

## Bayfront Parkway Corridor Study MetroQuest Survey Results

### INTRODUCTION

A public survey for the Bayfront Parkway Corridor Study was launched on December 19, 2014 and asked participants to identify their priority areas for transportation improvements along the Bayfront Parkway Corridor. The survey was developed using MetroQuest, an online community engagement platform, and was available until February 27, 2015. Nearly 500 participants responded to the survey and left over 1900 comments.

*The purpose of the survey was to gather participants' thoughts and opinions on:*

- What type of transportation improvements are most needed along the corridor,
- Why those improvements are a priority, and
- Where those improvements should be implemented.

The survey consisted of five screens; the first screen was an introduction to the survey, the second screen asked for participants to rank their top priorities, the third screen asked for priority statements to be rank, the fourth screen had participants drop pins on a map and leave comments about improvements, and the fifth screen ask how the Bayfront Parkway should function overall.

A sample of the survey can be found at: <https://bayfrontparkwaystudy-draft.metroquest.com/>

MetroQuest - Screen 2 Priority Ranking

Priority		Overall Ranking
Traffic Flow/Congestion	Improve traffic flow during peak and non-peak hours on the Bayfront Parkway and adjacent alternative routes.	1
Pedestrian and Bicycle Access	Expand trails and paths to the make Central Bayfront area more accessible.	2
Safety	Improve safety for pedestrians, cyclists, and vehicles when operating on the Bayfront Parkway and alternative routes.	3
Speed	Adjust speeds on the Bayfront Parkway and alternative routes.	4
Vehicle Access	Improve traffic signals and access to the Bayfront.	5
Parking and Facilities	Consider parking locations and add bike racks to the Central Bayfront area to help encourage the use of alternative modes of travel.	6
Transit	Enhance and expand existing travel routes and stops for buses and trolleys.	7
Alternative Route Improvements	Improve alternative route conditions and reduce travel times.	8

MetroQuest - Screen 3 Results

Detail Topic	Detail Statement	Average Ranking*
<b>TRAFFIC FLOW/CONGESTION</b>		
PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during peak travel times is adequate. (7 a.m. to 9 a.m. and 4p.m. to 6 p.m.)	Disagree (2.03)
NON-PEAK TRAVEL TIME	Traffic flow on the Bayfront Parkway during non-peak travel times is adequate.	Agree (3.73)
EVENT TRAVEL	Traffic flow on the Bayfront Parkway during events is adequate.	Disagree (1.93)
ALTERNATE ROUTE TRAVEL	Traffic flow on Alternate Routes (such as 12th Street) during peak travel times is adequate.	Neutral (2.59)
ALTERNATE ROUTE TRAFFIC SIGNALS	Coordination of traffic signals along 12th Street is adequate.	Disagree (2.33)
FREQUENT COMMENTS	<ul style="list-style-type: none"> <li>• Add left turning lanes and left arrow to traffic lights</li> <li>• Increase the Parkway to four lanes</li> <li>• Improve traffic signals</li> <li>• Events cause considerable traffic on the Bayfront Parkway</li> </ul>	

<b>ALTERNATIVE ROUTE IMPROVEMENTS</b>		
AVOID OTHER ROUTES	I use the Bayfront Parkway to avoid other travel routes.	Agree (3.51)
AVOID BAYFRONT	I use other travel routes to avoid the Bayfront Parkway.	Disagree (1.48)
PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during peak travel hours.	Neutral (2.50)
NON-PEAK TRAVEL TIME FOR ALT ROUTES	It is quicker to travel the Bayfront Parkway than to use other travel routes during non-peak travel times.	Agree (3.94)
REMOVE BAYFRONT TRAFFIC	Alternate travel routes should be improved to remove traffic from the Bayfront Parkway.	Agree (3.74)
FREQUENT COMMENTS	<ul style="list-style-type: none"> <li>• Other east-west routes need to be developed</li> <li>• Enhance 12st, 6th, 26th and 38th Streets</li> </ul>	

\* All rankings rounded to the nearest whole number.

MetroQuest - Screen 3 Results

Detail Topic	Detail Statement	Average Ranking*
<b>PEDESTRIAN AND BICYCLE ACCESS</b>		
WESTSIDE ACCESS	Bicycle and Pedestrian connections from the Westside neighborhoods to the Bayfront are adequate.	Neutral (2.68)
EASTSIDE ACCESS	Bicycle and Pedestrian connections from the Eastside neighborhoods to the Bayfront are adequate.	Disagree (2.18)
DOWNTOWN ACCESS - PED AND BIKE	Bicycle and Pedestrian connections from the downtown to the central Bayfront area are adequate.	Disagree (2.31)
NORTHSIDE	Connections are adequate along the Northside of the Bayfront.	Neutral (2.70)
FREQUENT COMMENTS	<ul style="list-style-type: none"> <li>• More crossings, Sidewalks and paths needed</li> <li>• Pedestrian bridges/tunnels</li> <li>• Better signage</li> <li>• Add bike lanes</li> <li>• Improved winter maintenance on multi-use paths</li> <li>• E. Front Street needs a paved path</li> <li>• Crossings at State Street, Cranberry Street, East 6th Street are dangerous</li> <li>• Improved eastside connections</li> </ul>	
<b>SAFETY</b>		
WALKING/BIKING IN AREA	I feel safe walking/biking along existing ped/bike facilities in the Bayfront area.	Neutral (2.97)
WALKING/BIKING ACROSS	I feel safe walking/biking across the Bayfront Parkway.	Disagree (2.00)
DRIVING BAYFRONT	I feel safe driving along the Bayfront Parkway.	Agree (3.66)
TURNING ON/OFF	I feel safe turning onto/off of the Bayfront Parkway to/from existing access points.	Neutral (2.98)
FREQUENT COMMENTS	<ul style="list-style-type: none"> <li>• Intersections are unsafe for pedestrians and bicyclists</li> <li>• Better/increased signage</li> </ul>	

\* All rankings rounded to the nearest whole number.

MetroQuest - Screen 3 Results

Detail Topic	Detail Statement	Average Ranking*
<b>SPEED</b>		
LOWER BAYFRONT SPEED	The Speed needs to be lowered on the Bayfront Parkway to calm traffic.	Disagree (1.97)
INCREASE BAYFRONT SPEED	The speed should be increased on the Bayfront Parkway.	Netrual (2.99)
ALTERNATE ROUTE SPEED	The speed on alternative routes should be increased to encourage use.	Netrual (2.97)
NO CONCERN	Speed is not an issue on the Bayfront Parkway.	Disagree (2.39)
SAFETY CONCERN	Speed is a safety concern on the Bayfront Parkway.	Netrual (2.91)
FREQUENT COMMENTS	<ul style="list-style-type: none"> <li>• Speed limits along the Bayfront need to be better enforced</li> <li>• The current speed is appropriate</li> </ul>	

<b>VEHICLE ACCESS</b>		
ROADWAY CONNECTIONS	Additional roadway connections (or service roads) within the central Bayfront area are needed.	Netrual (2.86)
ACCESS POINTS	The number of access points along the Bayfront Parkway is adequate.	Netrual (3.19)
TRAFFIC SIGNALS	Improvements to existing traffic signals are needed to improve access.	Agree (3.52)
DOWNTOWN ACCESS - VEHICLE	Access to Downtown Erie from the Bayfront is adequate.	Netrual (3.13)
EASE OF ACCESS	It is easy to access the Bayfront Parkway from connecting roadways.	Netrual (2.83)
FREQUENT COMMENTS	<ul style="list-style-type: none"> <li>• Add an access road to the north of the Parkway</li> <li>• Improvements to the intersection at Cranberry Street</li> <li>• Left turning lanes</li> </ul>	

\* All rankings rounded to the nearest whole number.

MetroQuest - Screen 3 Results

Detail Topic	Detail Statement	Average Ranking*
<b>PARKING AND FACILITIES</b>		
CENTRAL BAYFRONT AREA	There are currently plenty of parking spaces in the central Bayfront area.	Disagree (2.41)
MORE GARAGES	Additional parking garages should be built to accommodate development in the central Bayfront area.	Neutral (3.02)
BICYCLE STORAGE	There are plenty of bicycle storage options.	Disagree (2.25)
PARKING NEAR TRANSIT	There are plenty of parking spots available near major transit links.	Neutral (2.85)
MOVING PEOPLE	More emphasis should be placed on alternative means to move people within the central Bayfront area.	Agree (3.71)
FREQUENT COMMENTS	<ul style="list-style-type: none"> <li>• No additional parking garages on the Bayfront</li> <li>• Bike share</li> </ul>	

<b>TRANSIT</b>		
CURRENT ROUTES	The current bus routes meet all of my transit needs.	Neutral (2.64)
ADD CENTRAL ROUTES	Additional routes are needed to connect the Central Bayfront area and Downtown.	Neutral (3.11)
ADD WESTSIDE ROUTES	Additional routes are needed to connect the Central Bayfront area and Westside neighborhoods.	Neutral (3.45)
ADD EASTSIDE ROUTES	Additional routes are needed to connect the Central Bayfront area and Eastside neighborhoods.	Neutral (3.42)
PARK-AND-RIDE	Additional park-and-ride facilities should be considered.	Neutral (3.12)
FREQUENT COMMENTS	<ul style="list-style-type: none"> <li>• Expand bus routes and times</li> <li>• Need to encourage more people to use public transit</li> </ul>	

\* All rankings rounded to the nearest whole number.

## MetroQuest – Screen 4 – Map Comments

### Ped/Bike - 423 pins

- Crosswalk Safety – 138
- Connection – 70
- Buffer from Cars - 48
- Improve Signage - 18
- Improve Lighting – 14
- No Descriptor – 135

### Comments Themes:

- *Add Pedestrian Bridge or Tunnel at State St.*
- *Poor Lighting/Dark Areas*
- *More Signs to Alert Drivers*
- *More Time to Cross Large Intersections*
- *Slow Traffic Down*
- *Connect, Pave, and Repair Facilities*
- *Crosswalks Improvements - State St., Waterworks, Liberty St., Cranberry St., Port Erie Rd., Lincoln*
- *Consider Other City's Designs*

### Roadway – 293 pins

- Lane – 66
- Traffic Signal – 57
- Intersection Design – 50
- Connection – 17
- Reversible Lane – 12
- No Descriptor - 91

### Comment Themes:

- *Additional Lanes*
- *Ice Buildup Along Eastbound Lanes*
- *Improve Pavement Markings*
- *Turning Lanes Needed/Extended in Some Areas – Other Areas Should Limit Left Turns*
- *Consider Roundabouts*
- *Intersection Improvements – Cranberry, State, Holland*
- *Coordinate and Add Turning Signals*

## Aesthetics – 247 Pins

- Look and Feel - 90
- Gateway Treatment - 46
- Streetscaping - 26
- Improve Lighting - 3
- Improve Signage - 2
- No Descriptor - 80

### Comment Themes:

- *Dislike Signs on the Bluff – Consider Natural Vegetation*
- *Change Overall Aesthetics – One Design Theme*
- *Gateway Treatment on Both Ends*
- *Improve East Side Appearance*
- *Improve or Remove Walls*
- *Repair or Remove Dilapidated Buildings*
- *Maintain View of the Bay*

## Parking/Facilities – 85 pins

- Bike Storage – 7
- Inadequate Parking – 36
- Permit Parking – 1
- Remove Parking – 6
- Restrict Parking – 4
- No Descriptor – 31

### Comment Themes:

- *No More Parking Garages Along the Bayfront*
- *Not Enough Parking During Events*
- *Additional Park-and-Rides to Accommodate Events*
- *Additional Parking on the East Side*



## Transit – 37 pins

- Bus/Trolley Route – 12
- Bus Lane – 4
- Park-and-Ride – 4
- Improve Signage – 1
- No Descriptor - 16

### Comment Themes:

- *More Bus/Trolley Routes – Consider Seasonal Opportunities and Existing Parking Areas*
- *Express Routes – To Mall, 26<sup>th</sup> St. to Downtown*
- *New Park-and-Ride Underutilized (Except During Events)*

## Other – 87 pins

### Comment Themes:

- *Additional Hotels Will Add Congestion*
- *Consider Utilizing Unused Downtown Retail Space*
- *Take Advantage of the View/Maintain the View*
- *Avoid Additional Development and Create Greenspace*

To view the map with all of the pins and comments, please visit:  
[www.bayfrontparkwaystudy.com/surveycomments.html](http://www.bayfrontparkwaystudy.com/surveycomments.html).

## MetroQuest – Screen 5 – Final Question

### In general, how would you like the Bayfront Parkway to function?

*High traffic volume and speed serving primarily cross-town traffic with limited vehicle, and bike/ped access*

- 21.5% of residents chose this option (checked 77 times)
- Additional lanes
- Increase speed
- Focus on traffic flow first
- Improved traffic signals
- Turn the Parkway into a Highway
- Pedestrian Bridges - Keep pedestrians and bicycle away from the road
- Limit access
- Add a local access road to help limit stops along the parkway

*Moderate traffic volume and speed serving primarily Bayfront amenities and the City of Erie with moderate vehicle, and bike/ped access*

- 57% of Residents chose this option (checked 203 times)
- Pedestrian bridges
- Reversible lane
- Make the area a 'big city attraction'
- Improve Traffic Flow and signal timing
- Replace signals with Roundabouts
- Aesthetics buffer
- Improved Trolley system
- Express Bus Routes
- Repurpose RR tunnels to be used by ped/bike
- Increase alternate modes of transit
- Increase access from the Eastside
- Add turning lanes
- Extend Park and Ride Hours and encourage more use

*Lower traffic volume and speed serving primarily as a downtown street with maximum vehicle, and bike/ped access*

- 18% of residents chose this option (checked 65 times)
- Pedestrian bridges
- Light rail/street cars
- Better police speed
- Pedestrian centric
- Tunnel the highway
- Remove parking in the Bayfront and use for commercial development instead
- Better connection to Presque Isle
- Improve and add green space
- Roundabouts
- Ferry service/water service

*Other*

- 3.6% of Residents chose this option (checked 13 times)
- Make main focus bike and ped traffic and more bike/ped access closer to the water
- Enhance connections to local neighborhoods

Economic Development suggestions

- Stop building hotels
- Waterfront shopping
- Public market (Ex: Seattle or 78<sup>th</sup> Street Studios in Cleveland)
- No more parking garages