

Bayfront Corridor Draft Implementation Plan

Potential Projects	Potential Time Frame*	Estimated Planning Level Cost **					Proposed Improvement (Need Addressed)	Challenges Affecting Design or Construction
		PE	FD	UTIL	ROW	CONS		
1 Overall Corridor Improvements	Short-term	A	A				<ul style="list-style-type: none"> - Construct traffic signal back plates (Safety) - Enhanced pedestrian access points, way-finding signs, pedestrian crossings, roadway striping and upgraded roadway signing (Access) - Evaluate and adjust signal coordination/ timings on Bayfront (Operational) - Construct decorative ped/ roadway lighting along corridor with extra intensity at crosswalks (Access/ Safety) 	<ul style="list-style-type: none"> - Evaluating if the proposed improvements will be affected by future projects and develop the design to avoid/ minimize future project impacts. - Coordination of decorative features with city and developer to ensure consistency.
	Intermediate-term			B	B	B/C		
	Long-term							
2 ITS Structures I-79 (west) Connector (east)	Short-term	A/B	A/B				<ul style="list-style-type: none"> - Intelligent Transportation System (ITS) structure(s) located to the west of 12th St. along I-79 and east of 12th St. along the Bayfront Connector (Operational). ITS architecture will consider travel times of key routes, events, incidents, closures, and weather related messaging. 	<ul style="list-style-type: none"> - Providing a power source within a reasonable distance. - Minimizing or avoiding ROW, primarily along the connector. - Coordinating capability of messaging and architecture with city, EMS, and Erie Stakeholders to ensure the effectiveness to end user.
	Intermediate-term			B	B	C		
	Long-term							
3 Western Bayfront Improvements	Short-term	B	B		A		<ul style="list-style-type: none"> - Reversible managed lanes - need to evaluate peak hr, EMS, and transit capabilities from 8th St. to Sassafras St. (Operational) - Install shared bike lane at Bayfront/ Lincoln Ave along Lincoln, turning southeast along W 8th St. connecting to the Bayfront trail (Access) - Upgrade W. 8th St. intersection including evaluation of lane assignments (Operational) - Improved ped/ bikes connections across Bayfront at Cranberry, 8th, and Greengarden (Access) 	<ul style="list-style-type: none"> - Public education of the benefits and function of the managed lanes. - Consistency of ped/ bike access with other projects within the City of Erie.
	Intermediate-term			B		D		
	Long-term							
4 Central Bayfront Improvements	Short-term						<ul style="list-style-type: none"> - Intersection improvement option at Bayfront and State St with improved ped/bike access. (Access/Safety) - Intersection improvements at Holland Street - possible roundabout options. (Operational) - New Frontage Road with two-way access from Liberty Park to Holland St. (Access) - New intersection connecting to frontage road west of Sassafras St. (Access) - Upgrades to 6th, 8th, and 10th St. city grid system considering Bayfront changing traffic movements (Operational) 	<ul style="list-style-type: none"> - Construction phasing will be critical and consider construction of frontage road, and upgrades to city grid system as early phases. Defining temporary access connections will be important. - Coordination with development improvements, Comp Plan, County/ Port Authority will be critical to integrate land use. - Underground utilities and specifically an electric vault near State Street may be an issue if impacted. - Emergency services impact analysis related to changing access or traffic patterns. - Access road impact to marina and potential waterway permit. - Impact to Wolverine Park and potential mitigation.
	Intermediate-term	D	D	C/D	C/D			
	Long-term					E		
5 Eastern Bayfront Improvements	Short-term		B				<ul style="list-style-type: none"> - Pedestrian buffer refuge area between directional traffic from E. 6th to 10th St. (Access/ Safety) - Dual-lane roundabout at E. 12th Street (Operational/ Safety) - Bus pull-off areas for eastbound and westbound serving transit users along the Bayfront (Access) - Traffic calming elements at E. 12th St. such as speed display signs (Safety) 	<ul style="list-style-type: none"> - Evaluate the feasibility of roundabout within the intersection and adjacent roadway framework to minimize impacts and property claims. - Coordination of routing with EMTA to further evaluate the feasibility of pull-offs. - Ensuring the refuge areas are constructed in locations of higher volumes of pedestrian use.
	Intermediate-term	B		B	B	E		
	Long-term							

* Durations - Short-term (less than 1-yr); Intermediate-term (1-yrs to 3-yrs); and Long-term (3-yrs to 5-yrs)

** Cost Ranges - A: less than \$100,000; B- \$100,000 to \$500,000; C- \$500,000 to \$1,000,000; D- \$1,000,000 to \$5,000,000; and E- greater than \$5,000,000