



## STEERING COMMITTEE: SEPTEMBER 29, 2022 SUMMARY

### ATTENDEES

Name	Organization
Jared Schneider	Kimley-Horn
Macy Falcon	Kimley-Horn
Caitlin Cerame	City of Pensacola
Brad Hinote	City of Pensacola
Zeke Hayes	FDOT
Carolyn Grawi	CIL of Northwest Florida
Darien Schaefer	Visit Pensacola
Darlene Hart	Escambia County Public Schools
Frank Pesce	Bike Pensacola
Rodriques Kimbrough	ECAT
Bryant Paulk	FDOT
Chris Huffman	West Florida Wheelman
Brittany Ellers	Ciclovia
Jennifer Carter	Citizen

### GENERAL DISCUSSION

#### WELCOME AND INTRODUCTIONS

- The active transportation plan is a blueprint for building out a comfortable, safe transportation network for walking, biking, and other forms of transportation
- Favorite streets in Pensacola and why:
  - Palafox Street
    - Consistent sidewalks, but busy, cars don't watch, and bad crosswalks
    - Connected to transit
    - Scooters are dangerous
    - Diverse and accessible – waterfront, shops, and dining
    - Wide sidewalks
  - Cedar Street - connects to Blue Wahoo's Stadium
  - 9<sup>th</sup> Avenue - a lot of activity, a hub
  - Bayfront Parkway – beautiful
  - Summit Blvd – 2 miles from 12<sup>th</sup> to Scenic are safe
- Connectivity and ADA is important for vulnerable users

#### PROJECT OVERVIEW

- Education about improvements, such as new types of intersections and bike lanes, are important
  - Consider community education to accompany infrastructure improvements
- Student safety is very important
- From economic development perspective, organizations are looking at communicating to visitors where they should go and what neighborhood areas to avoid
- When developing projects, consider factors that carry more weight



### PRELIMINARY DATA ANALYSIS

- The consultant went through data maps including, major destinations, current infrastructure, roadway type, crashes, right of way maintenance
- Sometimes meeting the needs of pedestrians is at the cost of cyclists
  - Examples include Cervantes and Langley
  - Cones slow cars but push cars towards cyclists
  - Considering parallel routes for arterials
  - Multiuse paths can be dangerous for cyclists and pedestrians together. If cyclists are traveling at 20 mph, it may be safer for them to get in with traffic
- Students can't walk across Pace Blvd and other streets safely. So, students within half a mile of schools are being bused. Walking could reduce the number of buses being used
- Based on the maps, it seems that crashes are happening at breaks in the network and involve multiple agencies with right of way maintenance. Staff may want to engage the County at the Steering Committee member.
- It may be helpful to consider how to keep visitors in specific areas and on certain roads
  - Coordinating with hotels may help

### PUBLIC ENGAGEMENT PLAN

- Two mobility fairs are scheduled in October, along with multiple event tabling opportunities like the Slow Ride. Staff will also be presenting to local groups like the Downtown Improvement Board
- An interactive online survey will go live in mid-October
- It was suggested to look at CivicCon on October 17<sup>th</sup>



**EXERCISES**

**EXERCISE 1: TOP CRITERIA**

*Circle Your Top 3 Criteria for Consideration in Guiding the Active Transportation Plan*

Guiding Principles	Steering Committee Member							Total	Total %
	1	2	3	4	5	6	7		
Fills a gap in the network	1	1		1	1	1		5	21%
Safety	1		1		1		1	4	17%
Feasibility	1						1	2	8%
Social Equity and Investment		1				1		2	8%
Propensity for Use				1			1	2	8%
Improved Access		1			1			2	8%
Economic Development/Placemaking			1	1				2	8%
Improved Comfort/Quality Aesthetics				1		1		2	8%
Added Mobility Options			1					1	4%
Other: Accessibility/ADA		1						1	4%
Other: Marketing/Advertising							1	1	4%
Low Cost								0	0%
Health								0	0%
Sustainability								0	0%

**EXERCISE 2: TOP PRIORITY IMPROVEMENTS**

*List up to 3 locations where you would like to see transportation improvements within the City of Pensacola.*

- Scenic Highway (from Summit Blvd to Downtown)
  - Scenic Highway can connect downtown to the northern part of the city using Spanish Trail as an alternative route and Summit (slower speeds and decent amenities)
- 9<sup>th</sup> Avenue corridor and specifically 9<sup>th</sup> Avenue/Creighton Intersection mentioned multiple times. Improve intersection at 9<sup>th</sup> Avenue/Bayou Blvd as well
- MLK Dr.
- Cervantes Street
- Intersections for cyclists
  - Langley Avenue – roundabout (east/west of the roundabout) gets condensed down for bicyclists. Compression also comes near Adelyn and Langley where drivers are forced near cyclists
  - Summit Blvd – cyclists turn east onto Summit from 12<sup>th</sup> Avenue (compression cones which force drivers into cyclists)
  - Cervantes – where FDOT has slowed traffic – little room for cyclists
  - Safety at each of these locations is key – site of near misses with cyclists
  - Additional signage and education to let people know that drivers and cyclists share the road
  - Advertise for the cycling community to encourage travelers to stop in Pensacola



- Crossings to provide a safe path to school for children
  - 75N Pace Blvd crosswalk
  - 2718 W. Cervantes crosswalk
- Burgess Road – presently at City/County divide with no sidewalks
- Fill sidewalk gaps
- Main streets where things are growing – provide economic development and where pedestrians, cyclists, and vehicles all want to visit
  - W. Gonzalez Street Corridor
  - Garden Street.
  - Main Street and Bayfront Parkway
- Downtown Connectivity
  - Connectivity between downtown and Pensacola Bay Center and connection between Pensacola Bay Ferry Dock to Downtown Pensacola with better signage/path
  - Connection between downtown Pensacola and Quietwater Docks and Pensacola Beach (water taxi)
  - Makin better use of existing facilities by improving access, paths, signage to get from one point to another

Other comments:

- They all serve a portion of the City (citizens, economic development, and growth)
- Full inclusion and participation of all users
- Suggest adding an Accessibility/Universal Design criteria