

CHAPTER

4 >>>>>

RECOMMENDATIONS AND IMPLEMENTATION

4.1 Preferred Scenario Overview

The results of the scenario analyses detailed in Chapter 3 were presented to the Erie MPO Technical Advisory Committee on October 12, 2011. Based on discussions at that meeting and subsequent reviews by the MPO, committee members, and PennDOT, Scenario 2 (Operations Focus) was selected as the Preferred Scenario.

In addition to the projects in Scenario 2, the Preferred Scenario also includes Federally funded transit, airport, sea port, and interstate projects. Together, these elements give shape to the overall recommended plan in terms of:

- Policy-Level Guidance
- Project Implementation and Funding Schedules
- Alternate Future Planning / TFAC
- Alternate Future Planning / Inland Port
- Alternate Future Planning / Aspirations List

Preferred Scenario Projects

Exhibits 4.1.1 and 4.1.2 summarize the projects, studies, and line-items selected for inclusion in the Preferred Scenario. Current maintenance projects, as well as interstate maintenance, transit, and airport projects are not displayed here, but are summarized in Chapter 4.2 as part of the Project Implementation and Funding Schedule. Additional information for current projects can be found at PennDOT's Planning and Programming website (<http://www.dotdom1.state.pa.us/MPMSWeb/MPMSMain.nsf>).

The Preferred Scenario reflects 2040 future year conditions with selected projects that were prioritized using the Decision Lens process, coupled with a policy emphasis on operational improvements such as traffic signal upgrades and targeted intersection improvements.

The Preferred Scenario shifts approximately 20% of the applicable discretionary revenues to operations-focused projects. This strategy shifts approximately \$12 million to line-item signal improvements and \$30 million to targeted intersection improvements.



Exhibit 4.1.1 – Erie County 2040 LRTP Preferred Scenario Project Map

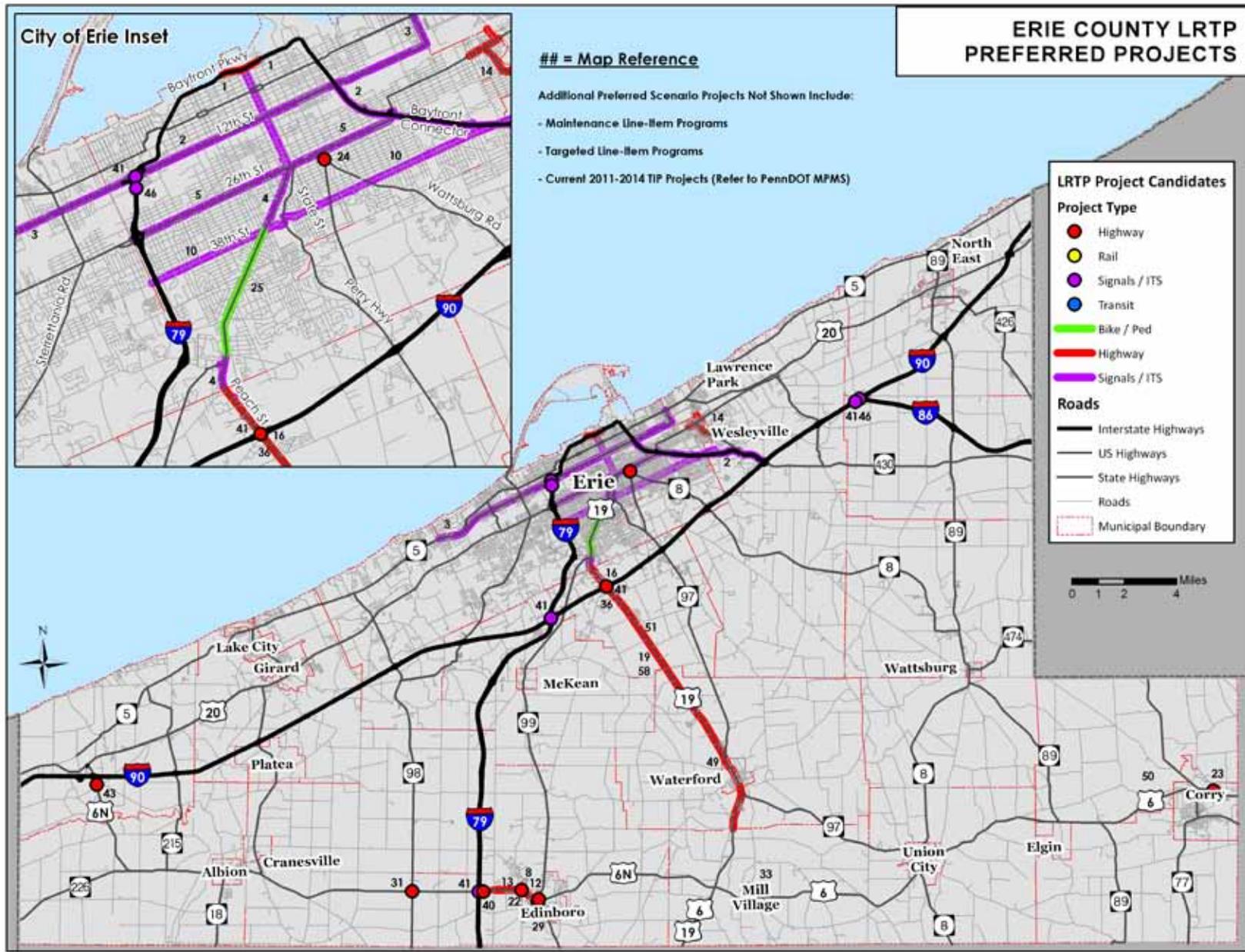


Exhibit 4.1.2 – Erie County 2040 LRTP Preferred Scenario Project List

Map #	Municipality	Project Title	Project Description
-	Countywide	State Bridge Line-Item	Countywide State Bridge Rehab / Replacement w/ prioritization through PennDOT
-	Countywide	Local Bridge Line-Item	Countywide Local Bridge Rehab / Replacement w/ prioritization through the County
-	Countywide	Interstate Program Line Item	Countywide Interstate Program Maintenance w/ central prioritization and programming through PennDOT
-	Countywide	State Route Maintenance Line Item	Countywide State Route Maintenance & Betterment w/ prioritization through PennDOT
-	Countywide	Local Federal Aid Route Maintenance Line Item	Countywide Local Federal Aid Route Maintenance & Betterment w/ prioritization through the County
-	Countywide	Safety Line Item	Countywide safety-related improvements prioritized through PennDOT w/ applicable funding
-	Countywide	RR Line Item	Countywide highway-rail crossing improvements prioritized through PennDOT w/ applicable funding
-	Countywide	TE Line Item	Countywide transportation enhancements funding for eligible project categories (e.g., ped / bike, scenic / historic preservation, archaeological planning) administered jointly by the County and PennDOT
-	Countywide	Erie County Traffic Signal Program	Countywide program focused on vehicular and pedestrian signal timing improvements, equipment upgrades, pedestrian indications, potential signal removals, and related infrastructure
-	Countywide	Erie County Traffic Signal Pre-emption Program	Countywide program focused on installation, upgrade, or replacement of traffic signal emergency vehicle pre-emption sensors and related equipment
-	Countywide	Erie County Operational Improvements Line Item	Countywide program focused on targeted intersection improvements, turn lanes, signals, etc., at high-priority bottlenecks or congested intersections
-	Erie	City of Erie Traffic Operations Prioritization Plan	Citywide re-assessment, prioritization, and implementation of improvements focusing on corridor access management, traffic circulation issues, traffic operations, and related congestion in key locations
1	Erie	Bayfront Parkway Multimodal Transportation and Land Use Improvement & Prioritization Study	Refinement and prioritization of previous study outcomes to address existing congestion and potential development along Bayfront Pkwy, including roundabouts, ped xings, trail feasibility, and signing
2	Multi-municipal	City of Erie Traffic Signals Project (PA 290 / 12th St)	Signal upgrades and timing improvements along PA 290 / Bayfront Connector / 12th Street from I-79 to I-90, including I-90 Detour Route scenarios
3	Multi-municipal	City of Erie Traffic Signals Project (PA 5)	Signal upgrades and timing improvements along PA 5 through Millcreek Twp and City of Erie
4	Multi-municipal	City of Erie Traffic Signals Project (US 19 / Peach St)	Signal upgrades and timing improvements along US 19 / Peach Street
5	Multi-municipal	City of Erie Traffic Signals Project (US 20 / 26th St)	Signal upgrades and timing improvements along US 20 / 26th Street, including I-90 Detour Route scenarios
7	Millcreek	Millcreek Area Traffic Operations Study / Zuck Rd and W 38th St	Area-wide Traffic Operations Study along Zuck Rd (Zimmerly to US 20) and W 38th St (Pittsburgh Ave to PA 832) to address turn lane needs, lane restriping, and traffic signal improvements
8	Edinboro	US 6N Study Improvements / US 6N Angling Rd to Maple Dr 3-Lane Section	Convert US 6N to a "3-Lane" between the intersections of Angling Rd and Maple Dr w/ pedestrian improvements, traffic signals and/or roundabouts
10	Erie	City of Erie Traffic Signals Project (SR 4016 / 38th St)	Signal upgrades and timing improvements along 38th Street
11	Girard	US 20 / Girard Corridor Study	Corridor operations and traffic / pedestrian study along US 20 through Girard Twp / Girard Boro, including intersections at Westgate Dr, Birchdale Dr / Daggett Rd, Elk Park Rd
12	Edinboro	US 6N Study Improvements / US 6N & PA 99 Intersection	Construct NB dual left-turn lanes and WB dual thru-lanes on approach to the US 6N / PA 99 intersection in Edinboro and modify related signal operations
13	Washington	US 6N Study Improvements / US 6N Fry Rd to Angling Rd 3-Lane Section w/ Multi-Use Trail	Construct US 6N as a 3-Lane Section between Fry Rd and Angling Rd to include a center left-turn lane and adjacent multi-use path / sidewalk
14	Wesleyville	Wesleyville Boro Traffic Operations Study	Study of Wesleyville congestion and operations, including Buffalo Road US 20 Improvements, upgrades at Station Rd (SR 0430) and Water St (SR 4027), streetscaping, and parking
16	Summit	I-90 / US 19 / Peach St Interchange	Widening of US 19 and the reconfiguration of the interchange of US 19 (Peach Street) w/ I-90



Exhibit 4.1.2 – Erie County 2040 LRTP Preferred Scenario Project List (cont'd)

Map #	Municipality	Project Title	Project Description
17	Erie	12th Street Streetscaping Improvements	Streetscaping improvements along 12th Street through downtown Erie
19	Multi-municipal	US 19 Corridor Improvements	Implement safety related improvements (turn lanes, speed reduction, improved site distance) along US 19 through Summit Twp, Waterford Twp, and Waterford Boro
21	Girard	US 20 / Girard Township Improvements	Correct inadequate drainage and add turning lane on US 20 (Safety Concerns): Seg 280 to 300
22	Edinboro	US 6N Study Improvements / US 6N & Angling Rd Roundabout	Construct new roundabout at US 6N / Angling Rd in Edinboro
23	Corry	US 6 / Sciota St Access Improvements	Improve safety and address concerns / complaints for access from industrial park traffic to US 6 at Sciota St, including geometric improvements to the intersection and possible traffic signal installation
24	Erie	PA 8 / Pine Ave / Parade St & 28th St Improvements	Add turn lanes at PA 8 / Pine Ave / Parade St & 28th St
25	Millcreek	Peach St / US19- Kuntz-38th	Add sidewalks, curb ramps, and short retaining wall on US 19 (Peach St) from Kuntz Road to 38th Street
29	Edinboro	US 6N Study Improvements / PA 99 / Chestnut St / Waterford St Roundabout	Construct new roundabout at PA 99 / Chestnut St / Waterford St in Edinboro
31	Elk Creek	US 6N & PA 98 Improvements	Address safety and congestion concerns at US 6N & RT 98 Intersection
32	Millcreek	US 19 / Peach St & Kuntz Rd (SR 4026) Improvements	Intersection/Geometric Improvements to the intersection of Peach St and Kuntz Rd
33	Mill Village	US 6 Mill Village RR Underpass	Lower roadway to improve drainage and sight distance on US 6 (W Center Street) at Mill Village RR Underpass over French Creek Tributary and improve / increase clearance
34	Lawrence Park	SR 4027 / Lawrence Parkway	Highway Reconstruction of SR 4027 (Lawrence Parkway) from Buffalo Rd. to East Lake Rd. Lawrence Park Twp. & Wesleyville Boro. Reconstruct to 36 ft. & Improve Intersection & Signal
35	Erie	PA 5 / 12th St & Parade St Improvements	Add turning lanes at Parade St & 12th St
36	Summit	US 19 / Peach Street Widening: Section A06 / Robison Rd to Oliver Rd	Widen SR 19 (Peach Street) from Robison Road (SR 4024) to Oliver Road (SR 4008)
40	Washington	US 6N / SR 3006: Fry Road	Improvements at SR 3006 (US 6N) intersection with Washington Town Blvd to 500' east, including left-turn lane, minor grade adjustment, widen, resurface, paved shoulders, drainage, & pavement on Fry Road
41	Multi-municipal	I-90 and I-79 Traffic Surveillance Project	CCTV Installation at I-90 & I-79, I-79 & 12th St, I-90 & US 19, I-90 & I-86, I-79 & US 6)
43	Springfield	US 6N Springfield Twp RR Underpass	Reconstruction of the RR underpass along US 6N to improve / increase clearance to adequate safety / design standards and eliminate obstructions to commercial traffic
46	Multi-municipal	City of Erie DMS Project	DMS Installation at I-90 EB Approaching I-86, I-79 NB Approaching 12th Street)
48	Multi-municipal	PA 98 Betterment Program	PA 98 Betterment Program: Resurface PA 98 from PA 832 (Fairview Twp) south to County line (Elk Creek Twp) & improve shoulder for bike/access & address drainage issues: Seg 10 to 200
49	Waterford	US 19 Waterford Improvements	Improvements along US 19 (Waterford Pike) through Waterford, including two intersections of US 19 / PA 97, streetscaping, and parking
50	Multi-municipal	Corry Interstate Connectivity	Study and improve access to/from Corry and I-79, I-90, and the City of Erie
51	Summit	US 19: Townhall Rd Improvements	Realignment of Townhall Road to Dorn Road to create a single plus intersection along US 19
57	Erie	Park & Ride Facility (BMI / West Side)	Construction of Park & Ride facility at 12th St and Lincoln Ave adjacent to Bayfront Pkwy to accommodate downtown commuters and waterfront special events
58	Multi-municipal	US 19 Access Management Plan	Develop and implement a multi-municipal US 19 access management plan spanning Summit Twp, Waterford Twp, and Waterford Boro

Performance Benefits

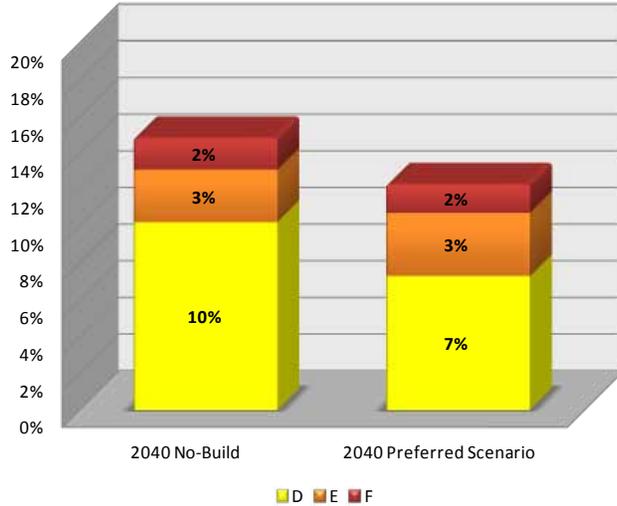
Compared to the 2040 No-Build, specific performance benefits of the Preferred Scenario are highlighted below and displayed in *Exhibit 4.1.3*:

- *Overall Network Delay* – Reduction in the annual vehicle-hours of delay for the overall countywide transportation network by approximately 15%.
- *Intersection Operations* – Network delays that specifically occur at intersections are reduced by more than 60%, and almost two-thirds of all intersections operating at LOS D, E, or F are improved to LOS C or better.
- *User Benefits* – User benefits will yield savings of over \$14 million per year in terms of the equivalent user-delay costs based on anticipated reductions in congestion and related automobile and truck travel times.
- *Livability & Sustainability* – The percent of the Countywide population within 20 minutes of the waterfront and regional attractions will increase by 4%. In addition, the commute time between Environmental Justice communities and employment centers will decrease.
- *Maintenance Impacts* –\$711 million is reserved over the life of the plan to help maintain and improve Erie County’s existing transportation infrastructure.
- *Safety and Enhancements* – 100% of Safety, Transportation Enhancement, and Railroad Crossing Improvement funds are reserved for line-item usage, giving Erie County and PennDOT the flexibility to prioritize future projects and allocate funds following their established procedures, to maximize the benefits of these programs.

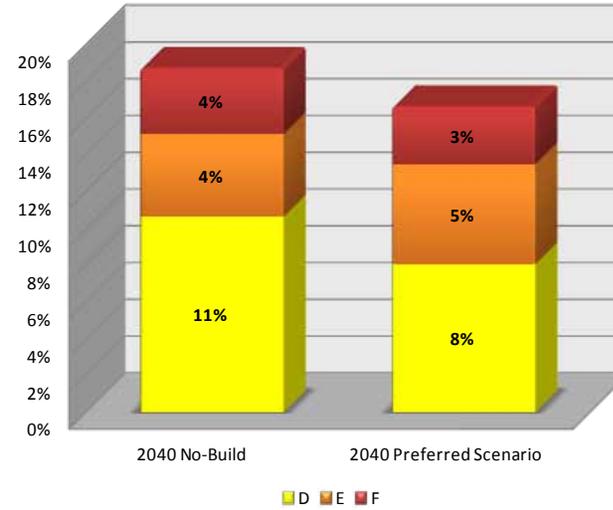


Exhibit 4.1.3 – Delay and Level of Service Benefits of the Preferred Scenario

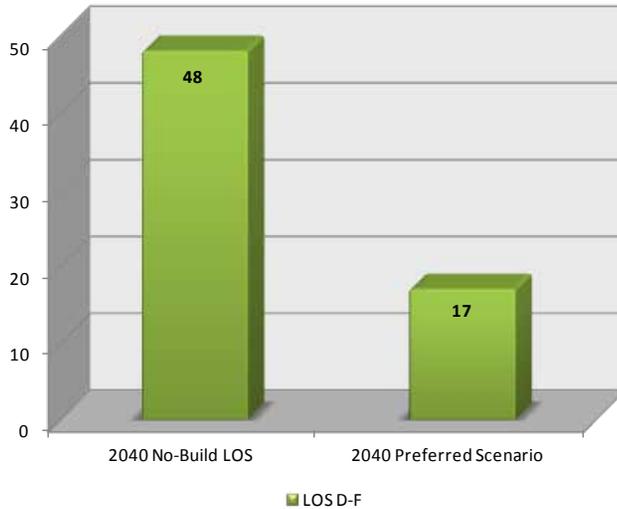
Network Vehicle Miles Traveled at LOS D, E, or F (Percent)



Network Vehicle Hours Traveled at LOS D, E, or F (Percent)



Network Intersections Operating at LOS D-F



Overall Network Delay (Veh-Hrs / Yr)

