

2020 ACTIVE TRANSPORTATION PLAN



CORRY
PENNSYLVANIA

Connects

October 2020



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Corry City Park is a community asset because it is close to downtown, the YMCA, a grocery store, houses of worship and city neighborhoods. Its sidewalks are positioned to replicate the shape of the historic Corry Diamond railroad crossing, but are not particularly convenient routes for pedestrians. The Corry Connects Active Transportation Plan considers current conditions like this one, and makes recommendations for improvements.

PROJECT TEAM / ACKNOWLEDGMENTS

A special thanks goes to Corry Residents, the City of Corry's staff and Council, Blue Zones Project-Corry, the project steering committee members, those who participated in key person interviews and the on-line active transportation community questionnaire and public events during the course of this study. The input we received from you was instrumental in the preparation and development of this plan and the resulting recommendations.



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Funding is provided by the Pennsylvania Department of Health through the State Physical Activity and Nutrition grant and Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention. This project is managed by Blue Zones Project - Corry, City of Corry and the Erie County Health Department.

Chapter 1 Introduction



WHY PLAN FOR ACTIVE TRANSPORTATION

Planning and designing for active transportation can have numerous benefits for the City of Corry's residents, including:

- » Improving public health and quality of life
- » Encouraging recreation and physical activity
- » Increasing social equity
- » Increasing mobility and travel options
- » Improving safety for all modes of transportation
- » Reducing traffic congestion
- » Improving air quality and reducing energy consumption
- » Reducing household transportation cost burden
- » Strengthening the local economy
- » Promoting economic development through tourism

Further, related to the business district corridor, the American Planning Association has defines the characteristics of what active transportation improvements can do for can do for the business district:

- » Balances the competing needs of the street, including vehicles, pedestrians, cyclists, service vehicle, public transit, etc.
- » Capitalizes on natural features and topography and includes varied land uses and activities
- » Incorporates urban design and/or architectural features that are exemplary in design
- » Encourages human contact and social interactions
- » Promotes use of the street 24 hours a day and offers a feeling of safety and security; and has a definable, memorable character



THE PLAN'S PURPOSE

The County of Erie in collaboration with the Erie County Department of Health, Highmark Health, Corry Memorial Hospital (an affiliate of LECOM Health), and UPMC have brought the Blue Zones Project® to Corry.

Blue Zones Project works with the Corry community to create an even better place to live, learn, work, play and worship. When the entire community participates in improving the built environment changes contribute to huge benefits for us all: lowered healthcare costs, improved productivity, and ultimately, a higher quality of life. This Active Transportation Plan is one component of the overall plan to provide the residents of Corry with healthier choices for active living. This planning process has led to development of strategies to improve and encourage residents to get where they need and want to go – safely, conveniently and comfortably – without the use of a motor vehicle.

Throughout the development of this active transportation plan, the City of Corry residents and stakeholders participated in public engagement opportunities to identify walking, bicycling and transit-related priorities. Those ideas became the basis of this plan.

STEPS IN DEVELOPING THE PLAN

The following forms of information gathering and analysis were used to create the contents of this plan.



Research



Spatial Analysis



Public Input



Field Work



Steering Committee



Implementation Recommendations

Corry CONNECTS Vision

The City of Corry values the health and wellbeing of residents, and therefore provides active routes to everyday destinations. The City is a community where residents and visitors of all ages and abilities can walk, bike or access transit to reach the places where they live, work, play and pray. These routes are safe, convenient and comfortable, creating an equitable and sustainable network designed for all-season, every-day transportation and recreation needs.

EXISTING PLANNING EFFORTS

Prior planning efforts were reviewed to establish the overall context, understand previous work that has been completed in the City and County that impacts active transportation, and visions, goals, and recommendations to establish consistency in planning efforts over time.

The following is a list of the planning efforts that were reviewed:

- 2020 Corry Community Survey
- Blue Zones: Active Transportation Proposal
- Blue Zones: Corry Executive Summary Blue Zones: Corry Infographic
- Blue Zones: Corry Well-Being 2019 Data
- Blue Zones: Policy Priorities
- City of Corry: Budgets (2019 – 2020)
- City of Corry: Code Enforcement Study
- City of Corry: Comprehensive Plan 1996
- City of Corry: Weir Report
- Corry Community Blueprint, Blue Zones
- Corry Neighborhood Initiative & Impact Corry: Residential Blight and Redevelopment Plan
Corry Neighborhood Playbook for Economic Development, Yard & Company
- Corry Property Survey
- Corry RDA: Residential Market Study of the City of Corry
- East Branch Trail Feasibility Study, Mackin
- East Branch Trail Technical Memo, Pennsylvania Environmental Council
- Erie County Land Bank Advisory Board Advisory Board Approval
- Erie County Metropolitan Planning Organization Long Range Transportation Plan
- Erie County Metropolitan Planning Organization Transportation Improvement Program
- Erie County Parks, Trails + Recreation Plan
- Erie County: Pennsylvania Northwest Pennsylvania Greenways Plan, Pashek
- Erie to Pittsburgh/PA Wilds: Gap Assessment Report, PEC & IHT, ARC
- Federal Outdoor Recreation Trends: Effects on Economic Opportunities, USDA
- Gannon University: Demographic Study of Corry
- Ideas for Pennsylvania Innovation, Brookings Metropolitan Policy Program
- Impact Corry: Annual Report 2019
- Pennsylvania Active Transportation Plan
- Pennsylvania Route 6 Bicycle Master Plan, PennDOT
- PennDOT District 1-0 Districtwide Bike Route Study
- Rails with Trails Standards, SED-COG Joint Rail Authority
- Rural Development Hubs, The Aspen Institute
- Trail Town, Rails-to-Trails Conservancy

Consistency with Pennsylvania and Erie County Plans

Because it is a city in Erie County, PA, Corry's plans should align in content and intent with those produced by Erie County and Pennsylvania.

Pennsylvania Active Transportation Plan

PennDOT completed its Pennsylvania Active Transportation Plan in April 2020. This plan is an update to the 2007 Statewide Bicycle and Pedestrian Master Plan. The Active Transportation Plan outlines a vision and framework for improving conditions for walking and bicycling across Pennsylvania, most notably for those Pennsylvanians who walk and bicycle out of necessity rather than for leisure and recreation.

Corry Connects plan aligns with the Pennsylvania Active Transportation Plan because Corry's project identifies and prioritizes strategies that will promote more bicyclists and pedestrians, while supporting safety and multimodal connectivity, particularly focusing on equity, necessity, recreation, leisure, individual and community health, and considering active transportation as one avenue for local economic development.

An overview page from the Pennsylvania Active Transportation Plan is provided on the next page.



A green space area in Corry between railroad tracks, near downtown and the historic Corry Diamond rail crossing, is planned as a trailhead for the Corry Junction Greenway Trail, part of the Erie to Pittsburgh Trail. This regional trail will serve as an economic driver for Corry and provide health and transportation benefits for residents.

Executive Summary

What is Active Transportation and Why is it Important?

Active transportation is any nonmotorized mode of transportation, such as walking, bicycling, or wheeling. Transportation policies and engineering designs that support Active Transportation provide high quality, connected facilities that enable people of all races, ethnicities ages, abilities, and skill levels to safely engage in physical activity. These same efforts also support improved community health outcomes, contribute to the local economy, and promote sustainable, equitable transportation options.

Active Transportation in Pennsylvania

Citizens across Pennsylvania walk and bike every day out of necessity or choice and they depend upon existing transportation infrastructure to do so safely and efficiently. However, results from a 2018 public survey – undertaken as part of the Active Transportation Plan – showed that 30% of respondents found it challenging or very challenging to walk in their communities and 58% found it challenging or very challenging to ride a bike. Additionally, most respondents indicated physical infrastructure such as separated bike lanes, sidewalks, and a connected non-motorized network was needed for them to consider walking or biking more frequently.

The results of the survey are reflected in a range of real-world outcomes. For example, statewide, 25.9% of residents are physically inactive and nearly 32% are considered obese¹ – rates very similar to the number of people who found walking challenging in their communities – partially contributing to an estimated \$12.9 billion in annual medical costs related to diabetes in Pennsylvania.²

Similarly, identified infrastructure and education needs are mirrored in statistics on traffic violence.

Purpose of This Plan

The Pennsylvania Active Transportation Plan outlines a vision and framework for improving conditions for walking and biking across the Commonwealth.

Vision Statement

“Biking and walking are integral elements of Pennsylvania’s transportation system that contribute to community health, economic mobility, and quality of life.”

¹State of Obesity, 2017

²PennDOT Crash Facts and Statistics, 2018

Photo Credit: Bike Pittsburgh



In 2018, pedestrians were involved in only 3.3% of traffic crashes in Pennsylvania; however, they represented 16.9% of the fatalities at an estimated economic loss of \$2.5 billion.²

Moving forward, PennDOT and its state, regional, and local partners must coordinate efforts and leverage existing and new resources to improve the current policies, legislation, funding, and infrastructure intended to support active transportation in the commonwealth.

PennDOT District 1-0 Districtwide Bike Route Study

At the time of this writing, PennDOT District 1 is working to improve conditions for bicycling in the Northwest PA counties of Crawford, Erie, Forest, Mercer, Venango, and Warren. A project team, led by planning and engineering firms Gannett Fleming and Traffic Planning & Design, is conducting a Bicycle Study to determine which state roads are regularly used for bicycling and how maintenance activities could better support bicycle use.

District 1 will consider the bike study results in determining where and how to adjust its maintenance efforts. Any adjustments will need to be made in the context of current transportation funding conditions.

Erie County Metropolitan Planning Organization (MPO)

The Erie County Department of Planning and Community Development is responsible for maintaining the Erie County Long Range Transportation Plan and administrating and coordinating the federal transportation planning process on behalf of the Erie MPO.

Corry's efforts to implement recommendations in the Corry Connects Active Transportation Plan should strive to align with priorities and timing of improvements included in the Long Range Transportation Plan and Transportation Improvement Program (TIP)

The 2017 Long Range Transportation Plan is available here:

https://eriecountypa.gov/wp-content/uploads/2018/06/2017-03-30_erie_lrtip_reportappendicespackage_pdf.pdf

The Transportation Improvement Program reflects a rolling four-year plan. The TIP is the region's way of allocating transportation resources among the various capital improvements, maintenance responsibilities and operating needs of the area. All projects receiving federal funding must be in the TIP, so therefore the City of Corry should advocate with Erie MPO to advance Corry's priority projects from the Corry Connects plan to be listed on the TIP.

Erie County Parks, Trails + Recreation Plan

In April 2020, Erie County released a draft Erie County Parks, Trails + Recreation Plan for review and adoption. The Plan provides recommendations to achieve the following goals:

- Build Capacity to Address Parks, Trails and Recreation in Erie County
- Promote Health and Equity
- Prioritize Projects of Regional Significance
- Promote Erie County's Parks, Trails and Recreational Assets

ACTIVE TRANSPORTATION PLAN OBJECTIVES

Early in the planning process, representatives and stakeholders in the City of Corry established objectives for this planning effort as follows. Corry CONNECTS will:

1. Contribute to community and individual health and wellbeing by enabling and encouraging physical activity.
2. Present a plan for a network of biking, walking and transit routes that connect people with major assets.

3. Improve equity among neighborhoods and people.
4. Support economic and business development by generating human-powered traffic.
5. Contribute to improved environmental conditions by encouraging alternatives to motor-vehicle use.
6. Raise awareness in and beyond Corry of the need for motorists, pedestrians and cyclists to demonstrate care, caution and respect for each other.
7. Assist the City of Corry in defining priorities for focused investments in Active Transportation infrastructure and programs, aligned with community capacity.

Further, City representatives and stakeholders recognize that the City is strategically located along the Erie to Pittsburgh Trail corridor. As such, the City desires to establish itself as a Trail Town to provide goods and services to trail users as they pass through the City. As gaps in the trail are completed to connect Corry to the larger trail system, there will be opportunities to enhance economic development in the City by meeting the needs of the trail’s users.

WHAT’S AHEAD

This planning process placed heavy emphasis on developing active transportation strategies that can be implemented by the City of Corry. The recommendations, as they are implemented, will improve pedestrian, bicycle and transit opportunities within the City, creating safe, convenient and comfortable network of active transportation routes throughout the City of Corry.

The following project types recommended for consideration in the study:

- Sidewalks or walking routes
- Shared-use trails or side paths
- Shared lanes
- Bike lanes
- Protected bike lanes
- Cycle tracks
- Intersection improvements
- Transit connections

These projects range from the “simple”– such as adding a sidewalk on a public right-of-way or adding line-striping and signage on municipal roads – to the very complex – such as planning, designing and constructing gaps in the Erie to Pittsburgh Trail, a multi-use trail of regional significance.

Some projects, might be accomplished readily, and others could take decades to complete because of challenges such as property acquisition or a need to raise funds. Some projects that are lower priorities might get finished before higher-priority projects because they are less complex or happen to attract funding first. Everything might get placed on hold if economic conditions force delays in implementation.

This Active Transportation plan methodically presents information the City of Corry and its stakeholders can reference over the coming years as they work toward implementing the network.

What idea is your top choice?

The Corry Connects plan wants to know which potential project is your priority!

- 1 Create bike lanes on North Center Street between Route 6 and the railroad tracks
- 5 Improve the Corry Junction Greenway ahead and add a Route 426 crossing
- 6 Improve four-color sidewalks on Route 6 and North Center Street intersection
- Repair/add sidewalks, crosswalks and ADA curb ramps around the City
- Extend sidewalks on North Center Street from Memorial Hospital
- 6 Create a trail on the Corry Junction ahead and Elk Street

This project is funded by the City of Corry and by a grant from PA Walkways. PASHEK MTH



Chapter 2

Community Engagement

BLUE ZONES
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INPUT FROM THE COMMUNITY

City of Corry and Blue Zones-Corry began this project just as the Covid-19 pandemic struck, bringing with it restrictions on public gathering. In the first few weeks or months, residents were as yet unaccustomed to remote platforms. The project team worked to collect information and keep the project moving; that said, conditions were not ideal for reaching lots of people, particularly early on.

Throughout the process, the project team carefully adhered to health and safety guidance provided by the Health Departments of the state of Pennsylvania and Erie County.

The project included these methods of community engagement and outreach:

- A 13-member volunteer steering committee, which met via remote platform four times
- In-depth phone interviews with 10 key community stakeholders
- A community digital questionnaire, which attracted more than 100 responses. Paper copies were offered, but no responses were returned.
- A table at a Farmer's Market event
- A table at a First Friday event

Steering Committee



This group included representatives of the City, Blue Zones, Erie County Planning, Erie County Health Department, Senior Citizens, businesses, runners, walkers and the Corry Junction Greenway Trail association.

The group's tasks were to assist with decision-making about the contents of the questionnaire, and advise on feasibility and priority for potential projects. The group also helped to publicize the Corry Connects projects via steering committee members' networks and channels, and to provide ground-truthing for identifying problems and potential solutions.

Questionnaire



A community questionnaire was developed with input from the project steering committee, and offered via SurveyMonkey. 102 people responded during the period the questionnaire was "open," July 6-31, 2020.

Respondents

28% of the questionnaire's respondents live within two miles of school or work, while another 35% live within two to five miles of school, or work, for a total of 63% of the respondents living within five miles of school or work. Such distances are optimal for additional Active Transportation trips.

Walking

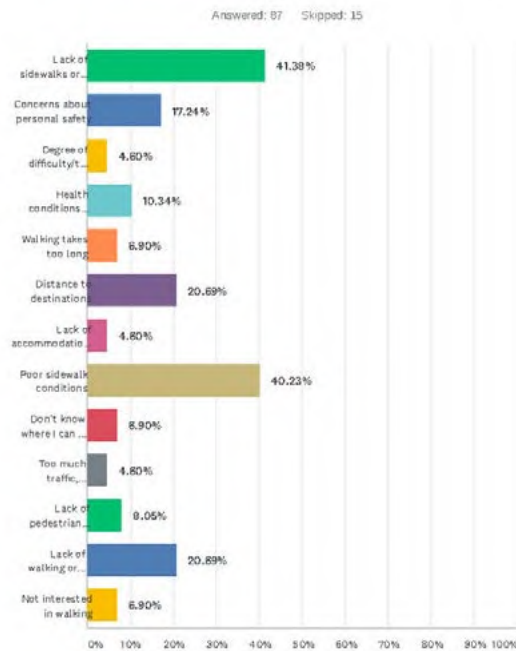
Currently, 66.67% of respondents would walk more if conditions improved in Corry even though all but 2% of them have at least one vehicle per household. For respondents who walk daily, the most popular reasons are for recreation and health and on their typical neighborhood route or loop. Of respondents who currently walk, 70% ranked "Health/Wellness/ Exercise" as a very important reason, and 67% of respondents ranked "Get outside/into nature" as 'very important' as well.

50% of the respondents indicate they walk daily or multiple times a week to their destinations while 13% indicated they never walk to their destinations.

45% of respondents do not consider sidewalks in Corry to be safe and the top two reasons respondents do not walk are: 1) Lack of sidewalks, or 2) Gaps in sidewalk routes. Respondents who elaborated on reasons that prevent them from walking in Corry noted sidewalk conditions that are often uneven, broken, raised, dangerous, or are missing completely in certain areas. 80% of respondents marked that they walk on the sidewalks, 53% walk on trails, and 49% walk on the road.

Repairing deteriorated sidewalks through the City and adding sidewalks along US Route 6 between North Center Street and Corry Memorial Hospital/ Walmart area were the two highest priority potential improvements respondents selected.

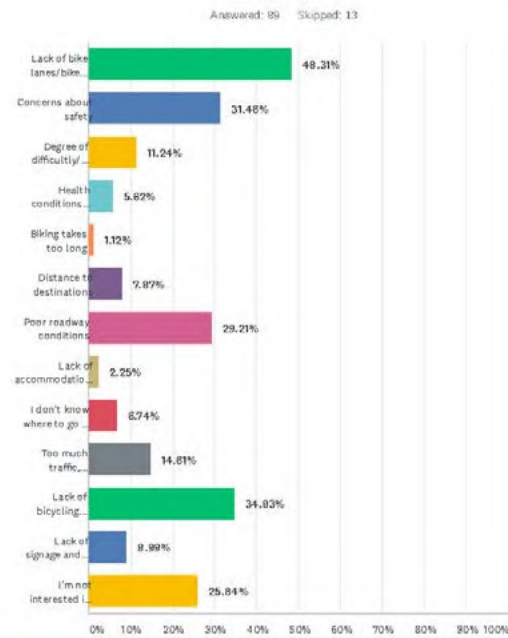
Q7 What prevents you from walking in Corry more often? Check all that apply.



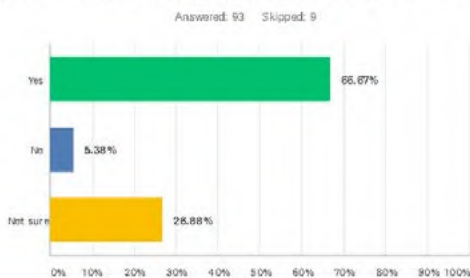
support efforts to promote Corry as a great place to walk or bike, including connecting the Corry Junction Greenway Trail and the East Branch Trail.

75% of respondents do not consider the roadways to be safe to bicycle in Corry. When asked to elaborate, common threads for reasons for not biking were the lack of signage and defined lanes, the road conditions (potholes and uneven pavement), and drivers who are careless or not courteous to those on bikes.

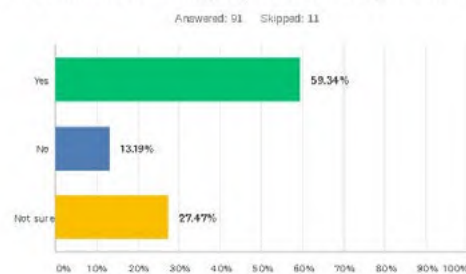
Q13 What prevents you from bicycling more often in Corry? (Check all that apply.)



Q8 If conditions for walking improved, would you walk more?



Q14 If conditions for biking improved, would you bike more?



Biking

Currently, 59% of respondents would bike more if conditions improved. The top three reasons people do not bike in Corry are: 1) Lack of bike lanes/infrastructure, 2) Lack of bicycling trails, 3) Concerns about safety.

14% of the respondents indicate they bike daily or multiple times a week to their destinations while 42% indicated they never walk to their destinations.

Of respondents who do bike, 53% ranked “Health/wellness/exercise” as a very important reason, and 42% of respondents ranked “Get outside/into nature” as ‘very important’ as well. 88% of respondents would

Public Transportation

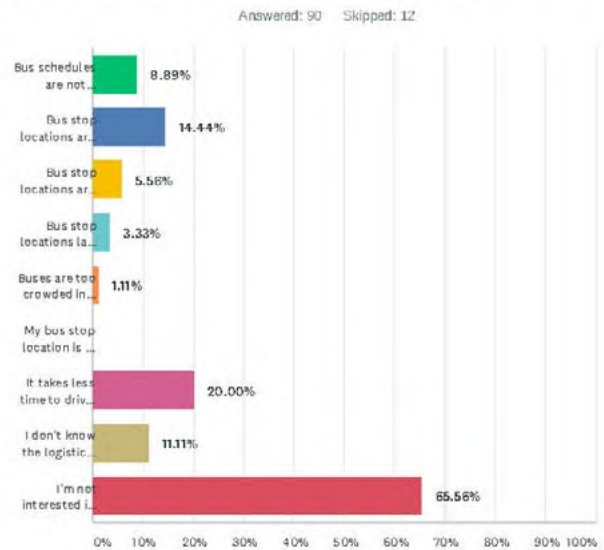
The top reasons preventing respondents from taking the EMTA buses are 1) Not Interested, 2) It takes less time to drive and park, and 3) bus stop locations are not convenient to where I live. 93% of respondents never use the EMTA buses on average to get to work/school or other destinations.

1.14% have used the bike racks on EMTA buses, while 17% did not know the buses have bike racks.

Vehicles

29% of households responding own three or more vehicles, 43% own two vehicles, 24% own one vehicle, and 2.47% households do not own a vehicle.

Q19 What prevents you from using EMTA buses more often?



Ideas for Top Projects

Respondents listed their top choices for potential projects. The menu of choices were based on suggestions from the steering committee and stakeholder interviews.

The top choice was a tie for improving sidewalks throughout Corry and for adding a sidewalk along US Route 6 to the Walmart and Corry Memorial Hospital area. Other popular potential projects were adding sidewalks in Corry where they do not exist and addressing wintertime clearing of sidewalks to make walking feasible.

City of Corry Active Transportation Plan Questionnaire

ANSWER CHOICES	RESPONSES
Repair sidewalks where they are deteriorated throughout the City	65.43% 53
Mark crosswalks throughout the City	13.58% 11
Add sidewalks where they do not exist in the City	39.51% 32
Improve the trailhead and parking area at Corry Junction Greenway Trail (at Route 426)	25.93% 21
Add bus shelters at busy stops	16.05% 13
Add crosswalks and pedestrian signal at the Route 6-North Center Street intersection	30.86% 25
Add crossing and sidewalks/bike infrastructure on Route 426 at the Corry Junction Greenway Trail trailhead	34.57% 28
Add sidewalks along Route 6 between Center Street and Corry Memorial Hospital/Walmart area	65.43% 53
Enhance North Center Street between Route 6 and Main Street for cycling	37.04% 30
Add sidewalks along the perimeter of City Park	17.28% 14
Reroute heavy truck traffic off North Center Street	18.52% 15
Address wintertime issues like snow-covered sidewalks or "snow mountains" from plowing	37.04% 30
Other (please specify)	9.88% 8
Total Respondents: 81	

QUESTIONNAIRE PROMOTION

Blue Zones Project-Corry (BZP) and others shared responsibility for promoting the questionnaire, including:

Facebook LIVE:

- During July, BZP scheduled a Facebook LIVE every Tuesday - Tuesday Trails Day, featuring Policy Lead, Ashley Lawson.
- July 7th (287 views) – Ashley broke down the meaning of an ATP for Corry, updated the community on any Built Environment work and promoted the ATP survey link.
- Additional promotion July 14th (2,487! Views) – July 21st (112 views) – July 28th (101 views)

Facebook Posts:

- Regular schedule of posts from late June through July in order to connect with our target audiences. (~3 posts per week)

HubSpot:

- BZP used their twice monthly newsletter through HubSpot to promote the ATP and share the link for community input. (The newsletter was scheduled for the weeks of July 6th and July 20th).

Chamber/Run-Rev/Impact Corry/Ministerium/other community organizations:

- BZP asked these and other community partners to share the survey link for community input.

Corry Journal:

- Shannon used the monthly print ad for July to focus on trails/built environment and include the survey link. (Print ad was scheduled for July 11th)
- Shannon pitched a story to the Journal around the value of the ATP and desire for community input. (Week of July 6th)

WWCB/98.9:

- BZP used existing partnerships with local radio stations to schedule interviews with Ashley to review the ATP purpose and value to the Corry community and encourage participation through the survey. (Weeks of July 13th & 20th)

Stakeholder Interviews

The following points were raised by interview subjects and compiled into themes.

Walking and Sidewalk Conditions

- Interviewees discussed poor sidewalk conditions that need repair. There are gaps in sidewalks around town and some are uneven because of tree uplift or surface settling, and brick sidewalks are deteriorated. People who use electric wheelchairs for mobility feel safer in the street than on the uneven sidewalk surfaces.
- In some areas there is overgrowth, disrepair, and tar and chip that has come loose from the roads and chip comes up onto the sidewalk.
- In the winter, there are a few difficulties getting around. When sidewalks are not uniformly cleared of snow and ice, people walk in the street because it is cleared. Interviewees understand that the City clears sidewalks on designated walk-to-school routes, but say they don't know where those routes are, and suggest that a map is published so adults as well as schoolchildren are more aware of options.
- Another winter difficulty is that when driveways are plowed the snow blocks the sidewalks on either side.
- Crosswalks and intersections could be safer. Crosswalk paint seems to fade within a year, and the painted pattern is a double stripe, not a zebra pattern. A few intersections have pedestrian signals, but not many.
- It seems that some children walk to school but most are driven. School staff members mainly drive to work. Adults attending the YMCA mainly drive.
- Interviewees noted that people will still run or walk where they need to go whether or not there is a bike lane or sidewalk, so improvements would really increase safety.

Biking

- The interviewees who mentioned biking discussed the lack of bike lanes or on-street designation. There are no designated bike lanes in town, and that makes biking seem inaccessible to many.

- Biking in Corry is perceived as dangerous, because of the lack of markings, signage or specific bike lines. Some interviewees noted anger directed at them by drivers, and this leads bicyclists to use the sidewalks instead of roadways although this is not permitted by ordinance.
- Some areas (schools and the YMCA) have bike racks, but more bike parking, such as at downtown shops or at the parks, may encourage bicycling.
- Some mentioned that people or children may lack access to a bike, helmet or snow shovel.
- An avid cyclist said people who ride bikes are willing to drive to distant destinations for a good trail, and Corry has potential to be among them. A trail corridor that includes Corry could become as desirable as the Western Reserve Greenway Trail in Ashtabula, OH; the Allegheny River Trail in Armstrong County, and the Oil Creek Park Trail.

Public Transportation / EMTA Bus Use

- Interviewees stated that public transportation is important to many households.
- There are no bus shelters in Corry, and they should be pervasive because of bad weather.
- Mead Park should be on the bus route so it is easier for elderly, disabled people, and those who live on the other side of town to use the park.



Awareness and Encouragement of Active Transportation

- Some interviewees stated a belief that people need structured activities to encourage them to become physically active – a time and place to be, to participate.
- A few interviewees mentioned a lack of awareness among residents about the Corry Junction Greenway Trail, and how to access all kinds of biking and walking. People don't know where to ride. Both a lack of education about cycling and a lack of signage also contribute to this.
- More publicity would also be helpful for the availability of public transit; the designated sidewalk routes that are cleared of snow for safe walking in the winter; and about Mead Park as a healthy destination year-round.

Specific Locations and Potential Projects

- A few interviewees mentioned the Corry Junction Greenway Trail as one they use. Some mentioned that paving it would greatly enhance its desirability. The East Branch Trail is appreciated for its paved surface. People bike along this trail, and bike with families as well. It will be terrific to connect the East Branch and Corry Junction Greenway trails.
- The Corry Junction Greenway trail was mentioned as an asset for snowmobilers.
- Interviewees mentioned it would be nice to have a way for people to walk to the Walmart and the hospital from town.
- North Center Street was one of the most discussed roads in all of the interviews. Even bikers who live on North Center do not use it. Some say that crossing North Center at US Route 6 is busy but safe, some say crosswalks along North Center Street are great and others say that North Center is hard to cross because the paint is not noticeable.
- Sidewalks on the parts of town south of the tracks are generally rougher condition, including the neighborhood around Spring Street and South Center Street.
- Someone suggested lowering the speed limit to 35 mph along East Smith.

- Add benches along sidewalks in residential areas, especially near shopping or restaurants.

Programming or Education Projects

- School district participates in the Safe Routes to School program



- Some interviewees said programs suffer from a lack of persistence - they start up and then die off. Other interviewees said Corry has plenty of programs but that people just aren't aware of the programs.
- There are jogging and walking clubs in town and there was a hiking club at one point but it has fizzled out. There was a biking club that met weekly from the spring to the fall, and there were triathletes involved. More programming and groups could attract younger generations to Corry. Walking, running, biking, mountain biking could open doors for businesses related to these activities to come to the area.
- Erie County Health Department had summer-long walking programs in several parks through the county of the last few years (not this year though).
- During the pandemic lockdown there were walking programs at the YMCA with about 12 participants.
- One local musical couple is interested in doing a benefit concert or music festival to raise awareness and funds for enhancing or extending the Corry Junction Greenway Trail.

Miscellaneous

- One interviewee suggested potential ordinances that prevent future businesses from being too close to intersections (Ex: Tim Hortons' exit to North Center/426, is too close to US Route 6).
- Please paint yellow curbs to indicate where parking is prohibited. Lighting along the streets would add a sense of safety.
- Brick streets seem to calm traffic.
- Few kids from rural areas to come to town to do activities if no one will drive them in.
- Snowmobiling is mostly for recreation, there few roads in Corry designated for snowmobile use. There are more snowmobile designated roads in East Branch, they use and a few roads that are not otherwise being used in the wintertime. Snowmobiling club uses the roads in Corry that they have permission from the City to use (Shady Ave. and Hatch St.). They have had resistance from homeowners from them being on the road.
- Snow Blazers go or connect with neighboring towns and use trails in Spartansburg, Canadohta Lake, Bear Lake, Columbus (PA), and trails that go to New York state trail system.
- Tri-County Snow Blazers are working on having a trail going from the southwest of town, currently it comes in from the north where they can access a few things, a gas station and restaurants. They'd like to be able to access more.

Mead Park

- The main routes/streets to get to the park have sidewalks: Mead Avenue (below), US Route 6, North Center Street and West Smith. Bike racks could encourage people to bike to the park. A walking group regularly uses the park.



- Main Park uses are: walking, dog-walking, play for

children, fishing for children under age 15 in Alice Lake. People take their lunch breaks in the park during the week. In the summer there are a lot of reunions at the pavilions. Other users are day car groups, school classes, summer programs. Groups from Erie, Union City and Clymer, NY, bring kids to the park during the summer.

- Park roads (5-10 mph) are also used for walking and biking. These are the routes to the pavilions.
- The park has a master plan that unfortunately has been held up for a few years for a variety of reasons. Phase I includes adding restrooms. Phase II will most likely include hiking and biking trails, including a trail on the perimeter of the park.
- There have been discussions about the surface of the perimeter trail around the park, and this will likely depend on fundraising. This trail will likely include a nature trail that cuts across through the wetlands of the park.
- There are some security concerns, such as vandalism of the fitness trail some years ago.

INCREASING AWARENESS VIA COMMUNITY EVENTS

From public input including results from the community questionnaire, ideas from stakeholder interviews and discussion with the steering committee, a list of six “top projects” was developed. Then, residents attending two community events, a Farmer’s Market and a First Friday, were asked for their priorities.

Blue Zones Project - Corry solicited donation of a new bicycle from Walmart, and this served as an attraction for participation. Any attendee at the two events could enter to win the bike by stating which of the six projects was most important to them.

The community events served as both an opportunity to generate awareness about active transportation and the planning process as well as to see what ideas resonated with attendees. Though we asked residents for their priorities, all six should be considered valuable and important.

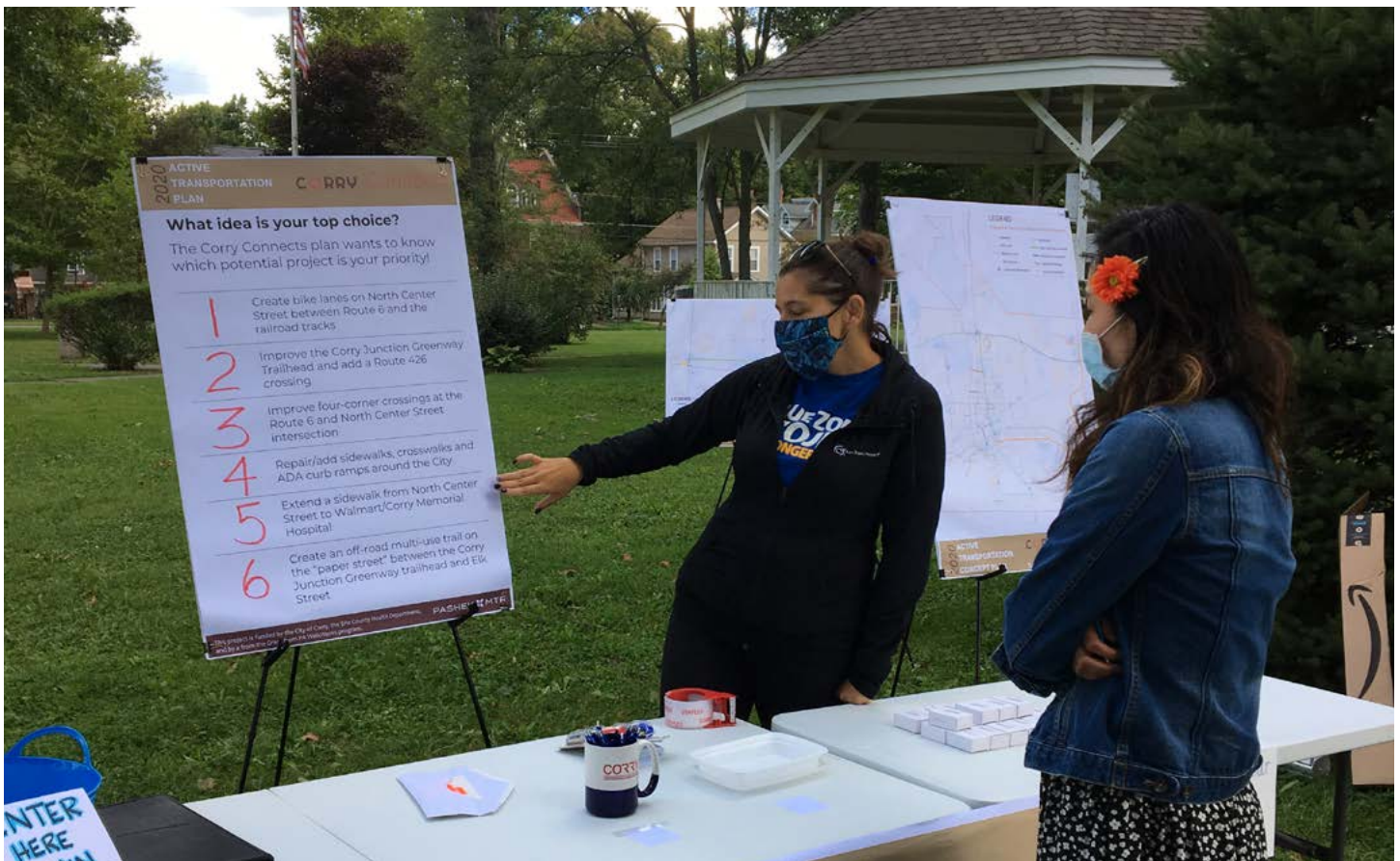


SIX HIGH-PRIORITY PROJECTS

Participants at the public events generally found choosing just one project to be a difficult task. Many commented, “These are *all* so important,” Or “I want *all* of these to be done!”

The order of priority from this method was:

1. Extend a sidewalk from North Center Street to Walmart/Corry Memorial Hospital
2. Repair/add sidewalks, crosswalks and ADA curb ramps around the City
3. Create an off-road multi-use trail on the “paper street” between the Corry Junction Greenway trailhead and Elk Street
4. Improve the Corry Junction Greenway Trailhead and add a PA Route 426 at-grade mid-block crossing
5. Improve four-corner crossings at the US Route 6 and North Center Street intersection
6. Create bike lanes on North Center Street between US Route 6 and the railroad tracks

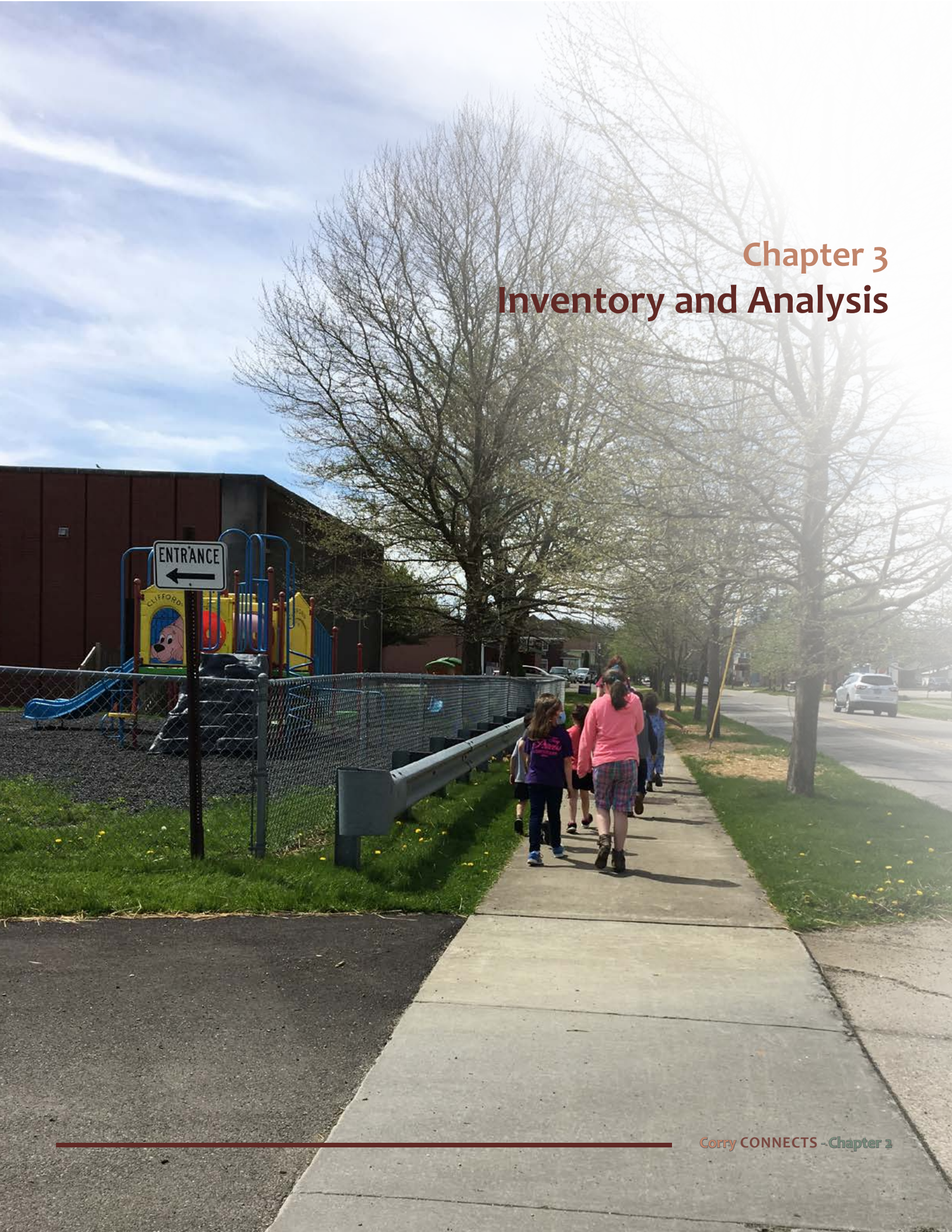




Above, passersby at the First Friday event got some questions answered before choosing their favorite projects. At right, the winner of the drawing for the free bike.



Chapter 3 Inventory and Analysis



MAPPING CORRY



To fully understand the opportunities and constraints to pedestrian and bicycling activities in the City of Corry, an inventory and analysis of the existing conditions was done utilizing geographic information systems (GIS). To accomplish this, a series of maps were

reviewed and created to record observations made from a variety of perspectives.

These maps, found in the subsequent pages of this chapter, include:

- City of Corry Zoning Map
- Generators and Destinations
- Transportation Infrastructure

To prepare each map, a base map of existing features was created utilizing GIS information available from the Penn State Spatial Data Access and from the Erie County Planning Department.

The following existing features are recorded on the base map:

- Road network
- Buildings
- Schools
- Property parcels
- Sidewalks
- Bus routes and stops
- Parks
- Rail Lines

The base map served as the primary layer of information, which was built upon to conduct the analysis necessary to understand the physical conditions, along with the opportunities and constraints presented by various features.

Zoning Map

A review of the City's Zoning Map indicates that the main street business district is located in the center of town generally along Main and North Center Streets. A highway commercial district is located along the majority of US Route 6 corridor as it passes through the northern portion of the City, from east to west.

Generators and Destinations

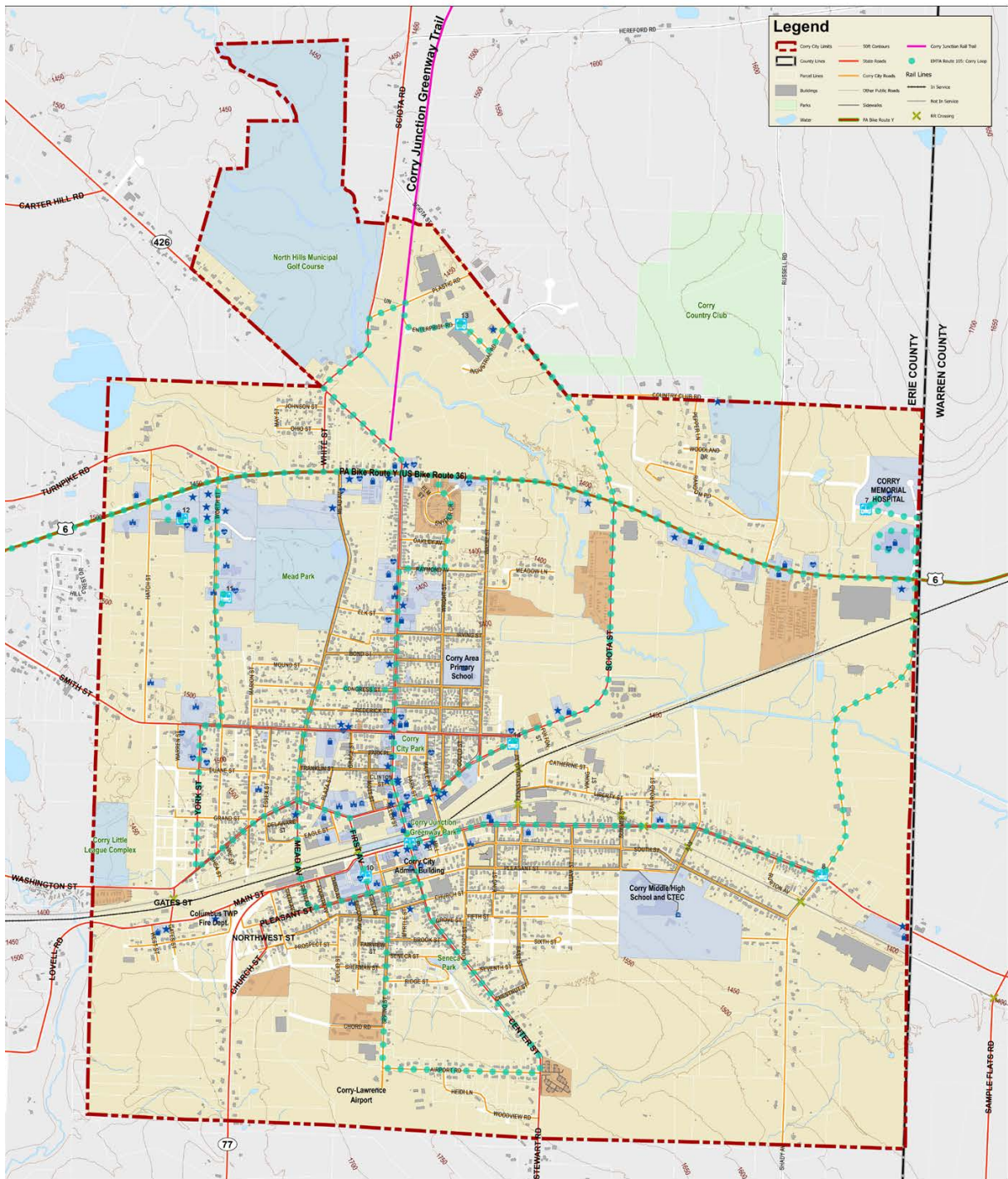
Utilizing the base map, the following features are shown on the Generators and Destinations map:

Generators

- High Density Residential Communities
- Apartment Complexes
- Senior Living Communities
- Mobile Home Parks
- EMTA Transit Routes and Stops

Destinations

- Grocery and Retail Stores
- Service Businesses
- Restaurants
- Government/Public Facilities
- Religious Institutions
- Medical Office and Buildings
- Parks
- Corry Junction Trail



Destinations & Generators Map

- Generators & Destinations
 - Generators
 - Destinations
- Corry Destinations
 - 7 - Corry Hospital
 - 8 - Shady Ave & E Main St
 - 9 - E Main St & Center St
 - 10 - Corry Senior Center
 - 11 - Corry Manor
 - 12 - Corry Plaza
 - 13 - Corry Industrial Park
 - 14 - Corry Counseling



ANALYSIS

Quick View of Corry's Demographics

(U.S. Census Data)

Corry's population (2019): 6,208

Population trend (2010-2019): -6.9%

Age distrib. (2019)	Corry	Erie County
Under 5	8.1%	5.6%
Under-18	20.4%	21.1%
Age 65+	17.6%	18.6%
Persons in poverty:	22.8%	17.4%

Access to Vehicles in Corry

(2018 5-year ACS)

Total Households:	2,672	100%
0 Vehicles Available:	528	19.8%
1 Vehicle Available:	927	34.7%
2 Vehicles Available:	998	37.4%
3 Vehicles Available:	148	5.5%
4+ Vehicles Available:	71	2.7%

Means of Transportation to Work for Residents of Corry

(2017 5-year ACS)

Car, truck or van:	89.8%
Public transportation:	0%
Walked:	8.6%
Bicycle:	0%



A review of these data points indicates:

- Overall population is declining, suggesting both a likely drop in tax revenue and a need to attract new residents.
- There could be a small population bump of younger children entering school in Corry in the next five years. This could provide an opportunity to teach more children about health benefits of walking and biking to school.
- The poverty rate in Corry is higher than Erie County as a whole. This could suggest a larger number of people who intend to walk, bike or use transit.
- Possibly as a result of age, poverty or preference, nearly 20 percent of households do not have vehicles. This means that 20 percent of Corry's populations needs to or chooses to get around by walking, biking or transit.

Public Facilities & Destinations Analysis

The first analysis completed was the Generators and Destinations Inventory. This analysis was completed to determine places within the City that are generators, meaning they have concentrations of residents with pedestrian, bicycle and transit needs; and destinations, meaning locations that can be within walking, biking and transit access that desirable destinations.

Generators include:

- EMTA Transit stops
- Higher-density neighborhoods, including mobile home parks, apartment complexes and senior housing.

Destinations include:

- Parks
- Schools
- Hospital
- Government Offices/
Facilities
- Senior Center
- Public Facilities
- Commercial Offices
- Retail Stores
- Restaurants
- Medical Offices/
Facilities

A review of the Generators and Destinations Map indicates:

- High concentration of destinations along PA Route 426/North Center Street
- High concentration of destinations at Corry Plaza, US Route 6 and Worth Street
- High concentration of destinations at US Route 6 and North Center Street
- High concentration of destinations on West and East Main Street near the intersection with North Center Street.
- Hub at the Corry Junction Greenway Trail park, located on the former railroad property on West Main Street.
- Corry Primary Center, located two blocks east of North Center Street; and the Corry Middle School, High School and the Career and Technical Education Center at a single campus on Avenue A near

Pleasant Street in the eastern portion of the City. (Corry Intermediate School is in Columbus, PA, east of Corry.)

- Mead Park, located along Mead Avenue in the northwestern quadrant of the City.
- Walmart and Corry Memorial Hospital, located near the intersection of US Route 6 and Shady Avenue.
- Corry Junction Greenway Trail trailhead, located on PA Route 426, north of US Route 6.
- Medical offices and houses of worship dispersed through the City.

Transportation Infrastructure Analysis

The Transportation Infrastructure Inventory Map documents the existing local, county, and state roads in the City of Corry. It also depicts transit routes and stops.

The Traffic Speed and Crash Map documents posted speed limits with the location of car accidents from 2013-2017. According to data provided by PennDOT, there were five crashes that involved a cyclist during that time, and 39 involving a pedestrian.

The Traffic Volume and Crash Map documents posted traffic levels and the location of car accidents from 2013-2017.

Areas of Concern

ROADS WITH HIGH TRAFFIC VOLUMES

Data obtained from PennDOT records the Average Daily Traffic (ADT) rates for roads.

- US Route 6 carries the highest ADT in Corry, with rates between 6,613 and 9,615 at the western and eastern borders of the City, respectively. Though designated PA Bike Route Y, US Route 6 is widely seen as very unfriendly or unsafe for cyclists. A cycling fatality occurred in 2019 outside Corry’s eastern boundary on US Route 6 in Columbus Township.
- Two important community destinations – Walmart and Corry Memorial Hospital – occupy locations just inside Corry’s eastern boundary off US Route 6. Community stakeholders report that Corry residents commonly walk along US Route 6 to reach these locations. People walk on the paved shoulder or earthen berm. The safety of this is precarious, particularly in snowy or icy conditions or at night.
- North Center Street has the next highest ADT rates in Corry, ranging from 5,794 to 3,980 north to south through the City. This volume – and particularly the presence of heavy trucks – makes cycling on the roadway less than desirable. Residents express a strong sense that this is unsafe. Pedestrians use the sidewalks, and cyclists are also often seen on the sidewalks although this is not permitted by ordinance.
- Main Street, Smith Street, Sciota Street, White Street and PA Route 426 north of US Route 6 carry between 1,406 to 2,522 ADT.

AREAS WITH HIGHER SPEED LIMITS

The majority of the roads in the City of Corry have a posted speed limit of 25 MPH, while the majority of the state roads have posted speed limits of 35 MPH. Exceptions to this are:

- US Route 6 on the northwestern side of the City which has a posted speed limit of 45 MPH between the City’s border and North Street.
- US Route 6 on the northeastern side of the City has a posted speed limit of 45 MPH between Russell

Road and the City’s eastern border.

- West Main Street on the western side of the City has a posted speed limit of 40 MPH between the City’s western border and 6th Avenue.
- West Smith Street, a shortcut from US Route 6 through Wayne Township to Corry’s downtown, drops from 40 MPH in rural parts of Wayne Township to 25 MPH just west of Corry’s boundary, then pops back up to 35 MPH within Corry city limits, where there is greater housing density. Residents suggested a speed limit reduction within Corry to 25 MPH for consistency and safety.
- West Washington Street’s speed limit drops from 40 to 25 MPH as it nears Corry’s downtown. This was the site of a fatal hit-and-run of a pedestrian in 2018. Police reported that the pedestrian was walking west along the road in an area with no sidewalks, when she was hit by an eastbound driver.

Studies indicate the higher the speed limit, the greater the likelihood of vehicular crashes. Studies also indicate



DEATH DUE TO SPEED

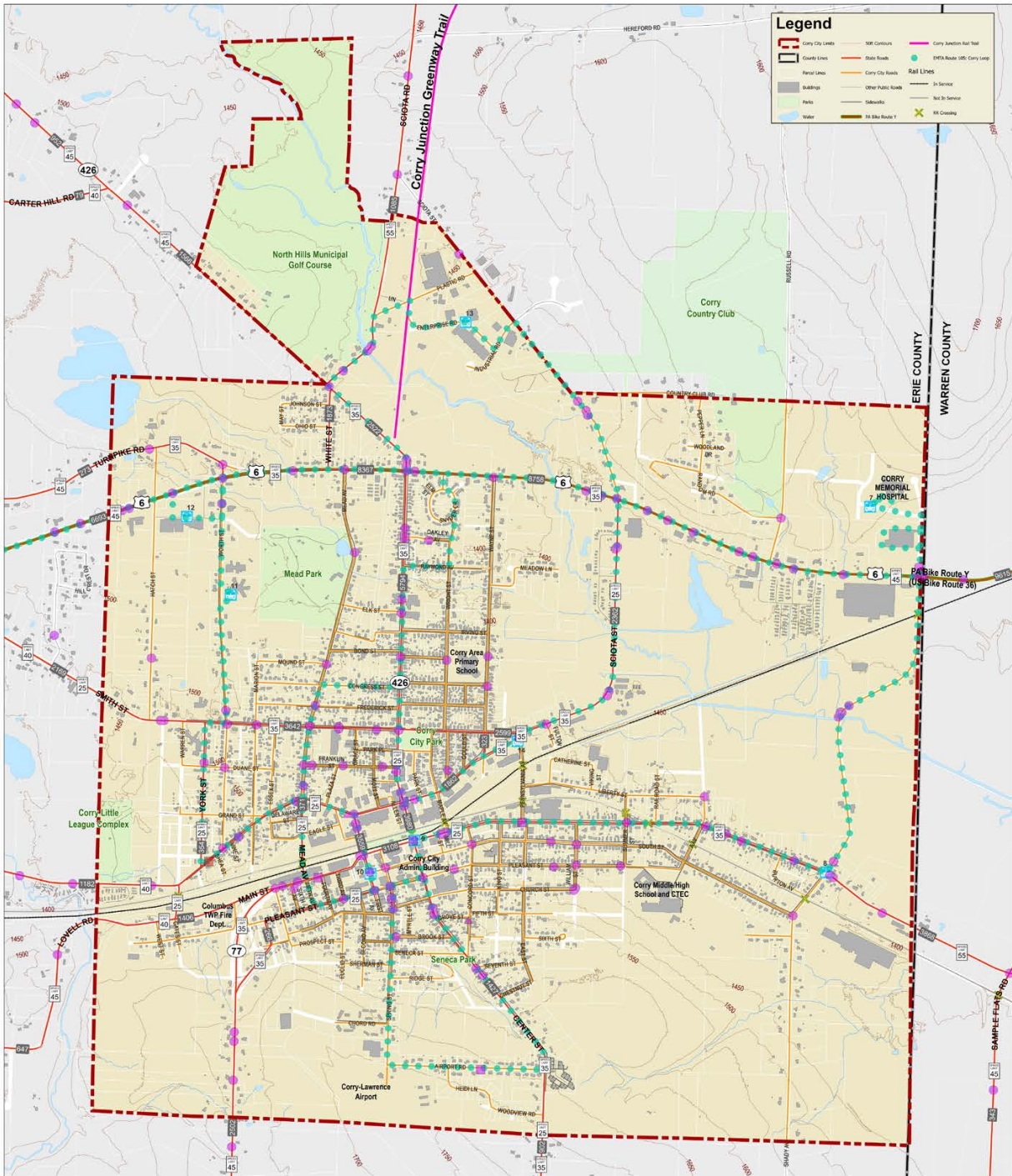
U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES, MARCH 2000.

that the severity of injuries, and the potential for fatalities increases as speed limits increase.

AREAS WITH HIGHER CRASH INCIDENCES

Areas with high crash rates (even crashes not involving cyclists or pedestrians) indicate higher risk areas for cyclists and pedestrians. Such roads include the length of US Route 6 through Corry; North Center Street; Washington Street; West and East Main; West Smith and Smith Street.

The area south of the railroad tracks bounded by Main, Concord, Brook and Prospect streets was the location of 25 accidents in five years, including one each



Transportation Inventory Map

- Daily Traffic Counts (AADT pub, 2020)
- Speed Limits
- EMTA Route 105: Corry Loop
- EMTA Bus Stops**
 - 7 - Corry Hospital
 - 8 - Shady Ave & E Main St
 - 9 - E Main St & Center St
 - 10 - Corry Senior Center
 - 11 - Corry Manor
- 12 - Corry Plaza
- 13 - Corry Industrial Park
- 14 - Corry Counseling
- Traffic Accidents 2014 to 2018**
 - Motor Vehicle Only
 - Pedestrian Involved
 - Bicycle Involved
 - Fatal Accidents in Red

Involving a pedestrian and a cyclist:

The area north of the railroad tracks bounded by Mead Avenue, Smith and Maple streets and the railroad was the location of 21 accidents in five years, including one each involving a pedestrian and cyclist.

Busy intersections where collisions occur are likely to pose danger to cyclists as well as pedestrians, including employees of local businesses, shoppers and business owners. Some concerning intersections are:

- West Main Street and Mead Avenue
- West Main and North First streets
- Washington and North First streets
- Washington and North Center streets
- East Main Street and Shady Avenue
- North Center and Oakley streets
- North Center Street and US Route 6

Existing Bicycle Infrastructure Analysis

Walk Score, a private company that provides bikeability and walkability indexing through its website, gives the City of Corry a score of 31 out of 100 for bikeability, listing it as “somewhat bikeable” in which there is “minimal bike infrastructure.”

PA Bike Route Y follows US Route 6 for most part as it travels across the northern tier of PA. In 2017, PennDOT completed Pennsylvania Route 6 Bicycle Master Plan Design Guide - Section 1: Ohio/Pennsylvania Border to McKean/Porter County Line. This design guide contains recommendations for improvements to Bicycle Route Y within the City of Corry.

Corry Junction Greenway Trail (CJGT) is an existing multi-use trail linking Clymer, NY, with Corry, PA. The southern trailhead is at PA Route 426, just north of US Route 6. CJGT is conceived as part of a larger planned Erie To Pittsburgh Trail (E2P), which is in turn part of the planned Industrial Heartland Trail network.

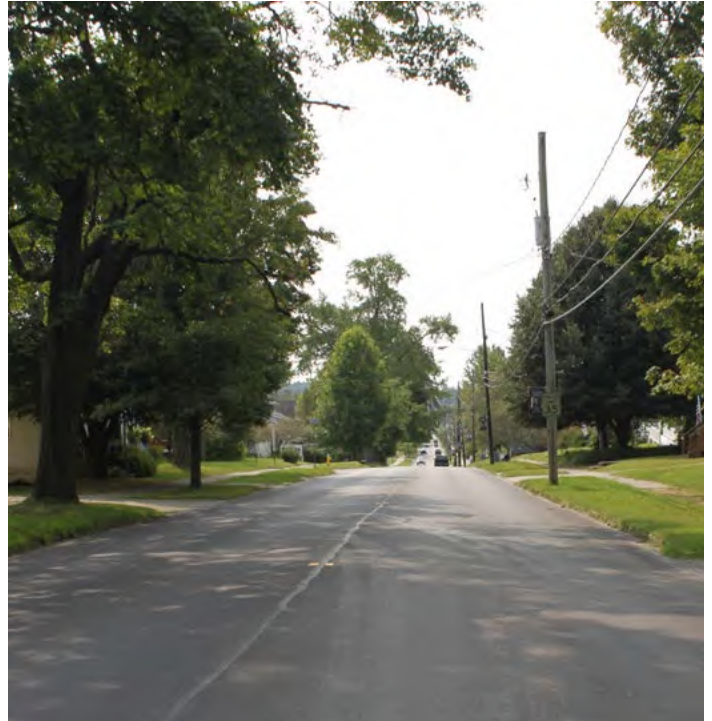
Corry Diamond Parklet provides a bicycle trailhead and rest area situated in the green space between railroad tracks at North Center Street. The space is equipped with a map, bike repair station, bike rack and bench.

These bicycle facilities and amenities provide a foundation for future improvements. Open issues, problems or opportunities include:

- Lack of a trailhead with organized parking and safe crossing of PA Route 426 at the Corry Junction Greenway Trail’s current southern terminus.
- Lack of a safe and convenient connection from the existing Corry Junction Greenway Trail to and through the downtown business district to the Corry Diamond Parklet.
- Designated bicycle routes that form loops and connections to important community destinations to create a full bicycle network
- Links from neighborhoods to marked bicycle routes
- Bicycle signage and pavement markings are uncommon, so motorists do not expect to see cyclists.



The southern terminus of Corry Junction Greenway Trail is an unorganized gravel lot off PA Route 426.



North Center Street is the most direct north-south cycling route in Corry, but has no bicycle infrastructure.



Bicycle routes currently do not connect to assets such as Mead Park.



US Route 6 is a designated bike route, but Corry residents say it traffic is too high-speed and high-volume for most cyclists' comfort.

Existing Walking Infrastructure Analysis



Walk Score gives the City of Corry a score of 65 out of 100 for walkability, listing it as a “somewhat walkable” in which “Some errands can be accomplished on foot.”

Much of the community has sidewalks, creating valuable basic infrastructure for walking. However, the presence of sidewalks is inconsistent, particularly in residential areas. Issues include:

- No sidewalks, such as in the densely populated Snyder Circle neighborhood.
- Locations where sidewalks suddenly stop, such as across one property, called “gaps.”
- Locations where old brick sidewalks are nearly invisible due to overgrowth.
- Places where brick, asphalt or concrete sidewalks have become difficult to use due to heaving or settling of the surfaces.

Residents report that sidewalk inconsistency forces some people to walk on the roadway, which is clearly dangerous for pedestrians and drivers, particularly if people are not facing the traffic flow but walking with traffic.

Curb ramps are another important form of pedestrian infrastructure. Corry has begun installing curb ramps with tactile strips for ADA compliance, but this effort is in the early stages and more needs to be done.

Crosswalks are also an important pedestrian safety and feature. Corry has installed painted crossings in some high-priority locations. Residents report that these crossings fade quickly over the winter, creating a situation where pedestrians are unsure if a crosswalk is there or not. Some very high-volume intersections, including at US Route 6/North Center Street, do not have adequate crosswalks markings or signals.



Some older brick sidewalks are overgrown with lawn, making them hard to see and rough to traverse.



The busy intersection of US Route 6 and North Center Street doesn't have four-way crosswalks or pedestrian signals.



Some concrete sidewalks have deteriorated to the point that cracking, heaving, or settling have made them very uneven.



Corry has installed curb ramps with tactile strips in some locations, but more are needed.

Winter-weather issues for pedestrians

Residents who provided input during this planning process listed snow- and ice-covered sidewalks as an obstacle to safely moving around on foot or using a wheelchair or scooter.

Winter-weather maintenance of sidewalks can be a particular challenge in communities like Corry that have high average annual snowfall and frequent sub-freezing temperatures.

Corry's ordinances require property owners to clear their own sidewalks of ice and snow. Owners do not always comply, however, and the City has a limited appetite for enforcement, mainly out of consideration to older residents with fixed incomes. City staff and elected officials do not want to alienate long-term residents who are unable to shovel their sidewalks themselves or pay others to do the work.

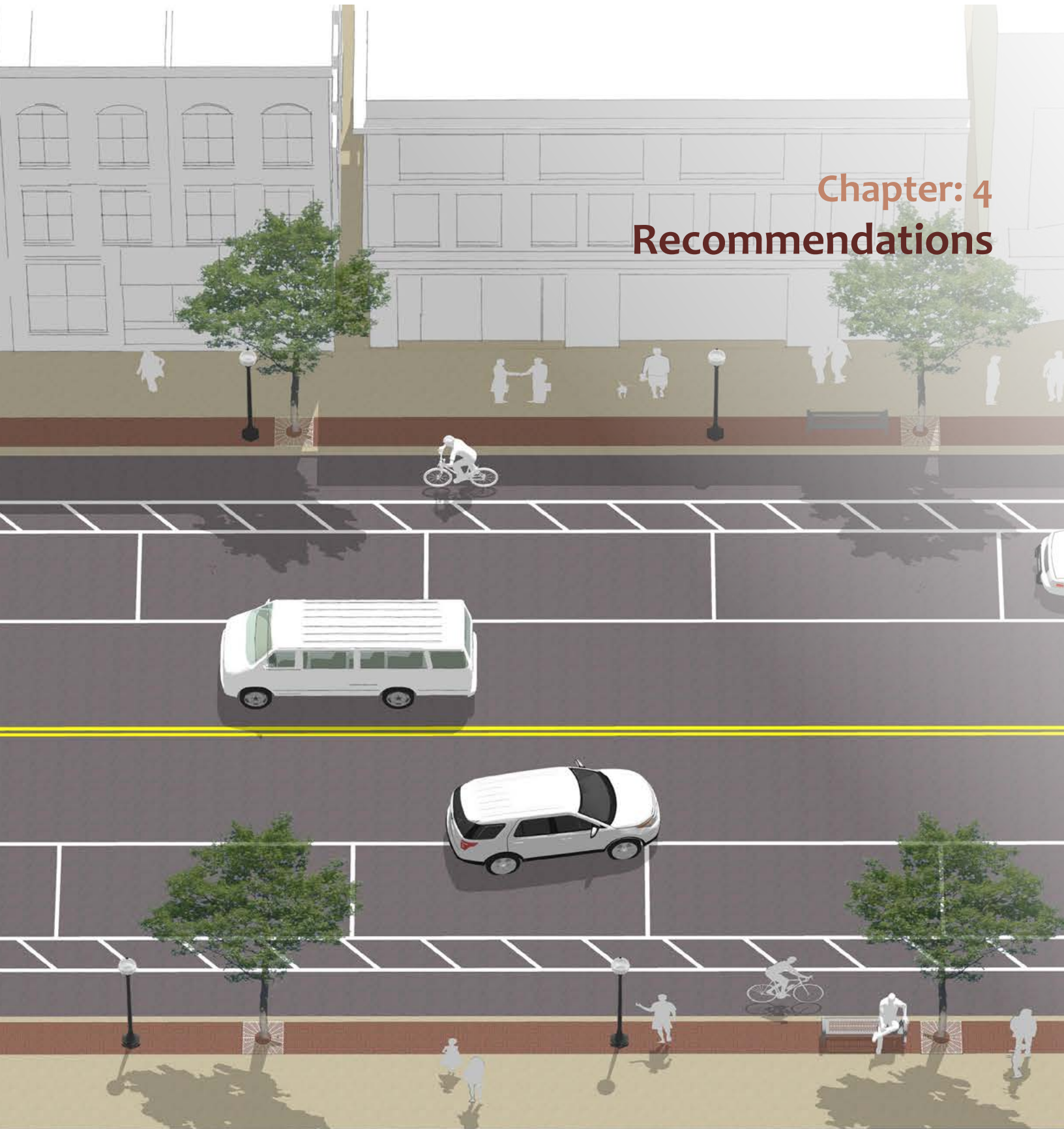
Further exploration of this topic identified these considerations:

- For those who are physically unable to clear ice and snow, could a volunteer brigade be established to help? Could neighbors paying for a service chip in to have the work done for an elderly neighbor?
- For residents who may have the ability but not the snow equipment, could shovels be provided through donations?
- In some cases, plowing services hired by property owners do a great job of clearing driveways, but pile up snow mountains that block sidewalks. Could these services be engaged in a conversation about remediating this problem?
- Could the City reconsider its policies, practices or ordinances to improve compliance?
- Are there funding streams to enable the City to clear more sidewalks than the limited number of walk-to-school routes the City currently clears?



Locations in Corry viewed to assess walking or cycling conditions.

Chapter: 4 Recommendations



FROM PAPER TO PROGRESS



Planning helps communities to identify where they want to go and how they'll get there. The previous chapter:

- Summarized existing conditions in the City of Corry as understood from fieldwork, data mapping, steering committee guidance and public input.
- Analyzed data, including demographics, physical conditions, land uses, community context and transportation patterns.
- Reviewed guiding documents, design standards and best practices.
- Summarized desired outcomes as defined via public input for this Active Transportation Plan and the recent Comprehensive Plan.
- Examined all the possibilities through a framework for decision-making that assisted in establishing priorities.

ACTIVE TRANSPORTATION VISION PLAN

Taking into consideration the inventory, analysis, and input provided during this planning process, the following Vision Plan for active transportation was developed as a guide to obtain an interconnected active transportation infrastructure network. This includes promoting active living and healthy lifestyles, while improving mobility options and enhancing the City's transportation network for the benefit of residents and visitors.

The Vision also incorporates a wide range of recommendations based on the "6 E's of Active Transportation." These are a simple way to remember the elements of planning as they apply to mobility. This chapter lists the next steps for each of the E's.

Corry CONNECTS Vision

The City of Corry values the health and wellbeing of residents, and therefore provides active routes to everyday destinations. The City is a community where residents and visitors of all ages and abilities can walk, bike or access transit to reach the places where they live, work, play and pray. These routes are safe, convenient and comfortable, creating an equitable and sustainable network designed for all-season, every-day transportation and recreation needs.

The 6 E's of Active Transportation

EVALUATION & PLANNING: The study, planning and measuring of the walking and biking environment

ENCOURAGEMENT: Programs that making walking and biking visible and normal activities

EQUITY: Ways to make safe, healthy, affordable and convenient transportation options available to everyone in the community

EDUCATION: Non-infrastructure efforts aiming to teach people how to walk and bike safely and to drive safely when cyclists and pedestrians are sharing the streets

ENGINEERING (projects): The infrastructure-related elements and projects

ENFORCEMENT: How the law enforcement system treats walking and biking and related ordinances

EVALUATION AND PLANNING

A number of planning tools, policies and agency initiatives are in wide use nationally, statewide and more locally to help make active living an easier choice for more people. The “Evaluation and Planning” section recommends that Corry adopt or employ these tools and initiatives:

- Complete Streets
- Local Land Use and Zoning Ordinances
- PA WalkWorks
- PennDOT Connects
- PennDOT Smart Transportation Initiative
- Community Health Needs Assessment
- Safe Routes to Schools
- Toward Zero Deaths and Vision Zero

Complete Streets

One of the most effective planning tools for enhancing conditions for pedestrians and cyclists is the concept of “Complete Streets,” and this plan recommends that Corry adopts a Complete Streets ordinance. This would encourage improvements over time that make streets more “people friendly” wherever geography and other conditions allow.

The National Complete Streets Coalition defines Complete Streets as streets for everyone. These streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk



Example of a complete streets design in action

to shops, and bicycle to work.

Creating complete streets means communities and transportation agencies should routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of

transportation. Every transportation project should make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making communities better places to live.

Efforts toward creating complete streets include policy and design changes, as well as implementation. For example, complete streets may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

VISION AND INTENT

A Complete Streets vision states a community's commitment to integrate a Complete Streets approach into its transportation practices, policies, and decision-making processes. This vision should describe a community's motivation to pursue Complete Streets, such as improved economic, health, safety, access, resilience, or environmental sustainability outcomes. The vision should acknowledge the importance of how Complete Streets contribute to building a comprehensive transportation network. This means that people are able to travel to and from their destinations in a reasonable amount of time and in a safe, reliable, comfortable, convenient, affordable, and accessible manner using whatever mode of transportation they choose or rely on.

This does not mean putting a bike lane on every street or a bus on every corridor. Rather, it requires decision-makers to consider the needs of diverse modes that use the transportation system, including but not limited to walking, biking, driving, wheeling/rolling, riding public transit, car sharing/carpooling, paratransit, taxis, delivering goods and services, and providing emergency response transportation.

DIVERSE USERS

Complete Streets are intended to benefit all users equitably, particularly vulnerable users and the most under-invested and under-served communities. Transportation choices should be safe, convenient, reliable, affordable, accessible, and timely regardless

AT A GLANCE: Elements of a Complete Streets Policy

An ideal complete streets policy includes:

1. **Vision and intent:** Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.
2. **Diverse users:** Benefits all users equitably, particularly vulnerable users and the most under-invested and under-served communities.
3. **Commitment in all projects and phases:** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. **Clear, accountable expectations:** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. **Jurisdiction:** Requires inter-agency coordination between government departments and partner agencies on Complete Streets.
6. **Design:** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. **Land use and context sensitivity:** Considers the surrounding community's current and expected land use and transportation needs.
8. **Performance measures:** Establishes performance standards that are specific, equitable, and available to the public.
9. **Project selection criteria:** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. **Implementation steps:** Includes specific next steps for implementation of the policy.

of race, ethnicity, religion, income, gender identity, age, ability, languages spoken, or level of access to a personal vehicle. Which communities of concern are disproportionately impacted by transportation policies and practices will vary depending on the context of the jurisdiction. Policies are not necessarily expected to list all of these groups. For example, some communities are more racially homogeneous, but have extreme income disparities. The best Complete Streets policies will specifically highlight communities of concern whom the policy will prioritize based on the jurisdiction's composition and objectives.

COMMITMENT IN ALL PROJECTS AND PHASES

The ideal Complete Streets policy has a strong commitment that all transportation projects and maintenance operations account for the needs of all modes of transportation and all users of the road network.

CLEAR, ACCOUNTABLE EXCEPTIONS

Effective policy implementation requires a process for exceptions to providing for all modes in each project. The exception process must also be transparent by providing public notice with opportunity for comment and clear, supportive documentation justifying the exception. The Coalition believes the following exceptions are appropriate with limited potential to weaken the policy. They follow the Federal Highway Administration's guidance on accommodating bicycle and pedestrian travel and identified best practices frequently used in existing Complete Streets policies.

1. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls. Exclusion of certain users on particular corridors should not exempt projects from accommodating other permitted users.
2. Cost of accommodation is excessively disproportionate to the need or probable use. The Coalition does not recommend attaching a percentage to define "excessive," as the context for many projects will require different portions of the overall project budget to be spent on the modes and users expected. Additionally, in many instances

the costs may be difficult to quantify. A percentage cap may be appropriate in unusual circumstances, such as where natural features (e.g. steep hillsides, shorelines) make it very costly or impossible to accommodate all modes. The Coalition does not believe a cap lower than 20 percent is appropriate, rather than absolute sense.

3. A documented absence of current and future need.
4. Emergency repairs such as a water main leak that requires immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on severity of the repairs, opportunities to improve multimodal access should still be considered where possible.

Many communities have included other exceptions that the Coalition, in consultation with transportation planning and engineering experts, also feels are unlikely to create loopholes:

1. Transit accommodations are not required where there is no existing or planned transit service.
2. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
3. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

In addition to defining exceptions through good policy language, there must be a clear process for granting them, preferably with approval from senior management. Establishing this within a policy provides clarity to staff charged with implementing the policy and improves transparency and accountability to other agencies and residents.

JURISDICTION

Creating Complete Streets networks is difficult because many different agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Individual jurisdictions do have an opportunity

to influence the actions of others, through funding or development review. In the case of private developers, this may entail the developer submitting how they will address Complete Streets in their project through the jurisdiction's permitting process, with approval of the permit being contingent upon meeting the Complete Streets requirements laid out by the jurisdiction. Creating a Complete Streets network can also be achieved through inter-agency coordination between government departments and partner agencies on Complete Streets.

DESIGN

Complete Streets implementation relies on using the best and latest state-of-the-practice design standards and guidelines to maximize design flexibility. Creating meaningful change on the ground both at the project level and in the creation of complete, multimodal transportation networks requires jurisdictions to create or update their existing design guidance and standards to advance the objectives of the Complete Streets policy.

designed to serve the current and future land use, while land use policies and zoning ordinances must support Complete Streets such as by promoting dense, mixed-use, transit-oriented development with homes, jobs, schools, transit, and recreation in close proximity depending on the context. Given the range of policy types and their varying ability to address this issue, a policy, at a minimum, requires the consideration of context sensitivity in making decisions. The best Complete Streets policies will meaningfully engage with land use by integrating transportation and land use in plans, policies, and practices. The Coalition also encourages more detailed discussion of adapting roads to fit the character of the surrounding neighborhood and development, as well as the consideration of unintended consequences such as displacement of residents due to rising costs of living.

PERFORMANCE MEASURES

Communities with Complete Streets policies can measure success a number of different ways, such as



LAND USE AND CONTEXT SENSITIVITY

An effective Complete Streets policy must be sensitive to the surrounding community, including its current and planned buildings, parks, and trails, as well as its current and expected transportation needs. Specifically, it is critical to recognize the connection between land use and transportation. Complete Streets must be

miles of bike lanes, percentage of the sidewalk network completed, number of people who choose to ride public transportation, and/or the number of people walking and biking along a street. They can also measure the impact of Complete Streets on the other motivations and objectives specified in the policy, such as health, safety, economic development, resilience, etc. The best Complete Streets policies will establish performance measures in line with the goals stated in their visions.

Performance measures should pay particular attention to how Complete Streets implementation impacts the communities of concern identified in the policy.

By embedding equity in performance measures, jurisdictions can evaluate whether disparities are being exacerbated or mitigated. Policies should also set forth an accountable process to measure performance, including specifying who will be responsible for reporting on progress and how often these indicators will be tracked.

PROJECT SELECTION CRITERIA

A Complete Streets policy should modify the jurisdiction's project selection criteria for funding to encourage Complete Streets implementation. Criteria for determining the ranking of projects should include weighting in favor of active transportation infrastructure; targeting under-served communities; alleviating disparities in health, safety, economic benefit, access destinations; and creating better multimodal network connectivity for all users. Jurisdictions should include equity criteria in their project selection process and give the criteria meaningful value.

IMPLEMENTATION STEPS

A formal commitment to the Complete Streets approach is only the beginning. The Coalition has identified key steps to implementation:

1. Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project. This could include incorporating Complete Streets checklists or other tools into decision-making processes.
2. Develop new design policies and guides or revise existing criteria to reflect current best practices in

transportation design. Communities may also elect to adopt national or state level recognized design guidance.

3. Offer workshops and other training opportunities to transportation staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision. Training could focus on Complete Streets design and implementation, community engagement, and/or equity.
4. Create a committee to oversee implementation. This is a critical accountability measure, ensuring the policy becomes practice. The committee should include both external and internal stakeholders as well as representatives from advocacy groups, under-invested communities, and vulnerable populations such as people of color, older adults, children, low-income communities, non-native English speakers, those who do not own or cannot access a car, and those living with disabilities.
5. Create a community engagement plan that considers equity by targeting advocacy organizations and underrepresented communities which could include non-native English speakers, people with disabilities, etc., depending on the local context. This requires the use of outreach strategies such as holding public meetings at easily accessible times and places, collecting input at community gathering spaces, and hosting and attending community meetings and events. The best community engagement plans don't require people to alter their daily routines to participate. Outreach strategies should make use of natural gathering spaces such as clinics, schools, parks, and community centers.

Further information about the 2020 Complete Streets program: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

The tools to be used in designing complete streets are not unique to roadways designated as complete streets. They include planning and design techniques that are regularly used to develop pedestrian and bicycle facilities. These techniques are also proposed PennDOT's Smart Transportation Initiative.

It should be specifically noted that simply providing statements of support or joining a group does not automatically enroll the community in the full benefits of the programs. Corry also must initiate the steps necessary to fully participate at every turn.

Corry Ordinances

In addition to policies such as Complete Streets initiatives, Corry has the ability to adopt land-use and zoning ordinances. These powers enable it to employ regulations to strengthen its position as a pedestrian- and bike-friendly community and also provide some means of sharing costs of active transportation improvements.

There is a good chance that Corry's ordinances could be updated to include more contemporary regulations to support active transportation: The City's zoning ordinance dates to 1991, and its subdivision and land use ordinance (SALDO) dates to 1981.

To identify contents that could be revised in ordinances, the community can consider the self-guided questions provided by the U.S. Centers for Disease Control and Prevention in its Active Communities Tool - Action Planning Guide, Modules 1, 2 and 3.

<https://www.cdc.gov/physicalactivity/community-strategies/active-communities-tool/assessment-modules.html>

The questions guide the community toward ordinance or policy revisions in the following categories:

- Module 1: Street design and connectivity
- Module 2: Infrastructure to accommodate pedestrians & bicyclists
- Module 3: Public transportation

Corry can then update its ordinances and policies to include language that supports active transportation.

PA WalkWorks



To increase opportunities for physical activity, the Pennsylvania Department of Health has partnered with the University of Pittsburgh Graduate School of Public Health Center for Public Health Practice to create a network of fun, fact-filled, community-

based walking routes and walking groups. WalkWorks:

- Identifies and promotes safe walking routes;
- Offers social support through guided, community-based walking groups;
- Helps schools develop walk-to-school programs; and
- Addresses local policies to increase safe walking routes.

WalkWorks has been a source of funding for municipal governments to develop Complete Streets resolutions, policies and ordinances.

Community Health Needs Assessments

Non-profit hospitals are required to assess the health needs in their service areas and create recommendations. The hospitals also develop programs and policies to address the identified needs. Corry Memorial Hospital created a plan in 2018, with topics and programs including:

LIFESTYLE BEHAVIOR CHANGE

Physical Activity: Walk for the Health of It - Organized walking programs of various length of time to encourage walking and physical activity

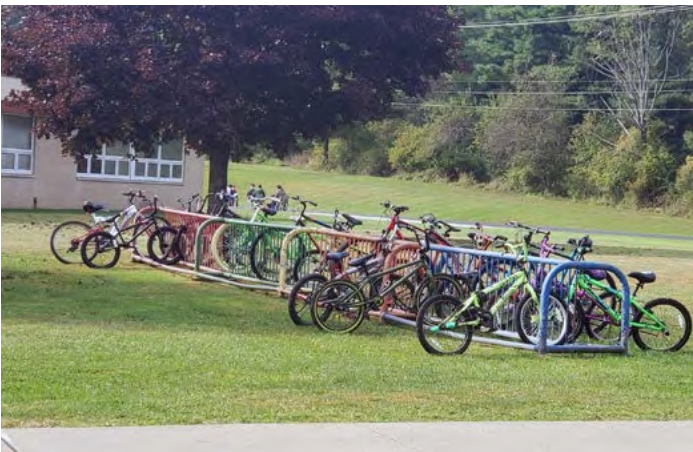
MENTAL HEALTH/QUALITY OF LIFE

Poor Physical Health: Encourage individuals to participate in community events promoting good health and hospital programs.

Safe Routes to School

Corry Area School District participates in the Safe Routes to School (SRTS), which helps students walk and bicycle to school more often through infrastructure improvements, education and promotional activities. This plan is complementary to the objectives of SRTS. Like Complete Streets, SRTS is a comprehensive strategy to instill lifelong habits that support physical activity and health.

A comprehensive and effective SRTS initiative can help create a healthier community for generations to come.



Bikes outside Corry Middle and High School in September 2020.

CHILDREN ARE MORE ACTIVE

SRTS programs help students get more physically active. Children are recommended to get 60 minutes of physical activity a day. A 15-minute trip one-way helps children to meet that goal.

STUDENTS ARRIVE READY TO LEARN

Research has shown that SRTS helps students arrive to school focused and ready to learn. Getting activity through walking and bicycling helps reduce behavior problems and helps children settle in for learning during the day.

COMMUNITIES BECOME MORE CONNECTED AND SAFER FOR ALL

Because schools are often located at the center of communities, safety improvements benefit people of all ages. Seniors particularly benefit from improvements that slow traffic and make streets safer and can also benefit by volunteering to support educational and promotional activities.

FAMILIES ARE MORE ACTIVE, TOO

SRTS programs have been found to increase bicycling and walking for not only children, but for the whole family.

Toward Zero Deaths and Vision Zero

The Federal Highway Administration partners with external organizations in support of goals to reduce fatalities on our streets. These initiatives augment each other and provide a shared goal to coalesce around to save lives. Two organizations and approaches that coordinate with the U.S. Department of Transportation and each other are Toward Zero Deaths and Vision Zero.

Information can be found here:

- <http://www.towardzerodeaths.org/>
- <https://visionzeronetwork.org/>

PennDOT Connects Policy

PennDOT has adopted a policy aimed at bettering transportation systems and communities through collaborative planning with Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and local governments. The premise of the policy is that PennDOT should discuss potential transportation projects with local governments and strive to incorporate their input when a project begins.

Local government outreach should involve consideration of local planning and community mobility needs. Specific areas to be discussed during collaboration include, but are not limited to:

- Safety issues/concerns
- Bicycle/pedestrian accommodations
- Transit/multimodal considerations
- Stormwater management
- Presence of/impacts from current/future freight-generating land uses
- Utility issues
- Transportation operations considerations
- Emergency services accommodations
- Planned development
- Long Range Transportation Plans
- Regional planning studies, e.g. corridor studies, resource management or watershed studies, etc.
- Consistency with current community comprehensive or other plans
- Consistency with current and/or proposed zoning
- Other proposed transportation improvements
- Impacts on the natural, cultural, or social environment
- Right-of-way considerations
- Anticipated public opinion
- Community or cultural events in the candidate project area
- Maintenance agreement requirements



Example of a complete streets design in action

PennDOT's Smart Transportation Initiative

A complete streets approach is consistent with PennDOT's Smart Transportation Initiative. This initiative is built around 10 Smart Transportation themes, including the theme "accommodate all modes." The Smart Transportation Guidebook was jointly developed by PennDOT and NJDOT to guide the planning and design of all land service roadways. The guidebook is essentially a complete streets practice in its emphasis on flexibility in creating transportation facilities that work well for all users, and in balancing trade-offs between vehicular, pedestrian, bicycle, and transit mobility.

<https://www.dvrpc.org/Reports/08030A.pdf>

For example, the guidebook does not specify the type of bike facility that should be provided on roadways to accommodate bicyclists; rather, the planner or designer must evaluate all pertinent factors in selecting an outside travel lane width, bike lane width, or shoulder width that would be compatible with bicycle travel.

Similar flexibility is offered in the guidebook for pedestrian facilities. Sidewalks are the cornerstone of any pedestrian network, but their width and setback from the roadway will vary depending upon roadway type and land use context.

•

ENCOURAGEMENT

Motivational activities can be among the best methods of changing behavior, in this case, persuading more people to engage in healthy, active lifestyles via active transportation. Encouragement programs make walking and biking visible and normal activities. The following examples should be considered a menu of possibilities. Maybe one or two “strike a chord” in Corry:

- Open Streets Corry community event
- Bicycle programs
- Walking/running programs
- School programs
- Incentive programs
- Active/healthy lifestyle programs

Open Streets Community Event

Mount an Open Streets Corry event, which emphasizes both healthy, active lifestyles and economic development. The idea is to shut down 1 to 5 miles of a roadway to motor vehicles to encourage use of the street by people riding bikes, walking, roller-blading, skateboarding, wheeling or scootering. Open Streets events also remind all residents that “Streets are for People.”



Open Streets events in Carnegie, PA, left (pop. 8,000), and Sharpsburg, PA, (pop. 3,300).

This is a national initiative, and more information and a complete toolkit can be found here: <https://openstreetsproject.org/>

Convene a group, including volunteers, to select a location and plan the event. The event should probably be on a Sunday during a warm-weather month, perhaps 9 a.m. to 1 p.m.

Funding or donations may be available from Erie County or local businesses, groups or institutions. As the purposes are to highlight local businesses as well as encourage active living, grants, sponsorships or donations may be available from a wide range of sources.

Steps would include:

- » Select location, such as North Center Street between US Route 6 and the railroad tracks;
- » Plan, along with Police Department, to close down the street and feeder streets, and re-direct traffic;
- » Inform businesses and see how they'd like to participate;
- » Rent porta-johns and complete other festival-oriented tasks;
- » Get small donations for things like T-shirts for volunteers, bike-helmet giveaways, other prizes;
- » Arrange for fitness centers, the YMCA, the hospital or other businesses or non-profits to run activities such as yoga, Zumba, cooking demonstrations;
- » Publicize the event;
- » Carry it off!

Bicycle Programs

These programs show how appealing and popular biking is, helping to make it widely viewed as a desirable and fun activity.

“Toolkits” for almost any bicycle program are available via BikeErie. Visit <https://bikeerie.org/> or call



- Promote bike month (May).
- Promote bike to work day (nationally, the third Friday in May).
- Schedule critical mass rides (events where bicyclists take to the streets to promote bicycling as the best means of community transit).



- Publish a downloadable Bike and Walking Routes map.
- Prepare and publish a Bicycling 101 pamphlet or distribute one from a cycling organization.
- Seek recognition from the American League of Bicyclists as a Bicycle Friendly Community and encourage local businesses to become certified as a Bicycle Friendly Business.
- Organize and promote a community Bike Fest to promote awareness and bicycle-friendly events throughout the City. (See also Open Streets Event in this section.)
- Install bicycle racks at prime business and community locations.
- Create a bike-rack design contest for local artists, including a student division, with the prize being the manufacture of the design and installation (donated by local fabricating businesses).

Walking/Running Programs

- Seek ways to build on partnerships, such as with Run Rev, the YMCA, Senior Center, Mead Park Association, Corry Memorial Hospital and others. For example, a walking group could pick up litter along sidewalks, or along the Corry Junction Greenway Trail semi-annually.
- Create a joint calendar of walking and running activities for use by all the partners.

School Programs

- Work with Corry Area School District to promote its Safe Routes to Schools Program for students, and expand it to faculty/staff members.
- Promote National Walk to School Day and National Bike to School Day.
- Conduct awareness and education courses throughout the public and private schools.

Incentive Programs

- Establish a business walking/bicycling challenge.
- Encourage businesses to provide incentives for walking or bicycling to work.
- Encourage bicycle parking within existing businesses and require bicycle parking in new businesses.
- Work with Walmart and Corry Plaza to identify measures that will enhance pedestrian circulation to and within their properties.

Active/Healthy Lifestyle Programs

- Collaborate with Corry Memorial Hospital and local medical practices to create “outdoor prescriptions” for linking active transportation and personal and community health.
- Partner with public institutions (library, hospital, government) to install bike parking on their property.
- Promote Walking Wednesdays or other engaging community activities, perhaps through the Senior Center or Corry Library (Walk & Talk book discussion).

EQUITY

It is the responsibility of planners, City staff and elected officials to find ways to make safe, healthy, affordable and convenient transportation options available to everyone in the community. Here are some specific steps to pursue:

- Enhance pedestrian infrastructure in locations where the household poverty rate is highest in the community, as these residents are among the most likely to walk where they need and want to go. This could not be ascertained via Census data, but it is possible that City staff or elected officials have a sense for where these neighborhoods are and can make sure they remain at the fore.
- Improve or add sidewalks and crosswalk connections between high-density area, such as apartment complexes, senior housing, mobile home parks to bus stops. This helps connect people to employment or needed services.
- Bring the “teaching bus” to Corry events and to the high school to help residents become familiar with riding EMTA, particularly the Corry Loop.
- Improve transit stops for accessibility, safety and comfort at locations where the largest numbers of riders wait for buses.
- Ensure sidewalk connections to key transit stops.
- Ensure there are sidewalk connections to schools and parks.



Higher-density residential areas, like this apartment complex at South Center Street and Airport Road, should receive additional attention to ensure that resources are applied equitably in the community.

EDUCATION

Corry has a long-term goal of becoming known as a trail town and a bikeable, walkable community as part of a strategy for attracting residents and re-energizing its economy. To develop a community culture of biking and walking, education needs to take place. Programs fall into two general categories:

- **Raising awareness** that Corry is encouraging safe, comfortable and convenient walking and biking through implementation of this plan, including the addition of new active transportation infrastructure. Many motorists can become uncomfortable when sharing the road with bicyclists. Therefore, it is important to conduct public relations campaigns to educate the general public that more people and bikes are out and about.
- **Providing education** for cyclists, pedestrians and motorists about how to share public streets and rights-of-way. Most people, especially children, are not aware of safe walking and bicycling practices. And drivers also need education on safe driving habits, especially as related to pedestrians and bicyclists. Additional driver safety campaigns should extend into the high schools.

As time goes on, everyone should become aware that children and adults are walking and bicycling, and that sharing the road can be a matter of life or death.

AWARENESS

Create a public awareness campaign that begins with preparation of this Active Transportation planning project and continues for years as aspects of the plan are implemented. Tap the Active Transportation Advisory Committee, law enforcement, local businesses, health-care providers, public institutions and schools to create the campaign, including goals, branding, content and timeline. Funding might be available via non-profits such as People For Bikes or Rotary Club, or one of several insurance companies that sponsor grant programs.

The awareness campaign should educate pedestrians, motorists, and cyclists about safe walking, driving and riding. An example is Mt. Lebanon, PA's "Look up Lebo" education and awareness campaign, created in



Banners are a component of an awareness campaign

conjunction with Allstate. The community instituted this program after a resident pushing a baby stroller was hit by a car and killed. The community awareness program included these components:

- Eye-catching street-level banners installed throughout the Municipality
- Communications pushed out via every municipal channel emphasizing driver, pedestrian and cyclist responsibilities, and
- Informational videos and educational materials on the municipal website: <https://www.mtlebanon.org/2241/Look-Up-Lebo>

Other forms of awareness building are also important, as they can not only help to spread the word but also serve to engage a broad range of officials, stakeholders, business owners and citizens.

- Yard sign campaigns - Slow down yard sign campaigns (such as Keep Kids Alive Drive 25®) allow residents with concerns about speeding in their community to help remind drivers to slow down and stop for pedestrians.

- Pace car campaigns — Neighborhood pace car programs aim to make neighborhoods safer for pedestrians, bicyclists, and drivers. Resident pace car drivers agree to drive courteously, at or below the speed limit, and follow other traffic laws. Programs usually require interested residents to register as a pace car driver, sign a pledge to abide by the rules, and display a sticker on their vehicle.
- Porch-light campaigns — Encourage homeowners to turn on their post lights or stoop lights to make walkways more visible at night.
- Educate municipal and community leaders on key issues and methods of raising awareness.
- Challenge local high school or college students with a contest to create awareness posters to be mounted in public places throughout the community.
- Use information found in the PennDOT Highway Design Manual to make pedestrians, cyclists, and drivers aware of road laws and traffic calming methods.
- Schedule critical-mass rides (events where bicyclists take to the streets to promote bicycling as the best means of urban transit).
- Consider implementing a Ghost Pedestrian/Ghost Bike program (identifying locations of accidents).

EDUCATION

Education programs differ from awareness programs in that their primary purpose is to help build skills or general knowledge among targeted groups, including motorists (both experienced and new drivers), cyclists (at varying age and experience levels) and pedestrians (with varying age and levels of physical ability).

Erie Metropolitan Transit Authority (EMTA) offers a free travel training program to teach the public how to use the bus system. The authority will bring a “teaching bus” to locations such as high schools and senior centers or to events, and show people how to read a route schedule and map, how to pay, where to wait, how to get on and off safely, and how to use the bike racks.

Many education programs about biking and walking are available as “tool kits,” to be conducted in person or online, in groups or individually.

- Distribute brochures or fliers printed as part of the

awareness campaign at local businesses, schools and places of worship or other locations where groups meet.

- BikeErie offers instructional videos online, including how to teach someone to ride a bike. This site also includes links to the PennDOT videos mentioned below. <https://bikeerie.org/resources/online-bike-education/>
- Incorporate PennDOT age-specific videos that explain laws and teach safe driving and cycling techniques. <https://www.penndot.gov/TravelInPA/RideaBike/Pages/BicycleSafety-Videos.aspx>

How to Properly Change Lanes



Learn about Sharing the Road



In addition to technical skills, other forms of education are important as well:

- Educate law enforcement officials about how they can help foster safe biking and walking environments and build knowledge in the community.
- Work with at-risk populations, such as children and seniors, to create a safe walking and bicycling environment.
- Educate property owners on the necessity and responsibility for removing snow/ice from their sidewalks. Many communities have developed programs to encourage property owners, in a positive manner, to comply with local ordinances to remove snow and ice from their walkways so people aren't forced into the street.



ENFORCEMENT

The “Enforcement” section focuses on community-based or law-agency based measures to enforce laws and regulations related to pedestrian and bicycle safety.

Some ideas include:

- Build on community education campaigns by ensuring that drivers respect the presence of bikes on the road and vice versa. Some communities position officers as “decoys” to make sure that drivers stop for pedestrians in crosswalks or safely share the road with cyclists.
- Some police departments station officers occasionally at heavily used cycling locations to remind cyclists and drivers to obey traffic laws. An example is Oakdale, PA, in Washington County (pop. 1,459), which positions an officer at the Panhandle Trail’s intersection with SR 978 on fair-weather days when cyclists are out in large numbers.
- Other enforcement efforts can include reminding homeowners to comply with ordinances to clear their walkways of ice and snow.

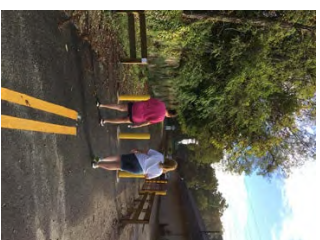
ENGINEERING (PROJECTS)

This section focuses on the physical changes to infrastructure, such as streets, sidewalks, traffic signals, bike lanes and signs. These physical projects affect the operation and movement of traffic, bicyclists, and pedestrians.

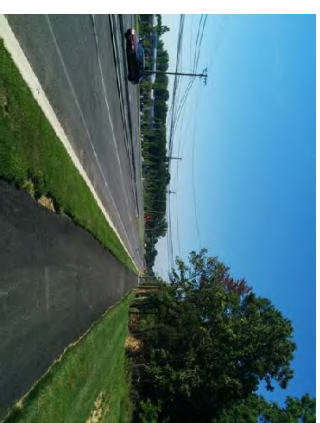
The following are definitions for the recommended improvements based on standards provided by the Manual on Uniform Traffic Control Devices (MUTCD), a publication of the Federal Highway Administration (FHWA), or on standards provided by Pennsylvania Department of Transportation (PennDOT). Illustrations show examples, although specifics may vary by location.

Pedestrian & Bicycle Facility Definitions

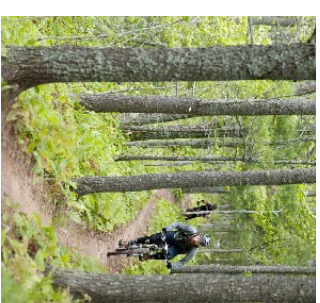
Roadway Revisions (or Road Diet)	A technique in transportation planning whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic pedestrian & bicycle improvements.
Trails	An off-road two-directional trail, typically with a minimum width of 10', designed for use by a variety of users, including pedestrians and bicyclists. A shared-use path is not necessarily alongside a roadway.
Shared use path	An off-road route alongside a roadway and often occupying the road right-of-way. Its width dictates appropriate usage, such as whether solely for pedestrians or also for cyclists.
Side path	A sustainably designed off-road natural-surface trail, typically the width of a person or bike.
Single-track trail	A sustainably designed off-road natural-surface trail, typically the width of a person or bike.
On-Road Bicycle Facilities	
Bike lane	A portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.
Buffered bike lane	Conventional bike lane paired with a designated buffer space separating the bicycle lane from adjacent motor vehicle traffic.
Shared lane markings	Shared lane markings (sometimes informally called "sharrows") placed in the center of a travel lane to indicate that bicyclists may use the full lane.
Two-way cycle track	Physically separated cycle tracks that allow bicycle movement in both directions on one side of the road surface.



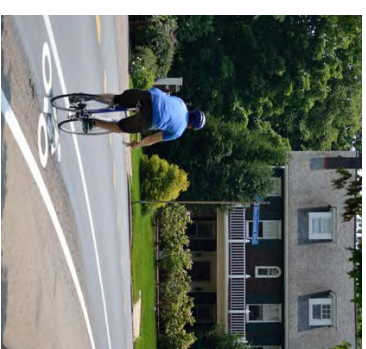
Shared Use Path



Side path



Single-track sustainable trail



Bike lane



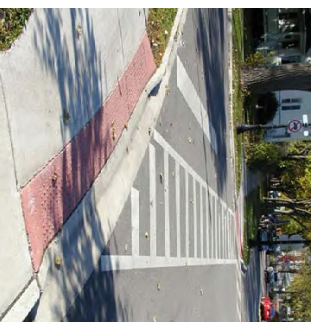
Buffered bike lane



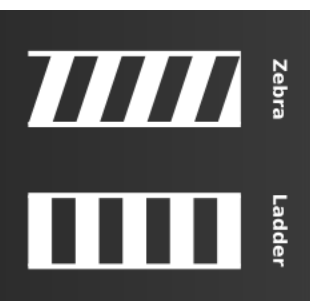
Shared lane marking



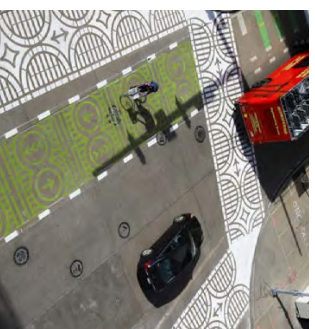
Two-way cycle track



Curb ramp, stop line and high-visibility crosswalks



High Visibility Crosswalks “Continental” is the ladder pattern with no sides to the stripes.



Decorative high-visibility bicycle and pedestrian crossings



Bike Box



Advance Pedestrian Crossing Sign



Intersection Bicycle Crossing Markings



Pedestrian Countdown Timer

Pedestrian Connectors	
Sidewalks	
Curb Ramps or Curb cuts	Sidewalk ramps, usually at street corners, that allow ADA-accessible movement from the height of a curb to the level of the street. Usually includes a tactile (bumpy) strip.
High-Visibility Crosswalks	The Manual on Uniform Traffic Control Devices (MUTCD) allows for high-visibility crosswalk designs, ladder and diagonal (zebra) markings. The “Continental” pattern, a version of the “ladder” design, is suggested for Corry. Decorative patterns may also be considered in some locations.
Stop Lines	Stop lines should be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal.

INTERSECTION TREATMENTS

Accessible Pedestrian Signals	Accessible pedestrian signals are audible signals that indicate when it is or is not appropriate to cross the street.
Advance Pedestrian Crossing Signs	An advance Pedestrian Crossing sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To (Stop Here For) Pedestrians sign on the approach to the same crosswalk.
Bike Box	Designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.
Intersection Bicycle Crossing Markings	Pavement markings to designate path of bicycle travel through intersections.
No Turn on Red	Motorists making a right-turn on a red light are often looking left towards oncoming traffic and do not pay attention to pedestrians who may be approaching from the right. Restricting right-turn-or-red (RTOR) is another way to reduce conflicts between pedestrians and motorists at traffic signals. The RTOR restrictions can be limited to certain times of the day or can apply to all hours, prohibiting drivers from turning right without a green signal.
Pedestrian Countdown Timers	Adequate time must be provided for pedestrians to cross the street safely. Countdown signals help by giving pedestrians information about how much crossing time remains. There is a good deal of confusion by most pedestrians on the meaning of the flashing DON'T WALK signal. While it technically means don't start walking if the pedestrian has not yet started to cross the street, some pedestrians and drivers think that they are supposed to see the WALK signal for the entire crossing and they will not have enough time to cross as soon as the flashing begins. The countdown signal shows the number of seconds remaining to cross the street. Some studies have shown that countdown signals reduce the number of stragglers in the street when the signal changes, although some people may still start late.

Pedestrian crossing signs	A Pedestrian Crossing warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow plaque at the crosswalk location where Yield Here To (Stop Here For) Pedestrians signs have been installed in advance of the crosswalk.
Pedestrian hybrid beacons	Pedestrian hybrid beacons have the advantage of providing a controlled crossing for pedestrians without delaying motorists unnecessarily. They remain dark until activated by a pedestrian. Activation results in a sequence of amber and red beacon lights, which signal to drivers when to stop for crossing pedestrians and when to go again after pedestrians have cleared the crosswalk. The 2009 MUTCD states that the pedestrian hybrid beacon should not be used at or within 100 feet of an intersection or driveway controlled by a STOP sign. Pedestrian hybrid beacons are intended as a solution for mid-block crossing locations.
Pedestrian push buttons	Pedestrian push buttons are electronic buttons used by pedestrians to change traffic signal timing to accommodate pedestrian crossings. Push buttons may be needed at some crossings, but their use should be minimized. Signals can be put in pedestrian “recall” for key time periods of day such as school crossing times.
Raised intersections	A raised intersection is essentially a speed table for an entire intersection. Construction involves providing ramps on each intersection approach and elevating the entire intersection to the level of the sidewalk.
Rectangular rapid flashing beacons	Rectangular rapid flashing beacons (RRFBs) are active warning devices used to alert motorists of crossing pedestrians at uncontrolled crossings. They remain dark until activated by pedestrians, at which point they emit a bright, rapidly flashing yellow light, which signals drivers to stop. They are not currently included in the MUTCD, but jurisdictions can use them if they obtain approval from Federal Highway Administration (FHWA).
Traffic signals	Signalizing busy intersections and providing signalized crosswalks help create safe routes to schools for children. New traffic signals are very expensive and must be warranted or they could cause more harm than good. Warrants for installing traffic signals are provided in the MUTCD.
Timing	The signal phasing and/or timing can be modified to increase the time available for pedestrians to cross, to give priority to the pedestrian at an intersection, and/or to provide a separation in time of motor vehicle and pedestrian crossings. The timing or phasing of traffic signals is a complex issue, impacted by the signal timing itself as well as other conditions at the crossing including pedestrian and driver behaviors.



Pedestrian warning signs



Pedestrian push buttons can be mounted on a pole or extended.



Raised intersections are essentially speed humps that fill the area between the four corners



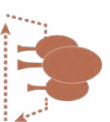
Rectangular rapid flashing beacons are activated by pedestrian push buttons.

Active Transportation Vision Map

The proposed City of Corry Active Transportation network includes facilities of many types. This map, a vision for the future, appears on the facing page, with an enlargement on the following page.

The Active Transportation plan lists and prioritizes these project types reflected on the Vision Map and detailed on subsequent pages:

SIDEWALKS



Add sidewalks where there are gaps, as shown on the map. Assign priority to connecting people to schools, the central business district, parks and transit stops.

Priority also assigned to high-density residential areas such as Snyder Circle.

Conduct a sidewalk inventory. Repair sidewalks according to the same priorities.

CROSSWALKS AND INTERSECTIONS



Pedestrian safety and comfort depends on being able to cross the street. Add high-visibility crosswalks at the locations shown on the map, including across PA Route 426 at the Corry Junction Greenway Trail trailhead, and the four-way intersection of US Route 6 and North Center Street.

Also add pedestrian-activated signals and markings at high-traffic areas, especially near parks, schools and businesses.

Consider adding some raised intersections to improve safety at locations where accidents occur.

TRANSIT STOPS



Improve transit stops by adding shelters where indicated on the map, with priority assigned to high-density residential areas.

Simultaneously improve accessibility to the shelters by adding sidewalks and curb ramps.

SHARED LANES



Paint shared-lane markings and add signage on the shared-lane routes noted on the concept map. Assign priority to locally owned roads.

Marking are applied every 1/4 mile, staggered in opposite directions.

BIKE LANES



Create separated bike lanes on North Center Street to connect Corry Junction Greenway Trail at PA Route 426 with the central business district as part of CJGT-Route A. Bike lanes on Smith Street are part of CJGT-Route B.

Add these bike lanes when PennDOT repaves the roadway.

SIDE PATHS OR SHARED-USE TRAILS



Side paths or shared-use trails are generally long-term projects because they generally require acquiring private property, easements or rights-of-way.

Assign priority to developing a 6-foot wide pedestrian bituminous side path parallel to the south side of US Route 6 between Snyder Circle and Shady Drive.

Pursue the two-pronged approach to extending the Corry Junction Greenway Trail to downtown.

Over time, develop shared use trails in other locations shown on the map.



LEGEND

Proposed Active Transportation facilities & features

- Sidewalk
- Bike lane
- Multi-use trail or Sidepath
- Shared lane
- PA Route shared lane
- Cycle track
- Improved transit stop
- High-visibility crosswalk
- Raised intersection
- Improved trailhead
- Pedestrian bridge
- Relocated guiderail
- Implementation chart project number

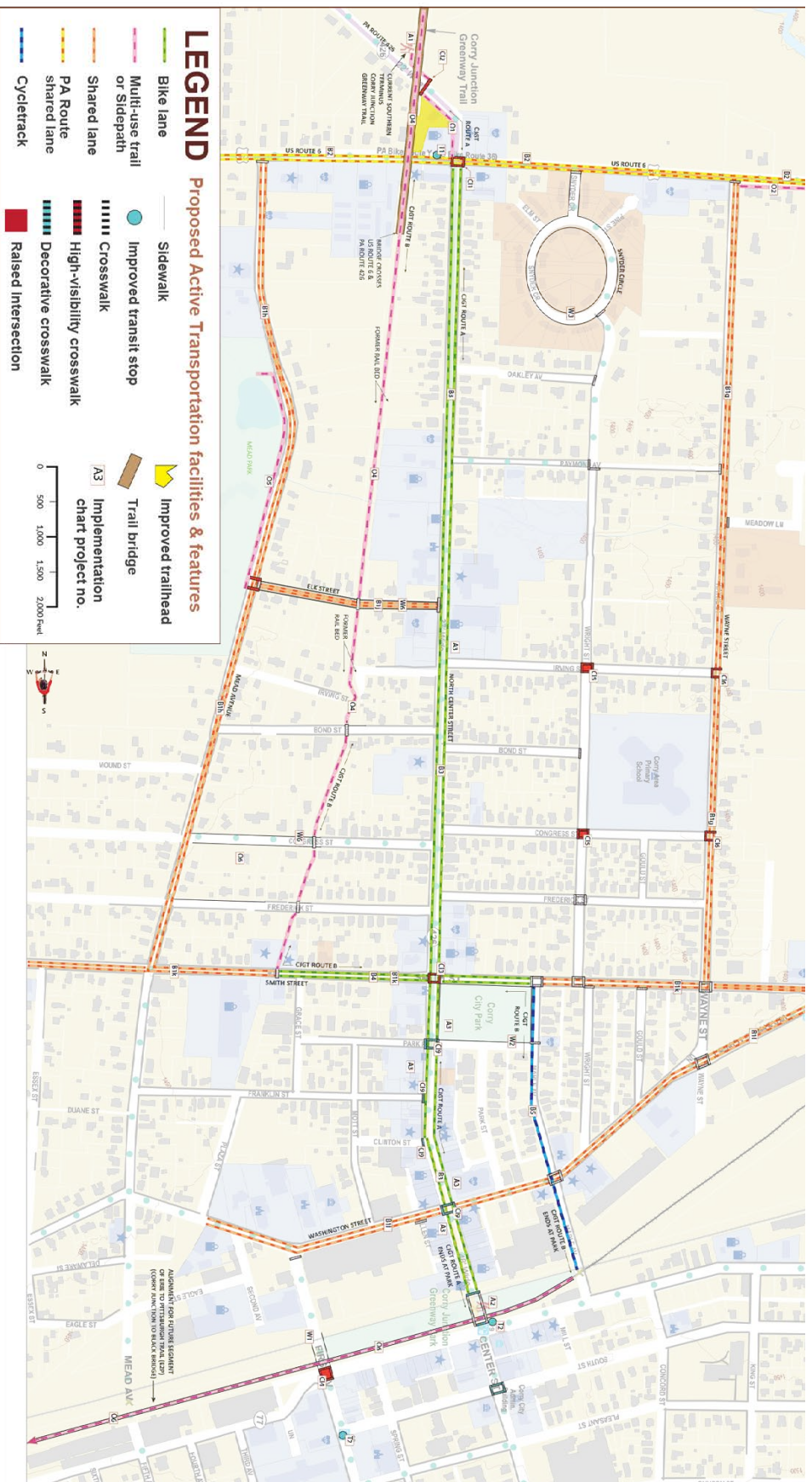
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2020 CITYWIDE ACTIVE
TRANSPORTATION
CONCEPT PLAN

CORRY *Connects*

PASHEK MTR



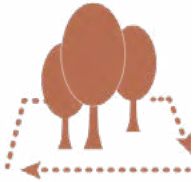
2020 ACTIVE TRANSPORTATION CONCEPT PLAN ENLARGEMENT

CORRY Connects

PROPOSED PEDESTRIAN IMPROVEMENTS

The priorities for constructed pedestrian improvements in Corry include sidewalks and other walking routes. Other types of projects that include pedestrian facilities are listed on subsequent pages, under headings such as multi-use trails and crosswalks/intersection improvements.

The intention is for the community to complete all the projects over time. The priority projects are shown on these lists in bold type. These project proposals arose out of input from the community. Additional sidewalk projects should be identified over time via a sidewalk inventory of physical gaps and sidewalk condition.



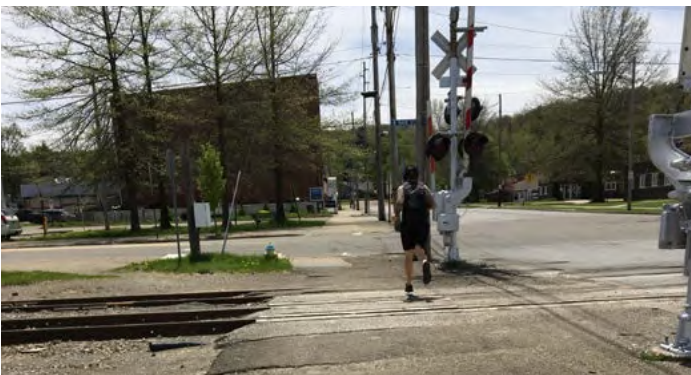
Sidewalks

These projects include installing 5-foot-wide concrete sidewalks in specific locations where none exist, or removing broken-down brick sidewalks and replacing them with concrete sidewalks or repairing the brickwork to meet Americans Disability Act standards.

These projects appear on the maps as solid gray lines.

PRIORITY PROJECTS

- Complete sidewalks along North 1st Street at the railroad tracks (below).
- Add a sidewalk around Snyder Circle (below).



- Add a perimeter sidewalk at Corry City Park, where only diagonal pathways current exist (below).
- Repair or add sidewalks in the South Center Street-Seventh Street area.
- Repair or add sidewalks in the Church-Concord-Grove-King Street area



OTHER PROJECTS

- Complete sidewalks connections along Frederick, Congress and Elk Streets
- Add a sidewalk along Shamrock Lane between US Route 6, Walmart and Corry Memorial Hospital
- Add a sidewalk along Worth Lane between US Route 6 and Glenn Lane

Crosswalks and intersections



These projects may include crosswalks accompanying sidewalk or side path projects listed above as well as those in this section. Additional crosswalk and intersection projects should be identified over time. Projects on roads owned by Corry are likely to be highly feasible because they are low cost and within the City’s control. Some other projects involve PennDOT-owned roads, which will require joint planning, funding, installation and maintenance arrangements.

These projects include installing high visibility thermoplastic “Continental” crosswalks. In some cases pedestrian signals and advance pedestrian warning signs are also suggested.

Proposed high-visibility crosswalks appear on the maps in red. Proposed decorative crosswalks appear on the map in turquoise. Proposed standard crosswalks appear on the map in black and white.

PRIORITY PROJECTS

- Add four-way crosswalks with curb ramps and pedestrian activated signals at the North Center Street and US Route 6 intersection (below). This is part of Route A for extending the Corry Junction Greenway Trail to Corry’s downtown.
- Add a pedestrian activated at-grade mid-block crossing across PA Route 426 at the existing Corry Junction Greenway Trail trailhead (below) in conjunction with a new side path to the Route 6-North Center Street intersection. This is part of Route A for extending the Corry Junction Greenway Trail to Corry’s downtown.



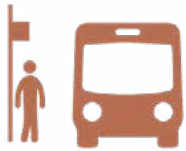
- Add high-visibility crosswalks at North Center Street and Smith Street intersection (below).
- Install raised intersections and high visibility crosswalks at Main Street and North 1st Street (below), and at the Wright Street intersections with East Congress Street and East Irving Street.



OTHER PROJECTS

- Add three-way high-visibility crosswalks at Wayne Street intersections with East Congress Street and North Irving Street.
- Signalize the US Route 6-Worth Street intersection and add high visibility crosswalks and pedestrian activated signals.
- Signalize the US Route 6-Sciota Street intersection and add high visibility crosswalks and pedestrian activated signals.
- Add high visibility crosswalks in the central business district. Consider decorative crosswalks.

Transit Stops and Connections



Erie Metropolitan Transit Authority (EMTA) provides public transit connections in Corry. The 105 Route provides daily weekday service to Erie with the Corry terminus at Corry Memorial Hospital. In addition, EMTA's Corry Loop travels to eight stops in the City every 45 minutes.

Improvement locations appear on the Concept Maps as turquoise dots. (These infrastructure projects are in addition to bringing the EMTA teaching bus to events or locations in Corry.)

PRIORITY PROJECTS

- Add a bus shelter and stop at South Center Street and Airport Road, at Spring Street and Chord Road, at North Center Street and US Route 6, and at the Walmart.
- Add a shelter at existing stops at East Main and Center Street (stop 9) and Corry Senior Center (stop 10)

PROPOSED BICYCLE INFRASTRUCTURE IMPROVEMENTS

The bicycle network detailed on the Vision Plan map includes a network of roads that are suitable for bicyclists to use to travel around and through Corry. Some selected routes serve as arterials for bicycles, while low-volume streets within neighborhoods serve as collectors for the network. The intention is for the community to proceed through the lists over time, with priority projects highlighted.



Shared lanes

Shared lanes (sometimes called “sharrows”) on roads owned by Corry are likely to be highly feasible because they are low cost and within the City’s control. Some other priority projects involve PennDOT-owned roads, which will require joint planning and funding arrangements. These appear on the Concept Maps as orange dashed lines.

PRIORITY PROJECTS

- A proposed Corry Bike Loop that follows these roads or trails
 - » Pleasant Street between South Center Street and Shady Avenue
 - » Shady Avenue between Pleasant Street and US Route 6
 - » Shamrock Drive to Corry Memorial Hospital
 - » Russell, Random and Pepper Roads around the golf course
 - » Country Club Road
 - » Sciota Road for its length (Sections are identified as a “wayfinding route” in the 2016 plan set out in PennDOT’s “Pennsylvania Route 6 Bicycle Master Plan Design Guide.”)
 - » Wayne Street
 - » Mead Avenue (This is identified as a “wayfinding route” in the 2016 plan set out in PennDOT’s “Pennsylvania Route 6 Bicycle Master Plan Design Guide.”)
 - » Worth Street
 - » Elk Street
 - » Segments of Smith Street, Washington Street and South Center Street (south of the railroad tracks) to serve as connectors



Shared lane markings and signs for locally owned streets such as Pleasant Street, Shady Avenue and Country Club Road (left to right) create valuable cycling infrastructure and are some of the least expensive ways to improve conditions for cycling.

OTHER PROJECTS

- Shown in yellow-and-orange dashed lines on the map are shared lanes on US Route 6. This reflects a 2016 plan set out in PennDOT’s “Pennsylvania Route 6 Bicycle Master Plan Design Guide.”



Bike lanes

One bike lane project is proposed, as this has the potential to be completed at the time that PennDOT resurfaces North Center Street. The project would alter the width of the existing north- and southbound travel lanes to accommodate a bike lane in each direction.

Bike lanes appear on the Concept Maps as green dashed lines.

PRIORITY PROJECT

- Protected bike lanes on North Center Street between US Route 6 and the railroad tracks. Two different roadway configurations would be used, north or south of Franklin Street. North of Franklin Street, a 1-foot-wide painted stripe would separate motor-vehicle and bicycle traffic. South of Franklin Street, a wider buffer would be possible on the northbound side, and parked cars would protect the bike lane on the southbound side. These bike lanes are a component of Route A for extending the Corry Junction Greenway Trail to downtown Corry, and are presented in illustrations on the next two pages.

North Center Street north of Franklin Street



This portion of North Center Street can accommodate travel lanes and bicycle lanes on each side, with a 1' stripe separator.

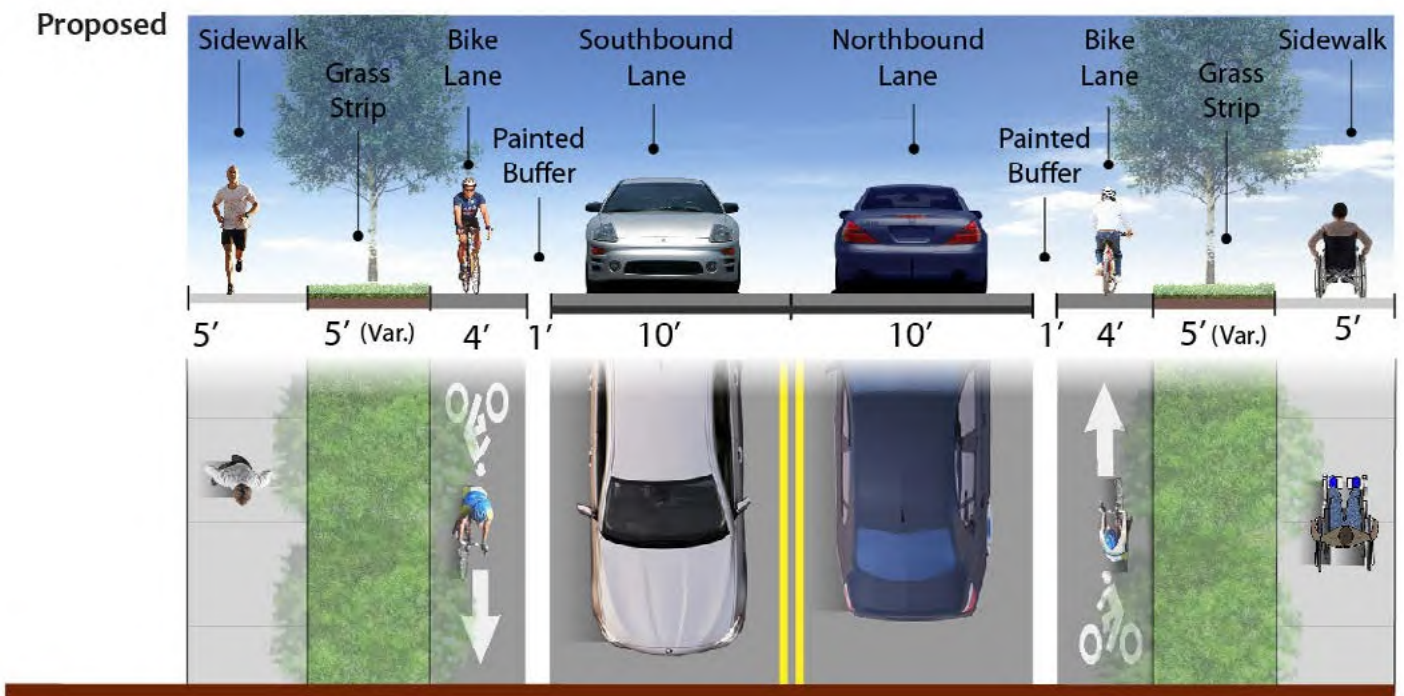
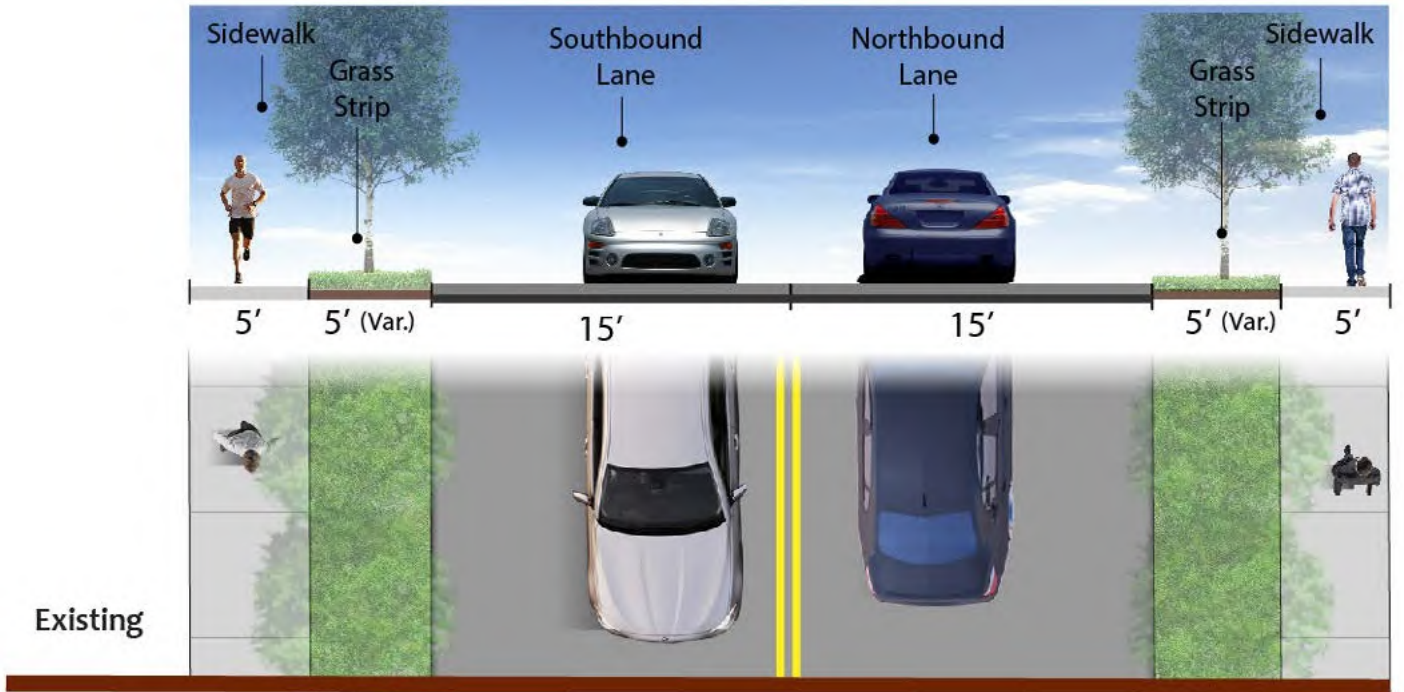
North Center Street south of Franklin Street



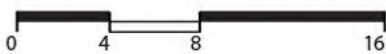
In the downtown, North Center street can accommodate travel lanes and a bike lane on each side if parking were eliminated on the northbound side. The northbound bike lane would be separated by a 1'-wide stripe. The southbound bike lane would be separated from traffic by the on-street parking lane. Removing left-turn lanes could create more room for bike lanes.

OTHER PROJECT

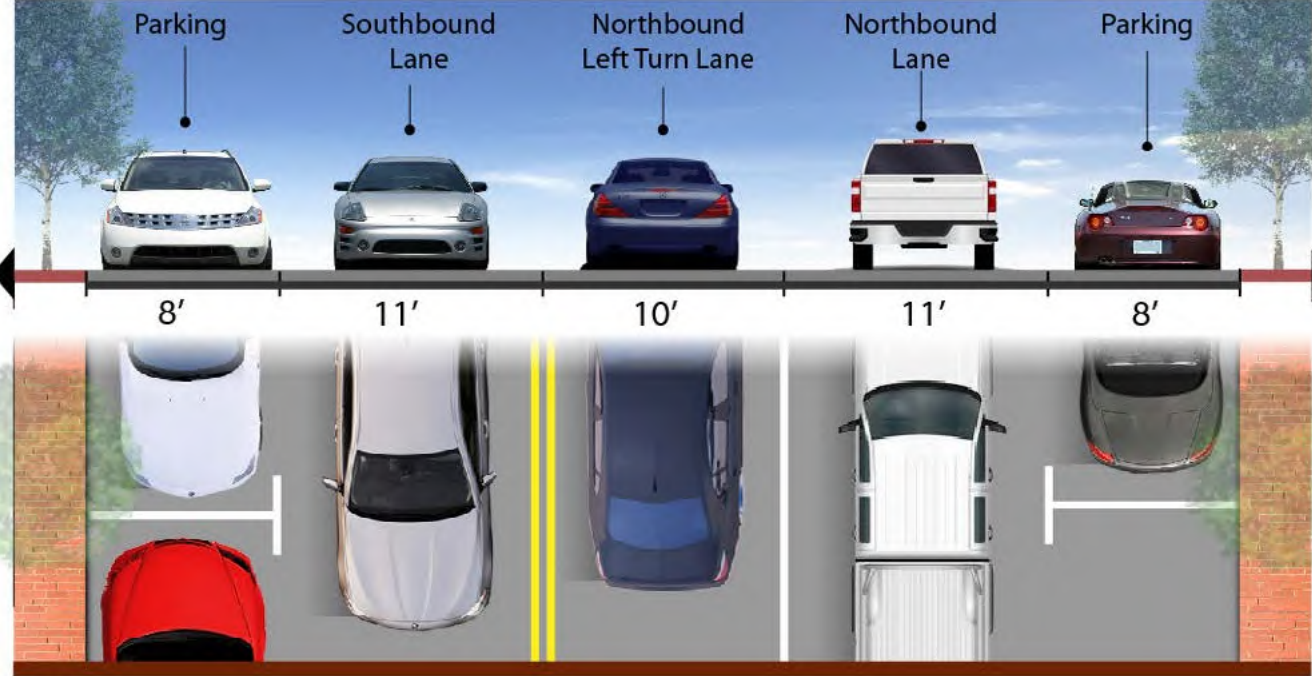
As part of Corry Junction Greenway Trail Route B, east- and westbound bike lanes should be added on Smith Street between the off-road trail at the rail bed and Maple Avenue.



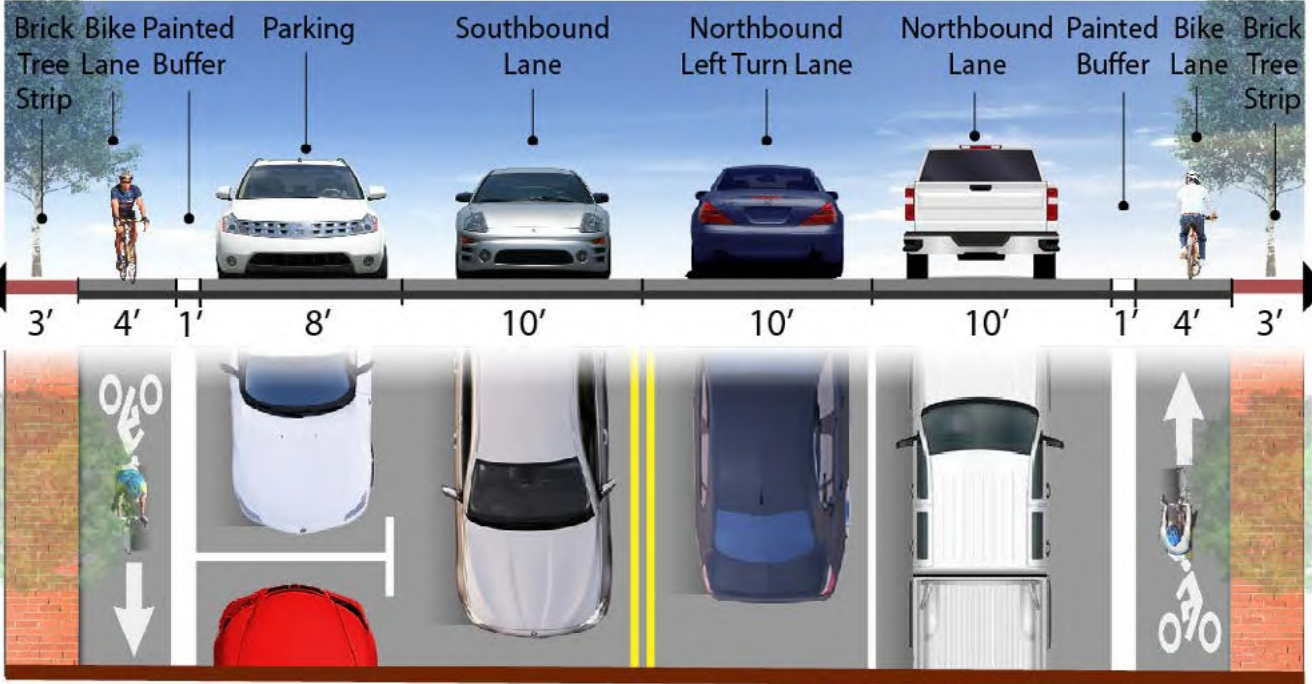
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These before-and-after illustrations show the existing width of North Center Street between Franklin Street to the south and US Route 6 to the north can accommodate travel lanes and buffered bike lanes in each direction.

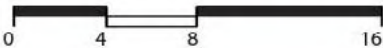


Existing



Proposed

Scale: 1" = 8'



These before-and-after illustrations show the existing width of North Center Street south of Franklin Street to Main Street can accommodate travel lanes and buffered bike lanes in each direction.

PROPOSED OFF-ROAD ROUTES

The bicycle network detailed on the Vision Plan map includes a proposed facilities that are completely off-road. These off-road routes include multi-use trail segments on an abandoned rail bed or other right-of-way, and a side path that occupies land parallel to and along a road. Off-road routes can be different widths, depending on whether they are intended for foot traffic only or for both pedestrian and bicycle traffic. Side paths and multi-use trails appear on the Concept Maps as magenta dashed lines.



Side path / multi-use trails

PRIORITY PROJECTS

US Route 6 Side path

- Add a bituminous side path parallel to the southern side of US Route 6 from Wayne Street to Shady Avenue, as shown in the illustration on the facing page.

This active transportation plan proposes a 6-foot-wide side path for pedestrian use. A wider side path would accommodate both bicycle and pedestrian use, but a 6-foot-wide path acknowledges and responds to PennDOT's plan in "Pennsylvania Route 6 Bicycle Master Plan Design Guide" to add shared-use lane markings to US Route 6.

A 1.3-mile side path is proposed in response to a high level of interest expressed during public input for this active transportation plan for a safe route between the residential areas of the community and the Walmart and Corry Memorial Hospital, two community assets that currently are difficult to reach on foot. (Note, however, that the EMTA Corry Loop does provide service to the hospital.) In conjunction with this side path, other facilities need to be added: Pedestrian-activated crossings at the Shady Avenue and US Route 6 intersection, and a sidewalk along Shamrock Drive to the Walmart and hospital.

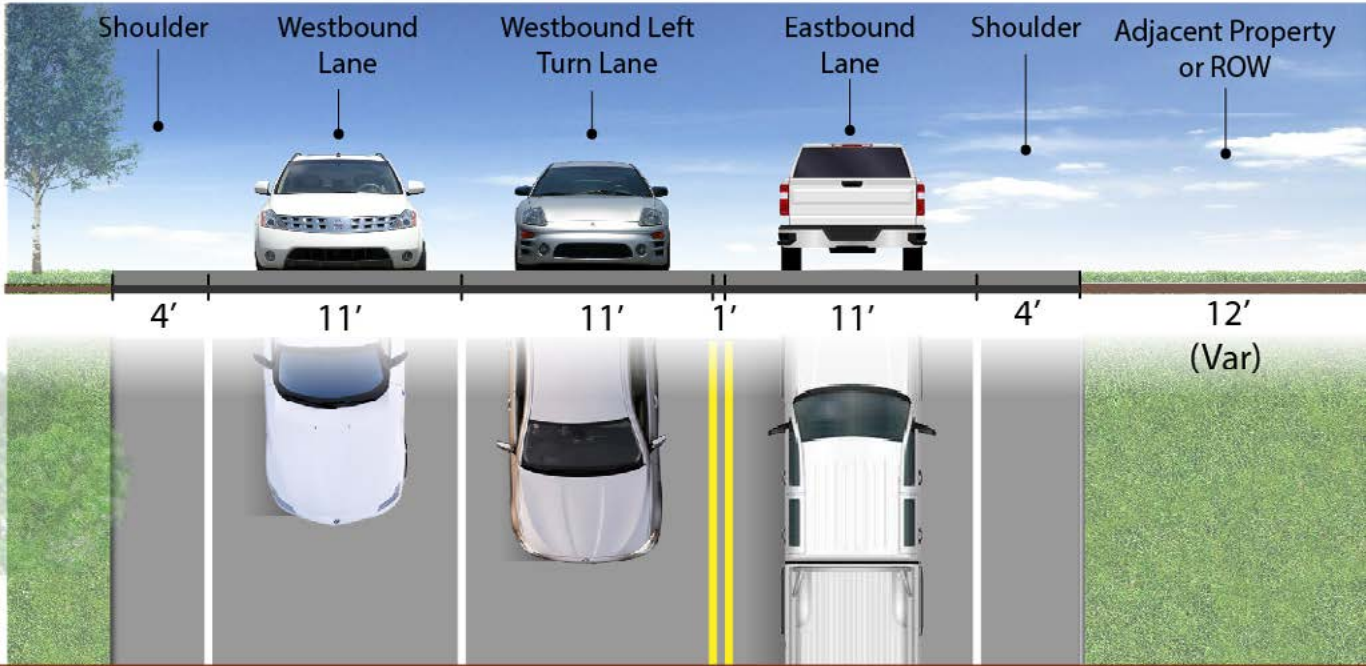


A 1.3-mile side path should be added on the right-hand side of US Route 6 as it is shown in these east-bound views of the corridor. PennDOT has plans to add shared use arrows on the roadway for bicyclists and to relocate the placement of guiderails, such as the one shown in the middle photo.

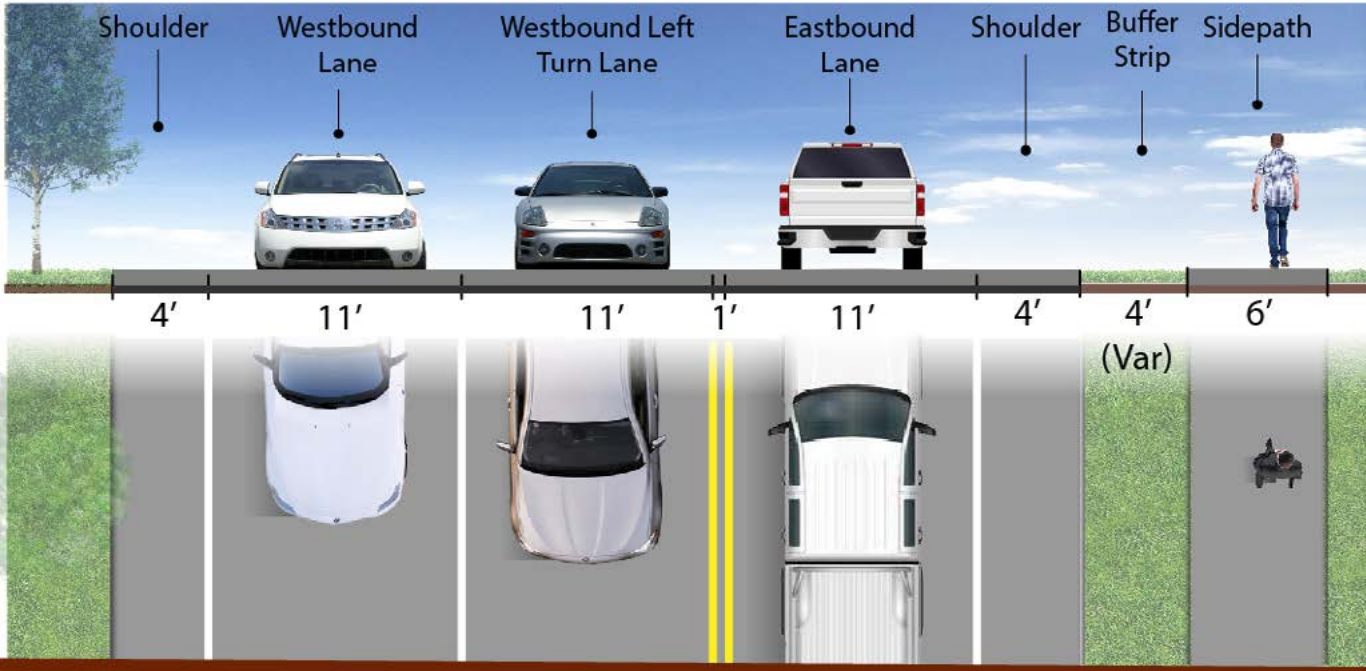
Other off-road trail proposals

As shown on the Concept Maps, a few other off-road trails are proposed.

- Connection on an easement or service road between Corry Memorial Hospital and Russell Road, or potentially across the golf course to Country Club Road. This segment would connect the northern neighborhoods to the hospital and Walmart, and contribute to the larger bike network creating longer routes throughout Corry.
- A multi-use side path on Mead Park property along Mead Avenue. This would help connect pedestrians and cyclists to an important community asset. In addition, a short multi-use path could also connect to Worth Street, providing a rear entrance to Mead Park.



Existing



Proposed

Scale: 1" = 8'



These before-and-after illustrations show the existing width of US Route 6 in a typical location between Wayne Street and Shady Avenue. A side path would generally follow the roadway along its southern side. It could occupy acquired right-of-way where possible or easements on private property.

CORRY JUNCTION GREENWAY TRAIL EXTENSION - ROUTES A & B

A two-pronged approach to extending the trail to downtown Corry

The Corry Junction Greenway Trail (CJGT) is part of the larger proposed Erie to Pittsburgh (E2P) Trail, which, in turn, is part of the multi-state Industrial Heartland Trails Coalition. Because of the CJGT's position as a segment of a large regional trail project supported by several Pennsylvania departments, many county governments (including Erie County) and many trail organizations, the trail's expansion prospects are fairly bright. This active transportation plan therefore suggests an ambitious course of action regarding future implementation steps.

The intention is to extend the Corry Junction Greenway Trail from its current terminus along PA Route 426 to downtown Corry. (A subsequent extension will be from downtown Corry to Black Bridge.) This active transportation plan suggests a two-pronged approach to extending the CJGT to and through Corry, reflecting the likelihood that Route A could potentially be pursued immediately but that Route B could be a longer-term prospect. The two routes are summarized here, with details below.

Route A: From existing trailhead, create an at-grade, midblock crossing of PA Route 426. Continue 450 feet via a multi-use side path along the western edge of PA Route 426 to the intersection with US Route 6. Here, the trail proceeds via separated bike lanes on the north- and south-bound sides of North Center Street for 1.1 miles into downtown, ending at the Corry Diamond Parklet at the railroad tracks. See bike lane description, Pages 55-57.

Route B: From the existing trailhead, create a bridge crossing by cyclists and pedestrians over both PA Route 426 and Route 6. Continue on a multi-use trail occupying a former rail bed to Smith Street. Turn east on Smith via separated bike lanes to Maple Street. Turn South on Maple Street via cycle track to the Corry Diamond Parklet's east end at the existing railroad tracks (and the historic Corry Diamond).

ROUTE A

As described in the Crossings and Intersections section, CJGT Route A will require an at-grade, midblock high-visibility crossing of PA Route 426. And as described in the Bike Lanes section, CJGT Route A will incorporate a 1.1-mile segment of separated bike lines in the north- and southbound directions on North Center Street.

To connect those two components, a 450-foot long 12' multi-use side path will be needed on the west side of PA Route 426 (below).



From left: Two south-bound views of PA Route 426 segment where a 435-foot side path is needed to connect the existing trail to the US Route 6-North Center intersection. At right above, a northbound view of the area where a side path is needed.

ROUTE B

During the public participation phase of this active transportation plan, residents stated a desire for continuing the Corry Junction Greenway Trail as an off-road multi-use trail along a former rail bed that runs north-south between Mead Avenue and North Center Street. The residents expressed doubt that typical cyclists, including families with young children, would feel comfortable riding on separated bike lanes on North Center Street, while also saying they would genuinely enjoy riding on an off-road trail.

Route B was therefore developed as an option, one that could be initiated now but that would likely take longer to complete due to expense and complexity. However, because of the high priority for completing the Erie to Pittsburgh Trail, Route B is a viable option.

The Route B option would extend CJGT as an off-road trail south from its current terminus at PA Route 426. A bicycle and pedestrian bridge would rise from the existing trail and continue over both PA Route 426 and US Route 6, then descend to the former rail bed south of US Route 6. The bridge would need approximately 1,150 feet of total length, including approaches, to provide to the necessary height over the two roadways. This would be a multi-million-dollar project.

This route would then occupy the rail bed as a 12-foot-wide multi-use trail south to Smith Street, with at-grade crossings at Elk Street, Irving Street, Bond



This trail bridge for the Great Allegheny Passage crosses a multi-track railroad corridor in West Mifflin, PA. Its length, including approach ramps and the bridge span, is approximately 1,100 feet. Its cost was \$9 million.

Street, Congress Street and Frederick Street. Route B would turn east on Smith Street, with sidewalks for pedestrians and bike lanes in east- and westbound directions. This segment would cross North Center Street, then pass Corry City Park.

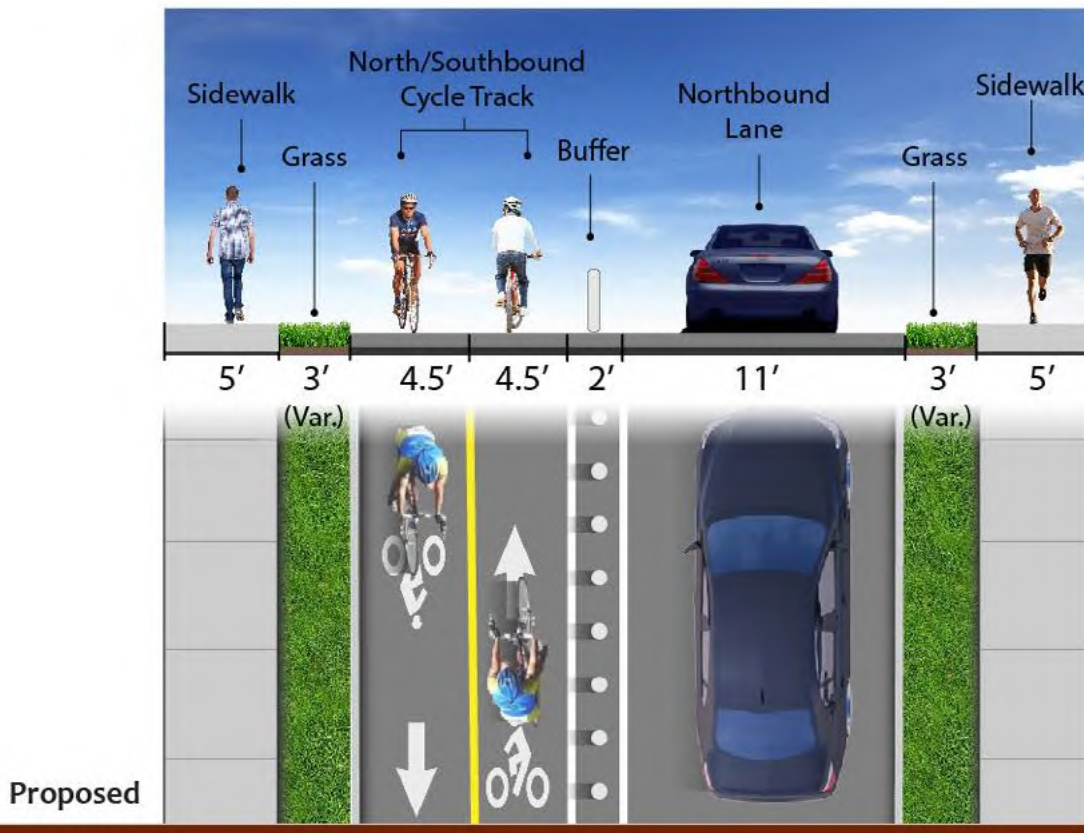
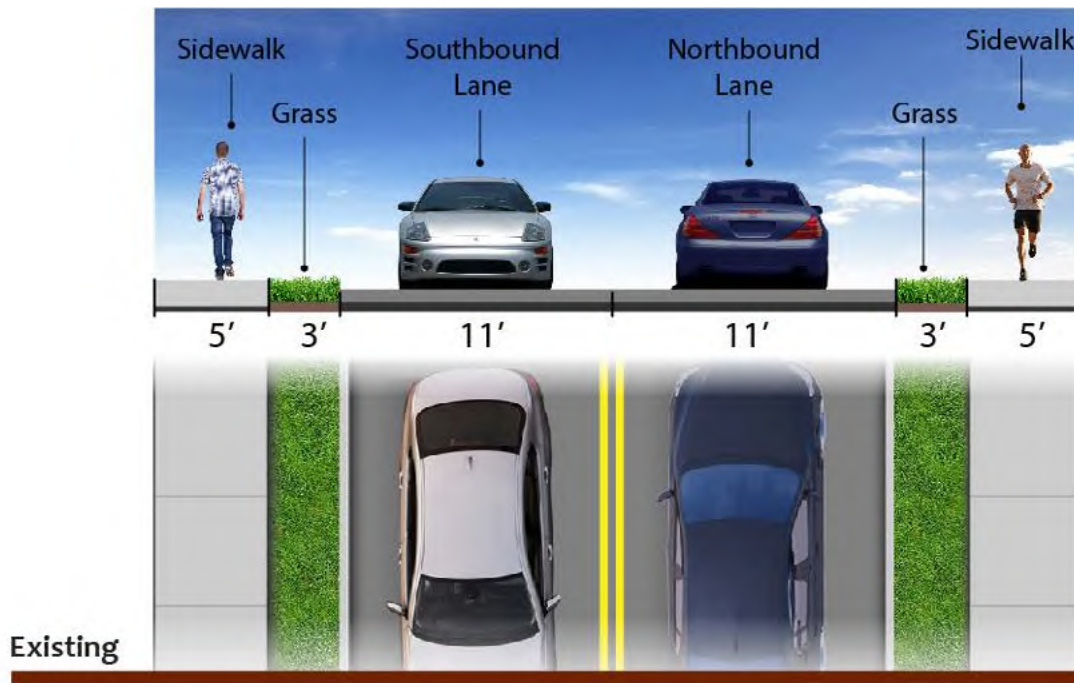
Route B would turn south on Maple Avenue, where the route could become a buffered two-directional cycle track alongside one-way motor-vehicle traffic flowing north on Maple (this requires changing one block of Maple from two-way to one-way). An illustration of this design concept is provided on the next page.

Continuing south on Maple Avenue, the route would include at-grade crossings at East Park Place and East Washington Street, and end at a new trailhead at Corry Diamond Parklet, at the railroad tracks just north of East Main Street. The parklet extends to North Center Street, the heart of Corry's central business district.

CORRY JUNCTION GREENWAY TRAIL AMENITIES

This plan suggests initial improvements to the existing trailhead, which will have continued use. Improvements should include organizing the parking to safely accommodate more vehicles, by adding concrete wheel stops. Wheel stops show drivers where to park in a gravel parking lot. Other immediate improvements should be to add directional signs showing how to continue on the trail or alternate routes to various destinations, adding benches and a trailhead kiosk, and cleaning up rubble piles.

A longer-term and more ambitious plan for trailhead amenities involves acquiring one or more vacant properties at the northwest corner of the PA Route 426/US Route 6 intersection. The City of Corry, trail groups or other partners should investigate acquisition of the former Family Video or Ritz Chocolate buildings to be locations serving users of the Corry Junction Greenway Trail. These would be useful whether CJGT users follow Route A or Route B. The parcels and buildings could be redeveloped privately or through public-private partnerships as a hostel, trail store or bike shop for cyclists or through-hikers. The properties could also allow for development of an additional parking lot.



0 4 8 16 Scale: 1" = 8'

This before-and-after illustration a cycle track added to Market Street. This proposal would extend the northbound one-way traffic pattern along Corry City Park to allow a cycle track to occupy the southbound side. An option would be to retain two-way traffic along the park but eliminate on-street parking, then use that space for the cycle track.

Chapter 4 Corry's Action Guide

THE CITY
OF CORRY
HONORS OUR
LOCAL VETERANS
AND THOSE
SERVING OUR
NATION TODAY
CORRY
PA 16801

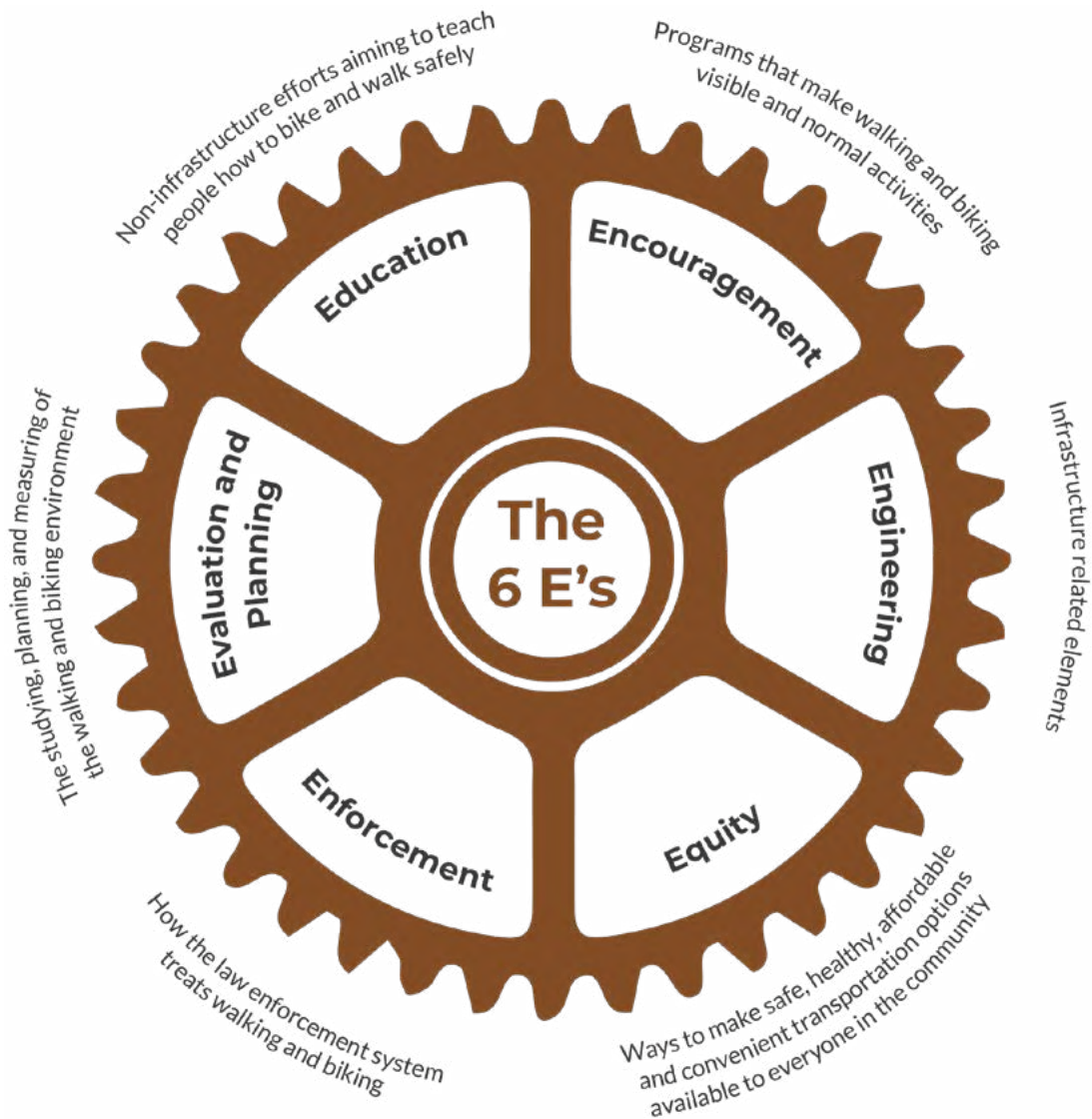


ACTION PLAN STEPS

Implementation of the Six E's recommendations provided in Chapter 3 requires dedicated participation of stakeholders, elected officials, governmental administrators and community partners. This chapter provides practical information and recommends organizational and procedural strategies for moving forward.

The projects or undertakings presented in this chapter can be pursued in any order, with the exception of the first two. Here's why: "1. Adopt 'Corry Connects' and create a coordinating group for implementation" creates the mechanism for pursuing the other initiatives. "2. Produce active transportation events three times a year" is intended to create a positive impression of active transportation to create momentum and build public support for all the other initiatives.

The remaining projects or undertakings reflect community priorities as understood through the public engagement portion of this plan. They also reflect the policy, programmatic or procedural strategies that will support changes in the built environment and in the social and cultural view of active transportation in Corry. The order in which the Corry Connects Team proceeds is up to the group and probably dependent on securing funding or garnering partner participation.



1. Adopt “Corry Connects” and create a coordinating group for implementation

Implementation steps P1 and P2

The steering committee for this Active Transportation Plan should present to Corry City Council a resolution and recommendation to adopt the “Corry Connects” active transportation plan.

Upon adoption of the plan, the steering committee for this project should identify a group that can pursue the efforts outlined in this report. For the purposes of this report, the group is called “Corry Connects Team” to include members of key stakeholder groups. Over time, this group can be expanded if desired to also include citizen-advocates for active transportation of all types and become an Advisory Committee to Council.

CORRY CONNECTS TEAM

The coordinating team should initially be a small team to remain nimble, from such groups as:

- | | | |
|-----------------------------|------------------------------|----------------------------------|
| • City of Corry | • Corry Community Foundation | Department |
| • Blue Zones Project -Corry | • Corry Area School District | • Erie County Planning |
| • Impact Corry | • Erie County Health | • PennDOT (Ped Bike Coordinator) |

At different times, the team may need to call upon other experts from the City, County, region or state as needed to advise on matters such as:

- | | | | |
|-----------------------------|----------------------------|--------------------------|--------------------|
| • Pedestrian Infrastructure | • Bicycling Infrastructure | • Accessibility | • Public Relations |
| • Pedestrian Advocacy | • Bicycling Advocacy | • Safe Routes to Schools | • Web Site/Blog |
| • Pedestrian Education | • Bicycling Education | • At Risk Outreach | |
| • Pedestrian Safety | • Bicycling Safety | • Health & Wellness | |

The team should plan to meeting quarterly, with the task of identifying which of the priority projects to pursue in which order, to specify and assign next steps, and to assess progress. The team should select from this report a few “visible and quick” projects to begin promptly so residents, officials and partners can all see progress. This helps to foster enthusiasm and momentum for achieving the bigger projects over time.

Time Frame: 3 months to identify the coordinating team, begin work

Start Here: The steering committee for this Active Transportation Plan prepares a resolution for the City Council to formally adopt this active transportation plan. Upon adoption, the steering committee proposes and organizes the Corry Connects Team. The team will advise Corry City Council.

2. Produce active transportation events three times a year

Implementation step P6

Two elements of the Six E's of Active Transportation – “Education” and “Encouragement” – contribute to safer streets and healthier people, but also contribute to a shift in community views. Activities designed to educate and encourage help make walking and biking look not just normal but desirable.

This plan therefore recommends that the Corry Connects team recruits partners to plan three events a year that have walking, biking or Open Streets themes. Spring (perhaps around Memorial Day) to celebrate a return to outdoor life; Summer, such as in conjunction with a Main Street event; and Fall, such as a walk to school event early in the school year.

Popular nearly everywhere they are created are “Open Streets” events explained in Chapter 3. While many communities hold festivals that use road rights-of-way, such as Celebrate Erie’s music performances, the purposes of Open Streets events are not just entertainment but to both remind the population that streets are for people and to tie outdoor life to economic development goals. Closing 1 or 2 miles of a street to vehicular traffic enables all participants to enjoy the space in new ways while also directing people past shops and restaurants.



Open Streets events in Sharpsburg, PA, and a neighborhood of St. Louis.

A back-to-school event could focus on safe walking and biking for students and staff. This can include a bike rodeo in a school parking lot and practicing a walking school bus. A bike rodeo teaches riders cycling skills and safety practices, and can be set up for people of all ages. A walking school bus is simply a group of children walking to school with one or more adults. It can be as informal as two families taking turns walking their children to school or very structured, with a route and meeting points, timetable and schedule of trained adult volunteers.



Eastern Michigan University campus police sponsored a bike rodeo in Ypsilanti. At right, a walking school bus in Fairhope, AL.

Although most participants in the Corry Connects Team are probably experienced at producing community events, here is a checklist that can help when organizers are developing a timeline, recruiting partners and estimating hard and soft costs:

- a. Recruit planning team. Select date and a theme.
- b. Identify a location. Considerations should include availability of shade, restrooms, parking, convenience and fees. Remember to apply early for street-closing permits as needed.
- c. Identify and recruit presenters/trainers/activity leaders
- d. Booths/sponsors. Businesses that are related to the theme can have booths while others may be solicited for prizes. Parameters should be established for booth space, with fee structures offering discounts for non-profits. Arrangements need to be made for electricity if needed, but booth vendors should provide their own tents, tables and chairs, along with requirements for completing set-up and cleanup.
- e. Determine if there will be food vendors or food trucks.
- f. Comfort stations. Rented portable toilets are expensive, so existing facilities would be a plus.
- g. Permits and public safety. Street closures, police, fire department, EMS. Make sure personal protective equipment (if appropriate), hand cleaning and garbage collection are lined up.
- h. Water supply. Refillable water stations are suggested; encourage everyone to bring a bottle.
- i. Publicity. Use social and traditional media. Overhead banners across a busy street are very effective.

Time Frame: 6 months to schedule, plan and execute each event. Shorter time frame in subsequent years as the community gains experience.

Start Here: Promptly identify three dates and themes for 2021 and recruit partners.

3. Complete priority sidewalk and crosswalk projects

Implementation steps W1-8 and CI1-8

The idea here is to start small! The community and stakeholders should select priority sidewalk and crosswalk projects as soon as possible, and publicize these successes to help build momentum for larger or longer-term undertakings.

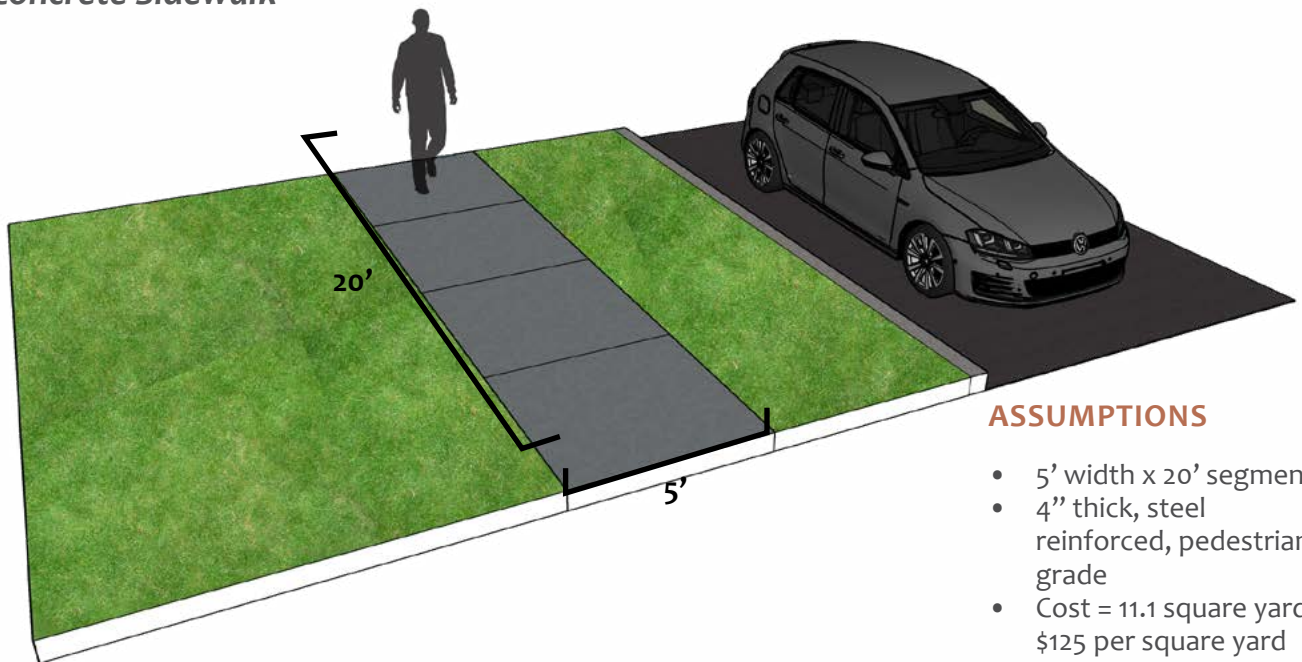
Safer and more comfortable walking routes that are ADA compliant was the top “engineering” project in the opinion of those who participated in the public process for this active transportation plan. The two most important components of walking routes are sidewalks and crossings. For sidewalks, the difficulties include “gaps” where no sidewalks currently exist, sidewalks that have become uneven or hazardous due to time, weather and other factors, and old brick sidewalks that are virtually invisible under grass and weeds. For crossings, the difficulties include faded roadway paint, missing or improper curb ramps, and a lack of pedestrian signals at busy intersections.

Corry would presumably pay for new infrastructure on public property as those projects may be undertaken. It could also work with residents to install sidewalks on their property and assess them the cost.

The following graphics show typical costs for common forms of new infrastructure. The team implementing this plan can use these estimates to pursue next steps, including grant funding or larger project estimating.

- Time Frame:** 1 month to one or more projects (or portion of a larger project) to undertake, 6 months to identify funding, 1 month for installation during warmer weather
- Start Here:** The Corry Connects Team prioritizes the potential sidewalk and crossing projects and makes recommendations to City of Corry.

New Concrete Sidewalk

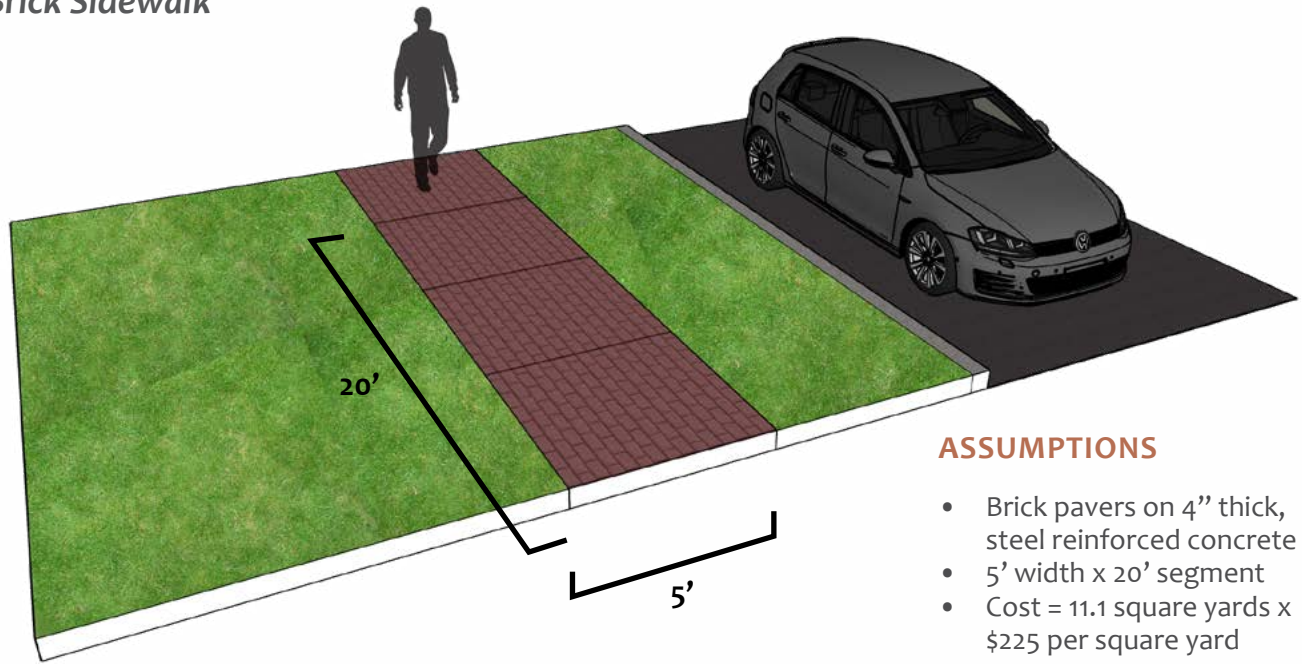


ASSUMPTIONS

- 5' width x 20' segment
- 4" thick, steel reinforced, pedestrian grade
- Cost = 11.1 square yards x \$125 per square yard

COST = \$1,400

New Brick Sidewalk

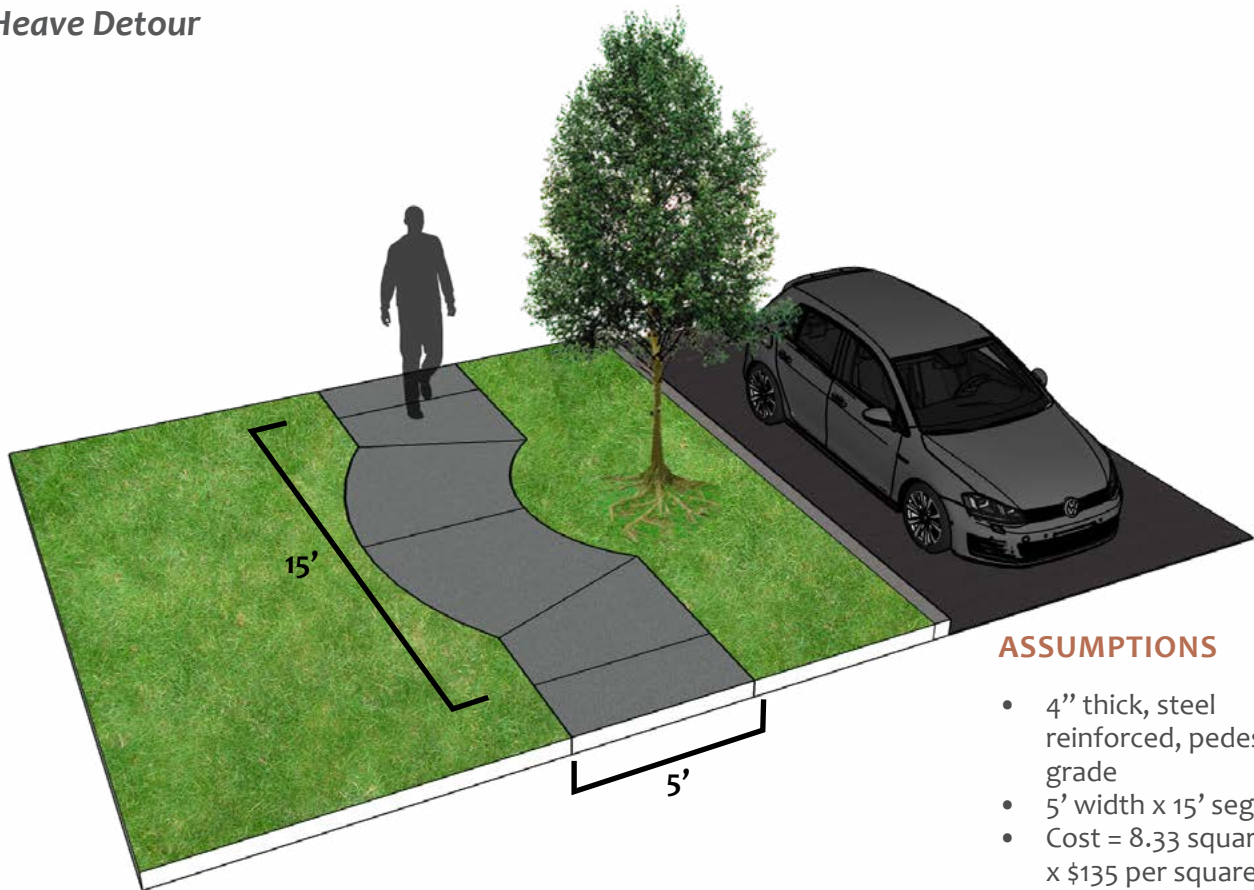


ASSUMPTIONS

- Brick pavers on 4" thick, steel reinforced concrete
- 5' width x 20' segment
- Cost = 11.1 square yards x \$225 per square yard

COST = \$2,500

Tree Heave Detour

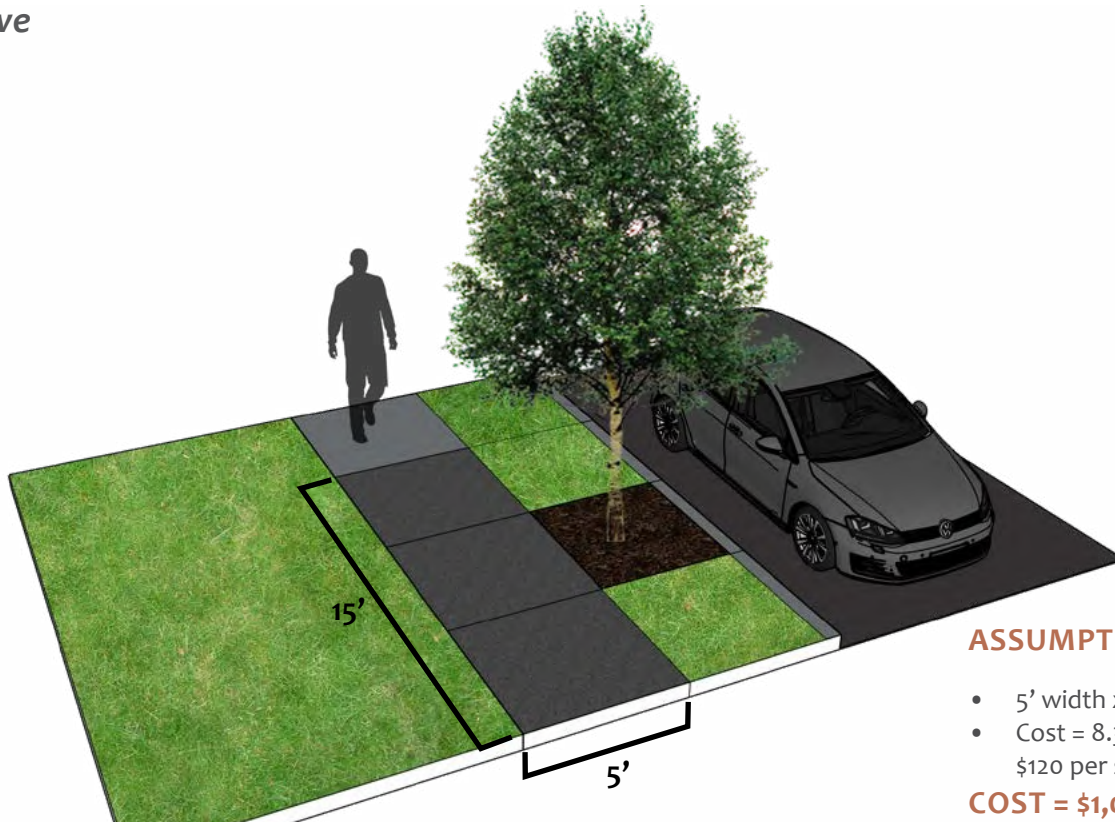


ASSUMPTIONS

- 4" thick, steel reinforced, pedestrian grade
- 5' width x 15' segment
- Cost = 8.33 square yards x \$135 per square yard

COST = \$1,200

Flexipave

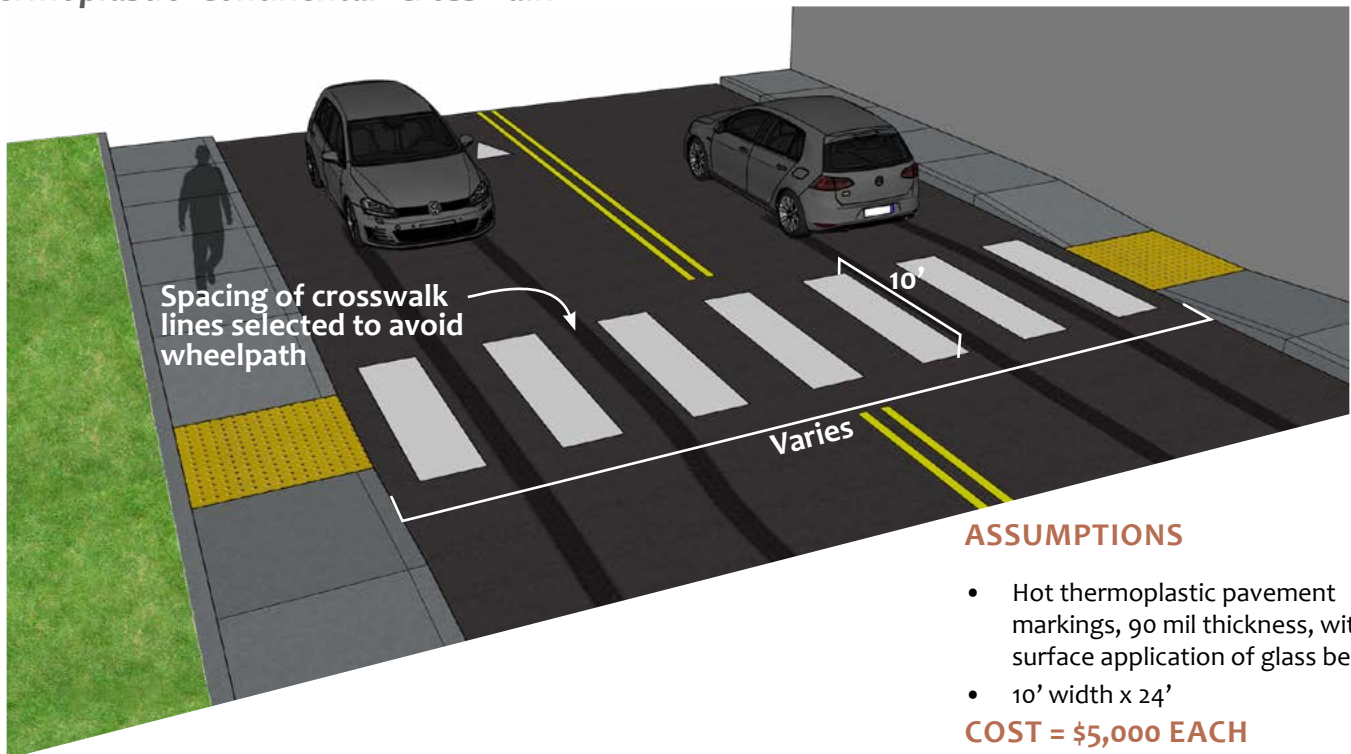


ASSUMPTIONS

- 5' width x 15' segment
- Cost = 8.33 square yards x \$120 per square yard

COST = \$1,000

Thermoplastic 'Continental' Crosswalk

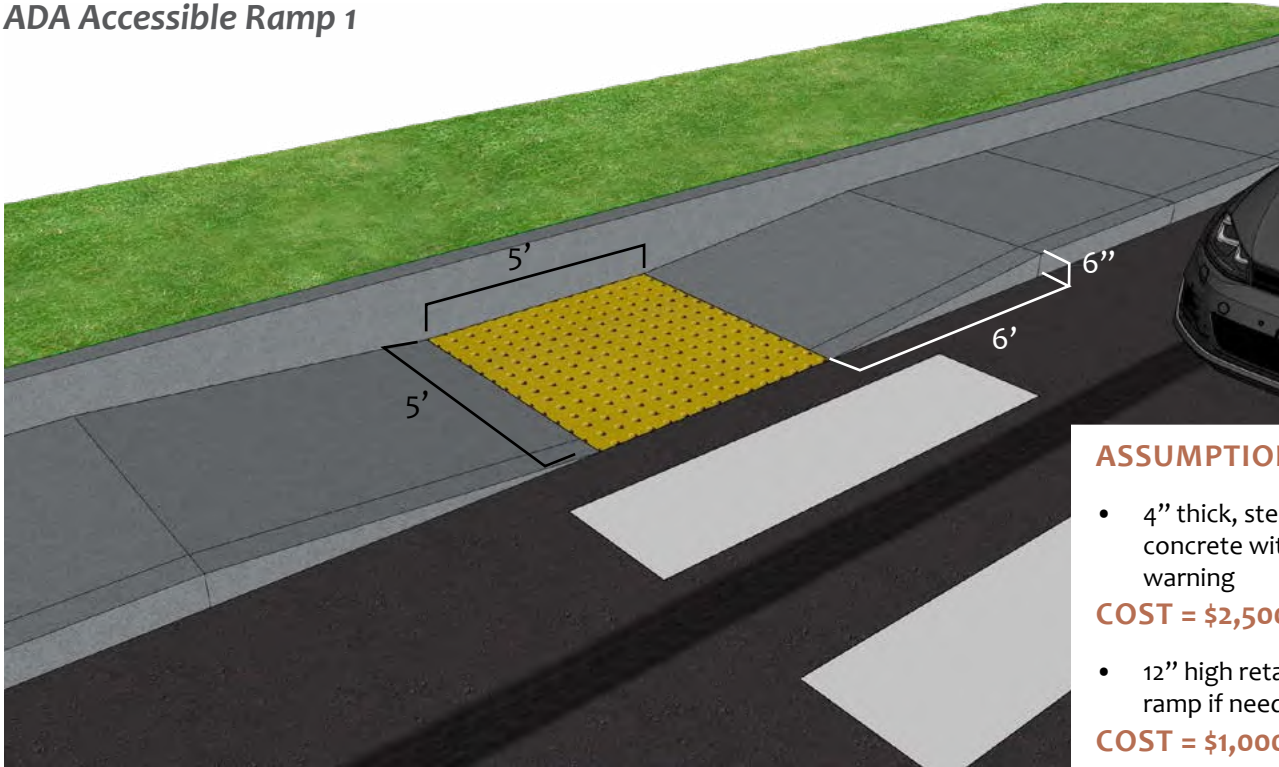


ASSUMPTIONS

- Hot thermoplastic pavement markings, 90 mil thickness, with surface application of glass beads
- 10' width x 24'

COST = \$5,000 EACH

ADA Accessible Ramp 1



ASSUMPTIONS

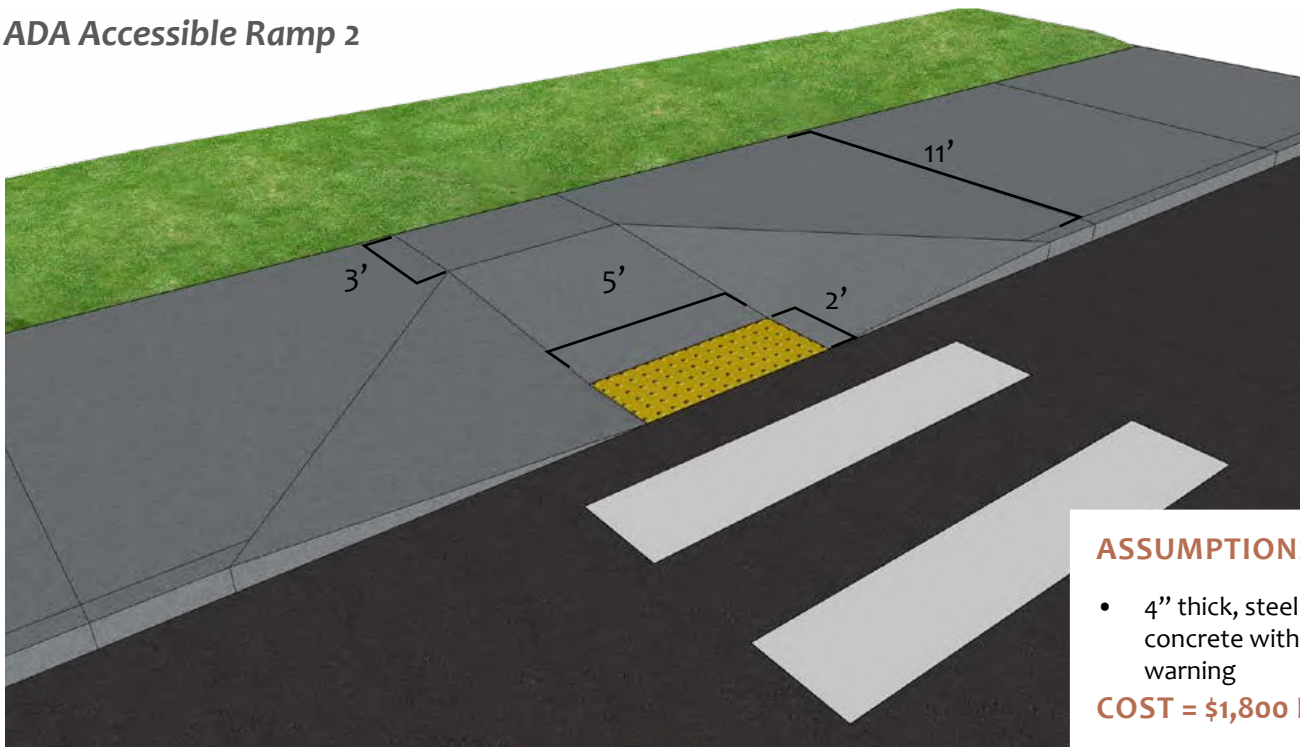
- 4" thick, steel reinforced concrete with detectable warning

COST = \$2,500 EACH

- 12" high retaining curb at ramp if needed for slope

COST = \$1,000 EACH

ADA Accessible Ramp 2



ASSUMPTIONS

- 4" thick, steel reinforced concrete with detectable warning

COST = \$1,800 EACH

4. Add bike lanes and bike racks on North Center Street

Implementation steps B3 and A3

This project – to extend the Corry Junction Greenway Trail along North Center Street via existing sidewalks and new bike lanes – has a high priority for two reasons:

1. Extending Corry Junction Greenway Trail to and through Corry’s central business district is a crucial next step in support of economic development goals to become a trail town or “outdoor town.”
2. The project aligns with the timing of PennDOT’s anticipated resurfacing project for North Center Street. Discussions began in Summer 2020 among stakeholders, including PennDOT, about altering the width of travel lanes to accommodate north- and south-bound bike lanes within the existing roadway.

City of Corry and other partners should continue the conversation with PennDOT to ensure that this community priority receives further review, design and implementation per the PennDOT Connects goal of incorporating local plans into PennDOT projects whenever possible.

The division of cost responsibility for the project would be negotiated. Corry will be responsible for ongoing maintenance of the bicycle facilities.

The following graphics show typical costs for common forms of new infrastructure. The team implementing this plan can use these estimates to pursue next steps, including grant funding or larger project estimating. Local businesses typically pay for bike racks in front of their locations.

Time Frame: 18 months

Partners: Local businesses, PennDOT, PA Environmental Council, Industrial Heartland Trails (Erie to Pittsburgh Trail), Blue Zones Project-Corry, Impact Corry, Corry Comm. Foundation

Potential Funding: PennDOT, City of Corry,

Bike Rack - U Inverted Hoop



Bike Lane



Bike Lane

Parking-Protected Bike Lane



ASSUMPTIONS

- Bike Lane Markings (reflective paint)

COST = \$300 PER MARK

- Bike Lane Signs

COST = \$200 PER SIGN

- Buffer stripe (1 foot wide x 1 mile) painted
COST= \$1 PER FOOT = \$5,500 X 2 (EACH SIDE OF THE ROAD) = \$11,000

-OR-

- Buffer stripe (1 foot wide x 1 mile) thermoplastic
COST= \$4 PER FOOT = \$22,500 X 2 (EACH SIDE OF THE ROAD) = \$45,000

5. Create shared lanes throughout the community

Implementation step B1

Using the Corry Connects concept map, the City should begin to develop a shared-lane bicycle network that eventually provides connections to important destinations and riding loops. It is possible to start very small with this initiative by choosing one locally owned road at a time on which to add shared-lane markings and signage.

As introduced on Page 52, a number of roads should be developed for shared-lane use:

The Manual on Uniform Traffic Control Devices (MUTCD) recommends that a shared lane marking should be placed immediately after an intersection and spaced at intervals at 250 feet thereafter. The manual also says that “Bicycles May Use Full Lane” signs may be used in addition to or instead of the shared lane marking. This plan recommends adding signs since Corry does not have a tradition of on-road cycling.

The following graphic shows typical costs for shared-lane infrastructure. The team implementing this plan can use these estimates to pursue next steps, including grant funding or larger project estimating.

Time Frame: 12 months

Potential Funding: City of Corry

Start Here: Choose a street such as Shady Avenue or Sciota Street. Purchase a stencil and paint the markers (or apply thermoplastic markers). Purchase and install the signs.

Shared Lanes



ASSUMPTIONS

- Shared Lane Markings (reflective paint)

COST = \$300 PER MARK

- “Bicycles May Use Full Lane” Signs

COST = \$200 PER SIGN

6. Adopt a Complete Streets policy

Implementation step P4

Given Corry's size and historic reliance on motor vehicles, a Complete Streets policy should focus on the corridors identified in this Active Transportation Plan, as prioritized by the Corry Connects Team. Further, the implementation of Complete Streets should be coordinated with redevelopment of property as it occurs.

The coordinating team should develop the policy modeled after a local or regional example and based on the 10 elements suggested by Smart Growth America and listed below.

The team should use the process outlined in the Complete Streets Local Policy Workbook provided by Smart Growth America and downloadable here: <https://smartgrowthamerica.org/resources/complete-streets-local-policy-workbook/>

The team should hold a public meeting to present and receive input on a proposed Corry Complete Streets ordinance or resolution.

The team should present the proposed Complete Streets Ordinance to Corry City Council for its consideration and adoption. An adopted ordinance establishes a philosophy and guidelines that promote all modes of transportation within the City.

Time Frame: 18 months

Partners: Erie County Health Department, Erie County Planning, PA WalkWorks, BikeErie, AARP, National Complete Streets Coalition

Potential Funding: This project could be completed by the coordinating team and partners without incurring hard costs. If a consultant is needed, the cost could run \$5,000-10,000, with funding sources potentially including PA Walk Works.

An ideal Complete Streets policy incorporates these 10 elements

- Includes a vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes
- Is adoptable by all agencies to cover all roads
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs
- Directs that Complete Streets solutions will complement the context of the community
- Establishes performance standards with measurable outcomes
- Includes specific next steps for implementation of the policy

7. Update City of Corry Ordinances

Implementation step P5

Corry should revise its Zoning Ordinance and Subdivision and Land Development Ordinance (SALDO) to strengthen its position as a pedestrian- and bike-friendly community and also to provide some means of sharing the costs of active transportation improvements.

During development of this plan, representatives from City of Corry noted that the municipality's financial capabilities are very limited. One way to take some cost burdens off the municipality would be to adopt policies and ordinances that require other parties to foot the bill for improvements. This does call the question of whether some developers could walk away when faced with regulatory obligations, but Corry can make the choice to adopt and enforce these ordinances as part of a long-term goal to become an "Outdoor Town" or "Trail Town."

To identify specific places in the ordinances where language should be revised to reflect contemporary conditions and community goals, the Corry Connects Team should review the self-guided questions in the Active Communities Tool - Action Planning Guide, Modules 1, 2 and 3 created by the U.S. Centers for Disease Control and Prevention.

<https://www.cdc.gov/physicalactivity/community-strategies/active-communities-tool/assessment-modules.html>

The questions guide the community toward ordinance or policy revisions in the following categories:

- Module 1: Street design and connectivity
- Module 2: Infrastructure to accommodate pedestrians & bicyclists
- Module 3: Public transportation

Corry should then update its ordinances and policies to include language that supports active transportation.



The Action Planning Guide from the Centers for Disease Control and Prevention helps communities identify specific changes they can make to their Zoning Ordinance and Subdivision and Land Development Ordinance (SALDO).

8. Develop a pedestrian and bicycle route map

Implementation step P3

The City can produce a user-friendly mobile or downloadable cautionary map linking destinations and creating loops where possible.

A map, particularly accompanied by directional signage along the routes, encourages pedestrians and qualified cyclists (that is, not young children or inexperienced adults) to get out and explore without the concern they'll get lost. The “cautionary” route map should be clear that cyclists use the routes at their own risk.

Time Frame: 18 months

Partners: Erie County Health Department, Erie County Planning, PA WalkWorks, BikeErie

Cost / Funding: A volunteer could create an informal map for virtually no cost using Google My Maps or a mobile trail app. A printed map could run \$5,000-\$20,000 for design and printing. Potential funders could be Chamber of Commerce, Erie County, WalkWorks, local fund-raising from businesses who place ads.



A friendly “Discovery Map” produced by Collier Township.

9. Work with PennDOT on US Route 6 bicycle infrastructure improvements

Implementation step B2

PennDOT produced a report “Pennsylvania Route 6 - Bicycle Master Plan Design Guide” in 2016 to set out a concept plan for bicycle improvements along this designated route, called BicyclePA Route Y. Portions of the project on Route 6 in Corry are explained in Section 1: Ohio/Pennsylvania Border to McKean/Potter County Line. PennDOT’s concept map for the Corry area is shown below, and its primary components are reflected on the Corry Connects concept map.

The report states: “It is anticipated that several times of improvements, such as wayfinding signage, sharrows, and bike lanes, would be completed at the local level. Local municipal entities will be responsible for maintaining these improvements.”

This active transportation recommends that the City of Corry and other members of the Corry Connects Team should begin discussions with PennDOT regarding the suggested improvements. These discussions should ascertain any known time frame or timeline, and budget. The discussions should clarify responsibilities.

When those details are better understood, the partners should apply for funding for implementation.

City of Corry or the Corry Connects Team can use the graphic on Page 69 to calculate an order-of-magnitude cost for shared lane infrastructure.

NOTE: A side-path pedestrian project explained on Page 56 and noted again on Page 75 is a companion project to the US Route 6 bicycle shared lane infrastructure project described here. A side path along US Route 6 between Wayne Street and Shady Avenue will enable residents to walk safely from the residential neighborhoods to Walmart or Corry Memorial Hospital. This proposed project should be included in any discussions with PennDOT about the US Route 6 (BicyclePA Route 11) project.

Time Frame: Not yet known, but the Corry Connects Team should contact PennDOT to open a discussion.

Partners: PennDOT, Erie MPO, Erie County



10. Encourage EMTA bus ridership and improve stops

Implementation steps P7 and T1-2

Enlist the help of Erie Metropolitan Transit Authority (EMTA) and its “teaching bus” three times a year at events or at locations such as the high school or senior living locations.

Bus ridership is considered a form of active transportation because the trip generally starts and ends with biking or walking. The teaching bus is a free service that helps users become familiar with bus schedules and routes, how to pay, where the stops are, how to get on and off a bus safely, and how to use the bike rack on the front of each bus.

In ensuing years, improve one bus stop that has heavy usage and that serves residents least likely to drive cars.

Time Frame: Immediately schedule three visits in 2021

Partners: Corry Area School District, Corry Senior Center, senior residential facilities, Corry Police Department, EMTA



11. Take first steps US Route 6 side path project

Implementation step O2

Add 1.3-mile bituminous side path parallel to the southern side of US Route 6 from Wayne Street to Shady Avenue for pedestrian use.

The proposed side path project is extremely important to Corry residents, but complex and costly, and could take a decade or more to complete. The sooner it is started, the sooner it can be completed. The Corry Connects Team should take at least the first steps as soon as possible.

This proposed route would address residents' need for a safe route between the residential areas of the community and the Walmart and Corry Memorial Hospital, two community assets that currently are difficult to reach on foot. In conjunction with this side path, other facilities need to be added: Pedestrian-activated crossings at the Shady Avenue and US Route 6 intersection, and a sidewalk along Shamrock Drive to the Walmart and hospital.

NOTE: This project is a companion project to PennDOT's plan in "Pennsylvania Route 6 Bicycle Master Plan Design Guide" to add shared-use lane markings to US Route 6 as noted on Page 73. That project proposes relocating guide rails, which will need to happen to make room for a side path.

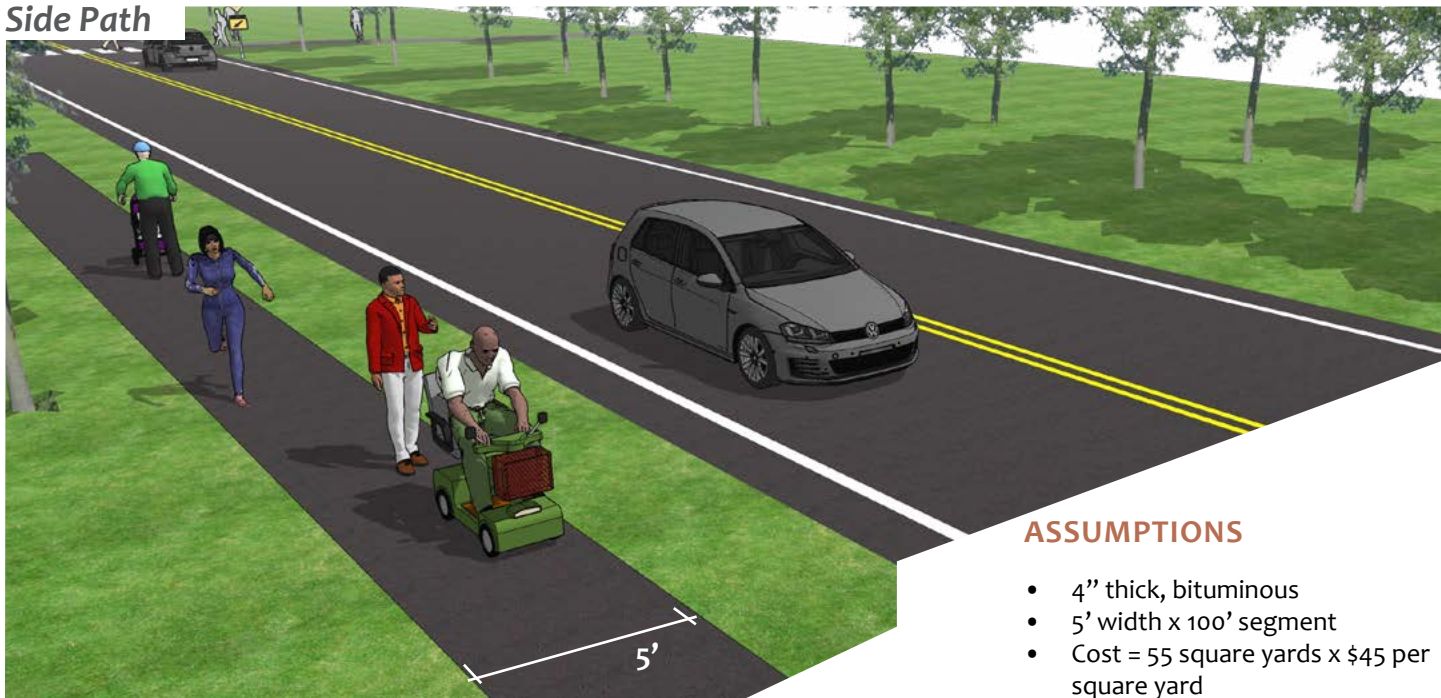
It is important to also recognize that detailed design work and engineering will be needed, along with street crossings, a stream crossing at Bear Creek, acquisition of private property, easements or rights-of-way, and earthwork with retaining walls, relocating utilities, among other probable costs. City of Corry or the Corry Connects Team can use the graphic below to calculate an order-of-magnitude cost for side path materials.

Time Frame: Long term.

Partners: PennDOT, Erie MPO, Erie County

Start Here: Discuss with the transportation planners at the partner agencies. Identify property owners and contact about easements or right-of-way.

Side Path



ASSUMPTIONS

- 4" thick, bituminous
- 5' width x 100' segment
- Cost = 55 square yards x \$45 per square yard

COST = \$2,500 PER SEGMENT

12. Take first steps on project to extend Corry Junction Greenway Trail

The Corry Junction Greenway Trail (CJGT) is part of the larger proposed Erie to Pittsburgh (E2P) Trail, which, in turn, is part of the multi-state Industrial Heartland Trails Coalition. Because of the CJGT's position as a segment of a large regional trail project supported by several Pennsylvania departments, many county governments (including Erie County), the trail's expansion prospects are fairly bright. This active transportation plan therefore suggests an ambitious course of action regarding future implementation steps.

As explained on Pages 60-61, the intention is to extend the Corry Junction Greenway Trail from its current terminus along PA Route 426 to downtown Corry. (A subsequent extension will be from downtown Corry to Black Bridge.) This active transportation plan suggests a two-pronged approach to extending the CJGT to and through Corry, reflecting the likelihood that one route could be completed fairly readily but the other could be a longer-term prospect. Proposed Route A and Route B are labeled on the Concept Map Enlargement, Page 50.

Route A: From existing trailhead, create an at-grade, midblock crossing of PA Route 426. Continue 450 feet via a multi-use side path along the western edge of PA Route 426 to the intersection with US Route 6. At this point, the trail proceeds via separated bike lanes on the north-and south-bound sides of North Center Street for 1.1 miles into downtown, ending at the Corry Diamond Parklet at the existing railroad tracks.

Route B: From the existing trailhead, create a bridge crossing by cyclists and pedestrians over both PA Route 426 and Route 6. Continue on a multi-use trail occupying a former rail bed to Smith Street. Turn east on Smith via separated bike lanes to Maple Street. Turn South on Maple Street via cycle track to the Corry Diamond Parklet's east end at the existing railroad tracks (and the historic Corry Diamond).

The following pages describe initial next steps for Route A and Route B.

ROUTE A NEXT STEPS: SHARED-USE TRAIL CONNECTOR AND MID-BLOCK CROSSING

(Implementation step O1 and C12)

Create a crucial crossing at PA Route 426 and a shared-use side path along PA Route 426 between the Corry Junction Greenway Trail terminus and the US Route 6/North Center intersection.

The Corry Junction Greenway Trail currently ends at a disorganized gravel area on PA Route 426 just north of US Route 6. To extend the trail southward via North Center Street and provide access to area businesses, a crossing needs to be installed at PA Route 426 as explained on Page 50.

In addition to the road crossing, a short 12-foot-wide shared-use side-path will be needed along the west side of PA Route 426 to the intersection with US Route 6, as explained on Page 60. There, bicycle lanes start on North Center Street. Additional work will be needed to design the alignment of the connector side path, and improve the four-way crossings at four-way the US Route 6-PA Route 426 intersections.

In addition, this active transportation plan suggests organizing parking at the existing trailhead at this time with the addition of wheel-stops so drivers know where to park their vehicles. This report also suggests a longer-term solution: acquiring a property or entering a private-public partnership for property at the northwest corner of that intersection to become a trailhead and trail-related business.

The crucial component is a safe crossing of PA Route 426. The graphics on the facing page show typical costs for road-crossing facilities on a trail and the road. The team implementing this plan can use these estimates to pursue next steps, including grant funding or larger project estimating.

- Time Frame:** 1-5 years.
- Partners:** PennDOT, Erie MPO, Erie County, Pennsylvania Environmental Council, Industrial Heartland Trail Association (Erie to Pittsburgh Trail), property owners.
- Start Here:** Add wheel stops in gravel lot to maximize existing parking. Open conversation with PennDOT about improving trailhead safety by adding a mid-block at-grade crossing and creating the side path to intersection. Open discussions with owners of the parcels at and near the US Route 6/PA Route 426 intersection about a side path.

ROUTE B NEXT STEPS: SHARED-USE TRAIL

(Implementation step O4)

Route B would extend the Corry Junction Greenway Trail as an off-road shared-use trail occupying a former railroad bed that runs north-south between Mead Avenue and North Center Street. An off-road multi-use trail, while desirable for the comfort it would provide, will be costly and complex, and should be considered a long-term initiative. See description on Page 63.

Because the rail bed is not vacant in some areas, Route B will go on-road for some segments, but the streets are quieter than North Center Street. These on-road sections include bike lanes, version shown at top of Page 73, and a cycle track, shown on Page 84.

It is important to also recognize that costs for Route B will be significant, including a multi-million-dollar bridge crossing over PA Route 426 and US Route 6, as described on Page 61. Other costs include detailed design work, acquisitions of property, rights-of-way or easements; several at-grade street crossings; trail markings and signage; and additional connecting routes to enable trail users to access Corry's downtown.

- Time Frame:** Long term.
- Partners:** PennDOT, Erie MPO, Erie County, Pennsylvania Environmental Council, Industrial Heartland Trail Association (Erie to Pittsburgh Trail), property owners.
- Start Here:** Open conversations with all partners about Route B option, including the pedestrian bridge.
- Identify property owners and contact a few likely prospects about easements or rights-of-way acquisitions.

Mid-Block At-Grade Crossing

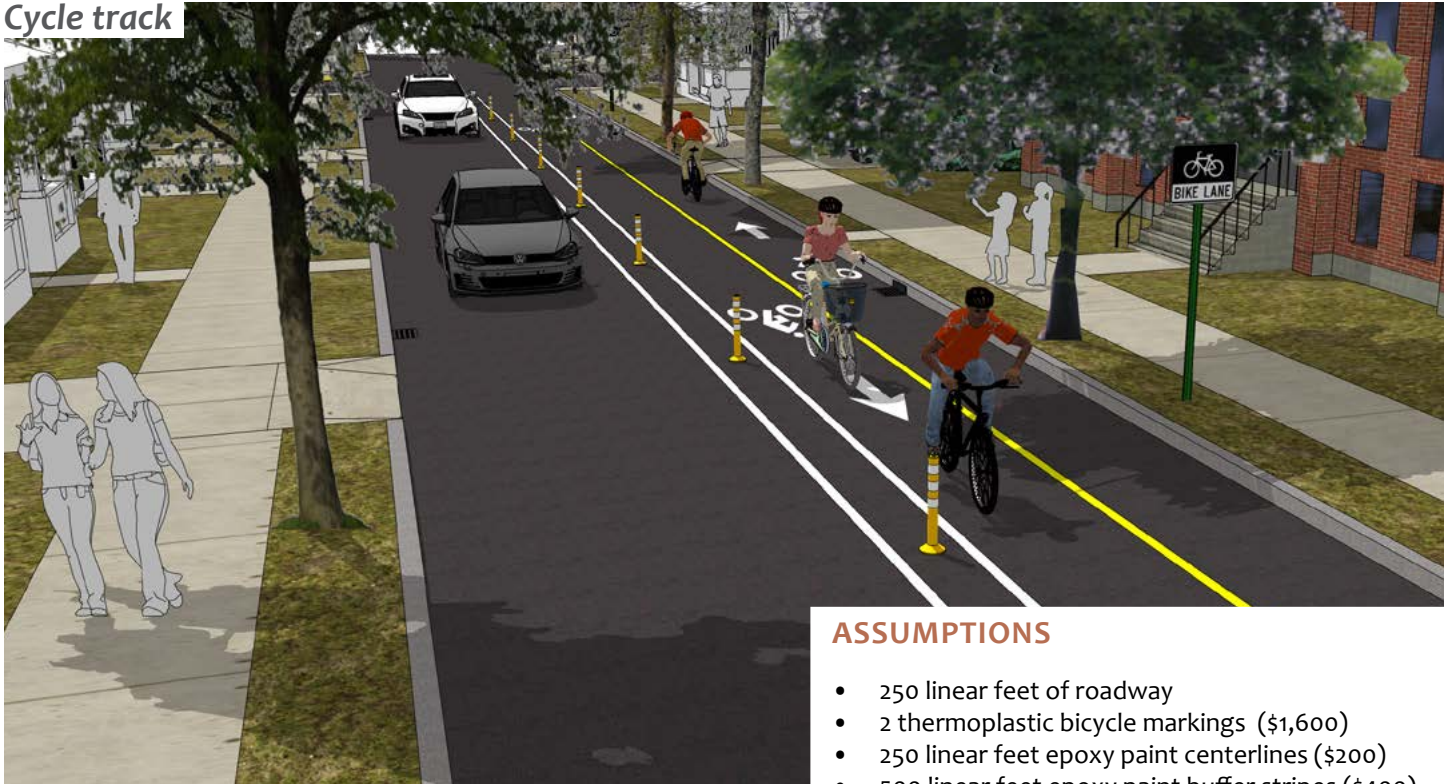


Shared Use Trail At-Grade Crossing



**COST = \$23,000
PER INTERSECTION**

Cycle track



ASSUMPTIONS

- 250 linear feet of roadway
- 2 thermoplastic bicycle markings (\$1,600)
- 250 linear feet epoxy paint centerlines (\$200)
- 500 linear feet epoxy paint buffer stripes (\$400)
- 12 flexible delineator posts (\$3,500)

COST = \$5,700 PER 250 FEET

TIME FRAME FOR ACTION

The recommended projects, programs, and policies identified in this study represent an ambitious plan for active transportation improvements in the City of Corry. The projects are intended to be implemented over time, in logical stages, with early efforts helping to build momentum and support for later or larger-scale projects.

Chapter 4 has set forth specific action steps that are sensible for the community, starting with steps 1 and 2. The overall time frame for large-scale projects depends mainly on the ability to put together funding for any given project, including the outside assistance of grants and public-private partnerships. In some cases, this could mean five to 20 years.

Because some of the recommended active transportation improvements lie along corridors under the jurisdiction of PennDOT, planning for these specific projects could be very long term or, conversely, surprisingly imminent. Therefore, it is important to maintain a dialogue with the agency, as well as the Erie County Metropolitan Planning Organization (Erie MPO), to make Corry's priorities known and for Corry to best understand state, regional and county time lines for road improvements. Regular conversations with planning professionals at PennDOT, Erie MPO and Erie County are important so that Corry can advocate for smart transportation and complete streets along state- and county-owned corridors as the agencies consider improvements.

POTENTIAL PARTNERS

The following organizations are available to provide technical assistance, resources and other services to assist Corry with the implementation of this active transportation plan. They should be called upon as appropriate to provide assistance in advancing the action items. Some of the organizations are also potential funders.

Bike Erie

PO Box 1924
Erie, PA 16512
814-580-8443

Corry Area Lions Club

PO Box 175
Corry, PA 16407
814-664-4084

Corry Area School District

540 East Pleasant Street
Corry, PA 16407
Mandi Johnson, Transportation
Coordinator
664-4677, ext. 1223

Corry Community Development Corporation

221 N Center Street
Corry, PA 16407
814-964-2289

Corry Community Foundation

1524 Enterprise Road
Corry, PA 16407
814-664-3884

Corry Downtown Business Association

PO Box 167
Corry, PA 16407
(814) 664-3053
Wendy Neckers, President
wneckers@gmail.com

Corry Memorial Hospital

965 Shamrock Lane
Corry, PA 16407
814-664-4641

The Erie Community Foundation (Erie Gives)

459 W 6th Street
Erie, PA 16507
814-454-0843

Corry Redevelopment Authority

1524 Enterprise Road
Corry, PA 16407
Richard M. Novotny, Executive
Director
814-664-3884 Ext. 101
RNovo@CorryIDC.org

Corry Rotary Club

PO Box 284
Corry, PA 16407
814-462-4514

Erie County Department of Health

606 West Second Street
Erie, PA 16507
814-451-6700
Laura Luther, Safe & Healthy
Communities Coordinator,
lluther@eriecountypa.gov

Erie County Department of Planning

150 East Front Street
Suite 300
Erie, PA 16507
814-451-6336

Honey Stempka; Director of Planning
hstempka@eriecountypa.gov

Joy Fronzoli; Environment and
Recreation Program Administrator
jfronzoli@eriecountypa.gov

Erie County Gaming Revenue Authority

5340 Fryling Rd Suite 201
Erie, PA 16510
814-897-2690

Erie Metropolitan Transit Authority

127 E. 14th Street
Erie, PA 16503
814-452-2801

Erie to Pittsburgh Trail Alliance

217 Elm Street
Oil City, PA 16301
info@eriepittsburghtrail.org

Impact Corry

Charles Gray,
Community Development Director
814-664-3884, Ext. 5
Director@impactcorry.com

Mead Park Association

c/o 100 South Center Street
Corry, PA 16407
http://www.meadpark.org
corrymeadpark@gmail.com
Maddy Johnson
John Raines

Metropolitan Planning Organization of Erie County

Department of Planning and
Community Development
150 East Front Street, Suite 300
Erie, PA 16507
814-451-6336

**Pennsylvania Department of
Community and Economic
Development (DCED)**

301 5th Avenue, Suite 250
Pittsburgh, PA 15222
Johnna Pro
(412) 565-5098
jopro@pa.gov

**Pennsylvania Department of
Conservation and Natural Resources
(DCNR)**

**Bureau of Recreation and
Conservation**

Erin Wiley Moyers
Regional Adviser, Northwest
Regional Office
158 South Second Avenue
Clarion, PA 16214-2404
814-226-2329
ewiley@pa.gov

PennDOT District 1-0

255 Elm Street
Oil City, PA 16301
814-678-7085
Lyndsie DeVito; Sr. Civil Engineer
Transportation/Multimodal Manager
ldevito@pa.gov

PA WalkWorks

University of Pittsburgh
Graduate School of Public Health
Center for Public Health Practice
Health Policy and Management
130 DeSoto Street, A726
Pittsburgh, PA 15261
412-383-2801
Carol L. Reichbaum, MSL, MSPA
carolr@pitt.edu
www.pawalkworks.com

Run Rev - Corry

Julie Krone
juliekrone@gmail.com

Village Friends

45 E. Washington St.
Corry, PA 16407
wwhiteman@cscccorry.org
814-964-2767

YMCA of Corry

906 N Center St.
Corry, PA 16407
(814) 664-7757
Steve Redrup, CEO
sredrup@tbscc.com



Corry Active Transportation Plan Implementation Metrics

Note: Priorities of High, Medium and Low (H, M, L) are based on equity, likelihood of funding, community input values and importance to developing an overall Active Transportation network. The level of priority can change based on available funding and community capacity. Project numbers (e.g. W1, B2) are keyed to locations on Corry Connects Concept maps.

Implementation - Pedestrian Infrastructure Improvements				
No.	Priority	Project	Potential Linear Feet	Connected Destinations
W1	H	Complete sidewalks along North 1st Street at the railroad tracks	560 feet (0.1 miles)	Connect employers, residential areas, senior center
W2	H	Add a perimeter sidewalk at Corry City Park, where only diagonal pathways current exist	1,490 feet (0.28 miles)	Provide safe, comfortable, convenient walking route at busy park and connect with surrounding residential streets and Corry Area Primary School. Also near YMCA and commercial properties.
W3	H	Add sidewalks around Snyder Circle and to US Route 6.	2,000 feet (0.38 miles)	Connect dense residential area to US Route 6 commercial properties
W4	M	Replace old brick sidewalks or add sidewalks in the South Center Street-Seventh Street areas to complete walking routes	1,400 feet (0.27 miles)	Connect residential areas to downtown, houses of worship, employers.
W5	M	Replace old brick sidewalks or add sidewalks in the Church-Concord-Grove-King Street area to complete walking routes	4,000 feet (0.76 miles)	Create safe walking routes in residential areas. Connect to transit, houses of worship, Corry Area High School, employers.
W6	L	Replace old brick sidewalks or add sidewalks in the Frederick-Congress-Elk Street area to complete walking routes	3,800 feet (0.72 miles)	Create safe walking routes in residential areas. Connect to transit, houses of worship, commercial areas.
W7	M	Add a sidewalk along Shamrock Lane between US Route 6, Walmart and Corry Memorial Hospital	1,700 feet (0.32 miles)	Connect to crucial health care and shopping destinations.
W8	L	Add a sidewalk along Worth Lane between US Route 6 and Glenn Lane	350 feet (0.06)	Connect to commercial destinations.

Corry Active Transportation Plan Implementation Metrics

Implementation - Crosswalks and Intersections					
No.	Project	Description	Connected Destinations		
C11	H	Install four way high-visibility crosswalks with curb ramps and pedestrian activated signals at the North Center Street and US Route 6 intersection	Accessibility, safety improvements	Crucial interesection to connect Corry Junction Greenway Trail to commercial and residential areas and Corry's downtown.	
C12	H	Install pedestrian activated at-grade mid-block crossing across PA Route 426 at the Corry Junction Greenway Trail trailhead in conjunction with new sidepath	Multi-use trail crossing provides accessibility and safety improvements	Crucial interesection to connect Corry Junction Greenway Trail to commercial and residential areas and Corry's downtown.	
C13	M	Install high-visibility crosswalks at North Center Street and Smith Street intersection	Safety improvements	Crucial interesection to connect residential areas and Corry City Park, YMCA, and commercial properties.	
C14	M	Install raised intersections and high visibility crosswalks at Main Street and North 1st Street	Accessibility and safety improvements	North 1st Street is a high-traffic area with multiple employers. Destinations in area include the downtown and senior center, commerical locations. Improvements also calm traffic.	
C15	M	Install raised intersections and high visibility crosswalks at Wright Street intersections with East Congress Street and East Irving Street.	Accessibility and safety improvements	Improvements calm traffic and help connect to Corry Area Primary School.	
C16	L	Install three-way high-visibility crosswalks at Wayne Street intersections with East Congress Street and North Irving Street	Accessibility and safety improvements	Improvements calm traffic and help connect to Corry Area Primary School.	

Corry Active Transportation Plan Implementation Metrics

C17	L	Signalize the US Route 6-Worth Street intersection and add high visibility crosswalks and pedestrian activated signals.	Accessibility and safety improvements	Connect residential areas to busy commercial plaza.
C18	L	Signalize the US Route 6-Sciota Street intersection and add high visibility crosswalks and pedestrian activated signals.	Accessibility and safety improvements	Connect residential areas to US Route 6 commercial properties.
C19	L	Install decorative high visibility crosswalks in the central business district.	Accessibility and safety improvements	Connections to the downtown business area are present but lack sufficient visibility. Decorative crossings could be considered.
Implementation - Transit Stops and Connections				
Project				
No.	Description			
T1	M	Install bus shelters and stops at South Center Street and Airport Road, at Spring Street and Chord Road, at North Center Street and US Route 6, and at the Walmart.	Improve convenience, safety and accessibility	Shelters and stops encourage transit use.
T2	M	Add a shelter at existing stops at East Main and Center Street (stop 9) and Corry Senior Center (stop 10)	Improve convenience, safety and accessibility	Shelters encourage transit use.

Corry Active Transportation Plan Implementation Metrics

Implementation - Bicycle Infrastructure Improvements

No.	Project	Potential Linear Miles (two-directional mileage in parentheses)	Connected Destinations
B1	Promote and sign a proposed shared roadway Cautionary Corry Bike Loop that follows these roads or trails:	Total: 10.4 miles (20.8)	Create numerous options for bicycle loops of different lengths and difficulty.
B1a	Pleasant Street between South Center Street and Shady Avenue	1.2 miles (2.4 miles)	Proximate to Corry Area High School, employers, downtown and transit.
B1b	Shady Avenue between Pleasant Street and US Route 6	1.2 miles (2.4 miles)	Proximate to Corry Area High School, Corry Memorial Hospital, Walmart, transit
B1c	Shamrock Drive to Corry Memorial Hospital	0.35 miles (0.7 miles)	Corry Memorial Hospital, Walmart
B1d	Russell, Ransom and Pepper Roads around the golf course	0.7 miles (1.4 miles)	Proximate to Corry Area Hospital, Walmart, Country Club.
B1e	Country Club Road	0.4 miles (0.8 miles)	Proximate to Corry Area Hospital, Walmart, Country Club.
B1f	Sciota Road for its length (Sections are identified as a "wayfinding route" in the 2016 plan set out in PennDOT's "Pennsylvania Route 6 Bicycle Master Plan Design Guide.")	2 miles (4 miles)	Proximate to Sciota trailhead for Corry Junction Greenway Trail, Industrial Park employers, transit, US Route 6 businesses, downtown.
B1g	Wayne Street	0.85 miles (1.7 miles)	Proximate to Corry Area Primary School, Corry City Park
B1h	Mead Avenue (This is identified as a "wayfinding route" in the 2016 plan set out in PennDOT's "Pennsylvania Route 6 Bicycle Master Plan Design Guide.")	1 miles (2 miles)	Proximate to Mead Park
B1i	Worth Street	0.75 miles (1.5 miles)	Proximate to US Route 6 commercial plaza
B1j	Elk Street connector	0.2 miles (0.4 miles)	Proximate to YMCA, Mead Park
B1k	Smith Street connectors (west of Grace Street and east of Maple Avenue)	0.6 miles (1.2 miles)	Proximate to Corry City Park, downtown, neighborhood businesses, employers

Corry Active Transportation Plan Implementation Metrics					
B1l		Washington Street connector		0.75 miles (1.5 miles)	Proximate to Corry Library, Corry City Park, downtown, neighborhood businesses, employers
B1m		South Center Street connector		0.1 miles (0.2 miles)	Proximate to Corry Area High School, downtown
B2	H	Create and promote shared bike lanes on US Route 6 as set out in PennDOT's "Pennsylvania Route 6 Bicycle Master Plan Design Guide."		2.35 miles (4.7 miles)	East-west through-route. Also serves as connector for local residents to Corry Memorial Hospital and Walmart to the east and Corry Plaza to the west.
B3	H	Create and promote protected bike lanes on North Center Street from US Route 6 to the railroad tracks as an on-road extension of Route A-Corry Junction Greenway Trail into downtown.		1.1 miles (2.2 miles)	Connect US Route 6 with downtown. Proximate to Corry City Park, YMCA, numerous businesses, houses of worship
B4	M	Create and promote protected bike lanes on Smith Street between abandoned railbed and Maple Avenue as an on-road segment of Route B-Corry Junction greenway trail.		0.25 miles (0.5 miles)	Connect Mead Avenue (route to Mead Park) with Corry City Park.
B5	M	Create two-way cycle track on Maple Avenue between Smith Street and the Corry Diamond Parklet by paving, marking and adding buffer. This is an on-road component of Route B-Corry Junction Greenway Trail.		0.28 miles	Connect Corry City Park with Corry Diamond Parklet

Corry Active Transportation Plan Implementation Metrics

Implementation - Off-road routes (multi-use trails)			
No.	Project	Potential Linear Miles	Connected Destinations
O1	H	Multi-use side path along PA Route 426 to connect the existing Corry Junction Greenway Trail and proposed North Center Street bike lanes	0.1 miles US Route 6 businesses
O2	H	Pedestrian side path along US Route 6 between Wayne Street and Shady Avenue	1.3 miles Central Corry, Walmart, Corry Memorial Hospital
O3	L	Off-road multi-use trail between Corry Memorial Hospital and Russell Road (This could be developed as shared lanes and sidewalks rather than an off-road trail if a roadway is completed.)	0.25 miles Corry Memorial Hospital, Golf Course, Walmart
O4	M	Off-road multi-use trail between existing trailhead for Corry Junction Greenway Trail and Washington Street, including 1,100-foot pedestrian bridge crossing PA Route 426 and US Route 6.	1.1 miles
O5	M	Multi-use side path along Mead Avenue between Elk Street connector and Mead Park. On the other side of Mead Park, a connector to Worth Street.	0.1 miles Mead Park connector
O6	M	Create additional segments of the Erie To Pittsburgh multi-use trail south from Corry to Black Bridge, to connect with Sparty Trail	TBD Connect the Sparty and Corry Junction Greenway Trail as portions of the Erie to Pittsburgh Trail

Corry Active Transportation Plan Implementation Metrics

Implementation - Bike and Pedestrian Amenities

Project		Description
No.		
A1	H Improve current Corry Junction Greenway Trail trailhead at PA Route 426	Improve parking at existing location. Consider public-private arrangements to purchase available nearby properties to become trail assets, such as bike shop, hostel, trailhead amenities or trailhead parking.
A2	M Improve Corry Diamond Parklet at North Center Street between the railroad tracks	Improve the parklet to serve Corry residents and users of the Corry Junction Greenway Trail.
A3	H Add bicycle racks throughout town	Public-private partnerships, can also include a contest to create art bike racks.

Corry Active Transportation Plan Implementation Metrics

Implementation - Programmatic or Policy Improvements		
No.	Project	Description
P1	City of Corry officially adopt the Corry Connects Active Transportation Plan	Adopting the plan by official action clears the way for implementation.
P2	City of Corry to appoint Corry Connects Team	Project steering committee members can become the foundation for this team, with other members appointed as appropriate.
P3	Corry Connects to develop online cautionary pedestrian and bicycle route map	An online map can be simple or more sophisticated. "Cautionary" means people follow the routes and participate in activities at their own risk.
P4	City of Corry to develop and adopt a Complete Streets Policy	This is a next-level policy foundation for future pedestrian and cycling improvements.
P5	Revise existing criteria, policies and ordinances or develop new ones to advance and promote active transportation in Corry	The community should review ordinances and policies to make sure they support active transportation improvements.
P6	Host annual events or workshops to promote active transportation, including safe walking and bicycling and access to transit	Events and workshops help people view cycling and walking as desirable and normal through education, encouragement and some fun.
P7	Arrange for EMTA's teaching bus to make three visits per year to Corry locations or events	The teaching bus helps likely transit users learn how to use the bus, to raise their comfort levels.
P8	Evaluate impact of implementation steps	

