

## EMTA Scenario Summaries

### Scenario 1

- **Route 1** – Primary spine of EMTA network. Would provide frequent and direct service between downtown Erie and major retail destinations along the Peach Street corridor.
- **Route 3** – Peach Street Shopping Trolley. Would circulate through retail destinations along the Peach Street corridor, between Mill Creek Mall and Walmart; and would provide connection opportunities to Route 1 and direct access to retail destinations not directly served by Route 1.
- **Route 4** – Similar service to current Route 4, but end-of-line extended from Mill Creek Mall to Walmart on Peach Street. Other changes include shifting service from Zuck Road to Old Zuck Road to serve several large apartment communities; and shifting service from 10<sup>th</sup> to 18<sup>th</sup> Street due to low ridership on Liberty Street north of 18<sup>th</sup> Street.
- **Route 12** – Restructured to operate more frequently, but between Albion and Walmart on Ridge Road only, with transfer opportunities to other routes at Walmart.
- **Route 14** – Restructured to operate more frequently, but between Edinboro and Peach Street Walmart only, with transfer opportunities available to other routes at Walmart. Other changes include shifting service from Edinboro Road, north of McKean, to Main Street/Reichert Road/Flower Road/Oliver Road to serve Erie County Technical School.
- **Route 15** – Expanded schedule for daily service between Penn State Behrend and retail destinations in Peach Street corridor, including Mill Creek Mall and Walmart. Other changes include shifting service from 38<sup>th</sup> Street, between Davison Avenue and Old French Road, to Grandview Boulevard to serve several large apartment communities.
- **Route 16** – Restructured to operate more frequently, but between Mercyhurst North East campus and Harborcreek Walmart only, with transfer opportunities available at Walmart.
- **Route 17** – PSB Shuttle. Simplified alignment to serve the University Gate Apartments, Reed Hall, Jordan Road, Early Learning Center, and Knowledge Park.
- **Route 18** – PSB Shuttle. Simplified alignment to serve the Hudson Lofts, Reed Hall, Jordan Lane, and Ohio Hall.
- **Route 21** – Extended to PSB campus and restructured to serve 10th Street, Gladstone Court/GE, Giant Eagle, and Penn State Behrend Campus.
- **Route 22** – Restructured as a bidirectional loop serving 6th Street/Lake Road, Gladstone Court/GE, Walmart, and downtown.
- **Route 23** – Truncated at Gateway Rehabilitation Center and restructured to provide more consistent and direct alignment, including service along Old French Road, E 38<sup>th</sup> Street, and Wattsburg Road.
- **Route 25** – Restructured to serve Harborbrook Walmart on every trip instead of PSB campus or Saltsman Road. Provides connection opportunities to Mercyhurst North East campus.
- **Route 26** – Restructured to operate between PSB campus and Walmart at Elm and 38th Street only. Would provide connection opportunities to other routes at Walmart.
- **Route 27** – Similar service to current Route 27, but streamlined to operate on State Street instead of Peach and French Street.
- **Route 28** – Restructured as a bidirectional loop incorporating highest ridership segments of current Routes 28 and 30. Service along W 32<sup>nd</sup> Street eliminated due to low ridership.

- **Route 29** – Similar service to current Route 29, but streamlined by shifting service from 18<sup>th</sup> Street to 26<sup>th</sup> Street, east of Brown Avenue.
- **Route 31** – Similar service to current Route 31, but alignment shifted from W 8<sup>th</sup> Street and W Lake Road to W 12<sup>th</sup> Street to provide more consistent bi-directional service.
- **Route 33** – Presque Isle Shuttle. Similar service to current Route 33, but end-of-line extended to downtown to provide more walk-on and connection opportunities.
- **Route 105** – Restructured to operate between Correy and Peach Street Walmart only. Would provide connection opportunities to other routes at Walmart. Correy circulation service would be replaced with a demand-response service.
- **Route EE** – Edinboro Shuttle. Local circulator serving Edinboro Walmart, Edinboro University, and Edinboro Giant Eagle. Would provide feeder service to proposed Route 14.

## Scenario 2

- **Route 1** – Primary spine of EMTA network. Would provide frequent and direct service between downtown Erie and major retail destinations along the Peach Street corridor, and also serve as a circulator to connect retail destinations on the east and west side of Peach Street.
- **Route 12** – Restructured to operate more frequently, but between Albion and Walmart on Ridge Road only, with transfer opportunities to other routes at Walmart.
- **Route 14** – Restructured to operate more frequently, but between Edinboro and Peach Street Walmart only, with transfer opportunities available to other routes at Walmart. Other changes include shifting service from Edinboro Road, north of McKean, to Main Street/Reichert Road/Flower Road/Oliver Road to serve Erie County Technical School.
- **Route 15** – Expanded schedule for daily service between Penn State Behrend and retail destinations in Peach Street corridor, including Mill Creek Mall and Walmart. Other changes include shifting service from 38<sup>th</sup> Street, between Davison Avenue and Old French Road, to Grandview Boulevard to serve several large apartment communities.
- **Route 16** – Restructured to operate more frequently, but between Mercyhurst North East campus and Harborcreek Walmart only, with transfer opportunities available at Walmart.
- **Route 17** – PSB Shuttle. Simplified alignment to serve the University Gate Apartments, Reed Hall, Jordan Road, Early Learning Center, and Knowledge Park.
- **Route 18** – PSB Shuttle. Simplified alignment to serve the Hudson Lofts, Reed Hall, Jordan Lane, and Ohio Hall.
- **Route 20** – Downtown Trolley. Would provide frequent service between Bayfront and 14<sup>th</sup> Street via Sassafras Street and Peach Street. Key destinations would include UPMC Hamot, Gannon University, Union Station, and the EMTA 14<sup>th</sup> Street Garage.
- **Route 21** – Crosstown route, extending from PSB to the Fortis Institute, via Nagel Road, Gladstone Court/GE, E 10th Street, State Street, W 4<sup>th</sup> Street, W 12<sup>th</sup> Street, and Erie International Airport.
- **Route 22** – Crosstown route, operating as a bi-directional loop serving 6th Street/Lake Road, Gladstone Court/GE, Walmart on E 28<sup>th</sup> Street, State Street transfer opportunities, Saint Vincent

Hospital, Porreco College, Sterrettania Road, Peninsula Drive, Save-A-Lot on Pittsburgh Avenue, and W 10<sup>th</sup> Street.

- **Route 23** – Crosstown route, extending from Gateway Rehabilitation Center to Walmart near Peach Street, and incorporating the highest ridership segments of current Routes 4 and 23. Would provide transfer opportunities to downtown at 18<sup>th</sup> Street and State Street.
- **Route 25** – Crosstown route, extending from Harborkreek Walmart to the Fortis Institute, via Buffalo Road, 21<sup>st</sup> Street, 26<sup>th</sup> Street and Ridge Road. Would provide transfer opportunities to downtown at 21<sup>st</sup> Street and State Street.
- **Route 26** – Restructured to operate between PSB campus and Walmart at Elm and 38th Street only. Would provide connection opportunities to other routes at Walmart.
- **Route 27** – Similar service to current Route 27, but streamlined to operate on State Street instead of Peach and French Street.
- **Route 33** – Presque Isle Shuttle. Similar service to current Route 33, but end-of-line extended to downtown to provide more walk-on and connection opportunities.
- **Route 105** – Restructured to operate between Correy and Peach Street Walmart only. Would provide connection opportunities to other routes at Walmart. Correy circulation service would be replaced with a demand-response service.
- **Route EE** – Edinboro Shuttle. Local circulator serving Edinboro Walmart, Edinboro University, and Edinboro Giant Eagle. Would provide feeder service to proposed Route 14.