

Depending on roadway specifications along bikeways in the City of Erie, our consultant recommends five potential strategies. Please	Please explain your reasoning for how you ranked these options.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuff	"Sharrows" is a terrible idea. Bike lanes and sidewalks all over the city please!
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuff	#1 - 3 are all equally fine with me
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,Sh	"None of these" should be an option here. Without that option you are purposely skewing the data.
PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse,ProtectedLane	<p>1 If possible a painted buffer would be ideal, giving cyclists a built in safety zone from car traffic.</p> <p>2 If the roadway isn't wide enough a dedicated bike lane would be sufficient.</p> <p>3 All shared roadways need to be marked with arrows to alert vehicles that there may be cyclists along the route.</p> <p>My last 2 choices would be very good options but not feasible considering the city's roadways and weather.</p>
Sharrows,SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	<p>1. Because I support a compromise between the residents and the city.</p> <p>2-5. Because I had to pick them to complete this survey. I don't support any of them.</p>
PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,Sharrows,ProtectedLane	<p>A bike lane is a no brainer. I use Greengarden regularly and rarely see on street parking being used. One exception is the crappy punch bug that never moved all summer long in 2022. Home owners worried about backing out of their driveway should be more worried about on street parking being a huge blind spot, even for incoming traffic. Posts would not be eye pleasing, the speed of traffic and width of the road should not require post. Keeping a neighborhood looking friendly and being friendly for all traffic needs to be considered when moving forward with the bike path.</p>
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane	A bike route is fine. These options do not address resident and taxpayer requests to keep the on street parking.
PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,Sharrows,SharedUse	<p>A buffered or dedicated bike lane makes the most sense. Physical barriers are fine, but cyclists and skateboarders would just use them as a slalom-style obstacle course. A shared bike/pedestrian path is potentially dangerous, given cyclists' speed compared to walking.</p> <p>The thing that needs to change in this city is the animosity towards cyclists. As long as they are wearing a helmet and have the appropriate lights on their bikes, they are well within their rights to ride on the street, and that message needs to be emphasized. More signage ("share the road", etc.) needs to be placed throughout the city and county, especially in areas where there aren't bike lanes available to remind drivers that they do not own exclusive rights to the road.</p>

Sharrows, Painted Lane Buffer, Painted Lane No Buffer, Shared Use, Protected Lane	A compromise is needed, it cannot be 100% in support of bike riders that are on Greengarden for only a few minutes that they pass through and ignore the safety & needs of residents that live on the street and are present for 12, 18 or 24 hours every day. Share the space and keep as it has been for decades, parking when needed by residents and others. Bikers to go around. Or widen the road by taking two feet out of the boulevard each side since there is not enough room for everyone in this proposal and make it like 6th Street at Cranberry, a traffic lane, bike lane and parking lane. Or make like East 38th street and put bikes in the traffic lane. If it is safe on East 38th Street it will be safe on Greengarden Boulevard. And please do not encourage even more people to come play in the street at the foot of my driveway when I have to back out into the street and cross a bike / pedestrian / jogging path every time I and the 75 other people leave their home on Greengarden Boulevard.
Sharrows, Painted Lane Buffer, Painted Lane No Buffer, Shared Use, Protected Lane	A dedicated area separate road would make me feel much safer biking but it is not worth the cost or upkeep.
Painted Lane No Buffer, Painted Lane Buffer, Protected Lane	A dedicated bike lane provides a sound alternative to various on-street challenges.
Protected Lane, Painted Lane Buffer, Painted Lane No Buffer, Shared Use, Protected Lane	A dedicated bike lane with a physical barrier is the safest option.
Painted Lane Buffer, Painted Lane No Buffer, Protected Lane	A dedicated bike lane with a small buffer would be ideal
Shared Use, Painted Lane Buffer, Painted Lane No Buffer, Protected Lane, Sharrows	A dedicated, separate lane would be ideal but is not always feasible. I think the shared lane would be the most dangerous.
Protected Lane, Painted Lane Buffer, Shared Use, Painted Lane No Buffer, Sharrows	A designated barrier bike way for bikes alone is the safest choice for cyclists . To share a path with pedestrians or wheelchairs is an option but may result in a safety hazard for pedestrians . And sharing the road is unsafe and often results in cars not sharing or telling the cyclists to get off the road . No one pays attention to the 4 feet law.
Protected Lane, Painted Lane Buffer, Painted Lane No Buffer, Shared Use, Sharrows	A protected bike lane with physical barrier provides the most protection to cyclists. A buffered bike lane with painted buffer will provide a visual buffer between the main roadway and bike lane, but still leaves cyclists vulnerable. A dedicated bike lane with markings and sharrows seem to be more "feel good" efforts than actual protections for cyclists. Unless the bike lane protections are enforced, vehicles will continue to overtake cyclists at speed and put cyclists at risk. A shared use path can be a good option in some locations, encouraging more tentative cyclists to ride and families to recreate together. Unfortunately, they can be dangerous if cyclists are riding at speed (15-20+mph) for cyclists AND pedestrians. Also, unless the shared use path extends for the entire length of the route, cyclists will eventually be forced back into traffic.
Shared Use, Protected Lane, Painted Lane Buffer, Painted Lane No Buffer, Sharrows	A protected lane is a safe cyclist lane, but there are people that traffic with motorized wheelchairs that are forced into the road due to poor sidewalks and no shoveling in winter to consider as well

ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuff	A protected lane is safer for all, drivers and cyclists.
ProtectedLane,PaintedLaneBuffer,SharedUse,Painted	A protected lane is the safest and most encouraging for all people on bicycles.
ProtectedLane,SharedUse,PaintedLaneBuffer,Painted LaneNoBuffer,Sharrows	A separate area for bike riders is better but it's more economical to have the buffered lane with flexible posts.
SharedUse,ProtectedLane,PaintedLaneBuffer,Painted LaneNoBuffer,Sharrows	A separate path is definitely safer (but more expensive to build) Flexible posts are obviously the safest if we are going to not have a separate path. They draw the driver's attention.
SharedUse,ProtectedLane,PaintedLaneBuffer,Painted LaneNoBuffer,Sharrows	A separate path is the safest. Some motorists just don't like cyclists and will swerve at them purposely but I also love the idea of the flexible posts. I have personal knowledge of a cyclist wearing a safety colored vest and flashing tail light and was still hit and killed by an inattentive driver.
Sharrows,PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,ProtectedLane	A shared bike lane with parking is perfectly fine. Physical barriers here is the worst idea. BTW...you cannot drag choices as decsribed.
SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	A shared use path for vulnerable road users would also help disabled individuals who use motorized wheelchairs to get around (but cannot use broken sidewalks so they use the street) as well as keeping children and others much safer from vehicles . Otherwise, a protective barrier would keep cyclists safer.
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,SharedUse	A shared use path is the worst because pedestrians and bikes on the same path are dangerous for both Sharrows are okay but will take some education for cyclists and motorists to make this work. See above reasoning
SharedUse,ProtectedLane,PaintedLaneBuffer,Sharrows	Absolutely no bike line.
SharedUse,PaintedLaneBuffer,Sharrows,PaintedLane	added impediments could cause more accidents to cyclistism such as posts or curbs
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	After physical barriers, buffers are the next most useful and are a good alternative to physical barriers. Sharrows defeat the purpose of having bike infrastructure as biker safety doesn't really improve due to sharing the lane with impatient drivers
Sharrows,PaintedLaneBuffer,SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane,SharedUse,Sharrows	Again - forcing people to rank options not needed. Stop with the fake research surveys Again any kind of bike lane would be an improvement. I don't bike in the city because I'm highly concerned about safety.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	Again for the safety and comfort of cyclists, having a physical barrier would be best. If that is unavailable, dedicating three feet of space between the vehicle lane and bike lane is my next choice. Any option where bikes and cars share the same lane is not preferable to me.
ProtectedLane,PaintedLaneBuffer,Sharrows,PaintedLaneNoBuffer,SharedUse	Again I bike during the summer and having protection from the road would make me feel safest. The buffered lane is my second best because it provides enough space that cars won't be riding so close to you.
PaintedLaneBuffer,SharedUse,ProtectedLane,Sharrows	Again i don't think we need bike lanes
SharedUse,Sharrows,PaintedLaneNoBuffer,Protected	Again I vote no bike lane

SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane,Sharrows	Again the dedicated space for cycling as well as vulnerable people but without barriers is the top priority in my opinion.
Sharrows,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	Again this function does not work on iPhones and will certainly skew your data In order at reset,3, 5, 4, 1, 2
SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane,Sharrows	Again, I've seen far too many bike lanes that collect all the debris of the road. You need access for the street sweeper and regular maintenance. This is critical for the bicyclists or they will ride with traffic. In addition, please consider the many cyclists who follow the lakeshore on state highway 5
Sharrows,PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,ProtectedLane	Again, with ONLY limited choices, I strongly believe that a "share the Road" is a better option that should be on this survey.
Sharrows,PaintedLaneNoBuffer,ProtectedLane,PaintedLaneBuffer,SharedUse	Again, your crazy to place a bike lane on Greengarden. Keep that road beautiful, don't make it a killing road!
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,Sharrows	Again. Cyclists need a physical buffer between them and motorists
ProtectedLane,SharedUse,PaintedLaneBuffer,Sharrows,PaintedLaneNoBuffer	All are bad choices especially on Greengarden and Pittsburgh ave. These residents have a right to park their vehicles in front of their homes. If I still lived on Greengarden I would think about filing lawsuit against city
Sharrows,PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,ProtectedLane	Allow car parking
ProtectedLane,SharedUse,PaintedLaneBuffer,Sharrows	Any barrier between vehicles and cyclists and other non-motorized vehicles is safer than no barrier. Anything less than a protected separated bike lane isn't enough.
ProtectedLane,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,Sharrows	Keeping cars and bikes separate is the only philosophy that will improve safety. Sharrows are not bike infrastructure, and they're more dangerous than regular roads.
SharedUse,Sharrows,PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer	Anything other than a separate, protected, dedicated bike lane will be problematic. Erie seems to be going for the cheapest option. People driving these days are distracted by cell phones. It would be too easy for them to hit a cyclist. A bike lane with no physical barrier will give a cyclist a false sense of security. You cant expect residents living on Greengarden to see every cyclist when backing out of their driveway. This "bike lane/formerly parking lane" would be a nightmare for cyclists such as myself (age 68) and my Down Syndrome son (age 34).
PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer,SharedUse,ProtectedLane	As a bike user, having dedicated bike lanes or sharrows where cars and bikes share a lane are the most realistic and cost effective manners in accomplishing the sharing of the road for all parties. ERIE needs to become more bike friendly and walker friendly to attract younger families (along with jobs) and providing these amenities can help retain our youth and enhance the image of the city and surrounding communities

Sharrows,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane	As a cysclot comunity, the most traffic of the bicycles are in the area of Presquisle and w. 6th st. It only would make sence to make a separate lane in those areas. For the rest painted line that separetes cars and bikes should be enough.
SharedUse,PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,Sharrows	As a want-to-be bike-user, sharing the road is the hurdle I am most hesitant to get over to make biking my main form of commuting. Especially when biking up-hill.
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,SharedUse	As above I believe presenting a physical barrier would be the safest option for riders. The subsequent options offer decreasing safety in my opinion.
ProtectedLane,SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	As I stated before the think if we are putting in bike lane infrastructure it should be the safest option which is the physical barrier option
Sharrows,SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer	As I stated earlier, I feel the boulevard is safe to bike on and can be shared with parked cars. Below 26th street is not safe and I would recommend a lane with barriers.
PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane,Sharrows	Barriers make sense in higher traffic congested areas.... but we don't have many of those in Erie. Bike lanes would serve to help not only cyclists, but also emergency response, road maintenance, snow removal, and general egress through our streets.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	Barriers reinforce no motor vehicles
PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane,Sharrows,PaintedLaneNoBuffer,SharedUse,ProtectedLane	Based on safety and aesthetics.
Sharrows,PaintedLaneNoBuffer,SharedUse,ProtectedLane	Because bike lanes with barriers are a joke and are not safer.
Sharrows,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer	Between 26th St., and 38th St., green garden Boulevard leave it as it is, do not take our parking away
Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	Bike lane is not needed
Sharrows,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer	Bike lane on a blvd seems ill conceived
Sharrows,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer	Bike lane on this road is a bad idea. Too many contractors and semis on this road for bikes
PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,ProtectedLane,SharedUse	Bike lane should be as unobtrusive as possible but should NOT be shared with pedestrians or other users. THAT is what the sidewalk is for. Mingling pedestrians with bikes on the roadway kills the whole purpose of a dedicated bike lane.
PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,Sharrows,ProtectedLane	Bike lanes are essential but any place a bike and vulnerable traffic could travel without motorized vehicles would be wonderful. Paths that are away from being endangered from inconsiderate drivers and/or exhaust would be preferred.
PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,Sharrows,ProtectedLane	Bike lanes are needed the barriers would be great but the pushback would be just as great. A rumble strip between vehicles and bikes with plenty of bright signs will be a great start.
Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	Bike lanes are unnecessary and dangerous.
Sharrows,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane	Bike lanes in this area are a waste of money due to their seasonal usage and lack of maintenance. Typically the bike lanes that I have used here are in poor condition due to debris and cracks/holes.
SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,ProtectedLane	Bike lanes make sense around the colleges and maybe the downtown area but not the whole city
Sharrows,PaintedLaneNoBuffer,SharedUse,PaintedLaneNoBuffer	Bike lanes should be added where there is not a space available for bikers off road

PaintedLaneNoBuffer,ProtectedLane,Sharrows,SharedUse,PaintedLaneBuffer	bike lanes that allow for on street parking. on street parking Downtown close to a business is tough enough. remove on street parking for homeowners, how many will move out of the city because of lack of parking in front of their homes.
SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer	Bike safety top priority
ProtectedLane,SharedUse,Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer	Bikers need safety
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane,PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer	Bikers should use the sidewalks. Not the road that was built for CARS
ProtectedLane,PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane,Sharrows	bikes should have priority as the case in europe.
PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane,Sharrows	Buffered bike lane is the list amount of new infrastructure (curbs / posts) but still provides safety from being struck by a vehicle.
PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,Sharrows	Buffered or separated bike lanes are safer for cyclists and motorists.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	Buffers will prevent people from using the painted lane as parking after the project is complete and keeps cyclists safe
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	Build a bike path
PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	Car drivers won't share the road. There has to be a separate lane
PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse,ProtectedLane	Choices selected favor the least disruption to the flow of vehicle traffic. Cyclists (adult) are on the sidewalk even where there are bike lanes. The shared path (such as at Presque Isle) still leave problems for pedestrians - especially small children and elderly - in light of the speed of cyclists. How will cyclists contribute to the creation and maintenance of the roadways? Cyclists don't buy gas, and any who are renters don't pay property tax. So are those who drive are being asked to be accept inconvenience of a bike lane while continuing to pay without contribution from those who would use/benefit from the bike lane? Many streets in Erie are too crowded for vehicle traffic and for parking space needed by residents, adding bike lanes will exacerbate the problem.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,PaintedLaneBuffer	Common sense
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	Commuting bikes and pedestrians are not a good mix. for an example try and hold a commuting speed on the shared path at the Peninsula. Most roads need a physical barrier as they are not safe at all like 12th, 38th, East Lake starting at bio fuel going to Lawrence Park, and 8th street.
SharedUse,ProtectedLane,Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer	confusing question. let the bikers make their way north and south on green garden as they have for years

	Current law says that cyclists are operating vehicles. Such individuals are subject to traffic violations, can be detained and prosecuted for a DUI, and are already on the roads with other vehicles. As such, why can cars and cyclists not share the road. There is no proposed bike lanes on State Street, the main hub of the city to downtown. It has a boulevard, space for cyclists, and multiple lanes that can be readdressed. Why is there no proposed bike lane on State Street? What compensation are property owners receiving to take away side street parking of city homes, an area that delivery trucks cannot park to offload large items. Would anyone wish for their refrigerator or new stove to be dollied from a distance away where a number of accidents could cause the item(s) to be damaged? I hope considerations are taken for the inconvenience imposed on those individuals who did not have a say in this matter. Thank you.
Sharrows,SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	
PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,ProtectedLane	Cycling is important so is People's safety for those who have to ride there bikes all year around
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer	Cyclist, walker, wheelchair bond user safety
ProtectedLane,PaintedLaneBuffer,SharedUse,Sharrows,PaintedLaneNoBuffer	Cyclists are often put in danger by distracted drivers and blind spots in cars. The more that can be done to make our community safer for cycling, the healthier our community can become.
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	Dedicated and protected is optimal for safe use
PaintedLaneNoBuffer,Sharrows,ProtectedLane,SharedUse	Dedicated bike lanes are important
SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	Dedicated bike lanes are important.
PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	Descending order of bicyclist safety
PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,ProtectedLane	Didn't really like any of those options.
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane	Do not like any of the choices....please see my comment on previous question. Could not complete survey without ranking. That is BS. This survey is a joke
Sharrows,PaintedLaneNoBuffer,ProtectedLane,SharedUse,PaintedLaneBuffer	DO NOT! Apply above numbers as indicated for any purpose to this survey All options shown above are not applicable and only outline the design of the other for that I am NOT IF FAVOR OR A BIKE PATH
Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	Don't agree with bike lane but should be able to do both.
PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,SharedUse,ProtectedLane	DON'T BOTHER EVEN PUTTING THE BIKE LANE IN. SAVE THE MONEY. We did NOT need a round-about. We did NOT need a Community College either. You seem to think that it's ok to do this when even the people that live on that street don't want it. STOP THIS INSANITY NOW!!!
PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows,ProtectedLane	Don't see how a physical barrier can work in our climate for a number of maintenance reasons. Sharing the road just doesn't seem as safe as any of the other options. The buffered lane seems to give the highest level of safety in my mind other than a physical barrier that I don't think can work.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Drivers are distracted, cyclists need a place to bike that is as protected as possible. Last night I saw three separate cyclists riding at night on Rt 20- terrifying for them.
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Due to the issue of some neighborhoods being "NIMBY" about bike lanes, more safety precautions feel necessary.

PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,SharedUse,Sharrows	Ease of maintenance, sharing with pedestrians is problematic. Cyclists can't be heard from behind and some don't use their bells or use verbal cues. Some pedestrians don't stay to the right when using lanes, blocking line of travel.
PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,ProtectedUse,ProtectedLane	Easiest to do.
Sharrows,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse	Erie has snow and not ideal weather, to put alot of money other than a lane painted is a waste of money
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Erie is only highly accessible by car. To have a strong biking/other safe routes throughout would make it have a bigger draw to people who are younger and looking for a variety of ways to get around.
PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,ProtectedUse,ProtectedLane	Even having so demarcated lanes is better than none at all!
PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse,ProtectedLane	Flexible posts are easily broken. Curbs could actually be more dangerous to cyclists and other drivers if struck by a distracted driver. Please consider alleyways or specific buffered bike lanes occurring along lower traffic routes; ultimately making the route longer for the cyclist, but safer in the long run.
ProtectedLane,SharedUse,PaintedLaneNoBuffer,Sharrows,ProtectedUse,ProtectedLane	Flexiposts make it safer the cyclist and the cars passing them.
SharedUse,PaintedLaneNoBuffer,ProtectedLane,PaintedLaneBuffer,Sharrows	For safety reasons I think the painted and physical barriers are key. I also believe that cyclists, pedestrians and those with disabilities could be better served with designated lanes especially on roads that have no sidewalks or where sidewalks are in need of repair.
SharedUse,ProtectedLane,Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	From years of observing bicyclists on the roads.
Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedUse,ProtectedLane	Give an option of nothing and keep as is!!!
PaintedLaneBuffer,Sharrows,ProtectedLane,SharedUse,ProtectedLane	Given the space.
SharedUse,PaintedLaneBuffer,Sharrows,PaintedLaneNoBuffer,ProtectedLane	Greengarden from 8th street up to 26th street is definitely not biker friendly- large, busy intersections being used by multiple large vehicles. The busy times on that road would make bike traffic very unsafe. Bike lanes would definitely cut down space for car traffic. Pedestrian traffic is almost non existent. Add bikes and you may see more injuries- as bikers tend to ride as close to the traffic lane as possible. Ride on 8th street and see how many bikers ride on the edge or outside the lane.
ProtectedLane,SharedUse,Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer	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).
PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,SharedUse,ProtectedLane	Having the 3 Ft markings should be good
SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,ProtectedLane	I am choosing none of these options because of my reasoning above. Money would be better spent on roadway reflective paint and SERIOUS DIRE NEED of proper street lights.
PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,ProtectedLane	I am not in favor of physical barriers, I believe they will impede access to emergency vehicles.
Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,ProtectedLane	I am only in favor of number 1. I am not interested in any of the other choices. Sharrows only!!!!

SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	I am the most comfortable riding my bike on dedicated lanes that are completely separate from the roadway like rails to trails initiatives. However that's not always possible. In that case I prefer being separated from traffic as much as possible using barriers.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse	I believe a protected bike lane is the best case for all roads to protect the people using them, also they let drivers know they can't travel on these lanes. Sometimes, it is not logistically possible to protect all bike lanes, so the other types are needed.
Sharrows,PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,ProtectedLane	I believe if traffic is slowed on greengarden we can have both on street parking which the volume of cars would be very minimal as well as a painted bike lane. My observation is bike lanes are not cleaned often enough which forces bikes to ride in the street where there is less debris and glass etc. that issue needs to be addressed. If they GDB be maintained properly my support would be higher.
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,Sharrows	I believe it MUST be a physical barrier. That is the absolute safest. At least if a car swerves it will hit the post and not the cyclist. Many cyclist have been hit and killed here.
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer	I believe protected bike lanes are the safest
ProtectedLane,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,Sharrows	I believe that converting existing pavement that is being underutilized or is unnecessary for the volume of automobile traffic is the most efficient and economical method of implementing bicycle infrastructure. I think a shared use path is better than an unprotected/buffered bike lane, but mixing cyclists and pedestrians is not ideal if it can be avoided.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I believe that having more barriers between cars and cyclists would provide the most amount of safety for both parties. Having a curbed bike path separate from cars and side walks would provide the best conditions for safety and convenience. High degrees of safety and convenience are the most critical factors in determining whether a bike lane will ultimately be utilized.
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,Sharrows	I believe the physical barriers are needed to keep selfish car drivers out of the bike lane. The "sharrows" idea seems like a recipe for disaster. There needs to be distinct lanes for each method of travel.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse	I believe the safest and best option is to have physical barriers for the bike lanes. That would also give more space between vehicles and cyclists. I use a bike trailer for my toddler and it's wider than a regular bike, so having a bigger space would make it safer for us to travel.
Sharrows,PaintedLaneNoBuffer,SharedUse,ProtectedLane,PaintedLaneBuffer	I cannot move 4 to the 5th position. It cannot be dragged.Move 4 to 5 and 5 to 4. This whole plan is ridiculous.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I chose based on what seems the safest.
Sharrows,PaintedLaneNoBuffer,SharedUse,PaintedLaneNoBuffer,Sharrows	I chose the above options because I had to, otherwise I'm opposed to the bikeway!!!!!!!!!!
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I could be wrong, but I think this ranking would protect bicyclists as much as possible. P.S. Although my address is in Indiana, I still own a house in Edinboro. My adult son, lives there. He doesn't drive but rides a bicycle, & commuted by bicycle when he lived & worked in Erie. In addition, he has taken his bike with him while riding EMTA busses.

PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,P	I could not drag and drop on this question.
Sharrows,SharedUse,ProtectedLane,PaintedLaneBuff	I could not out these in the order I wanted, except for the first one
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I currently do not bike in the city unless it's on a shared path (Bayfront Connector or Presque Isle). I worry about getting hit by a car. The more space that can be between a bike lane and vehicle traffic seems to be much safer, especially considering that children would use a bike path. I also do not currently bike in a shared lane (such as E 38th St) because I worry about getting hit by a car. As long as there's a dedicated lane, I would definitely consider biking more often within the city.
Sharrows,PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,ProtectedLane	I do not believe that a bike lane on Greengarden Blvd is a good idea at all, this question has no answer that is acceptable to me.
Sharrows,SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	I do not believe there should be bike Lanes. I believe sidewalks should be used , in the event of no sidewalk, a shared path is acceptable.
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,SharedUse	I do not support a bike path on Greengarden. I do not want to lose on street parking which I believe will significantly reduce our property values. I don't believe it is a safe area to have a bike lane as it is the emergency route for many rescue vehicles, the traffic is heavy, and it will ruin the beauty of our neighborhood.
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane	I don't really like any of these options. Greengarden is narrow as it is. A bike lane doesn't make sense there & isn't needed.
PaintedLaneBuffer,Sharrows,ProtectedLane,PaintedLaneNoBuffer,SharedUse	I don't think it should be a shared use path. Pedestrians and vulnerable road users could be hit by cyclists. I don't see the need for physical barriers. Pavement markings is enough to get the point across. My mother lives on Greengarden and I'm still in favor of it. It's a great idea!
Sharrows,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	I don't want a bike lane on green garden under any circumstances from 38th to 26th no matter what type of infrastructure would be employed. See my answer to the previous question. The choice of greengarden on the part of active Erie is being made to reduce the cost of the project without reference to what it will do to those who live there. The disingenuous nature of this survey and the information preceding it (effects on property values mentioned here are in retail, not residential areas....not being able to just say a bike lane there is a bad idea, etc) has me squarely against this project. If the objective were what active Erie says it is you would be pursuing Pittsburgh avenue as the north to south connector on the west side. The "rank your options" for how you feel about a greengarden bike path tells me everything I need to know about this project and the people behind it. I say no, period. This survey doesn't let me do that. I'm not against bike lanes, but this is gaslighting.
PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,Sharrows,SharedUse	I don't believe that a bike lane in this area is a good idea. From Bayfront parkway to 26th is too narrow and it's going to be dangerous.
ProtectedLane,SharedUse,Sharrows,PaintedLaneNoB	I don't have a reason.

Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane,SharedUse	I don't know if physical barriers are helpful and may upset drivers more. I think we should be able to compromise but not if it's a safety risk for bikers, especially children.
ProtectedLane,PaintedLaneBuffer,Sharrows,SharedUse	I don't like the flexible posts. I consider them a distraction.
PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane,SharedUse	I don't think flexible posts are really required.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I doubt Erie drivers are going to respect "sharrows", making them my least favorite option. A separate bike trail would be the safest bet in my opinion.
PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,SharedUse,Sharrows	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. I don't feel like sharrows would provide much benefit.
PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows,ProtectedLane	I feel this is a balance between practical and safety. I ride from Waterford to downtown Erie and around Presque Isle and many roads are not safe unless you keep up with traffic and "traffic" does not do the posted speed limits.
PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,SharedUse	I feel this is the most favorable ranking for all concerned parties.
PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse,ProtectedLane	I feel without physical barrier, on street parking and biking could share the space.
SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,ProtectedLane	I have concerns about cyclists not obeying traffic laws. Many times I see them run stop signs and swing out into traffic. Giving them a designated space seems more safe for everyone.
PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,Sharrows,ProtectedLane	I have over 4000 miles on my 3 year old bike. This consultant has chosen heavily traveled routes which need revisited. Peach and 38th come to mind if I'm going to the zoo with children. Blocks of start and stop is not a good healthy ride. Get on a bike and try some of these, please.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I just ranked it from safest to least safe, in my experience.
SharedUse,PaintedLaneNoBuffer,ProtectedLane,Sharrows	I like a path to be shared without barriers
PaintedLaneBuffer,SharedUse,ProtectedLane,PaintedLaneNoBuffer,Sharrows	i like the idea of sharing but unfortunately, ive found jaywalking pedestrians can hog roads as bad as cars and be hazardous to bikers. But i suppose its better than no bike lanes, so i would take that or really any option but not getting any bike lane development at all
PaintedLaneNoBuffer,SharedUse,Sharrows,PaintedLaneBuffer,ProtectedLane	I prefer a dedicated bike lane for safety. I don't think a physical barrier is practical in the winter. The snow plows will just knock them over.
PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,SharedUse,Sharrows	I prefer a separate bike lane but don't think a physical barrier is necessary. I do not like sharrows. There are currently sharrows on East 38th Street and I have had the driver of a car tell me to "Get the f--- off the road" while riding on East 38th Street. I do not feel safe riding on a busy road with sharrows.

PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,Sharrows,SharedUse	I prefer having a dedicated bicycle lane within normal traffic. Bicycles are a vehicle. A cyclist should be provided a safe, dedicated space to operate in congested and busy motor traffic. It's important to keep in mind - and to message to the public - that bicycle lanes in urban settings are NOT multi-use trails like people are used to at Presque Isle or on the Bayfront. Isolating them TOO much from traffic perpetuates an unsafe attitude that could lead to cyclists (especially minors) becoming complacent that they will always be "protected" from motor vehicles. A dedicated space in traffic is good and provides needed safety, but go too far with the isolation and the cyclist will lower their situational awareness and will be less likely to obey proper traffic rules and etiquette.
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I prefer the greatest separation possible between bike lanes and auto traffic.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I prefer the safest options that slow down traffic and alert drivers to bike traffic.
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I ranked for greater safety for the bikers. If the path seems unsafe, people will likely not use it. Also, drivers here are not used to sharing the road.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I ranked my choices based on two factors, #1 being in terms of safety for the more vulnerable party and #2 being the prevention of lane misuse.
PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,SharedUse	I ranked them
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I ranked them according to my experience. I have found that rivers tend to ignore sharrows
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I ranked them in an order that I felt would be safest and benefit the most people of our community.
PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse	I really don't understand the difference between some of these options.
SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I support bike lanes but not on Greengarden Blvd
PaintedLaneNoBuffer,SharedUse,ProtectedLane,PaintedLaneBuffer,Sharrows	I think a physical barrier is excessive and extra maintenance. I'm sure there are plenty of scenarios where it is warranted
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I think a physical barrier is important in keeping pedestrians, cyclists and vulnerable population safe. If there is no physical barrier then cyclists are at risk of being hit- I have cyclist friends that get hit by cars yearly
ProtectedLane,SharedUse,PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer	I think a protected area for bicycle riders with a physical barrier between would provide the safest option for people who ride their bikes.
ProtectedLane,SharedUse,PaintedLaneBuffer,Sharrows	I think a walker & a biker can share the same path, which can should be the sidewalk
SharedUse,Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer	I think bike lanes are important but I dont think buffers are necessary the roads arent big enough as it is
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	I think if there is the space, paths and roads that are only for cyclists and pedestrians presents value! There are areas in Europe that cars are not allowed at all, which provides safe, open, and functional parts of the community without motorized vehicles!
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	I think it is important to keep non-car users as separate from cars as possible. I also think shared use paths (option 4) are dangerous because pedestrians and vulnerable road users move at much different speeds and have different needs than cyclists.

PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows,ProtectedLane	I think it's important to have space between the bike lane and the roadway because I don't feel that motorists give the required space when passing bicyclists
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	I think people would do best having a physical barrier to reduce accidents caused by careless drivers. If you're going to do it, the safest option should be chosen if possible
SharedUse,ProtectedLane,PaintedLaneBuffer,Sharrows,PaintedLaneNoBuffer	I think separate shared use paths are the most aesthetically pleasing and safest option. If that option is not possible, then I think a bike lane with a protective curb (much better than awkward looking flexible posts!) would make people feel safe while biking.
PaintedLaneBuffer,SharedUse,ProtectedLane,Sharrows,PaintedLaneNoBuffer	I think some form of buffer is important for everyone to feel safest. I've seen cars get uncomfortably close to bikers on the road. I personally get nervous if I feel squeezed next to someone riding a bike. A buffer would definitely give both forms of transportation some leeway. I don't think sharrows are ideal because cars think they own the road regardless of painted shared areas. Everyone deserves to feel safe while traveling & that is worth way more than people wanting to park in the street despite living in houses on a road with long/wide driveways and garages. I frequently drive on Greengarden & rarely do I ever see any cars parked on the side of the street. I think the people living on Greengarden that are upset about the bike lanes are being very selfish. They don't park in the street and are fortunate to have their long driveways. I believe everyone should be safe & protected no matter their form of transport. It is important to give those without cars that same opportunity.
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane	I think the only answer is to let bikes share the road with vehicles and allow on street parking
PaintedLaneNoBuffer,Sharrows,SharedUse,PaintedLaneBuffer,ProtectedLane	I think we need more patrolling of streets. Speed and irrational driving need to be addressed before we encourage biking on city streets. Not to say the condition of Erie roads are deplorable.
SharedUse,Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	I think whenever possible, bikes should remain off of main roads or be mindful of where they bike without adding bike lanes. Pedestrians must use sidewalks and abide by traffic signals. Bicyclist are notorious for ignoring traffic signals so they shouldn't be given the same right to the road. If I were to run a light, I'd get a ticket. A bike runs a light, and there's no issue.
PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows,PaintedLaneBuffer,ProtectedLane,SharedUse	I took into consideration biker safety with the least restrictions.
Sharrows,SharedUse,ProtectedLane,PaintedLaneNoBuffer	I vote for none of them.
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer	I vote for none of those
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer	I want physical barriers to feel safe.
SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,ProtectedLane	I want the safest option possible.
SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,ProtectedLane	I would like a safe place to bike and run in the city. The poorly maintained sidewalks by owners make it difficult to run safely. I would also like to access restaurants and stores from my bike. I don't think it is a good idea to have physical barriers because I think they will be difficult to maintain, especially in our winters.

PaintedLaneNoBuffer,ProtectedLane,SharedUse,PaintedLaneBuffer,Sharrows	I would like to have a safe place to ride my bike. Some the options seem better choices to make that a reality.
SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	I would not want anyone to take area's away from my house.
ProtectedLane,SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	I'm not ranking them because I don't think we should have a bike lane.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Ideally, a completely separate path will improve transportation for everyone not using a car, not just bicyclists.
Sharrows,ProtectedLane,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer	IF bike lanes are added, there should be physical barriers that force drivers to acknowledge and respect the lanes...otherwise, I don't think they will care about them
SharedUse,PaintedLaneBuffer,Sharrows,PaintedLaneNoBuffer,ProtectedLane	If city street bicyclists follow road rules like I see on Presque Isle road, I don't see where the safety is going to be much improved.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	If safety is the priority, then the highest level of safety should be implemented. Safe bike lanes encourage their use.
ProtectedLane,SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	If we're to be a bike friendly community we must do this right and provide a safe space for cyclists and pedestrians
Sharrows,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane	If you want something that will work elevate the bike way an place a chain link cover over it. I'm actually against the bike lanes on Greengarden and also on French St. south of 26th St where French goes to 1 way because of Collegiate and the parking on both sides of the road; many multi family houses do not have the driveway space to support the amount of vehicles that must park in the area. Definitely a huge safety concern!
Sharrows,PaintedLaneNoBuffer,ProtectedLane,PaintedLaneBuffer,SharedUse	I'm again finding it difficult to rank the numbers...a dedicated bike lane or sharrow without barriers would probably be the best middle of the road approach.
ProtectedLane,Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse	I'm an advocate for physical barriers (as Greengarden Ave is too wide) OR Sharrows, so those driving vehicles can expect for cyclists to act in the same manner/places as vehicles.
PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane,Sharrows	I'm not entirely sure what a shared path is- but otherwise, a dedicated bike line is crucial and it's better for it to be very obvious (with or without barrier) because I believe a lot of Grover Cleveland and Erie High kids would use that lane on the way to school
PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,SharedUse,Sharrows	In truth, the approach should be determined by the road and the level of vehicle traffic and the need/plan to remove snow.
PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane,SharedUse,Sharrows	It feels like the safest option and easiest to maintain, especially with plowing in the winter.
PaintedLaneBuffer,Sharrows,PaintedLaneNoBuffer,ProtectedLane,SharedUse	It is a safty hazard greengarden drivers are fast moving which having all or more problems. For accidents and safety for bikers. Let alone join parking for.

<p>SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows</p>	<p>It is difficult to rank these without knowing the effect on traffic patterns for vehicles. Erie is not currently a walkable city, and essentials typically require a drive or a bus ride. That being said, solutions like European-style shared use paths or protected bike lanes can provide numerous benefits without impeding or restricting vehicle traffic. Personally, I think that the use of shared-use paths and bike lanes with a physical curb are the best options for Erie County. They are attractive, durable, and encourage residents and visitors to explore Erie on a smaller scale (meaning more traffic for neighborhood businesses and locally-owned small businesses). I have some concern that when flexible posts are damaged, they will not be replaced, creating a run-down appearance that Erie desperately needs to avoid.</p>
<p>ProtectedLane,PaintedLaneNoBuffer,SharedUse,Sharrows,PaintedLaneBuffer</p>	<p>It is safer for bike riders to have a physical barrier between cars and them, there are many people who are curb huggers, especially on 6th Street.</p>
<p>PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,SharedUse,Sharrows</p>	<p>It really depends on the street. If it's a very heavily trafficked street then you darned well better have a physical barrier! I think 12th is too busy for any bike lane. Greengarden, 6th, and 8th don't need that much. The painted 3ft buffer feels like a nice compromise between cyclist safety/awareness and driver constraint/discomfort and I think that should be the first choice when possible. 26th and 38th have much faster traffic and lots of distractions. That's a place where more robust cyclist protections are warranted. On side streets, sharrows feel appropriate (they are basically just a reminder that bikes exists, and the more we see the more likely we are to look over our shoulder for cyclists when turning. PS - you need to fix the railroad crossings if you want people to bike in this town. Gigantic holes from cars and trucks and ice and heat.</p>
<p>SharedUse,PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer</p>	<p>It won't let me change the options to assign numbers</p>
<p>SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows</p>	<p>It's best to keep bikes as separate as possible from cars. Furthest would be the shared use path, followed by the protected bike lane (which should deter drivers from hitting bikes), followed by the buffered lane to keep bikes somewhat separate. Sharrows are just a simple "please don't hit the bikes" deterrent which doesn't solve the issue, and a dedicated lane won't really deter people from just parking on the curb.</p>
<p>Sharrows,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer</p>	<p>Its just not that necessary for the plan that is outlined.</p>
<p>ProtectedLane,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,Sharrows</p>	<p>Just go to Presque Isle in the summer for a couple hours. Even in a recreational 25mph environment, people don't read signs, don't understand sharing public space. Bikers are a burden to pedestians. Dedicated bike lanes with proper protection is best. I take this route from Frontier Park past Grandview/Peach weekly. I take Raspberry because I don't have a death wish. They did that work at 12th and GG, but now just super wide lanes with no bike lane, wasted opportunity to coordinate. 26th and GG is the next most dangerous intersection. Way less space. Good luck, y'all.</p>

Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,ProtectedLane	Just not enough bike traffic to justify much other than sharrows. BTW, I think the survey is a bit nuanced. For example, In the introduction , it is noted that ~70% of people living downtown don't have transportation . However, There is an almost universal bus service that could be improved on (maybe smaller quicker busses that stay on limited downtown routes as opposed to the giant "dinosaur " busses that never seem to have anyone on them). Additionally, it's my impression that 70 % of the people living downtown are unlikely to be physically able to ride a bicycle.
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane,PaintedLaneNoBuffer	Leave these homeowners alone and allow them to park in front of their residence.
PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer,SharedUse,ProtectedLane	Level of safety and functionality
PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer,SharedUse,ProtectedLane	Makes the most sense with this option.
ProtectedLane,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,Sharrows	Many cyclists ride at a clip that may be dangerous to share with walkers if the path is being used by bike commuters.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse	Mixing pedestrian traffic with bike traffic is more dangerous than having cyclists on the roadway. It creates impediments to the flow of bike traffic and can lead to head on collisions. Otherwise, protected bike lanes are preferable, except when there is the option for both parking and a bike lane, in which the utility of having both outweighs the safety risks of not having a protected bike lane. In my experience, I've been respected more, as a cyclist, when I am in a clearly visible, painted, bike lane, whether the bike lane is buffered or not. I spent 10 years living in Phoenix and Scottsdale, which has fantastic biking infrastructure. The trade-off between safety and utility is a real thing (ie. removing street parking would lead to a decrease in parking for tourism and those who visit from the "county"), but in those areas, they prioritized visibility, signage, and intelligent routing, rather than expensive infrastructure.
SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse	more people walk all year long than ride a bike-----fix and widen sidewalks
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,SharedUse	More protection equals more use for hesitant cyclists. I ranked sharrows low because in my experience some motorists in the city of Erie are belligerent and unlikely to actually share the road. I think dedicated paths are great where there is space for them, but I ranked them last because I'm not sure the space inside the city is there to make them a really useful option for getting around the city rather than for recreation.
PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,SharedUse	More space, the better for cyclists
SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer	Multi purpose paths work well and encourage walkers as well as cyclists.
SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer	Multi use paths benefit bicycles and are more inclusive.
SharedUse,PaintedLaneBuffer,Sharrows,ProtectedLane,PaintedLaneNoBuffer	My choices for 4 and 5 should be reversed. (Couldn't get them to switch). For safety of all involved. Give bikes their own lane. Take some of the Blvd out to make space. Leave cars on street.

PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer,SharedUse,ProtectedLane	My experience in the last 50 years has not witnessed anything other than a very rare sighting of a bicyclist on residential neighborhoods such as Greengarden. I don't believe any type of bikeway would change the frequency of riders. Most riders seem to prefer the peninsula bikeway. I would not feel safe in a bikeway located on a street with the volume of traffic that is on Greengarden and I strongly believe that children would not be safe in this situation.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneBuffer,PaintedLaneBuffer,PaintedLaneBuffer	My ordering seems like it prioritizes safety
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneBuffer,PaintedLaneBuffer,PaintedLaneBuffer	My preference goes from most safe to least safe. Nuf' said!
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,PaintedLaneBuffer,PaintedLaneBuffer,PaintedLaneBuffer	My preferred order 1: flexible posts. 2: shared use path
PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse,ProtectedLane	N/a
PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,SharedUse,ProtectedLane	N/a
Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane,PaintedLaneBuffer,PaintedLaneBuffer	N/a
Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,ProtectedLane	NA
SharedUse,PaintedLaneBuffer,ProtectedLane,Sharrows,PaintedLaneBuffer,PaintedLaneBuffer,PaintedLaneBuffer	Need a continuous path...
PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,SharedUse,Sharrows	Need at least a buffer, may make sense to have the physical barrier in busier/more accident prone areas.
Sharrows,PaintedLaneBuffer,ProtectedLane,SharedUse,ProtectedLane	Need more on street parking
PaintedLaneNoBuffer,SharedUse,Sharrows,ProtectedLane,PaintedLaneBuffer,PaintedLaneBuffer,PaintedLaneBuffer	No
Sharrows,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane	No benefit of having a bike lane where any biker can drive on any city st. And I don't see so many people now using greengarden blvd.
ProtectedLane,PaintedLaneBuffer,Sharrows,PaintedLaneBuffer,PaintedLaneBuffer,PaintedLaneBuffer	No bike lane
Sharrows,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane	No bike lane at all. It is too dangerous.
Sharrows,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	No Bike lane here.
PaintedLaneBuffer,Sharrows,SharedUse,PaintedLaneNoBuffer,ProtectedLane	No bike lane needed. Why is this question asked in a leading way?
SharedUse,ProtectedLane,Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer	No bike lane should be built in this area. Use funds to repair infra such as existing roads and update sewer systems to maintain tax rates.
ProtectedLane,SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	NO BIKE LANE SHOULD BE THE ONLY OPTION. I DISAGREE WITH THE ABOVE CATEGORIES. THIS SURVEY DOES NOT REFLECT MY PREFERENCE : "NO BIKE LANE"
Sharrows,PaintedLaneNoBuffer,SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneBuffer,PaintedLaneBuffer	No BIKE LANE! YOU ARE CRAZY PLACING IT ON GREENGARDEN!
PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,SharedUse,ProtectedLane	No bike lanes
Sharrows,PaintedLaneNoBuffer,ProtectedLane,SharedUse,ProtectedLane	No bike lanes I don't want my tax money going to more useless crap
SharedUse,PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,ProtectedLane	No bike path
Sharrows,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	No bike path at all!!!! This survey is very biased towards boke paths! NO BIKE PATH..

ProtectedLane,PaintedLaneBuffer,Sharrows,SharedUse,PaintedLaneNoBuffer	No restriction on parking is what I want. I believe bikers can share with cars and it is fine the way it is now.
ProtectedLane,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,Sharrows	no time for elucidation. trust me.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	NONE!!!! there are sidewalks in place for this already fucking use them instead of putting ppl in danger in the street or set specific times/days they can ride. UNACCEPTABLE BS
PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane,Sharrows	Not able to drag choices. Number one is good
SharedUse,PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane,Sharrows	Nothing new to add
PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane,Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,Sharrows	On my phone it doesn't let me set the order
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,SharedUse	On street parking with bike lane ...if you put barriers where will we go if emergency vehicle has to go up or down road
PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,Sharrows,ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Once again I don't think physical barriers would increase safety
Sharrows,ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Once again survey filled in as programmed. My input was ignored.
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Only bike lanes with barriers would be safe on Erie's already overcrowded streets. If it's not done right, no one will use them. Also, the weather here is not conducive to biking year round so this solution isn't relevant for people of lower income who could afford bikes but not vehicles year round.
SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse	Order of safety
SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane,Sharrows	Our families on Greengarden DONT WANT A BIKE LANE
Sharrows,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	Our roads are small and congested, making them smaller is insane. Also I drive the city all day every day and HARDLY ANY ONE rides a bike but you want to take RIGHTS away from TAXPAYERS.
SharedUse,PaintedLaneNoBuffer,ProtectedLane,PaintedLaneBuffer,Sharrows	OUR ROADS ARE TO NARROW FOR CARS AN TRUCKS, HOUSE HOLDS HAVE 3-4 CARS PER FAMILY WE STILL NEED STREET PARKING,,,,
SharedUse,PaintedLaneBuffer,Sharrows,PaintedLaneNoBuffer,ProtectedLane	Pa drivers don't obey the law as it is a cyclist is only another target for them. It is safer for them away from a 2 ton vehicle. I have seen too many of them as hood ornaments already.
PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,Sharrows,ProtectedLane	Painted bike lane is best. Your survey doesn't work on Android to move the choices beyond picking the top one.
PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane,Sharrows,ProtectedLane	Should have worked this out long ago.
PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane,Sharrows,ProtectedLane	Painted buffer bike lanes are easiest to maintain (plow, sweep, etc) with existing tools.
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Painted lines are not visible when it snows. I commute all year long.
SharedUse,PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,Sharrows	Paths that are separate from the road offer the most safety. Sharrows are the least safe. The three in the middle are all favorable to sharrows.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse	People in motorized chairs and pedestrians are to use the sidewalks and the curbs have been modified for access. It is dangerous for walkers and people in wheelchairs to use the same lane. That's why a bike lane is a good idea. A protected bike lane with barriers will help both car drivers and cyclists stay in their own lane.

SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,P	People walk on the roads anyway. Why not make it safer?
PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer,Sh	Physical barriers means more damage to vehicles and more costly repairs for both.
	Physical barriers seem like a danger for both cyclists & drivers (though I'd be curious to see crash data on if they increase collisions with barriers, & how much they cost). Really the best option is dedicated / completely separate roads. Just like highways exclude cyclists & sidewalks exclude cars, there should be paths for cyclists, skateboarders, rollerskaters, scooters, horses (Amish? Equestrian travelers?), & walking, some kind of "road" between highways or sidewalks that's for these vehicles that are often faster than walking but slower than fast car driving. The other option would be to make existing roads more of "sharrow" roads, where it becomes more of an expectation that cars won't use them as much as a main road, but they could if they need to for some reason. Apparently some studies show bike lanes aren't much safer than cyclists just driving in the road (and Erie bike lanes often have debris and more cracks in them and aren't maintained, pushing cyclists into the road).
SharedUse,PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer,ProtectedLane	Physical barriers will help keep traffic from getting too close. Same with the buffer. A shared path is not good for bicycles. Pedestrians do not move and take up the entire space because it is not wide enough. This is a problem at the peninsula. They have headphones on, walking dogs, unsupervised children.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse	Physical barriers would be a hinderence to proper road maintenance (snow removal) and street clean up especially from 26th street to 38th street where shade trees require leave and other debris cleanup routinely. Sparrows are confusing . Either make a bike lane or not. A shared use path adds expense in build and maintenance unnecessarily. Both 1 and 2 choices are acceptable. Being a frequent traveler of Greengarden I have not observed many parked cars on either side of the boulevard.
PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,Sharrows,ProtectedLane	Physically separating vehicles and cyclists seems to be the safest option.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedProtectedLane,PaintedLaneNoBuffer	protect our children! we need protected bike lanes!
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	Protected bike lanes are the safest for vulnerable road users
SharedUse,ProtectedLane,PaintedLaneBuffer,Sharrows,PaintedLaneNoBuffer	PROTECTION from idiot drivers
PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,ProtectedLane,SharedUse	Provide safe bike access but preserve ease of street maintenance (no physical barriers to break/avoid/maintain).
SharedUse,ProtectedLane,PaintedLaneBuffer,Sharrows	Ranking is based on the same answer I gave above. We need to keep people safe
	Resident submitted the survey early. This question was not listed as a ranking question when they submitted. (Submitted by Erin Carey 4/3/2023)

SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Riders are safer the further they are from cars, but anything that at very least increases awareness of riders would increase safety. A dedicated path also makes for a more scenic route and pleasurable experience. I don't mind a dedicated lane. I don't love the idea of sharrows, but they are better than nothing.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse	Riders need to feel protected and it's scary when you have cars flying by you not giving you space less than a foot. It's not enjoyable and causes anxiety. It will give awareness that bikes ARE allowed to be on the road. Barriers would also help if there are distracted drivers not paying attention so they'll hit that first. Rather than a person.
PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,ProtectedLane	Safe traveling should be accessible to everyone.
ProtectedLane,PaintedLaneBuffer,SharedUse,Sharrows	Safest
ProtectedLane,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer	Safest to least safe.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse	Safety
ProtectedLane,PaintedLaneBuffer,Sharrows,SharedUse	Safety
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer	Safety
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse	Safety
ProtectedLane,Sharrows,SharedUse,PaintedLaneBuffer	Safety
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer	Safety
PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane	safety and appearance
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse	Safety and making the city a place for all residents, not just those who drive
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse	safety for the most vulnerable, those not enclosed by a vehicle.
SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	Safety is most important. Clean and simple appearance is preferred
SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer	Safety of the bicyclist and/or pedestrian.
ProtectedLane,PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer	Safety,safety, safety especially for the most vulnerable
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse	Safety.
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer	safety. when you ride your bike you want to feel safe.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer	Same as above
ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse	same as above
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse	Same as above
ProtectedLane,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,Sharrows	Same as above response - the "sharrows" are already in use in some areas such as Presque isle and are completely useless - I actually had a driver yell at me out their window to get off the road near a sign saying to share the road with cyclists...
PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,SharedUse	Same as above.
ProtectedLane,Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer	Same as above.
PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse	Same as above.

ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuff	Same as above. Shared road is dangerous
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuff	Same as above. The more space between the better/safer.
ProtectedLane,PaintedLaneNoBuffer,SharedUse,Paint	Same as before
PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuff	Same as my last selection.
PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,ProtectedLane,SharedUse	Same concerns as last comment. How are these pavement markings to be seen in dark and in snowy conditions? Will pavement markings glow in dark? Will there be road signs every 1/2 mile or so also indicating road is a bikeway and that car drivers must allow 4' between them and a bicyclist they are passing.
PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,SharedUse,ProtectedLane	Same general reasoning as my last comment: the lane is the focus. A "shared use path" would promote potential injury, especially on loud roads.
PaintedLaneBuffer,Sharrows,PaintedLaneNoBuffer,ProtectedLane	Same reason as above. Sharrows and bike lanes remind people.
PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane	Same reason for question before this one
PaintedLaneNoBuffer,Sharrows,SharedUse,PaintedLane	Same thing happened and can't fix this. Please only not my number one ranking
SharedUse,PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer,ProtectedLane	See my comments above. I do not believe such designed lanes for recreation or other use should be designated on any road that would impede on anyones property area or parking area.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Separate paths is the safest option, reducing the chance of dangerous interactions between car road users and non-car road users. Separate paths also create the ability to plan pathways that are more direct, useful, and enjoyable to cyclists, pedestrians and other non-car road users. If paths are to share a road, protected bike lanes are the next best option; barriers are safer for cyclists, and encourage riders who feel less comfortable with shared traffic to use bike lanes. Curbs are better than flexible posts. Having a painted bike lane with a barrier would ideally prevent drivers from passing too close to a cyclist, where a bike lane without a barrier will not. Sharrows do not encourage car drivers to be more respectful or cautious of cyclists or other road users. Sharrows in my opinion are dangerous to cyclists and other non-car road users, and a waste of paint.

	<p>Separated bike lanes that physically prevent cars from running into cyclists is the best way to implement bike lanes. If a physical barrier has damaged a car it has served its purpose as it prevented a car from going a place it should not be. I highly recommend taking a look at the YouTube channel "Not Just Bikes" (https://www.youtube.com/@NotJustBikes), he has made numerous great videos outlining the benefits of bike lanes and good public transport and how to implement them. Investing in bikes and public transport is a really good investment for numerous reasons. Investing in car infrastructure only benefits the auto manufacturers and makes our lives worse and more costly. Car-dependent infrastructure does not help the city very much but bike lanes and public transport can benefit everyone a lot. I have written a longer document outlining my views on bike lanes and public transport:</p>
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	https://docs.google.com/document/d/1b6auaQ1f_dR4ieaYKRrUcQPISP6JzjzSb1G7g8mwBI8/edit?usp=sharing
SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	Separating cyclist from cars is that only way to keep cyclist safe.
ProtectedLane,SharedUse,PaintedLaneBuffer,Sharrows	Share the road
Sharrows,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	Share the lane because there are only a few parked cars at any time.
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane	Share the road as in other areas of the city. You just spent \$\$\$ on west 8th street and no bike lane there - why not?
SharedUse,Sharrows,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer	Share the road like indicated on Presque Isle. Bikes can ride in the parking lane if no cars are parked but otherwise they should share the road.
SharedUse,Sharrows,PaintedLaneNoBuffer,ProtectedLane	Shared lane
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Shared use is best, that is separate from automobiles. I've seen this in Europe and it looks good. Buffered is second, whether physical or painted.
SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,ProtectedLane	Shared use paths are wonderful - on the bayfront bike path, there are people walking, biking, on motorized scooters, etc. They are not bumpy like sidewalks, there is wide enough room to pass, and the ride is smooth. However, I understand that is more expensive than just repainting on roads. That's why pavement markings for a bike lane is my second choice. Share the road signs on pavement are nice, but don't structurally change commuting in any way or make it safer for bikes or any other travelers
PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,SharedUse,Sharrows	Shared use paths at Presque Isle pose regular safety risks. Let a bike way be a bike way. No walkers, scooters, etc. One exception might be motorized wheelchairs/scooters for the disabled, as it should be easy for them to share the bike way with bikes and they also have few safe options.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse	Shared use paths tend to treat cyclists as a second class citizen and are not good for promoting equality for all road users.

ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	Sharrows are almost useless and a waste of paint, I think they should only be considered for small in between sections of roads with bike lanes that can't accommodate them the whole way through. Separated and buffered lanes seem like a good general option that don't require as much cost and road changes as the shared use path, but having a few of those in the city as proposed in the plan would make a transformative difference in safety and making travel accessible and equitable for all vulnerable road users
PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,ProtectedLane,Sharrows	Sharrows are deadly primarily because most people don't know what it means except for a bicyclist. The rankings are based on the belief that if a person who drives a vehicle is educated on how to share the road with cyclists a dedicated bike lane is really all you need. We have to move away from the concept that vehicles and cyclists have separate lanes because cyclists will be on roads that have no bike lanes. We have to move away from the concept that roads are dedicated for vehicles only. The most effective tool in bicycle safety is to educate the person who drives a vehicle. And of course this is not just an Erie County issue this is a Pennsylvania issue. PennDOT needs to use some of our tax money and invest in driver education instead of building roads to make vehicles go faster. Fast cars and trucks kill.
PaintedLaneBuffer,ProtectedLane,SharedUse,Sharrows	Sharrows are NOT safe. They are laughable along 38th Street.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Sharrows are scary for the biker - and annoying as the driver. Buffers are better, but a separate path is appealing because it removes most cars from the equation.
SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	Sharrows typically create conflict between cyclists and uninformed motorists that think the road and therefore the right of way belongs to them. Separate use pathway will decrease conflict and increase safety.
ProtectedLane,PaintedLaneBuffer,SharedUse,Sharrows,PaintedLaneNoBuffer	Sidewalks were made for ppl to walk and ride bikes for safety, they need to use them. You should've been honest with residents in first place and not sneaky and shady. Shame on you
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	So many drivers are either distracted or aggressive-- the more safety options for cyclists, the better!
PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,ProtectedLane,SharedUse	Some of the most dangerous riding I have ever experienced was on the multi use trail at the peninsula. As I said in a letter to the editor I find it rather curious that the residents of Greengarden Boulevard have become so publicly concerned for the safety of their fellow man only since they learned that the proposed bike lane from 26th to 38th street will eliminate their rarely used on-street parking and their fall leaf repository. I'm sure the vehicular carnage and property depreciation they envision will not occur just as it did not on W. 6th Street.
Sharrows,ProtectedLane,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer	Sounds like you are proceeding with this regardless of my opinion! Provide better options. NO BIKE LANE PERIOD!

SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	Studies show the safest bike lanes are protected bike lanes. The best option (not listed) would be a two part, protected lane marking a bike lane separate from a pedestrian path, and both protected from motorists. Motorists do not respect painted lines, and are the most dangerous form of "protection".
Sharrows,PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,PaintedLane	That area doesn't need a designated bike path
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane,SharedUse	The above question will not let you choose No bike lanes. It also will not let you submit without answering this question. Even when you check an answer, it doesn't let you reorder the answers. Seem like this survey is rigged to get city officials what they want.
Sharrows,PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,SharedUse	The bike lane needs to be shared with on street parking. Our street is too busy & pulling out of our driveways is dangerous enough. Now you want to take away on street parking. Shuffling cars parked in our driveways is going to be dangerous to motorists, residents & the bikers. It is putting lives at risks. If there are barriers up for bike lanes, how are motorists going to pull over for emergency vehicles????
Sharrows,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane	The city does not need them. Bikes should not take precedence over cars. We are not a southern city what next ban cars on all streets?? Mayor needs to wake up. How about a bike lanes up and down cherry street? a loop around Glenwood. How about Lake shore?? and a loop around that neighborhood with a dinking fantan and park bench to rest in front of the mayors home?
Sharrows,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	The community has never been properly contacted!
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	The first option is at the top with the same reason and logic applied to the other written response. In short, the psychical barrier provides the most safety and the buffered lane can be feasible but is less desirable. The dedicated bike lane with pavement marking comes next due to the utilitarian design and lack of safety features. The shared-use path places fourth for my concern over the unintentional congestion and increases danger created by the three target demographics who have the navigate the same space. The sharrows perpetuate the travel safety problem by offering no safety. Instead this works more as a reminder for drivers that cyclists are present but provides no protection to cyclists from drivers making risky maneuvers. This has already existed and would continue without greater safety measures.
SharedUse,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	The further separation between 2-4,000 lb boxes of metal and a pedestrian/biker the better. I've ranked the above accordingly.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	The higher the number on these options, the more dead bicyclists you will have. Separate, protected, buffered, dedicated, all provide graded levels of protection.
ProtectedLane,SharedUse,PaintedLaneBuffer,Sharrows,PaintedLaneNoBuffer,Sharrows,SharedUse,PaintedLane	The ideal ranking of options
ProtectedLane,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,SharedUse,PaintedLane	The least visually disruptive, and the easiest to maintain in the Fall and Winter with snow and leaves
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	The more barrier and space placed between cyclists and cars, the better and safer everyone will be.
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	The more protection away from cars the better.

SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	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.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	The more space between me and some psychopath watching Netflix in their car the better.
ProtectedLane,PaintedLaneNoBuffer,SharedUse,PaintedLaneBuffer,Sharrows	The most separation, the better for both vehicles and cyclists. Have their own protected barriered lanes and feel safe when sharing the road.
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane	The ONLY choice that I really would choose is Share the Road, all the others are NOT sensible for this street. Again, a true traffic study was NOT done. Some of these "suggestions" are not thought out and actually pose a danger to non motorized vehicles and pedestrians. This will cost the tax payers more down the road as the TRUE price for this venture is revealed
ProtectedLane,PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,Sharrows	The options that offered the most protection to bicyclists by way of separating bicycle and automotive traffic rated highest. Sharrows have been proven to do 0 for cyclists. Look to see how many bikes you see traveling east 38th st. where cars drive like maniacs despite sharrows.
PaintedLaneBuffer,SharedUse,PaintedLaneNoBuffer,ProtectedLane,Sharrows	The physical barrier is the safest for cyclists, but it presents a problem for plowing and for sudden change of path for any reason. The path being separate from the roadway - like the recreational path along the Bayfront Highway - is also a preferred method, but it requires more right-of-way width. It should be installed where there is the space available. The dedicated lane with a 3-foot buffer zone seems to be the most practical at this time for most of the route options, and would be the easiest to install from a cost and timeframe standpoint.
ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	The roads are so wide they have plenty of space. People should have to use their driveways. No on street parking on larger roadways like Greengarden.
ProtectedLane,SharedUse,PaintedLaneNoBuffer,Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	The shared use path is a good idea but may not be feasible.
Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows	There is no point in spending money on 12 blocks of bike lane
PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane,SharedUse,Sharrows	There is no way to rank these choices except for selecting #1 choice. Hopefully this survey isn't attempting to do ranked choice voting, because the survey doesn't actually facilitate that
Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,ProtectedLane	There is not an option in the above preferences, so my first preference would be no bike lane. : And Hardy
PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane,Sharrows,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse	There should be a solid safe bike lane.
Sharrows,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse	There should be no bike lane! This survey is not fair! I feel bike lane being shoved down my throat! Whos pockets being lined?
PaintedLaneNoBuffer,Sharrows,PaintedLaneBuffer,ProtectedLane,SharedUse,Sharrows	there's only so much room, unless you want to pay for lots of construction
PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,SharedUse,Sharrows	THESE ARE ALL BETTER OPTIONS THAN NO BIKE LANE AT ALL. JUST DO SOMETHING TO MAKE IT SAFER. BTW- THE SHARROWS ON 38TH STREET ARE MOSTLY WORN OFF AND SHOULD BE REPAINTED.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	These are the order of the safest option

PaintedLaneNoBuffer,ProtectedLane,SharedUse,Sharrows,PaintedLaneBuffer	These bikers are a hazard! They are every where, on PI they are suppose to share the road, yet most ride on the walkways. When they ride on the street they are mostly on the roadway with cars instead of the bike way. On W 6 th St. traffic has to slow down to give them and on coming traffic room. Seems like they can do pretty much anything they want while the rest of us have make way for bikes! I'm sick of it!
SharedUse,Sharrows,PaintedLaneBuffer,PaintedLane	These make the most sense of all the offered options.
PaintedLaneNoBuffer,SharedUse,Sharrows,PaintedLane	These rankings will provide safety and seem affordable.
PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane,SharedUse,Sharrows	Think it's self explanatory. Give cyclists a safe & convenient option and they will choose it over driving frequently. Love to see grants to get more Erie residents on bikes then driving.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLane	Thinking I ranked these by the safest to least safe.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse	This choice would depend on the road.
Sharrows,ProtectedLane,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse	This idea worked on parade st because it is wider. greengarden is not wide enough because you still need on street parking.
Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,SharedUse,ProtectedLane	This is a convoluted question, none of these make sense. Plain and simple, a bike lane is not wanted or needed.
Sharrows,SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	This is entirely up to the residents of Greengarden Blvd ONLY. Just like the Kahkwa bridge project, this is their neighborhood and they, and only they should have a say in how to work with the city. If the residents choose a different path, so be it. But above all, it is their choice, their neighborhood.
Sharrows,SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	This is the best way in my opinion
PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	This made the most sense to me.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows	This order feels the most logical in providing bike lanes with the most protection for those that will use them.
Sharrows,ProtectedLane,SharedUse,PaintedLaneBuffer	This question should not be on survey! NO BIKE LANE PERIOD! PROVIDE THAT OPTION.
PaintedLaneNoBuffer,PaintedLaneBuffer,Sharrows,ProtectedLane,SharedUse	This survey is biased in how it is constructed. Greengarden add APS (Accessible Pedestrian signal) signal at 32 and 38th streets. Reduces impact of bikeway on pedestrians who are blind and visually impaired. Complete the sidewalk on the east side of Greengarden between 12th and Bayfront. Gives peds parity. The bikeway should go all the way to West 8th street on Greengarden with a three way stop. On French street there should be APS at 18th, 21, 26 and 38th streets. Active Erie plan measures an improved city by less violations by residential properties but ignores the miles of poorly maintained sidewalks under the control of commercial, church, nonprofit properties. When will this change. Missing sidewalks were identified in the active Erie plan with no attempt to try to go for funding to install more sidewalks. All of the North south at grade railroad crossings lack sidewalks that are usable by people who depend on mobility devices.. How are the needs of pedestrians respected?
ProtectedLane,SharedUse,Sharrows,PaintedLaneNoBuffer	This survey won't let me rank them. I select one option then the rest automatically fill in.

SharedUse,ProtectedLane,PaintedLaneBuffer,Sharrows,PaintedLaneNoBuffer	This very busy roadway is not appropriate for any of these options if has to be it should not be along or part of the roadway
PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,Sh	To ensure safety of bicyclists
Sharrows,SharedUse,PaintedLaneBuffer,ProtectedLan	Use common sense....
PaintedLaneNoBuffer,SharedUse,ProtectedLane,PaintedLaneBuffer,Sharrows	Was unable to arrange the above options?? Click and drag did not work for me after first click. Number three should be number 5
Sharrows,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLane	Waste of money the city infrastructure is falling apart and you are worrying about bike lanes and charging me fees for everything else
Sharrows,SharedUse,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane	We DO NOT need designated bike lanes! Stop wasting tax dollars on stupid ideas that maybe 1 or 2 percent of residents want!
SharedUse,PaintedLaneNoBuffer,Sharrows,Protected	We do not need to close off existing roads and limit automobile traffic.
PaintedLaneBuffer,SharedUse,Sharrows,PaintedLaneNoBuffer,ProtectedLane	We live in Erie Pa where there's snow and plows, etc. any barrier will be destroyed and within 2 years the painted lines will also be gone. All of this craziness for 4 months of bike riding per year. Spend my tax dollars on better projects. Let's focus on crime, drugs and gun violence in this city. Let's clean up our neighborhood and create family sustainable jobs.
ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuff	we need more safer ways to move around on a bicycle around city
Sharrows,PaintedLaneNoBuffer,ProtectedLane,Painte	We need to find an agreement for people who bike and those who drive.
PaintedLaneNoBuffer,ProtectedLane,PaintedLaneBuff	We need to make Erie roads safer for cycling and pedestrian use. Drivers are reckless, careless, will not share the road, and it's not a law that is enforced. Distinct dedicated paths are needed.
SharedUse,ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows	We need way more bike-specific infrastructure. Drivers in erie do not respect cyclists and I don't trust them!
Sharrows,PaintedLaneBuffer,PaintedLaneNoBuffer,Sh	We should be able to share to lane between bikes and parked cars
PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuff	We would prefer a designated bike lane with a solid white line and bike lane markings. I cannot see how it would work with physical barriers as the street needs to be swept and plowed. Greengarden is an emergency snow route those barriers could not possibly withstand the plowing with the snow we get in er
er,SharedUse,Sharrows	I'm
SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer,P	Well that survey did not work as planned. It only let me chose 1 to prioritize and no way to put in order. So separate lane 1st. Barriers are 2nd. A buffered 3 foot lane 3rd. A dedicated bike lane then sharrows.
rotectedLane,Sharrows	
Sharrows,PaintedLaneNoBuffer,SharedUse,ProtectedLane,PaintedLaneBuffer	What are they gonna do in the winter time? Are they gonna plow it? Making no sense the city of every government as smart as they come.
PaintedLaneBuffer,PaintedLaneNoBuffer,ProtectedLa	Where possible this would be a great option.

<p>PaintedLaneBuffer,ProtectedLane,PaintedLaneNoBuffer,SharedUse,Sharrows</p>	<p>While I am don't live in Erie anymore, I was born & raised in the area & lived in city limits for 11 years. I often rode my bike for recreation, commuting, or in lieu of driving to different venues in the city even though I owned a vehicle. There are many residents that are not as fortunate to have the option of owning a vehicle. In addition just the fact that promoting cycling is healthier for all, even non-cyclists as it cuts down on air pollution. I hope Erie makes forward progress on the plans to incorporate more bike lanes to connect all parts of the city. Protected or dedicated bike lanes are the safest option. Shared paths with pedestrians can be dangerous as sometimes pedestrians walk two to three wide and block paths. Sharrows are basically useless on busy streets as motor vehicles rarely understand them or pay them heed. When still living in Erie, I would try to ride my bike across East 38th Street to work and still had aggressive drivers even in lanes with sharrows.</p>
<p>SharedUse,Sharrows,PaintedLaneNoBuffer,PaintedLaneBuffer,ProtectedLane</p>	<p>Why is there no option for a shared bike path lane, one allowing parked cars, and bikers can go around it. (They are already doing this on our Boulevard). A shared bike path is the best option! These choices are skewed, resulting in a faulty survey.The choices need to indicate a designated bike path will eliminate on street parking! And create inconvenience for resident services/emergency management services/deliveries.</p>
<p>ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,Sharrows,SharedUse</p>	<p>With so many drivers not paying attention while driving I believe physical barriers should be in place. This will also make people more aware of the bike lanes around town. And to show respect for the lane So bikers may stay safe. They need to be placed on the Parade street bike lane for sure</p>
<p>ProtectedLane,PaintedLaneBuffer,PaintedLaneNoBuffer,SharedUse,Sharrows</p>	<p>Without physical barriers, I struggle to see the homeowners of greengarden abiding by the bike lane</p>
<p>PaintedLaneNoBuffer,Sharrows,SharedUse,PaintedLaneNoBuffer,ProtectedLane</p>	<p>You consultant is full of shit and has no concept of Erie winters! YOu hav eto keep emergency vehicles and regular vehicles trying to make room for said vehicles as far away from pedestrians as possible. Greengarden is NOT the best road for this.</p>
<p>ProtectedLane,SharedUse,PaintedLaneBuffer,PaintedLaneNoBuffer</p>	<p>You need to force the physical space or some idiot is going to drive right through it.</p>