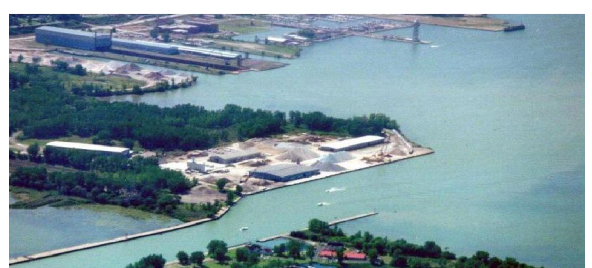




**ERIE COUNTY**  
**2030 TRANSPORTATION PLAN**  
**2007 UPDATE**  
**EXECUTIVE SUMMARY**



## **Erie County 2030 Transportation Plan**

This Plan was prepared  
as a requirement of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21),  
the Clean Air Act Amendments of 1990 (CAAA), and  
in accordance with all Federal and State Metropolitan Planning mandates,  
and amended in 2007 as a requirement of the  
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users  
(SAFETEA-LU).

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## **TABLE OF CONTENTS**

### **INTRODUCTION**

The Erie County 2030 Transportation Plan  
The Need for a Regional Plan  
The Erie MPO Vision  
Regional Goals and Objectives

### **EXISTING TRANSPORTATION SYSTEM**

Roadway System  
Public Transit  
Aviation  
Port of Erie  
Railroads  
Bicycle and Pedestrian Facilities

### **TRENDS AND IMPACTS**

Population  
Employment  
Land Use Patterns  
Journey to Work Patterns  
Goods Movement

### **FINDINGS AND RECOMMENDATIONS**

Roadway System  
Public Transportation  
Aviation  
Port of Erie  
Railroads  
Bicycle and Pedestrian Facilities

### **IMPLEMENTATION AND FUNDING**

Cost of Improvements  
Fiscal Constraint

### **RECOMMENDED IMPROVEMENTS MAP**

## Introduction

### The Erie County 2030 Transportation Plan

The Erie Area Transportation Study Metropolitan Planning Organization (Erie MPO) developed the Erie County 2030 (Long Range) Transportation Plan (2030 Plan) in an effort to remain prepared for the progressive future of Erie County and to meet various legislative requirements. The plan analyzes the current land use, traffic patterns and operations of all transportation modes in the County and develops projections of the future land use, traffic patterns and mode operations to the year 2030. Based on these projections, recommendations have been prepared addressing the needed improvements to the existing transportation system.

The 2030 Plan includes recommendations for improving the existing highway network, transit system, rail, air and port transportation, and bicycle / pedestrian facilities. The program of recommendations in the plan are confined to the expected available funding for the Erie region and contain only those projects that can be implemented using current revenues while the existing system is being adequately operated and maintained.

The Erie County 2030 Transportation Plan was developed in partnership with PENNDOT; the Erie Metropolitan Transit Authority (EMTA), Erie Municipal Airport Authority (EMAA), and Erie-Western PA Port Authority (EWPPA); the County of Erie; and in coordination with the City of Erie and City of Corry; Township and Borough municipal officials; area transportation and planning agencies; stakeholder organizations; and the residents of Erie County.

### The Need for a Regional Plan

The regional long-range plan is dictated by a number of factors, but is primarily regulated by federal legislation. The 2030 Plan development is governed by the Safe, Accountable, Flexible, Efficient Transportation Equitable Act – A Legacy for Users (SAFETEA-LU), and the Clean Air Act Amendments (CAAA) of 1990, which set the minimum standards and requirements for regional plans and define conformity with clean air goals. These laws require a planning process that considers all transportation systems and the movement of both people and goods.

The 2030 Plan serves a number of purposes for Erie County. It provides a vision of the region's future growth and development; identifies deficiencies in capacity, safety and access in order to locate and implement future transportation facilities and services; and provides guidance and direction for municipal, county and state agencies to make infrastructure and development investments. The plan sets the foundation and priorities for the distribution of federal transportation funds, and specifically serves as the framework for the development of the region's Transportation Improvement Program (TIP), the capital program of all federally funded transportation projects.

Federal guidelines identify eight planning factors that all metropolitan transportation plans must address, and as such, they serve as the basic set of guidelines for the 2030 Plan.

### SAFETEA-LU PLANNING FACTORS

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility for people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

### **The Erie MPO Vision**

The vision for Erie County's transportation system was derived from these federal mandates, and involved input from a variety of transportation stakeholders and the public. The 'Erie MPO Vision Statement' was then crafted to form the framework for the plan's goals and objectives:

#### **Erie MPO Vision Statement**

TO IMPROVE THE QUALITY OF LIFE FOR ALL RESIDENTS AND VISITORS OF ERIE COUNTY BY DEVELOPING, OPERATING AND MAINTAINING A SAFE, SECURE, EFFICIENT, USER FRIENDLY, INTERMODAL TRANSPORTATION SYSTEM THAT ENHANCES MOBILITY, ECONOMIC VITALITY, AND IS INNOVATIVE, AFFORDABLE AND ENVIRONMENTALLY RESPONSIBLE

### **Regional Goals and Objectives**

The following goals have been identified in an effort to accomplish the vision statement, and reflect the SAFETEA-LU planning factors.

#### **Goal 1**

Manage, maintain, and improve Erie County's transportation systems to meet the needs and requirements of people and goods movement.

**Objectives**

- § Maintain systems and facilities on a life cycle basis, in a cost-effective manner, and in an operational condition.
- § Support the development of intermodal connections and multimodal choices for passenger and freight transportation modes.
- § Promote the installation, operation and sharing of the best available technology.

**Goal 2**

Manage, maintain, and improve a transportation system that preserves and reinforces environmental quality and livable communities.

**Objectives**

- § Promote practices which best achieve compliance with clean air, noise, and water quality standards, reduce congestion and promote energy efficiency.
- § Plan, construct, operate and maintain transportation facilities in a manner which is compatible with the natural, scenic, historic and cultural resources of Erie County.
- § Promote the incorporation of gateways and greenways concepts into infrastructure redevelopment projects.

**Goal 3**

Strengthen the planning, programming and decision-making processes, supported by performance-based management, monitoring, evaluation, and reporting systems.

**Objectives**

- § Refine the existing planning and programming processes, procedures, roles and responsibilities consistent with SAFETEA-LU and the CAAA.
- § Support informed decision-making through improved communications and responsive new planning and programming methods and techniques.
- § Streamline planning and project implementation processes.

**Goal 4**

Provide efficient, accessible, and connected transportation systems, services, and facilities as an incentive to support positive economic development throughout Erie County.

**Objectives**

- § Promote and coordinate improvements which support specific employment generating opportunities, consistent with local, regional, and statewide economic and land use policy.
- § Identify strategic system improvements for all modes of transportation that increase the productivity and competitiveness of Erie County industries.
- § Identify transportation initiatives that support tourism and recreational opportunities for the residents of Erie County and its visitors.

## **Existing Transportation System**

The existing transportation network in Erie County provides for all modes of travel. The transportation network has undergone several transitions in accommodating the movement of people and goods over time, and the development of an efficient intermodal system is the result. Erie's unique geographic location afforded strategic transportation advantages throughout these transitions; and is the primary reason that Erie continues to serve as the transportation hub for the region.

### **Roadway System**

The roadway system in Erie County consists of over 2,500 linear miles of roads, with approximately 800 miles owned/maintained by PENNDOT, and over 1,700 miles under municipal control. The network is comprised of over 70 miles of Interstate highways, roughly 350 miles of arterial highways, 400 miles of collector roads, connecting over 1,700 miles of local streets.

### **Public Transportation**

The Erie Metropolitan Transit Authority (EMTA) is the primary provider of public transit service in Erie County. The fixed bus routes are primarily within the City of Erie and immediately surrounding communities and four routes serving outlying Erie County. EMTA also operates a paratransit service (LIFT). The LIFT is a door-to-door shared ride advance request transportation system, available to the general public. The EMTA/LIFT also offers the Rural Transportation Program for Persons with Disabilities, funded by PENNDOT, to provide additional service to rural areas of the County. EMTA also operates Welfare to Work services; with East Side service provided by fixed route buses and West Side served by demand responsive operations. EMTA also operates a shuttle service on the campus of Edinboro University of Pennsylvania.

### **Inter-City Motor Coach Service**

Greyhound Lines, Inc. operates motor coach service to major cities in the United States and Canada. Coaches operate from the Intermodal Transportation Center on Bayfront Parkway. There are also charter motor coach operators in the area including: Blue Bird Coach Lines, Gray Line of Niagara Falls, Ringsway Bus Lines, and Rainbow Tours of Niagara. The bus line routes connect Erie locally with the Commonwealth and the rest of the country

### **Taxicab Service**

The Erie Yellow Cab Company provides taxicab service to the Erie urban area.

## **Aviation**

Two public airports serve Erie County and the region. Erie International Airport, Tom Ridge Field, the major passenger airport within the county, is located in Millcreek Township. This is primarily a commercial service airport serving the Tri-State region of northwestern Pennsylvania, western New York, and northeast Ohio. The Erie Municipal Airport Authority operates the airport. Corry-Lawrence Airport located in Corry is a general aviation airport serving businesses in northwestern Pennsylvania and western New York, operated by the Airport Authority of the City of Corry.

## **Port of Erie**

The Port of Erie, the only Pennsylvania port on the Great Lakes, is located in Presque Isle Bay, providing access to Canada and the Atlantic Ocean. The Erie-Western Pennsylvania Port Authority (EWPPA) owns the Port of Erie but leases the facility to O-N Minerals to operate the facility. The Port of Erie facilities include the Mountfort Terminal, which handles the port's general cargo. Bulk goods are transferred most often at the terminal to take advantage of the good highway and rail access available. The rail spur at the Port of Erie connects the port with the CSX main line.

## **Railroads**

Railroad infrastructure in Erie County is extensive, and includes two Class I railroads, CSX and Norfolk Southern, and several short line railroads. Most of the communities in Erie County are served by this rail infrastructure. Over 70 trains per day pass through the main east-west rail corridor, operated by the two Class I railroads; daily traffic on the short line railroads is considerably less. Passenger rail service to Erie County is provided by Amtrak; along the CSX rail corridor. The Lake Shore Limited train operates once daily service from Chicago through Erie, to Albany, where it splits to serve Boston or New York City.

## **Bicycle and Pedestrian Facilities**

Erie County's network of bicycle and pedestrian facilities includes urban areas being served by an extensive system of public sidewalks and several walking/biking pathways, and the rural areas interspersed with off-road recreational trails, including rail-trail corridors. Three statewide bicycle routes traverse Erie County. There is a network of trails serving the Bayfront district, connecting various amenities and providing public access to the waterfront for pedestrians and bicyclists. The Northwest PA Trail Association is concentrating on developing the rail-trail corridors in Erie County.

## Trends and Impacts

In order to identify the need for improvements to the transportation system in Erie County, consideration and analysis of several socio-economic factors were completed to assess their impacts. Trends in these factors were then forecasted to 2030 in order to anticipate the future transportation demands in Erie County, and provide the basis for developing the needs and recommendations sections of the Plan.

### Population

The Erie Metro Area will remain the dominant population center, with the City of Erie population stabilizing and all its surrounding municipalities expanding. In the Other Urban Areas, Edinboro, Girard, Lake City, and North East Boroughs are anticipated to experience growth, with Corry and Union City remaining relatively stable. Rural municipalities expected to have the most growth through this period include Fairview, Girard, Greene, Harborcreek, McKean, North East, Summit, Washington, and Waterford Townships.

### Employment

Retail, office and service employment in Erie County will experience the most growth through 2030. Industrial employment will be relatively stable, remaining as a significant employment sector (30%). Anticipated employment growth areas include the City of Erie and Corry; Edinboro, Girard, and Lake City; and Fairview, Harborcreek, Millcreek and Summit Townships.

### Land Use Patterns

The significant increase in residential land use has generally occurred in large tracts, mostly within the Erie Metro Area. The growth of the major employment centers in Erie County has occurred in more concentrated areas, with these areas typically being very linear in nature, placing high demands on the transportation network.

### Journey to Work Patterns

Erie County has a greater proportion of resident workers than many Pennsylvania counties, with approximately 93% of its workers living in the County. Commuters in the Erie area primarily travel by private automobile, with about 80% of commuters traveling alone. Daily Vehicle Miles Traveled (DVMT) is rising annually due to a general increase in the number and length of vehicle trips being performed in Erie County on a daily basis. 21% of workers travel 30 minutes or more to work and the mean travel time to work is 18.5 minutes.

## **Goods Movement**

The mode of transportation used for freight movement to and from the Commonwealth is predominantly by truck (86%), followed by rail (9%), water (5%), and finally air (<1%).

Truck Freight - Nationally, freight service is on the rise with the freight tonnage expected to double by the year 2020. 10 to 50 million tons of truck freight from Ohio pass through Erie County over Interstate 90.

Rail Freight - 5 to 20 million tons of freight are transported on the CSX, Norfolk Southern and Canadian National Railway's corridors in Erie County annually. The Buffalo and Pittsburgh Railroad and the Western NY and PA Railroad transport less than 5 million tons of freight annually on their lines in Erie County.

Water Freight - According to the Office of Freight Management, there are 3.5 million tons of freight that are flowing annually through Lake Erie. Approximately 16 percent (567,000 tons) of the Lake Erie tonnage moves through the Mountfort terminal in the Port of Erie.

Air Freight - Most of the cargo with origins and destinations in the Erie region is processed through Cleveland and Buffalo, and trucked to and from Erie County. Erie International Airport Tom Ridge Field is developing facilities expected to create additional air cargo market opportunities.

## Findings & Recommendations

The 2030 Plan evaluated the area population, employment, and land use patterns, as well as regional travel characteristics and goods movement activities, and assessed the current operations of all transportation modes in the County. Trends in these factors were then forecast to the year 2030 in order to anticipate the future transportation demands in Erie County, and provide the basis for developing the stated recommendations.

### Roadway System

There are two basic types of roadway system recommendations that have been identified: 1) those that address the inefficient operation of the existing system; such as roadway / intersection design, traffic signals, ITS activities, safety concern areas, intermodal connections, and infrastructure maintenance, and, 2) those that address the capacity improvement needs of the roadway network to accommodate anticipated growth / demand.

#### Roadway Findings

- § Growing truck traffic on the Interstate system, particularly I-90, is an increasing trend
- § Vertical clearance deficiencies exist at several locations on I-90
- § Access control/mobility on arterial routes in the Erie urban area and the major arterial routes connecting the outlying urbanized communities to the Interstate System and Erie urban area is inadequate during peak periods
- § Various segments of the roadway system lack capacity to support existing and planned growth
- § Various arterial intersections throughout Erie County lack adequate capacity
- § Several road segments have been identified as Safety Concern Areas due to historical crash rates exceeding the Statewide average
- § Traffic signal equipment at most locations throughout Erie County is outdated and has not been modernized to current standards
- § Many of the Erie urban area arterial corridors lack coordinated traffic signal system capability
- § Available ITS applications are underutilized

#### Roadway Recommendations

- § Implement access management techniques/design standards on primary arterial routes throughout Erie County in order to ease congestion and improve safety
- § Improve lane widths, shoulder widths, guide rail and drainage on the major arterial routes connecting the outlying urbanized communities to the Interstate System and Erie urban area
- § Implement safety measures at specific locations such as design improvements and traffic control devices. Implement a traffic signal coordination system in the Erie urban area

- § Update traffic signal equipment in the Erie urbanized area and the outlying urbanized communities to include emergency vehicle pre-emption features
- § Implement additional ITS infrastructure; such as real-time highway advisories, changeable message signs, road weather information systems, and incident management networks
- § Enhance maintenance of the existing system; focus improvements on arterial roadways
- § Begin the environmental planning process and preserve right-of-way needed for new construction projects in areas expected to experience new development

## **Public Transportation**

The identified public transportation recommendations address the EMTA fixed-route bus service and infrastructure, and additional transit services such as Welfare-to-Work and LIFT services.

### Public Transportation Findings

- § Frequency of service in the Erie urban area is satisfactory
- § Maintenance/upgrading of fleet vehicles is adequate
- § Customer facilities and service information system-wide is limited
- § Customer and pedestrian access facilities along the Peach Street Corridor transit spine are inadequate, particularly from the Millcreek Mall to I-90
- § Fixed-Route service to rural areas has decreased due to declining ridership
- § Welfare-to-Work service between the Erie urban area and outlying communities is a growing trend
- § Demand for specialized services targeting elderly and disabled populations and rural areas in Erie County is increasing

### Public Transportation Recommendations

- § Maintain the current complement of fleet vehicles/existing service routes in the Erie urban area adding service to park and ride lots as they are developed
- § Continue fleet conversion to "clean-air" vehicles to meet CAAA goals
- § Improve customer facilities and service information along all routes
- § Complete an analysis of employment/commuting patterns to establish new/increased Welfare-to-Work services and fixed routes between outlying communities
- § Continue LIFT services for elderly and disabled populations and rural areas in Erie County

## **Aviation**

The aviation recommendations identified address the two public airports serving Erie County and the region; ERI - Erie International Airport, Tom Ridge Field, a commercial passenger airport; and the Corry-Lawrence Airport, a general aviation airport.

### Aviation Findings

- § The main runway length at ERI is insufficient for full commercial jet service, corporate jet operations, and major air freight operators
- § The existing air cargo facilities at ERI are insufficient to take advantage of current goods movement trends
- § The passenger service market at ERI is being limited by high fares and severe competition from Cleveland, Buffalo and Pittsburgh airports
- § Terminal / operations facilities at Corry-Lawrence Airport are outdated
- § Hangar space at Corry-Lawrence Airport is insufficient to accommodate current demand / future growth

### Aviation Recommendations

- § Acquire additional land to the east and relocate Powell Avenue; extend ERI Runway 6-24 per the "Erie International Airport – Airport Master Plan"
- § Acquire additional land adjacent to ERI to accommodate the proposed Air Cargo Operations Facility
- § Attract new commercial carriers and expand flight schedules at ERI to become more competitive with nearby passenger airports
- § Construct a new Airport Administration Building and complete operational improvements at Corry-Lawrence Airport
- § Construct a 12 unit T-hangar and a 100' x 80' corporate hangar at Corry-Lawrence Airport for aircraft users on the waiting list and to attract new aircraft users
- § Ensure and encourage compatible surrounding land uses at both airports to accommodate existing operations and allow for future growth

## **Port of Erie**

The recommendations identified for the Port of Erie address the industrial facilities handling the Port's general cargo movements as well as other multi-modal facilities along Erie's bayfront.

### Port Findings

- § Adequate access and intermodal connections to the Port of Erie-Mountfort Terminal exist to maintain its economic viability as an industrial port; however, the existing rail infrastructure serving the Mountfort Terminal is underutilized.
- § An additional deep water slip and supporting infrastructure improvements are needed at Mountfort Terminal to accommodate the proposed Lake Erie Freight Ferry service
- § Dock facing rehabilitation and other site improvements are needed at the Holland Street Cruise Ship Terminal to accommodate the proposed Lake Erie Fast Ferry (passenger) service
- § Additional transient and seasonal/permanent docks/slips are needed to accommodate current and anticipated recreational boating demands
- § Improved public access / pedestrian connections are needed along portions of the Bayfront between various facilities and attractions

### Port Recommendations

- § Complete infrastructure improvements at the Mountfort Terminal including: required dredging, installation of dock facing and construction of freight transfer marshalling/staging areas adjacent to the Ore Dock Rd, and reconstruction of the Port Access Road
- § Re-construct the Cruise Ship Terminal dock facing to accommodate ferry vehicle loading/unloading
- § Develop additional recreational marina space along the Bayfront to increase the number of available permanent and transient slips
- § Continue to implement the Bayfront Master Plan to provide adequate public access connections to all port facilities and Bayfront attractions

### **Railroads**

The railroad infrastructure needs and recommendations address both rail freight movements and passenger rail service.

### Railroad Findings

- § Extensive railroad infrastructure exists throughout Erie County, accommodating significant rail freight service activity
- § Increasing train traffic on the (CSX and Norfolk Southern) main-line corridor traversing northern Erie County is resulting in congestion and safety concerns at numerous at-grade crossings, particularly within the Erie urban area
- § Prohibitively high trackage rights are inhibiting more efficient use of the existing rail access to the Port of Erie
- § Existing passenger rail (Amtrak) service to Erie is limited
- § Erie is currently outside major market areas for expanded passenger rail service; local and inter-city commuter rail, and regional high-speed rail service are not feasible in the near-term

### Railroad Recommendations

- § Support and encourage efforts of existing rail operators to maintain the current infrastructure throughout Erie County
- § Upgrade warning devices at all at-grade rail/highway crossings per the recommendations of the 'At-Grade Rail Crossing Safety and Delay Study'
- § Construct the West Erie Grade-Separated Crossing over the CSX/NS main-line corridor per the recommendations of the 'At-Grade Rail Crossing Safety and Delay Study'
- § Encourage more efficient use of the existing rail access to the Port of Erie
- § Continue to explore the future feasibility of expanded passenger rail service opportunities

## **Bicycle and Pedestrian Facilities**

Bicycle and pedestrian facility recommendations include those for urbanized areas being served by public sidewalks and pathways, and rural areas in Erie County interspersed with off-road recreational trails, including rail-trail corridors.

### Bicycle and Pedestrian Findings

- § Sidewalk facilities in the older urbanized areas within the County are aging and in need of repair
- § Sidewalk facilities are not being constructed in many newer developments; creating a lack of connectivity with older neighborhoods
- § Many major recreational attractions and tourism destinations throughout Erie County do not have adequate bicycle and pedestrian access
- § Improved pedestrian access and facilities are needed at existing and planned transit facilities throughout the Erie area
- § Several missing connections/links remain in the public access trail system for the Erie Bayfront
- § Several locations exist along the statewide BicyclePA routes in Erie County with inadequate shoulders and/or traffic conflicts/bottlenecks
- § The undeveloped rail-trail corridors in Erie County are underutilized to provide public access to rural areas of the County and connections to existing regional rail-trail systems

### Bicycle and Pedestrian Recommendations

- § Improve existing bicycle and pedestrian facilities throughout the County to provide for a safe alternate mode of travel; provide bike/ped access to major recreational and tourism destinations
- § Encourage local requirements for the inclusion of bicycle and pedestrian facilities within all new developments
- § Incorporate pedestrian facilities requirements in all transit facilities planning
- § Incorporate bicycle and pedestrian facilities requirements within all highway improvements planning
- § Complete the missing links in the Erie Bayfront trail system
- § Complete operational/safety improvements along the BicyclePA touring routes throughout Erie County
- § Encourage local sponsorship and public dedication of existing rail-trail corridors and coordinate linkages with other regional rail-trail systems

## Implementation and Funding

The highway/bridge program is the primary element the Erie MPO must demonstrate fiscal constraint on. The implementation and funding of the other mode's project recommendations discussed in the 2030 Plan, such as transit, airport, port, or rail projects, is primarily the responsibility of the individual mode operators, such as the transit, airport and port authorities, and independent railroad operators.

### Cost of Improvements

The overall highway/bridge improvement program needs include major projects such as new highway construction, with an estimated cost of \$101 million; highway widening and reconstruction, with an estimated cost of \$421 million; bridge replacement and rehabilitation projects totaling \$320 million, and existing system maintenance and improvement line item commitments, estimated to total \$688 million.

Existing system maintenance/improvement commitments being considered include Interstate highway maintenance, maintenance and betterment projects, safety improvements, traffic signal improvements, economic development projects, community enhancement projects, and rail-highway at-grade crossing improvements.

The total cost of needed highway and bridge improvements in Erie County to the year 2030 is estimated at \$1.53 billion.

### Total Construction Costs – Highway/Bridge Program

Program	Cost*
New Highway Construction	\$101,384,000
Highway Widening / Reconstruction	\$421,394,000
Interstate Highway Maintenance	\$343,243,000
Maintenance / Betterment Projects	\$247,501,000
Safety Improvements	\$34,778,000
Traffic Signal Improvements	\$17,198,000
Economic Development Projects	\$8,834,000
Community Enhancement Projects	\$24,261,000
Rail/Highway At-Grade Crossings	\$12,483,000
Bridge Replacement / Rehabilitation	\$320,023,000
<b>Total Cost:</b>	<b>\$1,531,099,000</b>
*Cost estimates inflated at a rate of 4% per year	

## Fiscal Constraint

The fiscal constraint analysis considers the total project costs versus the total available funding through 2030, and additionally, the fiscal balancing of each of the three implementation periods. Overall, there is a projected surplus of approximately \$4.3 million during the course of the plan. The figures are shown in the following table.

(\$000's)	PERIOD A 2007-2010	PERIOD B 2011-2020	PERIOD C 2021-2030	TOTAL TO 2030
HWY	\$122,504	\$406,985	\$589,719	\$1,119,209
BRDG	\$26,001	\$84,627	\$117,527	\$228,155
ACT 44	\$18,912	\$74,187	\$94,965	\$188,064
<b>TOTAL FUNDS</b>	<b>\$167,417</b>	<b>\$565,799</b>	<b>\$802,211</b>	<b>\$1,535,428</b>
HWY	\$127,789	\$443,738	\$639,549	\$1,211,076
BRDG	\$35,523	\$122,432	\$162,068	\$320,023
<b>TOTAL COSTS</b>	<b>\$163,312</b>	<b>\$566,170</b>	<b>\$801,617</b>	<b>\$1,531,099</b>
<b>BALANCE</b>	<b>\$4,105</b>	<b>(\$371)</b>	<b>\$594</b>	<b>\$4,329</b>