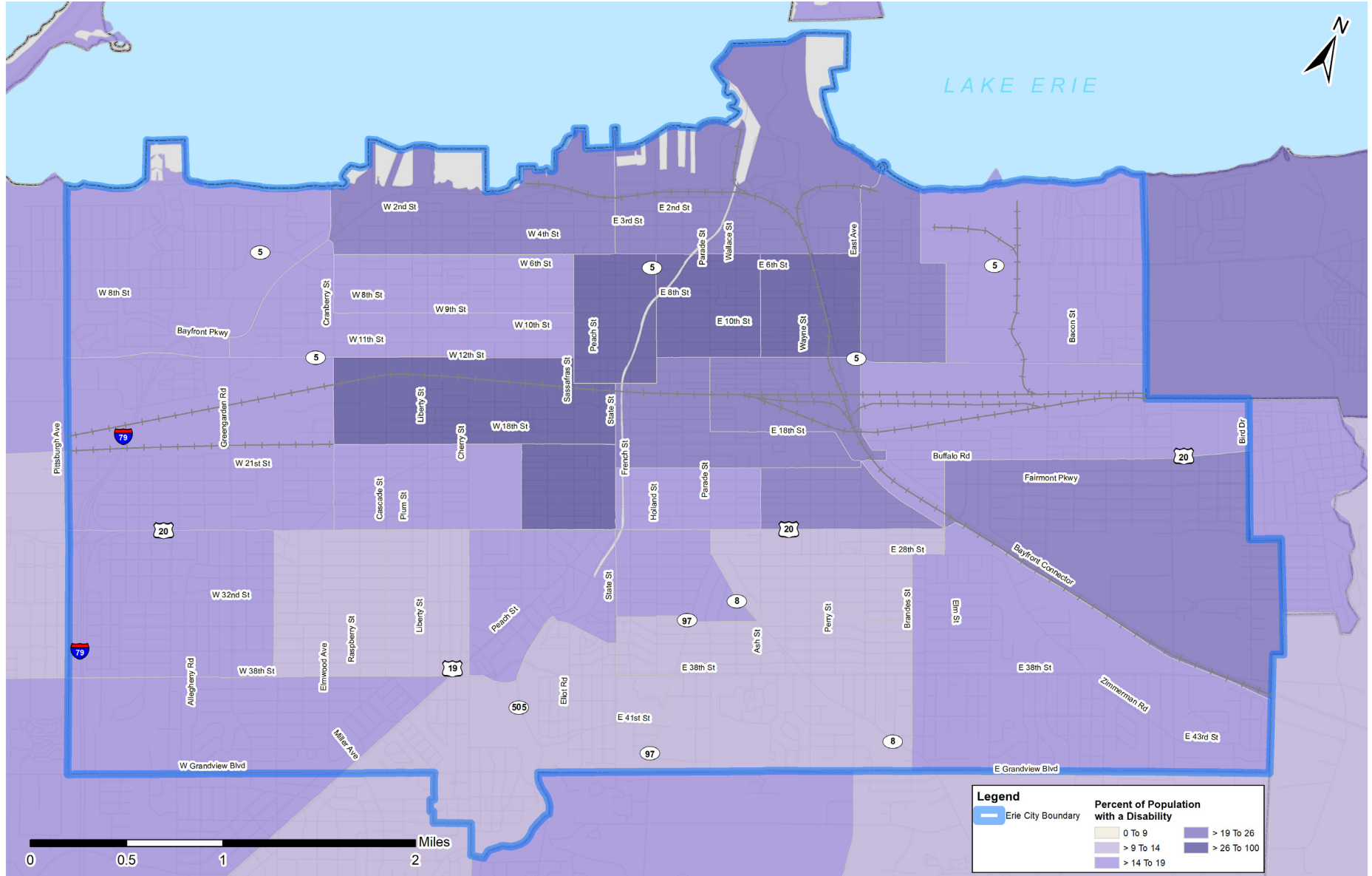


Figure 10. Percent of population with a disability map

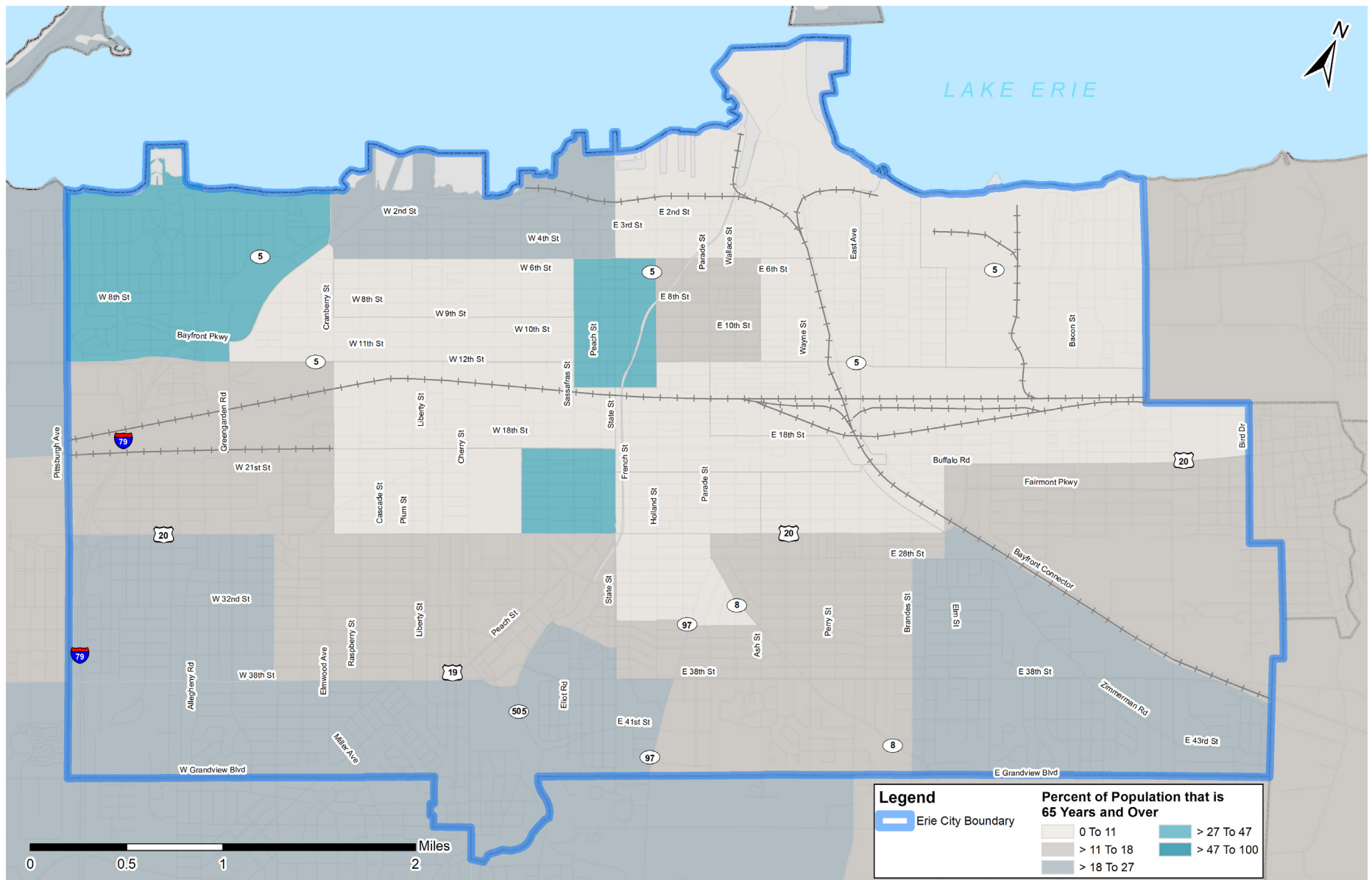


Figure 11. Percent of population 65 and over map



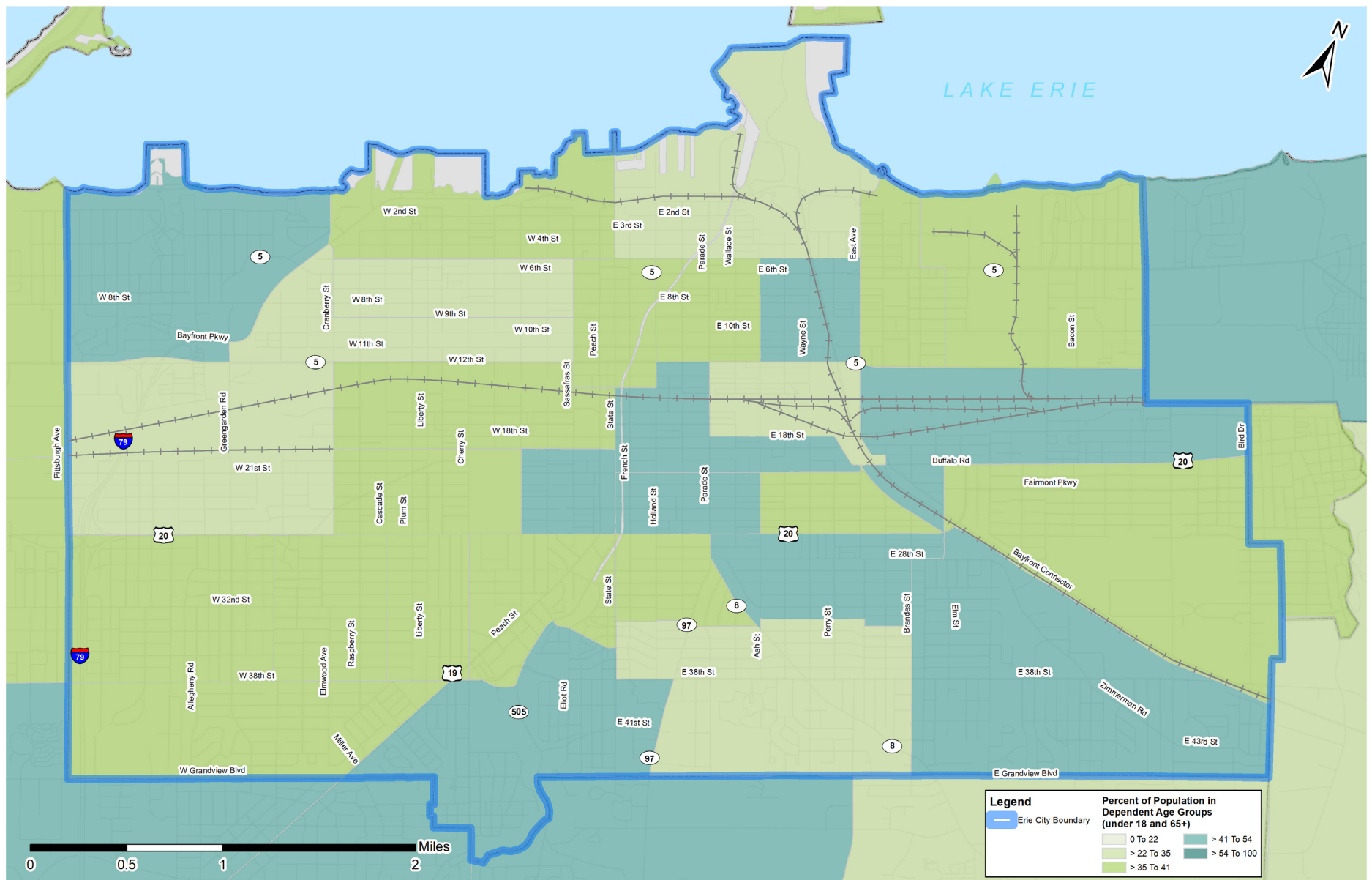


Figure 12. Percent of population in dependent age groups (under 18 and 65+) map

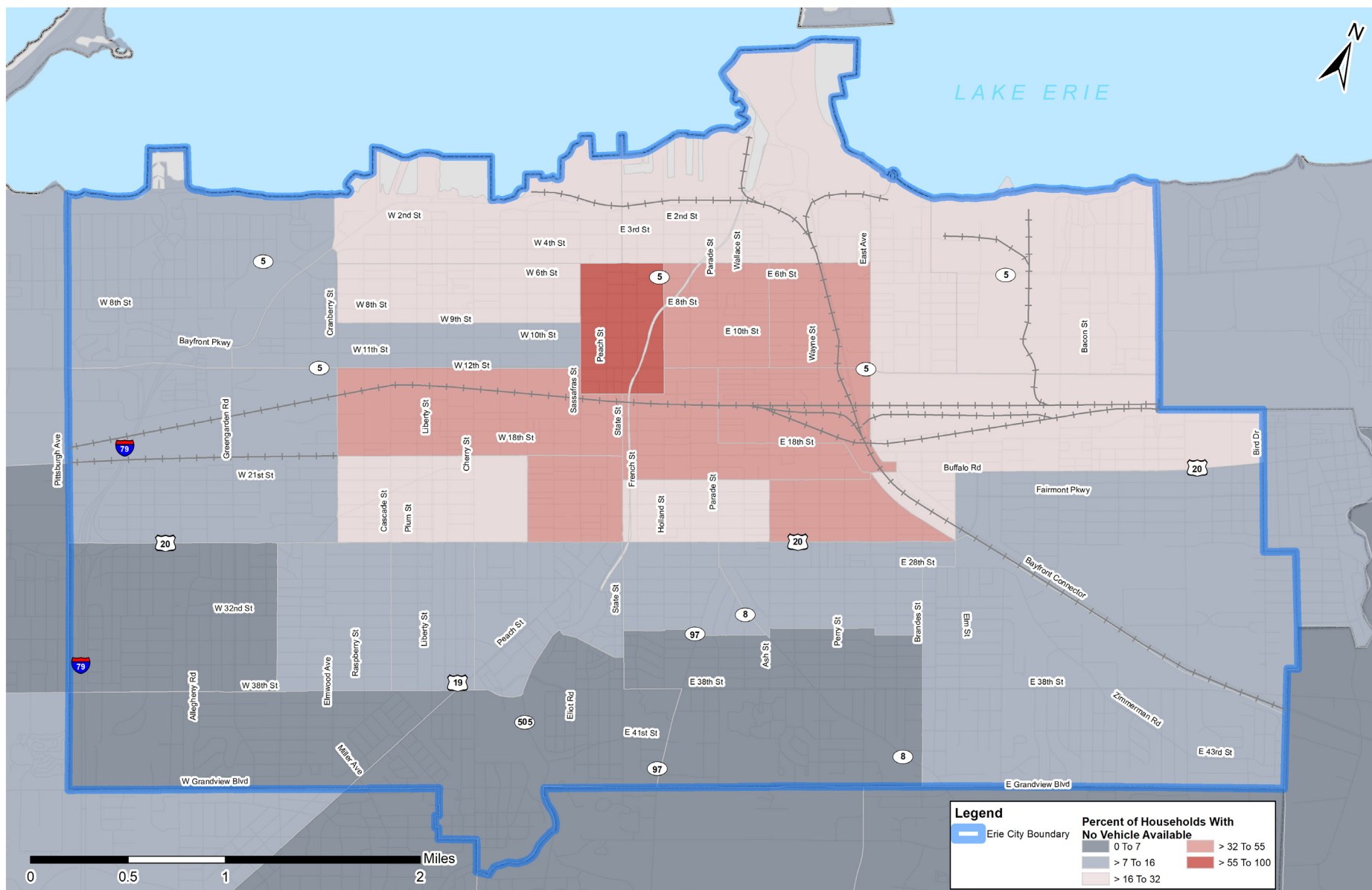


Figure 13. Percent of households with no vehicle available map

## Bicycle Level of Traffic Stress Analysis

Bikes offer a great way to get around Erie, whether for transportation or recreation. Erie already has over 10 miles of paved shared use paths, including the Bayfront Bikeway. Biking around the City for transportation often requires riding on the street with cars and trucks. There are some bike lanes in place around the City, but they do not yet connect to create a complete bike network.

One goal of the Active Erie Plan is to develop a low-stress bike network. A low-stress bike network is a connected system of on- and off-road bikeways that are comfortable enough for most people to use.

These networks are usually made up of streets with low-volume and low-speed automobile traffic, like the residential street in Figure 14. Protected bike lanes or shared use paths that are separated from automobile traffic, like the Bayfront Bikeway shown in Figure 15, are also considered low-stress.

In order to determine which streets might work well for a low-stress bike network, it is important to understand how Erie streets work today. Different factors impact how safe it feels to bike on the street, including vehicular speeds, shown in Figure 16, traffic volumes, and the number of vehicular lanes.



Figure 14. Looking north on Cascade Street, a low-stress residential street in the West Bayfront neighborhood



Figure 15. Riders on the Bayfront Bikeway, a low-stress shared use path





Using a methodology developed by researchers with the Mineta Transportation Institute and supplemented by feedback from Bike Erie, it is possible to calculate the approximate level of traffic stress (LTS) for each street segment on a scale of 1 to 4, where 1 is a low-stress place to ride and 4 is a high-stress place to ride. These levels are further explained by the chart in Figure 18 and shown in the Effective LTS Map in Figure 19.

The Effective LTS Map reveals “islands” of low-stress connectivity that are separated from one another by high-stress streets that function as barriers. The diagram in Figure 17 shows high-stress roads (level 3 and 4) as white barriers, and low-stress roads (1 and 2) as gray islands. These barriers can make it uncomfortable or difficult to bike from one low-stress island to another, which is often necessary when using a bike to access destinations.



Figure 17. Effective Level of Traffic Stress (LTS) low-stress islands and barriers

Level of Traffic Stress	Description	Example
1	Safe for children to use; Usually completely separated from auto traffic	 <div>Photo by Bob Patten</div>
2	Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic	
3	Tolerated by riders who are enthused and confident; Heavy traffic with separated bike facility	
4	Only tolerated by strong and fearless riders; cyclists must interact with high volumes or speeds of auto traffic.	

Figure 18. Description of Bicycle LTS levels 1-4



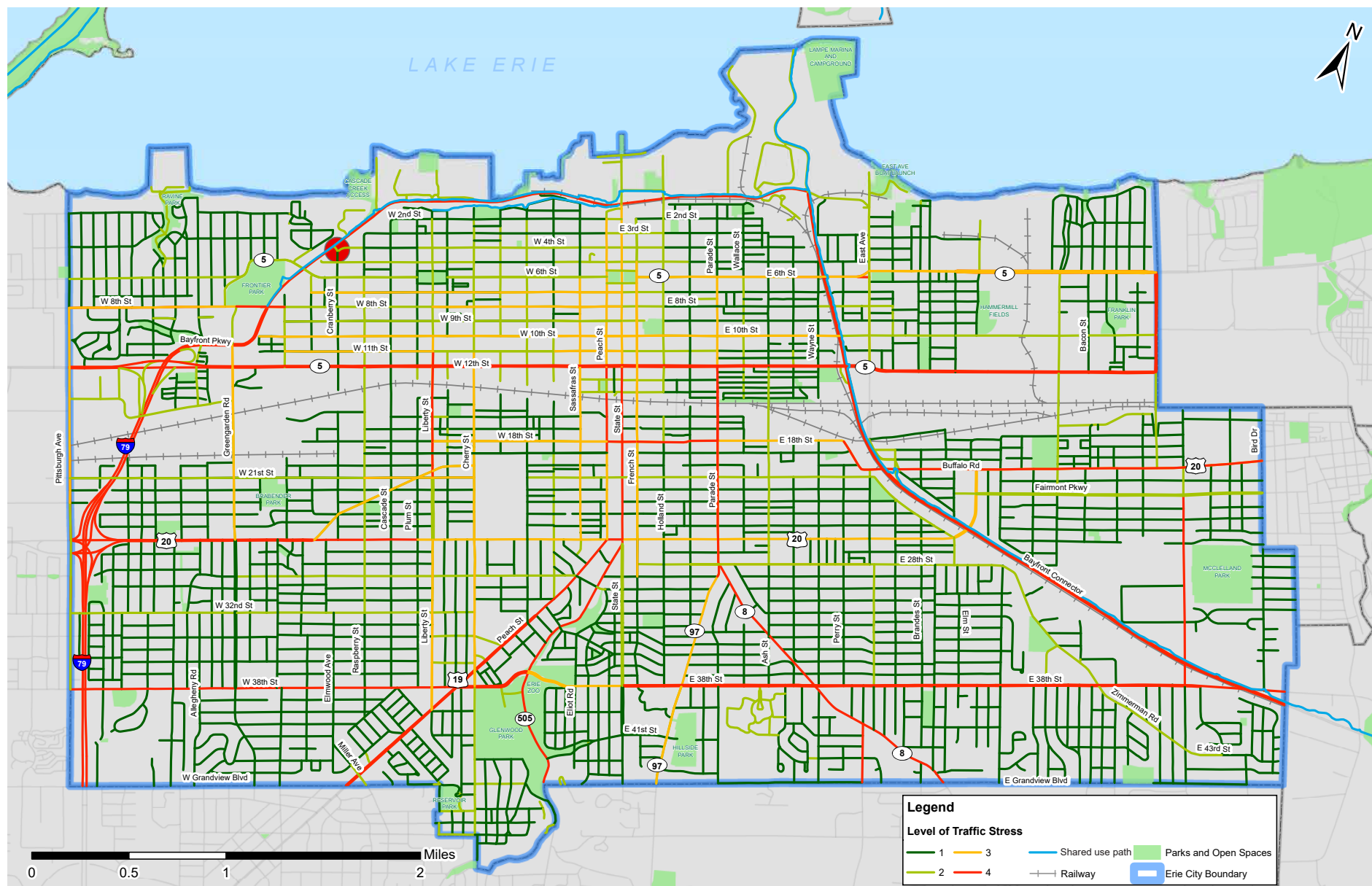


Figure 19. Effective LTS map

# PUBLIC ENGAGEMENT & EQUITY

## STEERING COMMITTEE

Development of Active Erie was led by a Steering Committee of various stakeholders who have a vested interest in mobility and public spaces. The Steering Committee has formed the vision for Active Erie, helped develop the public engagement strategy, and identified locations around the City where pedestrian and bicycle mobility is a challenge. The Steering Committee included representatives from the following organizations:

- City of Erie Department of Public Works
- City of Erie Fire Department
- City of Erie Planning Commission
- City of Erie Planning Department
- Bike Erie
- Erie Arts and Culture
- Erie Community Foundation
- Erie County Department of Health
- Erie County Metropolitan Planning Organization
- Erie Downtown Partnership
- Erie Metropolitan Transit Authority
- Erie Parking Authority
- Erie Public Schools
- Mayor's Disability Roundtable
- Millcreek Township
- Multicultural Community Resource Center Refugee Representative
- PennDOT Engineering District 1-0

## **ENGAGEMENT STRATEGY**

A key part of the engagement strategy developed by the Steering Committee was taking multiple steps to ensure that people who rely on walking and bicycling as their mode of transportation were heard. In Erie, this population includes people who are not traditionally represented during the formal planning process, such as those living in poverty, those without access to a car, minority populations, refugee populations, and those with limited English proficiency.

The original outreach schedule for Active Erie revolved around meeting the citizens of Erie in the community. The Steering Committee developed a toolkit to help community leaders:

- Broaden outreach efforts
- Give a voice to people who are not traditionally represented during formal planning processes
- Collect information about barriers or gaps in the walking and bicycling network

The toolkit was going to be distributed through variety of organizations who provide direct service to Erie's residents including Steering Committee members. The toolkit included three ways to provide feedback:

- An online survey, for people who are comfortable using technology and who speak English fluently
- Paper surveys, for people who speak English but are not comfortable using a computer or device
- Prompts to facilitate a one-on-one conversation between a service provider and their client, for people who are not comfortable filling out a survey on their own, including non-English speakers

Project representatives were also going to attend community gatherings and summer festivals to explain the benefits of an active transportation network and collect feedback. This strategy acknowledged that people may not proactively identify issues with the existing transportation network, but after learning more about how it impacts their quality of life, they may be inclined to participate in the planning process.

## Impact of COVID-19

Unfortunately, restrictions imposed in response to COVID-19, detailed in the timeline below, impacted the original outreach strategy and required that most outreach efforts be moved online.

- March – April: Various shutdowns went into effect, including the closure of all schools and non-essential businesses as well as park facilities. People were encouraged to walk, hike, run, and bike in City Parks while maintaining 6 feet of distance from one another.
- April: #WeGotThisERIE social media campaign launched to inspire social connection while residents are asked to remain at home to reduce the spread of coronavirus
- June -July: City launches Active Erie website and survey

## Online Survey

The Active Erie website was launched on June 11. The website included a StoryMap that provided an interactive overview of Erie's transportation network, as well as a survey and a map where people could document areas of concern as well as routes where they currently walk and bike.

The City promoted the Active Erie website via press release, social media, and radio. Participation was incentivized by a weekly gift card giveaway to an area business. In order to promote participation by underserved populations, the survey was marketed on EMTA buses as well as at the Blasco Library. Members of the Steering Committee who were still providing direct service were asked to encourage their clients to take the survey.

The survey was live for six weeks, and the City received 327 responses.



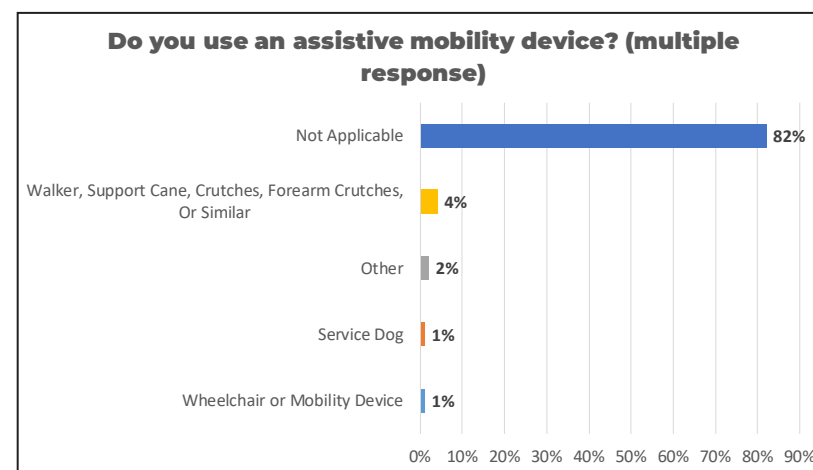
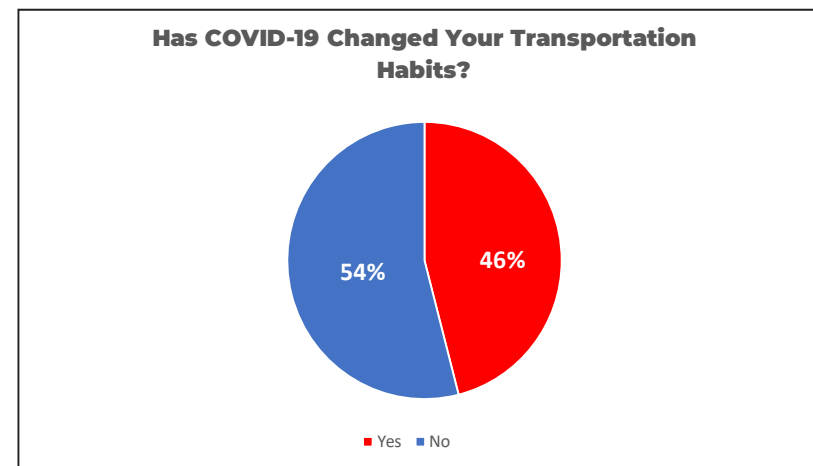
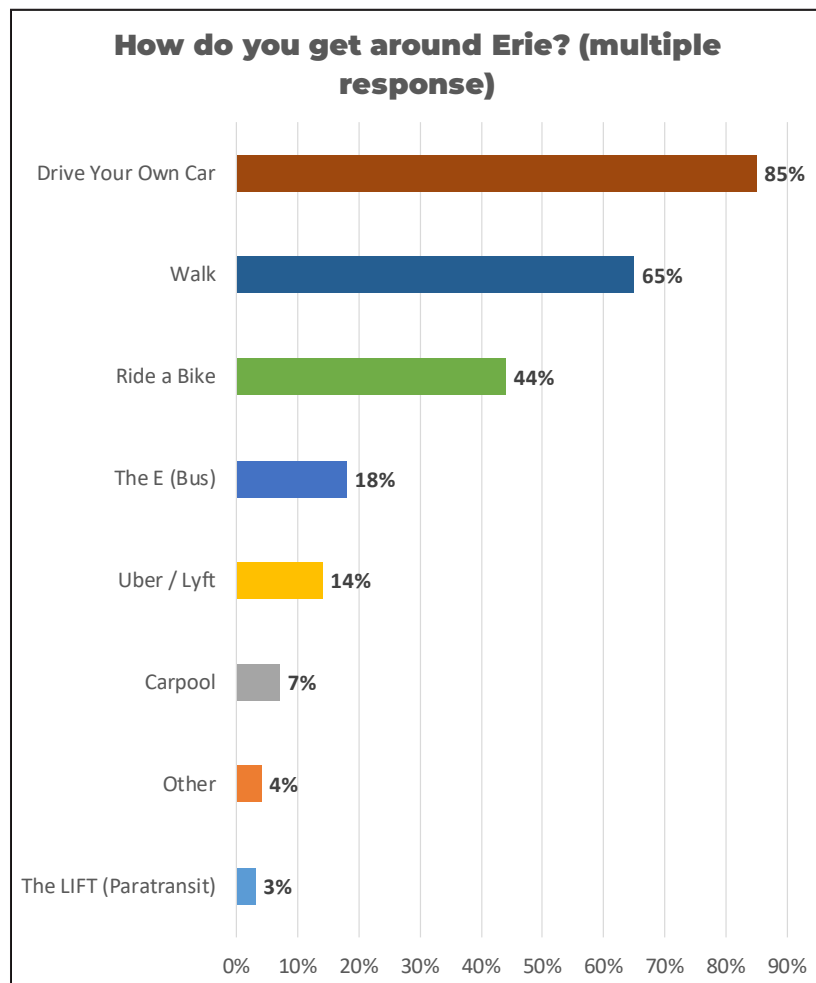


Figure 20. Online survey feedback about transportation habits

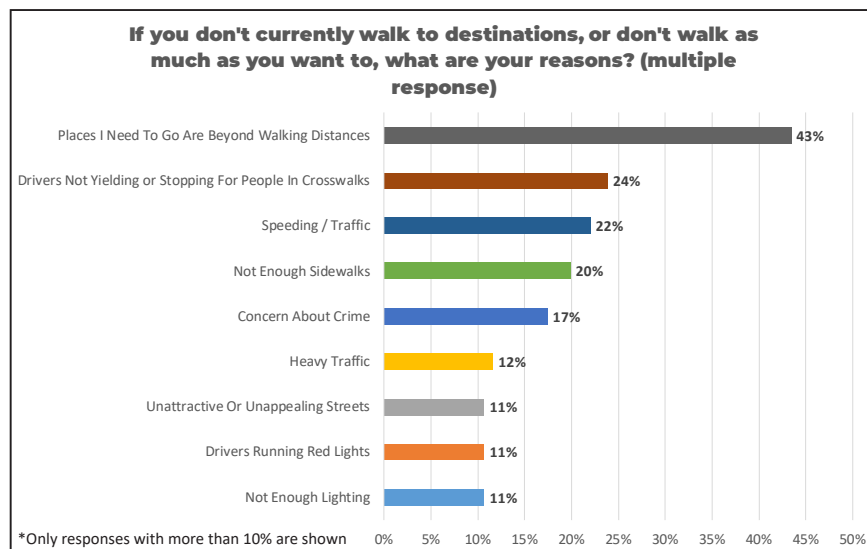
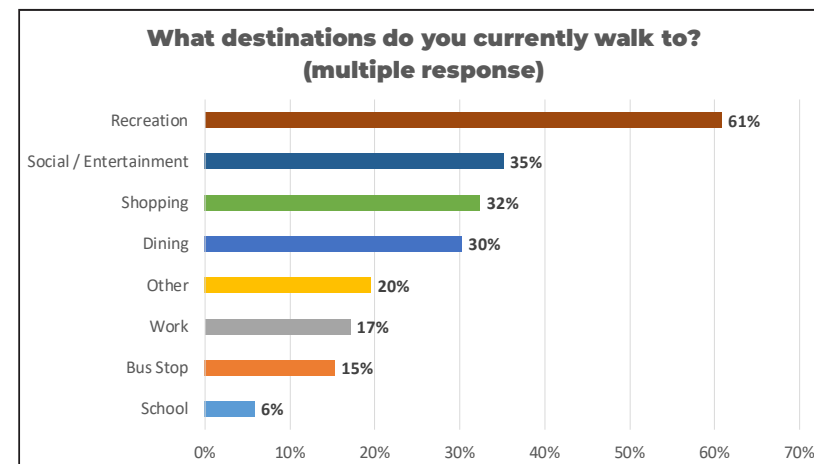
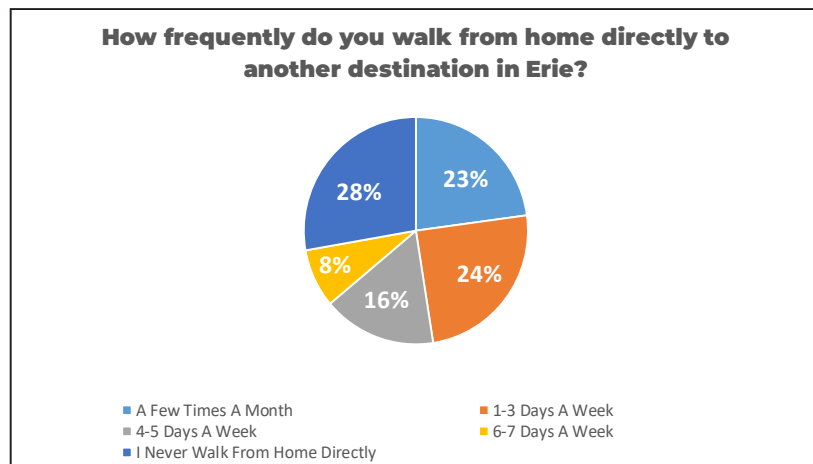


Figure 21. Online survey feedback about walking in Erie

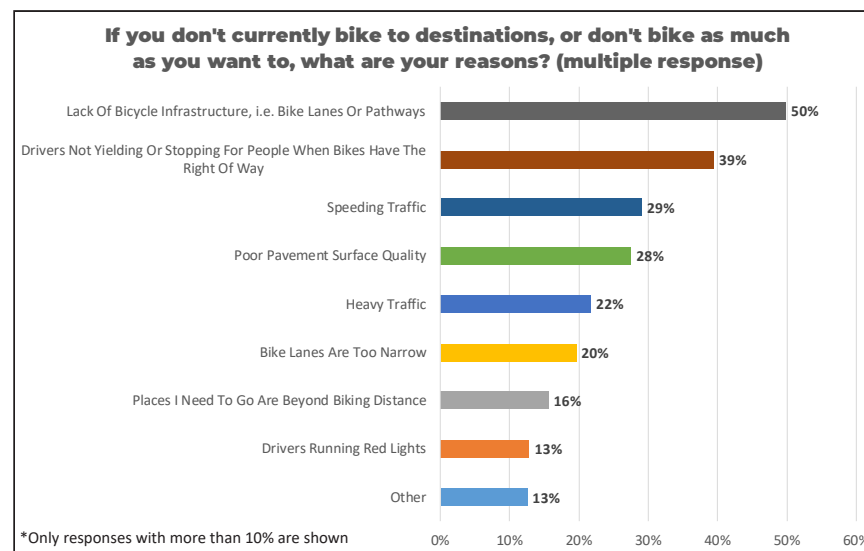
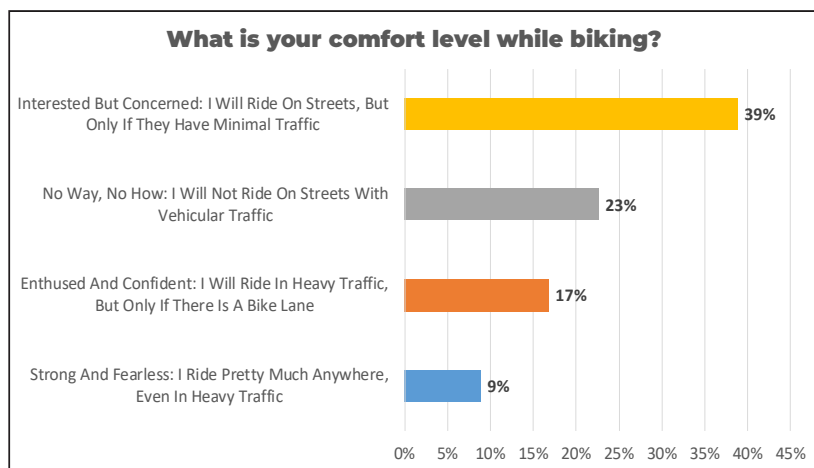
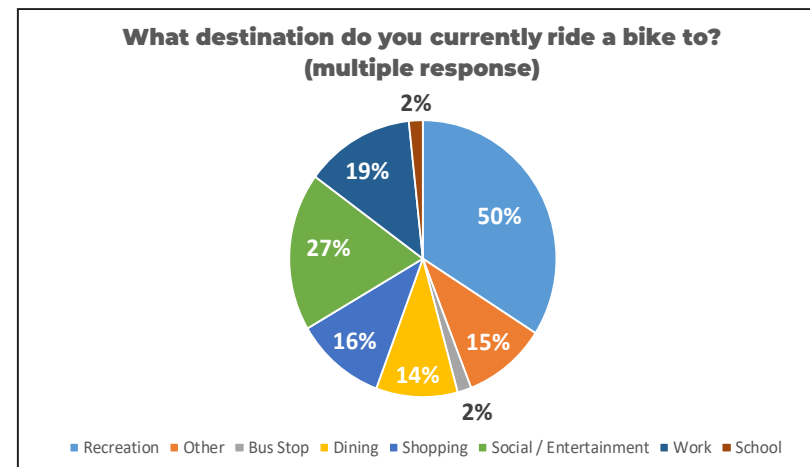
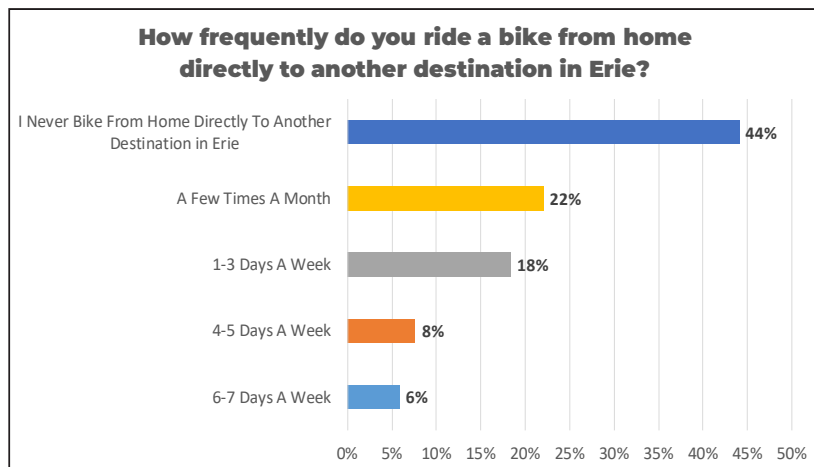


Figure 22. Online survey feedback about biking in Erie

## Mobile Workshop

The documentation of existing conditions and feedback received from the survey were used to develop preliminary recommendations. In order to collect feedback on those recommendations, the Active Erie Steering Committee hosted an outdoor Mobile Workshop on October 20. Multiple stops minimized the potential for large gatherings at any one location. Participants were able to keep distance between other participants and members of the public, and wear masks when necessary.

City staff and Steering Committee members traveled by bicycle to six locations across the City. The route was designed to showcase some of the bike routes included as preliminary recommendations. The route and stops were also selected in order to give underserved communities who may not have participated in the online survey a voice. Stops included Frontier Park, Three Sisters Park, McKinley Park, McClelland Park, East Middle School, and Blasco Library. City staff broadcast each mini-workshop on Facebook Live which received over 3,000 views throughout the day. The feedback received was incorporated into the final recommendations.



Figure 23. Frontier Park, the first stop of the Active Erie Mobile Workshop



Figure 24. Boards set up at the Active Erie Mobile Workshop

# RECOMMENDATIONS

This plan includes two types of recommendations: projects and policies/programming. All recommendations are in support of creating an active transportation network that is low-stress and works for users of all ages, abilities, and backgrounds.

## Addressing Equity in Community Engagement

This plan was prepared under the guidance of a Steering Committee with public feedback. Ongoing community engagement is critical to the successful implementation of the active transportation network in Erie. Policy recommendations will require community support to advance through the governmental approvals process. Projects will require further development based on community feedback in order to ensure they function for the community where they are located. Public engagement also serves to generate community support for a project before it is installed.

Engagement is especially critical in neighborhoods with residents who do not usually participate in the traditional planning process. Oftentimes these neighborhoods have more low-income, minority, and refugee populations. These same communities may benefit most from investments in the active transportation network due to lower rates of car ownership than the City at-large. The City should work with local leaders and organizations with existing relationships to effectively engage these communities around active transportation projects.





Figure 25. Talking to members of the community about the We the People Project

## Low-Stress Bikeway Network Improvements

The proposed low-stress bikeway network is shown in Figure 26. It is designed to be both **aspirational**, providing access to all corners of the City, and **realistic**, incorporating existing low-stress streets (LTS 1 or 2) wherever possible. In principle, LTS 1 or 2 bikeways will be somewhat equally spaced both east/west and north/south across the City. This grid will provide access within Erie neighborhoods for local trips and across the City for longer trips. Improvements are broken into three general categories:

- **Bikeways along existing low-stress streets:** Shown in teal on the map, these bikeways will rely primarily on signs and pavement markings, as the streets are currently comfortable for most bicyclists. Crossing treatments such as traffic signals and active or enhanced crosswalks will be needed where these bikeways cross higher-stress streets to ensure rider comfort. Locations that will likely require improved crossings are noted in the bikeway descriptions.
- **Bikeways requiring more significant construction:** These routes, shown in pink in Figure 26, will require widening of existing streets to accommodate on-road infrastructure or the addition of a shared use path to create a low-stress bikeway. As a result, these recommendations will take more time and money to implement.
- **Local connections:** Illustrated in yellow are local connections from the primary bikeway grid to destinations including schools, parks, and shopping areas. Thanks to Erie's street grid, the majority of these connections can be made on low-stress streets using signs and pavement markings.

This section provides an overview of the proposed projects that make up the primary low-stress bikeway network – the first two bulleted points above. Existing curb-to-curb measurements are based on a desktop analysis and survey will be required during the design development process to determine the exact dimensions and configurations of the proposed improvements. The proposed configuration for each bikeway is based on the Bicycle Facility Selection Guide in the Appendix.

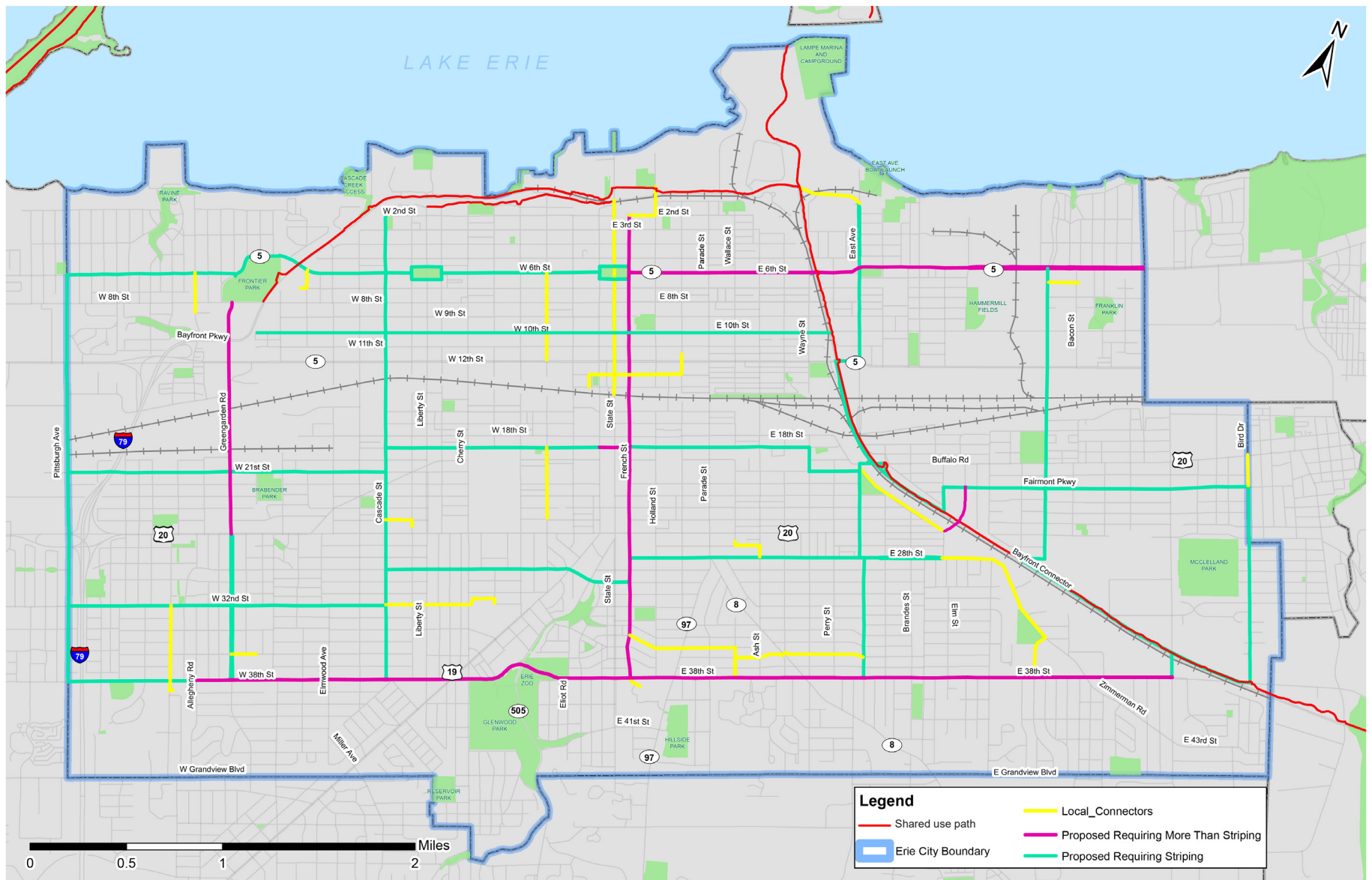


Figure 26. Proposed low-stress bikeway network map



## East/West Bikeways

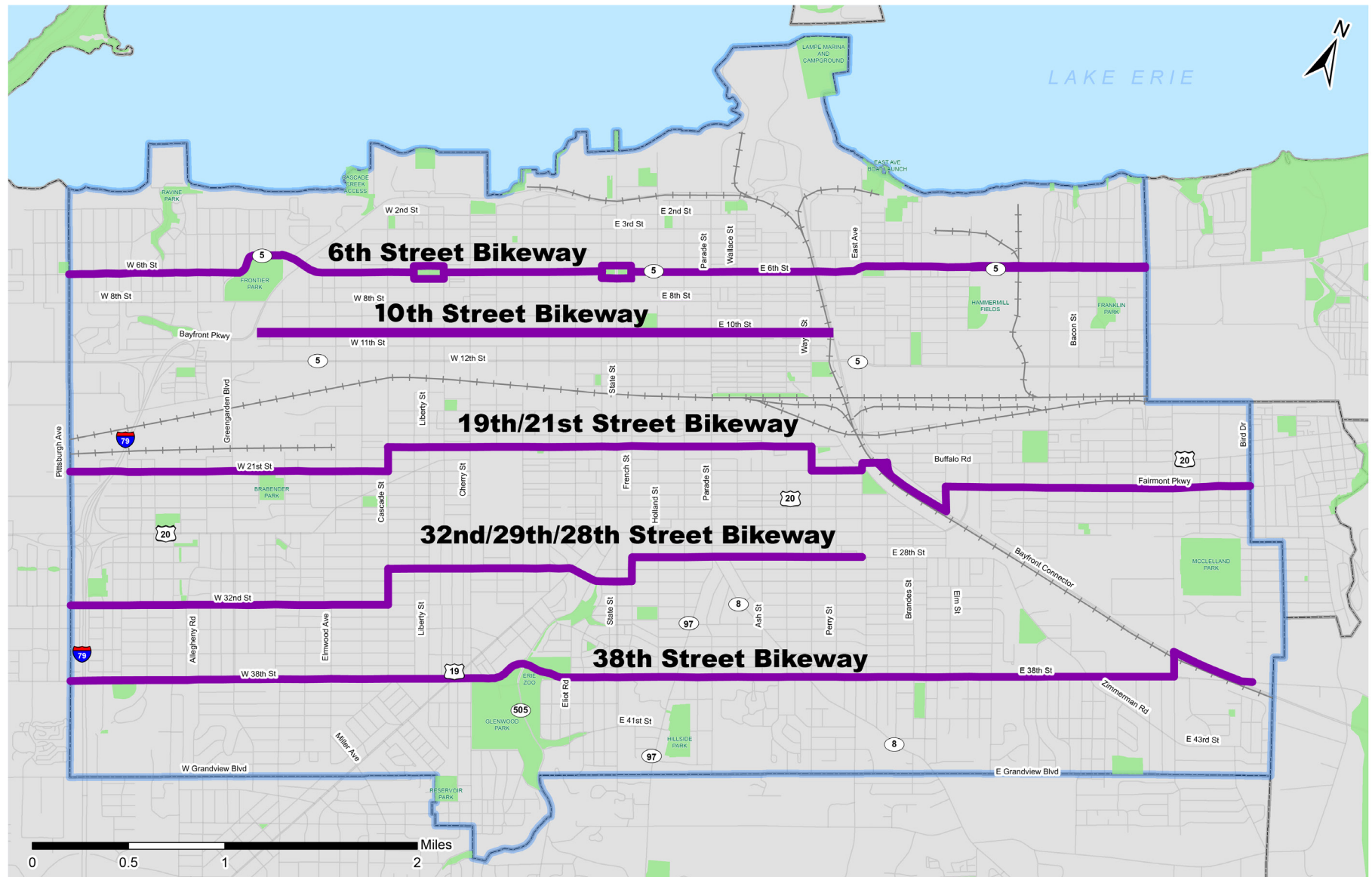


Figure 27. Proposed east/west bikeways map

There are five proposed east/west bikeways in Erie spaced approximately 0.5 miles apart. It takes a person on a bike approximately two and a half minutes to travel 0.5 miles.

The two northern two routes, 6th and 10th Streets, are each able to use a single street to cross most of the City. Portions of 6th and 10th Streets are LTS 3, but changes to the configuration of the space within the existing curbs can be implemented to create a lower stress environment.

The two central routes, 19th/21st Street and 32nd/29th/28th Street, primarily take advantage of low-stress streets. As mentioned previously, improvements to these routes will consist primarily of signs and pavement markings, along with traffic control devices such as signals or beacons where they cross higher-stress streets. The two central routes do not each utilize a single street to cross the City because of increased LTS on certain street segments and interruptions in the street grid including large parks, industrial areas, and the Bayfront Connector.

The southernmost route, 38th Street, is the only street proposed that is currently considered high-stress (LTS 4). Due to a variety of geographic factors including topographic changes and irregularities in the City's street grid, there are no alternate continuous low-stress routes across the southern part of the City. After discussions with City officials, the Steering Committee, and members of the public, it was decided that it is worth pursuing the significant investment that will be required to create a safe environment for cyclists along 38th Street.

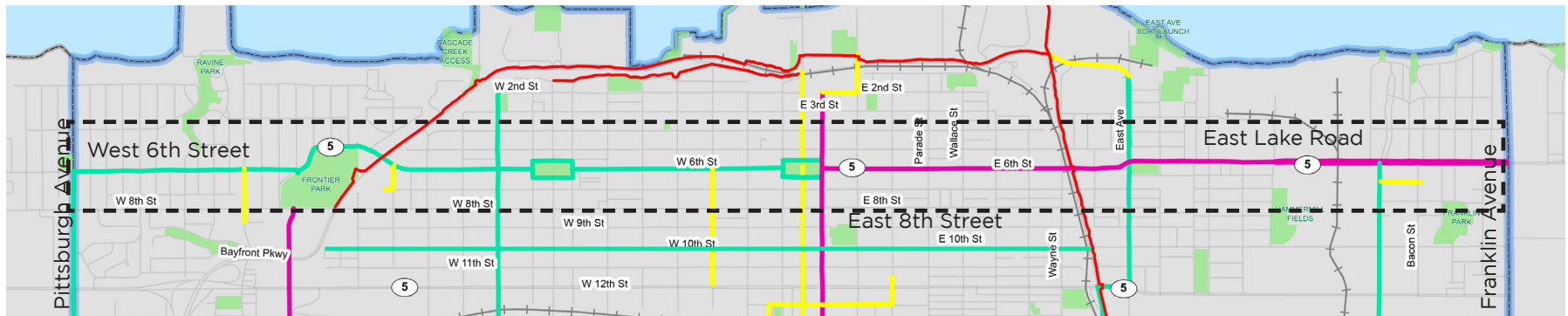
Details about proposed improvements for each bikeway are included below.



# 6TH STREET BIKEWAY

## Pittsburgh Avenue to Franklin Avenue

Destinations along the 6th Street Bikeway include Frontier Park, the Bayfront Bikeway, Strong Vincent Middle School, Gannon University, Downtown, Perry Square, and East Middle School. It will connect to planned bike infrastructure in Millcreek Township to the west and to Lawrence Park Township in the east via East Lake Road. All high-stress street crossings are currently signalized. East 6th Street will require widening to accommodate low-stress two-way bicycle traffic.



Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
West 6th Street, Pittsburgh Avenue to Cherokee Drive	30'	One travel lane each way; small shoulder	10' travel lanes; 5' bike lanes
West 6th Street, Cherokee Drive to Cranberry Street	Shared use path for this section	Bayfront Bikeway can be used for part of this section, with conversion of existing sidewalk to shared use path for remainder (currently 8' sidewalks)	Shared use path
West 6th Street, Cranberry Street to Plum Street	36'	One travel lane each way (10'), 4' shoulder/bike lane on north, 4' bike lane and 8' on-street parking on south	One travel lane each way (10'), 4' shoulder/bike lane on north, 4' bike lane and 8' on-street parking on south
North/South Park Avenue, Peach Street to French Street	36'	One way travel lane around Gridley Park; alternating on-street parking	One way travel lane around Gridley Park; alternating on-street parking; 5' bike lanes one way
West 6th Street, Poplar Street to Sassafras Street	40'	One travel lane each way; on-street parking on both sides	One travel lane each way (10'), 5' bike lane on north, 5' bike lane with 2' buffer and on 8' on-street parking on south
West 6th Street, Sassafras Street to Peach Street	50'	One travel lane each way; on-street parking on both sides	One travel lane each way (10'), 5' bike lane each way with 2' buffer, 8' parking each side
East 6th Street, French Street to East Avenue	40'	One travel lane each way; on-street parking on both sides	Widen street to accommodate one travel lane each way (10'), retain on-street parking (8'), 5' bike lane each way
East Lake Road, East Avenue to Payne Avenue	40'	One travel lanes each way (12'); 4' shoulder/bike lane on south, 4' bike lane and 8' street parking on north	One travel lane each way (11'); 5' bike lane on south, 5' bike lane and 8' on-street parking on north
East Lake Road, Payne Avenue to Franklin Avenue	64'	Two travel lanes on south side; 20' vegetated median; two travel lanes or one travel lane with bike lane and on-street parking on north	Shared use path

# 10TH STREET BIKEWAY

## Bayfront Parkway to Bayfront Connector

Destinations along the 10th Street Bikeway include the Erie Rise Leadership Academy, Cathedral Preparatory School, Downtown, UPMC Park, and the Bayfront Connector. It will connect the West Bayfront neighborhood with the East Side, and offers a low-stress parallel route to 12th Street. All high-stress street crossings are currently signaled.

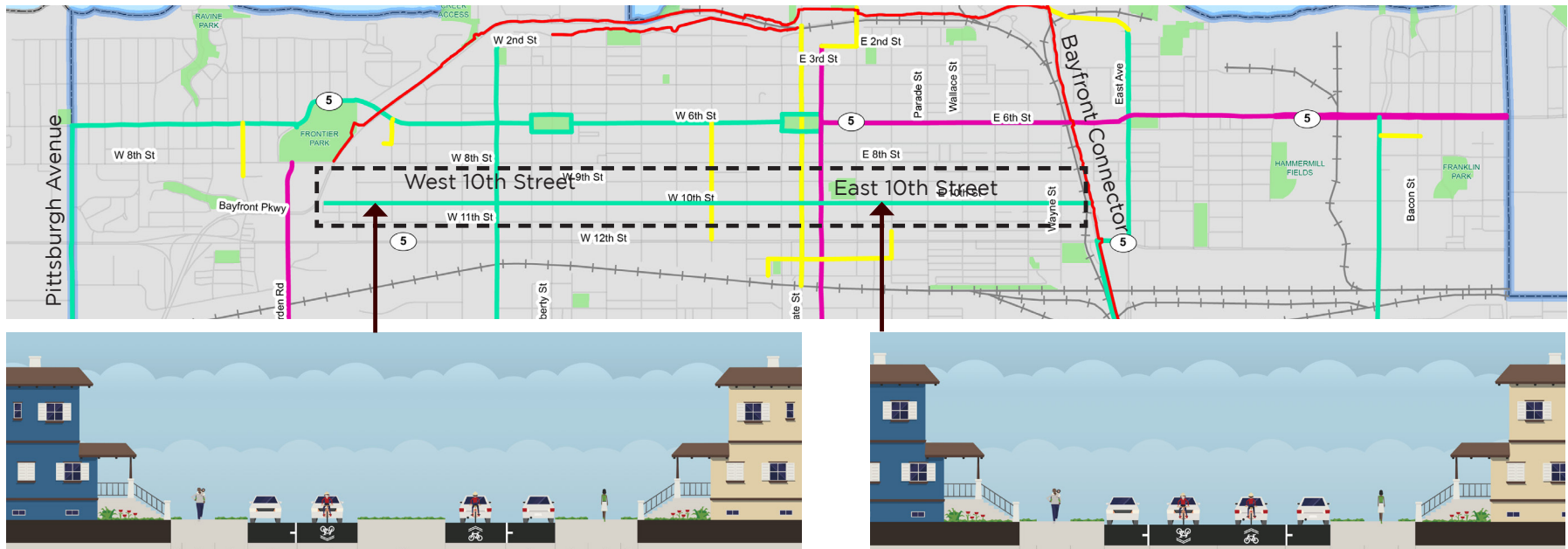


Figure 28. Potential Recommendations for East 10th Street, Abbey Lane to Myrtle Street

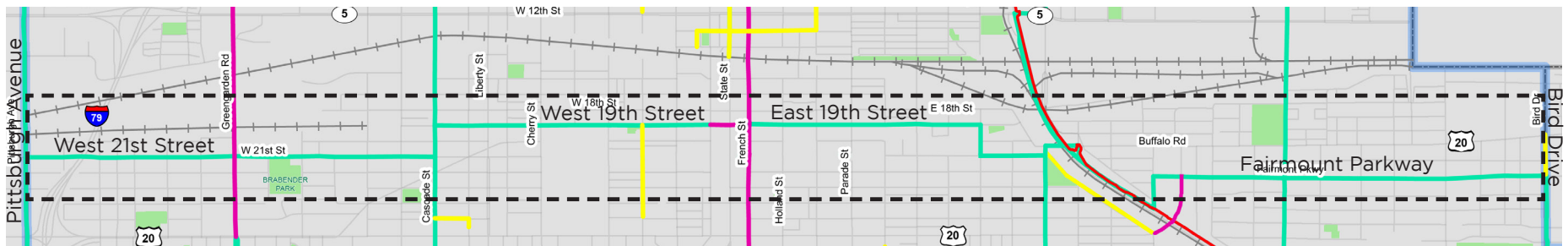
Figure 29. Potential Recommendations for West 10th Street, French Street to East Bayfront Parkway

Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
West 10th Street, Abbey Lane to Myrtle Street	56'	One travel lane each way; on-street parking on both sides; vegetated median	Travel lanes with sharrows; retain on-street parking
West 10th Street, Myrtle Street to French Street	60'	One travel lane and one turning lane each way; on-street parking on both sides	Road diet; Further investigation necessary
East 10th Street, French Street to East Bayfront Parkway	40'	One travel lane each way; alternating on-street parking	Travel lanes with sharrows; retain on-street parking

# 19TH/21ST STREET BIKEWAY

Pittsburgh Avenue to Bird Drive

Destinations along the 19th/21st Street Bikeway include Brabender Park, the Sisters of St. Joseph community gardens, Witherspoon Park, McKinley Park, retail destinations, and Diehl Elementary School. Crossing improvements may be necessary at Greengarden Boulevard, Liberty Street, Cherry Street, Peach Street, French Street, and Parade Street. Restriping of the Buffalo Road Bridge at the Bayfront Connector will depend on the feasibility of removing the left turn lanes at East Avenue and Pennsylvania Avenue.



Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
West 21st Street, Pittsburgh Avenue to Baur Avenue	30'	One travel lane each way	10' travel lanes; 5' bike lanes
West 21st Street, Baur Avenue to Raspberry/Cascade Street	30'	One travel lane each way; alternating on-street parking	Travel lanes with sharrows; alternating on-street parking
West 19th Street, Raspberry/Cascade Street to Peach Street	30'	One travel lane each way; alternating on-street parking	Travel lanes with sharrows; alternating on-street parking
19th Street, Peach Street to French Street	N/A	No roadway; vegetated area	10' shared use pathway with bridge over State Street
East 19th Street, French Street to Wayne Street	20'-30'	One travel lane each way; intermittent on-street parking	Travel lanes with sharrows; retain on-street parking
East 21st Street, Wayne Street to East Avenue	30'	One travel lane each way; on-street parking on one side	Travel lanes with sharrows; retain on-street parking
Buffalo Road, East Avenue to Bayfront Connector	30'	One travel lane each way; dedicated center turn lanes; includes an overpass	Remove center turn lane and restripe with 10' travel lanes and 5' bike lanes
Bayfront Connector to Elm Street	N/A	Existing Bayfront Bikeway to Elm Street	Add shared use pathway connection to Elm Street
Elm Street to Broad Street	60'	One travel lane each way	11' travel lanes, 11' center turn lane, 5' bike lanes with 3' buffers
Fairmount Parkway, Broad Street to East Lawn Parkway	58'	One travel lane each way with on-street parking; 8' vegetated median (one block without median)	11' travel lanes, 6' bike lanes, 8' on-street parking; retain median
Fairmount Parkway, East Lawn Parkway to Bird Drive	30'	One travel lane each way; on-street parking on both sides	Travel lanes with sharrows; retain on-street parking



Figure 30. Potential Recommendation West 21st Street, Pittsburgh Avenue to Baur Avenue



Figure 31. Potential Recommendation for Fairmount Parkway, Broad Street to Wagner Avenue

The 19th/21st Street Bikeway also passes through an area being studied by PennDOT in late 2020 and early 2021 for bicycle and pedestrian improvements. That project, the East Bayfront Parkway Safety Study, includes a number of draft recommendations such as a dedicated bikeway along McKinley Avenue and pedestrian and bicycle improvements along Broad Street, which would connect McKinley Avenue and Fairmount Parkway under the Bayfront Connector.

Active Erie recommends that all bikeway improvements in this area, as throughout the City, should be designed to achieve LTS 1 or 2. If restriping the Buffalo Road bridge to remove existing left turn lanes is infeasible, a widened or new bridge should be considered.



## 19th Street Bikeway Bridge

Nineteenth Street used to be home to an at-grade rail line that passed over State Street between Peach and French Streets. Remnants of the old bridge over State Street remain, shown in Figure 32 and 33. This plan recommends re-purposing this site for a shared use path bridge. This bridge will reflect the City's commitment to active transportation and support recent public and private investments in the vicinity.

The project would also directly connect two of the three City neighborhoods (Little Italy and Trinity Park) that *Erie Refocused* identified for “stabilization” where strategies are needed to reduce neighborhood distress.



Figure 32. The old rail bridge abutment at State Street looking west



Figure 33. The old rail bridge landing at State Street looking east



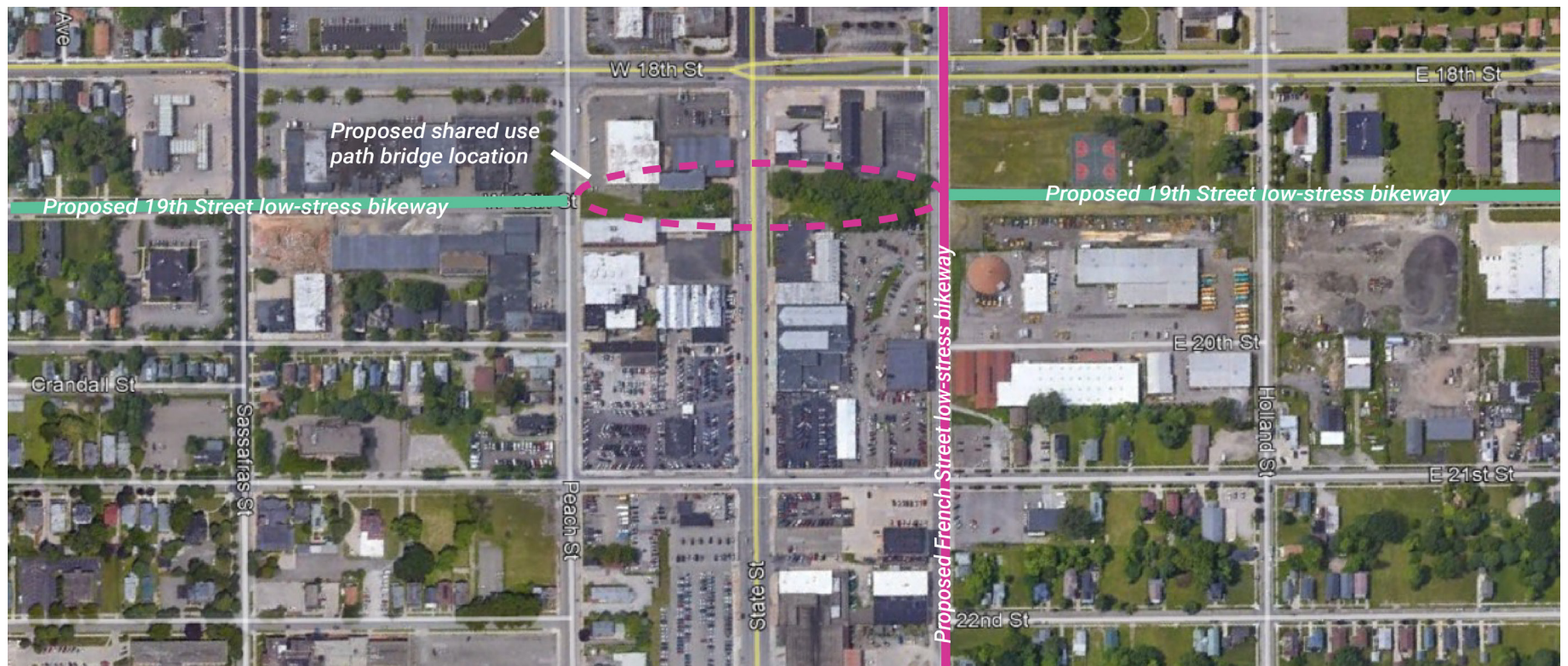


Figure 34. Location of the proposed shared use path bridge along the Norfolk Southern right-of-way

# 32ND/29TH/28TH STREET BIKEWAY

Pittsburgh Avenue to East Avenue

Destinations along the 32nd/29th/28th Street Bikeway include Erie High School, Erie Veterans Memorial Stadium, Wilson Middle School, Holy Rosary School, and Walmart. All high-stress street crossings are currently signaled.

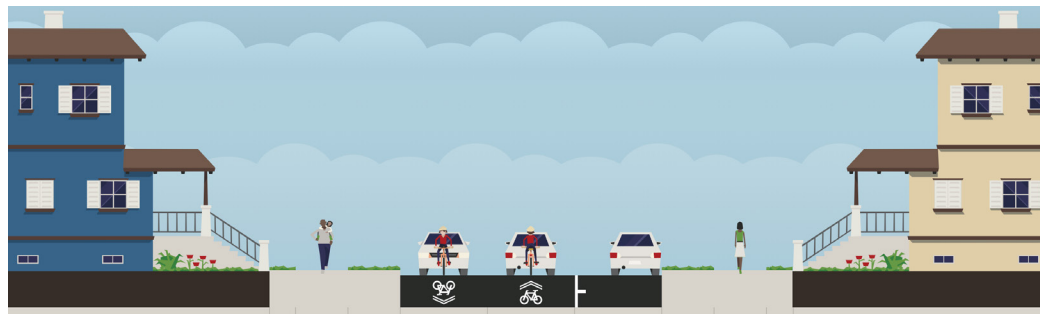
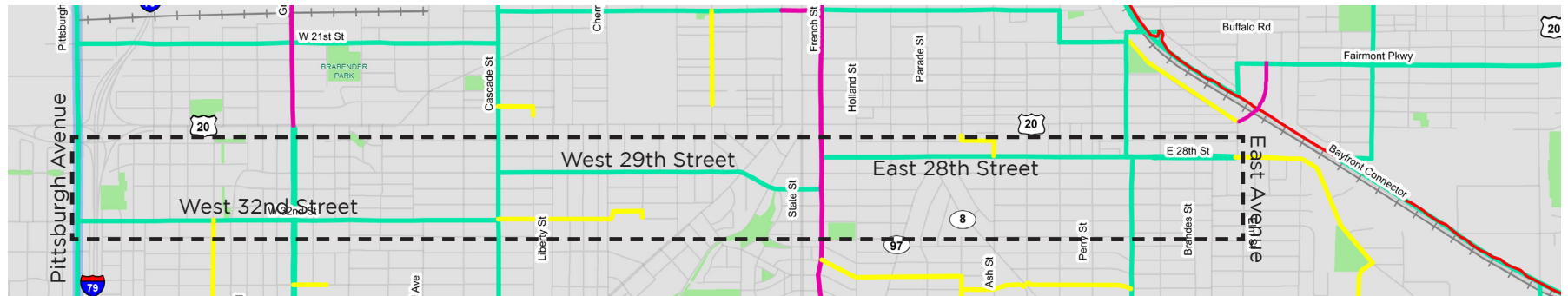


Figure 35. Potential recommendation for corridor except along Moorehead Street

Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
West 32nd Street, Pittsburgh Avenue to Raspberry/Cascade	30'	One travel lane each way; on-street parking on one side	Travel lanes with sharrows; retain on-street parking
West 29th Street, Raspberry/Cascade to Peach Street	30'	One travel lane each way; on-street parking on one side	Travel lanes with sharrows; retain on-street parking
Moorehead Street, Peach Street to French Street	30'	One travel lane each way	10' travel lanes; 5' bike lanes
East 28th Street, French Street to Parade Street	30'	One travel lane each way; on-street parking on both sides	Travel lanes with sharrows; retain on-street parking
East 28th Street, Parade Street to East Avenue	30'	One travel lane each way; on-street parking on one side	Travel lanes with sharrows; retain on-street parking

# 38TH STREET BIKEWAY

## Pittsburgh Avenue to McClelland Avenue

Destinations along the 38th Street Bikeway include Erie Heights Park, Grover Cleveland Elementary School, Liberty Center Shopping Mall, Glenwood Park, Erie VA Medical Center, Jefferson Elementary School, Mercyhurst University, and JoAnna Connell Elementary School. All high-stress street crossings are currently signalized. This is a complex and busy corridor, so potential recommendations shown in the table below may serve as a starting point for consideration.

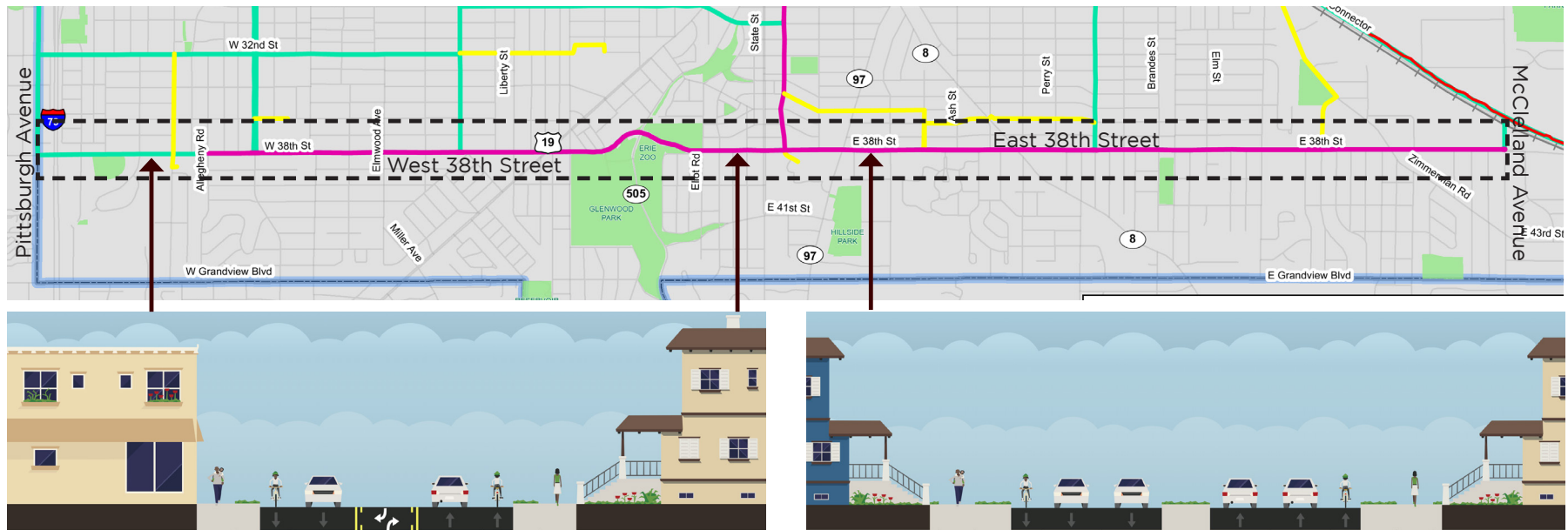


Figure 36. Potential recommendation for West 38th Street, Pittsburgh Avenue to Averlon Avenue and Eliot Road to State Street

Figure 37. Potential recommendation for East 38th Street, State Street to Pine Avenue

Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
West 38th Street, Pittsburgh Avenue to Averlon Avenue	40'	One travel lane each way with center turn lane	10' travel lanes, 10' center lane; 5' bike lanes
West 38th Street, Averlon Avenue to Eliot Road	40' - 80'	Two travel lanes each way with turning lanes; numerous intersections	Road diet or shared use pathway; further investigation necessary
West 38th Street, Eliot Road to State Street	40'	One travel lane each way with center turn lane	10' travel lanes, 10' center lane, 5' bike lanes
East 38th Street, State Street to Pine Avenue	60'	Two travel lanes each way with grass median	10' travel lanes, 6' bike lanes, 8' grass median; intersections need further investigation
East 38th Street, Pine Avenue to McClelland Avenue	55'	Two lanes each way with some additional designated turn lanes at intersections	Road diet or shared use pathway; further investigation necessary



## North/South Bikeways

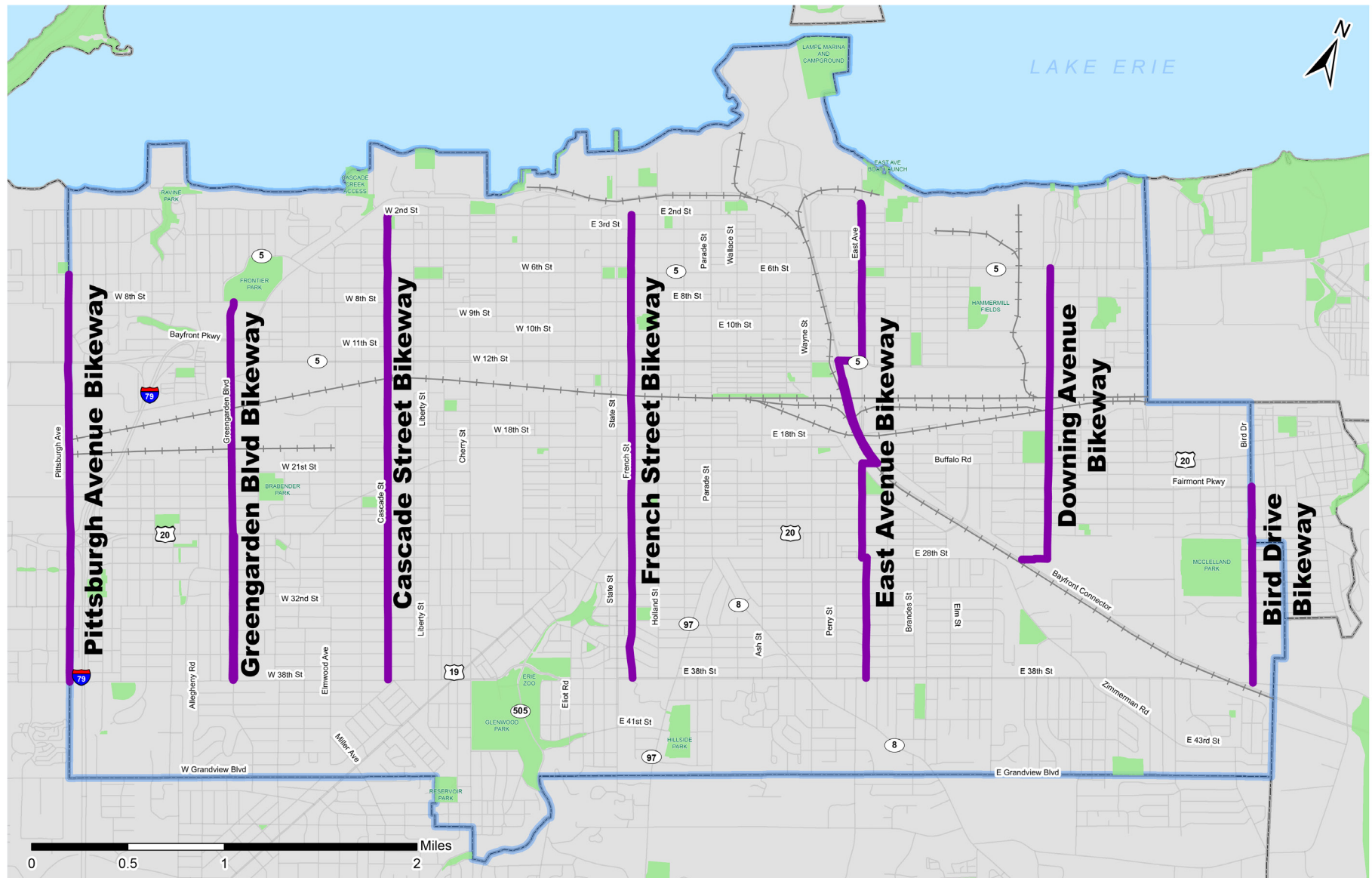


Figure 38. Proposed north/south bikeways map

There are seven proposed north/south bikeways in Erie spaced approximately 1 mile apart. It takes a person on a bike approximately five minutes to travel 1 mile.

Six of the routes are able to use a single street along their entire length. The East Avenue bikeway incorporates a portion of the Bayfront Bikeway to create a continuous low-stress bikeway.

Four of the routes, Cascade Street, East Avenue, Downing Avenue, and Bird Drive, take advantage of existing low-stress streets. Because these routes are already considered low-stress, relatively minimal investments in signs and pavement markings are necessary to create a comfortable environment for people who bike.

Pittsburgh Avenue is considered higher-stress (LTS 3), but changes to lane configuration will create a lower-stress environment for people who bike.

The southern part of Greengarden Boulevard is LTS 1 and requires minimal improvements, but north of 26th Street is LTS 3 due to higher volumes and truck traffic approaching the Bayfront Parkway. Unfortunately, the existing street is too narrow to accommodate a pavement reconfiguration that would create a lower-stress environment. More significant investments will be required in order to connect the southern part of the City to Frontier Park.

The majority of French Street is considered LTS 3 due to the number of vehicular lanes. However, the street has sufficient space within the right of way to allow for a road diet and reconfiguration to include a protected bikeway that ties Downtown into the rest of the low-stress bikeway network.

Details about proposed improvements for each bikeway are included below.



# PITTSBURGH AVENUE BIKEWAY

## West 6th Street to West 38th Street

Destinations along the Pittsburgh Avenue Bikeway include access to Millcreek Township, employment centers, and multiple retail opportunities. All high-stress street crossings are currently signalized.

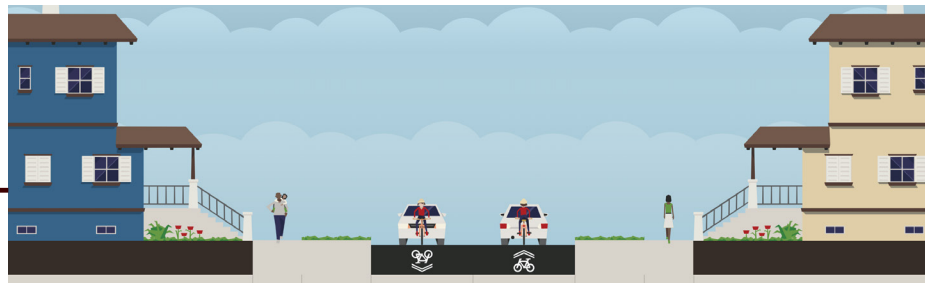
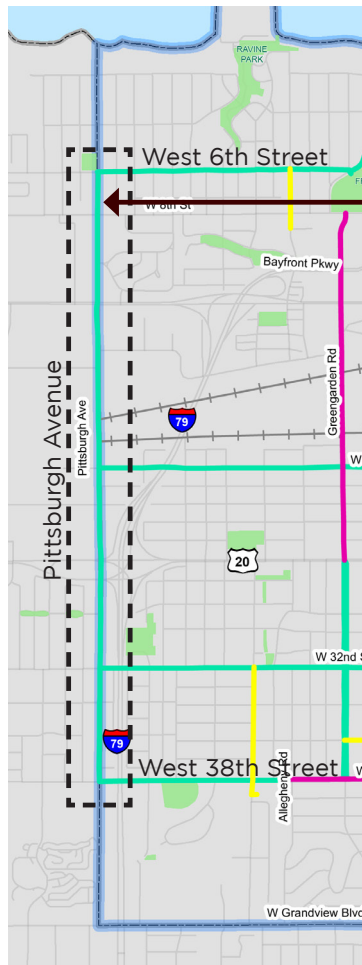


Figure 39. Potential recommendation for Pittsburgh Avenue, West 6th Street to West 8th Street



Figure 40. Potential recommendation for Pittsburgh Avenue, West 8th Street to West 38th Street

Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
West 6th Street to West 8th Street	25'	One travel lane each way	Travel lanes with sharrow markings
West 8th Street to West 15th Street	36'	One travel lane each way with shoulders in some areas; major intersections	Minimum 10' travel lanes; 5' bike lanes. Further investigation needed
West 15th Street to West 38th Street	30'-36'	One travel lane each way with shoulders in some areas	Minimum 10' travel lanes; 5' bike lanes

# GREENGARDEN BOULEVARD BIKEWAY

## West 6th Street to West 38th Street

Destinations along the Greengarden Boulevard Bikeway include Frontier Park, employment centers, retail opportunities, and Grover Cleveland Elementary School. Crossing improvements may be necessary at 6th Street. All other high-stress crossings are currently signalized. It may also be desirable to provide a shared use path connection through Frontier Park to directly link the north end of the Greengarden Boulevard Bikeway with the 6th Street Bikeway.

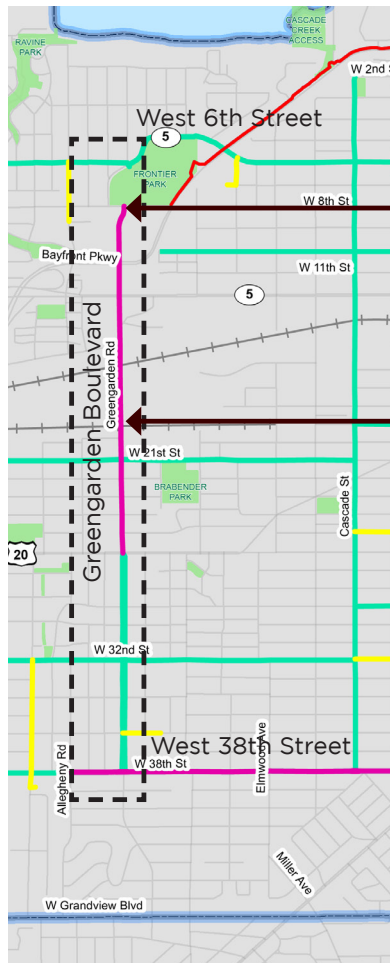


Figure 41. Potential recommendation for Greengarden Boulevard, West 6th Street to West 8th Street



Figure 42. Potential recommendation for Greengarden Boulevard, West 16th Street to West 26th Street

Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
West 8th Street to Bayfront Parkway	30'	One travel lane each way	Convert existing sidewalk into shared use path; extend path into Frontier Park to connect to 6th Street bikeway
Bayfront Parkway to West 16th Street	40'	Two lanes each way with some additional designated turn lanes at intersections	Road diet; Take one lane each way to make on-street buffered bike lanes
West 16th Street to West 26th Street	30'	One travel lane each way	10' travel lanes; 5' bike lanes
West 26th Street to West 38th Street	60'	One travel lane each way with striped shoulders; 20' grass median	Convert shoulders to bike lanes; Add striping

# CASCADE STREET BIKEWAY

## West 2nd Street to West 38th Street

Destinations along the Cascade Street Bikeway include the Bayfront Promenade, Cascade Park, Erie Rise Leadership Academy, employment centers, and Perry Elementary School. Crossing improvements may be necessary at 10th Street, Brown Avenue and 38th Street. All other high-stress crossings are currently signalized.

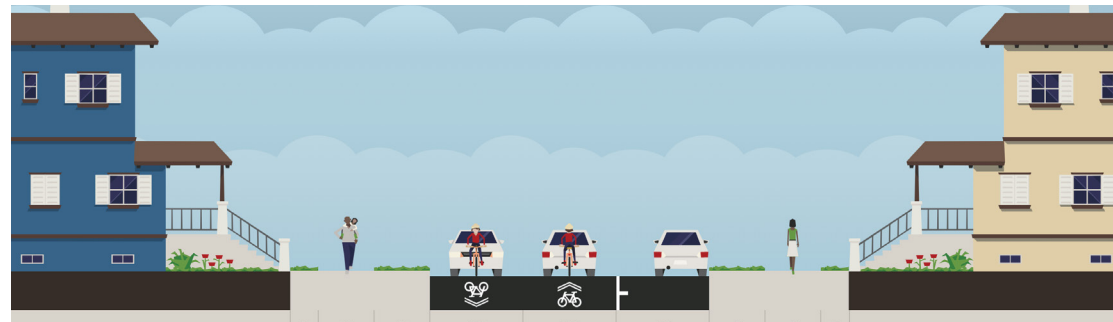
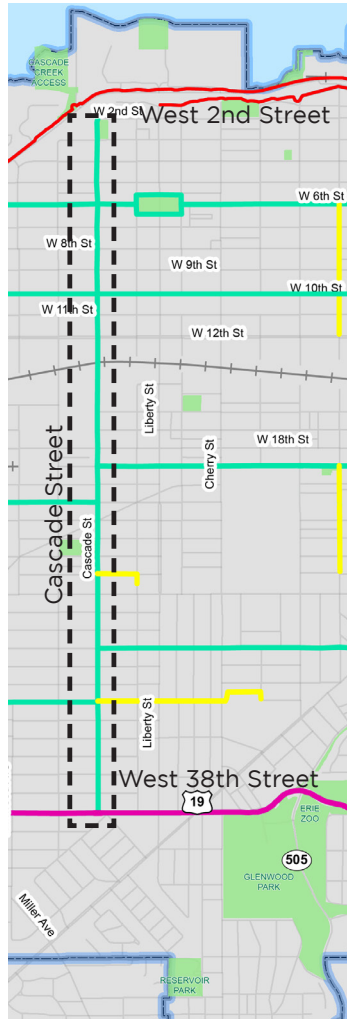


Figure 43. Potential recommendation for majority of Cascade Street

Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
2nd Street to West 6th Street	30'	One travel lane each way; on-street parking both sides	Travel lanes with sharrows; retain on-street parking
West 6th Street to West 10th Street	30'	One travel lane one way with parking on each side	Travel lane with sharrows; retain on-street parking. Consider converting to two-way travel or divert southbound bicyclists to Raspberry Street
West 10th Street to West 12th Street	30'	One travel lane each way; on-street parking both sides	Travel lanes with sharrows; retain on-street parking
West 12th Street to West 18th Street	30'	One travel lane each way	10' travel lanes; 5' bike lanes
West 18th Street to West 38th Street	30'	One travel lane each way; alternating on-street parking	Travel lanes with sharrows; retain on-street parking

# FRENCH STREET BIKEWAY

## East 2nd Street to East 38th Street

Destinations along the French Street Bikeway include UPMC Hamot Medical Center, Downtown, UPMC Park, Witherspoon Park, Erie Veterans Memorial Stadium, and Northwest Pennsylvania Collegiate Academy. Crossing improvements may be necessary at 38th Street. All other high-stress crossings are currently signaled.

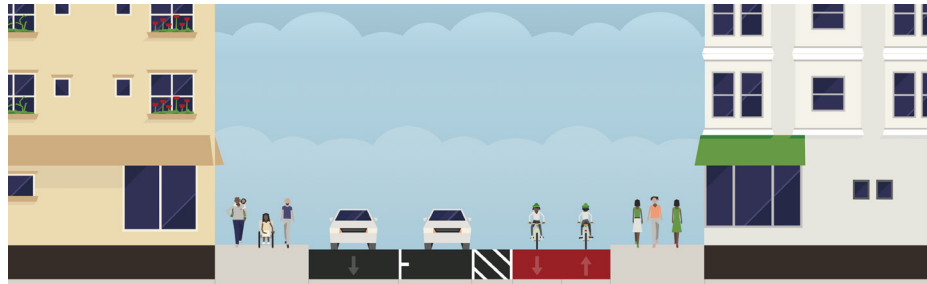
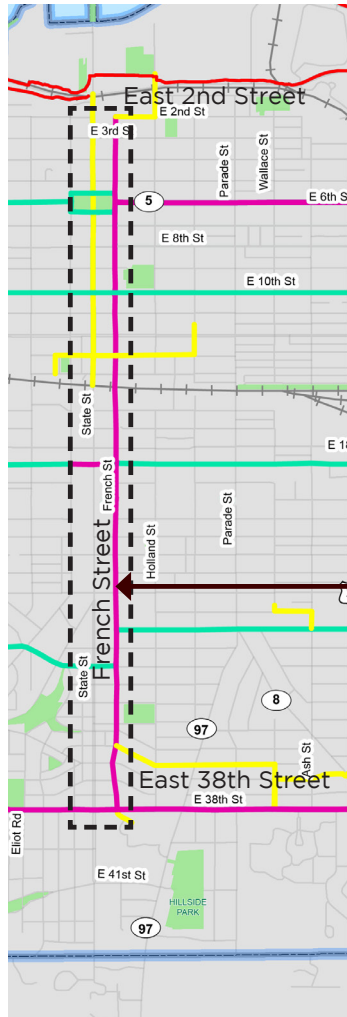


Figure 44. Potential recommendation for French Street road diet for cycle track

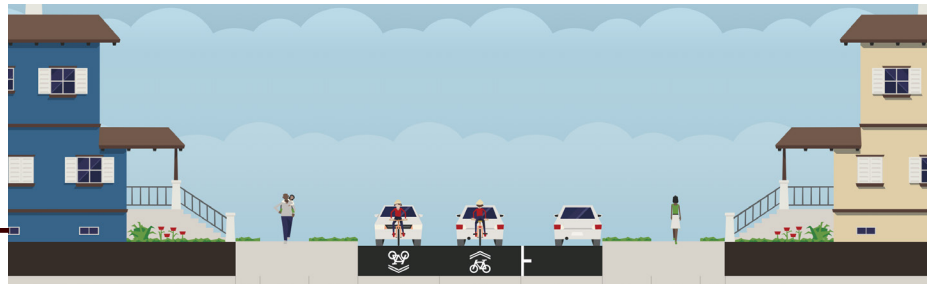


Figure 45. Potential recommendation for French Street, East 20th Street to East 38th Street

Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
3rd Street to South Park Row	35'	Two travel lanes one way; on-street parking on one side (metered)	Road diet for cycle track
South Park Row to East 12th Street	35'-40'	2 travel lanes one way; on-street parking on one side (metered)	Road diet for cycle track
West 12th Street to East 14th Street	40'	4 travel lanes one way; industrial area no cars parked on street	Road diet for cycle track
East 14th Street to East 21st Street	30' - 32'	Three travel lanes one way; no parking	Road diet for cycle track
East 21st Street to East 26th Street	30'	Two travel lanes one way; on-street parking one side	Road diet for cycle track
East 26th Street to East 29th Street	36'	One travel lane each way; on-street parking	Travel lanes with sharrows; retain on-street parking
East 29th Street to East 38th Street	30'	One travel lane each way; alternating on-street parking	Travel lanes with sharrows; retain on-street parking
Note: Bike lanes are also proposed along parts of State Street to provide more direct connections to destinations.			

# EAST AVENUE BIKEWAY

## East Bay Drive to East 38th Street

Destinations along the East Avenue Bikeway include the Barber National Institute, Wayne Park, the Bayfront Bikeway, McKinley Park, and Holy Rosary School. All high-stress crossings are currently signalized.

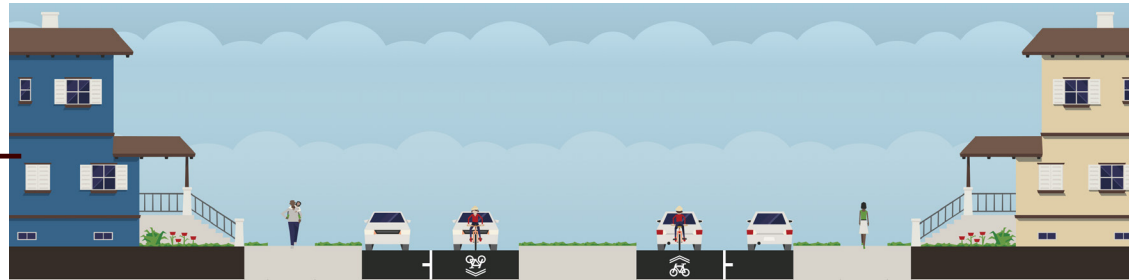
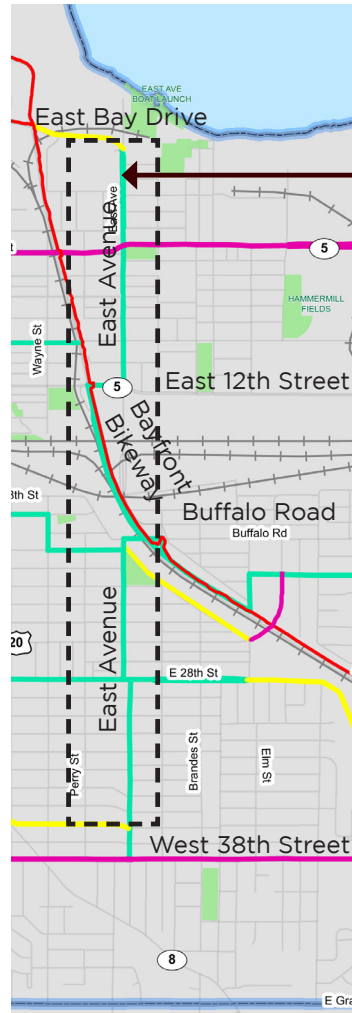


Figure 46. Potential recommendation for East Avenue, East Bay Drive to East 5th Street

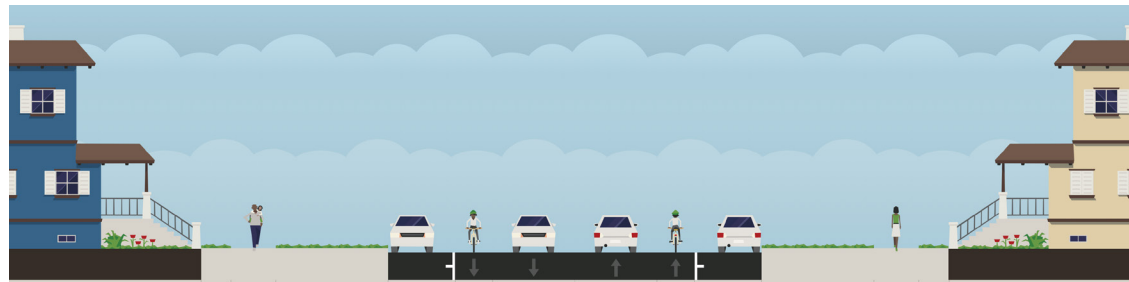


Figure 47. Potential recommendation for East Avenue, East 5th Street to East 12th Street

Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
East Bay Drive to East 5th Street	56'	One travel lane each way; on-street parking both sides; 15' vegetated median	Travel lanes with sharrows; retain on-street parking and vegetated median
East 5th Street to East 12th Street	50'	One travel lane each way; on-street parking both sides	10' travel lanes, 8 on-street parking both sides, 5' bike lanes with 2' buffers
East 12th Street to Buffalo Road	N/A	Bayfront Bikeway	No changes proposed
Buffalo Road to East 28th Street	30'	One travel lane each way; alternating on-street parking	Travel lanes with sharrows; retain on-street parking
East 28th Street to East 38th Street	60'	Two travel lanes each way; alternating on-street parking or parking on one side	Travel lanes with sharrows; retain on-street parking



# DOWNING AVENUE BIKEWAY

## East Lake Road to East 28th Street

Destinations along the Downing Avenue Bikeway include Edison Elementary School, Rodger Young Park, and the Bayfront Bikeway. Crossing improvements may be necessary at East Lake Road. All other high-stress crossings are currently signalized.

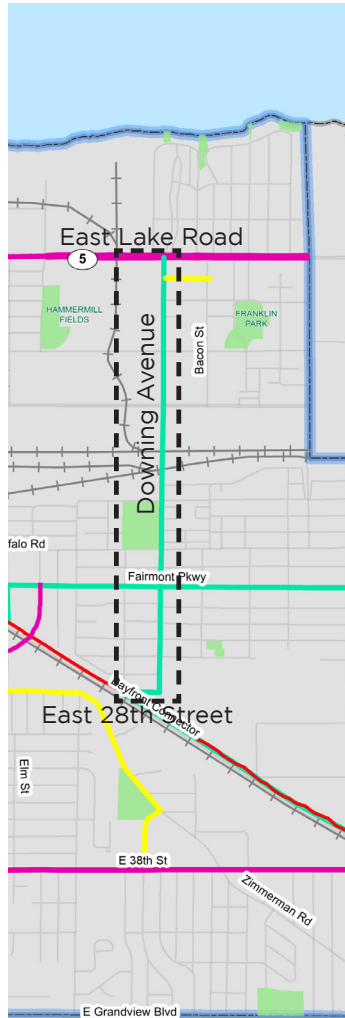


Figure 48. Potential recommendation for Downing Avenue, East Lake Road to East 28th Street

Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
East Lake Road to East 28th Street	30'	One travel lane each way	10' travel lanes; 5' bike lanes

# BIRD DRIVE BIKEWAY

## Fairmount Parkway to East 38th Street

Destinations along Bird Drive include St. James Academy, McClelland Park and the Bayfront Bikeway. All high-stress crossings are currently signalized.

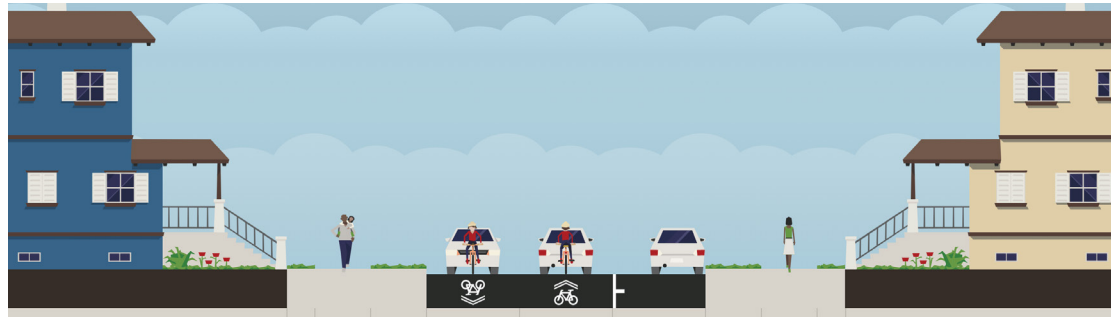


Figure 49. Potential recommendation for Bird Drive, Fairmount Parkway to Glendale Avenue

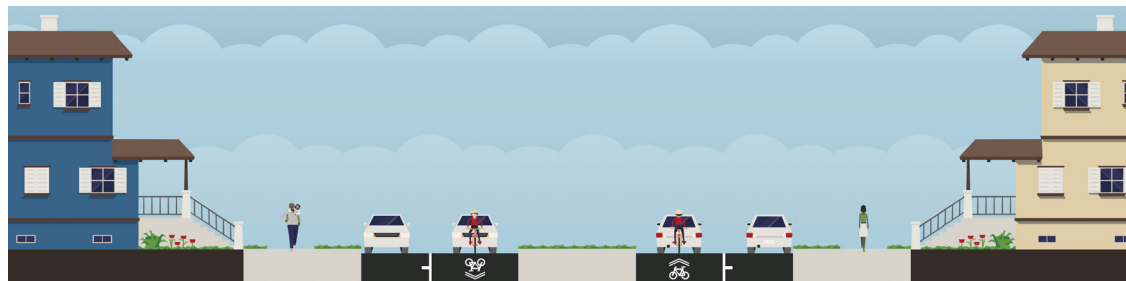


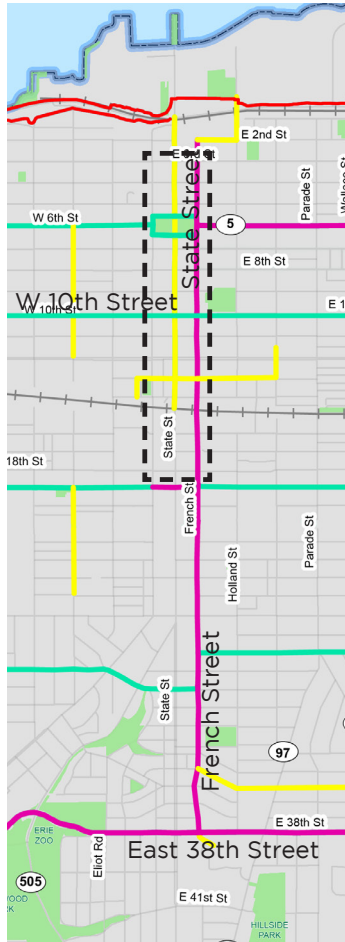
Figure 50. Potential recommendation for Bird Drive, Glendale Avenue to East 27th Street

Bikeway Section	Curb to Curb Width	Existing	Potential Recommendations
Fairmount Parkway to Glendale Avenue	30'	One travel lane each way; alternating on-street parking	Travel lanes with sharrows; retain on-street parking
Glendale Avenue to East 27th Street	50'	One travel lane each way; alternating on-street parking; 10' vegetated median	Travel lanes with sharrows; retain on-street parking and vegetated median
East 27th Street to East 38th Street	30'	One travel lane each way	10' travel lanes, 5' bike lanes if on-street parking is not needed

# WHAT ABOUT STATE STREET?

## Bayfront Parkway to 14th Street

State Street is the heart of Erie's Downtown. The *Downtown Streetscape Master Plan* notes that the travel lanes on State Street are excessively wide and that there are an unnecessary number of travel lanes, recommending a road diet from four to three lanes plus the addition of bike lanes.



Although Active Erie does not recommend State Street as a major crosstown bikeway, it does endorse the recommendations of the *Downtown Streetscape Master Plan*. Bike lanes would provide better access to destinations along State Street for people who ride bikes, and the road diet would slow traffic and decrease the lanes people need to walk across State Street. Because State Street is so wide, it appears that these significant changes could be accomplished within the existing pavement, without moving curbs. Improvements could consist primarily of signs, pavement markings, and adjustments to traffic signals.

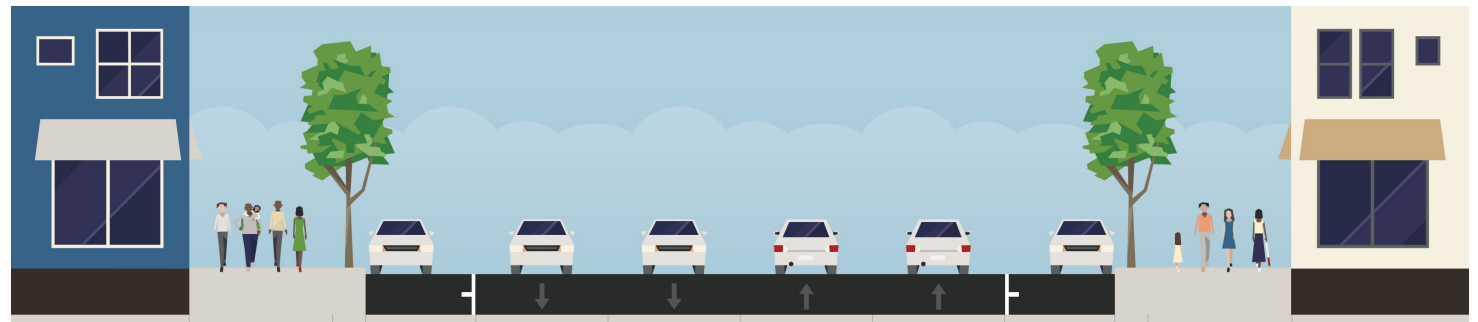


Figure 51. Typical existing conditions along State Street

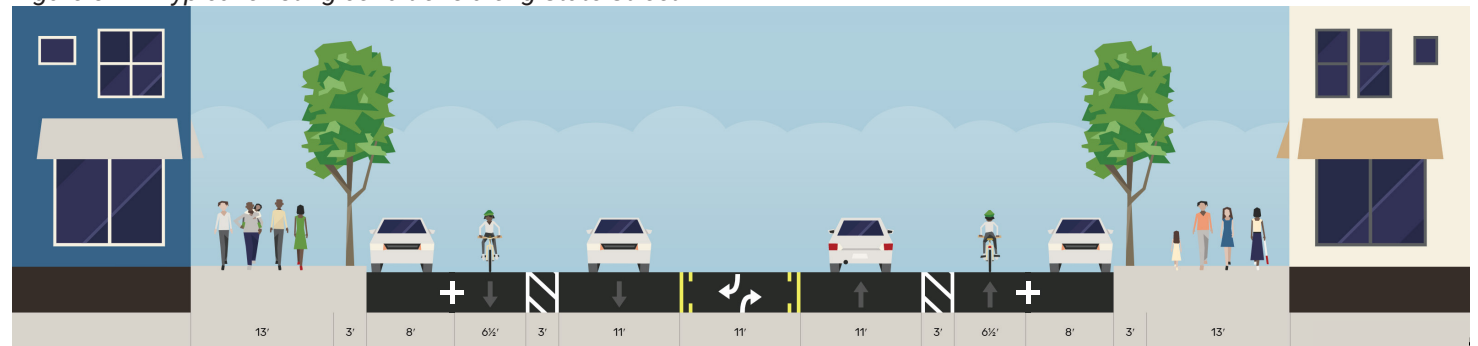


Figure 52. Recommendation for State Street

## Policies/Procedures/Programs

### **ADOPT THE ACTIVE ERIE TRANSPORTATION PLAN**

Once complete, this plan will be reviewed by the Planning Commission and recommended to City Council for adoption. The adoption process will broaden awareness and support for the recommended improvements among City leaders. It will also commit the City to advancing the recommendations of this plan as part of broader planning and revitalization efforts including the 2042 Erie Long Range Transportation Plan and *Erie Refocused*.

### **FINALIZE, ADOPT, AND IMPLEMENT A COMPLETE STREETS POLICY**

A Complete Streets policy will direct City staff to consistently incorporate Complete Streets principles into all planning and decisions related to the City's streets, not just projects identified in Active Erie. It will also require PennDOT to adhere to Complete Street principles when working within the City. A draft Complete Streets policy has been discussed among City staff and is under consideration as of the publication of this plan. The recommendations below should be reviewed for incorporation into the Complete Streets policy if appropriate.

### **ESTABLISH A SIDEWALK COMPLETION AND REPAIR PROGRAM**

Rather than listing a large number of individual sidewalk segments to be installed or repaired as part of this plan, Active Erie recommends development of a comprehensive sidewalk completion and repair program. Currently property owners are generally responsible for repairing their sidewalks as needed. Especially in distressed areas of the City, this results in poor sidewalk quality, which places a particularly heavy burden on people with disabilities. The City should evaluate sidewalk repair requirements and program funds on an annual basis to fill in sidewalk gaps identified by this plan.

### **ESTABLISH A FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FOR THE CITY**

The capital improvements in this plan, and in any plan developed for Erie, would be most effectively delivered through implementation of a Capital Improvement Program (CIP). The CIP would consist of an annual accounting of all capital expenditures, including contributions from funding sources other than the City. CIP projects are generally ranked by priority, which ensures that available capital funding is aligned with Erie's highest priorities and with related operating funds. The CIP also provides a brief explanation and justification for each project, providing transparency.

### **USE LEVEL OF TRAFFIC STRESS TO EVALUATE BICYCLE FACILITIES**

As transportation projects are considered in the City, design those projects to achieve an LTS 1 or 2, accommodating even inexperienced adult bicyclists. Designing a higher-stress environment will discourage bicycling. Conversely, providing additional bicycle facilities on a street that is already low-stress may not be the best investment of limited resources to create a complete network.

### **UPDATE THE ZONING ORDINANCE AND SUBDIVISION AND LAND DEVELOPMENT ORDINANCE**

Ensure that the Zoning Ordinance and Subdivision and Land Development Ordinance require sidewalks on both sides of every street, curb ramps, crosswalks, and bicycle facilities for all capital and developer projects. This will ensure that the design of every project considers all road users, and ensures facilities are added to the walking and bicycling network on an ongoing basis. This recommendation should be coordinated with the Complete Streets policy.

### **ESTABLISH REQUIREMENTS FOR MAINTAINING WALKING AND BICYCLING TRAFFIC DURING CONSTRUCTION**

During both the construction of capital projects and developer projects, accommodations are made to maintain circulation for automobile traffic. Often, people using the sidewalk or bike facility are not provided with a safe, accessible, and direct alternate route. The City should establish requirements for maintaining all modes of traffic during construction.



### **PUBLISH WALKING AND BICYCLING CRASH DATA**

Regularly tracking walking and bicycling crash data provides valuable insights as to where improvements may be needed. Use the data to prioritize safety improvements and prioritize recommended projects.

### **ADOPT A CITYWIDE SAFE ROUTES TO SCHOOL OR OTHER WALK/BIKE-TO-SCHOOL PROGRAM**

Safe Routes to School and other walk/bike-to-school programs focus on improvements to the pedestrian and bicycle network in the areas around schools to create a safer environment for students. Recently, the United Way of Erie County and Erie School District launched a Safe Routes to School Program at McKinley Elementary School.

### **SEEK WALK FRIENDLY COMMUNITY AND BICYCLE FRIENDLY COMMUNITY STATUS**

Submitting an application to be a Walk Friendly Community and Bicycle Friendly Community has many benefits. The application process involves a self-assessment process that often leads to a better understanding of areas for improvements. Applicants receive detailed feedback from the reviewing organizations, Walk Friendly Communities and the League of American Bicyclists. This third party review provides useful information on what is working well and what needs improvement, providing the motivation that may be needed to advance critical projects or programs. Designation as a Walk or Bike Friendly Community raises local awareness about the values of supporting active transportation, and would set Erie apart from peer cities.

### **ESTABLISH LIGHTING GUIDELINES TO ASSIST IN EVALUATING CITIZEN REQUESTS**

Every year, the City receives more community requests to provide street lighting than can be accommodated by the City budget. Lighting guidelines would help City staff evaluate lighting requests in an equitable way and improve communications with the public.

## **EVALUATE INTERSECTIONS ON STATE STREET FOR NO-TURN-ON-RED RESTRICTIONS AND LEADING PEDESTRIAN INTERVALS**

Implementing no-turn-on-red restrictions would create a safer environment for people walking along State Street by supporting longer pedestrian phases. Leading pedestrian intervals give pedestrians a WALK signal three to five seconds before the traffic light turns green, giving them time to start crossing before motor vehicles start moving. This gives drivers a better view of people walking across the street, reducing the likelihood of crashes.

## **PURSUE ARTS-BASED PROGRAMMING AND PLACEMAKING IN CONJUNCTION WITH IMPROVEMENTS TO THE ACTIVE TRANSPORTATION NETWORK**

Working with external partners is a great way to grow public support and enthusiasm around transportation related projects. Programs like Creating with Community, launched by Erie Arts & Culture in 2020, can be leveraged to support active transportation projects by cultivating robust community engagement in the creation of public art and infrastructure. In 2021, Erie Arts & Culture will be working with the City of Erie to explore how arts-based programming and placemaking can bring the 19th Street Bikeway to life.

The purpose of the Creating with Community program is to:

1. Address issues and recommendations identified in the plan.
2. Assist in building out a bike and pedestrian network that is reflective of and responsive to the community it serves while balancing the realities of working within public spaces.
3. Bring creative problem solvers from the community and City Hall together to address community challenges.



*Figure 53. Community listening sessions held during the We the People Project*



*Figure 54. The "living room" set up in a vacant lot to host listening sessions during the We the People Project*

# IMPLEMENTATION

This section describes how *Active Erie*'s recommendations can be adopted. **Public accountability is essential to the success of this plan.** Defining timelines for implementation and a way that specific stakeholders and the general public can track progress will help to create that accountability. A proposed timeframe to move forward with the recommendations of *Active Erie* is provided below.

## Immediately upon adoption of the plan

- A. Establish a mechanism for implementing Active Erie.** An individual or group must take responsibility for tracking how Active Erie turns from a plan into reality. Some cities invest this responsibility in an Implementation Team, which in Erie's case could be comprised of the Steering Committee or a subset of that group, including both City staff and external stakeholders. Other jurisdictions make tracking implementation the responsibility of a department director or other senior official.

Activating Our Vision offers an ideal opportunity for tracking implementation: a **City Action Team** (CAT). The CAT proposed in Activating Our Vision was scheduled to begin implementing that plan at the beginning of 2020. Instead, what implementation has occurred has been through the initiative of individual departments. The City's departments will accomplish more working together than they do separately, and strategically coordinating those efforts will make sure all departments are moving in the same direction. **This team approach is essential to transformative change in Erie.**

## Early 2021

- B-1. Finalize and adopt a Complete Streets policy.** A Complete Streets policy will ensure that all subsequent actions and projects take the needs of all travelers into account.
- B-2. Establish a sidewalk completion and repair program.** This program is essential to advance conditions for people walking in Erie, and alongside the Complete Streets policy, is the highest priority Active Erie recommendation.
- B-3. Use Level of Traffic Stress to evaluate bicycle facilities.**

## Late 2021

- C-1. Begin implementation of the Complete Streets policy.**
- C-2. Establish a City Capital Improvement Program.**
- C-3. Update the Zoning Ordinance and Subdivision and Land Development Ordinance** with respect to walking and bicycling facilities.
- C-4. Design and build one bikeway along existing low-stress streets** (shown in teal on the bikeway map). It's critical to involve local residents and business owners in deciding which of these projects to move forward first. Ideally, the first few projects built would enjoy community support and benefit traditionally underserved neighborhoods.
- C-5. Seek funding for at least one bikeway requiring more significant construction** (pink on the bikeway map).



## 2022-2023

- D-1. Advance the sidewalk completion and repair program** established in 2021.
- D-2. Publish an annual scorecard that publicly describes the status of implementing Active Erie.**
- D-3. Establish requirements for maintaining walking and bicycling traffic during construction.**
- D-4. Publish walking and bicycling crash data.**
- D-5. Adopt a citywide Safe Routes to School or other walk/bike to school program.**
- D-6. Seek Walk Friendly Community and Bicycle Friendly Community status.**
- D-7. Establish lighting guidelines to assist in evaluating citizen requests.**
- D-8. Evaluate intersections on State Street for no-turn-on-red restrictions and leading pedestrian intervals.**
- D-9. Pursue arts-based programming and placemaking in conjunction with improvements to the active transportation network.**
- D-10. Design and build two bikeways along existing low-stress streets** (teal on the bikeway map). Each of these bikeway projects should include local connectors (yellow on the bikeway map) to destinations near those bikeways.
- D-11. Design and build at least one bikeway requiring more significant construction** (pink on the bikeway map).

## Ongoing

- E-1. Design and build at least one bikeway along existing low-stress streets** (teal) **per year**. There are ten of these bikeways in the proposed network, so they should be completed within ten years.
- E-2. Design and build at least one bikeway requiring more significant construction** (pink) **every other year**. There are six of these bikeways in the proposed network, so they should be completed within 12 years.
- E-3. Continue to publish Active Erie scorecards annually.**

# APPENDIX: BICYCLE FACILITY SELECTION GUIDE

# BICYCLE FACILITY SELECTION GUIDE

This section is a summary of the Federal Highway Administration's (FHWA) *Bikeway Selection Guide* published in February 2019. Much of the content and many of the graphics in this section are taken from the Guide; they are attributed here rather than individually. Refer to the Guide for more detailed information on the bicycle facility selection process.

## Introduction

Erie's streets are owned, operated, and maintained either by the City or by the Pennsylvania Department of Transportation (PennDOT). The purpose of this section is to give the City and PennDOT the tools to determine an appropriate bicycle facility type for a given section of street in Erie. To the greatest extent possible, bicycle facilities in Erie should be designed for Level of Traffic Stress 1 or 2. This will allow "interested but concerned" bicyclists to take trips within the city by bicycle. Those bicyclists are the target users for street design.

## BIKEWAY SELECTION GUIDE



U.S. Department of Transportation  
Federal Highway Administration

FEBRUARY 2019

## What types of bicycle facilities can be used in Erie?

The following bicycle facility types may be considered in the City of Erie. Definitions are from the *FHWA Separated Bike Lane Planning and Design Guide*, or the *NACTO Urban Bikeway Design Guide*.

- Shared Lane
- Bicycle Boulevard
- Conventional Bike Lane
- Buffered Bike Lane
- One-Way Separated Bike Lane
- Two-Way Separated Bike Lane
- Shared Use Path

### Bicycle Boulevard



*Figure 1. Photo Source: NACTO*  
A street segment, or series of contiguous street segments, that has been modified to accommodate through bicycle traffic and minimize through motor traffic.

### Shared Lane



*Figure 2. Photo Source: FHWA*  
A lane of traveled way that is open to both bicycle and motor vehicle travel.

### Conventional Bike Lane



*Figure 3. Photo Source: FHWA*  
A portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra flow lane.



### Buffered Bike Lane



Figure 4. Photo Source: FHWA

A conventional bike lane paired with a designated buffer space separating the bike lane from the adjacent motor vehicle travel lane and/or parking lane.

### One-Way Separated Bike Lane



Figure 5. Photo Source: FHWA

An exclusive one-way facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.

### Two-Way Separated Bike Lane



Figure 6. Photo Source: FHWA

An exclusive two-way facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.

### Shared Use Path



Figure 7. Photo Source: FHWA

A bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.



## Where do I start when selecting a bicycle facility?

Because each street is called upon to serve a variety of uses within a limited right of way and curb-to-curb width, selection of a bicycle facility type is an iterative process. The process begins with selection of a desired bicycle facility type based on the street's motor vehicle traffic volume and speed. Generally speaking, the greater the motor vehicle volume and speed on a street, the greater the degree of separation needed for bicyclists to be safe and feel comfortable. In the urban context of the City of Erie, the chart below shows the preferred bicycle facility type for various combinations of volumes and speeds.

If the preferred bicycle facility type can be provided on the street in question, either within existing curb-to-curb width or (in the case of shared use paths) within the existing right of way, that type of bicycle facility should be provided.

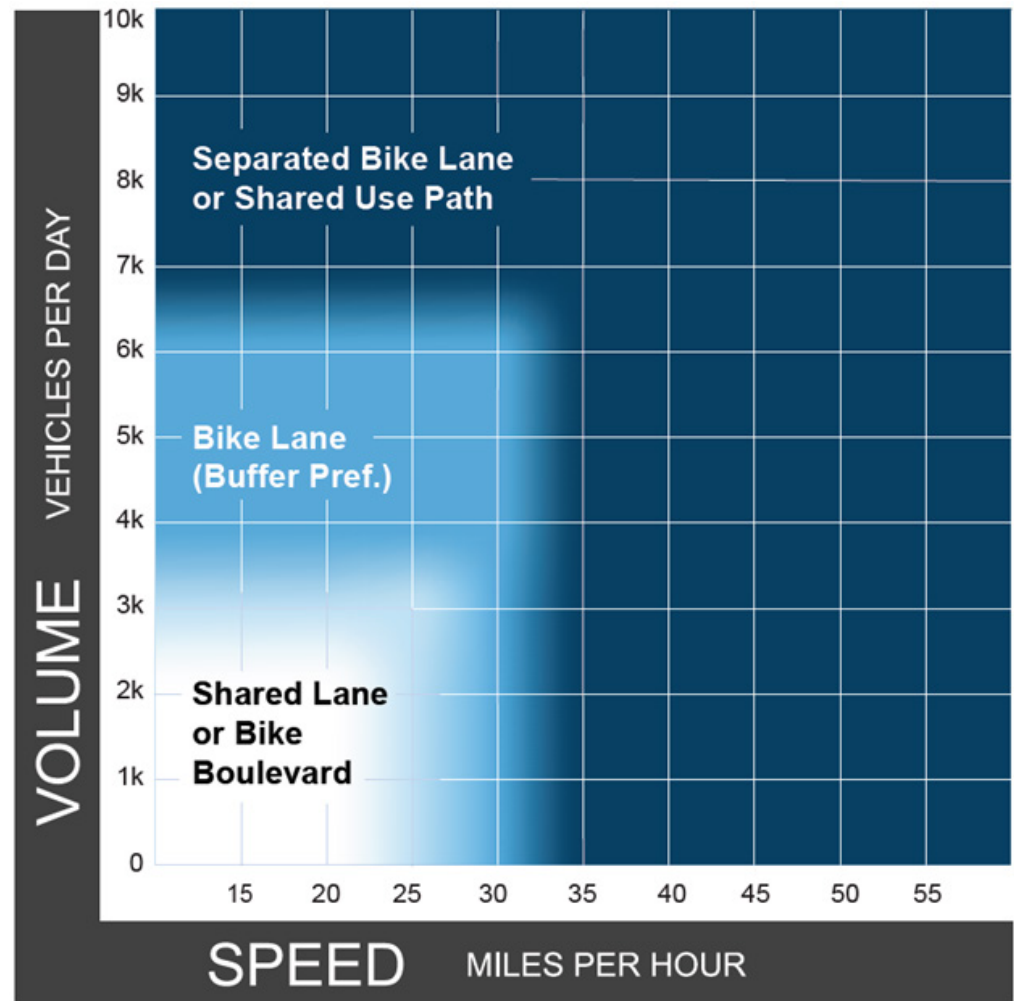


Figure 8. Preferred bicycle facility type, Source: FHWA, 2019

On many City streets, it may not be feasible to provide the preferred bicycle facility type due to constraints such as limited street width, limited right-of-way width, utilities, or other factors. This is particularly true in circumstances such as repaving and minor retrofit projects, where the scope and budget of the project are not sufficient to move curbs or drainage. In those cases, alternative treatments must be considered. In all cases, the goal is to provide a Level of Traffic Stress of 2 or better.

The FHWA *Guide* notes that the following elements should be considered when refining the selection of a bicycle facility type on a particular street. See pages 24-26 of the *Guide* for more details.

- Unusual motor vehicle peak hour volumes
- Traffic vehicle mix
- Parking turnover and curbside activity
- Driveway/intersection frequency
- Direction of operation
- Vulnerable populations
- Network connectivity gaps
- Transit considerations

## What if the preferred bicycle facility doesn't fit?

There are many options available to reallocate street space to accommodate bicycle facilities. Street designers have the goals of providing both safe travel and efficient mobility for all modes of travel, so trade-offs may be considered. As noted in the Guide, “One user’s convenience or mobility should not be prioritized over another user’s safety.” Furthermore, “When evaluating safety trade-offs, options that reduce serious injuries and fatalities should be prioritized over options that may reduce property damage or minor injuries.” In many cases, this approach will dictate that facilities for the most vulnerable users of the streets – people walking and bicycling – be prioritized over facilities for motor vehicle travel.

The following options should be considered when evaluating the feasibility of low-stress bicycle facilities on City streets.

- Narrowing travel lanes
- Removing travel lanes
- One-way streets
- Reorganizing street space
- Making changes to on-street parking

## I've tried those options. What if the bicycle facility still doesn't fit?

If the suggestions noted above do not provide sufficient room for the preferred bicycle facility, consider the options below. These options are not as desirable as the ones above. As bicyclist comfort and route directness are reduced, fewer people are likely to bicycle. This works against the goals of Active Erie to improve bicyclist safety and mode share.

- Reducing bicycle facility widths
- Downgrading the bicycle facility type
- Selecting a parallel route

Following this process will ensure that the needs of bicyclists are given proper consideration as street improvements are designed. In all cases, the goal should be to design for LTS 1 or 2.

