

## About the Plan

In an effort to prepare for the progressive future of Erie County and to meet various legislative requirements, the Erie County Department of Planning developed the Erie County Transportation Plan. This long range planning document was adopted by the Erie Area Metropolitan Planning Organization (MPO) on February 2, 1995 to comply with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Clean Air Act Amendments (CAAA) of 1990. The County of Erie adopted the plan on October 3, 1995 as an element of the Comprehensive Plan for Erie County, PA to bring the County into compliance with Pennsylvania Act 247, the Municipal Planning Code and Executive Order No. 1993-3 for State Land Use Planning. An update of this plan was completed and adopted by the Erie MPO and Erie County in 1998.

The Erie County Department of Planning worked closely with area transportation and planning agencies and organizations to develop this plan. This partnership led to a transportation plan that incorporates intermodal accessibility into the highway planning process. The plan includes recommendations for improving the existing highway network, transit system, rail, air, and port transportation, and bicycle/pedestrian facilities; and outlines those improvements that are needed in Erie County's transportation system through the year 2015.

### Total Construction Costs

- New Construction Program.....\$296,450,000
- Widening / Reconstruction Program..... \$90,615,000
- Interstate Maintenance Program..... \$131,085,000
- Railroad Grade Crossings Program.....\$10,000,000
- Traffic Signal Improvement Program.....\$7,910,000
- Isolated Intersection Improvements.....\$12,000,000
- Betterment Program..... \$44,520,000
- Bridge Program..... \$44,900,000
- Bicycle / Pedestrian Facilities Program.....\$6,667,000
- Intermodal Program.....\$13,697,000

**Total Cost.....\$657,844,000**

The program recommendations in this plan are confined to the expected available funding for the Erie MPO and contain only those projects that can be implemented using current revenues while the existing system is being adequately operated and maintained.

This plan was molded to fit the Erie MPO's regional vision for the future of Erie County that was defined in August of 1993.

### The Erie County Vision Statement:

*"To improve the quality of life for all residents and visitors of Erie County by developing, operating and maintaining a safe, efficient, user friendly, intermodal transportation system that enhances mobility, economic vitality, and is innovative, affordable and environmentally responsible."*

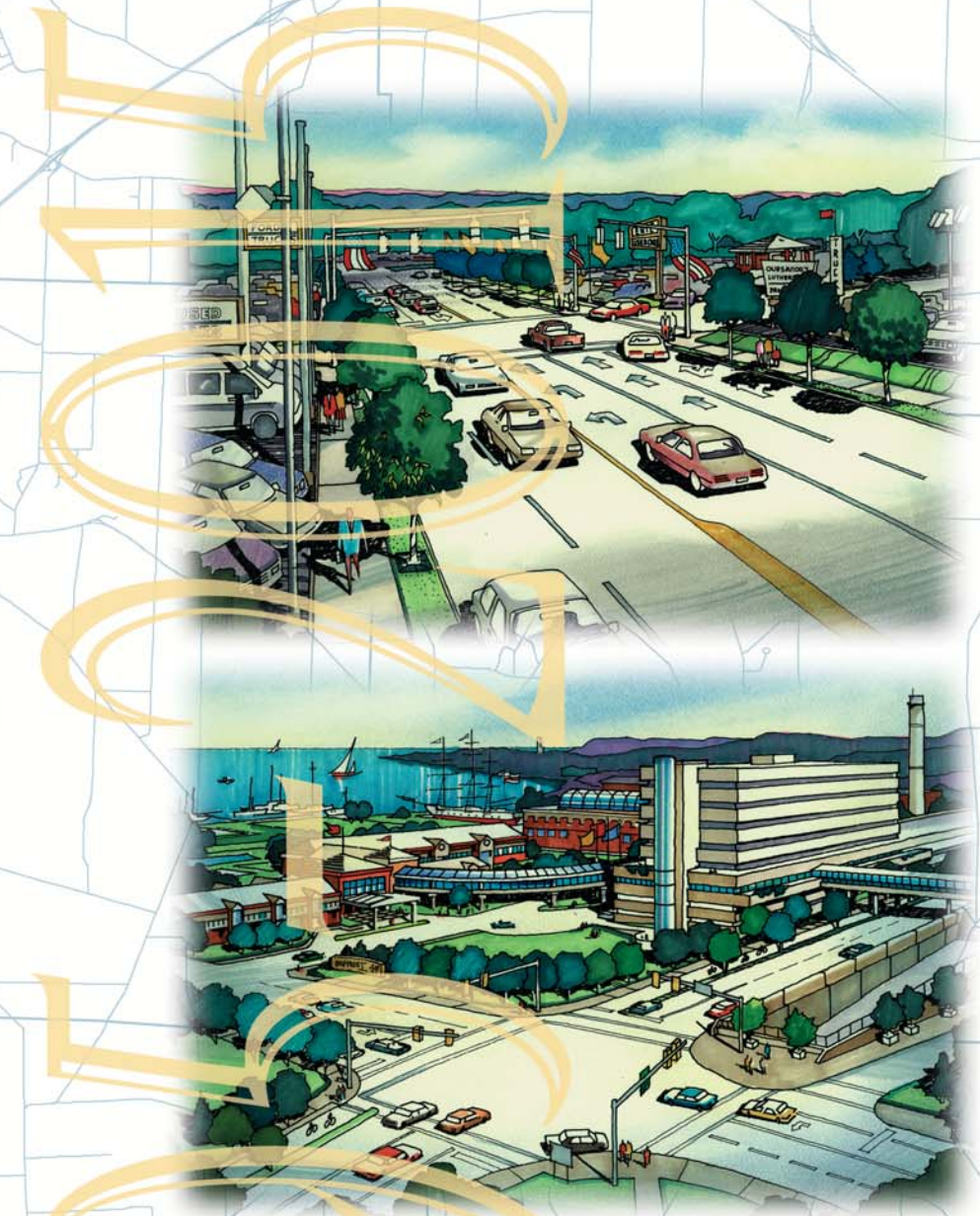
Erie County Department of Planning  
Erie County Courthouse, Room 119  
140 West 6th Street  
Erie, PA 16501

Copies of the Erie County Transportation Plan are available for review at the Erie County Department of Planning and at all branches of the Erie County Public Library system.

Please contact the Erie County Department of Planning at (814) 451-6336 for more information.

# ERIE COUNTY

*Headed for  
the Future!  
1998 Update*



## Erie County Transportation Plan

prepared by:  
The Erie County Department of Planning in cooperation with:  
Pennsylvania Department of Transportation  
Erie Area MPO Technical and Coordinating Committees  
Erie Metropolitan Transit Authority  
Erie - Western Pennsylvania Port Authority  
Erie Municipal Airport Authority  
Local Municipal Officials

## Study Findings & Recommendations

In order to identify the need for improvements to the entire transportation system in Erie County, in-depth traffic studies and land use and population analyses were conducted. By examining this data, existing and future deficiencies were identified for all transportation modes. Recommendations were then developed to address the County's needs.

### Socio-economic Projections:

- County population will increase by 8.3%
- Employment will increase by 8%
- Manufacturing will remain the primary employment sector
- Moderate residential and business growth is projected
- Current development patterns (trends) will continue
- The largest growth areas will be the Erie Bayfront, and Millcreek, Summit, and Harborcreek Townships

### Socio-economic Recommendations:

- Complete development in the areas where infrastructure (roadway and transit systems, sewer, water and other utilities) currently exists ("In-fill" concept)
- Promote bicycle and pedestrian friendly development design that enhances intermodal activity and encourages increased use of the mass transit system

### Highway Findings:

#### Urban Network

- Local improvements to the existing street system are needed to reduce accidents in areas with a high frequency history
- Improved capacity is needed on the existing system to support existing and planned growth
- Improved access is needed to former industrial sites that can be redeveloped ("Brownfield" concept)
- Improved east/west access is needed in the Erie Urban Area
- Completion of a missing link connecting the Bayfront with I-90 in the eastern Erie Urban Area is needed
- Roadway improvements are needed to enhance intermodal connections at the Erie Airport and the Port of Erie
- Improved north/south access over the railroad tracks in Lawrence Park and Harborcreek Township is needed
- Improved facilities for pedestrians and bicyclists are needed

#### Rural Network

- Improved access is needed (especially for trucks) on routes connecting the rural business districts to the Interstate System and to the Erie Urban Area

- Improved lane widths, shoulder widths, guide rail and drainage are needed on the major routes connecting population centers
- Improvements to the capacity and safety of intersections throughout rural Erie County are needed
- Improved maintenance of highways and bridges is needed
- Improved facilities for pedestrians and bicyclists are needed

### Highway Recommendations:

- Maintain and improve the existing system, focusing improvements on roadways with the highest traffic volumes
- Initiate congestion management projects which reduce traffic congestion, improve mobility and address air quality issues
- Complete missing links in the principal roadway network
- Preserve right-of-way for new construction projects and minimize access points to new facilities in order to ease congestion and to improve safety
- Begin the environmental planning process needed for new construction projects in areas expected to experience new development

### Mass Transportation Findings:

#### Bus Service

- A high level of service in the urban area needs to be retained
- Improved transit service to the Peach Street Corridor and Bayfront District as focal points is a necessity
- More suburb to suburb routes are needed to accommodate expected growth in employment and population
- More routes to rural population centers are needed

#### Rail Service

- Local commuter rail and regional high-speed rail service are not practical during the next 20 years

#### Air Service

- Runway length expansion is needed at ERI to accommodate full commercial jet service, Corporate Jet operations and development of a new air freight facility
- Local roadway improvements are needed for improved access to the airport

#### Port Activity

- Improved access and intermodal connections to the Port of Erie Terminal are needed to increase economic vitality
- Improved pedestrian access and passenger ferry service is needed along the Bayfront

### Pedestrian and Bicycle Facilities

- Improved bicycle and pedestrian access and facilities are needed throughout the County to promote recreation and tourism activities
- Improved pedestrian access and facilities are needed at existing and planned transit facilities

### Mass Transportation Recommendations:

#### Bus Service

- Implement a redesigned EMTA service network utilizing the Peach Street Corridor as the main trunk line and the Millcreek Mall and Bayfront District as main hubs
- Use new "clean-air" buses to help meet CAAA goals

#### Rail Service

- Maintain viable rail infrastructure for future commuter service

#### Air Service

- Extend Runway 6-24 to the east per the "Erie International Airport - Airport Master Plan" and relocate Powell Avenue
- Follow the recommendations of the "Transportation Needs Analysis - Erie International Airport and Surrounding Highway Network" which outlines the specific needs for the facility

#### Port Activity

- Enhance multi-product shipping diversity by improving intermodal connections to the Port of Erie Terminal
- Implement the Bayfront Pedestrian Access Plan and Ferry Boat Program to provide increased access to port facilities

### Pedestrian and Bicycle Facilities

- Develop and implement a countywide pedestrian and bicycle facilities plan identifying new pedestrian and bikeway projects which improve multimodal access and promote recreation and tourism throughout Erie County
- Coordinate transit facilities planning and related highway improvements with pedestrian facilities
- Individual Project Recommendations

The planning team reviewed the output from the traffic model, identified congested areas, both current and future, and evaluated potential projects to address the congestion. Projects were then ranked based upon their merits of reducing congestion, providing compatibility to future land use, and supporting clean air act requirements. Also, projects that are needed to complete Erie County's transportation system were prioritized.