

Chapter 7-Recommendations Infrastructure

Introduction:

Within this section recommended improvements will be discussed. Planning staff created “routes” to make the planning area more manageable. Routes consists of loosely “like” areas. Planning staff acknowledges that these groups are fluid and overlapping in many ways.

In total, 18 routes were created. They span the planning area and cohesively cover Erie County’s bicycle and pedestrian network. The routes collectively cover approximately 190 miles and range in distance from 1.5 miles up to 19.5 miles. Of the infrastructure projects there were ten signal improvements, 57 crosswalks/curb ramps, 11 flashers, 108 signs and five lighting projects proposed. There were 121,100 linear feet of sidewalk repair/installation, 395,025 linear feet of roadway striping, and 247,400 linear feet of off road/multi-use path installation recommended. Routes that had intersection improvements were not listed in detail or included in these numbers.

Methodology:

When creating the routes, staff considered several factors. To begin the process staff considered the current environment and mapped it using ArcGis software to visually depict where gaps in the network were (see the map below). Once these gaps were identified staff then created a scoring scale to assist them. This scale assisted staff with merging public interest, safety data and other studies together with the identified gaps. Staff then connected routes into like segments. Five categories were created for the scoring process. Each route was individually examined below in regards to the following:

- **Steering Committee Referral:** The steering committee was asked to choose which projects they felt were important to the community. Each time a member voted for a route it received five points (with a maximum of 15 allowed). (A copy of the votes is available in Appendix X)
- **User Survey:** A “user” survey was conducted in the spring of 2019. If a specific area that was included on a route was mentioned it was documented and given a point. There was a maximum of five points in this category. (A copy of the surveys is available in Appendix X)
- **Public Meeting:** A public meeting was held towards the end of the planning process once the staff and steering committee had gathered enough data to present their suggestions. During that meeting the public was given the chance to vote on what routes they thought was important and weigh in on parts of the plan that had been drafted. (A copy of the meeting minutes can be found in Appendix X)
- **Planning Efforts:** If a project was linked to another plan directly or indirectly it was assigned ten points since it was identified already by the local jurisdictions. Many of these routes are linked with ODOT proposed state routes, Safe Routes to School Plans or other corridor studies etc. See Section One for a listing of plans/studies that were utilized.
- **Crash Data:** Planning staff reviewed ODOT’s GIS Crash Analysis Tool which is an online database. Staff pulled data regarding bicycle and pedestrian crashes that occurred in the MPO area during the past five years (2013-2018). The crashes were mapped and 15 points were assigned if crashes appeared on the route. (A copy of the data and map is available in Appendix X)

After considered all these items and assigning a number, staff then ranked each project with the following scale. These consideration levels are suggestions based off public input and local planning efforts. In total, six routes scored within the very important consideration level. This does not mean that the other routes are not important, but rather that communities may want to examine these flagged areas first. See the chart below.

Validity Scale	
Points	Consideration Level
0-16	Not as important
17-33	Moderately important
33-50	Very Important

The routes that scored well are highlighted above. It is noted that there is no guarantee of funding for these projects, they are merely recommendations. Below each of these routes are described in detail.

(Routes will be inserted at a later date....)