This is the story of the place where the sun sinks into the water; it is the story of the Great Lakes Seaway Trail in Erie County, Pennsylvania.

It takes its name from the first settlers of the Seaway Trail – hunter/gatherers called the Eriez. The Eriez paddled far into the spectacular sunsets on the Lake Erie horizon, looking for the place where the sun sinks into the water.

According to their legend, the Great Spirit stretched out his left arm to protect his Eriez children from a great storm that came up over the lake, thus forming Presque Isle. Its protected bay gave the French, British and finally the Americans a secure place to construct their forts. It was also the perfect spot for Commodore Oliver Hazard Perry to construct his fleet for the assault on the British at Put-In Bay during the War of 1812. But the protective arm of the Presque Isle peninsula couldn’t shield the crew of the US Brig Niagara from the weather during the awful winter that followed.

This arm of the Great Spirit has embraced tremendous bounty and great hardship on Lake Erie in Pennsylvania. International commerce and manufacturing defined the good times on the lakefront in Pennsylvania in the 19th and early 20th centuries. But the northeast of the nation declined after World War II and economic hard times and harsh environmental realities descended.

Rather than go quietly to where the sun sinks into the water, the region has determined to make itself anew. The Seaway Trail’s heritage, recreation and tourism resources are central to this renewal.

This is the future of the Great Lakes Seaway Trail in Pennsylvania – where the sun sinks into the water.
SEAWAY TRAIL PENNSYLVANIA
CORRIDOR MANAGEMENT PLAN
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SEAWAY TRAIL PENNSYLVANIA
CORRIDOR MANAGEMENT PLAN
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1.0 Introduction
Where the Sun Sinks into the Water

1.1 The Future of the Trail

The heritage of the Great Lakes Seaway Trail in Pennsylvania encompasses war and peace, bounty and hardship. The Seaway Trail Scenic Byway has been organized to bring alive the stories of the people and places of its heritage. It shares a history with its neighbors on the Seaway Trail Scenic Byway in New York and Lake Erie Coastal Ohio Scenic Byway; but it also celebrates its unrivaled and unique resources. A vision for the future of the Trail has been crafted and this Management Plan is the vehicle for realizing that future.

The Seaway Trail Scenic Byway is a strategy celebrating and protecting the resources of the corridor. It is also an approach for creating jobs, entrepreneurial opportunity and economic revitalization for the residents of the region through increased tourism, particularly the lucrative and growing heritage and recreational tourism markets.

This Corridor Management Plan is a strategy for telling the story of the history and heritage of the place and the people who have come to be there. It describes the corridor as a destination because of these stories, and an attraction for interpretation and education for residents and visitors. It also presents a strategy for bringing these stories to life through a program of interpretation and access. Its implementation is addressed through identification of programs and projects, timelines, responsibilities and funding partners are identified.

The goals for the Seaway Trail embrace the past, the present and the future. They incorporate:
- A network of access to Lake Erie
- Preservation, protection and revitalization of the historic, cultural and natural resources of the Trail

Plan strategies:
- Bring Seaway Trail stories to life
- Celebrate and protect resources
- Create jobs
- Increase tourism
The Seaway Trail is a destination because of the stories it tells: it is an attraction for interpretation and education for residents and visitors alike.

- Application of sound community and economic development principles to increase access, recreation and economic opportunity
- Accommodating pedestrians, cyclists and motorists in a pleasurable and enjoyable aesthetic and physical Trail experience
- A system of interpretation and informational signage to support understanding, appreciation and enjoyment of the Trail by residents and visitors
- A continuity in heritage travel through cooperation with partners in Pennsylvania, New York, other states and Canada
- Signature developments will enhance, provide excitement and celebrate the unique character of the Seaway Trail. They include:
  - An underwater “heritage park” with an associated landside interpretive center strengthening the Trail’s relationship with the water and providing an anchor attraction for scuba diving and underwater exploration in Lake Erie and Presque Isle Bay
  - Gateways at each end of the Trail as well as gateways to downtowns, at Peninsula Drive to Presque Isle State Park and at either edge of Greater Erie, as well at Erie Bluffs State Park.
  - Streetscape improvements at Bayfront and State Street enhancing and strengthening the pedestrian linkage between the waterfront and historic downtown Erie.
  - Interactive reenactment of Erie’s nautical history in and on the shores of Presque Isle Bay.

1.2 Background

The Seaway Trail in Pennsylvania was designated a Pennsylvania Scenic Byway in 2003 by the Pennsylvania Department of Transportation. Seaway Trail Pennsylvania continues the rich tradition of regional and scenic byway planning initiated by Seaway Trail New York. Seaway Trail New York is a National Scenic Byway created in 1978 to promote the corridor as a tourist destination and to encourage regional economic development through increased tourism and visitor expenditures.

The Seaway Trail in New York began in the 1000 Islands region and was later expanded so that it presently encompasses a 454-mile corridor in New York from Rooseveltown, St. Lawrence County, to the Pennsylvania line at Ripley. It follows the St. Lawrence Seaway in the 1000 Islands, Lake Ontario and Lake Erie through Pennsylvania to the Ohio border. The Seaway Trail is the only Pennsylvania scenic byway in northwest Pennsylvania.
The effort to designate the Pennsylvania portion of the Seaway Trail as a scenic byway, first in Pennsylvania and then nationally, was commenced in 1993 as an Erie Area Chamber of Commerce project. The Seaway Trail in Pennsylvania adds to the attraction and appeal of the Seaway Trail by continuing the emphasis on connecting to the central role of waterways in the history and culture of the Great Lakes and contiguous areas. The Seaway Trail in Pennsylvania follows the 43-mile lakefront. Designation of the Seaway Trail enhances the corridor’s importance and value as the primary gateway to the Lake Erie shoreline, Erie Bayfront, Presque Isle State Park and Erie Bluffs State Park.

The completion of the Corridor Management Plan for the Seaway Trail in Pennsylvania makes the corridor eligible for National Scenic Byways designation. Designation as a National Scenic Byway puts the corridor on even footing with Seaway Trail New York and sets the stage for a dual designation of both as an All-American Road.

1.3 Purpose of the Plan

According to the Federal Highway Administration Guidelines published in the Federal Register, the Corridor Management Plan is “a written document that specifies the actions, procedures, controls, operational practices and administrative strategies to maintain the scenic, historic, recreational, cultural, archaeological and natural qualities of the scenic byway.”

The purpose of the Plan is more far-reaching and functional. The Corridor Management Plan is the result of a process that brings the myriad corridor stakeholders together to craft a vision of the future and to forge the niche the corridor will occupy in history. It is a strategy for celebrating and protecting the resources that are part of and support the vision of the corridor. It is also a strategy for creating jobs, entrepreneurial opportunity and economic revitalization for the residents of the region.

Most important, the Corridor Management Plan is a strategy for telling the story of the history and heritage of the place and the people who have come to be there. It describes the corridor as a destination because of these stories, and an attraction for interpretation and education for residents and visitors. It also presents a strategy for bringing these stories to life through a program of interpretation and access. Its implementation is addressed through identification of programs and projects, timelines, responsibilities and funding partners.

Designation of the Seaway Trail as a scenic byway enhances the corridor’s importance and value as the primary gateway to the Lake Erie shoreline, Erie Bayfront, Presque Isle State Park and Erie Bluffs State Park.

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1.4 The Seaway Trail Experience

The Seaway Trail in Pennsylvania follows the water’s edge along ancient Indian paths. The Seaway Trail follows a route between the waters of Lake Erie and the Appalachian Ridge creating a bucolic and very pleasing experience.

On the western end of the Seaway Trail, the landscape is agricultural, dotted with farms, farm markets and homes, historic buildings and some natural areas. Prominent on the western end of the Seaway Trail are flat nursery and agricultural operations. Panoramic views predominate here. Several natural areas, particularly in the vicinity of Elk Creek, Erie Bluffs State Park and State Game Lands #314, are prominent. Enclosed views in local streambeds and gateways to camps hint at the lakefront to the north. In more open areas, vistas to the lake predominate. Commercial areas feature retail outlets appealing to outdoor interests, including fishing and hunting.

As the Seaway Trail enters the more urbanized area along its center, it becomes more commercial in nature, with outlets serving needs of tourists and visitors including hotels and motels, restaurants, retail and services. The lakefront is not so much seen in this area as perceived, with Presque Isle State Park and tourism-related retail and service development predominating.

The Presque Isle State Park loop is exciting and breathtaking with numerous scenic vistas across the bay and out into Lake Erie. In addition to the recreational opportunities offered by the Park, there are lighthouses and historic and interpretive stops. Interpretive and educational programming is available through the Stull Information Interpretive Center. The Tom Ridge Center at Presque Isle State Park, opening in 2006, will expand interpretation and education at the Park and also help visitors set the context for the park and its unique ecology.

The Seaway Trail leads visitors around the Lake Erie Arboretum at Frontier Park and then offers two options: the historic downtown and bayfront The traditional downtown features the monumental Erie County courthouse building, attributed to Thomas Ustick Walter, just one of the landmark offerings. Downtown Erie abounds in open space as well, tree-lined streets, squares and commons.

The community’s pride in its waterfront is evident. Abundant open space, visual and physical access to the water, recreation and interpretive points abound. Standout points of interest, besides the stunning views of the water, include the 8.5 acre Liberty Park and Pepsi Amphitheater, 187-foot high bicentennial tower at Dobbins Landing entertainment district and Erie Maritime Museum.
The Seaway Trail leaves the City of Erie and traverses the unique Township of Lawrence Park. An original and largely undisturbed General Electric company town is located here, as is a large GE locomotive manufacturing plant, still in operation. The residential community is pretty and peaceful in nature with a large tree-lined median running throughout. The plant, while large, is well screened.

The region’s signature Concord grapes dominate the eastern portion of the Seaway Trail. There are rolling vineyards the landscape on both sides of the Seaway Trail, giving way to sweeping and breath taking lake views. Farm markets and wineries dot the landscape.

The focus of the Seaway Trail is on a pleasing traveling experience as well. The speed limits are moderate, with limits of 45 or slower predominant in the countryside. A bike lane follows the Seaway Trail. A road conditions report is in the appendices to this Plan. In the City of Erie, many pedestrian-friendly areas invite further exploration. Throughout the Seaway Trail, there exist at the present few pullovers or non-commercial areas where travelers can refresh and learn about the area. Gateways, particularly those offering information about the rich heritage and recreation resources of the Seaway Trail, are needed.

1.5 Enhancing the Seaway Trail Experience

In order to tell the stories of the people of the Seaway Trail, past, present and future, physical improvements and enhancements including pullovers and interpretive opportunities should be developed; and physical and visual access to the water is a priority. Recreation access for fishing, hunting, wildlife and bird watching as well as hiking and biking are also featured elements of the future of the Seaway Trail.

The Futures Plan for the Seaway Trail incorporates the physical improvements that will support and accommodate increased tourism in the region and provide the backdrop against which the region’s heritage is interpreted.

The elements of the Futures Plan include an underwater themed “heritage park” with an associated landside interpretive center and dive headquarters to provide access and interpretation to an important aspect of Great Lakes heritage. Other opportunities identified on the following map entitled Futures Plan are:

Gateways for wayfinding and interpretation throughout including:

- Western and Eastern edges of the Seaway Trail
- Erie Bluffs State Park with interpretive center/signage
- Downtowns, to support economic development, interpretation and revitalization
West side of the City of Erie in the neighborhood of the airport

East side of the City of Erie at the PA 955/PA 5 intersection

West 8th Street and Peninsula Drive for Presque Isle State Park and Tom Ridge Center

Scenic Byway Loop in the State Game Lands

Linkages to Elk Creek, Lake City and Girard Boroughs, Fairview Village, the City of Erie’s downtown and North East Borough

Acquisition and enhancement of access for recreation and significant views including:

- Erie Land Lighthouse including interpretation and scenic quality
- Waterfall area at Sixmile Creek
- Beaches including Twentymile Creek and Shades Beach
- Creeks, including Elk, Walnut, Trout Run, Sixmile, Sevenmile, Eightmile, Sixteenmile, and Twentymile

Streetscape improvements including:

- West Eighth Street Corridor to accommodate a recommended route revision
- Historic downtown corridor
- East 6th Street
- Bayfront Parkway maritime theme
- State Street and Bayfront with a pedestrian focus better linking downtown Erie with the water
- Acquire and enhance areas associated with the Tom Ridge Center at Presque Isle State Park
- Implement traffic calming, multi-modal access and trail enhancement for the Bayfront Parkway
- Develop and implement byway loop improvements for Port of Erie South Pier
- Develop access and improvements associated with possible future public enhancements at the former International Paper site including bluff access and passive and active recreation
1.6 Interpreting the Seaway Trail Experience

The physical improvements along the Seaway Trail Scenic Byway support access, recreation and interpretation. The Interpretive Plan for the Seaway Trail highlights traditions of life on Lake Erie in three ways: In the water, on the water and beside the water.

The Interpretive Plan draws together sites along the Seaway Trail so that linkages can be forged among them. The Plan incorporates the themes of history and recreation as follows:

**Table 1-1 - Themes and Traditions of the Seaway Trail Interpretive Plan**

<table>
<thead>
<tr>
<th>Themes</th>
<th>On the Water</th>
<th>Beside the Water</th>
<th>In the Water</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>History</strong></td>
<td>French &amp; Indian War/War of 1812</td>
<td>Three Flags/Three Forts</td>
<td>Shipwrecks</td>
</tr>
<tr>
<td></td>
<td>Commerce</td>
<td>Industry</td>
<td>Degradation and reclamation of Lake Erie ecology</td>
</tr>
<tr>
<td></td>
<td>Water transportation system</td>
<td>Land transportation system</td>
<td>Underwater Attractions</td>
</tr>
<tr>
<td><strong>Recreation</strong></td>
<td>Swimming</td>
<td>Tourism, Heritage Tourism, Eco-Tourism</td>
<td>Scuba Diving</td>
</tr>
<tr>
<td></td>
<td>Floating/boating/sailing/ice boating</td>
<td>Hiking/biking/walking/skiing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hunting/fishing</td>
<td>Hunting/fishing/ice fishing</td>
<td></td>
</tr>
</tbody>
</table>

The Interpretive Plan highlights the sites and spaces that celebrate the resources of the Seaway Trail in Pennsylvania, cataloged in the inventory and assessment created for the Corridor Management Plan. It identifies specific areas where interpretive context can be enhanced, including:

Opportunities for enhanced signage and interpretation related to the French and Indian War and War of 1812, particularly at either end of the Seaway Trail to set the context for visitors as they enter the Byway.

- Interpretation of the lifestyles of the lakefront in the Gilded Age during the Industrial Revolution, including lakefront
amusement parks, dance pavilions and resorts that were plentiful along the shore.

- Downtown areas.

A major interpretive and recreational opportunity is identified in the Interpretive Plan related to sunken vessels and scuba diving. An underwater themed “heritage park” with an associated landside interpretive center and dive headquarters should be developed to provide access and interpretation to an important aspect of Great Lakes heritage. This development will attract the upscale enthusiasts of sport diving as well as people who are interested in the shipwrecks and the heritage they represent.

1.7 The Seaway Trail Corridor

The Seaway Trail has two areas of influence – the area directly adjacent to its route and the wider area including the communities of the northern tier of Erie County. The area directly adjacent to the Seaway Trail is the inventory area. This is the area in which the intrinsic and scenic resources are located and is described as the area beginning at the rear lot line of the parcels facing the Seaway Trail on the south side of the Seaway Trail north to Lake Erie and Presque Isle Bay. The corridor inventory was executed along the actual route itself. The inventory area was expanded at West 8th Street in order to incorporate visitor services, which are unavailable on the Seaway Trail designated route on West 6th Street.

The inventory area’s outlook is appropriate in its contemplation of the water, for it is Lake Erie that defines the history, culture and economy of the Seaway Trail. The inventory boundary therefore reinforces the relationship of the Seaway Trail with the water and supports the potential for development of blueways associated with the Seaway Trail in the future.

The larger, or study area, incorporates all of the stakeholder communities in Erie County. This is the area of support for the Seaway Trail. Linkages to historic downtowns, recreation, accommodation and transportation resources tie the Seaway Trail to this area of support. The character of the communities within the study area is consistent with the character of the inventory area.

The hallmark of the Great Lakes Seaway Trail: a strong relationship with the water.
Figure 1-1 - Seaway Trail Inventory and Study Area
Pennsylvania Scenic Byway
1.8 Management Plan and Methodology

A committee of local stakeholders supervised the Plan process. Included in its membership are a number of people who have been working with the Seaway Trail in Pennsylvania through the identification and state designation. Serving in a consultative role were representatives from Seaway Trail, Inc. and the Pennsylvania Department of Transportation’s liaison with the Federal Highway Administration’s byways programs. Committee membership also includes local and regional transportation and planning specialists and tourism, promotion and economic development experts.

Among the Steering Committee’s primary goals in completion of the Corridor Management Plan are the identification of a vision for the future of the Seaway Trail and a strategy for implementing the vision, including development of priorities and funding sources for improvements; and development of a comprehensive inventory of intrinsic resources.

The Plan process includes:

- Public Participation
  This step includes formation of the Steering Committee, generation of a Committee meeting schedule and system for documenting the public participation element of the plan. The participation element included three focus groups: Transportation, Tourism and Economic Development, Municipal Stakeholders; there were also public workshops and a presentation to the Erie Metropolitan Planning Organization.

- Resource Inventory & Assessment
  A thorough inventory includes the inventory of intrinsic resources, a highway condition report, assessment of the character of the landscape and scenic elements of the Seaway Trail and a demographic and economic overview.

- Implementation Strategy & Action Plan
  Included in this step is the development of implementation strategies and action plans for the corridor; tourism development, marketing and promotion; identification of funding sources; and an implementation strategy.
The completed Corridor Management Plan is required for consideration for designation of the Seaway Trail as a National Scenic Byway in Pennsylvania and for designation as an All-American Road.

The stories of the people of the Seaway Trail communities in Pennsylvania are told through the historic, cultural and natural resources. Preservation, protection and revitalization of these resources are crucial to interpreting the stories and celebrating the unique character of the Seaway Trail.

1.9 Goals and Objectives

Goal and objectives are important to the plan because they are the standard against which the accomplishments of implementation of the Plan are measured. The Goals are specific and must support the overall vision the Seaway Trail Corridor Management Plan paints. The Objectives serve the goals of the Plan and are milestones along the way to Plan implementation. Goals and Objectives must be realistic and reasonable. They are flexible enough to accommodate changes in the forces influencing Plan implementation and superimpose an attainable vision of the future upon the reality of today.

The Goals and Objectives for the Seaway Trail Corridor Management Plan follow.

Goal 1 Objectives

- To identify areas for acquisition for public access to Lake Erie, Lake Erie tributaries and Presque Isle Bay
- To develop loops and spurs from the Seaway Trail to the water
- To obtain easements for scenic resources and selectively target areas for thinning of vegetation to enhance unique views

**Goal 1**

The Seaway Trail Corridor should define a network of access to Lake Erie for public enjoyment of the resources of the Lake for active and passive recreation including water- and land-based activities. The access network should incorporate blueways and greenways, linking existing lakeside trails. In addition, where physical access is limited, opportunities for visual access must be fully exploited.
Goal 2 Objectives

- To develop cultural and historic resource inventories to identify buildings and sites eligible for individual and district nomination to State and Federal Registers
- To support local efforts to protect historic and cultural resources through such devices as zoning and landmark ordinances
- To develop strategies for the protection of natural resources including natural formations, sensitive environmental areas and farmland along the Seaway Trail
- To identify opportunities for redevelopment of places significant to the heritage of the Seaway Trail
- To open the streams along the Seaway Trail for physical and visual access
- To develop educational and informational programs to enhance the value of the Seaway Trail and its unique character to local residents

GOAL 2

The historic, natural and cultural resources of the Seaway Trail tell the stories of the people of the Trail communities: how and why they settled here, how they were called upon to defend their home and how the area has transformed over time. Preservation, protection and revitalization of the historic, cultural and natural resources are crucial to interpreting these stories and celebrating the unique character of the Seaway Trail in Pennsylvania.

Goal 3 Objectives

- To support responsible development decisions along the Seaway Trail employing such elements as overlay districts, design standards and sign restrictions
- To identify business opportunities related to the Seaway Trail including accommodations, dining, interpretation, access and recreation
- To create targeted incentives to assist entrepreneurs wishing to establish businesses related to the enjoyment of the Seaway Trail
- To develop a consistent message and theme to market Seaway Trail experiences that residents and visitors will want to enjoy again and share with others
- To ensure that the Seaway Trail and its cultural, heritage and natural resources are valued by residents as well as by visitors so that they will be protected and sustained

GOAL 3

The application of sound community and economic development principles is central to a strategy of increasing economic activity while at the same time preserving the historic, cultural and natural resources of the Trail. A strategy incorporating development of nodes of activity along the Trail, in addition to linkages to off-trail activities will provide the context for increasing access, recreation and economic opportunity while ensuring that the qualities that make the Trail unique are preserved.
GOAL 4

The Seaway Trail should be pleasurable and enjoyable along its length. Measures to increase the enjoyment of the Trail for pedestrians, cyclists and motorists will focus on the aesthetic and physical experience of the Trail, including streetscapes, safety and issues related to traffic speed and volume.

Goal 4 Objectives

- To identify opportunities for new and enhanced accommodations for cyclists, pedestrians and boaters along the Seaway Trail
- To encourage maintenance and enhancement of the safety and quality of the Seaway Trail at the local and state levels
- To manage vegetation along the Seaway Trail to enhance the Seaway Trail visually
- To employ methods of traffic management, including streetscape improvements, to calm traffic

GOAL 5

Wayfinding is crucial to the appreciation of the Seaway Trail. A system of interpretation and informational signage will support understanding, appreciation and enjoyment of the Trail by residents and visitors.

Goal 5 Objectives

- To develop a hierarchy of signage, interpretive kiosks and visitors centers
- To interpret the unique character of communities along the Seaway Trail
- To develop a series of planned, self-guided tours highlighting the heritage, cultural and natural environment of the Seaway Trail
Goal 6 Objectives

- To identify a capable and appropriate entity to manage the Seaway Trail in Pennsylvania and work with partners within the Seaway Trail communities, county and state as well as other states
- To seek a national extension of the existing Seaway Trail through Pennsylvania and ultimately through Ohio and westward
- To seek All-American Road designation of the Seaway Trail acknowledging the Seaway Trail’s importance as a destination
- To cooperate with efforts to seek additional designations recognizing the importance of the region’s heritage
- To develop a system of connections with other regions to bring visitors through the Seaway Trail in Pennsylvania

GOAL 6

The Seaway Trail celebrates an experience that is unique in Pennsylvania as its only direct link to the Great Lakes. At the same time, it is part of the larger picture that includes the Trail in New York and its potential for expansion along the Great Lakes through the United States and Canada. In addition, as a heritage corridor, it relates to Heritage Parks in Pennsylvania as well as heritage systems in neighboring states. The Seaway Trail should seek continuity in heritage travel through cooperation with its partners in Pennsylvania, other states and Canada.

Pennsylvania’s only link with the Great Lakes is Lake Erie on the Seaway Trail.
2.0 Building the Future

The Seaway Trail in Erie County Pennsylvania is a contiguous and well-signed route, offering visitors and residents an easy to understand and predictable experience along the road itself. There are opportunities throughout to interpret and celebrate the stories of the Seaway Trail. Additionally, there are wonderful opportunities for access, both physical and visual, to the water, including Lake Erie and the streams that feed it. Gateways, loops and linkages complete the experience for the Seaway Trail visitor. To realize the potential of the Seaway Trail, a number of physical projects are planned. Together, they comprise the Futures Plan for the Seaway Trail.

A signature development, an underwater heritage park to preserve and commemorate the shipwrecks in Lake Erie, with an interpretive center and landside scuba diving center is a centerpiece of the Plan. The park and center would be unique in the northeast United States and would attract shipwreck enthusiasts, War of 1812 buffs and heritage and cultural tourists in addition to scuba divers. The unique legacy of the role of Northwestern Pennsylvania in the French and Indian War and the War of 1812 can be brought to life for visitors on through proposed improvements and development on the Erie Bluffs. Visitors will they see the view from the site of Fort de la Presqu’Isle, established in 1753, when George Washington was dispatched to a sister fort, Fort Le Boeuf, in nearby Waterford, to demand that the French withdraw from the territory.

The Futures Plan also incorporates Seaway Trail Visitors Centers, Interpretive Panels and Kiosks at points and sites of interest, gateways, pullovers and other spots along the Seaway Trail. Placement of War of 1812 markers is appropriate along the Seaway Trail in Pennsylvania and should be incorporated into the Seaway Trail signage where suitable. This Futures Plan suggests potential locations for some of these.
2.1 Futures Plan

The Futures Plan shows how the implemented physical recommendations will play out on the landscape of the Seaway Trail scenic byway corridor. It includes a number of recommendations to be implemented throughout the trail, as well as non-physical or general recommendations. Those recommendations are:

- Establish a management entity for the Seaway Trail in Pennsylvania and identify funding sources to sustain activities of the entity, including marketing and promotion
- Identify acquire, enhance scenic vistas, significant viewsheds
- Obtain conservation easements for open space preservation
- Obtain conservation easements for critical natural areas
- Take steps toward agricultural preservation in areas identified as rural resource areas per Act 249 of the PA Municipalities Planning Code
- Identify opportunities for physical and visual access to Lake Erie
- Incorporate traffic improvement elements such as roundabouts and lane reconfigurations
- Identify opportunities for preservation and interpretation of sites, structures and landscapes associated with the heritage of the Seaway Trail
- Establish a design theme for the road infrastructure of the Seaway Trail including bridge parapets, guide rails and signage, incorporating a sign hierarchy
- Establish a network of blueways for waterborne transportation and recreation
- Create a Pennsylvania Heritage Park highlighting the maritime heritage and culture of the Scenic Byway and strengthening Western Pennsylvania’s relationship with the Heritage Park System
- Establish a heritage center to identify, interpret and provide access to the shipwrecks in Lake Erie along the Seaway Trail incorporating a dive center

Scenic byways should be pleasurable travel experiences that offer visitors experiences they are not able to get elsewhere and that they will enjoy enough to return to experience again. Providing a predictable and reassuring route experience is a priority. The physical recommendations described above should result in a series of improvements throughout the Seaway Trail that improve its overall consistency and quality.
The illustration below depicts a typical right of way for the Seaway Trail. It features consistent lane width and a minimum six-foot separation between the vehicular driving lane and multi-purpose trail.

Following is a description of the proposed Futures Plan. It leads the reader from west to east. The numbers in parentheses refer to the map entitled “Futures Plan.”

2.1.1 Springfield Township

Establishment of a Visitors Center and Gateway (1) located at the split of Routes 5 and 20 can provide a welcome to visitors as they cross the Ohio State line into Pennsylvania. The center could celebrate the unique identity of the character of the Scenic Byway Seaway Trail, as illustrated in the accompanying photo concept (before left, concept below), through its location in a new or renovated service-station-type structure. A Kiosk located on the grounds of the center, could offer visitors orientation, information and interpretation about the Seaway Trail. Inside the center, in addition to travelers aid and comfort facilities, additional printed materials, interactive exhibits and interactive computer facilities for trip planning could be located.

Typical Seaway Trail right of way
The Visitors Center is also located at the end of the Game Lands/Raccoon Creek Scenic Loop (2). This loop brings travelers through the State Game Lands #314 along Lake Erie and by Raccoon Creek for an enjoyable and scenic area of the Seaway Trail well known to area anglers and hunters. Directional signage along this Loop would ensure wayfinding success for visitors. The other end of the Loop connects directly with West Lake Road on the Seaway Trail, providing additional wayfinding reassurance.

2.1.2 Lake City/Girard Boroughs

Outdoor recreation is a central part of the visitor economy in this portion of the Seaway Trail and opportunities for active and passive recreation abound. Anglers and hunters in particular are familiar with the bounty of the feeder streams to Lake Erie, like Elk Creek. At Elk Creek, Access for Water Views along the creek and to Lake Erie (4), can increase visitors' interaction with the water. Two Portals here offer clear views to the east and west. Also here are three Gateway opportunities. First, is a Gateway to the new Erie Bluffs State Park (3). Located at this Gateway could be an interpretive Kiosk offering information about the Park and about the unique natural setting of the Park and the animals, insects and birds that make it their home.
Another **Gateway** opportunity presents itself to help direct visitors to downtown Girard Borough (6), an off-Seaway Trail destination. In Girard, visitors will find additional services and support, including post office, banks, restaurants and taverns and fuel and service stations. The **Gateway** can also direct visitors to the resources and services in the smaller community of Lake City Borough. These **Gateways** can help to strengthen the linkage between Elk Creek and Lake City (5).

### 2.1.3 Fairview Township

As the Seaway Trail continues into Fairview Township, outdoor recreation is highlighted for anglers. A significant interpretive opportunity is presented at the Fairview Fish Culture Station and the fishing community finds anchors in two bait stores here. For first-time and casual visitors who may not be familiar with the resources here, an improved **Access Point** for recreation at Trout Run and Avonia Beach is proposed (7), increasing visitors interaction with the water as well as expanding access for recreational fishing as well as for other passive and active uses.

*Access to the water, both physical and visual is central to the character of the Seaway Trail. In the artist’s concept, left, a typical bridge over a streambed (pictured above) is transformed into an access point for significant views and interpretation.*
A Spur from the Seaway Trail at Walnut Creek will also increase visitors’ access and interaction with the creek and with Lake Erie, creating a Portal to the waterfront and increasing access to the creekbed (8).

### 2.1.4 Millcreek Township

Millcreek Township is the transition point along the western side of the corridor between the urbanized and suburban-rural area. As the Seaway Trail enters the area of the Erie International Airport at Tom Ridge Field, the route can be somewhat confusing. A Gateway here (10) is proposed to serve multiple purposes.

The Gateway can become a signature for this portion of the corridor, currently typified by low-slung strip-style commercial development; it can be a wayfinding element at a critical and sometimes confusing intersection on the Seaway Trail; and it can serve as an information center for visitors entering and leaving this more urbanized area of the Seaway Trail to orient them and provide information about Seaway Trail experiences they will enjoy, services they may need and other information. For visitors leaving the more urbanized area of the Seaway Trail, the Gateway can provide information and orientation for the rural areas of the Seaway Trail including the location of services and attractions, incorporating a Kiosk or other information station.

Seaway Trail activity and investment in this area of the corridor should also focus on Enhanced Streetscapes (11) and bringing the Seaway Trail roadway itself into a character and profile more in keeping with the spirit of the Seaway Trail, increasing multi-modal access, improving safety for bicyclists and increasing understanding and wayfinding. These improvements will provide an incentive for private investment. The Streetscape Enhancement corridor extends into the City of Erie including the Seaway Trail in the City on West 8th Street.

### 2.1.5 Presque Isle State Park

Numerous enhancements and activities are already taking place at Presque Isle State Park, a designated loop of the Seaway Trail. These include the Tom Ridge Center, a new 65,000-square-foot facility designed to provide a center for education, research, interpretation and exhibition.

Interpretive signage throughout Presque Isle State Park is an ongoing project of the Pennsylvania Department of Conservation and Natural Resources, which operates the park. Opportunities for additional signage and markers related to the Seaway Trail include the Seaway Trail’s War of 1812 markers and Interpretive Panels that can direct visitors to the important War of 1812 sites on Presque Isle including...
Graveyard Pond and Misery Bay, the Perry Monument, etc., setting the context for the heritage of the War of 1812 along the entire Seaway Trail, in New York and Pennsylvania and extending to the proposed Lake Erie Coastal Ohio Scenic Byway.

To further enhance and increase the excitement about the Center and Presque Isle State Park, a Gateway at West 8th Street leading up the enhanced streetscape to the Presque Isle State Park (9) entrance in Millcreek is proposed. Like the other Gateways proposed for the Seaway Trail, this Gateway can incorporate elements of wayfinding, interpretation and education. It could serve as a location for an interpretive Kiosk.

A Portal near the entrance of Presque Isle State Park can increase visitors’ interaction with the water by providing visual access.

From Presque Isle State Park throughout the entire Bayfront, Continuous Access to the Water celebrates the heritage of the people of Northwestern Pennsylvania as well as of the Seaway Trail. Public access should be physical access where possible and visual access when physical access is not available.

2.1.6 City of Erie ? Bayfront Portion

Improved wayfinding along the Seaway Trail as it splits into the Downtown and Bayfront portions (eastbound) and as it comes together from the two portions of the Seaway Trail into a single corridor (westbound) will be important elements in the future of the in both directions will help visitors find their ways. The route revision will help in wayfinding and has the added benefit of the Seaway Trail circumnavigating the Lake Erie Arboretum at Frontier Park (LEAF), an important nature and recreation attraction along the Seaway Trail and an excellent location for a possible Interpretive Panel related to the inventory of plant and animal species in the arboretum and elsewhere along the Seaway Trail, including Erie Bluffs State Park and Presque Isle State Park.

Enhancements proposed for the Bayfront Parkway include Maritime-theme Streetscape Improvements (14), Traffic Calming, Multi-Modal Access Improvements and Seaway Trail Development and Access. All of these projects can culminate in a major celebration of the revitalized waterfront in the City of Erie. At State Street and the Bayfront, a Streetscape and Gateway Enhancement (15) is proposed to focus on pedestrian interaction between historic downtown Erie and the water. This is also a potential location for a Kiosk to assist in visitors’ wayfinding and orientation to activities and sites along the Bayfront and in the downtown, including visitor services and amenities, restaurants, museums and interpretive centers and passive and active recreation opportunities.
Establishment of an **underwater heritage park** designed to preserve, protect and enhance the shipwrecks, and a **land-based interpretive center and dive headquarters** (16) should be located along the Bayfront. This concept builds on the history as well as the recreation themes of the Seaway Trail. The Lake Erie Quadrangle has more wrecks than the Bermuda Triangle and is uniquely positioned to build part of its Seaway Trail tourism strategy around this opportunity.

The Erie-Western Pennsylvania Port Authority has acquired the 23-acre bluff property along the Bayfront. It has a greenway master plan for an **Overlook Park** (17). The proposal includes trails and a **Bayfront Trailhead Facility**, as well as a passive interpretive feature relating to the heritage of the City and County of Erie, including the French and Indian War and War of 1812 and the heritage of the **Three Flags Three Forts** legacy associated with Erie. The Overlook Park is an opportunity for a **Kiosk** location to assist in orienting visitors connections of the Bay and Bluff, to the ecology of the bluff, as well as to the role of the bluff and the Bayfront in the establishment of military forts and later, the City of Erie, on the shore of Lake Erie. **Interpretive Panels** are incorporated into the preliminary Overlook Park design. These should be consistent with and incorporate Seaway Trail design standards and elements.

On the Bayfront, **Water Gateways** and **Portals** can be enhanced and established to ensure continuous access and increase visitor interaction with the water. Specifically, the potential to improve access through improved appearance and enhancement, including redevelopment of the Chestnut Street Launch.

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*Improving multi-modal access and safety are priorities. A traffic calming technique transforms the roadway, above, into a more pleasing experience in the artist’s concept, right, including a separate bike trail and a pretty floral element.*
Connections and Access Improvements (18) are proposed for potential improvements east of the Bay Channel from the South Pier east to and including the East Avenue Boat Launch. These include improvements such as the proposed Camping Facility proposed for Lampe Marina at the Port of Erie South Pier; and better Linkages and Connections from the Bayfront District through the South Pier to the foot of East Avenue.

Bay/Bluff access and linkages are proposed to connect the General ("Mad") Anthony Wayne Blockhouse, the third Fort site high on the bluff overlooking Lake Erie at Ash and Second streets, with other maritime and heritage sites along the bluff and Bayfront.

This proposed Access Improvement (19) should encompass the Soldiers and Sailors Home, an historic veterans home which features park like grounds. These linkages and connections increase the visitors’ interaction with the water and can increase their understanding of the maritime heritage of the Lake Erie waterfront. An Interpretive Panel and/or a Kiosk at the blockhouse and Soldiers and Sailors Home can relate information regarding the history and heritage of these sites, including the interesting if somewhat gruesome story related to General Anthony Wayne (see http://www.americanrevolution.org/wayne.html).

The eastern-most Bay/Bluff connections along the Seaway Trail in the City of Erie are for the Erie Land Lighthouse at the foot of Dunn Boulevard and the site of the former International Paper plant. Erie Land Lighthouse improvements proposed include Improvements to the Scenic Quality (20) of the park and grounds surrounding the lighthouse. Interpretive improvements are also proposed, which could include the potential location of a Kiosk at the lighthouse. Because lighthouses are large heritage tourism attractions, this is a particularly good opportunity for information on events and activities along the Seaway Trail as well as for interpretation.

While in early 2005, the future of the former International Paper industrial site on the bluff overlooking Lake Erie on the eastern edge of the City of Erie is uncertain, there is potential for Public Access and Improvements (21) associated with potential future enhancements. These improvements could include bluff access for passive and active recreation.

Throughout the Bayfront District, Seaway Trail Markers should be relocated along the Bayfront Parkway. The current markers locations predate the completion of the Bayfront Parkway and as such are confusing and inaccurate. The Bayfront District also offers plentiful opportunities for the location of War of 1812 markers directing visitors to important War of 1812 sites and interpretive centers including the Erie Maritime Museum, the U.S. Brig Niagara and Presque Isle Bay, etc.
2.1.7 City of Erie ? Downtown Portion

An Interpretive Panel could be placed at the historic Erie County Courthouse, relating the heritage of the historic downtown core as well as the history of the establishment of the City and its prominent designers. Another Interpretive Panel could be placed in the area of the West 6th Street Historic District and Watson Curtze Museum.

Streetscape Enhancements (12) featuring street and landscape improvements could be implemented in the historic downtown. Streetscape Enhancements beginning in the City of Erie and extending through Lawrence Park Township on East 6th Street and associated roadway improvements would enhance the visitor experience through these residential and mixed-use commercial areas (13). The enhancement programs could have an added benefit of providing incentives to residential and commercial landowners to implement enhancements of their own or apply for financial assistance for these improvements.

2.1.8 Lawrence Park Township

At the intersections of PA 955 and PA 5 in Lawrence Park Township an Eastside Gateway (22) would add to the Streetscape Enhancement (see above) and celebrate the transition from city to suburb and suburb to city and increase wayfinding at a difficult and confusing intersection. Like the Gateway at Erie International Airport at Tom Ridge Field, this Gateway can function as a transitional aid between the urbanized and rural areas of the Seaway Trail.
2.1.9 Harborcreek Township

A potential scenic Tourist Attraction exists at Sixmile Creek in Harborcreek Township at the site of the waterfall (23). Enhancements at this spot could also include a Kiosk offering information about the recreation opportunities in the immediate area, including those at Sixmile, Sevenmile and Eightmile Creek and Shades Beach.

Wayfinding for those creeks can all be enhanced through Access Improvements for passive and active recreation. These improvements include opportunities for additional interaction with the water throughout including Portals for access at Sevenmile Creek and Eightmile Creek and Shades Beach (24).

A significant Portal and Significant View and Overlook could be developed on the eastern side of Harborcreek Township where views of vineyards along the steep terrain give way to dramatic views of Lake Erie (25). A pullover with a Kiosk, Interpretive Panels and other elements can be incorporated to orient visitors to the agriculture of the area, heritage of Lake Erie and of the Seaway Trail and passive and active recreation opportunities throughout the area.

2.1.10 North East Township

In North East Township, a significant Gateway opportunity presents itself at Route 89 and the Seaway Trail with Tourist Attraction (26) at the vicinity of North East Marina with access to Lake Erie and a Byway Spur to North East Borough. In North East Borough an Off-Trail Destination, a National Register Historic District is complemented by a number of visitor services and amenities including banks, service stations, restaurants, accommodations, etc.
An Interpretive Panel consistent with Seaway Trail panels could be placed here to interpret the significance of Halli Reid, the first woman to successfully swim from Canada to the US on Lake Erie. The Gateway can encompass the North East Marina, a major recreational boating and fishing activity center on Lake Erie.

At Twentymile Creek and the Seaway Trail, a Portal is proposed incorporating a Water Gateway and establishment of Recreation Access and a Visitors Center at an at-grade Lake Erie access point (27). Like the Visitors Center and Gateway located on the western edge of the Seaway Trail in Pennsylvania, this Visitors Center could incorporate both elements of the established Seaway Trail Kiosks, Interpretive Panels and Signage with elements unique to the Seaway Trail in Pennsylvania. The service station theme can be carried through here, and whatever theme is ultimately chosen for these two sites, they should be consistent. As with the Visitors Center on the Western edge, this center can feature travelers aid and comfort facilities, additional printed materials, interactive exhibits and interactive computer facilities for trip planning could be located.

At the New York State Line, a Gateway is proposed (28). The Gateway could incorporate a series of Interpretive Panels offering visitors orientation and information including information on the maritime heritage of Lake Erie in Western Pennsylvania, including the War of 1812, French and Indian War and Revolutionary War, agriculture, etc.
Figure 2-1 - Futures Plan
Seaway Trail Pennsylvania
2.2 Implementation Matrix

The local organizing committee and Seaway Trail, Inc. will guide the implementation of the Futures Plan for the Seaway Trail. The tasks necessary to achieve this goal are outlined on the following pages with timeframes, parties responsible and potential funding partners.

The Implementation Matrix is color coded to indicate short-term, medium term or long-term projects:

<table>
<thead>
<tr>
<th>SHORT TERM</th>
<th>MEDIUM TERM</th>
<th>LONG TERM</th>
</tr>
</thead>
</table>

Short term or immediate projects are those that can be completed from the planning and design standpoint and have funding in place within a one- to three-year timeframe. Medium term projects are those that can be moved into the implementation pipeline in the three- to five-year timeframe. Long-term projects are those that will require more than five years for implementation. Some projects could take significantly longer to implement as they may require additional special studies and analysis, etc.

Acronyms used in the Matrix are:
- CZM – Coastal Zone Management Program
- DCED – PA Department of Community and Economic Development
- DCNR – PA Department of Conservation and Natural Resources
- DEP – PA Department of Environmental Protection
- LERC – Lake Erie Region Conservancy
- MPO – Metropolitan Planning Organization
- NOAA – National Oceanic and Atmospheric Administration
- NPS – National Park Service
- PDA – Pennsylvania Department of Agriculture
- Penn DOT – Pennsylvania Department of Transportation
- PHMC – Pennsylvania Historical and Museum Commission
- USDA – United States Department of Agriculture
Table 2-1 - Building the Future Implementation Matrix
3.0 Interpreting the Seaway Trail

The role of the interpretive plan for the Seaway Trail Scenic Byway is to position the Seaway Trail so that it can tell its stories to visitors. Traditions and themes that will appeal to the target Seaway Trail visitors are identified. Existing and potential interpretative options are identified that present the Seaway Trail’s traditions and themes in ways that visitors and residents will find attractive, accessible and useful. Successful Scenic Byway interpretation:

- Builds appreciation and pride among local residents and can motivate residents to become involved in Scenic Byway activities;
- Builds economic and community development by providing information about historic, culture and nature attractions on and off the corridor that are of interest;
- Serves as a marketing tool for the Scenic Byway; and
- Promotes pleasure in the byway itself and motivates communities to provide positive scenic and visual experiences and responsible use of the Scenic Byway.

This Interpretive Plan for the Seaway Trail in Erie County is designed to bring an organized and thematic approach to the Seaway Trail for the better understanding and enjoyment of residents and visitors alike, so that they will have experiences they will enjoy and refer to others, for the economic expansion of the region and for the protection and preservation of the resources associated with the heritage of the region.

This is the story of the place where the sun sinks into the water. The interpretive program for the Seaway Trail in Pennsylvania emphasizes the intrinsic resources related to the cultural, historic, marine, natural and recreational heritage of the Seaway Trail:
The traditions embrace the themes of history and recreation on the Seaway Trail. The following figure illustrates how the traditions and themes relate to one another:

### Table 3-1 - Themes and Traditions of the Seaway Trail

#### Interpretive Plan

<table>
<thead>
<tr>
<th>Themes</th>
<th>On the Water</th>
<th>Beside the Water</th>
<th>In the Water</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>History</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>French &amp; Indian War/War of 1812</td>
<td>Three Flags/Three Forts</td>
<td>Shipwrecks</td>
<td></td>
</tr>
<tr>
<td>Commerce</td>
<td>Industry</td>
<td>Degradation and reclamation of Lake Erie ecology</td>
<td></td>
</tr>
<tr>
<td>Water transportation system</td>
<td>Land transportation system</td>
<td>Underwater Attractions</td>
<td></td>
</tr>
<tr>
<td><strong>Recreation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swimming</td>
<td>Tourism, Heritage Tourism, Eco-Tourism</td>
<td>Scuba Diving</td>
<td></td>
</tr>
<tr>
<td>Floating/boating/sailing/ice boating</td>
<td>Hiking/biking/walking/kiing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hunting/fishing</td>
<td>Hunting/fishing/ice fishing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

### 3.1 History On the Water

#### 3.1.1 French and Indian War/War of 1812

The history of the French and Indian War and the War of 1812 in Erie County began at Fort Presque Isle, established by the French in 1753; it was a sister to Fort LeBoeuf in Waterford, southern Erie County, and Fort Machault in Franklin. Presque Isle played a pivotal role in the War of 1812 as Oliver Hazard Perry’s Lake Erie fleet was built here and called this port home. The legacy of these wars extends along the Seaway Trail in Pennsylvania and New York as well as into Ohio, where the Battle of Lake Erie was fought at Put-In-Bay.
Figure 3-1 - Seaway Trail Interpretive Plan
Pennsylvania Scenic Byway
In Erie County, this legacy is interpreted at the Erie County Historical Society Museum and the Erie Maritime Museum. The Parade Street Memorial at the foot of Parade Street includes markers for the French, British and US incarnations of Fort Presque Isle and with a map of fort locations; and the Pennsylvania Historical & Museum Commission Historical Markers has a marker at East 6th Street and Parade Streets. Markers and interpretive panels are also on view at the Perry Monument at Presque Isle State Park’s Crystal Point and atop bicentennial tower on Dobbins Landing.

Additional interpretive signage would be appropriate at pullovers along the side of the Seaway Trail, offering visitors orientation and direction for additional exploration on and off the Seaway Trail corridor as in the before and after concept illustration for an eastern gateway at the New York line.

An opportunity also exists for interactive interpretation on Presque Isle Bay. This could include historic battle re-enactment, activities involving the Brig Niagara and other historic reenactments.

### 3.2 History Beside the Water

#### 3.2.1 Three Flags/Three Forts

The history of the settlement of northwestern Pennsylvania by Europeans is the history of its defense and that history is the history of Fort Presque Isle. There were three Fort Presque Isles. The French established the first, Fort de la Presqu’ile in 1753, during the French and Indian War. After establishing their fort, the French built a road to Waterford and established Fort LeBoeuf there. George Washington traveled to Fort Le Boeuf in December 1753 to deliver a letter from the British, ordering the French to vacate the territory. Their refusal to comply touched off the French and Indian War. Fort Duquesne fell in 1758 and in 1759; the French burned both Fort de la Presqu’ile and Fort LeBoeuf and fled.

The British fort, like its predecessor, was located at the foot of what is now Parade Street in the City of Erie, about 300 yards from the lake. The British established their presence in 1760, soon after the French fled. They built their fort on the same spot as the French had chosen, but in a different configuration. At the end of the French and Indian War, an Ottawa chieftain named Pontiac led a campaign to reject the British throughout the Ohio Valley. In 1763, the British Fort Presque Isle fell during Pontiac’s Rebellion and the British withdrew.
Native Americans were the sole inhabitants of the area from 1763 to 1795 when the American patriots arrived and established the third fort at Presque Isle. Native Americans apparently established no permanent settlements during the period; the Iroquois had exterminated the Eriez, who had inhabited the area, in 1650. The Americans established their fort atop the bluff overlooking Lake Erie and the only remaining element of any of the three forts remains there today. The General Anthony Wayne Blockhouse is on the grounds of the Soldiers and Sailors Home.

From 2004 to 2010, the 250th anniversary of the French and Indian War will be marked. After that commemoration is likely to be a 200th anniversary tribute for the War of 1812. The Maritime Museum has extensive War of 1812 interpretation, as well as interpretive materials covering all of these conflicts and wars. Likewise, the Erie County Historical Society’s Museum has interpretive material including a model of the French fort and related relics. Historical markers are located through the area, including the Heritage Monument at the foot of Parade Street and 6th Street and Parade Street in Erie.

As this plan is being put together in 2005, the time is ripe for the location of new markers and kiosks consistent with those in place along the Seaway Trail in New York with the War of 1812 theme. Additionally, the Erie-Western Pennsylvania Port Authority has proposed a new Overlook Park, trails and passive interpretive opportunities along the bluff. The project is located along the Bayfront Parkway.

3.3 History and Recreation In the Water

3.3.1 Shipwrecks, Underwater Attractions and Diving

There are fully 12 different kinds of craft that lie on the floor of Lake Erie, called the “Graveyard of the Great Lakes.” War, treachery, bad weather and poor planning sealed their fates. Two of them, the steamboat Geo. E. Frost (sunk 1879) and the sloop Brighton (sunk 1829) lie at the bottom of Presque Isle Bay. Scuba diving opportunities abound in the waters of Lake Erie all along the Seaway Trail corridor in Pennsylvania. These sites are known among divers and are catalogued on some websites, notably, http://www.sportdiverhq.com/erieast.htm, for experienced and technical divers; and www.aquatic-world.com/ErieWrecks.htm, which presents a list of wrecks and their locations without any information as to their suitability for diving. The David Frew/Amy Marshall map Ghostships of the South Shore Quadrangle locates the recorded wrecks since the 18th Century.
Scuba diving is permitted at Presque Isle State Park in designated areas. The Pennsylvania Department of Conservation and Natural Resources requires that all divers be certified. Dive shops and charter services are available as well. However, there is no central location for interpretation and access to the wrecks. The Great Lakes Shipwreck Museum is an interpretive center in Whitefish, Michigan, housed in a converted lighthouse. The closest combination interpretive and dive centers are in Kingston and Tobermory, Ontario.

Establishment of an underwater heritage park designed to preserve, protect and enhance the wrecks, as well as a land-based interpretive center and dive headquarters could be a major economic and tourism development tool for the Seaway Trail in Pennsylvania. The center would appeal to the burgeoning heritage tourism market as well as appealing to upscale scuba diving enthusiasts. This concept builds on the history as well as the recreation themes of the Seaway Trail. The Lake Erie Quadrangle has more wrecks than the Bermuda Triangle and is uniquely positioned to build part of its Seaway Trail tourism strategy around this unique opportunity.

3.4 History On and Beside the Water

3.4.1 Commerce & Industry

Commerce and industry on the Seaway Trail in Northwestern Pennsylvania concentrated around the Port of Erie. Mills were also established at the mouths of creeks and the area’s favorable climate made larger scale agriculture possible, with grapes the most prominent crop, but other diverse food and nursery crops also were and continue to be produced here. The Lake Erie fishery was also important to the local economy. The City of Erie was the largest commercial fishery on the Great Lakes and fishing tugs were also berthed at Elk Creek, Avonia and Freeport.

Metalworking was prominent in the City of Erie, with an assortment of iron works manufacturing diverse products. Imports to Erie County included general merchandise, metals and ore, lumber and mill products. The chief export was coal.
Manufacturing interests in the City of Erie included GTE, Hammermill Papers, International Paper, General Electric (GE) and other familiar names. GE established a large manufacturing facility and planned community, Lawrence Park Township, to house its workers. Following the Great Depression and World War II, the center of the nation’s economy shifted and Erie County, like the rest of the Northeast, experienced a downturn. The importance of the City of Erie and the Lake to the economy of the nation and the world is interpreted at the Erie Historical Society, which holds a number of collections relative to manufacturing and industry. The Museum of Erie GE History, located at GE, is open to the public; and Lawrence Park also has an historical society. The Erie Maritime Museum is located in a former Pennsylvania Electric Company (“Penelec”) generating plant, and one of the five huge generators and the operating panel remains in place.

The agricultural legacy of the lakefront in Erie County is celebrated and interpreted by rural historical societies and museums, including those in North East Township, Fairview Township, Harborcreek and Girard’s West County Historical Society. The Erie County Historical Society’s Battles Museum of Rural Life in Girard preserves and interprets the agricultural methods and lifestyles of the region from the 1840s to the present.

3.5 History On and Beside the Water

3.5.1 Transportation

Its unique natural harbor in Presque Isle Bay, continuous access and central location on Lake Erie, made the City of Erie a perfect port location. A boat building industry began, with the launching of the *Good Intent*, in 1799 by Rufus Reed. Reed took the step into waterborne transport in order to expand his land-based trading post. Docks eventually replaced early, crude piers, and ultimately wharves replaced docks. So, too, the port embraced the changing technology as wind propulsion was replaced with coal-fired steam and later oil. Eventually, the lakefront at the Port of Erie was home to four centers of shipbuilding and industry: Cascade Docks, East Docks, Dobbins Landing and Reed’s Wharf.

As the railroad replaced the steamer, railroad companies bought up the bayfront at the Port, separating the population from the water. Bridging the resulting gulf to reconnect the waterfront and its city has become a major activity of the Port of Erie and the public sector.
The streams were also important transportation corridors, providing access to the interior of the region. Native Americans’ footpaths first became portages and canal beds and later roadways and rail lines. As the automobile became prominent, the centers of commercial activity changed from the city to the suburbs, creating suburban sprawl and focusing economic development on a new front: Downtown revitalization.

The heritage of transportation on the Seaway Trail is interpreted in a number of museums and historical societies throughout the Seaway Trail. Interpretive panels atop the Bicentennial Tower on Dobbins Landing provide context for water transportation through interpretive panels. Shipbuilding continues on Lake Erie in the Port of Erie and the Port Authority maintains a deepwater port. The Bayfront Center for Maritime Studies provides hands-on educational, vocational and recreational programs through boat building and sailing.

The history and traditions of transportation along the Seaway Trail in Pennsylvania including its canals, portages, rails and roads are interpreted throughout the area. The Erie County Historical Society, Erie Maritime Museum and Lake Shore Historical Society in North East Township feature specific transportation-related exhibits.

3.6 History In the Water

3.6.1 Degradation and Reclamation of the Ecology of Lake Erie

The quality of the water of Lake Erie figures large in the heritage of the Seaway Trail. From the time of the first European settlers to the 1960s, the lake was generally viewed as an infinite resource. It was a source of fresh water and a dumping ground at the same time. The two uses are incompatible, of course, and were on a collision course with one another. In the late 1960s, Lake Erie was declared a dying lake. Phosphorus, industrial pollutants, oil spills, agricultural runoff and others all conspired together to create a horrifying and revolting scene: because the beaches were foul, vacationers stayed away, fish were less plentiful, and waterfowl were diseased.

The true nature of the emergency of the ecology of Lake Erie was finally understood and became a priority in the environmental movement. The result is what may have been and continues to be one of the largest water quality reclamation projects in history.

In the late 1960s, Lake Erie was declared a dying lake. Vacationers stayed away, fish were less plentiful, waterfowl were diseased. The emergency of the ecology of Lake Erie became a priority in the environmental movement. The result is what may have been and continues to be one of the largest water quality reclamation projects in history.
The ecological emergency and response are graphically interpreted at the Erie Maritime Museum, where an illustrated timeline is featured. To help ensure that history does not repeat itself, the Glinodo conference and educational center of the Benedictine Sisters has a special focus on environmental education and eco-justice including educational programs for children from pre-school through adulthood and related curriculum development.

3.7 Recreation On and Beside the Water

3.7.1 Swimming/ Floating, Boating, Sailing, Hunting & Fishing

Spending time on the water has been a time-honored recreation and relaxation activity and the Seaway Trail offers a unique experience in the many recreation resources of Presque Isle State Park. Sand beaches, swimming, boating and boat tours are all available. While the protected harbor at Presque Isle State Park offers the most-visited and only sand beaches along the Seaway Trail in Pennsylvania, there are other water access points throughout the Trail in Pennsylvania. These include Shades Beach, Halli Reid Park, North East Community Conservation Park, North East Marina and Freeport Beach in the east and Lake Erie Community Park, YMCA Camp Sherwin, Elk Creek, Raccoon Creek and the new Erie Bluffs State Park in the western end. Game is released in the State Game Lands for hunters.

With the decline of industry along the lakefront, access for leisure activities is more important in attracting tourists in order to stimulate the local economy and provide opportunities for community revitalization. The continued recovery of the quality of the water in the lake helps to make these activities attractive to leisure boaters, hunters and anglers. Hunting and fishing are increasingly important to the local economy. While the lake is less prominent as a commercial fishery in Pennsylvania, Lake Erie fish are served in some local restaurants; and bait, tackle and supply shops are information and activity hubs for fishing guides and charters.

The heritage of water access and recreation is not independently interpreted along the Seaway Trail, even though in the Gilded Age, lakefront resorts and amusement parks were numerous. Waldameer Park and Waterworld, founded in 1896, is the only one that remains open and is the fourth oldest amusement park in Pennsylvania and the 11th oldest in the nation. It opened in the 1880s as Hopkins Grove and began as a picnic area with a scenic view of the lake.

The water is a major recreation attraction for casual boaters, anglers, swimmers and others. The Erie Bayfront is home to a number of marinas.
3.8 Recreation Beside the Water

3.8.1 Viewing Fauna and Flora / Hiking, Biking, Walking and Skiing

The Seaway Trail in Pennsylvania is a unique and important natural area and a wonderful opportunity for serious and recreational bird and wildlife watchers and plant and tree enthusiasts. It is home to numerous threatened and endangered species of plant and animal. Because the two state parks along the trail, Presque Isle and the new Erie Bluffs, have been inventoried, much is known and understood about the ecosystem here. In Presque Isle State Park, six distinct ecological zones have been inventoried. The region is also on the Atlantic Flyway, the major avian migration route, and more than 300 species have been identified in Presque Isle State Park. The Stull Interpretive and Information Center in the park is a starting point for interpretation and educational programs about the ecology of the park.

The new Erie Bluffs State Park was host to a two-day “bioblitz” in 2004. During the event, 140 scientists descended upon the 540-acre tract to inventory the plants and animals. This inventory will be used in creating a master plan for the park and will contribute to strategies for interpretation, access and education in the park.

Lake Erie Arboretum at Frontier Park (LEAF) offers more than 225 varieties of trees and offers access for passive and active enjoyment as well as educational and interpretive programs.

The Glinodo Center, described above, offers educational programming focusing on environmental educational programming for all ages.

As the waterfront throughout the Seaway Trail turns from industry and toward recreation, efforts are underway to open the lakefront for passive and active recreation. A network of continuous access is available on the waterfront of the Port of Erie, including Liberty Park and Dobbins Landing. Additional access is planned with the bayfront greenway and trails.

A bike path through the Seaway Trail corridor, though on the vehicular roadway, provides multi-modal access. For pedestrians and bikers alike, the Seaway Trail lacks hubs. Gateways at either end of the Seaway Trail, gateways to downtowns along the Seaway Trail, and a hub at Bayfront and State Street with pedestrian focus linking the waterfront to downtown Erie are all opportunities to increase and interpret access for recreation and put the enjoyment of the Seaway Trail in the context of its heritage.
4.0 Managing the Seaway Trail

4.1 The Byway Experience

Scenic Byways are pleasurable driving experiences that offer visitors experiences they are not able to get elsewhere and that they will enjoy enough to return to experience again and to which they will refer others. The Seaway Trail in Pennsylvania has advantages in its location and amenities that will attract target audiences and engage residents:

- It is part of an emerging multi-state regional scenic byway network linking byways in New York and Ohio, providing a consistent and cohesive Seaway Trail experience.
- It provides a range of visual experiences along its route including bucolic countryside, an historic urban center and revitalized waterfront.
- Dramatic vistas along the route include the Appalachian Ridge as well as Lake Erie, streambeds and rolling hills, providing on-going visual interest.
- It provides a unique heritage “product” embracing dramatic moments from the nation’s birth through to the present, including the French and Indian War, War of 1812 and the emergence of the environmental movement.
- It provides a range of passive and active recreational opportunities in settings that are ecologically unique in the nation, if not the world.
4.2 Management and Coordination

On a statewide basis, the following have been identified as needed to grow heritage tourism

Formalize leadership for heritage tourism by designating a state level lead entity that was a collaborative of public and private partners. Develop a statewide heritage tourism strategy that would raise awareness of the values of heritage tourism, set common goals and priorities, raise standards for heritage tourism sites and visitor services and coordinate heritage tourism development efforts at the local, regional and state levels.

On the Seaway Trail, the primary role of a manager will be to work with local communities and interest groups to coordinate activities, and plan and implement strategies for improvements working with public and private financing sources.

In New York, Seaway Trail, Inc. manages the Seaway Trail. Seaway Trail, Inc. is a membership organization. The organization works with its members and local governments and interacts directly with tourists in its mission of promoting wise and sustained use of the Seaway Trail Scenic Byway in New York.

Since its inception in Pennsylvania, the Erie Area Convention & Visitors Bureau (CVB) has administered the Seaway Trail under the terms of a memorandum of understanding between it and Seaway Trail, Inc. The Erie Area Convention & Visitors Bureau is a member of Seaway Trail, Inc. and has a seat on its board of directors. It encourages its members to join Seaway Trail and to advertise in Journey magazine.

The Erie Area Convention & Visitors Bureau is funded through an accommodations tax levied countywide and state grants. Many of Erie County’s accommodations are located in the City of Erie and in areas near or related to the Seaway Trail, so the CVB’s promotion of the Seaway Trail does not present a conflict.

4.2.1 Relationship with Seaway Trail, Inc.

Seaway Trail, Inc., manager of the New York Seaway Trail and Seaway Trail Pennsylvania have a unique relationship among scenic byways. Seaway Trail, Inc. was founded in 1978 to promote the Seaway Trail as a tourist destination and encourage regional economic development through tourism. The Seaway Trail in New York is one of America’s longest established, having been designated as a National Recreational Seaway Trail in 1984 and a National Scenic Byway in 1996.
The Seaway Trail in Pennsylvania was designated a state Scenic Byway in 2003, and is seeking designation as a National Scenic Byway. Seaway Trail, Inc. has been working with its partners in Pennsylvania since 1991 on cooperative promotional efforts.

Seaway Trail, Inc. published its Action Plan II to guide the organization in planning, organization, finance, operations and marketing. In October 1996, it amended Action Plan II to include what has become the Pennsylvania portion of the Seaway Trail to provide a seamless visitor experience and to unite the opportunities and resources.

Action Plan II as amended identified three goals for the Pennsylvania portion of the Seaway Trail:

- Pursue an increased but stable rate of economic development and growth of the tourism economy
- Protect and enhance the scenic, natural, cultural, recreational, historical and archeological resources of the Seaway Trail
- Develop the Seaway Trail as a high quality experience for recreation and vacations

These goals and the objectives also contained in the Action II amendment are consistent with the planning and implementation framework established by this Corridor Management Plan.

The relationship between the more established organization and the newer Pennsylvania effort is unique because generally, multi-state scenic byways tend to form at one time and establish management and organizational approaches that complement one another and provide pipelines for funding.

Seaway Trail, Inc. and the representatives promoting the Seaway Trail in Pennsylvania are creatively addressing a number of issues, including ways the two Seaway Trails can work together given the challenges presented by their differences.

Seaway Trail, Inc. is very interested in helping Seaway Trail Pennsylvania and sees itself as the manager of the entire length of the Seaway Trail in both states. However, both agree that it is important that Seaway Trail Pennsylvania have an organization or some entity in place to manage its portion of the Seaway Trail, implement this Corridor Management Plan and identify and pursue funding opportunities.
Seaway Trail has expertise and experience in pursuing funding (grantwriting) it can share with Pennsylvania. In addition it produces a number of publications, guides and maps which it revises as funding permits to include additional information, including Pennsylvania sites, resources and information. Seaway Trail, Inc. also produces interpretive panels and other roadside educational and interpretive materials.

Seaway Trail Pennsylvania will be able to contract with Seaway Trail Inc. for specific services related to the promotion and development of the Pennsylvania Seaway Trail.

From the perspective of Penn DOT and Federal Highway Administration, the Seaway Trail in Pennsylvania should designate a local entity as recipient of State and Federal funding and to serve as a local point of contact. Three organizations are principally involved in current management efforts as Seaway Trail leaders in Pennsylvania. They are:

- Pennsylvania Sea Grant
- Erie County Metropolitan Planning Organization (MPO)
- Erie Area Convention & Visitors Bureau

Each of these organizations is potentially eligible to receive and disburse grant funds for the Seaway Trail. The Erie MPO has byway management in its mission and workplan, and will be able to enter into contracts on behalf of the Seaway Trail and also to assist in long-range planning, management and other activities.

All three organizations are enthusiastic about continuing their close relationship with the Seaway Trail as it develops. At the present time they will continue to work together on an informal basis to continue development of the Seaway Trail and to develop the programs and materials necessary.

### 4.2.2 Stewardship of the Seaway Trail

Myriad partners who have jurisdiction on the Seaway Trail will assist the entities working together to manage the Seaway Trail and to implement its Corridor Management Plan. Other entities are promoters of the Seaway Trail. They all have expressed their support and enthusiasm for the Seaway Trail by introducing and supporting local legislation to establish the Seaway Trail, implementing Seaway Trail activities and facilitating establishment and marking of the Seaway Trail, volunteering on committees working on Seaway Trail-related activities, etc.
They will continue to be central to the implementation of the Plan and the protection, promotion and beneficial use of the cultural, historic and natural resources of the Seaway Trail. They can do this through:

- Identification and protection of valuable cultural historic and natural resources
- Working with communities to ensure that plans, zoning, design standards and other land use approaches address byway needs
- Obtaining easements and working on acquisition programs for significant views and improving selected views in a sustainable way
- Implementing sign ordinances, design standards and overlay districts to protect, promote and enhance the byway
- Coordinating, sponsoring and helping to fund improvement projects related to the development and promotion of the Seaway Trail, including transportation, interpretation and other projects
- Advocating for the Seaway Trail and tourism interests in the region

These organizations include:

- The communities along the Seaway Trail Scenic Byway
- Pennsylvania Department of Transportation
- Pennsylvania Department of Conservation and Natural Resources
- Pennsylvania Department of Environmental Protection
- Pennsylvania Coastal Zone Management
- Pennsylvania Sea Grant
- Erie Area Convention & Visitors Bureau
- Erie County Metropolitan Planning Organization
- Lake Erie Region Conservancy
- Erie Area Council of Governments
- Erie-Western Pennsylvania Port Authority
- Erie Maritime Museum
- Erie County Historical Society and Museums
- Presque Isle State Park
- Erie Bluffs State Park
- SONS of Lake Erie Fishing Club
- North East Chamber of Commerce
- Seaway Trail, Inc.
4.3 **Funding and Financial Resources**

Resources to implement the Seaway Trail Plan are available through a number of sources. They include financial resources through grants to local governments, entrepreneurial and economic development incentives and capacity building programs. More than 70 sources have been assembled. A matrix of funding sources appears at the end of this document.
5.0 Seaway Trail Marketing

5.1 Byway Participation: Opportunities and Barriers

To assure its success, the Seaway Trail's managers will need to capitalize on its opportunities and anticipate perceived barriers to participation. The Seaway Trail features all of the elements byway visitors are interested in, including interaction with the water. Waterslides are a particularly popular activity. A National Survey on Recreation and the Environment found that byway visitors include 56% of the American public. It executed a survey to find their preferences and perceptions.

The survey findings in regards to activities in which byway visitors participated include:

- 66% participated in swimming, with visiting a waterslide as the most popular swimming activity
- 52% visited historic sites
- Almost half viewed flora and fauna and 36% were bird watchers
- Bicycling and boating were each enjoyed 41%, while 36% were anglers

The most-cited factor constraining byway participation was a lack of time (52%). Other factors cited by survey respondents included:

- Lack of information was cited by 18%
- Perception of a lack of attractions, not enough to see or do, was cited by 17%
- Safety concern was cited by 16%
- 14 and 11% cited increased comfort with expressways and a perception of lack of services on rural roadways, respectively.
The DCNR found that in Pennsylvania, heritage tourism faced the following challenges:

- Lack of a formal mechanism to coordinate the many heritage tourism activities and initiatives and no entity charged with providing vision and leadership for heritage tourism efforts.
- Lack of public education and awareness of the wide range of benefits offered by heritage tourism development.
- Lack of a systematic means of providing guidelines, technical assistance or incentives to private developers, non-profit organizations and local communities to ensure that heritage sites are developed to a uniformly high standard.
- Inadequate visitor service infrastructure to meet current or future needs.
- Need for a more aggressive and integrated marketing effort at the state level to attract new visitors and encourage them to extend their visits.
- Although a substantial amount of investment had been made in heritage tourism significantly more was needed.

The Seaway Trail in Pennsylvania is in a unique position among Scenic Byways because although it is a new Scenic Byway for Pennsylvania and the nation, it is affiliated with Seaway Trail, Inc., the membership organization that has been managing the Seaway Trail in New York since 1978. Seaway Trail, Inc. has been working with Pennsylvania Seaway Trail since its initial development and state designation.

The Pennsylvania Seaway Trail is included in Seaway Trail, Inc. marketing efforts and in many of its publications and educational materials. Pennsylvania’s portion of the Seaway Trail is included in these publications as funding permits, as older publications are revised and as newer materials are developed.

The Seaway Trail in Pennsylvania benefits enormously from its relationship with Seaway Trail, Inc. Marketing of the Seaway Trail in Pennsylvania has the opportunity to focus on three fronts:

- Capitalizing on its opportunities to dovetail with existing and established Seaway Seaway Trail marketing opportunities.
- Developing programs and materials that highlight the Scenic Byway’s unique qualities to the leisure traveling public in general and regional tourists in particular.
- Participating in Pennsylvania’s aggressive tourism marketing programs.
5.2 Linkages with Other Scenic Byways

The Seaway Trail forms important regional linkages with other byways and forms a bridge between the established Seaway Trail National Scenic Byway in New York and the growing Lake Erie Coastal Ohio Scenic Byway.

It also forms a regional link to the Grand Army of the Republic Byway. Marketing efforts and programs can also focus on regionally linking the Seaway Trail with other Pennsylvania-designated scenic byways including the Bucktail Trail, Laurel Highlands and the National Road.

The maps below illustrate the position of the Seaway Trail with regard to other scenic byways.

5.3 Existing Seaway Trail Programs

Seaway Trail, Inc. has a number of programs encompassing both self-guided and guided touring of the Seaway Trail. These include:

- Journey Magazine – an annual magazine featuring theme-based editorials, destination-based advertising, maps, membership listings
- Maps for special byway traveling segments, for example, bicyclists, motorists, etc.
- “Great Lakes Seaway Drives” including five to 14-day road trips including itineraries for independent travelers and directed at the European market
- Roadside kiosks currently in place at 60 public sites in New York including parks and pull-offs; development of design and landscape standards for the kiosks; and themed interpretive panels
- Publications and videos including guides to the War of 1812, natural attractions along the Seaway Trail, lighthouses, shipwrecks and others
- Development of Seaway Trail Walks ©, guided walks of eight Seaway Trail communities, including the City of Erie, led by local volunteers
- Development of a “Museum without Walls” of the War of 1812 featuring distinctive brown signs directing visitors to markers and plaques describing War of 1812 events along the Seaway Trail
- French and Indian 250th anniversary 2005-2010 commemoration including establishment of a special website, development of a traveling exhibit and incorporating existing materials
Figure 5-1 - Seaway Trail Byway Context
Pennsylvania Byways

Source: peter j. smith & company, inc.
The Pennsylvania portion of the Seaway Trail can continue to reap benefits of the approaches that have been developed by Seaway Trail, Inc. Continued participation and strong affiliation is crucial to the Pennsylvania Seaway Trail's success and a higher profile for Pennsylvania attractions and activities should continue to develop.

5.4 Seaway Trail Marketing Opportunities

The Seaway Trail in Pennsylvania is currently adequately marked with Seaway Trail signs. There are some confusing intersections along the Seaway Trail, and elements of the Futures Plan are designed to address these shortfalls. Further, relocation of the Seaway Trail signs on the Bayfront onto the Bayfront Parkway and the route revision will both help make Seaway Trail wayfinding easier and thus improve the marketability of the Seaway Trail.

The Seaway Trail in Pennsylvania is rich in opportunities to dovetail with the Seaway Trail in New York as well as to develop its own unique identity. Consistent with the Seaway Trail in New York, the Pennsylvania Seaway Trail can develop its French and Indian War, War of 1812 and Revolutionary War and lighthouse tourist attractions. All of these attractions dovetail with the Seaway Trail in New York. But they also stand on their own as primary attractions for history buffs, lighthouse enthusiasts and others.

These sites should be signed and interpretive panels should be installed. Seaway Trail kiosks include maps of the Seaway Trail, interpretive information and brochures. The Seaway Trail kiosk should be adapted for Pennsylvania. The repetition of the signage and the components of the panels and kiosks reinforce and reassure visitors that they’re still on the right route.

Seaway Trail, Inc. developed a manual for sponsor groups to guide them in the siting, design and maintenance of signs, kiosks, interpretive panels and other, similar, Trailside elements. These elements increase the educational as well as the recreational value of the Seaway Trail experience. Adoption of this or a similar manual will assist in ensuring consistency in design and construction of these elements.

The touring public will rely upon signs, panels and kiosks as they tour the Seaway Trail. They make theme-based self-guided tours possible. Themes for self-guided tours consistent with the Interpretive Plan and the Futures Plan could include:

- French and Indian War? A major Seaway Trail attraction featuring the first and second Presque Isle Forts and potential linkages with Fort LeBoeuf in present-day Waterford via the Portage Road established by the French, site of only statue of George Washington in a British uniform;
250th commemoration runs through 2010; the French and Indian War theme begins in Ogdensburg, NY, site of Fort LaPresentation near the eastern end of the Seaway Trail.

- War of 1812? Multiple sites on the Seaway Trail in Pennsylvania including those related to the US Brig Niagara, Commodore Oliver Hazard Perry and the Battle of Lake Erie. This theme runs throughout the Seaway Trail in New York and Pennsylvania and to Put-in-Bay, Ohio on the proposed Lake Erie Coastal Ohio byway; other linkages to Philadelphia and Pittsburgh, where many of the carpenters who built Perry’s fleet originated.

- Nature and Eco-tourism? Presque Isle State Park is the standout nature and eco-tourism destination for the Seaway Trail in Pennsylvania; other sites include Erie Bluffs State Park, site of the unique “bio-blitz;” Gamelands Scenic Loop; potential linkages to Pymatuning State Park in Crawford County; potential for inclusion of use of Blueways for those interested in the geology and landforms of the Seaway Trail, particularly the bluff.

- Lighthouses? Three important lighthouses in and around Presque Isle State Park are already featured prominently by lighthouse aficionados; these are major destinations for culture and heritage tourists; linkages to other local culture and heritage sites on the Seaway Trail including the lighthouse exhibit at the Erie Maritime Museum which features a lens used in the North Pier Lighthouse; and off-trail destinations like the Erie Historical Society Watson Curtze Museum and others.

- Cultural sites? The Erie Area Convention & Visitors Bureau markets visual and performing arts; there is a potential for links to the Seaway Trail Scenic Byway cultural sites including the Old Orthodox Church, Soldier’s and Sailors Home and others.

- Agri-Tourism? The Seaway Trail abounds in agri-tourism potential for its full length and self-guided tours can include family-friendly u-pick and farm stands and the area’s young wine industry offering tours and tastings; potential linkages to off-Seaway Trail wineries; the east county is part of the Concord Grape Heritage Association with neighboring New York.

- Scenic spots? The Seaway Trail in Pennsylvania offers dramatic topography and breathtaking views of Lake Erie; a self-guided tour could incorporate “Sunset Spots” to celebrate the area’s famous sunsets.
The Seaway Trail, Inc., plan for Pennsylvania, the Amendment for its Action Plan II, recommended that the Seaway Trail in Pennsylvania gather and assess the visitor base, identify users and visitors for the facilities and experiences along the corridor, profile trends and develop a strategy to improve coordination and promotion to current and new audiences. Through Pennsylvania’s contract with a national tourism firm, domestic tourism and leisure visitation data are gathered and analyzed. The Erie Area Convention & Visitors Bureau uses this information as it formulates its strategies for marketing and promotions. Additionally, it has access to marketing and tourism data as summarized below.

The Action Plan II Amendment also recommended that a theme and logo for the Seaway Trail in Pennsylvania be developed and tested and that current marketing activities of Seaway Trail, Inc. be integrated into the marketing effort on the Seaway Trail in Pennsylvania.

5.5 Serving Seaway Trail Visitors

5.5.1 Accommodating International Visitors

In order to accommodate international visitors, Seaway Trail Inc. has contemplated international audiences in its Interpretation Plan and Marketing Plan. Seaway Trail, Inc. currently assumes that most if not all byway visitors traveling outside of groups will have a rudimentary command of the English language and lacking a demand for multi-lingual materials, there are no current plans to produce them. Throughout the Seaway Trail in Pennsylvania, as with the Seaway Trail in New York, multiple graphics, images and universal symbols are incorporated into published materials and signage. The Seaway Trail logo itself is internationally understandable.

The Erie Maritime Museum has a brochure in Spanish and hopes to put together a program in French in the future.

5.5.2 Accommodating Handicapped Visitors

There are a number of special accommodations available to ensure that wheelchair-bound visitors are able to access the Seaway Trail’s resources. They include the following:

- Presque Isle State Park accommodations for disabled visitors include wheelchair accessible picnic tables and parking spaces throughout the park; all restrooms are accessible; the 5.8-mile Multi-Purpose National Recreation trial is paved along its entire length and offers access to the Perry Monument, and in winter it is plowed from the park entrance to the park office, a distance of 2.2 miles (the rest is left snow covered for skiers); a ramp and mats at Beach 7 provide swimming accessibility; East Pier fishing site is completely accessible including fishing piers, picnic tables and grills.
Travelers to Erie County spent approximately $463 million in 2001, which generated $777 million in direct, indirect and induced sales; paid about $316 million in wages and benefits and generated about $135 million in taxes.

- Stull Interpretive Center is completely accessible, and when it opens the Tom Ridge Center will also be accessible.
- Erie Art Museum is accessible; visitors enter through the east door and access the main gallery by elevator.
- Visitors with special needs are asked to contact the Erie Maritime Museum in advance so that they can be accommodated. All areas of the museum are accessible, but due to the nature of her construction, the Brig Niagara is not accessible.
- On the bayfront, all of the Port Authority's walkways and multi-use trails are accessible as is the Liberty Park Amphitheater. Liberty Park also offers an accessible playground. The fishing pier in the East Canal Basin is also accessible both with a ramp and lower railings for wheelchair-bound anglers. Bicentennial Tower is accessible with an elevator. Water taxis can accommodate wheelchairs. Wolverine Park has wheelchair accessible docks and restroom facilities as well as a lift for transfers to the boats.
- An accessible restroom is being constructed at the South Pier and another is to be constructed at the East Avenue Boat Launch.
- The Center for Bayfront Studies has a sailing program for people with disabilities called Erie Adaptive Sailing Experience (EASE). The program offers sailing instruction in Access Sailing Dinghies. These boats can be sailed independently by individuals with disabilities. Classes are held at the accessible Wolverine Park, which has wheelchair accessible docks, restroom facilities and a lift for transfers to the boats. (The Junior League of Erie and the Bayfront Center for Maritime Studies will host the access dinghy North American championships June 18-20, 2005.)
- Lake Erie Arboretum at Frontier Park is easily accessible by wheelchair users.
- Most area hotels are accessible.

5.6 Tourism in Pennsylvania

This section summarizes current tourism promotion and development efforts in Erie County and Pennsylvania.

5.6.1 Existing Tourism Base

The domestic tourism industry in Erie County, PA accounted for nearly $800 million in sales in 2001, according to data gathered for the State of Pennsylvania by DK Shifflet and Associates. No data has been gathered specifically addressing the generation of economic activity related to tourism along the Seaway Trail.
According to the study Shifflet prepared for the state, “The Economic Impact of Travel in Pennsylvania 2000 (revised) and 2001,” direct spending by domestic travelers in Erie County in 2001 was $462.8 million in direct sales. Indirect sales, that is, the economic activity generated by the money paid to employees and suppliers directly related to the travel industry, was estimated at an additional $140.5 million in 2001.

The induced impact, which is generally referred to as the multiplier effect, takes place when wage earners and business owners use their wages and profits to purchase household goods and services, engage in their own leisure activity, etc. That impact is estimated as $173.9 million for 2001.

5.6.2 Tourism Overview
According to Pennsylvania’s Department of Community and Economic Development (DCED), the State has competitive advantages in the tourism industry due to the diversity of its travel and tourism assets, its proximity to one-third of the U.S. population and a strong price/value advantage compared to many of its neighbors. Pennsylvania tied with New York as the 4th most visited state by U.S. leisure travelers in 2002. Tourism is the second largest industry in the State and an important economic driver.²

5.6.3 Tourism Economic Impact
Tourism provides significant economic benefits to every county and industry in the State of Pennsylvania. According to the US Department of Labor, Bureau of Labor Statistics, annual employment in the Leisure and Hospitality within Erie County was 12,200 in 2003, a 3% increase from the annual figure for 2002.

There was a 2.6% increase in the number of leisure travelers to and within Pennsylvania between 2000 (86.3 million) and 2002 (88.6 million). Leisure travelers in 2002 spent $14.8 billion, which was a 6% increase from 2000. In 2002, the Lake Erie Region attracted 6.1% of the State’s leisure travelers, which represented a 1.3% decrease from the previous year. The Lake Erie Region had a larger %age of day-trip visitors (7.1%) than overnight visitors (5.2%).³

² Department of Community and Economic Development Website: www.inventpa.com, retrieved October 26, 2004
In 2001, domestic and international travelers spent approximately $20.5 billion within the State, which generated $37.2 billion in direct, indirect and induced sales and supported about 618,000 full and part-time jobs that paid $13.3 billion in wages and benefits. Travel related spending also generated $6.1 billion in federal, state and local taxes. Domestic and international tourists in Pennsylvania spend 7.3% less in 2001 than they did in 2000. In 2001, domestic travelers provided about 94% of total travelers expenditures.\(^4\)

Domestic travelers in Erie County spent approximately $463 million in 2001, which was 3.4% less than they did in 2000. The $463 million spent by domestic travelers generated $777 million in direct, indirect and induced sales; paid about $316 million in wages and benefits and generated about $135 million in taxes. The table that follows illustrates the distribution of expenditure among various categories.

<table>
<thead>
<tr>
<th>Expenditure Category</th>
<th>2000</th>
<th>2001</th>
<th>% Change</th>
</tr>
</thead>
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<td>Transportation</td>
<td>$134,536</td>
<td>$115,073</td>
<td>-14.47%</td>
</tr>
<tr>
<td>Lodging</td>
<td>$37,016</td>
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</tr>
<tr>
<td>Food &amp; Beverages</td>
<td>$105,327</td>
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<td>Shopping</td>
<td>$131,423</td>
<td>$137,000</td>
<td>4.24%</td>
</tr>
<tr>
<td>Entertainment</td>
<td>$44,883</td>
<td>$47,197</td>
<td>5.16%</td>
</tr>
<tr>
<td>Other</td>
<td>$26,088</td>
<td>$22,088</td>
<td>-15.33%</td>
</tr>
<tr>
<td>County Total</td>
<td>$479,274</td>
<td>$462,795</td>
<td>-3.44%</td>
</tr>
<tr>
<td>State Total</td>
<td>$20,512,893</td>
<td>$19,209,532</td>
<td>-6.35%</td>
</tr>
</tbody>
</table>

Source: D.K.Shifflet & Associates Ltd.

5.6.4 Pennsylvania Leisure Travelers

In 2002, leisure travelers in Pennsylvania had a median age of 40, an annual household income of $61,000 and families and couples accounted for almost two-thirds of travel parties. The leading activities of leisure travelers included sightseeing (30%), attractions (23%) and cultural and nature activities (21%). Leisure travelers to the Lake Erie Region in 2002 were younger and less affluent than the statewide average. The most popular activities of leisure travelers to the Lake Erie Region in 2002 were sightseeing (24%), dining (23%), shopping (20%), national/state parks (18%) and beach/waterfront (17%). The Lake Erie Region had a significantly higher rate of visits to beach/waterfront than all other regions in the State.

The following chart summarizes some general characteristics of leisure travelers to the Lake Erie Region.

<table>
<thead>
<tr>
<th>Table 5-2 - Lake Erie Leisure Trip Traveler Profile</th>
<th>2002 Person Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overnight</strong></td>
<td><strong>Day-Trip</strong></td>
</tr>
<tr>
<td>Median Age (Years)</td>
<td>37.2</td>
</tr>
<tr>
<td>Median Household Income</td>
<td>$55,270</td>
</tr>
<tr>
<td>Average Length of Stay (Days)</td>
<td>3.7</td>
</tr>
<tr>
<td>Average Expenditure (Per person per day)</td>
<td>$70.66</td>
</tr>
<tr>
<td>Average Traveling Party</td>
<td>2.3</td>
</tr>
<tr>
<td>Accommodations</td>
<td></td>
</tr>
<tr>
<td>Paid Hotel/Motel</td>
<td>37%</td>
</tr>
<tr>
<td>Paid Campground/RV Park</td>
<td>8%</td>
</tr>
<tr>
<td>Other Paid</td>
<td>4%</td>
</tr>
<tr>
<td>Private Home (Non-Paid)</td>
<td>37%</td>
</tr>
<tr>
<td>Other Non-Paid</td>
<td>13%</td>
</tr>
<tr>
<td>Purpose</td>
<td></td>
</tr>
<tr>
<td>Visit Friends/Relatives</td>
<td>38%</td>
</tr>
<tr>
<td>Special Event</td>
<td>18%</td>
</tr>
<tr>
<td>Other Personal</td>
<td>12%</td>
</tr>
<tr>
<td>Getaway Weekend</td>
<td>21%</td>
</tr>
<tr>
<td>General Vacation</td>
<td>11%</td>
</tr>
</tbody>
</table>


Approximately 35% of outdoor recreation expenditures – $1.39 billion in 1997 – involved outdoor activities on state lands. Above, the annual Erie Marathon on Presque Isle State Park

The 2.4 million overnight visitors to the Lake Erie Region in 2002 had a per trip average of $551 per travel party, which was an increase of $55 from 2001. Families averaged $782 in expenditures, couples $320 and adults traveling alone $466 per trip.

5.6.4.1 Heritage Tourism in Pennsylvania

Heritage tourism development is a growing trend across the nation. Pennsylvania has been a national leader in heritage tourism for many years. Establishing Pennsylvania as the number one American Heritage Destination was identified as a marketing objective in the Draft 2004 Marketing Plan for the State.\(^6\)

Heritage tourism in Pennsylvania includes a wide variety of historic, cultural and outdoor activities. In 1999, the Department of Conservation and Natural Resources (DCNR), the Department of Community and Economic Development (DCED), the Pennsylvania Historical and Museum Commission (PHMC), Preservation Pennsylvania and the Federation of Museums & Historical Organizations commissioned the Pennsylvania Heritage Tourism Study.\(^7\) The following are a few key findings from that study:

- For Pennsylvania, heritage tourism consisted of a wide variety of historic, cultural and outdoor activities
- In 1997, heritage tourism by Core Heritage travelers (visitors whose primary purpose for traveling to Pennsylvania was heritage tourism) accounted for 12% of the State’s 112.4 million person-trips\(^8\), 25% of all tourism spending, and supported over 55,000 jobs
- From 1996 to 1997, Core Heritage traveler visitorship increased by 23% and their spending by 15%
- Attractions most visited by Core Heritage travelers in Pennsylvania included historic towns/districts, battlefields/forts, zoos/gardens/arboreta and art galleries/museums
- The top information resource used by Pennsylvania’s Core Heritage travelers were brochures
- Among the amenities that were examined, maps and guides were the most critical to Pennsylvania’s Core Heritage travelers

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\(^8\) Person-Trips is an industry standard to measure travel volume that accounts for one person on one trip irrespective of the length of the trip. The 112.4 million figure includes all business and leisure travelers
In 2000, believing that heritage tourism had reached a plateau in the State, the DCNR, DCED, the PHMC and the Center for Rural Pennsylvania sponsored the Heritage Tourism Summit in Monroeville. The goal of the summit was to determine the status of heritage tourism in Pennsylvania and to generate ideas about how to take heritage tourism to the next level. Heritage tourism was defined as “a leisure trip with the primary purpose of visiting historic, cultural, natural, recreational and scenic attractions to learn more about the past in an enjoyable way.”

The Heritage Tourism Summit Report highlighted several existing heritage tourism-related programmatic initiatives that could be built upon:

- The Pennsylvania Heritage Parks Program and National Heritage Areas
- The Pennsylvania Heritage Tourism Initiative
- The Regional Marketing Initiative
- Farmland/Open Space Preservation and Growing Greener
- State Tourism, Preservation Plans and Greenways
- The Main Street Program

5.6.4.2 Outdoor Tourism in Pennsylvania

A study of outdoor tourism was also commissioned by the DCNR. The Study defined an outdoor recreation vacation as “one where the primary reason for travel was to participate in one or more outdoor recreation activities and involved overnight travel or travel to a destination greater than 50 miles from home.” In 1997, outdoor travelers accounted for approximately 14% of Pennsylvania’s 112.4 million total visitors and 19% of the State’s leisure visitors. The volume of outdoor travelers had consistently increased from 13.4 million in 1995 to 15.9 million in 1997. Between 1995 and 1997, outdoor travel trips increased by 19% while leisure travel trips increased by 4%. Outdoor recreation travelers stayed overnight more often than the average leisure traveler (80% and 56% respectively), tended to stay longer (3.4 days and 2.0 days respectively) and traveled in larger groups (3.6 persons and 2.7 persons respectively).

Pennsylvania is divided into eight primary tourism regions. Erie County is located in the Lake Erie Region along with Crawford, Mercer and Venango Counties. In 1997, 11% of visitors to the Lake Erie Region came for outdoor recreation activities.

In 1997, outdoor recreation travelers to Pennsylvania spent $4.03 billion, which included spending for transportation, lodging, food and beverages, recreation and entertainment, shopping and other

Anglers who come to Erie County, for steelhead spent nearly $9.5 million on trip-related expenditures in 2003. Overall, this activity generates $5.71 million in new value-added activity in Erie County, supporting 219 jobs in the economy through direct and indirect effects

---

9 Moving Heritage Tourism Forward in Pennsylvania, May 2001, prepared for Pennsylvania Department of Conservation and Natural Resources et al
10 D.K. Shifflet & Associates, Ltd., DCNR Outdoor Traveler Study
Approximately 35% of outdoor recreation expenditures ($1.39 billion) involved visitors who at some point during their trip participated in outdoor activities on state lands (state or public forests, parks or game lands).

Within the Lake Erie Region, visitation to state lands accounted for 46% of outdoor travel. Only the Allegheny National Forest Region (63%) had a higher percentage of outdoor recreation travelers who visited state lands.

Fishing is a growing source of tourism and economic development in Erie County and particularly along the Seaway Trail on Lake Erie and along the tributary streams. “Survey results suggest that anglers attracted to the Erie County, Pennsylvania stream and shoreline steelhead fishery spent nearly $9.5 million on trip-related expenditures in 2003. “Overall, this activity generates $5.71 million in new value-added activity in Erie County, supporting 219 jobs in the economy through direct and indirect effects.”

The top markets for supplying outdoor recreation travelers to the State were the State itself (44%), New York (14%), New Jersey (10%), Ohio (6%) and Virginia (4%). While the origin states for outdoor travelers within the eight tourism regions were generally the same as the State as a whole, there were some differences. Within the Lake Erie Region the top origin states for outdoor travelers were Pennsylvania (62%), Ohio (14%), New York (9%), California (5%) and Maryland (3%).

Visitor profiles of the State’s top primary outdoor activities (nature/sightseeing, camping, hiking, hunting/fishing and whitewater rafting/boating/canoeing) indicated that the Lake Erie Region was a popular region for campers and rafters/boaters/canoers. The primary season for visiting the Lake Erie Region was May to September.

5.7 Statewide Marketing Strategy

In recognition of the importance and competitive nature of the tourism industry, Pennsylvania has developed a Strategic Tourism Master Plan that enables institutions across the State to coordinate policies and activities. At the state level the Governor’s Council for Tourism provides state level leadership and guidance and the Center for Travel, Tourism and Film addresses promotion, quality control, training and product development and enhancement. At the regional level there are Tourism Promotion Agencies. The State uses the

Interactive marketing web sites will provide information to raise consumer awareness of Pennsylvania, online advertising, tools to track consumer behavior and preferences and online reservation systems and contact information.

Murray, C and M. Shields, Creel Analysis and Economic Impact of Pennsylvania’s Lake Erie Tributary Fisheries in Erie County, Pennsylvania, with Special Emphasis on Landlocked Steelhead Trout, October 1, 2004
recommendations of its five-year Strategic Marketing Plan, as well as the annual Tourism Marketing Plan that is prepared by the Pennsylvania Tourism and Marketing Office to guide its actions.

The 2003-2004 Tourism Marketing Plan (Draft)\(^\text{12}\) identified several strategies to address an interest-specific market and increase visitation to Pennsylvania. The Plan recommended a coordinated marketing effort with a statewide perspective where the PA Tourism Office acted as a clearinghouse for marketing for all partners and grantees. Specific strategies included:

- **Forging True Partnerships** - seeking out cross promotional opportunities with Destination Marketing Organizations, state agencies and associations, combining resources to allow for expanded marketing efforts into new growth areas that were not attainable with individual budget constraints
- **Muscle Focus** - interest specific messages that sell Pennsylvania as the place to enjoy a specific activity in which potential visitors are already interested in pursuing
- **Closing the Sale** - employing a call to action that directs consumers to a specifically identified end (product purchase)
- **Packaging the Product** - encouraging all supported marketing programs to develop and market sophisticated packages and itineraries that convey value to the consumer and result in increased visitor volume, length of stay and spending
- **Fostering Program Development** - developing new programs and products using grant funding opportunities and the formation of statewide partnership committees

The worldwide web is being used to reach prospective visitors. Several interactive tourism and economic development sites have been developed and traffic on these sites increased 254% between 1999 and 2000. Interactive marketing web sites will provide information to raise consumer awareness of Pennsylvania, online advertising, tools to track consumer behavior and preferences and online reservation systems and contact information.

State sponsored funding programs include: The Tourism Promotion Matching Fund and Regional Marketing Initiative Grants. The Tourism Promotion Matching Fund provides funding to designated county and regional tourism promotion agencies to conduct comprehensive travel and tourism destination marketing. Regional Marketing Initiative Grants provide partial funding for the development of comprehensive destination marketing programs.

To attract international travelers representative resources have been established in six countries: United Kingdom, Germany, France, Canada, Italy and Japan. International advertising efforts have focused on educating tour operators in overseas market. Consumer-advertising programs have also been initiated in the United Kingdom, Germany and Italy.

The tactical plan for Fall 2003 targeted adults 35-54 with household incomes of at least $50,000. Consumer print and radio were the primary vehicles to be used. Consumer print campaign focused on the special areas of History/Heritage, Arts/Culture and Outdoor. The radio campaign focused on several key markets: Baltimore, Columbus, Cleveland, New York, Washington, Philadelphia, Pittsburgh and Harrisburg/Lancaster/York.
6.0 Existing Conditions on the Seaway Trail

6.1 Route

The Seaway Trail in Pennsylvania is generally described as following Route 5 through Erie County. In the east county, the Seaway Trail follows Route 5, also known as East Lake Road to Franklin Avenue on the Lawrence Park/City of Erie line. East Lake Road becomes Route 5A at this point and the Seaway Trail follows Route 5A (6th Street) through the City of Erie. The Seaway Trail goes around the northwest side of Frontier Park and continues to follow 6th Street, although Route 5A follows 8th Street on the west side of the park. Proceeding through a largely residential area, the Seaway Trail then picks 8th Street up again when 6th Street ends at a Y intersection with 8th Street. At Asbury Road on the west side of the City, Route 5A ends at a Y intersection with Route 5 and follows Route 5 through the west county to the Ohio Line at West Springfield.

There are two additional routes designated as the Seaway Trail Scenic Byway. One route diverges from Route 5A at the East Side Access Highway and follows Bayfront Parkway with a spur off Bayfront into a small commercial area at Wolverine Park and Marina and Dobbins Landing in the City of Erie. The Seaway Trail rejoins West 6th Street via Cranberry Street. The other route diverges from the Seaway Trail at Route 832 in Millcreek, also known as Peninsula Drive, and follows the Presque Isle Loop.
A route revision is recommended to provide ample accommodation for additional traffic, simplify the route and provide better access to visitor services. The revision would remove the Cranberry Street/6th Street interchange and follow West 8th Street instead. The revised route is easier to navigate, follows a state road for easier wayfinding and removes the route from a residential to a commercial neighborhood. The figures below illustrate the existing and recommended routes.

**Figure 6-1 - Seaway Trail Designated Route**

**Pennsylvania Scenic Byway**

![Map of the Seaway Trail Designated Route](image)

Source: peter j. smith & company, inc.
6.2 The People of the Seaway Trail

6.2.1 Adjacent Communities

The communities of the Seaway Trail are those through which the byway runs, but also those that are influenced by the Seaway Trail along the northern tier of Erie County. The Seaway Trail runs directly through the following:

- Springfield Township
- Girard Township
- Lake City Borough
- Fairview Township
- Millcreek Township
- Presque Isle State Park
- City of Erie
- Lawrence Park Township
- Harborcreek Township
- North East Township

The area of influence of the Seaway Trail includes all of the above as well as the following:
While it originally supported a fur-trading economy, it was not long before Erie County’s natural features associated with its location on Lake Erie, began to attract settlers. The harbor at Presque Isle offered protection and the temperate climate of the lakeshore makes diverse agricultural production possible.

The demographic composition of the population, as well as the economic and housing characteristics of the population is important to the Corridor Management Plan for a number of reasons. The population characteristics help to paint a picture of the local population. Through their age characteristics, we can anticipate the recreational and educational qualities that will appeal to this important audience for Seaway Trail access and enjoyment. Additionally, by identifying the age cohort fluctuations through time, we can craft strategies for stemming “brain drain” and gaps in employment or educational opportunity that would otherwise keep this population from moving away.

The local population is also the economic base for the corridor. Local residents will be the prime movers in development of the tourism economy for the corridor. These residents will become the entrepreneurs, managers and front line workers of new and existing businesses along the Seaway Trail. Their readiness to take on the task of developing this economy is largely reflected through the current economic profile as developed through an analysis of US Census data relating to the educational attainment, industry and occupations as well as with additional employment data.

6.3 Demographic Overview

The first people of the area now known as Erie County were a prehistoric people known as the Eriez\(^\text{13}\). The Jesuits, who recorded a history of the region, alleged these people were related to the Seneca Indian Nation. Little is known about the Eriez and they were gone before continuous settlement of the area by Europeans began in the late 18\(^{\text{th}}\) century. While it originally supported a fur-trading economy, it was not long before Erie County’s natural features associated with its location on Lake Erie, began to attract settlers. The harbor at Presque Isle offered protection and the temperate climate of the lakeshore makes diverse agricultural production possible. The strategic advantage of the so-called Erie Triangle also played a significant role in its settlement.

\(^{13}\) Historic information for this section was developed with the help of the Erie County Historical Society’s *Erie: Link to the Great Lakes*, by Carl B. Lechner.
6.3.1 Population

In the 1800 census, the county had a population of 1,468, including 156 in Erie Township and 81 in the Town of Erie. Erie developed as a port city, and its population increased dramatically after the War of 1812. In the 1850 census, 38,742 people inhabited the county and 5,858 lived in the then Borough of Erie. Subsistence agriculture developed into commercial agriculture and mills, including paper mills, warehousing, boatbuilding and other enterprises dominated the economy of the City of Erie. Just 100 years later, the railroad had arrived, transforming the economy. Over the century, the population of Erie City grew substantially, to 52,733.

As the 20th Century progressed, the population transformed yet again, entering a largely post-industrial phase. The City of Erie’s population peaked with the 1960 Census, at 138,440. In 1990, the population of the county was 275,572 and that of the City of Erie, 108,718. The following table shows the population change for the Seaway Trail Corridor Management Plan Study Area between 1990 and 2000.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>1990</th>
<th>2000</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pennsylvania</td>
<td>11,881,643</td>
<td>12,281,054</td>
<td>3%</td>
</tr>
<tr>
<td>Erie County</td>
<td>275,572</td>
<td>280,843</td>
<td>2%</td>
</tr>
<tr>
<td>Erie City</td>
<td>108,718</td>
<td>103,725</td>
<td>-5%</td>
</tr>
<tr>
<td>Fairview Township</td>
<td>9,827</td>
<td>10,140</td>
<td>3%</td>
</tr>
<tr>
<td>Girard Borough</td>
<td>2,917</td>
<td>3,164</td>
<td>8%</td>
</tr>
<tr>
<td>Girard Township</td>
<td>4,122</td>
<td>5,155</td>
<td>9%</td>
</tr>
<tr>
<td>Harborcreek Township</td>
<td>15,108</td>
<td>15,178</td>
<td>0%</td>
</tr>
<tr>
<td>Lake City Borough</td>
<td>2,481</td>
<td>2,811</td>
<td>13%</td>
</tr>
<tr>
<td>Lawrence Park Township</td>
<td>4,310</td>
<td>4,048</td>
<td>-6%</td>
</tr>
<tr>
<td>Millcreek Township</td>
<td>46,820</td>
<td>52,121</td>
<td>11%</td>
</tr>
<tr>
<td>North East Borough</td>
<td>4,617</td>
<td>4,601</td>
<td>0%</td>
</tr>
<tr>
<td>North East Township</td>
<td>6,285</td>
<td>7,108</td>
<td>25%</td>
</tr>
<tr>
<td>Platea Borough</td>
<td>458</td>
<td>474</td>
<td>3%</td>
</tr>
<tr>
<td>Springfield Township</td>
<td>3,218</td>
<td>3,378</td>
<td>5%</td>
</tr>
<tr>
<td>Wesleyville Borough</td>
<td>5,655</td>
<td>5,611</td>
<td>-1%</td>
</tr>
</tbody>
</table>

Source: US Bureau of the Census
6.4 Economic Overview

Economic trends experienced at the national level often impact the economy of lower level municipalities. As indicated in the table that follows, although the average unemployment rate between 1999 and 2001 was higher at the County level than at the national level the rates were still relatively close. Additionally, in 2000 the County had a lower poverty rate than the nation as a whole.

As illustrated in the chart that follows, the economies of Erie County and the State of Pennsylvania have and continue to mirror the trends and cyclical changes that occur in the U.S. economy. Between 1990 and 2003 the economies of Erie County, Pennsylvania and the U.S. experienced a period of recession (1990-91), expansion (1992-2000), recession (2001-02) and most recently a slow recovery (2002-03).

Table 6-2 - Annual Average Unemployment
1990 - 2003

Source: US Department of Labor - Local Area Unemployment Statistics
Although Erie County has generally exhibited a similar growth pattern to that of the State and Nation as a whole, its growth rate has not been as robust as the State or the Nation. From June 1990 to June 2001 Erie County (9.5%) experienced a slower rate of job growth than the State (10.3%) and the Nation (20.6%). During the recession in 2001-02, Erie County had a 1.8% decrease in employment compared to a 1.0% decrease in the State and a 1.1% decrease in the Nation.\(^\text{14}\)

As the State economy slowly recovers from the recession, forecasts for 2004-05 indicate a modest increase in the expansion rate of the Gross State Product (GSP), a modest increase in the rate of job growth and a gradual decline in the unemployment rate. It is anticipated that although Pennsylvania’s GSP will increase its will lag behind six of seven neighboring states: New Jersey, Maryland, Virginia, Delaware, New York and Ohio. West Virginia was the only neighboring state that is expected to have a lower rate of increase in GSP than Pennsylvania. Job growth is expected to be similar to that of the Nation and the unemployment rate is expected to be slightly lower in the State than in the Nation.\(^\text{15}\)

Within Erie County, education, health and social services, manufacturing and retail trade were the three largest employers in 2000 according to the U.S. Census. While these were also the most significant industries for the State, manufacturing employed a significantly higher percentage of the population in the County.

| Table 6-3 - Economic Trends  
Erie County and United States |
<table>
<thead>
<tr>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Erie County</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>Three - Year Average Unemployment Rate, 1999 - 2001</td>
</tr>
<tr>
<td>Per Capita Market Income, 2000</td>
</tr>
<tr>
<td>Poverty Rate, 2000</td>
</tr>
<tr>
<td>Three - Year Unemp. Rate, Percent of U.S., 1999 - 2001</td>
</tr>
<tr>
<td>PCMI, Percent of U.S., 2000</td>
</tr>
<tr>
<td>Poverty Rate, Percent of the U.S., 2000</td>
</tr>
</tbody>
</table>

Source: Economic Institute of Erie

\(^\text{14}\) Pennsylvania State University, Center for Economic & Community Development. Road to 2004, Update on Pennsylvania-The Economy: Jobs, Forecasts and Telecommunications, December 2003

\(^\text{15}\) Ibid
### 6.4.1 Industry and Occupation of Employment

Industry and occupation of employment serve as indicators of residents’ earning power because certain industries and occupations provide higher rates of pay than others. The primary industries of employment were the same for most comparison areas. The education, health and social services sector and the manufacturing sector employed the most people in all comparison areas except Springfield Township and Wesleyville Borough.

#### Table 6-4 - Industry of Employment

<table>
<thead>
<tr>
<th>Persons 16 Years and Older</th>
<th>PA</th>
<th>Erie County</th>
<th>Erie City</th>
<th>Fairview Twp</th>
<th>Girard Boro</th>
<th>Girard Twp</th>
<th>Harborcreek Twp</th>
<th>Lake City Boro</th>
<th>Lawrence Park Twp</th>
<th>Millcreek Twp</th>
<th>North East Boro</th>
<th>North East Twp</th>
<th>Platea boro</th>
<th>Spfd twp</th>
<th>Wesleyville boro</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, forestry, fishing and hunting and mining</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>2%</td>
<td>0%</td>
<td>3%</td>
<td>1%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>6%</td>
<td>5%</td>
<td>4%</td>
<td>5%</td>
<td>5%</td>
<td>7%</td>
<td>5%</td>
<td>6%</td>
<td>3%</td>
<td>4%</td>
<td>5%</td>
<td>8%</td>
<td>7%</td>
<td>3%</td>
<td>6%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>16%</td>
<td>24%</td>
<td>21%</td>
<td>24%</td>
<td>26%</td>
<td>30%</td>
<td>27%</td>
<td>36%</td>
<td>22%</td>
<td>21%</td>
<td>28%</td>
<td>26%</td>
<td>36%</td>
<td>35%</td>
<td>27%</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>4%</td>
<td>3%</td>
<td>2%</td>
<td>3%</td>
<td>1%</td>
<td>3%</td>
<td>2%</td>
<td>4%</td>
<td>2%</td>
<td>3%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>1%</td>
<td>3%</td>
</tr>
<tr>
<td>Retail trade</td>
<td>12%</td>
<td>12%</td>
<td>13%</td>
<td>9%</td>
<td>8%</td>
<td>15%</td>
<td>12%</td>
<td>10%</td>
<td>13%</td>
<td>12%</td>
<td>11%</td>
<td>11%</td>
<td>9%</td>
<td>17%</td>
<td>17%</td>
</tr>
<tr>
<td>Transportation and warehousing, and utilities</td>
<td>5%</td>
<td>4%</td>
<td>3%</td>
<td>3%</td>
<td>5%</td>
<td>4%</td>
<td>4%</td>
<td>3%</td>
<td>4%</td>
<td>3%</td>
<td>3%</td>
<td>5%</td>
<td>13%</td>
<td>6%</td>
<td>4%</td>
</tr>
<tr>
<td>Information</td>
<td>3%</td>
<td>2%</td>
<td>3%</td>
<td>2%</td>
<td>3%</td>
<td>1%</td>
<td>2%</td>
<td>1%</td>
<td>3%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>1%</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Finance, insurance, real estate and rental and leasing</td>
<td>7%</td>
<td>5%</td>
<td>5%</td>
<td>8%</td>
<td>2%</td>
<td>4%</td>
<td>6%</td>
<td>6%</td>
<td>6%</td>
<td>7%</td>
<td>4%</td>
<td>4%</td>
<td>2%</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>Professional, scientific, management, administrative, and waste management services</td>
<td>9%</td>
<td>6%</td>
<td>7%</td>
<td>8%</td>
<td>10%</td>
<td>3%</td>
<td>5%</td>
<td>6%</td>
<td>6%</td>
<td>7%</td>
<td>5%</td>
<td>6%</td>
<td>3%</td>
<td>5%</td>
<td>6%</td>
</tr>
<tr>
<td>Educational, health and social services</td>
<td>22%</td>
<td>24%</td>
<td>24%</td>
<td>24%</td>
<td>25%</td>
<td>19%</td>
<td>24%</td>
<td>18%</td>
<td>26%</td>
<td>27%</td>
<td>24%</td>
<td>20%</td>
<td>11%</td>
<td>14%</td>
<td>16%</td>
</tr>
<tr>
<td>Arts, entertainment, recreation, accommodation and food services</td>
<td>7%</td>
<td>9%</td>
<td>10%</td>
<td>7%</td>
<td>5%</td>
<td>5%</td>
<td>8%</td>
<td>6%</td>
<td>8%</td>
<td>8%</td>
<td>9%</td>
<td>8%</td>
<td>7%</td>
<td>5%</td>
<td>9%</td>
</tr>
<tr>
<td>Other services (except public administration)</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
<td>4%</td>
<td>7%</td>
<td>3%</td>
<td>4%</td>
<td>4%</td>
<td>5%</td>
<td>4%</td>
<td>5%</td>
<td>5%</td>
<td>8%</td>
<td>6%</td>
<td>5%</td>
</tr>
<tr>
<td>Public administration</td>
<td>4%</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>1%</td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>1%</td>
<td>2%</td>
<td>3%</td>
</tr>
</tbody>
</table>

Source: US Bureau of the Census
Management, professional and related occupations were the most significant occupation type for the State and County (33% and 29% respectively) followed by sales and office occupations (27% and 26% respectively). While similarities existed among most comparison areas there were some differences. In Lake City Borough, Platea Borough, Springfield Township and Wesleyville, production, transportation and materials moving was the primary occupation type.

### Table 6-5 - Occupation

<table>
<thead>
<tr>
<th>Persons 16 Years and Older</th>
<th>PA</th>
<th>Erie County</th>
<th>Erie City</th>
<th>Fairview Twp</th>
<th>Girard Boro</th>
<th>Girard Twp</th>
<th>Harbor Creek Twp</th>
<th>Lake City Boro</th>
<th>Lawrence Park Twp</th>
<th>Millcreek Twp</th>
<th>North East Boro</th>
<th>North East Twp</th>
<th>Platea Boro</th>
<th>Spgf Twp</th>
<th>Wesleyville Boro</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management, Professional, and Related Occupations</td>
<td>33%</td>
<td>29%</td>
<td>25%</td>
<td>43%</td>
<td>31%</td>
<td>22%</td>
<td>31%</td>
<td>22%</td>
<td>28%</td>
<td>40%</td>
<td>27%</td>
<td>29%</td>
<td>11%</td>
<td>22%</td>
<td>21%</td>
</tr>
<tr>
<td>Service Occupations</td>
<td>15%</td>
<td>16%</td>
<td>20%</td>
<td>11%</td>
<td>14%</td>
<td>14%</td>
<td>14%</td>
<td>15%</td>
<td>20%</td>
<td>13%</td>
<td>17%</td>
<td>13%</td>
<td>13%</td>
<td>14%</td>
<td>14%</td>
</tr>
<tr>
<td>Sales and Office Occupations</td>
<td>27%</td>
<td>26%</td>
<td>27%</td>
<td>24%</td>
<td>26%</td>
<td>27%</td>
<td>27%</td>
<td>24%</td>
<td>31%</td>
<td>27%</td>
<td>24%</td>
<td>24%</td>
<td>24%</td>
<td>20%</td>
<td>28%</td>
</tr>
<tr>
<td>Farming, Fishing, and Forestry Occupations</td>
<td>1%</td>
<td>1%</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Construction, Extraction, and Maintenance Occupations</td>
<td>9%</td>
<td>8%</td>
<td>7%</td>
<td>7%</td>
<td>6%</td>
<td>9%</td>
<td>8%</td>
<td>10%</td>
<td>4%</td>
<td>6%</td>
<td>8%</td>
<td>13%</td>
<td>8%</td>
<td>13%</td>
<td>10%</td>
</tr>
<tr>
<td>Production, Transportation, and Material Moving Occupations</td>
<td>16%</td>
<td>21%</td>
<td>21%</td>
<td>15%</td>
<td>23%</td>
<td>27%</td>
<td>21%</td>
<td>29%</td>
<td>16%</td>
<td>14%</td>
<td>23%</td>
<td>21%</td>
<td>43%</td>
<td>31%</td>
<td>28%</td>
</tr>
</tbody>
</table>

Source: US Bureau of the Census

### 6.5 Economic Development Response

As part of Pennsylvania’s strategy to adopt a market-based approach to workforce development, the Departments of Labor & Industry and Community & Economic Development are leading an industry cluster initiative with the assistance of several other workforce and economic development stakeholders within the State\(^\text{16}\). Nine industry clusters, with critical sub-clusters have been targeted for focused workforce development strategies based on projected labor shortages, growth potential and significance to the State’s economy.

\(^{16}\) Pennsylvania Department of Labor and Industry, Center for Workforce Information and Analysis. Pennsylvania’s Targeted Industry Clusters, 2004
An industry cluster is a group of industries that are closely linked by common markets, labor pools and/or other economic ties. Clusters are important because actions that benefit one member of the group generally also have a positive impact on other members of the cluster.

Nine identified clusters and their critical sub-clusters account for almost 69% of employment in the State and include:

- Advanced Materials and Diversified Manufacturing
  - Chemicals, Rubber and Plastics
  - Electronics
  - Metals and Metal Fabrication
  - Printing
  - Vehicle and Vehicle Equipment
- Agriculture and Food Production
  - Food Processing
- Building and Construction
- Business and Financial Services
- Education
- Information and Communication Services
- Life Sciences
  - Bio-Medical
  - Health Care
- Logistics and Transportation
- Lumber Wood and Paper

The nine industry clusters and critical sub-clusters will be used to:

- Provide a consistent definition that allows the industrial structure of the State’s regional economies to be compared
- Identify major employers in significant clusters as a springboard for building regional industry partnerships
- Provide a basis for occupational analysis (knowledge, skills, abilities) by grouping industries together that shore workforce needs
- Direct resource allocation to workforce preparation for jobs that offer family sustaining wages
Skill shortages within these nine cluster areas are being identified as well as the availability and quality of post secondary technical training. Data is also being gathered to help address gaps within the targeted industries. At a later date, industry cluster analysis will be performed to determine future educational and skills profiles. These efforts will build on other educational initiatives.

Employment location quotients are used to assess the competitive advantage of an industry within a region. The strength of an industry is measured by comparing its share of local employment to its share of state or national employment. An industry with a location quotient greater than 1.0 exports most of its goods and services to other areas and is considered to have a competitive advantage. Of the industry clusters that are located in Erie County, four had location quotients greater than 1.0: Advanced Materials and Diversified Manufacturing, Agriculture and Food Processing, Life Sciences, and Lumber, Wood and Paper. As the State moves forward with its workforce development strategy, Erie County has an opportunity to partner with the State in its efforts to strengthen these sectors that area important to the Erie County employment base.
7.0 Seaway Trail Road Characteristics

In the summer of 2004, representatives of Peter J. Smith & Company, Inc., confirmed land uses and conducted an inventory of the Seaway Trail Scenic Byway in Erie County, Pennsylvania. Evaluation forms were developed to assess the landscape character, scenic quality and intrinsic resources along the Seaway Trail. These areas were mapped as the field team drove the Seaway Trail in both directions. Evaluation forms were entered into a database and onto base mapping as points to create a graphic database of the resources.

The inventory of the Seaway Trail services three main purposes:
- Determine areas for preservation, enhancement or remediation;
- Highlight areas with future development potential; and
- Serve as a resource for future efforts to market the Seaway Trail in Pennsylvania.

7.1 The Land

The existing, observable land use of each parcel in the study area is important because it reveals the pattern of past growth, the location of areas that should be preserved, and the potential locations for future development.

7.1.1 Current Land Use

The predominant land use in the Seaway Trail corridor is open, wooded and vacant land (37.7%). In this case, roads and rights of way are included in vacant land. This category does not refer to the land’s development potential or availability, but specifically to its current use. Open, wooded and vacant land may not be developable because of topography, wetlands or other considerations. However, some of this land may be appropriate for development as access for recreational uses or as buffers.
The second most predominant land use is state lands. State lands include state parks, such as Presque Isle and Erie Bluffs, as well as other state properties including, for example, the state Fish Hatchery, game management areas, etc. State land comprises 17.9% of the study area.

State land is closely followed by agricultural uses (17.1%) and low density residential (16.2%). Public and institutional lands, which includes municipal and county parks, churches, cemeteries, schools, police stations, etc., accounts for 6.4% of the total. Other land uses are industrial (2.5%), general commercial (1.2%) and high density residential (1%). The following table and figure entitled existing land use depicts the proportion of land uses in the study area.

Table 7-1 - Land Use
Seaway Trail Corridor

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Land</td>
<td>17.9%</td>
</tr>
<tr>
<td>Agricultural</td>
<td>17.1%</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>16.2%</td>
</tr>
<tr>
<td>General Commercial</td>
<td>1.2%</td>
</tr>
<tr>
<td>General Industrial</td>
<td>2.5%</td>
</tr>
<tr>
<td>Public, Institutional</td>
<td>6.4%</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>1.0%</td>
</tr>
<tr>
<td>Open, Wooded, Vacant</td>
<td>37.7%</td>
</tr>
</tbody>
</table>

7.1.2 Zoning

Residential is the most prevalent zoning among the Seaway Trail communities with 23% zoned rural residential and 27% zoned low density residential. Almost 17% of land in Seaway Trail communities is zoned for protection through preservation. The following table illustrates the zoning throughout the Seaway Trail communities.
7.2 The Road

The shore of Lake Erie in northwest Pennsylvania defines the Seaway Trail Scenic Byway. The severity of the bluff fronting the Lake is tempered by the gentle streams that wend their ways north into the Lake. The beautiful and precipitous bluff is contrasted by the sandy beaches and protected harbor of Presque Isle State Park. The landscape, too, is defined by Lake Erie, for the waters moderate the climate, making this a wonderfully diverse and productive agricultural area. Vineyards dominate the landscape with 179 of them comprising 10,399 acres in Erie County as a whole in 2002. Its bounty also includes orchard fruits, especially cherries and peaches as well as vegetables.

7.2.1 Distance from the Water

The Seaway Trail road corridor generally follows the lakeshore throughout Erie County. However, the Seaway Trail varies in its actual proximity to the water from a few feet on Presque Isle to less than 100 feet in sections of the eastern portion of the trail. On the western portion, the Seaway Trail is farther from the water. Figure 7-2, entitled Distance to the Lake, illustrates the proximity of the Seaway Trail to the water.
Close proximity to the water increases visitors’ interaction with the water and understanding of the Seaway Trail. Where the Seaway Trail is farther from the water, additional effort could be required to give visitors opportunity to reach the water easily.

### 7.2.2 Road Conditions

An inventory of the road conditions of the Seaway Trail indicates that the Seaway Trail is in generally good condition. A field team inventoried the road, breaking it into segments. The segments were defined by the changing character of the road; for example, from rural highway to residential. The segments are of varying length.

### 7.2.3 Safety

Designation of the Seaway Trail as a Pennsylvania Scenic Byway and potential future designations of it as a National Scenic Byway and All-American Road are intended to encourage additional tourist traffic and promote the use of the Seaway Trail by bicyclists.

The Seaway Trail has capacity to accept increased traffic. Throughout, the Seaway Trail features minimum 10-foot wide or wider driving lane in each direction. Additionally, the Seaway Trail includes sufficient shoulder width to accommodate bicycles. A portion of the Seaway Trail is also designated as Pennsylvania Bike Route Z. Cyclists raised issues during the public input process, including the need for bicycle trial enhancement in the East County in the vicinity of North East Township. Following the recommended route revision, bicyclists say they are likely to continue to follow Bicycle Route Z on 6th Street in Millcreek Township instead of 8th Street. Improvements proposed as part of the Futures Plan include redevelopment of the West 8th Street Streetscape, traffic calming and access.

To address traffic safety throughout the Seaway Trail corridor, traffic control devices and speed limits are employed. In fact, the speed limit is at the state limit of 55 miles per hour (mph) for just 12 miles of its length. Transportation Improvement Program (TIP) projects in the pipeline address road replacement and upgrades with the exception of improvements planned at the intersection in the vicinity of the Erie International Airport at Tom Ridge Field. Safety Concern Areas on the Seaway Trail noted by Penn DOT include PA 5 at Route 98 in Fairview Township and portions of Alt 5 in the City of Erie.
Figure 7-1 - Seaway Trail Existing Land Use
Seaway Trail Corridor Communities
Figure 7-2 - Distance to the Lake
Seaway Trail Corridor Communities
More than 70% of the Seaway Trail is in very good condition, scoring four or five on the five-point scale employed for the study where one is the poorest and five the highest quality roadway. The scale refers specifically to the quality of the roadway and not to the quality of the Seaway Trail experience. A detailed summary of road conditions along with photographs of the sections is found below.

For much of its length, the speed limit on the Seaway Trail is 45 miles per hour and below. Higher speed limits prevail in the portions of the Seaway Trail in the rural east and west county. Closer to the City of Erie in the center of the county, speed limits are more moderate and befitting of the residential areas through which they pass; generally 40 and 35 miles per hour. In the City of Erie the speed limit is more moderate, generally 25 or 30 miles per hour in residential and commercial areas.

<table>
<thead>
<tr>
<th>Segment Identifier</th>
<th>Length</th>
<th>Begin</th>
<th>End</th>
<th>Speed Limit</th>
<th>Jurisdiction</th>
<th>Lanes</th>
<th>Condition</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-1 Ridge Road</td>
<td>1.40 mi</td>
<td>West Lake Road</td>
<td>State line (OH)</td>
<td>45</td>
<td>Springfield Township</td>
<td>Two 12' lanes each direction; 5' shoulder westbound</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>R-2 West Lake Road</td>
<td>18.20 mi</td>
<td>Westwood Drive</td>
<td>Ridge Road</td>
<td>40</td>
<td>Millcreek Township/Fairview Township/Girard Borough/Lake City Borough/Springfield Township</td>
<td>One 12' lane each direction; 6' shoulder each direction</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>R-3 Peninsula Drive</td>
<td>0.95 mi</td>
<td>West Lake Avenue</td>
<td>Millcreek Iwp Line</td>
<td>35</td>
<td>Millcreek Township</td>
<td>Two 12' lanes each direction; 12' median; 6' bike lane each direction</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>R-4 Peninsula Drive</td>
<td>9.00 mi</td>
<td>Presque isle State Park Entrance</td>
<td>Presque isle Loop</td>
<td>25</td>
<td>State Park</td>
<td>One 11' lane each direction; median; 8' asphalt trail on west (north) side</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Segment Identifier</td>
<td>Length</td>
<td>Begin</td>
<td>End</td>
<td>Speed limit</td>
<td>Jurisdiction</td>
<td>Lanes</td>
<td>Condition</td>
<td>Image</td>
</tr>
<tr>
<td>--------------------</td>
<td>--------</td>
<td>-------</td>
<td>-----</td>
<td>-------------</td>
<td>--------------</td>
<td>-------</td>
<td>-----------</td>
<td>-------</td>
</tr>
<tr>
<td>R-5 Peninsula Drive</td>
<td>0.35 mi</td>
<td>Millcreek Twp Line</td>
<td>Presque Isle State Park Entrance</td>
<td>25</td>
<td>State Park</td>
<td>2’</td>
<td>asphalt trail</td>
<td><img src="image1" alt="Image" /></td>
</tr>
<tr>
<td>R-6 Peninsula Drive</td>
<td>Peninsula Drive</td>
<td>Peninsula Drive</td>
<td>Millcreek Township</td>
<td>12’</td>
<td>Two 12’ lanes each direction; 6’ bike lane each direction</td>
<td><img src="image2" alt="Image" /></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-7 West Lake Road</td>
<td>2.00 mi</td>
<td>Powell Avenue</td>
<td>Westwood Drive</td>
<td>35</td>
<td>Millcreek Township</td>
<td>One 12’ lane each direction; 5’ shoulder each direction</td>
<td><img src="image3" alt="Image" /></td>
<td></td>
</tr>
<tr>
<td>R-8 West Lake Road</td>
<td>0.95 mi</td>
<td>Wyoming Avenue</td>
<td>Powell Avenue</td>
<td>35</td>
<td>City of Erie/Millcreek Township</td>
<td>One 12’ lane each direction; 6’ trail each direction; 5’ sidewalk north side; grass on south</td>
<td><img src="image4" alt="Image" /></td>
<td></td>
</tr>
<tr>
<td>R-9 W 6th Street</td>
<td>2.60 mi</td>
<td>Bayfront Parkway</td>
<td>Wyoming Ave</td>
<td>35</td>
<td>City of Erie</td>
<td><img src="image5" alt="Image" /></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Segment Identifier</td>
<td>Length</td>
<td>Begin</td>
<td>End</td>
<td>Speed Limit</td>
<td>Jurisdiction</td>
<td>Lanes</td>
<td>Condition</td>
<td>Image</td>
</tr>
<tr>
<td>--------------------</td>
<td>--------</td>
<td>-------</td>
<td>-----</td>
<td>-------------</td>
<td>--------------</td>
<td>-------</td>
<td>-----------</td>
<td>-------</td>
</tr>
<tr>
<td>R-10 W 6th Street</td>
<td>0.20  mi</td>
<td>Cranberry Street</td>
<td>Bayfront Parkway</td>
<td>35</td>
<td>City of Erie</td>
<td>One 12' lane each direction; 3' shoulder each direction; 5' sidewalk each direction</td>
<td><img src="image1.png" alt="Image" /></td>
<td></td>
</tr>
<tr>
<td>R-11 West Bayfront Parkway</td>
<td>1.35 mi</td>
<td>Sassafras Street</td>
<td>Cranberry Street</td>
<td>35</td>
<td>City of Erie</td>
<td>One 12' lane each direction with 12' center turn lane; 6' sidewalk north; 30' retaining wall on the south</td>
<td><img src="image2.png" alt="Image" /></td>
<td></td>
</tr>
<tr>
<td>R-12 West Bayfront Parkway</td>
<td>0.10 mi</td>
<td>Peach Street</td>
<td>Sassafras Street</td>
<td>35</td>
<td>City of Erie</td>
<td>One 10' lane each direction; railroad south; median of varying width north of road; 8' trail north of median</td>
<td><img src="image3.png" alt="Image" /></td>
<td></td>
</tr>
<tr>
<td>R-13 West Bayfront Parkway</td>
<td>0.10 mi</td>
<td>State Street</td>
<td>Peach Street</td>
<td>35</td>
<td>City of Erie</td>
<td>One 15' lane</td>
<td><img src="image4.png" alt="Image" /></td>
<td></td>
</tr>
<tr>
<td>R-14 East Bayfront Parkway</td>
<td>0.25 mi</td>
<td>Holland Street</td>
<td>State Street</td>
<td>35</td>
<td>City of Erie</td>
<td>One 10' lane each direction</td>
<td><img src="image5.png" alt="Image" /></td>
<td></td>
</tr>
</tbody>
</table>
### Table 7-3 - Road Conditions of the Seaway Trail

#### Road Conditions Report

<table>
<thead>
<tr>
<th>Segment Identifier</th>
<th>Length</th>
<th>Begin</th>
<th>End</th>
<th>Speed limit</th>
<th>Jurisdiction</th>
<th>Lanes</th>
<th>Condition</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-15 East Bayfront Parkway</td>
<td>0.75 mi</td>
<td>East Bay Drive</td>
<td>Holland Street</td>
<td>35</td>
<td>City of Erie</td>
<td>One 12’ lane each direction with 12’ center turn lane; 8’ trail north side</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>R-16 East Bayfront Parkway</td>
<td>0.45 mi</td>
<td>East 6th Street</td>
<td>East Bay Drive</td>
<td>35</td>
<td>City of Erie</td>
<td>Two 12’ lanes each direction; 10’ sidewalk on west side</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>R-17 West 6th Street</td>
<td>0.40 mi</td>
<td>Cranberry Street</td>
<td>Plum Street</td>
<td>25</td>
<td>City of Erie</td>
<td>One 10’ lane each direction; 5’ bike trail each direction; 8’ parking lane on south side</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>R-18 West 6th Street Gridley Park</td>
<td>0.20 mi</td>
<td>Plum Street</td>
<td>Poplar Street</td>
<td>25</td>
<td>City of Erie</td>
<td>Two 12’ lanes; 8’ shoulders in one-way park run around configuration</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>R-19 West 6th Street</td>
<td>1.90 mi</td>
<td>Poplar Street</td>
<td>Wayne Street</td>
<td>25</td>
<td>City of Erie</td>
<td>One 10’ lane each direction; 5’ bike trail each direction; 8’ parking lane on south side</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>
Table 7-3 - Road Conditions of the Seaway Trail
Road Conditions Report

<table>
<thead>
<tr>
<th>Segment Identifier</th>
<th>Length</th>
<th>Begin</th>
<th>End</th>
<th>Speed limit</th>
<th>Jurisdiction</th>
<th>Lanes</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-20 East 6th Street</td>
<td>0.75 mi</td>
<td>Payne Avenue</td>
<td>East Bayfront Parkway</td>
<td>25</td>
<td>City of Erie</td>
<td>One 15' lane each direction; 12' parking lane each direction; sidewalk north</td>
<td>4</td>
</tr>
<tr>
<td>R-21 East Lake Road</td>
<td>2.25</td>
<td>Lawrence Parkway</td>
<td>Payne Avenue</td>
<td>40</td>
<td>Lawrence Park Township</td>
<td>Two 12' lanes each direction; 20' planted center median; 10' planted median south side; sidewalk</td>
<td>4</td>
</tr>
<tr>
<td>R-22 East Lake Road</td>
<td>0.50</td>
<td>Lowry Road/Smithson Avenue</td>
<td>Lawrence Parkway</td>
<td>35</td>
<td>Lawrence Park Township</td>
<td>One 18' lane each direction; curbs; sidewalks</td>
<td>4</td>
</tr>
<tr>
<td>R-23 East Lake Road</td>
<td>1.15</td>
<td>Parkside Drive/Oak Tree Court</td>
<td>Lowry Road/Smithson Avenue</td>
<td>40</td>
<td>Harborcreek Township</td>
<td>One 12' lane each direction; 5' shoulder each</td>
<td>4</td>
</tr>
<tr>
<td>R-24 East Lake Road</td>
<td>9.25</td>
<td>500' past Mill Street</td>
<td>Parkside Drive/Oak Tree Court</td>
<td>55</td>
<td>North East Township/Harborcreek Township</td>
<td>One 12' lane each direction; 5' shoulder</td>
<td>4</td>
</tr>
</tbody>
</table>

**Notes:**
- Lane widths and shoulder widths are approximate and may vary slightly on site.
- The condition descriptions provided in the table reflect the expected conditions at the time of the report.
- The images represent typical road conditions at the segments listed.
## Table 7-3 - Road Conditions of the Seaway Trail

### Road Conditions Report

<table>
<thead>
<tr>
<th>Segment Identifier</th>
<th>Length</th>
<th>Begin</th>
<th>End</th>
<th>Speed limit</th>
<th>Jurisdiction</th>
<th>Lanes</th>
<th>Condition</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-25 East Lake Road</td>
<td>0.70 mi</td>
<td>Freeport Road</td>
<td>500' past Mill Street</td>
<td>45</td>
<td>North East Township</td>
<td>Two 12' lanes each direction; center 12' turning lane east bound, median west bound; 5' shoulder each direction</td>
<td><img src="image1.png" alt="Image" /></td>
<td></td>
</tr>
<tr>
<td>R-26 East Lake Road</td>
<td>1.20 mi</td>
<td>Dill Park Road</td>
<td>Freeport Road</td>
<td>45</td>
<td>North East Township</td>
<td>Two 12' lanes each direction with 5' center median; 5' shoulder each direction</td>
<td><img src="image2.png" alt="Image" /></td>
<td></td>
</tr>
<tr>
<td>R-27 East Lake Road</td>
<td>3.05 mi</td>
<td>State Line (NY)</td>
<td>Dill Park Rd</td>
<td>55</td>
<td>North East Township</td>
<td>Two-lane highway with 12' lanes; 5' shoulder each, shoulder on north is gravel</td>
<td><img src="image3.png" alt="Image" /></td>
<td></td>
</tr>
</tbody>
</table>
7.2.4 Volume

Traffic volumes on the Seaway Trail predictably moderate between higher volumes near the City of Erie to lower volumes in the less urbanized outlying areas. Traffic counts are available only for those portions of the Seaway Trail that follow State Routes 5 and 5A and US 20. The latest data available are 2002 volume estimates issued for 2002 by the Pennsylvania Department of Transportation.

Traffic volumes along the Seaway Trail reach an estimated average annual daily traffic (AADT) high of 18,000 at each of two counters; one located in Lawrence Park Township at Route 5 and Iroquois Avenue; the other on Alt 5 between Powell Avenue (SR 299) and Asbury Avenue in Millcreek Township. Traffic counts are lowest on the western end of the county, in Springfield Township, where the AADT on Route 5 just east of the 5 and 20 split is more than 1,200. In the east county, with a low of just under 3,100 AADT estimated from the New York State line to the Route 89 junction in North East Township. In the City of Erie, the AADT is estimated at between 7,000 and 10,000 along the Alt 5 corridor. An AADT of nearly 23,000 is recorded for the Bayfront Parkway.

The following map illustrates the estimated average annual daily traffic for the Seaway Trail corridor.

7.3 Seaway Trail Markers

Visitors to a Scenic Byway must find the route easy to follow to ensure a pleasurable trip. They must be able to find their destinations, the services and amenities they need. Visitors will come back to enjoy themselves again if they have a successful visit and signs can be a big part of assuring success and comfort.

Signage helps to keep visitors on the byway and reinforces the perception of the byway as a continuum. On the Seaway Trail Scenic Byway, trail markers are combined with kiosks and interpretive panels, proposed in the Futures Plan, to provide a continuous stream of information and wayfinding for visitors.

The repetition of the signature green and white Seaway Trail logo markers repeats a singular and unique image. Seaway Trail markers blend in with the landscape and are efficient in that they do not add visual clutter to the Seaway Trail. Seaway Trail markers are currently located throughout the Seaway Trail Scenic Byway:

- There are Seaway Trail markers facing each direction approximately two miles from the Ohio State Line.
Seaway Trail markers are located in the vicinity of a proposed Gateway at Lake City and Girard boroughs. Two additional Seaway Trail Markers are located in Fairview Township.

Seaway Trail markers are located in both directions in the vicinity of the airport. Seaway Trail markers on West 6th Street in Millcreek Township will need to be relocated to West 8th Street to reflect the revised route. These are located west of Peninsula Drive at Powell Avenue and at Peninsula Drive.

The Seaway Trail follows 6th Street through the City of Erie’s historic downtown. Seaway Trail Markers are not currently placed along this portion of the corridor. While they are not entirely necessary as there are no major “decision points” along this portion, the placement of a pair of signs may be a reassuring presence.

Seaway Trail Markers in Lawrence Park Township are at the Borough line with the City of Erie and clustered at the PA 955/PA 5. A proposed Gateway could assist the signage in improving wayfinding at this spot.

The Seaway Trail in Harborcreek Township is continuous also without major “decision points.” At the New York State Line, there presently is a Seaway Trail Marker. A Gateway is also proposed for this location The following figure depicts the location of Seaway Trail markers.

### 7.4 Signage

A compete inventory of off-site signage along the Seaway Trail corridor was completed in August 2004. Off-site signage is defined as signage that is located away from the premises of the thing that it advertises or promotes and includes billboards licensed by the State DOT. There were 26 off-site signs identified during the inventory. The signs are generally located in three areas: West Lake Road between Pond Road in Springfield Township and Dutch Road in Fairview Township; East Lake Road in the vicinity of Freeport Road in North East Township and on Peninsula Drive.

Among the 26 signs inventoried, 11 or 42% are licensed billboards. The remaining 15 are general advertising signs. A cluster of seven signs at West Lake and Holliday Roads included real estate sign, seasonal signs advertising produce stands and a YMCA Camp Sherwin sign. The table below summarizes the off-site sign inventory for the Seaway Trail.
<table>
<thead>
<tr>
<th>Sign Number</th>
<th>Location</th>
<th>Advertiser</th>
<th>Sign Type</th>
<th>License #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>East Lake Road and Orchard Beach Road</td>
<td>Medieval Faire</td>
<td>Billboard</td>
<td>23144</td>
</tr>
<tr>
<td>2</td>
<td>East Lake Road and Sunset Beach Road</td>
<td>Lake Erie Ultimate Angler</td>
<td>Advertising</td>
<td>N/A</td>
</tr>
<tr>
<td>3</td>
<td>East Lake Road and Old Freeport Road</td>
<td>Lots Available</td>
<td>Advertising</td>
<td>N/A</td>
</tr>
<tr>
<td>4</td>
<td>East Lake Road and Freeport Road</td>
<td>Bud Light/Medieval Faire</td>
<td>Billboard</td>
<td>23146/47</td>
</tr>
<tr>
<td>5</td>
<td>East Lake Road and Freeport Road</td>
<td>Aspen Edge/Verizon</td>
<td>Billboard</td>
<td>Z3147/49</td>
</tr>
<tr>
<td>6</td>
<td>East Lake Road and Freeport Road</td>
<td>Penn Shores Winery</td>
<td>Advertising</td>
<td>N/A</td>
</tr>
<tr>
<td>7</td>
<td>West Lake Road and Dutch Road</td>
<td>Pet Sitting</td>
<td>Billboard</td>
<td>41117</td>
</tr>
<tr>
<td>8</td>
<td>West Lake Road and Dutch Road</td>
<td>Permanent Makeup</td>
<td>Billboard</td>
<td>41118</td>
</tr>
<tr>
<td>9</td>
<td>West Lake Road between Dutch Road and Pinewood Drive</td>
<td>Lake Erie Ultimate Angler</td>
<td>Billboard</td>
<td>41119</td>
</tr>
<tr>
<td>10</td>
<td>West Lake Road between Dutch Road and Pinewood Drive</td>
<td>Flamingo Motel</td>
<td>Billboard</td>
<td>41120</td>
</tr>
<tr>
<td>11</td>
<td>West Lake Road west of Eaton Road</td>
<td>Poor Richards</td>
<td>Advertising</td>
<td>N/A</td>
</tr>
<tr>
<td>12</td>
<td>West Lake Road and Avonia Road</td>
<td>Plantscape Greenhouses</td>
<td>Advertising</td>
<td>N/A</td>
</tr>
<tr>
<td>13</td>
<td>West Lake Road and Avonia Road</td>
<td>Electrical Works</td>
<td>Advertising</td>
<td>N/A</td>
</tr>
<tr>
<td>14</td>
<td>West Lake Road west of Happy Valley Road</td>
<td>Medieval Faire</td>
<td>Billboard</td>
<td>21004</td>
</tr>
<tr>
<td>15</td>
<td>West Lake Road west of Happy Valley Road</td>
<td>Verizon</td>
<td>Billboard</td>
<td>21005</td>
</tr>
<tr>
<td>16</td>
<td>West Lake Road and Holliday Road</td>
<td>Seasonal and semi-permanent Signs (7)</td>
<td>Advertising</td>
<td>N/A</td>
</tr>
<tr>
<td>17</td>
<td>West Lake Road between Rudd and Pond Roads</td>
<td>Medieval Faire</td>
<td>Billboard</td>
<td>21001</td>
</tr>
<tr>
<td>18</td>
<td>Peninsula Drive</td>
<td>Body Art</td>
<td>Advertising</td>
<td>N/A</td>
</tr>
<tr>
<td>19</td>
<td>Peninsula Drive</td>
<td>Splash Lagoon</td>
<td>Advertising</td>
<td>N/A</td>
</tr>
<tr>
<td>20</td>
<td>Peninsula Drive</td>
<td>Joe Booty</td>
<td>Advertising</td>
<td>N/A</td>
</tr>
<tr>
<td>21</td>
<td>Peninsula Drive</td>
<td>Priority Care</td>
<td>Billboard</td>
<td>21068</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, Inc.
Figure 7-3 - Seaway Trail Average Annual Daily Traffic
2002 Penn DOT Estimates

Source: Penn DOT/peter j. smith & company, inc.
Figure 7-4 - Seaway Trail Markers
Seaway Trail Route
8.0 Intrinsic Resources

8.1 Intrinsic Resource Definitions

Intrinsic resources are attractions, sites and facilities that relate to the inherent nature of the Seaway Trail. They include cultural, heritage, maritime, natural, recreation, tourism and transportation resources. In addition to these categories, the field team also inventoried visual resources.

Archaeological resources are evidence of prehistoric human habitation. They may be evidenced through excavations, artifacts or evidence of human settlements. Few of these sites are located along the Seaway Trail and their precise locations are guarded out of concern for their security; they do not appear in this inventory.

Cultural Resources are those sites, people and events that capture the unique qualities of the communities of the Seaway Trail. Cultural resources include art, agriculture, cemeteries, churches, community centers, festivals, fairs and theaters.

History Resources include the resources that define the history and traditions that set the context for the legacy of the Seaway Trail’s development patterns and the character of the built environment. Heritage resources include archaeology, architecture, historic districts, landmarks, historic landscapes, monuments and museums.

Maritime Resources are water-related attractions and services enabling residents and visitors to gain access to the waterways including streams and Lake Erie. These include beaches, cruise operations, ferries, fishing access points, boat launches, marinas, marine service stations and piers.

Natural Resources are geological formations, wildlife, habitat, topographic and hydrologic features that define the development of the land on the Seaway Trail. These resources are: geology, habitat, landforms, streams, wetlands, wildlife and water.
Recreation Resources include active and passive, public and private facilities and features. These range from public open space to indoor recreation facilities. Recreation resources inventoried are: common space, golf courses (public and private) and sports venues, as well as parks, picnic areas, pools and playgrounds.

Tourism Resources are specifically designed to appeal to, serve and entertain visitors. These resources are agri-tourism, wineries and farm markets, interpretive and information centers, accommodations including camping, inns and hotels, theme attractions, theaters, shopping, including antiques and restaurants, gardens and restrooms.

Transportation Resources are land-based – water-based transportation resources are catalogued as Maritime Resources. Those resources are access points, bicycle paths, byways, equestrian trails, scenic overlooks, promenades, trails and rails.

The evaluation forms completed during the inventory were input into an ArcView GIS mapping database. In addition to the inventory of intrinsic and scenic resources, an extensive photographic inventory of the Seaway Trail was also completed. The intrinsic resources are depicted on the map entitled “Intrinsic Resources.” The software applications have been set up to relate to the map with a “point and click” feature to display photos and inventory data for each resource. The Intrinsic Resources map depicts the locations of the resources and clearly shows areas of clustered resources.

The “intrinsic quality” of each resource was rated on a scale of one to five, with one indicating low intrinsic quality and five indicating a high intrinsic quality. A resource for which the rating is lower on the scale indicates opportunity for rehabilitation and enhancement.

The Seaway Trail Scenic Byway intrinsic resources are evaluated to: Identify patterns of development occurring along the trail that could be enhanced;
- Develop theme areas along the trail;
- Identify areas that can be improved upon and locations for support facilities; and
- Identify opportunities for themes, clustering and enhancing the resources of the Seaway Trail.
Throughout the Seaway Trail, there were 209 intrinsic resources inventoried. The resources are generally clustered in the more densely populated areas in and around the City of Erie. However, intrinsic resources were inventoried in each Seaway Trail community. Half the intrinsic resources inventoried were related to tourism and the potential for related tourism. The following table shows their distribution along the Seaway Trail communities.

### Table 8-1 - Seaway Trail Intrinsic Resources

<table>
<thead>
<tr>
<th>Categories, By Municipality</th>
<th>Culture</th>
<th>History</th>
<th>Maritime</th>
<th>Nature</th>
<th>Recreat.</th>
<th>Tourism</th>
<th>Trans.</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>North East</td>
<td>1</td>
<td>2</td>
<td></td>
<td>1</td>
<td>6</td>
<td></td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>Harborcreek</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>9</td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>Lawrence Park</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Erie</td>
<td>6</td>
<td>6</td>
<td>8</td>
<td>8</td>
<td>21</td>
<td>1</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>Presque Isle</td>
<td>3</td>
<td>15</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>7</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>Millcreek</td>
<td>2</td>
<td></td>
<td>4</td>
<td>55</td>
<td></td>
<td></td>
<td></td>
<td>55</td>
</tr>
<tr>
<td>Fairview</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>8</td>
<td></td>
<td></td>
<td>14</td>
</tr>
<tr>
<td>Lake City</td>
<td></td>
<td></td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Girard</td>
<td>2</td>
<td></td>
<td>3</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td>13</td>
</tr>
<tr>
<td>Springfield</td>
<td></td>
<td></td>
<td>3</td>
<td>1</td>
<td>4</td>
<td></td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>Grand Total</td>
<td>14</td>
<td>12</td>
<td>29</td>
<td>7</td>
<td>25</td>
<td>113</td>
<td>9</td>
<td>209</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

The quality of the intrinsic resources along the Seaway Trail is generally high, with 75% of the resources earning a three or better rating on the five-point scale, all illustrated in the table below.

### Table 8-2 - Seaway Trail Resource Quality

<table>
<thead>
<tr>
<th>By Category</th>
<th>Quality</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Culture</td>
<td></td>
<td>3</td>
<td>1</td>
<td>4</td>
<td>7</td>
<td>10</td>
<td>14</td>
</tr>
<tr>
<td>History</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>8</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Maritime</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>17</td>
<td>29</td>
</tr>
<tr>
<td>Nature</td>
<td></td>
<td>4</td>
<td>1</td>
<td>2</td>
<td>7</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Recreation</td>
<td></td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>15</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>Tourism</td>
<td>7</td>
<td>25</td>
<td>36</td>
<td>20</td>
<td>25</td>
<td>118</td>
<td></td>
</tr>
<tr>
<td>Trans</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>Grand Total</td>
<td>10</td>
<td>32</td>
<td>52</td>
<td>30</td>
<td>85</td>
<td>209</td>
<td></td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.
8.1.1 Springfield Township

In the Township of Springfield, seven intrinsic resources were identified. They include three nature resources and four tourism resources. Tourism resources include the Pine Lane Campgrounds, with 90 permanent and 10 public spaces. The Wildlife Saloon and Lodge is a small enterprise located near the Pennsylvania border marketed to hunters and outdoor enthusiasts. Crazy Dave’s is a restaurant located at the intersection of Routes 5 and 20.

Three streambeds, including those of Raccoon and Crooked Creeks were inventoried as nature resources.

Captain Samuel Holliday first settled Springfield Township in 1796. Springfield is one of Erie County’s original 16 townships and was organized in 1803. Some of its early settlers were scared off by rumors of British invasion at Conneaut Creek in the War of 1812. The lakeshore in Springfield Township was a popular destination for vacationers in the late 19th and early 20th centuries. Camps and picnic areas were established, and some remain. Andrew Carnegie once owned and considered construction of a potential future steel mill site, once owned the area of land now known as the State Game Lands #314. Today, the Pennsylvania Game Commission stocks it with wildlife. Springfield was the home of Marguerite Gray, who started the candy business that thrives in the third generation of her family under her name: Peggy Gray Candies. The western portion of the new Erie Bluffs State Park is located in Springfield Township.

The table below illustrates Springfield Township’s intrinsic resources.

<table>
<thead>
<tr>
<th>NAME</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horse Farm</td>
<td>Tourism</td>
<td>West Lake Road agri-tourism opportunity</td>
<td>5</td>
</tr>
<tr>
<td>Pine Lane Campground</td>
<td>Tourism</td>
<td>Private campground with 90 permanently rented spaces and 10 transient or public RV spaces available</td>
<td>5</td>
</tr>
<tr>
<td>Wildlife Saloon and Lodge</td>
<td>Tourism</td>
<td>Restaurant, Accommodations</td>
<td>2</td>
</tr>
<tr>
<td>Crazy Dave's</td>
<td>Tourism</td>
<td>Restaurant</td>
<td>3</td>
</tr>
<tr>
<td>Wetland</td>
<td>Nature</td>
<td>Streambed bed south of Old Lake Road</td>
<td>3</td>
</tr>
<tr>
<td>Wetland</td>
<td>Nature</td>
<td>Streambed at Abels Road</td>
<td>3</td>
</tr>
<tr>
<td>Wetland</td>
<td>Nature</td>
<td>Streambed at Crayton Road</td>
<td>3</td>
</tr>
<tr>
<td>State Game Lands #314</td>
<td>Recreation</td>
<td>3,131 acre game preserve</td>
<td>5</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.
Figure 8-1 - Seaway Trail Intrinsic Resources
Corridor Inventory
8.1.2  Girard Township

The Seaway Trail in Girard Township has a stronger relationship with Lake Erie, as evidenced by its lakefront campgrounds and fishing access at Elk Creek as it runs into the Lake. Additionally, a new state park, Erie Bluffs, is in the planning stages and will be open to the public in the coming year.

There were two access points for the Elk Creek area inventoried. The first, an access point directly from Route 5, is an attractive recreation gateway. The other, lower access area is marked by a federal aid sign and presents opportunities for enhancement. Also within the Elk Creek recreation area in Girard Township is the Elk Valley Sportsmen Club, a private organization that, among its activities, sponsors a springtime fishing derby.

Five roadside markets offering a variety of locally grown produce and processed goods evidence the Township’s agricultural bounty. Godfrey Run offers row crops, vegetables, condiments, candies and baked goods. Mason Farms offers a variety of row crops and vegetables in addition to fruits, wood and nursery products and Christmas trees among its local products. Its extensive website, http://www.masonfarms.net/ offers more information.

Uncle John’s Campground, located near the Elk Creek Access Area, is one of two campgrounds in the Township. It appeared to be under development at the time of the inventory in summer 2004. Camp Eriez, a more established camping center has 165 RV spaces; all but 15 of them are rented out on a permanent basis. The Erie YMCA’s Camp Sherwin Family Outdoor Recreation Area offers a wide variety of activities both for YMCA members and on a rental basis. The center also has 60 RV spaces, of which 40 are permanently rented.

Girard Township was late in getting organized; its incorporation date is 1832. It is the only Seaway Trail township that neighbors more than one borough – Girard Borough, Lake City Borough and Platea Borough. Girard Township has historically been a center of transportation. It was on the Erie Extension Canal and the first rail track ran through the portion of the Township along the Seaway Trail Scenic Byway. Girard Township was an important stop along the Underground Railroad. A small group of activists sheltered and escorted slaves here. Local lore has it that one slave, so badly beaten he could not continue on, died at the farm of Elijah Drury in Girard Township. His unmarked grave is said to be in the family cemetery located off the Seaway Trail.
A gateway directing visitors north to the Lake City Borough downtown and south to the downtown of Girard Township should be developed consistent with the goal of economic development and revitalization.

Girard Township is also home to the eastern portion of the newly designated Erie Bluffs State Park. The Park, which is the first to be designated by the state in 20 years and will become the state’s 117th State Park, incorporates an important lakefront parcel known as the Coho Tract. The 540-acre park is undergoing the master planning process in Fall 2004 and will not open to the public until the process is complete. It is anticipated that accommodations, camping and/or a lodge or cabins, will be included in the park. The park is important for its ecology, including wetlands, old-growth forest with rare and endangered plants, an oak savannah and a sand barren ecosystem. It also contains important archaeological sites. It has a mile of lake frontage and spectacular lake views.

<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elk Creek Access</td>
<td>Maritime</td>
<td>Popular PA Boat and Fishing Commission Access site. The lower site represents opportunity for enhancement</td>
<td>2</td>
</tr>
<tr>
<td>Elk Creek Access</td>
<td>Maritime</td>
<td>Popular PA Boat and Fishing Commission Access site. Upper entrance off Trail is attractive and well-signed</td>
<td>5</td>
</tr>
<tr>
<td>Elk Valley Sportsmen’s Club</td>
<td>Recreation</td>
<td>Private sporting club. Activities include sponsorship of an annual Spring fishing derby in Lake Erie</td>
<td>3</td>
</tr>
<tr>
<td>YMCA Camp Sherwin Family Outdoor Recreation Area</td>
<td>Recreation</td>
<td>Branch of Erie YMCA; member and public activities including fishing; 60 RV sites, 20 available for public rental</td>
<td>5</td>
</tr>
<tr>
<td>Godfrey Run</td>
<td>Tourism</td>
<td>Variety of local produce including row crops, vegetables, processed items include cider, honey, baked goods, candies</td>
<td>3</td>
</tr>
<tr>
<td>Golden Glow Farm</td>
<td>Tourism</td>
<td>Agri-tourism</td>
<td>3</td>
</tr>
<tr>
<td>Northrop’s Apple Acres</td>
<td>Tourism</td>
<td>Agri-tourism</td>
<td>4</td>
</tr>
<tr>
<td>Ziesenheim Farm</td>
<td>Tourism</td>
<td>Agri-tourism</td>
<td>4</td>
</tr>
<tr>
<td>Mason Farms Roadside Market</td>
<td>Tourism</td>
<td>Variety of local produce including row crops, vegetables, fruits, wood products, nursery plants and trees, Christmas trees and processed items including honey and cider, baked goods; gift items and holiday decoration and gift shop, second location on Peninsula Drive in Erie</td>
<td>4</td>
</tr>
<tr>
<td>Uncle John’s Campground</td>
<td>Tourism</td>
<td>Camp ground under development in 2004, fishing access, cabins, RV and trailer rentals available</td>
<td>3</td>
</tr>
<tr>
<td>Camp Eriez Campground</td>
<td>Tourism</td>
<td>165 RV spaces, 150 permanently rented, 15 available for transient or public rental</td>
<td>4</td>
</tr>
<tr>
<td>Theodore’s Restaurant</td>
<td>Tourism</td>
<td>Restaurant</td>
<td>3</td>
</tr>
</tbody>
</table>

The eastern portion of the newly designated Erie Bluffs State Park is located in Girard. The Park is the state’s 117th and the first to be designated in 20 years.
### Table 8-4 - Girard Township Intrinsic Resources

<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Erie Bluffs State Park</td>
<td>Recreation</td>
<td>Located in Springfield and Girard, the newest State park is 540 acres of the largest undeveloped stretch of Lake Erie shoreline in the state. It features a mile of shoreline; 90-foot bluffs overlooking Lake Erie; world-class shallow stream steelhead fishery; old growth forest; rare, endangered and threatened flora; uncommon oak savannah sand barren ecosystem; exceptional value wetlands; and significant archaeological sites. No facilities have yet been developed in the park.</td>
<td>5</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

### 8.1.3 Lake City Borough

The Seaway Trail passes through less than a mile of Lake City Borough, as evidenced by the small collection of intrinsic resources inventoried along the Seaway Trail. The Elk Creek Sports Store, a gas station, is a regional hub for sportfishing and information for sportsmen. It offers a comprehensive website for anglers located at http://www.elkcreeksports.com/fish_home.cfm, offers fishing tips for the west county fishing spots as well as weather data and water conditions.

Once known as Miles Grove and then North Girard, the borough of Lake City Borough was home to a large manufacturing concern that moved there to be near the railroad. Otsego Works, which underwent several name changes over the years, manufactured pitchfork handles. By the time it closed in the late 1960s, it was known as Chemtron and forged anchors for railroad ties. The borough continues to be a business center and location of Carlisle Engineering, manufacturer of molded and extruded products for the automotive industry; Lake City Manufactured Housing, designer and manufacturer of custom housing; and Lake Shore Frozen Foods, formerly a division of Rich Products now employee-owned, produces frozen bakery goods.

Lake City Borough is designated as a Tree City USA.

### Table 8-5 - Lake City Borough Intrinsic Resources

<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ballfield</td>
<td>Recreation</td>
<td>Community ballfield, no signage</td>
<td>2</td>
</tr>
<tr>
<td>Lake Erie Community Park</td>
<td>Recreation</td>
<td>Lakeside community park featuring picnic shelters, play areas and a landing site for UFOs</td>
<td>5</td>
</tr>
<tr>
<td>Dairy Oasis</td>
<td>Tourism</td>
<td>Traditional ice cream stand at Lake Erie Community Park entrance</td>
<td>4</td>
</tr>
</tbody>
</table>
Table 8-5 - Lake City Borough Intrinsic Resources

<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elk Creek Sports Store</td>
<td>Tourism</td>
<td>Gas station and sporting goods outlet, regional hub for sporting goods and information for salmon and steelhead fishing; associated with Uncle John’s Elk Creek Campground and Elk Creek Lodge</td>
<td>3</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

8.1.4 Fairview Township

The Seaway Trail in Fairview Township has a strong relationship with Lake Erie recreation, due to its proximity to the Walnut Creek Access, Avonia Beach and Trout Run. Among its tourism and recreation assets are two sportfishing supply stores, both of which have two locations on the Seaway Trail, BAC Bait and Poor Richards. Poor Richards in particular offers a range of services including boat storage and fish cleaning/freezing/smoking. It has a website, http://www.fisherie.com/poorrichards/ offering mail order and weather reports. More information about both, and other shops is available at http://www.fishusa.com/FishErie/.

The Fairview Fish Culture Station, operated by the PA Fish and Boat Commission, is a potential visitor magnet. Operated since 1976, the station produces steelhead trout for stocking. Although the station currently has no visitor center, it hosts 300 visitors a year and has posted visitor hours. The Fish Culture Station has a current estimated annual economic impact on the local economy of $2.4 million. Improvements proposed under a 2001 PA Statewide Fish Culture Station Study conducted by the Fish and Boat Commission include accessibility improvements, picnic tables and some interpretive improvements for the Fairview Station, but they are a third priority beneath proposals to upgrade the facility.

Restaurants on the Seaway Trail in Fairview Township include two casual restaurants, a dairy bar and a fine dining restaurant.

The Township’s first settlement was at the mouth of Walnut Creek on Lake Erie. Other settlements sprang up around the mouths of Trout Run. Fairview Township was centrally located to the railroad and canal. An early airport was located here before it moved to Erie. Aviators Wiley Post and Amelia Earhart landed here.
<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gate of Heaven Cemetery</td>
<td>Culture</td>
<td>Roman Catholic Diocese owned and operated cemetery</td>
<td>5</td>
</tr>
<tr>
<td>St. Michael’s RC - White Swan Art/Science</td>
<td>Culture</td>
<td>Community Center</td>
<td>3</td>
</tr>
<tr>
<td>Fairview Volunteer Fireman’s Carnival</td>
<td>Culture</td>
<td>Festival</td>
<td>3</td>
</tr>
<tr>
<td>Fairview Twp School No. 3</td>
<td>History</td>
<td>Landmark</td>
<td>5</td>
</tr>
<tr>
<td>Lakeshore Country Club</td>
<td>Recreation</td>
<td>Private Golf Club</td>
<td>5</td>
</tr>
<tr>
<td>Fairview Fish Culture Station</td>
<td>Tourism</td>
<td>Owned by the Commonwealth of Pennsylvania and operated by the PA Fish and Boat Commission; potential exists for access and interpretation</td>
<td>3</td>
</tr>
<tr>
<td>Camp Notre Dame</td>
<td>Tourism</td>
<td>Catholic diocese camp with programs for children, adults and families</td>
<td>5</td>
</tr>
<tr>
<td>Avonia Tavern</td>
<td>Tourism</td>
<td>Local tavern, popular with fishing enthusiasts</td>
<td>2</td>
</tr>
<tr>
<td>Aggies Pizza House</td>
<td>Tourism</td>
<td>Restaurant</td>
<td>3</td>
</tr>
<tr>
<td>Castle Custard</td>
<td>Tourism</td>
<td>Dairy Bar</td>
<td>4</td>
</tr>
<tr>
<td>Walnut Creek Grill</td>
<td>Tourism</td>
<td>Fine dining restaurant</td>
<td>5</td>
</tr>
<tr>
<td>BAC Bait</td>
<td>Tourism</td>
<td>Bait and tackle shop; second location on Peninsula Drive</td>
<td>2</td>
</tr>
<tr>
<td>Poor Richard’s</td>
<td>Tourism</td>
<td>Full-service bait and tackle shop offering fish cleaning, freezing and smoking; boat storage; second location in North East</td>
<td>3</td>
</tr>
<tr>
<td>Wetland</td>
<td>Nature</td>
<td>Streambed at West Eaton Road</td>
<td>3</td>
</tr>
<tr>
<td>Walnut Creek Fishing Access</td>
<td>Recreation</td>
<td>Fishing access area in Fairview operated by the Pennsylvania Fish and Boat Commission. The marina is located a few hundred yards up Walnut Creek and has 72 slips, multiple launches, PFBC officials on site (during the boating season), paved parking areas, restrooms, night lighting, pay phones and soda machines. Most fishing boats can be launched from this site. This site can be crowded during the peak of walleye season from July through Labor Day.</td>
<td>3</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.
8.1.5 Millcreek Township

With its location adjacent to the City of Erie and to Presque Isle State Park, the Seaway Trail in Millcreek Township serves the tourism and recreation industry. Recreation resources include William L. Scott Park and Avonia Park. Trails for BMX and mountain biking are available in Scott Park. Waldameer Park and Waterworld is a unique, 100-year-old amusement park with free parking and free admission to the midway.

In Millcreek, the Inventory Area for the Corridor Management Plan was expanded to incorporate West 8th Street. The Seaway Trail route, which follows West 6th Street, has few services for visitors, and so it was determined that the corridor definition could appropriately be expanded in this area to better accommodate visitors.

A variety of eating establishments, most of low or fair intrinsic quality are found along the 8th Street corridor. Two standouts are the Stone House Inn, a fine dining establishment on West Lake Road; and Randazzo’s Restaurant and Pellen’s Parlor, also located on West Lake Road, boasts an extensive menu of Italian favorites. Other favorites include Syd’s Place and the Colony Pub and Grill.

Hotels, motels and campgrounds also abound in the Millcreek Township portion of the corridor and are of fair to poor intrinsic quality. One exception is the El Patio Motel co-located with Choo-Choo’s Restaurant and Pub. Located at West 8th Street and Peninsula Drive, it caters to Presque Isle State Park visitors and anglers, features the largest outdoor pool in the City of Erie and a charming retro theme. The Bel Aire Hotel and Conference Center, associated with Clarion Hotels, offers meeting, banquet and wedding facilities and fine dining at Maximillion’s Restaurant; Business Class rooms have microwaves, refrigerators and other amenities.

Millcreek Township is an inner-ring suburb of the City of Erie and at one time, before the founding of Lawrence Park Township, surrounded the City of Erie. As such, it features strong retail and service development along its major and traditional transportation corridors. Its portal to Presque Isle State Park seems always to have been associated with recreation, however. Hotels, dance halls and docks prevailed for public enjoyment of the waterside. Picnicking was introduced in the 1860s at a picnic grove called the Head, roughly located on the bay side where Millcreek Township and the Park meet. The property now known as William Scott Park includes this area. Scott established a hotel, dance hall and dock and put in a paved roadway. The trolley car company, Erie Electric Motor Company, as a way to develop the trolley business, established an area known as Hopkins Grove as an amusement park. It later became known as Waldameer Park.
The Erie International Airport at Tom Ridge Field was founded in 1924. It was called Griswold Field after its founder, Roger Griswold who offered flights across Lake Erie into Canada. The field was upgraded as a Works Progress Administration project during the depression when the terminal was added. It now has four commercial carriers.

### Table 8-7 - Millcreek Township Intrinsic Resources

<table>
<thead>
<tr>
<th>NAME</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trinity Cemetery</td>
<td>Culture</td>
<td>Erie Catholic Diocese Cemetery</td>
<td>5</td>
</tr>
<tr>
<td>Calvary Cemetery</td>
<td>Culture</td>
<td>Erie Catholic Diocese Cemetery</td>
<td>5</td>
</tr>
<tr>
<td>Evan's Skate Land</td>
<td>Recreation</td>
<td>Indoor roller rink</td>
<td>2</td>
</tr>
<tr>
<td>Avalon Park</td>
<td>Recreation</td>
<td>Park</td>
<td>3</td>
</tr>
<tr>
<td>William L. Scott Park</td>
<td>Recreation</td>
<td>Park located at the foot of Presque Isle peninsula, BMX and mountain biking trails; park also includes a significant archaeological site where artifacts and evidence of early American Indian habitation have been uncovered; precise location of archaeological excavations is restricted</td>
<td>3</td>
</tr>
<tr>
<td>Waldameer Park and Waterworld</td>
<td>Recreation</td>
<td>Amusement park and water park with more than 75 rides; parking and admission to amusement park are free (fee for rides), fee for Waterworld; picnic areas, concessions; it is the fourth oldest such park in Pennsylvania and the 11th oldest in the nation</td>
<td>4</td>
</tr>
<tr>
<td>Collector's Choice Antiques</td>
<td>Tourism</td>
<td>Antiques</td>
<td>3</td>
</tr>
<tr>
<td>Sara Coyne Campground</td>
<td>Tourism</td>
<td>400-space RV park; 100 spaces available to public, 300 permanently rented</td>
<td>3</td>
</tr>
<tr>
<td>Campground</td>
<td>Tourism</td>
<td>Camping</td>
<td>4</td>
</tr>
<tr>
<td>Airport Motel</td>
<td>Tourism</td>
<td>Motel</td>
<td>1</td>
</tr>
<tr>
<td>Lin-Lee Motel</td>
<td>Tourism</td>
<td>Motel</td>
<td>1</td>
</tr>
<tr>
<td>Maple Motel</td>
<td>Tourism</td>
<td>Motel</td>
<td>3</td>
</tr>
<tr>
<td>Vernondale Motel</td>
<td>Tourism</td>
<td>Motel</td>
<td>3</td>
</tr>
<tr>
<td>Rivera Motel</td>
<td>Tourism</td>
<td>Motel</td>
<td>3</td>
</tr>
<tr>
<td>Lake Breeze Motel</td>
<td>Tourism</td>
<td>Motel</td>
<td>4</td>
</tr>
<tr>
<td>Lantern Tavern</td>
<td>Tourism</td>
<td>Tavern</td>
<td>1</td>
</tr>
<tr>
<td>Westlake Bar &amp; Grill</td>
<td>Tourism</td>
<td>Tavern</td>
<td>1</td>
</tr>
<tr>
<td>Teresa's Deli</td>
<td>Tourism</td>
<td>Deli</td>
<td>2</td>
</tr>
<tr>
<td>Palermo's Deli</td>
<td>Tourism</td>
<td>Deli</td>
<td>2</td>
</tr>
<tr>
<td>H &amp; K Donuts</td>
<td>Tourism</td>
<td>Diner</td>
<td>2</td>
</tr>
<tr>
<td>Ali Baba</td>
<td>Tourism</td>
<td>Restaurant</td>
<td>2</td>
</tr>
<tr>
<td>3 Brothers Pizza</td>
<td>Tourism</td>
<td>Pizza parlor</td>
<td>2</td>
</tr>
</tbody>
</table>
### Table 8-7 - Millcreek Township Intrinsic Resources

<table>
<thead>
<tr>
<th>NAME</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hi and Dri Pub</td>
<td>Tourism</td>
<td>Tavern</td>
<td>2</td>
</tr>
<tr>
<td>Sally's Diner</td>
<td>Tourism</td>
<td>Diner</td>
<td>3</td>
</tr>
<tr>
<td>Sara's</td>
<td>Tourism</td>
<td>Associated with campground</td>
<td>3</td>
</tr>
<tr>
<td>Luchetti's</td>
<td>Tourism</td>
<td>Pizza parlor</td>
<td>3</td>
</tr>
<tr>
<td>Clifton Manor Restaurant</td>
<td>Tourism</td>
<td>Restaurant</td>
<td>3</td>
</tr>
<tr>
<td>Soft Serve</td>
<td>Tourism</td>
<td>Dairy bar</td>
<td>3</td>
</tr>
<tr>
<td>Three D's</td>
<td>Tourism</td>
<td>Tavern and restaurant open 7 days</td>
<td>3</td>
</tr>
<tr>
<td>Syd's Place</td>
<td>Tourism</td>
<td>Italian and American favorites, seafood</td>
<td>5</td>
</tr>
<tr>
<td>EL Patio Motel</td>
<td>Tourism</td>
<td>Co-located w/ Choo-Choo's Rest., Sand Volleyball, basketball, shuffleboard, horseshoes, etc.</td>
<td>4</td>
</tr>
<tr>
<td>Choo-Choo's</td>
<td>Tourism</td>
<td>Co-located w/ EL Patio</td>
<td>3</td>
</tr>
<tr>
<td>Quaker Stake &amp; Lube</td>
<td>Tourism</td>
<td>Very nicely done, has cars stuck to exterior</td>
<td>5</td>
</tr>
<tr>
<td>Bagels</td>
<td>Tourism</td>
<td>Not Open</td>
<td>1</td>
</tr>
<tr>
<td>Scorchers</td>
<td>Tourism</td>
<td>Franchise bar w/ chili, wings, soup, etc.</td>
<td>2</td>
</tr>
<tr>
<td>Manor Motel</td>
<td>Tourism</td>
<td>Motel</td>
<td>3</td>
</tr>
<tr>
<td>Lake Effects Gift Shop Emporium</td>
<td>Tourism</td>
<td>Local gifts</td>
<td>5</td>
</tr>
<tr>
<td>Arby's</td>
<td>Tourism</td>
<td>Chain eat-in/takeout restaurant</td>
<td>2</td>
</tr>
<tr>
<td>Bel Air Clarion Hotel/Maximillian's Restaurant</td>
<td>Tourism</td>
<td>Indoor pool, upscale restaurant, exercise facilities, sauna, Jacuzzi, member Preferred Restaurants of Erie and Chautauqua</td>
<td>5</td>
</tr>
<tr>
<td>Perkins</td>
<td>Tourism</td>
<td>Chain sit down restaurant</td>
<td>3</td>
</tr>
<tr>
<td>Subway</td>
<td>Tourism</td>
<td>Chain eat-in/takeout restaurant</td>
<td></td>
</tr>
<tr>
<td>Colony Pub &amp; Grill</td>
<td>Tourism</td>
<td>Member Preferred Restaurants of Erie and Chautauqua</td>
<td>5</td>
</tr>
<tr>
<td>Burger King</td>
<td>Tourism</td>
<td>Chain eat-in takeout restaurant</td>
<td>2</td>
</tr>
<tr>
<td>Rodeway Inn</td>
<td>Tourism</td>
<td>Gameroom, picnic area</td>
<td>2</td>
</tr>
<tr>
<td>Park Plaza</td>
<td>Tourism</td>
<td>Motel</td>
<td>3</td>
</tr>
<tr>
<td>Pizza Hut</td>
<td>Tourism</td>
<td>Chain eat-in/takeout restaurant</td>
<td>2</td>
</tr>
<tr>
<td>Koveys</td>
<td>Tourism</td>
<td>Breakfast &amp; Lunch</td>
<td>3</td>
</tr>
<tr>
<td>Aroma Coffee House</td>
<td>Tourism</td>
<td>Wide variety of teas, coffees - sandwiches, wraps, gift baskets</td>
<td>4</td>
</tr>
</tbody>
</table>
Table 8-7 - Millcreek Township Intrinsic Resources

<table>
<thead>
<tr>
<th>NAME</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valerio's Italian Restaurant</td>
<td>Tourism</td>
<td>Casual dining</td>
<td>3</td>
</tr>
<tr>
<td>Joe Roots Grill</td>
<td>Tourism</td>
<td>Tavern</td>
<td>3</td>
</tr>
<tr>
<td>Pittsburgh Inn</td>
<td>Tourism</td>
<td>Tavern</td>
<td>3</td>
</tr>
<tr>
<td>Stonehouse Inn</td>
<td>Tourism</td>
<td>Fine dining restaurant</td>
<td>5</td>
</tr>
<tr>
<td>Randazzo's Restaurant &amp; Pellen's</td>
<td>Tourism</td>
<td>Third generation Italian restaurant</td>
<td>5</td>
</tr>
<tr>
<td>Parlor</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eriesitable Souvenirs</td>
<td>Tourism</td>
<td>Local souvenirs</td>
<td>2</td>
</tr>
<tr>
<td>Hansen's Bait Stand</td>
<td>Tourism</td>
<td>Located at the base of the hill just outside</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Presque Isle State Park</td>
<td></td>
</tr>
<tr>
<td>Presque Isle Sports</td>
<td>Tourism</td>
<td>Boat and marine sales and service</td>
<td>3</td>
</tr>
<tr>
<td>Airport</td>
<td>Transportation</td>
<td>Tom Ridge Field, four carriers: Northwest,</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Delta/Comair, Continental and USAir</td>
<td></td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

8.1.6 Presque Isle State Park

Presque Isle State Park is a unique natural, recreation, cultural, historic and tourism resource on the Seaway Trail in Pennsylvania. The Presque Isle State Park loop is included in the Scenic Byway. According to Native American legend, a great storm came up over Lake Erie. To protect his children, the Eriez Indians, the Great Spirit stretched out his left arm. Where his arm was, a sandbar extending seven miles into the lake was formed, creating the peninsula and Presque Isle Bay. The Great Spirit was not able to protect the crews of the ships led by Oliver Hazard Perry and his flagship the US Brig Niagara from harm. The Bay was chosen as home for Perry’s fleet because it is the only protected harbor on Lake Erie.

According to legend, a great storm came up over the lake. To protect his Eriez children, the Great Spirit stretched out his left arm and a sandbar extending seven miles into the lake was formed.
After it vanquished the British at Put-In Bay, Ohio in 1813, Perry’s fleet returned to its home on the Bay. Over the long winter that followed, many of his men died from smallpox. Their quarantine bears the name Misery Bay to commemorate their suffering. They were buried in nearby Graveyard Pond. The Perry Monument was built to honor Perry and his fleet at Crystal Point in 1926.

Two other landmarks are significant to the history and culture of the Seaway Trail Scenic Byway. The Presque Isle Lighthouse, located on the north side of the peninsula, was originally commissioned in 1873 and remains in service. It has an attached keeper’s quarters, and for many years the keeper of the lighthouse was the sole resident of Presque Isle. Before electrification, the keeper had to service the light every four hours. Another, older light, this one known as the North Pier or Erie Harbor North Lighthouse guards the narrow opening to the Bay. This one was commissioned in 1857.

The Waterworks Park, also located on the peninsula, was developed by the City of Erie at the turn of the 20th Century as the city sought a supply of fresh water. The waterworks operated from 1917 to 1949.

Presque Isle State Park is open year round and has approximately four million visitors throughout the year. Like all Pennsylvania State Parks, no fee is charged for entrance or parking in the park. A truly unique natural resource, the park is a National Natural Landmark and is home to more rare, threatened and endangered species than any other area of comparable size in the state. With six distinct ecological zones, it is a laboratory of natural and physical science. The peninsula sits along the Atlantic flyway and more than 320 species of birds have been inventoried there. Because of its importance to the flyway, a 67-acre area of Gull Point is closed to the public during the migrating season.

While there are no overnight accommodations in the Park, there is a small houseboat community in the Park’s Horseshoe Pond. Approximately two dozen houseboats are located there.

Recreational resources abound, including sand beaches, more than 10 miles of trails, not including the paved Karl Boyes Multi-Purpose Trail. The park hosts the annual Erie Marathon, one of the flattest and fastest marathon courses on the East Coast. Free interpretive pontoon boat rides are available; a water taxi runs between the Park and Erie’s Dobbins Landing; the Lady Kate offers tours of the Bay; and canoes and kayaks may be rented at the boat livery. Fishing, swimming, windsurfing, waterskiing and picnicking are all summer activities. Bicycle rentals are available. Winter activities include ice fishing, ice boating and cross-country skiing.
The Park’s Stull Interpretive and Information Center provides exhibits about the peninsula and its ecology. Concessions, bathhouses and comfort stations are throughout the Park. In 2005, the new Tom Ridge Center at Presque Isle State Park opens. The Center will house educational exhibits, theater, meeting facilities, food concessions and the Nature Shop.

<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perry Monument</td>
<td>History</td>
<td>Monument</td>
<td>4</td>
</tr>
<tr>
<td>Presque Isle Lighthouse</td>
<td>History</td>
<td>Monument</td>
<td>5</td>
</tr>
<tr>
<td>Beach 9</td>
<td>Maritime</td>
<td>Guarded, wide sand beach, bathhouse</td>
<td>4</td>
</tr>
<tr>
<td>Budny Beach #10</td>
<td>Maritime</td>
<td>Parking, concession stand, bathhouse</td>
<td>5</td>
</tr>
<tr>
<td>Beach Access</td>
<td>Maritime</td>
<td>Parking for Mill Road Beaches</td>
<td>5</td>
</tr>
<tr>
<td>Beach 8</td>
<td>Maritime</td>
<td>Pettinato Beach, concession stand, bathhouse, guarded</td>
<td>5</td>
</tr>
<tr>
<td>Water works Beach #7</td>
<td>Maritime</td>
<td>Beach, picnic and fishing areas, rest rooms</td>
<td>5</td>
</tr>
<tr>
<td>Beach 6</td>
<td>Maritime</td>
<td>Guarded beach, concession stand, volley ball courts</td>
<td>5</td>
</tr>
<tr>
<td>Beach 1</td>
<td>Maritime</td>
<td>Guarded, bathhouse, sand beach, parking</td>
<td>5</td>
</tr>
<tr>
<td>Water Taxi Landing</td>
<td>Maritime</td>
<td>Ferry dock and boat landing, water taxi to Erie</td>
<td>4</td>
</tr>
<tr>
<td>Scenic Tour Boat</td>
<td>Maritime</td>
<td>Lady Kate boat tours of Presque Isle Bay and Lake Erie</td>
<td>5</td>
</tr>
<tr>
<td>East Pier Fishing Access</td>
<td>Maritime</td>
<td>Fishing access</td>
<td>5</td>
</tr>
<tr>
<td>Boat Launch</td>
<td>Maritime</td>
<td>West Pier Launch, accommodates larger craft</td>
<td>4</td>
</tr>
<tr>
<td>Parking &amp; Boat Launch</td>
<td>Maritime</td>
<td>Niagara Launch</td>
<td>5</td>
</tr>
<tr>
<td>Marina</td>
<td>Maritime</td>
<td>Marina with 500 slips, concessionaire, fuel</td>
<td>5</td>
</tr>
<tr>
<td>Rotary Pavilion</td>
<td>Recreation</td>
<td>Park</td>
<td>5</td>
</tr>
<tr>
<td>Lagoon Picnic Area</td>
<td>Recreation</td>
<td>Picnic</td>
<td>5</td>
</tr>
<tr>
<td>Park Administration Bldg</td>
<td>Tourism</td>
<td>Information</td>
<td>3</td>
</tr>
<tr>
<td>Stull Interpretive and</td>
<td>Tourism</td>
<td>Information</td>
<td>5</td>
</tr>
<tr>
<td>Information Center</td>
<td></td>
<td>Interpretive</td>
<td></td>
</tr>
<tr>
<td>Parking Lot - Vista 2</td>
<td>Transportation</td>
<td>Overlook</td>
<td>5</td>
</tr>
<tr>
<td>Parking Lot - Vista 3</td>
<td>Transportation</td>
<td>Overlook</td>
<td>5</td>
</tr>
<tr>
<td>Parking Lot - Vista 4</td>
<td>Transportation</td>
<td>Overlook</td>
<td>5</td>
</tr>
<tr>
<td>Parking Lot</td>
<td>Transportation</td>
<td>Overlook</td>
<td>5</td>
</tr>
<tr>
<td>Parking Overlook</td>
<td>Transportation</td>
<td>Overlook</td>
<td>5</td>
</tr>
<tr>
<td>Parking at Presque Isle w/</td>
<td>Transportation</td>
<td>Trail</td>
<td>5</td>
</tr>
<tr>
<td>Bike Path</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Presque Isle State Park</td>
<td>Nature</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Beach 11</td>
<td>Maritime</td>
<td>Guarded beach, concession stand, wide sand beach, parking, bathhouse</td>
<td>5</td>
</tr>
<tr>
<td>North Pier Lighthouse</td>
<td>History</td>
<td>Monument</td>
<td>5</td>
</tr>
<tr>
<td>Tom Ridge Center</td>
<td>Tourism</td>
<td>Education, exhibits, research, information, large-format theater</td>
<td>5</td>
</tr>
</tbody>
</table>
### Table 8-8 - Presque Isle State Park Intrinsic Resources

<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Watercraft, canoe &amp; boat rental</td>
<td>Recreation</td>
<td>Watercraft rental</td>
<td>5</td>
</tr>
<tr>
<td>Surrey, bicycle rental</td>
<td>Recreation</td>
<td>Bicycle and four-wheel pedacycle rentals</td>
<td>5</td>
</tr>
<tr>
<td>US Coast Guard Station</td>
<td>Maritime</td>
<td>Operating Coast Guard and historic structures</td>
<td>5</td>
</tr>
<tr>
<td>Houseboat Area</td>
<td>Transportation</td>
<td>Overlook of unique maritime-based facilities</td>
<td>5</td>
</tr>
<tr>
<td>Gull Point Natural Area</td>
<td>Nature</td>
<td>Bird observation, nature reserve</td>
<td>5</td>
</tr>
<tr>
<td>Ecological reservation</td>
<td>Nature</td>
<td>Hiking, biking, nature reserve, lagoon, kayak trail, fishing</td>
<td>5</td>
</tr>
</tbody>
</table>

Source: Peter J. Smith & Company, Inc.

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**8.1.7 City of Erie**

Early in the settlement of the region by Europeans, the site of the modern City of Erie was identified as a potentially favorable strategic and commercial location. The problem was that it was virtually inaccessible from land. Early attempts to overcome this disadvantage involved a canoe and portage system. On Lake Erie, the obvious strategic advantage of the protected harbor at Presque Isle – French for “almost an island” or peninsula – led to the early establishment of a fort there. The French built Fort Presque Isle at the mouth of Mill Creek in 1753. They were no longer able to defend this or Fort Le Boeuf in Waterford, southern Erie County and retreated, burning both in 1759. The British moved in and occupied these sites until 1763.

The spot remained attractive though uninhabited for at least the next 30 years. The relative advantages of its location eventually overcame its drawbacks, and the fledgling Commonwealth of Pennsylvania sought to purchase the “Erie Triangle” to establish a Great Lakes port. The War of 1812 and the Battle of Lake Erie were defining events in the heritage of the Seaway Trail. It was at Presque Isle that Oliver Hazard Perry built his fleet and from here he set sail for Put-In Bay, Ohio to challenge the British Lake Erie Fleet. He emerged victorious, and Erie has been celebrating this legacy since. The standout resource for interpretation and celebration of this legacy is the Erie Maritime Museum, located on the waterfront. A replica flagship US Brig *Niagara* calls the museum home when it is in port.

The City of Erie has used the Seaway Trail as a central piece of its strategy to revitalize through tourism and recreation. The Seaway Trail takes in the historic downtown as well as the waterfront, which has been transformed with access throughout.
The museum is located in the former Penelec power station. One of its turbines and the operating panel are left in place and interpreted. The Penelec plant, with five steam generators is evocative of the industrial development of the City of Erie and its waterfront. With the arrival of the railroads in the 1850s, the City of Erie’s growth boomed. Timber, oilcloth production, paper mills and a transformation from subsistence to commercial agriculture helped to fuel the booming economy. The Erie Extension Canal helped to increase accessibility to the city during the late 19th Century. This history is interpreted at the Erie County Historical Society properties, including the Watson-Curtze mansion in the 6th Street Historic District on the Seaway Trail.

The boom extended to the lake, where in 1899, 3,200 vessels brought in four tons of freight. Grain elevators, blast furnaces docks, shipyards and mills dominated the working waterfront. The Erie waterworks, which supplied the growing city with fresh water from Lake Erie, is still located on the lakefront at the foot of Chestnut Street. The past degradation of the Lake and its continuing recovery are interpreted at the Maritime Museum.

Directly related to the health of the lake is the health of its fishing industry. At one time, there were 14 fish processing plants in the City of Erie with 140 fishing tugs and 3,500 people employed in the industry. In the 1920s, fishing was a $1 million industry in the City of Erie. Seventy years later, in the 1990s, just a few boats fished out of the City of Erie; presently, a single commercial fishing enterprise is in operation. The industry was prey to overfishing, introduction of non-native species and environmental degradation. Today, a booming recreational and sportfishing economy has replaced commercial fishing.

The City of Erie has suffered the same fate as many other older northeastern cities. It has seen population decline and out migration; its downtown has lost its retailers to its competitors in suburban strip centers and malls. Today, the City of Erie has used the Seaway Trail as a central piece of its strategy to revitalize through tourism and recreation. The Seaway Trail takes in the historic downtown as well as the waterfront, which has been transformed with the establishment of access throughout the bayfront, the establishment of a bayfront highway and bike trail, commercial and recreational uses at Dobbins Landing, the Maritime Museum and Blasco Memorial Library, Liberty Park and others.
<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lakeview Cemetery</td>
<td>Culture</td>
<td>Cemetery</td>
<td>4</td>
</tr>
<tr>
<td>Bayfront Center for Maritime Studies</td>
<td>Culture</td>
<td>Non-profit community organization specializing in educational programs incorporating boat building, sailing instruction and environmental awareness on Lake Erie and Presque Isle Bay; standout feature is the Center's Project STEAR: Shipwreck Training, Education, Archaeology and Research to help at-risk youth study Lake Erie shipwrecks</td>
<td>5</td>
</tr>
<tr>
<td>Erie County Courthouse</td>
<td>Culture</td>
<td>Built in 1855, attributed to Thomas Ustick Walter</td>
<td>5</td>
</tr>
<tr>
<td>Gannon University</td>
<td>Culture</td>
<td>Private, co-educational Catholic university offering associate’s, bachelor’s, master’s and doctoral degrees; enrollment, 3,400</td>
<td>5</td>
</tr>
<tr>
<td>Old Orthodox Church of the Nativity</td>
<td>Culture</td>
<td>Russian Orthodox Church located high on the bluff overlooking the bayfront; church replaces building that was severely damaged in 1977 by fire; lavish decorations include gold illuminated icons</td>
<td>5</td>
</tr>
<tr>
<td>Soldier’s and Sailor’s Home</td>
<td>Culture</td>
<td>Dedicated in 1886, nursing home for veterans and their spouses, World War II era Merchant Marines with ocean-going experience and members of the Pennsylvania National Guard; 1886 Interfaith Chapel; 26 acres of grounds incorporates General Anthony Wayne Blockhouse; modern additions detract from original building</td>
<td>3</td>
</tr>
<tr>
<td>Watson Curtze Mansion &amp; Erie Planetarium</td>
<td>History</td>
<td>House museum located in National Register West 6th Street Historic District also known as Millionaire's Row; individually listed on the National Register of Historic Places</td>
<td>5</td>
</tr>
<tr>
<td>THREE FLAGS THREE FORTS Site of French Fort de la Presquille</td>
<td>History</td>
<td>First Presque Isle Fort, located approximately 300 yards from Lake Erie at the foot of present-day Parade Street; founded by the French in 1753, it was abandoned in 1759 after the defeat of the French at Fort Duquesne (Pittsburgh) during the French and Indian War</td>
<td>1</td>
</tr>
<tr>
<td>THREE FLAGS THREE FORTS Site of the British Fort Presque Isle</td>
<td>History</td>
<td>Built by the British on the site of the old French fort in 1760 it was attacked during Pontiac’s rebellion in June 1763; it burned and was not rebuilt</td>
<td>1</td>
</tr>
<tr>
<td>Name</td>
<td>Intrinsic Category</td>
<td>Description</td>
<td>Quality</td>
</tr>
<tr>
<td>------</td>
<td>--------------------</td>
<td>-------------</td>
<td>---------</td>
</tr>
<tr>
<td>THREE FLAGS THREE FORTS General Anthony Wayne Blockhouse</td>
<td>History</td>
<td>Reconstructed blockhouse on site of third Presque Isle Fort named for Revolutionary War General &quot;Mad&quot; Anthony Wayne, who supervised its construction in 1795 and died here in 1796 after an illustrious career in the military, member of the Pennsylvania assembly, member of the Constitutional Convention and Washington's Commander-in-Chief of the Armed Forces</td>
<td>3</td>
</tr>
<tr>
<td>Erie Land Lighthouse</td>
<td>History</td>
<td>Unique land-based lighthouse, completed in 1869 by federal government, listed on the National Register of Historic Places; a lighthouse first entered service here in 1818; shares distinction of first Lake Erie lighthouse with Buffalo lighthouse; current structure is third to be built at this location; property adjacent to Dunn Park; includes 1867 Keepers House; lighthouse permanently decommissioned in 1899, restored in 1989 and 2004</td>
<td>5</td>
</tr>
<tr>
<td>Erie Maritime Museum</td>
<td>History</td>
<td>Museum located in former power-generating plant on Erie waterfront; shares building with Blasco Memorial Library; museum examines the geology and ecology of Lake Erie and the Great Lakes; features displays on the War of 1812 and the Battle of Lake Erie; featured installations include prow of the Wolverine, the US Navy's first iron-hulled ship, and a reconstruction of the mid-section of the Lawrence, Oliver Hazard Perry's first flagship; standout feature is the reconstructed US Brig Niagara, Pennsylvania's flagship, which resides here when in port; tours of the Niagara included with museum admission</td>
<td>5</td>
</tr>
<tr>
<td>Chestnut Street Launch</td>
<td>Maritime</td>
<td>Erie Western Pennsylvania Port Authority owned and operated launch; two launches suitable for smaller boats</td>
<td>2</td>
</tr>
<tr>
<td>RCR Yachts</td>
<td>Maritime</td>
<td>Yacht Brokers Association of America dealer in new and used craft</td>
<td>3</td>
</tr>
<tr>
<td>Commodore Perry Yacht Club</td>
<td>Maritime</td>
<td>Private yacht club featuring services and social events for members and guests; reciprocity and guest dockage available for members of other, associated, clubs</td>
<td>4</td>
</tr>
<tr>
<td>Perry's Landing Marina</td>
<td>Maritime</td>
<td>Marina operated by Erie Western Pennsylvania Port Authority; dockage for 220 boats; services and facilities for tenants</td>
<td>5</td>
</tr>
<tr>
<td>John E. Lampe Marina</td>
<td>Maritime</td>
<td>252-slip marina offering services and amenities; public launch, located on Port of Erie South Pier east of the Bay channel</td>
<td>5</td>
</tr>
<tr>
<td>Bay Harbor Marina</td>
<td>Maritime</td>
<td>220-slip marina, repairs available</td>
<td>5</td>
</tr>
<tr>
<td>Lund Boat Works</td>
<td>Maritime</td>
<td>Boat service, repair and building</td>
<td>3</td>
</tr>
<tr>
<td>Public boat launch</td>
<td>Maritime</td>
<td>Small launch located at the foot of East Avenue</td>
<td>3</td>
</tr>
<tr>
<td>Name</td>
<td>Intrinsic Category</td>
<td>Description</td>
<td>Quality</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>--------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Perry Square</td>
<td>Recreation</td>
<td>Common/park</td>
<td>5</td>
</tr>
<tr>
<td>Gridley Park</td>
<td>Recreation</td>
<td>Common/Park</td>
<td>5</td>
</tr>
<tr>
<td>Wayne Park</td>
<td>Recreation</td>
<td>Park</td>
<td>2</td>
</tr>
<tr>
<td>Liberty Park Pepsi Amphitheater</td>
<td>Recreation</td>
<td>8.5 acre public waterfront park, public access, playground, programming in Pepsi Amphitheater</td>
<td>5</td>
</tr>
<tr>
<td>Miniature Golf/ Wolverine Park &amp; Chandler</td>
<td>Recreation</td>
<td>Ships store and miniature golf; transient marina for stays of one to 10 days</td>
<td>5</td>
</tr>
<tr>
<td>Lake Erie Arboretum at Frontier Park</td>
<td>Recreation</td>
<td>Public arboretum and park featuring educational and recreational programs</td>
<td>5</td>
</tr>
<tr>
<td>Dobbins Landing and State Street Marina</td>
<td>Recreation</td>
<td>Public waterfront access featuring 187-foot Bicentennial Tower with observation decks and interpretive panels describing the history of Lake Erie; State Street docks</td>
<td>5</td>
</tr>
<tr>
<td>Dunn Park</td>
<td>Recreation</td>
<td>Park features playground; location of historic Land Lighthouse</td>
<td>4</td>
</tr>
<tr>
<td>Bayfront Gallery</td>
<td>Tourism</td>
<td>Artists’ co-op and antiques</td>
<td>4</td>
</tr>
<tr>
<td>The Boothby Inn</td>
<td>Tourism</td>
<td>Hotel</td>
<td>5</td>
</tr>
<tr>
<td>Aroma Coffee House</td>
<td>Tourism</td>
<td>Wide variety of teas, coffees-- sandwiches, wraps, gift baskets</td>
<td>4</td>
</tr>
<tr>
<td>Steffenelli’s Candy Shop</td>
<td>Tourism</td>
<td>Local chocolatier open since 1928</td>
<td>5</td>
</tr>
<tr>
<td>Little Caesar’s</td>
<td>Tourism</td>
<td>Pizza parlor</td>
<td>2</td>
</tr>
<tr>
<td>Avanti’s Deli</td>
<td>Tourism</td>
<td>Local deli</td>
<td>3</td>
</tr>
<tr>
<td>Green Garden Tavern &amp; Pizza</td>
<td>Tourism</td>
<td>Tavern</td>
<td>2</td>
</tr>
<tr>
<td>Romolo Chocolates</td>
<td>Tourism</td>
<td>Famous for sponge candy</td>
<td>5</td>
</tr>
<tr>
<td>Barbato’s</td>
<td>Tourism</td>
<td>Restaurant</td>
<td>2</td>
</tr>
<tr>
<td>May’s Tavern</td>
<td>Tourism</td>
<td>Tavern</td>
<td>2</td>
</tr>
<tr>
<td>Lakeview Tavern</td>
<td>Tourism</td>
<td>Tavern</td>
<td>2</td>
</tr>
<tr>
<td>Ricardo’s</td>
<td>Tourism</td>
<td>Restaurant</td>
<td>3</td>
</tr>
<tr>
<td>Frosty Ice</td>
<td>Tourism</td>
<td>Dairy Bar</td>
<td>3</td>
</tr>
<tr>
<td>JR’s on the Bay and Sloppy Duck Saloon</td>
<td>Tourism</td>
<td>Waterfront restaurant</td>
<td>4</td>
</tr>
<tr>
<td>The Waterfront/Casa</td>
<td>Tourism</td>
<td>Two restaurants co-located on Dobbins Landing waterfront</td>
<td>4</td>
</tr>
<tr>
<td>Cafe38</td>
<td>Tourism</td>
<td>Downtown restaurant</td>
<td>5</td>
</tr>
<tr>
<td>Courtside Cafe</td>
<td>Tourism</td>
<td>Downtown restaurant</td>
<td>5</td>
</tr>
<tr>
<td>Park Place</td>
<td>Tourism</td>
<td>Downtown restaurant</td>
<td>5</td>
</tr>
<tr>
<td>Smuggler’s Wharf Restaurant</td>
<td>Tourism</td>
<td>Waterfront restaurant</td>
<td>5</td>
</tr>
<tr>
<td>Bertrand’s - Gateway to the Waterfront</td>
<td>Tourism</td>
<td>Downtown restaurant</td>
<td>5</td>
</tr>
<tr>
<td>Anchor Marine</td>
<td>Tourism</td>
<td>Boat sales and service, limited docking</td>
<td>4</td>
</tr>
</tbody>
</table>
### Table 8-9 - City of Erie Intrinsic Resources

<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intermodal Center</td>
<td>Transportation</td>
<td>Operated by the Erie Western Pennsylvania Port Authority, features an intermodal hub for bus, limos, bicycles and autos; 151 parking spaces; located near new passenger ship terminal; colocated with office and meeting facility housing the port authority, Convention &amp; Visitors Bureau and other tenants</td>
<td>5</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

### 8.1.8 Lawrence Park Township

As a residential community, Lawrence Park Township boasts few intrinsic resources related to the Seaway Trail Scenic Byway. The community itself, however, can be considered a resource in its own right and contributes to the byway experience.

The Lawrence Park Township is a typical post World War II era company town. It is interesting in that it survives virtually intact and still functions well within its form. The community was founded in 1911 when GE established a locomotive building facility there. Although the company designed and built the community, company employees were not required to live there and the homes there were available for sale to non-company workers. The company still employs 6,000 workers and manufactures propulsion and rapid transit equipment, and is one of only two locomotive manufacturers in North America.

### Table 8-10 - Lawrence Park Township Intrinsic Resources

<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>1830 House</td>
<td>History</td>
<td>Landmark</td>
<td>5</td>
</tr>
<tr>
<td>Lighthouse Inn</td>
<td>Tourism</td>
<td>Hotel</td>
<td>4</td>
</tr>
<tr>
<td>Lighthouse Restaurant</td>
<td>Tourism</td>
<td>Restaurant</td>
<td>4</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.
8.1.9 Harborcreek Township

Harborcreek Township marks the transition from urban to rural eastern Erie County on the Seaway Trail. Closer in to Lawrence Park Township and the City of Erie, Harborcreek Township possesses areas that can be enhanced and revitalized. Farther out, the character turns to agriculture, particularly the concord grapes which are evocative of the heritage of the area and the basis for the Concord Grape Heritage Association, a bi-state organization formed to promote and market the region from Harborcreek Township to Silver Creek, NY. Fishing and recreation access to Lake Erie are available in Harborcreek Township, through points of varying intrinsic quality. So, too, are accommodations, including Lakeview on the Lake, the only lakeside accommodations in the Pennsylvania portion of the Seaway Trail. The Benedictine Sisters offer contemplative and spiritual opportunities as well as environmental education through their monastery and the Glinodo Center.

Harborcreek Township gained the national spotlight in the 1850s when the so-called “Peanut War” erupted over the gauge of the new train track being laid from New York State westward. Although ultimately a universal gauge for track in the US was adopted, during the early years this was not the case. Incorporating a gauge change into the switchpoint between two railroad companies’ lines could be a mighty economic development tool. When an agreement between two lines that would have ensured all trains had to stop in Erie broke down, the local populace rebelled and tore up the lines. For two months, there were no tracks at all and train passengers had to be transferred from Harborcreek Township to the City of Erie by wagon. Former City of Erie resident Horace Greeley, editor of the New York Tribune called it the Peanut War because it benefited peanut vendors and teamsters.

Table 8-11 - Harborcreek Township Intrinsic Resources

<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mount St Benedict Monastery</td>
<td>Culture</td>
<td>Spiritual center offering spiritual and contemplative retreats, religious instruction; three hermitages located nearby</td>
<td>5</td>
</tr>
<tr>
<td>Glinodo Center Great Lakes Education</td>
<td>Culture</td>
<td>Conference and educational center owned and operated by the Benedictine Sisters; focus is on environmental education and eco-justice; on- and off-site educational programs for children from pre-school through adulthood; curriculum development; Timberlodge sleeps 78; dining hall seats 100; 40-acre facility includes wildlife areas, bird observation areas, outdoor classroom; anglers are invited to walk in to fish Sevenmile Creek</td>
<td>5</td>
</tr>
<tr>
<td>Eaglesmeer The Tretors</td>
<td>History</td>
<td>Landmark</td>
<td>5</td>
</tr>
</tbody>
</table>
### Table 8-11 - Harborcreek Township Intrinsic Resources

<table>
<thead>
<tr>
<th>Name, Category, Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>@1883 Park (Behind Lake Erie Bait and Tackle)</td>
<td>Low quality beach access area</td>
</tr>
<tr>
<td>Shades Beach Harborcreek Park Maritime</td>
<td>Small launch suitable for smaller boats only</td>
</tr>
<tr>
<td>Shades Beach Harborcreek Park Recreation</td>
<td>Passive lakefront park, one of few at-grade lake access areas in the corridor</td>
</tr>
<tr>
<td>Nelson Fruit Farm Tourism</td>
<td>Locally grown produce and fruits including pick-your-own apples, tomatoes, peppers and peas</td>
</tr>
<tr>
<td>Mackintosh Antiques Tourism</td>
<td>Antiques and collectibles</td>
</tr>
<tr>
<td>Greenwood Inn and Efficiencies Tourism</td>
<td>Motel and efficiency units</td>
</tr>
<tr>
<td>Lakeview on the Lake Tourism</td>
<td>Unique accommodations atop the bluff overlooking Lake Erie; 13 units including motel-style rooms, cottages, suites; pool;</td>
</tr>
<tr>
<td>Snoozie's Pub and Eatery Tourism</td>
<td>Tavern</td>
</tr>
<tr>
<td>Park Tavern Tourism</td>
<td>Tavern</td>
</tr>
<tr>
<td>TK's Tavern Tourism</td>
<td>Tavern</td>
</tr>
<tr>
<td>Waterfall Restaurant and Lounge Tourism</td>
<td>Restaurant, lounge and banquet facility located adjacent to waterfall on Sixmile Creek</td>
</tr>
<tr>
<td>Lake Erie Bait &amp; Tackle Tourism</td>
<td>Bait and tackle at lakefront access area</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

### 8.1.10 North East Township

North East Township is on a scenic and rural portion of the Seaway Trail. Along the Seaway Trail corridor itself the land is largely agricultural, featuring the signature concord grapes. Intrinsic resources on the Seaway Trail related to the grapes include two wineries, both open to the public, and the Lake Erie Center for Grape Research. In addition, tourism resources include a restaurant, hotel and farm stand. Several lake access points for recreation are located along the trail in North East Township.

The lakefront in North East Township was a recreation magnet at the turn of the century, boasting resorts and recreation areas that drew visitors from miles around to enjoy Lake Erie. The only such resort in use today is Halli Reid, now a township park.

A sample of North East’s bounty
A spur from the Seaway Trail at Route 89 should be developed to direct travelers into the Borough of North East Township consistent with the goals of economic development and revitalization. North East borough is a quaint and attractive community with a strong downtown featuring retail shops catering to residents and visitors. A campus of the City of Erie-based Mercyhurst College, a co-educational Catholic liberal arts college, is located on the campus of the former Redemptorist Fathers. The spur should also direct visitors north to the lake at the Freeport Beach.

Table 8-12 - North East Township Intrinsic Resources
Name, Category, Description

<table>
<thead>
<tr>
<th>Name</th>
<th>Intrinsic Category</th>
<th>Description</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Erie Center for Grape Research</td>
<td>Culture</td>
<td>Venture between NY and PA Cooperative Extension Services to provide research and development for Lake Erie grapes focusing on entomology, horticulture and plant pathology</td>
<td>5</td>
</tr>
<tr>
<td>Twentymile Creek</td>
<td>Maritime</td>
<td>Fishing access site with 1 launch and limited parking</td>
<td>2</td>
</tr>
<tr>
<td>North East Marina</td>
<td>Maritime</td>
<td>Marina located behind a breakwall on Lake Erie Marina with 220 slips, 88 with water and electric; 35 transient slips, 30 with no water or electricity, 5 with both; transient boats must be less than 33' long; four launch lanes; parking for 150 cars and trailers; fuel; showers for tenants; restrooms; bait and tackle shop, licenses, boat and trailer accessories; boat storage and rental; official weigh station.</td>
<td>5</td>
</tr>
<tr>
<td>Halli Reid Park and Freeport Beach</td>
<td>Recreation</td>
<td>Beach developed as a 19th and 20th century resort area that attracted as many as 600 trolley cars a day for picnicking, swimming, dancing and a &quot;toboggan ride&quot; into the lake; Halli Reid came ashore here to complete her successful bid to be the first woman to swim Lake Erie from Canada to the US in August 1993; beach is guarded for swimmers</td>
<td>4</td>
</tr>
<tr>
<td>Westgate Farms Fruit Stand</td>
<td>Tourism</td>
<td>Sweet and tart cherries, peaches, grapes; pick your own cherries and peaches</td>
<td>3</td>
</tr>
<tr>
<td>Penn Shore Winery</td>
<td>Tourism</td>
<td>Local wines, tours, tastings</td>
<td>5</td>
</tr>
<tr>
<td>Mazza Winery</td>
<td>Tourism</td>
<td>Local wines, tours, tastings, grape juice for home winemakers</td>
<td>5</td>
</tr>
<tr>
<td>Colonial Motel</td>
<td>Tourism</td>
<td>Motel featuring standard motel rooms, efficiency units and a 2-bedroom, bath-and-a-half suite</td>
<td>4</td>
</tr>
<tr>
<td>Freeport Restaurant</td>
<td>Tourism</td>
<td>Restaurant incorporating maritime lighthouse theme</td>
<td></td>
</tr>
<tr>
<td>Poor Richard's</td>
<td>Tourism</td>
<td>Full-service bait and tackle shop offering fish cleaning, freezing and smoking; boat storage; second location in Fairview</td>
<td>2</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.
9.0 Landscape Character & Visual Resources

The Seaway Trail offers a wide variety of visual experiences. These include sweeping panoramas of Lake Erie, geometrically aligned vineyards and appealing older homes and residential areas to more urban character including historic Erie’s central business district, waterfront and urban retail development. The following section defines the terms employed in the visual resource inventory and summarizes the inventories.

9.1 Landscape Character Definitions

The character of the landscape is divided into the area of homogenous landscape character, that is, areas that have similar visual characteristics. There are eight distinct visual units on the Pennsylvania Seaway Trail. They are summarized below.

The landscape character of the trail is evaluated for the following reasons:

- To determine the character of the Seaway Trail and how the visual character changes from area to area;
- To evaluate the character of the landscape;
- To identify ways that the landscape can contribute to efforts to promote tourism and economic development along the Seaway Trail.

The categories of landscape character units are:

Agriculture – This category includes land dedicated to food production including, but not limited to actively farmed areas of cereal crops, orchards and vineyards, as well as meadows and pastures.
Commercial – Land dedicated to commercial ventures, including but not limited to office, plaza, restaurant and retail uses.

Industrial – Land dedicated to high intensity uses such as distribution centers, junkyards, manufacturing, utilities and warehouses.

Institutional – Institutional uses include, but are not limited to, educational campus, churches, government centers, hospitals and schools.

Natural – These landscape character units are described as dense brush, forested areas, old fields and wetlands.

Open Space – Open space character units are active and passive parks, conservation areas and restoration of native landscapes.

Residential – Residential uses include estates, low, medium and high density residential and mobile homes.

Each landscape character unit is described as having a quality on a scale of one to five with five as the highest and 1 as the lowest quality. Preservation would be indicated for the highest quality landscapes. For medium quality, landscapes with evaluations of 3 and 4, enhancement would be recommended, and for the lowest-rated landscapes, remediation would be indicated. The following table shows a summary of the landscape character units along the Seaway Trail. A detailed table by municipality is found in the appendices.

The landscape character units are depicted on the map below. Among the 132 landscape character units inventoried, two were assessed as having the lowest quality rating. They are an industrial area on the shore in the City of Erie and the vacant Harborcreek Mall. Just 13 of the landscape character units are rated the highest rating of five. They include residential, natural and waterfront areas, including Elk Creek and downtown Erie waterfront and institutional areas. Most of the landscape character units were rated 3 and 4, indicating they are of generally high quality, but that they have potential for enhancement.
Table 9-1 - Landscape Character

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>34%</td>
</tr>
<tr>
<td>Commercial</td>
<td>9%</td>
</tr>
<tr>
<td>Industrial</td>
<td>2%</td>
</tr>
<tr>
<td>Institutional</td>
<td>5%</td>
</tr>
<tr>
<td>Natural</td>
<td>14%</td>
</tr>
<tr>
<td>Agriculture</td>
<td>14%</td>
</tr>
<tr>
<td>Open Space</td>
<td>22%</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

9.2 Scenic Resource Definitions

The Scenic Resources along the Seaway Trail were inventoried in five categories: distant views, enclosed views, overlooks, panoramas and tunnel effects. They are briefly described below:

Distant Views – Those views whose character is far off and can include a number of elements composing the entire picture. An example is a long view of a roadway, with an interesting element unrelated to the road, in this case historic schoolhouse No. 3 in Fairview Township and a large tree.

Enclosed Views – Enclosed views are somewhat opposite of distant views. In the enclosed view, the viewer’s eye is stopped within the frame of the view. In the example, the trees overhanging Twentymile Creek in North East Township stop the eye, providing a pleasing and refreshing vista.

Overlooks – As the name implies, overviews are generally from the perspective of height. Unlike panoramas (below) the main element in an overlook is not the horizon itself but an element of the horizon. Additionally, an element of the foreground may also be visually interesting. In the case of the Harborcreek example, the visually appealing vineyard in the foreground enhances the overlook feature, the lake.
Panorama – Panoramic views are continuous scenes that are cohesive in character and representative of one set or group of elements, in the case of the example from Girard, the lush vegetation of the vines with the trees in the background. The panorama experience is likened to that of having the landscape unroll in front of the viewer, as it would seem if the viewer were driving by.

Tunnel Effect – As the name suggests the tunnel effect is formed when an element being viewed forms a natural tunnel. As in the example from Presque Isle State Park, the eye is drawn into the scene as the trees draw together in perspective to form a tunnel of leaves.

The inventory of scenic resources also included an assessment of the scenic quality of each resource. Scenic quality measures the visual appeal of the scenic resources vis-à-vis their relationship with the Seaway Trail scenic byway.

Resources that add to the visual appeal of the byway will earn a higher score; those that detract, a lower score. As a result, for example, an overlook at the Cherry Street Marina in the City of Erie shows a scenic quality rating of three on a scale of one to five where five is the strongest and one the weakest measure of quality. The three rating is earned because the scene requires remediation – removal or screening of waste containers, removal of fencing, etc. – to provide visual access to the water and to restore an atmosphere more consistent with that of the scenic byway.

Among the 111 scenic resources inventoried, none were assessed as having the lowest scenic value and eight or 7% were assessed as two on the five-point scale. Distant views were half of those and 8% of total distant views. Among the 35 scenic resources earning a three rating, 24 or 69% were distant views. More than 60% of views were rated a four or five on the scale, indicating generally high quality; 24% of overall views earned the five rating.

The map below shows the landscape character units along the Seaway Trail.
### Table 9-2 - Seaway Trail Scenic Resource Categories
**By Municipality**

<table>
<thead>
<tr>
<th>Municipalities</th>
<th>Distant View</th>
<th>Enclosed</th>
<th>Overlook</th>
<th>Panorama</th>
<th>Tunnel Effect</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Springfield Twp</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Girard Twp</td>
<td>10</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>14</td>
</tr>
<tr>
<td>Lake City Boro</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Fairview Twp</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>Millcreek Twp</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Presque Isle</td>
<td>11</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>City Of Erie</td>
<td>7</td>
<td>5</td>
<td>4</td>
<td>1</td>
<td></td>
<td>22</td>
</tr>
<tr>
<td>Harborcreek Twp</td>
<td>1</td>
<td>5</td>
<td>1</td>
<td></td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>North East Twp</td>
<td>17</td>
<td>4</td>
<td>2</td>
<td></td>
<td></td>
<td>23</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>50</strong></td>
<td><strong>20</strong></td>
<td><strong>7</strong></td>
<td><strong>12</strong></td>
<td></td>
<td><strong>110</strong></td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc

### Table 9-3 - Seaway Trail Scenic Resource Condition
**By Type**

<table>
<thead>
<tr>
<th>Category</th>
<th>Enhance</th>
<th>Preserve</th>
<th>RemEDIATE</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distant View</td>
<td>10</td>
<td>39</td>
<td>1</td>
<td>50</td>
</tr>
<tr>
<td>Enclosed</td>
<td>8</td>
<td>12</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>Overlook</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>Panorama</td>
<td>2</td>
<td>10</td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>3</td>
<td>17</td>
<td>1</td>
<td>21</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>24</strong></td>
<td><strong>81</strong></td>
<td><strong>5</strong></td>
<td><strong>110</strong></td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc
9.2.1 Springfield Township

The Township of Springfield is located west of the Township of Girard and adjacent to the Ohio border. The Seaway Trail is not adjacent to the Lake Erie shoreline. It is approximately two miles from the shoreline and runs for a distance of 8.5 miles.

9.2.1.1 Landscape Character

The predominant landscape character is agricultural including nurseries and cereal crops. Natural and wooded areas dominate the west end and mixed residential and commercial are located proximate to the Ohio gateway.

9.2.1.2 Scenic Resources

The scenic quality is reduced due to the minimal contact with the water.

<table>
<thead>
<tr>
<th>Table 9-4 - Springfield Township Scenic Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name, Category, Description</td>
</tr>
<tr>
<td>CATEGORY</td>
</tr>
<tr>
<td>Panorama</td>
</tr>
<tr>
<td>Panorama</td>
</tr>
</tbody>
</table>

9.2.2 Girard Township/Lake City Borough

The Township of Girard is bounded on the east by Fairview Township and on the west by the Township of Springfield. The Seaway Trail is located adjacent to Lake Erie within approximately 3000 feet of the shoreline for a distance of 5.5 miles.

9.2.2.1 Landscape Character

There are two dominant landscape characters. The first is agricultural primarily cereal crops with sporadic vineyards. There is an expansive nursery operation on the border of Girard and Springfield that offers panoramic views of the countryside. The second dominant landscape character is low density residential with numerous historic homes. The Township also has many natural areas including a large natural area near Elk Creek.

9.2.2.2 Scenic Resources

The topography is generally flat and gently rolling toward the creeks. There are numerous high quality agricultural views, lake views and tunnel effect views. The Seaway Trail has a strong visual contact with Lake Erie in this area.
Figure 9-1 - Seaway Trail Character Areas
Corridor Inventory
Figure 9-2 - Seaway Trail Scenic Resources
Table 9-5 - Girard Township / Lake City Borough
Scenic Resources
Name, Category, Description

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>CONDITION</th>
<th>DIRECTION</th>
<th>QUALITY</th>
<th>NOTES</th>
<th>CONFLICT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distant View</td>
<td>Preserve</td>
<td>SW</td>
<td>3</td>
<td>Ag Land</td>
<td></td>
</tr>
<tr>
<td>Distant View</td>
<td>Preserve</td>
<td>S</td>
<td>3</td>
<td>Vineyards</td>
<td></td>
</tr>
<tr>
<td>Distant View</td>
<td>Preserve</td>
<td>S</td>
<td>3</td>
<td>Open Farmland</td>
<td></td>
</tr>
<tr>
<td>Distant View</td>
<td>Preserve</td>
<td>NW</td>
<td>3</td>
<td>Campground</td>
<td></td>
</tr>
<tr>
<td>Distant View</td>
<td>Preserve</td>
<td>S</td>
<td>3</td>
<td>Vineyards</td>
<td></td>
</tr>
<tr>
<td>Distant View</td>
<td>Preserve</td>
<td>SSE</td>
<td>3</td>
<td>Open Ag Land</td>
<td></td>
</tr>
<tr>
<td>Distant View</td>
<td>Preserve</td>
<td>E</td>
<td>3</td>
<td>Plant Nursery</td>
<td></td>
</tr>
<tr>
<td>Distant View</td>
<td>Preserve</td>
<td>S</td>
<td>3</td>
<td>Shrub Nursery - From Bridge</td>
<td></td>
</tr>
<tr>
<td>Distant View</td>
<td>Enhance</td>
<td>NNW</td>
<td>4</td>
<td>Lake View - Limited</td>
<td></td>
</tr>
<tr>
<td>Distant View</td>
<td>Preserve</td>
<td>SE</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enclosed</td>
<td>Preserve</td>
<td>WSW</td>
<td>3</td>
<td>Roadway - Partial Tunnel</td>
<td></td>
</tr>
<tr>
<td>Enclosed</td>
<td>Preserve</td>
<td>NNW</td>
<td>4</td>
<td>Lake View - Limited</td>
<td></td>
</tr>
<tr>
<td>Panorama</td>
<td>Enhance</td>
<td>NNW</td>
<td>5</td>
<td>Lakeview Over Vineyard, Potential Easement Overlook</td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>E</td>
<td>4</td>
<td>Elk Creek Area - Leaf Tunnel</td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>SW</td>
<td>4</td>
<td>Roadway</td>
<td></td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

9.2.3 Fairview Township
Fairview Township is located west of Millcreek Township and east of Girard. The Seaway Trail is located adjacent to Lake Erie within approximately 6000 feet of the shoreline for a distance of 5.2 miles.

9.2.3.1 Landscape Character
Housing is medium density, upper scale, suburban residential. Setbacks along the Seaway Trail are adequate and most subdivisions are buffered. In the west end there are lower density and historic homes.

9.2.3.2 Scenic Resources
The topography is relatively flat and dominated by agricultural views.

Trees form a pleasing roadway scene in Fairview
9.2.4 Millcreek Township

The Township of Millcreek is a first ring suburb of the City of Erie. Millcreek Township is bounded on the east, by the City of Erie and on the west by the Township of Fairview Township. The peninsula of Presque Isle State Park lies directly north. The Seaway Trail is located adjacent to Lake Erie within approximately 4000 feet of the shoreline for a distance of 4.6 miles.

9.2.4.1 Landscape Character

The west end of the Seaway Trail is visually contiguous to the west end of the City of Erie and is dominated by mixed use and strip commercial development primarily service and tourist related businesses.

9.2.4.2 Scenic Resources

The topography of the area is relatively flat with minimal views to Lake Erie. The route is primarily commercial with minimal medium density residential development.

<table>
<thead>
<tr>
<th>Name, Category, Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CATEGORY</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>Tunnel Effect</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

9.2.5 Presque Isle State Park

The Seaway Trail loops from Millcreek Township through the Presque Isle Peninsula to the north. Through Presque Isle State Park the Seaway Trail is constantly adjacent to the Lake within approximately fifty feet for a distance of 14.5 miles.
9.2.5.1 Landscape Character

The landscape characters are predominantly open space however some tourist commercial is located at the gateway to the park including a theme park.

9.2.5.2 Scenic Resources

The Park setting is predominantly natural offering wetlands, marshes, visitor’s facilities and overlooks. The east side of the peninsula offers a variety of panoramic views over the Bay and the City of Erie waterfront. The west side of the Peninsula offers views over Lake Erie and over a long contiguous beach. The park road offers a series of tunnel effect views from the mature trees that line its perimeter.

The topography is generally flat and low in elevation enhancing the water experience and the vistas to the harbor and over the beaches. There are numerous selected viewing points on both sides of the peninsula.

| Table 9-8 - Presque Isle State Park Scenic Resources |
| Name, Category, Description |
| CATEGORY | CONDITION | DIRECTION | QUALITY | NOTES | CONFLICT |
| Distant View | Enhance | S | 4 | | |
| Distant View | Preserve | ENE | 5 | Over Bay At Pullover | |
| Distant View | Preserve | ENE | 5 | Over Bay - Pullover #2 | |
| Distant View | Preserve | ENE | 5 | Over Bay - Pullover | |
| Distant View | Preserve | E | 5 | At Launch | |
| Distant View | Preserve | E | 5 | | |
| Distant View | Preserve | S | 5 | Over Bay At Dead End Near Marina | |
| Distant View | Preserve | SSE | 5 | | |
| Distant View | Preserve | SSE | 5 | Along Shore | |
| Distant View | Preserve | ESE | 5 | From Ferry | |
| Distant View | Preserve | ENE | 5 | | |
| Enclosed | Enhance | E | 4 | Overlook - Enhance Opening | |
| Enclosed | Preserve | NNW | 4 | Over Pond | |
| Enclosed | Preserve | E | 5 | | |
| Enclosed | Preserve | ESE | 5 | | |
| Panorama | Preserve | ENE | 4 | Boat Launch | |
| Panorama | Preserve | NNW | 4 | | |
| Panorama | Preserve | ESE | 4 | Rotary Pavillion | |
| Panorama | Preserve | SSE | 5 | | |
| Panorama | Preserve | NNE | 5 | Bay | |

Scenic views of the water (above), leaf tunnels and overlooks predominate the Presque Isle scenic resources
### Table 9-8 - Presque Isle State Park Scenic Resources

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>CONDITION</th>
<th>DIRECTION</th>
<th>QUALITY</th>
<th>NOTES</th>
<th>CONFLICT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Panorama</td>
<td>Preserve</td>
<td>NE</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Panorama</td>
<td>Preserve</td>
<td>NW</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>NNE</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>S</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>NNE</td>
<td>5</td>
<td>Park Entrance</td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>NNE</td>
<td>5</td>
<td>Presque Isle Road</td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>E</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>W</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>SW</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>SW</td>
<td>5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

### 9.2.6 City of Erie

Erie City’s limits extend eastward to Lawrence Park Township and westward to Millcreek Township. The City of Erie is the most dominant area of built form along the entire Seaway Trail corridor and offers a wide range of landscape characters and visual impacts on the Seaway Trail. The Seaway Trail is located on two routes as it passes through the city. The Seaway Trail is adjacent to Presque Isle Bay on the Bayfront Parkway and within approximately 3000 feet of the harbor front on the historic main street of the City of Erie for a distance of 5.6 miles.

#### 9.2.6.1 Landscape Character

The east end of the corridor is generally low quality strip commercial development. A large tract of lake front land is presently vacant and forms a large redevelopment site at the former International Paper Company.

The Seaway Trail bisects at the Bayfront Parkway. One route follows the Bayfront Parkway along the waterfront. The second route enters the center city through the historic central business district.
The Bayfront Parkway is a direct route to Presque Isle Bay and the historic commercial harbor. On the east end the Parkway is a heavily landscaped and screened arterial. The east end of the waterfront is dominated by relatively new, active industrial lands and landscaped industrial park. Landscape characters in the waterfront zone include old industrial, recreational, waterfront commercial and marina.

The Seaway Trail also follows West 6th Street, the historic main street. The east entrance is predominantly urban single family residential on small lots with two and a half story buildings and adequate setbacks. The center city is comprised of high-density, historic, commercial office and retail. The west approach to the city is lined with grand, historic, estate homes and mature street trees. The west end of the Seaway Trail is dominated by mixed use and strip commercial development especially service and tourist related businesses.

### 9.2.6.2 Scenic Resources

Andrew Ellicott and William Irvine designed the city. They worked with Pierre L’Enfant, designer of cities including Washington, DC, and Buffalo, New York. The center city is designed around a series of rectangular commons and tree lined streets. The resulting views over the parks, greatly enhances the Seaway Trail experience.

Views over the water and Presque Isle State Park are predominant because of the grade change and the descent into the bay area. To the south of the parkway, the former lake bluffs are heavily vegetated separating the city from the waterfront. The area has high quality views sweeping over the waterfront panorama resulting in a strong waterfront flavor. Vegetated bluffs and quality waterfront residential development dominate the west end.

<table>
<thead>
<tr>
<th>Table 9-9 - City of Erie Scenic Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Name, Category, Description</strong></td>
</tr>
<tr>
<td><strong>CATEGORY</strong></td>
</tr>
<tr>
<td>Distant View</td>
</tr>
<tr>
<td>Distant View</td>
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<tr>
<td>Distant View</td>
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<tr>
<td>Distant View</td>
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<td>Distant View</td>
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<tr>
<td>Distant View</td>
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<tr>
<td>Enclosed</td>
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<tr>
<td>Enclosed</td>
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<tr>
<td>Enclosed</td>
</tr>
</tbody>
</table>
Table 9-9 - City of Erie Scenic Resources

<table>
<thead>
<tr>
<th>Category</th>
<th>Condition</th>
<th>Direction</th>
<th>Quality</th>
<th>Notes</th>
<th>Conflict</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enclosed</td>
<td>Preserve</td>
<td>ENE</td>
<td>4</td>
<td>Over Park</td>
<td></td>
</tr>
<tr>
<td>Enclosed</td>
<td>Preserve</td>
<td>ENE</td>
<td>4</td>
<td>Park Toward Lake At Waterworks</td>
<td>Parking, Fence In Foreground</td>
</tr>
<tr>
<td>Overlook</td>
<td>Remediate</td>
<td>NNW</td>
<td>2</td>
<td>Toward Lake Along Marina</td>
<td></td>
</tr>
<tr>
<td>Overlook</td>
<td>Remediate</td>
<td>NW</td>
<td>3</td>
<td>Cherry St Marina</td>
<td>Security Fencing</td>
</tr>
<tr>
<td>Overlook</td>
<td>Preserve</td>
<td>NNW</td>
<td>5</td>
<td>Marina Area</td>
<td></td>
</tr>
<tr>
<td>Panorama</td>
<td>Enhance</td>
<td>NE</td>
<td>4</td>
<td>View Along Route</td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Remediate</td>
<td>SW</td>
<td>2</td>
<td>Down Roadway Enhance</td>
<td>Enhance Plantings</td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Enhance</td>
<td>ENE</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Enhance</td>
<td>SW</td>
<td>3</td>
<td>West Sixth</td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>NE</td>
<td>4</td>
<td>City Border</td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>ENE</td>
<td>4</td>
<td>W 6th St</td>
<td></td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

9.2.7 Lawrence Park Township

Lawrence Park Township is a small community located between the City of Erie city limits and the Township of Harborcreek. The Seaway Trail is located adjacent to Lake Erie. It is approximately 3000 feet from the shoreline and runs for a distance of 1.4 miles.

9.2.7.1 Landscape Character

Lawrence Park Township is a mixed-use planned community created for the employees of General Electric in the early 1900’s. It is semi-urban in character with well-maintained residential areas. The Seaway Trail has a twenty-foot wide tree lined median through most of the community. There is minimal visual contact with the Lake Erie shoreline due to the extensive vegetation.

9.2.7.2 Scenic Resources

The topography is generally flat. The park-like General Electric industrial site dominates this section of Seaway Trail. The area is heavily landscaped and screened.

9.2.8 Harborcreek Township

Harborcreek Township is a rural community located between the North East Township and the Lawrence Park Township. The Seaway Trail is located adjacent to Lake Erie within approximately 2000 feet from the shoreline and runs for a distance of 6.8 miles.

9.2.8.1 Landscape Character

The landscape is similar to that of North East Township, generally flat with rolling terrain proximate to the stream courses that run...
perpendicular to the Seaway Trail. In the northeast quadrant expanses of vineyards and orchards form the agricultural landscape. There is predominantly residential development along most of the Seaway Trail including a mix of historic homes, vacation homes and suburban style single-family homes with significant setbacks. Low quality commercial strip development dominates the west end.

9.2.8.2 Scenic Resources
Views to the lake are diminished by residential development however the sense of a waterside driving route remains. There are numerous tunnel effect views along the road.

<table>
<thead>
<tr>
<th>Category</th>
<th>Condition</th>
<th>Direction</th>
<th>Quality</th>
<th>Notes</th>
<th>Conflict</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distant View</td>
<td>Enhance</td>
<td>S</td>
<td>2</td>
<td>Institutional Grounds</td>
<td></td>
</tr>
<tr>
<td>Enclosed</td>
<td>Enhance</td>
<td>NNE</td>
<td>2</td>
<td>Down Creek - Limited</td>
<td></td>
</tr>
<tr>
<td>Enclosed</td>
<td>Enhance</td>
<td>N</td>
<td>3</td>
<td>Down Side Road</td>
<td>Clear Stream View</td>
</tr>
<tr>
<td>Enclosed</td>
<td>Enhance</td>
<td>NW</td>
<td>3</td>
<td>Down Creek</td>
<td>Utility Corridor</td>
</tr>
<tr>
<td>Enclosed</td>
<td>Preserve</td>
<td>NNW</td>
<td>4</td>
<td>Lake View - Motel</td>
<td></td>
</tr>
<tr>
<td>Enclosed</td>
<td>Preserve</td>
<td>SSW</td>
<td>4</td>
<td>Waterfall</td>
<td></td>
</tr>
<tr>
<td>Overlook</td>
<td>Preserve</td>
<td>NNW</td>
<td>4</td>
<td>Creek View, Potential Overlook</td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>WSW</td>
<td>4</td>
<td>Down Road</td>
<td></td>
</tr>
<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>WSW</td>
<td>4</td>
<td>Down Road</td>
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<tr>
<td>Tunnel Effect</td>
<td>Preserve</td>
<td>SW</td>
<td>4</td>
<td>Down Roadway</td>
<td></td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

9.2.9 North East Township
The North East Township is located at the northeast corner of the corridor in Erie County PA, bordering on the Town of Ripley, New York. The Seaway Trail is located adjacent to Lake Erie. It is approximately 2000 feet from the shoreline and runs for a distance of 8.4 miles. The Township is primarily agricultural. The route is lined with vineyards of concord grapes and other tender fruits including wine grapes, peaches and apples. There is some market gardening and roadside retailing of agricultural products.
9.2.9.1 Landscape Character

The topography is lightly rolling to relatively flat with long vistas opening to both the north and south. The area is dotted with historic homes, vacation homes and newer, low density, suburban style residences with significant setbacks from the road. The area maintains a strong physical relationship to the waterfront offering sweeping views over Lake Erie and the agricultural landscape. The views are accented by the elevated prospect of the road. The Seaway Trail winds along the lake bluffs offering expansive vistas.

9.2.9.2 Scenic Resources

The views are dominant in both directions. To the north are vineyards and sporadic residential development terminating in views of Lake Erie. To the south, the face of the Appalachian Ridge defines the viewshed, approximately three to four miles away.

<table>
<thead>
<tr>
<th>Table 9-11 - North East Township Scenic Resources</th>
<th>Name, Category, Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CATEGORY</td>
<td>CONDITION</td>
</tr>
<tr>
<td>Distant View</td>
<td>Enhance</td>
</tr>
<tr>
<td>Distant View</td>
<td>Enhance</td>
</tr>
<tr>
<td>Distant View</td>
<td>Preserve</td>
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<tr>
<td>Distant View</td>
<td>Preserve</td>
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<tr>
<td>Distant View</td>
<td>Preserve</td>
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<td>Distant View</td>
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<td>Distant View</td>
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<td>Distant View</td>
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<td>Preserve</td>
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<td>Distant View</td>
<td>Preserve</td>
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<tr>
<td>Distant View</td>
<td>Preserve</td>
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<tr>
<td>Enclosed</td>
<td>Enhance</td>
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<td>Enclosed</td>
<td>Enhance</td>
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<tr>
<td>Enclosed</td>
<td>Enhance</td>
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<tr>
<td>Enclosed</td>
<td>Preserve</td>
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</table>
### Table 9-11 - North East Township Scenic Resources
Name, Category, Description

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>CONDITION</th>
<th>DIRECTION</th>
<th>QUALITY</th>
<th>NOTES</th>
<th>CONFLICT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overlook</td>
<td>Enhance</td>
<td>N</td>
<td>4</td>
<td>View Over Marina</td>
<td></td>
</tr>
<tr>
<td>Overlook</td>
<td>Preserve</td>
<td>WNW</td>
<td>5</td>
<td>Lake Over Vineyards - Very Open</td>
<td></td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.
10.0 Public Input Record

10.1 Steering Committee Meetings

A steering committee comprised of experts and representatives of stakeholder groups along the Seaway Trail was organized to produce the Corridor Management Plan. The committee met regularly to review Plan progress and supervise the completion of the Plan. Accounts of those meetings follow.

10.1.1 Kickoff Meeting, July 27, 2004

Attending:
Dave Skellie, Chair; Jake Welsh, Project Manager; Steering Committee Members: Emily Beck, Don Benczkowski, David Cutter, Dave Dennis, Ann DiTullio, Kelly Edwards, Diana Hatfield, Ed Kissell, Mark Kulich, Ed Lesser, Tom Maggio, Barbara Mason Haines, Mark Weber

peter j. smith & company, inc.: Peter Smith, Eve Holberg

Following introductions, the consultant, peter j. smith & company, inc. reviewed the scope of the Seaway Trail Corridor Management Plan project. Its elements are:

- Inventory
- Boundary
- Background research
- Field research
- Opportunities & Constraints Plan
- Identification of Transportation Issues
- Off-Site Signage
- Digital Database
- Heritage Tourism & Recreation
- Economic Development Strategy
- Implementation Strategy
- Recommendations
Phasing
Promotion/Marketing
Funding Sources
Implementation Matrix
Management Plan
National Designations

The deliverables for the project were reviewed. They are as follows
- Interactive intrinsic database
- Goals, Objectives & Guiding Policy
- Master Plan
- Interpretive Program/Themes
- Tourism and Economic Development Strategy
- Stewardship/Heritage Strategy
- Marketing & Promotion Plan

The project schedule was reviewed. The consultant is prepared to wrap the bulk of work on the study by the end of January 2005. Following the completion of the study, the nomination applications for National Scenic Byway and All America Road designations will be completed. The next meeting will be September 1. Public input has been scheduled for September 28 at 3 and 6 p.m.

The meeting concluded with a “Vision Session” facilitated by the consultant. The session was comprised of a group discussion of a series of questions. The session is designed to help identify issues and opportunities and help lay the foundation for Goals and Objectives for the Plan. A transcript of the session follows.

Seaway Trail Vision Session
What does the term “Seaway Trail” mean to you? How should the term “Seaway Trail” define the heritage of the shoreline in Lake Erie?

- Way to do hiking biking auto
- Spur routes into interior of our county
- Along well-maintained nicely landscaped roads and byways and signage is important
- Maritime history, grape region, French, Indian influence, industrial heritage
- Opportunity to really prioritize make sure visitors are having a great experience
- On or near water, indicates some kind of path, Indian reference, water transportation
- Water is the overriding theme, big asset, big chunk of water
- We need more access to the water, or if it is there you need to know where it is
- A lot of our access is private
- Highlight areas with scenic access and views of Lake Erie
- Significant beauty and uniqueness
- Visitors should understand the uniqueness, why is Lake Erie important
- It’s international, think of it as a north to south corridor
This corridor is much older than our modern transportation
Multi-modal
Older than our modern terms of transportation and of property ownership
Private property is a very modern term
Recreational corridor north of Route 5 in the east county
Corridor by boat
All of the people from all over the world coming here, they don’t all fit on Route 5
We’re getting blocked of in center city of our vision — getting to the water and letting people enjoy it by getting their feet into it, to use it instead of being cordoned off and not having to pay for it
Major thoroughfare, many modes of transportation
Rich maritime history
Sight-seeing along the lakeshore, link to Seaway Trail NY, French and Indian Trail, signage linkage with the Erie County Signage Trust
Shipping history, Washington Trail 250th anniversary of the French and Indian War
Revolutionary War
War of 1812
Native American history
Wisconsin glacier
South shore of lake has always been a transportation corridor
Tourism means economic development: more money, more jobs
Lake is our asset
Small towns and city, it means rural, quality of life
Heritage Park possibilities
Fishing — what is value of sportfishing industry in Pa., Fish & Boat Commission
Heritage tourism destination, recreation destination
Aggressive planning, attractive design, reinvigorate our communities
Water was our original highway
Presque Isle
Current use, commercial fishing, shipping, as well as recreation
Recognize that not everyone feels the same way we do, a lot of people don’t even know what we’re doing
This is an opportunity to get this out and make it a destination
The Seaway Trail makes us a special community and we need to identify why we are different from other communities that are not on the Great Lakes
We’re special because we’re on it
We have to show why where we are and what we are and who we are is important
Quality of life is better here because we are on the trail
Connected to the rest of the world through waterways, we have a common heritage
We need to tell our own story
We have a distinct maritime history based on our location
Niagara and Great Lakes Fleets were built here in Erie
- Our story in terms of the War of 1812 is a little bit different than Lake Ontario
- Industrial age
- We built boilers for the steamships
- Age of sail, age of steam
- Raw materials came in through Erie
- Presque Isle Bay the best natural inland harbor in the US
- So much more to see, so much more relaxing and interesting than the interstates
- How we shifted from industry to recreation and tourism to take advantage of the resource in a different way
- There are aspects of our Seaway Trail that NY does not have have
- One of our primary markets is Pittsburgh, what’s going to get them onto the Seaway Trail
- We’re sort of the Gateway to the Great Lakes for Pittsburgh
- National bike trail Seattle to Portland, goes along Seaway Trail
- Bring other corridors into the Trail, other geographical regions
- Adventure Cycle — feeder trail to the Freedom Trail, nudge it east to Erie
- You have to remember where you were in order to know where you are going — Lake Erie is one of the greatest success stories in terms of environmental protection
- A clean environment goes hand in hand with tourism and economic development
- Destination for recreation
- Businesses that are along the trail are showcased, one thing to have a trail and another to get the people who are on the trail down to the water
- Smell of the grapes
- Birds and eagles — major stop over for birds
- It’s an experience, it’s a unique area, it’s a linear greenway or blueway, we need a little bit more blue
- Term blue horizon comes to mind to me, I’m always peeking to get a glimpse over to that blue horizon
- Should help us define where the access is and capture the character of the blue horizon
- Great American Road Trip along the Great Lakes
- Historical and current movement of people, goods, wildlife
- Recreational destination for resident and visitors
- Developing good resource stewardship
- Way of connecting the people and the Great Lakes resources
- Was marketing Great Lakes Circle Tour, now I see it as a 500+ mile scenic route, an extension of what NY has been doing, making people want to see what it has to offer, I think we have as much to offer as they do and make it as interesting as NY has

What are the similarities of the Trail in Pennsylvania with the Trail in New York? What are the differences? How can the Pennsylvania distinguish itself from the New York Trail?
SIMILARITIES
- We all have the water and some similar agricultural products
- Lake, Lake views, weather, similar ag products, lakefront development
- Wineries
- Share Lake Erie, history, weather
- Land use trends probably the same in NY as in Pa

DIFFERENCES
- We were a part of the Western Front
- We have the Erie Indians and that whole history has been kind of lost — New Erie Bluffs State Park might want to do a living Indian Village
- Perry’s fleet, where they wintered, a lot of them came from this area
- Presque Isle State Park 4 million visitors, national natural landmark, new Tom Ridge Center is only going to enhance it
- I don’t know how to distinguish us from them and I don’t know if we need to
- NY Trail has been pulled so long and so thin, here the players on our left side will probably know the players on our right side, we will know our whole trail
- We don’t have as far to grow — our width should be much greater
- One county government, one city government, fewer governments
- French Creek, so close to the eastern continental divide and just a few miles away from the Mississippi Watershed
- Niagara Ship
- Fishing Capital at one time, blue pike
- Foresight to get natural areas, new state park
- East West connection between US and Canada, we may see a little bit of the north/south connection with the ferry
- Bird migration — Important Bird Area, IBA
- Albany must pay more attention because the whole border is Great Lakes
- Erie’s history
- US purchased the lakefront from NYS for Pennsylvania
- Geography of Presque Isle is what made us important militarily
- Differences in elevation and scenery
- Bluffs
- Size of Lake Erie
- We are lower latitude
- Route 90 is the byway that travelers use — we are at a confluence of transportation
- We are a larger community, there are only three large communities along the trail (Buffalo, Rochester), and it’s better for the recreation and tourism than the other
- Longest accessible beaches in the Great Lakes
- Seaway Trail NY is much more interpreted
- We’re very progressive and robust in developing our port of call and our city is at our port
- Small communities with local businesses not dominated by chains, like going back in time
- Two lane road, it’s not high speed, it’s flat
We don’t have the forts and the battle sites, that’s in NY, but we have the fleet
Freshwater fishing capital of the world
Architecture, we’re not as old as NYS, our architecture is slightly different
NY dominated by Erie Canal
Diversity in the shoreline, some places no beaches, some places no access, but people expect beaches based on the beaches at Presque Isle
24 miles from the end of Presque Isle to Long Point, Canada
With the exception of Erie being developed along the water, Girard and North East developed along Route 20 and they aren’t maritime
Erie and Presque Isle western anchor to the Seaway Trail
You do sort of feel like you are entering a different landscape as you leave the western part of the county and you can really see in the way the snow falls around here
I think we can be looked at as a big anchor along the Seaway Trail
You are a gateway from the Midwest and you have a different visitor market
Seaway Trail NY is so much more mature, we’re in an infancy and a growing stage
Seaway Trail NY is looked at as a Best Practices nationally, we can distinguish ourselves by avoiding growing pains by working with NY and copying some of the things they’ve done so well, they have a funding source, we do not have a direct funding source

What potential “theme(s)” could capture the identity of the Seaway Trail? Could different areas of the Trail have different themes? What specific attractions could be developed along the Seaway Trail to reflect these themes and make the region more appealing? Where should these developments be located?
- Natural areas, stream corridors, the whole bluff is a greenway
- Urban areas that we try to focus on pedestrian improvements, make it as attractive as possible
- Bed and breakfasts, more activity
- Where people are they will spend money
- Geographic feature and population base are right here in Erie, here’s a good place to stop and stay
- A lot of preservation, critical mass
- Camping opportunities, we only have one motel on the lake another would be an advantage
- International Paper site east of town as a resort are, gambling, racetrack, is there going to be public access? MPR Gaming
- There are not very many scenic turnoffs, we need to identify these
- Birding is really under developed
- Erie Bluffs has huge potential, but it’s not beach accessible — identify and market that product as not Presque Isle
- We need our wine heritage more pronounced, how can we market it better, Heritage Park potential
Potential with bringing Ohio into the picture, look at Ohio Circle Tour already marketing themselves successfully as a continuation of the trail

Interpretive Center/Visitor Center but we have the Tom Ridge Center, something to show people what it is, like Discovery Center

Public Market where highlight the local products

More access to the lake in east and west county take a little pressure off Presque Isle

Better cycling conditions, mileage signs

Agricultural history and grapes in east and western parts of the county

Fishing and boating, public access — there are access points but there are not very many amenities, bait, fish cleaning, etc.

Three experiences: Grape Belt; Erie and Harbor and Presque Isle; West County, Elk Creek Watershed is the largest lakefront watershed in Pa., one of the nation’s Top 100 trout streams, could take pressure off Walnut Creek, escarpments along Elk Creek are fantastic

Discovery Center West

Dive sites, there’s a lot of potential in that

20 Mile Creek Park Development, under developed but not under-planned

Old Lake Road, old roads, abandoned, 16 Mile Creek, older pedestrian corridors, possible side trails, place to put people off Route 5

Lodging, accommodations, along the trail for cyclists

Mistake, not connecting Cascade with Frontier Park, get a cyclist involved in planning so these mistakes aren’t made

You could almost build a whole recreational corridor off of Route 5

Agri-tourism, it’s not just grapes, it’s fruits, grains, west county oats, people like to watch agriculture — Erie County Horticultural Society list of farms

Erie Bluff Park public input process to come, we’re looking at lodging, camping, more rustic

Economic development south of track north of Route 5, amenities for hiking, biking, fishing, etc.

Management Plan for Erie Bluffs will include Fish Commission property

Walkway along the bluff in Erie

We have it all — Extreme Erie

Grapes, wine, everything along the shoreline, beverage industry bring Ohio, NY, Pa., health

First land lighthouse located in Erie

Recreational fishing

Signage, where, when and what they are seeing when they get there

Convention Center along this route

Ferry Service

Sign Guides

Reclaimed Grandville Island, Vancouver — diverse development at GAF right along the Seaway Trail
GREAT LAKES SEAWAY TRAIL

- Rebuild Fort Prescott and tie French and Indian War history on Lake Ontario and up the St. Lawrence — it was the beginning of what Churchill called the First World War, precursor to the Revolution
- More boat rentals, probably Presque Isle Bay
- Soft adventure, canoeing, kayaking
- Fish cleaning stations
- Erie Extension Canal has been obliterated
- Mill Creek buried, destroying what could have been the only greenway through Erie

10.1.2 September 1, 2004 Meeting

Attending: Dave Skellie, Chair; Jake Welsh, Project Manager; Steering Committee members attending: Emily Beck, Don Benczkowsk, Ann DiTullio, Ed Kissell, Mark Kulich, Tom Maggio

peter j. smith & company, inc.: Peter Smith, Eve Holberg

The consultant, peter j. smith & company, inc. reviewed the public input schedule for the Seaway Trail Corridor Management Plan project. Its elements are:

Three focus group meetings – Transportation, Municipal Stakeholders and Tourism & Economic Development. These meetings are informal facilitated conversations addressing a specific group of questions – usually three. They are much like the Vision Session conducted during the kickoff meeting July 27: They last 1 to 1½ hours and use a workbook to help with the discussion.

The Focus Groups have been scheduled for September 6 and 7 at the Intermodal Center.

Two public issues sessions – Two identical sessions have been scheduled for September 28 at 3 and 6 p.m. at the Cruise Ship Terminal. Each session will be presented in two parts: an interactive map session and a workbook session. Goals for the session are to build support for Seaway Trail through a program to:

- Provide information on Seaway Trail
- Provide information on PA Byways Program
- Review Plan Process
- What is a Corridor Management Plan?
- Elements of the Plan
- Review inventory
- Identify Issues and Opportunities
- Gather feedback on promotion and enhancement of the Trail

The consultant will draft a news release and calendar item for distribution to the media. The Erie Area Convention & Visitors Bureau will distribute them. In addition, notices will go out to everyone on the Committee and all participants in the Focus Groups. Committee members will also include their contacts in informational e-mailings, etc. about the sessions.

Additional public input will be scheduled later in the Plan process including a public workshop to present the plan and a presentation to the Erie MPO.
Progress to date on the Plan was reviewed

**Inventory**
The preliminary inventory was presented. It includes the the location, by municipality, of the intrinsic resources inventoried as part of the study.

It was noted that the nature resources will be picked up in GIS coverages that include state lands, protected designated wetlands, etc., if any. Some nature resources have also been categorized as other kinds of resources as that is their primary attraction – parks are recreation resources, as an example.

Intrinsic quality was also reviewed. Intrinsic quality is not necessarily measure of the inherent quality of a resource on its own merit but its quality vis a vis the Seaway Trail Scenic Byway.

**Boundary**
Two boundaries are noted for the Seaway Trail, the Inventory Boundary and the Study Boundary. They are described below:

The **Inventory Boundary** is defined as the direct Seaway Trail Corridor and includes the parcels facing the Trail on the south north to the municipal boundary in Lake Erie on the North. This boundary reinforces relationship with the water and supports potential for development of Blueways related to Seaway Trail.

The **Study Boundary** includes stakeholding communities reflecting region of support for Trail as well as nodal developments and linkages throughout the Trail Corridor region.

**Preliminary Demography**
Some basic elements of the demographic and economic review and inventory were presented. The local economy is interesting because there are still a fair number of manufacturing jobs, with 24 percent of jobs, compared with 16 percent in Pennsylvania and 14 percent in the US as a whole. Erie County’s economic is characterized as transitional. Housing starts are slowing, but incomes are stable and personal bankruptcies are down.

**Next Steps**
Next steps in the planning process were reviewed. They are based on the completed inventory and include context and character areas, a potentials plan and loops and spurs.

**Implementation Strategy and Action Plan**
The first element of the Implementation Strategy and Action Plan are the Goals and Objectives. Goals and Objectives were reviewed with the Steering Committee. The Goals and Objectives were generally accepted as presented with several changed made to reinforce the relationship of the Trail with the water and clear up poorly worded or misleading sentences.

**Next meeting**
The next meeting will be Wednesday, October 20 at 2 p.m. at the Intermodal Center.
10.1.3 October 20, 2004 Steering Committee Meeting

Attending:
Dave Skellie, Chair; Committee members Tom Maggio, Emily Beck, Tom Fuhrman, Kelly Edwards, Mark Kulich, David Dennis

Seaway Trail, Inc.: David Cutter, Jan Maas

peter j. smith & company, inc: Peter Smith, Eve Holberg

Following introductions, the consultant, peter j. smith & company reviewed mapping and inventory that has been completed for the project. Mapping and inventory include the following:

- Land use
- Inventory area
- Intrinsic resources
- Scenic resources
- Landscape character areas
- Distance to the water
- Road conditions

The interpretive approach for the project was reviewed and approved. The interpretive program will focus on the maritime heritage of the Seaway Trail in Pennsylvania. Based upon a discussion with representatives from Seaway Trail Inc. regarding nominations for both the New York and Pennsylvania sections of the Seaway Trail as an All-American Road, it was agreed that the two primary intrinsic qualities would be history and recreation.

The consultant presented a recommendation for a route revision. The revision would remove the West Sixth Street or downtown portion of the scenic byway and the Presque Isle loop focusing instead on a single route. It also recommends moving the route from West Sixth Street to West Eighth Street west of the Lake Erie Arboretum at Frontier Park. The rational was:

- Seaway Trail route should accommodate and encourage economic development
- The Seaway Trail should follow the water
- The Trail should be a single, straightforward route — the current set of routes is confusing, difficult to sign, hard to find
- Ample promotion and signage will attract visitors to off-trail sites and experiences
- Revision facilitates potential relocation of 5A to Bayfront Parkway
- Location on Seaway Trail can be a “carrot” and not a “stick”

After discussion, it was agreed to defer a decision on the issue pending consultation with representatives from PennDOT, Federal Highway Administration and Presque Isle State Park.

The proposed Futures Plan and graphics were previewed. The Futures Plan is the physical manifestation of the recommendations of the plan. The projects recommended and presented with graphics include a vineyard overlook, scenic creek crossing, gateway at the eastern end of the byway, visitors centers at the eastern and western ends of the byway and an off road trail.
The public input held September 28 was reviewed. The sessions were somewhat lightly attended with 18 participating. Highlights of the sessions were, from the individual input element:

- **Promote Trail Aspects**
  - Maritime History (94%)
  - Water access (93%)
  - Recreation (93%)
  - State Parks (87%)
  - Agriculture & rural character (86%)

- **Promote Trail Activities**
  - Farms, markets, wineries, agriculture (100%)
  - Time at the beach (100%)
  - Culture, heritage, natural destinations (94%)
  - Camping (94%)
  - Fitness activities/hiking, walking (92% tie)

- **Enhance:**
  - Shopping (100%)
  - Water access (95%)
  - Restaurants (95%)
  - Cultural & historic sites (93%)
  - Archaeological sites (88%)

- **Most appropriate tourism themes**
  - Maritime history (94%)
  - Lighthouses (94%)
  - Agriculture (93%)
  - Coastal Recreation/International Coastline/War of 1812 (87%)

From the group consensus building element specific priority issues raised include:

- Improve bike trail, throughout, but particularly in the east county including spur to North East, in Harborcreek, in the west county adjacent to the state line and in Erie on 6th Street
- Channel access between Presque Isle and mainland
- Bayfront traffic congestion
- Agricultural preservation
- Need for thematic continuity and improved curb appeal on Trail through Millcreek and Harborcreek
- Improvements at Elk Creek including a master plan, safe harbor and other improvements
- Curve on Peninsula Drive
- Specific priority potentials raised include:
  - Water access for the public generally along the corridor
  - Improved signage throughout including signs directing travelers to attractions, the byway itself, amenities and fishing spots
  - Improved amenities at Elk Creek including boat launch and camping
  - Conservation easements in rural areas
  - Acquisitions for Archer-Pratz vista in North East
  - Elk Creek, Shades Beach and Freeport access
  - Areas for acquisition including Trout Run
  - Erie Bluffs State Park and Elk Creek Access Area
  - Maritime Heritage
Future committee meetings were scheduled for December, January and February and the meeting was adjourned.

10.1.4 December 9, 2004 Steering Committee Meeting

Attending: Dave Skellie, chair; Jake Welsh, project manager; committee members attending: Ann Ditullio, Diana Hatfield, Ed Kissell, Ed Lesser, Emily Beck, Tom Maggio

peter j. smith & company, inc.: Eve Holberg

Following introductions, there was a discussion of the public input sessions scheduled for January. The sessions will be held the week of January 10 and a possible venue is the Erie Maritime Museum. It was determined that the same format as the September sessions will be followed with two identical sessions, one in the afternoon and one in the evening. These sessions are designed as an opportunity to report out to the community on the plan recommendations.

The draft Corridor Management Plan was reviewed. The following elements were presented:

- Revised Futures Plan
- Route Revision
- Interpretive Plan
- Recommendations
- Preliminary Implementation Matrix

The Futures Plan graphic was presented showing the specific projects recommended along the byway. In addition, there are recommendations to be implemented Seaway Trail-wide:

- Establish a management entity for the Seaway Trail in Pennsylvania and identify funding sources to sustain activities of the entity, including marketing and promotion
- Identify acquire, enhance scenic vistas, significant viewsheds
- Obtain conservation easements for open space preservation
- Obtain conservation easements for critical natural areas
- Take steps toward agricultural preservation in areas identified as rural resource areas per Act 249 of the PA Municipalities Planning Code
- Identify opportunities for physical and visual access to Lake Erie
- Incorporate traffic improvement elements such as roundabouts and lane reconfigurations
- Identify opportunities for preservation and interpretation of sites, structures and landscapes associated with the heritage of the Seaway Trail
- Establish a design theme for the road infrastructure of the Trail including bridge parapets, guide rails and signage, incorporating a sign hierarchy
- Establish a network of blueways for waterborne transportation and recreation
- Create a Pennsylvania Heritage Park highlighting the maritime heritage and culture of the Scenic Byway and strengthening Western Pennsylvania's relationship with the Heritage Park System
In specific locations:

**SPRINGFIELD:**
- Develop a western gateway for the Seaway Trail at Routes 5 & 20
- Develop and improve a Scenic Byway Loop in the State Forest Lands

**GIRARD/LAKECITY**
- Develop a gateway for the new Erie Bluffs State Park with interpretive center/signage
- Improve and enhance linkage to Elk Creek and Lake City
- Acquire and enhance significant views for public access at Elk Creek
- Establish gateways for Lake City (north) and Girard Borough (south) to support economic development, interpretation and revitalization

**FAIRVIEW**
- Improve access for Trout Run at Avonia Beach
- Improve access to Walnut Creek

**MILLCREEK:**
- Gateway to Erie in neighborhood of airport as part of planned intersection improvements
- Acquire and enhance multi-modal access and establish a gateway at West 8th and Peninsula Drive for Presque Isle State Park and Tom Ridge Center
- Design and implement streetscape improvements for West 8th Corridor

**ERIE:**
- Design and implement streetscape improvements for West 8th Corridor
- Design and implement streetscape improvements for historic downtown corridor
- Design and implement streetscape improvements for East 6th Street
- Design and implement maritime theme streetscape enhancements for Bayfront Parkway
- Implement traffic calming, multi-modal access and trail enhancement for Bayfront Parkway
- Develop a streetscape and gateway enhancement with focus on pedestrians for State Street and Bayfront
- Develop and implement byway loop improvements for Port of Erie South Pier
- Improve access and enhance Land Lighthouse including interpretation and scenic quality
- Develop access and improvements associated with possible future public enhancements at former International Paper site including bluff access and passive and active recreation

**LAWRENCE PARK:**
- Establish an eastside gateway of the City of Erie at the PA955/PA5 intersection

**HARBORCREEK:**
- Improve access and enhance waterfall area at Sixmile Creek
- Improve access to scenic and recreation resources at Sevenmile and Eightmile Creeks and Shades Beach
- Acquire and develop for significant lake views for public access
NORTH EAST:
- Establish a gateway for Freeport (north) and Northeast Borough (south) to support economic development, interpretation and revitalization
- Improve access and enhance scenic and recreation resources at Dewey Beach
- Develop an eastern gateway for the Seaway Trail at the New York line

The revised route revision was presented. The route will continue to include the downtown and Presque Isle portions of the byway, but will move the Seaway Trail from West Sixth to west Eighth Street. The rationale is:
- Easier to navigate; improves wayfinding
- Relocates Trail from a residential to a commercial neighborhood, thus accommodating and encouraging economic development
- Ample promotion and signage will attract visitors to off-trail sites and experiences
- Location on Seaway Trail can be a “carrot” and not a “stick”

The draft interpretive plan was presented. It focuses on the maritime history and traditions of the Seaway Trail. Basis for the Interpretive Program is the maritime heritage of the people and places of the Seaway Trail in Pennsylvania, past, present and future. The themes are history and recreation
The goal of the program is for visitors to explore the heritage of the Seaway Trail through the attractions along the way: “The stops along the way are stops along our history.”

A preliminary implementation matrix was presented showing timeframes, partnering entities and potential funding partners.

A discussion of the management entity for the Seaway Trail focused on the following potentials:
- Continue with current situation
  Requires no “learning curve”
  No formal agreement exists
  No direct funding stream
- New, unique entity to promote, build and preserve
  Needs funding stream
  Paid staff
  Independent or within existing entity
- Commission/Inter-Agency Agreement
  Formal agreements among agencies/municipalities
  Formalizes relationships and responsibilities
  Establishes fiduciary relationship

It was agreed to continue discussion of the issue.

After setting a deadline for comments on the draft plan, the meeting was adjourned.

10.1.5 January 19 Steering Committee Meeting

Attending: Dave Skellie, chair; Jake Welsh, project manager; committee members attending: Emily Beck, Ed Lesser, Harry Leslie, Dave Dennis, Mariah Hanson, Ann DiTullio, Mark Kulich, Mark Weber. Tom Fuhrman
Seaway Trail, Inc.: David Cutter

peter j. smith & company, inc.: Eve Holberg

The meeting opened with a discussion of a conference call held Jan. 6 with representatives of Seaway Trail Pennsylvania, Seaway Trail, Inc. and the consultant. The conference call was held to continue the ongoing conversation regarding the management entity for the Pennsylvania portion of the Seaway Trail, the relationship between the Trail in Pennsylvania and Seaway Trail, Inc. and the nominations for national designation as an All-American Road.

The conclusion regarding a management entity for Seaway Trail Pennsylvania is to continue with an informal entity provided there is a channel through which funds can be transferred from Seaway Trail Pennsylvania and other entities and/or consultants. There are two main issues involved. First is the need to avoid having to go through public bidding processes for items that the Trail in Pennsylvania would contract with Seaway Trail, Inc., adding Pennsylvania resources to Seaway Trail, Inc. publications, for example. The second issue is ensuring that no fees or other expenses are charged against Seaway Trail funds as a handling fee.

Ongoing progress on the nominations for designation was briefly discussed. The Federal Highway Administration has not yet posted the on-line application.

The January 12 public input sessions were reviewed:

Publicity
- Story in the Erie Times News January 10
- Calendar item January 12

Participation
- 3 p.m. session
  - 31 attendees
  - Two TV stations and a Radio Station
  - 10 Committee members
- 6 p.m. session
  - 1 member of the public
  - Four committee members

The session format was:
- Presentation
- Background on Seaway Trail
- PA Byways
- Corridor Management Plan
- Goals and Objectives
- Interpretive Plan
- Futures Plan
- National Scenic Byway Nomination
- All-American Road Nomination
- Comments and Questions

Revisions to the draft Corridor Management Plan were reviewed. They include:
- Two New Objectives:
  - Goal 2 — Preserve, protect, revitalize
To develop educational and informational programs to enhance the value of the Trail and its unique character to local residents

**Goal 3 — Community & Economic Development**

To ensure that the Trail and its cultural, heritage and natural resources are valued by residents as well as visitors so that they will be protected and sustained

**Futures Plan**

**Specific Projects Added:**
1. Linkage of Blockhouse, Soldiers & Sailors Home with other maritime & heritage sites
2. Overlook Park, Port’s 23-acre bluff project
3. Connections & access improvements including opportunities east of Bay Channel, incorporating Port’s South Pier project and better linkages from the east to the Bayfront

**Narrative for Futures Plan:**
1. Connects projects to numbers on the map
2. Provides graphic concepts for specific improvements
3. Incorporates ongoing Presque Isle interpretive signage & panels and suggests incorporating Seaway Trail 1812 markers

**Color-Coded Implementation Matrix**

**Short-, Medium- & Long-Term Projects:**

a. Short term projects are those that can be completed from a planning and design standpoint and have funding in place within a one-to three-year timeframe
b. Medium term projects are those that can be moved into the implementation pipeline in a three- to five-year timeframe
c. Long term projects are those that will require more than five years; some projects could take significantly more time

**New section on Managing the Seaway Trail**

**Management & Coordination**

**Relationship with Seaway Trail, Inc.**

**Stewardship of the Trail**

**Marketing the Seaway Trail**

**Existing Seaway Trail Programs**

**Seaway Trail Marketing Opportunities**

Revisions to the mapping and inventory were also reviewed.

The final route revision recommendation was reviewed. Harry Leslie, Presque Isle State Park, voiced a concern about the revision of the route to West Eighth Street regarding safety for bicycle riders. Mr. Leslie felt strongly that moving the Seaway Trail to West Eighth Street, which has considerably more traffic than West Sixth Street, current route of the Seaway Trail, is dangerous for bicyclists. He felt that families biking through Erie to Presque Isle State Park could be put at jeopardy of they followed the Seaway Trail on Eighth Street, rather than following the existing Seaway Trail route which is also Pennsylvania Bicycle Route Z.

The Futures Plan anticipates the calming of traffic on West Eighth Street and provision of an ample bicycle lane. However, between now and the implementation of the Plan, safety concerns will exist from this standpoint.
During the discussion that followed, a compromise was reached. On existing Seaway Trail mapping, the existing bicycle route will be presented along with the Seaway Trail route. The bicycle route will be labeled “bicycle route” since there is no formal Seaway Trail bicycle route designation.

Following conclusion of the discussion, the meeting was adjourned.

10.2 Focus Groups

Focus group sessions are designed to be facilitated informal conversations covering a specific topic or limited group of topics in relation to the plan. For the Seaway Trail Corridor Management Plan, three such sessions were held. The sessions were held September 7 and 8 at the Intermodal Center in Erie and included representatives of the following: Transportation, Tourism and Economic Development, and Municipal Stakeholders. The accounts of the sessions follow.

10.2.1 Municipal Stakeholders

Participating: Brian McGrath, Millcreek Township; Jeff Gault, City of Erie Mayor’s Office; Anne DeSarro, Presque Isle State Park; Dave Carner, Fairview Township; Jake Welsh, Erie County Planning Department

How can the Seaway Trail Scenic Byway benefit the municipality you represent? What are some of the issues and concerns you have regarding development of Seaway Trail Pennsylvania as a National Scenic Byway designation on your particular community?

**BENEFITS**

- Presque Isle – New audience to Presque Isle
- Our visitors, 50% from Pittsburgh, Butler area, we’re trying to broaden our draw and perhaps the people traveling the Trail may be attracted to the Park
- I see it as connecting a lot of our waterfront, historic sites, where the city started
- Recreational amenity for our residents
- The multi-use trail at Presque Isle gets a lot of use, connect with tat
- Increased tourism
- Improved visibility of attractions and facilities
- Eventual link to Asbury Greenway project, Sterretania Road and 38th Street to Route 5 eventually
- It would benefit us if people knew what was available just off the trail, additional signage, directional markings
- It will enhance the vitality of the northern tier of the county, where most of the population lives, and encourage the cooperation to do some things between municipalities
- Encourage new business developments
- Would we get anything like new grants – things to further enhance what we offer at Presque Isle
Could spur redevelopment – there’s a lot of areas that are looking pretty shabby – we have some mobile home parks and I think it’s a great opportunity for someone to buy that and redevelop

High interest and benefit for us would be for safe bicycle path – they pick country roads to get away from traffic but if there was a lane on the Trail, that would be great

ISSUES & CONCERNS
- Does the designation open up funding opportunities?
- Does it help with funding improvements?
- Will it identify sources of funding?
- Communities are in the process of rezoning – there could be a huge issue if there are land use regulations and design considerations proposed as part of the Trail
- We’re very residential along the Trail, what kinds of restrictions would be there be? (up to municipalities if they want to enact the standards)
- Does that then limit you in your relationship with the Trail if your community chooses not to enact the standards?
- Send us some preliminary recommendations on the design standards or overlay districts so we can incorporate in our zoning we are about to adopt (can’t do before our Oct. 20 meeting, will send along Lackawanna standards, others)
- Need to address gaps along the trail
- Visitor awareness of environmental impacts, vehicle impacts, we’re encouraging alternative modes of travel with the water taxi and trail
- Possibility of need for condemnation of right of way needed for enhancement of multi-modal trail
- Concern regarding Trail’s route through residential neighborhoods
- Unlimited access to commercial development – two-lane road with no center turn lane and people wanting to turn across traffic lanes, needs turn lanes or limited access

Please describe specific areas along the Seaway Trail Scenic Byway that should receive special consideration; which amenities and/or communities should be enhanced?

- Land lighthouse – undeveloped land to the west of lighthouse has potential to be linked to the waterfront – lighthouses are pretty big tourism wise and right now it’s stuck at the end of the residential street, Port Authority thinks it needs to be tied to the bayfront but nothing more specific
- Lake Erie Arboretum in Frontier Park; doesn’t have a lot of recognition outside of the area, it’s still in its small stages, outdoor stage where they put on events, jazz festival, labyrinth
- Laundry list of things along the bayfront but I am convinced that the Chamber and the Port Authority they will be addressed
- International Paper site since it’s about to be prepared for redevelopment
- Waste water treatment plant is right on the bayfront, needs screening
- Erie Bluffs State Park link into Seaway Trail, what kinds of uses are we going to have
- Linking things, rest stops for bicycles and drivers, already established places, we welcome Seaway Trail visitors
- Cultural history sites, Erie’s original neighborhood in Parade Street; Lighthouses of the Seaway Trail
- Waterfront Access sites, where can they access the water, picnic, hotel, restaurant sites
- Significant natural areas
- Cascade Creek runs through the Arboretum
- Streams that run into Lake Erie that you may be riding over on the Seaway Trail
- Places that are appropriate – I wouldn’t advocate developing a pristine area for access, but places that are already developed
- Biding, eco-tourism
- Lake access points
- Lighthouses – amazing how many people drive from lighthouse to lighthouse
- Land lighthouse is a gem compared to some other ones
- Scott Park can connect to Presque Isle Bay, could be bay access and also access to Presque Isle and campground
- Rainbow Gardens and Waldameer
- Asbury Greenway and Asbury Woods (38th and Asbury)
- Peninsula Drive
- Tom Ridge Center
- Millcreek Golf & Learning Center
- Walnut Creek
- Livonia (?) Beach
- Fairview village for historic
- Overlook by the vineyard in North East

In what specific ways can your community collaborate and cooperate with the other stakeholding communities to maximize the benefits of Seaway Trail Pennsylvania?
- Communication, communication, communication
- Information dispersal
- That should be the Convention and Visitors Bureau
- But you still need to do it on your newsletter that goes out and through a link on your website, information out there, not everyone is going to see their role as a resident
- If everyone has the same link to the Seaway Trail
- Share information
- Interpretive programming offered at the Park, we have recreational opportunities and we would want people to know about these
- Campsites or lodging along the lake with lake view within a State Park, paddle in campgrounds
- Steelhead fishing
- Restrooms
- Information
- We want to attract more non-residents
- Ecotours
- Birdwalks
- Pleasant Ridge Park
- It’s all already out there but we need ways to link it cohesively and get it out there
- Zoning
- Collaborate on zoning, we could all have the same zoning requirements along the trail, in a perfect world, but at least we could discuss it and come to some kind of agreement on what is appropriate
- A lighthouse every 20 miles
- Lake access in Millcreek
- Enhancing access to the Seaway Trail from the water
- Elk Creek Access is going to huge, 500 acres
- Shades Beach
- Twentymile Creek
- Fish cleaning stations – Walnut Creek doesn’t have anything, there’s nothing on Presque Isle – keeps fishermen in the area overnight
- We have small hotels along the way, but you come to Erie and there’s no place to stay along the water and we’re a water community
- When you go to a coastal area you kind of expect to see accommodations along the coast and we don’t’ have them
- Small hotels cater to the fishermen and they are filled very weekend and they are not pristine
- Girard fishing lodge development
- East County has more places than west county
- Every campground along the lake has turned into seasonal camping and once you’re in you’re in and there’s no transient camping
- Erie Bluffs is going to have to develop transient camping
- Kids camp uses up quite a bit of shoreline as well

10.2.2 Transportation
Participating: Rick Morris, Millcreek Township; Mark Kukla, City of Erie; Albert Dispenza, Ashtabula County (OH) Planning; Scott Young, PennDOT; Erin Wiley, PennDOT; Mike Halleck, ODOT; Rose Wightman, Chautauqua County (NY) Planning & Economic Development; Thomas Hoffman, Erie County MPO; Mark Corey, Mark Corey & Associates; Jake Welsh, Erie County MPO

How can the overall transportation system surrounding the Seaway Trail Scenic Byway be enhanced to create an ideal travel experience? How do New York and Ohio fit in with Seaway Trail Pennsylvania?
- Provide safe place for pedestrians and bicyclists, more multi-modalism
- Smooth paved shoulders, four-foot existing, but they want to change it to five
- Corridor limitations with drainage in expanding shoulders, not specifically inventoried at this point, but they know that they’re there
- Safety improvements
- There are areas where people are going to move up onto the roadway because there is such a sideslope on the bikeway
- Bikeway widening, lane limitations
- Where does the funding for that come from? Typically that comes out of county funding; takes away from other projects
- Lake Erie Commission; northeast Ohio is involved in a debate about regional planning, so this is a good time to get Pennsylvania involved
- Opportunity to bring about a discussion on regional planning
- Ohio is behind PA in terms of planning and zoning
- Balanced Growth for Northeast Ohio, environmentally driven, watershed defines it
- Lake Erie Commission is driving it and the Commission is the Governor’s Cabinet
- Less politically charged atmosphere in NE Ohio
- In Ashtabula, largest county in Ohio with only 104,000 population, we have a problem with access management along collector streets that feed into US 20 and would feed into a bikeway or a main road. This is a result of towns not understanding how to use planning and zoning and upgrading the road
- PA has new modernistic planning and zoning laws
- Ohio zoning is way behind, twp’s are very parochial
- We have done a good job in Ohio with biketrails and historic preservation, there’s certainly an interest in terms of the historical aspect
- Regionalization does not sell well outside of our metropolitan areas
- Connections to adjacent points of interest, Preque Isle, Tom Ridge Center, Waldameer Park
- Information signs – points of interest, historical sites, restrooms – show where these points are
- Thematic design elements, signage, guardrails, bridges, enhance the look of the road, give it more of a parkway look and feel
- Pick up design elements from other projects
- Roundabouts, traffic calming elements in, for example, North East and Girard, things that would set the roadway apart so the road has its own identity
- Reduce lane widths, may not want to hear that on the arterial roadway posted at 45 mph, some areas still 55 mph, you could narrow lane widths in areas where you do ant to slow people down when you go from a rural setting to a more urban setting
- We have an opportunity to establish a continuity of the travel experience, we have a great opportunity to share that with Ohio
- Then states could compare, say, design standards, and develop best practices
- Signage, awareness along the trail of the points of interest, including connections to Bayfront Parkway bikeway, Bayfront Promenade at the top of the bluff, bikeway extension to Frontier Park, maps and signage needed
- Awareness, getting the word out about where the Trail is
Design criteria, make it something unique, East Lake Road, sidewalks fronting homes, people don’t know it’s a Scenic Byway
Bayfront Promenade markers in the sidewalks
Safe access, conveniences
Local government and regional cooperation
Vegetation management plans and it’s a very sensitive agricultural area so for us it’s a no-spray area and they can get overgrown and they do encroach the bikeway
Canopy effect in a lot of areas
We have a management plan but it might not match up
Route 5 in NYS is a state highway and I don’t see the DOT here
In NY Route 5 is used by tractor trailers that don’t want to pay the toll on I-90
New promotional video promoting Seaway Trail in Chautauqua County
Spectacular views of the lake from Route 5
Chautauqua County is focusing on developing the Grape Trail and the Seaway Trail and there is some effort to promote signage and some attractions along the road
Attractions along the Trail in NY Harbor at Barcelona, Harbor in Dunkirk, Hanover Harbor, wineries
I would be concerned about the speed reduction just because of the current use of the road by trucks and they’re not going 55
A committee to address short- and long-term concerns
Membership organization to fund some of the enhancements
Water stations for bikers to get energy, shade, water
Some bikers will go from Erie to Niagara Falls and back in a weekend, and it’s had to carry everything you need

What specific regional transportation initiatives are in progress that could directly or indirectly impact the proposed Scenic Byway?

Historic and tourist attractions will be signed, Erie COG
12th and Asbury in conjunction with airport runway extension
Peninsula Drive improvements
Completion on East Bayfront Bikeway
Lake Erie Arboretum at Frontier Park connections
PennDOT for Seaway Trail enhancement or improvement from International Paper site to Bayfront Connector – on hold pending potential development there
Tom Ridge Center
Bluff Area near the waste water treatment plant
Shades Beach Park intersection
Greater Erie
Erie Land Lighthouse
Block House historic site
Port Authority campground at Lampey Marina
Lake Erie Balance Growth CONTACT ALBERT
- Ashtabula County bikeway completely off-road – Western Reserve Greenway – north/south, 90 percent complete in Ashtabula and will end in Ashtabula City harbor area which may have some geographic proximity
- Ashtabula County 4 interchanges on I-90 in rural areas one has a corridor plan for a prototype for interchanges for rural areas with a toolbox of management items for areas with a mixed bag of land uses and a lot of congestion
- Passenger ferry
- Freight ferry at the Port Terminal is going to generate traffic
- Potential for marina development at Elk Creek in conjunction with Erie Bluffs
- TEA-21 Seaway Trail at Shades Beach Park informational kiosk or small rest area are options – access to the lake had a launch GET A COPY
- We are currently in a redesign process to get off shore protection and launch sites done, it’s part of a larger plan for a safe harbor that is having a hard time getting
- Freeport Beach in North East
- Beaver Park in Springfield?
- Walnut Creek in Fairview
- 11 miles of bike trail on Sterretania? Route 98? Recently improved
- What is ASHTOS
- Paving cycle, no sealant because of the bikeways, 12 year paving plan
- Springfield, North East bridge replacements were recent with adequate width for bikes
- At the state line on the NY side a campground is expanding, across from the golf course
- Exit 60, Route 394, North Portgage Westfield, corridor initiative from the lake through Route 5 and south
- Township of Sheridan, Harrington Road, which cuts into Route 5, will eventually go to Thruway, Dunkirk Bypass will be put in
- Promfret to Hanover improvements

A National Scenic Byway earns designation because the resources along its route are attractions. An All-American Road is an attraction in its own right. What are the qualities of the Trail that will contribute to its designation as a National Scenic Byway? What are the qualities that contribute to its designation as an All-American Road?
- It could be downright romantic in travel and recreation
- Travel pattern form very rural country to a small hamlet or town to a large city back immediately into the country, hat pattern plays into a lot of American culture; Mohawk Trail is very culturally rich, western reserve
- Whole cultural experience
- Each county certainly has its own identity
- Canal system, B&B inn
- Akron rehab project
- Connections to adjacent points of interest, Presque Isle, Tom Ridge Center, Waldameer Park Scott Park, historic sites, scenic views, picnic areas
- Wine Country
- Port of Erie and Bayfront are unique, opportunity, if you stop
- Presque Isle is possibly the most unique feature of the entire 500+ mile road, unique to the world
- Bayfront Promenade, stamped bricked edge, unique design features
- 13 alcoves, seating areas, tore out a transit way mall and saved the granite pieces and used the granite for retaining walls, benches
- Make it a pleasing as you can
- Something different and something neat about rural northeast Ohio that is different than northwest Pennsylvania, but let the communities be different from one another, celebrate their individual character
- History, agricultural, natural resources, sunsets like no place else I have ever seen

10.2.3 Tourism & Economic Development
Participating: Helen Baran, Concord Grape Heritage Association; Shannon Wholford, Girard-Lake City Chamber of Commerce; Perry Wood, Erie Downtown Improvement District; Kevin Molloy, Erie County Convention Center; Robert Crowner, Presque Isle Partnership; Margarita Dangle, Earthforce; Dick Kubiak, Presque Isle Bay Public Advisory Committee; Dorothy Krupa, Presque Isle State Park/Erie Bluffs State Park; Tom Maggio, NW PA Trail Association; Jake Welsh, Erie County Planning Department

Please describe specific areas along Seaway Trail Pennsylvania that should receive special consideration; which amenities and/or communities should be enhanced?

- Elk Creek Access, federal money going into that area to develop for public use, picnic, marina, boat launch, awesome
- Route 20 bike paths, walking trails, hiking, Lake City / Albion hooking into Elk Creek, linking Seaway Trail and out 6 Scenic Byway
- Battles Museum in Girard
- Hazel Kidler Museum
- Covered bridge
- Lake Erie Community Park potential enhancements
- A Diamond in the rough out there in West County
- 6th Street bike trail, not very safe, needs to be enhanced
- Millionaires Row, Boothby Inn nice option to have the Seaway Trail
- DID office on 6th Street Arena, park, restaurants
- There could be a lot of value added by going downtown
- Benefit for the Erie Bluffs State Park
- Another way to bring more people in and let them see what we have to offer
- Wallace Roberts Todd Master Plan for Erie Bluffs
- We get a lot of bike traffic on 5, we need a wider bike lane and the traffic is high speed
- Just past airport west towards Girard grade change by Walnut Creek Restaurant tough for the bicyclists because it’s so tight
- I care less about the billboards, but I do like to blue signs that show where attractions and infrastructure are
There’s so much to do and I don’t know if everyone on Route 5 knows all of what’s here
- Good hospital designation
- Maritime Museum
- Downtown business districts in whole, not just Erie
- Information centers – in places where people know to go for information
- Biker safety is the same problem on the east side, steep grade and gravel and speed of cars is too high
- Shades Beach is a highlight
- Old Hammermill property (IP?) wonderful access point or lookout for lake
- South Pier bike path connections; form South Pier you are right next to Presque Isle
- I really appreciate the historical part on 6th Street
- We lack walkability, emphasis on bikes
- Harborcreek Mall is an eyesore, horrible
- There should be parking areas along with fishing access
- There is no camping on Presque Isle, there needs to be camping at Erie Bluffs
- Widening the path to accommodate runners and walkers
- Extension to bayfront and path to Behrend and the gorge and beautiful scenery out there too
- Aesthetic enhancement, plantings that are pleasing for residents as well as visitors; PennDOT did a magnificent job with the eastside connector
- Lake Superior in Canada and US – really take seriously making the experience pleasant
- Gamelands 314 in West County, bitter battle between businesses and open space contingent; could be promoted as a natural area and a wildlife viewing area
- We need to be concerned about environmental education along corridor – interpretive signage, for example, efforts to clean up the water
- South Pier campground
- Historic points of interest, we don’t’ do a very good job of identifying historic points of interest – we don’t have a place where an interested visitor could drive up and read – we need to improve educational aspect as well as books and journals and places where they could sell these things perhaps in kiosks and in maritime museum
- Newspaper never published the arrival of lake ships in the harbor we could advertise that the first 1,000-footers were built here
- Historic site brochures, on, for example, ethnic churches, St. Pat’s, cathedral, Irish, Italians, Poles, Germans, etc.
- Boat launch signage
- Tom Ridge Center, that’s going to be a major research facility and maybe even an aquarium there, Duluth aquarium
- Walnut Creek Access
- Informational signage, including signage telling you where a motel is located
- Signs and particularly with mileage
- Condition of the shoulder generally pretty good, investigate standards that PennDOT is using, trail fails on the edge
- Maintenance
- Gravel driveways create a problem for bicyclists
- On and off-road access to Presque Isle, visibility around the corner down the hill
- Seaway Trail bicycling signage is confusing in a couple of locations
- Cranberry Street bicycle path, confusing
- Trail to Corey – bicycle route y, Route 6
- History center has a self-guided walking tour
- Adventures in NW PA
- East Avenue area really needs to be improved for bikes, ide path off-road has telephone poles in the middle of it
- Eat Lake near GE overpass pinch point
- Asbury Road and West Lake Road pinch point
- Progression of City of Erie, Lawrence Park, company town, but then Harborcreek Mall, loss of urban design; perhaps time to revive a conversation about urban design
- Lands to preserve, views to save especially with water access
- Acquisition of underperforming properties, adjacent to Tom Ridge Center
- Areas that need to reflect the investment that is being made overall
- Need for adequate rest areas
- Overlooks attract a lot of people
- Highlighted historic areas with interpretive signage and the details on them
- Farm markets with fresh produce and preserves
- Open Doors Program (Canada) historic buildings rolling open houses
- Port of Erie, central node; North East east end node; Girard and Lake City in the West
- Land Lighthouse
- Printable brochure on websites
- Cross-promotion

A National Scenic Byway earns designation because the resources along its route are attractions. An All-American Road is an attraction in its own right. What are the qualities of the Trail that will contribute to its designation as a National Scenic Byway? What are the qualities that contribute to its designation as an All-American Road?
- It has to be a place you want to go see, viewing nature, historic sites, has to be safe to go there
- Amenities, places to interact
- Places to go
- God signage to tell you where things are
- Food, fuel and lodging
- Lake views
- Extend the uniqueness of the Presque Isle Loop
- Design Standards
- PennDOT standards of design and maintenance, insisting on parklike design
- Scenic Byway, Presque Isle, lookouts, Erie Bluffs
All-American Road should celebrate the places along the road, you should live in it while you are on it

Agritourism
North East farmland preservation
Wildlife diversity
Recreational options
Resources – port and development of bayfront, what we see now and the historic qualities
Tom Ridge Center the first green building in this area
Clear graphically correct signage system for bicyclists
Maintenance, 12th street from Milford past Pittsburgh (?) avenue, roadway not maintained, Welcome to Erie sign is not appropriate, design is very important
Uniqueness of communities is important, every place is starting to look like every other place, Wal-Martization of the United States, preserve uniqueness
That thing that you do, movie, Tom Hanks said Erie is a slice of Americana
Working farms and roadside markets
Vineyards
Experience of city and country and accessibility to countryside
Water access, it’s all about the water
Ethic heritage – that story isn’t told, it’s the people. How do we tell that story?
Designate some points of destination
Coordinate with other Seaway Trails and amenities along the way
Views of the Bay, Tom Ridge Center, wildlife interaction
Erie Bluffs State Park

How will the designation of the Seaway Trail as a National Scenic Byway and All-American Road help to create an ideal future for Seaway Trail Pennsylvania?
(What one thing could we do to improve the future?)

Build our own two schooners, one that would stay here all the time and another to go on excursions – these things can galvanize communities – this maritime heritage we are just rediscovering
Restaurants, not chains
Erie Maritime Studies Center building an oceangoing schooner
Environmental concerns – in minimize and control impact of increased tourism so we don’t kill the very thing we value. It’s happening in PI Park right now, too many hard surfaces. Sustainability.
Park is too small to keep accommodating more tourists
Tourism is important for this community because we have given up on the industrial base; I hope this community can survive with tourism; a cycling destination; PI and the bluffs
Access to the lake and walkability on the bluffs or down at the lake level
- Involve the local residents
- Beautification, gateways, maintenance
- Boardwalk out into the water, whether beyond the Bicentennial Tower or elsewhere; we've go cement walkways and it just doesn’t feel right – Coney Island, Atlantic City
- Sense of identity; the designation should raise the level of expectation
- GAF Roofing facility has to be dealt with, open up lake and improve aesthetic quality and air quality

10.3 Public Workshops

Public workshops were held in Erie at the cruise ship terminal on September 28, 2004. Two identical sessions were held, one in the afternoon and another in the evening. Representatives of the consulting firm facilitated the sessions. The following attended:

Bill Felege, Girard Township; Ed Kissell; Tom Maggio, NW PA Trail Association; Jake Welsh, Erie County Planning; David Skellie, PA Sea Grant; Joy Sweeting, Highmark; Pete Ogden, Lawrence Park Township; Julia Gorniak; Bud DePlatchett; Mariah Hanson, RennDOT; Jim Carroll, Erie Times News; Deborah Schrekengost, PennDOT; Emily Beck, Erie Area Convention & Visitors Bureau; Ed Lesser, Erie Area Council of Governments Dick Gebhardt, Erie MPO; Ann DiTullio, Presque Isle State Park; John Oliver, Erie Area Convention & Visitors Bureau; Margaret Tetuan, US Sen. Rick Santorum

After a brief introductory session, participants were asked to provide their input of a series of questions. The results appear below:

Table 10-1 - What Aspects of the Seaway Trail should be Promoted?
Response on a One-to-Five Scale with one lowest priority

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture &amp; Rural Character</td>
<td>0%</td>
<td>14%</td>
<td>21%</td>
<td>29%</td>
<td>36%</td>
</tr>
<tr>
<td>City of Erie Downtown</td>
<td>7%</td>
<td>20%</td>
<td>20%</td>
<td>33%</td>
<td>20%</td>
</tr>
<tr>
<td>Maritime History</td>
<td>6%</td>
<td>0%</td>
<td>13%</td>
<td>31%</td>
<td>50%</td>
</tr>
<tr>
<td>Recreation</td>
<td>7%</td>
<td>0%</td>
<td>13%</td>
<td>20%</td>
<td>60%</td>
</tr>
<tr>
<td>Scenic Beauty</td>
<td>13%</td>
<td>6%</td>
<td>6%</td>
<td>25%</td>
<td>50%</td>
</tr>
<tr>
<td>State Parks including Presque Isle &amp; Erie Bluffs</td>
<td>13%</td>
<td>0%</td>
<td>0%</td>
<td>20%</td>
<td>67%</td>
</tr>
<tr>
<td>Water Access</td>
<td>7%</td>
<td>0%</td>
<td>7%</td>
<td>14%</td>
<td>71%</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.
Other specific responses to this question were:
- Bicycling, bicycle touring
- Additional history – French & Indian War

### Table 10-2 - What is the Best Way to Promote the Seaway Trail?
Response on a One-to-Five Scale with one lowest priority

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Informational Kiosks</td>
<td>6%</td>
<td>6%</td>
<td>19%</td>
<td>50%</td>
<td>19%</td>
</tr>
<tr>
<td>Signage</td>
<td>6%</td>
<td>13%</td>
<td>6%</td>
<td>50%</td>
<td>25%</td>
</tr>
<tr>
<td>Through Erie Area Convention &amp; Visitors Bureau, Chambers &amp; other existing orgs</td>
<td>19%</td>
<td>0%</td>
<td>19%</td>
<td>13%</td>
<td>50%</td>
</tr>
<tr>
<td>Through Seaway Trail, Inc.</td>
<td>6%</td>
<td>19%</td>
<td>25%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>Visitors Centers</td>
<td>6%</td>
<td>6%</td>
<td>6%</td>
<td>50%</td>
<td>31%</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

Other specific responses to this question were:
- State Tourism Office
- Internet
- Trade shows
- Travel packages & tours
- Video/public TV

### Table 10-3 - What Would You Like to See Enhanced on the Trail?
Response on a One-to-Five Scale with one lowest priority

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accommodations</td>
<td>0%</td>
<td>13%</td>
<td>31%</td>
<td>25%</td>
<td>31%</td>
</tr>
<tr>
<td>Archaeological Sites</td>
<td>0%</td>
<td>13%</td>
<td>50%</td>
<td>38%</td>
<td>0%</td>
</tr>
<tr>
<td>Cultural &amp; Historic Resources</td>
<td>7%</td>
<td>0%</td>
<td>13%</td>
<td>47%</td>
<td>33%</td>
</tr>
<tr>
<td>Scenic Overlooks</td>
<td>13%</td>
<td>6%</td>
<td>6%</td>
<td>25%</td>
<td>50%</td>
</tr>
<tr>
<td>Natural Areas</td>
<td>6%</td>
<td>13%</td>
<td>13%</td>
<td>25%</td>
<td>44%</td>
</tr>
<tr>
<td>Recreational Facilities</td>
<td>6%</td>
<td>0%</td>
<td>13%</td>
<td>25%</td>
<td>56%</td>
</tr>
<tr>
<td>Restaurants</td>
<td>0%</td>
<td>6%</td>
<td>38%</td>
<td>38%</td>
<td>19%</td>
</tr>
<tr>
<td>Shops</td>
<td>0%</td>
<td>0%</td>
<td>44%</td>
<td>38%</td>
<td>19%</td>
</tr>
<tr>
<td>Water access</td>
<td>6%</td>
<td>0%</td>
<td>13%</td>
<td>13%</td>
<td>69%</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

Other specific responses to this question were:
- Signage

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181
- Bicycle facilities
- Bike lanes
- Wide shoulders
- Links to spur trails and loop rides

### Table 10-4 - What Activities should be Promoted Along the Trail?

Response on a One-to-Five Scale with one lowest priority

<table>
<thead>
<tr>
<th>Activity</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boating</td>
<td>13%</td>
<td>0%</td>
<td>13%</td>
<td>40%</td>
<td>33%</td>
</tr>
<tr>
<td>Camping</td>
<td>0%</td>
<td>6%</td>
<td>25%</td>
<td>38%</td>
<td>31%</td>
</tr>
<tr>
<td>Cultural, Heritage &amp; Natural Destinations</td>
<td>6%</td>
<td>0%</td>
<td>19%</td>
<td>31%</td>
<td>44%</td>
</tr>
<tr>
<td>Farms, Markets, Wineries, Agricultural</td>
<td>0%</td>
<td>0%</td>
<td>31%</td>
<td>38%</td>
<td>31%</td>
</tr>
<tr>
<td>Fitness activities (specify)</td>
<td>8%</td>
<td>0%</td>
<td>46%</td>
<td>31%</td>
<td>15%</td>
</tr>
<tr>
<td>Hiking, Walking</td>
<td>0%</td>
<td>8%</td>
<td>23%</td>
<td>46%</td>
<td>23%</td>
</tr>
<tr>
<td>Participatory Sports (specify)</td>
<td>21%</td>
<td>21%</td>
<td>29%</td>
<td>7%</td>
<td>21%</td>
</tr>
<tr>
<td>Spectator Sports (specify)</td>
<td>14%</td>
<td>29%</td>
<td>43%</td>
<td>7%</td>
<td>7%</td>
</tr>
<tr>
<td>Time at the Beach</td>
<td>0%</td>
<td>0%</td>
<td>25%</td>
<td>31%</td>
<td>44%</td>
</tr>
<tr>
<td>Touring</td>
<td>13%</td>
<td>0%</td>
<td>13%</td>
<td>38%</td>
<td>31%</td>
</tr>
</tbody>
</table>

Source: Peter J. Smith & Company, Inc.

Other specific responses to this question were:
- Fitness activities:
  - Running
  - Baseball
  - Biking (2)
  - Swimming
  - Kayak
  - Canoe
  - Golf
  - Beach volleyball
  - Walking
  - Fishing
  - Participatory Sports
  - Baseball (3)
  - Football
  - Ultimate park
  - Hockey
  - Beach volleyball
  - Boat races
  - Other
- Boating: only alternatives to Bay, please
- Bicycling
- Bicycle touring

### Table 10-5 - What Tourism Themes are Most Appropriate?

Response on a One-to-Five Scale with one lowest priority

<table>
<thead>
<tr>
<th>Theme</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture &amp; Foods</td>
<td>0%</td>
<td>7%</td>
<td>33%</td>
<td>27%</td>
<td>33%</td>
</tr>
<tr>
<td>Architecture</td>
<td>6%</td>
<td>13%</td>
<td>44%</td>
<td>31%</td>
<td>6%</td>
</tr>
<tr>
<td>Coastal Recreation</td>
<td>13%</td>
<td>0%</td>
<td>0%</td>
<td>13%</td>
<td>75%</td>
</tr>
<tr>
<td>International Coastline</td>
<td>0%</td>
<td>13%</td>
<td>40%</td>
<td>33%</td>
<td>13%</td>
</tr>
<tr>
<td>Lighthouses</td>
<td>6%</td>
<td>0%</td>
<td>6%</td>
<td>50%</td>
<td>38%</td>
</tr>
<tr>
<td>Maritime History</td>
<td>6%</td>
<td>0%</td>
<td>0%</td>
<td>31%</td>
<td>63%</td>
</tr>
<tr>
<td>War of 1812</td>
<td>13%</td>
<td>0%</td>
<td>19%</td>
<td>31%</td>
<td>38%</td>
</tr>
</tbody>
</table>

Source: Peter J. Smith & Company, Inc.

Other specific responses to this question were:
- International coastline: Potential ferry service to Ontario could [increase] priority
- French & Indian War

### Table 10-6 - How is the Seaway Trail Important to Western PA?

<table>
<thead>
<tr>
<th>Agree/Disagree</th>
<th>Agree</th>
<th>Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>88%</td>
<td>13%</td>
<td>It improves the overall quality of life for residents</td>
</tr>
<tr>
<td>94%</td>
<td>6%</td>
<td>It is an important social and recreation resource for residents</td>
</tr>
<tr>
<td>100%</td>
<td>0%</td>
<td>It attracts tourists and improves the economy of the region</td>
</tr>
<tr>
<td>94%</td>
<td>6%</td>
<td>It provides important linkages to Lake Erie from transportation routes</td>
</tr>
<tr>
<td>94%</td>
<td>6%</td>
<td>It is a source of funds for improvements for recreation, trails, water access</td>
</tr>
<tr>
<td>6%</td>
<td>94%</td>
<td>It is not important to the Western Pennsylvania Region</td>
</tr>
</tbody>
</table>

Source: Peter J. Smith & Company, Inc.

Other specific responses to this question were:
- It is a link to historical past
- Trail will be important once plan is done
Table 10-7 - What Activities Do You Use?
What should be Added?
Check All That Apply

<table>
<thead>
<tr>
<th>Use</th>
<th>Add</th>
</tr>
</thead>
<tbody>
<tr>
<td>71% Access to Water</td>
<td>29%</td>
</tr>
<tr>
<td>0% Equestrian Facilities</td>
<td>100%</td>
</tr>
<tr>
<td>75% Golf Courses</td>
<td>25%</td>
</tr>
<tr>
<td>53% Hunting &amp; Fishing Access</td>
<td>47%</td>
</tr>
<tr>
<td>43% Nature Education</td>
<td>57%</td>
</tr>
<tr>
<td>35% Picnic &amp; Camping Facilities</td>
<td>65%</td>
</tr>
<tr>
<td>71% Restaurants</td>
<td>29%</td>
</tr>
<tr>
<td>60% Sports Fields (Specify)</td>
<td>40%</td>
</tr>
<tr>
<td>83% Theme Park</td>
<td>17%</td>
</tr>
<tr>
<td>47% Trails (Specify)</td>
<td>53%</td>
</tr>
<tr>
<td>55% Winter Sports Facilities (Specify)</td>
<td>45%</td>
</tr>
</tbody>
</table>

Source: peter j. smith & company, inc.

Other specific responses to this question were:
- **Sports Fields:**
  - BMX
  - Skateboard
  - Ultimate park
  - Recreational sports, soccer, softball, etc.
- **Trails:**
  - Along bluffs
  - Multi-use trails to water
  - Bike trail
  - Presque Isle (2)
  - North East region
  - Girard region
  - Nature
- **Winter Sports:**
  - Safe harbor
  - Ice fishing (2)
  - Skating
  - Kite flying
  - Ice boating
  - X-C skiing (3)
  - Ice rink
  - Children’s use
- Other:
  - Where land can be developed (throughout)
  - Outside the bayfront, please (access to water)
  - Presque Isle (restaurants)
  - Kayak/canoe access/docks
  - Add more no wake zones in bay
  - Enforce no wake laws
  - Ban jet skis
  - Water activities open to public: boat rentals, scuba diving, sailing lessons
  - I do not visit Erie except for business

Following the individual input session, a group session was held. Seated in tables of eight, participants were asked to identify issues that they felt should be addressed and to locate those issue areas on a map of the Trail. They were then asked to identify areas that should be enhanced or that have potential to improve the character of the corridor. At the end of this exercise, the participants were asked to prioritize their issues and potentials.

The issues and potentials are generally located on the map below and fall into areas for preservation and revitalization, destinations, views and overlooks and issue areas.

**Figure 10-1 - Seaway Trail Public Input**

Issues and Potentials

Source: peter j. smith & company, inc.
Specific priority issues raised include:
- Improve bike trail, throughout, but particularly in the east county including spur to North East and in Harborcreek and in the west county in Springfield adjacent to the state line and in Erie on 6th Street
- Bridge access between Presque Isle and mainland
- Bayfront traffic congestion
- Agricultural preservation
- Need for thematic continuity and improved curb appeal on Trail through Millcreek and Harborcreek
- Improvements at Elk Creek including a master plan, safe harbor and other improvements
- Difficult to negotiate curve on Peninsula Drive

Other issues raised include:
- Need for scenic vistas and pull offs
- Limited access to water because of bluff
- Access to International Paper; Bluff walk at International Paper
- Widen bike path on 6th Street
- Rudd Road access to lake
- Eagley Park, Erie Bluffs, Elk Creek, Lake City Community Park and Raccoon Creek Park all need master plans
- Parking needed at Rudd Road, Godfrey Run, Twentymile Creek
- Safe harbor at Elk Creek is needed
- Access at Shorewood Road is needed
- Boat access for safe harbor needed at Shades Beach
- Pedestrian access is needed at Four Mile Creek
- Signage at the I-79/I-90 interchange
- Opportunities for nature education in the state forest and at new Erie Bluffs State Park
- Traffic congestion on West Lake Road at Peninsula Drive
- Access to Liberty Park
- Do something with Harborcreek Mall
- Improve view at Waterfall Restaurant
- Improve restaurant district on East Lake Road in Harborcreek
- Improve scenic view at East lake Road and Freeport Road
- Park and nature education opportunity north of East Lake Road at Middle Road

Participants were also asked to identify specific areas that have potential to enhance or improve the character of the Seaway Trail corridor.

Specific priority potentials raised include:
- Water access for the public generally along the corridor
- Improved signage throughout including signs directing travelers to attractions, the byway itself, amenities and fishing spots
• Improved amenities at Elk Creek including boat launch and camping
• Conservation easements in rural areas
• Acquisitions for Archer-Pratz vista in North East
• Elk Creek, Shady Beach and Freeport access
• Areas for acquisition including Trout Run
• Erie Bluffs State Park and Elk Creek Access Area
• Maritime Heritage

Other potentials raised include:
• Facility upgrade for the fish hatchery
• Conservation easements for agricultural and natural areas
• Theme for Peninsula Drive from 26th Street to the lake
• Vineyards and nurseries
• Erie Cultural District
• State Parks
• Fisheries and boating
• Birding
• Lighthouses
• Gateways
• Berm and bank maintenance throughout
• Coordinated signage throughout
• Fairplain Road vista
• Fort Presque Isle
• Avonia Beach
• Flowers Marina
• Greenway/Gateway at Scott Park
• Raccoon Creek
• Duck Run
• Erie Bluffs
• Boat rentals lessons and fishing at Presque Isle
• Informational kiosks at east and west gateways
• Vista improvements and amenities
• International Paper
• Scenic pull off at Lawrence Park Golf Course
• Restaurants and hotel with lake view
• Additional Seaway Trail signage
11.0 Funding Sources

Public and private commitment will be needed to implement the Plan. The funding sources identified in this section are applicable to a range of projects including tourism, historic preservation, recreation and economic development. The matrix below lists potential sources for funding and technical assistance to support implementation of projects in the Seaway Trail. This list should be considered advisory in character — while every effort has been made to ensure these sources are up-to-date, funding opportunities and strategies can change and the priorities of grant providers can change. Where available, web addresses are included for additional research.

<table>
<thead>
<tr>
<th>Program</th>
<th>Sponsor</th>
<th>Funded Activities</th>
<th>Funding amounts (if known)</th>
<th>Match required?</th>
<th>Site</th>
<th>Source</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage Tourism Cooperative Marketing Grants</td>
<td>Department of Community and Economic Development (DCED)</td>
<td>Marketing and promotion alliances</td>
<td>Varies</td>
<td></td>
<td></td>
<td></td>
<td>Only available to not-for-profit organizations</td>
</tr>
<tr>
<td>Pennsylvania Heritage Parks Program</td>
<td>Department of Conservation and Natural Resources (DCNR)</td>
<td>Various planning and implementation type projects</td>
<td>Varies</td>
<td>Varies</td>
<td>dcnr.state.pa.us/brc/heritageparks/</td>
<td>State</td>
<td>Funds six types of projects</td>
</tr>
<tr>
<td>Community Decision Making Programs</td>
<td>Orton Family Foundation</td>
<td>Community Viz software, community mapping, planning programs, video programs</td>
<td>Costs to participants involved for programs and materials but in some cases, majority of costs underwritten by the Foundation</td>
<td></td>
<td></td>
<td></td>
<td>Focus of Foundation is managing change and preserving the way of life in rural, small-town America</td>
</tr>
</tbody>
</table>

[189]
<table>
<thead>
<tr>
<th>Share Your Heritage</th>
<th>Partners in Tourism</th>
<th>Brings together invited group of leaders to develop sustainable heritage tourism strategies</th>
<th>Workshops offered competitively; no cash grant award involved</th>
<th>$15,000 investment by applicant</th>
<th>nasaa-arts.org</th>
<th>National Endowment for the Arts, USDA Rural Development, National Trust for Historic Preservation</th>
<th>Two collections of case studies have been published and may be purchased while supplies last, see nthp.org for details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Districts and Zones</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Communities-Enterprise Zone Program</td>
<td>DCED</td>
<td>Grants and loans for business expansion in areas designated as financially distressed and disadvantaged</td>
<td>Planning grants - up to $50,000; basic grants up to $50,000 / yr for a maximum of 7 yrs with an additional $25,000 for 2 yrs; competitive grants to loans up to $500,000</td>
<td>Yes</td>
<td>newpa.com</td>
<td>State</td>
<td>Designation also provides access to other funding sources such as PIDA/MELF/SBF interest rates, tax credits for real property improvements, SERB status when bidding on state contracts, Act II funding, and State Liquor License availability</td>
</tr>
<tr>
<td></td>
<td>DCED</td>
<td>Tax credits and grants to designated zones that may be established in communities that host institutions of higher education</td>
<td>Access to $250,000 in operation grants, $25,000 grants to seed planning activity, and a pool of tax credits</td>
<td></td>
<td></td>
<td></td>
<td>Applications accepted 2004-2007 Tax Credit will be available beginning in the 2006 tax year</td>
</tr>
<tr>
<td></td>
<td>DCED and Department of Revenue (DOR)</td>
<td>Tax abatement within specific underdeveloped and underutilized areas to attract private and residential investment</td>
<td></td>
<td>N/A</td>
<td>N/A</td>
<td>koz.inventpa.com</td>
<td>Erie County is located in the nine-county Northwest Zone, which offers over 4,000 acres of industrial land. A KOZ subzone is located in the City of Erie</td>
</tr>
<tr>
<td>Tax Increment Financing Guarantee Program</td>
<td>DCED</td>
<td>Loan guarantee to generate economic growth and redevelop brownfields, revitalize downtowns and otherwise strengthen existing communities</td>
<td>Guarantees TIF financings up to $5,000,000 per project</td>
<td>No</td>
<td>newpa.com</td>
<td></td>
<td>Increased tax revenues resulting from public improvements</td>
</tr>
</tbody>
</table>
## Loans, Loan Guarantees and Tax Credits

### Historic Preservation Tax Credits
- **National Park Service**
- Rehabilitation and renovation of income-producing properties listed on the National Register of Historic Places or contributing to a National Register District
- N/A
- N/A
- nps.gov
- US
- Projects of scale with ineligible owners can syndicate and sell shares in the credit to eligible investors

### Expanded Research and Development Tax Credit
- **DCED**
- New research and development activities
- Tradable tax credit of 10% of increased research and development expenses over a base period
- N/A
- newpa.com
- State

## Grants

### Economic Development

### Community Development Block Grants - Entitlement Program
- **DCED**
- Grant assistance and technical assistance to aid communities in their community and economic development efforts
- Set by formula (70% of each grant must be used for activities that benefit low- and moderate-income persons)
- US Housing and Urban Development (HUD)
- inventpa.com
- Provides annual funding to 27 third-class cities, 127 boroughs and townships, and 54 counties in Pennsylvania

### Community Development Block Grants - Competitive Program
- **DCED**
- Grant assistance and technical assistance to aid communities in their community and economic development efforts
- Up to $500,000 (70% of each grant must be used for activities that benefit low- and moderate-income persons)
- US Housing and Urban Development (HUD)
- inventpa.com
- Available to all non-federal entitlement municipalities in Pennsylvania

### New Communities - Main Street Program
- **DCED**
- Downtown economic development effort
- Varies, planning grants up to $25,000, administrative grants- $175,000 over 5 years, $100,000 design/facade improvements, $60,000 program exit
- newpa.com
- State
- Five-year strategy is required for all designated Main Street Communities, Affiliates, and Achievers. This strategy must be based on the Four Point Main Street approach for improving the traditional business district.
<table>
<thead>
<tr>
<th>Program</th>
<th>Agency</th>
<th>Description</th>
<th>Amount</th>
<th>Administration</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Communities - Elm Street Program</td>
<td>DCED</td>
<td>Clean up of streetscapes, restoration of building facades, and building connections between downtown business districts and surrounding neighborhoods. Varies, planning grants up to $25,000, operational grants-up to $200,000 over 4 years, residential reinvestment grants-$50,000 to $250,000.</td>
<td>Yes - 10% of grant</td>
<td>State</td>
<td>newpa.com</td>
</tr>
<tr>
<td>New PA Venture Capital Investment Program</td>
<td>DCED</td>
<td>Loans to venture capital partnerships that invest in companies located in the Commonwealth.</td>
<td>N/A</td>
<td>1:01</td>
<td>newpa.com</td>
</tr>
<tr>
<td>New PA Venture Guarantee Program</td>
<td>DCED</td>
<td>Guarantees up to a total of $250 million on the first losses of equity investments.</td>
<td>N/A</td>
<td>Investment</td>
<td>newpa.com</td>
</tr>
<tr>
<td>Second Stage Loan Program</td>
<td>Commonwealth Financing Authority (CFA)</td>
<td>Loan guarantees for life science, advanced technology and manufacturing businesses that need working capital from banks.</td>
<td>N/A</td>
<td>N/A</td>
<td>newpa.com</td>
</tr>
<tr>
<td>Section 108 HUD Loan Pool</td>
<td>DCED</td>
<td>Loan guarantees to benefit low- and moderate-income persons; prevent or eliminate slums or blight; or meet other urgent community development needs.</td>
<td>N/A</td>
<td>N/A</td>
<td>newpa.com</td>
</tr>
<tr>
<td>Core Industries</td>
<td>DCED</td>
<td>Revolving loan funds for acquisition and installation of machinery and equipment.</td>
<td>Maximum loan amount-$5 million</td>
<td></td>
<td>newpa.com</td>
</tr>
<tr>
<td>Business in Our Sites Program</td>
<td>CFA</td>
<td>Construction loans and grants to develop shovel-ready sites to accommodate expanding businesses.</td>
<td>Varies</td>
<td></td>
<td>Issuance of Bonds</td>
</tr>
</tbody>
</table>

Five-year strategy is required for all designated Elm Street Communities

The Program is a $60 million fund. Partnerships can begin to apply in summer 2004

Only available to businesses that are at least two years old but less than eight years old

Application process is being developed

Program available to manufacturing, agricultural production and processing, information technology and biotechnology companies and licensed hospitals

Grants provided for feasibility studies
<table>
<thead>
<tr>
<th>Program Name</th>
<th>Agency</th>
<th>Program Description</th>
<th>Eligibility</th>
<th>Application Process</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building PA</td>
<td>CFA and DCED</td>
<td>Capital for developers to redevelop and revitalize real estate assets in small to mid-sized communities</td>
<td>newpa.com</td>
<td>State</td>
<td>Funds will address populations that have been historically underserved</td>
</tr>
<tr>
<td>US Economic Development Administration</td>
<td>US Department of Commerce</td>
<td>Planning and technical assistance, public works and job development, economic adjustment</td>
<td>Varies</td>
<td>Varies</td>
<td>Federal appropriations, some cross-agency appropriations</td>
</tr>
<tr>
<td>USDA Rural Development Programs</td>
<td>USDA</td>
<td>Guaranteed Loan Program, Intermediary Re-lending Program, Business Enterprise and Business Opportunity and others</td>
<td>Varies, seek assistance from USDA technical staff</td>
<td>Depends on program</td>
<td>Rural Empowerment Zone, Enterprise Communities and Champion Communities score extra in competitive funding rounds -- local office located in Meadville</td>
</tr>
<tr>
<td>Keystone Historic Preservation Grant Program</td>
<td>Pennsylvania Historical and Museum Commission (PHMC)</td>
<td>Preservation, Restoration, and Rehabilitation</td>
<td>$5,000 to $100,000</td>
<td>1:1</td>
<td>Keystone Recreation, Park and Conservation Fund</td>
</tr>
<tr>
<td>Certified Local Government Program</td>
<td>PHMC</td>
<td>Several</td>
<td>$3,000 to $25,000</td>
<td>Yes</td>
<td>National Park Service (NPS) Only available to CLGs</td>
</tr>
<tr>
<td>Pennsylvania History and Museum Grant Program</td>
<td>PHMC</td>
<td>Museum, history, archives and historic preservation projects, as well as nonprofit organizations and local governments</td>
<td>Varies</td>
<td>Varies</td>
<td>PHMC No match required for grants up to $5,000. Ten types of grants are available</td>
</tr>
<tr>
<td>Rehabilitation Investment Tax Credit</td>
<td>PHMC and NPS</td>
<td>Historic preservation projects</td>
<td>20% for historic buildings and 10% for non-residential, non-historic buildings built before 1936</td>
<td>artsnet.org/phmc/programs.htm</td>
<td>NPS Available to owners and holders of certain long term leases of incoming producing properties that are listed on the National Register of Historic Places</td>
</tr>
<tr>
<td>Charitable Contribution Deduction</td>
<td>PHMC and NPS</td>
<td>Conservation easement that enables the owner of a “certified historic structure” to take a one-time tax deduction</td>
<td>Minimum request for collections, $50,000; for structures &amp; sites, $250,000; maximum is $1,000,000. In 2003 average award for artifacts was $172,000; for structures &amp; sites, $268,000</td>
<td>artsnet.org/phmc/programs.htm</td>
<td>NPS</td>
</tr>
</tbody>
</table>

| Save America's Treasures | NPS | Preservation, conservation of nationally significant intellectual and cultural artifacts and nationally significant historic structures and sites | 1:01 | nps.gov/treasures | Federal appropriation |

<table>
<thead>
<tr>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation grants for special projects</td>
</tr>
<tr>
<td>Planning grants for museums, libraries &amp; special projects</td>
</tr>
<tr>
<td>Consultation grants for museums, libraries &amp; special projects</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Environment, Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Conservation Partnerships Program - Growing Greener Grants</td>
</tr>
<tr>
<td>Program Name</td>
</tr>
<tr>
<td>------------------------------------------------------------</td>
</tr>
<tr>
<td>Pennsylvania Recreational Trails Program</td>
</tr>
<tr>
<td>Environmental Education Grants</td>
</tr>
<tr>
<td>Pennsylvania Rivers Conservation Program</td>
</tr>
<tr>
<td>Coldwater Heritage Partnership Grants</td>
</tr>
<tr>
<td>River, Trails and Conservation Assistance Program</td>
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<tr>
<td>Home Town Streets and Safe Routes to School Program</td>
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<tr>
<td>Transportation Enhancement Program</td>
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<tr>
<td>Pennsylvania Infrastructure Bank</td>
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<td></td>
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<tr>
<td>Program Name</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Pennsylvania Coastal Zone Management Program</td>
</tr>
<tr>
<td>National Scenic Byways Program Grant</td>
</tr>
<tr>
<td>USDA Rural Development Programs</td>
</tr>
<tr>
<td>US Army Corps of Engineers</td>
</tr>
<tr>
<td>US EPA Small Grants Program</td>
</tr>
<tr>
<td>USDA Rural Development Programs</td>
</tr>
<tr>
<td>Watershed Action Grants</td>
</tr>
<tr>
<td>Banrock Station Wines Wetland Conservation Fund</td>
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<tr>
<td>Initiative</td>
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<td>------------</td>
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<tr>
<td>Green Building Initiative</td>
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<tr>
<td>Kodak American Greenways Awards</td>
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<tr>
<td>Agriculture/Farm Land Protection</td>
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<tr>
<td>Program</td>
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<tr>
<td>----------------------------------------------</td>
</tr>
<tr>
<td>Conservation Reserve Program</td>
</tr>
<tr>
<td>Conservation Reserve Enhancement Program</td>
</tr>
<tr>
<td>Miscellaneous</td>
</tr>
<tr>
<td>First Industries Fund - Tourism Development Fund</td>
</tr>
<tr>
<td>Bricks and Mortar Challenge Grants</td>
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<tr>
<td></td>
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<tr>
<td>NEH Challenge Grants</td>
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<tr>
<td></td>
</tr>
<tr>
<td>Skateboard parks</td>
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</tbody>
</table>

Endowed family foundation program is designed to build facilities and encourage private giving.
Most grants used to establish or add to endowments assuring longevity of the grantee; usually not more than 10% of grant is allowed for direct expenditures.
Most grants are $1,000; technical assistance available.
12.0 Outdoor Advertising

The Federal register outlines the policy for the control of outdoor advertising on Scenic Byways as you know. Excerpts are as follows:

**“Scenic Byways and the Prohibition of Outdoor Advertising.”** As provided at 23 U.S.C. 131(s), if a State has a State scenic byway program, the State may not allow the erection of new signs not in conformance with 23 U.S.C. 131(c) along any highway on the Interstate System or Federal-aid primary system which before, on, or after December 18, 1991, has been designated as a scenic byway under the State’s scenic byway program. This prohibition would also apply to Interstate System and Federal-aid primary system highways that are designated scenic byways under the National Scenic Byways Program and All-American Roads Program, whether or not they are designated as State scenic byways.”

**“Primary System Defined.”** For purposes of this section, the terms “primary system” and “Federal-aid primary system” mean the Federal-aid primary system in existence on June 1, 1991, and any highway which is not on such system but which is on the National Highway System.

With this in mind, we were required to document compliance with said regulations when applying for the State Byway designation, per a letter from PENNDOT dated September 11, 2002, which identified the affected portions of the Seaway Trail as follows:

- The Bayfront Parkway - City of Erie
- Alternate Route 5 from the East Bayfront Parkway to Franklin Avenue - City of Erie
- Route 5 from Franklin Avenue to Iroquois Avenue - Lawrence Park Township
- Route 20 from the Ohio State line to Route 5 - Springfield Township
In response, Erie County asked each affected municipality (in a memo of November 12, 2002) to adopt the appropriate amendments to their zoning ordinances, and then submitted the adopted ordinances to PENNDOT when enacted by the municipalities.

Initially, the Township of Springfield declined to enact outdoor signage controls on the portion of the Seaway Trail that follows US Route 20 in Springfield Township, disqualifying this stretch of road the designation as a State Scenic Byway. Springfield Township supervisors on October 4, 2004 adopted such an ordinance, and application was made the PennDOT for extension of the Seaway Trail Scenic Byway all the way to the Ohio line.

Included here are memoranda and appropriate ordinance amendments from Springfield Township, the City of Erie and Lawrence Park Township.
13.0 Letters of Support

Following are letters of support that were received in March 2005 for the designation of the Seaway Trail as an All-American Road.

Letters were received from:

- US Rep. Phil English
- US Sen. Arlen Specter
- State Sen. Jane M. Earll
- State Sen. Mary Jo White
- State Rep. John R. Evans
- State Rep. Linda Bebko-Jones
- Erie Mayor Richard E. Filippi
- Fairview Township Supervisors Chairman David C. Carner
- North East Township Supervisors Chairman Julia Gorniak
- Redevelopment Authority of the City of Erie Executive Director John R. Elliott
- Erie Regional Growth Partnership President/CEO Jacob A. Rouch
- Erie Area Convention & Visitors Bureau President John Oliver (2)
- Erie Area Convention & Visitors Bureau Director of Tourism Emily Beck (2)
- Pennsylvania Sea Grant Coastal Land Use and Economic Specialist David Skellie
- Asbury Woods Director Brian Winslow
- Northwest Pennsylvania Regional Planning and Development Commission Associate Director of Infrastructure Bob Skarada