



10.0 Public Input Record

10.1 Steering Committee Meetings

A steering committee comprised of experts and representatives of stakeholder groups along the Seaway Trail was organized to produce the Corridor Management Plan. The committee met regularly to review Plan progress and supervise the completion of the Plan. Accounts of those meetings follow.

10.1.1 Kickoff Meeting, July 27, 2004

Attending:

Dave Skellie, Chair; Jake Welsh, Project Manager; Steering Committee Members: Emily Beck, Don Benczkowski, David Cutter, Dave Dennis, Ann DiTullio, Kelly Edwards, Diana Hatfield, Ed Kissell, Mark Kulich, Ed Lesser, Tom Maggio, Barbara Mason Haines, Mark Weber

peter j. smith & company, inc.: Peter Smith, Eve Holberg

Following introductions, the consultant, peter j. smith & company, inc. reviewed the scope of the Seaway Trail Corridor Management Plan project. Its elements are:

- Inventory
- Boundary
- Background research
- Field research
- Opportunities & Constraints Plan
- Identification of Transportation Issues
- Off-Site Signage
- Digital Database
- Heritage Tourism & Recreation
- Economic Development Strategy
- Implementation Strategy
- Recommendations



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- Phasing
- Promotion/Marketing
- Funding Sources
- Implementation Matrix
- Management Plan
- National Designations

The deliverables for the project were reviewed. They are as follows

- Interactive intrinsic database
- Goals, Objectives & Guiding Policy
- Master Plan
- Interpretive Program/Themes
- Tourism and Economic Development Strategy
- Stewardship/Heritage Strategy
- Marketing & Promotion Plan

The project schedule was reviewed. The consultant is prepared to wrap the bulk of work on the study by the end of January 2005. Following the completion of the study, the nomination applications for National Scenic Byway and All America Road designations will be completed. The next meeting will be September 1. Public input has been scheduled for September 28 at 3 and 6 p.m.

The meeting concluded with a "Vision Session" facilitated by the consultant. The session was comprised of a group discussion of a series of questions. The session is designed to help identify issues and opportunities and help lay the foundation for Goals and Objectives for the Plan. A transcript of the session follows.

Seaway Trail Vision Session

What does the term "Seaway Trail" mean to you? How should the term "Seaway Trail" define the heritage of the shoreline in Lake Erie?

- Way to do hiking biking auto
- Spur routes into interior of our county
- Along well-maintained nicely landscaped roads and byways and signage is important
- Maritime history, grape region, French, Indian influence, industrial heritage
- Opportunity to really prioritize make sure visitors are having a great experience
- On or near water, indicates some kind of path, Indian reference, water transportation
- Water is the overriding theme, big asset, big chunk of water
- We need more access to the water, or if it is there you need to know where it is
- A lot of our access is private
- Highlight areas with scenic access and views of Lake Erie
- Significant beauty and uniqueness
- Visitors should understand the uniqueness, why is Lake Erie important
- It's international, think of it as a north to south corridor



- This corridor is much older than our modern transportation
- Multi-modal
- Older than our modern terms of transportation and of property ownership
- Private property is a very modern term
- Recreational corridor north of Route 5 in the east county
- Corridor by boat
- All of the people from all over the world coming here, they don't all fit on Route 5
- We're getting blocked of in center city of our vision – getting to the water and letting people enjoy it by getting their feet into it, to use it instead of being cordoned off and not having to pay for it
- Major thoroughfare, many modes of transportation
- Rich maritime history
- Sight-seeing along the lakeshore, link to Seaway Trail NY, French and Indian Trail, signage linkage with the Erie County Signage Trust
- Shipping history, Washington Trail 250th anniversary of the French and Indian War
- Revolutionary War
- War of 1812
- Native American history
- Wisconsin glacier
- South shore of lake has always been a transportation corridor
- Tourism means economic development: more money, more jobs
- Lake is our asset
- Small towns and city, it means rural, quality of life
- Heritage Park possibilities
- Fishing – what is value of sportfishing industry in Pa., Fish & Boat Commission
- Heritage tourism destination, recreation destination
- Aggressive planning, attractive design, reinvigorate our communities
- Water was our original highway
- Presque Isle
- Current use, commercial fishing, shipping, as well as recreation
- Recognize that not everyone feels the same way we do, a lot of people don't even know what we're doing
- This is an opportunity to get this out and make it a destination
- The Seaway Trail makes us a special community and we need to identify why we are different from other communities that are not on the Great Lakes
- We're special because we're on it
- We have to show why where we are and what we are and who we are is important
- Quality of life is better here because we are on the trail
- Connected to the rest of the world through waterways, we have a common heritage
- We need to tell our own story
- We have a distinct maritime history based on our location
- Niagara and Great Lakes Fleets were built here in Erie



- Our story in terms of the War of 1812 is a little bit different than Lake Ontario
- Industrial age
- We built boilers for the steamships
- Age of sail, age of steam
- Raw materials came in through Erie
- Presque Isle Bay the best natural inland harbor in the US
- So much more to see, so much more relaxing and interesting than the interstates
- How we shifted from industry to recreation and tourism to take advantage of the resource in a different way
- There are aspects of our Seaway Trail that NY does not have
- One of our primary markets is Pittsburgh, what's going to get them onto the Seaway Trail
- We're sort of the Gateway to the Great Lakes for Pittsburgh
- National bike trail Seattle to Portland, goes along Seaway Trail
- Bring other corridors into the Trail, other geographical regions
- Adventure Cycle – feeder trail to the Freedom Trail, nudge it east to Erie
- You have to remember where you were in order to know where you are going – Lake Erie is one of the greatest success stories in terms of environmental protection
- A clean environment goes hand in hand with tourism and economic development
- Destination for recreation
- Businesses that are along the trail are showcased, one thing to have a trail and another to get the people who are on the trail down to the water
- Smell of the grapes
- Birds and eagles – major stop over for birds
- It's an experience, it's a unique area, it's a linear greenway or blueway, we need a little bit more blue
- Term blue horizon comes to mind to me, I'm always peeking to get a glimpse over to that blue horizon
- Should help us define where the access is and capture the character of the blue horizon
- Great American Road Trip along the Great Lakes
- Historical and current movement of people, goods, wildlife
- Recreational destination for resident and visitors
- Developing good resource stewardship
- Way of connecting the people and the Great Lakes resources
- Was marketing Great Lakes Circle Tour, now I see it as a 500+ mile scenic route, an extension of what NY has been doing, making people want to see what it has to offer, I think we have as much to offer as they do and make it as interesting as NY has

What are the similarities of the Trail in Pennsylvania with the Trail in New York? What are the differences? How can the Pennsylvania distinguish itself from the New York Trail?

SIMILARITIES

- We all have the water and some similar agricultural products



- Lake, Lake views, weather, similar ag products, lakefront development
- Wineries
- Share Lake Erie, history, weather
- Land use trends probably the same in NY as in Pa

DIFFERENCES

- We were a part of the Western Front
- We have the Erie Indians and that whole history has been kind of lost — New Erie Bluffs State Park might want to do a living Indian Village
- Perry's fleet, where they wintered, a lot of them came from this area
- Presque Isle State Park 4 million visitors, national natural landmark, new Tom Ridge Center is only going to enhance it
- I don't know how to distinguish us from them and I don't know if we need to
- NY Trail has been pulled so long and so thin, here the players on our left side will probably know the players on our right side, we will know our whole trail
- We don't have as far to grow — our width should be much greater
- One county government, one city government, fewer governments
- French Creek, so close to the eastern continental divide and just a few miles away from the Mississippi Watershed
- Niagara Ship
- Fishing Capital at one time, blue pike
- Foresight to get natural areas, new state park
- East West connection between US and Canada, we may see a little bit of the north/south connection with the ferry
- Bird migration — Important Bird Area, IBA
- Albany must pay more attention because the whole border is Great Lakes
- Erie's history
- US purchased the lakefront from NYS for Pennsylvania
- Geography of Presque Isle is what made us important militarily
- Differences in elevation and scenery
- Bluffs
- Size of Lake Erie
- We are lower latitude
- Route 90 is the byway that travelers use — we are at a confluence of transportation
- We are a larger community, there are only three large communities along the trail (Buffalo, Rochester), and it's better for the recreation and tourism than the other
- Longest accessible beaches in the Great Lakes
- Seaway Trail NY is much more interpreted
- We're very progressive and robust in developing our port of call and our city is at our port
- Small communities with local businesses not dominated by chains, like going back in time
- Two lane road, it's not high speed, it's flat



- We don't have the forts and the battle sites, that's in NY, but we have the fleet
- Freshwater fishing capital of the world
- Architecture, we're not as old as NYS, our architecture is slightly different
- NY dominated by Erie Canal
- Diversity in the shoreline, some places no beaches, some places no access, but people expect beaches based on the beaches at Presque Isle
- 24 miles from the end of Presque Isle to Long Point, Canada
- With the exception of Erie being developed along the water, Girard and North East developed along Route 20 and they aren't maritime
- Erie and Presque Isle western anchor to the Seaway Trail
- You do sort of feel like you are entering a different landscape as you leave the western part of the county and you can really see in the way the snow falls around here
- I think we can be looked at as a big anchor along the Seaway Trail
- You are a gateway from the Midwest and you have a different visitor market
- Seaway Trail NY is so much more mature, we're in an infancy and a growing stage
- Seaway Trail NY is looked at as a Best Practices nationally, we can distinguish ourselves by avoiding growing pains by working with NY and copying some of the things they've done so well, they have a funding source, we do not have a direct funding source

What potential "theme(s)" could capture the identity of the Seaway Trail? Could different areas of the Trail have different themes? What specific attractions could be developed along the Seaway Trail to reflect these themes and make the region more appealing? Where should these developments be located?

- Natural areas, stream corridors, the whole bluff is a greenway
- Urban areas that we try to focus on pedestrian improvements, make it as attractive as possible
- Bed and breakfasts, more activity
- Where people are they will spend money
- Geographic feature and population base are right here in Erie, here's a good place to stop and stay
- A lot of preservation, critical mass
- Camping opportunities, we only have one motel on the lake another would be an advantage
- International Paper site east of town as a resort area, gambling, racetrack, is there going to be public access? MPR Gaming
- There are not very many scenic turnoffs, we need to identify these
- Birding is really under developed
- Erie Bluffs has huge potential, but it's not beach accessible — identify and market that product as not Presque Isle
- We need our wine heritage more pronounced, how can we market it better, Heritage Park potential



- Potential with bringing Ohio into the picture, look at Ohio Circle Tour already marketing themselves successfully as a continuation of the trail
- Interpretive Center/Visitor Center but we have the Tom Ridge Center, something to show people what it is, like Discovery Center
- Public Market where highlight the local products
- More access to the lake in east and west county take a little pressure off Presque Isle
- Better cycling conditions, mileage signs
- Agricultural history and grapes in east and western parts of the county
- Fishing and boating, public access — there are access points but there are not very many amenities, bait, fish cleaning, etc.
- Three experiences: Grape Belt; Erie and Harbor and Presque Isle; West County, Elk Creek Watershed is the largest lakefront watershed in Pa., one of the nation's Top 100 trout streams, could take pressure off Walnut Creek, escarpments along Elk Creek are fantastic
- Discovery Center West
- Dive sites, there's a lot of potential in that
- 20 Mile Creek Park Development, under developed but not under-planned
- Old Lake Road, old roads, abandoned, 16 Mile Creek, older pedestrian corridors, possible side trails, place to put people off Route 5
- Lodging, accommodations, along the trail for cyclists
- Mistake, not connecting Cascade with Frontier Park, get a cyclist involved in planning so these mistakes aren't made
- You could almost build a whole recreational corridor off of Route 5
- Agri-tourism, it's not just grapes, it's fruits, grains, west county oats, people like to watch agriculture — Erie County Horticultural Society list of farms
- Erie Bluff Park public input process to come, we're looking at lodging, camping, more rustic
- Economic development south of track north of Route 5, amenities for hiking, biking, fishing, etc.
- Management Plan for Erie Bluffs will include Fish Commission property
- Walkway along the bluff in Erie
- We have it all — Extreme Erie
- Grapes, wine, everything along the shoreline, beverage industry bring Ohio, NY, Pa., health
- First land lighthouse located in Erie
- Recreational fishing
- Signage, where, when and what they are seeing when they get there
- Convention Center along this route
- Ferry Service
- Sign Guides
- Reclaimed Grandville Island, Vancouver — diverse development at GAF right along the Seaway Trail



- Rebuild Fort Prescott and tie French and Indian War history on Lake Ontario and up the St. Lawrence — it was the beginning of what Churchill called the First World War, precursor to the Revolution
- More boat rentals, probably Presque Isle Bay
- Soft adventure, canoeing, kayaking
- Fish cleaning stations
- Erie Extension Canal has been obliterated
- Mill Creek buried, destroying what could have been the only greenway through Erie

10.1.2 September 1, 2004 Meeting

Attending: Dave Skellie, Chair; Jake Welsh, Project Manager; Steering Committee members attending: Emily Beck, Don Benczkowsk, Ann DiTullio, Ed Kissell, Mark Kulich, Tom Maggio

peter j. smith & company, inc.: Peter Smith, Eve Holberg

The consultant, peter j. smith & company, inc. reviewed the public input schedule for the Seaway Trail Corridor Management Plan project. Its elements are:

Three focus group meetings – Transportation, Municipal Stakeholders and Tourism & Economic Development. These meetings are informal facilitated conversations addressing a specific group of questions – usually three. They are much like the Vision Session conducted during the kickoff meeting July 27: They last 1 to 1½ hours and use a workbook to help with the discussion.

The Focus Groups have been scheduled for September 6 and 7 at the Intermodal Center.

Two public issues sessions – Two identical sessions have been scheduled for September 28 at 3 and 6 p.m. at the Cruise Ship Terminal. Each session will be presented in two parts: an interactive map session and a workbook session. Goals for the session are to build support for Seaway Trail through a program to:

- Provide information on Seaway Trail
- Provide information on PA Byways Program
- Review Plan Process
- What is a Corridor Management Plan?
- Elements of the Plan
- Review inventory
- Identify Issues and Opportunities
- Gather feedback on promotion and enhancement of the Trail

The consultant will draft a news release and calendar item for distribution to the media. The Erie Area Convention & Visitors Bureau will distribute them. In addition, notices will go out to everyone on the Committee and all participants in the Focus Groups. Committee members will also include their contacts in informational e-mailings, etc. about the sessions.

Additional public input will be scheduled later in the Plan process including a public workshop to present the plan and a presentation to the Erie MPO

Progress to date on the Plan was reviewed

Inventory

The preliminary inventory was presented. It includes the the location, by municipality, of the intrinsic resources inventoried as part of the study.

It was noted that the nature resources will be picked up in GIS coverages that include state lands, protected designated wetlands, etc., if any. Some nature resources have also been categorized as other kinds of resources as that is their primary attraction – parks are recreation resources, as an example

Intrinsic quality was also reviewed. Intrinsic quality is not necessarily measure of the inherent quality of a resource on its own merit but its quality vis a vis the Seaway Trail Scenic Byway.

Boundary

Two boundaries are noted for the Seaway Trail, the Inventory Boundary and the Study Boundary. They are described below:

The Inventory Boundary is defined as the direct Seaway Trail Corridor and includes the parcels facing the Trail on the south north to the municipal boundary in Lake Erie on the North. This boundary reinforces relationship with the water and supports potential for development of Blueways related to Seaway Trail

The Study Boundary includes stakeholding communities reflecting region of support for Trail as well as nodal developments and linkages throughout the Trail Corridor region

Preliminary Demography

Some basic elements of the demographic and economic review and inventory were presented. The local economy is interesting because there are still a fair number of manufacturing jobs, with 24 percent of jobs, compared with 16 percent in Pennsylvania and 14 percent in the US as a whole. Erie County's economic is characterized as transitional. Housing starts are slowing, but incomes are stable and personal bankruptcies are down.

Next Steps

Next steps in the planning process were reviewed. They are based on the completed inventory and include context and character areas, a potentials plan and loops and spurs.

Implementation Strategy and Action Plan

The first element of the Implementation Strategy and Action Plan are the Goals and Objectives. Goals and Objectives were reviewed with the Steering Committee. The Goals and Objectives were generally accepted as presented with several changed made to reinforce the relationship of the Trail with the water and clear up poorly worded or misleading sentences.

Next meeting

The next meeting will be Wednesday, October 20 at 2 p.m. at the Intermodal Center

10.1.3 October 20, 2004 Steering Committee Meeting

Attending:

Dave Skellie, Chair; Committee members Tom Maggio, Emily Beck, Tom Fuhrman, Kelly Edwards, Mark Kulich, David Dennis

Seaway Trail, Inc.: David Cutter, Jan Maas

peter j. smith & company, inc: Peter Smith, Eve Holberg

Following introductions, the consultant, peter j. smith * & company reviewed mapping and inventory that has been completed for the project. Mapping and inventory include the following:

- Land use
- Inventory area
- Intrinsic resources
- Scenic resources
- Landscape character areas
- Distance to the water
- Road conditions

The interpretive approach for the project was reviewed and approved. The interpretive program will focus on the maritime heritage of the Seaway Trail in Pennsylvania. Based upon a discussion with representatives from Seaway Trail Inc. regarding nominations for both the New York and Pennsylvania sections of the Seaway Trail as an All-American Road, it was agreed that the two primary intrinsic qualities would be history and recreation.

The consultant presented a recommendation for a route revision. The revision would remove the West Sixth Street or downtown portion of the scenic byway and the Presque Isle loop focusing instead on a single route. It also recommends moving the route from West Sixth Street to West Eighth Street west of the Lake Erie Arboretum at Frontier Park. The rationale was:

- Seaway Trail route should accommodate and encourage economic development
- The Seaway Trail should follow the water
- The Trail should be a single, straightforward route – the current set of routes is confusing, difficult to sign, hard to find
- Ample promotion and signage will attract visitors to off-trail sites and experiences
- Revision facilitates potential relocation of 5A to Bayfront Parkway
- Location on Seaway Trail can be a “carrot” and not a “stick”

After discussion, it was agreed to defer a decision on the issue pending consultation with representatives from PennDOT, Federal Highway Administration and Presque Isle State Park.

The proposed Futures Plan and graphics were previewed. The Futures Plan is the physical manifestation of the recommendations of the plan. The projects recommended and presented with graphics include a vineyard overlook, scenic creek crossing, gateway at the eastern end of the byway, visitors centers at the eastern and western ends of the byway and an off road trail.



The public input held September 28 was reviewed. The sessions were somewhat lightly attended with 18 participating. Highlights of the sessions were, from the individual input element:

- Promote Trail Aspects
 - Maritime History (94%)
 - Water access (93%)
 - Recreation (93%)
 - State Parks (87%)
 - Agriculture & rural character (86%)
- Promote Trail Activities
 - Farms, markets, wineries, agriculture (100%)
 - Time at the beach (100%)
 - Culture, heritage, natural destinations (94%)
 - Camping (94%)
 - Fitness activities/hiking, walking (92% tie)
- Enhance:
 - Shopping (100%)
 - Water access (95%)
 - Restaurants (95%)
 - Cultural & historic sites (93%)
 - Archaeological sites (88%)
- Most appropriate tourism themes
 - Maritime history (94%)
 - Lighthouses (94%)
 - Agriculture (93%)
 - Coastal Recreation/International Coastline/War of 1812 (87%)

From the group consensus building element specific priority issues raised include:

- Improve bike trail, throughout, but particularly in the east county including spur to North East, in Harborcreek, in the west county adjacent to the state line and in Erie on 6th Street
- Channel access between Presque Isle and mainland
- Bayfront traffic congestion
- Agricultural preservation
- Need for thematic continuity and improved curb appeal on Trail through Millcreek and Harborcreek
- Improvements at Elk Creek including a master plan, safe harbor and other improvements
- Curve on Peninsula Drive
- Specific priority potentials raised include:
 - Water access for the public generally along the corridor
 - Improved signage throughout including signs directing travelers to attractions, the byway itself, amenities and fishing spots
 - Improved amenities at Elk Creek including boat launch and camping
 - Conservation easements in rural areas
 - Acquisitions for Archer-Pratz vista in North East
 - Elk Creek, Shades Beach and Freeport access
 - Areas for acquisition including Trout Run
 - Erie Bluffs State Park and Elk Creek Access Area
 - Maritime Heritage



Future committee meetings were scheduled for December, January and February and the meeting was adjourned.

10.1.4 December 9, 2004 Steering Committee Meeting

Attending: Dave Skellie, chair; Jake Welsh, project manager; committee members attending: Ann Ditullio, Diana Hatfield, Ed Kissell, Ed Lesser, Emily Beck, Tom Maggio

peter j. smith & company, inc.: Eve Holberg

Following introductions, there was a discussion of the public input sessions scheduled for January. The sessions will be held the week of January 10 and a possible venue is the Erie Maritime Museum. It was determined that the same format as the September sessions will be followed with two identical sessions, one in the afternoon and one in the evening. These sessions are designed as an opportunity to report out to the community on the plan recommendations.

The draft Corridor Management Plan was reviewed. The following elements were presented:

- Revised Futures Plan
- Route Revision
- Interpretive Plan
- Recommendations
- Preliminary Implementation Matrix

The Futures Plan graphic was presented showing the specific projects recommended along the byway. In addition, there are recommendations to be implemented Seaway Trail-wide:

- Establish a management entity for the Seaway Trail in Pennsylvania and identify funding sources to sustain activities of the entity, including marketing and promotion
- Identify acquire, enhance scenic vistas, significant viewsheds
- Obtain conservation easements for open space preservation
- Obtain conservation easements for critical natural areas
- Take steps toward agricultural preservation in areas identified as rural resource areas per Act 249 of the PA Municipalities Planning Code
- Identify opportunities for physical and visual access to Lake Erie
- Incorporate traffic improvement elements such as roundabouts and lane reconfigurations
- Identify opportunities for preservation and interpretation of sites, structures and landscapes associated with the heritage of the Seaway Trail
- Establish a design theme for the road infrastructure of the Trail including bridge parapets, guide rails and signage, incorporating a sign hierarchy
- Establish a network of blueways for waterborne transportation and recreation
- Create a Pennsylvania Heritage Park highlighting the maritime heritage and culture of the Scenic Byway and strengthening Western Pennsylvania's relationship with the Heritage Park System



In specific locations:

SPRINGFIELD:

- Develop a western gateway for the Seaway Trail at Routes 5 & 20
- Develop and improve a Scenic Byway Loop in the State Forest Lands

GIRARD/LAKECITY

- Develop a gateway for the new Erie Bluffs State Park with interpretive center/signage
- Improve and enhance linkage to Elk Creek and Lake City
- Acquire and enhance significant views for public access at Elk Creek
- Establish gateways for Lake City (north) and Girard Borough (south) to support economic development, interpretation and revitalization

FAIRVIEW

- Improve access for Trout Run at Avonia Beach
- Improve access to Walnut Creek

MILLCREEK:

- Gateway to Erie in neighborhood of airport as part of planned intersection improvements
- Acquire and enhance multi-modal access and establish a gateway at West 8th and Peninsula Drive for Presque Isle State Park and Tom Ridge Center
- Design and implement streetscape improvements for West 8th Corridor

ERIE:

- Design and implement streetscape improvements for West 8th Corridor
- Design and implement streetscape improvements for historic downtown corridor
- Design and implement streetscape improvements for East 6th Street
- Design and implement maritime theme streetscape enhancements for Bayfront Parkway
- Implement traffic calming, multi-modal access and trail enhancement for Bayfront Parkway
- Develop a streetscape and gateway enhancement with focus on pedestrians for State Street and Bayfront
- Develop and implement byway loop improvements for Port of Erie South Pier
- Improve access and enhance Land Lighthouse including interpretation and scenic quality
- Develop access and improvements associated with possible future public enhancements at former International Paper site including bluff access and passive and active recreation

LAWRENCE PARK:

- Establish an eastside gateway of the City of Erie at the PA955/PA5 intersection

HARBORCREEK:

- Improve access and enhance waterfall area at Sixmile Creek
- Improve access to scenic and recreation resources at Sevenmile and Eightmile Creeks and Shades Beach
- Acquire and develop for significant lake views for public access



NORTH EAST:

- Establish a gateway for Freeport (north) and Northeast Borough (south) to support economic development, interpretation and revitalization
- Improve access and enhance scenic and recreation resources at Dewey Beach
- Develop an eastern gateway for the Seaway Trail at the New York line

The revised route revision was presented. The route will continue to include the downtown and Presque Isle portions of the byway, but will move the Seaway Trail from West Sixth to west Eighth Street. The rationale is:

- Easier to navigate; improves wayfinding
- Relocates Trail from a residential to a commercial neighborhood, thus accommodating and encouraging economic development
- Ample promotion and signage will attract visitors to off-trail sites and experiences
- Location on Seaway Trail can be a “carrot” and not a “stick”

The draft interpretive plan was presented. It focuses on the maritime history and traditions of the Seaway Trail. Basis for the Interpretive Program is the maritime heritage of the people and places of the Seaway Trail in Pennsylvania, past, present and future. The themes are history and recreation

The goal of the program is for visitors to explore the heritage of the Seaway Trail through the attractions along the way: “The stops along the way are stops along our history.”

A preliminary implementation matrix was presented showing timeframes, partnering entities and potential funding partners.

A discussion of the management entity for the Seaway Trail focused on the following potentials:

- Continue with current situation
 - Requires no “learning curve”
 - No formal agreement exists
 - No direct funding stream
- New, unique entity to promote, build and preserve
 - Needs funding stream
 - Paid staff
 - Independent or within existing entity
- Commission/Inter-Agency Agreement
 - Formal agreements among agencies/municipalities
 - Formalizes relationships and responsibilities
 - Establishes fiduciary relationship

It was agreed to continue discussion of the issue.

After setting a deadline for comments on the draft plan, the meeting was adjourned.

10.1.5 January 19 Steering Committee Meeting

Attending: Dave Skellie, chair; Jake Welsh, project manager; committee members attending: Emily Beck, Ed Lesser, Harry Leslie, Dave Dennis, Mariah Hanson, Ann DiTullio, Mark Kulich, Mark Weber. Tom Fuhrman



Seaway Trail, Inc.: David Cutter

peter j. smith & company, inc.: Eve Holberg

The meeting opened with a discussion of a conference call held Jan. 6 with representatives of Seaway Trail Pennsylvania, Seaway Trail, Inc. and the consultant. The conference call was held to continue the ongoing conversation regarding the management entity for the Pennsylvania portion of the Seaway Trail, the relationship between the Trail in Pennsylvania and Seaway Trail, Inc. and the nominations for national designation as an All-American Road.

The conclusion regarding a management entity for Seaway Trail Pennsylvania is to continue with an informal entity provided there is a channel through which funds can be transferred from Seaway Trail Pennsylvania and other entities and/or consultants. There are two main issues involved. First is the need to avoid having to go through public bidding processes for items that the Trail in Pennsylvania would contract with Seaway Trail, Inc., adding Pennsylvania resources to Seaway Trail, Inc. publications, for example. The second issue is ensuring that no fees or other expenses are charged against Seaway Trail funds as a handling fee.

Ongoing progress on the nominations for designation was briefly discussed. The Federal Highway Administration has not yet posted the on-line application.

The January 12 public input sessions were reviewed:

Publicity

- Story in the Erie Times News January 10
- Calendar item January 12

Participation

- 3 p.m. session
 - 31 attendees
 - Two TV stations and a Radio Station
 - 10 Committee members
- 6 p.m. session
 - 1 member of the public
 - Four committee members

The session format was:

- Presentation
- Background on Seaway Trail
- PA Byways
- Corridor Management Plan
- Goals and Objectives
- Interpretive Plan
- Futures Plan
- National Scenic Byway Nomination
- All-American Road Nomination
- Comments and Questions

Revisions to the draft Corridor Management Plan were reviewed. They include:

Two New Objectives:

- Goal 2 – Preserve, protect, revitalize



To develop educational and informational programs to enhance the value of the Trail and its unique character to local residents

Goal 3 – Community & Economic Development

To ensure that the Trail and its cultural, heritage and natural resources are valued by residents as well as visitors so that they will be protected and sustained

Futures Plan

Specific Projects Added:

1. Linkage of Blockhouse, Soldiers & Sailors Home with other maritime & heritage sites
2. Overlook Park, Port's 23-acre bluff project
3. Connections & access improvements including opportunities east of Bay Channel, incorporating Port's South Pier project and better linkages from the east to the Bayfront

Narrative for Futures Plan:

1. Connects projects to numbers on the map
2. Provides graphic concepts for specific improvements
3. Incorporates ongoing Presque Isle interpretive signage & panels and suggests incorporating Seaway Trail 1812 markers

Color-Coded Implementation Matrix

Short-, Medium- & Long-Term Projects:

- a. Short term projects are those that can be completed from a planning and design standpoint and have funding in place within a one-to three-year timeframe
- b. Medium term projects are those that can be moved into the implementation pipeline in a three- to five-year timeframe
- c. Long term projects are those that will require more than five years; some projects could take significantly more time

New section on Managing the Seaway Trail

Management & Coordination

Relationship with Seaway Trail, Inc.

Stewardship of the Trail

Marketing the Seaway Trail

Existing Seaway Trail Programs

Seaway Trail Marketing Opportunities

Revisions to the mapping and inventory were also reviewed.

The final route revision recommendation was reviewed. Harry Leslie, Presque Isle State Park, voiced a concern about the revision of the route to West Eighth Street regarding safety for bicycle riders. Mr. Leslie felt strongly that moving the Seaway Trail to West Eighth Street, which has considerably more traffic than West Sixth Street, current route of the Seaway Trail, is dangerous for bicyclists. He felt that families biking through Erie to Presque Isle State Park could be put at jeopardy if they followed the Seaway Trail on Eighth Street, rather than following the existing Seaway Trail route which is also Pennsylvania Bicycle Route Z.

The Futures Plan anticipates the calming of traffic on West Eighth Street and provision of an ample bicycle lane. However, between now and the implementation of the Plan, safety concerns will exist from this standpoint.



During the discussion that followed, a compromise was reached. On existing Seaway Trail mapping, the existing bicycle route will be presented along with the Seaway Trail route. The bicycle route will be labeled “bicycle route” since there is no formal Seaway Trail bicycle route designation.

Following conclusion of the discussion, the meeting was adjourned.

10.2 Focus Groups

Focus group sessions are designed to be facilitated informal conversations covering a specific topic or limited group of topics in relation to the plan. For the Seaway Trail Corridor Management Plan, three such sessions were held. The sessions were held September 7 and 8 at the Intermodal Center In Erie and included representatives of the following: Transportation, Tourism and Economic Development, and Municipal Stakeholders. The accounts of the sessions follow.

10.2.1 Municipal Stakeholders

Participating: Brian McGrath, Millcreek Township; Jeff Gault, City of Erie Mayor’s Office; Anne DeSarro, Presque Isle State Park; Dave Carner, Fairview Township; Jake Welsh, Erie County Planning Department

How can the Seaway Trail Scenic Byway benefit the municipality you represent? What are some of the issues and concerns you have regarding development of Seaway Trail Pennsylvania as a National Scenic Byway designation on your particular community?

BENEFITS

- Presque Isle - New audience to Presque Isle
- Our visitors, 50% from Pittsburgh, Butler area, we’re trying to broaden our draw and perhaps the people traveling the Trail may be attracted to the Park
- I see it as connecting a lot of our waterfront, historic sites, where the city started
- Recreational amenity for our residents
- The multi-use trail at Presque Isle gets a lot of use, connect with tat
- Increased tourism
- Improved visibility of attractions and facilities
- Eventual link to Asbury Greenway project, Sterretania Road and 38th Street to Route 5 eventually
- It would benefit us if people knew what was available just off the trail, additional signage, directional markings
- It will enhance the vitality of the northern tier of the county, where most of the population lives, and encourage the cooperation to do some things between municipalities
- Encourage new business developments
- Would we get anything like new grants – things to further enhance what we offer at Presque Isle



- Could spur redevelopment – there's a lot of areas that are looking pretty shabby – we have some mobile home parks and I think it's a great opportunity for someone to buy that and redevelop
- High interest and benefit for us would be for safe bicycle path – they pick country roads to get away from traffic but if there was a lane on the Trail, that would be great

ISSUES & CONCERNS

- Does the designation open up funding opportunities?
- Does it help with funding improvements?
- Will it identify sources of funding?
- Communities are in the process of rezoning – there could be a huge issue if there are land use regulations and design considerations proposed as part of the Trail
- We're very residential along the Trail, what kinds of restrictions would be there be? (up to municipalities if they want to enact the standards)
- Does that then limit you in your relationship with the Trail if your community chooses not to enact the standards?
- Send us some preliminary recommendations on the design standards or overlay districts so we can incorporate in our zoning we are about to adopt (can't do before our Oct. 20 meeting, will send along Lackawanna standards, others)
- Need to address gaps along the trail
- Visitor awareness of environmental impacts, vehicle impacts, we're encouraging alternative modes of travel with the water taxi and trail
- Possibility of need for condemnation of right of way needed for enhancement of multi-modal trail
- Concern regarding Trail's route through residential neighborhoods
- Unlimited access to commercial development – two-lane road with no center turn lane and people wanting to turn across traffic lanes, needs turn lanes or limited access

Please describe specific areas along the Seaway Trail Scenic Byway that should receive special consideration; which amenities and/or communities should be enhanced?

- Land lighthouse – undeveloped land to the west of lighthouse has potential to be linked to the waterfront – lighthouses are pretty big tourism wise and right now it's stuck at the end of the residential street, Port Authority thinks it needs to be tied to the bayfront but nothing more specific
- Lake Erie Arboretum in Frontier Park; doesn't have a lot of recognition outside of the area, it's still in its small stages, outdoor stage where they put on events, jazz festival, labyrinth
- Laundry list of things along the bayfront but I am convinced that the Chamber and the Port Authority they will be addressed
- International Paper site since it's about to be prepared for redevelopment
- Waste water treatment plant is right on the bayfront, needs screening
- Erie Bluffs State Park link into Seaway Trail, what kinds of uses are we going to have



- Linking things, rest stops for bicycles and drivers, already established places, we welcome Seaway Trail visitors
- Cultural history sites, Erie's original neighborhood in Parade Street; Lighthouses of the Seaway Trail
- Waterfront Access sites, where can they access the water, picnic, hotel, restaurant sites
- Significant natural areas
- Cascade Creek runs through the Arboretum
- Streams that run into Lake Erie that you may be riding over on the Seaway Trail
- Places that are appropriate – I wouldn't advocate developing a pristine area for access, but places that are already developed
- Biding, eco-tourism
- Lake access points
- Lighthouses – amazing how many people drive from lighthouse to lighthouse
- Land lighthouse is a gem compared to some other ones
- Scott Park can connect to Presque Isle Bay, could be bay access and also access to Presque Isle and campground
- Rainbow Gardens and Waldameer
- Asbury Greenway and Asbury Woods (38th and Asbury)
- Peninsula Drive
- Tom Ridge Center
- Millcreek Golf & Learning Center
- Walnut Creek
- Livonia (?) Beach
- Fairview village for historic
- Overlook by the vineyard in North East

In what specific ways can your community collaborate and cooperate with the other stakeholding communities to maximize the benefits of Seaway Trail Pennsylvania?

- Communication, communication, communication
- Information dispersal
- That should be the Convention and Visitors Bureau
- But you still need to do it on your newsletter that goes out and through a link on your website, information out there, not everyone is going to see their role as a resident
- If everyone has the same link to the Seaway Trail
- Share information
- Interpretive programming offered at the Park, we have recreational opportunities and we would want people to know about these
- Campsites or lodging along the lake with lake view within a State Park, paddle in campgrounds
- Steelhead fishing
- Restrooms
- Information



- We want to attract more non-residents
- Ecotours
- Birdwalks
- Pleasant Ridge Park
- It's all already out there but we need ways to link it cohesively and get it out there
- Zoning
- Collaborate on zoning, we could all have the same zoning requirements along the trail, in a perfect world, but at least we could discuss it and come to some kind of agreement on what is appropriate
- A lighthouse every 20 miles
- Lake access in Millcreek
- Enhancing access to the Seaway Trail from the water
- Elk Creek Access is going to huge, 500 acres
- Shades Beach
- Twentymile Creek
- Fish cleaning stations – Walnut Creek doesn't have anything, there's nothing on Presque Isle – keeps fishermen in the area overnight
- We have small hotels along the way, but you come to Erie and there's no place to stay along the water and we're a water community
- When you go to a coastal area you kind of expect to see accommodations along the coast and we don't have them
- Small hotels cater to the fishermen and they are filled very weekend and they are not pristine
- Girard fishing lodge development
- East County has more places than west county
- Every campground along the lake has turned into seasonal camping and once you're in you're in and there's no transient camping
- Erie Bluffs is going to have to develop transient camping
- Kids camp uses up quite a bit of shoreline as well

10.2.2 Transportation

Participating: Rick Morris, Millcreek Township; Mark Kukla, City of Erie; Albert Dispenza, Ashtabula County (OH) Planning; Scott Young, PennDOT; Erin Wiley, PennDOT; Mike Halleck, ODOT; Rose Wightman, Chautauqua County (NY) Planning & Economic Development; Thomas Hoffman, Erie County MPO; Mark Corey, Mark Corey & Associates; Jake Welsh, Erie County MPO

How can the overall transportation system surrounding the Seaway Trail Scenic Byway be enhanced to create an ideal travel experience? How do New York and Ohio fit in with Seaway Trail Pennsylvania?

- Provide safe place for pedestrians and bicyclists, more multi-modalism
- Smooth paved shoulders, four-foot existing, but they want to change it to five



- Corridor limitations with drainage in expanding shoulders, not specifically inventoried at this point, but they know that they're there
- Safety improvements
- There are areas where people are going to move up onto the roadway because there is such a sideslope on the bikeway
- Bikeway widening, lane limitations
- Where does the funding for that come from? Typically that comes out of county funding; takes away from other projects
- Lake Erie Commission; northeast Ohio is involved in a debate about regional planning, so this is a good time to get Pennsylvania involved
- Opportunity to bring about a discussion on regional planning
- Ohio is behind PA in terms of planning and zoning
- Balanced Growth for Northeast Ohio, environmentally driven, watershed defines it
- Lake Erie Commission is driving it and the Commission is the Governor's Cabinet
- Less politically charged atmosphere in NE Ohio
- In Ashtabula, largest county in Ohio with only 104,000 population, we have a problem with access management along collector streets that feed into US 20 and would feed into a bikeway or a main road. This is a result of towns not understanding how to use planning and zoning and upgrading the road
- PA has new modernistic planning and zoning laws
- Ohio zoning is way behind, twp's are very parochial
- We have done a good job in Ohio with biketrails and historic preservation, there's certainly an interest in terms of the historical aspect
- Regionalization does not sell well outside of our metropolitan areas
- Connections to adjacent points of interest, Preque Isle, Tom Ridge Center, Waldameer Park
- Information signs – points of interest, historical sites, restrooms – show where these points are
- Thematic design elements, signage, guardrails, bridges, enhance the look of the road, give it more of a parkway look and feel
- Pick up design elements from other projects
- Roundabouts, traffic calming elements in, for example, North East and Girard, things that would set the roadway apart so the road has its own identity
- Reduce lane widths, may not want to hear that on the arterial roadway posted at 45 mph, some areas still 55 mph, you could narrow lane widths in areas where you do not want to slow people down when you go from a rural setting to a more urban setting
- We have an opportunity to establish a continuity of the travel experience, we have a great opportunity to share that with Ohio
- Then states could compare, say, design standards, and develop best practices
- Signage, awareness along the trail of the points of interest, including connections to Bayfront Parkway bikeway, Bayfront Promenade at the top of the bluff, bikeway extension to Frontier Park, maps and signage needed
- Awareness, getting the word out about where the Trail is



- Design criteria, make it something unique, East Lake Road, sidewalks fronting homes, people don't know it's a Scenic Byway
- Bayfront Promenade markers in the sidewalks
- Safe access, conveniences
- Local government and regional cooperation
- Vegetation management plans and it's a very sensitive agricultural area so for us it's a no-spray area and they can get overgrown and they do encroach the bikeway
- Canopy effect in a lot of areas
- We have a management plan but it might not match up
- Route 5 in NYS is a state highway and I don't see the DOT here
- In NY Route 5 is used by tractor trailers that don't want to pay the toll on I-90
- New promotional video promoting Seaway Trail in Chautauqua County
- Spectacular views of the lake from Route 5
- Chautauqua County is focusing on developing the Grape Trail and the Seaway Trail and there is some effort to promote signage and some attractions along the road
- Attractions along the Trail in NY Harbor at Barcelona, Harbor in Dunkirk, Hanover Harbor, wineries
- I would be concerned about the speed reduction just because of the current use of the road by trucks and they're not going 55
- A committee to address short- and long-term concerns
- Membership organization to fund some of the enhancements
- Water stations for bikers to get energy, shade, water
- Some bikers will go from Erie to Niagara Falls and back in a weekend, and it's had to carry everything you need

What specific regional transportation initiatives are in progress that could directly or indirectly impact the proposed Scenic Byway?

- Historic and tourist attractions will be signed, Erie COG
- 12th and Asbury in conjunction with airport runway extension
- Peninsula Drive improvements
- Completion on East Bayfront Bikeway
- Lake Erie Arboretum at Frontier Park connections
- PennDOT for Seaway Trail enhancement or improvement from International Paper site to Bayfront Connector – on hold pending potential development there
- Tom Ridge Center
- Bluff Area near the waste water treatment plant
- Shades Beach Park intersection
- Greater Erie
- Erie Land Lighthouse
- Block House historic site
- Port Authority campground at Lampey Marina
- Lake Erie Balance Growth CONTACT ALBERT



- Ashtabula County bikeway completely off-road – Western Reserve Greenway – north/south, 90 percent complete in Ashtabula and will end in Ashtabula City harbor area which may have some geographic proximity
- Ashtabula County 4 interchanges on I-90 in rural areas one has a corridor plan for a prototype for interchanges for rural areas with a toolbox of management items for areas with a mixed bag of land uses and a lot of congestion
- Passenger ferry
- Freight ferry at the Port Terminal is going to generate traffic
- Potential for marina development at Elk Creek in conjunction with Erie Bluffs
- TEA-21 Seaway Trail at Shades Beach Park informational kiosk or small rest area are options – access to the lake had a launch GET A COPY
- We are currently in a redesign process to get off shore protection and launch sites done, it's part of a larger plan for a safe harbor that is having a hard time getting
- Freeport Beach in North East
- Beaver Park in Springfield?
- Walnut Creek in Fairview
- 11 miles of bike trail on Sterretania? Route 98? Recently improved
- What is ASHTOS
- Paving cycle, no sealant because of the bikeways, 12 year paving plan
- Springfield, North East bridge replacements were recent with adequate width for bikes
- At the state line on the NY side a campground is expanding, across from the golf course
- Exit 60, Route 394, North Portgage Westfield, corridor initiative from the lake through Route 5 and south
- Township of Sheridan, Harrington Road, which cuts into Route 5, will eventually go to Thruway, Dunkirk Bypass will be put in
- Promfret to Hanover improvements

A National Scenic Byway earns designation because the resources along its route are attractions. An All-American Road is an attraction in its own right. What are the qualities of the Trail that will contribute to its designation as a National Scenic Byway? What are the qualities that contribute to its designation as an All-American Road?

- It could be downright romantic in travel and recreation
- Travel pattern from very rural country to a small hamlet or town to a large city back immediately into the country, hat pattern plays into a lot of American culture; Mohawk Trail is very culturally rich, western reserve
- Whole cultural experience
- Each county certainly has its own identity
- Canal system, B&B inn
- Akron rehab project
- Connections to adjacent points of interest, Presque Isle, Tom Ridge Center, Waldameer Park Scott Park, historic sites, scenic views, picnic areas
- Wine Country
- Port of Erie and Bayfront are unique, opportunity, if you stop

- Presque Isle is possibly the most unique feature of the entire 500+ mile road, unique to the world
- Bayfront Promenade, stamped bricked edge, unique design features
- 13 alcoves, seating areas, tore out a transit way mall and saved the granite pieces and used the granite for retaining walls, benches
- Make it as pleasing as you can
- Something different and something neat about rural northeast Ohio that is different than northwest Pennsylvania, but let the communities be different from one another, celebrate their individual character
- History, agricultural, natural resources, sunsets like no place else I have ever seen

10.2.3 Tourism & Economic Development

Participating: Helen Baran, Concord Grape Heritage Association; Shannon Wholford, Girard-Lake City Chamber of Commerce; Perry Wood, Erie Downtown Improvement District; Kevin Molloy, Erie County Convention Center; Robert Crouner, Presque Isle Partnership; Margarita Dangle, Earthforce; Dick Kubiak, Presque Isle Bay Public Advisory Committee; Dorothy Krupa, Presque Isle State Park/Erie Bluffs State Park; Tom Maggio, NW PA Trail Association; Jake Welsh, Erie County Planning Department

Please describe specific areas along Seaway Trail Pennsylvania that should receive special consideration; which amenities and/or communities should be enhanced?

- Elk Creek Access, federal money going into that area to develop for public use, picnic, marina, boat launch, awesome
- Route 20 bike paths, walking trails, hiking, Lake City / Albion hooking into Elk Creek, linking Seaway Trail and out 6 Scenic Byway
- Battles Museum in Girard
- Hazel Kidler Museum
- Covered bridge
- Lake Erie Community Park potential enhancements
- A Diamond in the rough out there in West County
- 6th Street bike trail, not very safe, needs to be enhanced
- Millionaires Row, Boothby Inn nice option to have the Seaway Trail
- DID office on 6th Street Arena, park, restaurants
- There could be a lot of value added by going downtown
- Benefit for the Erie Bluffs State Park
- Another way to bring more people in and let them see what we have to offer
- Wallace Roberts Todd Master Plan for Erie Bluffs
- We get a lot of bike traffic on 5, we need a wider bike lane and the traffic is high speed
- Just past airport west towards Girard grade change by Walnut Creek Restaurant tough for the bicyclists because it's so tight
- I care less about the billboards, but I do like to blue signs that show where attractions and infrastructure are



- There's so much to do and I don't know if everyone on Route 5 knows all of what's here
- Good hospital designation
- Maritime Museum
- Downtown business districts in whole, not just Erie
- Information centers – in places where people know to go for information
- Biker safety is the same problem on the east side, steep grade and gravel and speed of cars is too high
- Shades Beach is a highlight
- Old Hammermill property (IP?) wonderful access point or lookout for lake
- South Pier bike path connections; form South Pier you are right next to Presque Isle
- I really appreciate the historical part on 6th Street
- We lack walkability, emphasis on bikes
- Harborcreek Mall is an eyesore, horrible
- There should be parking areas along with fishing access
- There is no camping on Presque Isle, there needs to be camping at Erie Bluffs
- Widening the path to accommodate runners and walkers
- Extension to bayfront and path to Behrend and the gorge and beautiful scenery out there too
- Aesthetic enhancement, plantings that are pleasing for residents as well as visitors; PennDOT did a magnificent job with the eastside connector
- Lake Superior in Canada and US – really take seriously making the experience pleasant
- Gamelands 314 in West County, bitter battle between businesses and open space contingent; could be promoted as a natural area and a wildlife viewing area
- We need to be concerned about environmental education along corridor – interpretive signage, for example, efforts to clean up the water
- South Pier campground
- Historic points of interest, we don't' do a very good job of identifying historic points of interest – we don't have a place where an interested visitor could drive up and read – we need to improve educational aspect as well as books and journals and places where they could sell these things perhaps in kiosks and in maritime museum
- Newspaper never published the arrival of lake ships in the harbor we could advertise that the first 1,000-footers were built here
- Historic site brochures, on, for example, ethnic churches, St. Pat's, cathedral, Irish, Italians, Poles, Germans, etc.
- Boat launch signage
- Tom Ridge Center, that's going to be a major research facility and maybe even an aquarium there, Duluth aquarium
- Walnut Creek Access
- Informational signage, including signage telling you where a motel is located
- Signs and particularly with mileage
- Condition of the shoulder generally pretty good, investigate standards that PennDOT is using, trail fails on the edge



- Maintenance
- Gravel driveways create a problem for bicyclists
- On and off-road access to Presque Isle, visibility around the corner down the hill
- Seaway Trail bicycling signage is confusing in a couple of locations
- Cranberry Street bicycle path, confusing
- Trail to Corey – bicycle route y, Route 6
- History center has a self-guided walking tour
- Adventures in NW PA
- East Avenue area really needs to be improved for bikes, side path off-road has telephone poles in the middle of it
- Eat Lake near GE overpass pinch point
- Asbury Road and West Lake Road pinch point
- Progression of City of Erie, Lawrence Park, company town, but then Harborcreek Mall, loss of urban design; perhaps time to revive a conversation about urban design
- Lands to preserve, views to save especially with water access
- Acquisition of underperforming properties, adjacent to Tom Ridge Center
- Areas that need to reflect the investment that is being made overall
- Need for adequate rest areas
- Overlooks attract a lot of people
- Highlighted historic areas with interpretive signage and the details on them
- Farm markets with fresh produce and preserves
- Open Doors Program (Canada) historic buildings rolling open houses
- Port of Erie, central node; North East east end node; Girard and Lake City in the West
- Land Lighthouse
- Printable brochure on websites
- Cross-promotion

A National Scenic Byway earns designation because the resources along its route are attractions. An All-American Road is an attraction in its own right. What are the qualities of the Trail that will contribute to its designation as a National Scenic Byway? What are the qualities that contribute to its designation as an All-American Road?

- It has to be a place you want to go see, viewing nature, historic sites, has to be safe to go there
- Amenities, places to interact
- Places to go
- Good signage to tell you where things are
- Food, fuel and lodging
- Lake views
- Extend the uniqueness of the Presque Isle Loop
- Design Standards
- PennDOT standards of design and maintenance, insisting on parklike design
- Scenic Byway, Presque Isle, lookouts, Erie Bluffs

- All-American Road should celebrate the places along the road, you should live in it while you are on it
- Agritourism
- North East farmland preservation
- Wildlife diversity
- Recreational options
- Resources – port and development of bayfront, what we see now and the historic qualities
- Tom Ridge Center the first green building in this area
- Clear graphically correct signage system for bicyclists
- Maintenance, 12th street from Milford past Pittsburgh (?) avenue, roadway not maintained, Welcome to Erie sign is not appropriate, design is very important
- Uniqueness of communities is important, every place is starting to look like every other place, Wal-Martization of the United States, preserve uniqueness
- That thing that you do, movie, Tom Hanks said Erie is a slice of Americana
- Working farms and roadside markets
- Vineyards
- Experience of city and country and accessibility to countryside
- Water access, it's all about the water
- Ethic heritage – that story isn't told, it's the people. How do we tell that story?
- Designate some points of destination
- Coordinate with other Seaway Trails and amenities along the way
- Views of the Bay, Tom Ridge Center, wildlife interaction
- Erie Bluffs State Park

How will the designation of the Seaway Trail as a National Scenic Byway and All-American Road help to create an ideal future for Seaway Trail Pennsylvania?
(What one thing could we do to improve the future?)

- Beautification – buildings, landscape, street, for residents and visitors
- Build our own two schooners, one that would stay here all the time and another to go on excursions – these things can galvanize communities – this maritime heritage we are just rediscovering
- Restaurants, not chains
- Erie Maritime Studies Center building an oceangoing schooner
- Environmental concerns –in minimize and control impact of increased tourism so we don't kill the very thing we value. It's happening in PI Park right now, too many hard surfaces. Sustainability.
- Park is too small to keep accommodating more tourists
- Tourism is important for this community because we have given up on the industrial base; I hope this community can survive with tourism; a cycling destination; PI and the bluffs
- Access to the lake and walkability on the bluffs or down at the lake level

- Involve the local residents
- Beautification, gateways, maintenance
- Boardwalk out into the water, whether beyond the Bicentennial Tower or elsewhere; we've got cement walkways and it just doesn't feel right – Coney Island, Atlantic City
- Sense of identity; the designation should raise the level of expectation
- GAF Roofing facility has to be dealt with, open up lake and improve aesthetic quality and air quality

10.3 Public Workshops

Public workshops were held in Erie at the cruise ship terminal on September 28, 2004. Two identical sessions were held, one in the afternoon and another in the evening. Representatives of the consulting firm facilitated the sessions. The following attended:

Bill Felege, Girard Township; Ed Kissell; Tom Maggio, NW PA Trail Association; Jake Welsh, Erie County Planning; David Skellie, PA Sea Grant; Joy Sweeting, Highmark; Pete Ogden, Lawrence Park Township; Julia Gorniak,; Bud DePlatchett; Mariah Hanson, RennDOT; Jim Carroll, Erie Times News; Deborah Schrekengost, PennDOT; Emily Beck, Erie Area Convention & Visitors Bureau; Ed Lesser, Erie Area Council of Governments Dick Gebhardt, Erie MPO; Ann DiTullio, Presque Isle State Park; John Oliver, Erie Area Convention & Visitors Bureau; Margaret Tetuan, US Sen. Rick Santorum

After a brief introductory session, participants were asked to provide their input of a series of questions. The results appear below:

Table 10-1 - What Aspects of the Seaway Trail should be Promoted?

Response on a One-to-Five Scale with one lowest priority

	1	2	3	4	5
Agriculture & Rural Character	0%	14%	21%	29%	36%
City of Erie Downtown	7%	20%	20%	33%	20%
Maritime History	6%	0%	13%	31%	50%
Recreation	7%	0%	13%	20%	60%
Scenic Beauty	13%	6%	6%	25%	50%
State Parks including Presque Isle & Erie Bluffs	13%	0%	0%	20%	67%
Water Access	7%	0%	7%	14%	71%

Source: peter j. smith & company, inc.



- Other specific responses to this question were:
- Bicycling, bicycle touring
 - Additional history – French & Indian War

Table 10-2 - What is the Best Way to Promote the Seaway Trail?

Response on a One-to-Five Scale with one lowest priority

	1	2	3	4	5
Informational Kiosks	6%	6%	19%	50%	19%
Signage	6%	13%	6%	50%	25%
Through Erie Area Convention & Visitors Bureau, Chambers & other existing orgs	19%	0%	19%	13%	50%
Through Seaway Trail, Inc.	6%	19%	25%	25%	25%
Visitors Centers	6%	6%	6%	50%	31%

Source: peter j. smith & company, inc.

- Other specific responses to this question were:
- State Tourism Office
 - Internet
 - Trade shows
 - Travel packages & tours
 - Video/public TV

Table 10-3 - What Would You Like to See Enhanced on the Trail?

Response on a One-to-Five Scale with one lowest priority

	1	2	3	4	5
Accommodations	0%	13%	31%	25%	31%
Archaeological Sites	0%	13%	50%	38%	0%
Cultural & Historic Resources	7%	0%	13%	47%	33%
Scenic Overlooks	13%	6%	6%	25%	50%
Natural Areas	6%	13%	13%	25%	44%
Recreational Facilities	6%	0%	13%	25%	56%
Restaurants	0%	6%	38%	38%	19%
Shops	0%	0%	44%	38%	19%
Water access	6%	0%	13%	13%	69%

Source: peter j. smith & company, inc.

- Other specific responses to this question were:
- Signage

- Bicycle facilities
- Bike lanes
- Wide shoulders
- Links to spur trails and loop rides

Table 10-4 - What Activities should be Promoted Along the Trail?

Response on a One-to-Five Scale with one lowest priority

	1	2	3	4	5
Boating	13%	0%	13%	40%	33%
Camping	0%	6%	25%	38%	31%
Cultural, Heritage & Natural Destinations	6%	0%	19%	31%	44%
Farms, Markets, Wineries, Agricultural	0%	0%	31%	38%	31%
Fitness activities (specify)	8%	0%	46%	31%	15%
Hiking, Walking	0%	8%	23%	46%	23%
Participatory Sports (specify)	21%	21%	29%	7%	21%
Spectator Sports (specify)	14%	29%	43%	7%	7%
Time at the Beach	0%	0%	25%	31%	44%
Touring	13%	0%	13%	38%	31%

Source: peter j. smith & company, inc.

Other specific responses to this question were:

- Fitness activities:
 - Running
 - Baseball
 - Biking (2)
 - Swimming
 - Kayak
 - Canoe
 - Golf
 - Beach volleyball
 - Walking
 - Fishing
 - Participatory Sports
 - Baseball (3)
 - Football
 - Ultimate park
 - Hockey
 - Beach volleyball
 - Boat races
 - Other



- Boating: only alternatives to Bay, please
- Bicycling
- Bicycle touring

Table 10-5 - What Tourism Themes are Most Appropriate?

Response on a One-to-Five Scale with one lowest priority

	1	2	3	4	5
Agriculture & Foods	0%	7%	33%	27%	33%
Architecture	6%	13%	44%	31%	6%
Coastal Recreation	13%	0%	0%	13%	75%
International Coastline	0%	13%	40%	33%	13%
Lighthouses	6%	0%	6%	50%	38%
Maritime History	6%	0%	0%	31%	63%
War of 1812	13%	0%	19%	31%	38%

Source: peter j. smith & company, inc.

Other specific responses to this question were:

- International coastline: Potential ferry service to Ontario could [increase] priority
- French & Indian War

Table 10-6 - How is the Seaway Trail Important to Western PA?

Agree/Disagree

Agree	Disagree	
88%	13%	It improves the overall quality of life for residents
94%	6%	It is an important social and recreation resource for residents
100%	0%	It attracts tourists and improves the economy of the region
94%	6%	It provides important linkages to Lake Erie from transportation routes
94%	6%	It is a source of funds for improvements for recreation, trails, water access
6%	94%	It is not important to the Western Pennsylvania Region

Source: peter j. smith & company, inc.

Other specific responses to this question were:

- It is a link to historical past
- Trail will be important once plan is done

Table 10-7 - What Activities Do You Use? What should be Added? Check All That Apply		
Use	Add	
71%	29%	Access to Water
0%	100%	Equestrian Facilities
75%	25%	Golf Courses
53%	47%	Hunting & Fishing Access
43%	57%	Nature Education
35%	65%	Picnic & Camping Facilities
71%	29%	Restaurants
60%	40%	Sports Fields (Specify)
83%	17%	Theme Park
47%	53%	Trails (Specify)
55%	45%	Winter Sports Facilities (Specify)

Source: peter j. smith & company, inc.

Other specific responses to this question were:

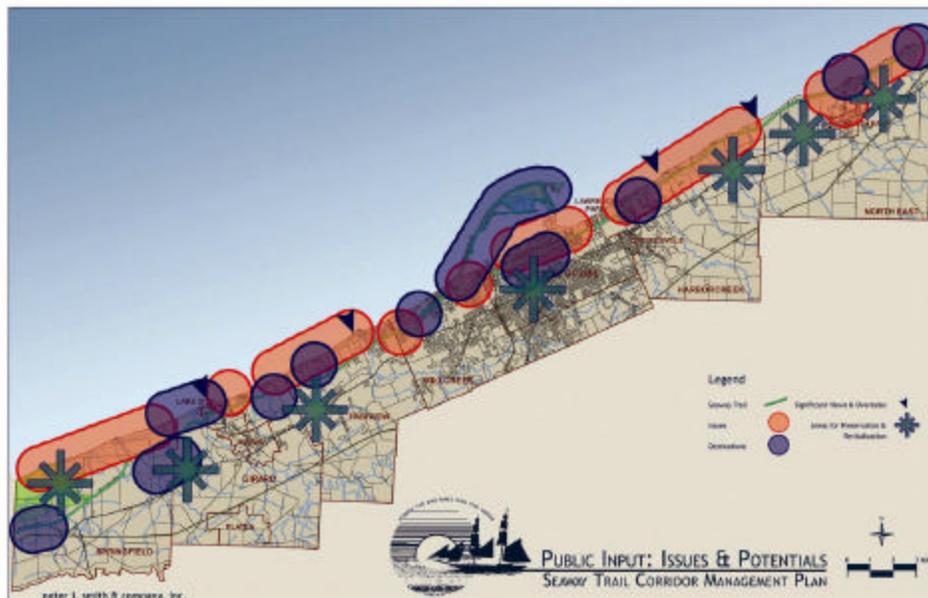
- Sports Fields:
 - BMX
 - Skateboard
 - Ultimate park
 - Recreational sports, soccer, softball, etc.
 - Trails:
 - Along bluffs
 - Multi-use trails to water
 - Bike trail
 - Presque Isle (2)
 - North East region
 - Girard region
 - Nature
- Winter Sports:
 - Safe harbor
 - Ice fishing (2)
 - Skating
 - Kite flying'
 - Ice boating
 - X-C skiing (3)
 - Ice rink
 - Children's use

- Other:
 - Where land can be developed (throughout)
 - Outside the bayfront, please (access to water)
 - Presque Isle (restaurants)
 - Kayak/canoe access/docks
 - Add more no wake zones in bay
 - Enforce no wake laws
 - Ban jet skis
 - Water activities open to public: boat rentals, scuba diving, sailing lessons
 - I do not visit Erie except for business

Following the individual input session, a group session was held. Seated in tables of eight, participants were asked to identify issues that they felt should be addressed and to locate those issue areas on a map of the Trail. They were then asked to identify areas that should be enhanced or that have potential to improve the character of the corridor. At the end of this exercise, the participants were asked to prioritize their issues and potentials.

The issues and potentials are generally located on the map below and fall into areas for preservation and revitalization, destinations, views and overlooks and issue areas.

Figure 10-1 - Seaway Trail Public Input
Issues and Potentials



Source: peter j. smith & company, inc.



Specific priority issues raised include:

- Improve bike trail, throughout, but particularly in the east county including spur to North East and in Harborcreek and in the west county in Springfield adjacent to the state line and in Erie on 6th Street
- Bridge access between Presque Isle and mainland
- Bayfront traffic congestion
- Agricultural preservation
- Need for thematic continuity and improved curb appeal on Trail through Millcreek and Harborcreek
- Improvements at Elk Creek including a master plan, safe harbor and other improvements
- Difficult to negotiate curve on Peninsula Drive

Other issues raised include:

- Need for scenic vistas and pull offs
- Limited access to water because of bluff
- Access to International Paper; Bluff walk at International Paper
- Widen bike path on 6th Street
- Rudd Road access to lake
- Eagley Park, Erie Bluffs, Elk Creek, Lake City Community Park and Raccoon Creek Park all need master plans
- Parking needed at Rudd Road, Godfrey Run, Twentymile Creek
- Safe harbor at Elk Creek is needed
- Access at Shorewood Road is needed
- Boat access for safe harbor needed at Shades Beach
- Pedestrian access is needed at Four Mile Creek
- Signage at the I-79/I-90 interchange
- Opportunities for nature education in the state forest and at new Erie Bluffs State Park
- Traffic congestion on West Lake Road at Peninsula Drive
- Access to Liberty Park
- Do something with Harborcreek Mall
- Improve view at Waterfall Restaurant
- Improve restaurant district on East Lake Road in Harborcreek
- Improve scenic view at East lake Road and Freeport Road
- Park and nature education opportunity north of East Lake Road at Middle Road

Participants were also asked to identify specific areas that have potential to enhance or improve the character of the Seaway Trail corridor.

Specific priority potentials raised include:

- Water access for the public generally along the corridor
- Improved signage throughout including signs directing travelers to attractions, the byway itself, amenities and fishing spots



- Improved amenities at Elk Creek including boat launch and camping
- Conservation easements in rural areas
- Acquisitions for Archer-Pratz vista in North East
- Elk Creek, Shady Beach and Freeport access
- Areas for acquisition including Trout Run
- Erie Bluffs State Park and Elk Creek Access Area
- Maritime Heritage

Other potentials raised include:

- Facility upgrade for the fish hatchery
- Conservation easements for agricultural and natural areas
- Theme for Peninsula Drive from 26th Street to the lake
- Vineyards and nurseries
- Erie Cultural District
- State Parks
- Fisheries and boating
- Birding
- Lighthouses
- Gateways
- Berm and bank maintenance throughout
- Coordinated signage throughout
- Fairplain Road vista
- Fort Presque Isle
- Avonia Beach
- Flowers Marina
- Greenway/Gateway at Scott Park
- Raccoon Creek
- Duck Run
- Erie Bluffs
- Boat rentals lessons and fishing at Presque Isle
- Informational kiosks at east and west gateways
- Vista improvements and amenities
- International Paper
- Scenic pull off at Lawrence Park Golf Course
- Restaurants and hotel with lake view
- Additional Seaway Trail signage

