



Erie LRTP Update 2052

Stakeholder Group: PennDOT, State/Local Officials, MPO Members

September 16, 2025: 10 AM – 12 PM

Summit Township Municipal Building + Microsoft Teams

Attendees

Name	Organization	Email
James Bock	Millcreek Township	jbock@millcreektownship.com
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Participants attended in-person as well as online via Microsoft Teams.

Meeting Summary

Jessica Horan opened the meeting by welcoming the participants, mentioning that the meeting would be recorded and that no AI notetakers were permitted. Then each participant in the room and online introduced themselves.

A brief powerpoint describing the LRTP Update process was presented by Lisa Murphy, one of the consultants at Whitman, Requardt & Associates who is preparing the plan. Powerpoint slides are available on the Erie County LRTP website.

What are the main deterioration factors for roadways in Erie County?

Drainage – PennDOT indicated that drainage issues are a major issue, and that salt is a concern for bridge deterioration

Funding – At the municipal level, funding is a concern. Many municipalities don't have the funding for the manpower and equipment needed for maintenance that allows drainage to happen, and other road maintenance they need to do.

What requests do you get the most from citizens and municipalities?

PA Senate's Office - People don't like tar & chip roads, want paved surfaces.

City of Erie – Concern over traffic fatalities and serious injuries, crosswalks. Huge concern is aggressive driving. Complaints about Peninsula Drive going to one lane and getting backed up. Lighting issues on I-79.

Wesleyville and Harborcreek – “Missing teeth” sidewalk along Route 20, lack of pedestrian access/people have to walk along the road, lack of bus shelters, synchronizing the traffic lights, making traffic movements smoother on Station Road and Buffalo Road, more pedestrians than expected on Buffalo Road

Edinboro – Route 6 road quality is an issue, but they are repaving now. Some issues with short-term construction congestion.

What modes of travel are most used in your municipality other than a personal vehicle—bus, walking, biking, scooters, e-bikes, e-scooters, etc?

Bicycles

- Millcreek and Erie gateway area (8th, 12th, Peninsula Drive) people would like to see more bike accessibility. 6th Street in Millcreek is a good spot for bikers, but once you get to Peninsula Drive, there's no connection.
- Peach Street also needs better bike access.
- Some seniors use e-bikes because the e-bikes are easier to use, and some people without cars also use e-bikes as transport. (Note: some people use electric scooters, which are usually not legal.)
- There needs to be more education for bicyclists on traffic rules, where it is safe to ride (i.e., not on the sidewalk). Note that those using e-bikes for transportation are a different demographic than serious cyclists and will need a different outreach approach.
- City of Erie asks whether there should be a policy related to electric scooters and e-bikes. Some class III e-bikes go over 20 mph

Public transit

- EMTA ridership dropped off after Covid.
- In Harborcreek, there used to be a 3-day-a-week loop that allowed seniors living in senior apartments (Eastlake Woods, Benetwood, etc.) to access the Giant Eagle and other stores. Now it only runs once a week, which is difficult for the seniors (carrying a week's worth of groceries is difficult, less access to other parts of the city and county).
- Would like better access from public transit to the shopping on Route 20 and in the eastern part of the county.

Micro-transit

- Micro-transit offers on-demand service available through the transit authority; rather than waiting to catch a bus on a fixed route on a certain day/time, there would be zones containing (for example) 8-person vans that could be called for a ride via an app. It would pick you up and take you where you're going, and you'd do the same thing on return. It could be a cost-saving for EMTA. Other parts of PA have been incorporating this.

Do you allow ATVs and snowmobiles to use your public roads?

PennDOT & Summit – snowmobiles mostly have their own routes and stay off the roads. They'll go up to the gas station for gas and enjoy their liberty to use their vehicles.

Complete streets policies – interest, challenges, etc.

Possible barriers to complete streets implementation include:

- Funding issues
- Education for municipal officials and the public
- People worried about losing parking spaces
- Some areas are already built-out, so retrofitting complete streets would be difficult and expensive
- Millcreek is interested in hearing more about the Complete Streets Policy



PennDOT: What trends do you see for transportation projects in the outer years of the TYP and beyond?

- Safety for all users. Making vulnerable road users a planning priority (e.g. pedestrians during construction). Use PennDOT HSNS data for safety comparisons.
- Involvement and engagement – PennDOT Connects gathers local input so concerns are noted before a project begins
- Asset management – PennDOT is focusing on asset management, choosing rehab and restoration projects for funding. There is a 12-year pavement cycle for high-level roads, 20 years for rural roads. **Consider adding “asset management” to the language of the existing transportation system goal for this plan.**
- Drainage/Six Year Program – PennDOT trying to keep the ditches open and flowing below the roadway system so it functions as it should
- Lighting on I-79 – there is no dedicated funding to replace. The District is reviewing the lighting plan, there are a lot of aging lights that need replaced.

Are there innovative solutions or new technologies that we should be taking into consideration?

AI signal timing and coordination – Millcreek has used AI in signal timing and coordination with PennDOT's assistance to help with traffic flow by tying Millcreek and Summit signals along Peach Street (Robison to the City limit), so that traffic along the corridor is planned for and anticipated by the signals. The traffic flows better and signals adjust to it, the AI improves every day. Could be beneficial in other parts of the county, like the Route 20 Wesleyville corridor.

Other transportation concerns:

Accommodating the disabled population – the City of Erie has a large disabled population, including wheelchair users who have a difficult time using the sidewalks. There are ADA ramps at crosswalks that don't connect to usable sidewalks. Are the wheelchair users supposed to use the bike lanes? Need safe sidewalks for this population.

Sidewalks – There is a sidewalk cooperation program in Girard Boro where the municipality shares the cost with the homeowner. Through the WalkWorks program, Erie County will be doing sidewalk inventories in 3 municipalities: Wesleyville, Waterford, Lawrence Park.

Safe walking routes to school – Currently the conditions for walking to school (e.g. presence of sidewalks) are not conducive to safe routes.

Mitigation of school traffic (drop-off and pick-up) – In the Erie school district, parents are parking in the middle of 12th street near Pfeiffer-Burleigh for ~40 minutes to pick up kids from school, creating a safety hazard as cars can't get through. Same issue at Jefferson on Old French Road and 38th Street, where cars pull onto the sidewalk. This is an enforcement issue, school district is aware.

High Injury Network/pedestrian deaths – 12th Street is on the High Injury Network (4 pedestrian deaths last year) and the location has vehicular issues, as well as issues with safely being able to walk through neighborhoods and cross at the intersections. City of Erie worked with the school district through the safety action plan to address some of these issues. Meeting with PennDOT about funding for that today.

Freight issues:

- Problems with low bridges and truckers ignoring warning signs
- When the low bridges carry railroads, there's not much the municipalities can do.
- Deliveries and truck deliveries causing issues by double-parking or inappropriately parking/stopping. Should there be more loading zones on state routes?
- Trucks parking off the side of the interstate because there is nowhere for them to park during mandated rest

Electric vehicles and charging issues

- More chargers – Some chargers now at Millcreek Mall. If Erie wants to bring in younger professionals, offering more EV charging spots would be a good idea.
- Charger models – not relying on one type of charger (e.g. Tesla chargers) that many American EVs can't use
- Charger levels – making sure the charging capacity is appropriate for the location. A level 1 charger will not give the car enough juice during the time someone is shopping, for example.