

Column1	Column2
Given the width of Greengarden Blvd between 26th and 38th Street, our consultant has indicated that we have ONLY THREE OPTIONS. Please indicate your preference:	Please explain your reasoning for how you ranked these options.
ProtectedLane,PaintedLaneBuffer,NoLane	#1 for obvious safety reasons
PaintedLaneBuffer,ProtectedLane,NoLane	.
NoLane,PaintedLaneBuffer,ProtectedLane	1. Because it respects the residents long standing history on Greengarden Blvd. 2;3 had to be ranked that way because you didn't give me a "compromising choice" that would create a shared parking/bike lane.
PaintedLaneBuffer,ProtectedLane,NoLane	1Cheaper 2Safest 3Not really a real option
NoLane,ProtectedLane,PaintedLaneBuffer	2 and 3 doesnt address all the residents in that area that need on-street parking.
NoLane,ProtectedLane,PaintedLaneBuffer	66 YEARS I HAVE LIVED HERE,,,,ERIE DOESN'T MAINTAIN ANYTHING,,,,THEY BUILD IT AND THEN THATS IT,,,,I HAVE 66 YEARS OF SEEING THIS,,,LISTEN FOR ONCE, DON'T WASTE THE MONEY,,,,BUT I KNOW YOU WON'T,,,ONE YEAR IT WILL LOOK GOOD,,,THEN THE POT HOLES,,,THEN THE ACCIDENTS
ProtectedLane,PaintedLaneBuffer,NoLane	A barrier increases safety.
PaintedLaneBuffer,ProtectedLane,NoLane	A barrier is too much for traffic would not look good.
PaintedLaneBuffer,ProtectedLane,NoLane	A bike lane is needed, but having no barriers makes it easier in the case of things like parties, yard sales, etc.
NoLane,PaintedLaneBuffer,ProtectedLane	A bike lane is not necessary. I have lived on Greengarden Blvd my entire life. I don't ever remember an accident between a bike & car. This is a residential area. Our city taxes are very pricey. You talk about equity. Where is our equity? We purchased these properties thinking we had full access to our property. Now you are telling me I can't park in front of my house. I can't invite friends & relatives since they will have no where to park. Landscaper, repair services, etc will not be permitted to pull up & park in front of my house. Where is my equity? You are living in a fantasy world if you think the majority of people will be riding bikes every. Erie does not have the climate for this. You will destroy a beautiful residential neighborhood with sign, painting, graffiti for what purpose? Share the road!
NoLane,PaintedLaneBuffer,ProtectedLane	A bike lane is not required in this location considering there's ample room for bikers and vehicles in the current parking lane.
NoLane,PaintedLaneBuffer,ProtectedLane	A bike lane on greengarden would be a great idea if the road was wider.
NoLane,PaintedLaneBuffer,ProtectedLane	A bike lane on this part of greengarden north of 26th is not safe at all.
ProtectedLane,PaintedLaneBuffer,NoLane	a bike lane with a physical barrier is the safest and ensures that automobiles wont park in the dedicated bike lanes... but if that isnt a feasible option, then a painted bike lane would be my second choice.
ProtectedLane,PaintedLaneBuffer,NoLane	A buffered bike lane does little to improve safety for cyclists other than allocating a lane for the cyclist on the road.
PaintedLaneBuffer,ProtectedLane,NoLane	A buffered bike lane is what is utilized in large cities like Boston- the barriers are not practical with the snow removal efforts we are faced with.
PaintedLaneBuffer,ProtectedLane,NoLane	A BUFFERED BIKE LANE SEEMS A BETTER PLACE TO START ASSUMING IT COULD BE UPGRADED WITH A BARRIER LATTER IF SOMEONE GETS HIT BY A CAR1.. IF I COULD RANK NO BIKE LANE LOWER ON THIS LIST, I WOULD.
PaintedLaneBuffer,ProtectedLane,NoLane	A buffered bike lane with pavement markings is the most reasonable, so that's why it takes priority. The physical boundaries are ideal, but less reasonable in terms of the pushback from those who do not want bike lanes at all. Let's focus on the funding and implementation of what we CAN do. The "no bike lane at all" is a f%ck no so that's why that's last.
PaintedLaneBuffer,ProtectedLane,NoLane	A buffered bike line is the best of both worlds. It's clearly designated and allows for enough space to safely bike without being too close to cars.
PaintedLaneBuffer,ProtectedLane,NoLane	A buffered lane will be easier to maintain (snow plows) and will be more aesthetically pleasing for the anti bike-laners.
PaintedLaneBuffer,ProtectedLane,NoLane	A buffered lane with with pavement markings seems the most realistic. I imagine that a physical barrier might become damaged in the winter by snow plows (unless they were removable in winter). I'm not a resident of the Greengarden neighborhood, but almost all of the houses have large driveways that could accommodate cars that would no longer park on the street. This street would be perfect for a bike lane!
ProtectedLane,PaintedLaneBuffer,NoLane	A dedicated bike lane is necessary and having physical barriers will help ensure the safety of those that use it.
ProtectedLane,PaintedLaneBuffer,NoLane	A dedicated bike lane with a physical barrier is the safest option.
ProtectedLane,PaintedLaneBuffer,NoLane	A dedicated bike lane with a physical barrier will always be preferable. A buffered bike lane is better than nothing.
PaintedLaneBuffer,NoLane,ProtectedLane	A dedicated bike lane with physical barrier is my number 2, taking survey on iOS and it didn't allow me to drag to number 2 position
ProtectedLane,PaintedLaneBuffer,NoLane	A dedicated bike lane with physical barrier provides the highest level of protection for cyclists on roadways. A buffered bike lane is better than nothing.
ProtectedLane,PaintedLaneBuffer,NoLane	A dedicated bike lane with physical barriers provides the most protection for cyclists in part by increasing visibility. The buffered lane is less safe comparatively but still welcome. Without some kind of luminescence travel at night the buffered lane would be an increased risk. No bike lane at all would perpetuate the risk for everyone trying to share the road.
ProtectedLane,NoLane,PaintedLaneBuffer	A dedicated bike lane with physical barriers would be the safest.
ProtectedLane,PaintedLaneBuffer,NoLane	A dedicated lane with buffers is the safest option

PaintedLaneBuffer,ProtectedLane,NoLane	A physical barrier is not necessary.
PaintedLaneBuffer,ProtectedLane,NoLane	A physical barrier is safe than a buffered area. The buffered area is better than no bike lane.
ProtectedLane,PaintedLaneBuffer,NoLane	A physical barrier is safest, though I would understand that this might not be affordable.
ProtectedLane,PaintedLaneBuffer,NoLane	A physical barrier leads to increased safety for all road users. A buffered bike lane is better than "sharrows." Sharrows are proven to do nothing. No bike lane is okay for experienced riders... but not everyone is an experienced rider.
ProtectedLane,PaintedLaneBuffer,NoLane	A physical barrier makes the bike lane more discernable and increases safety of cyclists.
PaintedLaneBuffer,ProtectedLane,NoLane	A physical barrier makes the road less flexible for multiple uses and makes plowing much more difficult
ProtectedLane,PaintedLaneBuffer,NoLane	A physical barrier provides safety by preventing "cheaters" from using the bike lane when they are in a hurry or as a "convenience" for commercial vehicles. A well marked lane including strict enforcement would be the second best option.
ProtectedLane,PaintedLaneBuffer,NoLane	A physical barrier seems to be the safest option to prevent illegal use of the lane by vehicles, ranking it #1. No barrier is a compromise, ranking it as second. No lane at all seems unfair for benefits previously stated (economic, health, safety), placing it third.
ProtectedLane,PaintedLaneBuffer,NoLane	A physical barrier will help notify a driver that they are crossing into a bike lane. ex. someone who is texting.
ProtectedLane,PaintedLaneBuffer,NoLane	A physical barrier would be best on this street.
ProtectedLane,PaintedLaneBuffer,NoLane	A physical barrier would improve safety and increase use of the bike lane. Without a physical barrier, it can feel too dangerous to ride in the bike lane, especially for less skilled cyclists and children.
ProtectedLane,PaintedLaneBuffer,NoLane	A physical barrier would increase safety for both drivers and cyclists - many Erie residents have been here for a lifetime, and may be blind to the change in lanes. Physical barriers also allow cyclists of any ability to enjoy the lane, likely increasing bike use in the area. I also think it is extremely important due to the turning lane at 26th street. A buffered lane would provide a benefit in keeping some distance between cyclists and drivers, however it is easily ignored. I believe that without a barrier, cars will park in the lane or be less aware of potential hazards in the lane while driving. I think fewer new cyclists will utilize the bike lane if it does not have barriers, which reduces the efficacy of such programs.
NoLane,PaintedLaneBuffer,ProtectedLane	A project for a bike lane for one street in the entire city is a giant waste of money. Spend it elsewhere
ProtectedLane,PaintedLaneBuffer,NoLane	A properly protected lane is safest and will encourage more people on bicycles to ride.
ProtectedLane,PaintedLaneBuffer,NoLane	A protected lane is the safest lane and will encourage more people to ride and definitely the safest for children
PaintedLaneBuffer,ProtectedLane,NoLane	A reasonable solution within the existing right of way
PaintedLaneBuffer,ProtectedLane,NoLane	A solid barrier should not necessarily butbi support it
NoLane,PaintedLaneBuffer,ProtectedLane	Absolutely not there are more important things that need to be done. For example keeping up with the potholes in the roads.
ProtectedLane,PaintedLaneBuffer,NoLane	Allowing a separate bike and vehicle lane allows for both types of traffic to use the road. Separating the two ones via a physical means will increase safety for all involved.
PaintedLaneBuffer,ProtectedLane,NoLane	As a bicyclist myself, I feel safer with the buffer zone between me and the cars passing me. But as a driver, I wouldn't want the flexible posts to be in the way should someone/something cause me to have to swerve. But only if there wasn't a biker there of course!!
ProtectedLane,PaintedLaneBuffer,NoLane	As a cyclist, I feel a physical barrier is safer than painted lines.
ProtectedLane,PaintedLaneBuffer,NoLane	As a person who has driven through streets with multiple paint lines, I find them to be distracting and confusing. A physical barrier between riders and drivers will be safer for both. I truly believe that Erie needs as many safe bike lanes as possible.
NoLane,PaintedLaneBuffer,ProtectedLane	As a property owner on French Street, I feel that imposing a bike lane that will take away side street parking without compensation is wrong. The questions/answers asked on this survey have a bias toward having people accept bike lanes. Any family-oriented person would agree that bike lanes are fantastic ideas to protect children, improve air quality, and provide opportunities for the less fortunate. However, I am a property owner with a short driveway, considerably large oak trees in the front that were planted by the city, and limited parking around my house due to a stop sign on one side of my property and a fire hydrant on the other side. My large trees that could cause injury to bicyclists since they are dying and drop acorn projectiles that can hit a cyclist or cause such an individual to wipe out where I would be liable for lawsuit. I asked the city arbiter for review. My question to those would agreed to this venture, are any of these bike lanes in front of their homes?
NoLane,ProtectedLane,PaintedLaneBuffer	As many times over the years, as I've traveled on this street I've seen few bicyclists as it is. So now that stupid political crap is involved ppl are making a huge ordeal about it. Just the same shit as Presque isle ppl wanted a sidewalk to walk, ride etc, they got it but yet bicyclists ride in middle of road creating hazards. There are enough parks, side streets, not as heavily traveled, and sidewalks to be used instead of in the road. I do not appreciate how shady the politics were done without telling the ppl who live in that area. SHAME ON ERIE, what an embarrassment you are just because you want it as a touristy area.
PaintedLaneBuffer,ProtectedLane,NoLane	As much as I think a protected bike line with a physical barrier would be best to keep vehicles from still pulling to the curb into the bike lane, with the snow in Erie, I fear the bike lane won't be maintained with snow removal if there are physical barriers. I strongly feel there should be a bike lane and that is why no bike lane at all is ranked last.

PaintedLaneBuffer,ProtectedLane,NoLane	As the first bike lane in the new plan, and with some angry community pushback, I strongly considered ranking the physical barrier first (so people who didn't get their way can't be aggressive road bullies). But, in Pgh the physical barriers got anti-bike people more riled up. My neighbors had fears about hitting them and damaging their cars... (I guess hitting cyclists creates less concern for them? You can't make this stuff up.) The 3ft painted barrier gives enough leeway that the cars KNOW they aren't supposed to go there, and it's wide enough to make a cyclist feel safe. It also keeps street cleaning simple. But, I guarantee some people will occasionally park there if there are no physical barriers so it would have to be monitored and ticketed. We also need better cyclist etiquette in Erie. Ride on the correct side. Use lights at night. Don't ride two abreast. Cyclists can't expect respect when they themselves are doing things that make it more dangerous. We both need to give.
NoLane,PaintedLaneBuffer,ProtectedLane	Backing my car into the street would be less safe .
ProtectedLane,PaintedLaneBuffer,NoLane	Barriers is safest
ProtectedLane,PaintedLaneBuffer,NoLane	Barriers provide more safety for the rider, which is almost always an issue.
ProtectedLane,PaintedLaneBuffer,NoLane	Barriers provide the most safety for everyone, and the buffered lanes help maintain a safe distance
PaintedLaneBuffer,ProtectedLane,NoLane	Barriers will make it difficult for snow removal.
NoLane,PaintedLaneBuffer,ProtectedLane	Barriers will only becoming debris/projectiles to pedestrians when they are hit by cars trying to get out of the way of emergency vehicles. It will become a drain on Erie's coffers to replace these often. It is a bad idea. (so last possible choice - #3) Pedestrians will have to more or less dive out of the way of vehicles trying to get out of the way if there is a bike lane (so option #2.) Lastly, Option one or a shared lane is the only real option. Emergency routes are meant as just that.
PaintedLaneBuffer,ProtectedLane,NoLane	Barriers would make it difficult for emergency vehicles like ambulances to pull off to the side so they aren't blocking the entire road
ProtectedLane,PaintedLaneBuffer,NoLane	Based on my experiences bicycling on roads, cars will still drive or park in the bike lane if there is not a physical barrier preventing it
PaintedLaneBuffer,ProtectedLane,NoLane	Because Green Garden has been identified as a relatively low stress route, the physical barriers feel unnecessary. Those would be more appropriate and necessary for high stress routes, such as 12th Street.
ProtectedLane,PaintedLaneBuffer,NoLane	Because these particular streets are wide enough to accommodate cyclists and don't appear to need a buffer.
NoLane,PaintedLaneBuffer,ProtectedLane	Because this BikeErie group is a bunch of bike shops posing as caring about community and really they want to sell more bikes. It s a scam.
NoLane,PaintedLaneBuffer,ProtectedLane	Bicycles do not belong on the street. Change the law.
NoLane,PaintedLaneBuffer,ProtectedLane	Bike lane is not necessary on this street. There is already street markings. No need to change it.
NoLane,PaintedLaneBuffer,ProtectedLane	Bike lane is not needed.
PaintedLaneBuffer,ProtectedLane,NoLane	Bike lane is the main goal. While protective barriers would be nice, the main focus should be on the lane itself to promote easier buy-in from those opposed to this notion. These are the small steps Erie needs to take to modernize itself.
PaintedLaneBuffer,ProtectedLane,NoLane	Also, these property owners don't own the road, obviously. Just throwing that out there.
PaintedLaneBuffer,ProtectedLane,NoLane	Bike lane needed without question. Physical barrier seems unnecessary in my opinion but better than no bike lane at all.
PaintedLaneBuffer,ProtectedLane,NoLane	Bike lane with pavement markings is my preference and the buffered barrier is the closest choice available.
PaintedLaneBuffer,ProtectedLane,NoLane	Bike lanes are a must in the city of Erie for bike safety
PaintedLaneBuffer,ProtectedLane,NoLane	Bike lanes are easier to be used by bicycle riders if they have a barrier to stop vehicles from crossing into them
PaintedLaneBuffer,ProtectedLane,NoLane	Bike lanes are important but the barriers require extra maintenance
PaintedLaneBuffer,ProtectedLane,NoLane	Bike lanes are important, and the spacing of 3 feet might be safer than just a plastic post.
ProtectedLane,PaintedLaneBuffer,NoLane	Bike lanes aren't safe if you aren't physically separating cars from bikes, and people will not adopt biking for recreation or commuting if they do not feel it is safe. Anything less than a physically separated bike lane is half hearted infrastructure that doesn't meet the goal set out to be accomplished, providing safe bike infrastructure.
NoLane,PaintedLaneBuffer,ProtectedLane	Bike lanes aren't utalized and are pointless. If they were going to create a bike lane, it should purely be of paint because it won't be used much and barriers will affect snow removal and parking and will be destroyed and cost the city money every spring to replace them.
NoLane,ProtectedLane,PaintedLaneBuffer	Bike lanes create havoc. People on cell phones won't pay attention! Greengarden is filled with huge trees, unable to see to get out of driveways safely. Plus it's an emergency route! No where for first responders to go! Pick a different street!
ProtectedLane,PaintedLaneBuffer,NoLane	bike lanes for our children!
ProtectedLane,PaintedLaneBuffer,NoLane	Bike lanes need demarkation to keep them from being used for parking, it has been quite effective in many other cities. Flexible posts unfortunately do not really protect the cyclists but they are at least a physical barrier to keep cars from parking in places that should be dedicated solely for bike use rather than a buffered bike lane. This would be the safest option for everyone.
ProtectedLane,PaintedLaneBuffer,NoLane	Bike safety is top priority
NoLane,PaintedLaneBuffer,ProtectedLane	bikers have become a hazard themselves. They pick and choose what laws they want to obey and disregard the other laws. There is absolutely no reason for a bike lane on Greengarden blvd

NoLane,PaintedLaneBuffer,ProtectedLane	Bikers have used the street as it is now for years without incident even with fairly heavy traffic. Why take something away from residents as more and more fees and taxes continue to be levied on them for a small percentage of residents that "may" use it. Take care of other more important issues in the city, like crime, street maintenance, etc.
NoLane,ProtectedLane,PaintedLaneBuffer	Bikers never follow the rules of the road they should be on the sidewalk
ProtectedLane,PaintedLaneBuffer,NoLane	Bikes are a great way to improve people's health and improve the air quality for the city. Chris Hayes' Why is this Happening had a great podcast about electric bikes and the impact not driving for short errands can have.
NoLane,PaintedLaneBuffer,ProtectedLane	Bikes can use greengarden now. No changes are needed. We use our parking.
NoLane,PaintedLaneBuffer,ProtectedLane	Bikes has been going up and down Greengarden Boulevard for decades without a problem, leave it as it is
NoLane,PaintedLaneBuffer,ProtectedLane	Biking in Erie is for the most part a seasonal activity. It makes little sense to inconvenience the homeowners on Greengarden throughout the year for the few bike riders that would use this area for a couple of months.
ProtectedLane,PaintedLaneBuffer,NoLane	Biking is important, and the more drivers are aware the better. A lot of People are stupid. And worse, they are stupid drivers. So the more obvious we make the necessary bike lanes the better.
NoLane,PaintedLaneBuffer,ProtectedLane	Biking is not feasible on Greengard . Private home owners on greegarden disserve on street parking. We live in area where biking is only feasible April to October due to weather, There will all so be an increase of accidents with trains. Most of the commuters in Erie can not legally drive due to DWI's and these lanes will be used by e bikes and mopeds.
PaintedLaneBuffer,ProtectedLane,NoLane	Buffer giving a little extra space
ProtectedLane,PaintedLaneBuffer,NoLane	Buffer will better protect bikers
PaintedLaneBuffer,ProtectedLane,NoLane	Buffered bike lane seems to be the most economical and the quickest
PaintedLaneBuffer,ProtectedLane,NoLane	Buffered lane with no parking on Greengarden would be safe. Most other streets need physical barriers, but greengarden is fairly safe.
ProtectedLane,PaintedLaneBuffer,NoLane	Buffers will prevent people from using the painted lane as parking after the project is complete and keeps cyclists safe
NoLane,ProtectedLane,PaintedLaneBuffer	Can't move option 2 to 3 I want option 2 moved to 3.
PaintedLaneBuffer,NoLane,ProtectedLane	Car are not parked on Greengarden on a consistant basis if not at all. Why not COMPRIMISE and utilize option 1 and also allow parking so not to cause a hardship for residents who have been long time Erie taxpayers .
PaintedLaneBuffer,ProtectedLane,NoLane	Clearly marked bike lanes are sufficient to insure safety . Clear posting of speed limits and enforcement by police to deter speeding. I travel Greengarden Boulevard frequently and do not encounter excessive speeding however the average speed traveled seems to be 35 to 40 mph.
PaintedLaneBuffer,ProtectedLane,NoLane	Cycling is important for many residents. Good exercise. Having 3ft markings should help
ProtectedLane,PaintedLaneBuffer,NoLane	Cyclist safety is important esp on busy roads.
ProtectedLane,PaintedLaneBuffer,NoLane	Dedicated bike lanes will provide the largest safety benefit. I think, in the current situation with the upset homeowners on Greengarden, that the buffered bike lane would be a good compromise. My mother lives in the "contested area" (Greengarden between 26th and 38th) and it really isn't that large of an inconvenience to park in her driveway when I visit. ALL (ok, 99%?) of the homes in that stretch of the road have long driveways and many have garages as well. As someone who would actually be inconvenienced by the removal of on street parking, I am still very in favor of the new lanes. As for our angry friends on Greengarden, I have noticed that they all stopped parking on the street when this whole (non) controversy started. Remember, I visit twice weekly to see my mother. I don't know what kind of strategy this is... they are actually proving how great the now wide-open bike lanes would be! I think those folks are really misdirected, but I wish them well.
PaintedLaneBuffer,ProtectedLane,NoLane	Dedicated lane with painted buffer zone allows for safer cycling, better visibility, an option to get around delivery trucks, and non-obstructed snow plowing.
ProtectedLane,PaintedLaneBuffer,NoLane	Dedicated lane would keep cars from passing or parking in area
ProtectedLane,PaintedLaneBuffer,NoLane	Dedicated lanes allows for safer multi use of roads. Safest method is to separate physically
NoLane,ProtectedLane,PaintedLaneBuffer	Does not have to be on Greengarden. Try another street.
PaintedLaneBuffer,NoLane,ProtectedLane	Don't feel a physical barrier is needed but some sort of bike lane is preferred. I wasn't able to drag down "no bike lane at all" to the number 3 slot
NoLane,PaintedLaneBuffer,ProtectedLane	Don't want bike lane...period. worried about turning issues when bike lane goes to corner.
ProtectedLane,PaintedLaneBuffer,NoLane	Drivers don't respect the painted markings or cyclist on the road. Separating cyclists from drivers with a physical barrier is the only truly safe way to protect cyclists.
ProtectedLane,NoLane,PaintedLaneBuffer	drivers won't hit the posts but will just cross a painted line
NoLane,PaintedLaneBuffer,ProtectedLane	Driving is hard enough in inclimate weather, barriers will be constantly hit. Fix the lane markings for regular vehicle usage first! Fix sidewalks and use those for bikes!
PaintedLaneBuffer,ProtectedLane,NoLane	Due to the length of the winter weather season in Erie, it would be difficult to plow and maintain road and bike lane safety with the physical barriers (even if flexible poles). Howwvy, a dedicated bike lane would be beneficial for many.
ProtectedLane,PaintedLaneBuffer,NoLane	During the snow, a bike lane's right of way may be lost without a physical barrier. Additionally, drivers will often still park or idle over bike lanes if not physically restricted from doing so
PaintedLaneBuffer,ProtectedLane,NoLane	Economical approach. Cheaper to draw theline to make a lane. Also not enough traffic of bikes in the area for the separate lane.

NoLane,ProtectedLane,PaintedLaneBuffer	Eliminates any ability for residents to have on street parking.
NoLane,ProtectedLane,PaintedLaneBuffer	Erie has a very small bike population and the ones we have are inconsiderate and do not follow rules
PaintedLaneBuffer,ProtectedLane,NoLane	Erie has snow and plows the physical barrier is impossible
PaintedLaneBuffer,ProtectedLane,NoLane	Erie should have bike lanes. Cyclists are ALSO taxpayers (people seem to forget that?) and support the local economy. This will help people feel safe enough to ride. If you don't feel it's safe... you're not going to ride, discouraging people. Erie needs to get with the times and stop with the old dreary Erie mentality about new or updates things
NoLane,ProtectedLane,PaintedLaneBuffer	First of all I could not get the options to move so my choices number two is first number three is second and number one is last there should be as many bike Lanes as possible throughout the city for people that want to bike and be safe with the traffic that's out there I'd bike approximately 2000m per year and look for the opportunity to be able to bike more in Erie thank you
ProtectedLane,PaintedLaneBuffer,NoLane	Flexible barriers are important to establish that area as off limits to motor vehicles.
PaintedLaneBuffer,ProtectedLane,NoLane	Flexible posts are sort of an eye sore.
PaintedLaneBuffer,ProtectedLane,NoLane	Flexible posts look unsightly, and get broken easily especially in a snowy climate with active plow use.
ProtectedLane,PaintedLaneBuffer,NoLane	Flexible posts will have better visibility to drivers
PaintedLaneBuffer,ProtectedLane,NoLane	Flexile barriers with reflectors are a great idea! Those kind of barriers make motor vehicles more aware of the bike lane while allowing access to the space for emergency vehicles in the event of an emergency. A totally impenetrable barrier (like a curb) does not allow for emergency access and also reinforces bad habits for cyclists. When completely isolated from traffic, a cyclist may neglect to maintain situational awareness and fail to properly share the road with other vehicles where bike lanes are not provided. I would have to put the buffer zone as my #1 choice with flexible posts second - but ONLY flexible posts.
ProtectedLane,NoLane,PaintedLaneBuffer	Flexiposts make it safer the cyclist and the cars passing them.
NoLane,PaintedLaneBuffer,ProtectedLane	Focus on crime and public safety!
ProtectedLane,PaintedLaneBuffer,NoLane	For people to utilize bike lanes they have to be both safe and convenient. By providing a dedicated biking lane this fulfills the aspect of convenience which is enticing enough for some, but for an even broader appeal it needs some degree of safety. I believe that by adding physical barriers (I.E. flexible posts or partial cemented curbs) it would give that added safety needed for people to consider biking as a viable option of commuting. For this reason I rank physical barriers as a top priority, then a buffered bike lane, and lastly no bike lane.
ProtectedLane,PaintedLaneBuffer,NoLane	For safety reasons, some sort of physical barrier between cars and bikes is important.
PaintedLaneBuffer,NoLane,ProtectedLane	For some reason no bike lane at all comes up as 2 everytime - I want it as 3. Bike lanes invite other transportation opportunities for many people but especially those that may not have access to a vehicle. The boulevard streets in Erie are an especially good option for bike lanes as 2 way traffic is not an issue. I'm disappointed to see one neighborhood adopting a NIMBY approach. I would like them to meet with Marguerita of SSJNN to learn of her excellent bike program.
PaintedLaneBuffer,NoLane,ProtectedLane	For the safety of bicyclists the bike lane should be buffered
PaintedLaneBuffer,ProtectedLane,NoLane	From my experience a buffered bike lane with markings is sufficient. Physical barriers would be needed more in areas with tourist traffic not use to the area.
NoLane,PaintedLaneBuffer,ProtectedLane	Given the infrastructure and short length of the street there is no benefit with our short bike seasons and the poor drivers within PA in general. They don't obey the current laws. What makes you think this is going to be any different?
PaintedLaneBuffer,ProtectedLane,NoLane	Given the space on each side of the boulevard this would be most possible.
ProtectedLane,NoLane,PaintedLaneBuffer	Green garden Blvd has enough room on both sides for a bike lane with barriers IF cars do not park along the side of the road. Replace the side street parking with a barrier bike lane.
ProtectedLane,PaintedLaneBuffer,NoLane	Green garden is a high traffic street so I think the safest option for bikers would be to have the physical barrier for the bike lane
NoLane,PaintedLaneBuffer,ProtectedLane	Greengarden at the end of the day is a residential street - those people have a right to have on street parking for guests and services. On another note, this is Erie. The weather here will never support a healthy enough bike population to support the funding/price tag on this project. I understand that people do bike here but they're going to use the most direct/quickest way to get to their destination regardless of bike lanes. I'm against this project because it takes away something from homeowners who live on this residential street for something that will hardly get used.
ProtectedLane,PaintedLaneBuffer,NoLane	Greengarden Ave between 26th-38th Streets is too wide as-is and there are minimal residents parking on street in my experience. While in a vehicle, this causes confusion in other drivers who will treat this section as 2 lanes! There's been more than one occasion that I've been driving in my car and someone zooms past me in another car thinking there's space to pass/2 lanes. Narrow streets lead to safe driving (I believe there's some statistics that support it) - so I would recommend not only adding a bike lane, but also a physical barrier to give the illusion of a narrower street. In Feb 2023, I bought an e-bike with the intent of commuting longer distances than my cycling paths. One of the biggest pieces of advice I've received is to always take the safest route - not the shortest distance. So I've been mapping out where there's bike lanes - to stick to those roads - and where to avoid because of too much traffic, reckless driving, and on-street parking.
PaintedLaneBuffer,ProtectedLane,NoLane	Greengarden Blvd has more than adequate space to install a bike lane. The home owners clearly don't ride bikes and do not understand what equity is for all city residents.
NoLane,PaintedLaneBuffer,ProtectedLane	Greengarden Blvd is incredibly busy. Bikes have been able to share road. Recently markings were put in to indicate it's not a 4 lane road. There is not a necessity for designated area
ProtectedLane,PaintedLaneBuffer,NoLane	Greengarden has a lot of traffic to deal with. I think the safer we make these bike routes from the beginning the better. I was hit by a car at the peninsula when I was in the bike lane that was adjacent to the road. The chances of that happening if there were barriers is much less.

ProtectedLane,PaintedLaneBuffer,NoLane	Greengarden is a safer N/S access road than Pittsburgh Ave which has semi trucks or Liberty, Cherry, Cascade, Raspberry which have gun crime and are narrow. A dedicated bike lane with barriers will give the idea of a European village where biking is more prevalent than cars. It will make riding bikes safer for all. Idk how those who have only bikes get groceries unless they attach a small cart to their bike. Winter maintenance of the lane? I think it's a good idea since riding on the sidewalk is illegal which I didn't know. A protected bike lane might encourage more people to ride bikes to Frontier Park, Blasco Library, Concerts as Liberty Park. If I were a resident, I would prefer a protected lane vs unprotected with safety being the issue. Greengarden is too busy regardless to have on street parking. But, if you live on Greengarden, where will guests park when they visit you? A protected bike lane may be an asset to Erie and will maybe reduce car traffic on Greengarden.
NoLane,PaintedLaneBuffer,ProtectedLane	Greengarden is already dangerous enough- why do we want to encourage more bikes? Those trees are obstacles that will always be there, tough to work around. Let's keep it the way it is- bikes can still share the road.
ProtectedLane,PaintedLaneBuffer,NoLane	Greengarden is already narrow, and I believe no one will follow the line markers with respect to motor vehicle owners. If there is no barrier, cars will park in the bike lane. There will need to be ticketed enforcement of bike lanes.
NoLane,PaintedLaneBuffer,ProtectedLane	Greengarden is fine the way it is. I ride bike often and Greengarden is perfectly safe by riding in the current designated parking lane and going around the few parked cars that are there. No need to restrict parking.
PaintedLaneBuffer,ProtectedLane,NoLane	Greengarden is perfect for a bike lane because most owners have long driveways so on street parking is not a necessity. The speed of traffic and width of the road does not make it seem like posts would be needed. Posts also would not keep Greengarden looking like a nice, homey, well established green neighborhood detracting from the properties. Posts would be a step to far in my opinion.
PaintedLaneBuffer,ProtectedLane,NoLane	Greengarden isn't busy enough for physical barriers
NoLane,PaintedLaneBuffer,ProtectedLane	Greengarden residents need on street parking for visitors and /or contractors and service providers. Also, Greengarden Blvd is a designated emergency route for police and fire vehicles.
PaintedLaneBuffer,ProtectedLane,NoLane	Greengarden should have bike lanes, buffer or no buffer. Improvements like the bike lanes are necessary to make Erie a greener, safer place.
NoLane,PaintedLaneBuffer,ProtectedLane	Greengarden too busy. No bike lane should be implemented.
ProtectedLane,PaintedLaneBuffer,NoLane	Having a bicycle lane is important not everyone's drives a car and plus the home owners on that street has huge driveways and they don't really park in that spot anyways
PaintedLaneBuffer,ProtectedLane,NoLane	Having a buffer is the safest arrangement
PaintedLaneBuffer,ProtectedLane,NoLane	Having a dedicated barrier would be safer yes, but would cost more to install and use more resources.
ProtectedLane,PaintedLaneBuffer,NoLane	Having a dedicated bike lane with a physical barrier between the cars and cyclists offers protection for both the cyclist and vehicle driver, especially during times of impaired visibility (such as early morning, evenings, and inclement weather such as rain). If a dedicated physical barrier is not an option, it is still important to provide dedicated bike lanes to encourage safety for all.
ProtectedLane,PaintedLaneBuffer,NoLane	Having a designated bike lane is crucial but to have a physical barrier will keep cars in their own lane with less risk to them crossing over carelessly
ProtectedLane,PaintedLaneBuffer,NoLane	Having a physical barrier would help make the biking lane safer, especially for children. However, if that is not feasible a buffered bike line would suffice. However having no bike lane at all seems like a dangerous decision that will only benefit a few entitled homeowners that don't understand that having a designated bike lane would actually increase their property value.
ProtectedLane,PaintedLaneBuffer,NoLane	Having biked in many cities with bike lanes, the dedicated lane with a physical barrier has always felt the safest. With distracted drivers, this provides the safest option for both cyclist and driver.
ProtectedLane,PaintedLaneBuffer,NoLane	Having lived in countries with significant bike infrastructure, the safest bike lanes were those with a physical barrier between vehicles and bicycles, as motorists are much less likely to respect painted lines. No bike lane makes biking significantly more dangerous
ProtectedLane,PaintedLaneBuffer,NoLane	Having ridden through the area via bike, it seems having a dedicated bike lane would offer a lot of safety and variety in transportation for people. Most of those residences (if not all) along that route have driveways where they can park their cars.
PaintedLaneBuffer,ProtectedLane,NoLane	Helps improve safety for Riders and drivers
PaintedLaneBuffer,ProtectedLane,NoLane	How would you plow with physical barriers? Painted buffers are best but only if they are maintained.
ProtectedLane,PaintedLaneBuffer,NoLane	I am a cyclist and a driver. In many occasions as cyclist/driver we take others for granted and not humans who can make mistakes. Sometimes, drivers pass bikers as fast as passing cars. Sometimes bikers ride unpredictably for drivers to react. So the best option is to have a protected bike lane.
PaintedLaneBuffer,ProtectedLane,NoLane	I am afraid that the posts will be torn down by vehicles [or disgruntled residents] and not get replaced. I think the painted buffer should be enough.
NoLane,PaintedLaneBuffer,ProtectedLane	I am against my on street parking being replaced with a bike lane. There is ample space now on our street to accommodate the occasional bike rider and the occasional parked car. Was not able to rank my 2nd and 3 choice.....not in favor of either 2 or 3
NoLane,ProtectedLane,PaintedLaneBuffer	I am an avid bicycle rider. I do not have a car, and even I see the negative impacts of bicycle lanes. Money could be better spent improving the roads. W 8TH Street is like a Rippled Minefield. Erie also needs MUCH BETTER Lightning on it's streets. When I am out riding I feel like I am in 17th century. Also, the roads need reflective paint. When I was driving, in a rainstorm, due to reflections, the lines on the road become 100 % invisible.
PaintedLaneBuffer,ProtectedLane,NoLane	I am most concerned with the ability of pedestrians who are blind and visually impaired to travel safely. also for people using mobility devices to travel in the street when sidewalks are unsuitable for them. Separated bike lanes are problematic for people who are blind and visually impaired.
NoLane,ProtectedLane,PaintedLaneBuffer	I am not opposed to a bike lane. I do not think it needs to be dedicated just to bikes. It can be for parking, walking, biking. I am a cyclist, I have biked down Greengarden Blvd and have able to maneuver around parked cars if any safely.
PaintedLaneBuffer,ProtectedLane,NoLane	I believe a barrier would probably be destroyed over time and not replaced. A well marked bike lane would put responsibility on drivers to be aware of cyclists.

ProtectedLane,PaintedLaneBuffer,NoLane	I believe a dedicated lane with barriers would provide the safest route for cyclists. I run and bike on the bike lane on west 8th st which does not have any barriers and at times the traffic can be very close or even over the lane marker, in the bike lane. Having a barrier definitely is the safest option and would make the cyclists feel welcome and comfortable.
ProtectedLane,PaintedLaneBuffer,NoLane	I believe a flexible barrier would be the safer option for riders.
ProtectedLane,PaintedLaneBuffer,NoLane	I believe a physical barrier would be safest for cyclists.
PaintedLaneBuffer,NoLane,ProtectedLane	I believe barriers would become cumbersome
ProtectedLane,PaintedLaneBuffer,NoLane	I believe Greengarden is a busy road and I think physical barriers will help cyclists remain safer
PaintedLaneBuffer,ProtectedLane,NoLane	I believe having a designated bike lane would be safer for bicyclist and motorized vehicles.
ProtectedLane,PaintedLaneBuffer,NoLane	I believe it is important to keep bikers safe on the road. To have a barrier drivers can see
PaintedLaneBuffer,ProtectedLane,NoLane	I believe physical barriers might provide opportunities for disgruntled residents to cause vandalism.
PaintedLaneBuffer,ProtectedLane,NoLane	I believe physical barriers will impede emergency vehicles
ProtectedLane,PaintedLaneBuffer,NoLane	I believe that offering a safe bike lane with barriers would encourage for more people in that area to bike rather than drive.
NoLane,PaintedLaneBuffer,ProtectedLane	I believe that with the narrow width of Greengarden is not a good idea for a bike path on one or both sides of the street from Bayfront parkway to 26th street. From 26th street to 38th Street is not a good idea to take out the street parking. It's ridiculous.
ProtectedLane,PaintedLaneBuffer,NoLane	I believe that without a physical barrier vehicles will still be parking on the street. They do it in other areas on the designated bike trail on route 5 that goes thru Erie. A 3ft buffer may help get the drivers attention but doubt they will care.
PaintedLaneBuffer,ProtectedLane,NoLane	I believe the 3 ft border without posts would look the nicest but still provide enough safety for riders and drivers alike.
ProtectedLane,PaintedLaneBuffer,NoLane	I believe the protected bike lane will provide more visibility. I do question if these will be removable during the winter season.
NoLane,PaintedLaneBuffer,ProtectedLane	I believe there is a way to consider both bikers & residents. Removing on street parking is unfair & detrimental to the residents of Greengarden. I use my on street parking & it is a necessity to my daily life. My great grandparents built the house I live in. It's been in my family for 3 generations. We need our on street parking for visitors, care givers, lawn service, delivery services & the list goes on. The city should not be able to take away parking which has been permitted for generations. We purchased our houses with on street parking available. I love where I live. There is a solution & compromise. Leave the on street parking for residents & share it with the bikers. Add markings to the street. Put up signs. Do not take away from one resident who lives & pays taxes on the street in order to benefit another. That is not right. Our street is too busy. It's hard enough backing out of our driveways into oncoming traffic & now you want us to rotate cars in driveways?dangerous!
PaintedLaneBuffer,ProtectedLane,NoLane	I believe there needs needs to be a bike lane.
ProtectedLane,PaintedLaneBuffer,NoLane	I believe there should be a barrier for bikes to make the transition of bike lanes safer for bikers.
ProtectedLane,PaintedLaneBuffer,NoLane	I bike frequently with my children around the city. I believe Erie needs better & safer bike lanes. I think having more, bigger, safer bike lanes would benefit the city greatly. Many cities in the US have dedicated lanes for bikers. I have almost been hit by cars because the lanes are much to small and drivers don't pay attention. Most of the time my children and I stay on the sidewalk because of this reason.
NoLane,PaintedLaneBuffer,ProtectedLane	I chose no bike lane and really didn't want to choose any other option. My family lived on Greengarden (3309) for 66 years and the boulevard has seen many changes, however this change wouldn't allow for any on street parking. Most of the driveways are only able to hold 3 cars, and that's really tight and one of the cars always blocks the sidewalk, so if you're having people over for whatever reason you must park the additional cars on the street. Your article mentioned putting these bikeways on streets with lower traffic, are you kidding me, Greengarden became a north south thoroughfare from the time it went from dirt to concrete and eventually asphalt so that argument doesn't really hold water. Honestly having lived there I never really saw a heavy bike presence there anyway. I think the city should find another way, how about Pittsburgh Avenue? Please leave Greengarden the way it is because the residents would be made to suffer for the few bikers who might want to travel there.
ProtectedLane,PaintedLaneBuffer,NoLane	I commuted to downtown, from Millcreek Summer 2022, and used Greengarden a few times. It could get busy. A barrier would be and feel safer. I've ridden with barriers in other cities. A bike lane, with or without a barrier would be great.
NoLane,ProtectedLane,PaintedLaneBuffer	I didn't purchase a home that I can't have friends and family visit! Do this to your own homes!
PaintedLaneBuffer,ProtectedLane,NoLane	I do not approve of number three
NoLane,ProtectedLane,PaintedLaneBuffer	I do not believe there is a need for designated bike lanes. Property owners should be able to park their car in front of their house if needed. We pay ALOT in taxes annually!
PaintedLaneBuffer,NoLane,ProtectedLane	I do not see kids riding their bikes to school now and do not see that changing with bike paths. as for adults I do not think Greengarden is a safe bicycle route. where does this route start? 26th and Greengarden is not a safe intersection and north of there is even worse, 12th st., bayfront and 8th st.
NoLane,PaintedLaneBuffer,ProtectedLane	I do not see that removing parking in front of homeowners who pay high city taxes is helping anyone but rather hurting property values and safety for those who would like to visit with family and friends on that street. Makes zero sense to me.
NoLane,PaintedLaneBuffer,ProtectedLane	I do NOT want a bike lane when it eliminates street parking but we can share
PaintedLaneBuffer,ProtectedLane,NoLane	I do think physical barriers are a little much. It is a decently wide street, so I don't think it would be necessary here. Maybe if it were a smaller and/or busier road. I do think giving a buffer helps vehicles and bikers both stay safer.
PaintedLaneBuffer,ProtectedLane,NoLane	I don't feel a physical barrier is necessary
ProtectedLane,PaintedLaneBuffer,NoLane	I don't love the idea of a buffered bike lane in residential areas. I work in EMS and it would impede access to homes. I would rather deal with impeded access to give bikers a buffer from negligent drivers though.
PaintedLaneBuffer,ProtectedLane,NoLane	I don't think a physical barrier is needed and I don't see it providing much protection and will just be more maintenance.

PaintedLaneBuffer,ProtectedLane,NoLane	I don't think a physical barrier is needed on greengarden. I never see enough traffic to warrant it. I do believe you could add a physical barrier in the parade street, and a buffered lane across 6th street.
PaintedLaneBuffer,ProtectedLane,NoLane	I don't think that we need the piles and they will be a pain in the winter
PaintedLaneBuffer,ProtectedLane,NoLane	I don't think the physical barrier is necessary but would be better than no bike lane at all.
PaintedLaneBuffer,ProtectedLane,NoLane	I don't understand how Greengarden residents are against this. The reasons they give are absurd. Personally, I would be proud to say my street provides a bike lane.
NoLane,PaintedLaneBuffer,ProtectedLane	I don't want a bike lane on green garden, period. Making me rank the other two options is disingenuous. I do not prefer either of the other two options at all. However your survey offers no option to just say no to it. I have no ranking preference of the other two options as I do not want a bike lane on green garden. Period. PERIOD.
NoLane,PaintedLaneBuffer,ProtectedLane	I don't believe it is responsible governing to impose such decisions on people, home owners or the public in general without prior vote or notification of limiting or taking away any of their rights. There are plenty of parks or other areas in the area to ride bikes or other toys. Why impose the choice of riding a bike by the few on the majority who do not. What is next? Walking ways being imposed? No,there are those and they're called sidewalks, but I still see houses that don't have paved sidewalks in front of them. When will our politicians learn to represent the majority and not the minority?
PaintedLaneBuffer,ProtectedLane,NoLane	I don't believe there is much of a roadway to put physical barriers put but I feel there should be something to mark the path
PaintedLaneBuffer,ProtectedLane,NoLane	I don't believe there should be any restrictions in parking between 26th-38th and Greengarden Blvd. The amount of bike traffic and the seldom use of on street parking utilized by the residents in that area does not warrant any changes. However, if the City of Erie should decide to "change" the current situation in that area, the only option I believe should be considered is the same one that is presently being used in front of the former Emerson-Gridley School. A picture of it is even here on your own survey. I have to say this survey seems to be a "bit" biased and is skewed towards only one result. Why do I say that? Because residents should only be able to respond about the areas that will directly effect them. No on on East Avenue should be deciding on what goes in on Greengarden Blvd...and vice versa. This survey is looking for "tilted" and "in favor" results. No really being fair or honest is it? Thank you, Armand Rocco Jr
NoLane,ProtectedLane,PaintedLaneBuffer	I dont know how creating a bike lane will genuinely help our city.
PaintedLaneBuffer,ProtectedLane,NoLane	I don't know what the benefits to having flexible posts would be, so they seem unnecessary
PaintedLaneBuffer,ProtectedLane,NoLane	I don't like the flexible posts. I consider them a distraction.
NoLane,PaintedLaneBuffer,ProtectedLane	I don't like the idea of a bike lane, but if it needs done I really don't like the physical barrier. Not eye appealing at all
PaintedLaneBuffer,ProtectedLane,NoLane	I don't like the idea of the barriers cause they could cause someone to be injured. But I think the bike lane is a must!
PaintedLaneBuffer,ProtectedLane,NoLane	I don't like the look of a physical barrier and believe a painted buffer would be sufficient.
NoLane,PaintedLaneBuffer,ProtectedLane	I don't live there , or even bike there but I drive there often. I Very often. I very rarely ever see any bicycles there. If they're riding in the correct lane, there shouldn't be any problems. I say this as an avid bicyclist- I'm 68 & have been riding city & country all my life.
PaintedLaneBuffer,NoLane,ProtectedLane	I don't think any physical barriers should be considered. How does that work in the winter for snowplows? Is the flexible post that indestructible that they bounce back after a plow goes over them or would the bike lane just not be plowed? If they can't be plowed, what is the purpose of the bike lane? I know there aren't as many bicyclists in the winter, but this seems like a big maintenance issue with replacing/fixing damaged physical barriers.
PaintedLaneBuffer,ProtectedLane,NoLane	I don't think flexible posts are really required. And for those that ignore the bike lane and park there anyways, I guess Erie gets more "income" from tickets.
NoLane,PaintedLaneBuffer,ProtectedLane	I don't think it's fair that the residents of this section of Greengarden will have no parking available to them in front of their homes.
PaintedLaneBuffer,ProtectedLane,NoLane	I don't think physical barrier would be helpful or necessary.
PaintedLaneBuffer,ProtectedLane,NoLane	I don't think plows in Erie would be efficient with Posts in the roadway but I really want Greengarden to have a bike lane as a local to the area.
NoLane,ProtectedLane,PaintedLaneBuffer	I don't want any bike lines
PaintedLaneBuffer,ProtectedLane,NoLane	I feel a bike lane is needed but physical barriers are not necessary
ProtectedLane,PaintedLaneBuffer,NoLane	I feel a physical barrier is easier for motorists to see and less likely to be ignored
ProtectedLane,PaintedLaneBuffer,NoLane	I feel a physical barrier provides increased visibility and safety. A buffered bike lane is also a great improvement over nothing at all.
ProtectedLane,PaintedLaneBuffer,NoLane	I feel it would be safer
ProtectedLane,PaintedLaneBuffer,NoLane	i feel it would be safer to ride a bike and not feel like something will knock you off your bike.
ProtectedLane,PaintedLaneBuffer,NoLane	I feel it's safer to have a protected bike lane
PaintedLaneBuffer,ProtectedLane,NoLane	I feel like the painted buffer provides enough safety and is probably cheaper. Drivers probably run into and destroy the flexible posts all the time. What about plowing in the winter? Regardless, would definitely prefer a bike lane of any kind wherever possible.
PaintedLaneBuffer,ProtectedLane,NoLane	I feel that a buffered bike lane without physical barrier is adequate and that flexible posts have a small risk of people running into them. I do strongly support having a bike lane to make biking safer for bike riders.

ProtectedLane,PaintedLaneBuffer,NoLane	I feel that physical barriers would keep residents safer and keep cars out of the bike lane
ProtectedLane,PaintedLaneBuffer,NoLane	I feel that the physical barrier on this stretch of street will best protect bicyclists. Traffic in this area tends to cruise quickly, and some drivers try to force 2 lanes.
ProtectedLane,PaintedLaneBuffer,NoLane	I feel the physical barrier is the safest.
PaintedLaneBuffer,ProtectedLane,NoLane	I feel the physical post would result in accidents. The painted bike line (and use glow in the dark paint) with buffered markings stand out. I ride my bike quite a bit and I do not like riding in the road at all. Makes me very nervous when a car comes up behind me. Truthfully I'd rather ride on the sidewalk than the road.
PaintedLaneBuffer,ProtectedLane,NoLane	I feel we need to make room for bicycles on the road. I live near Greengarden and travel it extensively. The homes on Greengarden have long driveways, yet they park on the street (the same with Washington Ave.) I like to recreational bike, but I don't feel safe to do it in Erie or Millcreek.
PaintedLaneBuffer,NoLane,ProtectedLane	I feel without physical barrier, on street parking and biking could share the space.
ProtectedLane,PaintedLaneBuffer,NoLane	I find biking to be safer and less stressful the more barriers there are between the bikeway and auto traffic.
NoLane,PaintedLaneBuffer,ProtectedLane	I frequently visit my aunt on green garden and getting rid of on the street parking would make it infinitely harder for me to do this. As a biker myself and having to bike in the county I can attest to not really needing a dedicated lane.
ProtectedLane,NoLane,PaintedLaneBuffer	I grew up in Europe where bike transportation is more common than car ownership. I have tried to ride my bike to work and noticed that car drivers were very rude and unaccommodating....bike lanes are desperately needed and would benefit everyone, but as of now, bike riding is very dangerous.
PaintedLaneBuffer,NoLane,ProtectedLane	I had trouble clicking for the second option, I would like to rank the bike lane with physical barrier second, and only because I think there are concerns about snow removal and it would upset the bike lane opponents more. No bike lane is my least desired option
ProtectedLane,PaintedLaneBuffer,NoLane	I hate the idea of no bike lane. I feel safest when I bike and there is some physical barrier or distance between me and other vehicles -- like with the Bayfront Bikeway.
PaintedLaneBuffer,ProtectedLane,NoLane	I have been an avid road cyclist for 45 years. I have experienced buffered lanes down in Florida and have felt significantly safer using them vs just dedicated bike lanes. My feelings might be skewed because I was cycling in an unfamiliar environment but when the lane changed from buffered to dedicated, I did feel a bit less secure. However when riding out W Sixth to the beach five mornings a week to meet my pals to do a lap, I do not feel insecure on that dedicated lane. I also ride out E 38th from Davison to the old Capers to meet pals to ride south, east, and west above Behrend. When that section of E 38th was finished a few years ago with the chevron/bike image painted on the road I felt a bit safer than before when there was no designation whatsoever. A buffered lane would be preferable but a dedicated lane would suffice. However, chevron/bike image, buffered, or dedicated I would not ride there without using my two powerful red strobe lights and eyeglass mirror.
ProtectedLane,PaintedLaneBuffer,NoLane	I have commuted by bike in Erie and it is difficult. I have also taken children on bikes in Erie. That is especially difficult and dangerous. Getting children from 22nd Street to the Bayfront so they can enjoy our beautiful bay is something I have not been able to do. They all ride bikes. There is not a route that I feel safe taking them. A physically dedicated bikeway, north to south and east to west is necessary. Commuting by bike to work from Harborcreek means using a major national East-West bike path, which is great. An example that illustrates the question surfaced by the Greengarden project: In Lawrence Park on East Lake Road, residents park on the bike path, meaning I have to suddenly veer into traffic because the bike path is obstructed. It's a huge safety issue. Residents all have drive ways and garages. I'm not sure why their desire to park on the street instead of in their driveway trumps my desire to use a bike path for a safe commute.
NoLane,PaintedLaneBuffer,ProtectedLane	I have family on Greengarden with MANY elderly family members. Where would you suggest that we all park once the driveway is full? And if there is an emergency, we're going to back several vehicles out of a driveway in a timely manner to get that person out. We just had a death in the family, where will our family park in a future tragedy when a family needs to come together? Where do they park when we want to celebrate a life??? No property values will ever go up. They will go down because no one is going to want to buy property without the option of having family park and gather RIGHT IN FRONT OF A HOME
PaintedLaneBuffer,ProtectedLane,NoLane	I have ridden many times on other roads in Erie with bike line and no physical barriers and believe the system works well such as on parade St. and 6th street. Physical buffers would be nice but I understand that they could cost more. I do ride multiple times on Green Garden BLVD as well as the other roads with bike paths I listed in the summer.
ProtectedLane,PaintedLaneBuffer,NoLane	I have seen cars travel into the bike lanes on parade st to pass or go around turning cars. I believe having small physical barriers will reduce this behavior which puts bicyclists in danger.
ProtectedLane,PaintedLaneBuffer,NoLane	I have to take extra time to ride my to work because there isn't a really safe route. The city is not that big but it's difficult to find safe routes to some places by bike.
ProtectedLane,PaintedLaneBuffer,NoLane	I have utilized all 3 types in various locations around the country and have found the best use to be in the order I listed. As a disabled individual, this is the best option: Painted with physical barrier
ProtectedLane,PaintedLaneBuffer,NoLane	I just prefer it this wa
PaintedLaneBuffer,ProtectedLane,NoLane	I just think this e we oils be the best choice for this area.
PaintedLaneBuffer,ProtectedLane,NoLane	I like bike lanes and i think the painted lines are unobtrusive and should be effective as a safety measure.
PaintedLaneBuffer,ProtectedLane,NoLane	I like the bike lane and think the lane will be fine without the physical barrier flexible posts. I do think a rumble strip like on a highway would be good.
PaintedLaneBuffer,ProtectedLane,NoLane	I like the designated bike lane, but the physical posts are a bit of an eye sore
NoLane,PaintedLaneBuffer,ProtectedLane	I live on greengarden and there are too many speeding cars for a safe bike lane and you should not take our parking away
ProtectedLane,PaintedLaneBuffer,NoLane	I lived in Pittsburgh and the drivers seemed to hold a grudge against the lane. I witnessed on many occasions bikers being swerved at by aggressive drivers. This plus distracted driving we cannot rely on drivers paying attention. There should be physical separation.
ProtectedLane,PaintedLaneBuffer,NoLane	I ordered them based on likely effectiveness of accomplishing the above goals
PaintedLaneBuffer,ProtectedLane,NoLane	I plow snow for the City streets department but also an avid cyclist, I feel like a painted buffer will be sufficient. And make it easier to deal with snow and leaves.

	I purchased an electric bike last year as I do not have a car, nor do I plan to get one in the near future. It has allowed me to take advantage of the city to its fullest. However, drivers are often ignorant of cyclists or refuse to share the road. I generally haven't had issues in the bike lane on W 6th, but I've had enough close calls and even an accident where a car ran a red light while on my bike last year at Upper Peach - I/90.
ProtectedLane,PaintedLaneBuffer,NoLane	I watched the town meeting with residents on Greengarden and was not impressed with the justifications given for them needing parking space ("but where will my contractor park???"")
ProtectedLane,PaintedLaneBuffer,NoLane	I rank the barriers as number 1 because I pull my 3 year old in a buggy behind my bike and it would be safer. Some people get really close to the point almost hitting you. It's safer
NoLane,PaintedLaneBuffer,ProtectedLane	I ranked them this way because: 1 - I do not support a bike lane on Greengarden. 2 - You are going to do what you want - but I would prefer to keep the beauty of our neighborhood without physical barriers.
PaintedLaneBuffer,ProtectedLane,NoLane	I rated the buffered lane with no physical barriers first. I think it would provide a safe space on Greengarden (considering the traffic) and be more accepted by residents of the street.
ProtectedLane,PaintedLaneBuffer,NoLane	I ride a bike for transportation and I prefer to be separated from the cars.
ProtectedLane,PaintedLaneBuffer,NoLane	I ride a lot and cars often ignore the painted lines only
NoLane,PaintedLaneBuffer,ProtectedLane	I ride my bike into downtown for work as often as I can. I dont see the benefit of spending money on bike lanes. Find something more useful for everyone to spend on.
PaintedLaneBuffer,NoLane,ProtectedLane	I selected the first option (buffered bike lane) and it automatically assigned "no bike lane" as #2 (even though I'd rank that option last)
PaintedLaneBuffer,ProtectedLane,NoLane	I spend alot of time riding my bike and running through the city streets. It's ridiculously dangerous to run and bike along the roads. NO ONE is paying attention. Half the time people are looking at their phones. I feel like I take my life in my hands every time I head out of my house without my car.
ProtectedLane,PaintedLaneBuffer,NoLane	I support a bike lane in this area because we need one by being fair to people who ride bikes and commute to and from work. It will provide a safe area for them.
PaintedLaneBuffer,ProtectedLane,NoLane	I support creating a bike lane no matter what the configuration would be. A buffered lane with markers and no barriers makes the most sense considering the need to maintain the street. Winter snow plowing and summer street cleaning to keep the bike lane clear and safe. Erie needs as many dedicated bike lanes as possible. Connecting points throughout the city to make it safer and easier for cyclists
PaintedLaneBuffer,ProtectedLane,NoLane	I think a bike lane is needed everywhere but a physical barrier is excessive. Responsible driving is more important to bike safety. Hire a few more police officers dedicated to traffic enforcement and you'll pay their salaries and control speeding and distracted driving
ProtectedLane,PaintedLaneBuffer,NoLane	I think a bike lane on Greengarden would be great. My husband often bikes to work and we have a child we ride with often. I worry about safety, especially my husband riding alone at odd hours and I feel the more physical and visual barrier there is the safer.
NoLane,PaintedLaneBuffer,ProtectedLane	I think a bike should be allowed on a sidewalk just as people share a bike & a sidewalk lane at the Peninsula
PaintedLaneBuffer,ProtectedLane,NoLane	I think a buffered bike lane makes the most sense - a physical barrier is another thing to hit and is unsightly. They would also need to be maintained. A bike lane that is only painted provides the most flexibility, least maintenance, and the least visual disruption.
PaintedLaneBuffer,ProtectedLane,NoLane	I think a physical barrier is problematic considering the amount of snow that needs to be moved in the winter. Otherwise that would be my first choice.
PaintedLaneBuffer,ProtectedLane,NoLane	I think any bike lane would be beneficial for that route. It would also be suitable since the road is already wide enough to accommodate a lane. I think safety is a major concern all over the city for bikes. It's a shame.
PaintedLaneBuffer,ProtectedLane,NoLane	I think barriers are needed on roads that are not residential, and traffic speeds may be higher.
NoLane,PaintedLaneBuffer,ProtectedLane	I think best option wasn't given, which was to have a bike lane with no buffer but I assume it's thought to be too small (which is how it already is with other bike lanes in Erie like along 6th street).Really maybe a "sharrow" in current parking lane would be sufficient in some ways if that were possible, or a "sharrow for car parking"(like it's a bike lane but also people are allowed to park in it)...the lane is almost already used as a bike lane anyway & people don't park there too much,& when there's a car there usually isn't too much traffic so cyclists can just ride in the road to go around it(I've ridden this road many times by bicycle in the last however many years, though perhaps usually during a specific time window).Since there are some residents who aren't happy about this idea,it might be good to allow them to continue to park but cyclists who use the road might talk with them & convince them to not park there as much over time voluntarily.(Email to discuss further?)
ProtectedLane,PaintedLaneBuffer,NoLane	I think having the posts is the safest option because car drivers in Erie have almost no awareness of cyclists and they need really obvious cues.
NoLane,ProtectedLane,PaintedLaneBuffer	I think it is dangerous for all involved. Bicyclists, homeowners, drivers
ProtectedLane,PaintedLaneBuffer,NoLane	I think it is important to have bike lanes and due to safety, I believe having physical barriers with the bike lane would be the best solution. If not viable, there should at least be painted buffers. Having no bike lane at all would both reduce bicyclist safety and rid of the right to be able to choose more environmentally conscious modes of transportation
ProtectedLane,PaintedLaneBuffer,NoLane	I think it is safest to have the physical barrier. It will prevent people from passing in the bike lane and then the police will not have to come and ticket or arrange for towing...just best all around.
PaintedLaneBuffer,ProtectedLane,NoLane	I think it's important to have dedicated bike lanes for cyclists, but I am concerned about the expense of barriers.
PaintedLaneBuffer,ProtectedLane,NoLane	I think people will hit the physical buffers
ProtectedLane,PaintedLaneBuffer,NoLane	I think physical barriers will make hesitant cyclists more likely to feel comfortable using the bike lane, and high adoption is the best way to show that bike lanes can succeed in Erie, hopefully causing more to be built.
ProtectedLane,PaintedLaneBuffer,NoLane	I think successful cities have bike lanes wherever possible.
PaintedLaneBuffer,ProtectedLane,NoLane	I think that the physical barriers would be visually disruptive to the look of the neighborhood. Also, they could be counter productive to the purpose of creating less barriers for emergency vehicles.
PaintedLaneBuffer,ProtectedLane,NoLane	I think the barrier might interfere as an obstacle or potentially get in the way of emergency vehicles. If you are trusted to drive a car you should be able to avoid hitting people on bikes as a basic requirement to drive.

NoLane,PaintedLaneBuffer,ProtectedLane	I think The boulevard is a bad place for a bike lane. The street is too busy, it's an emergency route, the trees make it hard to see for people, pulling in and out of their driveway, and it just does not seem to be a safe place to put in a bike lane.
PaintedLaneBuffer,ProtectedLane,NoLane	I think there needs to be a bike lane (many of them!--Erie is currently so dangerous for cyclists), so "No bike lane at all" is not an option I like. While a physical barrier is a great idea for safety, Greengarden already has the boulevard as a barrier on one side of the road lane, so that option could make it a bit claustrophobic to drivers.
PaintedLaneBuffer,ProtectedLane,NoLane	I think we can all get away with a buffered bike lane as the priority type of marking.
NoLane,ProtectedLane,PaintedLaneBuffer	I travel Greengarden many times during the day and honestly can not recall any bike riders
NoLane,PaintedLaneBuffer,ProtectedLane	I understand that the families need parking for their cars. Maybe the traffic speed could be lowered to 15mph and have arrows saying that the road is shared with bicyclists.
PaintedLaneBuffer,ProtectedLane,NoLane	I want a good traffic flow that looks nice and provides access for emergency vehicles.
ProtectedLane,PaintedLaneBuffer,NoLane	I want a physical barrier to feel safer.
ProtectedLane,PaintedLaneBuffer,NoLane	I want the safest option possible.
NoLane,PaintedLaneBuffer,ProtectedLane	I work at 38th and Greengarden and do not see anyone riding a bike or parking cars on Greengarden
ProtectedLane,PaintedLaneBuffer,NoLane	I would feel safer and more comfortable riding with the physical barrier between me and traffic.
PaintedLaneBuffer,ProtectedLane,NoLane	I would prefer physical structures protecting riders but in our environment I think replacement and repair of these barriers could be a problem.
ProtectedLane,PaintedLaneBuffer,NoLane	I'm a driver. I've seen how people drive around Erie roads for 35+ years! Do they not teach people to use turn signal's anymore?
ProtectedLane,PaintedLaneBuffer,NoLane	I've been to cities with physical barriers separating bike lanes from automobile traffic. It feels safest for the cyclists
PaintedLaneBuffer,NoLane,ProtectedLane	I've seen people park/drive in the current bike lanes we have.
PaintedLaneBuffer,ProtectedLane,NoLane	I'd love the safety of a bike lane on greengarden
PaintedLaneBuffer,ProtectedLane,NoLane	I'd prefer that definite division between the bike lane and car lane for bicyclists' safety. I can imagine that this won't be feasible fiscally or as a preferred policy choice, though.
NoLane,PaintedLaneBuffer,ProtectedLane	If bikers can't share the road or use the sidewalks when needed find another route
NoLane,ProtectedLane,PaintedLaneBuffer	If cars can park in the bike lane on west 8th st in front of Avantis and the other business I see no problem with parking on green garden it should not be a issue I will bring it up at a meeting things need to be fair for everyone no just the
NoLane,PaintedLaneBuffer,ProtectedLane	If people are so worried about getting to work going on Greengarden, go on the next side street.
ProtectedLane,PaintedLaneBuffer,NoLane	If the lanes are more safe, more people are encouraged to use them
ProtectedLane,PaintedLaneBuffer,NoLane	If we are to dedicated bike lanes, they should provide the highest level of safety for cyclists and a comfortable buffer from vehicular traffic. This provides safety to cyclists and predictability in pedestrian traffic to motorists.
PaintedLaneBuffer,NoLane,ProtectedLane	If we have a bike lane it needs to be incorporated with in street parking as well. Having a bike lane requires regular street cleaning otherwise bikes will ride where the street is clean. Lane posts is not economically feasible. Also requires additional maintenance to keep clear of debris. If bicyclists are careful they can ride along the minimal parked cars. The pavement should be marked to allow three feet between parked car and traffic.
NoLane,PaintedLaneBuffer,ProtectedLane	li piled no bike lane and they made the number 2 and 3 automatic. I couldn't change them in any other order. Cause I would do 1 3 and never ever vote for 2
ProtectedLane,NoLane,PaintedLaneBuffer	I'm a cyclist. I rarely cycle in Erie with the exception of the path along the Bayfront, because it simply isn't safe. Instead, my husband and I leave town almost every weekend that weather permits and we bike in other communities with safe biking lanes and paths. I think the new bike lanes that have been established in Erie, for example on Parade Street and along East Lake Road, are unsafe and they are confusing for motorists. I own my own business and have contracts in the City of Erie and Harborcreek. I would love to bike to work instead of driving my vehicle, but I won't unless there are physical barriers in place. It sounds like a good idea to "remove parked cars" but I'm not sure where people in the city are going to park. Also, there is very little enforcement of parking laws as it stands. For example, try to drive safely when school is getting out at Pfeiffer Burleigh. Parent's block all lanes of traffic daily and nothing is done about it.
NoLane,PaintedLaneBuffer,ProtectedLane	In the scratch if road, there is plenty of room to be shared with cars, even when parked. I do not believe in removing parking spots and replacing it with a bike lane, especially a major route if travel.
PaintedLaneBuffer,ProtectedLane,NoLane	It feels like the safest, easiest to maintain, and a compromise for the neighbors.
NoLane,PaintedLaneBuffer,ProtectedLane	It has been fine all these years not reason to change it now along with I have never seen any bikes on that road and I've live in this area for 20 years.
ProtectedLane,PaintedLaneBuffer,NoLane	It is a very difficult area to create a bike lane and such a high traffic area. A barrier seems safest.
NoLane,PaintedLaneBuffer,ProtectedLane	it is a very narrow road to begin with, the traffic at West 26 TH ST is tough enough for vehicles let alone adding bicycle lanes. I can see them north of 26 TH & South of 38 TH St being viable
NoLane,PaintedLaneBuffer,ProtectedLane	It is already a busy street! I think Adding a bike lane will create distractions and more problems. People backing out of driveways and possibly hitting someone on a bicycle.
ProtectedLane,PaintedLaneBuffer,NoLane	It is beneficial for all traffic. Road are for all, not just residents
ProtectedLane,PaintedLaneBuffer,NoLane	It is good for our community and residents to have access to alternative and healthy transportation methods. I love riding my bike to work even though I have a car. I work in this area and a safe bike lane would help me and my community more than it hurts anyone.
ProtectedLane,PaintedLaneBuffer,NoLane	It is my experience that people will not respect a bike lane unless there is some physical barrier that would make them
NoLane,PaintedLaneBuffer,ProtectedLane	It is not your right to back door city deals behind a deal that was already agreed upon. Looks like shady pay days

ProtectedLane,PaintedLaneBuffer,NoLane	It is the safest option.
PaintedLaneBuffer,ProtectedLane,NoLane	It seems as though a buffered bike lane would be adequate enough, and more aesthetically pleasing than one with physical posts.
PaintedLaneBuffer,ProtectedLane,NoLane	It seems less expensive.
NoLane,PaintedLaneBuffer,ProtectedLane	It won't let me change 2 and 3 1 is fine
ProtectedLane,PaintedLaneBuffer,NoLane	It would be safest for bikers and people would not be able to park with the barriers.
PaintedLaneBuffer,ProtectedLane,NoLane	It'll be easier to plow in the winter with no barriers.
NoLane,PaintedLaneBuffer,ProtectedLane	It's not needed and it would be confusing & distracting for car drivers. It would narrow the road for drivers. Young children should not ride their bike on the street even with a bike lane.
NoLane,ProtectedLane,PaintedLaneBuffer	It's obvious that whoever decided to make a bike trail on Greengarden did not first inquire that the neighbors would support it as I see a lot of signs on Greengarden against this bike trail. People on Greengarden pay higher taxes where will they park their friends and relatives vehicles. I noticed there's no suggestion for Southshore , naturally that may make more sense since it is less traveled! I hope you reconsider Greengarden, lots of traffic!
PaintedLaneBuffer,ProtectedLane,NoLane	It's perfect ..a bike lane
PaintedLaneBuffer,ProtectedLane,NoLane	I've been in larger cities and haven't seen the flexible posts before. They seem unnecessary.
NoLane,ProtectedLane,PaintedLaneBuffer	I've lived in Frontier area with Bike lanes on W 6th St that is residential for 47 years. They are ignored by motorists that feel that they own the road because their time and cell phones are more important, speed limits are ignored as are pedestrians crossing at crosswalks. People even honk there horns at school busses unloading students with their red lights flashing. Delivery trucks stop on the bike ways also. I've seen too many near misses and have been nearly hit several times by cars pulling onto W 6th St without looking and the als by the wise ass kids speeding on motorbikes. Do you really want someones blood on your hands for this?
PaintedLaneBuffer,ProtectedLane,NoLane	I've typically seen the flexible posts on busier streets or downtown areas. I don't think Greengarden would require those.
ProtectedLane,PaintedLaneBuffer,NoLane	Just assuming flexible post planting is more costly than just paint. Wide berth tho is important! ive been actually fucking SPANKED and nearly knocked over to my death by a car passenger whilst bike riding, as well as been doored by parked drivers opening their car doors in my path. Once sustained a tib/fib fracture from careless driver! HELP BIKERS HELP THE CITY BE MORE LIVABLE, SAFER, KINDER, LESS POLLUTED, AFFORDABLE, ETC. THANK YOU
NoLane,PaintedLaneBuffer,ProtectedLane	Keep the on street parking. Where will delivery drivers, landscaping, home maintenance and/or police ambulances going to park.
NoLane,PaintedLaneBuffer,ProtectedLane	Landscapers must park on the street while they work. This will also interfere with 26th and 38th St. intersections as far as the turning lanes are. Cyclists already use Greengarden all the time without taking away on street parking.
NoLane,PaintedLaneBuffer,ProtectedLane	Leave as is & share parking with bikes. Delivery trucks, contractors, utility trucks & landscape trucks will still be parking where bike lane is proposed & bike riders will have to go around. Not many cars will park along street. Video posted on line in support of Active Erie shows bikers safely riding on Greengarden & going around a parked car, changes are not needed. Sharing the space is a compromise between bikers & residents. Removing parking isn't necessary and will inconvenience residents when additional parking is needed. There are 22 houses between 26th and 29th street. There are also 4 houses on 29th street & 4 houses South of 29th street on Greengarden that will look to park on 29th street when additional parking is needed. That makes 30 houses that will try and park in the 12 parking spaces 2 or 3 blocks away on 29th street. That area is too far away & will be overloaded for graduation parties & on holidays like Easter, Memorial Day, 4th of July & Labor Day etc.
ProtectedLane,PaintedLaneBuffer,NoLane	Less chances of kids swerving in to roads and better protection against vehicles entering lanes
PaintedLaneBuffer,ProtectedLane,NoLane	Limited added expensive by omitting the physical barrier portion.
ProtectedLane,PaintedLaneBuffer,NoLane	Lived in Pittsburgh for a decade, worked at Golden Triangle Bicycle, was a bike commuter into and out of downtown and rode all over the city and surrounding area many miles. Option one is clearly the safest, probably still could go safer with a cement bump out divider, either way biking is always going to be dangerous without a 3 or 4 foot barrier divider or really well thought out super bike specific infrastructure like you see in parts of Europe. Option two is fine but you see alot of violators with that like cars parking or passing in the bike lane. You have to be especially careful where the bike lane may go straight but be crossed over be a left-turning vehicle. Often time motorists will not pay attention before turning so establishing right of way and educating the public is important.
NoLane,PaintedLaneBuffer,ProtectedLane	More people drive vs ride bikes We aren't some big city like NYC where most people don't own a vehicle. This is going to encourage more people to ride bikes for exercise or fun, not necessarily to work etc then that means bigger cause for accidents. If you want somewhere to ride, go to presque isle.
NoLane,ProtectedLane,PaintedLaneBuffer	more people of all ages walk than ride a bike all year long-----improve sidewalks
PaintedLaneBuffer,ProtectedLane,NoLane	Most bikeway paths I have used are just painted some with buffer some with out. Either is fine. I think the physical barriers will need constant maintenance and cause issues with snowplowing.
ProtectedLane,PaintedLaneBuffer,NoLane	Motorists encroach on bike lanes already. A barrier is needed to protect cyclists
ProtectedLane,NoLane,PaintedLaneBuffer	My concern is the winter time and snow plows taking out the physical barriers, not feasible for Erie weather
NoLane,PaintedLaneBuffer,ProtectedLane	My experiece with bicycle riders they do NOT follow rules of the road and are very often very rude to drivers. They often ride 2 abreast, and do NOT MAINTAIN a safe distance from vehicles.and feel they have the right of way. A bike lane will not stop this attitude.
PaintedLaneBuffer,ProtectedLane,NoLane	My husband bikes during the summer and I would like to see him safe. Green garden can be dangerous with even just cars, so I would prefer a physical barrier but the survey wouldn't let me rank it appropriately. Anything to improve the safety for bicyclists I'm happy with!
PaintedLaneBuffer,NoLane,ProtectedLane	My options were 1) buffered 2) dedicated The ranking system didn't work for me

PaintedLaneBuffer,ProtectedLane,NoLane	My preference is based on making everyone happy, if that's at all possible. I live on upper Greengarden and pay, I believe the same amount of taxes as those who live on the "Boulevard" We are considered a "Road". I feel it's a safety issue for those who enjoy biking. Most of those houses have very long driveways so they should be utilizing those. I think the whole issue of not wanting a bike path is just another thing for people to complain about. Think positive!!! Might I add there are some people who use motorized wheelchairs, please stop being self centered, they need to get around safely also.
ProtectedLane,NoLane,PaintedLaneBuffer	My second option is really a buffered by three people... However I'm doing the survey on my telephone and I could not do this operation. I think the first option is the safest.
PaintedLaneBuffer,ProtectedLane,NoLane	Need a bike lane but keep the road easy to plow/clean off leaves, trash, etc. (no physical barriers)
NoLane,ProtectedLane,PaintedLaneBuffer	Need more on street parking for construction crews
NoLane,PaintedLaneBuffer,ProtectedLane	No bike lane .. it's dangerous not enough room for cars and bikes it's too much congestion of vehicles!
NoLane,PaintedLaneBuffer,ProtectedLane	No bike lane is needed as I believe there would be more accidents with one.
NoLane,PaintedLaneBuffer,ProtectedLane	No bike lane it helps the few and harms more than it helps.
NoLane,PaintedLaneBuffer,ProtectedLane	No bike lane on greengarden
NoLane,ProtectedLane,PaintedLaneBuffer	No bike lane on Greengarden. I dont drive my car on Greengarden let a lone a bike!
NoLane,PaintedLaneBuffer,ProtectedLane	No bike lane or a shared bike lane with parking for residents is what I want. I am not in favor with the bike lane at all.
NoLane,PaintedLaneBuffer,ProtectedLane	No bike lane should be built in this area.
NoLane,PaintedLaneBuffer,ProtectedLane	No other ranking! Use funds to repair infra such as existing roads and update sewer systems to maintain tax rates.
NoLane,PaintedLaneBuffer,ProtectedLane	NO BIKE LANE! GREENGARDEN DANGEROUS!
NoLane,ProtectedLane,PaintedLaneBuffer	NO bike lane! Stop screwing over tax paying citizens. Place it on quieter road!
NoLane,ProtectedLane,PaintedLaneBuffer	No bike lane, the residents on greengarden blvd pay the taxes for their neighborhood. If they do not want this respect their wishes. Perhaps there are other neighborhoods that would welcome a bike lane. Let the residents/tax payers determine the needs of their neighborhood.
PaintedLaneBuffer,ProtectedLane,NoLane	No bike lanes no bicyclist. Flexible posts are good especially in the urban core where there's a lot of vehicular traffic. On Greengarden and throughout the city painted bike lanes with buffers will suffice with one indispensable caveat and that is people who drive vehicles need to be educated on how to share the road with bicyclists. There must be a campaign to educate anyone who drives a vehicle and how to share the damn road with bicyclists and pedestrians. Laws must be enforced on both sides. If a bicyclist does not have proper gear or reflectors they need to be held accountable.
NoLane,PaintedLaneBuffer,ProtectedLane	No bike lanes!
NoLane,PaintedLaneBuffer,ProtectedLane	No bike path
NoLane,PaintedLaneBuffer,ProtectedLane	No bike path on Greengarden! Who came up with this idea? Hope your are ready for law suits! People are going to get killed!!
NoLane,ProtectedLane,PaintedLaneBuffer	NO GREENGARDEN BIKE LANES. HAZARD TO RESIDENTS. HAZARD TO EMERGENCY SERVICE. POTENTIAL FOR ACCIDENTS WILL BE EXACERBATED. THE ONLY OPTION SHOULD BE NO BIKE LANE.
PaintedLaneBuffer,ProtectedLane,NoLane	No physical barriers allow for snowplowing.
PaintedLaneBuffer,ProtectedLane,NoLane	No real preference between the 2 options that include a bike lane. Would like to understand what the consultants and community can agree to as the best option for that section of greengarden.
NoLane,PaintedLaneBuffer,ProtectedLane	No serious traffic study was done. I have lived here for 20 + years and have witnessed multiple accidents involving pedestrians using the cross walk and still being hit or nearly by cars, vehicles NOT obeying the traffic laws(including city police not responding to an emergency). This an extremely busy street used by tractor trailers, delivery services, commuters and EMS services. This plan would actually impede response times to emergencies, interrupt commerce and cause more physical obstacles on an already busy street. I have also observed that the FEW cyclists that I have seen, use the side streets as they know that Greengarden is dangerous and they also DO NOT obey traffic laws. If this project is to go through a "Share the Road" would be a better alternative. Either way this is not the best route for this endeavor.
NoLane,ProtectedLane,PaintedLaneBuffer	None of these solutions are equitable to the homeowners who will suddenly not be permitted to park in front of their homes. Plus the numerous driveways will put cyclists at risk for getting hit. If the bike lane is not safe for my disabled adult son, its not safe for anyone. Your proposed set up is not equitable for the disabled.
NoLane,ProtectedLane,PaintedLaneBuffer	Not enough bike traffic to justify the elimination of on street parking.
NoLane,ProtectedLane,PaintedLaneBuffer	Not enough parking as it is.
ProtectedLane,PaintedLaneBuffer,NoLane	Not everyone has the ability to drive, so I'd prefer a safe environment for children and others to travel safely.
ProtectedLane,PaintedLaneBuffer,NoLane	Number one is the safest way to implement a bike lane and there is the space to do it.
ProtectedLane,PaintedLaneBuffer,NoLane	Of course the more protection the better, but it is often the more work required, the less it will probably happen. A physical barrier would add the most protection and easier flow, calmer state of minds for both drivers and bicyclists as there is a clear path, and encourage more to ride their bikes since it presents as safer! However the buffer is also a valuable option, as any lane at all is 100% more preferable than none.
NoLane,PaintedLaneBuffer,ProtectedLane	Oh yeah ITS ERIE ITS FREEZING HALF THE YEAR SO YOU WANT TO SLOW TRAFFIC DOWN TO THE 5 GUYS IN THE ENTIRE CITY WHO ALL WORK AT DIFFERENT COFAIRS AND ARE BATSHIT CRAZY ENOUGH TO RIDE A BICYCLE 365 DAYS A YEAR. AWESOME.. IM ALREADY LEAVING THE CITY TAX ROLLS IN A YEAR OR 2 BECAUSE OF THE CITIES ORDINANCES ON EVICTIONS AND KICKING INVITED PEOPLE OFF YOUR PROPERTY.. YES INVITED. ITS EASIER TO SQUAT ON SOMEONES PROPERTY THAN ONE WOULD THINK.. SO SCREW IT UP!! SCREW IT ALL UP! THATS PAR FOR THE COURSE IN THIS COWTOWN.
NoLane,PaintedLaneBuffer,ProtectedLane	Ok as is

PaintedLaneBuffer,NoLane,ProtectedLane	On street parking is necessary. Physical barriers are not practical in Erie. They would prevent snow removal and street cleaner access. Plowed snow from street will be deposited in the bike lane. Plowed snow from driveway must be redirected to area between curb and sidewalk, barriers would prevent this.
NoLane,ProtectedLane,PaintedLaneBuffer	Only Option - No bike lane at all.
ProtectedLane,PaintedLaneBuffer,NoLane	Only protected bike lanes are safe and welcoming for all people. And flex posts are NOT protection
PaintedLaneBuffer,ProtectedLane,NoLane	Option 1 is cheaper for the city. Option 2 is nice but it would cost more money, however since the posts are flexible it doesn't do much for a biker as far as protection goes.
ProtectedLane,PaintedLaneBuffer,NoLane	Paint wears off and people would still be able to block with their cars
PaintedLaneBuffer,ProtectedLane,NoLane	Painted barriers are more affordable but physical barriers are more helpful in bad weather. I rank these both the same depending on where on Greengarden you are. For instance, in the more industrial part of Greengarden physical barriers may be more preferable and painted barriers in residential areas.
PaintedLaneBuffer,NoLane,ProtectedLane	Painted Bike Lane with Pavement markings (NO physical barrier) doesn't seem to be an option in this survey.
PaintedLaneBuffer,ProtectedLane,NoLane	Painted bike lane. Physical barrier will most likely be plowed down during winter months and will need to be replaced during the spring. That would increase cost of maintaining a bike lane.
ProtectedLane,PaintedLaneBuffer,NoLane	Painted lines on the pavement do not protect cyclists. Any kind of barrier would be appreciated.
NoLane,ProtectedLane,PaintedLaneBuffer	Parking is needed
PaintedLaneBuffer,ProtectedLane,NoLane	Pavement markings are adequate for that section because traffic is already slowed to some extent by the existing stop signs. Physical barrier isn't necessary but is preferred over no bike lane
ProtectedLane,PaintedLaneBuffer,NoLane	People in Erie aren't used to having any bikers outside of 6th street and WILL NOT respect the bike lane. We all seem to have an obsession with going around people making left turns, for example. I don't even feel comfortable biking on 6th street, especially in places where the bike lane gets very skinny (e.g. eastbound on 6th street approaching the last road prior to frontier park.)
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barriers will help make sure the lane is respected AND help potential bikers know the new lane is available.
ProtectedLane,PaintedLaneBuffer,NoLane	People still ride their bikes during the winter, so just having markings on the road wont cut it-not to mention people who would still potentially park in the lane. a physical barrier is the safest option.
ProtectedLane,PaintedLaneBuffer,NoLane	People tend to go faster on greengarden so I think a physical barrier is necessary to help protect bikers
ProtectedLane,PaintedLaneBuffer,NoLane	Personally I bike around this area to stay fit in the summer. Normally avoid this street due to a lot of traffic. A dedicated bike lane with a barrier in between would make me feel much safer using it.
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barrier for more protection for cyclists and to help reinforce new traffic patterns
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barrier is safer
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barrier is the safest and will encourage the most use.
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barrier provides increased safety and access to bike lane. Without barrier cars will use as a passing lane or parking.
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barrier will help with people still trying to park their cars in the street (in the bike lane) and give some peace of mind to cyclists.
PaintedLaneBuffer,ProtectedLane,NoLane	Physical Barrier would be a hassle for plows and residents leaving their driveways. Buffer provides gap between bikers and traffic.
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barriers (even weak ones like flexible posts instead of a proper curb, etc.) are the safest. It takes time for people to learn that roads aren't all about cars. Safety first.
PaintedLaneBuffer,NoLane,ProtectedLane	Physical barriers are a waste of material and space. They will not stop a vehicle from hitting a cyclist anyway.
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barriers are better than painted lines and will help drivers better respect the bike lane.
PaintedLaneBuffer,ProtectedLane,NoLane	Physical barriers are not on Presque Isle and it works well.
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barriers are safer for cyclists, and encourage riders who feel less comfortable with shared traffic to use bike lanes. Having the painted buffer, or painted lane is better than no bike lane at all.
PaintedLaneBuffer,ProtectedLane,NoLane	Physical barriers will be problematic for snow plows. Buffered barriers remind people to stay in their lane.
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barriers will give added protection, but any bike lane is better than none.
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barriers will make sure cars cannot swerve into bike lanes and keep cyclists safe.
ProtectedLane,PaintedLaneBuffer,NoLane	Physical barriers would be the safest for cyclists. They force cars to stay in their own lane and not drift over onto the bike path. Also, a barrier would stop people from parking on the bike lane.
PaintedLaneBuffer,ProtectedLane,NoLane	Physical posts seem unnecessary. Rarely seen in other cities, not going to stop a car, higher expense
PaintedLaneBuffer,ProtectedLane,NoLane	Physical posts would present a logistical challenge for snowplow drivers. On west 6th st between Cranberry and Plum, there is a marked bike lane AND on-street parking. Could that possibly be an option for Greengarden?
NoLane,ProtectedLane,PaintedLaneBuffer	Pittsburgh tried this idea years ago and it never worked. I don't see any value or need for these bike lanes.
ProtectedLane,PaintedLaneBuffer,NoLane	Plenty of room for bike lane.

NoLane,ProtectedLane,PaintedLaneBuffer	Poor options we can have both between 26 st and 38th st.
ProtectedLane,PaintedLaneBuffer,NoLane	Posts increase safety for bikers and make it less likely that cars will be parked over the lanes.
PaintedLaneBuffer,ProtectedLane,NoLane	Posts will become a problem over time. Damaged due to plows, cars, etc. Waste of time to purchase and install when they will constantly need replaced
ProtectedLane,PaintedLaneBuffer,NoLane	Posts would obstruct plows and street sweeper and also be in the way when cars have to pull over for an emergency vehicle.
ProtectedLane,PaintedLaneBuffer,NoLane	Prefer more protection based on personal experience in high traffic areas with aggressive motorists.
PaintedLaneBuffer,ProtectedLane,NoLane	Promoting cycling as replacement or supplemental to driving
PaintedLaneBuffer,NoLane,ProtectedLane	Property owners should not have to suffer by our desires. Widen the side walks and designate walk and bike lanes.
PaintedLaneBuffer,ProtectedLane,NoLane	Protected lanes are safest but create an eyesore.
	protects cyclists
ProtectedLane,NoLane,PaintedLaneBuffer	Painted pavement lines useless for true protection
PaintedLaneBuffer,ProtectedLane,NoLane	Provides lane with limited aesthetic impact to neighborhood.
ProtectedLane,PaintedLaneBuffer,NoLane	Put in the bike lane. Stop giving two blocks of jerks the say
NoLane,PaintedLaneBuffer,ProtectedLane	Resident's won't be able to park on the street.
ProtectedLane,PaintedLaneBuffer,NoLane	Residents have already spoken about the speed of traffic in this street, a protected lane offers a safer commute than paint
PaintedLaneBuffer,ProtectedLane,NoLane	Safe and cost effective.
ProtectedLane,PaintedLaneBuffer,NoLane	Safer for everyone
ProtectedLane,PaintedLaneBuffer,NoLane	Safest first
PaintedLaneBuffer,ProtectedLane,NoLane	Safest option
ProtectedLane,PaintedLaneBuffer,NoLane	Safest option for cyclists
ProtectedLane,PaintedLaneBuffer,NoLane	Safest to least safe.
ProtectedLane,PaintedLaneBuffer,NoLane	Safety
NoLane,PaintedLaneBuffer,ProtectedLane	Safety
ProtectedLane,PaintedLaneBuffer,NoLane	Safety
ProtectedLane,PaintedLaneBuffer,NoLane	Safety
PaintedLaneBuffer,ProtectedLane,NoLane	Safety
PaintedLaneBuffer,ProtectedLane,NoLane	safety and appearance
PaintedLaneBuffer,NoLane,ProtectedLane	Safety first but also do not infringe upon others rights.
PaintedLaneBuffer,NoLane,ProtectedLane	Safety first. I love the idea of painted bike lane. I don't believe the physical barriers would provide more safety
ProtectedLane,PaintedLaneBuffer,NoLane	Safety is a top priority.
ProtectedLane,PaintedLaneBuffer,NoLane	Safety is most important to me.
ProtectedLane,PaintedLaneBuffer,NoLane	Safety of the bicyclist. Restrict illegal parking without needing additional enforcement personnel.
ProtectedLane,PaintedLaneBuffer,NoLane	Safety of the riders and lowers the chance of drivers ignoring the bike lane.
ProtectedLane,PaintedLaneBuffer,NoLane	Separated bike lanes are the best way to allow cyclists to get from place to place in a safer and healthier manner. Flexible posts might not be the best way to implement delineate a bike lane but better methods like curbs with trees as those can physically prevent a car from running over a cyclist or a pedestrian. A flexible posts would likely break away being hit with a car, and cannot prevent a car from running over a cyclist or a pedestrian. If a physical barrier has damaged a car it has performed its job by preventing a car from going a place it should not be, such as a sidewalk or a bike lane. The effects of these investments will not be immediate and it can take numerous implementations to truly build a more efficient, effective, safer, and more pleasant city. Implementing bike lanes can vastly help people move around within the city, but the next thing is to help people from outside the city into the city without a car like busses allowing people to take bikes into the city
ProtectedLane,PaintedLaneBuffer,NoLane	Separation is best in order to keep bikes and car traffic separate from each other. Drivers will probably hesitate to drive over a physical barrier for any reason. Second best is the buffer, in order to keep some degree of separation, in case a driver ends up swerving off the regular road for some reason. Having no bike lane will only leave bikers at risk to being hit by traffic.
NoLane,PaintedLaneBuffer,ProtectedLane	Share the lanes

NoLane,PaintedLaneBuffer,ProtectedLane	Share the road not many people ride bikes in the winter
NoLane,PaintedLaneBuffer,ProtectedLane	Share the road!!
PaintedLaneBuffer,ProtectedLane,NoLane	Snow plows and other vehicles may hit the barriers on accident.
PaintedLaneBuffer,NoLane,ProtectedLane	some form of on street parking is permitted on most every residential street in the City of Erie, Greengarden should be no exception emergency vehicles access Greengarden to respond to calls throughout the area - cars need a lane to pull over to allow the fastest response time family social gatherings would be adversely impacted if on street parking was not available service vehicles , particularly for major projects require on street parking; it would not be practical for the homeowner and service companies to move vehicles every time a driver needed to pull in or out of the driveway
ProtectedLane,NoLane,PaintedLaneBuffer	Survey would not let me drag my results, so i put the most important on top. I would like to see a dedicated bike lane on emergency roads too, like 29th, 32nd streets for example. Barriers would be nice, but winter would be a factor. What are the dedicated resources to keeping the bike lanes clear during the winter?
ProtectedLane,PaintedLaneBuffer,NoLane	Take over one of the sidewalks and make it a continuous walk/bike paths where the path crosses the road, on a raised surface, the cars must slow down to go over it!!! https://youtu.be/9OfBpQgLXUc
PaintedLaneBuffer,NoLane,ProtectedLane	The barriers are annoying and would be more difficult for snow plows and Greengarden residents.
ProtectedLane,PaintedLaneBuffer,NoLane	The buffered lane seems safest especially since Erie drivers are not used to sharing with cyclists.
PaintedLaneBuffer,ProtectedLane,NoLane	The buffered markings make it more of a distinguished statement to drivers that it is a bike lane, with distance between car and bike.
PaintedLaneBuffer,ProtectedLane,NoLane	The city has had bike lines for decades without ugly physical barriers or buffer zones
ProtectedLane,PaintedLaneBuffer,NoLane	The city needs more transportation options other than cars. This is beyond obvious. Not everyone has, or wants a car. Riding a bike on the sidewalk simply isn't safe.
PaintedLaneBuffer,ProtectedLane,NoLane	The difference is small between options one and two for me, but I worry about the maintenance of the posts once they're installed and I think emergency vehicles can cross into them since Greengarden is so tight, once they identify there are no bikes on the path at that time.
NoLane,ProtectedLane,PaintedLaneBuffer	The expectation throughout the city is that cyclists follow the same laws as vehicles. I fail to understand how adding bike lanes in a few locations is going to make cycling safer as a whole. I don't believe in the slightest that bike lanes will encourage/promote more bike riding. I also don't believe that it's fair for residential areas to lose their on street parking.
PaintedLaneBuffer,ProtectedLane,NoLane	The first one is the most noticeable and therefore the safest.
PaintedLaneBuffer,ProtectedLane,NoLane	The flexible posts are more of an eyesore. Also, as a parent who sometimes rides alongside a child on a bike, the posts would make it harder for me to teach my child how to ride in a bike lane. I think the dedicated bike lane with a painted buffer is a fair compromise for the (whiney and misinformed) homeowners on Greengarden.
ProtectedLane,PaintedLaneBuffer,NoLane	The flexible posts I think would be the best option. If someone driving got distracted for whatever reason they would hit the post and not the bicyclist.
ProtectedLane,PaintedLaneBuffer,NoLane	The flexible posts would increase awareness of the bike lane & add a measure of safety. I am an avid cyclist and have seen cars veer into bike lanes or just crowd them. I have even had vehicles try and cause me to have an accident on purpose on several occasions. I do not like option number 3.
ProtectedLane,PaintedLaneBuffer,NoLane	The more dedicated and protected a bike lane is, the safer it is and better used.
ProtectedLane,PaintedLaneBuffer,NoLane	The more precautions the better. Distracted drivers still pose a hazard to pedestrians/ cyclists
ProtectedLane,PaintedLaneBuffer,NoLane	The more protected I feel while biking, the more likely I am to bike day to day.
ProtectedLane,PaintedLaneBuffer,NoLane	The more protected the bike lane could be the better.
PaintedLaneBuffer,ProtectedLane,NoLane	The more separated bike lane is, the more safe is it to ride.
ProtectedLane,PaintedLaneBuffer,NoLane	The more separation the safer for everyone. I worry about a slight veer from a cyclist or car causing them to end up in the path of each other.
NoLane,ProtectedLane,PaintedLaneBuffer	The neighborhood shouldn't have a bike lane if they do not want it. I know as a bus driver using Greengarden a lot having a designated bike are would cause traffic congestion and unsafe driving conditions
PaintedLaneBuffer,NoLane,ProtectedLane	The NIMBYS hate progress
PaintedLaneBuffer,ProtectedLane,NoLane	The only reason the residents oppose a bike lane is loosing the parking spaces during the summer for people to park to get to their 'yard sales', where they make profits selling other peoples wares. Location, location, location. They have no reason to oppose a bike lane. A bike lane would enhance their property values. People would enjoy riding thru the tree lined boulevard.
PaintedLaneBuffer,ProtectedLane,NoLane	The physical barrier could lead to a feeling of compression and is visually less desirable. A buffer lane may suffice.
PaintedLaneBuffer,NoLane,ProtectedLane	The physical barrier seems difficult to plow around in the winter, which would leave the bike lane unusable
PaintedLaneBuffer,ProtectedLane,NoLane	The physical barrier seems the safest, I think it will take Erie drivers some getting used to having bike lanes and the posts will help remind them
PaintedLaneBuffer,ProtectedLane,NoLane	The physical barrier with the flexible posts are an eyesore in my opinion. I think just painting it on looks better. Plus, hopefully the city will allow utility vehicles Tom park on Greengarden for those that may have landscapers, roofers, painters etc. They wouldn't be able to park with the physical barriers in the way.

PaintedLaneBuffer,ProtectedLane,NoLane	The physical barriers might be difficult to maintain with snow removal. There could be situations where a driver would need to avoid an animal or pedestrian in the road, and barriers might impede the ability to swerve out of the way.
PaintedLaneBuffer,NoLane,ProtectedLane	The physical barriers would prevent snow removal and slow vehicle traffic when passing turning vehicles
PaintedLaneBuffer,ProtectedLane,NoLane	The posts seem likely to create a hazard with plowing and surely way more expensive.
PaintedLaneBuffer,ProtectedLane,NoLane	The posts will take away the beauty of the area, however a bike lane IS NEEDED.
NoLane,PaintedLaneBuffer,ProtectedLane	The rankings are ridiculous. If you say no bike lane at all. The other options should go away. This is not a real research survey. Shame on the City of Erie for lying to its residents
NoLane,PaintedLaneBuffer,ProtectedLane	the residents on greengarden need a place to park if they have no drive way, or no room in their driveway.
NoLane,PaintedLaneBuffer,ProtectedLane	The road is totally wide enough for bikes to get through. Rarely do people park on the road so it's a waste of money and effort.
ProtectedLane,PaintedLaneBuffer,NoLane	The safest option for cyclists would be to have a visible barrier.
NoLane,PaintedLaneBuffer,ProtectedLane	The terrain of upper Greengarden is horrific to climb on a bike. With a bike lane, where do medical, fire, service people park? Greengarden has already been reduced to a one lane of traffic with a lane useable for cars, bikes, emergency vehicles- why designate it just for bikes. The traffic speed and driver carelessness would be worrisome if I were to send my child by bike down that road. Let the mayor bike around his nice neighborhood of Frontier and stay off the busy Greengarden roads.
ProtectedLane,PaintedLaneBuffer,NoLane	There are a lot of bad drivers. Flexible posts would keep bikers safe.
NoLane,PaintedLaneBuffer,ProtectedLane	There are already sidewalks on this street. Bikers can use the sidewalk. If you can't share a sidewalk to bike and walk you're incompetent.
NoLane,PaintedLaneBuffer,ProtectedLane	There are better roads to have it as a bike route one that's not so busy.
ProtectedLane,PaintedLaneBuffer,NoLane	There are many distracted drivers and I think having a physical barrier would save lives
NoLane,ProtectedLane,PaintedLaneBuffer	There is absolutely no good reason to have a bike path for that area, once you get to 26th street then what? And the same once you get to 38th street then what? Pick up your bike and walk!! it makes no sense no bike path on 26th street or on west 38th if you want bike paths first do all the neighborhoods in frontier area then move out to the rest of the city or all of the streets in downtown area first, Also were are all these bikes coming from that they need a path on that small stretch of road I have never seen bikes in my thirty years living in this area!!!
ProtectedLane,PaintedLaneBuffer,NoLane	There is no excuse we can't provide cyclists with a safe and dedicated path to move.
NoLane,PaintedLaneBuffer,ProtectedLane	There is no need for a bike lane. Have to stop this \$\$\$pending spree\$\$\$ that you are on!!! Help out North East with the Marina. DO THE MATH PEOPLE...LOOK AT OUR WEATHER, How many months out of the year will THE BIKE LANE even be used. THIS IS NOT FLORIDA!!! NOR IS IT GOING TO BE A TOURIST ATTRACTION. IF IT'S NOT BROKEN DON'T FIX IT!!! PEOPLE NEED TO GET OUT AND VOTE YOU PEOPLE OUT THAT ARE FOR THIS BIKE LANE!!! ENOUGH ALREADY!
NoLane,PaintedLaneBuffer,ProtectedLane	There is no parking for the residents on that road to begin with, you will lose the value of Greengarden.
NoLane,PaintedLaneBuffer,ProtectedLane	There is no want or need for a bike lane. The only people that want it are the people who won't ever even use it. And the only reason they want it is to spite the population that lives on the street.
NoLane,PaintedLaneBuffer,ProtectedLane	There is too much traffic on Greengarden Blvd to safely have a bike lane. It is also a major emergency vehicle pathway north and south and therefore would be dangerous for cars moving to the side of the road.
NoLane,PaintedLaneBuffer,ProtectedLane	There is too much traffic on Greengarden. Flexible posts would just make a barrier for cars to pull over if an emergency vehicle needs to get by.
PaintedLaneBuffer,ProtectedLane,NoLane	There should be a bike lane. I can't believe there is so much whining.
ProtectedLane,PaintedLaneBuffer,NoLane	There should be a dedicated bikelane
PaintedLaneBuffer,NoLane,ProtectedLane	There should be bike lanes but no barriers because of snow
NoLane,ProtectedLane,PaintedLaneBuffer	There should be no Bike lane
NoLane,ProtectedLane,PaintedLaneBuffer	There will be no on street parking with the bike lane.....and definitely a problem without it. Grew up around the area all my life and can't understand with the amount of traffic, especially around busy work hours, that the city decided to use this road for a bikeway. Why not pick an area where traffic is slow and no parking wouldn't be a problem. I definitely think this is an absolute horrible decision to use Greengarden for a bikeway. Pick a street further west which is much quieter.....stay away from Greengarden. How many streets in Erie do not allow parking on either side? I don't believe any...and don't start here. Emergency vehicles will also be affected with this decision.
NoLane,ProtectedLane,PaintedLaneBuffer	There's ALOT of traffic on the street for one. As much as I'm on Greengarden, I've only seen couple of bicyclists, now that you're making this a touristy town, you think this will help, but it won't. Funny how this question says 3 options next has 5 for same thing.
ProtectedLane,PaintedLaneBuffer,NoLane	There's no substitute for a physical barrier separating bike lanes from automobiles.
NoLane,PaintedLaneBuffer,ProtectedLane	This activity of clicking and dragging does not function properly in iPhones. In order of appearance after reset 1, 3, 2
NoLane,PaintedLaneBuffer,ProtectedLane	If you don't fix the click and drag it automatically ranks statements differently - will certainly skew your data
NoLane,PaintedLaneBuffer,ProtectedLane	This bike path will not connect to any other existing bike path. This area is already considered a safe biking area by the active Erie plan. Survey does not allow the ranking to be changed. Very biased on city and not getting citizen input as a proper survey should.
NoLane,ProtectedLane,PaintedLaneBuffer	THIS HAS TO BE THE DUMBEST THING EVER. I'm sorry to say that. I visit my one friend and I haven't seen a person bike down green garden in the summer and it's such a busy street someone will get killed if you do this
PaintedLaneBuffer,ProtectedLane,NoLane	This is a tough call. I prefer dedicated bike lanes but unless they are kept free of debris, they are useless. At least with the buffered lanes there are no obstacles for the street sweeper.

NoLane,PaintedLaneBuffer,ProtectedLane	This is an egregious breach of property owner's rights. If you want to build a bike lane on Greengarden put it in the boulevard. BUT NO BIKE LANES ON WEST 29TH!! I CAN BARELY PARK NOW!
PaintedLaneBuffer,ProtectedLane,NoLane	This is the most aesthetic option.
PaintedLaneBuffer,ProtectedLane,NoLane	This is the safest option to protect bikers from traffic.
NoLane,ProtectedLane,PaintedLaneBuffer	This is up to the residents of Greengarden Blvd only
NoLane,PaintedLaneBuffer,ProtectedLane	This road is busy and limited parking for residential home owners. It does not need a bike lane.
PaintedLaneBuffer,ProtectedLane,NoLane	This roadway would look weird with physical barriers and they may interfere with homeowners driveways.... but a Bike lane would decongest the unnecessary on street parking in that area.
NoLane,ProtectedLane,PaintedLaneBuffer	This street is traffic heavy. Bicyclists do not often obey traffic signs+signals. Physical barriers most necessary !
PaintedLaneBuffer,NoLane,ProtectedLane	This stretch if road currently has what I call a bike lane and seems to work well, why change it and lose parking??
ProtectedLane,PaintedLaneBuffer,NoLane	This survey is EXTREMELY biased. I do believe being able to ride bikes to get around is important but if even one person dies because of this plan, that blood is on you. No one is getting arrested for riding bikes on sidewalks. Just make sidewalks more bike friendly
NoLane,ProtectedLane,PaintedLaneBuffer	This survey is faulty. Another option choice above should be a shared bike path, allowing on street parking when needed by residents. This is also needed for service vehicles/trucks (landscapers,delivery,postman, emergency vehicles. A parking lane is already established on Greengarden Blvd. and has been there for several years, currently bikers share that lane. Do not prohibit on street parking. We were already told there would be no physical pole barriers, why is this on the survey? From the above options , no bike path is the best option. Do not prohibit our on-street parking (when needed).
NoLane,ProtectedLane,PaintedLaneBuffer	Why weren't the Greengarden Blvd. residents contacted for input when deciding this?
NoLane,PaintedLaneBuffer,ProtectedLane	Three options! Bullcrap! No bike lane. Too much traffic. Put bike lane on quieter street. Your hurting the tax paying residents whether you want to believe it or not! This is wrong!
PaintedLaneBuffer,ProtectedLane,NoLane	time concerns
ProtectedLane,PaintedLaneBuffer,NoLane	To feel safe a physical barrier would be preferable. Bikable Erie would be a boon to tourism. I personally look for bike tours when I visit new cities. I chosen not to do them if there is not a route with dedicated bike lanes.
ProtectedLane,PaintedLaneBuffer,NoLane	Too many people will park in the bike lane anyway if there is not a physical barrier to prevent them from doing so.
NoLane,PaintedLaneBuffer,ProtectedLane	Traffic is going to fucking suck in Greengarden if this bike lane goes in you are taking away our street parking?! most people don't have room in their driveways for their cars already lots of families on Greengarden have multiple people where the hell are they supposed to park?!?! this is ridiculous at least for Greengarden if you want to put it on find another road keep it off Greengarden. where are first responder's supposed to park fire trucks take up quite a bit of space. There are multiple train tracks across Greengarden you really want people to take this route? you can't ride a bike across tracks
ProtectedLane,PaintedLaneBuffer,NoLane	Vehicle drivers show little respect for bikers, this would provide an added measure of safety for bikers
ProtectedLane,PaintedLaneBuffer,NoLane	Vehicles frequently cross into unprotected bike lanes.
PaintedLaneBuffer,ProtectedLane,NoLane	WAIT A MINUTE. There is a 4th option..... Put the bike lane in the center of the boulevard. Then plant a few bushes and flowers along it to keep it aesthetically pleasing. This will keep the bikers safe, it will keep on street parking for the residents, and it won't effect the traffic flow. This has been done in other cities.
NoLane,ProtectedLane,PaintedLaneBuffer	We already have laws for bicycles on the roadway. Unless you make a completely new lane for bicycles your options are not needed.
PaintedLaneBuffer,ProtectedLane,NoLane	We believe the parking lane can be shared. At our corner - near 32 - there should be no parking. This is where the congestion happens. Cars do not stay in a single lane because of those making a left turn. The cars behind the turning car will move to the right along the curb. We would like to see the blvd shortened and add a short left turning lane. Besides bicyclists we also have skate boarders, runners, walkers, and 3 people using motorized chairs.
NoLane,PaintedLaneBuffer,ProtectedLane	We do not need bike lanes in the city of Erie. Many bikers us the streets safely already. This grant money would be wasted on a project like this. Use the money for fixing our sewer and underground infrastructure instead of charging a "storm water fee" to city of Erie residents.
ProtectedLane,PaintedLaneBuffer,NoLane	we need more bikes and less cars. it's a health benefit as well. i've several close calls with cars because of no bike lanes!
ProtectedLane,NoLane,PaintedLaneBuffer	We need SAFE bikes lane, with some kind of barrier
ProtectedLane,PaintedLaneBuffer,NoLane	We need to do better for people in the city without vehicles! Also driving on the road is scary when there are cyclists sharing it and I want us all protected! There should be sidewalks and bike planes everywhere in the city.
NoLane,PaintedLaneBuffer,ProtectedLane	We should be able to share the road
NoLane,PaintedLaneBuffer,ProtectedLane	What is destination when traveling an uphill road like Greengarden? I lived as a child on Greengarden but my parents made us bike on side roads. Trucks and dogleg road at 26th street are real concerns. Add to it e bikes going over 25 mph
ProtectedLane,NoLane,PaintedLaneBuffer	When riding our bikes, we have a toddler trailer on the back so our son can ride with us. He has a reflective flag and blinking red lights but cars do not care. They get as close as they can, often times crossing the white line. It is very unsafe.
PaintedLaneBuffer,ProtectedLane,NoLane	Whenever I drive greengarden rarely are there any cars parked on the street but if I lived there I wouldn't want to see a physical barrier installed. Painted markings on the road should work.
NoLane,PaintedLaneBuffer,ProtectedLane	Where are the people supposed to park? If people want to be on bikes they need to follow the laws of the road just a person driving a car. And don't give me that bull crap about parking in driveways. What if it's a holiday and there is no room in the driveway? Are you expecting people, who could be in a wheelchair, to park blocks away? Give me break. When someone gets on a bike, they know that there are other people they need to look out for just like when you get in a car.

ProtectedLane,PaintedLaneBuffer,NoLane	Where there's enough pavement to do it--and Greengarden has it--this is a simple way to keep riders safe, and encourage more people to ride. Same is true for 12th Street, 19th Street, 28th Street, East Grandview, and more.
ProtectedLane,PaintedLaneBuffer,NoLane	While a buffered bike lane with no posts is simpler, it could easily be ignored by drivers and turned into "parking spots", therefore making it more dangerous for bikes to maneuver around parked cars
PaintedLaneBuffer,NoLane,ProtectedLane	While a dedicated bike lane with a physical barrier would be ideal, I do not think that this would be necessary on Greengarden BLVC. A buffered lane with pavement markings would be a better aesthetic solution for residents and still serve as a safe alternative for biking.
PaintedLaneBuffer,ProtectedLane,NoLane	While I support the additional of bikelanes and would have plans to use them if they are implemented, I feel the physical barriers would be difficult to plow snow around in the winter, so a barrier-less option would be preferred so that the lanes could still potentially be accessed in the winter.
NoLane,PaintedLaneBuffer,ProtectedLane	Why can't bikes and cars share the same space on Greengarden???? If not... Take out some of the Blvd to add bike lane but leave car parking so multiple visitors, maintenance vehicles, ups, fed x, emergency vehicles etc can continue to park on street when needed.
NoLane,PaintedLaneBuffer,ProtectedLane	Why dont you idiots just get rid of the road? Youve already made driving in a town where you have to stop every 2 blocks for a stopsign, or redlight, or idiot who cant drive, worse.. AND GOOD JOB ON 12TH STREET W THE NO TURN ON REDS WAY TO SLOW TRAFFIC DOWN EVEEEEEENN MORE!! PARADE FROM 12TH TO 18TH IS ANOTHER MORONIC DISPLAY OF SLOWING THE FLOW OF TRAFFIC SO I HAVE TO SIT FOR 2 LIGHTS AT \$4 A GALLON OF GAS TO TURN BECAUSE OF ANOTHER STUPID BIKE LANE. GREENGARDEN AND 12TH. LIBERTY AND 12TH. STUPID. STUPID. WAY TO GO IDIOTS. CANT WAY TO SEE HOW YOU SCREW UP THE BAYFRONT. CANT BE WORSE THAN THE WAY IT IS NOW WHERE SOME GERIATRIC OR AN A HOLE W A POINT TO PROVE THAT DRIVES EXACTLY THE SPEED LIMIT SO ITS BACKED UP PAST THE BARBER CENTER.. GODDAM MORONS.. HAVE ANY OF YOU EVER PLAYED SIMCITY? THE DECISIONS TO BE MADE ARENT HARD. STOP PANDERING TO DEADBEATS ON MOTORIZED PEDALBIKES.. ASSES. IM 46 I DONT WANT TO RIDE A BIKE. LET ALONE IN ANY URBAN AREA.
NoLane,ProtectedLane,PaintedLaneBuffer	Why put it in wher nobody will use it. Your survey is biased and trying to bully us. Why don't you tell the truth and explain where the money went and who's family works for the company who decided on paths. Put the bike paths along the bus routes. What that's not safe but disrupting tax payers neighborhoods and commute routes is? How come no one on city Council is from the west side where this route wants to be placed we are being represented by nobody. How are you telling us what we have to do without representation on city Council this is ridiculous. Corruption at its best is the city of Erie government. I urge all younger people of eerie to move out. It's a dying town it's not worth saving look at downtown. It's nothing and eatery with nothing.
NoLane,PaintedLaneBuffer,ProtectedLane	With ONLY three choices, I strongly believe that a "share the Road" is a better option that should be on this survey.
ProtectedLane,PaintedLaneBuffer,NoLane	Without a barrier card will ignore the bike lane
PaintedLaneBuffer,ProtectedLane,NoLane	Without a barrier, cars will use the bike lane
PaintedLaneBuffer,ProtectedLane,NoLane	Would be easiest for city to maintain while giving bike rides a safe zone to be in.
PaintedLaneBuffer,ProtectedLane,NoLane	Would prefer a completely designated bike lane with no parking and we live on greengarden on the south east corner of 30th St. there's no need for on street parking on this Boulevard in my opinion everybody has ample parking in their driveways
NoLane,PaintedLaneBuffer,ProtectedLane	
NoLane,ProtectedLane,PaintedLaneBuffer	
PaintedLaneBuffer,ProtectedLane,NoLane	
PaintedLaneBuffer,ProtectedLane,NoLane	
NoLane,PaintedLaneBuffer,ProtectedLane	
ProtectedLane,PaintedLaneBuffer,NoLane	
PaintedLaneBuffer,ProtectedLane,NoLane	
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